Construction Logistics Management Plan. Rev J

Turing House School, Twickenham

Project Details	
Name	Turing House School
Address	Hospital Bridge Road, Twickenham, TW2 6LH

CLP Approval	Prepared By	Reviewed By	Approved By
Name	Paul Smith, PIEMA	Richard Shawcroft	**The London Borough of Richmond upon Thames through Planning Application**
Position	Environmental Manager	Contracts Manager	
Signed		Richard Shawcroft	
Date	28th April 2020	28th April 2020	

Issue	Date	Reason
P1	19th July 2018	Draft for Internal Review
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F	8th January 2020	Amended site plans - GW
G	3rd March 2020	Amended site plans
H	28th April 2020	Amended for comments from LBRuT, Appendix B sweep path added
J	27th May 2020	Amended as per further comments from LBRuT planners

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1. Introduction

1.1 General

1.1.1 The Local Planning Authority and Local Highway Authority is The London Borough of Richmond upon Thames (LBRuT)

1.2 Proposed Development

1.2.1 The development proposals incorporate construction of a two-storey building, new car parking provision, new plant room, associated hard and soft landscaping, sports pitch's including MUGA and infrastructure works.

1.2.2 Proposed Site plans are contained at **Appendix A** for information.

1.3 CLP Objectives

1.3.1 The primary aim of this Construction Logistics Plan (CLP) is to assess the impact of construction on the local community as well as meeting the requirements of LBRuT.

1.3.2 This CLP sets out the proposed construction vehicle routing strategy, indicative details concerning the type of construction vehicles required to serve the Site daily, and operating procedures to be employed at the Site to help mitigate the impact of development on the local highway network. Clear routes and procedures are outlined that will be adhered to at all times as a means of limiting the effect of construction. It addresses the practical considerations of construction, including the proposed construction methodology and anticipated timescales, and more importantly assesses the impact of construction on the local community giving consideration to issues such as traffic congestion, air quality impacts associated with dust and vehicle emissions, noise, hours of operation and site security.

1.3.3 The CLP has been developed in accordance with TfL's *Construction Logistics Plan Guidance for Developers*, Local Authority *Development Management Local Plan* and the Mayor of London's *The Control of Dust & Emissions during Construction and Demolition* Supplementary Planning Guidance document.

1.4 CLP Structure

1.4.1 Following this introductory section, the remainder of this Construction Logistics Plan is structured as follows:

Section 2: Baseline Conditions – Sets out information concerning transport conditions prevailing at the Site and in the immediate surrounding area.

Section 3: Construction Process & Logistics – Sets out details concerning the logistics of construction, including the anticipated construction programme, working hours, proposed construction vehicle access and routing strategy, size and construction vehicles, and the control of deliveries.

Section 4: Mitigation Measures – Sets out the mitigation measures that will be employed during construction to minimise impact on local residents, the surrounding highway network and all road users, including pedestrians and cyclists.

2. Baseline Conditions

2.1 General

2.1.1 This section describes the existing transport conditions in the area surrounding the Site, and is informed by desk based research. Transport baseline conditions are identified so that the context of construction of the Proposed Development and its potential impact on the local highway and transport network can be fully understood.

2.2 Site Location

2.2.1 The Site is located next to Bishops Farm Nursery, on an area of grassland. The Site is not accessible for the public and is often used by the nursery for planting and storage.

2.2.2 A plan detailing the location of the Site in the context of the surrounding area is shown in Figure 1 below.

Fig1. – site location

2.2.3 Pedestrian and vehicular access to the Site will be via a shared access off Hospital Bridge Road. (see **appendix A**)

2.3 Local Highway Network

Hospital Bridge Road

2.3.1 On Hospital Bridge Road, north bound the speed limit is 20mph until it's junction with Springfield Road where it increase's to 30mph, this is also the case for south bound traffic, with the 20mph zone starting at the junction with Springfield Road. Bishop Perrin C. of E. Primary School is located 0.5 mile south of the site entrance.

2.4 Public Transport Accessibility & Services

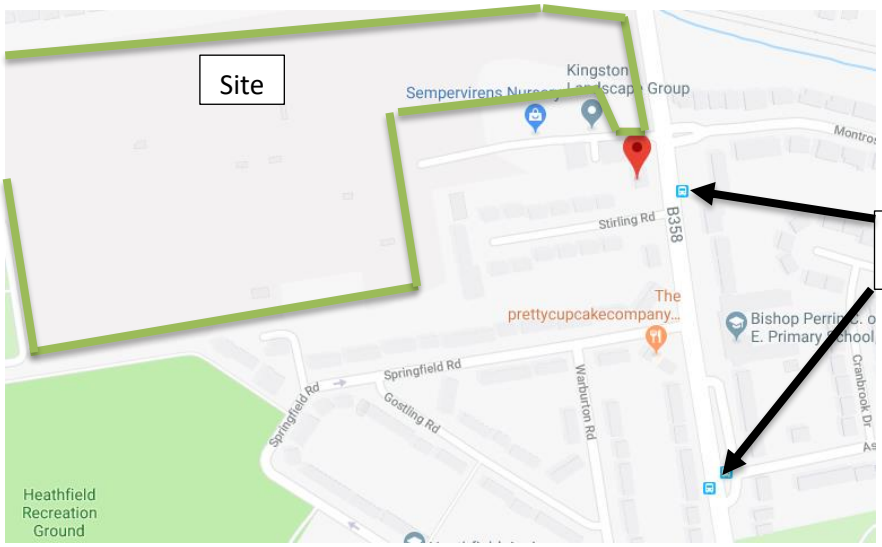
Public Transport Accessibility Level

2.4.1 Public Transport Accessibility Level (PTAL) is a measure of accessibility from a specific location to the local public transport network. It takes account of the walk time to a station or stop and the wait time / reliability of public transport services. A PTAL assessment has been undertaken for the Site using the TfL WebCAT website. The assessment confirms a PTAL of 1b, meaning limited access to public transport

Bus Services

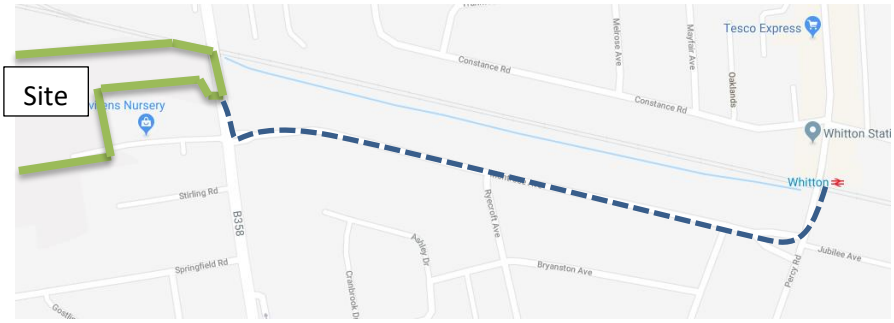
2.4.2 The Site is currently served by bus route 481, Isleworth to Kingston-Upon-Thames, the bus stop is shown below.

2. Baseline Conditions

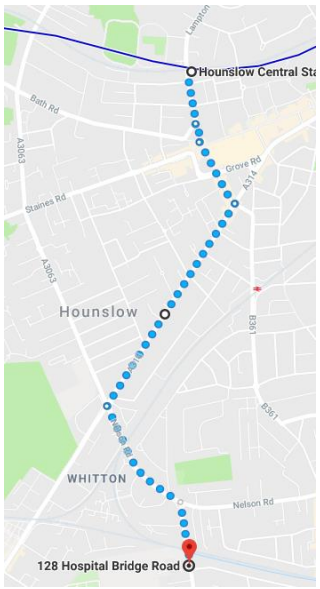


London Underground/National Rail Service

2.4.3 There are no local underground stations, Whitton Train station is 15 minutes walk from the site. The closest tube station is Hounslow Central Station on the Piccadilly Line, approx. 1.5 miles or 30 minute walk from site.



Nearest Train Station



Nearest Tube Station

2.5 Walking & Cycling

2.5.1 Existing pedestrian infrastructure in the vicinity of the Site are of a good condition (as per transport assessment by Robert West, October 2018). Tactile paving and dropped kerbs are utilised at the majority of junctions and pedestrian crossing points in the vicinity of the Site.

3. Construction Process & Logistics

3.1 General

3.1.1 Local transport and traffic impacts are primary issues and concerns for all construction projects, particularly within Greater London. As such, managing the potential transport impacts of construction is a key priority. Potential impacts of construction include on street congestion resulting in traffic delays, increased road hazards, noise associated with vehicles and construction works, and air quality impacts related to vehicle emissions and dust generation.

3.1.2 This section provides an overview of the logistics of construction at Turning House School Site. Details are set out concerning the anticipated construction programme and timescales, construction vehicle access routes to and from the Site, the location for access and egress to the Site, and anticipated construction vehicle sizes and frequencies.

3.2 Construction Phasing & Programme (see also Appendix A)

3.2.1 Construction of the Proposed Development will be split into two phases:
Phase 1a: Site Establishment and clearance

Phase 1b : Construction of new school building and associated external works.

3.3 Working Hours

3.3.1 Construction works will be carried out between the hours of 8:00 to 18:00 Monday to Friday, and between the hours of 08:00 to 13:00 on Saturdays.

3.3.2 No construction works will be undertaken at the Site on Sundays or bank holidays, unless agreed in advance with LPA.

3.4 Site Office & welfare Facilities

3.4.1 On-site welfare facilities for construction personnel will be provided within the site boundary during both phases of construction. Welfare facilities provision will be secured to ensure they are not accessible by the general public.

3.5 Site Set Up & Preparation – see also Appendix A

3.5.1 Site setup will be crucial to mitigating the impact of construction on surrounding residents, businesses and road users.

3.5.2 Throughout the construction programme the frontage of the Site will be kept tidy and presentable. Site Timber hoarding will be erected along Hospital Bridge Road and with the boundary of Bishops Farm Nursery, the remainder of the site will be heras fenced. There will be gated access to the site. Hoarding also provides suitable segregation between pedestrians and construction works being undertaken. See site plan in **Appendix A**

3.6 Construction Vehicles

3.6.1 Bowmer & Kirkland has been appointed as Principal Contractor and Principal Designer. It is anticipated that vehicles requiring access to the Site may include:

Vehicle Type	Construction Phase / Duration
Excavator	Site enabling and groundworks
Fork lift trucks	Construction, material management, unloading of deliveries
Tipper lorry	Site enabling works (importing material and muck away) and removal of waste
Concrete lorry	Foundations and floor slabs concrete pours
Mobile cranes	Erection of structural frame, occasional use of lifting of plant.
Flatbed articulated lorry	Construction phase, predominantly structural steel/timber
Rigid lorry of various sizes	Throughout construction phase
Small vans	Throughout construction phase
Small lorry	Throughout construction phase

3.6.2 It is noted that construction vehicle frequencies are likely to vary between different periods of construction. The vehicle sizes set out within this CLP are subject to change.

3. Construction Process & Logistics *(Continued)*

3.6.3 The following table details the typical "Large Construction Vehicles" that may be required on site, these numbers will be dependant on the phase of works being undertaken, the numbers stated are indicative of the potential number of vehicle movements and will vary depending on construction programme phasing throughout the project.

For the avoidance of doubt, "Large Construction Vehicle" will be defined as any vehicle larger than a long wheel base transit type van (length 4.1m, width 1.7m, height 1.8m, payload 1200 – 1500kg). Vehicles below these specified dimensions will be defined as "General Construction Vehicles".

Construction Stage	Type of Vehicle	Size of Vehicle	Number of Movements (Daily)
Groundworks	8 Wheel Tipper	10m x 2.4m	10
Muck Shift	8 Wheel Tipper	10m x 2.4m	15*
Foundations - Concrete	Concrete Mixer	7.4m x 2.4m	10
Structural Steel Frame	Articulated HGV	16.5m x 2.5m	7
Brick / Blocks	Rigid Truck	10.5m x 2.5m	2
Envelope Cladding / Render	Articulated HGV	16.5m x 2.5m	5
Roofing	Articulated HGV	16.5m x 2.5m	4
Building Services & Fit Out	Rigid Truck	10.5m x 2.5m	5
Landscaping	8 Wheel Tipper	10m x 2.4m	6
Hard Landscaping	8 Wheel Tipper	10m x 2.4m	6

* number of muck away will be dependant on amount of material that can be re-used on site

3.7 Vehicle Access Strategy

3.7.1 All loading and unloading activity associated with construction will take place within the boundary of the Site, with vehicles entering and exiting the Site via a gated vehicular access point with banksman posted throughout the project. Access to the site will be directly from Hospital Bridge Road.

3.7.2 The access strategy has been developed to minimise the potential impact on local road networks due to limitations of the site.

3.7.3 Banksmen will be present throughout construction hours to ensure pedestrian safety and the safe arrival and departure of vehicles, and to minimise conflict with pedestrians and other road users.

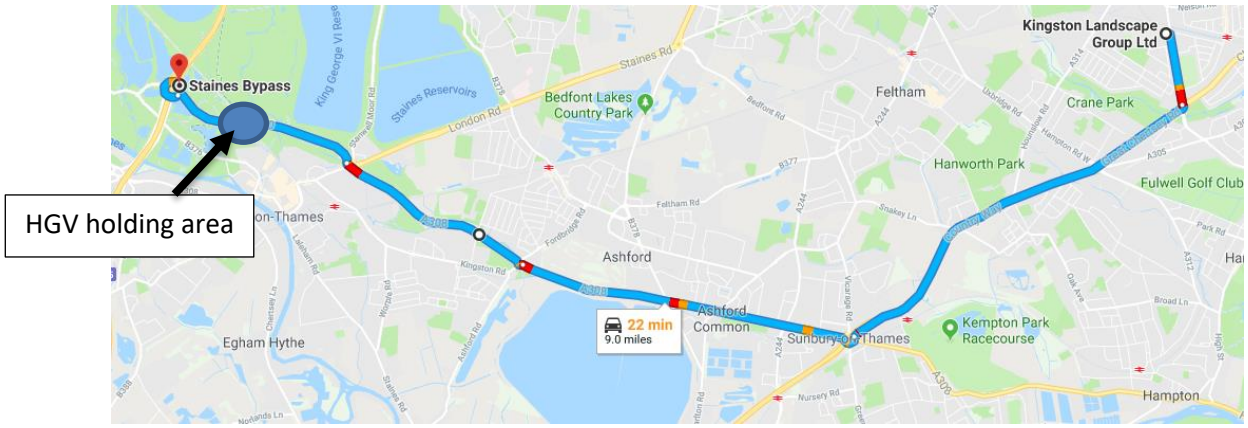
3.7.4 See **appendix B** for the sweep path for the access and egress for Hospital Bridge Road.

3.8 Construction Traffic Routing

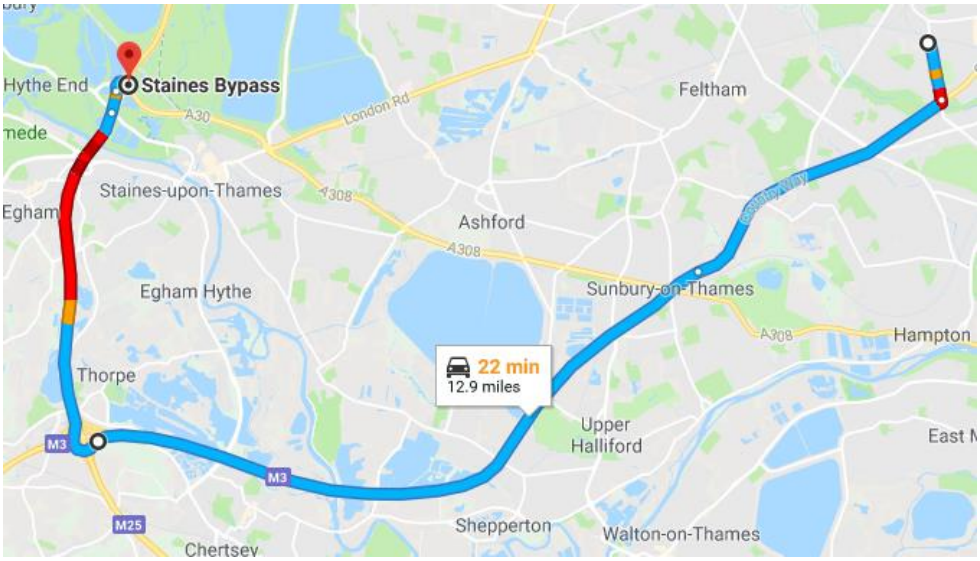
3.8.1 The proposed construction vehicle routing strategy to be employed for the duration of the construction programme is shown in Figure 2. The routing strategy has been limited due to width restrictions on Hospital Bridge Road.

3.8.2 There are two route options available for construction traffic:
1st Route - from M25 Junction 13, follow the Staines Bypass to Chertsey Road, before turning left on Hospital Bridge Road. An HGV holding area has been identified to enable control of deliveries to site on the A30

3. Construction Process & Logistics *(Continued)*



2nd Route - From M25 (Jct 12) via the M3 (from Jct 2) that leads into Country Way and subsequently Chertsey Road, before turning left on Hospital Bridge Road



3.8.3 On leaving the Site, vehicles will travel the same route back to the M25.

3.8.4 The proposed routing strategy ensures that, as far as reasonably practicable, construction vehicles travel to and from the Site on strategic routes that are suitable for use by construction vehicles, and avoids vehicles travelling on local roads of a residential nature that are subject to low vehicle flows and high pedestrian footfall.

3.8.5 Where possible, the Contractor will source local construction material suppliers and labour as a means of minimising journey lengths.

3.9 Route Compliance

3.9.1 During the construction programme, all traffic associated with the Site will be advised of the appropriate transport routes that should be used, with all regular visitors provided with written notification of the agreed access and routing strategy.

3.9.2 A requirement to use the agreed construction vehicle route as set out in section 3.8.1 will be included as a contractual requirement of all sub-contractors travelling to and from the Site. It is envisaged that this information will be communicated in the form of a leaflet or email and will include information with regard to times of operation, delivery routes, the call up procedure and delivery slot information. Any repeated non-compliance with the construction routing strategy could result in disciplinary procedures or the termination of the contract of workers and/or suppliers.

3. Construction Process & Logistics *(Continued)*

3.9.3 The B&K Site Manager will keep up-to-date with regards to scheduled roadworks, events and incidents in the area. Where feasible, any required changes to the routing strategy due to significant roadworks or events taking place on the proposed construction vehicle route will be agreed with the LPA and TfL in advance where feasible.

3.10 Vehicle Movements & Control of Deliveries

3.10.1 The Site will operate a delivery booking schedule to control deliveries to ensure, as far as reasonably practicable, that there are no delivery vehicles held waiting in the vicinity of the Site, and to ensure no more than one delivery takes place at a time. Such a booking system will enable deliveries to be distributed across the week and across working hours.

3.10.2 It is anticipated that all deliveries to the Site will be organised to take place between the hours stated in section 3.3. with the exception of the period of 8:00am till 9:30am and 3pm till 4:30pm this is to reduce construction vehicles during start and end of school time due to the close proximity to the site of Bishop Perrin C. of E. Primary School and Twickenham School. During these periods deliveries will not be permitted to reduce impact on local road network

3.10.3 Deliveries will not be accepted outside of their designated time-slot, unless there is capacity to accommodate vehicles on-site. Unplanned deliveries will be turned away and advised to return to the Site at a pre-arranged delivery time, and will not be permitted to wait at any other locations on the highway network in the vicinity of the Site.

3.10.4 The Project Team consider potential methods to reduce the number of vehicle movements to the Site, including investigating the potential for consolidation of deliveries. When planning deliveries, the Contractor will consider the following:

- All deliveries to the Site will be restricted to the timings set out within this CLP;
- Deliveries will be permitted only in the specified on-site loading area;
- A delivery booking schedule will be employed to avoid vehicles queuing or waiting on the highway network in the vicinity of the Site; and
- Material storage areas will be prepared on-site in advance of deliveries to minimise loading and unloading times.

3.10.5 With proper planning and an efficient delivery schedule, unnecessary vehicle trips to the Site will be kept to a minimum.

3.11 Vehicle Dwell Times

3.11.1 Construction delivery vehicles are not anticipated to be required on-site for a period longer than necessary to safely unload, depending on materials being delivered or collected. The Site Manager will allow sufficient times between deliveries to ensure that no vehicles arrive or depart at the same time, to minimise potential disruption to traffic flow on the surrounding local highway network.

3.12 Vehicle Emissions

3.12.1 No construction-related vehicle engines will be left running when not in use. If a vehicle or piece of equipment is not being used, then it will be turned off to reduce both emissions and on-site noise levels.

3.13 Construction Personnel & Travel Patterns

Construction Personnel Numbers

3.13.1 It is anticipated that there will be an average of approximately 50 construction personnel working on-site at any one time.

Travel Patterns

3.13.2 It is anticipated that the majority of construction personnel will travel to and from the Site by own transport due to lack of sufficient public transport options. The use of crew vans is common with subcontractors to reduce the number of cars on site. Car sharing will also be preferred option due to the limited parking on site, and will be promoted with all sub-contractors.

3.13.3 Due to the location of the Site in terms of its access to public transport services, Construction operatives car parking will be provided for on site in the site compound. (see site plans **Appendix A**)

3. Construction Process & Logistics *(Continued)*

3.13.4 Site operatives will not be permitted to use surrounding roads for parking. These roads are mostly "Permit Only "anyway . This will be notified to all site personnel during the Site Induction.

3.13.5 The Contractor, where feasible, will seek to recruit construction workers from the local area. This will help maximise the potential for construction workers to travel sustainably to and from the Site. As such it is likely that the construction workforce will reside in the Greater London area.

4. Mitigation Measures

4.1 General

4.1.1 This section of the CLP sets out the mitigation measures that will be employed to minimise the impact of construction of the Proposed Development on local residents, business and nearby schools. The highway network in the vicinity of the Site and all road users, including pedestrians and cyclists.

4.2 Construction Site Manager

4.2.1 It is proposed that the Site Manager and Contracts Manager for the project will deal with any enquiries, comments and complaints from local residents, the general public and any other parties, details of complaints will be recorded using the B&K Management System, as well as the Considerate Contractors Complaints Log.

4.2.2 Contact details of the Site Managers will also be displayed outside the Site on hoarding, and will be included in newsletters issued to the local community, ensuring that any questions or queries raised concerning construction are appropriately dealt with in a timely manner.

4.2.3 The Site Managers will be responsible for undertaking the transport co-ordination role for the duration of construction. Their main responsibilities are anticipated to include, but not be limited to:

- Managing the implementation of the CLP;
- Construction and delivery vehicle scheduling and booking;
- Informing local residents, businesses and LPA about the commencement of construction works and anticipated construction programme;
- Checking for scheduled road works, special events and incidents on the London Works and Roadworks.org websites;
- Handling any complaints and responding to questions or concerns from LPA, local residents and the general public; and
- Acting as a point of contact for employees, contractors, LPA and the general public.

4.2.4 The Site Managers will ensure that there is adequate liaison between key stakeholders throughout the construction period, including any appointed subcontractors, local residents, LPA and other local parties.

4.3 Subcontractors

4.3.1 Individual subcontractors will be required to incorporate the relevant requirements from the agreed CLP into their activities as well as statutory requirements. Any potential subcontractors will be required to demonstrate the ways in which they will comply with the contents of the CLP.

4.4 Good Neighbours Policy

4.4.1 B&K will strive to be '*Good Neighbours*' throughout construction, and as such will employ systems to ensure that any local issues and concerns are understood. Regular updates and Newsletters will be sent to local residents / stakeholders during the construction process.

4.4.2 In line with best practice guidance, adjacent residents will be provided with information concerning construction, including the proposed timescales, working hours and delivery scheduling. This will help to minimise the impact construction may have on the surrounding community and ensure that residents and businesses are fully informed at all times.

4.4.3 Bowmer & Kirkland are a Considerate Constructor Scheme (CCS) Partner, and will be compliant with all associated elements.

4.4.4 An induction programme specific to the project will be provided to all construction personnel before works commence. This will incorporate health and safety; on-site construction works and issues and sensitivities in the context of the surrounding area and local community. Operatives will be advised on how to behave on-site and whilst interacting with the local area, businesses and residents.

4. Mitigation Measures *(Continued)*

4.4.5 As with all construction projects, there is potential for extenuating circumstances to occur that may require work to extend beyond core working hours; for example, the breakdown of plant machinery or other equipment. Such instances are beyond the usual control of the Contractor. Whilst considered unlikely, should this situation occur, the Contractor would speak to Richmond Council Environmental Health Officer in order to obtain their guidance on how best to approach out of hours works in extenuating circumstances. Where possible, any work that is anticipated to occur outside of the core working hours will be discussed and agreed in advance with Richmond Council Environmental Health Officer.

4.5 Complaints Procedure

4.5.1 Although the measures set out within this CLP are intended to minimise the impacts of construction and ensure that neighbouring residents are informed of the construction programme and timescales, it is possible that complaints may be raised concerning construction. As previously detailed, contact details and information concerning construction will be provided to local residents, and the Site Managers will be available to meet and explore issues with concerned parties directly via appointment.

4.5.2 Any complaints received will be taken seriously and addressed immediately by the construction team and designated Site Managers. All complaints that are received will be reviewed in regular site meetings to ensure that any required actions are communicated to all employees, as appropriate.

4.6 Pedestrian Safety Measures

4.6.1 Maintaining pedestrian safety throughout the construction programme is of great importance. A competent banksman will be present throughout construction hours in accordance with B&K safety procedure SP 9.4, to ensure pedestrian safety and the safe arrival and departure of vehicles, and to minimise conflict and potential disruption for pedestrians, cyclists and other road users. As a minimum, banksmen will be positioned outside the site access points, zip barriers and stop signs will be used for construction vehicle access and egress from the site

4.6.2 Warning signage will be provided in the vicinity of the Site to ensure that vehicles, pedestrian and cyclists are aware that construction activity is taking place. The hoarding of the Site will help to ensure that unauthorised access to the Site is not possible.

4.7 Construction Logistics & Cyclist Safety (CLOCS)

4.7.1 The Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics is the direct result of collaboration between developers, construction logistic operators and industry associations. CLOCS aims to achieve a visionary change in the way the construction industry manages work related road risk. This is being achieved through three industry-led workstreams, B&K CLOCS 'Champion' ID number is: **A00322.**

- Improving vehicle safety through design and manufacture of safer new vehicles and fitment of appropriate safety equipment to existing vehicles;
- Addressing the safety imbalance in the construction industry through ensuring road safety is considered as important as health and safety on site; and
- Encouraging wider adoption of best practice across the construction logistics industry through taking best in class examples, developing a common national standard and embedding a new cultural norm.

4.7.2 The Site Managers will ensure that all contractors and fleet operators at the site sign up to the FORS standards. All vehicles over 3.5 tonnes accessing the Site will be required to carry a vulnerable road user safety kit.

4.7.3 The Site Managers or banksmen will undertake spot checks of construction and delivery vehicles travelling to and from the Site. In the event that a vehicle arrives at the Site and is not fitted with the above safety kit then the vehicle may be sent away and the supplier / sub-contractor informed of the requirements.

4.7.4 It is noted that the FORS measures outlined above will be communicated to all suppliers and sub-contractors to ensure compliance for all vehicles travelling to and from the Site will also have added pedestrian safety benefits.

4.8 Noise & Vibration Control

4.8.1 The Contractor will endeavour to keep noise levels to a minimum at all times. Best practicable means, as defined in Section 72 of the Control of Pollution Act 1974, and BS5228:2009 Part 1 (noise) and BS5228:2009 Part 2 (vibration) will be employed during the project to reduce and control noise and vibration.

4. Mitigation Measures *(Continued)*

4.8.2 The quietest and lowest impact processes that are reasonably practicable will be employed on-site in the undertaking of all construction works. Measures that will be implemented as a means of minimising noise include:

- The quietest vehicles, tools and machinery shall be used as far as is reasonably practicable;
- No machinery will be permitted to start up on-site before the designated core working times;
- Include within material and subcontractor requisitions details of permitted vehicle arrivals (i.e. during designated hours as detailed in **Section 3**);
- Radios and other noise-generating devises are not permitted on site.
- Keep voices and conversation outside of the perimeter of the Site to a minimum and low in volume;
- No engines left running whilst vehicles are stopped on-site;
- Construction personnel to carefully place waste into muck away trucks and skips, where required, to minimise noise; and
- Local residents will be advised of the start and finishing dates and times of particularly noisy works (such as site clearance) and these will be timed to minimise the disruption to local residents as far as possible.

4.8.3 In the event that a complaint or concern is raised by a local resident or LPA, an immediate review will be carried out to establish the degree of noise created and to establish how to best develop a solution.

4.8.4 The nearest receptors of concern are as properties to the North on Redfern Avenue, properties west along the opposite side of Hospital Bridge Road, properties to the South including Bishops Farm Nursery, properties on Stirling Road, Berwick Close and Springfield Road. These are shown on the Receptors Plan in **Appendix A**.

4.8.5 Refer to the Noise and Vibration management plan submitted to LBRuT

4.9 Air Pollution, Dust & Dirt Control

4.9.1 The control of dust is a prime concern for all construction projects, particularly during periods of dry and windy weather. Best practice guidance contained within the Greater London Authority's '*The Control of Dust and Emissions from Construction and Demolition*' and '*Dust and Air Mitigation Measures*' guidance provided by the Institute for Air Quality Management will be employed to control dust generation.
All Non-Road Mobile Machinery (NRMM) used during the course of the development within the scope of the GLA 'Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (SPG) shall comply with the emissions requirements within."

4.9.2 Dust emissions will be monitored visually throughout working hours. If dust is observed either in the air or deposited on vehicles or other sensitive receptors, works will be immediately suspended and working practice reviewed to determine a method to prevent the issue reoccurring.

4.9.3 During construction, it is anticipated that the primary air pollution emissions will be associated with dust generated as part of the demolition and fumes generated by machinery. All spoil and waste materials stored temporarily within skips and muck away trucks on-site will be covered at all times.

4.9.4 Mud and debris on the road is regarded as one of the main environmental nuisances and safety problems arising from construction works. All vehicles removing spoil and debris from the Site will be fully sheeted to minimise the risk of any debris over spilling onto the highway. Manual cleaning will be undertaken if required.

4.9.5 Wheel washing facilities will be provided on-site (see **appendix A**). This will be located on the exit point of the site. The use of road sweepers may also be considered as a secondary control where required.

4.9.6 The Site Managers will undertake daily inspections of the Site and surrounding roads to ensure that dust control measures are complied with. The Site Managers will record and respond to all complaints regarding dust and air quality pollutant emissions and will maintain a log of such complaints and any action taken to resolve them.

4.11 Fuel Consumption / Emissions

4.11.1 The Contractor will strive to procure local contractors for all elements of construction at the Site, thereby minimising transport costs and impact on the local environment. The use of a booking system for deliveries will also help to ensure that the Site is serviced in an efficient manner, helping to minimise the number of construction vehicle movements

generated.

4. Mitigation Measures *(Continued)*

4.11.2 No construction-related vehicle engines will be left running when not in use. If a vehicle or piece of equipment is not being used, then it will be turned off to reduce both emissions and on-site noise levels.

4.12 Site Security

4.12.1 Site Gate will be manned at all times throughout the construction period, in accordance with the working hours. The Site frontage will be enclosed with heras fencing or similar and additional security gate. The Site will be secured whenever construction personnel are not present on-site.

4.13 Waste Management

4.13.1 Waste will be stored in covered skips or muck away trucks, and will be sorted off-site by an external specialist company. Contractors will be required to minimise waste at source and maximise recycling and re-use of site clearance and construction materials wherever possible and practicable.

4.13.2 All waste material that cannot be reused or recycled, including contaminated soils and materials, will be disposed of in accordance with legislation and best practice. All waste materials will be collected and stored in suitable receptacles before they are taken offsite. Waste materials will not be allowed to accumulate on-site.

4.13.3 Whenever delivery activity is taking place, banksmen will be used to ensure pedestrian safety and to ensure that no dirt or rubbish is left on the highway.

4.13.4 As part of the demolition mobile crushers will not be used on the site due to the site constraints, all demolition waste will be removed for sorting off site.

4.13.5 No waste shall be burned on site.

4.14 Fire Precautions

4.14.1 A Fire Risk Assessment will be carried out by the project team to cover the construction site and TAU's. This will identify access requirements for emergency vehicles.

4.14.2 A fire marshal will be appointed prior to the commencement of construction. The fire marshal will ensure that a fire escape plan is produced and the appropriate extinguishers are in place. It is anticipated that the fire marshal will inspect all areas of the Site at least once a day and report and put right any deficiencies.

4.14.3 An assembly point will be designated prior to commencement of work and will be clearly identified to all construction personnel.

4.15 CLP Monitoring

4.15.1 The CLP will be regularly reviewed and monitored, with feedback provided to the LPA where requested. Further reviews will be discussed with the LPA as appropriate.

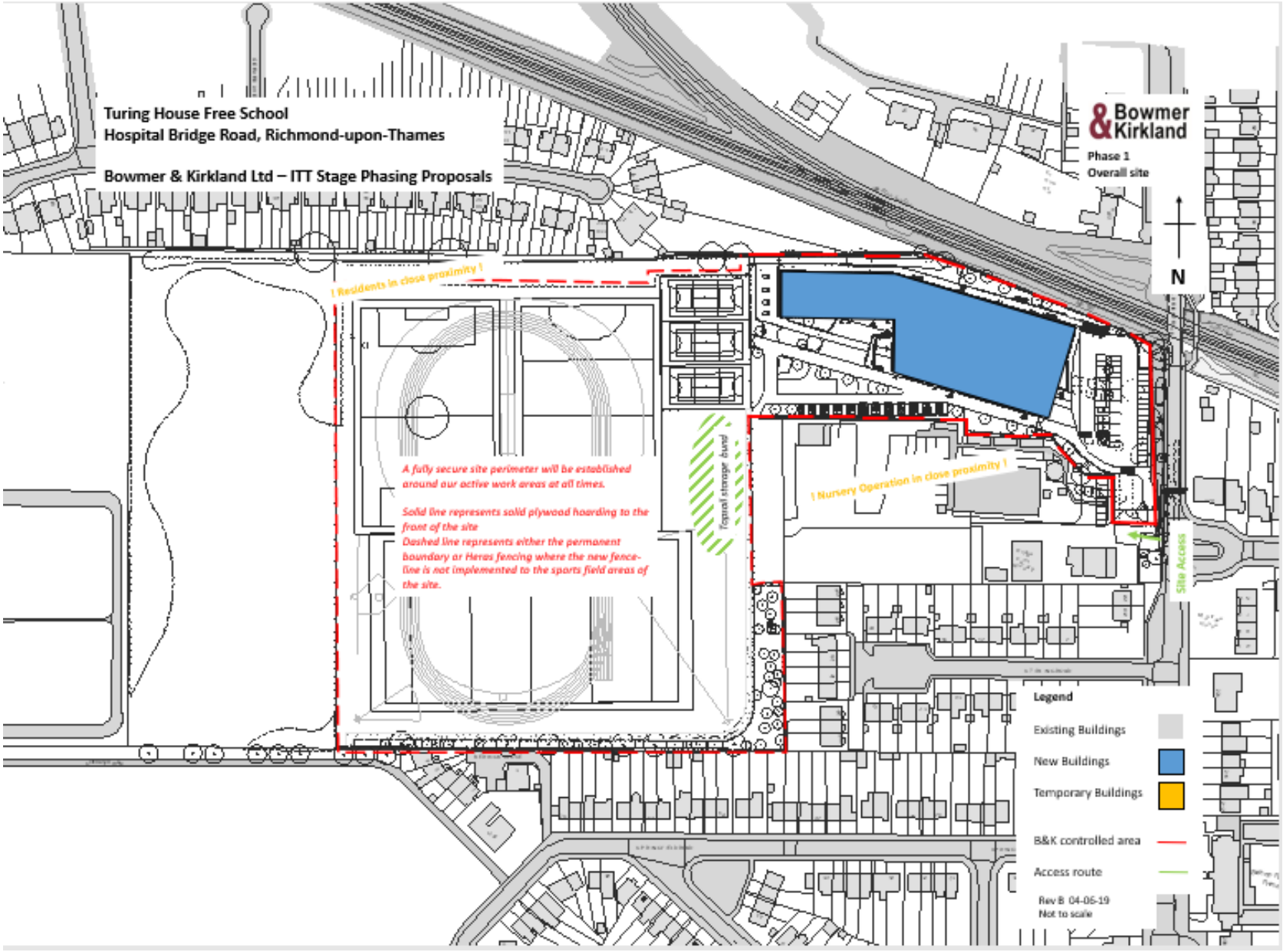
4.15.2 Construction is a dynamic activity and improved ways of working may become apparent and changes may be subject to agreement with the Council that will allow changes as necessary to be made without having to resubmit a revision to this document.

Appendix A

Site Setup Plan & Site Receptors Plan

Construction Logistics Management Plan

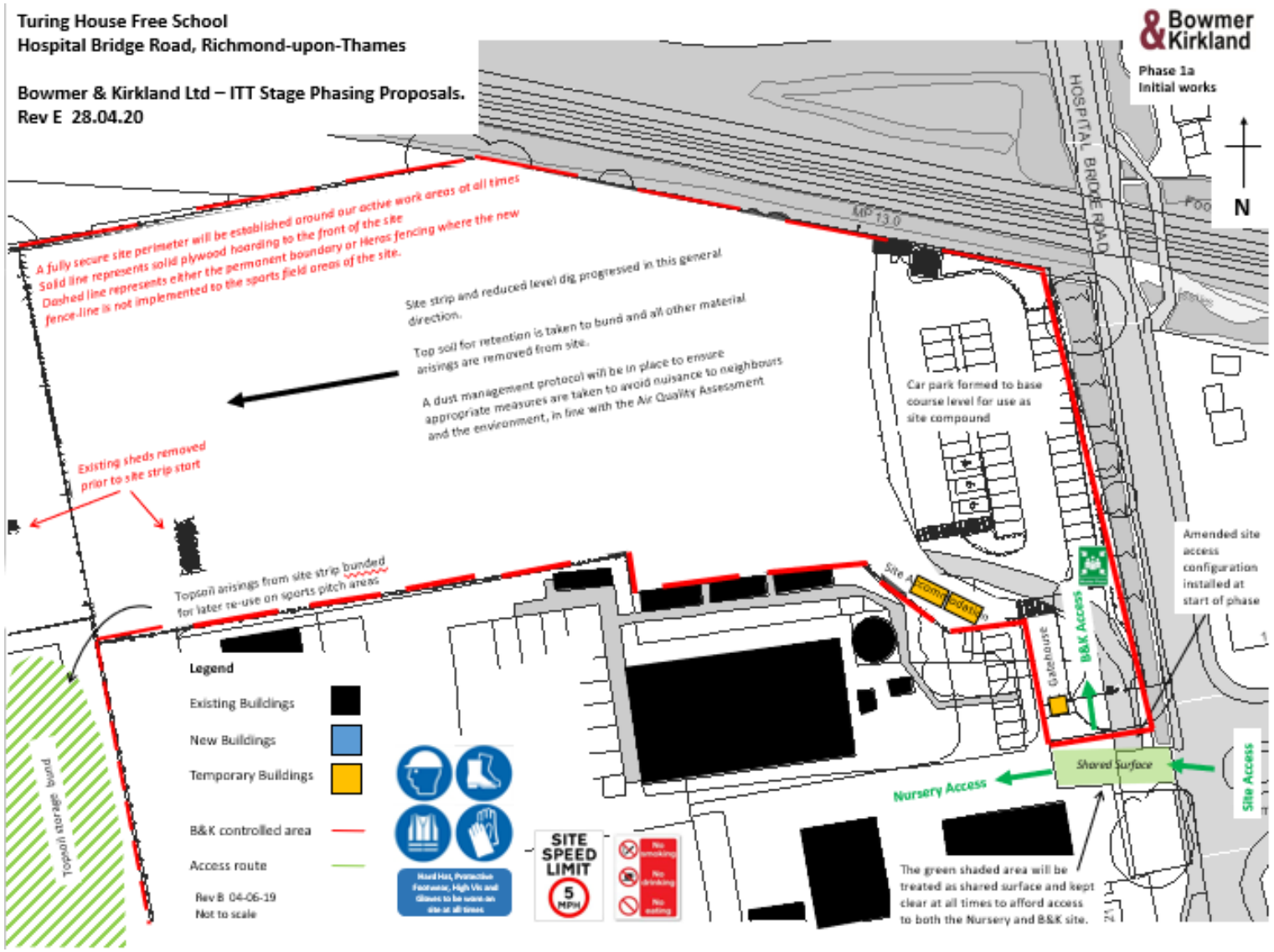
Turing House School, Twickenham



Construction Logistics Management Plan

Turing House School, Twickenham

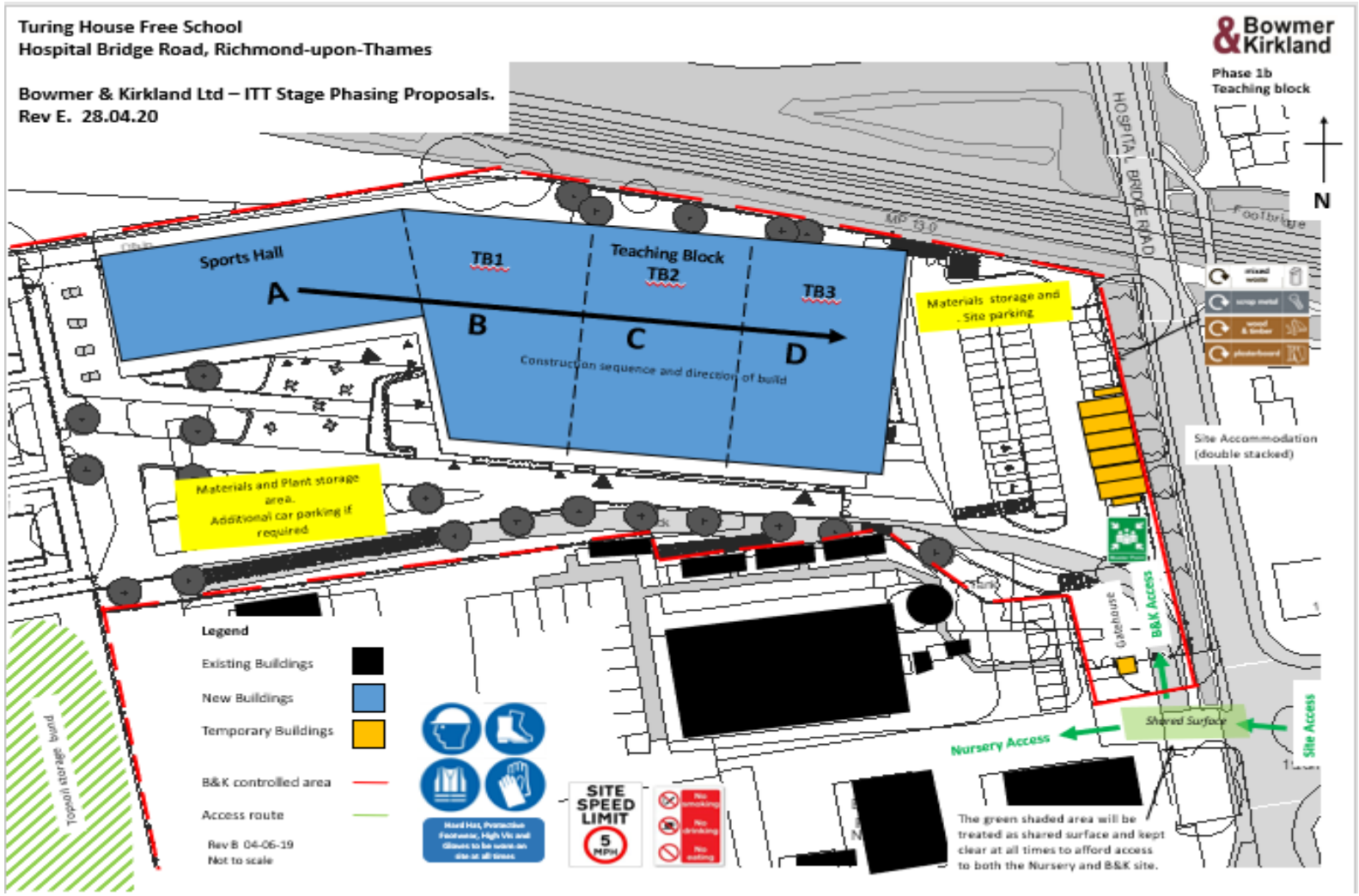
Enabling



Construction Logistics Management Plan

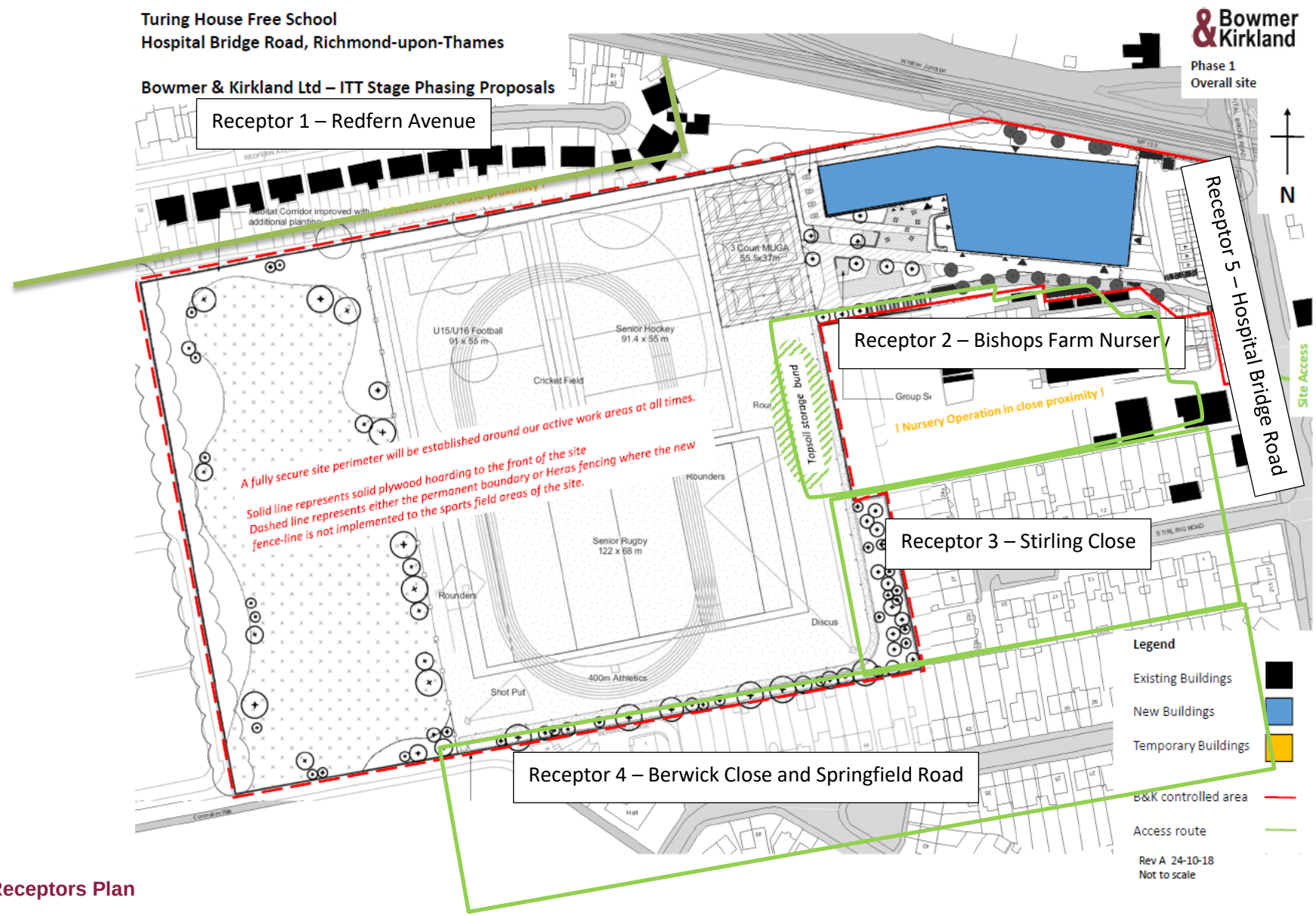
Turing House School, Twickenham

Construction



Construction Logistics Management Plan

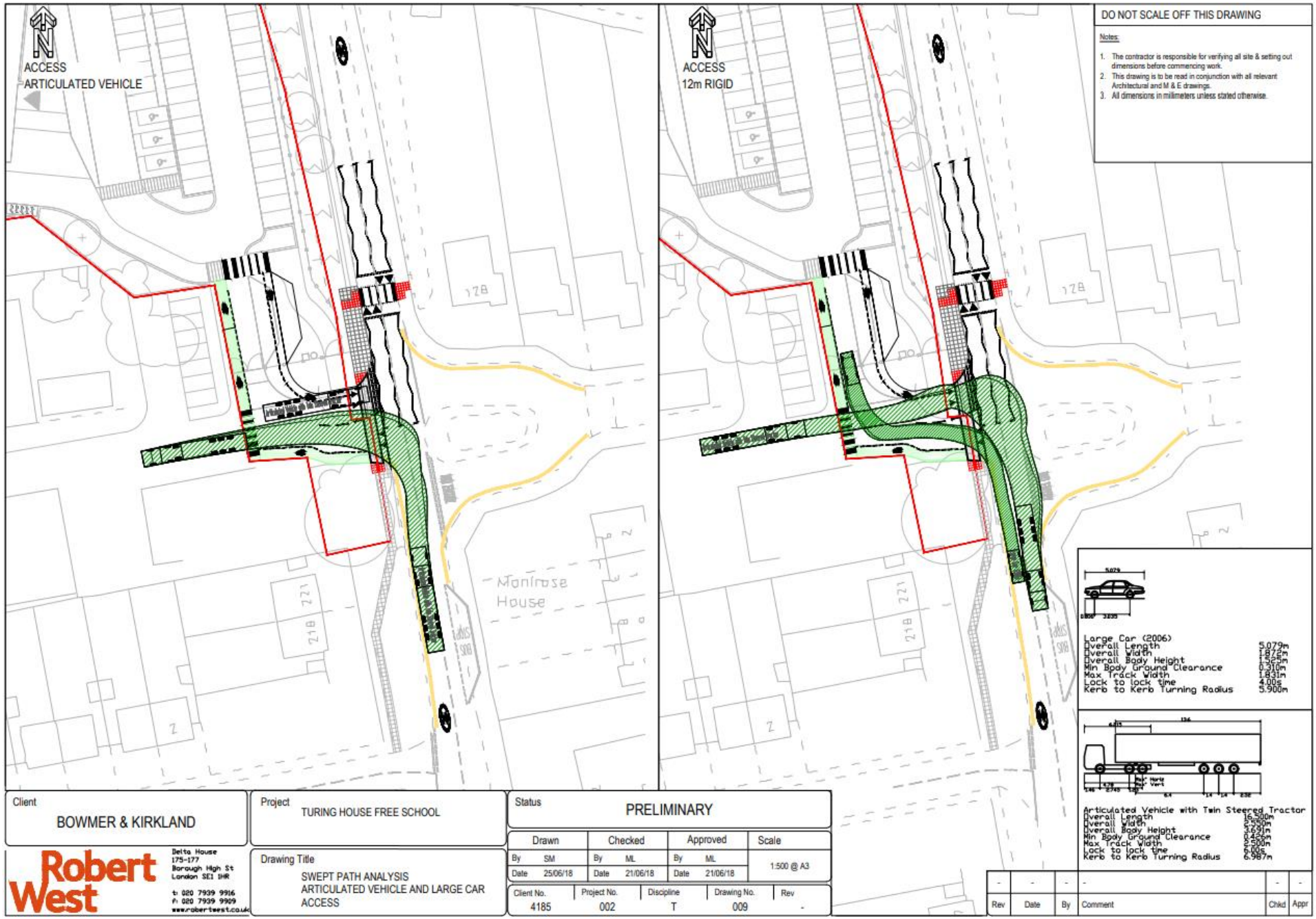
Turing House School, Twickenham



Nearest Receptors Plan

Appendix B

Sweep Path


ACCESS
ARTICULATED VEHICLE
ACCESS
12m RIGID
DO NOT SCALE OFF THIS DRAWING
Notes:
1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
3. All dimensions in millimeters unless stated otherwise.
Monrose House
Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.523m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m
Articulated Vehicle with Twin Steered Tractor
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.691m
Min Body Ground Clearance 0.456m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.987m
Client
BOWMER & KIRKLAND
Project
TURING HOUSE FREE SCHOOL
Status
PRELIMINARY
Drawn By SM Date 25/06/18
Checked By ML Date 21/06/18
Approved By ML Date 21/06/18
Scale 1:500 @ A3
Drawing Title
SWEPT PATH ANALYSIS
ARTICULATED VEHICLE AND LARGE CAR
ACCESS
Client No. 4185
Project No. 002
Discipline T
Drawing No. 009
Rev -
Rev Date By Comment Chkd Appr
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