West Cromwell Road, Kensington
Demolition Works
Construction Logistics Plan

January 2014

Warwick Road, Fairfield Industrial Estate
Louth, Lincs LN11 0YB
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SPENHILL DEVELOPMENTS LTD, HOUNSLOW
DEMOLITION WORKS TO FACILITATE RESIDENTIAL DEVELOPMENT

CONSTRUCTION LOGISTICS PLAN

1. **Introduction**
   
   This Construction Logistics Plan has been prepared in pursuant to Planning Condition 38 of Planning Permission PP/11/00107 and covers only the demolition phase of the works.

1.1 **Applicant**

   SpenHill Developments Ltd
   Tesco House
   Delamare Road
   Cheshunt
   Hertfordshire
   EN8 9SL

1.2 **Name of Site**

   Tesco Superstore West Cromwell Road

1.3 **Type of CLP**

   Detailed

1.4 **Overview of Works**

   The site is shown on the Site/Traffic management Plan. The works are to be carried out within the car park of a live supermarket with each area of work being separately identified and segregated using solid hoarding.

   The project generally covers the demolition of the upper portion of a steel framed, reinforced concrete clad, stair unit and housing, two reinforced concrete planters at the upper car park level and the removal of a section of reinforce concrete floor slab at the basement coach park area in order to enable the commencement of construction works.

1.5 **Main Issues**

   The site lies on West Cromwell Road one of the main traffic routes serving West London with access to the site along Warwick Road and onto Fenelon Place. The area is subject to the controls on commercial vehicles under the London Lorry Control Scheme.

   The route into and out of the site is also used by supermarket staff and customers and the residents of the apartments to the north east of the site.

   It is anticipated that the demolition works will have little impact on all users due to the low volumes of traffic required to complete the works.
2. **Site Information**

2.1 **Location of Site**

Tesco Store  
West Cromwell Road  
Kensington  
London  
W14 8PB

2.2 **Size and Nature of Development**

The first phase of the project generally covers the demolition of the upper portion of a steel framed, reinforced concrete clad, stair unit and housing, two reinforced concrete planters at the upper car park level and the removal of a section of reinforce concrete floor slab at the basement coach park area in order to enable the commencement of construction works.

The structures to be demolished are generally in good condition, and will be demolished as described in the later Method Statements.

A later Construction Logistics Plan will be produced to cover the construction, handover and operation of the development that is to be erected on the site.

2.3 **Parking Constraints**

The Area around the site has very limited parking facilities, however, the site has sufficient open space within it’s boundaries particularly at the basement level, to accommodate all demolition personnel parking, together with areas for lorries to wait for loading, sheeting up, breaks etc.

2.4 **Site Access**

The site is well served with public transport with busses passing the site and Earls Court Underground Station 400m away. The site is on a main road with the site access off the highway which is suitable for both heavy commercial vehicles and light traffic.
3. **Construction Details**

3.1 **Scheme Details**

This Construction Logistics Plan covers the demolition works only, over a six week period.

The project generally covers the demolition of the upper portion of a steel framed, reinforced concrete clad, stair unit and housing, two reinforced concrete planters at the upper car park level and the removal of a section of reinforced concrete floor slab at the basement coach park area in order to enable the commencement of construction works.

3.2 **Programme**

The site works can be commenced following the acceptance of proposals for the discharge of the pre-commencement planning conditions subject to asbestos survey and removal work.

Once planning conditions have been acknowledged to have been met, the works will be carried out over a six week period. The programme for the remaining construction works is yet to be decided.

3.3 **Demolition Stages**

The demolition will be carried out commencing with the planters, followed by the stair block and then the reinforced concrete slab.

3.4 **Access Arrangements for Vehicles**

The main site entrance will be set within the Client’s boundary on the lowest tier of the car park area that is currently used for commercial vehicle parking only. It will be accessed off Warwick Road, onto Fenelon Place and passing the Tesco car park entrance, descending down the ramp to the basement area, where the site compound will be set up and which is also the site of the ground slab removal works. The two works areas on the upper car park and lower car park roof will be accessed via the existing Tesco routes, all vehicles being accompanied by traffic marshals. In general, the site traffic during demolition works will be very low, and should have very little impact on other site users.

There will be traffic marshals appointed to ensure that the gates at the compound and works areas are manned at all operating times such that all vehicles enter and leave the site and work areas freely with minimum disruption to the other traffic.

There are large vehicle waiting and loading areas on site, at the basement compound area where all vehicles will be accommodated within the site, to avoid any queuing on the carriageway. (See Site Plan).

The traffic marshals will open the gates as a vehicle approaches the site, the vehicle not waiting anywhere until within the site. Following the loading or
unloading operation, the traffic marshals will open the exit gate and assist with the exiting of the vehicle, ensuring that the safety of pedestrians and other vehicles in the area is not compromised.

3.5 **Number of Deliveries**

- Vans bringing operatives to and from site: 2 per day in and out
- Skip wagons for waste: 1 per day average in and out
- Low loader for heavy plant: 2 plant onto site
- Low loader for heavy plant: 2 plant off site
- Plus low volume of light plant deliveries maintenance vehicles etc

3.6 **Hours of Operation**

- Monday to Friday: 8.00 AM - 6.00 PM
- Saturday: 9.00 AM – 1.00 PM
- Sunday and Public Holidays: now works permitted without prior agreement with Planning Authority.

3.7 **Proposed Vehicle Routes**

GBM traffic travelling from the north will use the following route in and out

- M25 – J15
- M4 – A4 to turn left onto Warwick Road and then left onto Fenelon Place and into site.

Leaving the site turn left from Fenlon Place onto Warwick Road, left Kensington High Street, onto Hammersmith Road to join the A4 at Hammersmith Flyover and onto M4 and M25 J15.

All lorry traffic will adhere to the London Lorry Control Scheme. The heavy plant transporters will be subject to movement orders.

3.8 **Construction Vehicles**

- Heavy plant transporters to bring in two hydraulic excavators and one crusher.
- Three small vans up to Ford Transit size to bring in operatives.
- Skip lorries to remove waste.
- Lorries to bring in smaller plant.
- Where possible, skip lorries may be replaced by bulker wagons to optimise journeys.
- Service truck for toilets once per week.
3.9 **Parking, Loading and Unloading arrangements**

All vehicles will be admitted to the site by the traffic marshals manning the entrance gate and will be directed to the on-site waiting or loading area as appropriate.

There is a large waiting and loading area within the site (See Plan).

Although there is an area available in front of the entrance gate, there will be no off site waiting.

3.10 **Special Measures for Access and Egress**

Access from Fenelon Place into the site will be via the gated entrance shown on the plan. The gate will be manned by traffic marshals at all times of site operation, and part of their duties will be to ensure that there is no queuing on the highway by directing vehicles into the site and to the waiting areas.

3.11 **Details of Storage for Plant and Materials**

All heavy plant will be stored on site and disabled when not in use. Small plant will be locked in a container.

Steel for recycling will be stockpiled on site for later removal from site.

Timber for mulch will be placed in skips or stockpiled for removal using bulker wagons.

Non recyclable waste will be placed in skips for later removal from site.

All concrete and masonry will be placed in skips for later removal from site for processing.
4. **Traffic Management**

4.1 **Management Detail**

The main site entrance will be set within the Client’s boundary on the lowest tier of the car park area that is currently used for commercial vehicle parking only. It will be accessed off Warwick Road, onto Fenelon Place and passing the Tesco car park entrance, descending down the ramp to the basement area, where the site compound will be set up and which is also the site of the ground slab removal works. The two works areas on the upper car park and lower car park roof will be accessed via the existing Tesco routes, all vehicles being accompanied by traffic marshals. In general, the site traffic during demolition works will be very low, and should have very little impact on other site users.

There will be traffic marshals appointed to ensure that the gates at the compound and works areas are manned at all operating times such that all vehicles enter and leave the site and work areas freely with minimum disruption to the other traffic.

There are large vehicle waiting and loading areas on site, at the basement compound area where all vehicles will be accommodated within the site, to avoid any queuing on the carriageway. (See Site Plan).

The traffic marshals will open the gates as a vehicle approaches the site, the vehicle not waiting anywhere until within the site. Following the loading or unloading operation, the traffic marshals will open the exit gate and assist with the exiting of the vehicle, ensuring that the safety of pedestrians and other vehicles in the area is not compromised.

4.2 **Types of Construction Vehicles and Timings**

Heavy plant transporter to bring in a hydraulic excavators in week 4 and out week 6. There will also be a MEWP delivered in week 1 and out week 6.

Two small vans up to Ford Transit size to bring in operatives daily in 07.30 out 18.00.

Skip lorries to remove waste in and out, averaging one per day.

Lorries to bring in smaller plant 1 per week, week 1 to week 6.

Where possible, skip lorries may be replaced by bulker wagons to optimise journeys.

Service truck for toilets once per week, week 1 to week 6.
4.3 Parking Arrangements for Delivery Vehicles

Traffic marshals will be appointed to ensure that the gates are manned at all operating times such that all vehicles enter and leave the site freely with minimum disruption to the traffic on Fenelon Place and Warwick Road. There are large vehicle waiting and loading areas on site where all vehicles will be accommodated within the site, to avoid any queuing on the carriageway (See Demolition Plan). The traffic marshals will open the gates as a vehicle approaches the site, the vehicle not waiting anywhere until within the site. Following the loading or unloading operation, the traffic marshals will open the exit gate and assist with the exiting of the vehicle, ensuring that the safety of pedestrians and other vehicles in the area is not compromised.

4.4 Pedestrian, Cyclist, Bus and General Traffic Considerations

There is a pedestrian footpath that passes along Fenelon Place. The traffic marshals will be responsible for minimising any hazard to pedestrians by watching and assisting the vehicles in and out of the site. The low volume of traffic into and out of the site should cause minimal disruption and inconvenience.

Again other traffic in the area will be little affected by the demolition activity due to the low volumes of traffic and the arrangements made to accommodate that traffic.
5. **Developing and Using Policies**

5.1 **Waste Minimisation**

A Site Waste Management Plan for the works will be created and maintained as required by the Site Waste Management Plans Regulations 2008

5.1.1 **Site office waste**

Site office waste will be sorted to provide separate can, bottle and paper collection for recycling and a food waste bin that will be removed in the non-recyclable skip.

5.1.2 **Asbestos waste**

It is not anticipated that there will be any asbestos containing materials identified in the works, however, any asbestos removal works will be carried out fully in accordance with the Control of Asbestos Regulations 2012.

Notifiable materials and all small items of waste will be placed in a red bag then a clear bag prior to being placed in a suitable skip for removal to a facility with the appropriate waste licence, fully in accordance with ACOP L143.

5.1.3 **Buildings clearance waste**

Buildings clearance waste will be sorted to provide separate metals, bottle and paper collection for recycling other non-recyclable materials will be removed in the non-recyclable skip.

5.1.4 **Waste timber**

All waste timber will be placed in a skip or lorry for removal to a suitably licenced processing facility for recycling as mulch.

5.1.5 **Waste Metals**

All waste metals will be recovered and sent to a suitably licenced facility for further sorting ready for recycling.

5.1.6 **Brickwork and blockwork**

All brickwork and blockwork will be cleaned of timber etc, sorted and crushed, at a local aggregate recycling yard, to provide 6F2 or similar recycled construction aggregates for local use.
5.1.7 **Concrete**

All concrete will be pulverised to remove the reinforcement, cleaned of timber etc, sorted and crushed, at a local aggregate recycling yard, to provide MOT Type 1, 6F2 or similar recycled construction aggregates for local use.

5.1.8 **Soils**

It is not anticipated that any soils will be produced by the demolition process, should any soils be produced they will be tested, graded and stored on site for use in the later landscaping works.

5.2 **Alternative Modes of Transport**

There are no alternative modes of transport that can be usefully employed during the demolition phase of the works.

5.3 **Vehicle Renewal**

Since the demolition phase of the works is due to last for six weeks there will be no set programme for vehicle renewal.

5.4 **Consolidation, collaboration and off site fabrication**

Due to the specialised nature of demolition works, the fact that most vehicle movements will be either staff or waste off site, it is not considered to be practicable to use consolidation and collaboration schemes. Where possible movements will be minimised by using bulker lorries.

6. **Monitoring Compliance, Reporting and Review**

The Contracts Manager for the site will monitor compliance with the Construction Logistics Plan on a weekly basis and a second inspection will be carried out two weekly by the Company Health Safety and Environmental Manager. The findings of these inspections will be set down in a report with regard to the effectiveness of the measures taken and the situation will be reviewed. If the arrangements require modifications to the procedures used, those procedures will be changed in order to rectify or minimise the problems that are occurring.

7. **CLP Management**

The Site Manager will be responsible for the day to day operations on site including compliance with the Construction Logistics Plan. He will be responsible for ensuring that the gates are properly staffed with trained traffic marshals to avoid any parking or waiting outside the site and that all deliveries are anticipated with planned arrival times. He will also make any changes necessary in order to deal with any problems that may be encountered during the works. His actions will be monitored by the Contracts Manager for the site.