

## TRANSPORT & INFRASTRUCTURE PLANNING

BCL (Maple Cross) LLP

Proposed Employment Development,  
Maple Cross, Rickmansworth,  
Hertfordshire

Construction Logistics  
Management Plan

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## CONTENTS

1. INTRODUCTION .....	4
Appointment .....	4
2. MANAGEMENT PLAN.....	6
Introduction .....	6
Site Access.....	6
Routes for Construction Traffic .....	7
Site Organisation Layout.....	8
Pedestrian and Cyclists Provision .....	9
Method of Prevention of Debris and Mud Spread Outside of Construction Zone .....	9
Temporary Traffic Restrictions .....	10
Arrangements for Turning Vehicles.....	10
Dust Prevention and Mitigation .....	11
3.0 MONITORING, COMPLIANCE, REPORTING AND REVIEW STRATEGIES.....	12
Summary .....	12

## FIGURES

- Figure 1: General Site Location Plan
- Figure 2: Construction Traffic Access
- Figure 3: Construction Traffic Vehicle Routing

## 1. INTRODUCTION

### Appointment

- 1.1 This Construction Logistic Management Plan (CLMP) has been prepared by BWB Consulting Limited to accompany an application for full planning permission being submitted by the Applicant, BCL (Maple Cross) LLP, to Three Rivers District Council (TRDC). Planning permission is sought for the following development:

*'Comprehensive redevelopment to provide 2 no. warehouse Class E(giii)/B2/B8 units comprising a total of 16,115 sqm including 1,882 sqm ancillary E(gi) office space, access, landscaping and associated works.'* (NB the total gross floor area equates to 16,570sqm)

- 1.2 This application follows the refusal of planning application ref. 19/1179/FUL 'the 'refused application') in November 2019, dismissed at appeal in June 2020 for a similar development on a single ground in relation to piling and ground water. This report comprises a revision of the report which accompanied the refused application and is submitted in support of this revised scheme. It considers the amendments in the context of the scheme as a whole and relevant clarifications provided through the determination of the refused scheme.

- 1.3 The general location of the site, in relation to the wider area, is outlined on **Figure 1** below:

**Figure 1: General Site Location Plan**



1.4 The document presents the Construction Logistics Management Plan (CLMP), as requested by Highways England. It is anticipated that the units will take approximately nine months to construct. The number of construction vehicles generated during this period is not currently known. This version of the document has been updated to reflect the minor changes to the development when compared to the CLMP submitted as part of the refused application.

## 2. MANAGEMENT PLAN

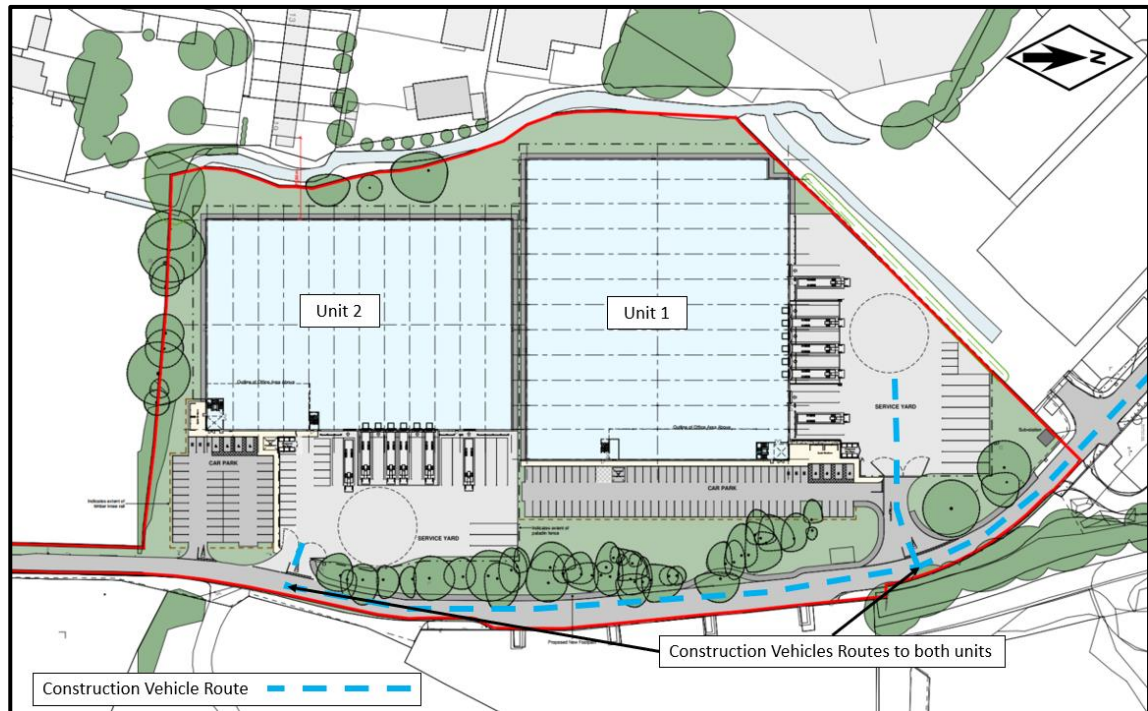
### Introduction

- 2.1 The Principal Contractor will provide a traffic management plan which will be displayed in the site office, welfare facilities and included in briefing sessions. The objectives of the plan will ensure:
- The safe and efficient working environment for all staff, visitors and contractors when on the site without prejudicing the safety of any person on the site;
  - To ensure visiting traffic and deliveries arriving and leaving the site can operate within definitive areas;
  - To ensure that any contractors on the site can operate their workforce, plant and equipment in a safe manageable environment.
- 2.2 To ensure the safety and efficient operation of the site where appropriate competent banksman will be employed. All haul roads will be kept clear of mud and detritus and if necessary, by the regular use of a mechanical sweeper. All plant on the site will have audible reversing alarms, all round visibility aids fitted and be in good working order. All parking areas, loading and manoeuvring areas and pedestrian routes, will be established and maintained at all times.
- 2.3 To manage the impact of the construction operation on the local highway network and strategic highway network a routing plan and hours of operation will be implemented. In addition, the appropriate traffic management and approvals for the delivery of large plant and any abnormal loads will be implemented which includes ensuring the deliveries occur outside of both the highway network peak periods (typically 0700 – 0900 and 1600 – 1800 hours) to minimise the impact on the operation of the local and strategic road network. This will also help construction vehicles to safely exit the access road onto the A412, when background traffic flows are lower.

### Site Access

- 2.4 Access to the site for construction vehicles would be provided via the private access road which adjoins A412 Denham Way to the north of the site location. The road is currently used by Heavy Good Vehicles which travel towards the Maple Lodge Water Treatment Works located to the southeast of the site.
- 2.5 The site is proposed to be split into two separate units of which each one will have an individual access for vehicles. **Figure 2** outlines the proposed routes for the Construction Phase of the distribution units.

**Figure 2: Construction Traffic Access**



### Routes for Construction Traffic

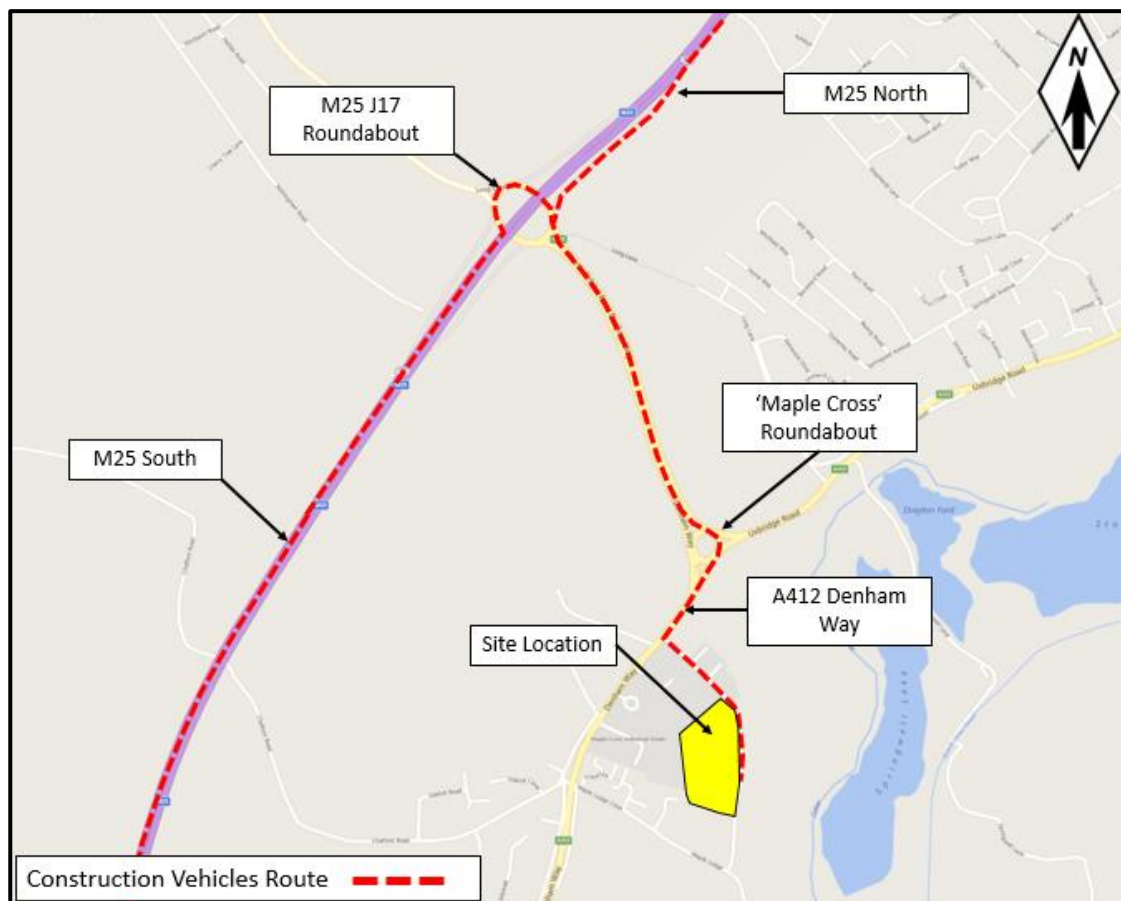
2.6 To manage the impact of construction traffic on the local highway network, the following measures would be put in place:

- Information would be provided to contractors / delivery drivers, highlighting the main routes to the site avoiding the minor roads. It is suggested that the most suitable route would be the M25 London Orbital Motorway from north and south directions through Junction 17 towards "Maple Cross" roundabout exiting towards A412 Denham Way and accessing the site through the private access road outlined within above figure.
- Signing could be provided at the site access to help restrict construction vehicle routing.
- Monitoring of the construction traffic would be carried out.
- Staff and visitors will be informed that access via Maple Lodge Close is not permitted and routes provided within **Figure 2 & 3** must be taken in order to access the site.



- 2.7 Within the site material deliveries would be directed via the main access route to the designated off load points. Access via the primary access route as shown within **Figure 2** is to be made available at all times during the development construction phase.
- 2.8 Within the site the movement of construction traffic is set to be restricted to set routes to ensure the safety of the employees and contractors on the site is kept at high standards. The construction traffic will access the site within non-peak hours of the day to limit the congestion on the local highway network around the site and will be set to standard route outlines within **Figure 3**, thus avoiding the local roads as far as practically possible.

**Figure 3: Construction Traffic Vehicle Routing**



### Site Organisation Layout

- 2.9 The site management team will be housed in temporary site office accommodation which will be located in the site compound.

- 2.10 The site compound area will also include welfare provision, staff parking area, loading and unloading areas, and appropriate turning facilities. The level of parking provided will be appropriate for the anticipate number of staff and visitors on site at any time to ensure that no parking outside of the site compound occurs.
- 2.11 A clear signing strategy for the site, the site compound, and access, will be developed and clearly displayed across the site. This includes a signing strategy to raise delivery driver's awareness of the site access, the site compound, and the site safety procedures. A 5mph speed limit will also be implemented across the site.

### **Pedestrian and Cyclists Provision**

- 2.12 To ensure the safety of employees and contractors of the site appropriate and market segregated pedestrian walkways, road crossing points and no-go areas to pedestrians will be clearly displayed and identified.

### **Method of Prevention of Debris and Mud Spread Outside of Construction Zone**

- 2.13 It is proposed to use an environmental wheel cleaning device. This will be able to remove both mud and dust from delivery vehicles and removes the requirement for water, settlement tanks and removal of waste. This works on the undulating surface, dislodging any material lodged to the chassis of the vehicle.
- 2.14 It is proposed to, wherever possible, prevent any mud or deleterious material from being brought on to the highway, by constructing the site infrastructure as soon as possible, and by the use of mechanical wheel/chassis cleaning devises.
- 2.15 The site manager will assess the site conditions, taking into account site activities and weather conditions. This will determine when further measures are required. These will be the use of a power washer, or a mechanical road sweep. Internal roads will be cleaned using a road sweep attachment for a telehandler.
- 2.16 BCL (Maple Cross) LLP and their contractor will take all reasonable measures to avoid mud being deposited on public roads. Adjacent roads and footways will be regularly inspected and cleaned.
- 2.17 Measures to be adopted will include:
- The provision of easily cleaned and properly drained hard standing for vehicles entering, parking on and leaving the site;
  - The provision of mechanical wheel-washing facilities;
  - The use of approved mechanical road sweepers, to clean hard-standings and any mud or debris deposited by site vehicles on roads or footpaths in the vicinity of the site;

- Secure sheeting of lorries carrying spoil or other particulate materials;
  - Regular inspection and maintenance of wheel-washing facilities and mechanical road sweepers will be undertaken by site management;
  - Agreement in place with local suppliers for the provision of additional road sweepers at 24 hours' notice.
- 2.18 BCL (Maple Cross) LLP and their contractor will take all reasonable measures to minimise sedimentation of highway drainage systems. This will include the use of sediment traps and/or barriers to prevent mud and/or contaminated materials entering the system. They will provide, where required, on the exit of the site a wheel wash station to wash down exiting vehicles to stop mud and dirt spreading on the surrounding roads.
- 2.19 Unsecured loads also have the potential to deposit detritus on the highway. Therefore, BCL (Maple Cross) LLP and their contractor will take all reasonable measures to ensure loads are properly secured. This includes the following:
- Employing competent contractors and suppliers;
  - Informing suppliers that all deliveries need to be properly secured;
  - Inspecting deliveries upon arrival, by appropriately trained vehicle booking staff, to ensure deliveries are secured;
  - Taking appropriate action if deliveries are not properly secured including warning the supplier and cancelling the supplier's contract;
  - Inspecting all loads exiting the site, by appropriately trained site staff, to ensure loads exiting the site are properly secured;
  - Regular inspection by site management to ensure the policy is being enforced.

### **Temporary Traffic Restrictions**

- 2.20 The site which access will be located at a private access road leading towards Maple Lodge Water Treatments, where the traffic is limited as outlined within Transport Assessment accompanied to this report, hence will not cause any disturbance for the local roads. Therefore, all construction traffic will be managed on-site, and no traffic management should be required off-site.

### **Arrangements for Turning Vehicles**

- 2.21 The site compound area will include appropriate turning facilities during the construction phase, to allow vehicles enter and exit the site onto the private access road in forward gear. It has been assumed that the largest vehicle which will require access to the site during the construction and also the operation phase of the site is a large articulated vehicle. The Transport Assessment which forms a part of this planning application outlines the vehicle tracking drawings which have been completed.
- 2.22 The following measures would also be considered for implementation,

- all loading and unloading of material will occur within clearly established areas
- signage will be erected within the site to clearly direct traffic
- delivery vehicles will be held at a designated point until a member of the contractor's personnel can direct them to the designated point
- a banksman will control the loading operations within a designated area at all times

### **Dust Prevention and Mitigation**

- 2.23 In order to minimise the likelihood of adverse effects associated with construction-related dust, the principal contractor will be required to work with and apply industry-standard best practice in site operations and activities. This includes informing local residents of the commencement of construction activities and providing contact details for any concerns or complaints.
- 2.24 Dust arising from the building process will be controlled as far as reasonably practicable and dust suppression / collection facilities will be provided to equipment where possible. This is considered further in the Air Quality Assessment produced in support of the proposed development.

## 3.0 MONITORING, COMPLIANCE, REPORTING AND REVIEW STRATEGIES

### Monitoring Compliance

- 3.1 The key to the on-going success of the CLMP will be to ensure the plan is monitored and reviewed on a regular basis with feedback provided to both on-site operatives and the local authorities as required.
- 3.2 During all stages of demolition and construction the developer will employ a Site Project Manager. The Site Project Manager will be responsible for maintaining, monitoring and reviewing the CLMP. The CLMP will be routinely reviewed on a monthly basis, and at interim stages are required, during the health and safety inspections.
- 3.3 The Site Project manager will also maintain the Complaints and Consultation Procedure document. This will set out the intended method for consulting with local stakeholders prior to commencement and advising them of key milestones during the construction period.
- 3.4 The Complaints and Consultation Procedure will require the Site Project Manager to provide his/her contact details and an agreed complaints procedure to all stakeholders prior to commencement.

### Reporting and Review

- 3.5 The on-going monitoring of the CLMP will identify any failures in compliance and, in consultation with the Project Manager, set out actions to review the CLMP to address these issues, as necessary.
- 3.6 All information gathered during the monitoring and any actions identified for review will be shared with the authorities, as necessary.

### Summary

- 3.7 Given the above arrangements, there should be no material impact on existing local highway network capacities or on road safety, and hence the CLMP should be acceptable to Three Rivers District Council, Highways England and Hertfordshire County Council.



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