

Logistics Management Plan

Appendix to Construction Phase Plan (Health and Safety)

Contract Name THH, Brewster & Maltings House, structural works

Contract Number TBC

1. Logistics Management Plan Overview

Insert as an appendix to this Logistics Management Plan a marked up Site Plan or reference location of BIM Logistics Model illustrating (as applicable):

- Vehicle access, routes, speed restrictions and parking
- Pedestrian access, routes, segregation and exclusion zones
- Location of site accommodation and welfare
- Material off-loading, storage areas and distribution routes
- Stair and hoist locations
- Crane position(s), radius / over sailing and lay down areas
- Waste management / skip zones
- Plant refuelling and spill kit points
- Locations of surface water gullies and water courses
- Tree and ecology protection zones

The standardised, colour coded identification of routes and areas on plans and on site are:

- Yellow Traffic Routes
- Blue Pedestrian Route
- Red Work / Hazard Area

2. Access

Vehicle Access is gained via

Brewster & Malting House is accessed by local residential roads (Three Colt St, Oak Lane, Grenade St) with low volumes of vehicle traffic

Parking is controlled by permit on roads, and within estate areas are controlled by a permit system.

Welfare facilities, storage and site office will be on the grassed area between the two blocks accessed off Oak Lane into the estate car park. "Bunker bins" (temporary resident respite) will be located on the Basketball Court, the Grassed area in front of Brewster House (between Brewster and the Primary school) will be hoarded to contain a material "loadout" area and a Storage container.

The site is within a primarily residential area and our supply chain will act in a considerate manner. The streets in the area are tight and small with on street parking which reduces the width of the streets around. There is also the Cyril Jackson Primary School on Grenade St, this is away from the work area but will be a likely route for deliveries, all our supply chain will be informed that **deliveries will not be allowed between 08:30 -09:30 and 14:45 – 15:45** to avoid disruption and interaction with arriving children and increased vehicle traffic during drop off and pick up times

The adjacent site and properties are fully occupied. Our vehicle movements will be to deliver materials and goods to both blocks. Due to the reasonably tight turns to gain access through Oak Lane, delivery trucks will be of a reduced size (7.5t). Normal highway restrictions apply and be complied with.

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Materials, Mast climber, scaffold deliveries/removals will be managed and co-ordinated to ensure we comply with the rules set out within this document.

Pedestrian Access is gained via

All works will be segregated from pedestrian traffic for the safety of the residents and visitors. Whilst access equipment is being erected/removed there may be times when pedestrians are re-routed, but this will be kept to a minimum and will be sign posted clearly and a banksman in place to assist. At the end of each day access routes will be re-opened.

Access to the blocks is gained by two separate main entrances front and back, during some of the erection/removal of access equipment (scaffold & MCWP's) it will be necessary to shut off one of these during the day, they will be controlled by banksmen so in the event of an emergency there is no restrictions on residents being able to use both entrances as means of escape. So, there will be no need to change the building evacuation plan.

The buildings are served by internal lifts serving alternate floors, one fire escape stairwell, external access ramps and external stairs up to entrance doors there is currently no plan to restrict these at any time.

3. Parking

Car Parking for staff and operatives

Most staff and operatives will arrive by public transport. There may be some minimal parking to drop tools, equipment and Materials. THH has allocated the following car parking areas. Bays 4 and 7 to the front of Brewster House, bays 15 and 16 Malting House and surface parking inside the grounds of Oast Court, slope parking and inner court parking we must not cause an obstruction to other residents. A gerda key H45 to unlock the gate, all gerda keys obtained must be signed in/out.

Parking Restrictions

Parking bays have been suspended within the "site compound" and 4no. as above, these were organised by THH.

We will need further temporary parking suspensions on Oak Lane when lifting the "Bunker bin" (temporary day respite for Residents) into position, but this will be confirmed on walk around with the suppliers closer to the time (min 28 days prior to install).

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4. Pedestrian and Vehicle Routes

Pedestrian Routes are marked and segregated from vehicles and plant

As mentioned above we will have exclusion zones and banksmen this is to ensure the safe movement of Materials and operatives near the public, resident and any other MOP near the working in the area. These routes will be clearly identified with physical barriers and directional signage. We will be utilising the buildings internal lifts to move Materials and Operatives throughout both blocks throughout the internal works programme. There are two lifts in each block that serve alternate floors, they have a safe working load **SWL of 680kgs, however THH have instructed Wates, that Wates shall not exceed a load of 300kgs in total within any lift.** The steel sections will have weight stamps/tags to ensure we are always working within the SWL of the lifts. The lifts will be protected with "lift curtains" whilst transporting goods and materials. General builders' materials, steels and the like, will only be manoeuvred in and out of the lifts between **0930hrs and 1430hrs Monday to Friday**. Residents will always be given "right of way" wherever possible.

Control of Vehicle Movements in areas accessible by pedestrians

Vehicle movements will be minimal in areas accessible to the public, however when the need arises we will control and supervise these movements by using Banksmen. Where it is necessary to reverse we will use banksmen.

5. Protection of the Public

We will have exclusion zones and physical segregation barriers where possible, however where it will not be practical to utilise physically segregate between member of the public (MOP's) and our site movements we will use a combination of Banksmen, signage and barriers to ensure the safe movement of materials and operatives throughout the site. (Task specific details to be within Contactor RAM's)

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6. Appendices

Site logistic plan is yet to be finalised as discussions with our client are ongoing.