



Logistics Statement for 69a Seabrook Road

The aim of the following document is to detail the consideration given to the logistical implementation of the demolition and construction works. The framework detailed in planning condition 4 of permission reference Y17/1022/SH has been utilised for this document for ease of reference.

Planning Condition

No development shall take place (which shall be taken to include any demolition, site clearance or stripping of soil) until a Construction Method Statement for the development, including details of parking for site personnel, operatives and visitors, the siting of any compounds, the delivery of materials to and from the site, wheel washing, and the proposed times of working, has been submitted to and approved in writing by the Local Planning Authority. The development of the site, shall thereafter be carried out in accordance with the respective approved method statement

Logistic Measures

Parking for site personnel, operatives and visitors

The existing site comprises a large car park and this will be utilised for parking in addition all site personnel will be transported to and from site daily, parking of Cobalt Construction PL Ltd staff, any other sub contractor or visitors will be within the contract area away from the demolition works within an agreed designated area.

Deliveries of materials to and from site:

Due to the busy nature of Seabrook Road all deliveries will be made outside of peak times. There will be a restriction on deliveries before 9am and after 4pm. A traffic marshal will be utilised for deliveries to ensure the delivery is performed swiftly and safely. Articulated Lorries will be avoided where possible as there is insufficient room to manoeuvre this type of vehicles in and out of the site and also to reduce damage to the road surface. The deliveries will be timed to minimise risk to users and lessen any inconvenience that might be caused.

Supplier's vehicles and driver must comply with all relevant Health & Safety regulations and legislations, all drivers must sign in and discuss delivery with the site manager. All drivers must stop vehicles in safe and marked area; no refueling will be permitted on site, where possible, materials will be off loaded with truck mounted crane which is fit for purpose. In the event of any accidents then site medical procedure will take effect, all drivers must comply to site Drug & Alcohol policy, additionally there will be a labor present at all times on the site and will always be readily available to help speed up the delivery process. Reversing will be avoided wherever possible, access to site will be controlled at all time, under no circumstances are vehicle to reverse without a Banks man and traffic control in operation.



Wheel washing and proposed times of working

During the initial groundwork's, all Lorries and other construction vehicles coming into the site will be washed manually on exit as detailed below. During the construction phase it is not anticipated that there will be significant construction vehicle movements in and out of the site as these will remain on site during the construction period.

Notwithstanding the above, on the occasion that vehicles do leave the site, the system to be installed will be of a temporary nature and will consist of the following, as a minimum;

- Wheel pressure washers (manual)
- Manual inspection to ensure there is no loose debris
- Access/Egress Ramp(s) and/or hard standing area

The system will be in place during the build period which will be approximately 52 weeks. The wheel wash will be located near to the main entrance on the site and the exact location will be determined upon delivery of the system.

The facility will be installed by the site contractor and will be fully operational prior to the commencement of the development. Vehicles will be directed to use the wheel wash during times of wet weather, when site conditions dictate its use and/or when the site management consider the use of the wheel wash will safeguard the condition of the highway outside the site

In the event of mud being tracked on to the lane, the contractor would be responsible for ensuring that the lane was brushed and washed to clear any mud as soon as practical.

The site will operate within the hours of 8.00am – 17.30pm Monday to Friday and 9am – 13.00pm on Saturday.

Compound setting

All personal involved in the operation shall be site inducted and briefed before works commence, site layout shall be as shown on Fig 1 in Appendix A (attached)

Containers shall be delivered in flat-bed trucks and lifted off by excavators. Site Agent/Supervisor to ensure all lifting equipment has relevant GA 1 certificates before any lifting operations commence.

All fuels, oils, greases, hydraulic fluids and chemical storage areas will be stored in banded compounds/areas on impermeable bases at least 10m from the proposed drainage system, All waste from toilet blocks shall be stored in metal storage tank and disposed of by licensed waste company when required, fuel storage areas will be bonded to provide adequate retention capacity in the event of a leak or spillage occurring; and kept at least 10m from the proposed drainage system, Construction will be monitored by a suitably qualified ecologist.

The extent of construction activities will be controlled to limit vegetation removal and the exposure and/or compaction of soils. Land surrounding the immediate construction area will be fenced off, or otherwise demarcated, to prevent inadvertent intrusion from construction plant.



Measures to control dust and dirt.

These will include but not be limited to: damping down any dusty materials to be demolished; enclosure of material stock piles; provision of easily cleaned hard standings for vehicles as soon as practicable; regular cleaning of hard standings; control of cutting or grinding of materials; covering skips; regular monitoring and review of all measures and inspection by independent Safety Advisors / consultants and considerate Constructors Inspectors

Recycling / disposal of waste scheme

We are optimistic that the existing temporary building will be dismantled for reuse elsewhere. Any demolition arising which are not able to be reused will be removed in separate bins of hardcore / timber / metal / plasterboard for recycling. Cobalt Construction PL Limited only employs skip companies who publish recycling statistics, and we monitor their performance. All our skip companies use transfer stations to segregate waste even from mixed waste skips, and our average rate of recycling from all our sites is now greater than 90%. Tickets for all waste removed from the site will be photocopied and kept for record purposes. A site waste management plan will be completed in accordance with the Site Waste Management Plan Regulations 2008 (No. 314). A pro forma of this plan can be supplied if required

Cobalt Construction PL Ltd and our Construction Partners take Logistics and Health & Safety very seriously and will endeavour to make sure as little disruption is caused as possible and that the above measures are implemented exactly. In addition to the measures detailed above it is important to note that an internal construction management plan will be formed for the works as well as risk assessments for any part of the works that could pose risks to anyone onsite or locally.