APRIL 2024

Construction Management Plan

Hayes Park North

ICENI PROJECTS LIMITED ON BEHALF OF SHALL DO HAYES DEVELOPMENTS LIMITED

Iceni Projects Limited on behalf of Shall Do Hayes Developments Limited

April 2024

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Construction Management Plan
HAYES PARK NORTH

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1. INTRODUCTION

1.1 This Construction Management Plan (CMP) is submitted on behalf of Shall Do Hayes Development Limited (the Applicant) to support the Section 73 application for the site known as Hayes Park North (the 'Proposed Development') in the London Borough of Hillingdon (LBH). Application Reference - 12853/APP/2021/2202.

1.2 The Section 73 application includes for an increase in units from 64 to 70 within the existing footprint of the building.

1.3 This CMP outlines details of how the site will be operated for the duration of the construction period in accordance with the anticipated requirements. It provides a strategy that seeks to minimise the potential for disruption to local residents and businesses and other users of the adjacent highway network.

1.4 The Applicant provides a commitment to work positively with the London Borough of Hillingdon (LBH) to minimise local disruption during the construction phases of the development.

1.5 The report is arranged as follows:

- **Section 2** provides a description of the existing site conditions with a particular focus on the local highway network.
- **Section 3** sets out the construction vehicle routes and measures that will be implemented in order to minimise disruption on the local highway network.
- **Section 4** provides a summary and draws conclusions.

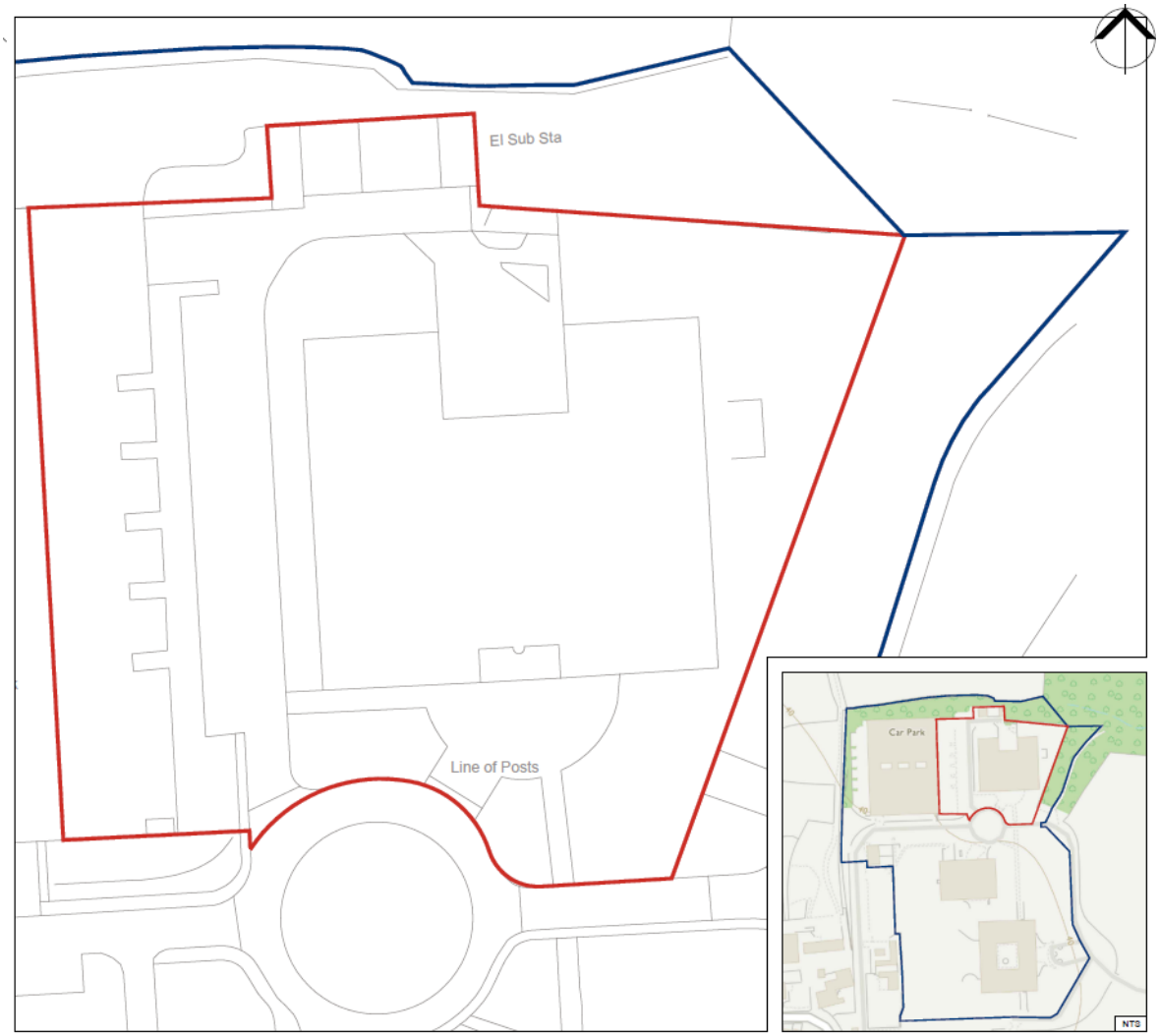
2. EXISTING CONDITIONS

Site Description

2.1 Hayes Park North (HPN) is located in the northern part of the Hayes Park Estate. The estate is located just off Hayes End Road within the London Borough of Hillingdon ('LBH'). The Site is generally rectangular in shape and is bounded to the east by the open parkland of Hayes Park, and to the north and west by the agricultural land and buildings of Home Farm.

2.2 The business park comprises three office buildings, a basement and ground level car park, various areas of car parking around the site and roads connecting the buildings. A plan showing the wider site and the application are site are included in Figure 2-1 .

Figure 2-1 Site Location Plan



2.3 HPN is three storeys in height, with a basement level used for servicing and deliveries. This building and the surrounding surface level car parking and adjacent landscaping are the subject of this application.

2.4 The wider area surrounding the Site comprises predominantly open space and residential dwellings. There is a wide selection of parks and leisure facilities, including the Hayes End Recreation Ground, Park Road Green and the Belmore Playing Fields. The nearest town centres are located at Hillingdon Heath Local Centre, 1.6km to the south west (19-minutes' walk'), and at Uxbridge Road Hayes Minor Centre, 3.3km to the south east (43-minutes' walk).

Access Arrangements

2.5 The Site currently benefits from two vehicle points. One in the form of a priority junction with Park Lane to the east and a second via Mead House Lane to the south, which forms a mini roundabout junction with Hayes Park Road. Mead House Lane is a private road for its majority and the access to the east is a gated and barrier-controlled site access road.

2.6 Hayes Park Road links with Uxbridge Road via a signalised junction to the south and a residential area to the northwest. Uxbridge Road is a principal route through the area providing a route to the M4.

2.7 Park Lane also links with Uxbridge Road to the south and to the predominantly residential area to the north east, eventually linking to the A40.

2.8 A footway is provided on the southern side of the eastern Site access road and while a footway is provided on the first section of Mead House Lane, this terminates at the residential properties at the southern end. Cycle access can also be achieved from both roads, but no specific facilities are provided. External to the site both access points link to a wide network of pedestrian and cycle routes providing safe links to the surrounding area.

Public Transport and Site Sustainability

Public Transport Accessibility Levels (PTAL)

2.9 A PTAL measure is widely used within London and Transport for London (TfL) produce their own guidance document on the methodology to be adopted when undertaking a PTAL assessment. The methodology set out in the guidance measures walking distances to bus stops and stations, considers average waiting time for services and calculates a Public Transport Accessibility Index that is then classified in 6-unit bands to give a PTAL ranging from 1 (low) to 6 (high). TfL has evaluated the levels of public transport services available to the development site and scores a rating of

between 0 (worst) and 1b (very poor). Given that TfL indicate the use of the highest PTAL, the Site is considered to have a PTAL of 1b.

2.10 With sites such as this, where access is via private roads, the actual PTAL of the site is often under-estimated by the formal calculations so consideration has been given to the public transport provision close to the site. It should be noted that the PTAL methodology only includes bus stops within 640m of the Site and rail stations within 960m. In reality, people, commuters in particular, will walk further than this to access services if it is their best option for commuting.

2.11 Hayes & Harlington rail station is the nearest train service and is located c.4km walking distance from the Site and the nearest underground station is Hillingdon, located c.5km walking distance from the Site. As such, these could not be included in the PTAL assessment for any part of the Site.

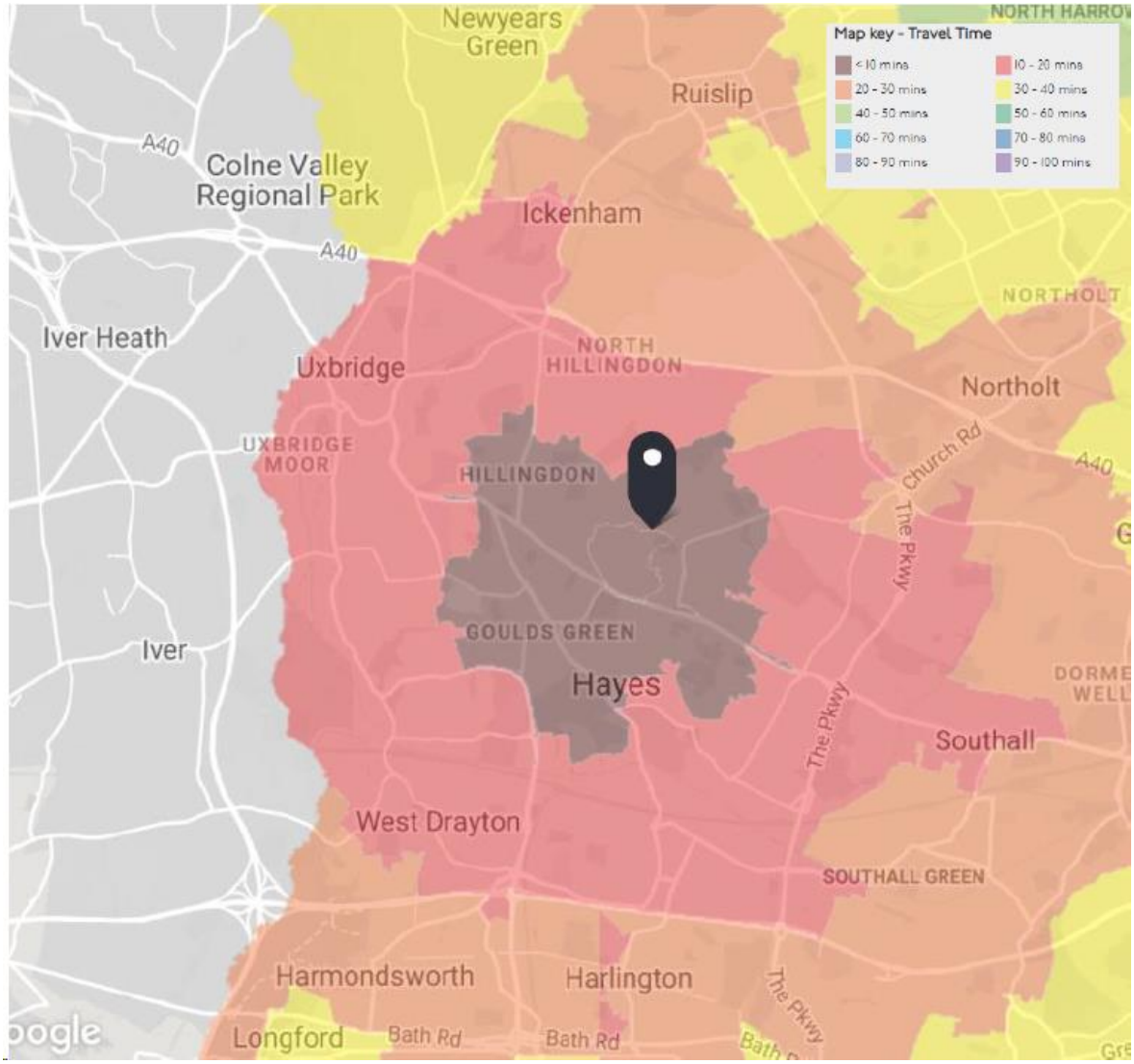
2.12 The nearest bus services are located on A4020 Uxbridge Road close to its junction with Hayes End Road and on Adelphi Crescent and Kingshill Avenue to the east of the Site.

2.13 Considering these stops in more detail, the Adelphi Crescent stop is located 550m from the site's eastern access and the Kingshill Avenue stop is located 650m from the same access, which is just outside the maximum PTAL walking distance of 640m. In reality people will walk an additional 10m to access these services which are different to those accessible from Adelphi Crescent. Should these additional stops be considered the Site would have a PTAL of 2.

Cycling

2.14 Cycling has the potential to substitute for short car trips, especially those less than 5km. A wide range of amenities / services including bus stops, train stations, educational facilities, religious centres, restaurants, supermarkets and numerous employment, retail and leisure opportunities are therefore located within an acceptable cycling distance of the Site and there is ample opportunity for users of the Site to utilise this mode of transport. From undertaking a TIM Mapping review of the Site, it can be seen from the screenshot in Figure 2-2, that a large area can be covered within a 20-minute cycle journey, which is the generally accepted reasonable cycling distance, especially for commuting to a place of employment. It should be noted that the mapping only covers Greater London so while some of the area to the west is grey.

Figure 2-2 TIM Cycle Map



2.15 There are on and off-road cycle lanes provided along Uxbridge Road which provide a link to the surrounding area as well as linking with other cycle routes.

Walking

2.16 As stated previously, pedestrian access is provided via both site access junctions. External to the site, footways are provided on both sides of both Hayes End Road and Park Lane and signalised crossings are provided across Uxbridge Road to provide safe access to the bus stops in both directions.

2.17 On Park Lane, a dropped kerb with tactile paving and central refuge is provided to the north and south of the site access providing safe crossings in both directions close to the site access.

3. CONSTRUCTION LOGISTICS PLAN

Introduction

3.1 This chapter of the CMP outlines the proposed strategy that seeks to minimise the impact of the construction phases on the adjacent highway network.

Contractor

3.2 A Contractor will assume all responsibility for implementing the measures within this CMP. The contact details of the Contractor are:

Principle Contractor
Klifer Developments

Address
B 26 Theydon Road
London
E5 9NA

Contact details:
jacob@klifer.co.uk

3.3 Local residents will be able to call the site office to raise any concerns and the Contractor will personally deal with any comments or complaints and will ensure that they are resolved quickly. A record will be kept of any / all comments and complaints and how these have been resolved.

3.4 The Contractor will liaise with project managers for other construction activity in the local area when and where it is relevant to do so in order to co-ordinate any activity.

Programme

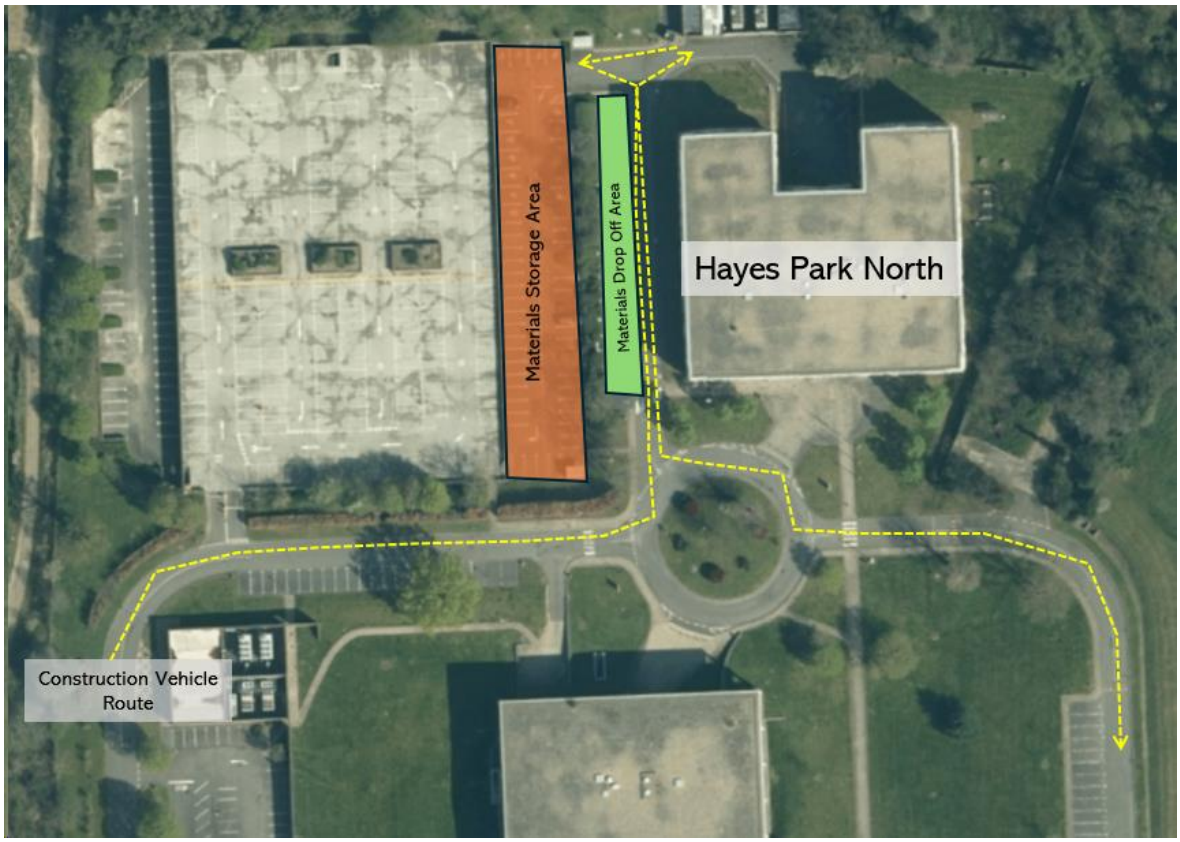
3.5 Construction activity is expected at the earliest opportunity following discharge of conditions. The full programme allows for 12-18 months construction from commencement.

Access Arrangement for Construction Vehicles

3.6 All vehicles will unload/load from adjacent to HPN utilising the existing car parking spaces. Materials will then be moved to the material storage area ready for use in construction. Vehicles will then turn at the top of the car park before exiting back onto the roundabout.

3.7 **Figure 3.1** highlights the location where vehicle can temporarily set down to load / unload, as well as the area on site where material / plant will be stored.

Figure 3.1 – Drop off / storage areas



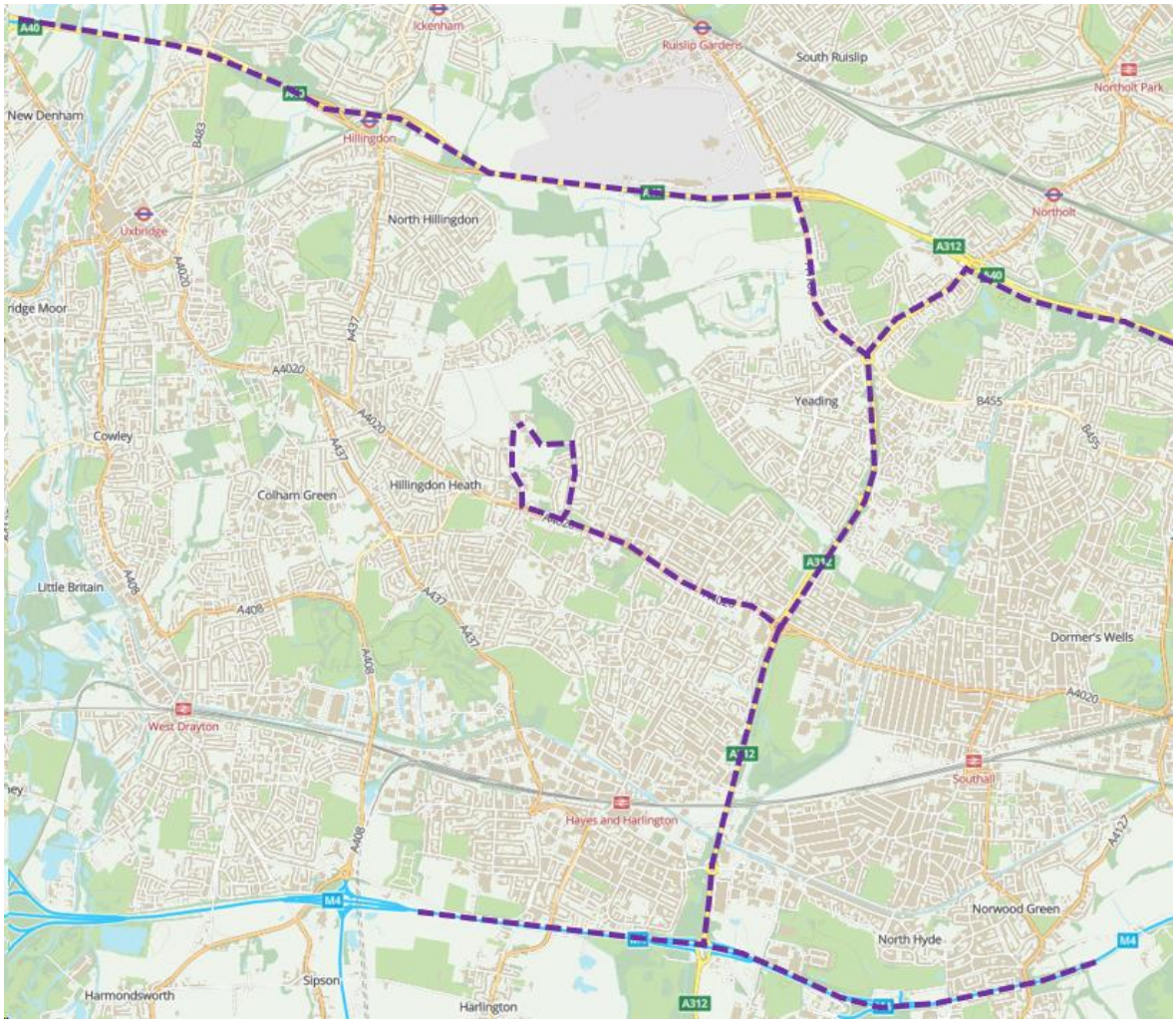
3.8 Most vehicles are anticipated to arrive at the Site from the A40 or the M4. From the A40 vehicles would exit at the Polish Air Force Memorial Roundabout before heading south on the A4180 W End Road. Vehicles would then join the Parkway, again heading south, before exiting onto Uxbridge Road to head westbound. Vehicles would then turn right onto Hayes End Park before entering the Hayes Park Estate at the mini roundabout.

3.9 From the M4, vehicles would exit at Junction 3 before heading north on the Parkway before turning left onto Uxbridge Road. Vehicles would then follow the same route as vehicles from the A40 turning right onto Hayes End Park.

3.10 Vehicles exiting the site would use Park Lane to head south towards the Uxbridge Road then following the same routes in reverse depending on their end destination.

3.11 A plan showing these indicative routes is provided below.

Figure 3.2: Vehicle Route Plan



3.12 A summary of the construction vehicles expected to attend the site are as follows:

- Flat bed
- 10m / 12m Rigid Truck
- Low loader (although unlikely)
- Transit vans
- Articulated lorries (although unlikely)

3.13 All construction vehicle manoeuvres will be managed by trained traffic marshalls to ensure appropriate safety and traffic management measures are adhered to.

3.14 All vehicles associated with the construction of the Proposed Development will be required to comply with the Fleet Operators Recognition Scheme (FORS) and Construction Logistics and Community Safety (CLOCS).

3.15 It is not possible to confirm the exact number of construction vehicles that will arrive / depart from the site, as it will vary as the project progresses. However, depending on the stage of works between 1-5 fixed-body 8-12m lorries will attend site daily. The type and frequency of vehicles will be confirmed in the final version of the document to be agreed by condition.

3.16 All personnel responsible for delivering material to and / or transporting materials away from the site will be advised in writing of the proposed / agreed vehicular access route.

3.17 The scheduling of materials, deliveries and waste collections will be managed in order to avoid more than two construction vehicles on-site at any one time, as well as avoiding peak hours – this will be achieved through a booking system. Suppliers will be booked in advance and given instructions asking the vehicle driver to call ahead to ensure that the site is ready to receive a vehicle. The Contractor will look to consolidate deliveries as/when necessary.

3.18 The Contractor will note the condition of the public highway in the immediate vicinity of the site, prior to works commencing through a photographic record. The Contractor will pay all reasonable costs to make sure that any damage caused by construction activity can be restored.

Pedestrian and Cyclist Safety

3.19 Construction traffic poses a potential risk to pedestrian and cyclist safety. Vulnerable road users' safety will be paramount. The use of traffic marshalls during all periods of operation at the site will assist with pedestrian and cyclist safety.

3.20 Relevant signage will be located in advance of the vehicle access into the site at Hayes End Road, the egress to the site on Park Lane and the loading/unloading area in both directions to warn pedestrians and cyclists of the ongoing construction works.

3.21 Construction vehicle drivers will be advised of the local cycle routes within Hayes Park as outlined within **Section 2** of this CMP.

3.22 In the event that construction vehicles are accessing/egressing the site at the same time a pedestrian is walking along the footway adjacent to the site access at Hayes End Road and Park Lane, pedestrians will be stopped by trained traffic marshalls to ensure that vehicles do not queue back into the Site.

Site Information

3.23 Hoarding will be provided via Heras fencing around the site and material stores, site access and egress secured via steel doors in order to contain the works and protect the neighbouring properties from audio and visual intrusion emanating from construction related activity. In addition, the hoarding will prohibit unauthorised access when construction is not taking place.

3.24 In addition, when works are required to the main entrance a timber hoarding may be required which may use part of the pedestrian footway. If such hoarding is deemed necessary, a temporary diversion will be implemented to guide pedestrians onto the eastern side of Spring Hill.

3.25 All materials will be stored on-site and off of the public highway. The majority of materials will be transferred from construction vehicle either manually or via a Hiab. Construction vehicle activity will be managed by traffic marshalls to ensure that there is no conflict between construction activity and pedestrian and cyclist movements.

3.26 Waste materials will be stored in a skip with a collection occurring as/when necessary. All skips will be sheeted before leaving the site.

3.27 Concrete lorries can access the site with pumps used to deliver concrete across the site if required.

3.28 Appropriate signage will be provided along Hayes End Road to advise cyclists and pedestrians of the construction works. When construction vehicles are accessing the site, traffic marshalls will ensure that pedestrians do not cross.

3.29 Wheel washing facilities will be provided to prevent the spread of mud/dust onto the surrounding highway, should any material be deposited onto the road or footway the traffic marshalls will also ensure that this is cleared away.

Hours of Operation

3.30 The proposed hours of operation at the site will be:

- Monday to Friday: 08:00 – 18:00.
- Saturday: 08:00 – 13:00.
- Sunday, Bank or Public Holiday: No activity expected. If required, no noisy works will be carried out.

3.31 Deliveries to and collections from the site will be scheduled to take place during the hours of 09:30 – 15:15 in order to avoid the traditional peak periods on the wider road network.

Control of Noise, Dust and Vibrations

Noise and Vibrations

3.32 Hand operated tools and equipment shall be effectively silenced and will bear the manufacturer's guaranteed maximum sound level generated. The recommendations made in BS 5228-1: 2009 'Code of Practice for Noise and Vibration control on Construction and Open Sites' will be adopted by subcontractors. Noise and vibrations will be kept to a minimum by:

- Ensuring all plant is fitted with the correct and working exhaust mufflers and noise suppression kits.
- Adapting methods and processes where possible to help keep noise levels low.
- Position plant as far away from residential property as physically possible.
- Limited the hours worked on noisy operations.
- All construction vehicle engines to be switched off while waiting to load/unload.

3.33 The Contractor will work under the guidelines set out in the following legislation: Public Health Act 1961; Health & Safety at Work act 1974; Control of Pollution Act 1974; Environmental Protection Act 1990; The Noise at Work regulations 2005; and British Standard 5228

Dust

3.34 The objective is to ensure footways and carriageways adjacent to the site are kept clean at all times. The following measures will be implemented to reduce dust emissions:

- The Contractor will ensure that the perimeter of the site is patrolled twice a day to ensure that the footway is kept clear of any construction debris.
- Road sweeping to clean the site hard standing and any mud or debris deposited by construction vehicles on roads or footpaths in the vicinity of the site.
- The Contractor will ensure that each vehicle leaving the site is inspected to minimise loose material on the vehicle body.
- All skips will be covered to prevent debris being blown out.
- The Contractor will damp down the site in dusty conditions to minimise the spread of dust.
- The Contractor will regulate the amount of stockpile at the site, especially in dusty conditions.

Waste Arrangements

3.35 The Contractor will endeavour to ensure that construction activities do not impede the movement of the Council's waste vehicles, although as the site is currently unoccupied this is not anticipated to be an issue. Construction deliveries will be arranged to not occur at the same time as refuse collections are taking place in the surrounding area.

3.36 The Contractor will aim to ensure that all materials that are recyclable are kept separate from materials which are not. This will be achieved through appropriate management ensuring that there is a separate store for recyclable materials. Signage will be erected across the site to remind construction works of the requirements.

Construction Workers

3.37 All construction workers will be required to have a valid Construction Skills Certifications Scheme (CSCS) card. CSCS cards provide proof that individuals working on construction sites have the appropriate training and qualifications for the job they do, thereby helping to improve standards and safety in UK construction.

3.38 Construction workers will be encouraged to travel to the site together in order to reduce the number of vehicles on the surrounding network and with the aim of reducing impact of construction related activity. Employees will also be reminded of the potential bus options.

4. SUMMARY AND CONCLUSIONS

4.1 This Construction Management Plan (CMP) is submitted on behalf of Shall Do Hayes Developments Limited (the Applicant) to support the Section 73 application for the site known as Hayes Park North (the 'Proposed Development') in the London Borough of Hillingdon (LBH). Application Reference - 12853/APP/2021/2202.

4.2 This CMP has outlined a strategy that will be implemented in order to manage traffic during the construction period which seeks to minimise the potential disruption to local residents and other users of the adjacent highway network.

4.3 The Applicant provides a commitment to work positively with LBH to minimise disruption during the construction process. The information included within this CMP shows how disruption will be minimised and therefore not impacting on the local highway network.