



Outline Construction Traffic Management Plan

Hayes Park West

Iceni Projects Limited on behalf of
Shall Do Hayes Developments Ltd

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Iceni Projects

Birmingham: The Colmore Building, 20 Colmore Circus Queensway, Birmingham B4 6AT

Edinburgh: 14-18 Hill Street, Edinburgh, EH2 3JZ

Glasgow: 201 West George Street, Glasgow, G2 2LW

London: Da Vinci House, 44 Saffron Hill, London, EC1N 8FH

Manchester: WeWork, Dalton Place, 29 John Dalton Street, Manchester, M26FW

t: : 020 3640 8508 | w: [iceniprojects.com](https://www.iceniprojects.com) | e: mail@iceniprojects.com

linkedin: [linkedin.com/company/iceni-projects](https://www.linkedin.com/company/iceni-projects) | twitter: [@iceniprojects](https://twitter.com/iceniprojects)

ICENI PROJECTS LIMITED
ON BEHALF OF SHALL DO
HAYES DEVELOPMENTS
LTD

Traffic

Outline Construction
Management Plan
HAYES PARK WEST

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1. INTRODUCTION

- 1.1 Iceni Projects Ltd have been appointed by Shall Do Hayes Development Limited (the Applicant) to produce a Construction and Logistics Plan (CLP) for Hayes Park West (the 'Site') in London Borough of Hillingdon (LBH).
- 1.2 The Applicant will maintain overall responsibility for the CLP throughout planning, design and construction. Iceni has prepared this outline CLP to support the planning application and will form the basis for subsequent detailed CLP documents to be developed upon appointment of a contractor.

CLP Objectives

- 1.3 The overall objectives of this Outline CLP are to:
- Lower emissions;
 - Enhance Safety – improve vehicle and road user safety; and
 - Reduce congestion – reduced trips overall, especially in peak periods
- 1.4 In order to meet the above objectives a number of measures will be required which include encouraging construction workers to travel to the site by non-car modes, encouraging the use of green vehicles and reduce the number of trips in the peak periods among others.

Site Context

- 1.5 A site location plan is provided in **Figure 1.1**.

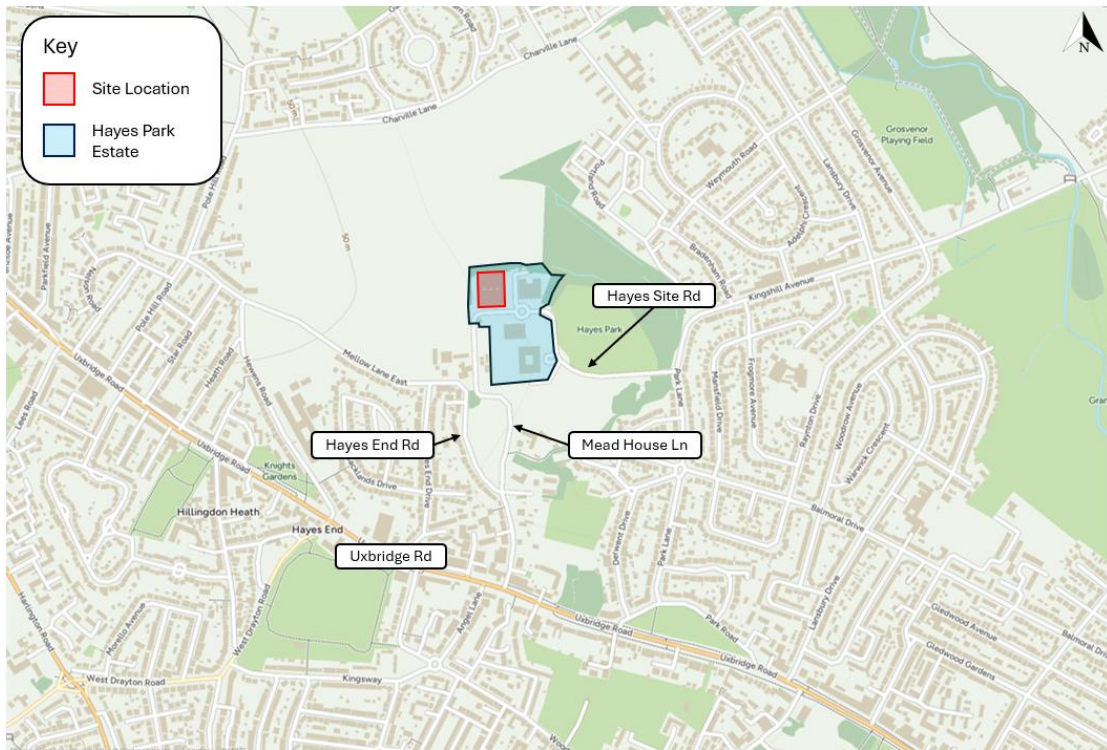


Figure 1.1 – Site Location Plan

Development Proposals

- 1.6 The planning application for Hayes Park West seeks planning permission for partial demolition and redevelopment of the existing multi storey car park to provide new homes (Use Class C3), landscaping, car and cycle parking, and other associated works.
- 1.7 In summary, this application seeks to deliver the following:
- The partial demolition of the existing multi-storey car park and construction of new 4 storey residential development
 - 52 new homes (Use Class C3) comprising a mix of 1-bedroom and 3-bedroom homes.
 - A high proportion of open space and amenity space across the site totalling 3503m², including the provision of private gardens, terraces and balconies, new play spaces, internal ancillary facilities, and extensive communal areas surrounding the building. This includes:
 - 49m² internal communal amenity (lobbies, communal space and storage)
 - 1608m² external communal amenity
 - 1685m² private external amenity
 - 161m² play space (doorstep play for children aged 0-4 years)

Report Structure

1.8 Following this introduction chapter, the remainder of this CLP is structured as follows:

- Chapter 2 – Context, considerations and challenges
- Chapter 3 – Construction programme and methodology
- Chapter 4 – Vehicle routing and access
- Chapter 5 – Strategies to reduce impacts
- Chapter 6 – Implementing, monitoring and updating

2. CONTEXT, CONSIDERATIONS AND CHALLENGES

Policy Context

National Planning Policy Framework (NPPF)

- 2.1 The NPPF encourages a shift towards more sustainable travel including for deliveries of good and materials used in construction. This is the long-term strategy for promoting sustainable development across the UK.

Traffic Management Act (2004)

- 2.2 The Traffic Management Act outlines the role of local authorities in managing highway networks within their jurisdiction. This entails improving safety and efficiency across networks.

Highways Act (1980) & Road Traffic Act (1991)

- 2.3 Under the Highways Act and Road traffic Act any construction works proposed to enter into the highway or footway will need permission under this act.

Construction Logistics Planning Guidance, TfL (2021)

- 2.4 The purpose of the Construction Logistics Plan (CLP) guidance is to ensure that CLPs of high quality are implemented to minimise the impact of construction logistics on the road network.
- 2.5 The guidance is set out to ensure that TfL requirements are met and that planning applications can be reviewed and assessed comprehensively. The guidance is designed to integrate with all activity undertaken throughout the planning process and construction programme.

Site Plans

Figure 2-1 Regional Site Plan

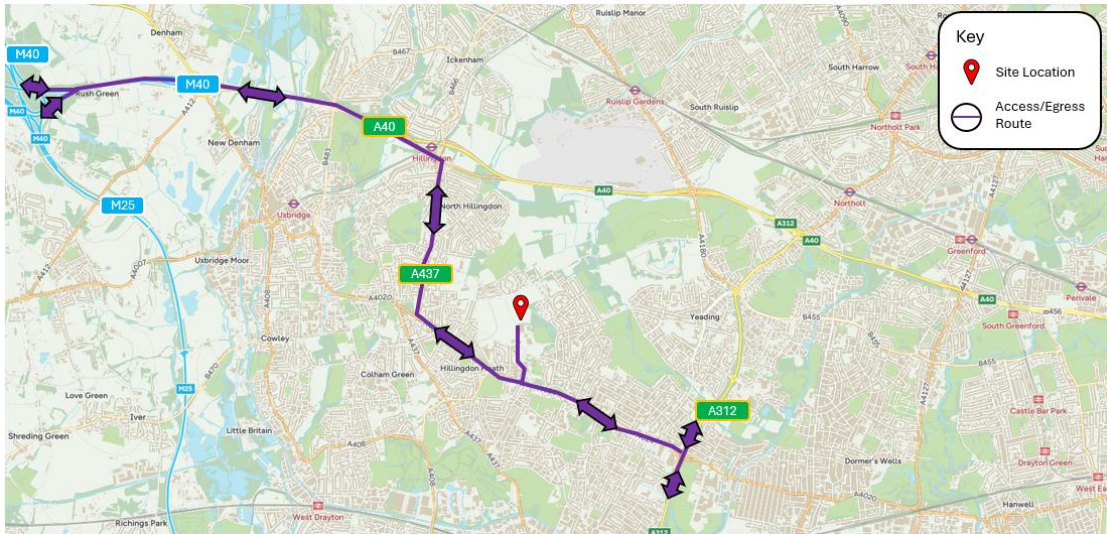
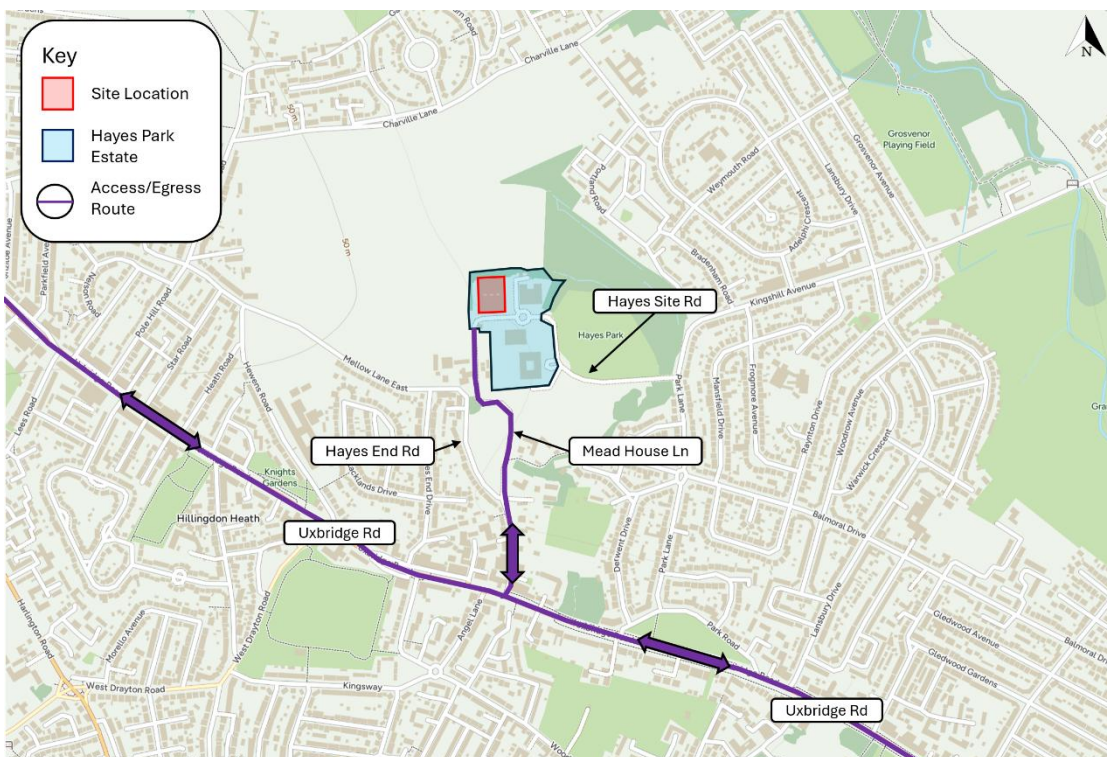


Figure 2-2 Local Site Plan



Local Access including Highway, Public Transport, Cycling and Walking

- 2.6 The section considers local access to give context to staff accessing the site during the construction period, that is both existing office staff and construction staff.

Walking

- 2.7 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.
- 2.8 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.

Cycling

- 2.9 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.

Public Transport Accessibility

- 2.10 Public transport accessibility can be measured using WebCATs PTAL (Public Transport Accessibility Level) tool. The tool gives a score between 0 and 6b with 0 being the worst and 6b being the best. The score is based on walking times from a given point to the TfL network included buses, underground / overground and national rail.
- 2.11 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 this is their best options for commuting. Thus, whilst the Site has a PTAL score of 0, it can be considered more appropriate to measure the PTAL from the nearest point of external connectivity, which is where Mead Houses Lane becomes a public road to the south of the Site; as a result, it can be considered that the Site has a PTAL score of 2.

Rail and Underground Services

- 2.12 The closest railway station to the Site is Hayes and Harlington which is located c.4km walking distance from the Site and the nearest underground station is Hillingdon, located c.5km walking distance from the Site; Uxbridge underground station is also located c.5km walking distance from the Site.
- 2.13 Hayes and Harlington station is served by GWR and the Elizabeth Line, providing frequent connections to London Paddington, London Liverpool Street and other Central London destinations to the east and to Heathrow Airport and Reading to the west. Hayes and Harlington can be accessed via the H98 and 278 bus services in approximately 30 minutes, these services

run approximately every 10-12 minutes and every 15 minutes respectively, providing frequent access via bus Hayes and Harlington Station.

- 2.14 Uxbridge station is served by the Metropolitan Line and Piccadilly Line, providing frequent connections to key destinations such as Farringdon, King's Cross St Pancras, Leicester Square and Liverpool Street, among other destinations. Uxbridge station can be accessed via the SL8 and 427 bus services in approximately 30 minutes. The SL8 runs approximately every 15 mins whilst the 427 runs approximately every 10-12 minutes. Therefore, frequent access is provided via bus to Uxbridge station.

Buses

- 2.15 The nearest bus stops to the Site are the Hayes End Bus Stops (Stops XF and XC) located approximately 1km south of the Site on Uxbridge Road. A summary of the bus services serving the aforementioned bus stops is detailed in **Table 2.1**.

Table 2.1 Bus Services

Bus Service	Destination	Typical Frequency
278	Ruislip – Heathrow Airport	Every 15 mins
427	Uxbridge Station – Southall	Every 10-12 mins
697 / 698	Ickenham – Hayes	School hours only
H98	Hayes End – Hounslow	Every 10-12 mins
N207	Uxbridge Station – Holborn	Every 30 mins (overnight)
SL8	Uxbridge Station – White City	Every 10-15 mins

- 2.16 It is worth noting that whilst the bus stops are located approximately 1km from the Site, the frequencies of the service make it such that it is essentially a turn up and go bus stop providing extremely frequent access to a range of destinations across Greater London.

Highway Network

- 2.17 The Site is located to the north of Uxbridge Road, off Hayes Site Road. Uxbridge Road is a key arterial route within the London Borough of Hillingdon, and it forms part of the local strategic

highway network, providing east-west connectivity across West London, linking major centres such as Hayes, Southall and Uxbridge.

- 2.18 The wider highway network includes the A312 to the east, which connects to the A40 Western Avenue and onward to the North Circular Road and M25, offering strategic access to Central London and Heathrow Airport.
- 2.19 Mead House Lane connects the Site to Uxbridge Road directly to the south; however, Mead House Lane is a private road and is cut off from public use approximately 100m north of its junction with Hayes End Road. It would however be usable by residents of Hayes Park West. Hayes Site Road provides access to the Site from the east and following its junction with Park Lane. Hayes Site Road is also a private road which is gated at its junction with Park Lane, again Hayes Park West residents would have use of this road.

CONSIDERATIONS AND CHALLENGES

- 2.20 The London Borough of Hillingdon has various construction policies throughout policy documents such as the Local Plan to improve construction practices across the borough. The contents of this code of practice will need to be adhered to during the construction process of this development.
- 2.21 Other considerations and challenges include being mindful of other construction ongoing across the Hayes Park Estate as well as any units at Hayes Park North, Central or South that may have become operational during the construction period.

3. CONSTRUCTION PROGRAMME AND METHODOLOGY

- 3.1 This chapter sets out the anticipated programme and methodology for construction. In addition to the car park infilling and changes to the existing car park structure, the majority of works to the building are assumed to be fit out and cladding works. As the existing structure is being retained there is not anticipated to be any significant “building” actually required and as a result the programme does not include for any excavation or piling.

Construction Programme

- 3.2 The main contractor has not been appointed at this stage and therefore it has not been possible to estimate a construction programme, however it is anticipated to include the following stages of work.

Site Setup and Demolition

- 3.3 Site setup will be required at the beginning of the construction period to ready the Site for development. Only a small amount of demolition is planned where there are alterations to the existing structure. The site setup will include the erection of necessary hoardings and scaffolding across the Site. This is most likely to be undertaken by light vans and rigid vehicles.

Basement Excavation and Piling

- 3.4 There is no basement excavation as part of these works and as this is an infill development there is not anticipated to be any piling required.

Sub Structure and Super Structure

- 3.5 The sub structure and super structure phases of development are the main construction period. There are no anticipated changes to the sub structure and therefore all works will fall in the super structure phase. This will include the infill of the current car parking area. It will also Collectively these phases will be the most vehicle intensive phase of the construction process. These phases will predominantly require the use of rigid vehicles and low loaders.

Cladding

- 3.6 Cladding is integral to the end makeup of the building and will provide the units with a new outer layer. The cladding will involve the use of light vans, rigid vehicles and low loaders.

Fit out, Testing and Commissioning

- 3.7 Fit out will be the final stage of construction and will take place at the end of the project. Although there is a possibility that this stage could run concurrently with the cladding stage. This stage is more likely to involve electricians, plumbers and other tradesmen and will therefore involve mostly light vans with only the odd HGV.

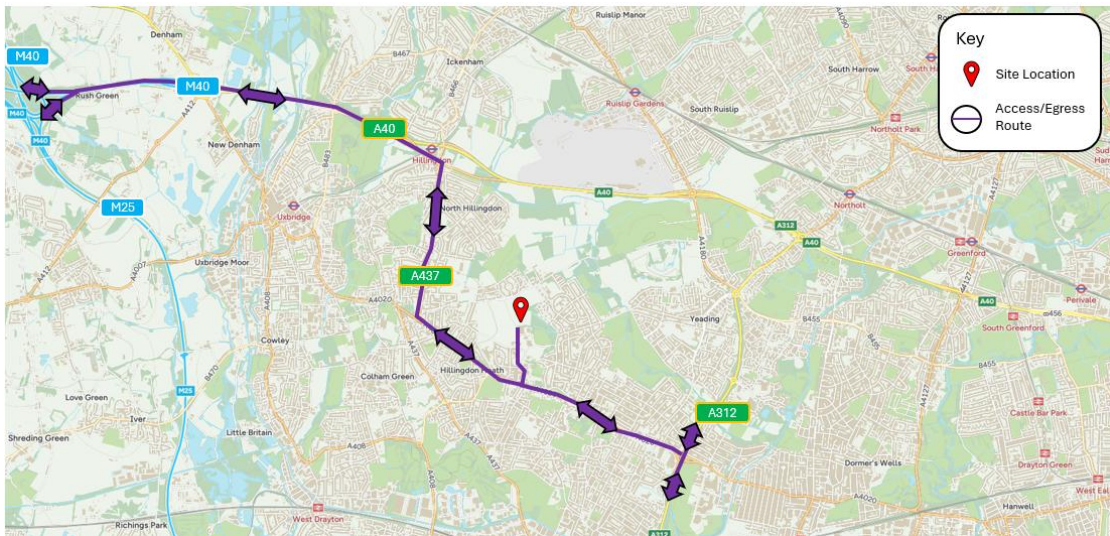
4. VEHICLE ROUTING AND ACCESS

- 4.1 Vehicle routing will attempt to use the Strategic Road Network wherever possible and where it needs to deviate from this to use 'A' roads as much as possible. Routes for the site have been planned assuming access from the M25 / M40 via the A40, A437, A4020 and A312. this route will keep construction vehicles on main roads for as long as possible.
- 4.2 Plans showing the proposed route for vehicles is shown below including how it is proposed to bring materials to the Site.

Regional Routing Plan

- 4.3 The regional routing plan below shows the strategic roads that are likely to be used to access the Site.
- 4.4 The route assumes traffic is coming from the M25 via the M40 / A40. Vehicles will head London bound from the M25 via the M40 and then A40, before turning right onto the A437 at Hillingdon. They will then turn onto the A4020 before turning north onto Hayes End Road and then continuing into the Site.
- 4.5 Vehicles will exit along the same route in the reverse direction. Although vehicles are also able to enter and exit from the south east by utilising the A312 and then A4020 if required.

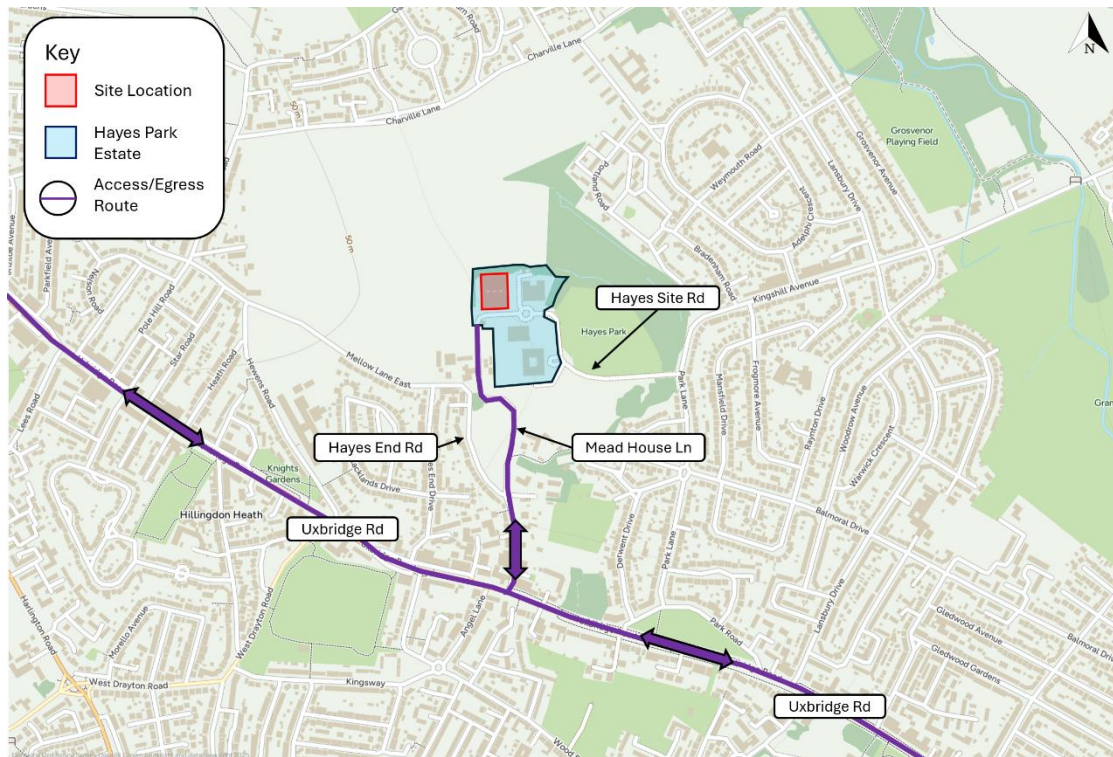
Figure 4 – 1 Regional Routing Plan



Local Routing Plan

- 4.6 The local routing plan shows the likely local access roads to be used. This includes Hayes End Road and Mead Park Lane as shown below. There are no height or weight restrictions that have been noted on the route.

Figure 4 – 2 Local Routing Plan to and from the Site



Site Access

- 4.7 There is an existing access to the Site from Mead House Lane that will be used for all vehicles. Vehicles will then use the site road to access Hayes Park West. Within the estate, vehicles will then access from the south of the development at first floor level or via Hayes Park North car park for Ground Floor Level. A pit lane will be located in both locations.
- 4.8 Should access be required through the Hayes Park North car park, it will be done in a way that does not impact parking in this location, with the pit lane to be located on the opposite side of the building (western side). Full details of this will be discussed and agreed with LBH and outlined in the Final CMP to be agreed prior to commencement.

Worker Access

- 4.9 All workers, except those delivering materials to site are anticipated to use public transport. There will be no separate parking provided for construction workers and therefore they are expected to arrive on foot, cycle, bus or underground. This will be made clear to all contractors appointed on the construction project.

5. STRATEGIES TO REDUCE IMPACTS

Overview

- 5.1 This section identifies appropriate measures to mitigate any negative effects of construction traffic with respect to the following:
- Reducing the effects of congestion on the local highway network;
 - Reducing the effects of the construction phase on the amenity of the local area and in particular on local residents; and
 - Preventing adverse safety impacts on the local highway network.
- 5.2 In addition to the above, space is given over to address any additional issues and topics if not already covered previously in this document.

Reducing the Effects on Congestion on the Local Highway Network

Safety and Environmental Standards and Programmes

- 5.3 Where possible, the contractor will use companies with FORS accreditation when selecting companies to make deliveries to the site and give preference to those who also exhibit meeting the CLOCS standard for construction logistics through further detailed route and delivery planning following acceptance of this CLP.

Adherence to designated routes

- 5.4 Proposed vehicle routes have been set out in Chapter 4. This route plan will be shared, with all suppliers and drivers briefed to follow these routes. Signage will also be in place along local routes to help drivers navigate. Drivers will be made aware of the fact that following routes is a requirement and changes to routes should only occur if a diversion is in place.

Delivery Scheduling

- 5.5 Construction Deliveries and HGV movements to and from the site will predominantly occur between 09:30 — 14:30 hours, and wherever practicable, allocated delivery times will be secured, taking note of journey times to the site. This will minimise any impact these vehicles may have on peak hour congestion on the local highway network, as well as improving site safety both within the site and the surrounding local area. It is anticipated that a Delivery Management System (DMS) will be used in order to plan for deliveries and reduce the need for vehicles to be turned away. Companies selected by the contractor will be required to contact the site manager ahead of their delivery to ensure that sufficient space within the site is

available. Deliveries will be received by a Banks person and the Site Manager and supported by traffic marshals where/when necessary.

Retiming for out of hours deliveries

- 5.6 As a result of the DMS and the need to book all deliveries in advance there are not anticipated to be any out of hours deliveries. If any are required for unavoidable reasons, site neighbours will be notified in advance.

Measures to encourage sustainable freight

- 5.7 Construction materials will be sourced from local suppliers, where practically possible, in order to reduce the length of vehicle trips to the site.
- 5.8 As there is no watercourse nearby it is not possible to bring materials to Site using waterways or railways.

Construction Workforce

- 5.9 The site will actively discourage construction personnel from travelling to/from the site by private car.
- 5.10 The site benefits from having bus stops within walking distance and it is therefore anticipated that workers will use this to arrive on Site.
- 5.11 Prior to construction commencing, the appointed Contractor will advise its personnel as to how to travel to the site by non-car modes and share details of public transport maps and timetables with personnel at initial site briefings and tool box talks. Where vehicular travel is absolutely necessary, personnel will be encouraged to car/van share with colleagues.
- 5.12 The majority of construction personnel will arrive and depart before the traditional network peak hours. The low volume of traffic associated with the construction workforce is not expected to have a noticeable impact on either the operation of the surrounding transport networks or on neighbouring residents' amenity. Traffic associated with the construction workforce will however be monitored by the Site Manager and should evidence arise of any negative effects, the Site Manager will liaise with LBH to agree any necessary mitigation measures.

Reducing Impacts on Local Residents' Amenity

- 5.13 Construction will take place on Monday to Friday between the hours of 08:00 – 18:00. Work would only take place on Saturdays between 08:00 – 13:00. There will be no working outside of these hours, including Sundays or Bank Holidays unless otherwise agreed with the LBH.

This mitigates the potential adverse effects which construction traffic can have on residential amenity.

- 5.14 Where possible, delivery vehicles will not use local residential roads not included within the routing plan. All construction vehicles will follow a pre-determined route to ensure vehicles only use routes appropriate to their vehicle types. Vehicle routes will be provided to all delivery firms and contractors prior to arrival and relayed to site personnel via tool box talks. The routing strategy will minimise the impact that construction traffic will have on residential amenity. The final stop for construction vehicles will be within the site. This is to avoid impacts on the residential amenity of those living within the existing residential surrounding the Site. Final clarity on how this will work will be confirmed in the detailed Construction Traffic Management Plan.
- 5.15 A banksperson will be responsible for keeping crossovers on the footway between the site boundary and the highway clean. The site access road will be regularly inspected for any deposits of spoil or debris deposited by construction traffic or personnel associated with the site. If necessary, the road will be cleaned by mechanical sweeper or manually by bankspersons.

Other Matters

- 5.16 During the construction period, the building will be secure at all times and will not allow any access for unauthorised personnel. Access gates will also be securely locked at the end of the working day. The details of these will be included in the final version of the document.
- 5.17 Waste removal will be undertaken by an appointed party. Where feasible the appointed company will remove all material from the site to waste recycling stations and separated for recycling where possible. The frequency of LBH refuse collection will be identified and factored into the delivery planning schedule.
- 5.18 Access for the emergency services will continue to be possible in the existing format with no obstructions to the public highway at any time. A banksperson will be utilised at the site access to ensure that safe access routes are always maintained for the emergency services to pass the site.
- 5.19 The developer and its Contractor(s) will liaise as far as possible with contractors undertaking other approved developments in the vicinity in order to minimise impact upon amenity and safety.
- 5.20 The implementation, monitoring and any necessary review of the CLP will be the responsibility of the appointed Contractor. Any complaints should be directed to the appointed Contractor.

6. IMPLEMENTING, MONITORING AND UPDATING

- 6.1 This chapter sets out how the CLP will be implemented, monitored and updated.
- 6.2 The Applicant will retain responsibility for implementing the CLP including all the measures listed previously within this document.
- 6.3 Full contact details will be displayed on the hoardings should any issues arise that residents and neighbouring occupiers need to make the Applicant or contractor aware of.
- 6.4 Monitoring will be undertaken on Site by the site manager / main contractor including the number and type of vehicles as well as any safety issues caused by construction vehicles.
- 6.5 This will also include recording all complaints made by local residents. Should updates be required to the CLP based on any complaints this will then be the responsibility of the applicant.