ttp consulting

transport planning specialists

Shall Do Hayes Developments Limited

Hayes Park Central & South

Construction Management and Logistics Plan

January 2026

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Appendices

1 INTRODUCTION

Site Context

1.1 This Construction Logistics Plan (CLP) has been prepared by TTP Consulting on behalf of Shall Do Hayes Developments Limited in relation to the proposed Hayes Park Central & South, located in Hillingdon, London. The location of the site is shown in Figure 1.1 below.

Figure 1.1 - Location Plan

1.2 The existing site currently comprises three office buildings, a basement and ground level car park, various areas of car parking around the site and roads connecting the buildings.

1.3 There are two vehicle access points into the site, one from the south via Mead House Lane and one to the east via Park Road. However, for construction purposes the site will be accessed from the main road with security cabin.

Development Proposals

1.4 Planning approval was granted in June 2023, subject to conditions and legal agreement for the change of use of the existing buildings to provide new homes (Use Class C3), together with internal and external works to the buildings, landscaping, car and cycle parking, and other associated works.

1.5 The permission however is subject to a number of conditions, with Condition 10 referring to a Construction Management and Logistics Plan, with the wording as follows:

"Prior to the commencement of works on site, a Construction Management and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Ministry of Defence). This plan shall detail:

(i) The phasing of the works;

(ii) The hours of work;

(iii) On-site plant and equipment;

(iv) Measures to mitigate noise and vibration;

(v) Measures to mitigate impact on air quality;

(vi) Waste management;

(vii) Site transportation and traffic management, including:

(a) HGV Routing enforcement;

(b) Signage;

(c) Vehicle types and sizes;

(d) Hours of arrivals and departures of staff and deliveries (avoiding peaks);

(e) Frequency of visits;

(f) Parking of site operative vehicles;

(g) On-site loading/unloading and wheel washing arrangements

(h) Use of an onsite banksman (if applicable)

(i) Use of consolidation centres to reduce HGV movements.

(j) Achieve FORS Gold standard and 5 Direct Vision Standard.*

(k) Encourage use of active travel.

(viii) The arrangement for monitoring and responding to complaints relating to demolition and construction;

(ix) Details of cranes and other tall construction equipment (including the details of obstacle lighting);

(x) Measures to avoid and mitigate impacts to the Hayes Shrub Site of Importance for Nature Conservation.

This plan should accord with Transport for London's Construction Logistic Planning Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document). It shall cover the entirety of the application site and any adjoining land which will be used during the construction period. It shall include the details of cranes and any other tall construction equipment (including the details of obstacle lighting).

The construction works shall be carried out in strict accordance with the approved plan."

1.6 This document therefore looks to address the above points and thus provide the necessary Construction Management & Logistics Plan (CLP) to discharge the aforementioned condition and allow for the necessary future management of the site. Please note that the timescale for construction will be subject to the recommendations of the principal contractor, who has yet to be appointed. The persons responsible for preparing and implementing the CLP are summarised in Table 1.1 below.

Table 1.1 – Key Personnel and Contact Details

Role	Name	Contact
CLP Preparation	TTP Consulting	info@ttp-consulting.co.uk
CLP Approval	Hillingdon LPA	TBC
CLP Implementation	Contractor - TBD	TBC
Site Hours Contact	Project Manager	TBC
Outside Hours Contact	Outside Hours Manager	TBC

Objectives

1.7 This CLP provides details of the management of traffic during the construction period and sets out a strategy to minimise the potential for disruption to local residents, businesses, and other users of the adjacent highway network / park.

1.8 The key site-specific objective is for construction works to be undertaken in a considerate manner that minimises disruption to the surrounding uses and local road network. This will be achieved by setting out an appropriate strategy which responds to the various surrounding constraints, including the limited access opportunities, neighbouring uses, the surrounding highway environment and the unique location of the site within a public park.

1.9 It is noted that this is a live document which will need to be updated, amended and expanded when further details are known by the principal contractor. This will also allow for any issues that may be identified as the project progresses.

1.10 The overall objectives of this CLP are to put in place measures to manage construction activities and minimise disruption, including:

- Lowering emissions – from the relevant vehicles;
- Enhancing safety - improved vehicle and road user safety; and
- Reducing congestion - reduced trips overall, especially in the peak periods.

1.11 To support the realisation of these objectives, several sub-objectives have been proposed and include:

- Encourage construction workers to travel to the site by non-car modes;
- Promote smarter operations that reduce the need for travel, specifically at peak times;
- Operate a 'just in time' delivery system to ensure that goods arrive when needed and when transfer from the temporary holding area to the site will be feasible;
- Encourage greater use of sustainable freight modes;
- Encourage the use of greener vehicles;
- Communicate site delivery details to workers and suppliers to avoid deliveries that conflict with the pickup time at local schools and community facilities, for example; and
- Manage the on-going development and delivery of the CLP with construction contractors.

1.12 Following this introduction, and in line with the guidance set out in the CLOCS/ TfL Construction Logistics Planning Guidance, this report is set out as follows:

- Section 2 sets out the context, considerations and challenges for the site;
- Section 3 sets out the anticipated programme and methodology;
- Section 4 describes the vehicle routeing to the site;
- Section 5 provides details of the measures to be taken to mitigate any disruptions resulting from the construction process;
- Section 6 includes an estimate of vehicle movements throughout the construction process; and,
- Section 7 sets out the process for implementation, monitoring and review of the CLP.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

Policy Context

The London Plan

2.1 The London Plan states that Construction Logistics Plans will be required and should be developed in accordance with Transport for London (TfL) guidance and in a way which reflects the scale and complexity of developments.

2.2 It also states that development proposals must consider the use of rail and water for the transportation of materials and adopt construction site design standards. Furthermore, during the construction phase of development inclusive and safe access for people walking or cycling should be prioritised and maintained at all times. To make construction plans effective they should be monitored and managed throughout the construction and operational phases of the development.

2.3 To reduce the road danger associated with the construction of new developments and to enable the use of safer vehicles, appropriate schemes such as CLOCS (Construction Logistics and Community Safety) and FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions.

Mayor's Transport Strategy, Healthy Streets and Vision Zero

2.4 The Mayor's Transport Strategy sets out his plans to transform London's streets, improve public transport and create opportunities for new homes and jobs. To achieve this, the Mayor wants to encourage more people to walk, cycle and use public transport. The strategy uses the Healthy Streets Approach with action plans prepared to support the strategy.

2.5 The Freight Servicing Action Plan is provided to support safe, clean and efficient movement of freight in the city. Construction Logistics Plans are referred to in the document and are encouraged to be used and adhered to more widely.

2.6 The Vision Zero Action Plan for London focuses on eradicating deaths and serious injuries from roads and making London a safer, healthier and greener place. The programme of action takes a Safe System approach to road danger reduction considering the following principles:

- The transport system needs to account for human error and unpredictability;
- The transport system must be able to tolerate collisions such that the impacts are not serious or fatal; and
- Road danger responsibility is accountable on all roles involved in designing, building, operating, managing and also using streets.

Transport for London Construction Logistics Planning Guidance

2.7 The TfL guidance document seeks to establish a standardised approach to preparing and assessing CLP type documents. It includes details of technical requirements, planned measures that should be considered, implementation and monitoring, and how the impact on the community should be addressed. As necessary this CLP can be updated to focus on the TfL style as it is amended going forward, however given that the site is not located directly on a TfL Road this is not considered necessary.

2.8 The purpose of the Construction Logistics Plan guidance is to ensure that CLPs of high quality are implemented to minimise the impact of construction logistics on the road network. Well-planned construction logistics will reduce:

- Environmental impact: lower vehicle emissions and noise levels;
- Road risk: improve the safety of road users;
- Congestion: reduced vehicle trips, particularly in peak periods; and
- Cost: allow for efficient working practices and reduced deliveries.

Construction Logistics and Community Safety (CLOCS)

2.9 As referenced above the primary mission of CLOCS is to ensure that all construction vehicle trips are undertaken safely. The key aims are as follows:

- Ensure the safest construction vehicle journeys;
- Zero collisions between construction vehicles and the community;
- Improved air quality and reduced emissions;
- Fewer vehicle journeys; and
- Reduced reputational risk.

2.10 The CLOCS standard is a national industry standard that sets out the requirements for key stakeholders associated with a construction project. It establishes responsibilities for the client and principal contractor controlling the construction site as well as operators of any road-going vehicles servicing that project.

Fleet Operator Recognition Scheme (FORS)

2.11 FORS is a voluntary accreditation scheme for fleet operators which aims to raise the level of quality within fleet operations, and demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection.

5* Direct Vision Standard and HGV Safety Permit

2.12 The 5* Direct Vision Standard (DVS) and safety permit scheme for heavy goods vehicles (HGVs) require all operators of HGVs over 12 tonnes gross vehicle weight to obtain a safety permit before entering and operating in most of Greater London. The permit demonstrates that vehicles meet the required safety standard to enter and operate in Greater London.

Regional, Local and Site Plans

2.13 The TfL guidance for Construction Logistics Plans identifies a number of plans/ figures to be included within an outline CLP, as follows:

- Regional Plan
  - The regional plan shows the location of the work site in the context of main roads, routes, water ways, railways and other key infrastructure.
  - Community considerations (schools, cycle superhighways, etc).
- Local Context Plan
  - The location of the site in the context of surrounding roads, footways, cycle routes and other infrastructure.
  - Marshalling areas.
  - Community considerations.

2.14 These plans are included as Appendix A to this report.

Local Highway Network Including Access

2.15 Mead House Lane is a private road that forms a mini-roundabout junction with Hayes End Road. To the south of the site, Hayes End Road is a single carriageway running between Uxbridge Road (A4020) to the south and Mellow Lane East to the west of the site. Hayes End Road is subject to a 30-mph speed limit and provides access to the residential areas to the south of the site.

2.16 Uxbridge Road (A4020) is a dual carriageway which links with Hayes End Road via a signalised junction. The road is subject to a 40-mph speed limit and routes between Hillingdon Hill (A4020) to the west and Ealing to the east. To the east, Uxbridge Road (A4020) provides access to The Parkway which is part of the Transport for London Road Network (TLRN).

2.17 To the east of the site, Park Lane is a single carriageway running on a south / north alignment between Kingshill Avenue and Uxbridge Road (A4020). Park Lane is subject to a 30-mph speed limit with footways provided on both sides of the road.

2.18 Hayes End Road has footways on both sides of the road between its junction with Mead House Lane and Uxbridge Road (A4020) while footways are provided only on the western side of the road between Mead House Lane and Mellow Lane East. The eastern site access road is provided with footways on the southern side of the access road.

Public Transport Network

Rail

2.19 Hayes & Harlington rail station is the closest station to the site located approximately 3.5km (43 minutes' walk) southeast of the site. Hayes & Harlington rail station is served by GWR and TfL Rail and provides access to various destinations including Heathrow Airport, Didcot Parkway, London Paddington and Reading. The station provides 118 car parking spaces.

Bus Service

2.20 Hayes End bus stops, (Stop XF- westbound) and (Stop XC – eastbound) are the nearest bus stops to the site which are located approximately 650m (8 minutes' walk) and 700m (9 minutes' walk) respectively south of the site on Uxbridge Road (A4020).

Walking and Cycling Network

2.21 Pedestrian access to the site is provided through Mead House Lane to the south and Park Lane to the east. The pedestrian network surrounding the site is in good condition with dropped/tactile crossings providing safe access for all users.

2.22 To the south, Hayes End Road is provided with footways on both sides of the road between its junction with Mead House Lane and Uxbridge Road (A4020). These footways link with further footways on Uxbridge Road (A4020) where several local facilities are available. A signalised pedestrian crossing is available at the junction between Uxbridge Road (A4020) and Hayes End Road which provides pedestrians safe access to the bus stops on Uxbridge Road (A4020).

2.23 To the east, Park Lane is equipped with footways on both sides of the road and provides access to the bus stops to the east of the site.

2.24 There are no dedicated cycle routes in the immediate vicinity of the site, however, the local roads are lightly trafficked therefore suitable for cyclists.

Considerations and Challenges

2.25 The key challenges associated with construction at this site relate to vehicular access, construction vehicle movements and pedestrian / cyclist activity. As such, vehicle activity to and from the site will need to be strictly managed, deliveries and collections scheduled to avoid peak hours, and qualified banksmen will be utilised to minimise any potential conflict between pedestrians, cyclists and construction vehicles when attending the site.

2.26 The following constraints have been identified at the Site for which will require control or mitigation measures:

- Hedewood Primary School located to the northeast of the site;
- Grange Park Junior School located to the southeast of the site;
- Land use in the vicinity of the site is predominantly residential or local-level commercial; and
- Pedestrian and cyclists in the immediate vicinity.

3 PROGRAMME AND METHODOLOGY

Overview

3.1 The proposed construction works are anticipated to last 17 months in total. The start date is subject to appointment of the principal contractor, however, for the purpose of this exercise the start date is assumed to be in March 2026. A summary generated by the TfL CLP tool is provided in Figure 3.1 and Table 3.1 below.

3.2 Furthermore, this has been prepared in advance of the principal contractor being appointed, so it will need to be amended as necessary going forwards.

Figure 3.1 – Indicative Construction Programme

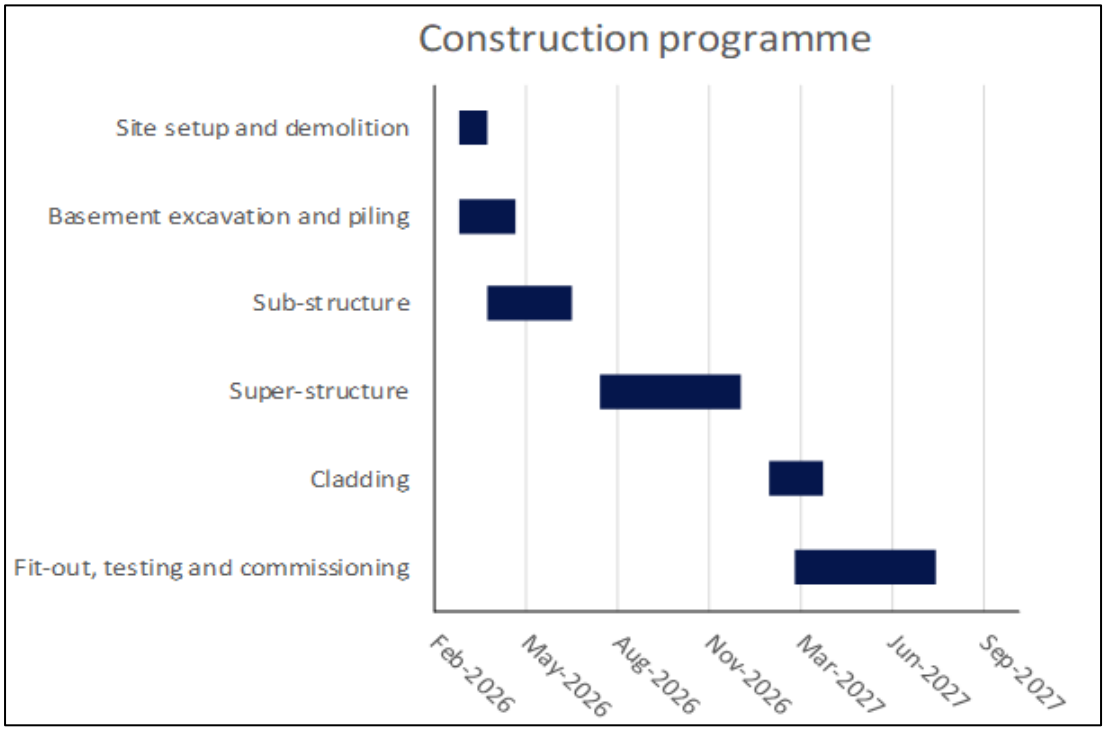


Table 3.1 – Construction Programme Overview

Construction phase	Start	End
Site setup and demolition	Mar-26	Apr-26
Basement excavation and piling	Mar-26	May-26
Sub-structure	Apr-26	Jul-26
Super-structure	Aug-26	Jan-27
Cladding	Feb-27	Apr-27
Fit-out, testing and commissioning	Mar-27	Aug-27

Site Arrangement

3.3 In terms of the site compound itself the necessary hoarding will be erected around the perimeter of the site to secure and contain the construction works. The hoarding will be positioned in such a way to provide a safety zone around the proposed building to allow for the relevant structural works. All welfare facilities and storage areas for plant and materials will be provided within the confines of the site. All required licences to establish the site arrangements will be applied for via the Council by the contractor.

3.4 Site accommodation facilities will be provided and will comprise office(s), meeting room, drying room, kitchen and eatery, male and female toilets, first aid and reflection room. The facilities will have cleaning staff to ensure they are maintained to the highest standard. During the Construction stage, a site compound complete with welfare facilities will be present on site.

Site Signage

3.5 The pedestrian routes will be maintained within the site and the relevant H&S signage will be provided, including at the gates.

Site Setup and Demolition

3.6 This phase will involve establishing the site and holding area, erecting the site hoarding arrangement and any demolition. All entrances will be manned during the day by traffic marshals/gate men. This will be checked regularly to ensure continued security and prevention of access to unauthorised persons. Flatbeds and hi-abs will be utilised for any plant or material deliveries.

Wheel Wash Arrangements

3.7 A wheel wash station will be provided to further prevent any dust and mud entering the public highway. A security officer is present on site and helps to coordinate deliveries an minimise conflict between site users.

Excavation, Piling, and Sub-Structure

3.8 There is no basement excavation. This phase includes any foundation works and works below ground. The main building fabric remains largely intact with the exception of internal (above ground) changes. As such this stage is largely redundant except for drainage, removal of surplus spoil, delivery of building materials, and concrete wagon deliveries for the casting of concrete elements (where/if required). Any material being removed from the site will be done so by telehandler to the holding area before being loaded onto construction vehicles waiting within

the designated on-street loading area. A mix of vehicles would be utilised during this phase including tipper / grab lorries, flatbeds and hi-abs.

Superstructure

3.9 This phase will relate to the framework and the implementation of timber frame and cladding and comprises the principal construction works associated with the project. Material needed for the super-structure element is largely restricted to internal works and some perimeter treatments (doorways, access etc). The material will be delivered in flat bed vehicles off-loaded from an area within the site boundary. Use of cranes will be limited. Traffic marshals will be in place to accommodate the safe entry and exit of vehicles into and out of the site.

3.10 Materials would be delivered on a mix of construction vehicles such as hi-abs, flatbeds and light goods vehicles. Concrete will be delivered in 8-wheel lorries off-loaded from within the site boundary with the aid of the cranes (if needed) and concrete skip. If larger scale concrete pours are required, the concrete lorries will discharge into a static concrete pump situated within the site.

Cladding

3.11 Façade deliveries will vary in size due to the different elements of façade required. Deliveries will be well organized to ensure lorries are fully loaded to reduce the number of deliveries required. All deliveries will be booked into the booking system and the logistics team will facilitate the entry and exit of the lorries under banksman/marshal control.

3.12 Frames and glass will be delivered on metal stillages and each stored individually strapped.

Fit-out, Testing, and Commissioning

3.13 This stage includes all mechanical, electrical and plumbing installations as well as testing of newly installed systems. This would involve deliveries for materials such as Metal Framing, Plasterboard, plastering materials, ceiling materials, Mechanical and Ventilation Materials, Electrical Materials, Flooring Materials, Painting and Decoration, Case-goods etc. This phase will be undertaken by various tradesmen utilising smaller vehicles such as Transit vans as well as flatbeds and hi-abs.

4 VEHICLE ROUTEING AND ACCESS

HGV Routing enforcement

4.1 All personnel responsible for delivering materials to and transporting materials away from the site will be informed of the vehicular access route. The scheduling of materials, deliveries and waste collection will be managed to avoid congestion at the site.

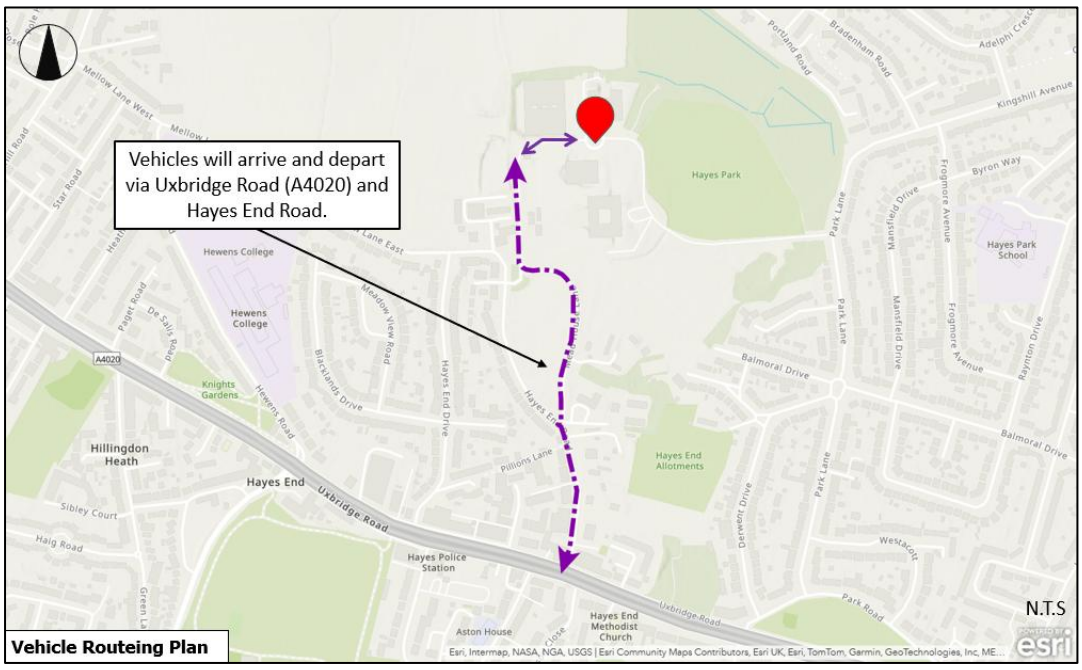
4.2 Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the site is ready to receive a vehicle. Emergency access will be maintained at all times, with drivers of construction vehicles instructed to move immediately if necessary. All vehicles will be inspected before leaving the site and sheeted where necessary.

4.3 There are two main routes to the site. From the east vehicles travelling on the Transport for London Road network at The Parkway (A312) would turn off at the roundabout junction to join Uxbridge Road (A4020) travelling westbound until the junction with Hayes End Road. Travelling northbound along Hayes End Road, vehicles would reach Mead House Lane at a mini-roundabout junction where they would enter the site.

4.4 From the west vehicles would arrive by travelling eastbound along the A4020 before turning left into Hayes End Road, where they would continue north to Mead House Lane and into the site.

4.5 When leaving the site, vehicles can do so by returning to the highway network via Hayes End Road to the south and rejoining Uxbridge Road. This vehicle route is demonstrated on the routing plan in Figure 4.1 (Appendix B).

Figure 4.1 – Vehicle Routing Plan



4.6 A series of swept path analysis drawings are contained in Appendix C. This includes a 10m rigid vehicle, a small tipper and a small mobile crane. All vehicles will load and unload from within the site close to the buildings they are serving.

Access

4.7 All construction vehicles will access the site via Hayes Park Road. All vehicles will enter through the gates into Mead House Lane (opened and closed as necessary by the relevant member of the contractor team) and route north towards the site compound. Lorries for deliveries will go to the multi-story car park area. There will be ply hoarding, lighting and site welfare. Waste will be stored in 35/40 skips.

4.8 Where necessary wheel washing will take place on site to prevent mud / dirt on the highway.

Road / Footway Closures

4.9 It is not proposed to close any roads or footways during the works unless specific access or utilities works are required, due to the presence and need for existing residents' access. Footways will remain open to all users wherever possible. Where temporary access control is needed, this will be managed by Banksmen and traffic marshals.

Parking Suspensions

4.10 At this time no on-street loading / parking arrangements have been suspended within the near area of the site. However, this will need to be reviewed going forward to ensure there are no concerns. The relevant suspensions will be applied for in advance through the Council so that this can take place.

Diversions

4.11 There are no proposed diversions to vehicle, cyclist or pedestrian routes during the principal construction programme. Banksmen and traffic marshals will be available to manage any construction vehicle movements at the site, and any surrounding activity.

4.12 All areas where materials are stored, or work is taking place, will be secure to prevent access by the public. The need for pedestrian or vehicle diversions will be closely monitored as the construction process continues and as necessary these will be applied for.

Licences

4.13 It is understood that a Crane licence will be issued by LBH Traffic Management Team, and the Principal Contractor will obtain the necessary highway licences from LBH.

5*Direct Vision Standard

4.14 The 5* Direct Vision Standards (DVS) classifies vehicles using a star rating system. The rating is assigned on a scale of zero stars (the lowest rating, not suitable for use in an urban environment) to five stars (the highest rating), vehicles with excellent direct visibility. All drivers will need to apply for a permit with Progressive Safe System conditions.

FORS

4.15 All transport / haulage providers of vehicles which are making journeys to the Site are committed to best practice, demonstrated by membership of TfL's Freight Operator Recognition Scheme (FORS). The contractor will require a confirmation of accreditation from transport providers in order for approval of delivery slots.

4.16 Site traffic will be required to meet at least the FORS Silver standard, with Gold level preferred. The Principal Contractor will require a confirmation of accreditation from transport providers in order for approval of delivery slots. All construction delivery vehicles should at all times display the relevant FORS level badge on the vehicle cab.

Staff Travel

4.17 All site operatives and visitors will be encouraged to travel to and from the site by active modes or public transport. There is parking available on the site. However, a Staff Travel Plan will be prepared and implemented to encourage travel by active modes. There will be incentives for those who car share and rewards for those who travel by active modes for a least part of the week.

Hayes Shrub Site of Importance for Nature Conservation

4.18 The contractor will be responsible for avoiding and mitigating the impacts to the Hayes Shrub Site of Importance for Nature Conservation.

4.19 Specific measures include:

- Establish Protection Zones.
- Protect root system by marking a wide perimeter.
- Ensure the shurbs receive regular water.
- Monitor the plans for signs of stress.

- Fence these areas off around the perimeter of the buildings and hard / soft landscaped areas with barrier fencing type shown in the following below. Sign the fenced areas.

5 STRATEGIES TO REDUCE IMPACTS

5.1 The potential measures to reduce the impact of the construction works are set out in Table 5.1 below.

Table 5.1 - Planned Measures Checklist			
	Committed	Proposed	Considered
Measures Influencing Construction Vehicles and Deliveries			
Safety and environmental standards	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries	X		
Use of vehicle holding areas	X		
Use of logistics and consolidation centres		X	
Control of dust and dirt	X		
Emergency Access	X		
Measures to Encourage Sustainable Freight			
Freight by water / rail*			X
Material Procurement Measures			
Off-site manufacturing		X	
Re-use of materials on-site	X		
Smart procurement	X		
Other Measures			
Collaboration amongst other sites in the area	X		
Implementation of a staff Travel Plan	X		

*Only where possible

Measures Influencing Construction Vehicles and Deliveries

5.2 All contractor and sub-contractor vehicles should comply with FORS (Silver) and CLOCS to ensure sufficient safety measures are implemented. Any vehicles in breach of this will be in breach of the CLP. The proposed vehicle route aims to provide the most direct approach to the strategic road network. Details of the proposed routes and delivery hours will be communicated to all suppliers when orders are placed, with drivers expected to follow the routes unless diversions are in place. Records will be kept if suppliers deviate from the routes and warnings will be issued.

5.3 As noted, drivers will be given slots to arrive at the site to ensure that there is sufficient capacity to accommodate the vehicle. If drivers are unable to make the available time slot they will be expected to phone ahead to see if the site / local road network has capacity to still accommodate the vehicle.

5.4 It is expected that most vehicles will be scheduled to access the site between the hours set out in paragraph 5.9 below to avoid peak periods, and vehicles will look to avoid school times as well where possible. However, there may be the requirement for some deliveries outside of these times, albeit details of these are not known at this time. Currently it is considered that there is no requirement for offsite holding areas given the level of vehicle movements proposed, however this can be reviewed going forward.

Material Procurement Measures

5.5 Material will be re-used on-site where possible to avoid unnecessary vehicle trips. In addition, suppliers and a workforce from the local area will be used where possible. The use of off-site manufacturing and assembly will be utilised where feasible.

Additional Management Measures

Project Manager

5.6 A Project Manager will be appointed and assume responsibility for implementing the measures within the finalised CLP. The Project Manager will be contactable during office hours. Information boards will be displayed on the site hoarding highlighting the key personnel including their contact details. A 24-hour emergency contact number will also be provided.

5.7 The Project Manager will be responsible for community liaison and dealing with any complaints from local residents and businesses. They will act as a point of contact so that in the event of issues / concerns arising during the construction process, action can be taken as quickly as possible. Responses will be given to all those who make a complaint.

Deliveries

Delivery Hours

5.8 The permitted delivery hours are Monday-Friday 09.00-16.00 and Saturday 9.30-13.00. Deliveries will be scheduled in advance to avoid vehicles waiting on the surrounding road network to access the site.

5.9 Deliveries will operate on a 'just in time' basis to ensure that goods can be transferred from the temporary holding area once offloaded, and vehicles will not need to wait on the public highway before visiting the site. If any damage is caused to the nearby footways as a result of deliveries / construction vehicles the developer will pay for these to make these good.

5.10 All deliveries and collections to Site will be carefully controlled and managed by the Site Manager, and the procurement team using a delivery management system. All sub-contractors and suppliers should be required to give at least 24 hours' notice of deliveries so that requests can be reviewed, approved or an alternative slot arranged.

Re-timing Deliveries

5.11 The Contractor will re-time deliveries and collections to avoid peaks of vehicle and pedestrian traffic for the hours set out above. This will entail consideration of:

- Morning and evening peak hours for traffic on the wider highway network; and
- Start and finish times of nearby schools or community uses.

Holding Areas and Consolidation Centres

5.12 Holding areas are proposed because the number of potential vehicles arriving to the site will benefit scheduling deliveries. Given the scale of development, use of consolidation centres is not proposed at this time

Hours of Operation

5.13 Aside from the proposed delivery times it is considered that the operational hours for the site will be as follows (and generally in line with park opening hours, subject to agreement with the Council). The contractor will look to be a 'good neighbour'.

- Weekdays: 07:30–18:00;
- Saturdays: 08:00 – 13:00; and
- Sundays & Bank Holidays: No activity unless agreed with the Council.

Staff Arrivals and Departures

5.14 Staff will arrive and depart the site in advance of works starting and will leave after they finish. Therefore on weekdays staff will arrive from 07:00 and leave by 19:00 and on Saturdays staff will arrive from 07:30 and leave by 13:30.

Waste Management

Recycling

5.15 Where possible, segregation of recyclable and non-recyclable material will be undertaken for all waste generated throughout the construction process. All waste materials will be deposited into containers held on site with each trade responsible for clearing their own waste. All site waste will be collected by a licensed waste carrier and will be taken to a registered waste transfer station for sorting and recycling / re-use.

Refuse Collection

5.16 The Project Manager will ensure that construction activities do not impede the movement of waste vehicles and refuse collections and seek to schedule vehicle movements to avoid collection times. The removal of waste will be the reverse of materials coming to site.

Nearby Developments

5.17 The contractor will seek to liaise with any other construction sites in the local vicinity and coordinate vehicle activity where possible. Furthermore, no staff parking will be permitted onsite, with staff being encouraged to travel by public transport or active modes where practicable. Furthermore, there will be a material holding area provided at the entrance to the site.

Control of Noise, Dust and Vibrations

5.18 A number of noise, dust and vibration measures will be implemented at the site to mitigate the potential environmental impacts associated with construction. Site activities will be controlled as far as is reasonably practical so that surrounding receptors are protected from excessive levels arising from the construction process.

5.19 Offloading will take place from vehicles stopping within the proposed loading area, and efforts will be made to minimise the impact of noise when unloading materials. Materials will not be stored on public footways or roads.

5.20 Vehicles will be checked to ensure that they are appropriately loaded. Vehicles arriving at the site will stop on-street, so wheel washing should not be necessary. The Project Manager will ensure that the surrounding highway network is kept clear of any construction debris with regular inspections undertaken throughout the programme and cleaning carried out if necessary. Site scaffolding will be sheeted to help to contain dust and construction noise.

5.21 The contractor will aim to keep noise levels to a minimum. This will be carried out by:

- Requiring drivers to turn off engines when stationary;
- Undertaking works in a considerate and sensitive manner;
- Ensuring all plant is fitted with the correct and working exhaust mufflers and noise suppression kits;
- Employing methods, equipment and processes to keep noise levels low;
- Positioning plant as far away from residential property as reasonably possible;
- Limiting the hours worked on noisy operations; and
- Restricting hours of work for noisy operations.

Low Emission Zone Non-Road Mobile Machinery (NRRM)

5.22 Non-Road Mobile Machinery (NRMM) is a broad category. It includes mobile machines and transportable industrial equipment or vehicles, fitted with internal combustion engines but not made to transport goods or passengers on roads.

5.23 NRMM, particularly within construction, is a significant London air pollution contributor. The NRMM Low Emission Zone uses Mayoral and London Borough planning powers to control NRMM emissions on construction sites. The NRMM Low Emission Zone makes all engines with a 37 kW - 560 kW power rating meet emission standards based on engine emission "stages". Further information that the contractor will adhere to is provided at the Mayor of London, London Assembly website: https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/pollution-and-air-quality/nrmm

5.24 Current standards are BS 5228-1:2009 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise, and BS 5228-2:2009 Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration. These standards will be adhered to.

5.25 All non-road mobile machinery (NRMM) will comply with the emission standards specified in the Mayor of London's Control of Dust and Emissions during Construction and Demolition SPG. In addition, there are a number of dust mitigation measures that will be implemented:

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner and record the measures taken;
- Carry out regular site inspections to monitor compliance, record inspection results;
- Fully enclose the site or specific operations where there is a high potential for dust production and the site is active for an extensive period;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site;
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
- Use enclosed chutes and conveyors and covered skips;
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate; and
- Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practical after the event using wet cleaning methods.

Air quality / Air pollution

Site preparation:

5.26 The construction site shall be in accordance with The Control of Dust and Emissions during Construction and Demolition (Mayor of London, SPG 2014).

5.27 The name and contact details of person(s) accountable for air quality pollutant emissions and dust issues shall be displayed on the site boundary.

5.28 All the appropriate spill kit clean up and containment materials shall be available in strategic locations on site and they shall be utilized immediately in the event of a spillage occurring.

5.29 A stakeholder communications plan shall be developed and implement, including community engagement before work commences on site.

On-site activities:

5.30 Dust producing plant shall be kept as far away as possible from sensitive areas (and may be screened). A physical distance and/or barrier shall be created between dust/emission generating activities and receptors.

5.31 An adequate supply of water shall be available at all work areas for dust suppression measures. Where practicable, used water shall be collected and reused to maximize the use of recycled and non-potable water.

5.32 The burning of material on site shall be strictly prohibited.

Vehicles and equipment:

5.33 All vehicles transporting loose or potentially dust generating materials to and from working areas shall be fully sheeted.

5.34 Wet materials that have the potential to leak from the vehicle shall be transported in sealed vehicles.

5.35 No idling when vehicles are stationary. The engines of vehicles and plant on site shall be not left running unnecessarily.

Dust inspections / tool box talks (TBT):

5.36 All employees shall be provided with an appropriate induction and ongoing briefings and tool box talks (TBT) regarding management of environmental issues (i.e. dust mitigation measures required from the works they are carrying out, etc.).

5.37 Weekly visual dust site inspections shall be carried out to monitor compliance with air quality and dust control procedures, and to monitor site outside the work site.

6 ESTIMATED VEHICLE MOVEMENTS

Number of Movements

6.1 Table 6.1 below provides a summary of estimated construction vehicles during the proposed works. Please note this has been prepared in advance of the principal contractor being appointed, so it will need to be reviewed / updated as necessary.

Table 6.1 - Estimated Construction Vehicles – Monthly and Daily

Construction Stage	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2026 - Q2 2026	44	2
Basement excavation and piling	Q1 2026 - Q2 2026	44	2
Sub-structure	Q2 2026 - Q3 2026	132	6
Super-structure	Q3 2026 - Q1 2027	88	4
Cladding	Q1 2027 - Q2 2027	66	3
Fit-out, testing and commissioning	Q1 2027 - Q3 2027	88	4

6.2 The following charts have been prepared using the TfL CLP tool. They provide graphical representation of the number of vehicle movements expected during the various phases of construction works. All vehicle movements will be managed with the average dwell time for each vehicle likely to be in the order of 15 minutes – 60 minutes.

Figure 6.1 - Estimated Construction Vehicles – Monthly and Daily

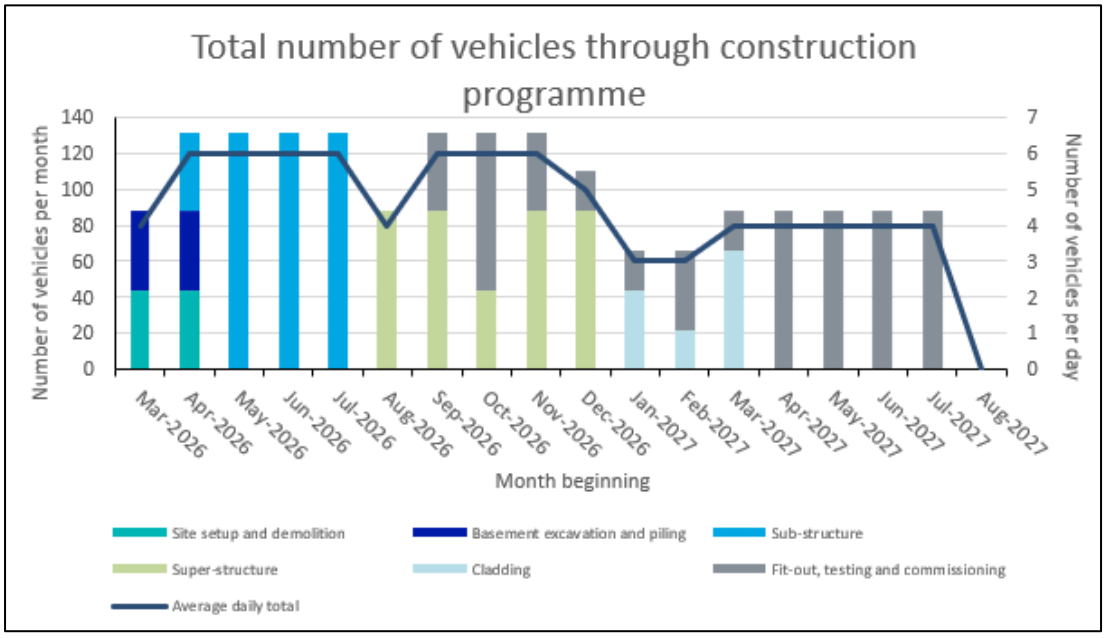


Figure 6.2 - Number and Vehicle Type by Phase of Construction

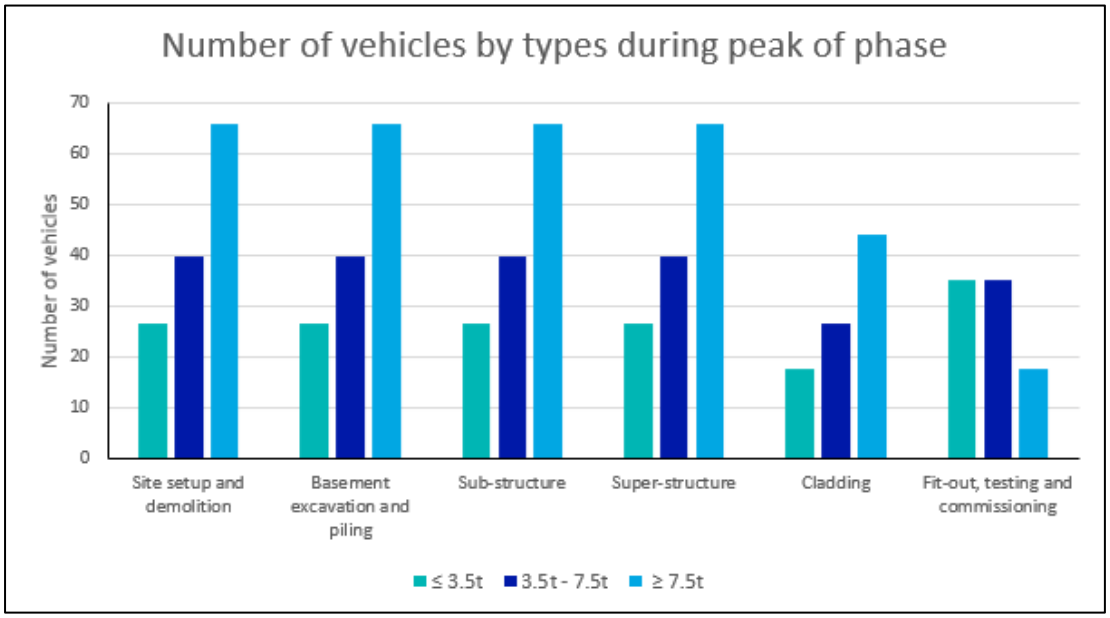
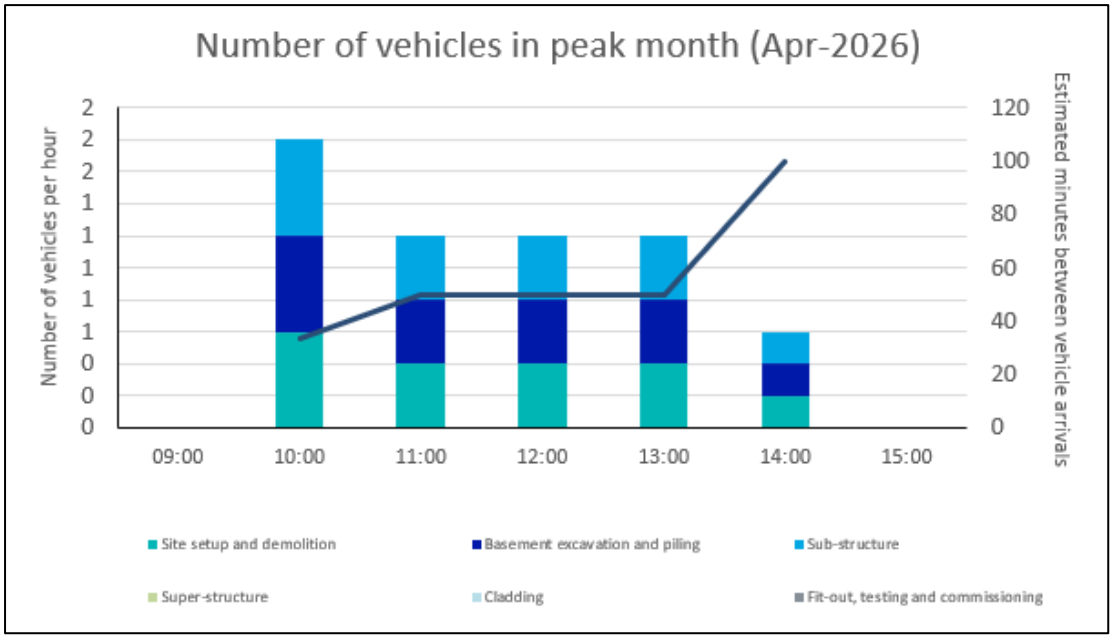


Figure 6.3 - Hourly Arrival Profile of Vehicles



Vehicle Types and Sizes

6.3 The construction process, including deliveries to site, will involve the use of (but not limited to) the following construction vehicles:

- 10m in length Flatbed lorry;
- 8.3mm in length Concrete Mixer;
- 7.9m in length Hi-ab; and
- Light Goods Vehicles including transit vans.

7 IMPLEMENTING AND UPDATING

Implementation

7.1 The Project / Project Manager will be responsible for implementing the measures set out within this CLP. They will dedicate time to ensure that procedures are being followed and standards are being met. Copies of the document will be made available to all workers and suppliers at the site.

7.2 The contractor will be contactable during office hours. Information boards will be displayed on the site hoarding highlighting the key personnel on-site including their contact details. A 24-hour emergency contact number will also be provided.

7.3 The contractor will notify the CLP Monitoring Officer 14 days prior to the implementation of the Detailed CLP and any work commencing on site. The developer will contact the Local Planning Authority to give notification.

Monitoring

7.4 Regular inspections will be carried out by the Project Manager to ensure compliance with the CLP. The Project Manager will also be responsible for keeping a record of vehicle movements and a record of any complaints or accidents.

7.5 In line with the planning permission monitoring of the approved CLP will take place. The following documents will be shared with the Council's CLP Monitoring Officer at the initial site meeting.

- FORS silver accreditation certificate for suppliers;
- Vehicle routing tracking;
- Traffic marshal and banksman accreditations;
- Waste management plan;
- Staff travel plan handbook; and,
- CLOCS Audit report.

7.6 The following documents will be presented for auditing by the Council's CLP Monitoring Officer on a regular basis (once per month) along with the checklist during the monthly site meeting. It is acknowledged that failure to submit these reports during the site meeting will result in enforcement action. If non-compliance occurs three consecutive times, the site will be referred to the planning enforcement team for daily monitoring and enforcement, including penalty charges.

- Vehicle delivery schedule and FORS compliances data sheet; and
- Forecasted Trips - Monthly or Daily.

7.7 Furthermore, Project Manager will complete weekly site visits to oversee all contractor activity. The Project managers contact details will be provided to the Parks Team so that they can be contacted as necessary.

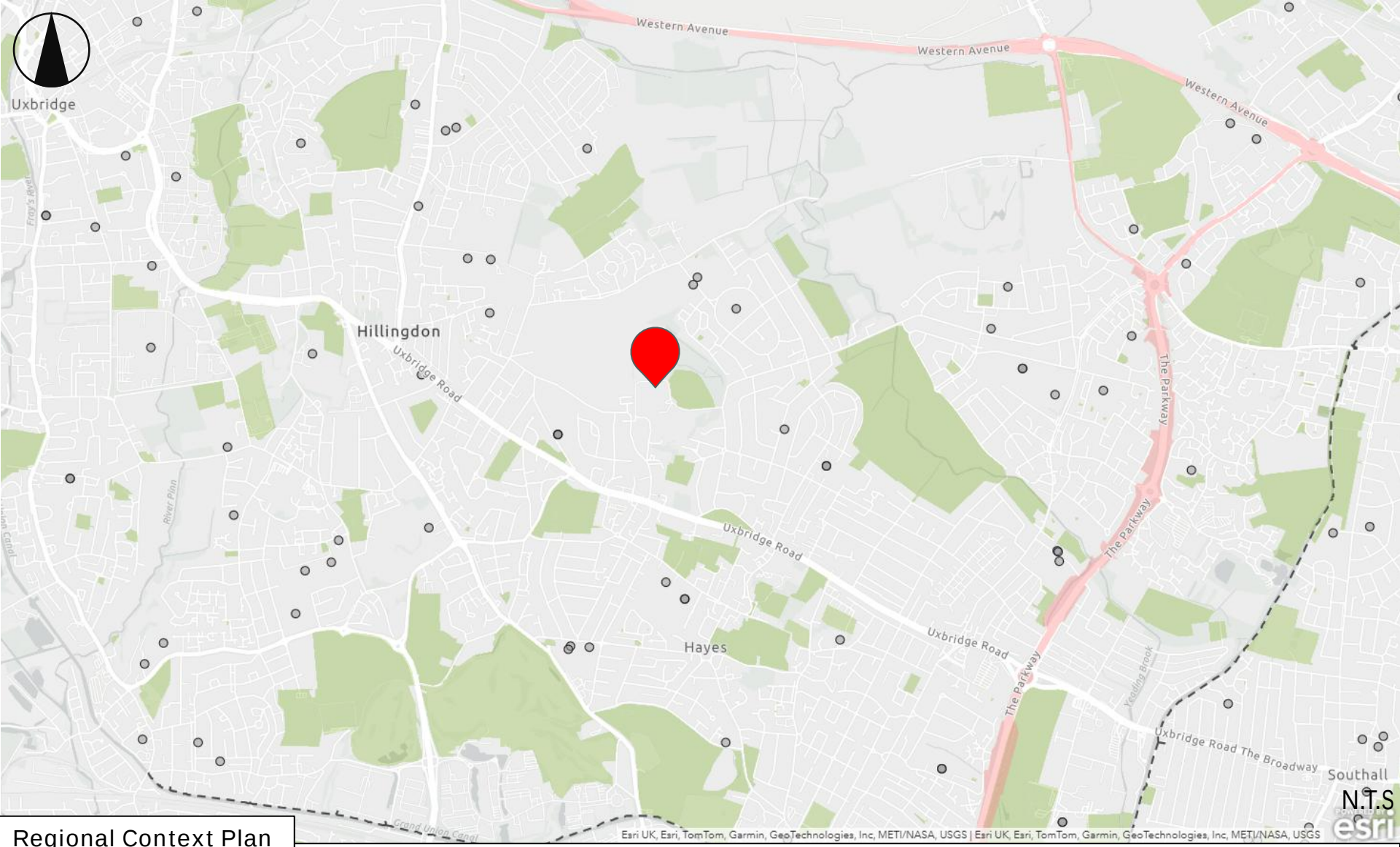
Updating

7.8 As noted above this document will need to be reviewed, updated and expanded upon as and when it is necessary to do so - the CLP will be a 'live' document. It will be regularly reviewed and updated as necessary by the Project Manager. The Project Manager's details will be available at all times in the event someone wishes to make a complaint or suggestion.

7.9 The Project Manager will be responsible for monitoring and reviewing the CLP on an ongoing basis to reflect the changing needs of the project and / or any changes to the local road network. The CLP will be reviewed every six months for the entire construction program. Any issues or changes that may need to be made will be discussed with the borough's CLP monitoring Officer for approval.

Appendix A

Regional and Local Context Plan



Regional Context Plan

Key

- Transport for London Road Network
- Current and Proposed Cycle Network
- Rail Network
- Underground / Rail Station
- Educational Institution
- Application Site

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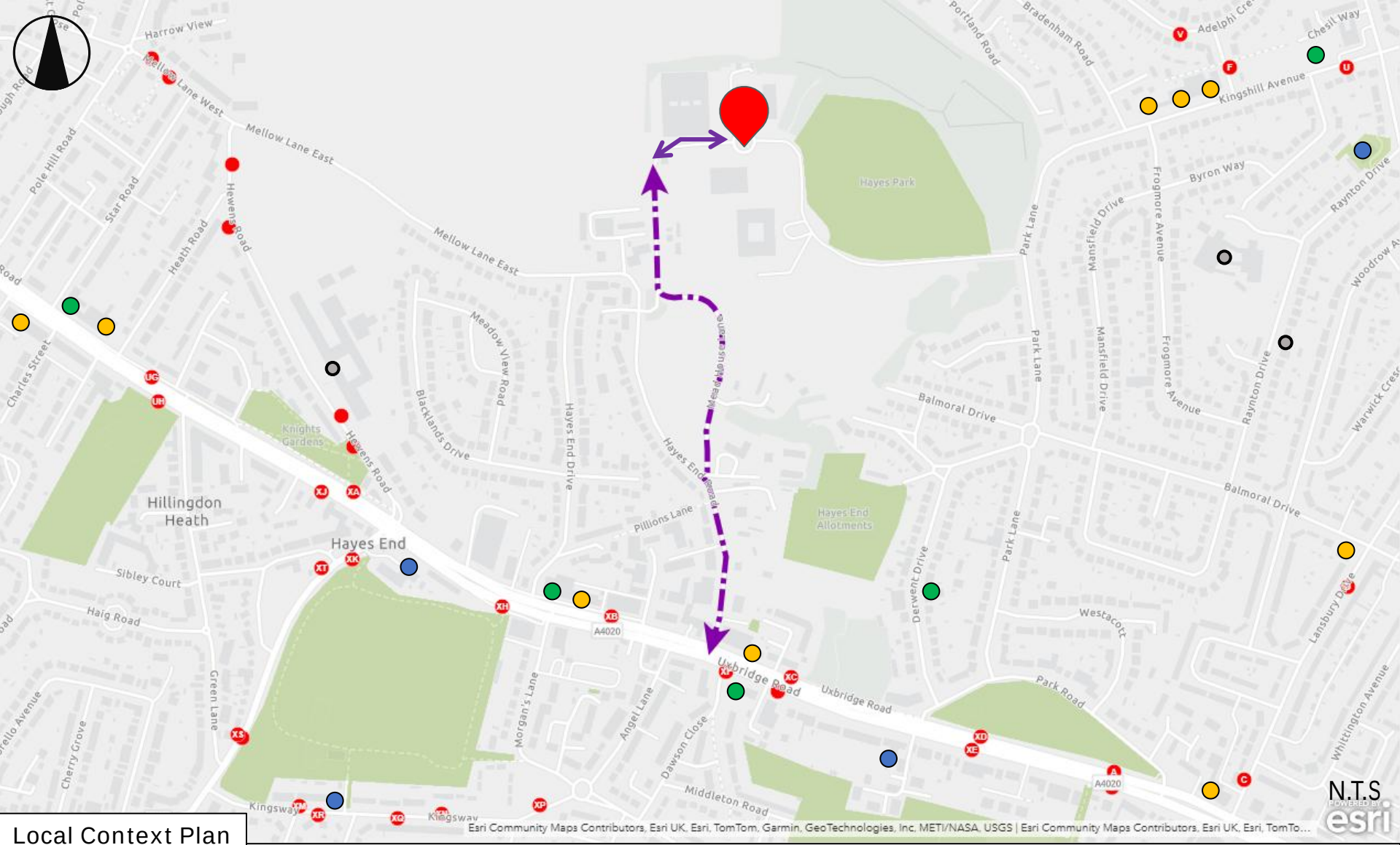

Local Context Plan

Key

- Application Site
- Current and Proposed Cycle Network
- Rail Network
- Convenience Store
- Pharmacy/Medical Facility
- Educational Institution
- Bus Stop
- Community/Religious Building
- Vehicle Route

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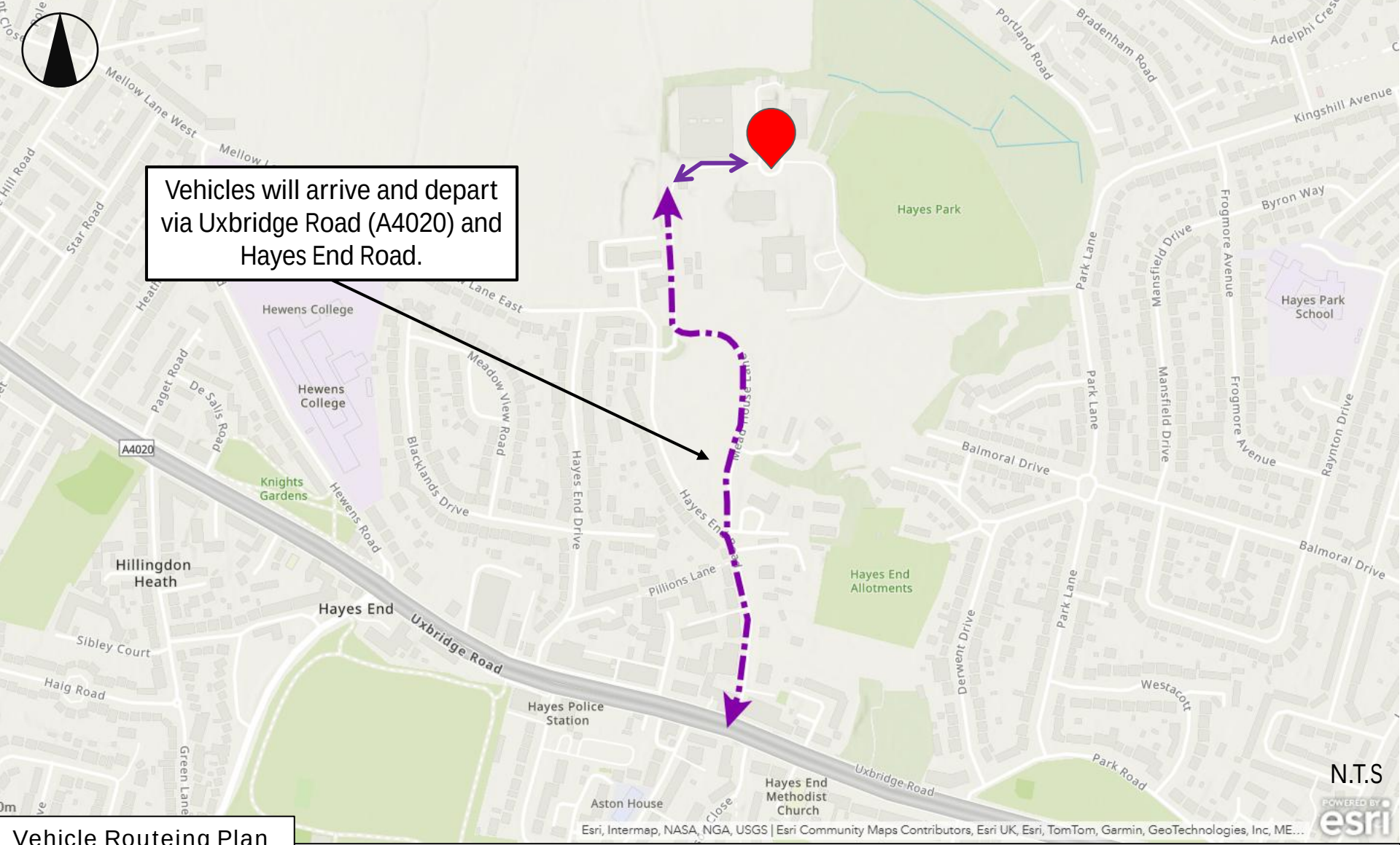
Appendix B

Vehicle Routing Plan



N.T.S

Vehicle Routeing Plan

Key

Application Site

Vehicle Route

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Appendix C

Vehicle Swept Path Analysis

Rev	Details	Drawn	Checked	Date
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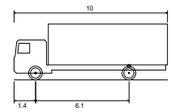

FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	11.000m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
-

Project
Hayes Park Central & South

Drawing Title
Swept Path Analysis Using a 10m Rigid Vehicle

Scale
1:500 at A3

Drawn	MW	21.05.25
Checked	JP	21.05.25

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27 Beak Street
London
W1F 9RU
Tel. No. 020 7100 0753

Drawing Number
2025-5348-AT-101

Rev
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Rev	Details	Drawn	Checked	Date
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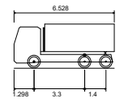

Small Tipper

Overall Length	6.528m
Overall Width	2.495m
Overall Body Height	2.877m
Min Body Ground Clearance	0.327m
Track Width	2.393m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.850m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
-

Project
Hayes Park Central & South

Drawing Title
Swept Path Analysis Using a Small Tipper

Scale
1:500 at A3

Drawn	MW	21.05.25
Checked	JP	21.05.25

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27 Beak Street
London
W1F 9RU
Tel. No. 020 7100 0753

Drawing Number
2025-5348-AT-102

Rev
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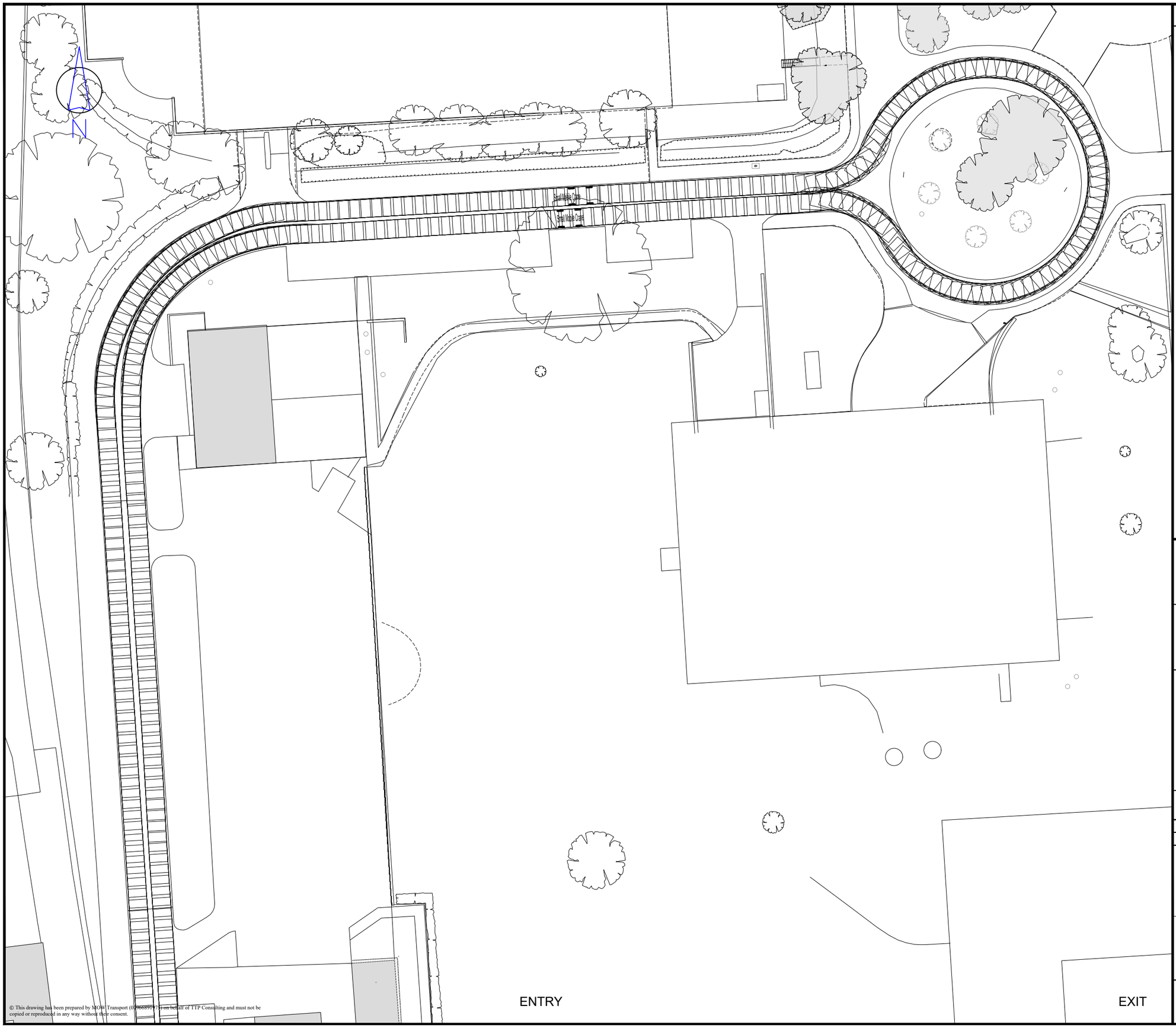
ENTRY

EXIT



Rev	Details	Drawn	Checked	Date
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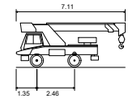

Small Mobile Crane

Overall Length	7.110m
Overall Width	2.500m
Overall Body Height	2.895m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.800m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
-

Project
Hayes Park Central & South

Drawing Title
Swept Path Analysis Using a Small Mobile Crane

Scale
1:500 at A3

Drawn	MW	21.05.25
Checked	JP	21.05.25

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Drawing Number
2025-5348-AT-103

Rev
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