

BARRATT
— LONDON —

HAYES
VILLAGE

CONSTRUCTION TRAVEL PLAN

Hayes Village – Barratt London

CDM Coordinator & Principle Designer
Barratt London & CBRE

Revision 1, Date: 15/06/20

parking by operatives on any of these roads as we want to mitigate our impact on the local community.

- Should there be no available on site parking, due to overcapacity, there is an option to utilise the car park at the nearby business park which houses the likes of Tesco Extra and is only a short walk of around 1km away, should tool drop offs be required to assist with this we are able to accommodate this.
- Cycle storage for around 50 bicycles will also be provided in the main car park area and will be accessed via the main vehicular gate again showing the coloured card with pedestrian access thereafter to the welfare area.
- Operatives will be provided with a specific colour code in induction which allows a time zone for them to access and exit the development.

COVID-19 Travel to Site Guidelines:

- Sharing of vehicles will not be permitted unless those in the vehicle are from the same household. If operatives have to share transport then the journey will be shared with the same individual with the minimum number of people at any one time. Good ventilation and facing away from each other may reduce the risk.
- We will be advising that face masks should be worn, however this is not mandatory, or policy.
- Vehicles surfaces which may be touched should be cleaned regularly to reduce the spread of the virus.
- Access card readers have replaced the finger print scanning system to avoid spread of the virus.
- Body temperature will be measured while entering the site. In case of COVID-19 symptoms shown, the individual's journey will be tracked and traced using app provided by government.

Delivery Drivers

- Subcontractor deliveries will be notified to Barratt Development PLC and will be logged in the register a week in advance.
- The delivery driver will contact the site contact prior to arriving on site and make arrangements for the delivery.
- Upon arrival the driver's details as well as the arrival and departure times will be listed in SHE 60 form.
- A driver's induction SHE 21 will be filled in at the gate and drivers will be made aware of activities around the site and the site condition.
- Once the driver's induction procedure is completed, a banksman/traffic marshal will escort the drivers around the site. All vehicles must be accompanied by a traffic marshal until they leave the site.
- All delivery drivers will be instructed to remain in their vehicles if the load will allow it. They will be instructed to wear all required PPE if they leave a vehicle.
- The delivery location will be isolated and social distancing protocols must be followed by all involved with the delivery.
- Where possible we will offload the goods via the site tele handler. Where that is not possible, the delivery driver will offload at a designated area and will maintain social distancing protocols. No person must access the rear of vehicles.

- YOU ARE NOT ALLOWED bringing children into the Site in your vehicle cabs; you must make alternative arrangements for child supervision outside of the Site before you can enter the Site with your lorry/ van; and

DO NOT access the back of your vehicle unless there are measures in place to prevent falls or arrest falls.

Traffic

Construction Vehicle Trips

- The construction vehicle movements will be managed to minimise the impact on the local road network. Table 4 provides an indicative level of construction traffic generation associated with the demolition and construction phase of the Proposed Development.

Table 4 Construction Trip Counter

Vehicle Type	Average Trips Per Day
Heavy Goods Vehicles (HGV)	15-20

- The HGV movement will be dispersed across the worked day outside the peak hours (both AM and PM). The arrival and the departures of the light vehicles will be concentrated during the morning and evening periods.
- It is anticipated that the following vehicles will be used to bring material to and from the Site:
 - Muck away wagons for soil arising from foundations;
 - Skip lorries, including 8 yard, 12yard and 20yard skips for waste (approx. size 7m long x 2.4m wide);
 - Ready mix concrete lorries (approx. size 8.25m long x 2.45m wide);
 - Flat-bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, etc. (approx. size 8.5m long x 2.45m wide);
 - Articulated lorries, for delivery of cladding components, reinforcement, major M&E plant and materials, tower cranes and other major plant (approx. size 8.5m wide x 2.45m wide); and
 - Curtain sided Lorries for the delivery of various finishing materials including plasterboard, joinery materials, kitchen materials, wardrobe materials, etc. (approx. size 7m long x 2.45m wide).

7.4 Appendix B outlines the plan showing the permitted routes for the construction traffic

- Deliveries are not under any circumstances to be unloaded outside the Site perimeter and specific logistics area, onto public footpaths or roads, unless safe provision for the same has been made and agreed in advance;
- Site vehicles/deliveries are not to block accesses or cause inconvenience to any neighbouring plot, building or highway user;
- An online, demand-driven booking system will be used to allow the full co-ordination of the deliveries/collections with all suppliers. The logistics manager has final approval of all deliveries booked through the system;
- A review of forthcoming deliveries will be undertaken during any weekly or daily coordination meetings undertaken on Site;
- A vehicle leaving the Site must do so without delay or causing obstruction to others requiring access to the Site;
- All vehicles will comply with Construction Logistics and Community Safety (CLOCS) requirements and intended work streams;
- All vehicles will be Fleet Operator Recognition Scheme (FORS) registered to Bronze standard; and
- There will be no daytime or overnight parking of lorries within the vicinity of the Project Site.

Due to the nature of the construction phase and the importance of the logistics associated with construction, a Construction Logistics Plan will be prepared so that detailed construction traffic routing is agreed with the

Local Highway Authority. Further site-specific recommendations will be incorporated into this document by Barratt's Environmental Manager once PCs are confirmed

Appendix C.

BARRATT
— LONDON —

Site Traffic Management Plan

For

Nestle, Hayes,
UB3 4RF.



Approved By:		
Revision:	Draft	December 2018
D Ridler	001	25/01/19

Aims and objectives

- 1.0 Site background**
- 2.0 Local area**
- 3.0 Route for pedestrians**
- 4.0 Routes for cyclists**
- 5.0 Routes for buses**
- 6.0 Routes for trains**
- 7.0 Route for driver/deliveries**
- 8.0 Vehicle sizes**
- 9.0 Loading/ unloading and storage**
- 10.0 Parking**
- 11.0 Driver log**

1.0 Aims and objective

The travel plan is defined as the management strategy for a site that seeks to deliver sustainable transport objectives through positive action. The aim of this travel plan is to ensure management strategies and infrastructure is in place to support sustainable safe travel choices for the people working on the site, deliveries of materials and plant and visitors to the site. The travel plan is a 'live' document and will be subject to update and revision as necessary. This document sets out the compliance requirements and site transport management strategy for this Barratt London Nestle project and applies to all specialist contractors to take deliveries on to the site and/or who use any form of self-propelled plant on the site e.g. dumpers, forklifts, excavators, cranes etc.

Site background

The residential phase of the development is located at the former Nestle Factory, Nestle Avenue, Hayes, Middlesex. The proposed scheme provides 1386 homes with the provision of 40% Affordable Housing (including social rent and intermediate units), London and Quadrant are the housing association for these units.

The former Nestle site is within a Conservation area and contains four locally listed buildings and structures. The new blocks range from 4 storeys along Nestle Avenue to 11 stories along the railway, with parking provision of 712 spaces. The development comprises 8 blocks B, C, D, E, F, G and H, refuse and cycle stores are within the blocks.

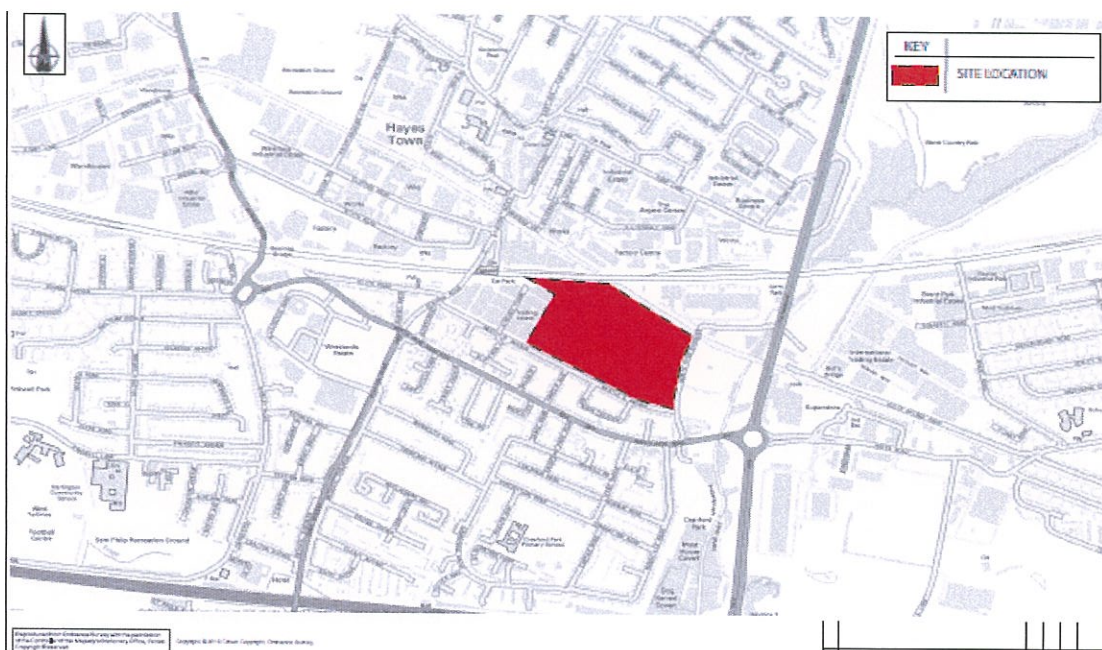
The design of the scheme also includes some 46,627m² of amenity space for both the residents of the scheme and the general public who will have access to the area. 100No of the existing trees will be retained.

2.0 Local area

The site is located to the southeast of Hayes Town Centre. It is bounded to the north by the Great Western Railway Line and the Grand Union Canal and to the south by Nestle Avenue.

A light industrial estate is situated to the west of the site so the type and frequency of vehicle movement will have to be taken into consideration.

SEGRO will be undertaking the industrial development part of the Nestle site with their access/ egress restricted to the entrance on North Hyde Gardens, which has no access to Nestle Avenue and so should not unduly affect the traffic flow in the immediate vicinity of the site.



4.0 Route for pedestrians

Pedestrian access into the site will be available on Milk Street and Canal Street.

This will also give public access into the existing area of open space in front of the factory building. Further pedestrian access will be available along the canal frontage to the north of the site, which will provide an alternative connection to North Hyde Gardens, from which it is possible to access the towpath on the opposite bank of the canal.

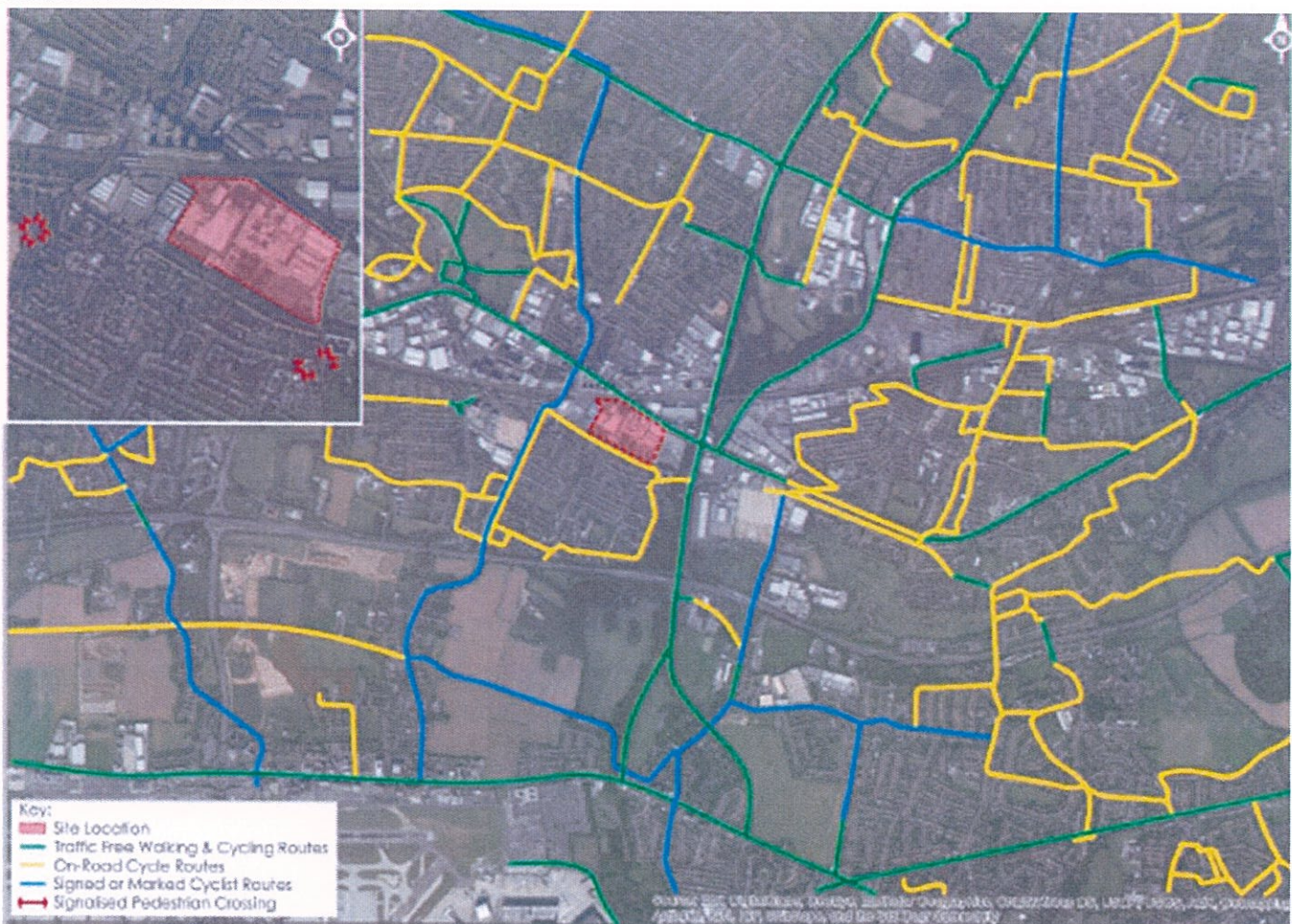
Pedestrian access to the site is from the southern and eastern boundaries, via an established street-lit footway network that runs along Nestle's Avenues, connecting to North Hyde Gardens to the east and Station Road to the west. Station Road provides access to Hayes and Harlington station and the town centre northwards.

Internal segregated footways are provided within the site, which will lead to the office/ welfare facilities as well as the blocks/ phase under construction, all routes will be clearly signposted.

5.0 Route for cyclists

There is good level of cycle network in place throughout Hayes and the wider borough. The site benefits from a number of surrounding designated on-road, as well as traffic-free cycle routes. It is therefore well located within the existing cycle network in Hayes, a shared footway / cycleway is provided alongside Station Road to the west of the site.

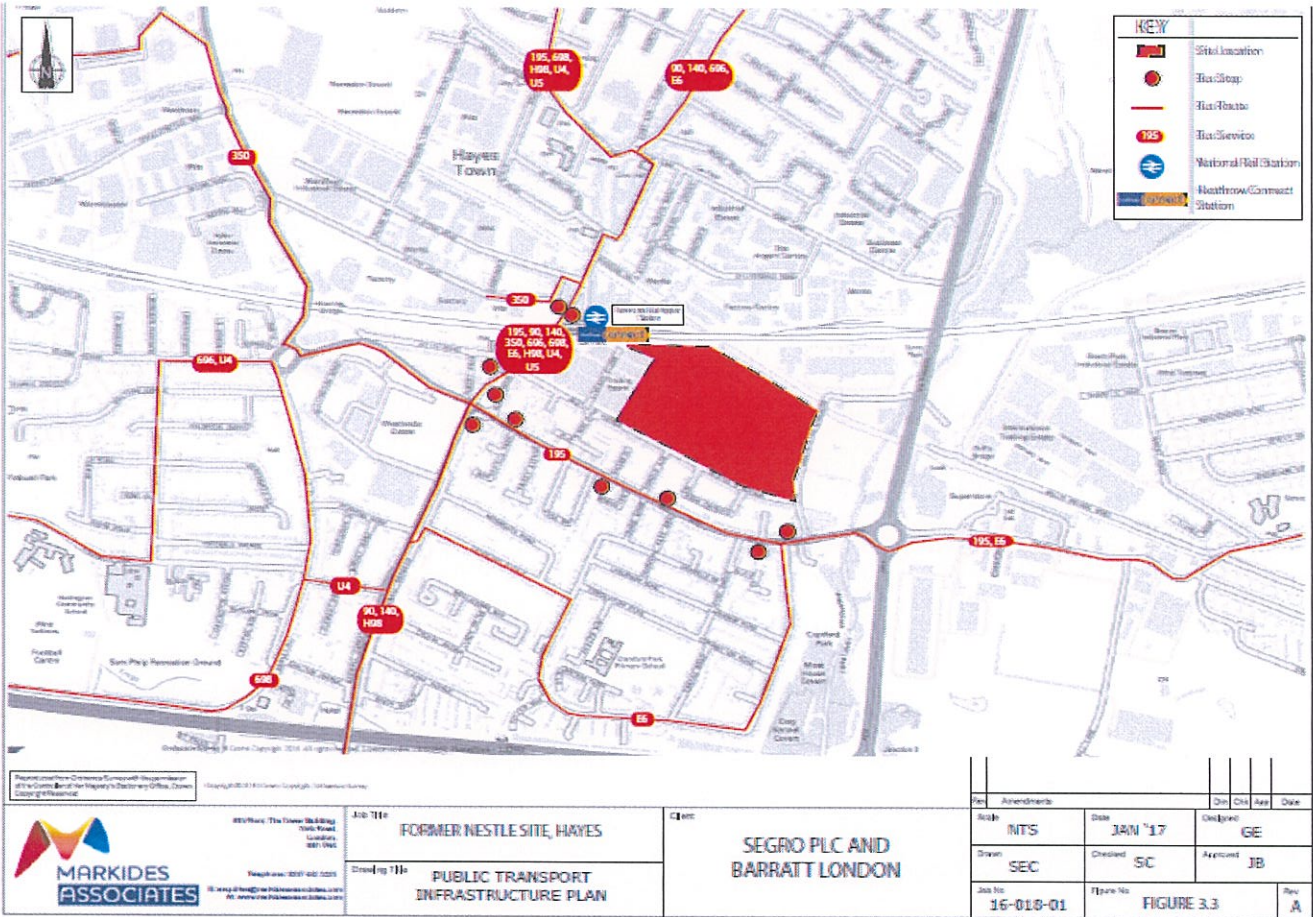
The majority of local residential streets in the vicinity of the site that are not part of the existing cycle network are relatively lightly trafficked with a speed restriction of 30mph, therefore they could also provide suitable routes to the site.



6.0 Route by bus

Station Road, accessed from the Site via Nestles Avenue, acts as an important north/south bus corridor and provides access to Heathrow Airport, Brentford, Cranford and West Drayton. The northbound bus stop, Hayes and Harlington Station (Stop L), is located approximately 400m from the closest point on the site and the southbound bus stop, Hayes and Harlington Station (Stop E), is approximately 360m from the closest point on the site. Both bus stops are sheltered, with real-time information boards, service and timetable information.

A number of bus stops are also located on North Hyde Road and are accessed via Nestle Avenue and Harold Avenue. The closest bus stop is the Harold Avenue (Stop H), which is a flag stop, located approximately 310m from the site.



7.0 Route for trains

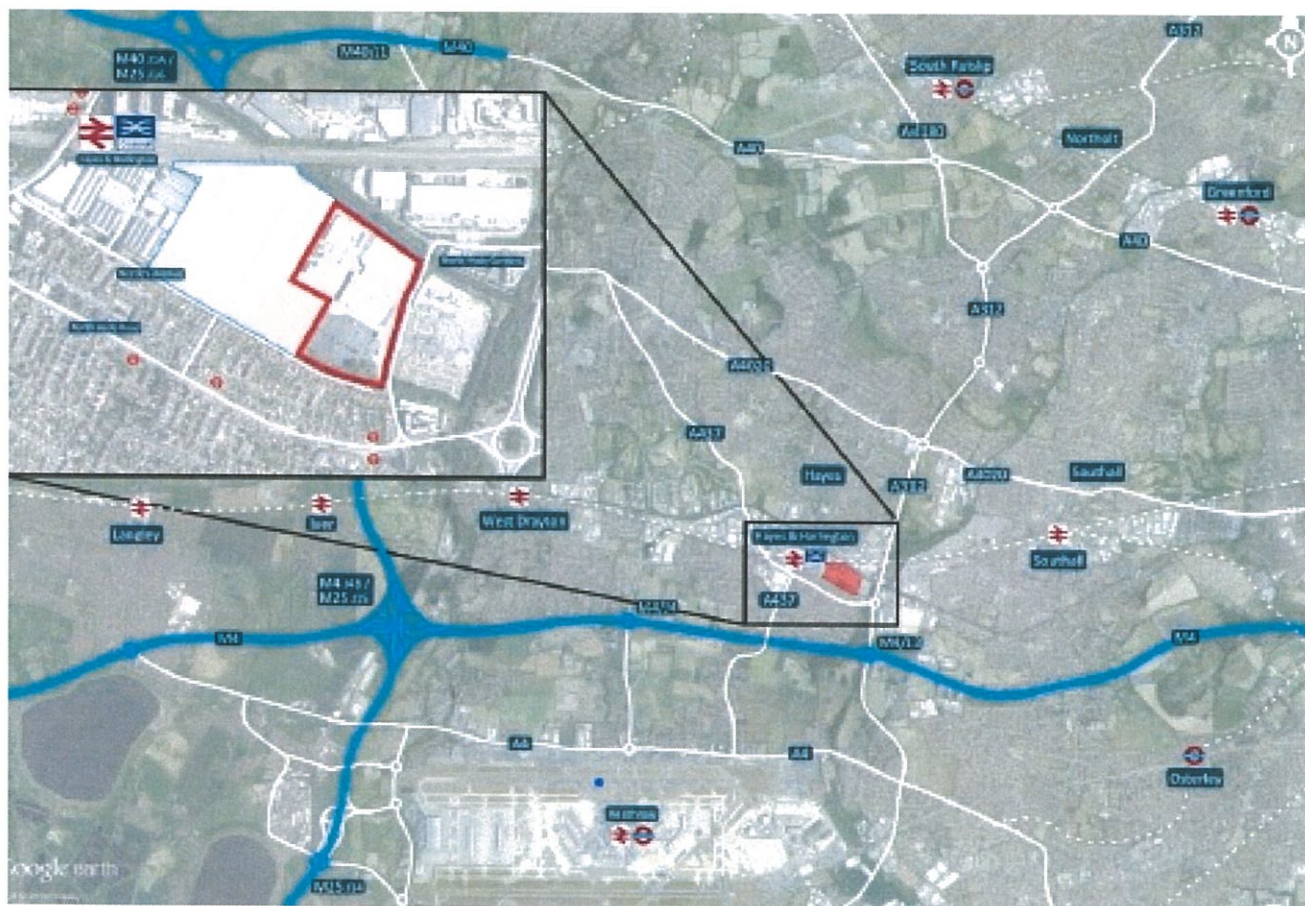
In terms of rail infrastructure, the site benefits from being located within an acceptable walk distance of Hayes and Harlington Station, with an approximate walk distance of 420m from the western boundary of the site on Nestles Avenue to the main station entrance. Hayes and Harlington Station is a National Rail Station situated on the Heathrow Connect/Express Line and Great Western Railway (GWR) Line. The Heathrow Connect Line gives direct access to London Paddington to the east and Heathrow Terminals 1, 2 and 3 to the south; Heathrow Express services do not stop at Hayes and Harlington Station. The GWR line gives direct access to London Paddington to the east, Oxford, and Reading to the west.

Hayes and Harlington Station is on The Elizabeth Line (Crossrail) that will operate from Reading/ Heathrow Airport to the west and Shenfield and Abbey Wood to the east. The new line will provide direct access to a number of new stations including Bond Street, Tottenham Court Road, Liverpool Street, Canary Wharf and Stratford. From May 2018, up to four Elizabeth line trains an hour will run between Paddington and Heathrow. From December 2019, when the full route opens, up to ten Elizabeth line services an hour will allow passengers from Hayes and Harlington to travel to Reading or Heathrow in the west or through the central London tunnels to East London and Essex.

[illegible]

8.0 Routes for drivers/ deliveries

All construction traffic will arrive from the West on Nestles Avenue, construction vehicles will leave Station Road onto North Hyde road and then onto the A312 which leads onto the A40/ M40 or alternatively in the opposite direction the M4. No construction vehicles to use Harold Avenue at any time.



9.0 Vehicle size

The likely range and size of vehicles during the construction is as follows: -

- 4 wheel Tipper Lorry.
- 6 wheel Tipper Lorry.
- 8 wheel Tipper Lorry.
- Concrete Pump Vehicles.
- Articulated Vehicles to be kept to the minimum.
- Crane, mobile and tower crane delivery.
- Piling Rig delivery, low loader type.
- 7.5 T delivery vehicles
- Curtain sided vehicles
- Low loaders for 360 machines

The largest vehicles will be the articulated vehicles, which will only be required to transport the largest of materials to the site during the build-up period. All delivery vehicles must be FORS registered. All deliveries must be booked in advance with Barratt site team.

Competence, Training & Provision of Information

All drivers of vehicles, plant and equipment, including all banksmen and signallers, must be fully trained and competent to carry out their tasks and duties. Trade contractors are to ensure that all such persons have received all necessary information and where appropriate hold the necessary certificates and licences.

Where such evidence of competence cannot be shown, the relevant persons will not be allowed to carry out any further driving duties on the site until such evidence is made available and is to the satisfaction of Barratt London.

10.0 Loading/ unloading and storage

A delivery procedure will be implemented so that construction traffic only use the agreed construction routes and loading areas. All drivers of site vehicles will receive site Induction prior to commencing work on site, with further information as necessary. The banksman will check that traffic flow is maintained in both directions on Nestles Avenue. The demolition subcontractor will use the existing site entrance, which leads onto Canal Street. The enabling works subcontractor will form the new site entrance and new estate road (Milk Street) up to sub base, which will then be used for construction traffic.

All subcontractors and suppliers will be required to provide a minimum of 48 hours' notice of deliveries. The movement of materials and plant, particularly in the main contract works stage, will be controlled by the banksman. The banksman will be responsible for the control and coordination of all aspects of material deliveries and movement.

A designated area for materials and plant has been identified adjacent to the site entrance (Block C build area) as the works to this block are not programmed to commence until mid-2023. All materials in the first instance will be stored in this location until such time that they are required for the build process. They will then be transferred to the appropriate area via forklift. Gatemen posted at the gates (Nestle Avenue/ Milk Street and Nestle Avenue/ Canal Street) will be responsible for controlling vehicles accessing and egressing the site pedestrian access/egress will be prohibited from these points, all personnel being required to enter and leave the site via the dedicated pedestrian entrance. Duties will also include the production and issue of security passes to all newly inducted operatives. Attendant labour will be required to install, maintain, realign, and relocate as necessary traffic management equipment (it is anticipated that these duties will be carried out during off peak delivery times).

The following considerations will also be taken into account, as appropriate in the planning of traffic routes:

- Allowance of sufficient clearance from structures, either permanent or temporary, scaffolds, excavations etc.
- Keeping clear of obstructions, including materials etc. at all times
- Provision of suitable signage
- Provision of all necessary crossing, control points etc.

First and primary priority must always be given to pedestrians, with delivery vehicles having priority over site plant.

No vehicles are to be left unattended unless safe with the ignition key removed and vehicle locked.

Reversing is to be avoided wherever possible, but where absolutely necessary reversing must only be carried out under the control of a trained and competent banksmen or signaller and with all non-essential personnel excluded from the area. Reversing shall only be used for turning or local manoeuvring purposes and not to travel any significant distance.

Vehicles and plant shall not manoeuvre in any work area unless under the control of a banksman or signaller and with all non-essential personnel excluded from the area.

Loads must only be deposited, tipped, loaded and unloaded in the designated area(s) when controlled by appropriate supervision and with all non-essential personnel excluded from the area.

Under no circumstances is any unauthorised removal or alteration to be made to any fence, barrier or sign.

All vehicles leaving site are to ensure that their wheels and underbody are clean and free of mud and all loads are secure and sheeted as necessary. A wheel wash facility will be in place should site conditions require. Stop and check before exit and give priority to pedestrians and highway traffic.

All vehicles are to be jet washed by the appropriate trade contractor.

11.0 Parking

Limited parking (adjacent to the subcontractor office/ welfare compound) will be made available for the subcontractors during the initial stages of the build process but this will reduce in number as the build process progresses and blocks/ phases are completed at which time some of these temporary spaces will be required for the residents. A number of visitor bays will also be allocated to this area.

The Sales and Marketing area will also have a limited number of parking bays formed adjacent to the Sales and Marketing suite that will be situated within Wallis Gardens. Barratt London personnel who travel by car will not be permitted to park in this location.

12.0 Driver log

All delivery drivers are required to respect site rule and follow the Traffic Marshal/Banks man instruction on arrival. There is the driver log sheet to be filled before loading and unload the materials and record will be kept on site office.

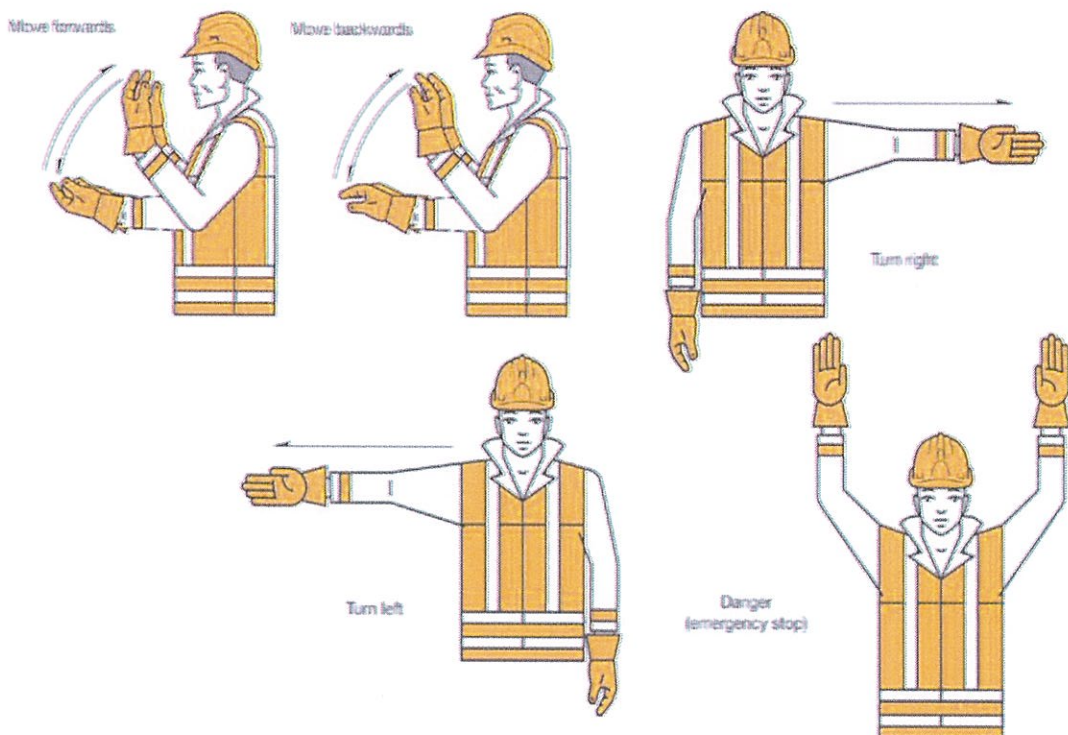
NESTLE on site delivery record sheet: -

Contractor	Vehicle arrival time	Vehicle Departure time	Vehicle Reg. Number	Distance travelled	Materials	Driver signature

Driver must wear PPE while on site.

As a minimum: Hardhat, Hi Viz vest/ jacket, Safety Boots and any other deemed necessary following RAMS review.

Hand signals by banks man:

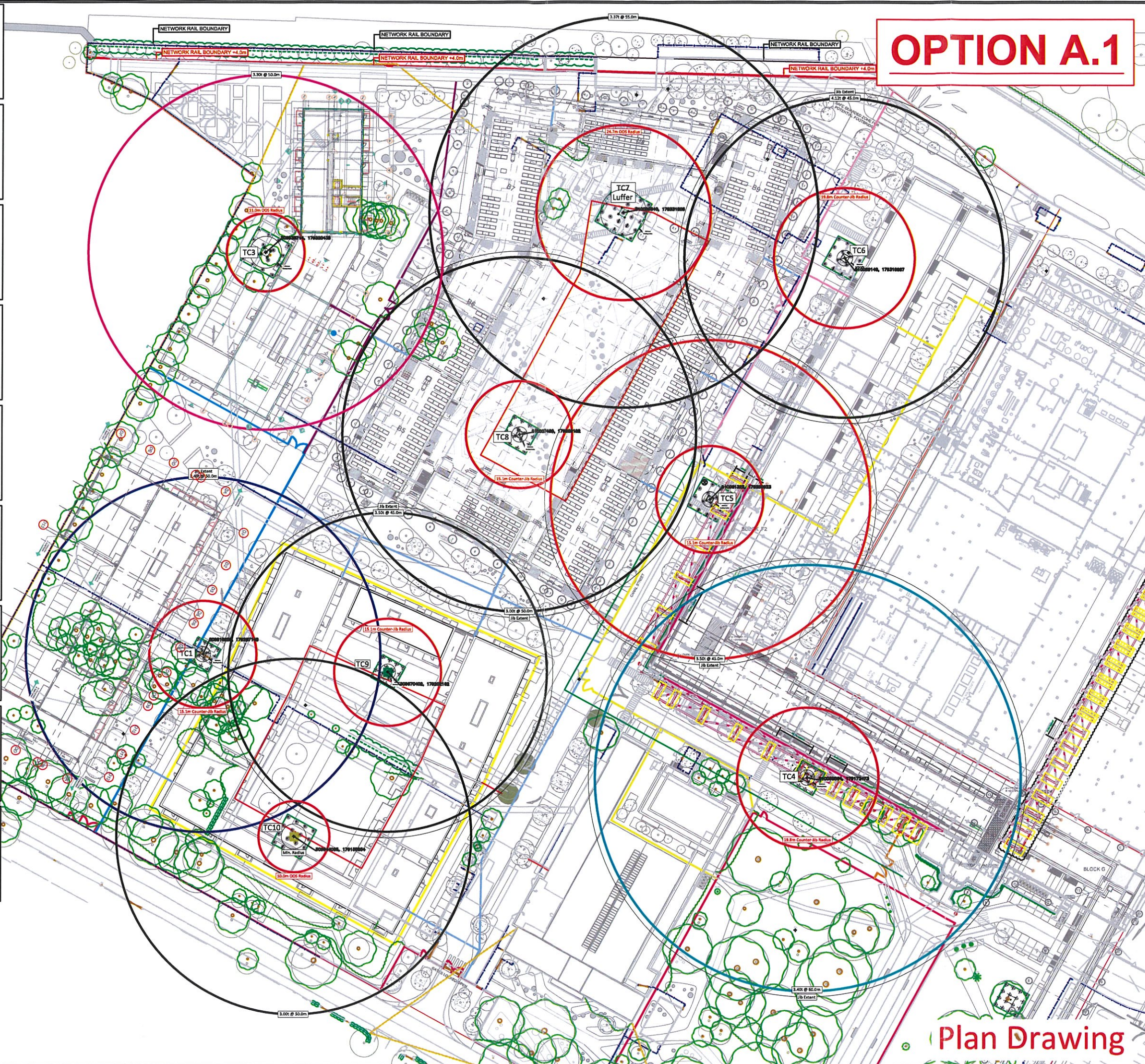


Banksman are not permitted to signal or sling loads with the crane unless competent and certified records are kept on file with Barratt London.

December 1, 2018

NESTLE, HAYES – SITE TRAFFIC MANAGEMENT PLAN

TC1	SAEZ TLS 65-10 SR	
TOWER	41.3m	
JIB	50.0m	
OUT OF SERVICE RADIUS	N/A	
TC3	JOST JTL 268.16	
TOWER	47.8m	
JIB	50.0m	
S.W.L (De-rated 25%)	3.30t @ 50.0m	
OUT OF SERVICE RADIUS	11.0m	
TC4	SAEZ TLS 70.12	
TOWER	32.45m	
JIB	60.0m	
S.W.L	3.40t @ 60.0m	
OUT OF SERVICE RADIUS	N/A	
TC5	SAEZ TLS 65-8	
TOWER	44.2m	
JIB	45.0m	
S.W.L	3.50t @ 45.0m	
OUT OF SERVICE RADIUS	N/A	
TC6	SAEZ TLS 70	
TOWER	56.09m	
JIB	45.0m	
S.W.L (De-rated 25%)	4.12t @ 45.0m	
OUT OF SERVICE RADIUS	N/A	
TC7	SAEZ SL 320	
TOWER	60.0m	
JIB	55.0m	
S.W.L (De-rated 25%)	3.37t @ 55.0m	
OUT OF SERVICE RADIUS	24.7m	
TC8	SAEZ TLS 60-B	
TOWER	56.09m	
JIB	50.0m	
S.W.L	3.00t @ 50.0m	
OUT OF SERVICE RADIUS	N/A	
TC9	SAEZ TLS 60	
TOWER	35.4m	
JIB	45.0m	
S.W.L	3.50t @ 45.0m	
OUT OF SERVICE RADIUS	N/A	
TC10	SAEZ SLH 190	
TOWER	50.3m	
JIB	50.0m	
S.W.L	3.00t @ 50.0m	
OUT OF SERVICE RADIUS	10.0m	



THE INFORMATION CONTAINED IN THIS DRAWING IS FOR REFERENCE ONLY AND IS WITHOUT CHARGE, LIABILITY OR RESPONSIBILITY

Client Construction Issue Sign Off

I confirm the crane base positions and layouts or base levels and building elevations provided to LTC are correct and are reflected in this drawing. I confirm this drawing can be construction issue. If there are any changes required post construction issue, we the client will notify LTC to be revised and re-issued for construction.

Position: _____

Name: _____

Signature: _____

NOTES:

Client Construction Issue Sign Off to be completed and emailed to one of the following email addresses:
foundations@londontowercranes.co.uk

To complete this layout/elevation, the following .dwg types are required as a minimum:

- Coordinated site layout containing gridlines
- Coordinated crane base locations
- Coordinated OS Tile
- Building elevations containing AOD levels
- Crane base "Top of Concrete" AOD levels

09.03.20
T. CLARK

REV	BY	CHK	DATE	AMENDMENTS
1				

TITLE: CRANE LAYOUT
PROJECT: NESTLE, HAYES
CLIENT: BARRATT LONDON
DRN: HS CHIC - DATE: 03/01/2020

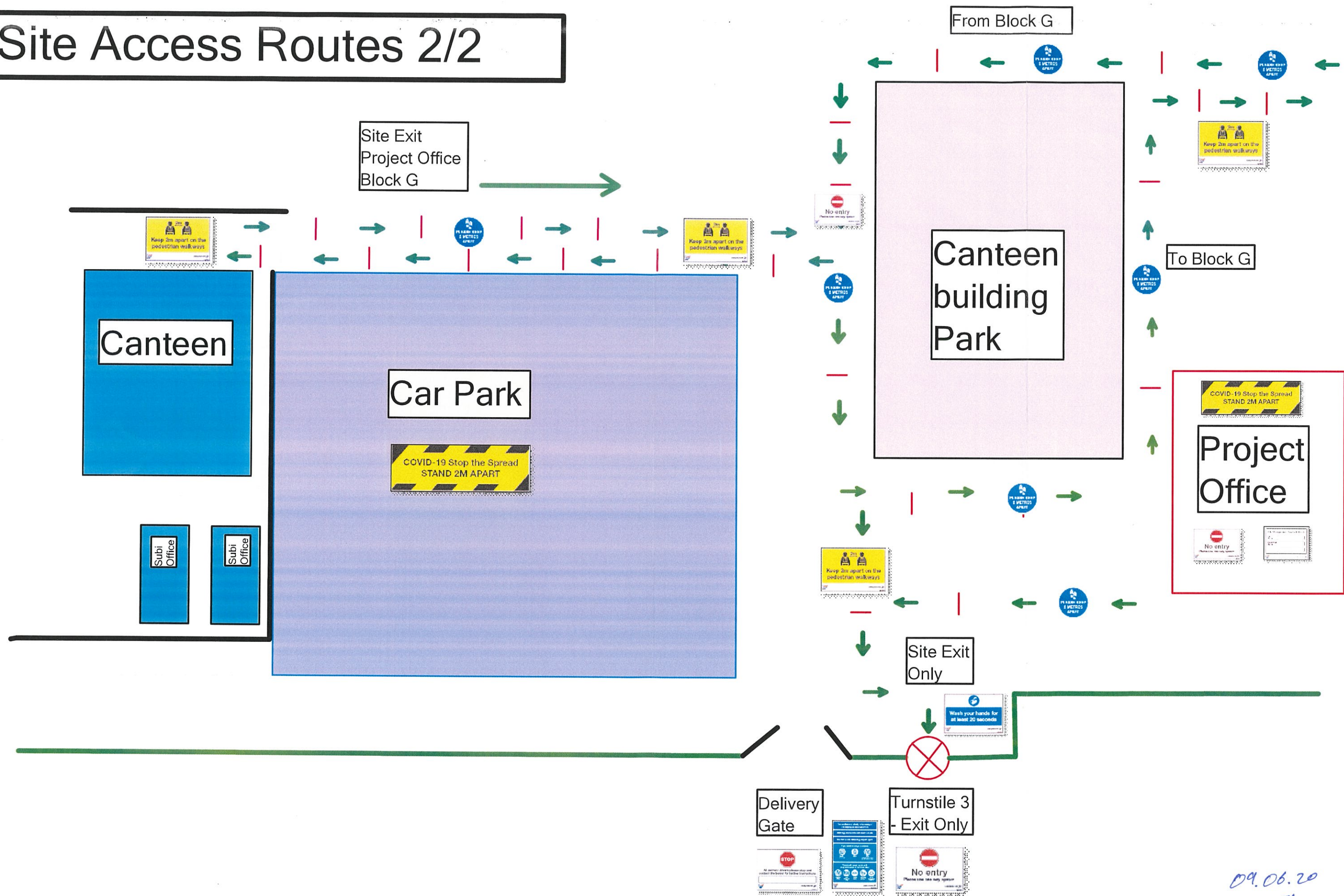
London Office
Unit 4, Elstree Way, Borehamwood, Hertfordshire, WD6 1RN
Tel: 0208 327 4060
Manchester Office
Suite 3, Deansgate, Manchester, M15 4GB
Tel: 01617 100100
Peterborough Office
Horseay Toll, Whiteway Road, Peterborough, PE7 2PP
Tel: 01733 612121
Email: sales@londontowercranes.co.uk

Status: **NON-CONSTRUCTION**

Project No. & Option:	drawing type:	Revision:
LTC-2018-143-A.1	GP	-

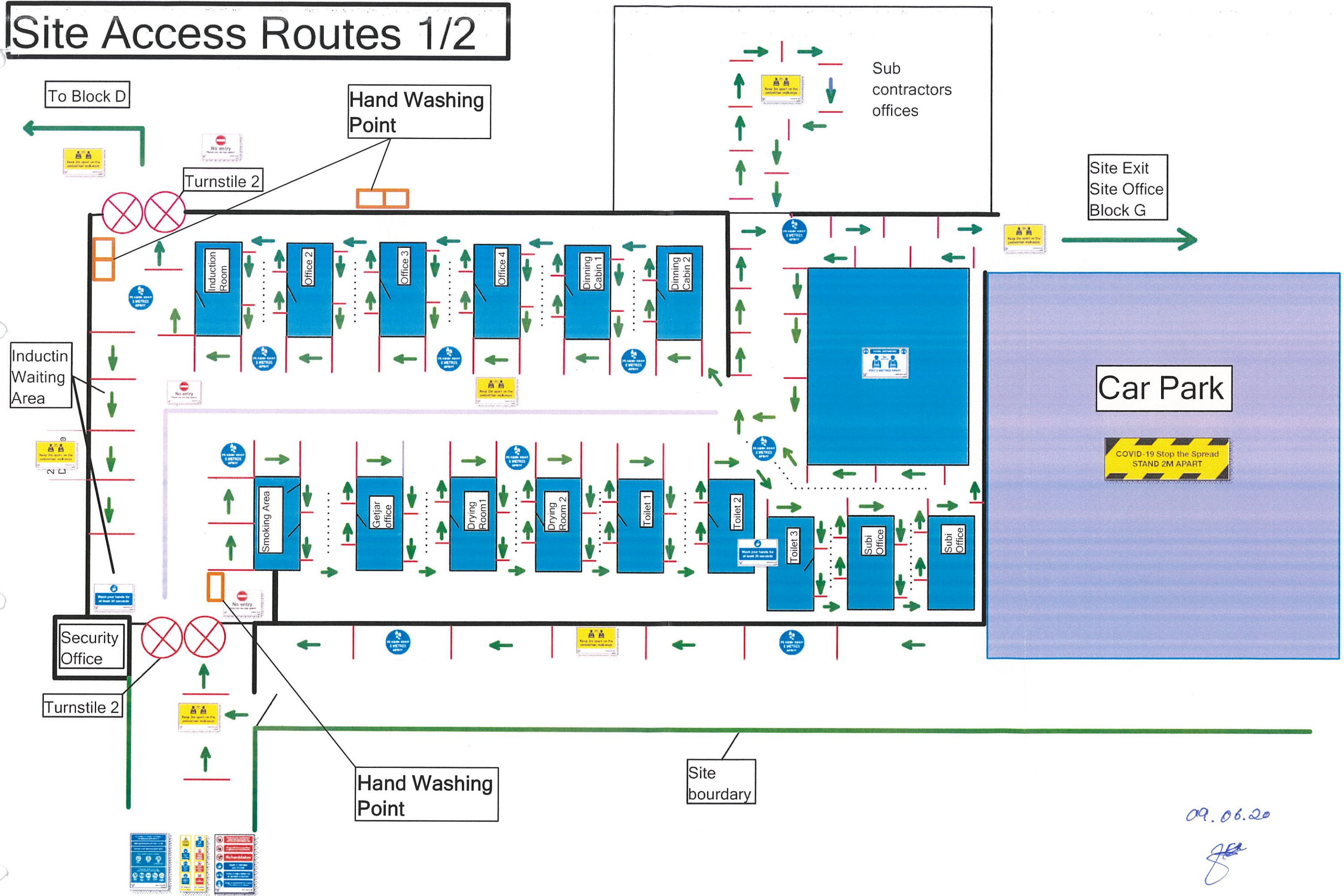
SCALE: NTS @ A1

Site Access Routes 2/2



09.06.20
JEL

Site Access Routes 1/2



09.06.20

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