CANEPARO ASSOCIATES
Transport Planning & Highway Design

Infinite Partners

Infinite Hayes

Outline Construction Logistics Plan

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Caneparo Associates Limited
21 Little Portland Street
London W1W 8BT
Tel: 020 3617 8200

www.caneparoassociates.com

Registered in England: 9930032

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Appendices

1 INTRODUCTION

1.1 Caneparo Associates is appointed by Infinite Partners ('the Applicant') to prepare an Outline Construction Logistics Plan ("CLP") for the proposed planning application at Hyatt Place West London, located at 27 Uxbridge Road, UB4 0JN ('the Site'), situated in the London Borough of Hillingdon ('LBH').

1.2 The Site currently comprises an existing hotel building, formally known as Hyatt Place, accommodating 170 hotel-beds served by 70 on-site car parking spaces. The proposal seeks to create an extension to the hotel offering an additional 265 rooms, creating a total of 435 bedrooms, in addition to the construction of an employment incubator space of light industrial businesses (1,318sqm GIA); these will be comprised of 100% independent business, of which 75% are from the local area.

1.3 The proposed detailed development description is as follows:

"Demolition of ground floor entrance, parking structure and north-east and south-west wings of the existing building, and refurbishment and extension of existing hotel to include additional accommodation at roof level and full height extension on the north elevation, together with walkways connecting to new buildings of between 6 and 8 storeys, to create additional hotel floor space (Use Class C1) and light industrial floorspace (Use Class E(g)), along with ancillary facilities, parking and landscaping"

Objectives of CLP

1.4 This CLP details the expected management of construction traffic during the construction period. It seeks to provide a robust construction strategy that will minimise the potential for disruption to 'Community Considerations' such as local residents, businesses, members of the public and visitors to the Site as well as other users of the adjacent highway network.

1.5 It also seeks to minimise the environmental impact of the construction process on the locality and will provide best endeavours to be part of a coordinated and collaborative approach with surrounding developments, including consultation when necessary and appropriate. This CLP has been prepared in line with TfL's Construction Logistics Plan guidance (July 2017).

1.6 Site specific objectives are as follows:

- To ensure construction vehicles are timed such that no more than two attends the site at any one time.
- To ensure no construction vehicles will wait, park or load on-street with all accommodated on-site.
- To ensure pedestrian and cyclist safety is maintained at all times along Springfield Road during the construction programme.

CLP Structure

1.7 The remainder of the CLP will be structured as follows:

- **Section 2** details the existing situation from the context of construction vehicles;
- **Section 3** includes the construction programme and proposed methodology;
- **Section 4** presents the vehicular routes to and from the Site access;
- **Section 5** details the strategies and measures to be adopted for construction logistics;
- **Section 6** presents the vehicular types and anticipated level of movements;
- **Section 7** includes details of the monitoring and review process for the CLP; and
- **Section 8** provides a summary.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

Policy Context

National Planning Policy Framework (July 2021)

2.1 The NPPF sets out long-term strategies for sustainable development which includes the management of traffic, including those associated with construction activity. Paragraph 112 of the NPPF states that within this context, applications for development should: *'Allow for the efficient delivery of goods, and access by service and emergency vehicles'*.

London Plan (March 2021)

2.2 The London Plan was published recently with Point G of the 'Policy T7 Deliveries, Servicing and Construction' stating the following regarding Construction Logistics Plans;

2.3 *"Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments."*

Mayor's Transport Strategy (2018)

2.4 The draft Mayor's Transport Strategy states at Proposal 15 that *'The Mayor, through TfL and the boroughs, will work with business and the freight industry to improve the efficiency and safety of freight and servicing in London by:*

A. *Developing tailored and targeted approaches to address the unique challenges faced by the individual sectors such as food and construction deliveries.*

D. *Ensuring that all London is within a 30-minute drive of a construction consolidation centre and encouraging their use through Construction Logistics Plans and the planning process.'*

Traffic Management Act (2004)

2.5 The Traffic Management Act 2004 aims to reduce traffic congestion in towns and cities when construction is occurring within the area. This Construction Logistics Plan will comply with the Traffic Management Act.

Healthy Streets Approach & Vision Zero

2.6 TfL has adopted the Healthy Streets Approach (2017) to improve air quality, reduce congestion and help people lead a more active and healthier lifestyle. The Healthy Streets Approach puts people and their health at the centre of planning and therefore, this Construction Logistics Plan has sought to align the key transport planning proposals towards people first. This has been done in conjunction with Vision Zero, as set out in the Mayor's Transport Strategy (2018), which aims to remove all deaths and serious injuries from London's transport network by 2041.

Site Context

2.7 The site is located between Hayes and Southall within the London Borough of Hillingdon and is situated to the south-eastern corner of the junction between A4020 Uxbridge Road and Springfield Road. The site forms of the existing Hyatt Place Hotel, which is located within a predominantly commercial area, surrounded by offices, light industrial / commercial storage units and is situated directly opposite Springfield Road Retail Park.

2.8 **Figure 2.1** below shows a regional plan of the site in the context of Greater London and the highway network, whilst **Figure 2.2** below shows the location of the site in relation to the surrounding local area.

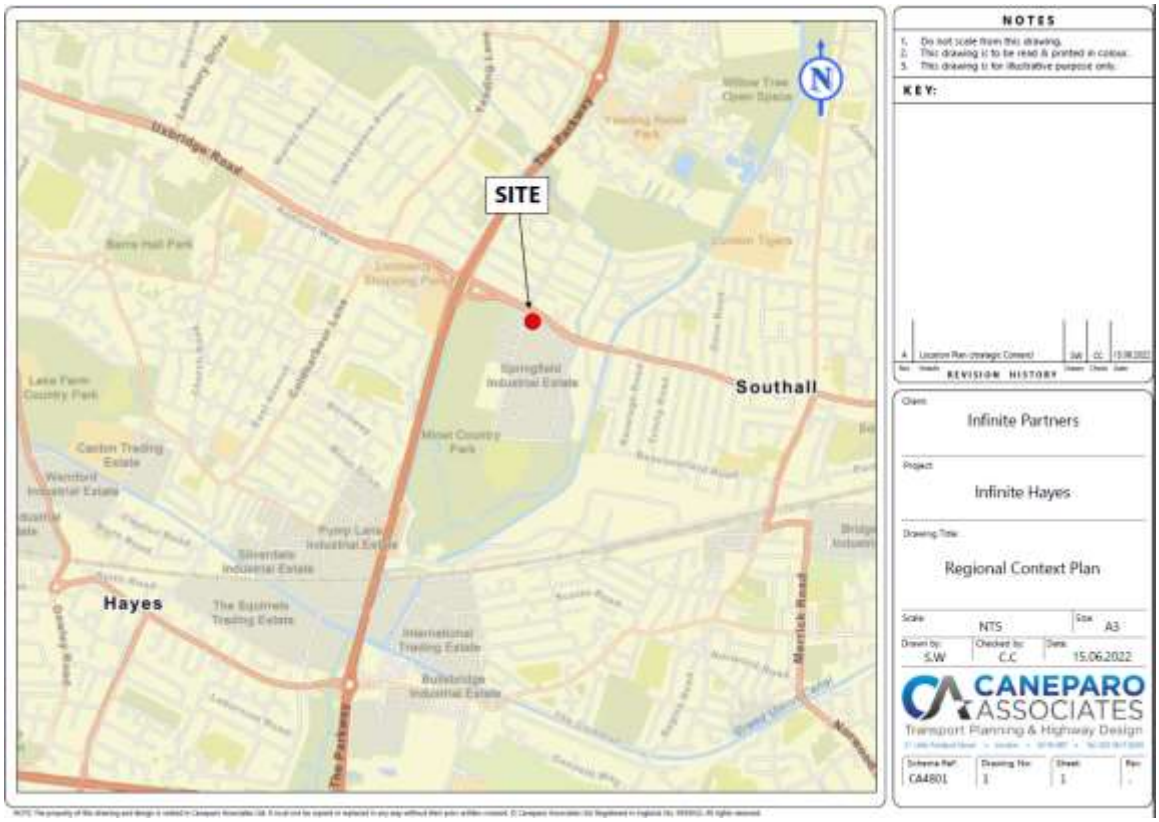


Figure 2.1: Regional Context Plan

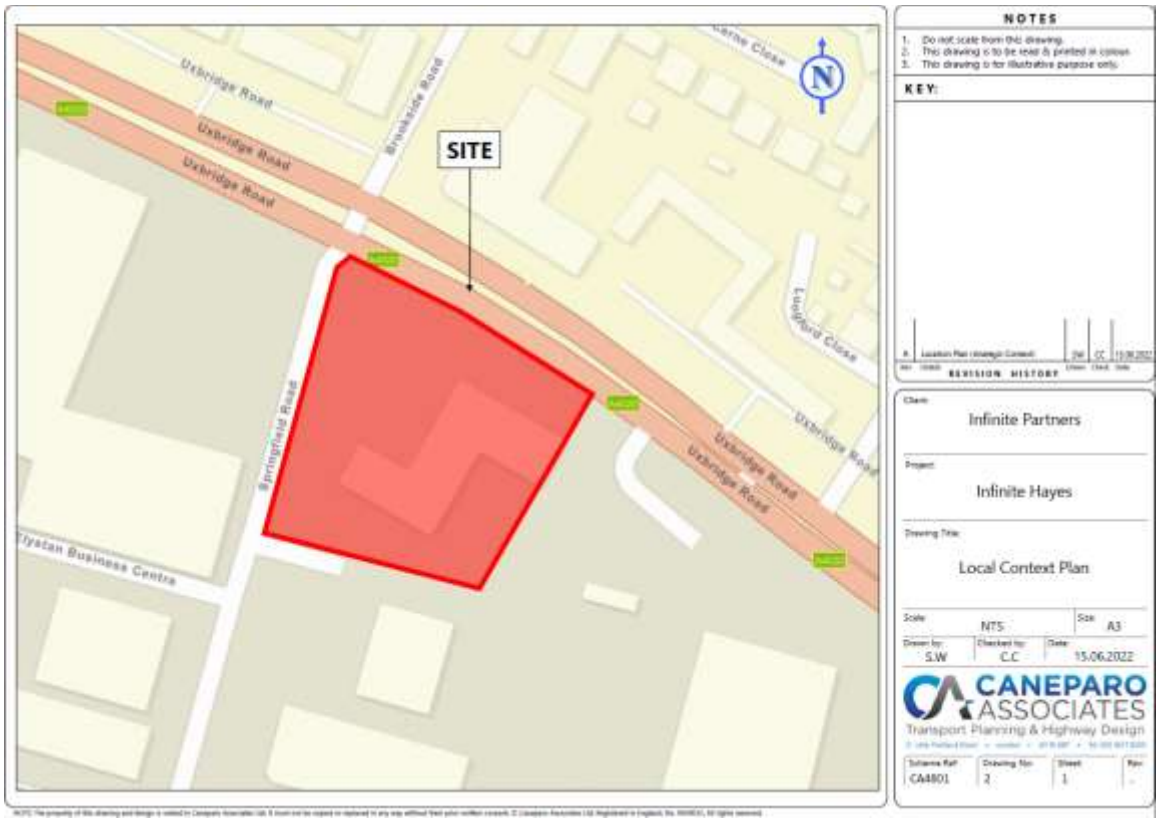


Figure 2.2: Local Context Plan

Local Highway Network

Springfield Road

2.9 Springfield Road, which borders the site to the west, is a two-way road approximately 8-9m in width offering traffic flow in both directions. Springfield Road operates in a predominantly north to south direction joining with the Uxbridge Road in the north and Beaconsfield Road in the south.

2.10 Springfield Road offers direct vehicle access into the site and the on-site car park which is associated with the existing Hyatt Place Hotel. The vehicle access from Springfield Road measures approximately 6m in width, sufficient for two-way passing into and out of the site as well as access for larger delivery vehicles.

2.11 The western frontage of the site along Springfield Road is controlled by double yellow lines preventing stopping on-street. Approximately 50m south to the site on Springfield Road there is uncontrolled parking present on the eastern side of the carriageway. Past the junction with Bullsbrook Road uncontrolled parking switches to the western side of the carriageway.

2.12 At the junction with Bullsbrook Road and Springfield Road there is a cycle lane operating on the eastern side of the carriageway travelling southbound towards Beaconsfield Road and Minet Country Park.

A4020 Uxbridge Road

2.13 The A4020 Uxbridge Road operates along the site's northern frontage, travelling in a predominantly east to west fashion, joining with The Broadway in the east and Hillingdon Hill in the west. The A4020 is the main highway which connects the site to Uxbridge Town Centre in the west and Central London on the east.

2.14 The Uxbridge Road offers two-way traffic flow with two lanes operating in both directions. The northern side of the carriageway has a bus lane operating eastbound which is controlled between 07:00-10:00 and 16:00-19:00. Both sides of the carriageway are controlled by single yellow lines which prevent stopping on-street Monday – Saturday, 08:00-18:30.

2.15 The southern side of the Uxbridge Road has a dedicated two-way cycle lane which is segregated to the footway which operates along a significant stretch of the Uxbridge Road, travelling west towards Uxbridge and east towards Southall and Central London.

Local Accessibility

Access by Foot

2.16 It is generally accepted that for journeys of up to 2km walking is an appropriate mode to replace car trips and this is set out in The Chartered Institution of Highways and Transportation (CIHT) Guidelines ("Guidelines for Providing for Journeys on Foot" 2000) which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.

2.17 The Transport for London guidance document "Walking Best Practice", April 2012, also refers to car journeys up to 2km in length which could easily be walked in less than 30 minutes whilst new guidance from CIHIT suggests that 80 per cent of trips under 1 mile (1.6km) are undertaken on foot (CIHT, Planning for Walking, April 2015).

2.18 The majority of Hayes and Southall are within a 2km walking distance from the site including a number of bus services which operate across the London Borough of Hillingdon. In addition, the roads surrounding the site provide a wide array of retail and commercial properties including food retailers, cafes and restaurants, all within a reasonable walking distance. **Table 2.1** details a list of local amenities within an acceptable walking distance from the site.

Table 2.1: Approximate Distances to local amenities

Amenity	Location	Distance (metres / km)	Approximate Walking Time (minutes)
Public Transport Opportunities			
Bus stops	Springfield Road	250m	3 minutes
	Brookside Road	280m	4 minutes
Facilities and Amenities			
Gym	Springfield Road Retail Park	150m	2 minutes
Bank	Bridge Retail Park	450m	6 minutes
Hillingdon Cycle Circuit	Springfield Road	750m	9 minutes
Minet Country Park	Springfield Road	750m	9 minutes
Sainsbury's	Lombardy Retail Park	850m	11 minutes
Pharmacy	Lombardy Retail Park	850m	11 minutes
Dentist	Yeading Lane	1.0km	13 minutes
Doctors Surgery	College Way	1.6km	20 minutes

2.19 The footways in the vicinity of the site are circa 2-4 metres wide, along Springfield Road and the Uxbridge Road, sufficient for high pedestrian footfall associated with the development and surrounding area.

2.20 To the northwest of the site there are signalised crossings located between Springfield Road and Uxbridge Road, of which all are accommodated with dropped kerbs, green man controls and tactile paving.

Access by Cycle

2.21 It is commonly accepted that cycling has the potential to substitute for driving for distances up to 5 miles (8 kilometres). Most of west London, including; Ruislip, Ealing, Hounslow, West Drayton and Uxbridge are within a 5-mile cycle ride from the site.

2.22 Southall Station is located approximately a 7 minute cycle from the site whilst Hayes & Harlington Station are located an approximate 11 minute cycle from the site. Both stations benefit from the Elizabeth line and Great Western Rail line services.

2.23 There are a number of cycle lanes which operate within the vicinity of the site along the Uxbridge Road and Springfield Road, offering an attractive cyclist environment. The Uxbridge Road offers a two-way dedicated cycle lanes operating on the southern side of the carriageway, separated from the traffic flow and the pedestrian footpath which operates along the Uxbridge Road. The cycle lane provides access west towards Uxbridge Town Centre and east towards Southall and Central London. Approximately 700m east of the site on Bankside there is a Quietway cycle route operating parallel to the canal. The route is a traffic free routing providing access southwest towards West Drayton and north east towards Kensal Town.

2.24 Directly south of the site is Hillingdon Cycle Circuit which offers a dedicated cycle track for keen cyclists which runs regular cycling events and training sessions.

Access by Public Transport

2.25 The site is well served by public transport with convenient access to buses and rail services linking the site to the surrounding wider environment. This section provides further details on the opportunities to travel to and from the site by public transport.

Public Transport Accessibility Level (PTAL) Rating

2.26 The PTAL rating of the centre of the site amounts to 2 & 3, demonstrating that the site has a moderate level of accessibility to public transport.

Bus Services

2.27 The nearest bus stop (Springfield Road) is located 250m to the west of the site on the Uxbridge Road for westbound services. The opposing stop for eastbound services (Brookside Road) is located approximately 280m from the site on the Uxbridge Road.

2.28 A summary of bus services available in the locality of the site is provided in **Table 2.2** below.

Table 2.2 Summary of Bus Service Routes & Frequency (every 'x' minutes)

No.	Route	Mon – Fri	Saturday	Sunday
207	White City – Hayes By-Pass	5 - 8	5 - 9	7 - 11
427	York Road – King Street	6 – 9	7 - 10	8 - 12
607	White City – Belmont Road	8 - 11	9 - 12	12 - 13
N207	Uxbridge Station – Bloomsbury Square	15	10 - 11	15

Source: TfL

Rail Services

2.29 The site is within cycling distance to Southall Station (7 minute cycle) and Hayes & Harlington Station (11 minute cycle). Both stations offer a Great Western Rail line and Elizabethan line service between London Paddington, Abbey Wood, Reading, Hayes & Harlington and Heathrow. The Elizabeth line receives circa 10 services per hour operating in both directions from both Southall and Hayes & Harlington Stations. Both stations offer ramp access to the carriages as well as step-free access to the platforms.

Community Considerations

2.30 **Figure 2.3** below includes the Site Boundary Plan including the Community Considerations.

Figure 2.3: Site Boundary with Community Considerations

2.31 The site is positioned in a predominantly commercial area with regular vehicle, pedestrian and cyclist movements across the day along Springfield Road. Therefore, consideration will need to be taken with regards to the impact on vehicles, pedestrians, cyclists and other vulnerable road users utilising the surrounding transport network surrounding the site. Furthermore, the management of larger construction vehicles requires consideration, in particular when accessing / egressing the proposed on-site loading areas.

Commercial Developments

2.32 The Project Manager will ensure that the proposed construction methodology, logistics and programme are aligned wherever possible with surrounding commercial developments. The developments to be monitored will be included within the Detailed CLP, i.e. at a time when the construction programme is finalised and a contractor is on board.

2.33 All surrounding commercial developments will be notified in advance of the construction works and extra consideration will be undertaken when vehicles are entering and exiting the site to prevent interference with vehicles servicing the surrounding commercial developments.

2.34 Additionally, noise and construction waste will be managed at all times throughout construction to make sure there is no interference with surrounding commercial developments.

Schools

2.35 Guru Nanak Sikh Academy is located to the south of the site on Springfield Road. Therefore, extra consideration will be taken with regards to construction vehicles manoeuvring into / out of the site. Additionally, construction traffic will be timed to occur outside of avoid peak school times.

Springfield Road Retail Park

2.36 The Project Manager will liaise with the owner of Springfield Road Retail Park to notify them of the proposed construction works occurring at the site to prevent conflict with deliveries and customer travel to and from the retail park.

Pedestrian & Cyclist Safety

2.37 As all loading activity will take place within the site, banksmen and traffic marshals will be positioned near to the site to assist with any vehicles accessing / egressing the site to prevent any conflict with active travellers.

Community Engagement

2.38 A member of the project management team will be elected as a Community Liaison Officer whose contact details will be made available on the construction site hoarding including a 24-hour emergency number. Their role and responsibilities will include being the primary point of contact for the local community and answering queries and questions where necessary.

3 CONSTRUCTION PROGRAMME & METHODOLOGY

3.1 The programme of construction has been informed by general knowledge of construction methodology as well as detailed information provided by the project team. The Detailed CLP will include further information provided by the Main Contractor.

Construction Programme

3.2 An indicative construction programme is detailed in **Table 3.1**. The phasing across the site is expected to start in January 2023. Once a Contractor has been appointed a more detailed construction programme can be provided.

Table 3.1: Indicative Construction Programme

Construction Phase	Start Date	End Date
Site Set-up and Demolition	January 2023	April 2023
Basement Excavation and Piling	April 2023	August 2023
Sub-Structure	August 2023	December 2023
Super-Structure	December 2023	May 2024
Cladding	May 2024	August 2024
Fit-out, testing and commissioning	September 2024	December 2024
Total Programme	**January 2023**	**December 2024**

Proposed Construction Arrangement

3.3 The construction arrangements detailed within the following paragraphs will be used to assist in making the site safe and secure for pedestrians, cyclists and road users as well as site operatives in association with the loading area. It will be necessary for the Contractor to apply to the Council in order to obtain the appropriate permissions for any necessary temporary highway licenses and traffic management measures to allow this arrangement to occur.

3.4 The site will be fully secured with a hoarding to all exposed boundaries. The hoarding will be provided in line with all TfL / LBH regulations with a noticeboard placed in prominent visible positions on all two surrounding road networks that the site is bound by. The noticeboards will be standardised across the entire the site. The hoarding will include decorative displays organised by the Main Contractor.

3.5 Fully equipped offices and welfare facilities for staff and operatives will be provided on-site. All plant, material and equipment will be stored on-site and not on the public highway.

3.6 The proposed construction arrangement detailed within the following paragraphs are considered the most feasible to accommodate construction vehicles during all phases of construction. The existing highway arrangement and proposed construction arrangements are displayed at **Appendix A**.

3.7 Throughout the construction phasing, all vehicles will utilise the existing vehicle access into the site from Springfield Road. Vehicles will be required to reverse into the site from Springfield Road into the on-site loading areas. This manoeuvre will be assisted by banksmen and traffic marshals to ensure that there is no conflict between other modes on the highway network. Vehicles, pedestrian and cyclists will be temporarily held to allow this manoeuvre to occur.

3.8 The proposed construction arrangement shown at **Appendix A** details the location of the on-site loading which is able to accommodate two 10m flatbeds situated parallel to each other. This loading area will be available once demolition of the ramp and upper-level car park has occurred. After the demolition phase, a mobile crane will be position on-site to assist with the sub-structure and piling works.

3.9 The use of all footways surrounding the site throughout construction will be maintained at all times. Traffic Marshals will be positioned to protect pedestrians / cyclists whist vehicles are manoeuvring into and out of the site. Pedestrians will be held to wait temporarily whilst vehicles are manoeuvring by a retractable barrier to protect members of the public whilst vehicles are manoeuvring into / out of the site.

3.10 All appropriate TTMO licencing will be obtained from the Council prior to the commencement of construction.

Construction Traffic Hours

3.11 It is proposed that the core operational hours for construction traffic will be as follows:

- Weekdays: 09:00 – 14:30 & 16:00 - 18:00
- Saturday: 08:00 – 13:00
- Sunday & bank holidays: subject to agreement between TfL, LBH and resident groups.

3.12 In other circumstances it is anticipated that there will be a requirement for vehicles to arrive and depart outside of usual construction hours to allow specialist construction activities to be undertaken; or to deliver bulky machinery / materials (plant, cranes, piling rig etc.) before busy traffic periods in London. The Council will be provided with prior notification in regards to any special dispensation for out-of-hours vehicle activity. Such deliveries will not be on a regular occurrence.

3.13 There will be no working on Sundays and bank holidays unless there is a requirement for emergency works or abnormal deliveries. The Council will be provided with prior notification in these instances.

3.14 The site will be provided with 24 hour security to prevent any unauthorised access outside of the construction traffic hours.

Vehicle Types

3.15 Numerous types of vehicles will be used to bring materials to and from the site. The main vehicle types will include:

- 12.3m length, 2.4m width Large Mobile Crane
- 10.2m length, 2.5m width Large Tipper;
- 10m length, 2.5m width rigid Flatbed;
- 8.4m length, 2.4m width Concrete Lorries; and
- 3.5T Luton Vans / 5.5m length LGVs

3.16 It is noted that the exact type of vehicle to be used will be subject to the specific requirements of the Contractor and will be provided within the Detailed CLP, however, the above vehicles provide a detailed breakdown of likely vehicles used during construction.

Construction Phasing across the Site

3.17 The outline construction arrangement would comprise the following stages:

Phase 1: Site Set Up and Demolition

3.18 The site will be secured with a hoarding around the site perimeter and will be created for the handling of demolition arisings. Welfare facilities created on site. Demolition comprises the removal of the existing upper level car park and ramp access. Demolition will be carried out using standard techniques to control noise and dust.

Phase 2: Piling & Excavation

3.19 This phase will involve the piling works to form the structure of the building. This period will require an intense period of concrete pouring into the site which will be undertaken on-site. Once the piles have been installed, excavation of the basement will begin with spoil transferred to waiting tipper lorries within the site boundary where possible.

Phase 2: Sub-Structure

3.20 Once excavation is complete with propping installed, the concrete works can commence for the basement and ground floor. Vertical elements, lining walls & slabs will be installed at each level to allow for propping removal. This sequence will be repeated to ground floor level. During this period, concrete vehicles will be positioned on-site.

Phase 3: Super-Structure

3.21 Upon completion of ground floor slab, verticals will then start on the upper floors. Vertical elements (walls & columns) will be cast, decking to the upper floors and slab construction to follow. This will require the delivery of steel via articulated lorries alongside the erection of a tower crane.

Phase 4: Cladding

3.22 The cladding will be expected to be installed floor by floor onto brackets bolted to the floor slabs. Cladding will be lifted into place using either roof mounted cranes or on floor hoists depending on contractor preference.

Phase 5: Fit-Out & External Works and Commissioning

3.23 Building fit out (services, ceilings and raised floors) would be undertaken, commencing from the lower floors upwards.

4 VEHICULAR ROUTEING AND SITE ACCESS

Site Access

4.1 Construction vehicles, pedestrians and cyclists will utilise the existing vehicular access into the site from Springfield Road. The access is c.6m wide, sufficient for two-way vehicle access into and out of the site and sufficient for large construction vehicles.

4.2 All accesses will be gated for the use of construction staff accessing the site. There will be a dedicated space on-site to accommodate any cycle parking.

4.3 A hoarding perimeter around each site element under construction will be provided to protect the general public from construction activity. The footway surrounding the site will remain open at all times throughout construction, except when pedestrians are held temporarily to allow construction vehicles to enter / exit the site.

Proposed Vehicular Route

4.4 **Figure 4.1** below shows the proposed vehicle access routes for the local area. All construction vehicles will approach and depart the site via the A312 The Parkway.

Figure 4.1: Vehicle Routing Plan

4.5 The proposed construction vehicle routes during Proposed Highway Arrangement are detailed below:

- **Arrival Route:** A312 The Parkway – Ossie Garvin Roundabout – A4020 Uxbridge Road – Springfield Road – Site.
- **Departure Route:** Site – Springfield Road - A4020 Uxbridge Road - Ossie Garvin Roundabout - A312 The Parkway.

4.6 The proposed vehicle route is considered to be the most appropriate and suitable for larger vehicles and seeks to minimise disruption to local road users. All vehicle arrivals will be managed by traffic marshals / banksmen at the site to ensure appropriate safety and traffic management measures are adhered to.

4.7 Banksmen shall be employed throughout the contract to manage the flow of vehicles to ensure that public and pedestrian safety is maintained at all times. In particular, banksmen will be located at the entrance and exit of all vehicle crossovers.

4.8 The surrounding highway will be kept open for normal traffic to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction. Coordination will also be carried out with surrounding developments when necessary, to minimise potential disruption.

Swept Path Analysis

4.9 Vehicle swept path analysis has been prepared to demonstrate that the vehicle types and sizes proposed will be able to safely access and egress the proposed on-site loading areas. A copy of the drawings prepared are included at **Appendix B**. All movements will be under strict banksmen control.

5 STRATEGIES TO REDUCE CONSTRUCTION IMPACTS

Overview

5.1 **Table 5.1** below sets out the committed, proposed and considered checklist replicated from the TfL Construction Logistics Plan guidance (July 2017).

Table 5.1: High Impact Site Planned Measures Checklist			
	Committed	**Proposed**	**Considered**
Measures Influencing Construction Vehicles and Deliveries			
Safety & environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries		X	
Re-timing for out of hours deliveries		X	
Use of holding areas and vehicle call off areas			X
Use of logistics and consolidation centres			X
Measures to Encourage Sustainable Freight			
Freight by Water			n/a
Freight by Rail			n/a
Material Procurement Measures			
DfMA and off-site manufacture			X
Re-use of materials on Site			X
Smart procurement			X
Other Measures			
Collaboration amongst other Sites in the area	X		
Implement a staff travel plan			X

Project Manager

5.2 Contact details for the Project Manager will be provided below within the Detailed CLP:

Name:

Company:

Address:

Email:

5.3 The Project Manager will assume all responsibility for implementing the measures within the CLP until such a time when the Main Contractor is appointed, at which point relevant details will be submitted to LBH and TfL. The contact details for the Project Manager will be displayed at the site and published on any temporary licenses granted by the Council (such as for hoarding or scaffolds).

5.4 The Project Manager will liaise with local stakeholders and the project managers for other construction activity in the local area when and where it is relevant to do so. The Project Manager will also be responsible for monitoring and reviewing this CLP on an ongoing basis to reflect the changing needs of the project and/or any changes to the local road network.

5.5 The appointed Project Manager will act as a point of contact between local stakeholders / businesses so that in the event of issues / concerns arising during the construction process, action can be taken without delay. There are a number of development proposals ongoing in the surrounding area and so the Project Manager will liaise with the project managers for any other sites where work is carried out concurrently such that matters can be coordinated where required.

5.6 Information boards will be displayed at the site highlighting the key personnel on site including their contact details. A 24-hour emergency contact number will also be provided.

5.7 Local neighbours will be able to call the site office to raise any concerns and the Project Manager will personally deal with any comments or complaints to ensure that they are resolved quickly. A record will be kept of any / all comments and complaints received.

Neighbourhood Consultation

5.8 As part of the construction process, neighbourhood consultation will be undertaken with local businesses / residents / communities in order to effectively manage construction impacts. This will take the form of monthly newsletters as well as neighbourhood meetings at key construction stages. The hoarding of the site will also be provided with contact details for the Site Manager so that the general community can remain in contact throughout the build.

Measures Influencing Construction Vehicles and Deliveries

Safety and environmental standards and programmes

5.9 The construction project will be registered with the Considerate Constructors Scheme in order to minimise any negative impact that construction activity may have on the local area.

5.10 It will be a requirement for Contractors to be registered with the FORS scheme and to ensure all subcontractors are also registered. FORS will be a mandatory requirement where applicable which recognises that FORS:

- Creates safer drivers – with significantly reduced occurrence of accidents;
- Will encourage suppliers to improve fuel economy associated with the project;
- Provides a system to identify 'at risk' drivers, allowing the project team and suppliers to target training and incentives effectively;
- Improves certainty of deliveries and collections; and
- Promotes a reduction in journeys to and from the site.

5.11 A collision reporting system will be mandated to ensure all collisions and accidents involving the project's vehicles and drivers are reported to the Project Manager and any relevant parties. In order to effectively undertake this, the 'FORS Manager' reporting tool will be utilised.

5.12 It is a requirement for all contractors to be signatories of the Construction Logistics and Community Safety (CLOCS) initiative. Operating to the CLOCS standard will ensure that transport and logistics are managed to the highest industry standard during all stages of demolition and construction.

5.13 Banksmen will be located at the loading area when in use throughout the construction period to ensure appropriate safety and traffic management measures are adhered to.

Adherence to Dedicated Routes

5.14 Details of routes to be used for journeys to and from site for road operations are provided in Section 4. The routes to/from the Transport for London Road Network and Strategic Road Network are specified. These access routes have been reviewed with respect to potential impacts, conflicts and hazards. Junctions and parts of the routes of particular potential concern have been identified in terms of coming into conflict with other road users, with particular attention paid to pedestrians and cyclists around access to work sites.

5.15 A copy of the routing plan, shown at **Figure 4.1** will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place. Vehicle arrivals / departures will be programmed and staggered to reduce the potential for unnecessary delay and congestion at the site.

5.16 A web-based delivery management system will be used to control the volume of deliveries to site. This system will work by defining the number of 'resources' a site has and thus can service. It then limits the number of delivery bookings to manage an efficient process to the defined capacity. Sub-contractors and hauliers must be booked in a minimum of 48-hours in advance in order to allow the request to be reviewed and subsequently approved/declined. The system can be accessed by completing a new user application form and submitting it, countersigned by your supplier relationship manager or package manager to the delivery manager.

Delivery Scheduling

5.17 The scheduling of deliveries will be managed in order to effectively utilise the loading area on-site. Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the site is ready to receive a vehicle. In addition, verbal briefings of the access route will be provided to all suppliers, contractors and visitors prior to them undertaking a journey.

5.18 An efficient and effective logistical operation could provide material benefits to the efficiency of deliveries and, as such, a robust delivery system will be implemented. Owing to the available space within the loading areas provided, a holding area is deemed unnecessary.

5.19 In the event an unauthorised vehicle arrives at site the vehicle will be accommodated on-site, particularly owing to the available space. Persistent unauthorised deliveries will be dealt with via a 3-strike policy whereby their contract to deliver to the site will be reviewed.

5.20 In the event space is not available at the site for unauthorised deliveries, the driver will be instructed to exit the area and re-schedule a delivery time with the main contractor.

Key Performance Indicators – Vehicle Deliveries / Collections

5.21 In order to effectively manage vehicle movements into and out of the site during construction the Project Manager will implement Key Performance Indicators which will be used to monitor the scheme. The KPI's to be implemented are as follows:

- Zero unplanned vehicles.
- Zero non-complaint vehicles.
- Zero instances of project-related vehicles involved in a collision.

Re-timing for Out-of-Peak / Out-of-Hours Deliveries

5.22 Re-timing out of peak time will aid the operational efficiency of the construction site and also the neighbouring area. The Applicant commits to re-timing as many deliveries as possible out of the traditional peak hour periods and school drop-off and pick-up hours (08:00-09:00, 14:30-15:30 and 17:00-18:00).

Use of Holding Areas and Vehicle Call-Off

5.23 The proposed on-site loading area can act as a holding area in the event more than one construction vehicle attends the site at the same time.

5.24 The use of off-site holding areas and vehicle call-off areas will be discussed once a contractor is appointed to ensure an appropriate management procedure is in place in the event the loading area is fully occupied by vehicles / materials.

Use of Logistics and Consolidation Centres

5.25 The Applicant will explore the use of logistics and consolidation centres for appropriate deliveries, for example general deliveries during site set-up, cladding, fit-out, testing and commissioning, where smaller levels of material are required and, as such, can be more easily consolidated.

Measures to Encourage Sustainable Freight

5.26 It is not possible to undertake deliveries by water or rail for this project owing to its separation from both. The Main Contractor will constantly monitor the CLP and in the event deliveries by rail are possible / feasible, will provide an update to the Council for approval.

Material Procurement Measures

Spoil / Waste Collection

5.27 Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the construction process.

5.28 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.

5.29 Waste Management will be monitored and recorded as part of the Site's 'Smart Waste' obligations.

5.30 A Site Waste Management Plan (SWMP) will be implemented if deemed necessary / appropriate to detail the disposal and management procedures relevant to the demolition phase. If implemented, the SWMP will seek to minimise and reduce waste production.

Re-use of Materials on-site

5.31 The re-use of materials will be considered by the Applicant and where possible as much material as possible will be recycled. Soft-strip material has already been recycled. Both the piling matt and filling material can be made from re-used concrete and bricks will also be reused throughout construction.

DfMA and Off-Site Manufacture, and Smart Procurement

5.32 Consideration will be given to the opportunities to employ off-site manufacturing processes upon appointment of a contractor.

5.33 Consideration will be given to the employment of smart procurement measures such as last mile logistics solutions and sourcing local suppliers. This will also be explored following the appointment of a contractor.

Other Measures

Collaboration amongst other Construction Sites in the area

5.34 The developer and appointed contractor will consult with LBH contractor/developers in the area to minimise disruption and undertake joint trip generation analysis.

Implementing Staff Travel Plan

5.35 A Staff Travel Plan will be implemented for the construction programme and will include details of local public transport options, in particular all surrounding stations within a 20 minute walk from the site, as well as a suite of measures to discourage the use of private transport. Furthermore, temporary cycle parking facilities will be provided within the site during construction to encourage active modes.

5.36 All site operatives and visitors will be encouraged to travel to and from the site by public transport and no car parking will be provided, however, in the event operatives are required to bring vehicles to site, operatives will be expected to unload any materials or equipment using the loading area proposed before finding a parking opportunity near the site. This approach will not be promoted and will be prevented wherever possible throughout the construction programme.

Public Highway

5.37 At no time will material or plant be stored on the public highway.

5.38 The Contractor will monitor the condition of the public highway in the immediate vicinity of the site. A conditions survey of the local highway network will be undertaken before and after construction works and will be submitted to LBH.

5.39 The Project Manager will make contact with the relevant utility companies in order to co-ordinate any scheduled work.

Road Closure

5.40 There is no need for road closures as part of the development, however, in the event this is required, appropriate consent and licenses will be obtained. Any road closures will be planned in advance, in accordance with the relevant authorities and in compliance with prescribed notice periods.

5.41 Notice regarding planned closures and diversions of roads and footpaths forming part of the site will be given to the Council, the Police, Fire Brigade, other emergency services and bus operators.

Pedestrian and Cyclist Safety

5.42 Construction traffic can pose a potential risk to pedestrian and cyclist safety when not managed effectively. Vulnerable road users' safety will be paramount throughout the construction period. The use of traffic marshals will assist pedestrian and cyclist safety, particularly when vehicles are accessing and egressing the site.

5.43 A hoarding will be installed around the perimeter of each site element when under construction. The hoarding will screen off any works or activities and protect passers-by as well as reduce dust and noise emissions. In addition, the hoarding will be decorated to suit local authority requirements and contain illumination, so it is easily seen at night by traffic and pedestrians using the surrounding roads. Gates will be locked each evening by the contractor's project team.

5.44 The footway surrounding the site will be retained at all times throughout construction. Traffic Marshals will be positioned at vehicle crossovers to assist vulnerable road users whilst vehicles are accessing / egressing the site.

6 ESTIMATED VEHICULAR MOVEMENTS

6.1 A breakdown of expected vehicle movements and anticipated dwell times during each construction phase are detailed in **Figure 6.1-6.3** and **Table 6.1**.

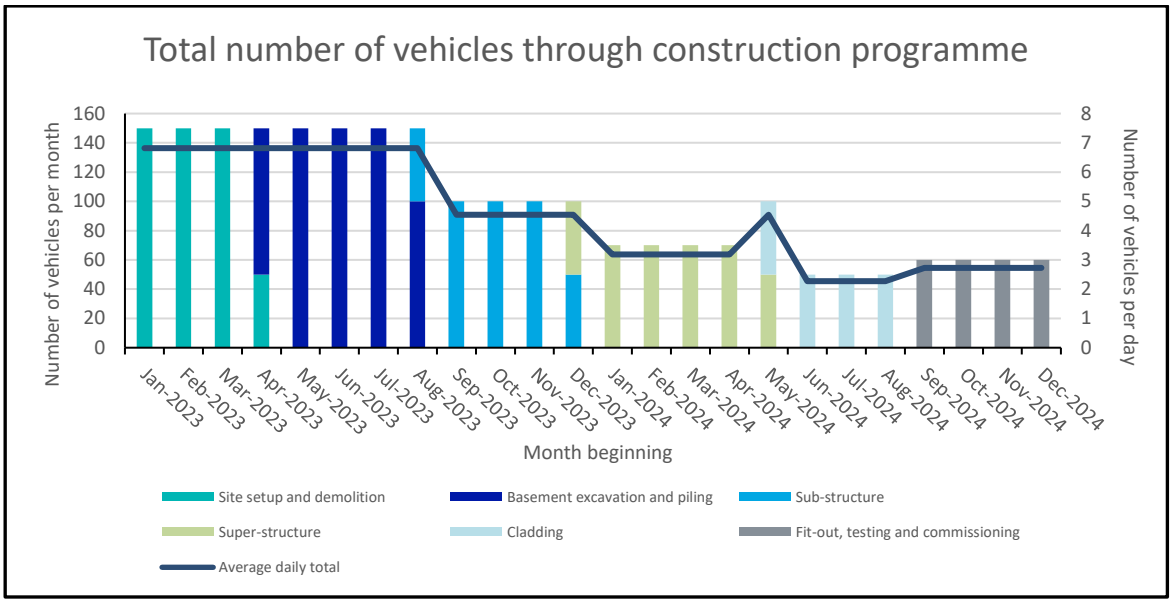


Figure 6.1: Estimated Construction Vehicles (Monthly and Daily) (Source: TfL)

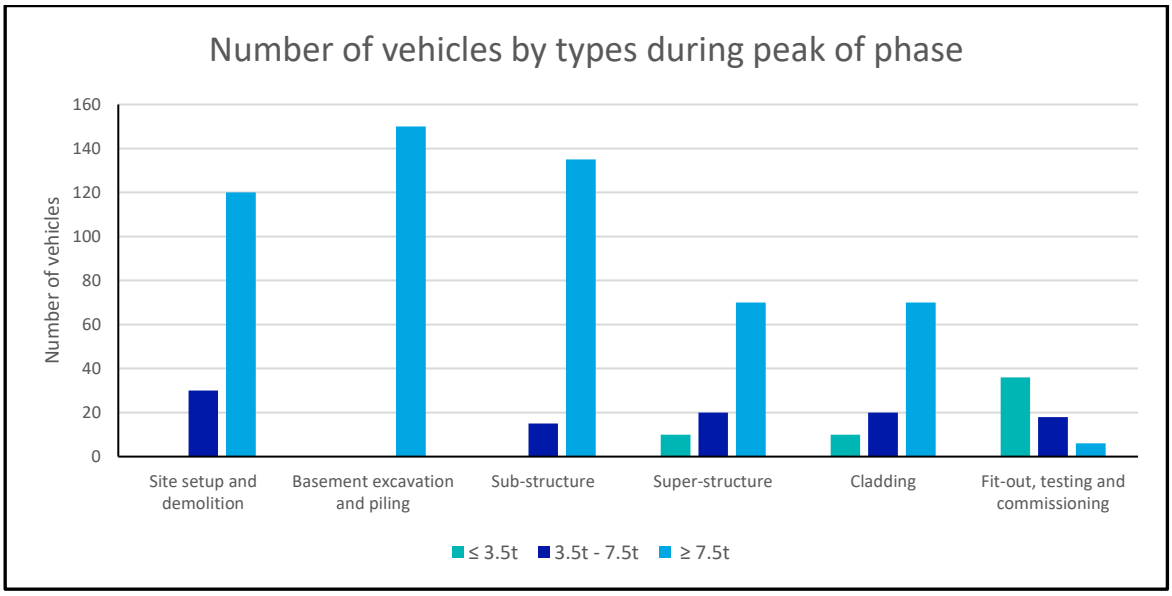


Figure 6.2: Number and vehicle type by phase of construction (Source: TfL)

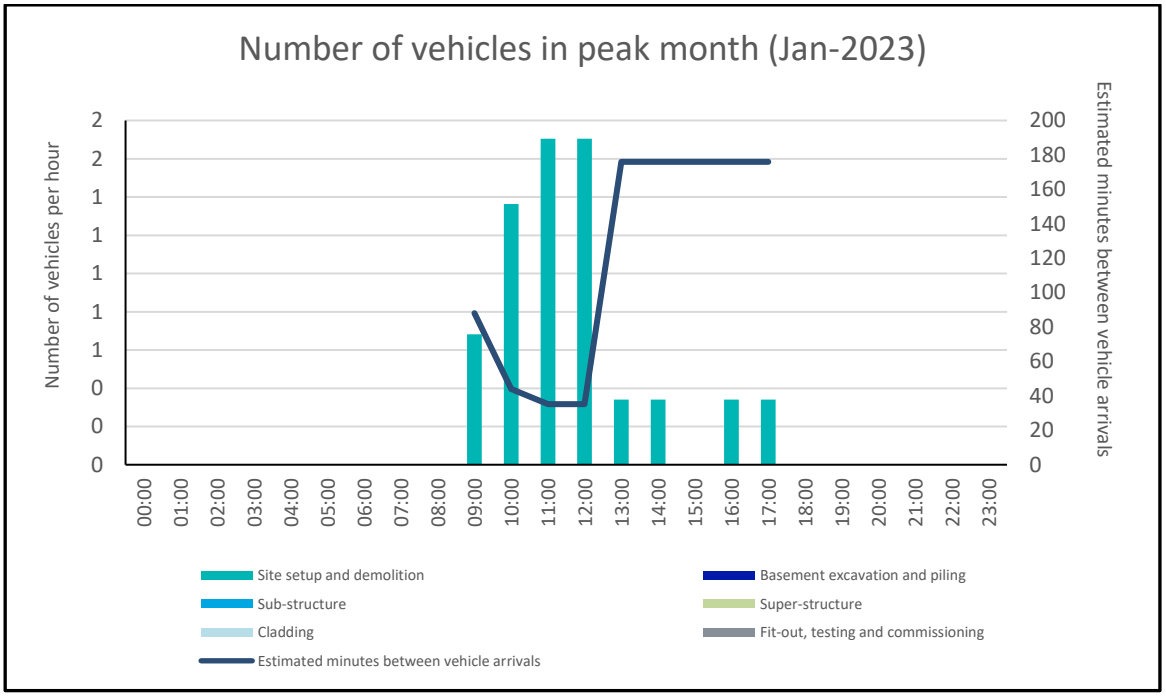


Figure 6.3: Hourly arrival profile of vehicles during peak (Source: TfL)

Table 6.1: Estimated Construction Vehicles – Monthly and Daily			
Phase	**Period of Stage**	**No. of Trips (monthly)**	**Peak no. of Trips (daily)**
Site setup and demolition	Q1 2023 - Q2 2023	150	7
Basement excavation and piling	Q2 2023 - Q3 2023	150	7
Sub-structure	Q3 2023 - Q4 2023	100	5
Super-structure	Q4 2023 - Q2 2024	70	3
Cladding	Q2 2024 - Q3 2024	50	2
Fit-out, testing and commissioning	Q3 2024 - Q4 2024	60	3
Peak period of construction*	Q1 2023 - Q3 2023	150	7
**Involves Basement Excavation, Sub-Structure phase vehicle movements*			

6.2 The peak number of construction vehicles is expected to occur between the site set up and demolition and basement excavation, with 7 construction vehicles accessing the site within a day associated with demolition, muck-away and excavation, which requires a consistent removal of spoil. A second peak can be expected during sub-structure phase where a continuous pouring of concrete will occur, with a maximum of 5 deliveries per day. The remainder of the construction phases will receive between 2-3 construction vehicles.

6.3 Where possible, peak times will be avoided for deliveries. **Figure 6.3** provides a summary of the average daily construction trips during each construction period with three distinct arrival / departure slots throughout the day. This is subject to change based on the daily vagaries of London traffic as well as the specific requirements of the Contractor, once appointed, who will provide specific delivery schedule information.

6.4 **Appendix C** includes the full CLP tool output file.

7 IMPLEMENTING, MONITORING AND UPDATING

7.1 An appointed Construction Logistics Manager will be in charge of implementing the CLP and may be a part-time role undertaken by the Main Contractor. It is recognised that the CLP is a 'live' document and as such will be subject to constant review and monitoring in order to react to any changes during the CLP. The Construction Logistics Manager will monitor and record information on the following:

Number of Vehicle Movements to the Site

- Total;
- By vehicle type / size;
- Time spent on-site; and,
- Delivery/collection accuracy compared to schedule.

Breaches and Complaints

- Community concerns about construction activities;
- Vehicle routing;
- Unacceptable queuing;
- Unacceptable parking; and
- Compliance with safety and environmental standards and programmes.

Safety

- Record of associated fatalities and serious injuries;
- Ways staff are travelling to site; and
- Vehicles and operators not meeting safety requirements.

7.2 Data will be recorded at the entrance of the site by a member of staff, as well as through the delivery booking and tracking system to be implemented.

7.3 A Contractor Handbook and Driver Handbook will be produced as part of the CLP, in order to distribute information relating to site operations. The information to be provided is as follows:

Contractors Handbook

- Safety procedures;
- Anti-idling procedures;
- Vehicle routing and delivery scheduling; and
- Driver training.

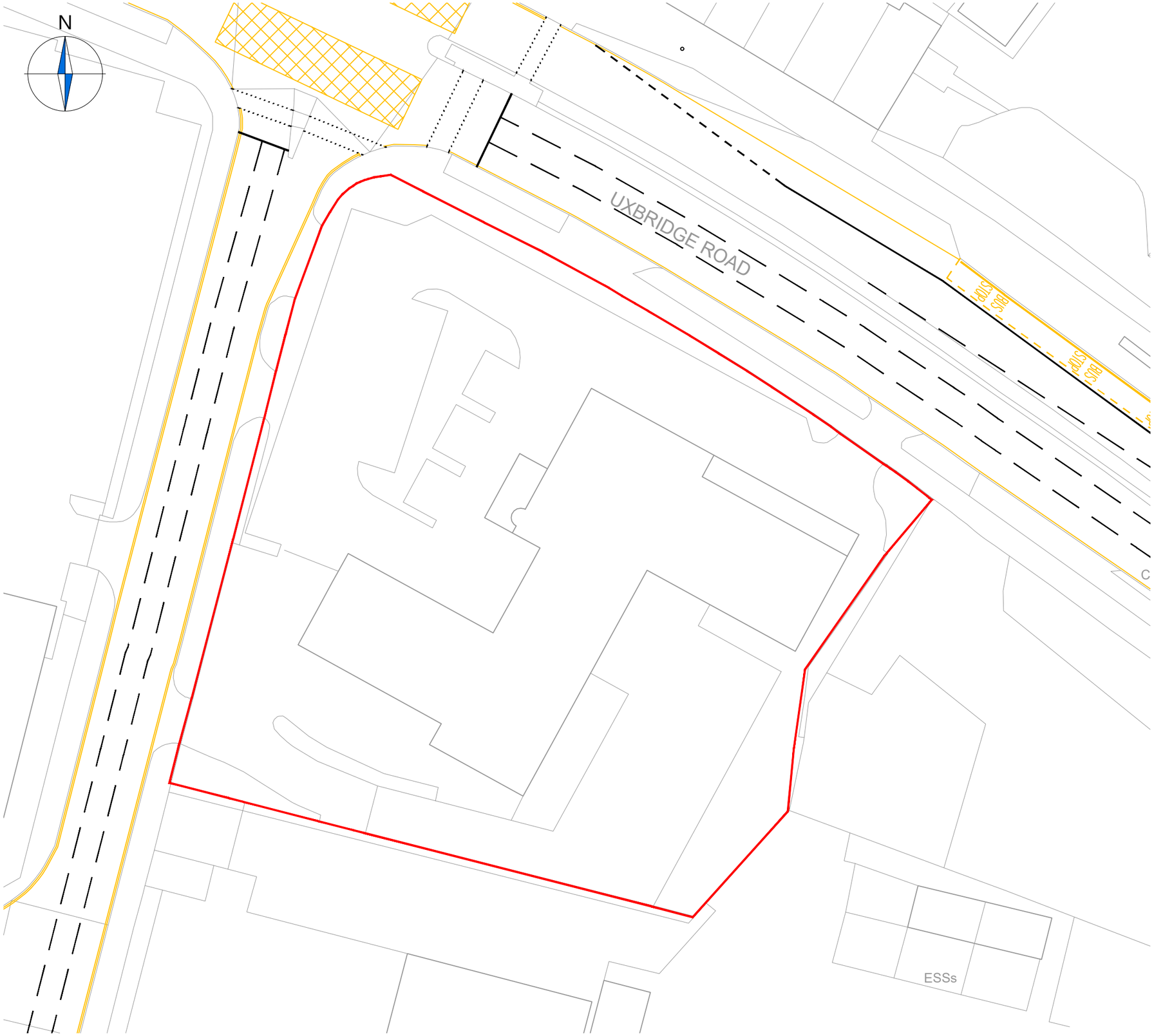
Drivers Handbook

- Authorised routes to and from the site;
- Site opening times;
- Booking and scheduling information;
- Site entry and exit points, and other information relating to access;
- Anti-Idling; and
- Vulnerable road user safety.

8 SUMMARY

8.1 The Outline CLP provides all details required for the successful management of construction vehicles to and from the site. This Outline CLP forms the basis of the Detailed CLP, which will be provided following appointment of the Contractor and will be a live document to be updated if any changes are required throughout the construction period.

Appendix A



NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.

KEY:

	SITE BOUNDARY

Rev	Details	Drawn	Checked	Date
A	Site boundary amended.	KB	CC	14.09.22

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

-

Project:

Hyatt, Uxbridge Road

Drawing Title:

Existing Highway Arrangement

Scale:	Size:
1:500	A3

Drawn by:	Checked by:	Date:
COS	SW	08.06.2022

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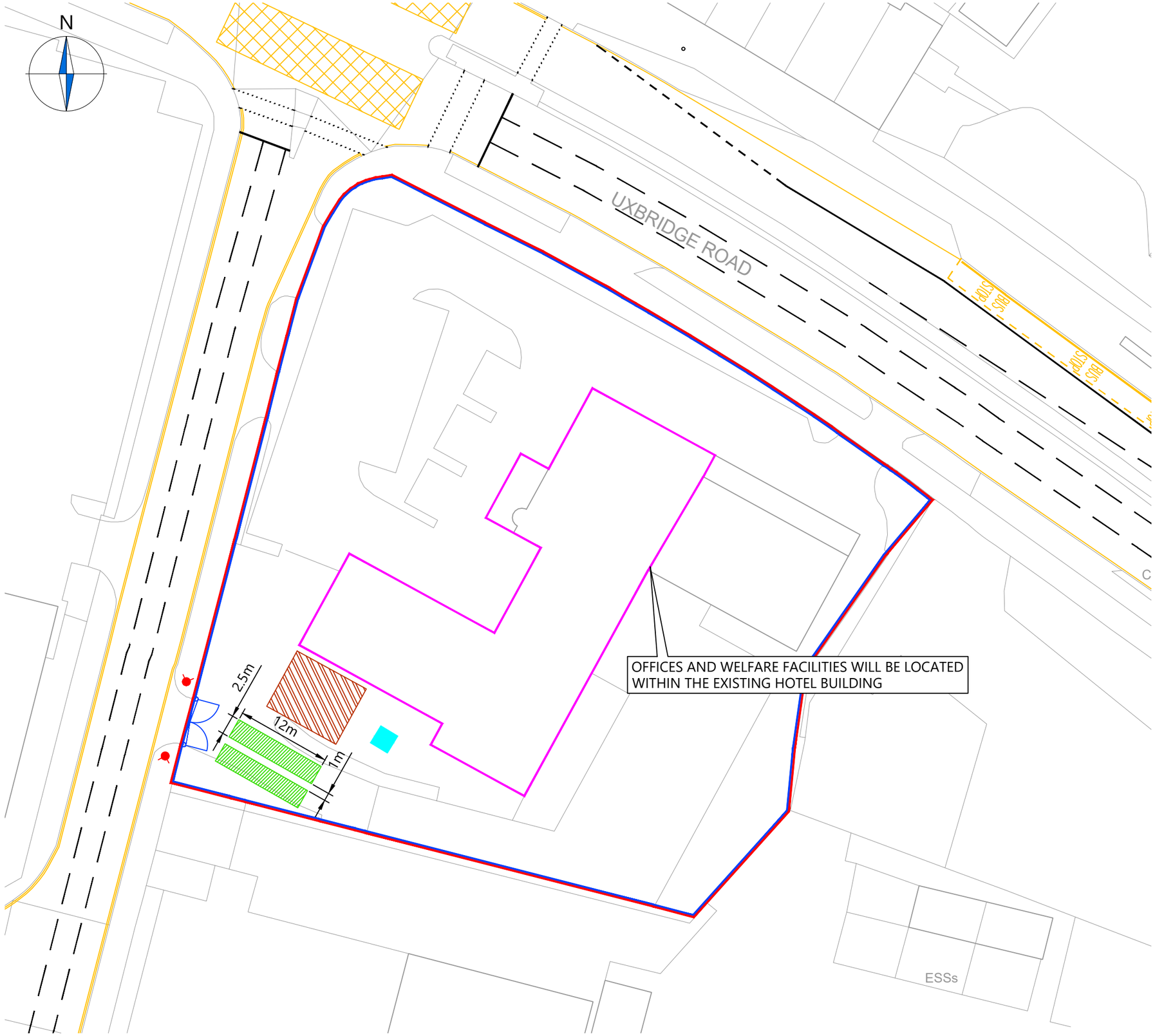
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4801	001	1 of 1	A

CA_4801_001 REV A - EXISTING HIGHWAY ARRANGEMENT.DWG



NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.

KEY:

	SITE BOUNDARY
	SITE HOARDING
	GATE (6m)
	LOADING BAY (2.5m x 12m)
	EXTENT OF SITE ACCOMODATION
	TRAFFIC MARSHALL
	CRANE LOCATION
	AREA OF MATERIAL STORAGE

Rev	Details	Drawn	Checked	Date
A	Site boundary & hoarding line amended.	KB	CC	14.09.22

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

-

Project:

Hyatt, Uxbridge Road

Drawing Title:

Proposed Construction Arrangement

Scale:	Size:
1:500	A3

Drawn by:	Checked by:	Date:
COS	SW	08.06.2022

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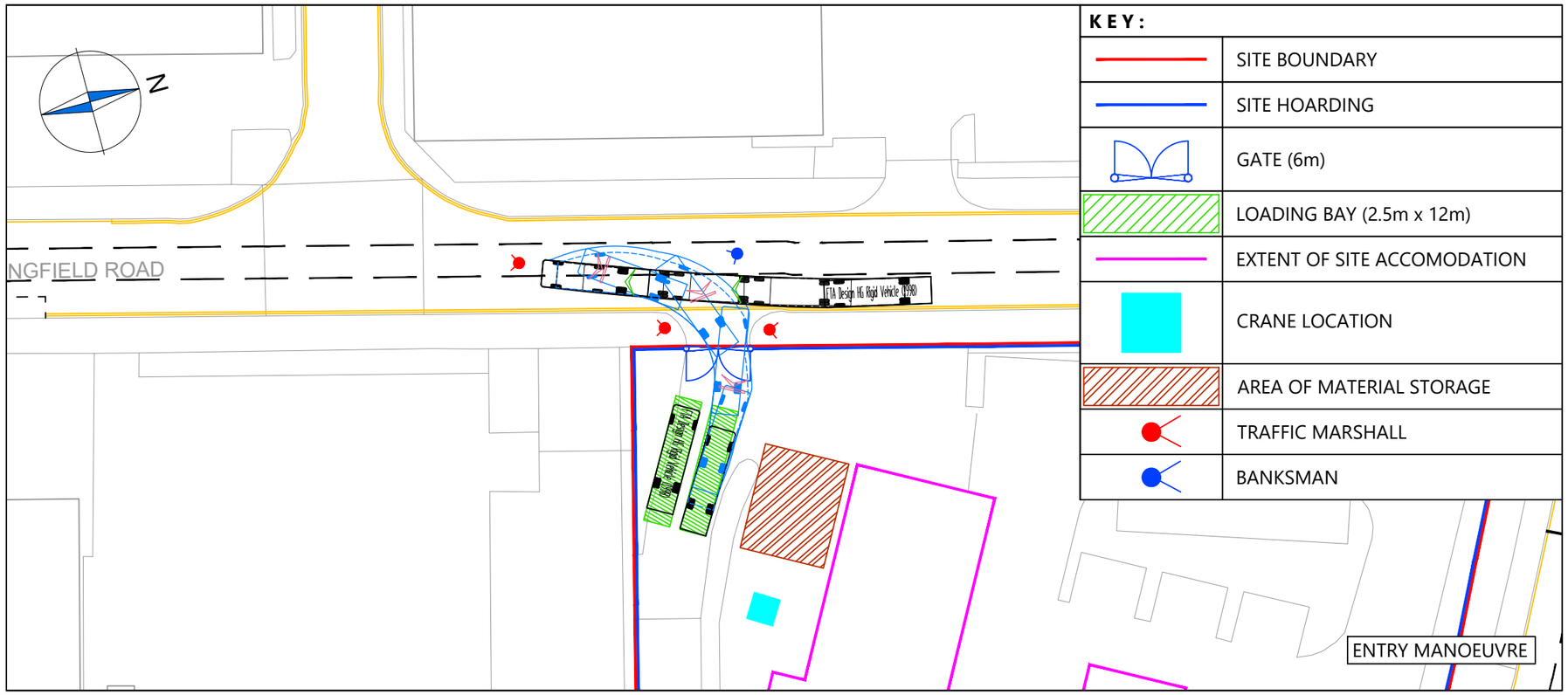
Scheme Ref:	Drawing No:	Sheet :	Rev:
4801	002	1 of 1	A

CA_4801_002 REV A - PROPOSED CONSTRUCTION ARRANGEMENT.DWG

Appendix B



KEY:

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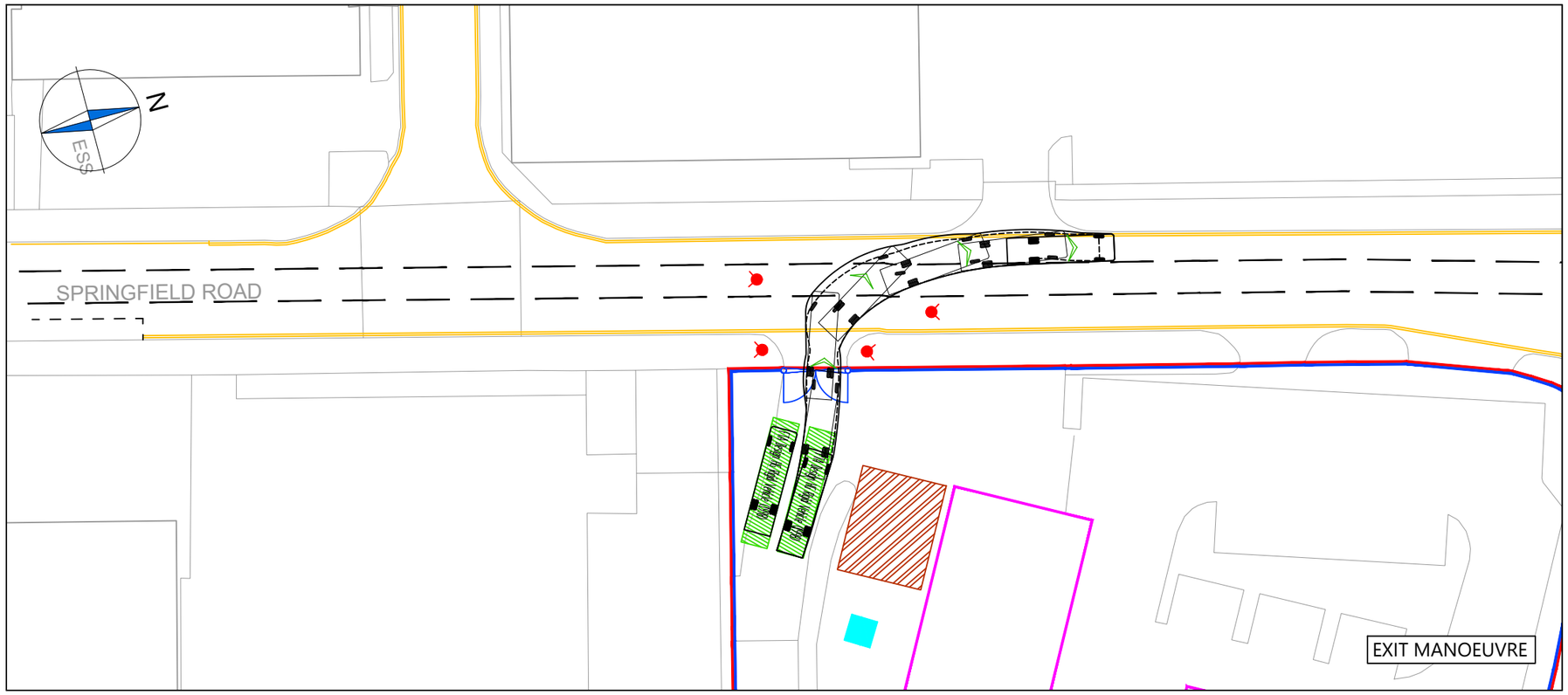
	SITE HOARDING
	GATE (6m)
	LOADING BAY (2.5m x 12m)
	EXTENT OF SITE ACCOMODATION
	CRANE LOCATION
	AREA OF MATERIAL STORAGE
	TRAFFIC MARSHALL
	BANKSMAN



NOTES

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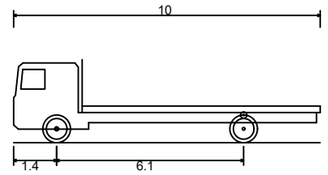
3. Stationary steering has not been used as part of the vehicle swept path analysis on this drawing.

10m FLATBED



Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	...	...	...	...

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: -

Project: Hyatt, Uxbridge Road

Drawing Title: Vehicle Swept Path Analysis for a Rigid Flatbed Lorry

Scale:	Size:	Drawn by:	Checked by:	Date:
1:500	A3	COS	SW	09.06.2022

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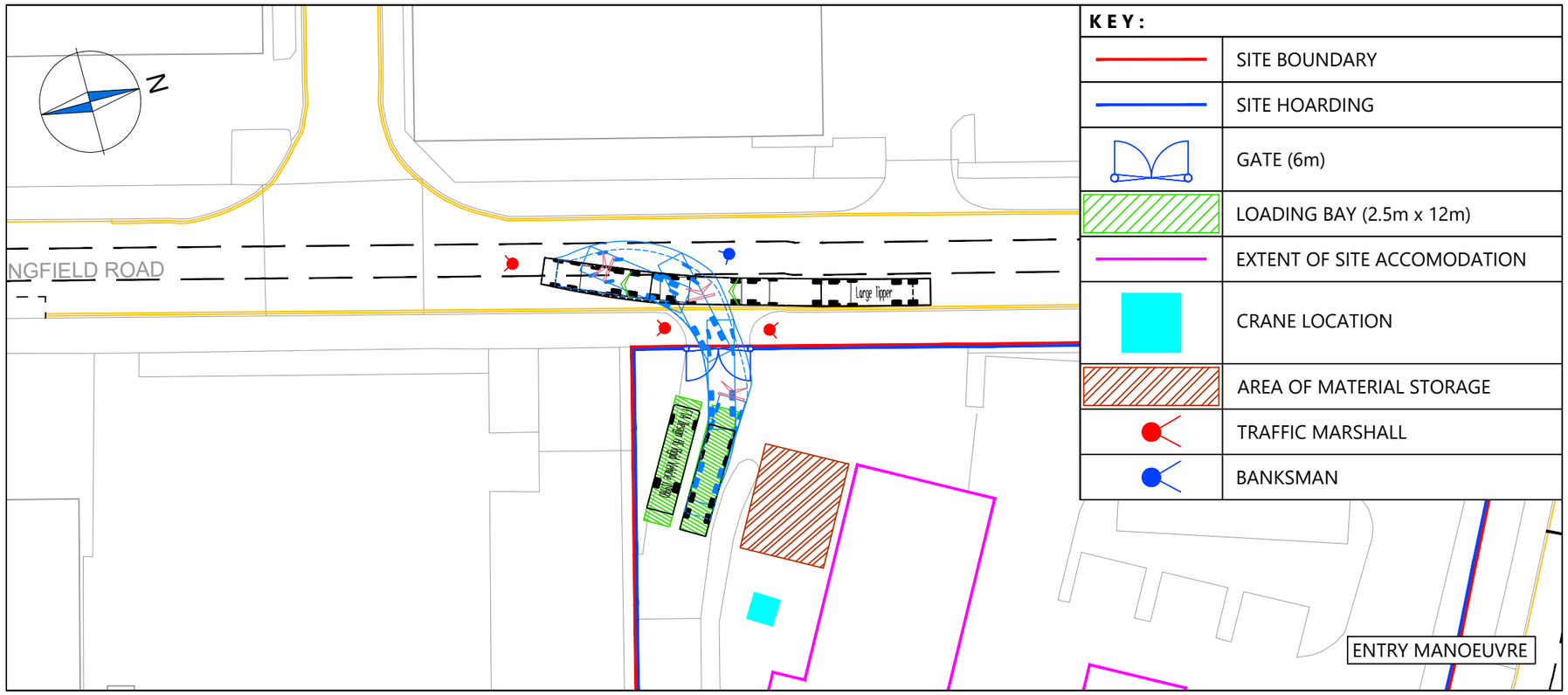
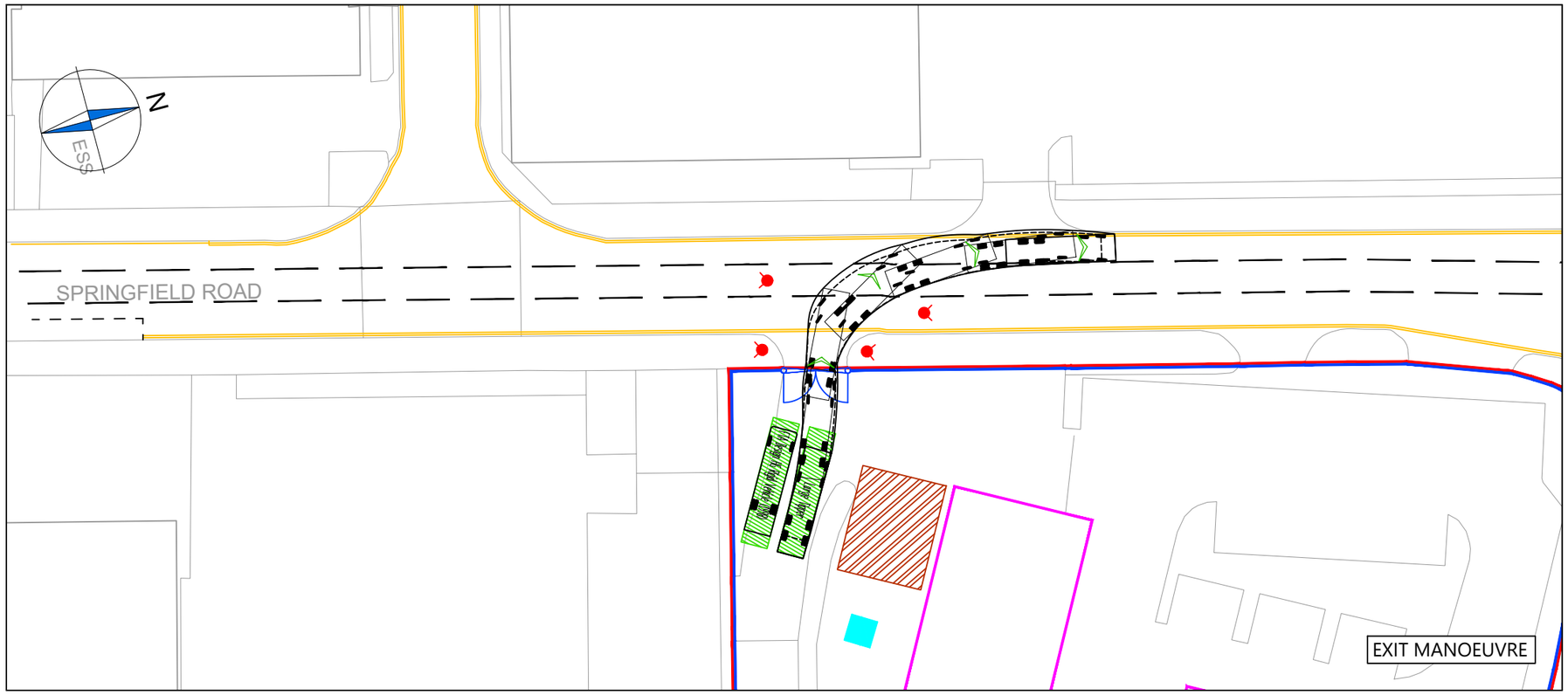
Scheme Ref:	Drawing No:	Sheet :	Rev:
4801	TR001	1 of 4	...

CA_4801_TR002 - VEHICLE SWEPT PATH ANALYSIS FOR PROPOSED CONSTRUCTION ARRANGEMENT.DWG



KEY:

	SITE BOUNDARY
	SITE HOARDING
	GATE (6m)
	LOADING BAY (2.5m x 12m)
	EXTENT OF SITE ACCOMODATION
	CRANE LOCATION
	AREA OF MATERIAL STORAGE
	TRAFFIC MARSHALL
	BANKSMAN



NOTES

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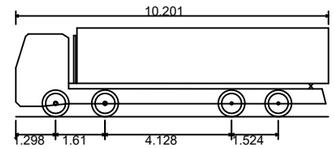
LARGE TIPPER



Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	...	...	...	...

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: -

Project: Hyatt, Uxbridge Road

Drawing Title: Vehicle Swept Path Analysis for a Large Tipper

Scale:	Size:	Drawn by:	Checked by:	Date:
1:500	A3	COS	SW	09.06.2022

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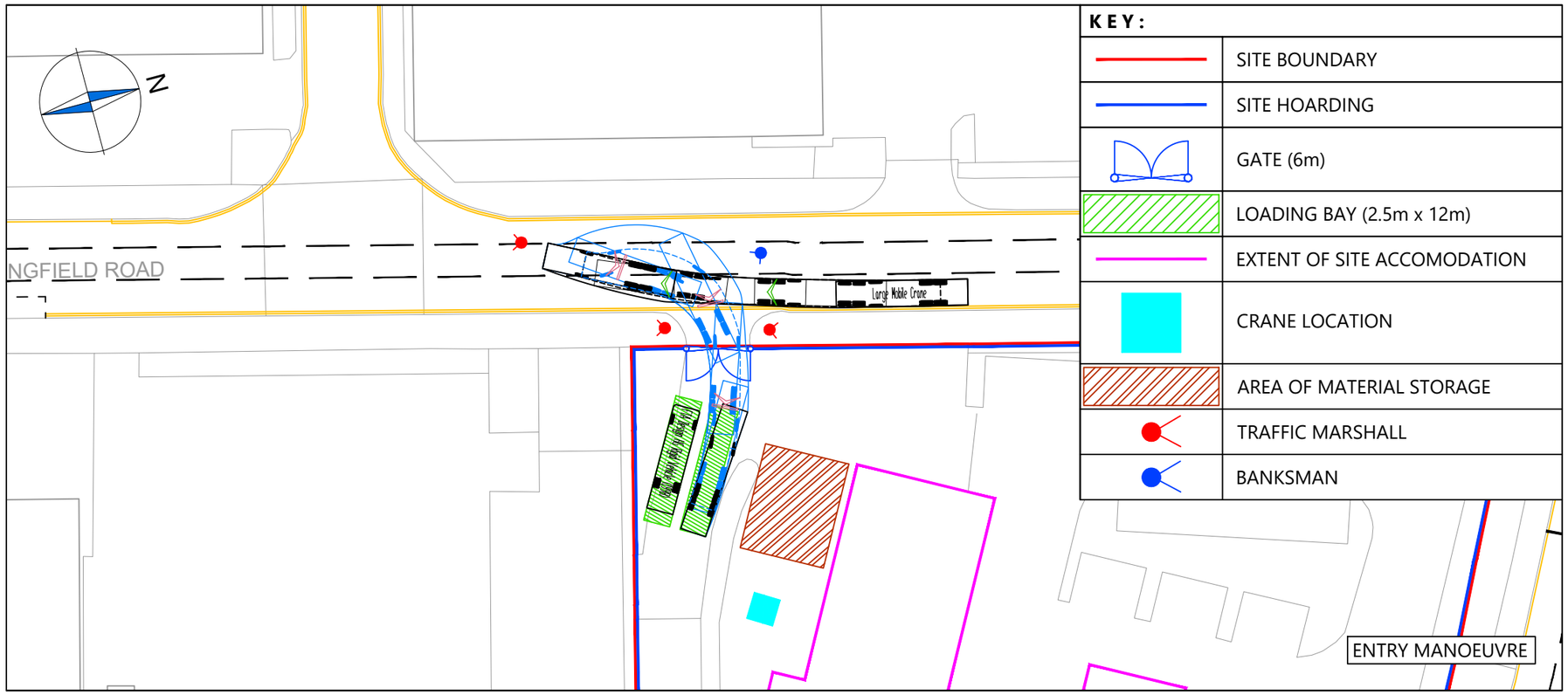
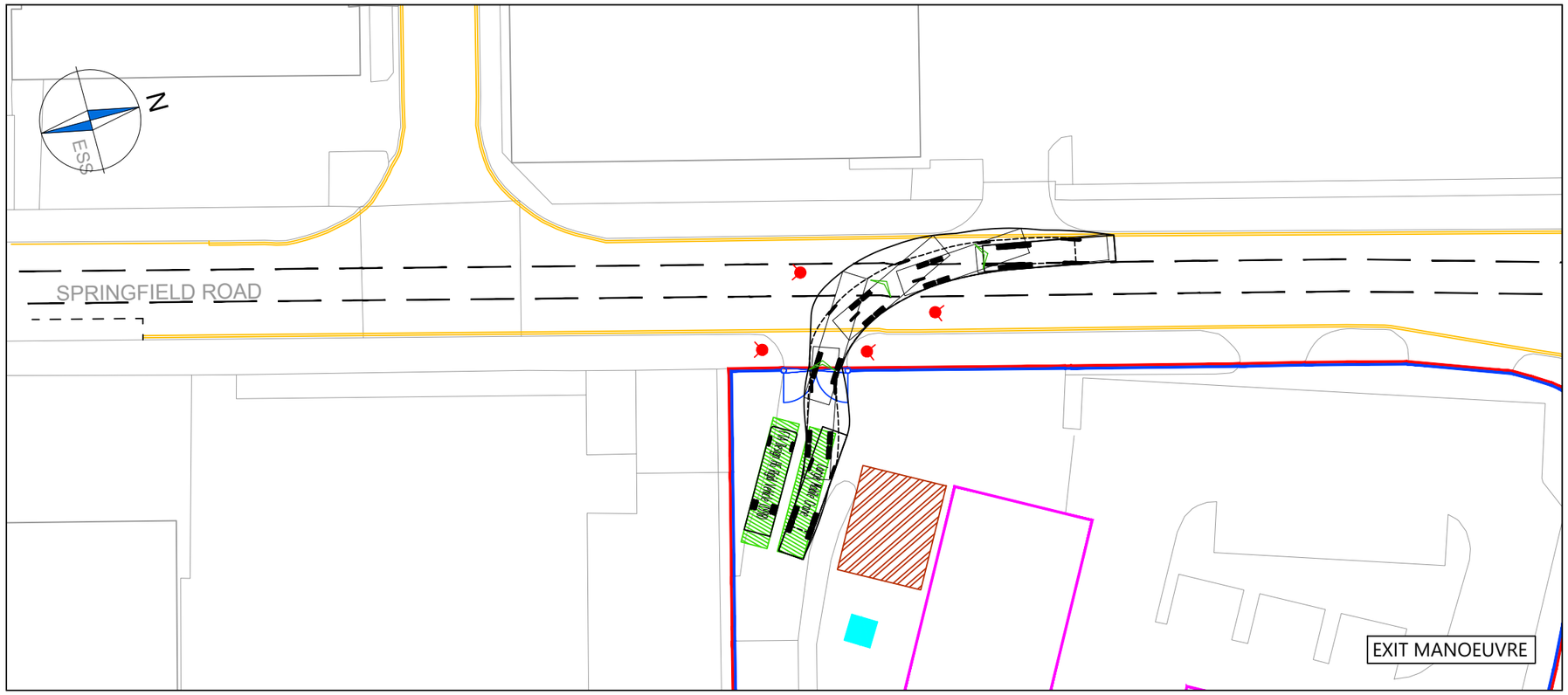
Scheme Ref:	Drawing No:	Sheet :	Rev:
4801	TR001	2 of 4	...

CA_4801_TR002 - VEHICLE SWEPT PATH ANALYSIS FOR PROPOSED CONSTRUCTION ARRANGEMENT.DWG



KEY:

	SITE BOUNDARY
	SITE HOARDING
	GATE (6m)
	LOADING BAY (2.5m x 12m)
	EXTENT OF SITE ACCOMODATION
	CRANE LOCATION
	AREA OF MATERIAL STORAGE
	TRAFFIC MARSHALL
	BANKSMAN



NOTES

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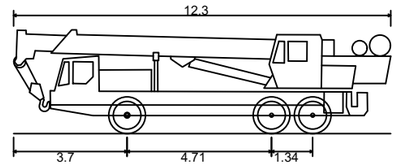
LARGE MOBILE CRANE



Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Min Body Ground Clearance	0.590m
Track Width	2.430m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	10.000m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	...	...	...	...

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: -

Project: Hyatt, Uxbridge Road

Drawing Title: Vehicle Swept Path Analysis for a Large Mobile Crane

Scale:	Size:
1:500	A3

Drawn by:	Checked by:	Date:
COS	SW	09.06.2022

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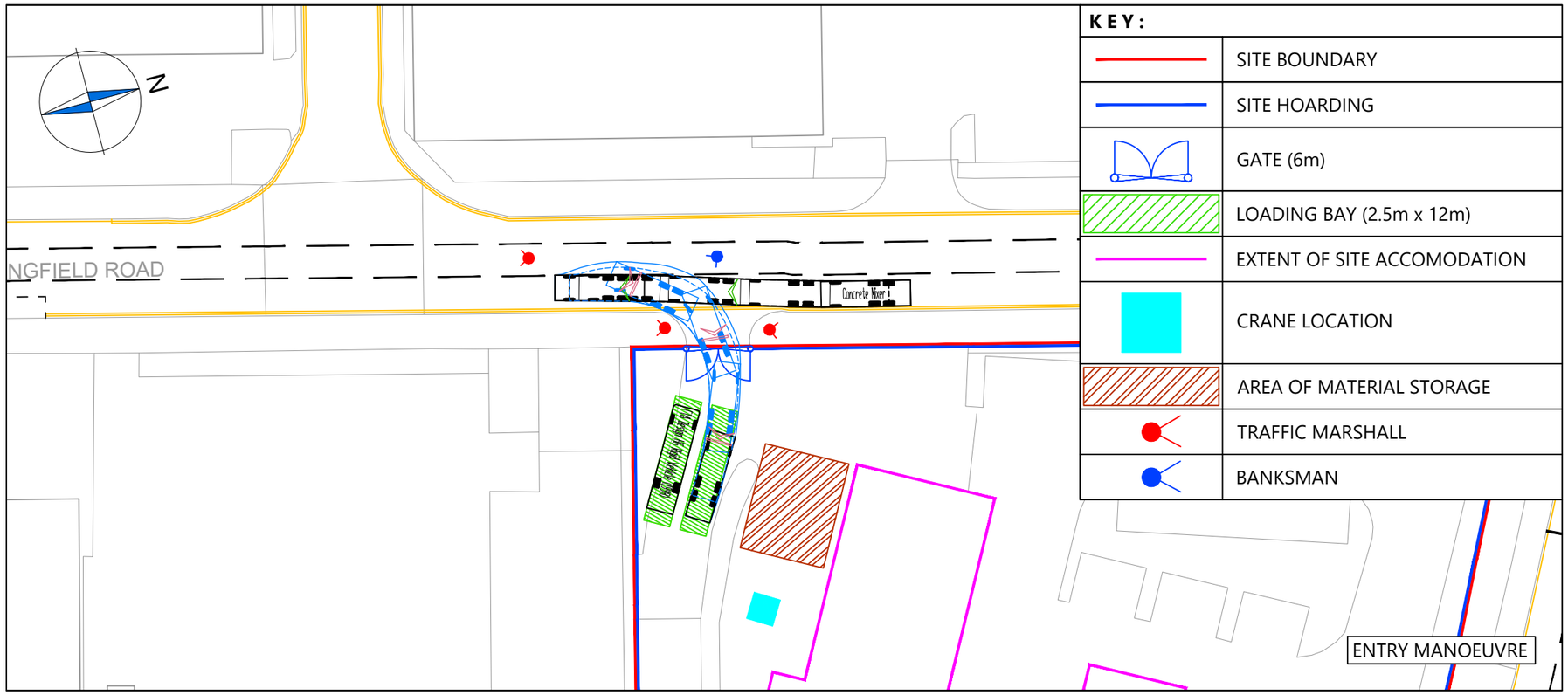
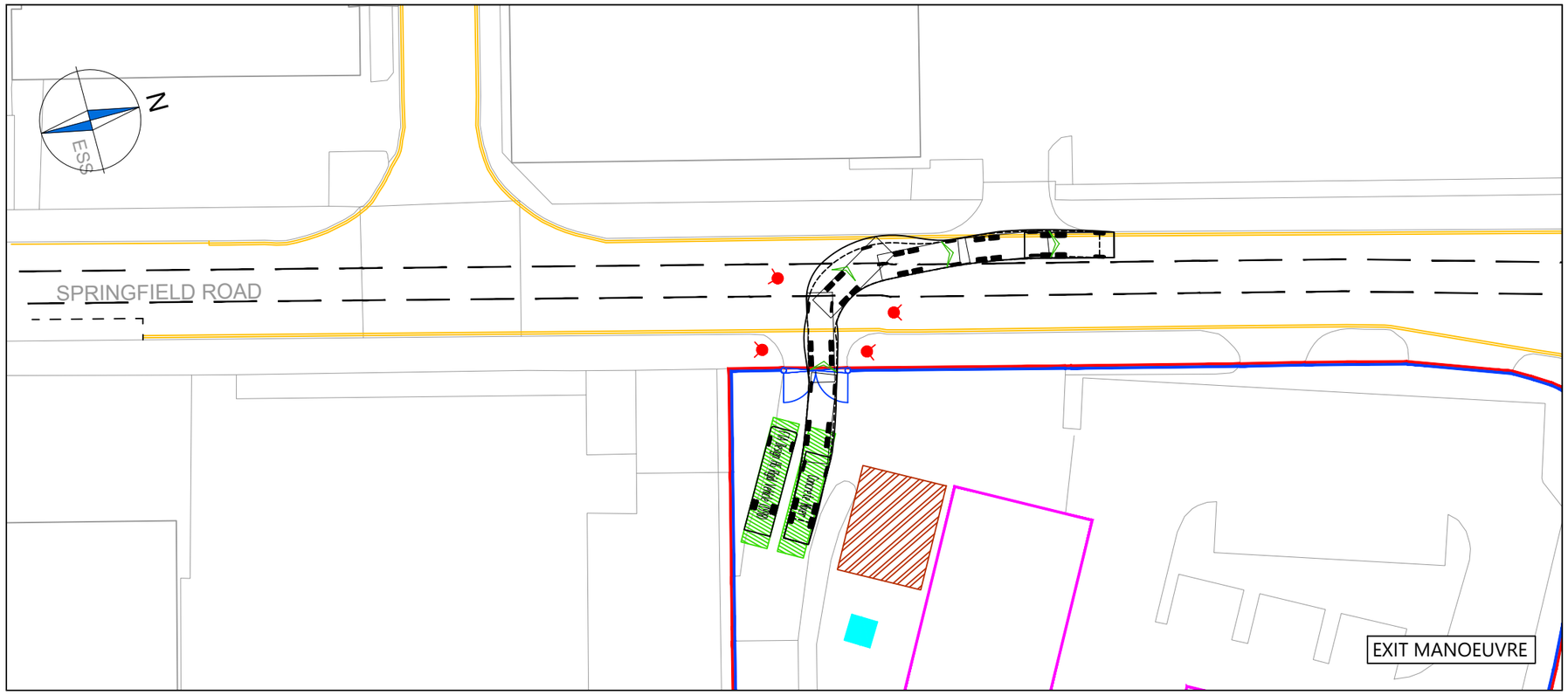
Scheme Ref:	Drawing No:	Sheet :	Rev:
4801	TR001	3 of 4	...

CA_4801_TR002 - VEHICLE SWEPT PATH ANALYSIS FOR PROPOSED CONSTRUCTION ARRANGEMENT.DWG



KEY:

	SITE BOUNDARY
	SITE HOARDING
	GATE (6m)
	LOADING BAY (2.5m x 12m)
	EXTENT OF SITE ACCOMODATION
	CRANE LOCATION
	AREA OF MATERIAL STORAGE
	TRAFFIC MARSHALL
	BANKSMAN



NOTES

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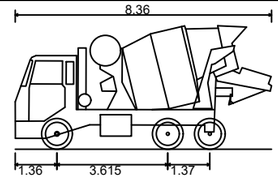
CONCRETE MIXER



Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	...	...	...	...

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: -

Project: Hyatt, Uxbridge Road

Drawing Title: Vehicle Swept Path Analysis for a Concrete Mixer

Scale:	Size:	Drawn by:	Checked by:	Date:
1:500	A3	COS	SW	09.06.2022

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Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4801	TR001	4 of 4	...

CA_4801_TR002 - VEHICLE SWEPT PATH ANALYSIS FOR PROPOSED CONSTRUCTION ARRANGEMENT.DWG