



mode
transport planning

Royal UK Property Holdings LLP

1&2 Longwalk Road, Stockley Park, Uxbridge

Outline Construction Logistics Plan

October 2026







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1. Introduction

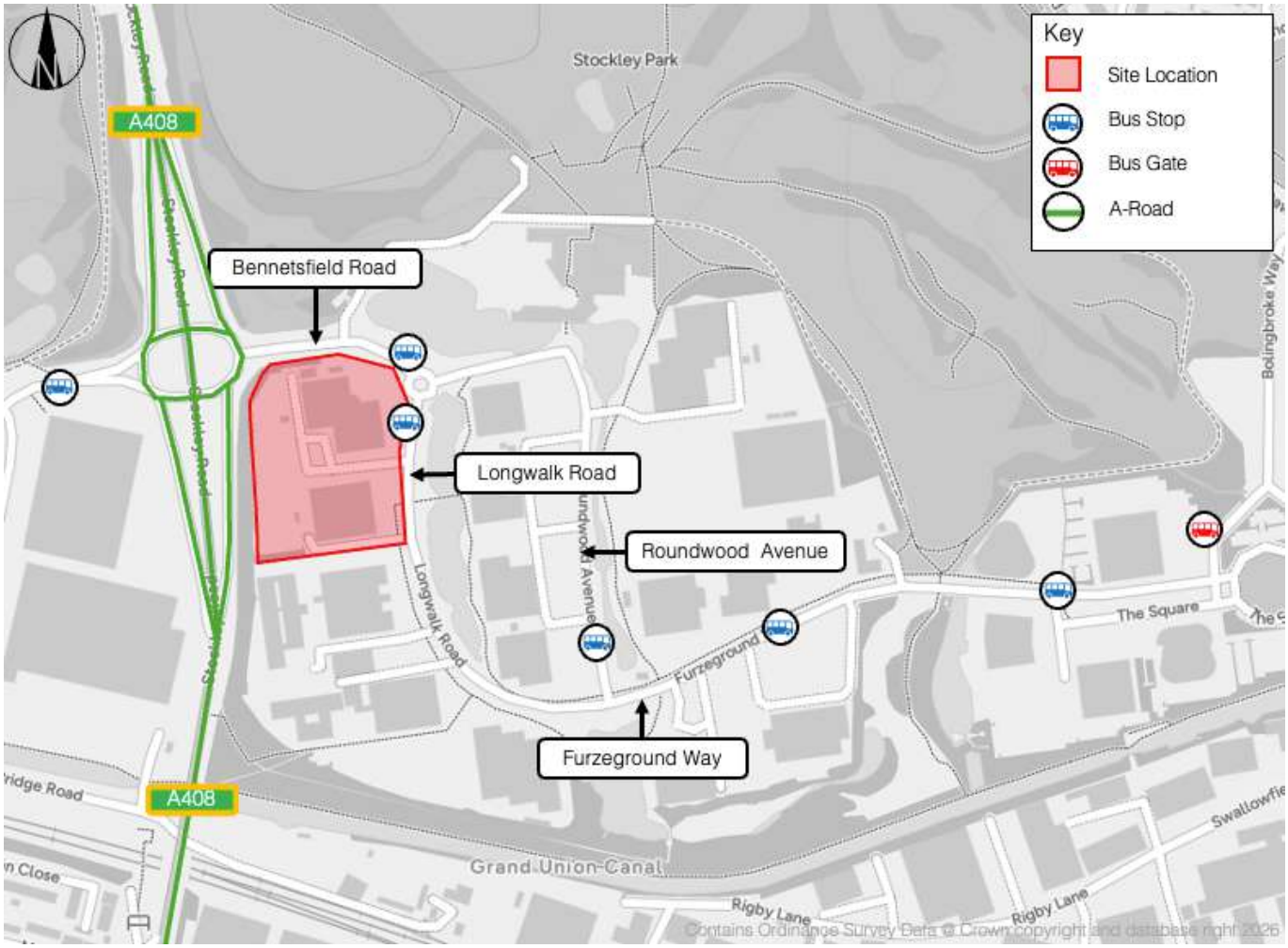
1.1 Overview

1.1.1 This Outline Construction Logistics Plan (CLP) has been prepared by mode transport planning (mode) on behalf of Royal UK Property Holdings LLP (the Applicant) to support the planning application associated with the proposed redevelopment of Plots 1 and 2, Longwalk Road, Uxbridge, within the administrative boundary London Borough of Hillingdon (LBH).

1.1.2 The site is located within Stockley Park, an established managed employment area recognised as a Locally Significant Employment Location (LSEL) within the LBH Local Plan. The site is accessed from Longwalk Road, which forms part of the internal Stockley Park road network and connects with Bennetsfield Road immediately north of the site. Bennetsfield Road provides access to the A408 Stockley Road via Stockley Park Roundabout.

1.1.3 The site location in relation to the surrounding highway network is shown on Figure 1.1.

Figure 1.1 Site Location



1.1.4 The site currently comprises two office buildings, one of which is vacant, providing a combined Gross Internal Area (GIA) of approximately 12,267sqm together with circa 380 car parking spaces. The site is located at the north-western extent of Stockley Park, immediately adjacent to the principal entrance to the estate, and benefits from two existing accesses from Longwalk Road.

1.2 Development Proposals

1.2.1 The development proposals comprise the redevelopment of the existing site to provide two units for flexible B2/B8/Class E(g)(iii) uses, with a total GIA of approximately 11,006sqm, comprising 6,052sqm within Unit 100 and 4,954sqm within Unit 200.

1.2.2 Vehicular, pedestrian and cycle access will continue to be provided from Longwalk Road, with parking provision reduced and reconfigured across the site to reflect the proposed uses.

1.2.3 The proposed site layout is provided in Appendix A.

1.3 Objectives of the CLP

1.3.1 The principle objectives of the CLP are as follows:

- Optimise the efficient delivery and collection of goods and materials to the site.
- Reduce construction vehicle movements during peak periods, where practicable, thereby minimising potential congestion.
- Minimise vehicle emissions associated with construction activity.
- Promote the safe operation of construction vehicles travelling to and from the site.
- Maintain pedestrian and cyclist safety in the vicinity of the site.
- Minimise the potential effects of construction activity on neighbouring occupiers and the surrounding highway network.

1.3.2 This Outline CLP has been prepared having regard to TfL's Construction Logistics Planning Guidance and establishes the overarching principles for the management of construction logistics associated with the development.

1.3.3 A Detailed CLP will be prepared following appointment of the Principal Contractor, when the detailed construction programme, methodology and associated logistics arrangements are known.

1.4 Construction Site Details

1.4.1 A Principal Contractor has not yet been appointed. Once appointed, the relevant contractor and Construction Manager contact details will be provided within the Detailed CLP.

1.4.2 For the purposes of this Outline CLP, construction is anticipated to commence in Q2/Q3 of 2027 and continue for approximately 12 months. The programme is indicative at this stage and will be reviewed and refined following appointment of the Principal Contractor.

1.4.3 Further details of the indicative construction programme and associated construction vehicle activity are provided within Chapters 3 and 6 respectively.

1.5 Report Structure

1.5.1 The remainder of this CLP is structured as follows in line with TfL's CLP guidance:

- Chapter 2 – Context, Considerations and Challenges.
- Chapter 3 – Construction Programme and Methodology.
- Chapter 4 – Vehicle Routing and Site Access.
- Chapter 5 – Strategies to Reduce Impacts.
- Chapter 6 – Estimated Vehicle Movements.
- Chapter 7 – Implementing, Monitoring and Updating.

2. Context, Considerations and Challenges

2.1 Overview

2.1.1 This chapter provides an overview of the site and surrounding area, with particular consideration given to those matters relevant to the movement and management of construction vehicles.

2.1.2 The chapter considers the relevant policy and guidance, existing site conditions, accessibility by sustainable modes, the local and strategic highway network, existing Stockley Park management arrangements and key considerations relevant to construction activity.

2.2 Policy Context

London Plan (2021)

2.2.1 The London Plan (2021) forms part of the statutory Development Plan for the London Borough of LBH and establishes the strategic planning framework for development within London.

2.2.2 Policy T7 (Deliveries, Servicing and Construction) requires development proposals to facilitate safe, clean and efficient deliveries and servicing. It also requires Construction Logistics Plans to be prepared in accordance with Transport for London (TfL) guidance and to reflect the scale and complexity of the development.

2.2.3 Policy T7 further identifies the importance of managing and monitoring construction logistics and encourages the use of relevant freight initiatives, including the Construction Logistics and Community Safety (CLOCS) Standard and Fleet Operator Recognition Scheme (FORS), or equivalent.

2.2.4 Policy SI1 (Improving Air Quality) seeks to improve air quality and minimise the impacts of development on human health and the environment. Part D of the policy requires development proposals to demonstrate how they will minimise emissions from construction and demolition activities, including emissions from construction plant and machinery, as well as dust generated during the works.

2.2.5 In addition, Policy SI7 (Reducing Waste and Supporting the Circular Economy) seeks to conserve resources, minimise waste generation and promote the reuse and recycling of materials in support of a circular economy. Construction activities should be planned to minimise waste, maximise the efficient use of materials and ensure that construction, demolition and excavation waste is managed sustainably in accordance with the waste hierarchy. The policy sets a target for 95% of construction and demolition waste to be reused, recycled or recovered, and 95% of excavation waste to be put to beneficial use.

TfL Construction Logistics Planning Guidance V1.2 (2021)

2.2.6 TfL's Construction Logistics Planning Guidance provides guidance on the preparation and implementation of CLPs and seeks to minimise the potential effects of construction activity on the transport network and surrounding community.

2.2.7 The guidance identifies a range of measures that can be implemented through a CLP, including appropriate construction vehicle routing, delivery scheduling, measures to reduce vehicle trips, measures to manage road risk and arrangements for monitoring construction activity.

2.2.8 This Outline CLP has been prepared having regard to the TfL guidance and establishes the overarching construction logistics strategy for the development. Further contractor-specific details will be provided through a Detailed CLP once the Principal Contractor has been appointed and the construction programme and methodology have been confirmed.

Construction Logistics & Community Safety (CLOCS) Construction Logistics Planning (CLP) Guidance 2021

2.2.9 The CLOCS CLP Guidance contains details on CLPs, with guidance documents for planners and developers. It states that CLPs can reduce the negative transport effects of construction works by:

- Lowering vehicle emissions and noise levels;
- Improving the safety of road users;
- Reducing vehicle trips, particularly in peak periods; and
- Providing cost efficient working practices and reduced deliveries.

Fleet Operator Recognition Scheme (FORS)

2.2.10 FORS is an accreditation scheme which seeks to promote safer, more efficient and environmentally responsible commercial vehicle operations. Appropriate requirements relating to construction vehicle operators will be established through the procurement process and confirmed within the Detailed CLP.

LBH Local Plan Part 2: Development Management Policies (2020)

2.2.11 The LBH Local Plan Part 2 includes policies relevant to freight and construction vehicle activity. In particular, Policy DMT 7 (Freight) requires, where relevant, the preparation of Delivery and Servicing Plans and Construction Logistics Plans, with the objective of facilitating the efficient movement of goods whilst minimising disruption to local amenity and residential areas.

2.2.12 The construction logistics strategy has therefore been developed to direct construction vehicles towards the higher-order road network, manage vehicle arrivals and minimise potential impacts on the surrounding highway network and neighbouring occupiers.

2.3 Current Situation

2.3.1 The site is located within Stockley Park, an established employment area recognised as a Locally Significant Employment Location (LSEL) within the LBH Local Plan. The site is accessed from Longwalk Road, which forms part of the internal Stockley Park road network.

2.3.2 Longwalk Road connects with Bennetsfield Road immediately north of the site, which in turn provides direct access to the A408 Stockley Road via Stockley Park Roundabout.

2.3.3 The site currently comprises two office buildings, providing a combined GIA of approximately 12,267sqm together with circa 380 car parking spaces. The site occupies an accessible position at the north-western extent of Stockley Park, immediately adjacent to the principal entrance to the estate.

2.3.4 The location of the site close to the principal Stockley Park entrance is beneficial from a construction logistics perspective, as construction vehicles will ordinarily be able to access the site directly from Bennetsfield Road and Longwalk Road without travelling through the wider internal Stockley Park road network.

2.4 Accessibility by Non-Car Modes

2.4.1 Stockley Park is accessible by a range of non-car modes, providing opportunities for construction personnel to travel to and from the site without reliance upon the private car.

Pedestrian and Cycle Accessibility

2.4.2 Stockley Park benefits from an established pedestrian and cycle network, including footways along the internal road network and connections to the wider pedestrian and cycle network surrounding the estate.

2.4.3 A zebra crossing is located approximately 50m north of the site access and provides connectivity between the site and the wider Stockley Park pedestrian network.

2.4.4 Wider connections are available towards the Grand Union Canal and surrounding pedestrian and cycle routes, providing opportunities for journeys towards Hayes & Harlington and the surrounding area.

Public Transport Accessibility

2.4.5 The nearest bus stops are located on Longwalk Road, within close proximity of the site, providing connections towards Hayes & Harlington, Heathrow and Uxbridge.

2.4.6 Stockley Park also operates the easitSTOCKLEY PARK sustainable travel initiative, which includes a shuttle bus service connecting Stockley Park with Hayes & Harlington Station during weekday peak periods.

2.4.7 Hayes & Harlington Station is located approximately 2.6km east of the site and provides access to Elizabeth line and National Rail services.

2.4.8 Information on available sustainable travel options will be provided to construction personnel as part of the site induction process, with opportunities to minimise construction staff travel by private car considered further within Chapter 5.

2.5 Local Highway Network

2.5.1 The internal Stockley Park road network, including Bennetsfield Road and Longwalk Road, is subject to a 20mph speed limit.

2.5.2 The principal vehicular access to Stockley Park is provided from the A408 Stockley Road via Stockley Park Roundabout and Bennetsfield Road. The development site is located immediately south of Bennetsfield Road and is therefore readily accessible from the principal estate entrance.

2.5.3 The A408 Stockley Road is a dual carriageway located to the west of Stockley Park and is subject to a 50mph speed limit. It provides the principal connection between Stockley Park and the wider strategic highway network, including the M4 at Junction 4.

2.5.4 The M4 provides strategic east-west connectivity and onward access to the M25, providing connections to the wider regional and national highway network.

2.5.5 The proximity of the development to the A408 Stockley Road and M4 provides the opportunity for construction vehicles to predominantly utilise the higher-order road network, thereby limiting the need for HGVs to travel along lower-order local roads. The proposed construction vehicle routing strategy is considered further within Chapter 4.

2.6 Stockley Park Access and Park Management

2.6.1 Stockley Park operates as a managed business park, with access, parking and vehicle movement within the estate subject to established estate management arrangements.

2.6.2 Access to Stockley Park is monitored from a security lodge located at the principal entrance to the estate from Bennetsfield Road. The security lodge provides an established management presence at the point of entry and can assist in directing construction vehicles towards the development, thereby reducing the potential for unnecessary construction vehicle circulation within the wider estate.

2.6.3 The existing estate management and security arrangements will therefore provide an additional layer of management during construction, alongside the measures implemented by the Principal Contractor. The Construction Manager will liaise with the Stockley Park estate management and security teams where necessary in relation to construction vehicle access, routing and any issues identified within the wider estate.

2.6.4 On-street parking within Stockley Park is controlled, with restrictions provided along the internal road network, including in the vicinity of the development. Construction vehicles and construction personnel will not be permitted to routinely park or wait on the internal Stockley Park road network.

2.6.5 The internal road network is also subject to ongoing management and maintenance by the wider Stockley Park estate management team. These established arrangements (i.e. no on-street parking policy and on-going monitoring of internal vehicle movements and delays by the estates management team) provide an appropriate mechanism through which the condition and operation of the internal road network can continue to be monitored during construction.

2.7 Regional Context Plan

2.7.1 A Regional Context Plan has been prepared and is provided in Appendix B. This is in line with TfL's CLP guidance, including being of an appropriate scale to capture the intended scope, and demonstrates the following in context with and where relevant to this site and CLP considerations:

- The nearby Transport for London Road Network (TLRN); and
- The nearby Strategic Road Network (SRN).

2.7.2 Given the nature and scale of the development, movement of construction materials by rail or water is not considered practicable. Construction logistics will therefore principally rely upon road-based transport.

2.8 Local Context and Construction Considerations

2.8.1 A Local Context Plan has been prepared and is provided at Appendix B. The plan identifies the site in the context of the surrounding road, pedestrian, cycle and public transport networks and nearby land uses.

2.8.2 The principal considerations relevant to construction logistics are summarised below.

Neighbouring Uses

2.8.3 The site is located within an established employment area, with commercial occupiers located within the wider Stockley Park estate. Construction activity will be managed to minimise unnecessary disruption to neighbouring occupiers, including through the management of construction vehicle routing, delivery scheduling, noise, dust and site access.

Pedestrians, Cyclists and Public Transport

2.8.4 Construction vehicle movements will be managed having regard to pedestrian, cyclist and public transport activity within Stockley Park. Appropriate site management measures will be implemented to minimise potential conflict between construction vehicles and other road users, particularly in the vicinity of the site access.

Stockley Country Park

2.8.5 Stockley Country Park is located in proximity to the site. Appropriate construction management measures will be implemented to minimise potential effects associated with dust, noise and waste, with further details to be confirmed through the contractor's construction management arrangements.

Highway and Estate Road Condition

2.8.6 Having regard to the anticipated use of the surrounding road network by construction vehicles, particular consideration will be given to the condition of those sections of the highway and internal Stockley Park road network used regularly by construction traffic.

2.8.7 Prior to the commencement of construction, a photographic condition survey will be undertaken of the relevant sections of the construction vehicle route in the vicinity of the site. The survey will establish a record of the condition of the relevant highway and internal estate roads prior to construction commencing.

2.8.8 The condition of the construction vehicle route will subsequently be monitored throughout the construction period by the Construction Manager, in liaison with the Stockley Park estate management team where appropriate.

2.8.9 Where deterioration or damage is identified which is considered to be associated with construction activity, this will be recorded and investigated having regard to the pre-commencement condition survey. Appropriate remedial action will be undertaken where necessary.

2.8.10 Following completion of the principal construction works, the condition of the relevant routes will be reviewed against the pre-commencement record to identify any material deterioration attributable to construction. Appropriate remedial action will be undertaken where necessary.

2.8.11 Wheel-washing facilities and appropriate road-cleaning measures will also be implemented during construction where necessary to minimise the potential for mud, debris or other construction material to be deposited onto Longwalk Road or the wider Stockley Park road network.

Peak Periods

2.8.12 Construction vehicle deliveries will be scheduled and managed to minimise unnecessary concentration of vehicle movements during the busiest periods on the surrounding road network, where reasonably practicable.

2.8.13 Delivery scheduling will be managed through the arrangements set out within Chapter 5, with the detailed delivery management procedures to be confirmed by the Principal Contractor through the Detailed CLP.

3. Construction Programme and Methodology

3.1 Overview

3.1.1 This chapter provides an overview of the anticipated construction programme and the overarching construction logistics principles associated with the development.

3.1.2 At this stage, a Principal Contractor has not been appointed, and the detailed construction methodology and programme are therefore subject to confirmation. The information presented within this Outline CLP represents the anticipated construction arrangements for the purposes of assessing and managing the potential transport effects of the construction works.

3.1.3 Once a Principal Contractor has been appointed and the construction methodology and programme have been confirmed, the arrangements set out within this Outline CLP will be reviewed and developed further through the preparation of a Detailed CLP.

3.2 Construction Programme

3.2.1 For the purposes of this Outline CLP, it is anticipated that construction will commence in Q2/Q3 of 2027 and continue for approximately 12 months, with completion anticipated in Q2/Q3 of 2028.

3.2.2 The indicative construction programme is summarised in Table 3.1. The programme is preliminary at this stage and will be reviewed and refined following appointment of the Principal Contractor.

Table 3.1 Total Construction Phases by Start and End Date

Construction Phase		Start	End
1.	Site setup and demolition	June 2027	July 2027
2.	Piling	June 2027	August 2027
3.	Sub-structure	August 2027	December 2027
4.	Superstructure	December 2027	March 2028
5.	Cladding	March 2028	May 2028
6.	Fit-out, testing and commissioning	May 2028	June 2028

3.2.3 As demonstrated above, there will be some overlap between construction phases. The associated construction vehicle activity has therefore been considered having regard to the combined activity occurring during overlapping phases, with the anticipated construction vehicle movements set out within Chapter 6.

3.3 Construction Methodology

3.3.1 The detailed construction methodology will be determined by the Principal Contractor. Notwithstanding this, a number of overarching construction logistics principles will apply throughout the construction programme.

3.3.2 Construction vehicle access will be taken from Longwalk Road, with vehicles directed to the site via the designated construction vehicle routes identified within Chapter 4.

3.3.3 Construction vehicle loading, unloading and associated servicing activity will be undertaken within the site boundary. Construction vehicles will not be permitted to routinely wait, load or unload on Longwalk Road, Bennetsfield Road or elsewhere within the internal Stockley Park road network.

3.3.4 Construction vehicle arrivals will be coordinated through the delivery management arrangements set out within Chapter 5, with routine deliveries scheduled in advance to ensure that appropriate space is available within the site to receive vehicles.

3.3.5 Appropriate arrangements will be established within the site to enable construction vehicles to enter, manoeuvre and exit safely. Details of the construction site access, internal vehicle routes, loading and unloading areas and any temporary traffic management arrangements will be confirmed within the Detailed CLP following appointment of the Principal Contractor.

3.3.6 Construction vehicles will be required to enter and leave the site in a controlled manner, with appropriate banksman or marshal supervision provided where necessary. The detailed arrangements will reflect the construction methodology and site layout applicable to each stage of the works.

3.4 Site Management and Highway Protection

3.4.1 The construction site will be appropriately managed and secured throughout the works, with access restricted to authorised construction vehicles and personnel.

3.4.2 Appropriate wheel-washing facilities will be provided where necessary to prevent mud, debris and other construction material from being transferred from the site onto Longwalk Road and the wider Stockley Park road network.

3.4.3 The cleanliness and condition of the construction vehicle route in the vicinity of the site will be monitored throughout the construction period by the Construction Manager, in liaison with the Stockley Park estate management team where appropriate.

3.4.4 Where mud or debris attributable to the construction works is deposited on the highway or internal estate roads, appropriate cleaning will be undertaken as soon as reasonably practicable.

3.4.5 Any deterioration or damage potentially associated with construction vehicle activity will be recorded and investigated having regard to the pre-commencement condition survey identified within Chapter 2, with appropriate remedial action undertaken where necessary.

3.5 Construction Working Hours

3.5.1 For the purposes of this Outline CLP, construction activities are anticipated to take place between the following hours:

- 08:00–18:00 Monday to Friday; and
- 08:00–13:00 on Saturdays.

3.5.2 No routine construction activity is anticipated on Sundays or Bank Holidays.

3.5.3 The final construction working hours will be subject to any requirements imposed through the planning permission and will be confirmed within the Detailed CLP.

3.5.4 Construction deliveries will generally be accommodated within the agreed site working hours and managed through the delivery scheduling arrangements set out within Chapter 5.

4. Vehicle Routing and Site Access

4.1 Overview

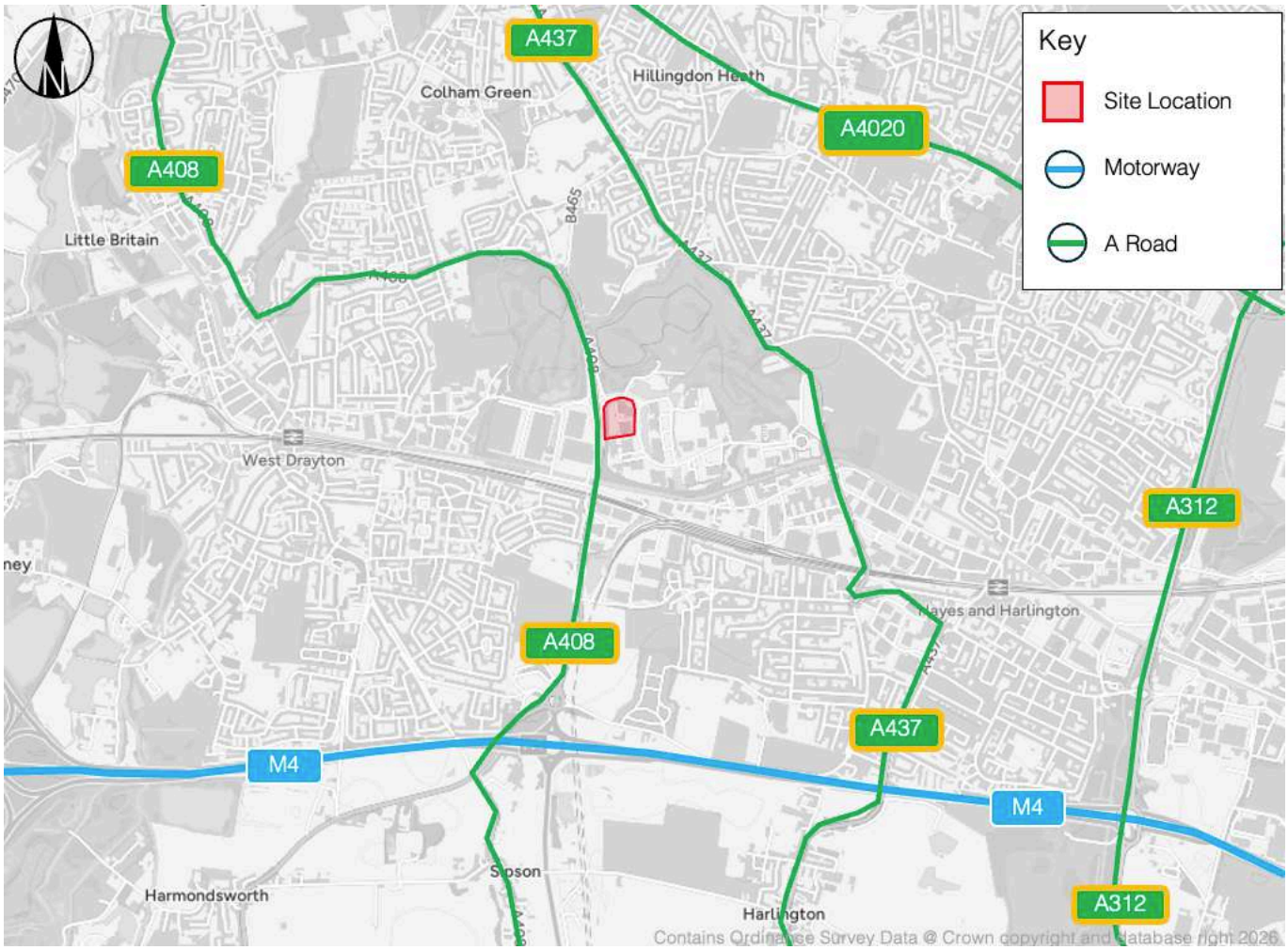
4.1.1 Construction vehicle routing has been developed to maximise the use of the SRN and minimise the use of local roads, having regard to the nature and size of vehicles anticipated during construction.

4.1.2 The principal construction vehicle route will utilise the M4 and A408 Stockley Road, with vehicles accessing Stockley Park via Stockley Park Roundabout and Bennetsfield Road. The development is located immediately adjacent to the principal entrance to Stockley Park, thereby limiting the distance construction vehicles are required to travel through the internal estate road network.

4.1.3 Construction vehicle routing will have regard to applicable vehicle restrictions, including the London Lorry Control Scheme (LLCS). The designated construction vehicle routes will be communicated to contractors, suppliers and drivers prior to travelling to the site.

4.1.4 The surrounding highway network in the context of the development is shown on Figure 4.1.

Figure 4.1 Surrounding Highway Network



4.2 Regional Routing Plan

4.2.1 A Regional Routing Plan has been prepared and is provided at Appendix C. The plan identifies the principal routes to the site from the wider Strategic Road Network.

4.2.2 Construction vehicles approaching from the wider regional highway network will, where appropriate, be directed towards the M4 and Junction 4, before travelling northbound along the A408 Stockley Road to Stockley Park Roundabout. Vehicles will then access Stockley Park via Bennetsfield Road.

4.2.3 Vehicles approaching from the north or south via the M25 will ordinarily utilise the M4 at Junction 15 before continuing towards M4 Junction 4 and the A408 Stockley Road.

4.2.4 This routing strategy maximises the use of the SRN and higher-order roads and minimises the distance travelled by construction vehicles on local roads.

4.2.5 The precise origins and destinations of construction vehicles will depend upon the suppliers and contractors appointed. Where alternative routes are necessary, these will be required to have regard to the suitability of the highway network, applicable vehicle restrictions and the LLCS.

4.2.6 Given the nature and scale of the development, movement of construction materials by rail or water is not considered practicable.

4.3 Local Routing Plan

4.3.1 A Local Routing Plan has been prepared and is provided at Appendix C. The plan identifies the designated route between the development site and the surrounding highway network.

4.3.2 Construction vehicles will access Stockley Park from the A408 Stockley Road via Stockley Park Roundabout and Bennetsfield Road. Vehicles will then turn onto Longwalk Road at the Bennetsfield Road / Longwalk Road roundabout before entering the construction site from Longwalk Road.

4.3.3 Construction HGVs will ordinarily be directed to approach and depart Stockley Park from the south via the A408 Stockley Road, providing onward access to the M4 at Junction 4. This route provides a direct connection to the SRN and avoids the need for construction HGVs to travel on less suitable local roads to the north and east of Stockley Park.

4.3.4 The site is located immediately adjacent to the principal Stockley Park entrance. Construction vehicles will therefore only be required to travel a short distance along Bennetsfield Road and Longwalk Road before entering the site, limiting interaction with the wider internal Stockley Park road network and neighbouring occupiers.

4.3.5 All contractors, suppliers and drivers will be provided with appropriate routing and arrival information in advance. The designated construction vehicle route will also be included within the Driver Handbook prepared as part of the Detailed CLP.

4.3.6 Construction vehicle routing will have regard to the LLCS and any other applicable vehicle restrictions. Where a construction vehicle is required to deviate from the designated route, for example as a result of its origin/destination or temporary network conditions, an appropriate alternative route will be identified having regard to vehicle size and highway suitability.

4.3.7 The final construction vehicle routing arrangements will be reviewed and confirmed through the Detailed CLP following appointment of the Principal Contractor.

4.4 Site Arrival and Access Management

4.4.1 Construction vehicle arrivals will be managed in accordance with the delivery scheduling arrangements set out within Chapter 5, with drivers provided with appropriate information regarding the designated route, site access and delivery arrangements prior to arrival.

4.4.2 The security lodge at the principal Stockley Park entrance provides an established management presence immediately north of the development. The existing estate management and security arrangements will provide an additional opportunity to assist in directing construction vehicles towards the development where required and minimise unnecessary circulation within the wider estate.

4.4.3 On arrival at the development, construction vehicles will be directed into the site and towards the appropriate loading or unloading area. Accredited banksmen or marshals will be provided where necessary to assist vehicle manoeuvres and manage potential interaction with pedestrians, cyclists and other vehicles.

4.4.4 Construction vehicles will not be permitted to routinely wait, park, load or unload on Longwalk Road, Bennetsfield Road or elsewhere within the internal Stockley Park road network.

4.4.5 Where a delivery cannot immediately be accommodated within the site, the driver will be required to contact the Construction Manager for further instruction. Construction vehicles will not be instructed to wait on the surrounding highway or internal estate road network.

4.4.6 The detailed site access, vehicle manoeuvring and loading/unloading arrangements will be confirmed by the Principal Contractor through the Detailed CLP.

5. Strategies to Reduce Impacts

5.1 Overview

5.1.1 This chapter sets out the measures that will be implemented to minimise the potential effects of construction logistics associated with the development, including impacts on the highway network, neighbouring occupiers, vulnerable road users and the wider Stockley Park estate.

5.1.2 The measures seek to manage construction vehicle movements efficiently, minimise unnecessary vehicle trips and waiting, promote appropriate vehicle routing and maintain safe access to and movement within Stockley Park throughout the construction period.

5.1.3 As this document represents an Outline CLP and a Principal Contractor has not yet been appointed, some measures will be developed and refined through the Detailed CLP once the construction methodology, programme and supply chain are known.

5.2 Committed Planned Measures

5.2.1 The following planned measures will be committed to:

1. Safety and environmental standards and programmes, including:
    a. Adherence to the Construction Logistics and Community Safety (CLOCS) Standard, which will be mandated by the procurement process.
    b. Adherence to at least the 'Silver' standard of the Fleet Operator Recognition Scheme (FORS), which will be mandated by the procurement process.
    c. Ensure that no vehicles deemed unsuitable for the urban environment are used to support the construction activity and that operators are encouraged to use the highest star-rated vehicles practicable as per TfL's Direct Vision Standard (DVS) for HGVs.
2. Adherence to designated routes, such that unless materials are being transported from local suppliers, construction vehicles will be required to travel to the site from other locations in London or beyond. Such journeys should be restricted to the SRN and TLRN as far as possible. In addition to the local access routes connecting to the SRN and TLRN, these routes are recorded clearly on the plans referenced in Chapter 4, and these will be included as necessary in the Contractor and Drivers Handbooks, detailed further in Chapter 7.
3. Delivery scheduling, including a Delivery Management System (DMS) in either electronic or paper form to control and manage the timings of deliveries. The DMS will include:
    a. A booking system where booking availability will be determined by unloading space available, activities on site and managed carefully to minimise impacts on the local transport network. This will also include a rota system where all deliveries will be pre-booked at least 24 hours in advance to avoid on-site and off-site congestion by spreading the resulting traffic over a longer period.
    b. Staff on site will be prepared for the arrival of all vehicles to prevent vehicles needing to wait on the public highway.

c. Hard copies of daily delivery schedules will be displayed at prominent locations e.g. provided at the gate/offloading points, issued to drivers, forklift drivers and any other materials handling equipment operators, all of whom need to be in constant communication with one another.

4. Construction Worker Travel, construction personnel will be encouraged to travel by sustainable transport:

   a. Provide workers with information on available sustainable travel options as part of the site induction proves, including relevant pedestrian, cycle and public transport connections.

   b. The site will otherwise discourage the use of private transport by personnel employed in its construction by way of having limited on-site parking available (and this being used on a needs basis only).

   c. Safe and secure cycle parking will be made available at the construction site.

   d. Information about car sharing and the benefits of utilising this mode of transport.

5. Collaboration with other sites in the area – If the opportunity presents itself with nearby sites being in their construction phase and coinciding with the construction phase of the site in question. there will be a commitment to reach out to the developers and contractors of nearby sites to coordinate deliveries and reduce construction traffic on the road.

Stockley Park Estate Management

5.2.2 In addition to the above, the Principal Contractor and Construction Manager will liaise with the Stockley Park estate management and security teams where necessary throughout the construction period.

5.2.3 The security lodge at the principal entrance to Stockley Park provides an established management presence immediately north of the development site. The existing security arrangements provide an additional opportunity to assist in directing construction vehicles towards the development where required, thereby minimising unnecessary construction vehicle circulation within the wider estate.

5.2.4 The wider estate management arrangements will also provide an additional mechanism for identifying construction-related issues within Stockley Park, including inappropriate vehicle routing, waiting or parking, highway cleanliness and potential damage to the internal estate road network.

5.3 Proposed Planned Measures

5.3.1 The following measures will be investigated further by the Principal Contractor and implemented where practicable and appropriate, having regard to the final construction methodology and programme:

- re-timing construction deliveries outside the busiest network periods;
- opportunities for consolidation of deliveries;

- Design for Manufacture and Assembly (DfMA) and off-site manufacture;
- reuse of materials generated on-site;
- coordinated and efficient procurement of construction materials; and
- coordination with other construction activity within Stockley Park where opportunities arise.

5.3.2 The suitability of these measures will be reviewed through preparation of the Detailed CLP once the Principal Contractor and supply chain have been appointed.

5.3.3 The need for any formal vehicle call-off arrangements will be reviewed by the Principal Contractor. The preferred approach will be to manage vehicle arrivals through the DMS such that vehicles can be accommodated within the site without waiting on the surrounding highway or internal Stockley Park road network.

5.4 Summary of Planned Measures

An overall summary of the planned measures in terms of these being committed to, proposed for further study or detail and considered if circumstances change, is provided in Table 5.1.

Table 5.1 Planned Measures

Measures:	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries:			
Safety and environmental standards and programmes	■		
Adherence to designated routes	■		
Delivery scheduling	■		
Stockley Park Estate/Security Coordination	■		
Wheel washing/highways cleanliness	■		
Re-timing for out of hours deliveries		■	
Vehicle Choice			■
Material procurement measures:			
DfMA and offsite manufacture		■	
Re-use of materials on site		■	
Smart procurement		■	
Other measures:			

Measures:	Committed	Proposed	Considered
Collaboration with other sites in the area			
Construction worker sustainable travel information			

5.5 Additional Management Measures

5.5.1 In addition to the above measures, the following measures will also be explored:

- All vehicles leaving the site will have their wheels washed to remove the presence of mud, materials or contamination.
- All road gulleys are to be protected, and no site waste will enter the public drainage system.
- The cleanliness of the highway within the vicinity of the site will be monitored by the Site Manager to prevent any muck from the site from being spread to the highway and cleaned if and where necessary. Any damage caused by construction works to the highway will be reported immediately. It should also be noted that Stockley Park is a private estate, and therefore, the Site Manager will liaise with the Stockley Park Estates Team regarding the management of the cleanliness of the highway network.
- Construction staff will be encouraged to travel to / from the site by way of public transport and other non-car modes of travel to reduce the vehicular traffic impact on the local highway network. It will be made clear to staff that limited on-site parking spaces will be provided.
- Deliveries will be accepted during all working hours at the site, subject to any loading restrictions. There may be an element of contractors arriving early to the site to unload tools and materials for the working day; however, work will not commence outside of the above hours.
- Site security measures will be implemented, including:
    - Provision of site hoarding.
    - Secure locked site access.
    - Relevant site security signage.
    - Use of accredited marshals to manage deliveries and construction vehicles.

Control and Reduction of Dust

5.5.2 Several measures will be implemented at the site to control and reduce the dispersal of dust, which include:

- Storage of materials such as sand and cement in covered areas or containers to prevent wind from dispersing dust.
- Encouraging drivers to travel at reduced speeds within the site to minimise the amount of dust generated by vehicle movements.

- Spraying of water on active demolition areas and unpaved surfaces to suppress dust.

Reduction in Noise and Vibration

5.5.3 Several measures will be implemented at the site to reduce the noise and vibration produced, which include:

- Regular maintenance of machinery and equipment to prevent excessive noise from malfunctioning parts.
- Training of site staff in noise-reduction practices, such as turning off engines when not in use and minimising dropped materials.

5.6 Site Waste Management Plan

5.6.1 Construction waste will be managed in accordance with the relevant site waste management arrangements, with opportunities for the reuse, recycling and recovery of materials maximised where practicable.

5.6.2 Waste requiring removal from the site will be stored within the construction site prior to collection and will not be stored on the surrounding highway or internal Stockley Park road network.

5.6.3 Waste collections will be coordinated through the construction delivery management arrangements, with opportunities to consolidate collections and minimise unnecessary vehicle movements considered where practicable.

6. Estimated Vehicle Movements

6.1 Overview

6.1.1 Vehicle movements have been estimated over the course of the indicative construction programme by construction phase, through the application of data inputted into TfL's Construction Logistics Planning Tool. This will vary between phases and will require close cooperation with all subcontractors.

6.1.2 It is important to note that the below represents indicative construction vehicle numbers in the absence of a contractor being appointed. As part of the Detailed CLP, the above will be reviewed and refined.

6.1.3 Outputs of TfL's Construction Logistics Planning Tool necessary for inclusion in this CLP are summarised in the following sections.

6.2 Monthly Number of Trips and Peak Daily Trips by Construction Phase

6.2.1 The monthly number of trips and peak daily trips by construction phase are summarised in Table 6.1. Whilst the standard construction phases are as per those stated in TfL's CLP Guidance and these have been adopted for consistency with this guidance.

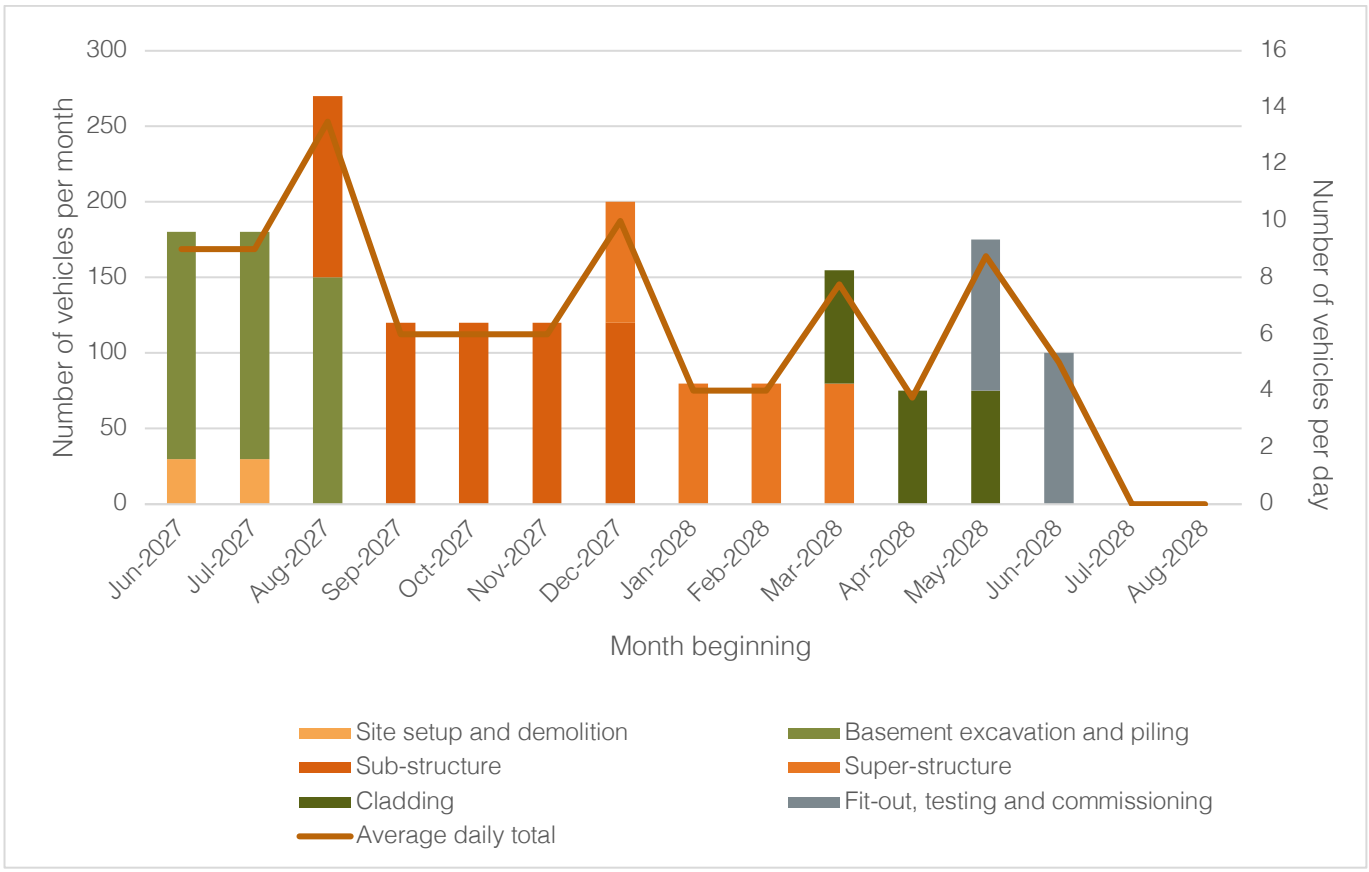
Table 6.1: Monthly Number of Trips and Peak Daily Trips by Construction Phase

Construction Phase	Period of Stage	No. Trips (Monthly)	Peak no. Trips (daily)
Site setup and demolition	June 2027 – July 2027	30	2
Basement excavation and piling	June 2027 – August 2027	150	8
Sub-structure	August 2027 – December 2027	120	6
Super-structure	December 2027 – March 2028	80	4
Cladding	March 2028 – May 2028	75	4
Fit-out, testing and commissioning	May 2028 – June 2028	100	5
Peak period of Construction	August 2027	270	14

6.3 Total Number of Vehicles Through the Construction Programme

6.3.1 The total number of vehicles through the construction programme on a monthly and peak daily basis is demonstrated graphically in Figure 6.1.

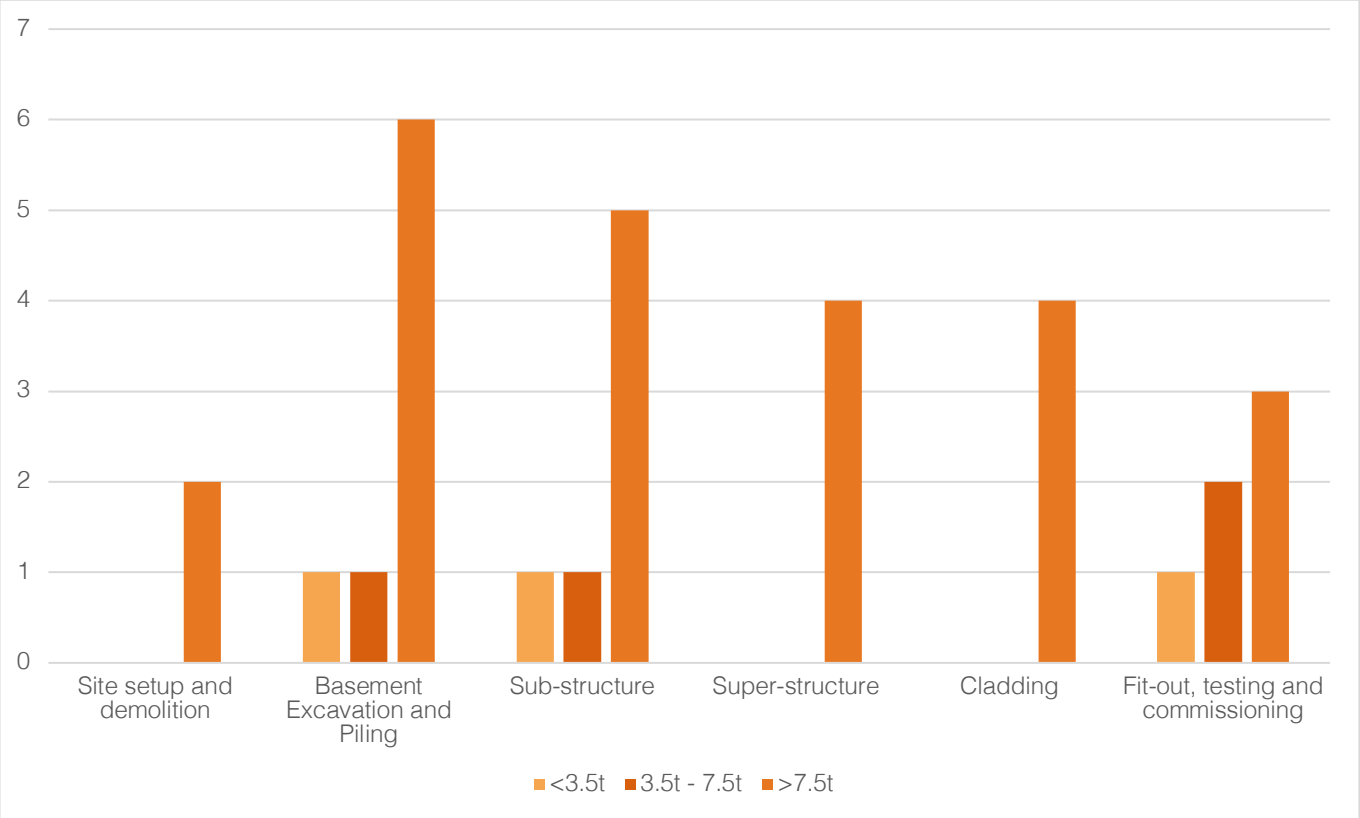
Figure 6.1: Total Number of Vehicles through Construction Programme



6.4 Number of Vehicles by Type During Peak of Phase

6.4.1 The number of vehicle types in terms of weight, during the peak of each construction phase, is demonstrated graphically on Figure 6.2.

Figure 6.2: Number of Daily Vehicles by Type During Peak of Phase



**Discrepancies in total peak daily trips associated with the sub-structure phase due to rounding.*

6.4.2 A range of vehicle types will be required throughout the construction programme, reflecting the different requirements of each construction phase.

6.4.3 Construction vehicle types are anticipated to include Light Goods Vehicles (LGVs), rigid Heavy Goods Vehicles (HGVs) and articulated HGVs, with larger vehicles principally associated with the delivery of construction materials and removal of waste.

6.4.4 The precise composition of the construction vehicle fleet will depend upon the final construction methodology, suppliers and procurement arrangements and will therefore be confirmed through the Detailed CLP.

6.4.5 Notwithstanding the precise vehicle composition, all construction vehicles will be required to comply with the routing, scheduling and management arrangements established within this Outline CLP.

6.5 Summary

6.5.1 The construction vehicle forecasts presented within this Outline CLP represent an initial estimate based on the information available at the planning application stage.

6.5.2 Following appointment of the Principal Contractor, the forecasts will be reviewed having regard to the confirmed construction programme, methodology and supply chain. Updated construction vehicle forecasts will be presented within the Detailed CLP where appropriate.

6.5.3 The purpose of the forecasts is to inform the construction logistics strategy and identify the likely scale and timing of construction vehicle activity. They are not intended to represent absolute limits on individual daily or monthly construction vehicle movements.

6.5.4 Construction vehicle activity will be monitored during the works in accordance with Chapter 7, enabling the effectiveness of the construction logistics measures to be reviewed and adapted where necessary.

7. Implementing, Monitoring, and Updating

7.1 Overview

7.1.1 This Outline CLP establishes the overarching principles for managing construction logistics associated with the development. The document will be developed further through the preparation of a Detailed CLP following appointment of the Principal Contractor and confirmation of the detailed construction programme and methodology.

7.1.2 The Detailed CLP will remain a live document throughout the construction period and will be reviewed and updated where necessary to reflect material changes to the construction programme, methodology or logistics arrangements.

7.1.3 The measures identified within this Outline CLP will be incorporated into the construction management arrangements and communicated to relevant contractors, suppliers and drivers.

7.2 Construction Manager

7.2.1 The Principal Contractor will appoint a suitably qualified Construction Manager with responsibility for overseeing the implementation of the Detailed CLP.

7.2.2 The Construction Manager's responsibilities will include:

- managing construction vehicle access and delivery scheduling;
- communicating designated vehicle routes and site access arrangements to contractors, suppliers and drivers;
- monitoring compliance with the construction logistics measures;
- liaising with Stockley Park estate management and security teams where appropriate;
- responding to construction logistics issues or complaints;
- monitoring the cleanliness and condition of relevant construction vehicle routes; and
- reviewing and updating the Detailed CLP where necessary.

7.2.3 Contact details for the Construction Manager will be confirmed within the Detailed CLP and made available to LBH, Stockley Park estate management and neighbouring occupiers where appropriate.

7.3 Liaison and Communication

7.3.1 The Construction Manager will maintain appropriate liaison with the Stockley Park estate management and security teams throughout the construction period.

7.3.2 These existing estate management arrangements will provide an additional mechanism for identifying and addressing construction-related issues within the wider Stockley Park estate, including inappropriate vehicle routing, waiting or parking, highway cleanliness and potential damage to the internal road network.

7.3.3 Appropriate contact details will be provided to neighbouring occupiers where necessary to enable construction-related issues to be reported to the Principal Contractor.

7.3.4 Where significant construction activities have the potential to affect neighbouring occupiers or the operation of Stockley Park, appropriate advance communication will be undertaken by the Principal Contractor in liaison with the estate management team.

7.4 Indicators and Methods of Monitoring

7.4.1 Monitoring will be proportionate to the scale and nature of construction activity and will include, where appropriate:

- construction vehicle numbers and vehicle types;
- timing of construction vehicle arrivals and departures;
- compliance with designated construction vehicle routes;
- instances of inappropriate vehicle waiting or parking;
- complaints or reported construction logistics issues;
- road safety incidents associated with construction vehicle activity;
- mud or debris deposited on the surrounding highway or internal estate roads;
- condition of the relevant internal Stockley Park roads and construction vehicle routes; and
- any reported or observed damage potentially associated with construction vehicle activity.

7.4.2 The Construction Manager will maintain appropriate records of construction vehicle activity through the DMS and normal site management procedures.

7.4.3 Monitoring of the condition and cleanliness of the internal Stockley Park road network will be undertaken in liaison with the estate management team where appropriate. Any deterioration or damage potentially associated with construction activity will be considered having regard to the pre-commencement condition survey identified within Chapter 2.

7.4.4 Where mud, debris, damage or other construction-related highway issues are identified, these will be investigated and appropriate cleaning, corrective or remedial measures undertaken where necessary.

7.5 Driver Information and Compliance

7.5.1 Relevant construction vehicle drivers will be provided with appropriate information prior to travelling to the site. This will include, where applicable:

- the designated construction vehicle route;
- site access and arrival arrangements;
- delivery booking requirements;
- restrictions on waiting and parking within Stockley Park;
- site speed limits and vulnerable road user considerations;
- requirements relating to vehicle idling;
- relevant contact details; and
- procedures to follow in the event of an incident or difficulty accessing the site.

7.5.2 The information will be incorporated into a Driver Handbook or equivalent information provided by the Principal Contractor and will be updated where necessary throughout the construction period.

7.5.3 Repeated or material non-compliance with the agreed construction logistics arrangements will be investigated by the Construction Manager and appropriate corrective action taken through the contractor or supplier management process.

7.6 Review and Updating

7.6.1 The effectiveness of the construction logistics measures will be reviewed periodically by the Construction Manager throughout the construction programme, having regard to monitoring information, reported issues and changes to construction activity.

7.6.2 Where recurring issues are identified, appropriate corrective measures will be considered. These may include:

- revised driver instructions;
- changes to delivery scheduling;
- amendments to construction vehicle routing or arrival procedures;
- additional site management or marshal arrangements;
- additional road-cleaning measures; or
- other proportionate measures appropriate to the issue identified.

7.6.3 The Detailed CLP will be updated where material changes to the construction logistics arrangements are required.

7.6.4 Material changes to the agreed construction logistics strategy will be discussed with LBH where necessary and any updated information will be submitted in accordance with the requirements of the planning permission.

7.6.5 Monitoring information will be retained by the Principal Contractor and made available to LBH upon reasonable request where relevant to the operation of the CLP.

7.6.6 The commitment to review and amend the finalised CLP can be secured through a planning condition. Any material changes to the approved CLP would require written approval from LBH before implementation.

mode
transport planning

APPENDICES

APPENDIX A

Proposed Site Layout

Schedule of Accommodation

Unit 100		
Warehouse Area	55,359 ft²	5,143 m²
Ground Floor Core	1,410 ft²	131 m²
Ground Floor Escape Stair	291 ft²	27 m²
First Floor Office	8,084 ft²	751 m²
Total GIA Area	**65,144 ft²**	**6,052 m²**

Unit 100		
Warehouse Area	56,554 ft²	5,254 m²
Ground Floor Core	1,518 ft²	141 m²
Ground Floor Escape Stair	323 ft²	30 m²
First Floor Office	8,428 ft²	783 m²
Total GEA Area	**66,823 ft²**	**6,208 m²**

Unit 200		
Warehouse Area	44,455 ft²	4,130 m²
Ground Floor Core	1,098 ft²	102 m²
North GF Escape Stairs	291 ft²	27 m²
South GF Escape Stairs	291 ft²	27 m²
First Floor Office	7,190 ft²	668 m²
Total GIA Area	**53,325 ft²**	**4,954 m²**

Unit 200		
Warehouse Area	45,510 ft²	4,228 m²
Ground Floor Core	1,141 ft²	106 m²
North GF Escape Stairs	323 ft²	30 m²
South GF Escape Stairs	323 ft²	30 m²
First Floor Office	7,535 ft²	700 m²
Total GEA Area	**54,832 ft²**	**5,094 m²**

Total GIA Area	**118,469 ft²**	**11,006 m²**
Total GEA Area	**121,655 ft²**	**11,302 m²**

Site Area	**6.26 acres**	**2.53 ha**



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North

Document Scale(s)

10m SCALE 1:500

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Employer	Project Address
Royal UK Property Holdings LLP	**Stockley Park Uxbridge**

RIBA Workstage	Suitability
1 - Preparation and Brief	**S2 - Information**

Drawn	Checked	Created	Size
KRW	**MT**	**07.10.26**	**A1**

UMC Project Reference	Scale	LOD	LOI
23517	**As Indicated**	**1**	**1**

Document Title

Site Layout

Document Reference

23517 - UMC - XXXX - SI - DR - A - 0606

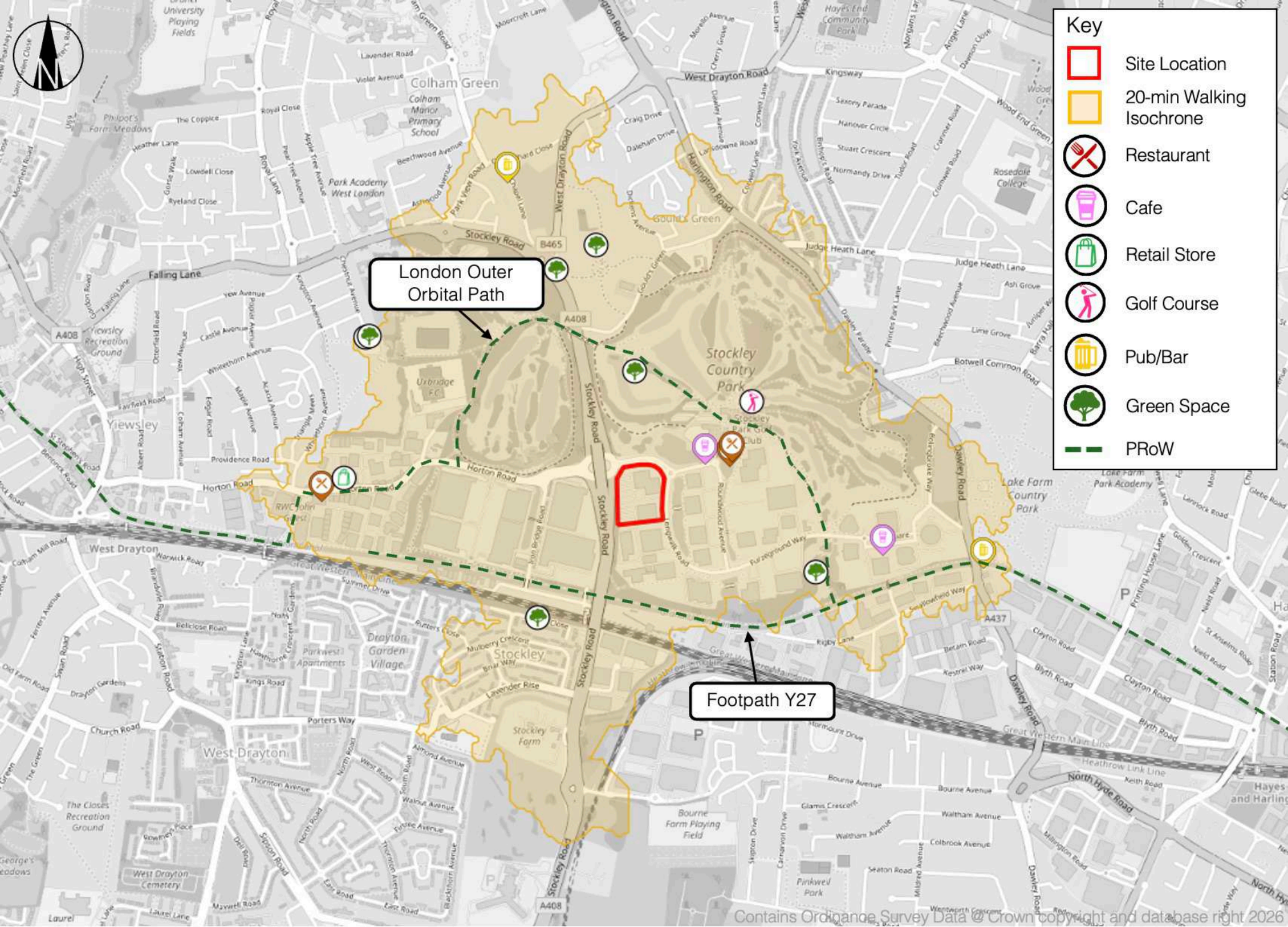
Revision Note

Initial Issue

Issue Date	Status	Current Revision
07.10.26		**P01**

APPENDIX B

Local & Regional Context Plan


Key
Site Location
20-min Walking Isochrone
Restaurant
Cafe
Retail Store
Golf Course
Pub/Bar
Green Space
PRoW
London Outer Orbital Path
Footpath Y27
Stockley Country Park
Colham Green
Yiewsley
West Drayton
Stockley
Stockley Farm
Lake Farm Country Park
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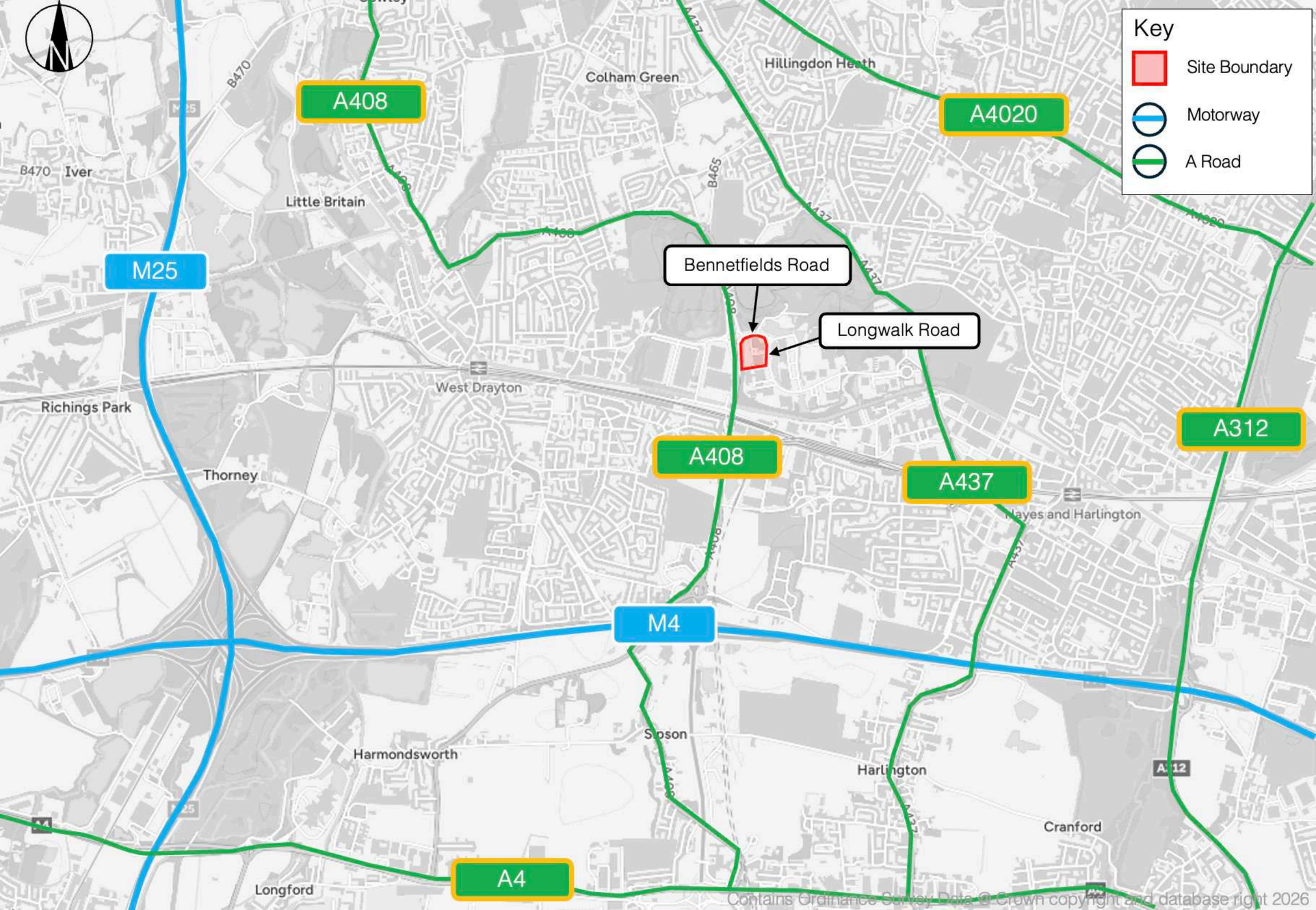
Key
Site Boundary
Motorway
A Road
Bennetfields Road
Longwalk Road
A408
A4020
M25
A312
A437
M4
A4
Colham Green
Hillingdon Heath
Iver
Little Britain
West Drayton
Richings Park
Thorney
Hayes and Harlington
Harmondsworth
Sipson
Harlington
Cranford
Longford
B470
B465
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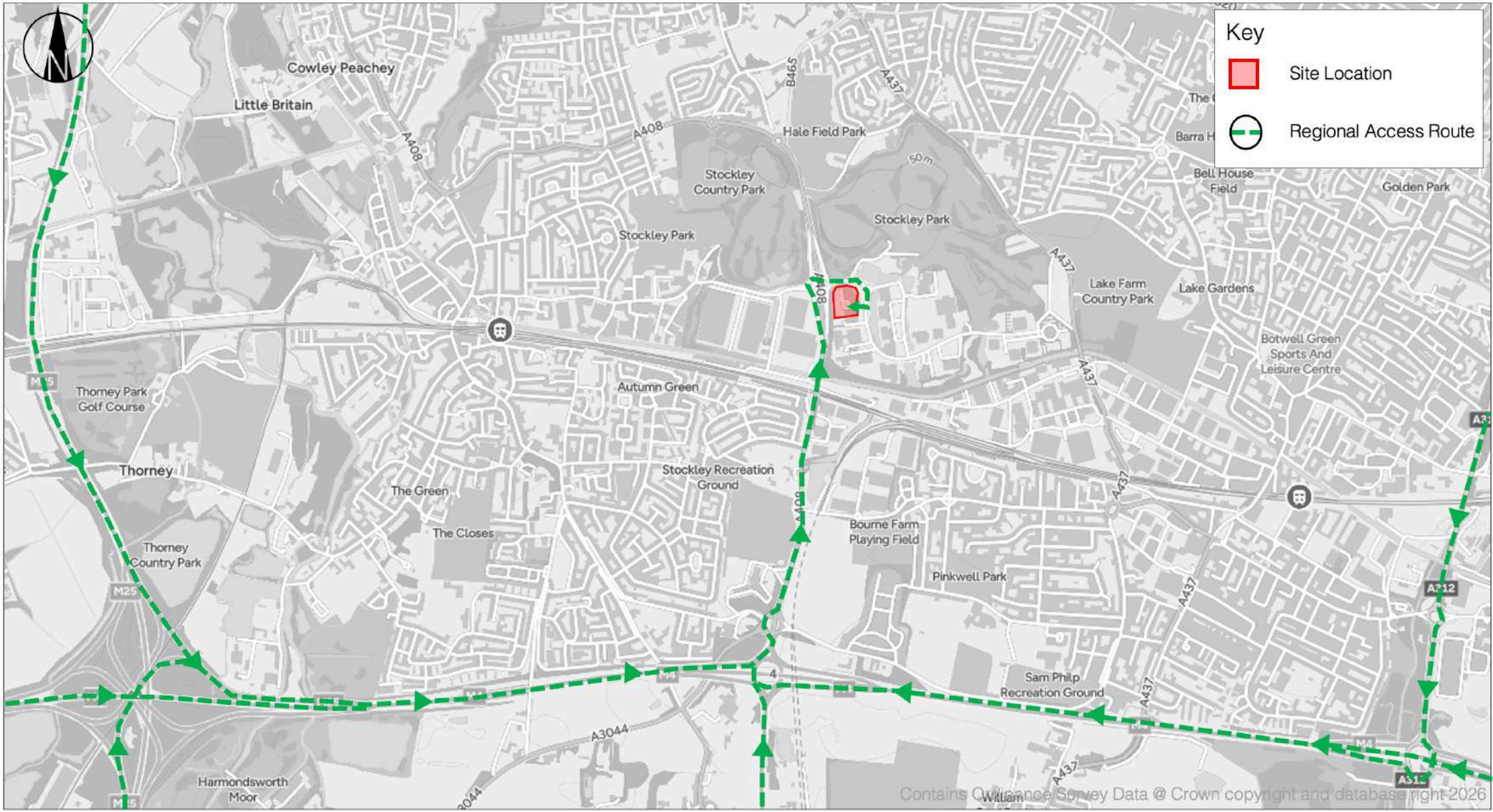
APPENDIX C

Routing Plans


Key
Site Location
Local Access Route
Local Egress Route
Stockley Country Park
Stockley Park
Park
A408
Green
Stockley Recreation Ground
50 m
Contains Ordinance Survey Data © Crown copyright and database right 2026


Key
Site Location
Regional Access Route
Cowley Peachey
Little Britain
A408
B465
A437
Hale Field Park
Stockley Country Park
Stockley Park
50 m
Bell House Field
Golden Park
Barra H
The
Lake Farm Country Park
Lake Gardens
Botwell Green Sports And Leisure Centre
Thorney Park Golf Course
Autumn Green
Thorney
The Green
The Closes
Stockley Recreation Ground
Thorney Country Park
M25
Bourne Farm Playing Field
Pinkwell Park
Sam Philp Recreation Ground
A3044
Harmondsworth Moor
M4
A312
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Key
Site Location
Regional Egress Route
Cowley Peachey
Little Britain
A408
B465
A437
Hale Field Park
Stockley Country Park
Stockley Park
50 m
Bell House Field
Golden Park
Barra H
The
Lake Farm Country Park
Lake Gardens
Botwell Green Sports And Leisure Centre
M25
Thorney Park Golf Course
Autumn Green
Thorney
The Green
Stockley Recreation Ground
The Closes
Thorney Country Park
Bourne Farm Playing Field
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A342
M4
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