



Southall Lane, Hayes

Servicing Management and Vehicle Routing Plan

Client: Quattro UK Ltd

i-Transport Ref: NM/MD/ITL11348-007A

Date: 04 June 2020

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Quality Management

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SECTION 1 Introduction

1.1 Overview

- 1.1.1 Quattro UK Ltd has appointed i-Transport LLP to provide transport and highways advice in relation to a retrospective planning application for a construction and demolition (C&D) waste recycling facility and concrete batching plant (CBP) on land at Southall Lane Hayes, in the London Borough of Hounslow (LBH).
- 1.1.2 The site is located off Southall Lane, approximately 1.5km straight line distance to the south-east of Hayes and Harlington railway station. The adjacent site to the west of the application site is a local authority household waste facility, granted in 2016.
- 1.1.3 The site has been built out and is currently operational. The C&D recycling facility became operational in September 2019 and the CBP in July 2018.

1.2 Planning History

- 1.2.1 The site currently has temporary planning permission (ending January 2021) for a C&D recycling plant and CBP. A temporary planning application (planning ref: 003/E/P44 _P/2016/5748) for the site was submitted in 2016 and allowed by decision notice dated 18 January 2018. The site has been built out and is currently operational.
- 1.2.2 Due to a reduction in the available developable area, alterations had to be made to the scheme as approved in 2018 at the build out stage. Further, due to discussions with LBH officers and due to operational reasons, the built-out scheme has been further reviewed and additional works have been proposed to further enclose/clad elements of scheme, provide additional boundary treatment and relocate certain facilities. These additional works had been expected to be completed prior to the submission of this application but have been held up by the impact of the Covid-19 Coronavirus and subsequent restrictions on site working. However, the application has been made and assessed on the basis that all of the works as detailed on the submitted plans will be fully built out.
- 1.2.3 The 2016 application was supported by a Transport Assessment (TA) (report ref: ITL11348-001b R dated 22 December 2016) and a Transport Assessment Addendum (TAA) (report ref: ITL11348-

003a dated 1 March 2017). Discussions were held with LBH officers and Transport for London (TfL) regarding the traffic impact of the proposals which were found to be acceptable. A number of highways related conditions were attached to the planning permission which are summarised below:

- Condition 6 – cycle parking details;
- Condition 7 – vehicle parking details;
- Condition 8 – submission of the following reports:
 - Car Park Management Plan;
 - Servicing Management Plan;
 - Vehicle Routing Plan;
 - Construction Management Plan;
 - Plan/details showing the spread of vehicle movements from the site demonstrating the site operates in a manner to minimise impact on the surrounding highways network; and
 - Wheel wash details.
- Condition 10 – car, cycle, pedestrian and disabled access arrangements details.

1.2.4 A number of applications have already been made to discharge the majority of these conditions, with some approved and some pending determination. Those applications pending determination have been put on hold whilst this application has been under preparation. This revised/retrospective application seeks to reflect the requirements of the relevant conditions previously imposed and as far as practicable the requisite information has now been provided as part of this application submission. This has been agreed with LBH at the pre-submission stage.

1.2.5 This Servicing Management Plan has been produced to discharge a number of elements of Condition 8.

1.3 Proposed Development

1.3.1 This current planning application is seeking permission for changes to the permitted scheme and that built out (which differs slightly from that permitted) as well as a number of further

amendments. In addition, this proposal seeks an extension to the operating period of the site to December 2027.

1.3.2 The proposed development is for the following:

“Erection of construction and demolition waste recycling facility, concrete batching plant and associated weighbridge, weighbridge office, site office and welfare facilities, storage bays, substation, car and HGV parking and other ancillary structures, and use of land for fleet parking (works applied for retrospectively). Consent sought for temporary period ending 21 December 2027”

1.3.3 This document should be read in conjunction with the Transport Assessment (report ref: ITL11348-006A dated May 2020).

1.3.4 The site has been built out and is currently operational. The C&D recycling facility became operational in September 2019 and the CBP in July 2018.

1.4 Purpose

1.4.1 This report has been produced support the application. It provides an updated Servicing Management Plan (SMP) and re-provides the Vehicle Routing Plan for the site to that previously submitted and approved to partially discharge Condition 8 of the 2018 permission.

1.4.2 In addition, this report includes plans illustrating the assignment of vehicles to and from the site during the network peak hours, requested as part of the information provision for Condition 8 of the 2018 permission.

1.5 Structure

1.5.1 The remainder of this report is structured as follows:

- Section 2 – Aims and Benefits;
- Section 3 – Site Assessment;
- Section 4 – Management; and
- Section 5 – Measures

SECTION 2 Aims and Benefits

2.1 **Aim**

- 2.1.1 The principal aim of this SMP is to ensure effective and efficient management of deliveries and servicing trips to the site, thereby reducing emissions, congestion and improving road safety issues.

2.2 **Benefits**

- 2.2.1 The implementation of the SMP is expected to accrue the following benefits:
- Demonstrate that goods and services can be delivered, and that waste can be removed, in a safe, efficient and environmentally friendly way;
 - Identify deliveries that could be reduced, re-timed or consolidated;
 - Help cut congestion on the local highway network and lessen environment impacts;
 - Reduce the operating costs of building occupiers and freight companies; and
 - Reduce the impact of freight activity on local residents and businesses.

SECTION 3 Site Assessment

3.1 Site Location

- 3.1.1 The site is located off Southall Lane, Hayes at approximately 1.5km straight line distance to the south-east of Hayes and Harlington railway station.

3.2 Access Arrangements

Vehicular

- 3.2.1 The site is accessed from Southall Lane via a priority junction. The site shares the access road with the Hounslow Waste Depot Site to the west.
- 3.2.2 The access into the site is circa 75m west of the junction with Southall Lane. The access is designed to accommodate large vehicles turning right in and left out of the access.

Pedestrian

- 3.2.3 A separate pedestrian only access is located directly from Southall Lane, at the site's eastern boundary. The access is gated, with only employees able to access the gate via an electric fob to provide access. Visitor access is made available via the entrance control intercom which calls the transport office which then in turn allows access. This system is also overseen by full site wide HD CCTV system so that the entire site is fully monitored by the transport and security offices
- 3.2.4 The pedestrian gate is directly accessible via the footway on Southall Lane. There is a delineated pedestrian route from the gate through the car park to the main office. These advisory pedestrian routes are marked onto the car park floor for both drivers and pedestrian safety.

3.3 Vehicular Trip Attraction

- 3.3.1 The development includes a number of vehicles accessing the site to import the raw materials and export the processed waste and concrete. In addition, the site employs some 85 staff on-site.
- 3.3.2 A set of traffic surveys were undertaken on 5 March 2020 at the site access and along Southall Lane. The traffic survey recorded the number of vehicles entering and exiting the site across a

24hr period. A summary of the trip attraction at the site, across the day, is summarised in Table 3.1.

Table 3.1: Trip Attraction

	Daily (two-way) Traffic 24hr
Staff/ Non-HGV Traffic	81
HGV Traffic	261
<i>Construction and demolition</i>	
<i>Concrete batching plant</i>	
Total	342

Source: Consultants Estimates

3.3.3 The site therefore attracts up to 342 two-way vehicle movements across the day. Of these, 261 movements are HGVs and 81 are non-HGV traffic. The Applicant has confirmed that, on the day of the traffic survey, vehicle flows and outputs were higher than usual/ the average.

3.3.4 Further details regarding the trip attraction of the site is provided in the TA.

3.4 Servicing and Deliveries

3.4.1 In addition to the operational vehicle movements outlined above, the site is also subject to separate servicing and delivery movements. A summary of the typical servicing and delivery vehicles to the site, including the typical frequency, time of visit and vehicle classification is provided in Table 3.2.

Table 3.2: Summary of Servicing and Delivery Vehicles to the Site

Trip	Frequency	Time of Visit	Vehicle Classification
Post	Daily	8am to 5pm	Light
Courier deliveries/ collection	Daily	8am to 5pm	Light/ medium
Refuse and recycling collection	Daily (up to two vehicle)	6am to 5pm	Heavy
Stationery/toiletries/ equipment deliveries	Weekly	8am to 5pm	Light/ medium
Engineers (i.e. telecommunications, central heating etc)	Typically once a month	6am to 8pm	Light
Building facilities maintenance (i.e. window cleaning etc)	Typically once a month	6am to 8pm	Light

Source: Consultant's Estimates

3.4.2 The duration of vehicles delivering to the site will vary dependent on the type of delivery. The majority of deliveries will have a short turn-around (i.e. post, courier, equipment deliveries, etc.) whilst the engineer/ building maintenance visits may last considerably longer. For the maintenance visits, vehicles will be given access to park on-site. However, it is noted that these visits are less frequent.

3.5 **Hours of Operation**

3.5.1 The operating hours of the development are 24 hours a day, 7 days a week, to allow for periods of high demand. However, the majority of the operations occur Monday to Saturday from 07:00 to 18:00. The site employs 85 employees who will work shift patterns across the day.

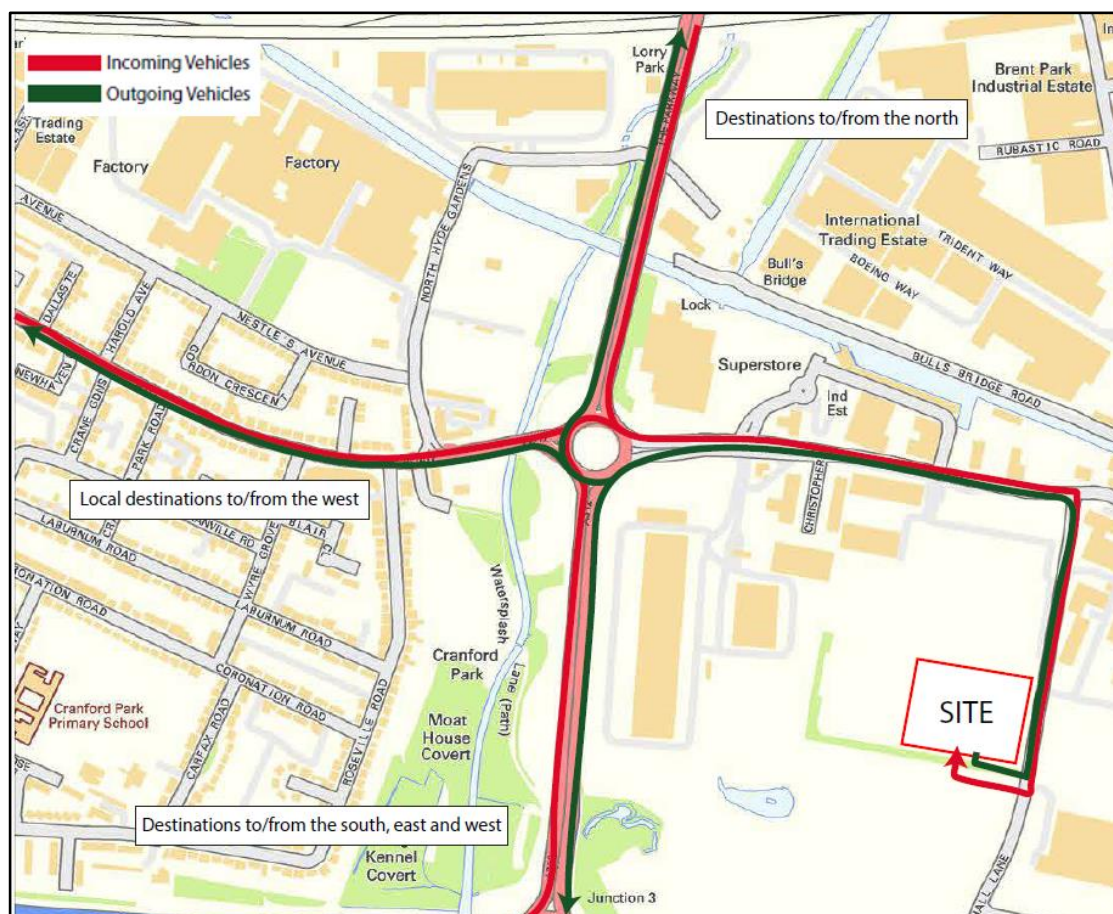
SECTION 4 Management

4.1 Vehicle Routing

4.1.1 All operational vehicles are routed from the site to the strategic road network, via The Parkway. All vehicles enter/ depart the site via Southall Lane (north), Hayes Road to The Parkway roundabout. From here, vehicles will be able to route on the strategic road network to local destinations.

4.1.2 A vehicle routing plan is provided at Figure 4.1 and an extract provided in Image 4.1.

Image 4.1: Vehicle Routing Plan



4.2 Vehicle Assignment

4.2.1 A plan showing the vehicle distribution and assignment from the site across the network, based on the traffic counts recorded in the March 2020 surveys (see Transport Assessment for further

details) during the morning and evening peak hours is presented in Figures 4.2 and 4.3 respectively.

- 4.2.2 The distribution of vehicles to and from the site during these peak hours has been based on the distribution assumptions set out in the 2016 Transport Assessment which were agreed and found acceptable to LBH and TfL.

4.3 **Access**

- 4.3.1 As set out above, all vehicles entering the site access via the access road from Southall Lane. The access is gated, with only automatic entry for staff. All visitors are required to check in with the on-site security personnel who monitor the access across the day.
- 4.3.2 A separate gated access is also available to pedestrians at the east of the site, directly accessible via Southall Lane.

SECTION 5 Measures

5.1 Overview

- 5.1.1 This section sets out the measures to be implemented as part of the SMP to achieve the overall aim of the SMP. The overall aim of the SMP is to ensure efficient management of deliveries to the site.

5.2 Infrastructure Measures

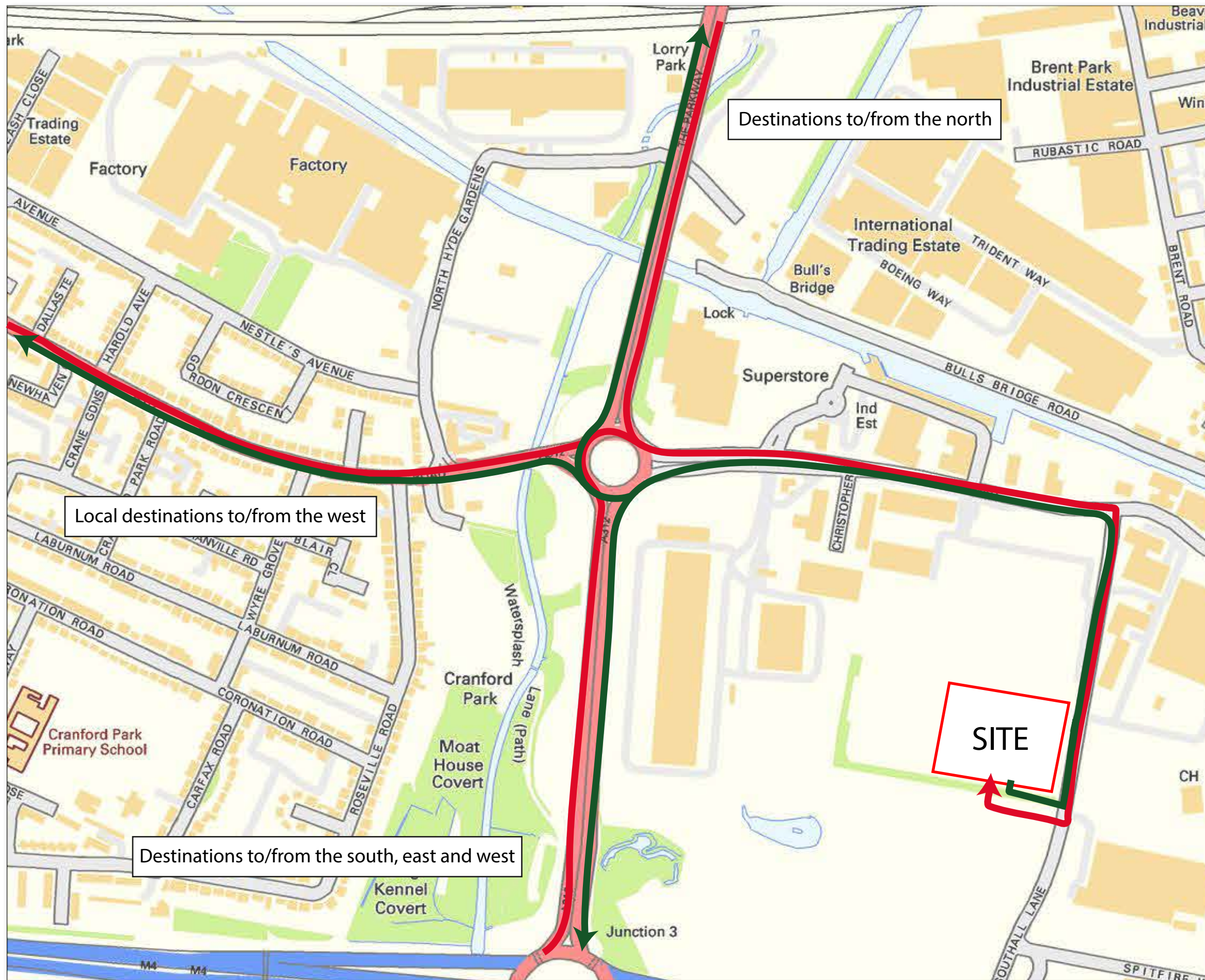
- 5.2.1 The following infrastructure design have been implemented to increase efficiency of deliveries to the site:

- Controlled, highly managed access for staff only;
- Operational vehicles accessing the C&D waste recycling facility and concrete batching plants will route through a secure area to the plants. All other non-operational servicing and delivery vehicles will be able to load/unload goods on-site within the car park area; and
- HGV parking will be provided within the secure plant area to ensure there is no conflicts between incoming and departing HGVs accessing the plants.

5.3 Soft Measures

- 5.3.1 A number of soft measures have been implemented by the occupier, which are set out below:
- Deliveries and operational movements will be timed to avoid the network peak hours (i.e. 07:00-10:00 and 16:00-19:00), where possible; and
 - Where possible, suppliers which use low emission vehicles and/ or modes will be preferred.

FIGURES



Key:

- Incoming Vehicles
- Outgoing Vehicles



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TITLE:
Southall Lane, Hayes
Vehicle Routing Plan

FIGURE No:
FIGURE 5.1

