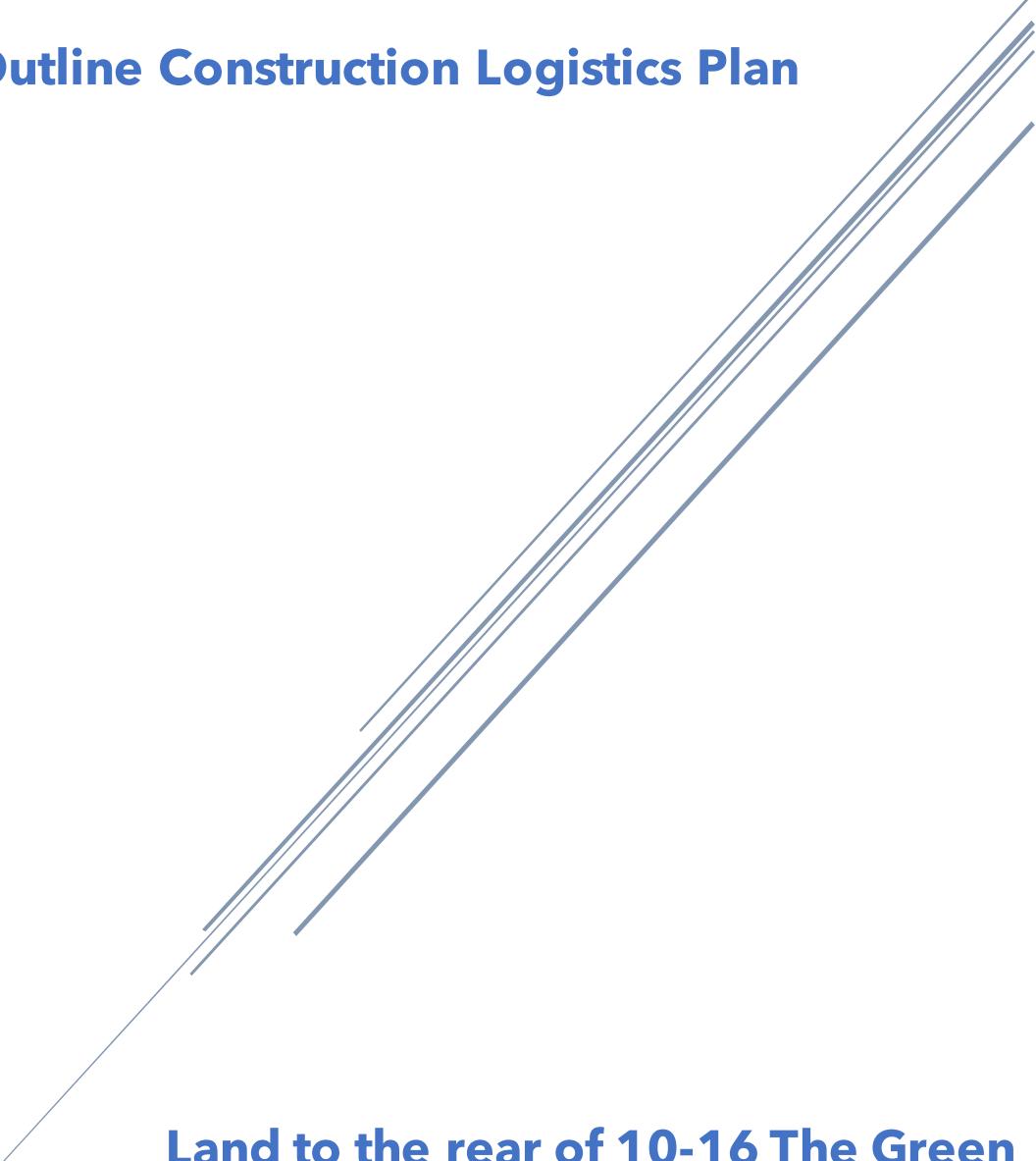




CAPITAL TRANSPORT PLANNING

Outline Construction Logistics Plan

A faint, diagonal graphic element in the background consists of several thin, light-grey lines that converge towards the top right of the page.

**Land to the rear of 10-16 The Green
September, 2023**

Capital Transport Planning is a Transport Planning and Highways consultancy, specialised in assisting clients through the planning process. Our transport consultant has vast transport planning experience acting on behalf of clients to overturn refused planning applications, providing documents to support planning applications, working on the behalf of Highway Authorities within a County Council and London Borough Council.

Prepared for:

ME Rumble and Sons Ltd

Prepared by:

Capital Transport Planning LTD

Michael Okubajo BSc, MSc, MTPS, MCHIT, MRTPI

M. Okubajo

Transport Consultant

Construction Logistics Practitioner (00232)

Revision History

Project and Document Details

Project Name	Land r/o 10-16 The Green
Project No	00277
Document Title	Outline Construction Logistics Plan

Document History

Rev	Amendments	Prepared By	Date
First Issue	N/A	MO	19/09/2023

Table of Contents

1. Introduction.....	- 1 -
2. Context, considerations and challenges	- 3 -
3. Construction programme and methodology	- 7 -
4. Vehicle routing and site access.....	- 9 -
5. Strategies to reduce impacts	11
6. Estimated vehicle movements	14
7. Implementing, monitoring and updating.....	17

List of Figures and Tables

Table 1. Construction Programme

Table 2. Planned Measures Checklist

Table 3. Number of vehicles in peak phase (By phase)

Table 4. Number of vehicles in peak phase (including overlaps)

Figure 1. Regional Context Plan

Figure 2. Local Context Plan

Figure 3. Site Boundary Plan

Figure 4. Construction Vehicle Routing - Regional

Figure 5. Construction Vehicle Routing - Local

Figure 6. Construction Site Plan.

Figure 7. Swept-Path Analysis

Figure 8. Total number of vehicles through construction programme

Figure 9. Number of vehicles by type during peak of phase

Figure 10. Number of vehicles by types during peak of phase

CLP Co-ordinator Details

Name: TBC

Job Title: TBC

Contact Number: TBC

E-mail Address: TBC

Company Name: TBC

1. Introduction

1.1.This outline Construction Logistics Plan (CLP) has been prepared by Capital Transport Planning on behalf of ME Rumble and Sons Ltd (the client) for the proposed development at Land to the rear of 10-16 The Green in West Drayton.

1.2.This outline CLP has been prepared in accordance with Transport for London's (TfL) Construction Logistics Plan guidance and with reference to the London borough of Hillingdon's guidance on construction logistics.

1.3.This logistics plan will be treated as a working document and requires input from various stakeholders.

1.4.The key elements that we have considered to produce the document are:

- Traffic management
- Pedestrian routes
- Site security
- Personnel Access
- Vehicle Access
- Welfare facilities and accommodation

Site Context

1.5.The application site is located to the west of West Drayton on The Green, which is an un-classified road under the jurisdiction of the Local Highway Authority (LHA). The site is located approximately 0.4 miles to the south of West Drayton rail station.

Development Proposal

1.6.The development proposal includes the conversion of the existing Baker House building to two flats and erection of a two-storey building to accommodate two maisonettes.

1.7.The site achieves a PTAL rating of 3 (Moderate) using Transport for London's (TfL) WebCAT tool.

Hours of Operation

1.8. Standard hours construction hours will be as per Hillingdon council's permissible hours for noisy works:

- 08:00 to 18:00 hours Monday to Friday;
- 08:00 to 13:00 hours Saturday;
- No noisy activities on site at any time other than the times stated above.

1.9. Operations that need to be undertaken outside of standard working hours will be agreed with Hillingdon council with notice being provided to the neighbours at least 14 days ahead of these activities occurring or on the day for extenuating circumstances. TfL will be informed of any implications for the Transport for London Road Network.

1.10. Parking suspensions are not expected to be required during construction. The correct permit applications will be made to the relevant highway departments, should parking suspensions be required.

Site Specific Objectives

1.11. The site-specific objectives of the site during construction are:

- Working considerately and not causing disruption to residents in the immediate vicinity of the site;
- Minimising the impact on parking and the local highway network;
- Minimise any impact to bus services operating on The Green;
- Minimise any impacts or disruption to retail units on The Green;
- Ensure safety of cyclists in the immediate vicinity of the site.

CLP Structure

- (2) Context, considerations and challenges
- (3) Construction programme and methodology
- (4) Vehicle routing and site access
- (5) Strategies to reduce impacts
- (6) Estimated vehicle movements
- (7) Implementing, monitoring and updating

2. Context, considerations and challenges

Policy Context

National Planning Policy Framework (NPPF)

2.1. The NPPF promotes the use of sustainable transport throughout the UK, safe road design, and the efficient and sustainable delivery of goods and supplies. The NPPF sets out the long-term strategy for sustainable development.

Traffic Management Act (2004)

2.2. Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion. Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes TfL's role to manage certain areas of the Greater London route network.

The London Plan (2021)

2.3. Policy T4 of the Plan requires the submission of CLPs to ensure construction is safer, cleaner and makes efficient use of the road network, including through the use of non-road modes wherever available.

'When required in accordance with national or local guidance, 179 transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.'

The Mayor's Transport Strategy (MTS) (2018)

2.4. The MTS promotes the use of CLPs as a 'travel plan that aims to improve the sustainability of construction freight movements by establishing site management and procurement processes to reduce the impact of construction traffic on the street network.'

Healthy Streets

2.5.The Healthy Streets document makes specific reference to CLPs: 'Construction phase of any development will have an impact on the surrounding community, including safety, environmental and congestion impacts on the road network. Impact varies depending on the size, timescale and location of the development'.

Vision Zero

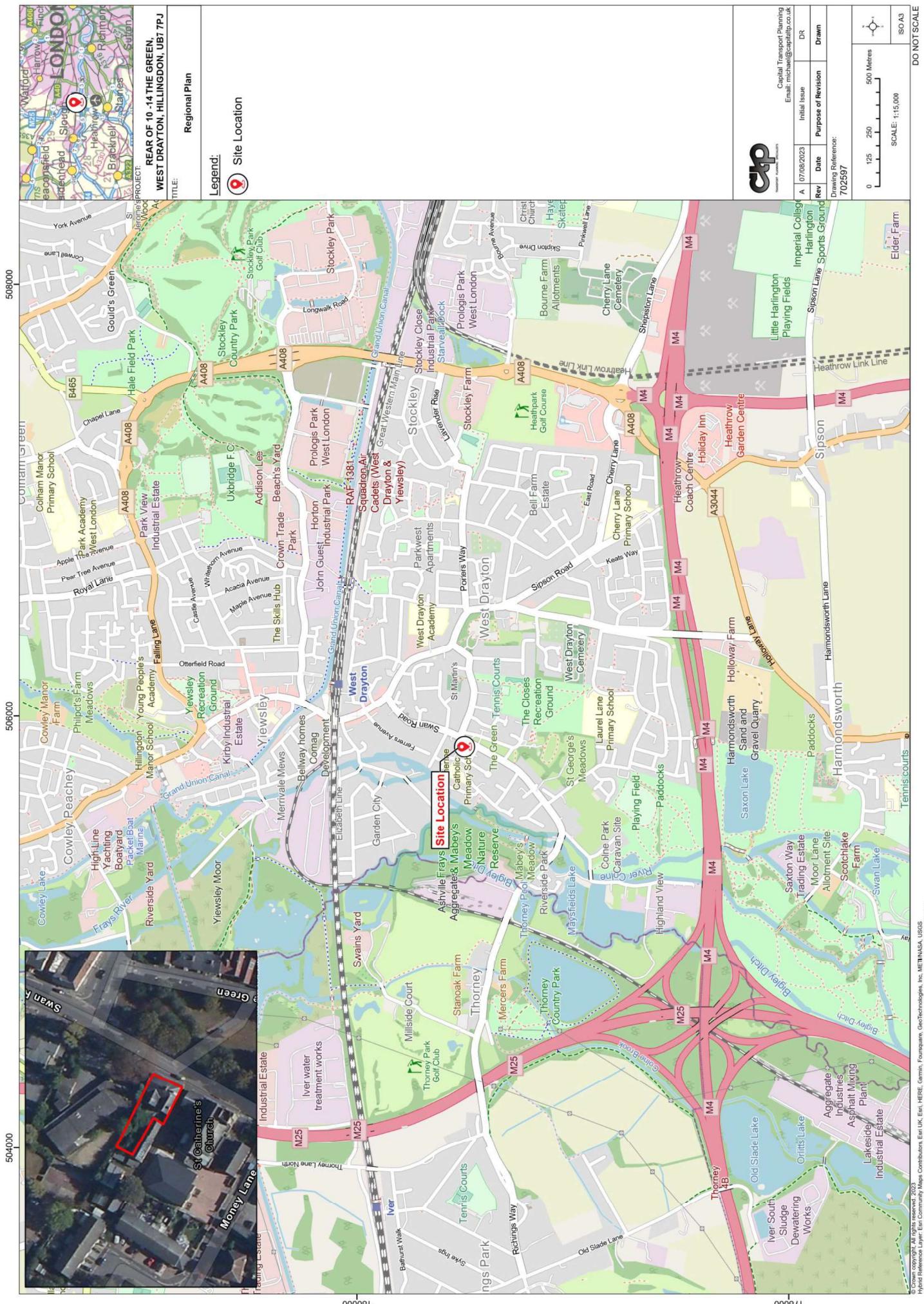
2.6.An approach to road danger reduction that works towards the elimination of road traffic, deaths and serious injuries by reducing the dominance of motor vehicles on London's streets.

London Brough of Hillingdon - Local Plan Part 2 - Development Management Policies (2018)

2.7.Hillingdon council's local plan (2018) sets out requirements in relation to transport in Policy DMT 6: *'The Council will encourage new development proposals to locate in appropriate locations with safe and convenient access to the strategic road network and avoid lower classification of roads to minimise impacts on local amenity and air quality. Proposals should include, where relevant, delivery and servicing plans (DSP) and construction and logistic plans (CLP) as part of the transport appraisal and travel plan requirement. These plans should aim for the efficient and consolidated movement of goods with minimum disruption to local amenity.'*

Context Maps

2.8. The TfL required regional and local context plans are presented in Figures 1 and 2. The required site boundary plan is also presented in Figure 3.



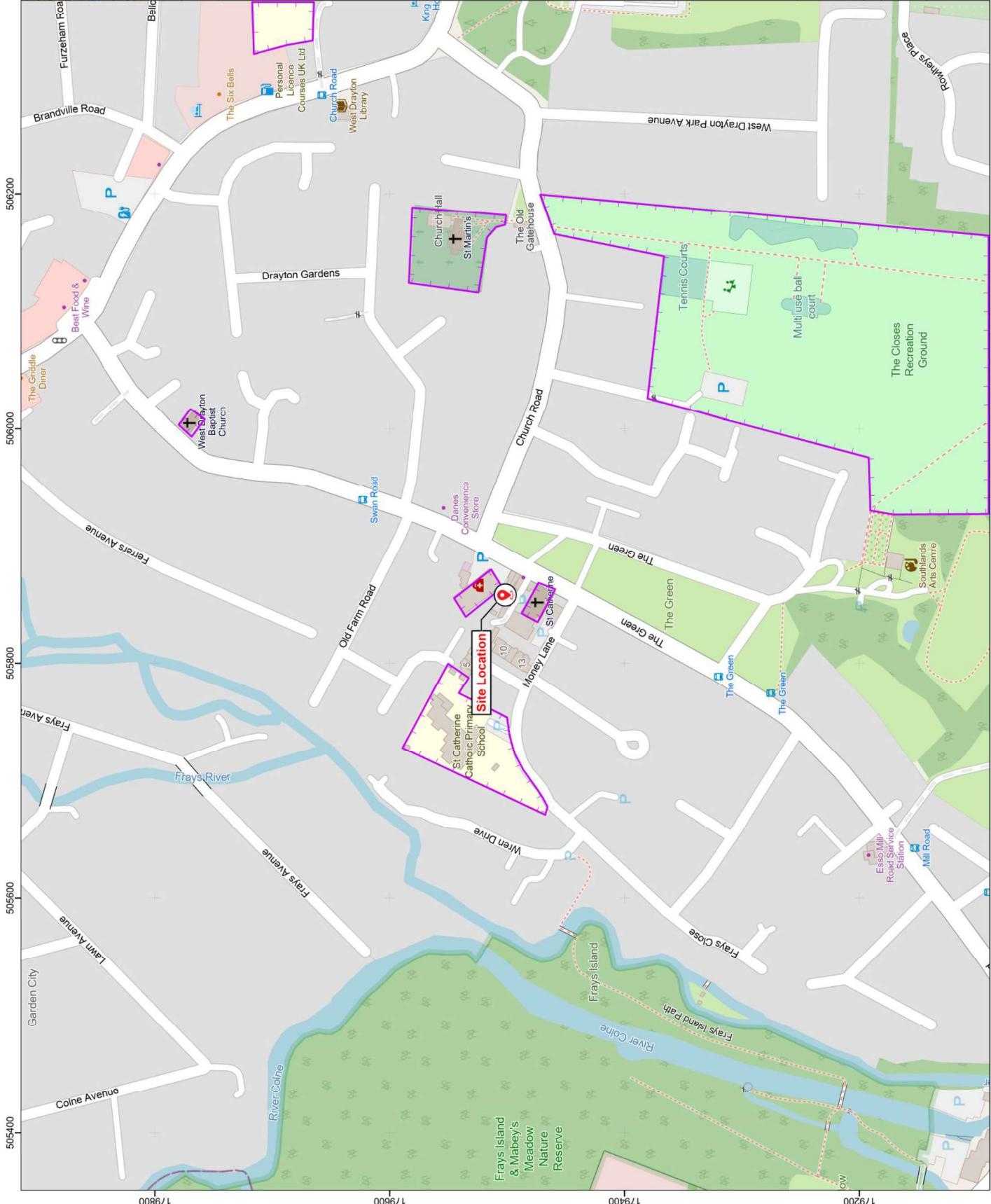


PROJECT: REAR OF 10-14 THE GREEN,
WEST DRAYTON, HILLINGDON, UB7 7PJ

TITLE: Local Context Plan

Legend:

Site Location
Community Considerations



Capital Planning

Email: michael@capitalplanning.co.uk

DR

Drawn

702587

Drawing Reference:

702587

Initial Issue

Rev Date Purpose of Revision

1:3,000

SCALE:

100 Metres

DO NOT SCALE

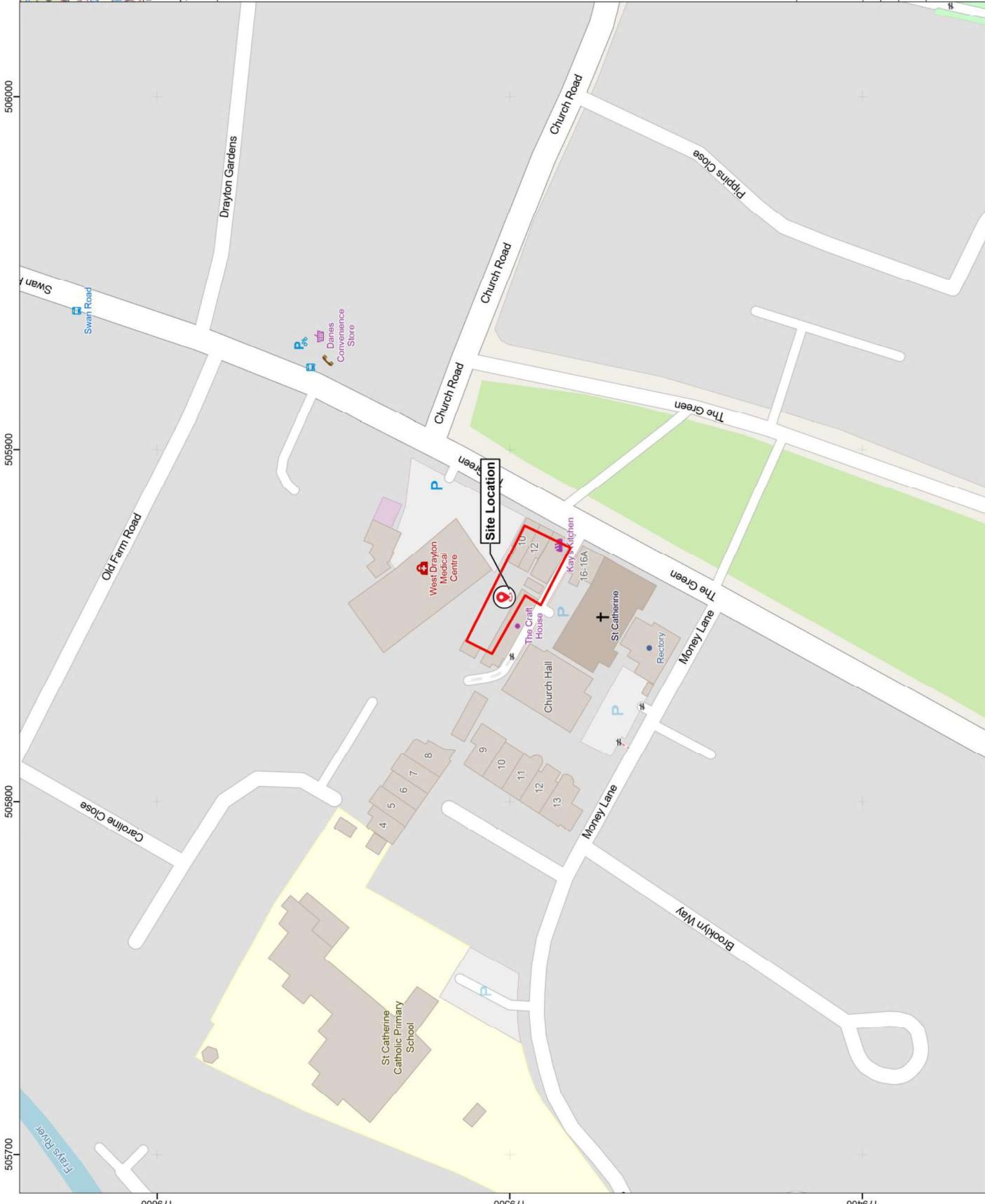


PROJECT:
REAR OF 10-14 THE GREEN,
WEST DRAYTON, HILLINGDON, UB7 7PJ

TITLE:
Site Boundary Plan

Legend:

- Site Boundary
- Site Location



Capital Transport Planning

Email: michael@capitalplanning.co.uk

DR

Draught

Draught

Drawing Reference:

702597

0 5 10 20 Metres

SCALE: 1:1,000

DO NOT SCALE

ISO A3

Local Access Including Highways, Public Transport, Cycling and Walking

Highways, carriageways and footways

2.9. The application site is located on The Green which adjoins the Mill Road to the west and Swan Road to the east. Generous footways are provided on egress of the application site on The Green.

2.10. The London Borough of Hillingdon act as Local Highway Authority, responsible for the management and maintenance of the public highway.

Railway/Underground

2.11. The site is located approximately 0.4 miles south of West Drayton rail station which is a 9-minute walk from the application site. West Drayton rail station is on the Elizabeth line and GWR rail line.

Bus Routes

2.12. The site benefits from a bus services within walking distance, the closest being the Swan Road bus stops. Both bus stops are within 2-minutes walking distance and provide access to the bus 459 and U3.

Cycling

2.13. There are no dedicated or established cycle routes in the immediate vicinity of the application site. It is not considered that the absence of established cycle routes should prevent cycling to and from the site.

Considerations and Challenges

2.14. From experience, the success of any project relies on a robust logistics plan and a strong site management team with controlled supervision. The contractor welcomes input from Hillingdon Council, local businesses, residents and Ward Members should alternatives be proposed.

2.15. The following community considerations have been acknowledged and presented in Figure 2.

Landmarks

- The Green- A local open spaces located to the east of the site, which is accessed from The Green and Money Lane as presented in Figure 2.

Schools

- St Catherine Catholic Primary School - A local primary school located to the east of the site, which is accessed from Forest Road as presented in Figure 2.

Places of Worship

- St Catherine Roman Catholic Church - A local church located to the immediate south of the site. The church is accessed from The Green as presented in Figure 2.

Healthcare

- The Medical Centre - A medical centre located to the immediate north of the site and is accessed from The Green as presented in Figure 2.
- Managing site deliveries/collections whilst ensuring the neighbouring residents' daily arrangements are not affected by the works.

3. Construction programme and methodology

3.1. Capital Transport Planning have developed an indicative construction programme in conjunction with the aspirations of the development team. The construction programme is presented below in Table 1.

Table 1. Construction Programme

Construction phase	Start	End
Site setup and demolition	Mar-2024	Apr-2024
Basement excavation and piling	Apr-2024	Jun-2024
Sub-structure	Jun-2024	Aug-2024
Super-structure	Aug-2024	Dec-2024
Cladding	Oct-2024	Dec-2024
Fit-out, testing and commissioning	Nov-2024	Apr-2025

Site setup and demolition

3.2. Subject to securing planning permission and necessary highway licenses, site preparations are expected to begin in March 2024. This will be followed by demolition works which are forecasted to generate approximately 4 vehicles movements per day removing materials from the site. The lorries will be loaded within the site boundary or in the dedicated loading and unloading area. This is expected to take up to two months to complete.

Basement excavation and piling

3.3. There are no basement works expected, however any associated excavation or piling works could generate low levels of daily vehicle movements removing any aggregate and forming the foundations of the building. This phase of the works is not expected to last longer than two to three months.

Sub-structure

3.4. The construction of the substructure of the building including any retaining structures and foundations will begin in June 2024. Substructure works are not expected to last for longer than three months.

Super-structure

3.5.Larger vehicles may be required at this stage of construction to deliver the materials required to construct the super-structure. These vehicles will be unloaded from within the site in the proposed loading area with the assistance of a banksman. It is forecasted that the super-structure works would be carried out up to five months.

Cladding

3.6.Façade deliveries will vary in size due to the different elements of façade required. Deliveries will be well organised and ensure lorries are fully loaded to reduce the number of deliveries required. This will ensure that deliveries are carried out efficiently. This phase of construction is forecasted to take up to two to three months to be completed.

Fit-out testing and commissioning

3.7.This phase of construction will involve deliveries of materials such as metal framing/plasterboard/plastering materials/ceiling materials/mechanical and ventilation materials/electrical materials/flooring materials/painting and decoration etc.

3.8.During the last few months of the project, there will be a large amount of furnishing to be installed at the site. This will involve the use of small vans compared to earlier stages of the construction. The fit-out stage of construction is forecasted to take up to six months.

Waste Removal/Skips

3.9.Skip collections/drop-off will be required throughout the entire construction phase of the project. This will be in the form of skips and will be collected on a requested basis. Waste and recycling will also be stored within the site and will be collected on a requested basis.

4. Vehicle routing and site access

- 4.1.**The most appropriate construction vehicle route from the site has been considered and proposed in this section of the report.
- 4.2.**The primary route for construction and delivery vehicles is to approach the site from the east. Construction vehicles would approach the site from the strategic road network, in this case the M4.
- 4.3.**Vehicles would leave the M4 onto Stockley Road (A408), before leaving onto Cherry Lane and head westbound. Vehicles would continue westbound on Cherry Lane, continuing on Sipson Road and Station Road. Vehicle would continue on Station Road before turning left onto Swan Rod heading southbound. Vehicles would continue on Swan Road and onto The Green before turning right arriving at the site.
- 4.4.**It is proposed that construction vehicles would primarily leave the site and head towards the strategic road network in the same route as arrival. Dependant on the prior or next destination of construction related delivery. vehicles, alternative arrival and departure routes are presented in Figure 4 and 5.



PROJECT: REAR OF 10-14 THE GREEN,
WEST DRAYTON, HILLINGDON, UB7 7PJ

TIME:

Regional Plan with
Construction Vehicle Routing

Legend:

- Site Location
- Arrival Route
- Departure Route



Capital Transport Planning
Email: michael@capitalplanning.co.uk

DR

Rev

Date

Purpose of Revision

Drawn

Drawing Reference:

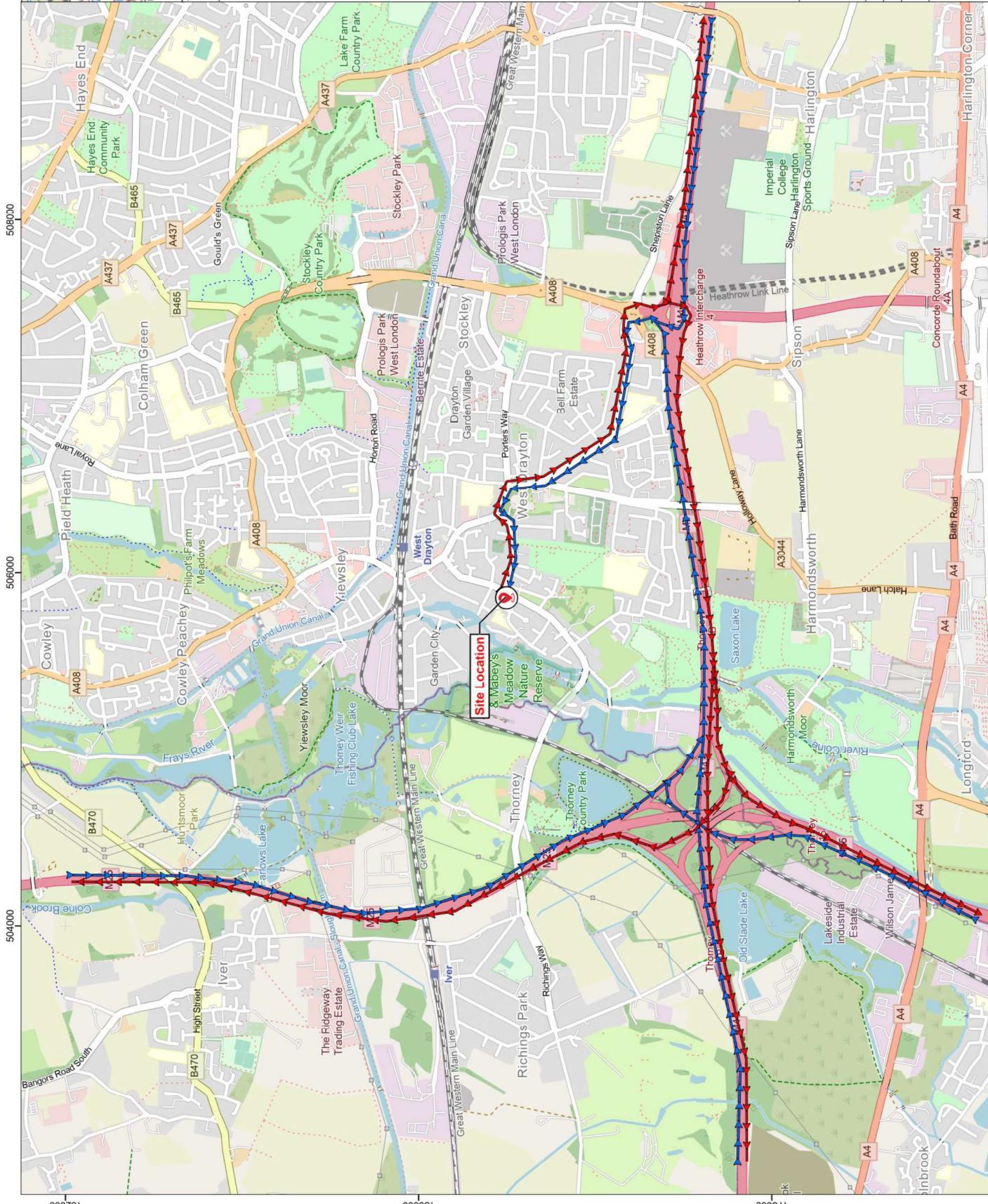
702587

SCALE: 1:20,000

0 125 250 500 Metres

ISO A3

DO NOT SCALE





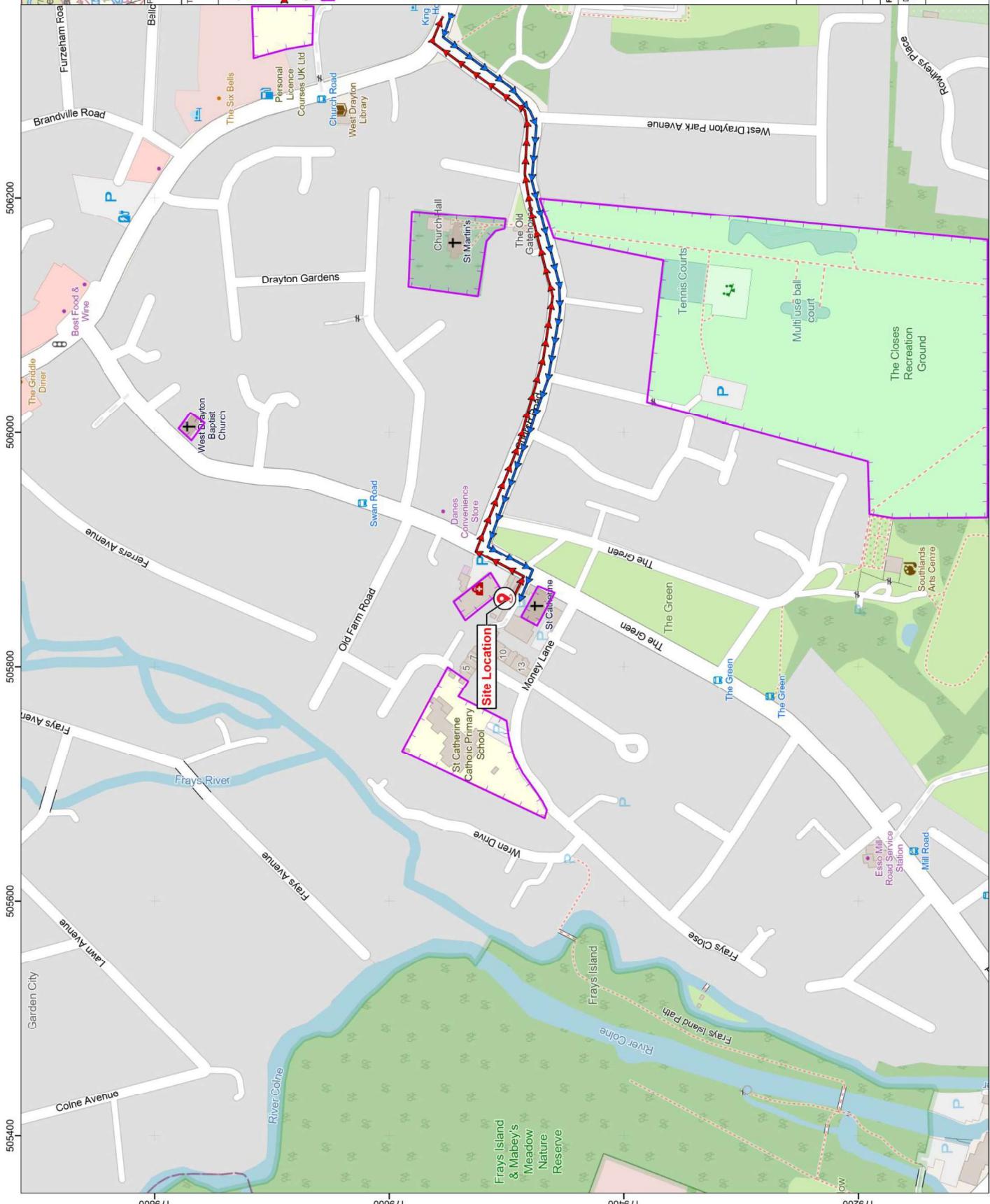
PROJECT: REAR OF 10-14 THE GREEN,

WEST DRAYTON, HILLINGDON, UB7 7PJ

TIME: Local Context Plan with
Construction Vehicle Routing

Legend:

- Site Location
- Departure Route
- Arrival Route
- Community Considerations



Capital Project Planning
Email: michael@capitalplanning.co.uk

DR
Initial Issue
Drawing Reference: 702587

Rev Date Purpose of Revision
Drawing Reference:

Drawn

ISO A3

SCALE: 1:3,000

0 25 50 100 Metres

DO NOT SCALE

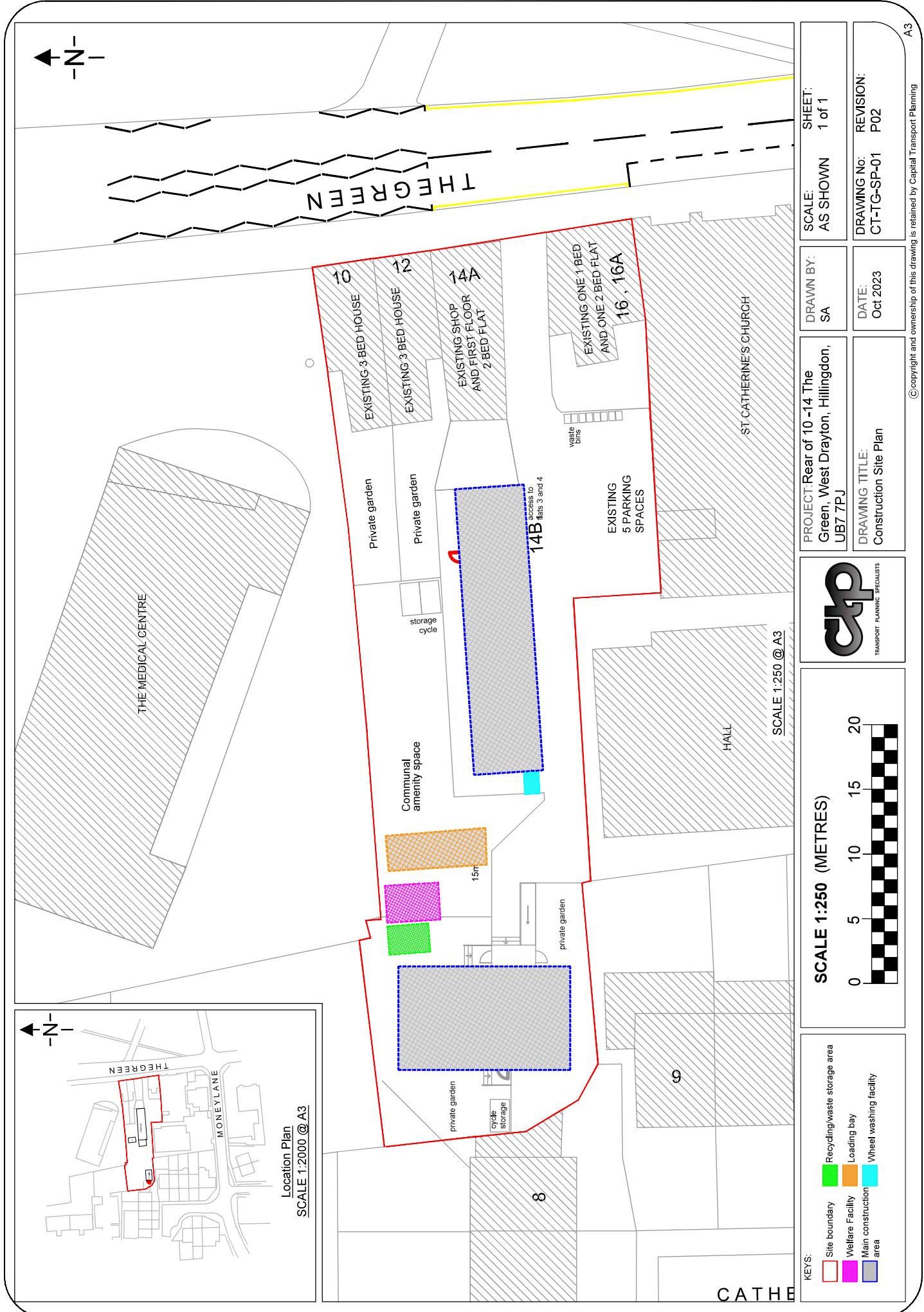
Accessing the Site

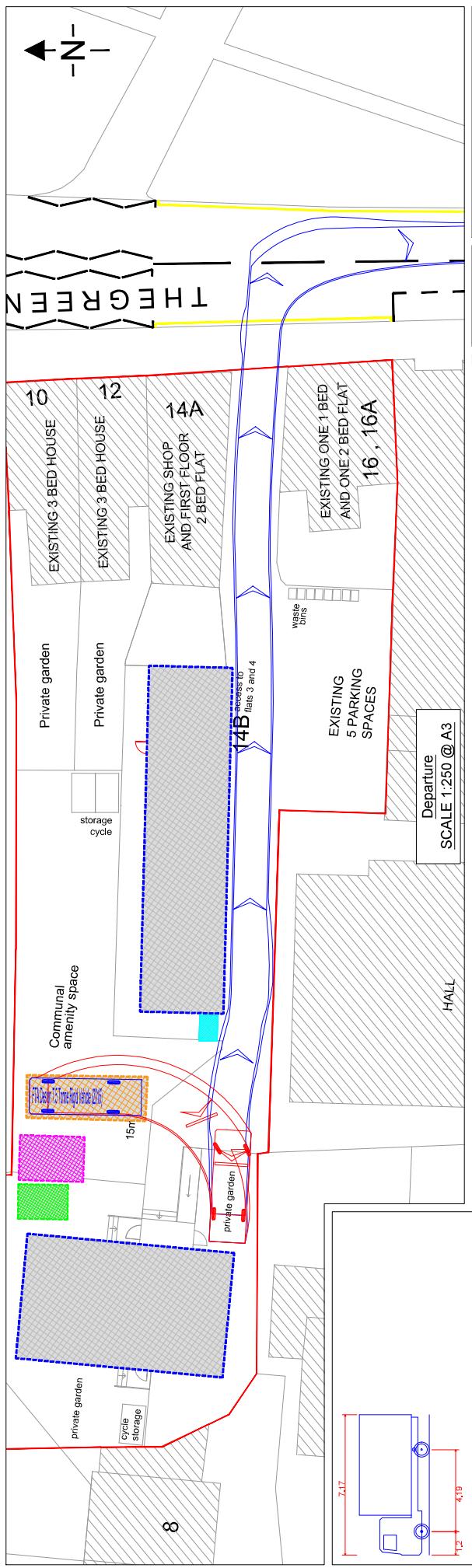
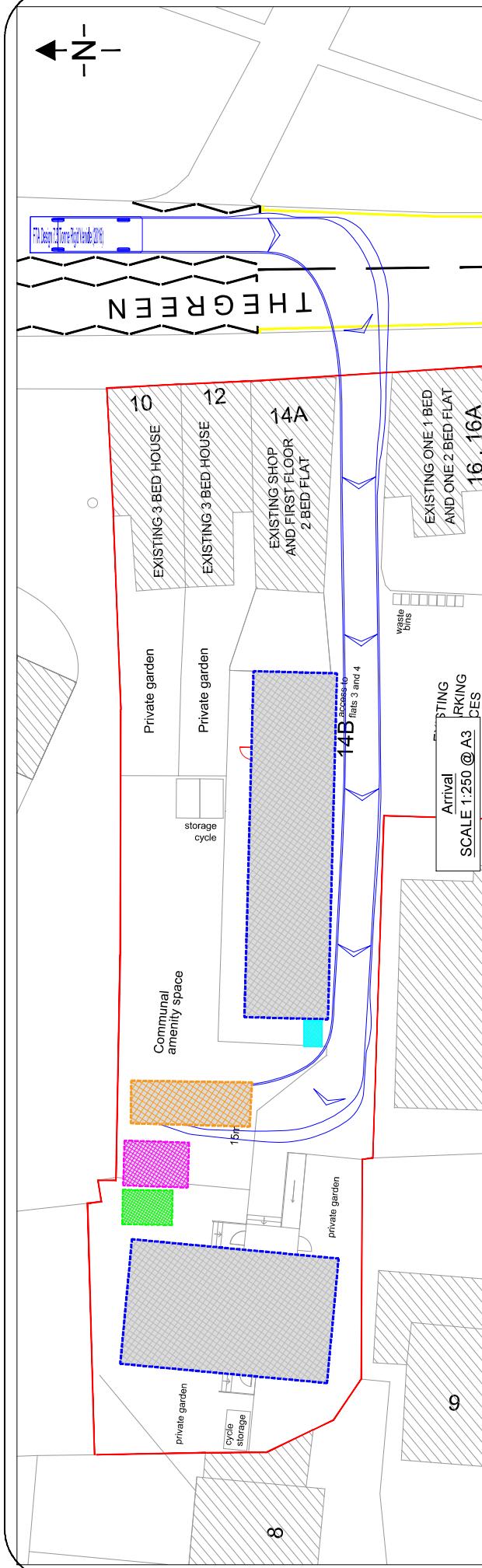
4.5.There is an existing vehicular access to the site from The Green and it is proposed for vehicles to access the site. It is therefore proposed that construction related delivery vehicles would utilise the existing access to the site. The proposed location for loading and unloading of materials, site hoarding, site welfare and waste and recycling facilities are presented in Figure 6.

4.6.Swept-path analysis for a rigid lorry is presented in Figure 7, which takes in to consideration the arrival and departure routes. To accommodate the required manoeuvres of delivery vehicles, no traffic management or highway licenses will be required.

4.7.All deliveries will be managed by a trained banksman and any potential clashes with pedestrians will be minimised by organising for deliveries to take place outside of peak hours. All deliveries must be halted to allow pedestrians to pass the site under the supervision of a traffic marshal.

4.8.It should be noted that the application site is located in an accessible location with a PTAL rating of 3 (moderate). Site operatives will be encouraged to either pool to the site or arrive via sustainable modes such as walking cycling and public transportation.





PROJECT: Rear of 10-14 The Green, West Drayton, Hillingdon, UB7 7PJ	SCALE: AS SHOWN	SHEET: 1 of 1
DRAWING TITLE: Swept Path Analysis	DRAWING No: CT-TG-SPA-02	REVISION: P02
ctp TRANSPORT PLANNING SPECIALISTS	DATE: Oct 2023	A3

FTA Design 7.5 Tonne Rigid Vehicle (2016)	7.170m
Overall Length	2.300m
Overall Width	3.580m
Overall Body Height	0.375m
Min Body Ground Clearance	2.120m
Track Width	3.00s
Lock to lock turn	7.000m
Kerb to Kerb turning Radius	4.19
1.2	7.17

5. Strategies to reduce impacts

5.1. The table below sets out the planned measures that are considered to be practical for this site and can either already be committed to, are proposed or being considered.

Table 2. Planned Measures Checklist

Measure	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of hours deliveries	X		
Re-timing for out of peak deliveries	X		
Use of logistics and consolidation centres		X	
Measures to encourage sustainable freight			
Freight by Water			X
Freight by Rail			X
Material procurement measures			
DfMA and off-site manufacture			X
Re-use of material on site		X	
Smart procurement		X	
Other measures			
Collaboration amongst other sites in the area		X	
Implement a staff travel plan		X	

Safety and Environmental Standards and Programmes

5.2.The contractor and subcontractors will be required to adhere to several contractual agreements, in line with TfL's Guidance for Developers. The contractor will be required to comply with TfL's '*Standard for construction logistics: Managing work related road risk (WRRR)*'

FORS and CLOCS

5.3.All vehicle and driver management practices will be required to comply with the FORS and Construction Logistics and Community Safety (CLOCS).

5.4.FORS Silver will need to be confirmed by all subcontracted transport/haulage providers that the contractor intends to use from the start of construction. Any vehicles found in breach of this are in breach of the CLP and enforcement action can be taken as necessary.

Adherence to Designated Routes

5.5.The route plan 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 followed at all times unless agreed or alternative diversions are in place.

Delivery Scheduling

5.6.Due to the scale of the development and the projected number of deliveries, it is proposed that a booking delivery system will be used to manage deliveries of materials, plant and equipment to the site. No vehicles are permitted to wait on surrounding roads and therefore a just-in-time booking system.

5.7.All deliveries and collections must be booked 24 hours in advance and will be considered on a first come first served basis. Permitted delivery hours are between 09:30 and 14:30 only.

5.8.All special deliveries to the site that require licensing (e.g. tower crane and piling rigs) would be delivered outside of standard hours in accordance with the conditions of the licence therefore avoiding any unnecessary closures and minimising disruption to the public highway.

5.9.No crane is to be used on site mini spider cranes instead or other small site lifting equipment.

Retiming for out of peak deliveries

5.10. The contractor will schedule deliveries to avoid the network peaks in the AM and PM peak periods.

Use of Logistics and Consolidation Centres

5.11. Due to the scale of the development, it is not considered viable or beneficial to use logistics and consolidation centres.

DfMA and off-site manufacture

5.12. Due to the scale of the development, it is not considered beneficial to manufacture elements of the development off-site.

Re-use of materials on site

5.13. The contractor will be required to investigate opportunities to minimise waste and where waste generation is unavoidable, to maximise the recycling and reuse potential of demolition and construction materials.

Smart Procurement

5.14. The contractor will investigate the use of local suppliers wherever possible to minimise the length of journeys associated with deliveries. Opportunities to source materials and equipment from the same supplier will be sought to reduce vehicle movements.

Collaboration amongst other sites in the area

5.15. Where possible, the site manager for the proposed development, will seek to collaborate with other sites in the area in regard to consolidation of deliveries and other efficiency saving measures.

Implement a Staff Travel Plan

5.16. A staff travel plan will be implemented for the duration of the proposed construction works.

6. Estimated vehicle movements

6.1.The number of average vehicle movements has been estimated using the TfL toolkit and are summarised in Tables 2 and 3.

Table 2. Number of vehicles in peak phase (By phase)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2024 - Q2 2024	30	4
Basement excavation and piling	Q2 2024 - Q2 2024	40	5
Sub-structure	Q2 2024 - Q3 2024	35	4
Super-structure	Q3 2024 - Q4 2024	45	6
Cladding	Q4 2024 - Q4 2024	20	3
Fit-out, testing and commissioning	Q4 2024 - Q2 2025	30	4
Peak period of construction	Q4 2024 - Q4 2024	95	12

6.2.Table 2, presents the number of vehicles in a peak phase throughout the project. Table 2, suggests that the peak number of monthly trips will be 95, occurring during Q4 of 2024.

Table 3. Number of vehicles in peak phase (including overlaps)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2024 - Q2 2024	70	9
Basement excavation and piling	Q2 2024 - Q2 2024	75	9
Sub-structure	Q2 2024 - Q3 2024	80	10
Super-structure	Q3 2024 - Q4 2024	95	12
Cladding	Q4 2024 - Q4 2024	95	12
Fit-out, testing and commissioning	Q4 2024 - Q2 2025	95	12

6.3.Table 3, presents the number of vehicles in a peak phase throughout the project including overlaps. Table 3, suggests that the peak period for construction related vehicles will be between Q4 of 2024 and Q5 of 2025.

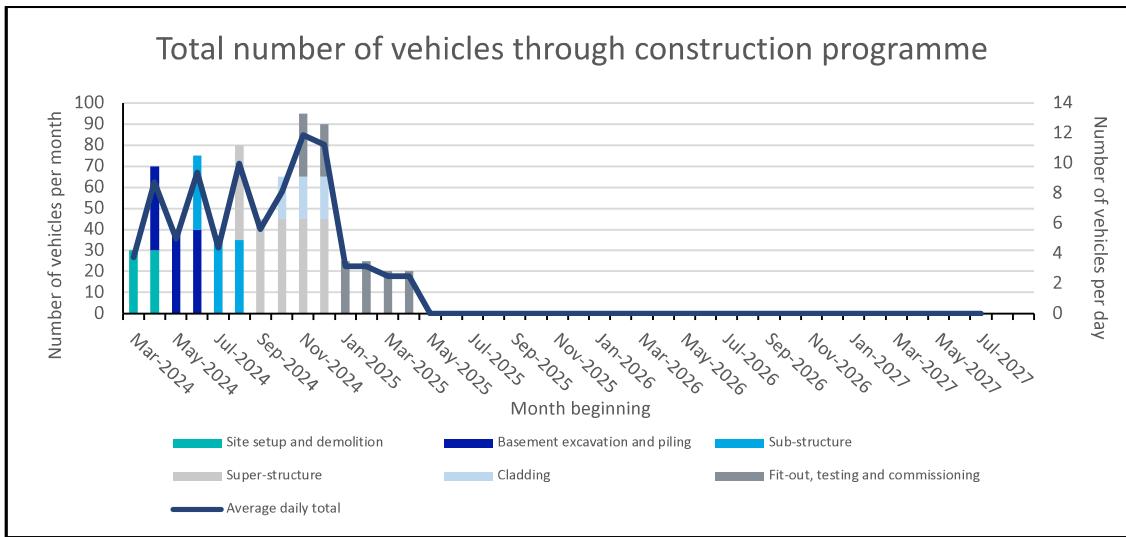


Figure 8. Total number of vehicles through construction programme

6.4.Figure 8, presents the total number of vehicle through the proposed construction programme. The graph demonstrates that peak vehicles per month will occur around November 2024 with approximately 110 vehicles.

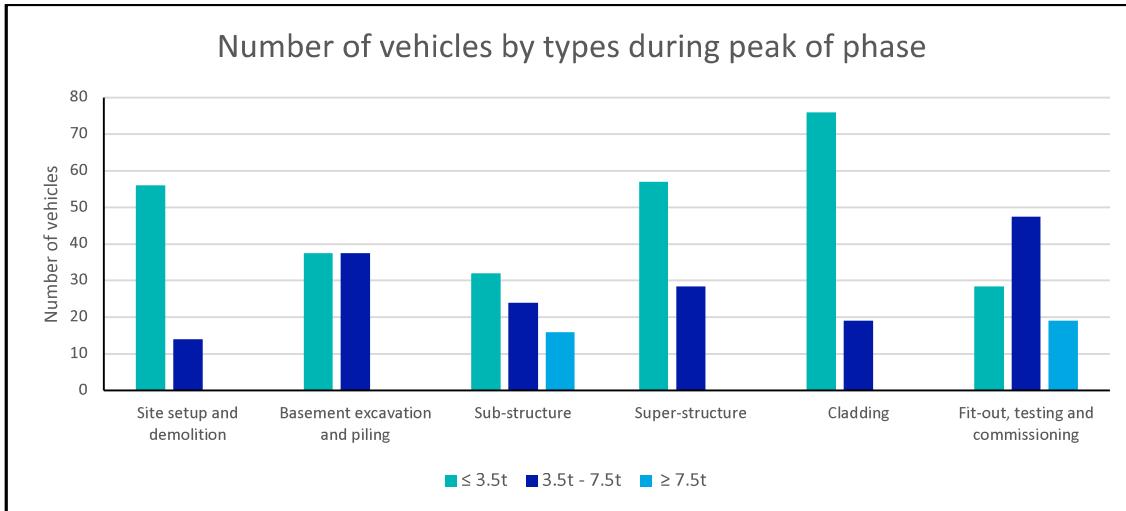


Figure 9. Number of vehicles by type during peak of phase

6.5.Figure 9, presents the number of construction related vehicles by type of vehicle throughout the phases. The types of vehicles are categorised by less than 3.5tn, 3.5tn to 7.5tn and above 7.5 tn. Figure 9, demonstrates that larger vehicles will be in use towards the beginning and mid periods of the project, with smaller vehicles required towards the end of the construction.

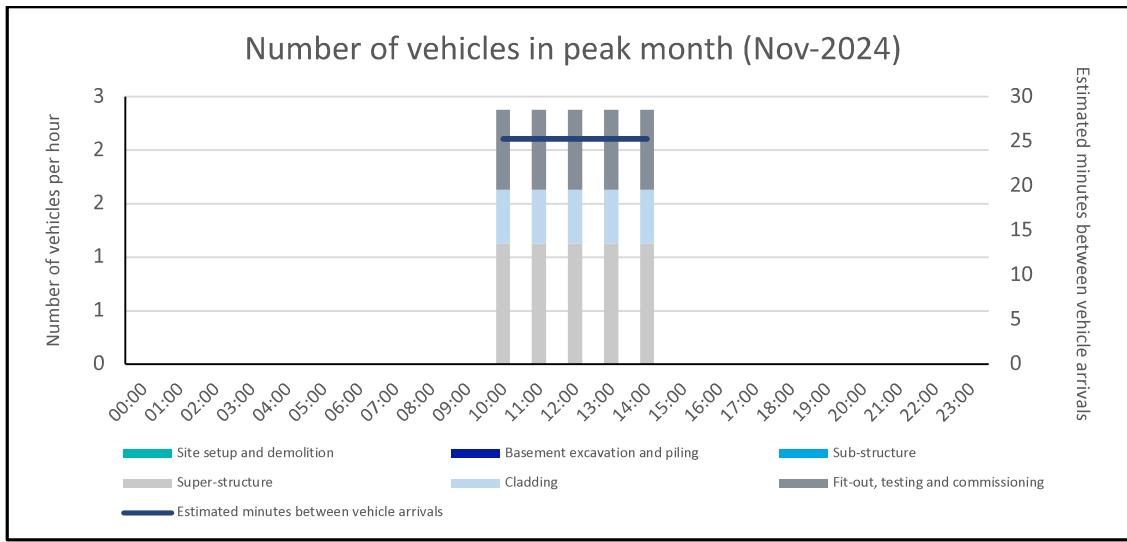


Figure 10. Number of vehicles by types during peak of phase

6.6.Figure 10, presents the number of vehicle by types during peak of phase. The graph also demonstrates the commitment to keep all construction related vehicles and deliveries between the hours of 10:00 and 14:00.

7. Implementing, monitoring and updating

7.1.This Outline CLP cannot include a detailed and defined description of how the CLP will be implemented, monitored and updated. However, the following strategy can be confirmed at this stage.

7.2.An appointed Construction Logistics Manager will be in charge of implementing the Detailed CLP on behalf of the Contractor. Their job description will include collecting data on:

7.3. Number of vehicle movements to site; collected through a delivery booking-in system

- Total
- By vehicle type/size/age
- Time spent on site
- Consolidation centre utilisation
- Delivery/collection accuracy compared to schedule

7.4. Breaches and complaints

- Vehicle routing
- Unacceptable queuing
- Unacceptable parking
- Supplier FORS accreditation
- Low Emissions Zone (LEZ) compliance

7.5. Safety

- Logistics-related accidents
- Record of associated fatalities and serious injuries
- Ways staff are travelling to site
- Vehicles and operations not meeting safety requirements
- Description of the contractor's handbook
- Description of the driver's handbook

7.6.The data collected will be reported back to the client with full transparency to local government.