

Logistics Plan in association with the Construction Logistics Plan

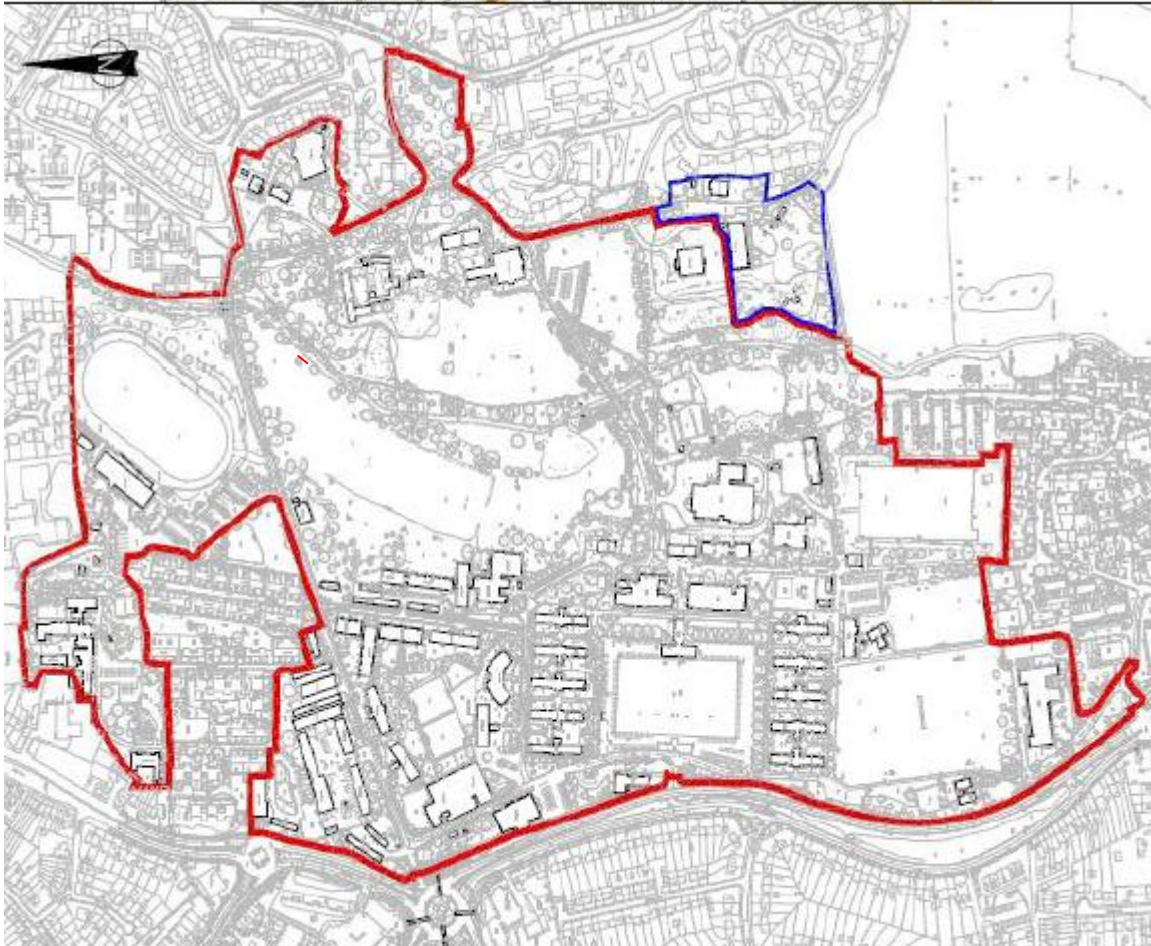


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SECTION 1 – Introduction and Background

The proposed works is at R.A.F Uxbridge which is located off Hillingdon Road in Uxbridge.



Site Location and Surroundings

The development site comprises the former Hillingdon House and Estate which was later developed as an RAF base – RAF Uxbridge. It is located to the west of central London and approximately 3.2km from the A40 / M40. See above plan.

Uxbridge College and Hillingdon House Farm athletics track and Uxbridge Lido lie to the north of the site, with Uxbridge town centre to the northwest. Brunel University, Uxbridge High School and Hillingdon Hospital lie south of the site, and CS Hillingdon International School and the suburban area of Hillingdon Court Park Area of Special Local Character lie to the east, off Vine Lane. The western side of the site is bounded by Hillingdon Road (A4020)

The site itself contains various buildings with different uses from accommodation, stores, and a rifle range to name a few. Over half of the site is occupied by recreational facilities including tennis courts, a running track and green open space. There are listed buildings on the site namely Hillingdon House and the former cinema building.

Development Proposals

The former RAF Uxbridge (known as Uxbridge – St Andrews) site is to be redeveloped for residential-led mixed-use. All buildings will be demolished on site with the exception of the listed buildings named above and those identified to be retained and converted. The redevelopment itself will comprise of residential dwellings, retirement apartments, and a theatre including cafe, offices, energy centre, retail development, hotel, primary school and a GP surgery. The site will also provide means of access and improvements to pedestrian linkages to Uxbridge town centre; associated car parking; open space including District Park; landscaping and servicing. Due to the size of the site it will be delivered in eight phases.

Purpose

The purpose of this Logistics Plan (LP) is to provide a method that can be used to manage vehicle movement on the site and minimise the construction traffic and in turn limit the congestion as far as possible.

LP will be used to form part of the Construction Logistics Plan (CLP) and seeks to partially discharge condition 50 on the outline planning permission for the construction of Phase 1 infrastructure i.e. southern and eastern accesses and Phase 1 Spine Road.

The CLP itself is used as a tool in London to minimise the environmental and congestion impact, and will benefit the developer in the following ways:

- Increase reliability of deliveries i.e. allocated times.
- Reduce the noise and visual intrusion.
- Save time through the use of a coordinated plan.
- Ensure compliance with H&S regulations.

SECTION 2 – Site Access

The main access for the site will be on Hillingdon Road, with large construction vehicles using either Park Road (dual carriageway) or alternatively via Oxford Road (single carriageway) to Junction 1 of the M40 to the north, and via Harlington Road from Junction 4 of the M4 to the south.

No construction access will be permitted via the Greenway / Hillingdon Hill junction (unless agreed otherwise) or be able to access the site from Vine Lane.

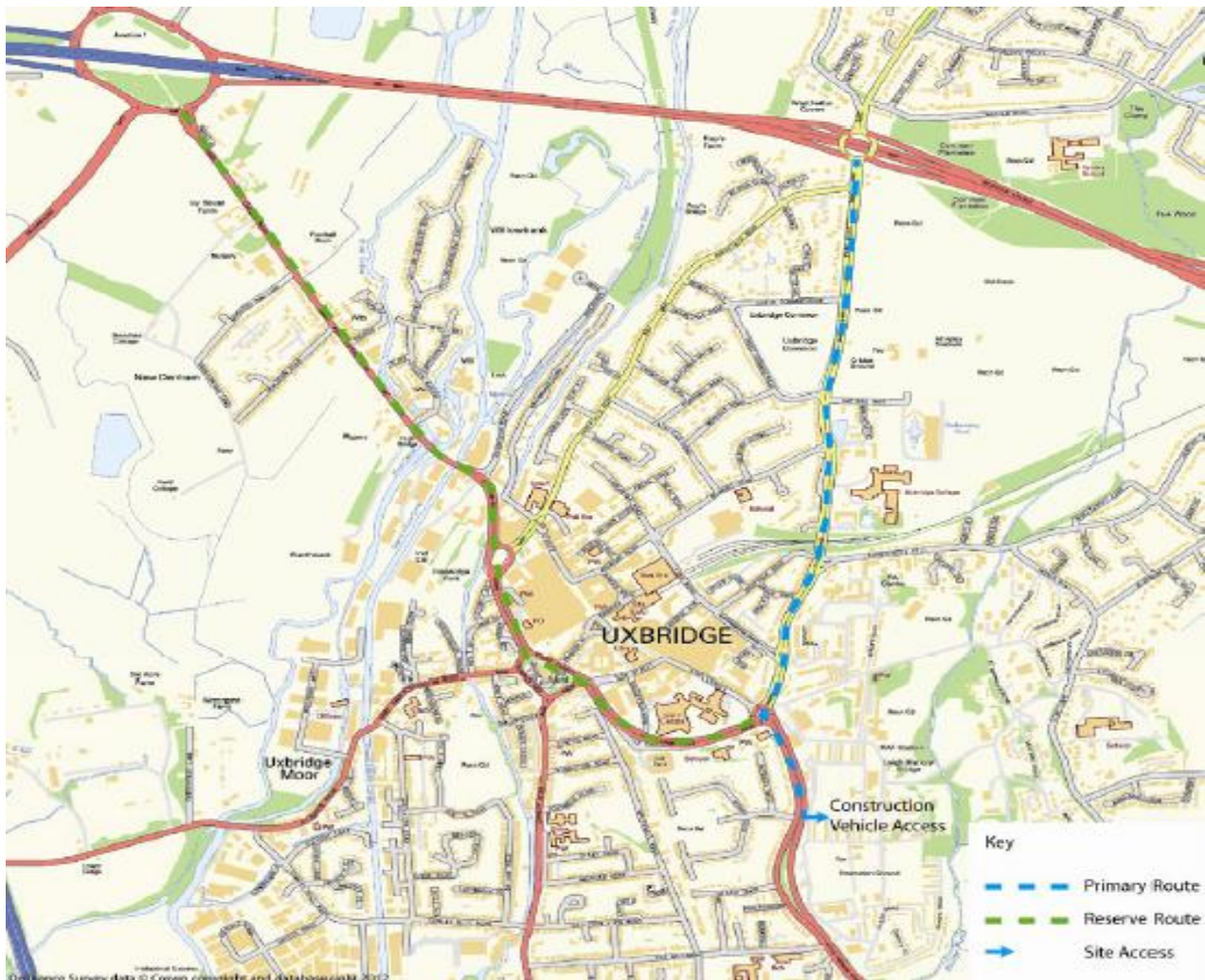
Signage will be implemented at the site entrances and along the construction routes in order to direct traffic and minimise the amount of the time spent on the site.

Vehicle Routing

As per the Construction Logistics Plan the key route for construction vehicles to the site will be A40 > B483 Park Road > A4020 Hillingdon Road > Site Access.

Vehicles exiting the site will be forced to turn left out of the site in the southbound direction and then perform a u-turn manoeuvre at the existing u-turn facility (located in the A4020 to the south of the junction with Park Road East). Vehicles will then return to the A40 on the same route via B483 Park Road. The vehicle route will as per the below.

[Please refer to Appendix A for copy of the access/egress](#)



As part of the works there will be a requirement for low loader movements in order to transport the heavy machinery such as Hi Reach, Excavators, Dumpers and the like.

As per the LP an assessment has been carried out of the site access showing the possible routes for a low loader.

Photos.



Site entrance



Former entrance



Hillingdon Road from the site entrance



Security booth located off the site entrance



View from Hillingdon Road to Hillingdon

Vehicle Access

Delivery Times

Deliveries to and from the site will be in line with the CLP and adhered to i.e. site shall avoid peak hours 07:30am – 09:30am hours and 16:00pm – 19:00pm hours.

Abnormal Loads

It is proposed that we are going to use a variety of heavy plant / machinery during the works and these will be assessed on a case by case basis. The reason being the type of machine and weight / size of the machine will be assessed depending on the activity in hand.

This will be recorded and emphasised as part of the Traffic Management Plan (TMP). In terms of abnormal loads there are two road bridges crossing the River Pinn. The northern St Andrews Bridge has a weight limit of 7.5T and the southern Leigh Mallory Bridge 40T. Accordingly, the latter bridge will provide access across the site.

Mud and Dirt on the Roads

Measures to prevent mud/dirt on highways will be provided on site as per drawing number 3266/1/4. This will consist of a wheel wash. All construction vehicles will exit the site via the wheel washings area; these facilities will be available at all times. This unit is self contained tank with the water being recycled

Parking

Parking Provision

Parking for site workers will be situated within a designated area within the site boundaries to minimize congestion on local road.

Pedestrian Access

Pedestrian access points from Vine Lane and Hillingdon Road and the route between will be maintained and protected from site activities at all times.

SECTION 3 – Reducing Construction Trips

Adopting the Principles of the Vehicle Plan

As part of the works we are going to employ a high percentage of local labour and they will be encouraged to travel by non-car modes, if this is not possible we will be requesting that they travel together and ensure cars are full this will in turn minimise the impacts of construction-related movements.

Consolidated Deliveries

As the appointed contractor all concrete / rubble materials will be crushed and left on site to be re used under roads / footpaths / slabs and the like.

Timber / General Rubbish and Asbestos will be taken off site as waste.

Scrap will be taken off site to a recycled scrap yard.

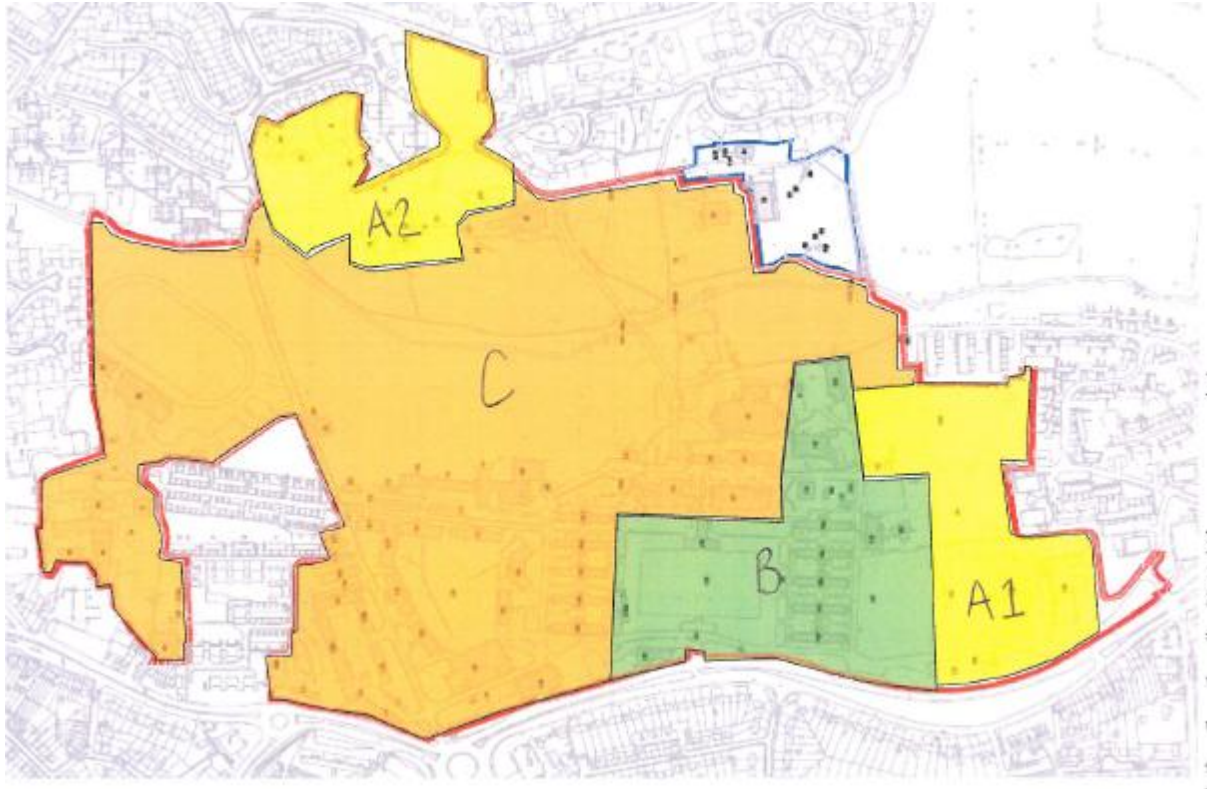
With regards to the waste to go off site we will ensure that bins / bulkers or the like are to full to minimise the number of loads required to be taken off site.

SECTION 4 – Vehicle Numbers and Routing

Estimated Number of Vehicles

The construction of the site has been divided up into eight key phases for construction

Phasing Plan.



Construction Phasing Plan



The number of vehicles will be dependent on the dates that the phases run and the works being carried out

SECTION 5 –Programme

The proposed construction programme is expected to last until 2023 as outline by the tender documentation.

See below table showing key delivery dates of the overall construction programme.

Works		Delivery Programme
Site Preparation Works	Demolition of existing buildings All existing buildings to be demolished, with the exception of the listed buildings	2012-2013
	Decontamination	
Enabling and Strategic Infrastructure Works	North–south road Link road running from Main Entrance to Hillingdon Road/Greenway Junction	2012-2014
	Junction and road improvements	2013 - 2015
Construction Works	Housebuilding, local Infrastructure: estate roads, utilities, SUDS, landscaping and children's playspace. Phased over a 7-10 year programme	2012-2023

The start date for the 'eastern access works' is to be confirm once the contract has been awarded however, the project duration is split into two phases and their approximately durations are:-

Option A - 12 weeks

Option B - 18 weeks

SECTION 6 – Summary

The Uxbridge – St Andrews development has a construction programme which will be ongoing until 2023.

This LP along with CLP demonstrates that the construction vehicles proposed to use during works will be able to access the site through the proposed access point the existing site entrance without any difficulty.

It is also set out that the proposed vehicle routing system to the site is relatively direct from the A40 and via a dual-carriageway.

Please note we as the contractor will adhere to our proposals set out in this Logistics Plan.

APPENDIX A

