

CONSTRUCTION LOGISTICS PLAN

Wrenbridge (FRELD Hayes) LLP

Swallowfield Way, Hayes

May 2023

Construction Logistics Plan

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1 Introduction

- 1.1 Vectos has been appointed by Wrenbridge (FRELD Hayes) LLP to provide transport planning advice regarding the proposed redevelopment of 84 Swallowfield Way, Hayes, which is an existing crane depot site.
- 1.2 The site is located within the administrative boundary of the London Borough of Hillingdon (LBH) and Transport for London (TfL) are a statutory consultee.
- 1.3 The proposals comprise the redevelopment of the site to provide four units with a flexible E(g)(iii)/B2/B8 land use and a combined floor area of 7,780 sqm. Vehicular access to the site will be achieved via the existing access from Rigby Lane, which is shared by an adjacent storage facility to the west.
- 1.4 This draft Construction Logistics Plan (CLP) has been prepared to support the full planning application of the site.
- 1.5 This CLP has been prepared in accordance with TfL guidance and sets out the approach and management of construction related traffic at the site.

CLP Objectives

- 1.6 The main aim of this CLP is to manage all types of construction vehicle activity to and from the site during the construction period. The CLP will improve the safety and reliability of construction related vehicle movement in relation to the site, minimise any potential impacts on local traffic conditions and mitigate any potential for adverse environmental impacts.
- 1.7 This CLP has been prepared with the following objectives:
 - To ensure that construction traffic does not have a detrimental effect on the surrounding public highway and local community including protecting the safety for all road users (including vulnerable road users) during the construction period;
 - To reduce the impact of construction traffic on the conventional network peak traffic hours; and
 - To identify measures to ensure safe and efficient movement of construction traffic.

Site Context

- 1.8 The site is in an existing industrial area circa 1.6km west of Hayes & Harlington Rail Station within the London Borough of Hillingdon (LBH). Rigby Lane borders the site to the north, with industrial uses bordering the site to the east. The site is bordered to the south by a rail line.
- 1.9 The site is accessed to the north via Rigby Lane. Rigby Lane links east to Swallowfield Way. Swallowfield Way links east to the A437. The site is located circa 2.9km drive from the A312. The A312 links south to the M4 and the A4, and north to the A40. The A312, A4, and A40 form part of the TfL 'Red Routes' network.

Development Proposals

- 1.10 The proposals seek to construct four warehouse units with associated offices totalling circa 7,780 sqm of floorspace with a flexible E(g)(iii)/B2/B8 use class.

CLP Structure

- 1.11 The report is set out as listed below:
- **Chapter 2: Context, considerations and challenges** – Key information about the site is provided to support access for construction staff;
 - **Chapter 3: Construction Programme and Methodology** – provides information on the key construction processes and vehicle arrangements;
 - **Chapter 4: Vehicle Routing and Access** – details the access routes to and from the site;
 - **Chapter 5: Strategies to Reduce Impacts** – identifies the measures and initiatives that will be used to promote a safe and efficient construction period at this stage;
 - **Chapter 6: Estimated Vehicle Movements** – provides an estimate of the number of vehicle movements associated with the construction of the development;
 - **Chapter 7: Implementing, monitoring and updating** – presents the proposed methodology for monitoring.

2 Context, Considerations and Challenges

Introduction

- 2.1 Information relating to transport accessibility to/from the site is provided in this section.
- 2.2 Along with the majority of Greater London, the site is located within an Air Quality Management Area (AQMA).

Policy Context

National Planning Policy Framework

- 2.3 The National Planning Policy Framework (NPPF) was published in July 2021 and sets out national planning policies for England and how they should be applied. The NPPF should be considered in preparing the development plan and is a material consideration in planning decisions. The NPPF includes that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

Adopted London Plan (2021)

- 2.4 Policy T4 ‘Assessing and Mitigating Transport Impacts’ of the Adopted London Plan states:

“...Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London or Mayoral guidance.”

Traffic Management Act (2004)

- 2.5 Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility.

Mayors Transport Strategy

- 2.6 The Mayor for London’s Mayor’s Transport Strategy was published in March 2018. The strategy includes a definition of CLPs:

‘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’.

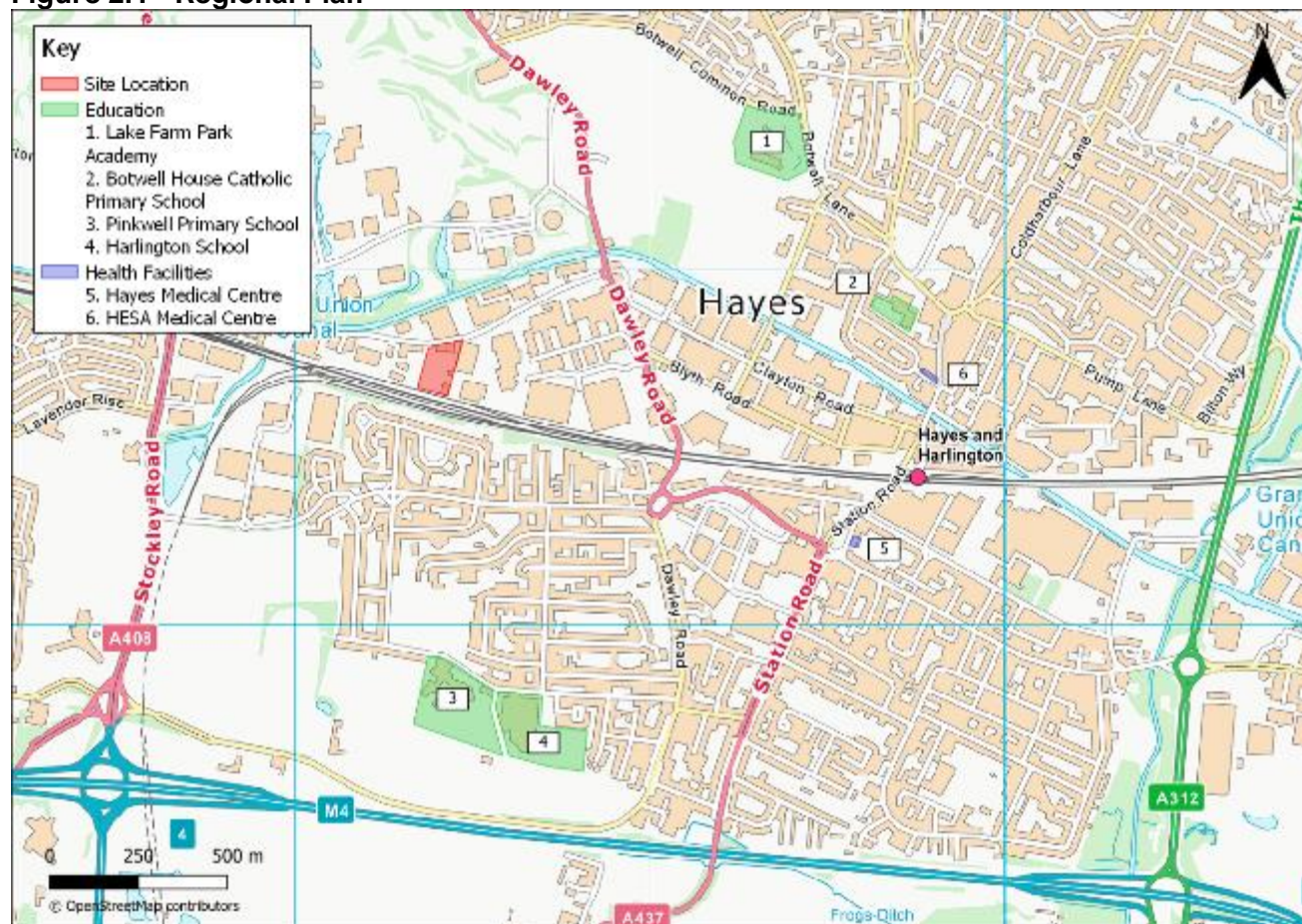
- 2.7 This CLP has been prepared in accordance with the principles set out within TfL’s Construction Logistics Plan guidance.

Context Maps

2.8 The following maps show the area around the development site.

2.9 **Figure 2.1** shows a regional plan illustrating the location of the site in the context of the strategic road network.

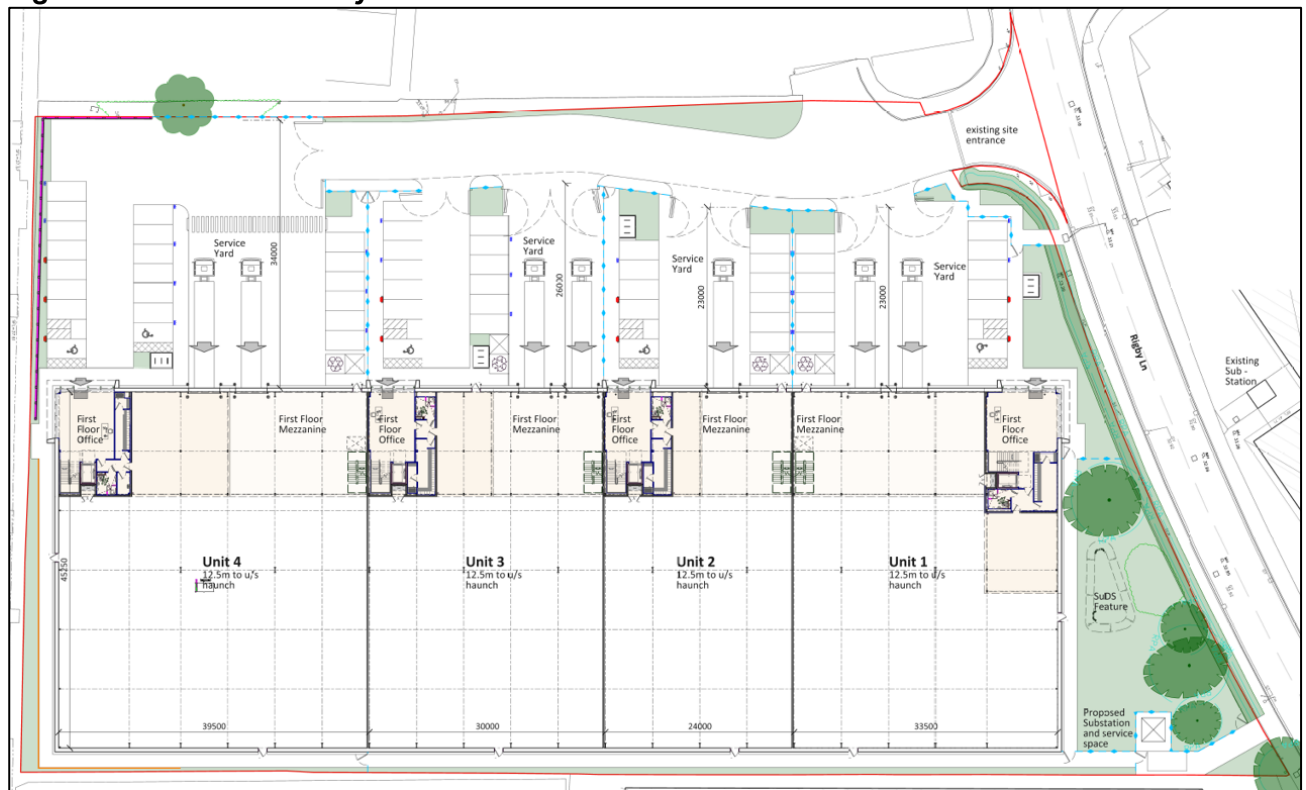
Figure 2.1 - Regional Plan



2.10 **Figure 2.1** shows that the site is not located near any schools or medical centres. As such, there will be minimal impact on these educational and medical facilities.

2.11 **Figure 2.2** shows the site layout plan showing the extent of footways and other buildings. The full drawing is also provided in **Appendix A** for clarity.

Figure 2.2 – Site Boundary Plan



Local Access including Highways, Public Transport, Cycling & Walking

Highways, Carriageways and Footway

- 2.12 Vehicular access to the site will be provided via the existing access on Rigby Lane. This is a no-through road in an industrial estate. There are footways on both sides of the carriageway.
- 2.13 The closest red route to the site is the A312, approximately 2.9km driving distance to the east of the site. The A4, another red route, is located 4.1km to the south of the site.

Walking & Cycling

- 2.14 The site benefits from being in proximity to a network of footways and crossing points. Rigby Lane, which fronts the site, provides footways either side of the carriageway. The southern footway provides direct access to the site.

Rigby Lane connects to the surrounding network of footways including Dawley Road. Pedestrians can access Hayes & Harlington Station to the east via Dawley Road and Blyth Road. Dropped kerbs are present at crossing points along the route towards the station. These routes also benefit from street lighting.

Public Transport

Bus

- 2.15 The closest bus stop is on Dawley Road, circa 0.6km (8-minute walking time) to the east of the site. This bus stop is served by the U5 service. The U5 bus service links the site east to Hayes & Harlington Station. The west, this bus service links the site with residential areas such as West Drayton, as well as services including Hillingdon Hospital.
- 2.16 Further bus services are available to the south and the north of the site. To the south of the site, there are bus stops located on Bourne Avenue, circa 1.3km (16-minute walking time). This stop is served by the U4 bus service. This bus service links the site east to Hayes & Harlington Rail Station, and north to residential areas such as Hayes, Goulds Green, and Uxbridge.
- 2.17 To the north of the site, there are bus stops located on The Square, in the industrial park. This stop is circa 1.1km (13-minute walking time) and is served by the A10 and the 350 bus services. The A10 links the site north towards Uxbridge while the 350 links the site west towards West Drayton and south towards Heathrow.
- 2.18 A summary of the bus services calling at these stops is provided in **Table 2.1** below.

Table 2.1: Summary of bus services available within walking distance of the site

Bus Service	Bus Route	Frequency (per hour)		
		Mon – Fri	Sat	Sun
A10	Uxbridge Station – Heathrow Central Bus Station	3	2-3	2
U4	Prologis Park – Belmont Road	3-6	3-6	2-4
U5	York Road – Blyth Road	3-5	2-5	2-3
350	Millington Road – Heathrow Terminal 5	3	3	3

Rail

- 2.19 Hayes & Harlington Rail Station is a 1.6km (20-minute) walk to the east of the site. The station is served by the Elizabeth Line and the Great Western Railway. This station provides access to direct connections to Heathrow (Terminals 4 and 5), Reading, Abbey Wood, Maidenhead, Didcot Parkway, and Paddington.
- 2.20 **Table 2.2** below summarises the services from this station.

Table 2.2: Summary of rail services from Hayes & Harlington Rail Station

Rail Service	Destination	Frequency (services per hour)		
		Mon-Fri	Sat	Sun
Elizabeth Line	Heathrow (Terminal 4)	2	2	2
	Heathrow (Terminal 5)	2	3	2
	Reading	3-8	4	3-4
	Abbey Wood	8	7-8	4-9
Great Western Railway	Didcot Parkway	1-2	1-2	1
	Paddington	2	2	2

Consideration and Challenges

- 2.21 LBH monitor construction work to minimise pollution caused by noise, dust and other nuisances. In line with the Control of Pollution Act 1974, any noisy building work would be carried out between:
- Weekdays: 08:00 to 18:00;
 - Saturdays: 08:00 to 13:00; and
 - Sundays and Bank Holidays: no work.
- 2.22 If, in an exceptional circumstance, work is required outside these hours, an appropriate application will be made to LBH/TfL and extended hours will only be used on a short-term basis if approved in writing.
- 2.23 During the construction works the contractor will work with the local highway authority to ensure that the working hours do not result in any conflicts on the local highway network. As such, the contractor will work to minimise vehicle access and egress from the site during peak periods (08:00-9:00 and 17:00-18:00) as far as practicable.

Community Considerations

- 2.24 Within the vicinity of the site there are a number of Community Considerations that have been taken into account during the preparation of this CLP.
- 2.25 Four education facilities have been identified in the local area as follows:
- **Lake Farm Park Academy** – located on Botwell Common Road, 2.4km northeast of the site;
 - **Botwell House Catholic Primary School** – located on Botwell Lane, 2.2km northeast of the site;

- **Pinkwell Primary School** – located on Pinkwell Lane, 2.4km south of the site;
- **Harlington School** – located on Pinkwell Lane, 2.3km south of the site.

2.26 In addition to the six schools identified above, two local health facilities in the vicinity of the site has been identified:

- **Hayes Medical Centre** – located on Old Station Road, 1.9km east of the site;
- **HESA Medical Centre** – located on Station Road, 1.9km east of the site.

2.27 Vehicle routing is described later in this report, but it should be noted that the aforementioned schools and health centres will not be affected by construction traffic as traffic will be south towards the M4. On this basis, construction traffic will avoid the majority of the schools and health centres in the area.

3 Construction Programme and Methodology

Construction Programme

- 3.1 The overall programme of the works will span approximately 12 months (with tasks overlapping) finishing in August 2025.

Buildings

Site setup and demolition

- 3.2 Includes establishing welfare accommodation, setting-up hoarding, demolishing existing buildings and clearing the site of debris. Demolition will be carried out using mechanical plant and craneage. Licenced waste carriers will deliver and collect waste skips on a regular basis.

Groundwork and Foundations

- 3.3 The site will be enabled by setting levels and undertaking a cut and fill exercise, using the site won crushed material and forming boundary details as required. The building footprint will be prioritised to enable excavation of foundations to commence, which will commence at the office position of the unit nearest the road, and then carry on sequentially towards the rail line.

Superstructure

- 3.4 Steelwork will be installed in the same order as the foundations. Steel will be lifted into position utilising a crane, positioned within the yard area.

Envelope

- 3.5 Roof cladding will be installed initially with walkable liner sheets, and then insulation and top sheets. The wall cladding will then be installed from MEWPs, with liner sheet commencing initially followed by insulation and top sheets. The Curtain walling will be installed to each office as soon as possible to create a weather tight envelope in the office areas to enable CAT A works to commence.

Fit-out

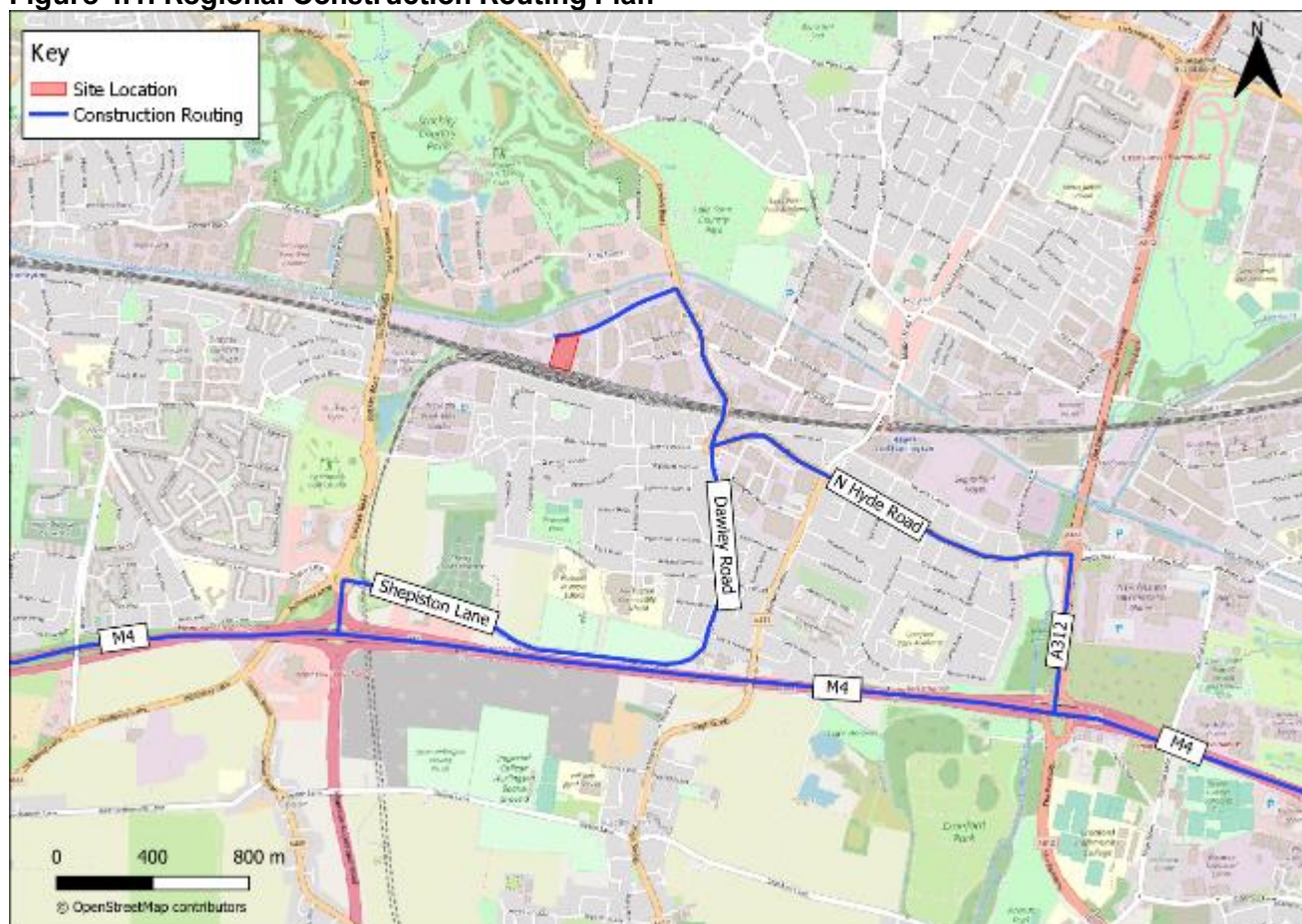
- 3.6 Once watertight, the office fit out will commence with dry lining, raised access floors and first fix M&E; followed by second fix M&E, ceilings, FF&E and decorations.
- 3.7 The programme has been designed to unlock the scheme logistically by forming the offices and buildings as a priority, with the external works being completed at off of the critical path during the main construction works.

4 Vehicle Routing and Site Access

Access Route

- 4.1 The appointed contractor will ensure that all construction traffic travels to and from the site via the strategic road network (i.e. A437, A312, M4, and M25) so as to limit any effect on local roads. The appointed contractor will ensure that all suppliers are aware of this requirement.
- 4.2 The site is strategically located to the north of the M4. Construction traffic will arrive to the site via the M4. Vehicles arriving from the east will travel north along the A312, turning west along North Hyde Road (A437). Vehicles will continue west before turning north onto Dawley Road (A437). Finally, vehicles will turn west on Swallowfield Lane, continuing towards the site.
- 4.3 Vehicles arriving from the west will travel along the M4, turning north onto the Stockley Road/Shepiston Lane roundabout. Vehicles will then turn east onto Shepiston Lane, continuing along this road as it curves northbound, leading into Dawley Road. Vehicles will continue north along Dawley Road as it joins with the A437. Finally, vehicles will turn west on Swallowfield Lane, continuing towards the site.
- 4.4 On egress, vehicles will make the same journey in reverse, travelling south towards the M4.
- 4.5 Construction routing has been identified based on the following criteria:
 - Minimise use of residential roads as far as practical;
 - Avoiding roads with HGV and or width restrictions.
- 4.6 The proposed construction traffic route is illustrated in a regional context in **Figure 4.1**.

Figure 4.1: Regional Construction Routing Plan



- 4.7 Banksmen will manage the movement of construction vehicles in and out of the site.

Site Access

Demolition & Construction

- 4.8 Vehicular access to the site during both the demolition and construction phases will be provided from the existing access to the north of the site via Rigby Lane.
- 4.9 Deliveries will be controlled by a 48-hour advanced booking system with the logistics team. This will encourage planning of works to ensure that materials are bought in on time without impact to the surrounding vicinity.

Fleet Operator Recognition Scheme (FORS)

- 4.10 FORS is a voluntary national fleet accreditation scheme designed to help improve fleet operator performance in key areas such as environmental performance, safety and operational efficiency. Its purpose is to raise the level of quality within fleet operations and to recognise those operators that are achieving the environmental, safety and efficiency requirements of the FORS standard.

- 4.11 The appointed contractor will be required to adhere to FORS Silver standard. This includes demonstrating evidence that HGVs are fitted with enhanced vulnerable road user safety equipment among other safety equipment features. FORS silver standard is included within the Committed measures in **Table 5.1** (detailed in next Section).

5 Strategies to Reduce Impact

5.1 In line with TfL's CLP guidance, strategies have been considered on the basis of:

- **Committed** – indicates a measure that will be implemented as part of the CLP, secured via appropriate agreements;
- **Proposed** – indicates a measure that is feasible and should be studied further to determine its practicality;
- **Considered** – indicates a measure that is not currently relevant but may be in the future.

5.2 A review of measures is provided in **Table 5.1**.

Table 5.1 – CLP Measures

Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction/demolition vehicles and deliveries			
Safety and environmental standards and programmes (FORS Silver)	X		
Adherence to designated routes	X		
Stop Works Sign	X		
Delivery scheduling	X		
Dust and Noise Suppression		X	
Re-timing for out of peak deliveries		X	
Re-timing for out of hours deliveries		X	
Use of holding areas and vehicle call off areas			X
Use of logistics and consolidation centres		X	
Measures to encourage sustainable freight			
Freight by Water*			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			
Fleet Operator Recognition Scheme	X		
Wheel Washing	X		
Collaboration with other sites in the area		X	
Implement a staff travel plan		X	

5.3 The Applicant and Contractor will contact all people in the immediate vicinity of the site prior to the start of the construction programme detailing the scope of the project and the contact details for the Contractor and the Site Manager, who they can contact in the event that they have any concerns or difficulties. The applicant will insist that all tendering Contractors are members of the Considerate Contractors Scheme.

Safety and Environmental Standards and Programmes

- 5.4 The effects of construction traffic will be carefully managed. The following measures will be implemented by the Contractor to ensure that any disruption is minimised.
- 5.5 Banksman are operatives trained and responsible for the safe movement of plant and vehicles into and out of the site. They should use industry standard signalling and communicate with the driver before any manoeuvres start.
- 5.6 In addition, Traffic Marshals shall be utilised to provide an interface control point between the public highway and construction site who will also oversee the safety of pedestrians and cyclists.

Adherence to Designated Routes

- 5.7 All drivers will be fully trained and will be provided with a copy of a routing plan to ensure that they use the correct roads when driving to and from the site. Drivers will be aware of other road users, including pedestrians and cyclists, particularly when undertaking turning movements at the site access and egress points. Banksman will also be present to manage the movements of construction vehicles in and out of the site.

Stop Works Sign

- 5.8 A 'stop works sign' (TSRGD 7031) will be used when vehicles are required to stop to enable plant and construction vehicles to enter and exit the site. This sign must only be used for maximum of 2 minutes and only for the provision of facilitating delivery and construction vehicles. The sign will be double sided, reflective to the standards and to the size stated within the Traffic Signs Regulations and General Directions (TSRGD).

Delivery Scheduling

- 5.9 A booking system will be set up so that two vehicles do not arrive at the same time. If a vehicle is running late for a scheduled time slot, they will be expected to call ahead to agree a new time slot. If a vehicle arrives outside of their scheduled time slot, they will be turned away and rescheduled.
- 5.10 No construction vehicles will be permitted to park on the surrounding roads, if construction vehicles are found parking on the surrounding roads, they will be the subject of remedial action.
- 5.11 The construction site will only operate between Monday and Friday 08:00-18:00 and Saturday 08:00-13:00. The contractor will work to minimise HGV vehicle access and egress from the site during peak periods (before 09:00 and after 15:00) as far as practicable to reduce disruption to local residents and businesses.
- 5.12 Operations which are adjacent to areas such as pedestrian routes, vehicular routes, etc will be accompanied by a designated banksman at all times during its operation.

Construction Worker Travel

- 5.13 Construction workers will be advised to travel to the site via public transport or by walking/cycling. This will be monitored by the site contractors. The site contractor will be advised to provide secure locker facilities so that workers can leave their tools on-site. This will make it easier to travel to and from the site by walking, cycling or public transport.

Consolidation Centres

- 5.14 Consolidation centres are a good way to reduce on-site storage requirements and reduce vehicle movements. The appointed contractor and sub-contractors will look to make use of consolidation centres where possible to store materials before they arrive at the site. The final decision on the use of consolidation centres will be made by the appointed contractor.

Road Closures

- 5.15 The need for road closures to assist the construction process is not expected. If it is the case that they are required, all relevant temporary Traffic Management Orders will be applied for.

Pedestrian and Cyclist Safety

- 5.16 All construction vehicle movements from the highway will be controlled and monitored by a trained marshal. This will ensure that manoeuvres are carried out safely and that pedestrian and cyclist movements are not impeded by the movement of construction vehicles.
- 5.17 The following procedures / arrangements for will apply for pedestrian routes on site:
- All traffic and pedestrian routes will be clearly separated from each other by designated walkways and suitable barriers;
 - Road crossing points will be clearly identified; and.
 - Vehicles will be subject to a 5mph speed limit.

Driver Checks

- 5.18 Before commencing work on the contract, a driver licence check will be carried out with the DVLA for all regular drivers, and these will be re-checked on a regular basis. Within 60 days of the contract date, all regular drivers will also carry out the Safe Urban Driving (SUD) training course (or equivalent), unless this has been undertaken in the last three years.

Wheel Washing

- 5.19 Vehicles exiting the site are not expected to but may inadvertently carry deposits of clay or wet concrete, trapped on their tyres, out on to the surrounding highway network.
- 5.20 A wheel-cleaning regime will be implemented throughout the duration of the contract.

- 5.21 An area will be designated within the site to be utilised for portable tyre wash set into the ground that all vehicles leaving site will have to pass through. This will contain any material to this area, the remainder of the outbound route will be hard standing and is not anticipated to create a risk. In addition, the Traffic Marshall shall conduct a spot check and utilise a high-pressure jet if required.
- 5.22 Local drainage will be provided inside the site boundary to avoid discharge of water onto the highway and settling of silts prior to discharge to the local sewer. In any event the traffic marshal will be responsible for ensuring vehicles are checked prior to leaving the site area.
- 5.23 Mechanical road sweeping of the roads surrounding the site will be undertaken daily / as and when required for the duration of the works.
- 5.24 The proposed wheel cleaning procedure will consist of:
 - Before leaving the site, vehicles will be inspected for any heavy deposits left on wheels.
 - Following inspection, all wheels are to be washed down by driving through the tyre wash and the Traffic Marshall utilising a high-pressure jet wash until clear of all deposits.
 - Vehicles will be permitted to leave site following approval of the site representative that the above steps have been completed to a satisfactory standard.
 - The site boundary and adjacent roads will be monitored daily to ensure that both pedestrian and vehicular access routes are kept clear, clean and maintained at all times.

Road Cleaning

- 5.25 The contractor will sweep the roads and footpaths on the local highway network as required on a daily basis to remove any spoil or debris deposited on the highway resulting from the construction period. This will be undertaken to maintain public safety during the construction period.

Dust and Noise Suppression

- 5.26 The contractor will take reasonable steps to minimise noise and suppress dust, dirt and debris generated by the scheme working to the relevant British Standards and best working practices.

6 Estimated Vehicle Movements

- 6.1 Vehicular movement will be managed and will be encouraged to occur outside of school or rush hours. A 48-hour material booking system will be enforced to allow planned delivery strategies to be undertaken.
- 6.2 The HGV movements would be spread across the working day outside of the AM and PM peak periods. The arrival and departure of light vehicles would be concentrated during the morning and evening periods but would be less than the predicted levels of traffic during the operational phase of the Development.
- 6.3 The estimated number of construction vehicle movements will be provided following the appointment of a Contractor.

Frequency of Deliveries and Collections

- 6.4 Access for all vehicles will be via Rigby Lane.
- 6.5 All vehicles delivering to and on site will be controlled by qualified Traffic Marshalls who will be in place to manage these operations to ensure they occur in a safe and practical manner. Deliveries to the site will also be scheduled to avoid multiple HGVs on site at any time.
- 6.6 On a typical day, vehicles larger than those highlighted above are not expected to visit the site. To ensure safety, the movement of larger vehicles at the site will be managed by a trained marshal at the site access. Furthermore, the timings of any large vehicle movements will be co-ordinated so as to avoid the morning and afternoon/ evening peak periods.

7 Implementation, Monitoring and Update

Overview

- 7.1 This document is produced using information provided by the demolition contractor.

Monitoring

- 7.2 The movement of all construction related vehicles will be monitored by the appointed contractor to ensure that it is carried out in accordance with the details contained within this CLP and subsequently agreed practices with the local authority.
- 7.3 It is envisaged that regular correspondence will be undertaken as necessary between the site contractor, site management team and the local planning authority throughout the construction period. Any activities not undertaken in accordance with the details contained within this CLP will be discussed and corrective action taken as appropriate.
- 7.4 This CLP has provided the following:
- Set out the multimodal accessibility to the site for the benefit of construction workers;
 - Detailed the envisaged construction programme;
 - Detailed the construction traffic routing and how this will be managed for the duration of the construction period;
 - Identified a series of Mitigation Measures including wheel washing and site access marshalling, further details of which will be confirmed following appointment of a contractor; and
 - Monitoring is also proposed with regular correspondence between the appointed Contractor, Site Management team and the local authority.

Appendix A



Total Site Area: 1.18 ha / 2.93 acres

Unit 1 GIA:	m²	ft²
Ground Floor	1,521	16,372
First Floor Office (15%)	226	2,433
First Floor Mezzanine	313	3,369
Total:	2,060	22,174

Unit 2 GIA:	m²	ft²
Ground Floor	1,078	11,604
First Floor Office (15%)	156	1,679
First Floor Mezzanine	145	1,561
Total:	1,379	14,844

Unit 3 GIA:	m²	ft²
Ground Floor	1,349	14,521
First Floor Office (15%)	202	2,174
First Floor Mezzanine	177	1,905
Total:	1,728	18,600

Unit 4 GIA:	m²	ft²
Ground Floor	1,772	19,074
First Floor Office (18.5%)	277	2,982
First Floor Mezzanine	223	2,400
Total:	2,272	24,456

Total GIA	m²	ft²
	7,439	80,074
Big Area to Site Ratio:	27,329ft² per acre	

ALL AREAS SUBJECT TO DETAILED DESIGN

Parking:	No.	GIA Ratio
Unit 1	13	1:158
Unit 2	12	1:115
Unit 3	14	1:123
Unit 4	22	1:103
Total	61	1:122

Unit 1 GEA:	m²	ft²
Ground Floor	1,579	16,997
First Floor Office	254	2,734
First Floor Mezzanine	335	3,606
Total:	2,168	23,337

Unit 2 GEA:	m²	ft²
Ground Floor	1,108	11,927
First Floor Office	171	1,841
First Floor Mezzanine	157	1,690
Total:	1,436	15,458

Unit 3 GEA:	m²	ft²
Ground Floor	1,385	14,908
First Floor Office	219	2,357
First Floor Mezzanine	191	2,056
Total:	1,795	19,321

Unit 4 GEA:	m²	ft²
Ground Floor	1,836	19,763
First Floor Office	306	3,294
First Floor Mezzanine	239	2,573
Total:	2,381	25,630

Total GEA	m²	ft²
	7,780	83,746
Big Area to Site Ratio:	28,582ft² per acre	

GEA calculations based on an external wall build-up of 480mm to the Warehouse measured from grid-lines.



Based on ordnance and topographical measured survey

Ordnance Survey Licence Number: 100022432

Topographical & measured building survey prepared by Terrain Surveys: Drawing Number TS23-044-1

Landscape shown illustratively only, refer to Landscape Architects Plan for full details

- Planning Boundary
- 2.4m Palladin Fence
- Existing fence retained
- Active EVCP Pedestal
- Passive EVCP Space
- Refuse Area
- Cycle parking shelters
- Space can be used to park 2 cargo bikes or 1 car
- 3.5m high acoustic fence
- Retaining wall
- Existing Tree
- Proposed Tree

Rev PL15: Verge line removed. MS - 29.08.2023
Rev PL14: Cycle lane removed. MS - 08.08.2023
Rev PL13: Cargo bikes relocated. Cycle lane and pedestrian crossing points added. MS - 26.07.2023
Rev PL12: Planning issue. MS - 24.05.2023

Drawing Status: PLANNING ISSUE

CMP Architects

Client: Wrenbridge (FRELd Hayes) LLP

Project: Ainscough Crane Hire Site, 84 Swallowfield Way, Hayes, London, UB3 1DQ

Title: Proposed Site Plan

Scale: 1:250@A1 1:500@A3 Drawn: MS Date: 01.03.2023

Org.No: H067-CMP-SI-ZZ-DR-A-00100 Revision: PL15

Do not scale from this drawing, use figured dimensions only. Subject to accurate site survey. All dimensions to be checked and verified for any discrepancies. All drawings to be read in conjunction with all CMP Architects and other consultants' contract documentation. Any discrepancies to be reported before any work commences. All items installed by others are to be fully site coordinated and programmed with the Contractor. All products to be installed to manufacturers recommendations. ©Copyright CMP Architects Ltd

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