



ttp consulting
transport planning specialists

Brickfields

**Silverdale Road, Hayes, London
Borough of Hillingdon**

Demolition and Construction Management Plan

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1 INTRODUCTION

Overview

1.1 TTP Consulting has been appointed to prepare a Demolition and Construction Management Plan in relation to the approved development (Application reference 2016/4027) at Silverdale Industrial Estate in the London Borough of Hillingdon (LBH). The development comprises the demolition of existing buildings and redevelopment of the site to provide 122 residential units and 230sqm of commercial space.

1.2 Condition 4 of the planning permission states:

"Prior to commencement of development, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

(i) The phasing of development works

(ii) The hours during which development works will occur (please refer to informative I15)

(iii) A program to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.

(iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).

(v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).

(vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.

(vii) The storage of demolition/ construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process

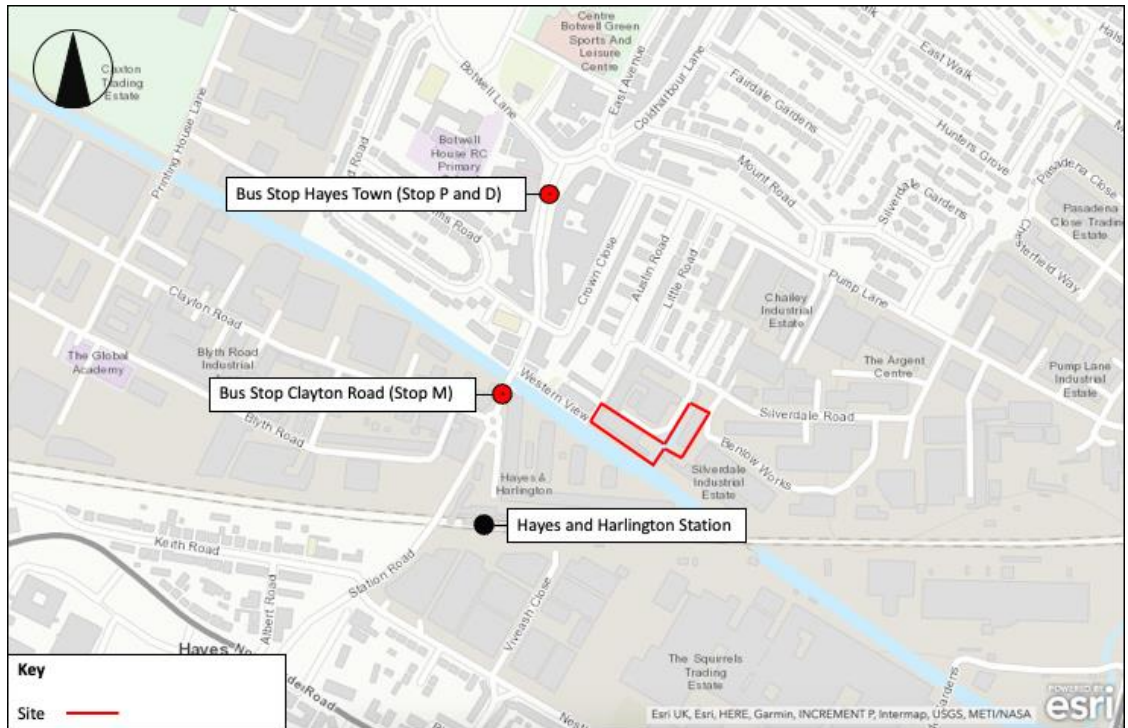
Reason

To safeguard the amenity of surrounding areas in accordance with policy OE1 of the Hillingdon Local Plan: Part 2 – Saved UDP Policies (2012)

Site Context

- 1.3 The site is located at the western end of Silverdale Road in Hayes. The site is bordered by Silverdale Road to the north and west, by industrial buildings to the east and by the Grand Union Canal to the south. The site located approximately 550 metres walk from Hayes and Harlington Station and approximately 400 metres walk from Hayes town centre.

Figure 1.1 - Site Location Plan



- 1.4 The site includes land to the east and west of Shackles Dock. The area to the west of the dock is now clear, but was previously occupied by Chalfont House. The area on the eastern side of the dock contains industrial buildings.
- 1.5 To the immediate north and east, the site is bound by the Craufurd Business Park, which is in the same ownership as the development site. Land in the vicinity of the site is industrial in nature to the east, whilst land to the north and west is more residential in nature.

Development Proposals

- 1.6 The proposed development comprises the demolition of the remaining buildings at the site and the construction of 4 residential buildings ranging from ground floor plus three storeys to ground plus eight storeys. The buildings will contain 122 residential units and 230sqm of flexible commercial space plus associated car parking, landscaping, infrastructure works and the extension of Shackles Dock. Access to the site will be taken from Silverdale Road.

- 1.7 The construction works are anticipated to last approximately 24 months in total with completion by summer 2024.

Objectives

- 1.8 This Demolition and Construction Management Plan (DCMP) provides detail of the management of the site during the demolition and construction period and a strategy to minimise the potential for disruption to local residents, businesses and other users of the adjacent highway network.
- 1.9 The contents of the plan will be complied with unless otherwise agreed with the Council. The plan is a live document that will be updated as necessary to include relevant information and address issues that may be identified as the project progresses. Any revisions made to the Demolition and Construction Management Plan will be submitted to the Council for approval.
- 1.10 The overall objectives of the strategy are to:
- Lower emissions;
 - Enhance safety - Improved vehicle and road user safety; and
 - Reduce congestion - Reduced trips overall, especially in peak periods.
- 1.11 To support the realisation of this objective, several sub-objectives have been set and include:
- Encouraging construction workers to travel to the site by non-car modes;
 - Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
 - Encouraging greater use of sustainable freight modes;
 - Encouraging the use of greener vehicles;
 - Communication of site delivery and servicing facilities to workers and suppliers; and
 - Managing the on-going development and delivery of the strategy with demolition and construction contractors.

Report Structure

- 1.12 This DCMP has been prepared by Peter Sturgeon of TTP Consulting and written with reference to Transport for London's Construction Logistics Plan (CLP) Guidance document. TfL's CLP tool has also been utilised to inform this document.
- 1.13 The remainder of this CLP is structured as follows:
- **Section 2** – provides context, considerations and challenges associated with the construction of the site;
 - **Section 3** – sets out the indicative construction programme and methodology;

- **Section 4** – details the vehicle routing and access for construction vehicles to and from the site;
- **Section 5** – includes a list of strategies that have been either committed, proposed or considered in relation to reducing the impacts of construction;
- **Section 6** – sets out the estimated vehicle movements associated with the construction project; and
- **Section 7** – includes measures to implement, monitor and update the DCMP.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

Policy Context

Traffic Management Act (2004)

- 2.1 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)

- 2.2 The London Plan states that Construction Logistics Plans will be required and should be developed in accordance with TfL guidance and in a way which reflects the scale and complexities of developments.
- 2.3 It also states that development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites. Furthermore, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.
- 2.4 Construction Logistics Plans should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, lean and efficient. To make the plans effective they should be monitored and managed throughout the construction and operational phases of the development.
- 2.5 To reduce the road danger associated with the construction of new development and enable the use of safer vehicles, appropriate schemes such as CLOCS (Construction Logistics and Community Safety) or equivalent and FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions.

Transport for London Construction Logistics Planning Guidance

- 2.6 The TfL guidance document seeks to establish a standardised approach to preparing and assessing CLP type documents. It includes detail of technical requirements, planned measures that should be considered, implementation and monitoring and how the impact on the community should be addressed.

2.7 The purpose of the Construction Logistics Plan guidance is to ensure that CLPs of high quality are implemented to minimise the impact of construction logistics on the road network. Well-planned construction logistics will reduce:

- Environmental impact: Lower vehicle emissions and noise levels;
- Road risk: Improving the safety of road users;
- Congestion: Reduced vehicle trips, particularly in peak periods; and
- Cost: Efficient working practices and reduced deliveries.

Construction Logistics and Community Safety (CLOCS)

2.8 The CLOCS primary mission is to ensure that all construction vehicle trips are undertaken safely. The key aims are as follows:

- Ensuring the safest construction vehicle journeys;
- zero collisions between construction vehicles and the community;
- improved air quality and reduced emissions;
- fewer vehicle journeys; and
- reduced reputational risk.

2.9 The CLOCS Standard is a national industry standard that sets out the requirements for key stakeholders associated with a construction project and establishes responsibilities for the client and principal contractor controlling the construction site as well as other operators of any road-going vehicles servicing that project.

Fleet Operator Recognition Scheme (FORS)

2.10 FORS is a voluntary accreditation scheme for fleet operators which aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection.

Location Context

2.11 Local and Regional context plans are provided at **Appendix A** to show the area surrounding the development site.

Local Highway and Public Transport Network

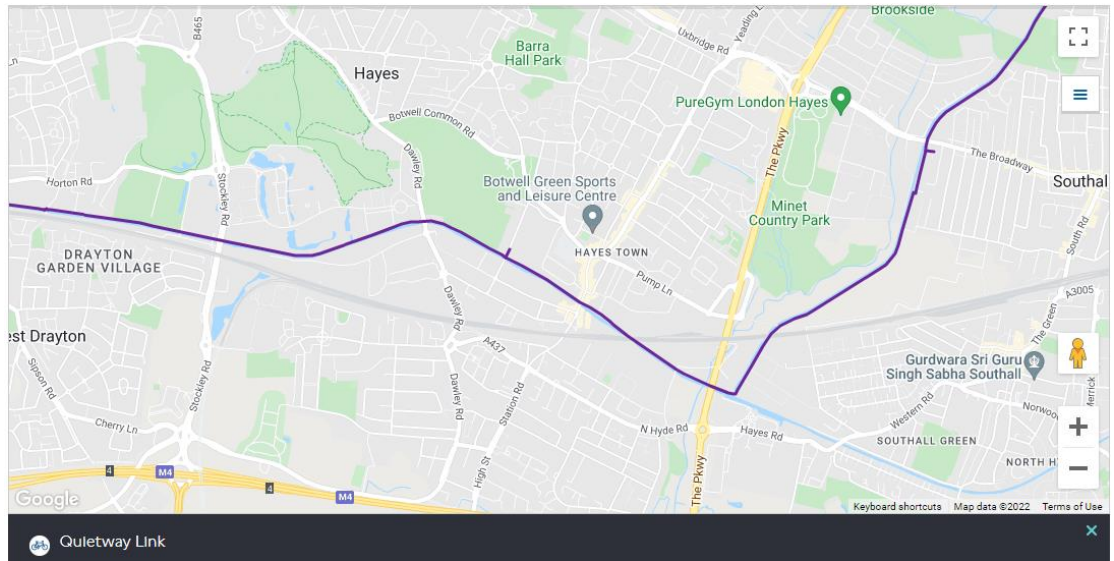
Local Highway Network

- 2.12 The site is bound by Silverdale Road to the north and west. Silverdale Road is a two-lane single carriageway road subject to a 30mph speed limit. Access to the eastern part of the site is taken from a road that borders the eastern side of the site and also serves the adjacent industrial buildings. The western side of the site is accessed by a road that also served the Craufurd Business Park. Both points of access are located off Silverdale Road.
- 2.13 To the west of the site access points, bollards prevent vehicular access to western end of Silverdale Road. Demolition and construction vehicles will therefore need to approach the site from the east via Pump Lane. Pump Lane provides access to the town centre to the west and the A312 to the east. The A312 Parkway provides access to the M4 motorway to the south and the A40 to the north.
- 2.14 Vehicular access into the site during demolition and construction will be taken from the western point of access via the Craufurd Business Park. Access to the site will be controlled by qualified banksmen in order to manage any potential for conflict between construction vehicles and pedestrians, cyclists or other vehicles.

Walking and Cycling Network

- 2.15 There are footways along both sides of Silverdale Road in the vicinity of the site. At the southwestern corner of the site, a ramp provides access from Silverdale Road onto the Grand Union Canal towpath. To the west, the towpath provides convenient access to Station Road, which passes through Hayes town centre and provides access to Hayes and Harlington Station to the south.
- 2.16 The towpath is also shown on Transport for London's cycle map as show on **Figure 1.2**.

Figure 1.2 – Extract from TfL Cycle Map



- 2.17 The route provides access to West Drayton to the west and Paddington in Central London to the east.

Public Transport Network

- 2.18 Public Transport Accessibility Levels (PTAL) provide a guide to the relative accessibility of a site. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 is the lowest. The TfL PTAL calculator indicates a PTAL of 5 when measured from the centre of the site, indicating an excellent level of accessibility by public transport. A copy of the PTAL report is included at **Appendix B**.

Considerations and Challenges

- 2.19 The key challenges associated with the construction of this site are in relation to vehicular access, traffic flow and pedestrian/cyclist activity. As such, vehicle activity will need to be strictly managed, deliveries and collections scheduled to avoid peak hours and traffic management measures and qualified banksmen used to minimise any potential conflict between construction traffic pedestrians, cyclists and other road users.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

Overview

- 3.1 The proposed construction works are anticipated to last 24 months in total and be completed by the summer of 2024. A summary table of the demolition and construction programme generated by the TfL CLP tool is a provided at **Table 3.1**.

Table 3.1 – Construction Programme		
Construction stage	Start	End
Site setup and demolition	Aug-2022	Oct-2022
Basement excavation and piling	Oct-2022	May-2023
Sub-structure	May-2023	Sep-2023
Super-structure	Aug-2023	Nov-2023
Cladding	Nov-2023	Feb-2024
Fit-out, testing and commissioning	Dec-2023	Aug-2024

Site Arrangement

Demolition

- 3.2 Buildings to the east of Shackles Dock have been demolished and that part of the site is clear. Access to the site when demolition of the buildings to the west of the dock is undertaken will be from the western point of access through the Craufurd Business Park which is in the developer's ownership. During demolition, the eastern part of the site will be used for contractor parking and welfare facilities. A plan showing the site set up during demolition is provided at **Appendix C**.

Construction

- 3.3 The footprint of the proposed buildings takes up much of the site and therefore, during construction work, it is proposed that vacant units within the Craufurd Business Park will be used as a compound for contractor parking and welfare facilities. A plan showing the site set up during construction work is provided at **Appendix D**.
- 3.4 All non-road mobile machinery (NRMM) will comply with the emission standards specified in the Mayor of London's Control of Dust and Emissions during Construction and Demolition SPG. All NRMM will meet minimum emission criteria and be registered accordingly. Records will also be kept on site including these relevant details. Examples of NRMM that will be used on site include, but are not limited to:

- Access platforms;

- Piling rigs;
- Compressors;
- Generators;
- Mobile cranes;
- Concrete pumps; and
- Telehandlers.

4 VEHICLE ROUTEING AND ACCESS

Proposed Vehicle Routes

- 4.1 A plan highlighting the proposed vehicle routes to and from the strategic road network is included at **Appendix E**.
- 4.2 All construction vehicles will approach the site via the A312 The Parkway and join Pump Lane before turning left into Silverdale Road and proceeding west toward the site. Vehicles will exit the site using the same route to return to the A312.
- 4.3 All personnel responsible for delivering material to and / or transporting material away from the site will be advised of the proposed vehicular access route. In addition, a booking system will be implemented whereby all construction vehicles can be scheduled.
- 4.4 Vehicle arrivals / departures will be programmed and staggered to reduce the potential for unnecessary delay and congestion at the site. The scheduling of materials, deliveries and waste collection will be managed in order to avoid congestion at the site.
- 4.5 Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the site is ready to receive a vehicle. Emergency access will be maintained at all times, with drivers of construction vehicles instructed to move immediately if necessary.

Site Access

- 4.6 All construction vehicles will load/unload on-site and off of the public highway. Demolition and construction vehicles will all access the site via the Craufurd Business Park. All demolition and construction vehicles will be able to enter and exit the site in forward gear. Demolition and construction vehicle manoeuvres would be under banksmen control in order to manage any potential for conflict between construction vehicles and pedestrians, cyclists or other road users.
- 4.7 Swept path analysis showing 4 axle tipper lorries and maximum length articulated vehicles manoeuvring to, from and within the site during demolition and construction phases are provided at **Appendix F**.
- 4.8 The site access will be fully secured with vehicle gates provided and temporary lighting. The gates and accesses will be regularly inspected and maintained as necessary with decorative displays and viewing apertures provided.
- 4.9 Each vehicle will be inspected prior to leaving and wheels washed to minimise the potential for loose debris falling onto the public highway. Vehicles will also be sheeted where possible.

- 4.10 Signage will be provided to alert pedestrians, cyclists and motorists of the construction works whilst temporary barriers and stop/go boards will be utilised if appropriate.

Parking Suspensions

- 4.11 There are no on street parking bays in the vicinity of the site access route and no suspensions are considered necessary.

Diversions

- 4.12 The works will require the closure of the pedestrian ramp from Silverdale Road to the Grand Union Canal Towpath. The appointed contractor will be responsible for applying to the Council for the closure of the ramp and agreeing appropriate diversion routes. Qualified banksmen will be available at the site entrance/exit point to manage the interaction between construction traffic, pedestrians, cyclists and other road users. In addition, vehicle hours will be scheduled to avoid peak periods when possible.

Staff Travel

- 4.13 All site operatives and visitors will be encouraged to travel to and from the site by active modes or public transport.

5 STRATEGIES TO REDUCE IMPACTS

5.1 The following Planned Measures have been considered to reduce the potential impact of construction works.

Table 5.1 - Planned Measures Checklist			
	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 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			
Collaboration amongst other sites in the area			X
Implement a staff travel plan			X

*If site, consolidation centre or holding areas are within 100m of foreshore of navigable water-way or rail freight siding.

Measures Influencing Construction Vehicles and Deliveries

- 5.2 All contractor and sub-contractor vehicles will seek to comply with FORS and CLOCS to ensure sufficient safety measures are implemented.
- 5.3 The proposed vehicle route aims to provide the most direct approach between the site and the strategic road network. Details of the proposed route will be communicated to all suppliers when orders are placed with all drivers expected to follow the route unless diversions are in place. Records will be kept if suppliers deviate from the route and warnings will be issued on a three strike basis.
- 5.4 Vehicles will then be given slots to arrive at the site to ensure that there is sufficient capacity on site to accommodate the vehicle. If drivers are unable to make the available time slot they will be expected to phone ahead to see if the site has capacity to still accommodate the vehicle. All deliveries would be booked in advance in order to allow the request to be reviewed.
- 5.5 Vehicle movements will be scheduled and re-timed to avoid the morning and evening peak periods. The site also provides sufficient space to accommodate vehicles within the site compound. As such, there is no requirement for holding areas.

Measures to Encourage Sustainable Freight

- 5.6 There are no planned measures to utilise the delivery or collection of freight by water or rail. The potential for deliveries by water was explored with the Canals and Rivers Trust but it was not considered to be a practical solution.
- 5.7 Consideration has been given to whether there is any benefit in using a material consolidation centre, the nearest of which is located in Greenford, approximately 5 miles to the north. However, it is the case that many deliveries to a development of this scale would be full lorry loads that could not be consolidated onto other vehicles.

Material Procurement Measures

- 5.8 Material will be re-used on-site where possible to avoid unnecessary vehicle trips. Suppliers from the local area will be made use of where possible. There are a number of concrete suppliers in the vicinity of the site and many suppliers locally can be used for fit out during the latter stages of the project.

Operational / Management Measures

Project Manager

- 5.9 A Project Manager will be appointed and assume all responsibility for implementing the measures within the DCMP. They will also seek to comply with all relevant legislation.
- 5.10 The contractor will be contactable during office hours. Information boards will be displayed on the site hoarding highlighting the key personnel on site including their contact details. A 24 hour emergency contact number will also be provided.
- 5.11 The Project Manager will liaise with local residents and the Project Managers for other construction activity in the local area when and where it is relevant to do so. They will act as a point of contact so that in the event of issues / concerns arising during the construction process, action can be taken as quickly as possible.
- 5.12 The Project Manager will keep a record of any comments or complaints and will ensure that they are resolved quickly.
- 5.13 The Project Manager will be responsible for monitoring and reviewing this DCMP on an ongoing basis to reflect the changing needs of the project and/or any changes to the local road network.

Considerate Constructors Scheme

- 5.14 The construction project will be registered with the Considerate Constructors Scheme in order to minimise any negative impact that construction activity may have on the local area.
- 5.15 Participation in the scheme ensures and commits the construction project and its workers to providing competent management, efficiency and awareness of environmental issues. In addition, appropriate monitoring will be undertaken to review practices and assess performance.
- 5.16 Membership of the scheme requires compliance with a code of practice and seeks to:
- Minimise any disturbance or negative impact (in terms of noise, dirt, and inconvenience) caused by construction sites to the immediate neighbours;
 - Eradicate offensive behaviour and language; and
 - Result in an improved understanding and respect from residents and others in the community and fewer complaints.

Hours of Operation

5.17 The proposed hours of operation will be between:

- Weekdays: 08:00–18:00;
- Saturday: 08:00 – 13:00; and
- Sunday & Bank Holiday: No activity unless agreed with the Council.

Control of Noise, Dust and Vibrations

5.18 A number of noise, dust and vibration measures will be implemented at the site to mitigate the potential environmental impacts associated with construction. Site activities will be controlled as far as is reasonably practicable so that surrounding receptors are protected from excessive levels arising from the construction process.

5.19 Offloading will be direct from vehicles onto the site and efforts will be made to minimise the impact noise when unloading materials. Materials will not be stored on public footways or roads.

5.20 Vehicles will be checked to ensure that wheels are clean and that vehicles are appropriately loaded and sheeted. All construction vehicles will be inspected prior to leaving the site with wheel washing facilities provided.

5.21 The Project Manager will ensure that the surrounding highway network is kept clear of any construction debris with regular inspections undertaken throughout the programme. In addition to manual sweeping a mechanised road sweeper that can attend site will be available on call.

5.22 The site hoarding will help to contain dust and construction noise. Water spray techniques will also be used to control dust associated with the construction process.

5.23 The contractor will aim to keep noise levels to a minimum. This will be carried out by:

- Drivers will be required to turn off engines when stationary;
- Undertaking works in a considerate and sensitive manner;
- Ensuring all plant is fitted with the correct and working exhaust mufflers and noise suppression kits;
- Changing where possible methods, equipment and processes to keep noise levels low;
- Position plant as far away from residential property as reasonably possible;
- Limit the hours worked on noisy operations; and

- Restricted hours of work for noisy operations.

5.24 Current standards are BS 5228-1:2009 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise, and, BS 5228-2:2009 Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration. These standards will be adhered to.

5.25 All non-road mobile machinery (NRMM) will comply with the emission standards specified in the Mayor of London's Control of Dust and Emissions during Construction and Demolition SPG. In addition, there are a number of dust mitigation measures that will be implemented:

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner and record the measures taken;
- Carry out regular site inspections to monitor compliance, record inspection results;
- Fully enclose the site or specific operations where there is a high potential for dust production and the site is active for an extensive period;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site;
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
- Use enclosed chutes and conveyors and covered skips;
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate; and
- Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

Other Measures

Pedestrian and Cyclist Safety

- 5.26 Construction traffic poses a potential risk to pedestrian and cyclist safety. As such, vulnerable road users' safety will be paramount. The use of Traffic Marshals during all periods of operation at the site will assist with pedestrian and cyclist safety. A pedestrian route will always be maintained along all site frontages.
- 5.27 All contractors and suppliers will be required to achieve silver accreditation of FORS (Fleet Operator Recognition Scheme) where applicable and to be signatories of CLOCS (Standard for Construction Logistics: Managing Work Related Road Risk).

Recycling

- 5.28 Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the construction process. Valuable or potentially contaminating materials and fittings will be removed safely and intact for later re-use or processing. Furthermore, material will be re-used on-site where feasible.
- 5.29 All waste materials will be deposited into containers held on site with each trade responsible for clearing their own waste. All site waste will be collected by a licensed waste carrier and will be taken to a registered waste transfer station for sorting and recycling and re-use.

Refuse Collections

- 5.30 The Project Manager will ensure that construction activities do not impede the movement of waste vehicles and refuse collections and seek to schedule vehicle movements to avoid collection times.

Staff Travel Plan

- 5.31 There is anticipated to be in the region of 100 – 120 construction workers on-site on average but this will increase to 200 during the later phases of construction. Staff will be encouraged to travel to the site by public transport or active modes and provided with information on travel options. A Travel Plan was submitted with the planning submission, measures from the Travel Plan will be implemented to encourage and facilitate the use of sustainable travel modes.

Community Liaison

- 5.32 The contractor will post contact details on the site should anyone need to contact the site or make a complaint. A 24hr emergency number will also be made available. As such, contact can be made should any issues arise.

6 ESTIMATED VEHICLE MOVEMENTS

Number of Movements

6.1 **Table 6.1** provides a summary of estimated construction vehicles during the proposed works.

Table 6.1 - Estimated Construction Vehicles – Monthly and Daily			
Construction Stage	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q3 2022 - Q4 2022	66	3
Basement excavation and piling	Q4 2022 - Q2 2023	100	5
Sub-structure	Q2 2023 - Q3 2023	60	3
Super-structure	Q3 2023 - Q4 2023	90	4
Cladding	Q4 2023 - Q1 2024	92	4
Fit-out, testing and commissioning	Q4 2023 - Q3 2024	152	7
Peak period of construction	Q1 2024 - Q1 2024	156	7

6.2 The following charts have been prepared using the TfL CLP tool. They provide an estimate for the number of vehicle movements expected during the various phases of construction works. All vehicle movements will be managed by a booking system with the average dwell time for each vehicle likely to be in the order of 30-60 minutes.

Figure 6.1 - Estimated Construction Vehicles – Monthly and Daily

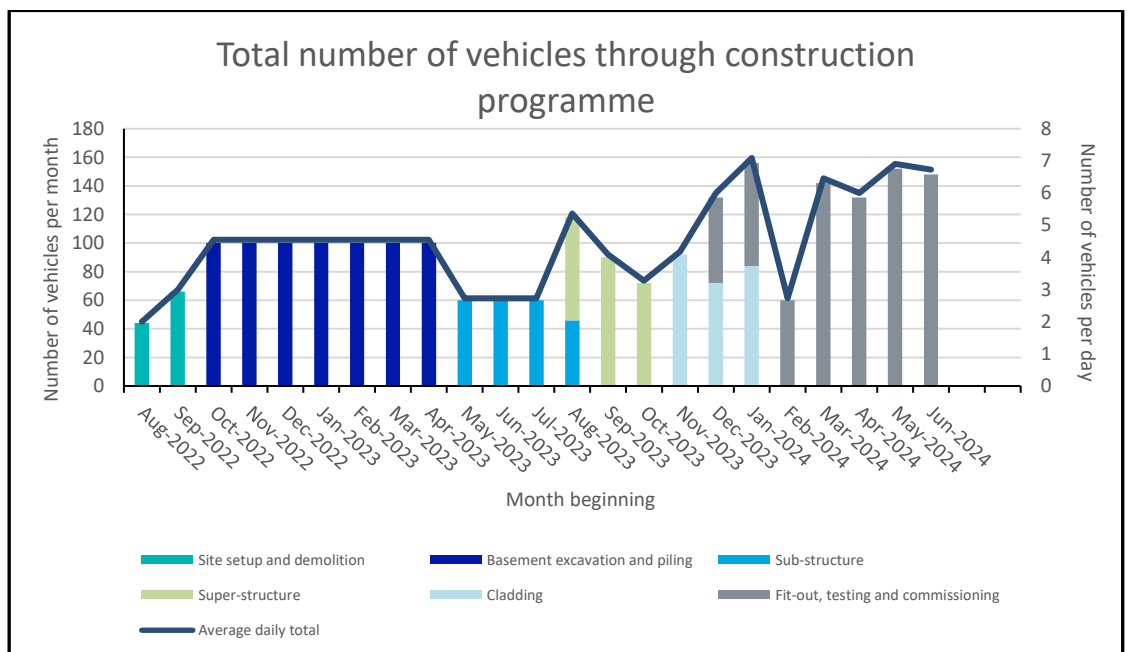


Figure 6.2 - Number and Vehicle Type by Phase of Construction

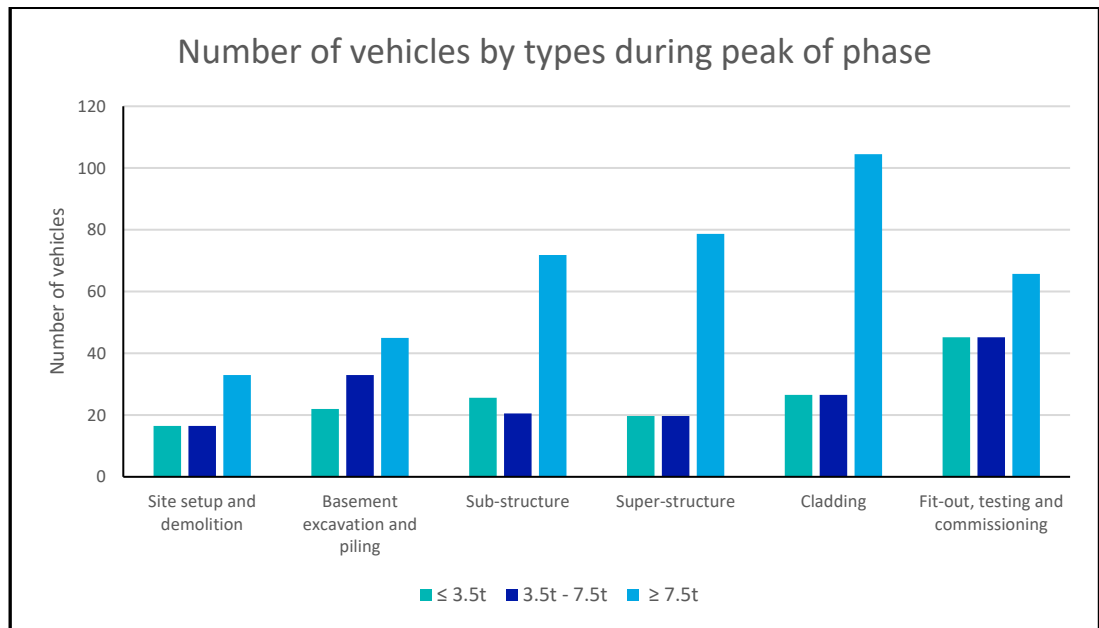
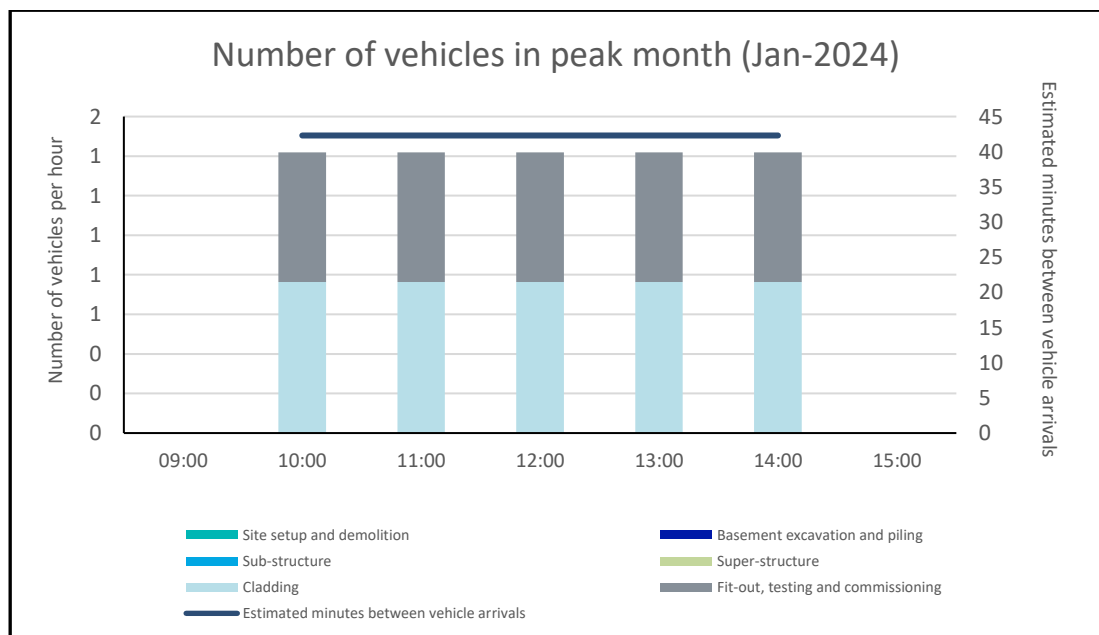


Figure 6.3 - Hourly Arrival Profile of Vehicles during Peak



Vehicle Types

6.3 The construction process will involve a range of vehicles which will include the following:

- 10.2m long 4 axle grab lorry;
- 9.7m long 4 axle concrete mixer;

- 9.1m long 4 axle Hi-Ab;
- 10m long 2 axle flat-bed lorry;
- 7.9m long 2 axle skip lorry;
- 10.2m long 4-axle large tipper lorry;
- Mobile Crane;
- Light Goods Vehicles including transit vans; and
- 16.5m articulated vehicle for deliveries of large items.

7 IMPLEMENTING, MONITORING AND UPDATING

Implementation

- 7.1 The Project Manager will be responsible for implementing the measures set out within this DCMP. They will dedicate a set amount of time to ensure procedures are being followed and standards are being met. Copies of the document will also be made available for all workers and suppliers at the site to view.

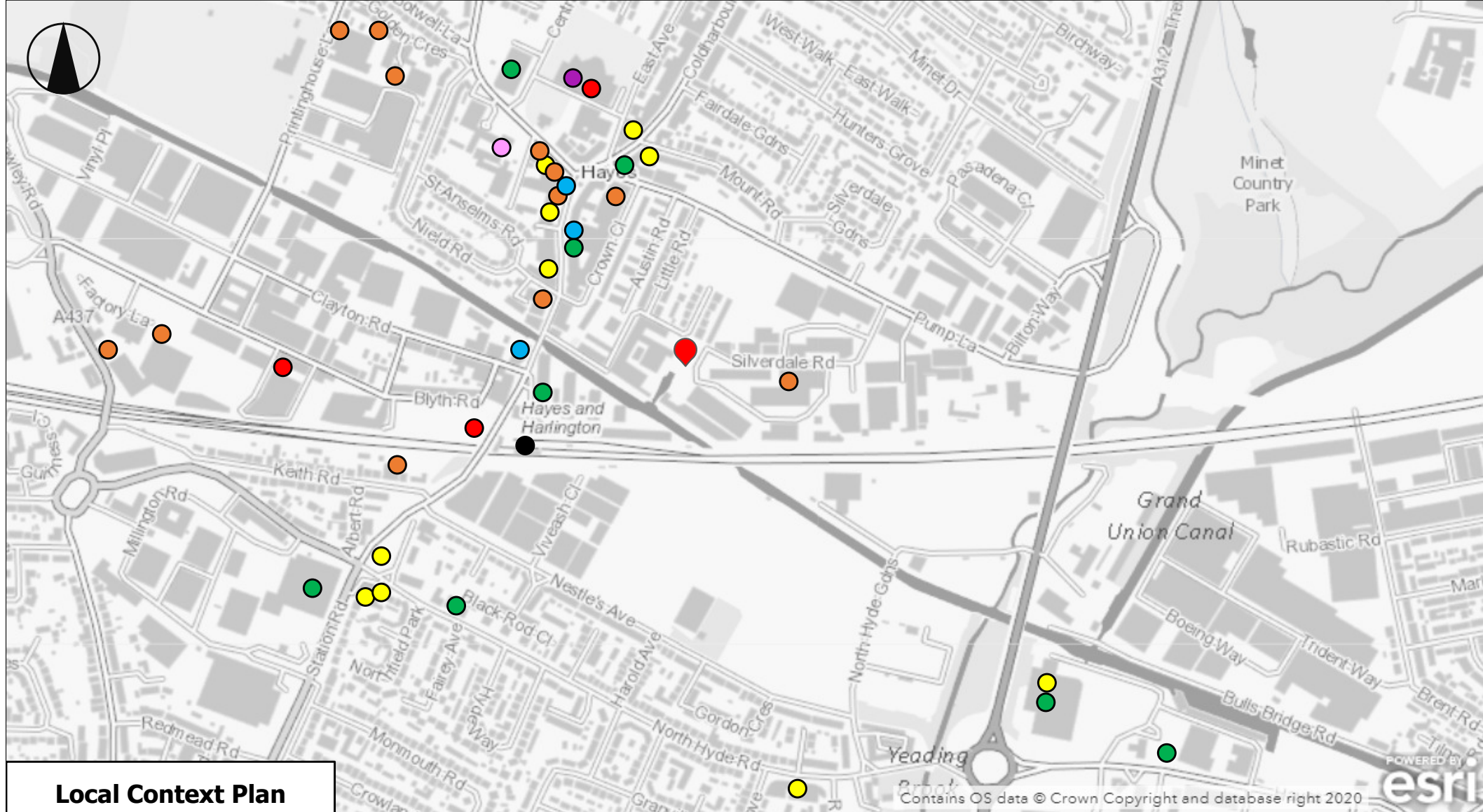
Monitoring

- 7.2 Regular inspections will be carried out by the Project Manager to ensure compliance with the DCMP. The Project Manager will also be responsible for keeping a record of all vehicle arrivals and departures as well as details of each vehicle, duration of stay and whether or not it arrived on time or. They will also record any complaints or accidents and details of how staff are travelling to the site.

Updating

- 7.3 The DCMP will be a 'live' document and regularly reviewed and updated as necessary by the Project Manager. The Project Manager's details will be available at all times to enable any issues or comments to be raised with the appropriate person and promptly dealt with.

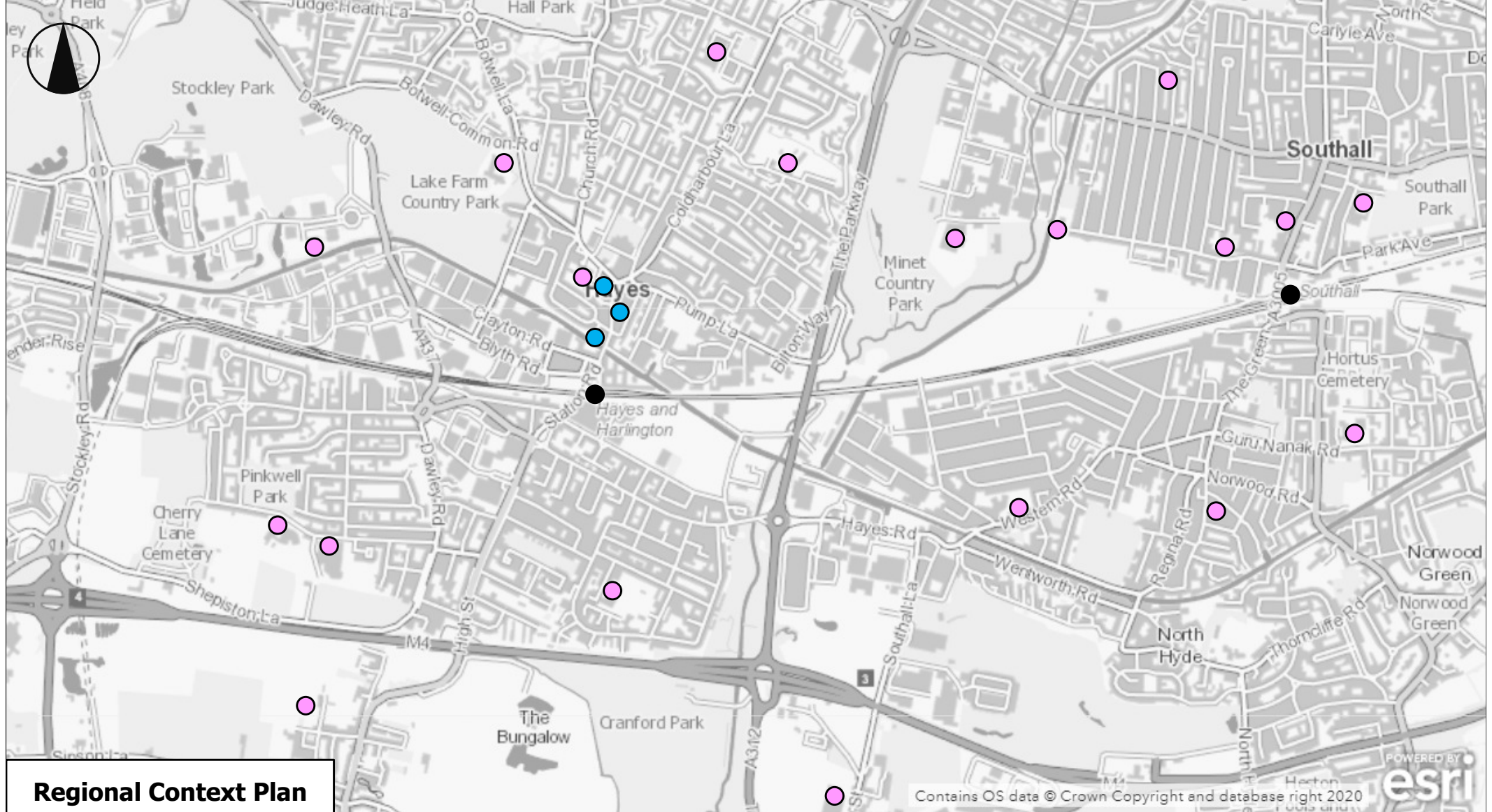
Appendix A



Local Context Plan

Key

- | | | |
|---|--|--|
|  Site Location |  Supermarket |  Gym/ Sports Ground |
|  Rail Station |  Medical Centre/ Pharmacy |  Library |
|  Bus Stop |  Place of Worship |  School |



Key



Site Location



School



Rail Station

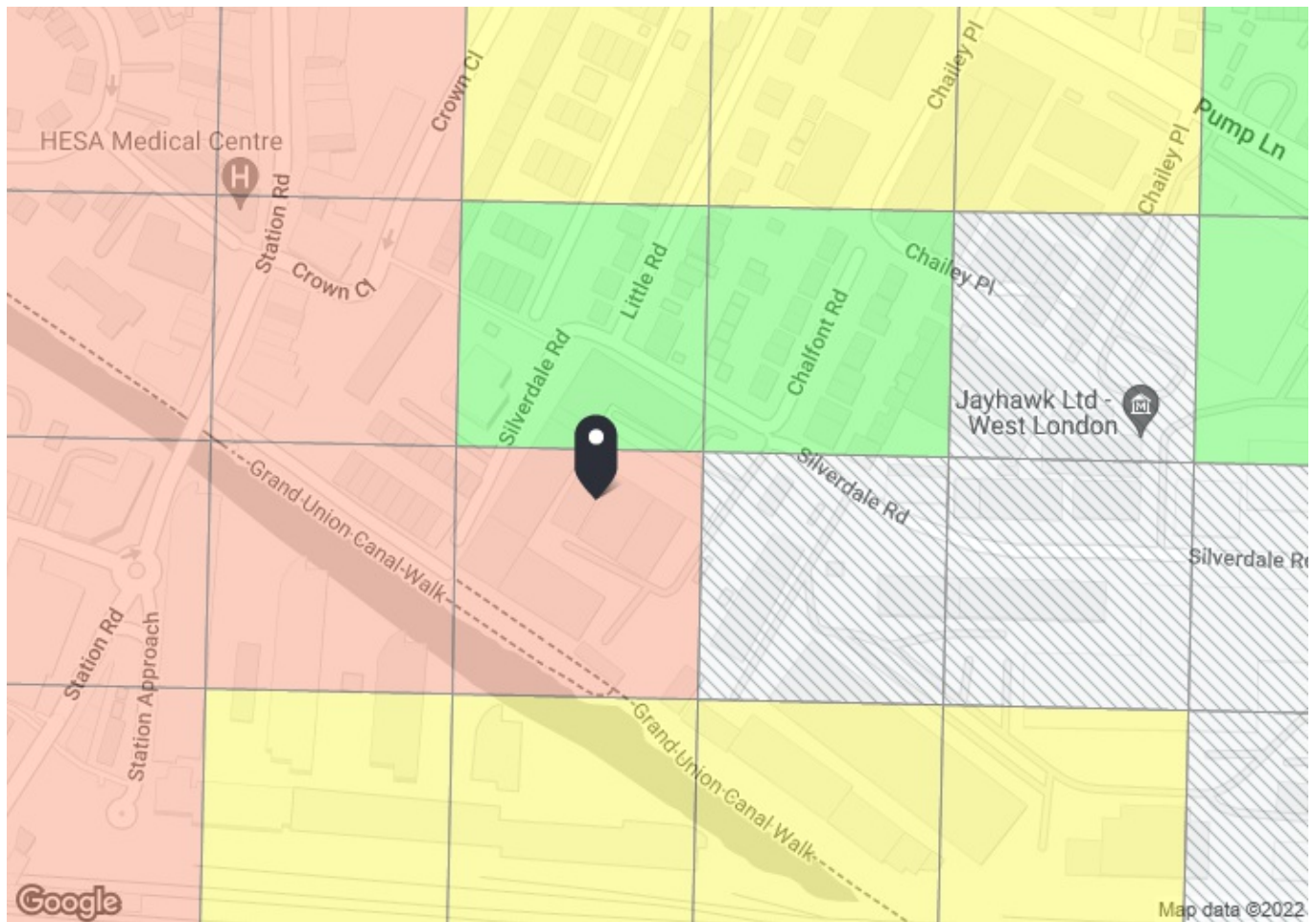


Bus Stop



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Appendix B



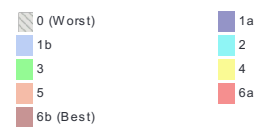
PTAL output for Base Year 5

22 Silverdale Rd, Hayes UB3 3BX, UK
Easting: 509953, Northing: 179574

Grid Cell: 75690

Report generated: 07/03/2022

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

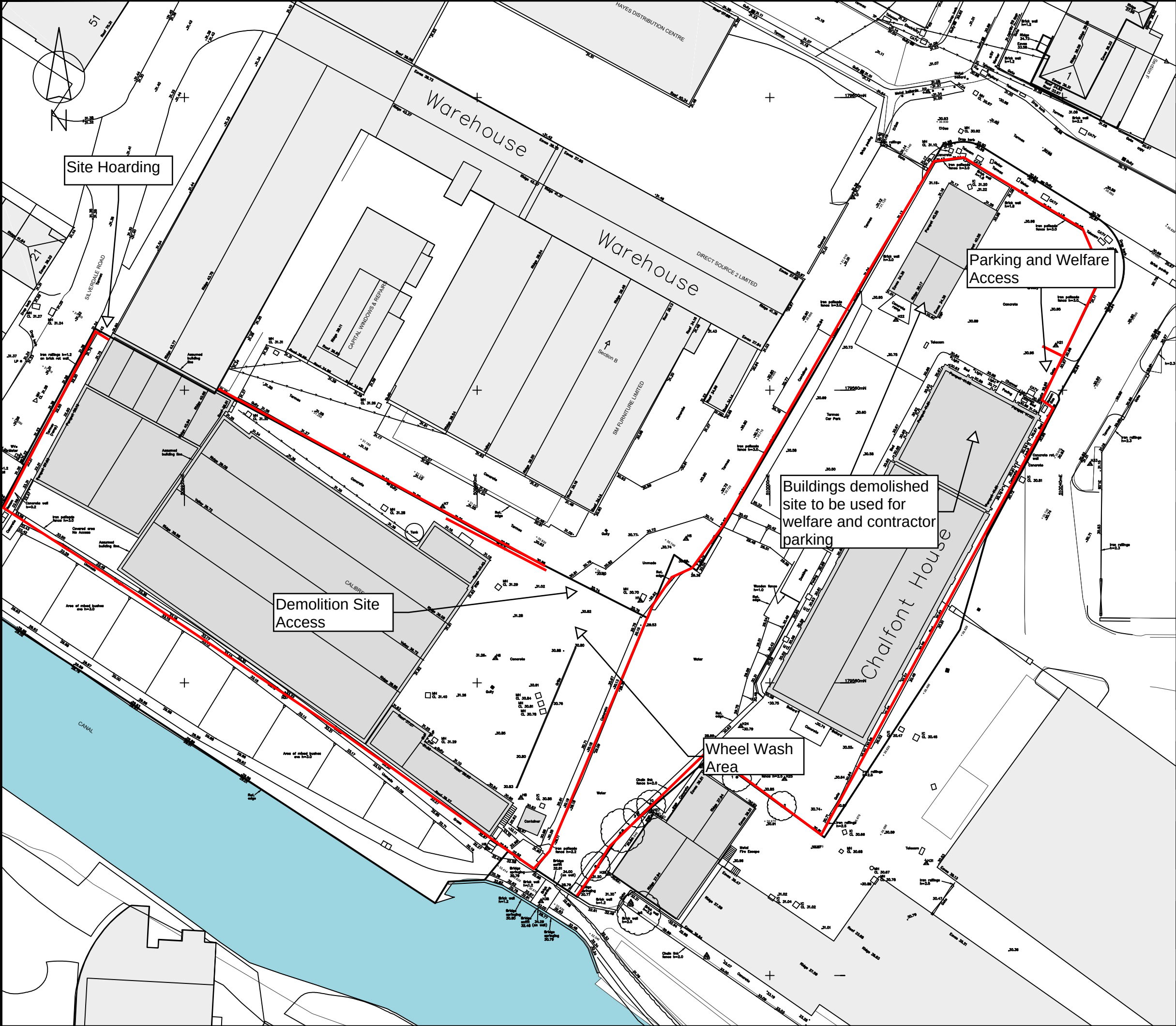
Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HAYES THE OLD CROWN	E6	208.9	6	2.61	7	9.61	3.12	0.5	1.56
Bus	HAYES THE OLD CROWN	U5	208.9	5	2.61	8	10.61	2.83	0.5	1.41
Bus	HAYES THE OLD CROWN	90	208.9	6	2.61	7	9.61	3.12	0.5	1.56
Bus	HAYES THE OLD CROWN	H98	208.9	7.5	2.61	6	8.61	3.48	0.5	1.74
Bus	HAYES THE OLD CROWN	195	208.9	5	2.61	8	10.61	2.83	0.5	1.41
Bus	HAYES THE OLD CROWN	U4	208.9	7.5	2.61	6	8.61	3.48	0.5	1.74
Bus	HAYES THE OLD CROWN	140	208.9	8.5	2.61	5.53	8.14	3.69	1	3.69
Bus	HAYES BLYTH ROAD	350	345.02	5	4.31	8	12.31	2.44	0.5	1.22
Rail	Hayes & Harlington	'PADTON-HTRWAPT 2T18'	388.78	2	4.86	15.75	20.61	1.46	1	1.46
Rail	Hayes & Harlington	'HTRWAPT-PADTON 2Y14'	388.78	2	4.86	15.75	20.61	1.46	0.5	0.73
Rail	Hayes & Harlington	'PADTON-OXFD 2N14'	388.78	0.33	4.86	91.66	96.52	0.31	0.5	0.16
Rail	Hayes & Harlington	'PADTON-OXFD 2N16'	388.78	0.33	4.86	91.66	96.52	0.31	0.5	0.16
Rail	Hayes & Harlington	'PADTON-OXFD 2N18'	388.78	0.33	4.86	91.66	96.52	0.31	0.5	0.16
Rail	Hayes & Harlington	'PADTON-OXFD 2N22'	388.78	0.67	4.86	45.53	50.39	0.6	0.5	0.3
Rail	Hayes & Harlington	'PADTON-OXFD 2N24'	388.78	0.33	4.86	91.66	96.52	0.31	0.5	0.16
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P09'	388.78	0.33	4.86	91.66	96.52	0.31	0.5	0.16
Rail	Hayes & Harlington	'OXFD-PADTON 2P11'	388.78	0.33	4.86	91.66	96.52	0.31	0.5	0.16
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P12'	388.78	0.33	4.86	91.66	96.52	0.31	0.5	0.16
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P14'	388.78	1.33	4.86	23.31	28.17	1.07	0.5	0.53
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P17'	388.78	0.33	4.86	91.66	96.52	0.31	0.5	0.16
Rail	Hayes & Harlington	'OXFD-PADTON 2P18'	388.78	0.33	4.86	91.66	96.52	0.31	0.5	0.16
Rail	Hayes & Harlington	'BNBR-PADTON 2P20'	388.78	0.33	4.86	91.66	96.52	0.31	0.5	0.16
Rail	Hayes & Harlington	'SLOUGH-PADTON 2P25'	388.78	0.33	4.86	91.66	96.52	0.31	0.5	0.16
Rail	Hayes & Harlington	'SLOUGH-PADTON 2P32'	388.78	0.33	4.86	91.66	96.52	0.31	0.5	0.16
Rail	Hayes & Harlington	'PADTON-RDNGSTN 2R13'	388.78	1.67	4.86	18.71	23.57	1.27	0.5	0.64
Rail	Hayes & Harlington	'PADTON-RDNGSTN 2R19'	388.78	0.33	4.86	91.66	96.52	0.31	0.5	0.16
Rail	Hayes & Harlington	'PADTON-TWYFORD 2R21'	388.78	0.33	4.86	91.66	96.52	0.31	0.5	0.16
Total Grid Cell AI:										20.24

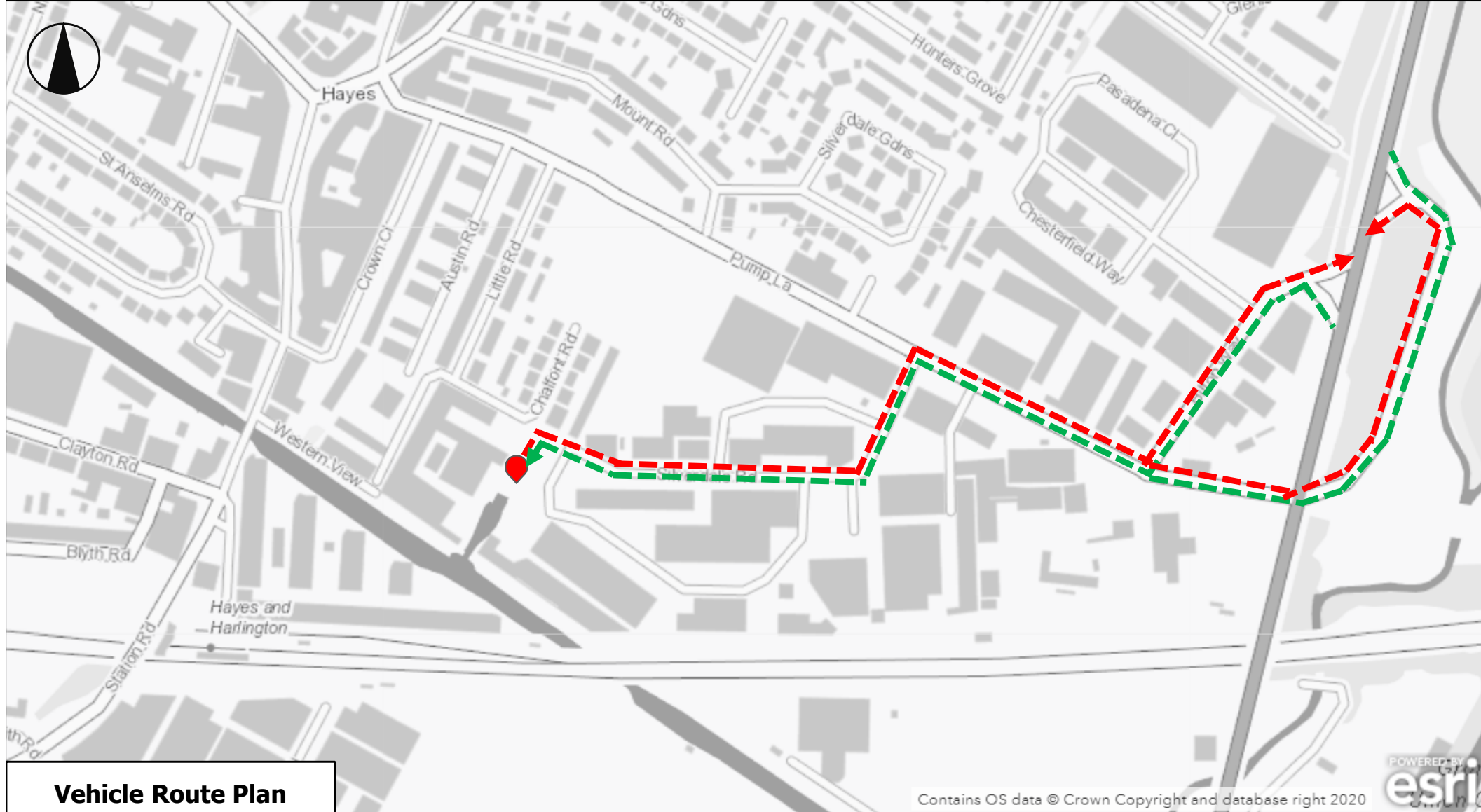
Appendix C



Rev	Details		Drawn	Checked	Date
...	...		...	...	...
NOTES :					
1. Do not scale from this drawing.					
2. This drawing to be read & printed in colour.					
3. This drawing is for illustrative purposes only, and not for construction.					
Client					
...					
Project					
Silverdale Road					
Drawing Title					
Existing Site Layout					
Scale			Size		
1:500			A3		
Drawn		MG		03.03.22	
Checked		PS		03.03.22	
 ttp consulting transport planning specialists					
111 - 113 Great Portland Street London W1W 6QQ Tel. No. 0207 1000 753					
Drawing Number					Rev
2018-3289-001					...

Appendix D

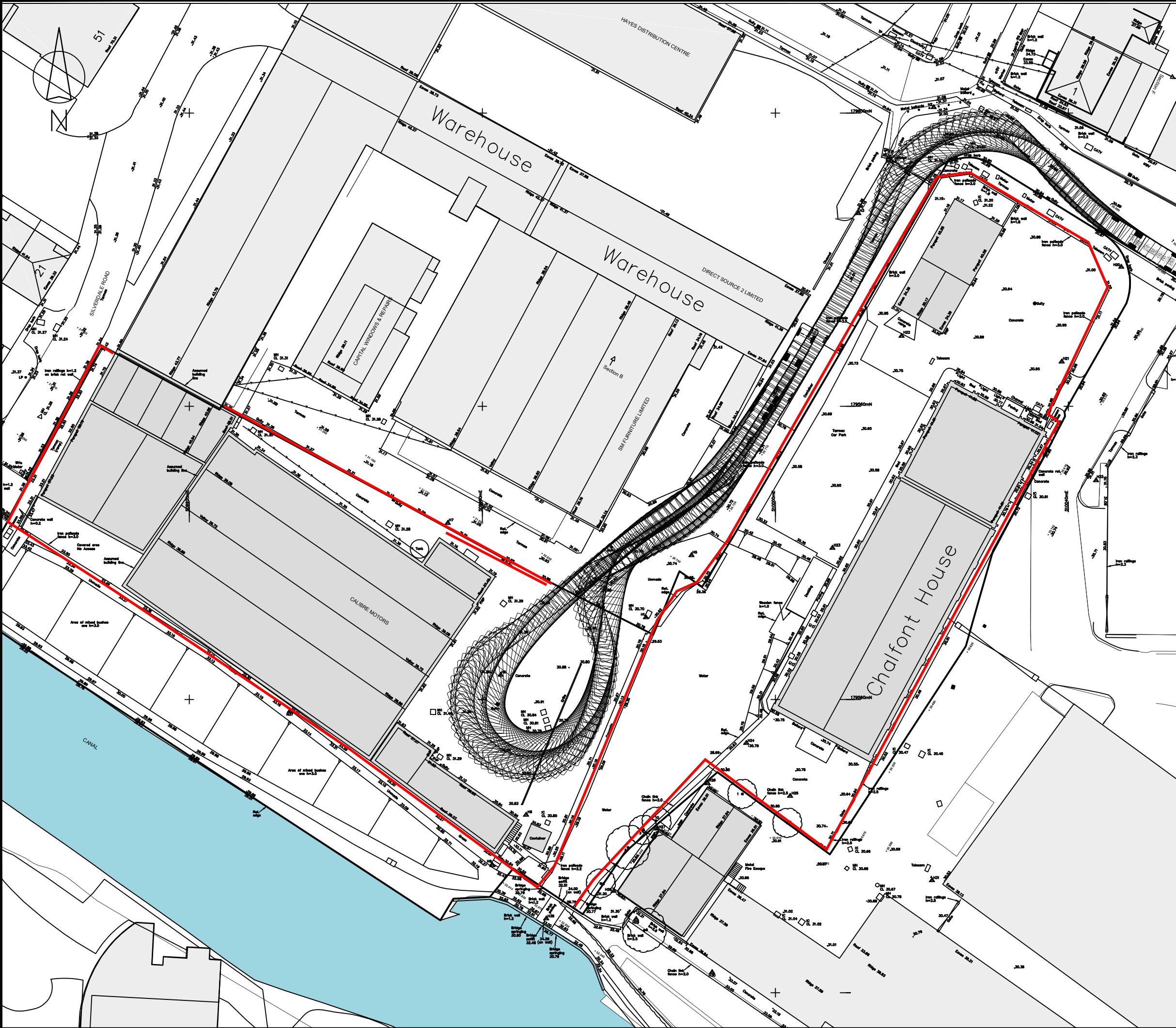
Appendix E



Key

-  Site Location
-  Arrival Route
-  Departure Route

Appendix F



Rev	Details	Drawn	Checked	Date
...	...	...	...	...

- NOTES :**
- 1. Do not scale from this drawing.
 - 2. This drawing to be read & printed in colour.
 - 3. This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN ARTICULATED VEHICLE (1998)

Overall Length 16.480m
Overall Width 2.550m
Overall Body Height 3.870m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock to Lock Time 3.00s
Kerb to Kerb Turning Radius 6.550m

FORWARD MOVEMENTS
(design speed - 5kph)

REVERSE MOVEMENTS
(design speed - 2.5kph)

Client
...

Project
Silverdale Road

Drawing Title
Vehicle Swept Path Analysis
Using a FTA Articulated Vehicle
(Existing Site Layout)

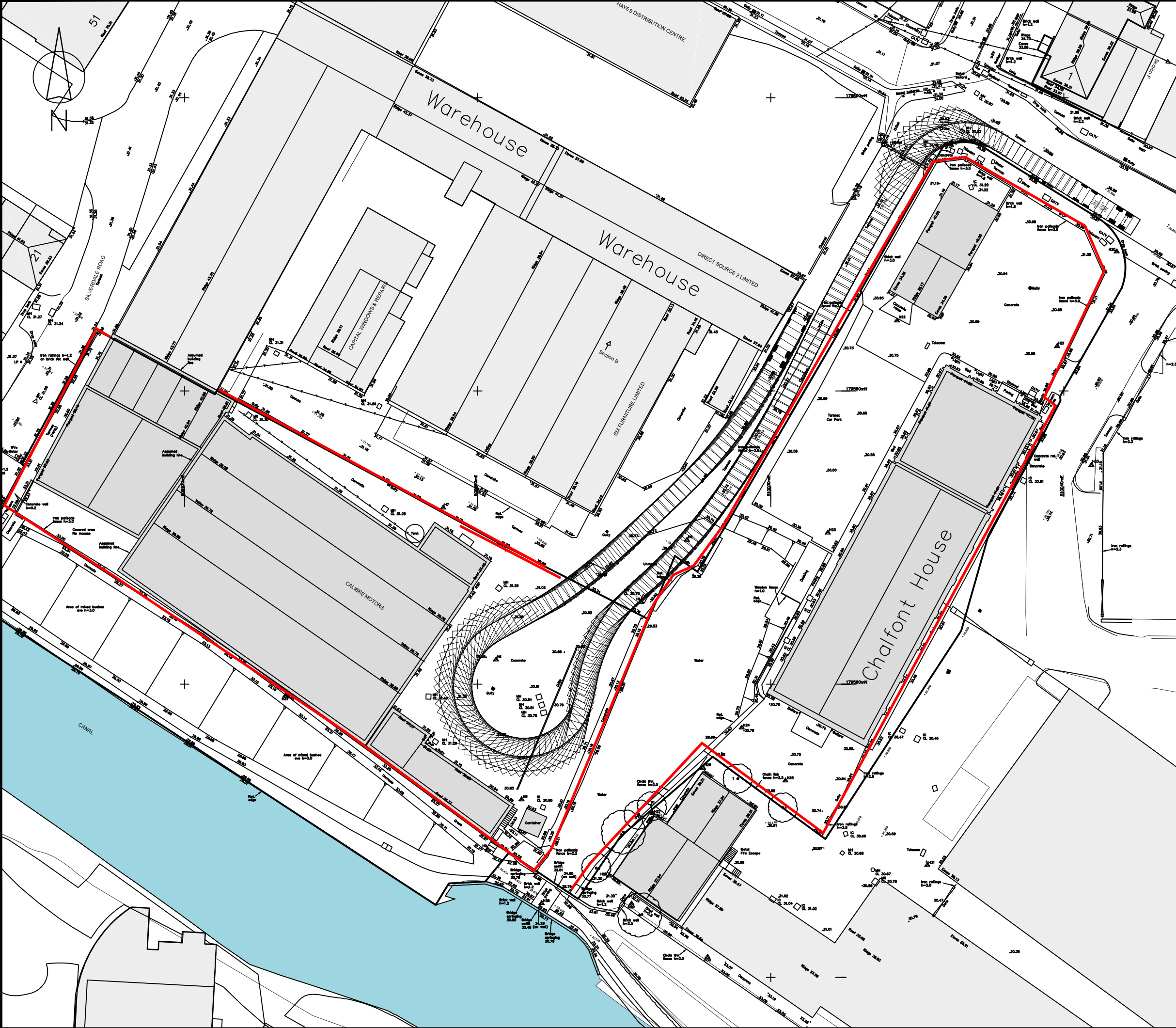
Scale	1:500	Size	A3
Drawn	MG		04.03.22
Checked	PS		04.03.22

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London
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Tel. No. 0207 1000 753

Drawing Number
2018-3289-TR02

Rev
...



Rev	Details	Drawn	Checked	Date
...	...	...	...	...

- NOTES :**
1. Do not scale from this drawing.
 2. This drawing to be read & printed in colour.
 3. This drawing is for illustrative purposes only, and not for construction.

LARGE TIPPER

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m

FORWARD MOVEMENTS
(design speed - 5kph)

REVERSE MOVEMENTS
(design speed - 2.5kph)

Client
...

Project
Silverdale Road

Drawing Title
**Vehicle Swept Path Analysis
Using a 10.2m Large Tipper
(Existing Site Layout)**

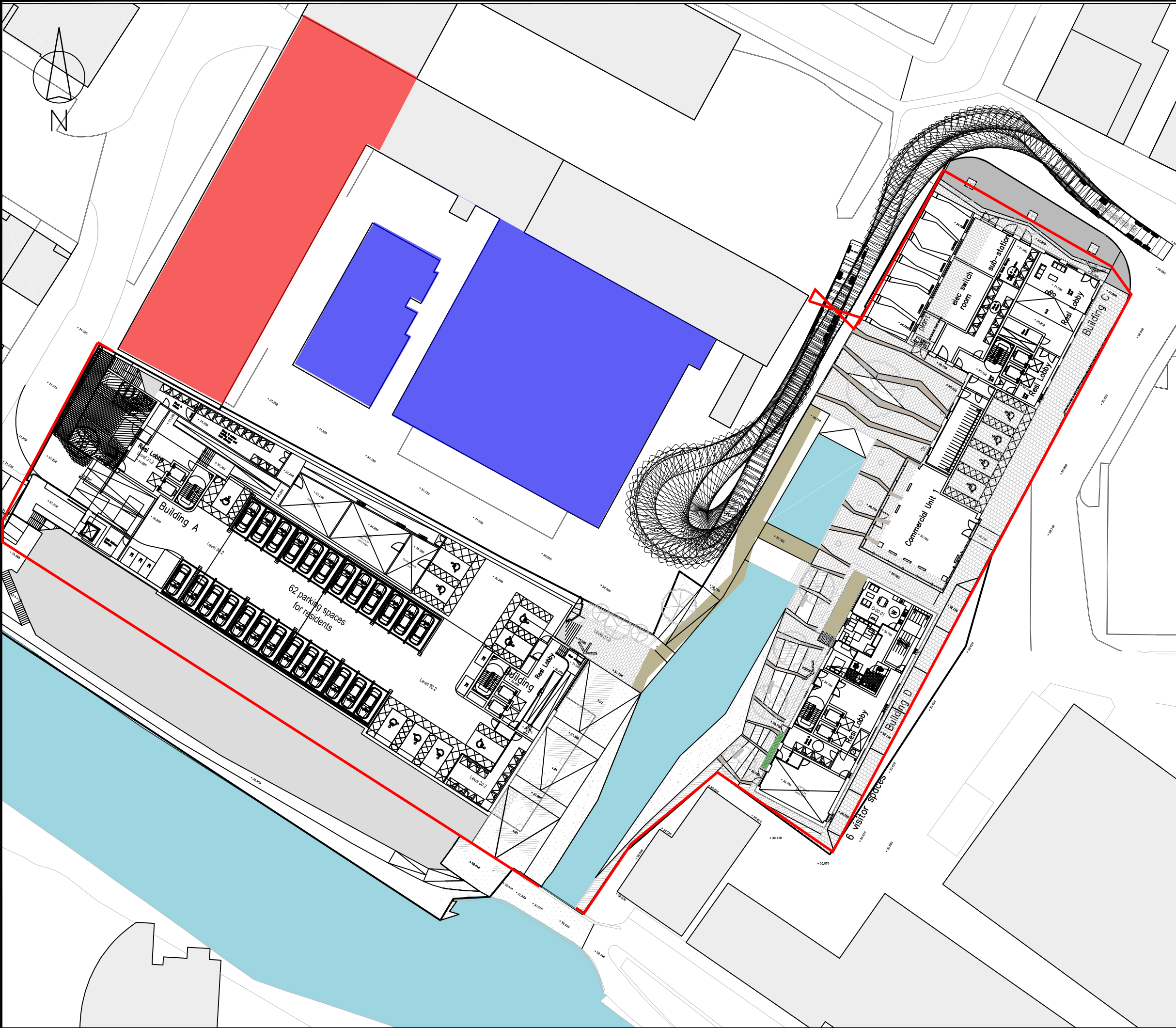
Scale	1:500	Size	A3
Drawn	MG		03.03.22
Checked	PS		03.03.22

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Tel. No. 0207 1000 753

Drawing Number	2018-3289-TR01	Rev	...
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2018-3289-TR01 VSPA 10.2M LARGE TIPPER (EXISTING SITE LAYOUT).DWG



Rev	Details	Drawn	Checked	Date
...	...	...	...	...

NOTES :

- 1. Do not scale from this drawing.
- 2. This drawing to be read & printed in colour.
- 3. This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN ARTICULATED VEHICLE (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	6.550m

FORWARD MOVEMENTS
(design speed - 5kph)

REVERSE MOVEMENTS
(design speed - 2.5kph)

Client

...

Project

Silverdale Road

Drawing Title

Vehicle Swept Path Analysis
Using a FTA Articulated Vehicle
(Proposed Site Layout)

Scale	1:500	Size	A3
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Drawn	MG	04.03.22
Checked	PS	04.03.22

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Drawing Number	2018-3289-TR04	Rev	...
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