MARKIDES ASSOCIATES

Outline Construction Logistics Plan Addendum

Avondale Drive Estate

10 November 2025

Prepared for London Borough of Hillingdon

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Appendix A – Proposed Illustrative Masterplan

1. Introduction

1.1 Application Reference 76551/APP/4502

1.1.1 In March 2022, the London Borough of Hillingdon (LBH) granted planning approval to the London Borough of Hillingdon (the Applicant) for a hybrid planning application (reference 76551/APP/2021/4502) at a site, *Land at Avondale Drive, Hayes*, with description of /development as follows:

Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; new pedestrian and vehicular accesses; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Block A comprising 30 residential units (Class C3); new pedestrian access; associated amenity space and landscaping; cycle parking, refuse storage, and other associated infrastructure

1.1.2 Expanding upon this description, the proposals involved the phased demolition of the existing estate, which comprised of three 13-storey blocks of flats, each containing 48 flats (a total of 144 homes), to provide new affordable and private sale homes within a regenerated estate environment. The proposals sought to provide up to 240 residential dwellings, within residential blocks ranging from 2 storeys to 10 storeys in height, along with improved landscaping and public realm, delivered across three phases, Phase 1A, Phase 1B and Phase 2, with Phase 1A encompassing the Full part of the hybrid application (Block A).

1.1.3 The application was supported by a series of Parameter Plans, which established the key parameters and principles of the Outline Area of the proposals in relation to Development Zones, Building Heights, Access and Movement and Hard and Soft Landscaping.

1.1.4 The application was supported by sufficient information in relation to the Detailed First Phase, Phase 1A, to allow full planning approval to be granted and this part of the site. Block A, is now being delivered.

1.1.5 The hybrid application was supported by an Outline Construction Logistics Plan, prepared by Markides Associates (MA), which sought to demonstrate how the site would be accessed during phases of construction and that best practice measures would be implemented to ensure residual impacts would be mitigated as far as possible.

1.2 OCLPA Requirement, Scope, Objectives and Structure

1.2.1 The London Borough of Hillingdon (the Applicant), has since formulated revised development proposals which necessitate the submission of a S73 Application minor material amendment.

1.2.2 The submission of this Outline Construction Logistics Plan Addendum (OCLPA) has been identified as requirement of the S73 application.

1.2.3 Markides Associates have therefore been instructed by the Applicant to prepare this OCLPA, which seeks to update the OCLP so that it is consistent with the new S73 proposals.

1.2.4 The OCLPA maintains exactly the same content and structure as the original OCLP, but updates to ensure consistency with the new S73 proposals both in terms of description of development and anticipated delivery programme.

1.2.5 Prior to any approval or tender process where a confirmed Principal Contractor may have been appointed, it is commonplace for planning applications to be supported by OCLP, which identify the principle of how a site may be delivered, focusing primarily on matters relating to access arrangements and highway reliance. It is then typical for a planning condition to be applied that requires these principles to be confirmed by way of a Detailed Construction Logistics Plan, prepared usually by the Principal Contractor that would be appointed at that time.

1.2.6 In this case, Planning Condition 20 of the original planning approval confirms the requirement for a Detailed Construction Management and Logistics Plan to be submitted prior to the commencement of any relevant phase of works, reproduced as follows:

> 20 Prior to the commencement of any relevant phase works on site, a Construction Management and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with relevant stakeholders including appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction). This plan shall detail:
>
> (i) The phasing of the works;
>
> (ii) The hours of work;
>
> (iii) On-site plant and equipment;
>
> (iv) Measures to mitigate noise and vibration;
>
> (v) Measures to mitigate impact on air quality;
>
> (vi) Waste management;
>
> (vii) Site transportation and traffic management, including:
>
> a. Routing;
>
> b. Signage;
>
> c. Vehicle types and sizes;
>
> d. Hours of arrivals and departures of staff and deliveries (avoiding peaks times of day);
>
> e. Frequency of visits;
>
> f. Parking of site operative vehicles;
>
> g. On-site loading/unloading arrangements;
>
> h. Use of an onsite banksman (if applicable).

(viii) The arrangement for monitoring and responding to complaints relating to demolition and construction; and

(ix) Details of cranes and other tall construction equipment (including the details of obstacle lighting).

This plan should accord with Transport for London's Construction Logistic Planning Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document). The construction works shall be carried out in strict accordance with the approved plan.

1.2.7 The Applicant is content for such a condition to continue to be attached to any approval of the S73 Application, with a Detailed CLP to therefore be submitted prior to the construction of any phase, informed by the detailed input of the appointed Principal Contractor at that stage.

1.2.8 Should the Principal Contractor envisage a different method of delivery to that identified within this OCLPA, this can be addressed as part of the preparation of the Detailed CLP that will be submitted to discharge the relevant condition.

1.2.9 Given Phase 1A is being delivered, this OCLPA focusses on Phase 1B and 2 only.

1.2.10 The overall objectives of the OCLPA are therefore to:

- Optimise the efficient delivery and collection of goods and materials to site;
- Improve adherence to the construction programme by minimising delay created by poor logistics management;
- Enhance safety (improved vehicle and road user safety); and
- Reduce congestion (reduce trips overall, especially in peak periods).

1.2.11 To support the realisation of the overall objectives, several sub-objectives have been identified and include:

- Encourage 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;
- Establish community engagement;
- Encourage the use of greener vehicles and greater use of sustainable freight modes;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Encourage the most efficient use of construction freight vehicles.

1.2.12 Following this Introduction, the OCLPA is structured as follows:

- **Section 2** outlines the policy considerations;
- **Section 3** describes the site context;
- **Section 4** provides a description of the development;
- **Section 5** provides details of construction programme and phasing;
- **Section 6** discusses potential site set-ups;

- **Section 7** provides details of the proposed construction routing and access;
- **Section 8** identifies potential strategies to reduce the impact of construction; and
- **Section 9** gives details of implementation, monitoring and updating.

2. Policy Review

2.1 National Planning Policy Framework (NPPF) 2024

2.1.1 The NPPF promotes the use of sustainable transport, safe road design and the efficient and sustainable delivery of goods and services.

2.2 Traffic Management Act (2004)

2.2.1 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, which this CLMP supports.

2.2.2 Policy T7, '*Deliveries, Servicing and Construction*', outlines that development proposals should facilitate sustainable freight movements, as well as "*facilitate safe, clean, and efficient deliveries and servicing*." Provision of adequate space for servicing, storage and deliveries "*should be made off-street.*" With regards to the timing of deliveries, Policy T7 states that "*developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night-time.*"

2.2.3 The supporting narrative to the policy states that schemes such as CLOCS (Construction Logistics and Community Safety) or equivalent and FORS (Fleet Operator Recognition Scheme) should be implemented to reduce road danger associated with construction. Consideration should also be given to the Direct Vision Standard, which rates Heavy Goods Vehicles based on how much the driver can directly see through the cab windows.

2.3 Mayors Transport Strategy (2018)

2.3.1 The MTS promotes the use of Construction Logistics Plans to establish site management and procurement processes to reduce the impact of construction traffic on the street network.

Vision Zero

2.3.2 TfL promote the Vision Zero approach for London, which seeks to remove all deaths and serious injuries from London's transport network by 2041. This includes measures such as the use of safe vehicles and safe behaviours, which this CLMP supports.

Healthy Streets

2.3.3 TfL's Healthy Streets document makes specific reference to Construction Logistics Plans stating that the construction phase of any development will have an impact on the surrounding community, including safety, environmental and congestion impacts on the road network. The document does however acknowledge that the impact varies depending on the size, timescale and location of the development.

2.4 TfL Construction Logistics Plan Guidance (2017)

2.4.1 Transport for London issued the 'Construction Logistics Plan Guidance', the purpose of which is to ensure that CLPs of high quality are produced to minimise the impact of construction logistics on the road network. The Guidance focuses on reducing the impact of construction in terms of:

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

2.4.2 CLPs provide a framework for understanding and managing construction vehicle activity into and out of a proposed development and should detail:

- The amount of construction traffic generated
- The routes the construction vehicles will use and consideration of local impacts
- The impact on relevant Community Considerations
- Any traffic management that will be in place

2.4.3 There are two types of CLPs that may be required. An outline CLP accompanies the planning application and gives the planning authority an overview of the expected logistics activity during the construction programme. A detailed CLP is submitted to a planning authority pursuant to, and in discharge of, a condition that has been imposed on the planning permission. It provides the planning authority with the detail of the logistics activity expected during the construction programme.

2.4.4 The Guidance suggests a range of measures and strategies that should be considered to reduce the impact of construction on the local environment.

3. Site Context

3.1 Site Location

3.1.1 A site location plan is shown in **Figure 3.1** below.

Figure 3.1 Site Location Plan

3.1.2 The site comprise 1.07 hectares and is occupied by the existing Avondale Drive Estate.

3.1.3 Prior to the delivery of Phase 1A, the estate consisted of three 13-storey blocks of flats, each containing 48 flats (a total of 144 homes), each of which are two-bedroom units. Between each tower were large, covered car parking areas.

3.1.4 The site is approximately 1km walk distance north-east of Hayes Town Centre. The site is bound by Avondale Drive to the south, beyond which is low rise housing. The site is bound to the east by Abbotswood Way, beyond which is the A312 The Parkway, separated by an area of soft landscaping. Minet Junior School is located directly to the west, with associated playing fields wrapping around the site's northern boundary, which is also formed by Hitherbroom Park.

3.2 Pedestrian and Cycle Infrastructure

3.2.1 The local street network surrounding the site has an established network of footways typical of an urban environment, providing access to the site, nearby facilities and amenities, and local bus stops. Within this immediate residential area the volume of traffic allows for informal crossing movements to be accommodated. Adjacent the Phase 1A frontage, a raised table on Avondale Road is used to support crossing movements accessing Minet Infant School, with a zebra crossing located to the west of the school. Around the site frontage, where Avondale Drive realigns from east/west to north/south, forming Abbotswood Way, footway provision is set back from the carriageway, to the rear of a large area of soft landscaping, from which there is direct access into existing building cores.

3.2.2 Avondale Drive and Abbotswood Way have streetlit footways on both sides of the carriageway. Avondale Drive provides access to local bus stops and amenities on Coldharbour Lane that can be reached in less 5 minutes. Along Coldharbour Lane, and toward the town centre, signalised crossings are located along key desire lines, with a zebra crossing located immediately north of the Avondale Drive junction with Coldharbour Lane, facilitating safe access to bus stop provision on the northbound side of the carriageway. North of the site, Abbotswood Way provides access to the Lombardy Retail Park via a network of pedestrian routes north of Priory Close, within which there are a range of shops and services.

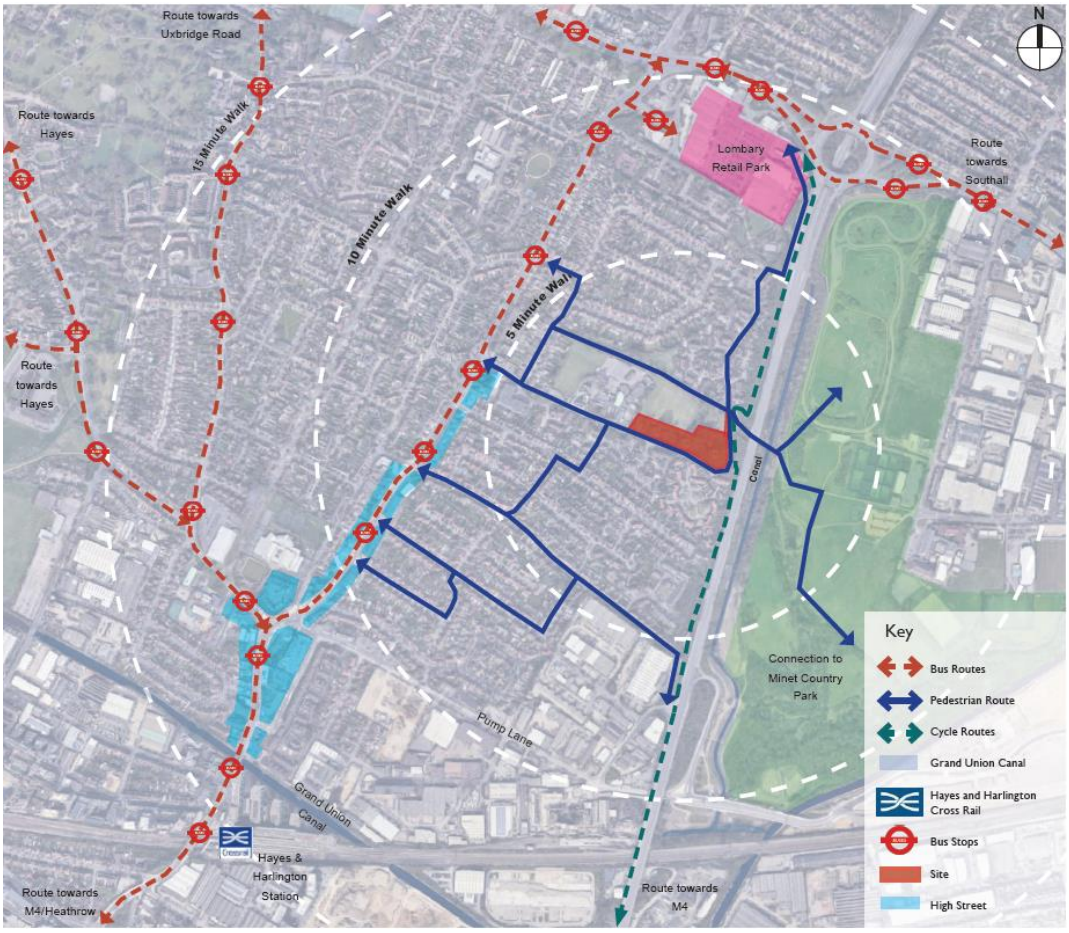
3.2.3 To the east of Abbotswood Way, severance caused by the A312 is mitigated by a pedestrian underpass that facilitates east/west pedestrian movements to Minet Country Park.

3.2.4 In terms of local cycle infrastructure, many roads near to the site are marked as suitable or signed for cyclists including route 88 (London Cycle Network numbering) along The Parkway to the east, route 88a along Station Road and Central Avenue to the west, and route 39 Uxbridge Road to the north of the site. In terms of route 88, this takes the form of an off-street cycle track, offset from the carriageway, which runs from Uxbridge Road to the north, and beyond, to Hayes Town Centre to the south, connecting with Pump Lane via Bilton Way. Additionally, Coldharbour Lane provides off road cycle lanes on both sites of the road through the Hayes town centre, which join the road and continue as on-street lanes north of Minet Drive. Avondale Road itself is indicated as bicycle friendly road with low traffic speeds and volumes.

3.3 Access to Public Transport

3.3.1 Public transport infrastructure is indicated below in **Figure 3.2.**

Figure 3.2 Local Public Transport Infrastructure



Local Bus Network

3.3.2 The site benefits from being located close to a number of established bus routes available within 5 minutes' walk from the site that provide access to a range of destinations across north-west London.

3.3.3 The nearest paired bus stops to the site are located on Coldharbour Lane, known as 'Avondale Drive'. The bus stops both benefit from a flag and pole, timetable information, seating and shelter.

3.3.4 Additional bus stops are also present further north next to the Lombardy Retail Park, from which additional services can be accessed, with additional services also being accessible from Hayes Town Centre.

Rail Network

3.3.5 The closest rail station to the Site is Hayes & Harlington, which is within 1.5km walk distance via Coldharbour Lane, forming part of the Elizabeth Line, accessing Reading or Heathrow in the west or through central London and beyond to Essex and southeast London, whilst accessing interchange stations from which passengers can access London Underground services.

3.4 Local Highway Network

3.4.1 Avondale Drive is a 7.3m wide carriageway subject to a 20mph speed limit up to the junction with Avondale Drive Nos 35-135, after which it reverts to 30mph, with this speed limit continuing along Abbotswood Way.

3.4.2 To the west, Avondale Drive forms a simple priority junction with Coldharbour Lane. After realigning north/south along the site frontage, where it becomes Abbotswood Way, the carriageway continues north where it accesses a residential estate that is essentially a large cul-de-sac, with their being no vehicular connection between Priory Close and Stirling Road.

3.4.3 Automatic Traffic Counts (ATCs) undertaken in October 2021 summarise typical peak hour and daily weekday traffic flows occurring on Avondale Drive along the site frontage, confirming that Avondale Drive is lightly trafficked.

Table 3.1 Weekday Traffic Flow Data

Location	AM Peak 08:00 – 09:00	PM Peak 18:00 – 19:00	24h Weekday
Avondale Drive	224	141	2446

3.4.4 The local highway network surrounding the site does not form part of a Parking Management Scheme, allowing unfettered parking demand to occur on-street without the need for any permit.

3.4.5 There are no waiting/loading controls within the study area other than school keep clear markings along the school frontage, which are operational during school AM and PM drop-off/pick-up periods

3.5 Community Considerations

3.5.1 Pedestrian footfall occurs along Avondale Drive / Abbotswood Way site frontage.

3.5.2 Minet Junior School and Minet Infant School is located directly west of the site. Although majority of pedestrians will approach the School from the west any construction vehicle movements should occur outside of the school drop-off and pick-up times.

4. S73 Development Proposals

4.1 S73 Application

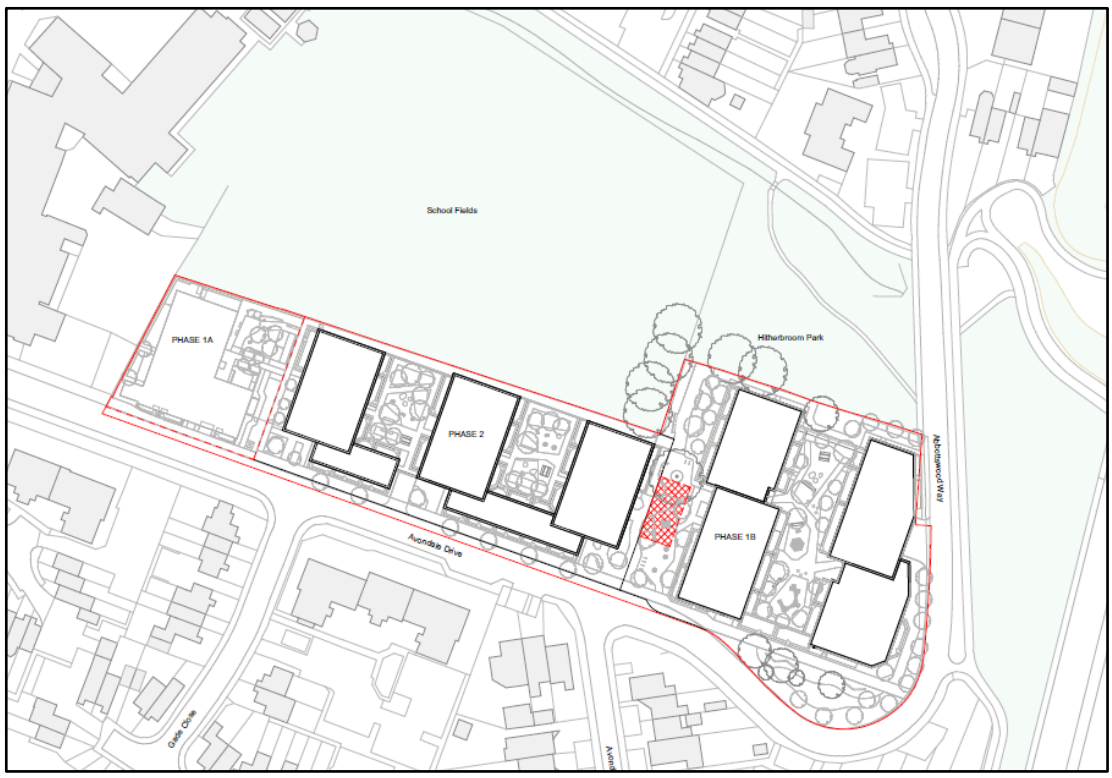
4.1.1 This Section 73 application seeks to revise specific conditions of the original planning consent (reference 76551/APP/2021/4502), including conditions 3 (approved plans), 4 (approved documents), 5 (land use/quantum), 6 (housing mix), 7 (phasing plan), 9 (density), 10 (building heights) and 15 (landscaping scheme).

4.1.2 The S73 Application is supported by a series of updated Parameter Plans, submitted for approval, which again seek to establish the key parameters and principles of the remaining Outline Area. The Parameter Plans underpin the principles of any future development proposal, setting the minimum and maximum parameters within which reserved matters applications will be brought forward in the future. These include Parameter Plan 3: Access and Movement, which identifies how the site is intended to be accessed by all modes of travel and how these modes are envisaged to circulate through the site.

4.2 Detailed Phasing Plan

4.2.1 The S73 Application is supported by a Detailed Phasing Plan, which is submitted for approval, attached, with extract below at **Figure 4.1**.

Figure 4.1 S73 Phasing Plan



4.3 Detailed First Phase

4.3.1 The extant consent is a hybrid planning permission, with a detailed element (Phase 1A) comprising a 30 home residential block (Block A). Following the discharge of relevant planning conditions and the approval of a number on non-material amendment applications, Block A is now complete on site, with handover anticipated in September 2025.

4.3.2 Phase 1A is therefore not considered within this OCLPA.

4.4 Illustrative Masterplan and Scale of Development

4.4.1 The S73 Application is supported by an updated Illustrative Masterplan encompassing the same Outline Area as the approved development, attached at **Appendix A**, extracted below at **Figure 4.2**.

Figure 4.2 Section 73 Illustrative Masterplan

4.4.2 The Illustrative Masterplan demonstrates one way in which the outline components could come forward in the future in line with the parameters, representing design intent.

4.4.3 The proposals set out in the Illustrative Masterplan promote the phased demolition of the Avondale Drive Estate to provide new affordable and private sale homes within a regenerated estate environment. The proposals seek to provide up to 296 residential dwellings (including Phase 1A), an uplift of 152 units above existing and 56 above the previous approval, along with improved landscaping and public realm.

4.4.4 The proposed accommodation mix is detailed below in **Table 4.1**.

Table 4.1 Accommodation Mix

Phase	Block	Tenure	1-bed Flats	2-bed Flats	3-bed Flats	4-bed Flats	Total
Detailed First Phase							
1A	Phase 1A Block A (Currently Being Delivered)	Social Rent	7	16	5	2	**30**
S73 Area							
2	B	Social Rent	14	16	3		**33**
	C	Social Rent	14	16	2		**32**
	D	Social Rent	3	12	13		**28**
1B	E	Private	47	46			**93**
	Ground Floor Duplex	Social Rent	3	2	2	5	**12**
	F	Private	13	18	22		**53**
	F	Shared Ownership		4	11		**15**
Total							
Total			**101**	**130**	**58**	**7**	**296**

4.4.5 The Illustrative Masterplan confirms the proposed introduction of a series of residential blocks aligned parallel with Avondale Drive.

4.4.6 Phase 1A, which was subject to full planning approval as part of the original application and which is currently delivering Block A, is located on the western edge of the site. Phase 1B is located on the eastern edge of the site, bound by Avondale Drive to the east and Abbotswood Way to the east, accommodating Blocks E and F, separated from Phase 2, which contains Blocks B/C/D, by a pedestrianised route and public square that will connect Avondale Drive with Hitherbroom Park.

4.4.7 Phase 1B accommodates an undercroft parking area, accessed via a proposed access with Abbotswood Way, above which there is a residents courtyard at first floor podium level.

4.4.8 Phase 2 accommodates an undercroft parking area, accessed via a proposed access with Avondale Drive, between Blocks B and C.

5. Construction Programme and Phasing

5.1.1 **Table 5.1** below sets out the indicative construction and delivery programme across the phases.

5.1.2 Based on the Illustrative Masterplan, this is sequenced to ensure that the demolition of existing buildings and subsequent construction of new residential blocks, roads and open space/ public realm takes place in a timely, proper and orderly way that minimises disruption and conflict. Although demolition works are expected to begin within Phase 1B (DZ3), construction activity is anticipated to commence first within Phase 2 (DZ2), which does not require GW2 approval. Phase 1B will therefore complete following Phase 2."

Table 5.1 Indicative Construction and Delivery Programme

Proposed Development Phase		Start Date	Finish Date
Construction of Phase 1a (DZ1)		Completed	
Outline Permission	Construction of Phase 1b (DZ2)	Q1 Spring 2027	Q1 Winter 2030
	Construction of Phase 2 (DZ3)	Q2 Summer2027	Q4 Autumn 2029

6. Phasing and Site Set Up

6.1 Phase 1b

Demolition

6.1.1 Phase 1B demolition will see the removal of Wellings House and the parking structure between Wellings House and Fitzgerald House.

6.1.2 A hoarding line will be introduced that will encompass these buildings, the existing greenspace along the Avondale Drive frontage and the rear park and parking areas. This will remove pedestrian access through the hoarded extent, with traffic management measures implemented to support pedestrian crossing movements to the alternative footway provision on the southern / eastern side of the Avondale Drive / Abbotswood Way.

6.1.3 Vehicle access will be achieved via the introduction of a gateline and new vehicle crossover on Abbotswood Way, via which vehicles can either turn within the site and exit via this same route, or, continue west and access an existing access road within the Phase 2 extent, which connects with an existing access road that has been delivered within a temporary parking area between Glenister House and Fitzgerald House.

6.1.4 Banksman will be located at each of these points of access to manage vehicle access in/out of the site.

6.1.5 Personnel access will be via the existing access through the Phase 2 extent.

6.1.6 Within the hoarded extent a management compound and staff welfare area can be introduced.

6.1.7 This intended Phase 1B Demolition Site-Setup is indicated illustratively below at **Figure 6.1.**

6.1.8 Vehicle swept path analysis indicating the swept path of a large tipper through the site is provided at Drawing **25289-MA-XX-XX-DR-C-0105,** with extract below at **Figure 6.2**.

Figure 6.1 Phase 1B Demolition Site-Setup

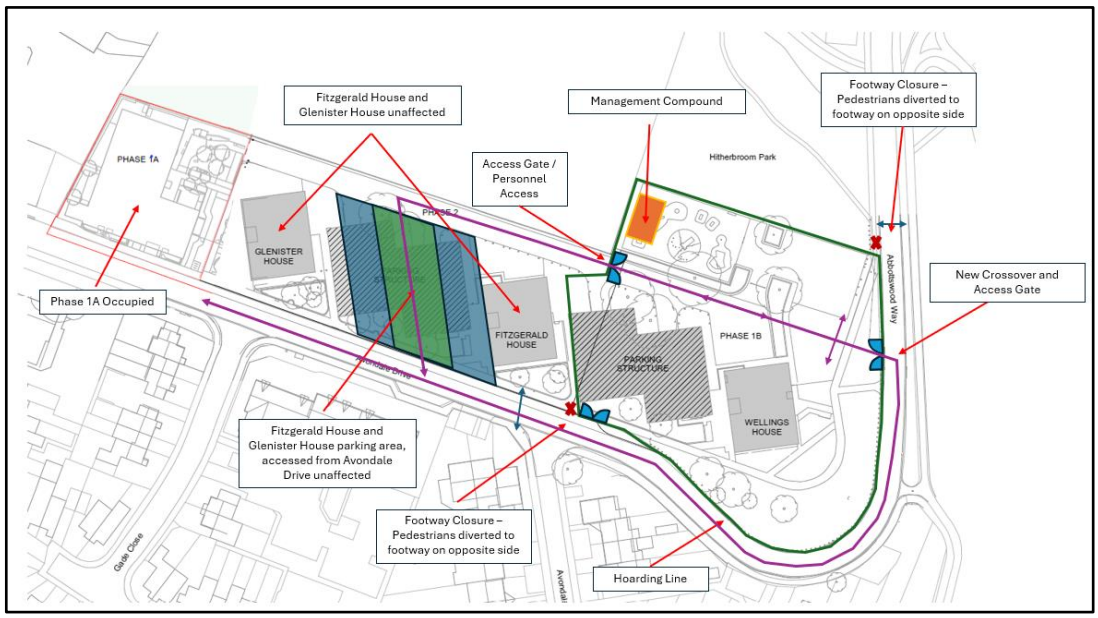
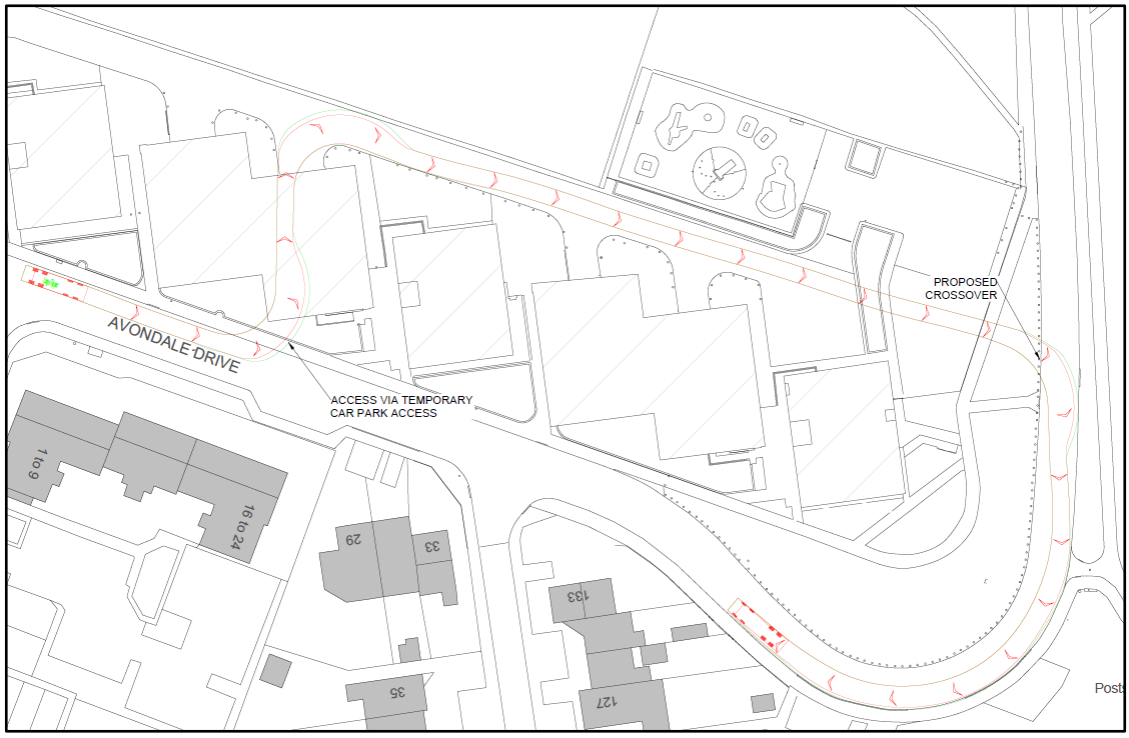


Figure 6.2 Drawing 25289-MA-XX-XX-DR-C-0105 Extract - Phase 1B Demolition Site-Setup Large Tipper Access



Construction

6.1.9 In terms of Phase 1B Construction, it is proposed to use the proposed landscaped area between Phase 1B and Phase 2 for vehicle access, with this area also accommodating a tower crane, management compound and staff welfare and material storage.

6.1.10 The same hoarding line will be retained, as will the Avondale Drive/Abbotswood Way footway closure and traffic management measures necessary to secure that.

6.1.11 Vehicle access will be achieved via the proposed landscaped area between Phase 1B and Phase 2. Due to the removal of the vehicle through route with Phase 2 being planned to be completed before Phase 1b, vehicles will need to reverse into the set-down area, under escort, supported by a trained banksman, with vehicles leaving the set-down area in forward gear

6.1.12 Banksman will be located at the point of access to manage vehicle access in/out of the site.

6.1.13 This intended Phase 1B Construction Site-Setup is indicated illustratively below at **Figure 6.3.**

6.1.14 Vehicle swept path analysis indicating the swept path of an articulated vehicle reversing into the landscape area is provided at Drawing **25289-MA-XX-XX-DR-C-0107**, with extract below at **Figure 6.4.**

Figure 6.3 Phase 1B Construction Site-Setup

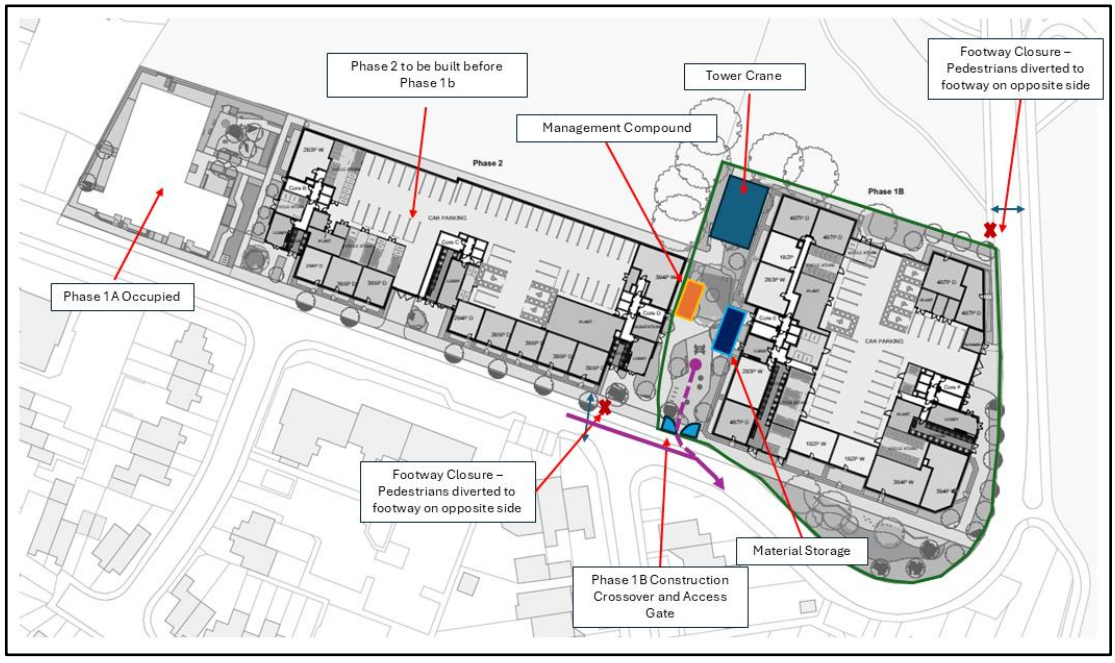
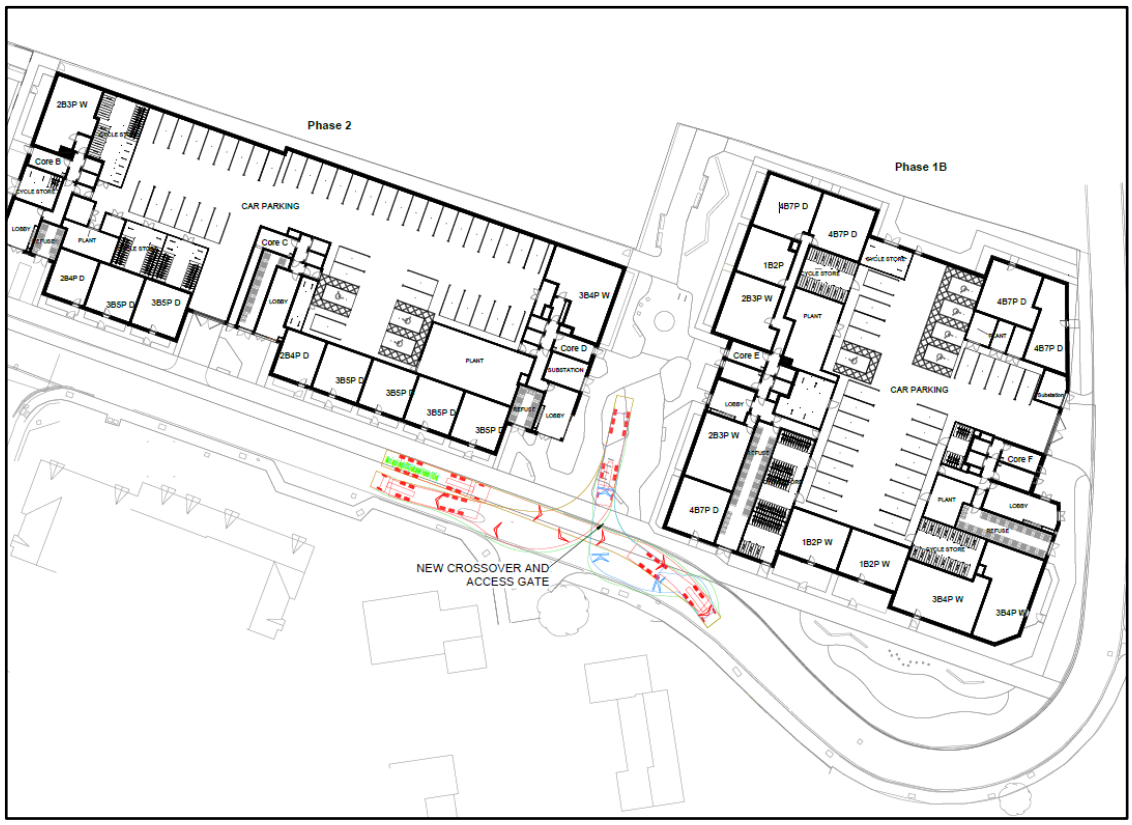


Figure 6.4 **Drawing 25289-MA-XX-XX-DR-C-0107 Extract - Phase 1B Construction Site-Setup 16.5m Articulated Access**



6.2 Phase 2

Demolition

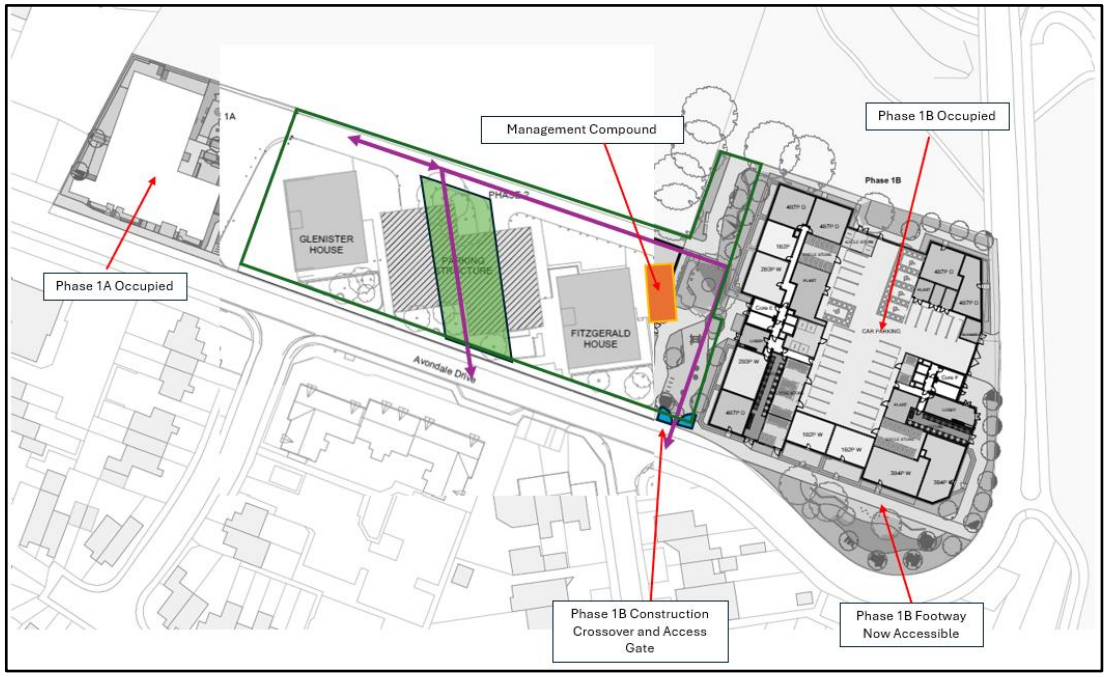
6.2.1 Phase 2 demolition will see the Phase 1B hoarding line removed, allowing access to the proposed footpath that wraps around Phase 1B.

6.2.2 An alternative hoarding line will be introduced around the Phase 2 extent, up to the back of footway, with staff welfare accommodated within this hoarding line.

6.2.3 Vehicle access during the demolition of Phase 2 will then reflect the same access strategy as during the construction of Phase 1, with access/egress via either the existing temporary car park access and/or the crossover at the south of the proposed landscape area.

6.2.4 This intended Phase 2 Demolition Site-Setup is indicated illustratively below at **Figure 6.5.**

Figure 6.5 Phase 2 Demolition Site-Setup



Construction

6.2.5 In terms of Phase 2 Construction, the proposed landscaped area between Phase 1B and Phase 2 will be used for vehicle access, with this area also accommodating a tower crane, management compound and staff welfare and material storage. However, due to the removal of the vehicle through route, vehicles will need to reverse into the set-down area, under escort, supported by a trained banksman, with vehicles leaving the set-down area in forward gear.

6.2.6 Due to the scale of Phase 2, it is envisaged that a secondary tower crane will be needed, set down within the proposed car parking area, with the podium over the car park delivered during the latter stages of delivery.

6.2.7 Vehicle access to this second tower crane location is envisaged to occur via a pit-lane on the Avondale Drive carriageway. Vehicles will leave this pit lane and use the set-down area within the proposed landscaped area to turn, as described above, under escort.

6.2.8 Due to the proposed pit lane strategy, it is proposed to extend the hoarding line to the kerbline, with the pedestrian footway closed and traffic management measures implemented to divert pedestrians to the footway on the southern side of Avondale Drive.

6.2.9 This intended Phase 2 Construction Site-Setup is indicated below at **Figure 6.6**

6.2.10 It is envisaged that construction for Phase 2 will be completed before Phase 1B

6.2.11 Vehicle swept path analysis indicating the swept path of an articulated vehicle reversing into the landscape area is provided at Drawing **25289-XX-XX-DR-C-0107**, with extract below at **Figure 6.7.**

Figure 6.6 Phase 2 Construction Site-Setup

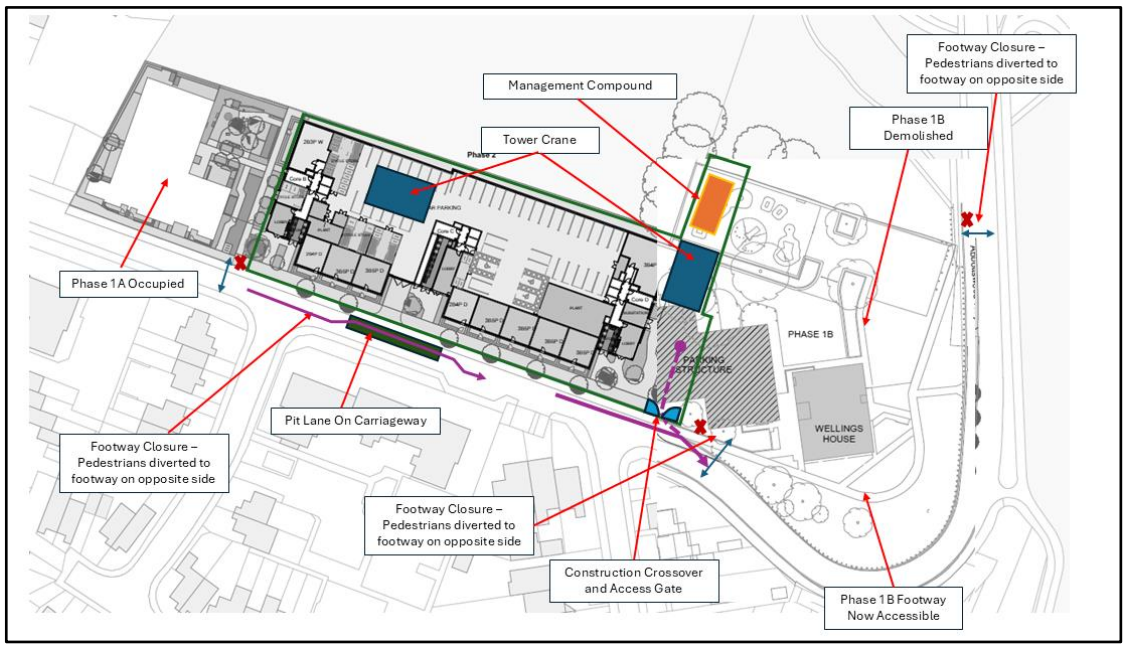
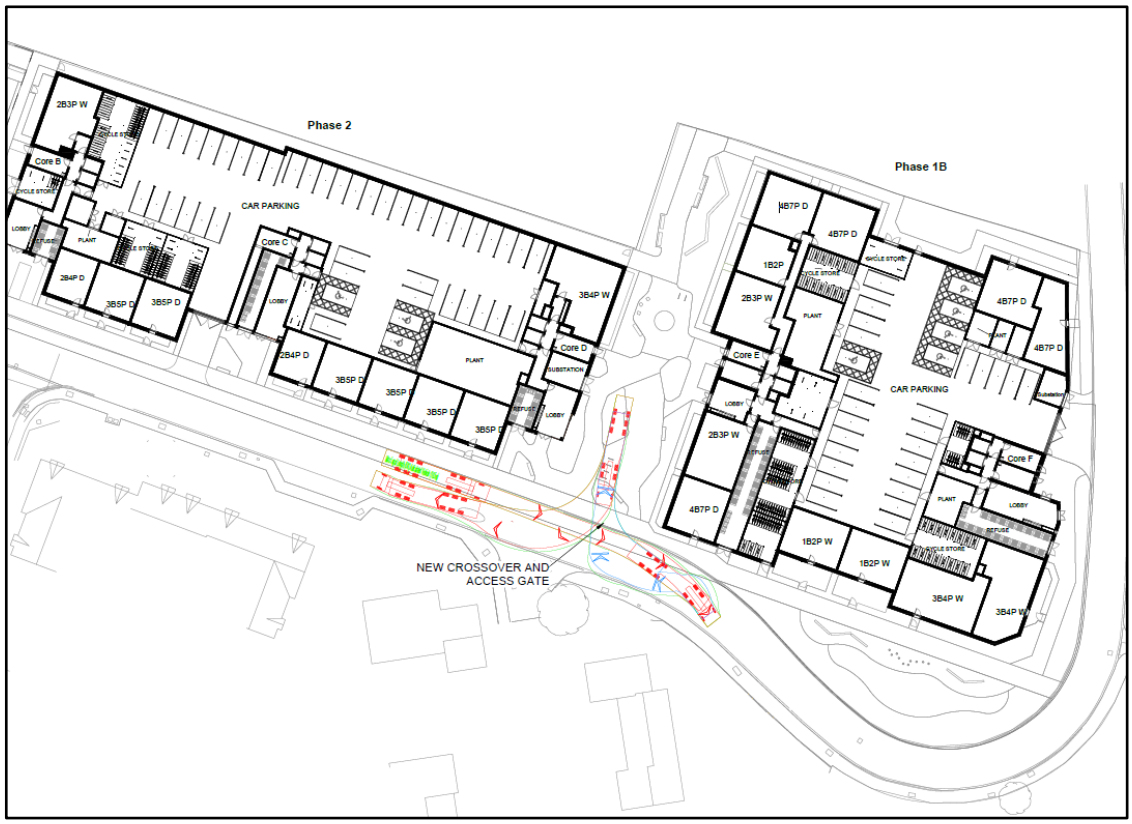


Figure 6.7 Drawing 25289-MA-XX-XX-DR-C-0107 Extract - Phase 2 Construction Site-Setup 16.5m Articulated Access



7. Construction Vehicle Routing and Access Strategies

7.1 Access Routes

7.1.1 Construction traffic will be required to use strategic roads to access the site. Each of these roads are designed to carry high volumes of strategic traffic including construction vehicles, reducing any impact of the residential streets that surround the site.

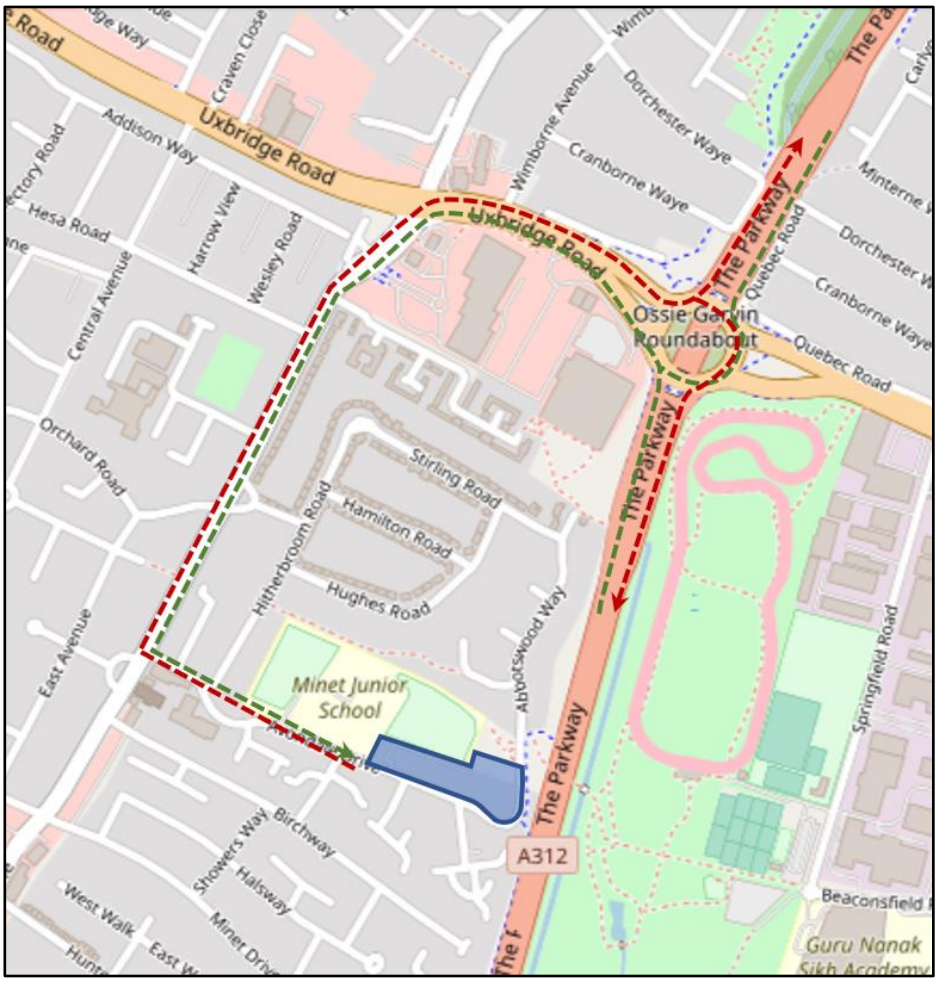
7.1.2 Construction traffic will access the site from the A312 The Parkway via A4050 Uxbridge Road and Coldharbour Lane. All vehicles will arrive at the site from the Avondale Drive.

7.1.3 Potential points of site access have been considered in the Site Set-Up section above.

7.1.4 Secure access points with wheel cleaning facilities will be established at all construction gate locations. Pedestrian access points will generally be located close to the main vehicular access gates with separate pedestrian gates and footpaths provided.

7.1.5 **Figure 7.1** details the intended routes for vehicles accessing and egressing the site.

Figure 7.1 Construction Vehicle Routes



7.2 Construction Vehicles

7.2.1 It is anticipated that the following demolition and construction vehicles will be travelling on the highway and accessing the development site during construction:

- Small skip lorry - 6.26m in length;
- Concrete mixer - 8.36m in length;
- Rigid truck - 10m in length;
- Large tipper -10.2m in length; and
- Articulated Vehicle -16.5m in length.

7.2.2 Notwithstanding this list of vehicles, reasonable endeavours should be used to ensure that:

- To utilise rigid backed vehicles as much as practicable in order to minimise the use of articulated vehicles;
- Deliveries are booked, with drivers calling the site prior to arrival;
- construction vehicles are fitted with alarm systems and protection devices for cyclists; and
- that regular construction vehicle drivers have undertaken Safe Urban Driving awareness training.

7.3 Vehicle Access Management

7.3.1 To minimise the likelihood of congestion during the demolition and construction period, strict monitoring and control of vehicles entering and egressing the sites will be implemented. Construction deliveries will be carefully planned with delivery times agreed with each contractor using a booking system. Delivery schedules will be produced in order to look at the profiles of deliveries, and to regulate deliveries and eliminate bottle necks.

7.3.2 The delivery operation both onto and off site will be controlled by a traffic marshal from the point of guiding a vehicle to their designated off-loading area, and then guiding the vehicle back onto the highway. The marshals and the drivers will be expected to know and understand the relevant safety procedures and correct signalling systems.

7.3.3 Traffic and pedestrians will be given priority with all construction vehicles either making deliveries or collections under continuous control by a traffic marshal. If deemed necessary, there will be more than one person undertaking this activity.

7.3.4 Vehicles will enter and exit site in a forward position where possible; minimising the need for reversing with the access gate closed at all times other than for deliveries.

7.3.5 Drivers will be instructed of the vehicle route and made aware of the potential risks to pedestrians and cyclists associated with construction movements. Routing information will be supplied to all contractors/suppliers. Records of correspondence with suppliers relating to the agreed routes will be maintained, so that in the event of non-compliance in this matter, suppliers could be held accountable.

8. Strategies to Reduce Impact

8.1.1 A number of strategies and measures are planned to reduce the impacts of construction and construction traffic on the local area. The planned measures can be categorised as follows:

- Committed – Measures that will be implemented as part of the OCLPA.
- Proposed – Measures that are feasible and likely to be implemented. Once a contractor is appointed these measures will be studied further and confirmed within the Detailed CLP.
- Considered – Measures that are unlikely to be implemented or feasible but could be investigated or become relevant in the future.

8.1.2 **Table 8.1** shows the planned measures for the construction of the Proposed Development, based on the checklist provided in TfL's CLP guidance.

Table 8.1 Construction Planned Measures

Planned Measures	Committed	Proposed	Considered
Measures Influencing Construction Vehicles and Drivers			
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 Fright			
Freight by water			x
Freight by rail			x
Material Procurement Measures			
Design for Manufacture and Assembly and off-site manufacture			x
Re-use of material on site		x	
Smart procurement		x	
Other Measures			
Collaboration with other sites in the area			x
Implement a staff travel plan	x		

8.2 Construction Logistics and Community Safety (CLOS)

8.2.1 The CLOCS (Construction Logistics and Community Safety) standard will be signed up to, which will ensure that the construction contractor (as well suppliers and sub-contractors) follow safe practices in the management of their operations, vehicles, drivers and construction sites.

8.2.2 All construction vehicle operators will be required to be accredited in line with the Fleet Operator Recognition Scheme (FORS). FORS accreditation confirms that a fleet operator can demonstrate that appropriate systems and policies exist to ensure drivers are suitably fit, qualified and licenced to operate vehicles which are properly maintained, equipped and insured. It is a mechanism by which adherence to the CLOCS standard can be assured and monitored.

8.3 Highway Licenses

8.3.1 Notices regarding any planned closures and diversion of either roads or footpaths shall be given by the principal contractor to the LBH, the police, fire brigade and other emergency services. This will be done sufficiently in advance of the required closures or diversion.

8.3.2 Notices and details of traffic management proposals associated with works to the highway and footpaths will be given under the Highway Acts 1980 and Road Traffic Act 1998.

8.3.3 Licenses for the erection of hoarding lines and/or suspension of parking areas will be made.

8.4 Hours of Operation

8.4.1 The Principal Contractor will establish agreed hours of working with LBH prior to commencement, but is anticipated that weekday working hours will be 08.00-18.00 and Saturday working hours will be 09.00-14.00.

8.4.2 Reasonable endeavours will be made to minimise construction activity on bank holidays or Sundays.

8.4.3 Reasonable endeavours will also be made to manage deliveries so that they occur outside of peak hours.

8.4.4 There will be no deliveries during school pick-up and drop-off hours.

8.4.5 In order to maintain the above core working hours, the Principal Contractor may require at certain times a period of up to one hour before and after core working hours to start and close down activities (this will not include works that are likely to exceed any pre- agreed maximum construction works noise levels). Specialist construction operations and deliveries may also be required to be carried outside these core hours in agreement with LBH and other relevant parties.

8.5 Pedestrian Routing

8.5.1 Pedestrians will be segregated from the demolition and construction works at all times.

8.5.2 The site boundaries will be hoarded to ensure pedestrian movements are away from construction activity.

8.5.3 Where temporary closures of pedestrian routes may be required for the erection of scaffolds and incoming services connections, permissions and licenses will be obtained for the re-routing of pedestrian thoroughfares. Where more extensive closures or diversions of the existing footpath are required, temporary proposals will be agreed with the LBH.

8.6 Construction Deliveries

8.6.1 Construction staff on site will be prepared for the arrival of all vehicles to prevent vehicles needing to wait on the public highway. Deliveries will be made 'just in time' to minimise the amount of space required on site for construction materials. Hard copies of daily delivery schedules will be displayed at prominent locations e.g. provided at the gate/ offloading points, at hoists and also issued to drivers, forklift drivers and any other materials handling equipment operators, all of whom need to be in constant radio communication with one another. All radio users will be trained on correct radio procedures and protocols.

8.7 Vehicle Cleaning

8.7.1 Effective wheel cleaning facilities will be provided at all site entrance gate locations, together with a concrete hard standing. In addition, recycled water will be used wherever possible. Supplementary cleaning will be provided as necessary using suitable means to keep the surrounding highway clean. Collected debris will be disposed of as controlled waste at a licensed waste disposal facility.

8.8 Public Highways and Footways

8.8.1 The public highway and local footpaths will be safeguarded against damage by:

- Scaffolding for construction works (should this be required) should be erected and fully encapsulated in fire resistant sheeting.
- Any vehicle removing loose rubbish or debris from the site will have the load fully sheeted hence safeguarding against any debris falling onto the road.

8.9 Construction Personnel Welfare

8.9.1 Staff welfare facilities will be provided on-site. This might include lockers for on-site operatives to allow storage of tools to discourage any construction workers that stay locally during the week from needing to travel by van each day, and to encourage the potential for car sharing where practical amongst the workforce. It may also include a degree of on-site catering to reduce the need for personnel to travel off-site during mealtimes. All construction staff site operatives will be given a site induction.

8.10 Estimated Vehicle Movements

8.10.1 Based on typical construction vehicle movements for this scale and type of development proposal, it is anticipated that during peak periods of construction the proposals could generate between 20-30 vehicle movements per day.

8.10.2 Consideration will be given to reducing the number of vehicle movements by:

- The possible reuse of crushed concrete produced during demolition works;
- Reuse of excavated material for filling (based on its suitability);
- The use of reusable hoardings where they can be used in non-aesthetic locations; and
- The potential use of prefabrication techniques and modern methods of construction, where practical and viable to do so without compromising quality.

8.11 Vehicle Parking

8.11.1 Generally, construction staff car parking will be avoided. Cycle parking facilities will be provided. A staff Travel Plan will be prepared by the contractor to encourage the use of sustainable modes considering the good level of public transport accessibility

8.12 Dust and Noise Suppression

8.12.1 The Principal Contractor will take reasonable steps to minimise noise and suppress dust, dirt and debris generated by the works, adopting the following mitigation strategies:

- Plant will be located away from noise/vibration sensitive areas where possible;
- Plant will be effectively sound tested;
- Plant will be regularly serviced and maintained;
- Operation of plant will be carried out in such as way that noise is minimised e.g. plant will be throttled down, or switched off when not in use;
- Noise and vibration levels will be monitored during activities to ensure compliance with target level and standards;
- 'Damping down' the site with a fine water spray to prevent the dust particles from becoming airborne
- Vehicles removing debris from the site will be sheeted with dust sheets or tarpaulin to prevent debris spillage and dust emission; and
- Weather conditions will be considered prior to commencement of activity.

8.13 Resident Liaison

8.13.1 The Principal Contractor will appoint a Residents Liaison Officer and will circulate contact details to the residents/businesses surrounding the site via which any concerns can be raised.

9. Implementation

9.1.1 In the first instance, this OCLPA will be issued to LBH for review as part of the S73 application.

9.1.2 It is then envisaged that the S73 approval will be conditional on the submission of a Detailed CLP, to be prepared by the Principal Contractor.

9.1.3 The Principal Contractor will be responsible for implementing the Detailed CLP and to notify LBH if there are any material differences to access strategies as set out in this OCLPA.

FIGURES

DRAWINGS

25289-XX-XX-DR-C-0105

25289-XX-XX-DR-C-0107

APPENDICES

Appendix A – Proposed Illustrative Masterplan

APPENDIX A – PROPOSED ILLUSTRATIVE MASTERPLAN

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