# Proposed Development
# Squirrels Estate

## Framework Construction Traffic Management Plan

For

Mackenzie Homes Ltd

motion

# Document Control Sheet

Proposed Development

Squirrels Estate

Mackenzie Homes Ltd

This document has been issued and amended as follows:

| Date | Issue | Prepared by | Approved by |
|---|---|---|---|
| 13/09/2022 | Draft | JE | DL |
| 18/10/2022 | Final | JE | DL |
| 27/10/2022 | Final Rev A | JE | DL |

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## Contents



## Appendices

# 1.0 Introduction

1.1 Motion has been instructed by Mackenzie (South West) Homes Ltd to prepare this Framework Construction Traffic Management Plan (CTMP) in relation to works at the Squirrels Estate ('the Site') within the London Borough of Hillingdon (LBH).

1.2 The Site is located on the eastern side of Viveash Close and is currently occupied by a number of industrial units providing approximately 1,300 square metres of B8 storage and distribution use.

1.3 The current planning application seeks:

*"Erection of part 11 storey, part 10 storey mixed use building comprising 116 residential dwellings and ground level commercial premises along with public realm delivery of Green Super Highway with associated landscaping, access, and parking, following demolition of existing buildings."*

1.4 The purpose of this CTMP is to minimise the effect of construction work on local residents and the immediate highway network. A Construction Project Manager (CPM) will be appointed who will be responsible for implementing measures contained in the CTMP and will be the point of contact for local residents. The CPM's name, telephone number and email address will be added to the CTMP once he/she has been appointed.

1.5 At this stage of the planning process, prior to the appointment of a construction contractor, some information relating to the CTMP is unknown. However, the CTMP is a live document that will be updated, once a contractor is appointed and prior to commencement of work on site, to include relevant information and if necessary, address issues that may be identified through consultation with local residents as the project progresses. Any revisions made to the CTMP document will be submitted to the Council for approval.

## 2.0 Baseline Conditions

2.1 The application site is situated approximately 700 metres from the centre of Hayes within the London Borough of Hillingdon. The site is located on the eastern side of Viveash Close, which connects to Nestles Avenue at its southern end. The location of the site is shown below in Figure 2.1.

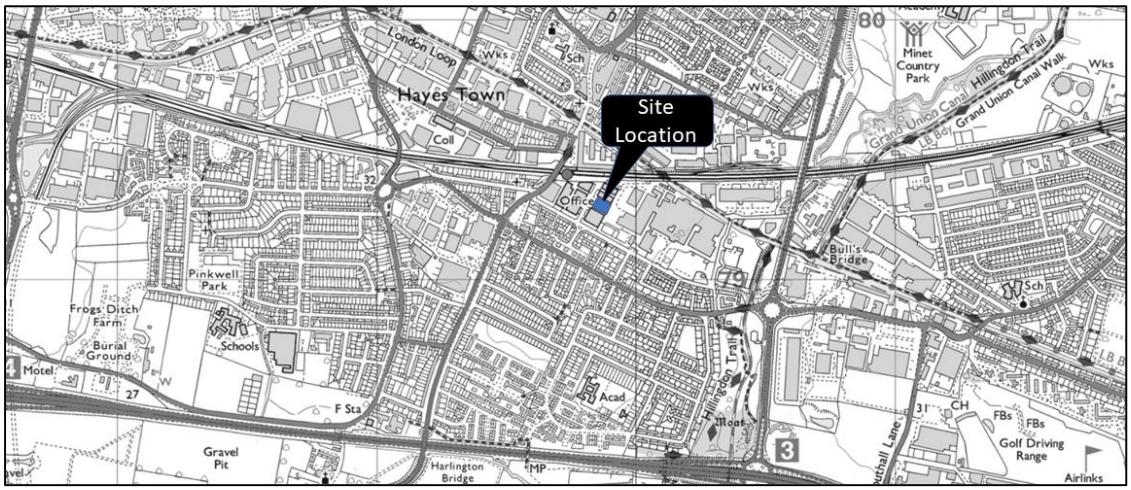



Figure 2.1 Site Location Plan

2.2 The application site is located within a small cluster of industrial buildings bound to the west by Viveash Close, to the north by Hayes & Harlington Train station, to the east by land currently under development and to the south by Nestles Avenue. The site currently comprises of light industrial use buildings.

### Local Highway Network

2.3 Vehicular access to the site is currently achieved from Viveash Close, which is a two-way single carriageway road subject to a 30mph speed limit and also provides access to several industrial buildings and Hayes & Harlington station car park. Viveash Close connects with Nestles Avenue which leads to Station Road to the west and to the east provides connections to further residential areas. Nestles Avenue has an urban character with footways and lighting on both sides of the carriageway and with direct frontage access residential development on the southern side of the carriageway. Station Road leads south to North Hyde Road (A347) which provides connections to the wider highway network including the M4 and A312.

### Site History & Current Planning Application

2.4 The site is currently occupied a number of industrial units providing approximately 1,300 square metres of B8 storage and distribution use.

2.5 The current planning application seeks:

*"Erection of part 11 storey, part 10 storey mixed use building comprising 116 residential dwellings and ground level commercial premises along with public realm delivery of Green Super Highway with associated landscaping, access, and parking, following demolition of existing buildings."*

2.6 The proposed development layout is attached at Appendix A.

2.7 Vehicular access to the site will be taken from the western side of the building and this will provide access to a parking area providing 4 disabled accessible parking bays. The access route will continue to the north of the building where a turning head is provided for deliver vehicles close to the north-eastern entrance. The vehicle access will operate on a give-way shuttle working operation with vehicles entering the site having priority and vehicles exiting the site required to give-way to vehicles entering the site.

2.8 The main pedestrian entrance to the site will be taken from the north and south of the site and will provide access to the main pedestrian entrances to the building.

## 3.0 Construction Project Manager

3.1 The Construction Project Manager (CPM) will be responsible for implementing the measures contained within this CTMP and will be the point of contact for local residents.

3.2 The contact details of the CPM will be displayed on the frontage of the site. The CPM will liaise with local residents when necessary to ensure that they are aware of the programme of works taking place and to give advanced notice of any noisy or disruptive works.

3.3 The CPM will be responsible for monitoring and reviewing the CTMP and will deal with any concerns of local residents and businesses.

Name: TBC

Email: TBC

Telephone: TBC

3.4 The local highway authority (London Borough of Hillingdon) and TfL will be notified should the CPM change at any time.

# 4.0 Construction Strategy

### *Programme of Works*

4.1 As planning approval has yet to be granted, a programme of works has not yet been confirmed. Once planning permission has been granted, this CTMP will be updated by the CPM to provide an expected start date and programme of works.

## Description of Works

### *Site Set-up*

4.2 Prior to any works commencing on site, a hoarding will be installed around the frontage of the site. The proposed hoarding will be at least 2.4 metres high. The hoarding will create a safe working area and screen unsightly construction works from the public. All site doors will open inwards and will be lockable. The hoarding and lighting requirements will be agreed with the local highway authority prior to the commencement of works on site in accordance with their licensing procedures.

4.3 All plant and materials will be stored on site and no material will be stored on the public highway.

4.4 All of the appropriate licences for hoardings will be applied for by the Construction Project Manager.

## Delivery Management

4.5 All vehicles accessing the site will be pre-booked in advance and allocated set arrival times, outside of peak hours. Contractors will call the CPM a minimum of 20 minutes before their vehicle arrives at site to confirm the loading area is available.

4.6 Deliveries to the site will only take place outside the peak hours on the highway network. In addition, deliveries will be timed such that they are outside typical school pick up and drop-off times, during school term times. Where possible, deliveries will be scheduled to distribute vehicle movements throughout these hours and to avoid more than one vehicle delivering to the site at any one time.

4.7 All contractors, delivery companies and visitors to the site will be made aware of the access and egress route prior to undertaking their journey. A written briefing and plan for the site will be provided to contractors, delivery companies and visitors.

4.8 There will be two delivery loading opportunities. Smaller vehicles will be able to enter the site, turn within the on-site loading area and then exit the site in a forward gear. Larger construction vehicles will make use of an on-street loading opportunity adjacent to the site, turning in the site access without having to enter the on-site delivery area.

4.9 All vehicle movements to and from the site will be supervised by trained banksmen who will manage the interaction between construction vehicles, pedestrians, cyclists and other road users.

## Traffic Management

### *Vehicle Routeing*

4.10 All construction vehicles will utilise the most direct route between the site and the primary road network, the M4 Motorway. The most direct route to the site from the M4 avoiding narrow residential street is via The Parkway, North Hyde Road, Station Road, Nestles Avenue and Viveash Close. A vehicle routeing plan showing the proposed route for construction vehicles is provided at Appendix B.

4.11 To access the site, construction vehicles will exit the M4 at Junction 3, turn north at the roundabout and join The Parkway. Construction vehicles will continue north along The Parkway and use the first exit at the first roundabout to turn left into North Hyde Road. Vehicles will proceed westbound on North Hyde Road before turning right onto Station Road. They will take the first right onto Nestles Avenue, before taking the first left into Viveash Close. Trained banksmen will be positioned at site access to escort vehicles and manage the interaction of construction vehicles, other traffic, pedestrians and cyclists.

4.12 When exiting the site, construction vehicles will turn left from the site on onto Viveash Close and route south to Nestles Avenue. All construction vehicles will turn right from Viveash Close into Nestles Avenue and route westbound on Nestles Avenue, turning left to connect to Station Road before turning left to join North Hyde Road. Vehicles will then take the third exit at the roundabout to join The Parkway southbound before re-joining the primary road network on the M4 Motorway. As with vehicles entering the site, rained banksmen will be positioned at the site entrance from Viveash Close to escort vehicles exiting the site and manage the interaction of construction vehicles, other traffic, pedestrian and cyclists.

4.13 Swept path analysis is provided at Appendix C showing construction vehicles accessing and exiting the site. Drawing 2111056-TK101 shows swept path analysis of vehicles turning into and out of the site from Viveash Close. The swept path analysis demonstrates that the construction vehicles can access and exit the site appropriately in a forward gear. As stated above, construction vehicle turning movements to/from the site and Viveash Close will be managed by trained banksmen.

### *Proposed Access Arrangements and Site Setup*

4.14 The proposed construction site setup arrangements are presented at Drawing 2111056-SK01, attached at Appendix D.

4.15 The site up plan details the hoarding that will be provided around the site with gates provided at each of the vehicle entrances.

4.16 A wheel washing facility will be provided on site. Any vehicles accessing the site will be inspected and wheels cleaned before leaving the site to the public highway, if necessary.

### *Construction Vehicles*

4.17 The following list provides details of the type of vehicles expected to require access to the site during the construction process:

- Skip lorries – approximately 6 metres in length;
- 7.5 rigid – approximately 8 metres in length;
- Large rigid lorries – approximately 10 metres in length; and,
- Transit type vans – approximately 5 metres in length.

# 5.0 Nuisance Control

5.1 A range of measures will be implemented to ensure that the potential impact of the works on local residents and neighbours will be minimised. These measures are discussed in turn below.

## Dust Control

5.2 Hoardings bordering the property will help contain any dust. Where required, scaffolding and sheeting will be erected to further contain dust. Water dampening measures will also be used if necessary.

## Waste and Recycling

5.3 All waste will be stored on site within the site hoarding and dealt with in accordance with the duty of care Section 34 of the Environmental Protection Act 1990 and the Environmental Protection (Duty of Care) Regulations 1991. Where hazardous waste is identified, it will be controlled and disposed of following the Environment Agency approved procedures.

5.4 Any waste material arising from the works will be sorted on site and any suitable materials will be recycled. In addition, during the progress of the works every effort will be made to avoid waste, and where waste material is produced, this will again be sorted and recycled in accordance with good practice guidance. As part of their induction, all site operatives will be made aware of the need to reduce waste and where waste in unavoidable, that waste will be sorted and recycled where possible.

## Hazardous Materials

5.5 In the event that hazardous materials are present in the existing building, the materials will be disposed of using the appropriate procedures and local residents advised accordingly.

## Noise Control

5.6 Deliveries to the site will only take place outside the peak hours on the highway network. In addition, deliveries will be timed such that they are outside typical school peak up and drop-off times, during school term times.

5.7 Where possible, deliveries will be scheduled to distribute vehicle movements throughout these hours and to avoid more than one vehicle delivering to the site at any one time.

5.8 The CPM will endeavour to use suppliers and contractors that use electrically powered vehicles where possible.

## Wheel Wash

5.9 Any vehicles accessing the site will be inspected and wheels cleaned before leaving the site to the public highway, if necessary. In event that mud is spread on the public highway this will be cleaned using a road sweeper.

## Site Security

5.10 All construction materials will be stored on site within the secure hoarding. The CPM will be responsible for site security and emergency procedures and contact details for the CPM will be advertised on the site hoarding.

## 6.0 Monitoring and Management

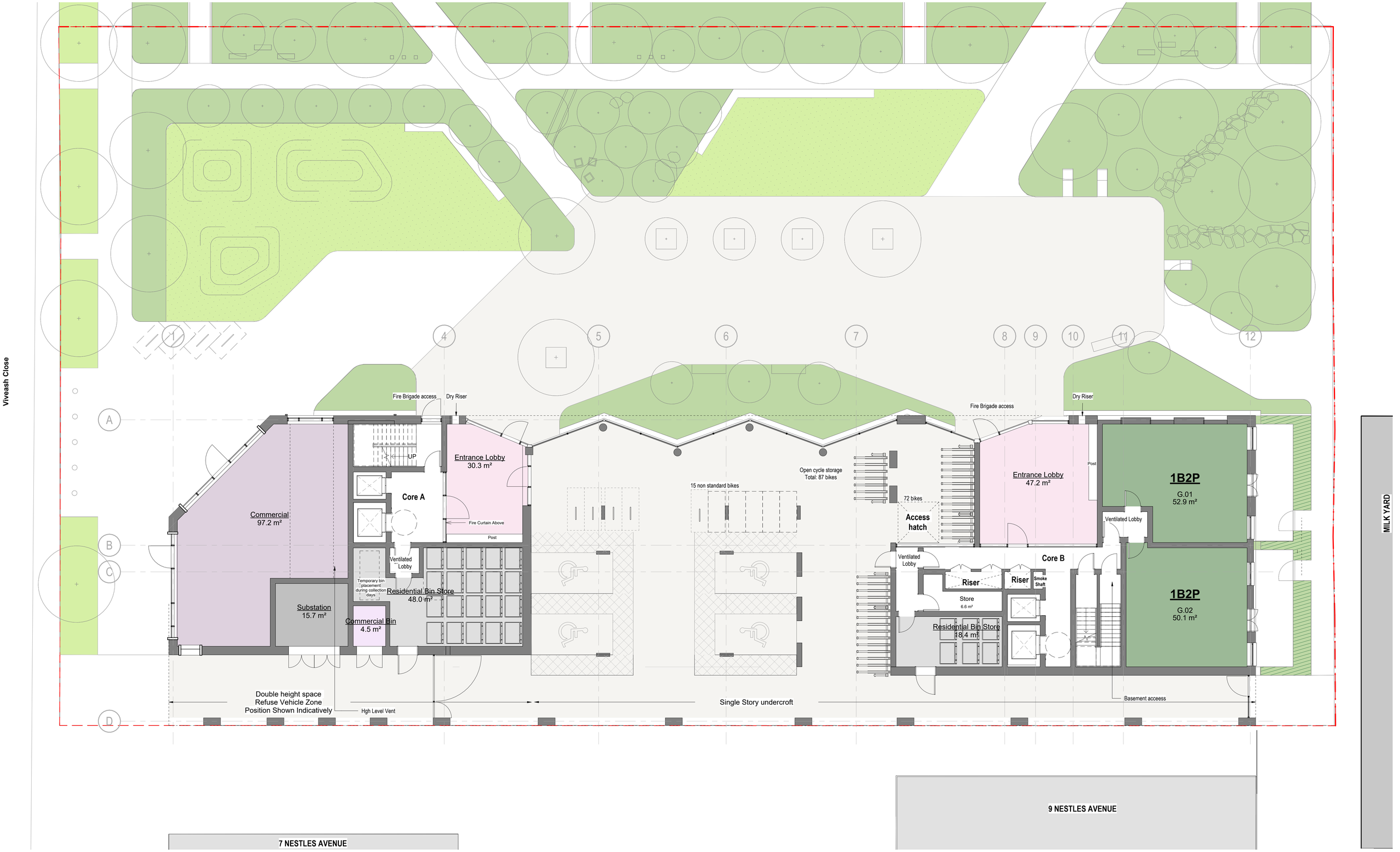
6.1 The CPM will be responsible for the ongoing monitoring and management of the construction process. This will include the following:

- Monitoring of dust associated with the works;
- Monitoring of wheel washing requirements;
- Waste management and reduction, including the disposal of hazardous materials; and,
- Monthly review meetings with neighbours;
- A dedicated 'hotline' phone number for local residents or stakeholders to contact the CPM should any issues arise;
- Review meetings with the planning authority, as necessary.

6.2 The CPM will further be responsible for the updating of the Plan as and when it is required.

# Appendix A

Proposed Site Layout Plan




DO NOT SCALE THIS DRAWING

Contractors are to check all dimensions prior to commencement on site and notify the architect of any errors, omissions, or discrepancies.



| Rev | Description | Date | Checked |
|---|---|---|---|
| 014 | Issue for Planning | 26/11/22 | DJ |

Meters
0 1 5 10

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**Project**
Squirrels Estate

**Drawing**
Proposed Ground Floor

**Client**
Mackenzie (South West) Homes

| Project no. | Scale | Drawn | Checked | North |
|---|---|---|---|---|
| 15489 | 1 : 100 @ A1 | MK | DJ | |

**Status**
For Planning

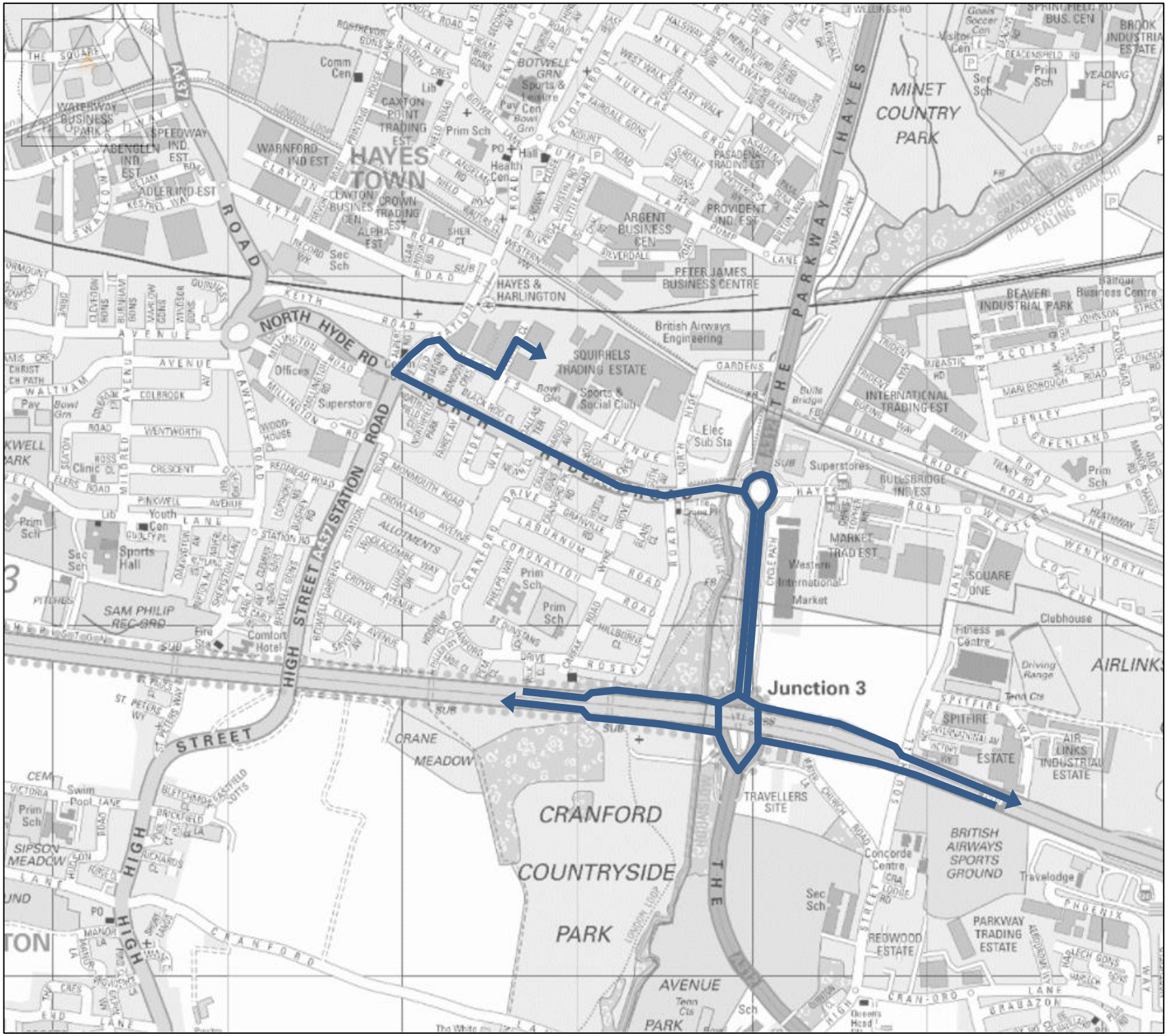
**Drg** **A-PL-(03) - 100**

**Revision** **014**

TateHindle

# Appendix B

Vehicle Routeing Plan




Squirrels Trading Estate,
London Borough of Hillingdon

**Appendix B: Vehicle Routeing Plan**

*Not to Scale*

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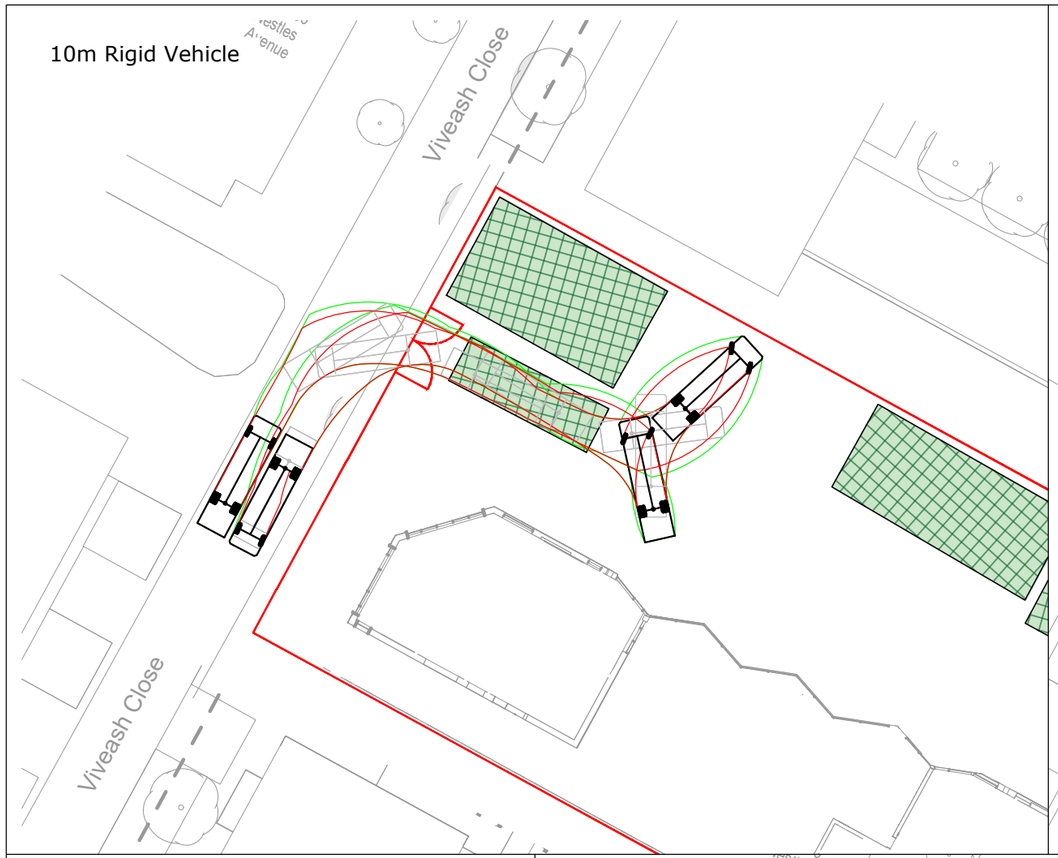
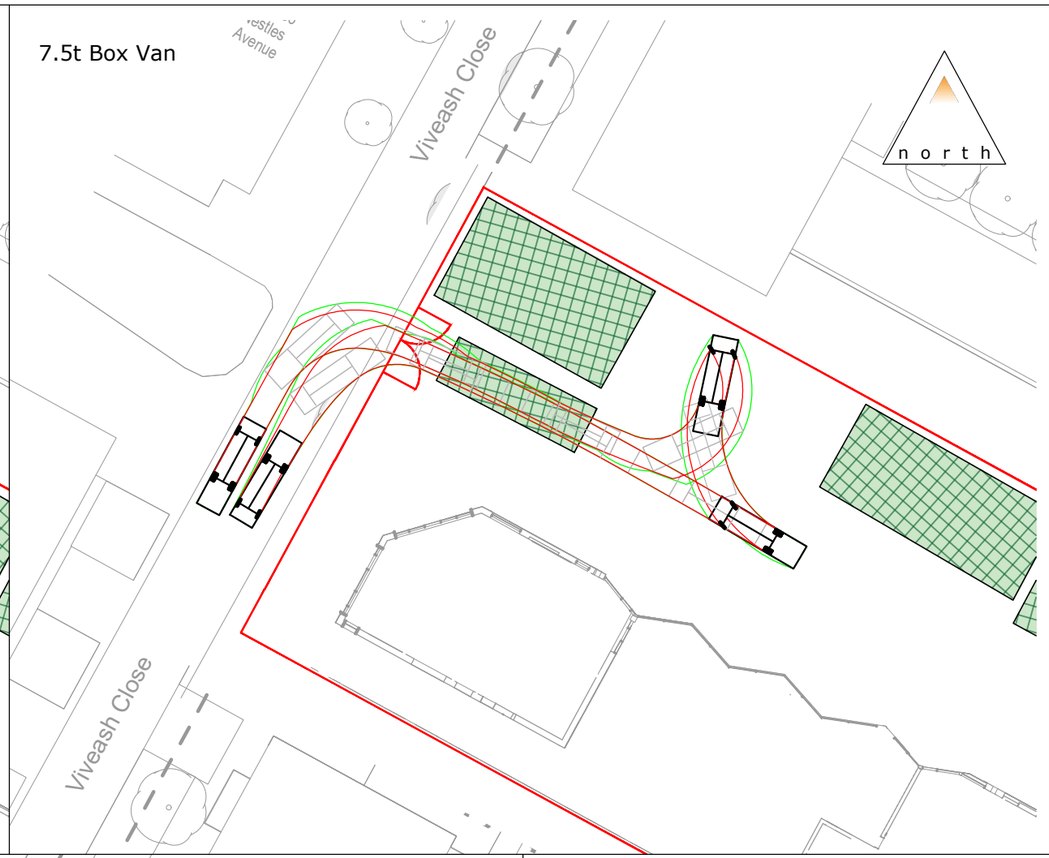
# Appendix C

Swept Path Analysis

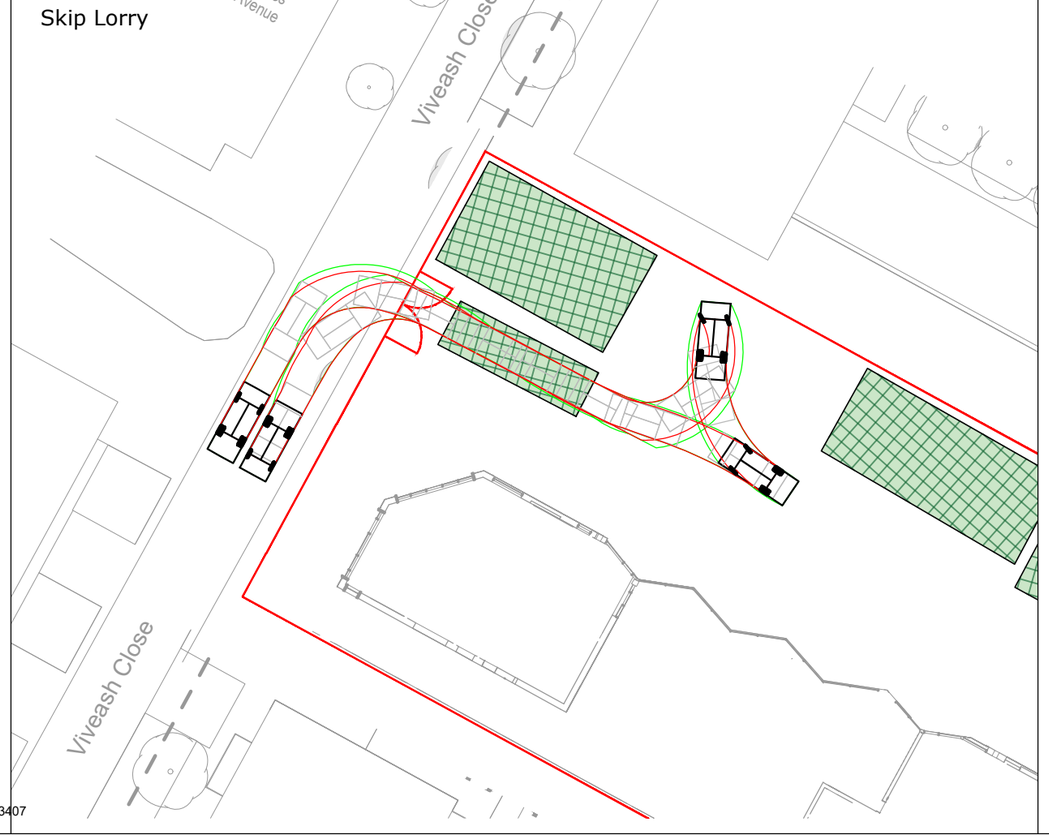
10m Rigid Vehicle

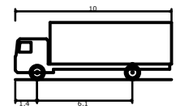



7.5t Box Van



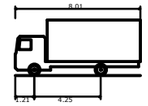

Skip Lorry



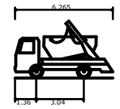

FTA Design HG Rigid Vehicle (1998)

| | |
|---|---|
| Overall Length | 10.000m |
| Overall Width | 2.500m |
| Overall Body Height | 3.645m |
| Min Body Ground Clearance | 0.440m |
| Track Width | 2.470m |
| Lock to lock time | 3.00s |
| Kerb to Kerb Turning Radius | 11.000m |




7.5t Box Van

| | |
|---|---|
| Overall Length | 8.010m |
| Overall Width | 2.100m |
| Overall Body Height | 3.556m |
| Min Body Ground Clearance | 0.351m |
| Track Width | 2.064m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 7.400m |




Small Skip Lorry

| | |
|---|---|
| Overall Length | 6.265m |
| Overall Width | 2.390m |
| Overall Body Height | 3.650m |
| Min Body Ground Clearance | 0.396m |
| Max Track Width | 2.435m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.340m |



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Project:
Squirrels Trading Estate

Title:
Swept Path Analysis
Construction Vehicles

Scale: 1:500 (@ A3)

Drawing: 2010062-TK101

Revision: B

C:\Users\joearp\Motion\StaffSite - Mcsqui 2111056\Drawings\2111056-SK01B & TK101B.dwg

# Appendix D

Construction Site Setup Plan




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Title:
Site Setup

Scale: 1:500 (@ A3)

Drawing: 2111056-SK01

Revision: B

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