CANEPARO ASSOCIATES
Transport Planning & Highway Design

DNA Uxbridge Ltd

148-154 High Street, Uxbridge

Outline Construction Logistics Plan

March 2024

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1 INTRODUCTION

1.1 Caneparo Associates is appointed by DNA Uxbridge Ltd ('the Applicant') to prepare an Outline Construction Logistics Plan ('CLP') in support of a planning application for 148-154 High Street, Uxbridge, UB8 1JY ('the site'), which is located in the London Borough of Hillingdon ('LBH').

1.2 The site comprises a prominent site in the centre of Uxbridge which fronts High Street, Belmont Road and Bakers Road. The existing site is a mixed-use development with retail units at the ground floor level and offices on the upper floors.

1.3 This CLP relates to the proposal for the redevelopment of the site to deliver a mixed-use scheme comprising 1,115sqm GIA of Class E retail floorspace fronting High Street and Belmont Road, a 162-bed hotel and 320 co-living rooms with associated amenities and facilities. The proposals also incorporate a public courtyard to allow for significant improvements to the existing Cocks Yard walking route, along with associated cycle parking and accessible car parking.

1.4 The description of development for the application is as follows:

"Demolition of the existing buildings and comprehensive redevelopment of the site to provide a mixed use development comprising hotel (Class C2), co-Living (Class Sui Generis) and replacement commercial floorspace (Class E) alongside open space, landscaping and public realm improvements, basement parking and refuse storage".

Objectives of CLP

1.5 This CLP details the expected management of construction traffic during the construction period. It seeks to provide a robust construction strategy that will minimise the potential for disruption to 'Community Considerations' such as local residents, businesses, members of the public and visitors to the site as well as other users of the adjacent highway network.

1.6 It also seeks to minimise the environmental impact of the construction process on the locality and will provide best endeavours to be part of a coordinated and collaborative approach with surrounding developments, including consultation when necessary and appropriate. This CLP has been prepared in line with TfL's Construction Logistics Plan guidance (July 2017).

1.7 Site specific objectives are as follows:

- To ensure that all loading activity is undertaken within the designated construction loading area on Belmont Road.
- To ensure that bus stops, bus stands and bus routes are unaffected by the proposed construction activity.
- To ensure construction vehicles are timed such that no vehicles are waiting outside the on-street loading bay on Belmont Road.
- To ensure pedestrian and cyclist safety is maintained at all times along the Bakers Road, Belmont Road and High Street during the construction programme reflecting the high street location of the site.

CLP Structure

1.8 The remainder of the CLP will be structured as follows:

- Section 2 details the existing situation from the context of construction vehicles;
- Section 3 includes the construction programme and proposed methodology;
- Section 4 presents the vehicular routes to and from the Site access;
- Section 5 details the strategies and measures to be adopted for construction logistics;
- Section 6 presents the vehicular types and anticipated level of movements;
- Section 7 includes details of the monitoring and review process for the CLP; and
- Section 8 provides a summary.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

Policy Context

National Planning Policy Framework (December 2023)

2.1 The National Planning Policy Framework (NPPF) was updated in December 2023 following the previous revised September 2023 issue and sets out the Government's planning policies for England and how these are expected to be applied. This how traffic should be managed, including vehicle movements related to construction activity.

2.2 Paragraph 116 of the NPPF states that within this context, applications for development should: *'d) allow for the efficient delivery of goods, and access by service and emergency vehicles'*.

London Plan (March 2021)

2.3 The London Plan at Point G of the 'Policy T7 Deliveries, Servicing and Construction' states the following regarding Construction Logistics Plans;

"Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments."

Mayor's Transport Strategy (2018)

2.4 The Mayor's Transport Strategy states at Proposal 15 that 'The Mayor, through TfL and the boroughs, will work with business and the freight industry to improve the efficiency and safety of freight and servicing in London by:

A. *Developing tailored and targeted approaches to address the unique challenges faced by the individual sectors such as food and construction deliveries.*

D. *Ensuring that all London is within a 30-minute drive of a construction consolidation centre and encouraging their use through Construction Logistics Plans and the planning process.'*

Traffic Management Act (2004)

2.5 The Traffic Management Act 2004 aims to reduce traffic congestion in towns and cities when construction is occurring within the area. This Construction Logistics Plan will comply with the Traffic Management Act.

Healthy Streets Approach & Vision Zero

2.6 TfL has adopted the Healthy Streets Approach (2017) to improve air quality, reduce congestion and help people lead a more active and healthier lifestyle. The Healthy Streets Approach puts people and their health at the centre of planning and therefore, this Construction Logistics Plan has sought to align the key transport planning proposals towards people first. This has been done in conjunction with Vision Zero, as set out in the Mayor's Transport Strategy (2018), which aims to remove all deaths and serious injuries from London's transport network by 2041.

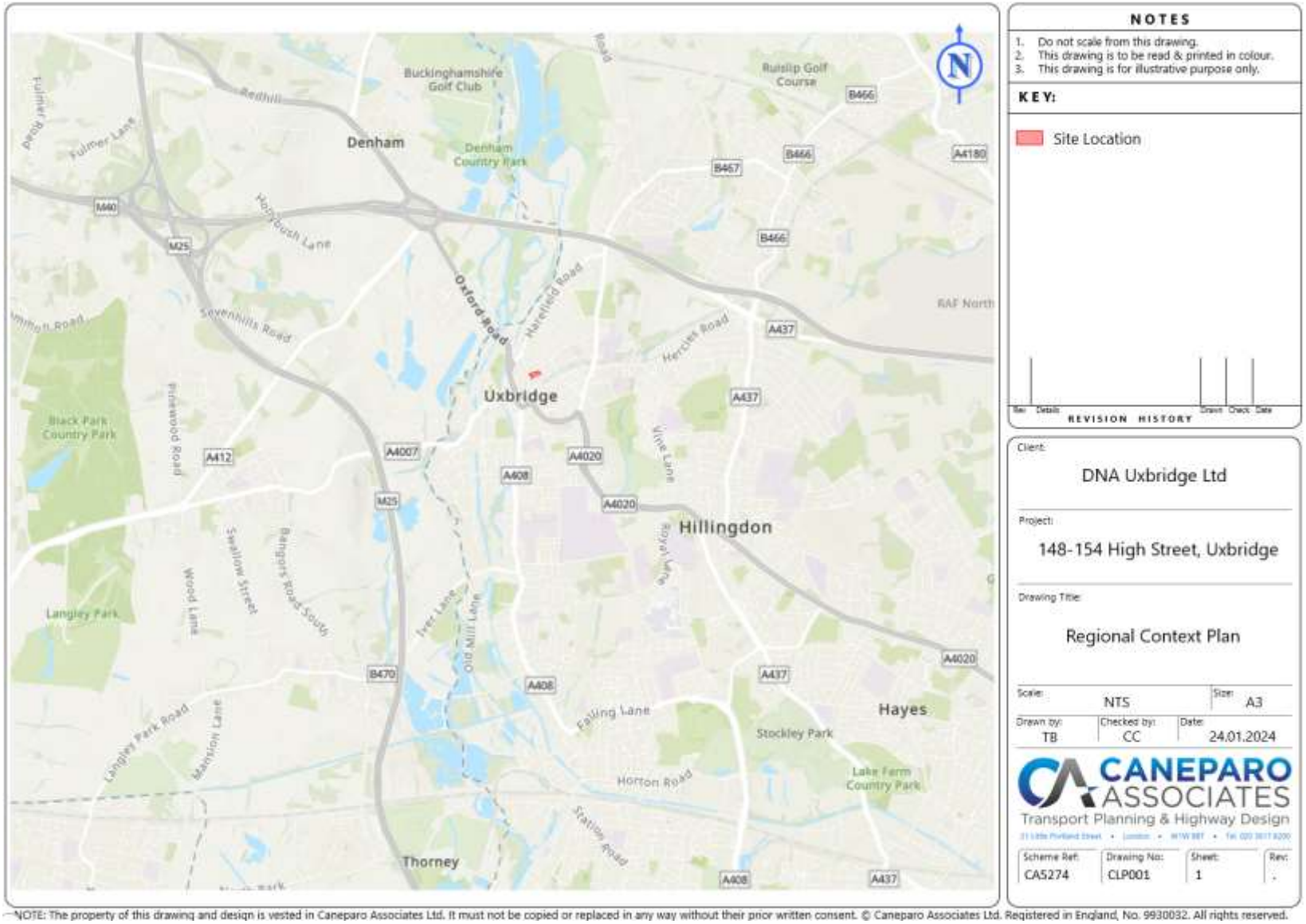
Site Context

2.7 The site comprises a prominent site in the centre of Uxbridge, located to the east of High Street, south of Belmont Road and west of Bakers Road. To the south of the site is Cocks Yard, a footway which connects Bakers Road and High Street.

2.8 At present the site is occupied by retail units across the ground floor on High Street and Belmont Road, with limited frontage on Bakers Road; this is principally used for vehicular access. Bakers Road additionally features several entrances which provide access to the upper floor accommodation of the site which is formed primarily of offices.

2.9 The site lies within the Town Centre boundary for Uxbridge, as defined within the Hillingdon Local Plan. The site falls within the London Plan's Metropolitan Town Centre designation.

2.10 **Figure 2.1** below shows a regional plan of the site in the context of Greater London and the highway network, whilst **Figure 2.2** below shows the location of the site in relation to the surrounding local area. **Figure 2.3** illustrates the detailed site boundary and immediate vicinity of the site.



NOTES

1. Do not scale from this drawing.
2. This drawing is to be read & printed in colour.
3. This drawing is for illustrative purpose only.

KEY:

Site Location

REVISION HISTORY

Client: DNA Uxbridge Ltd

Project: 148-154 High Street, Uxbridge

Drawing Title: Regional Context Plan

Scale:	Size:
NTS	A3

Drawn by:	Checked by:	Date:
TB	CC	24.01.2024

CANEPARO ASSOCIATES
Transport Planning & Highway Design

Scheme Ref:	Drawing No:	Sheet:	Rev:
CA5274	CLP001	1	.

Figure 2.1: Regional Context Plan *Source: ArcGIS Pro 2024*

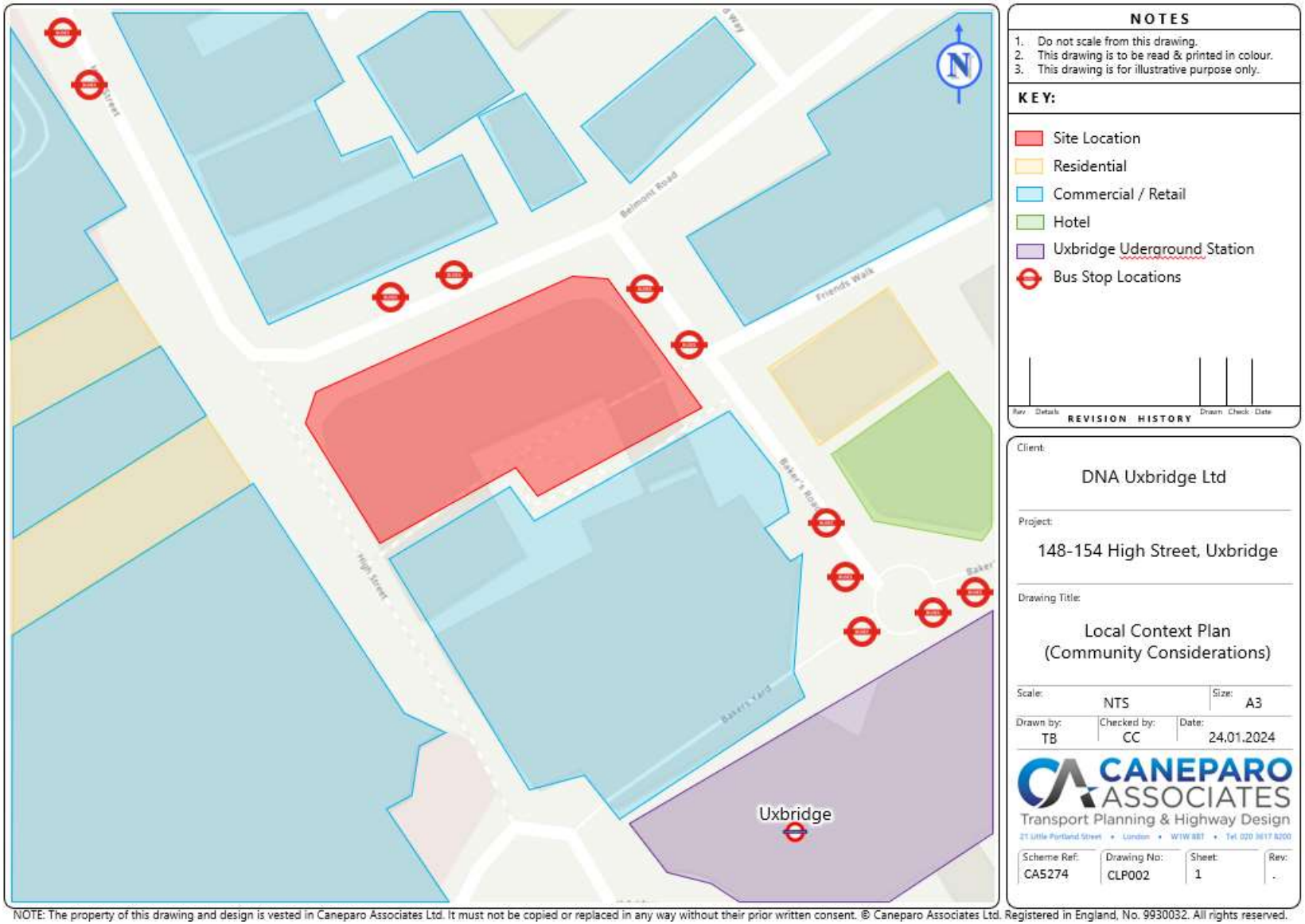


Figure 2.2: Local Context Plan *Source: ArcGIS Pro 2024*

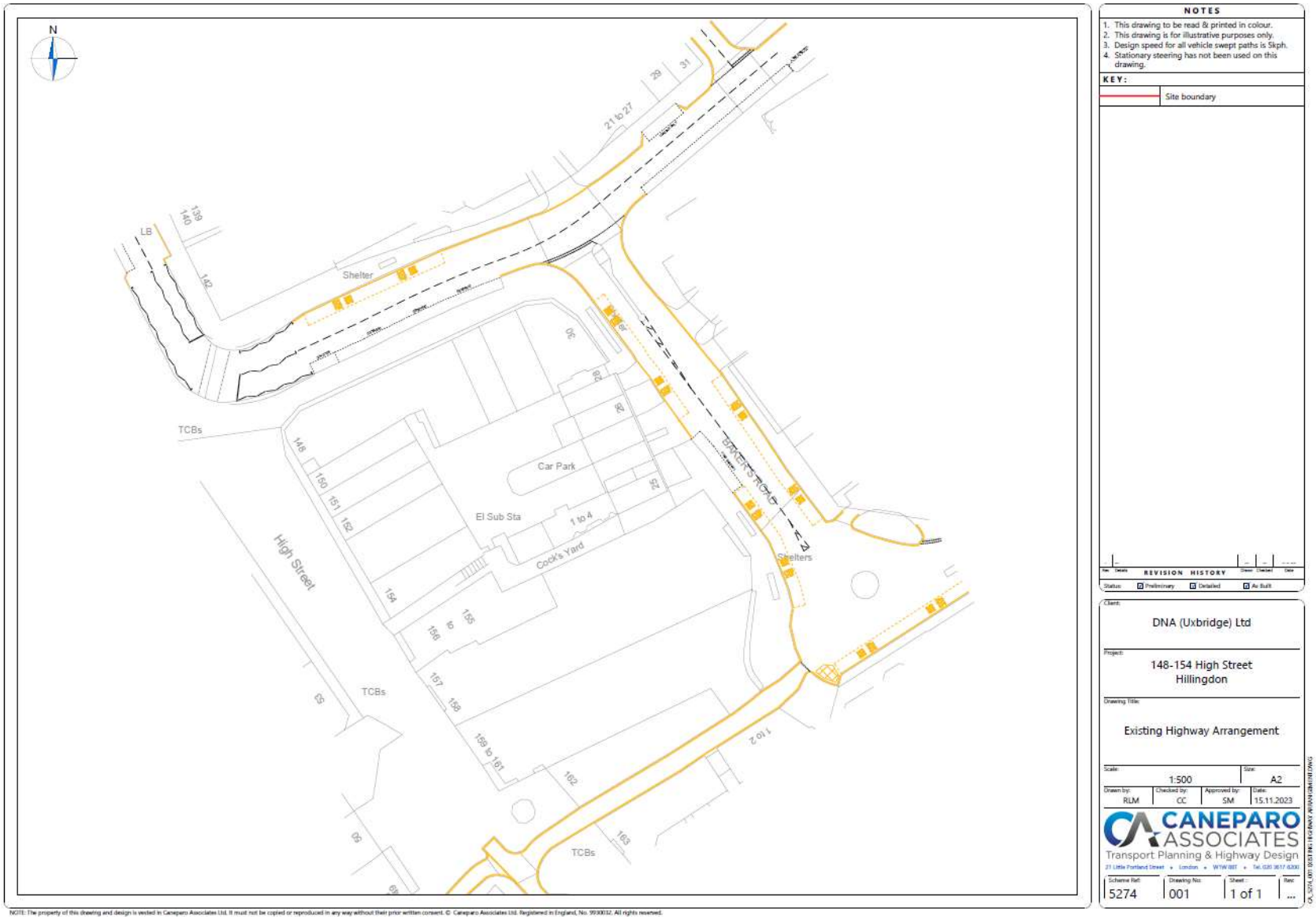


Figure 2.3: Existing Site Highway Layout

Local Highway Network

High Street

2.11 High Street operates in a broadly northwest-southeast orientation to the west of the site, connecting the A4020 Oxford Road to the north with the A4020 Hillingdon Road / B483 Park Road to the south. High Street is largely pedestrianised, with the section directly west of the site being fully pedestrianised and circa 17m in width.

Belmont Road

2.12 Belmont Road operates in a broadly northeast-southwest orientation to the north of the site, connecting the B384 Park Road to the northeast with High Street to the southwest. Outside the site Belmont Road is circa 13m in width however accessible parking and bus stops limit the space for general traffic flow to circa 7m. Belmont Road offers two-way traffic flow which is subject to a speed limit of 30mph.

2.13 Outside the site on the northern side of the carriageway there is a large bus stop which is circa 35m in length (Belmont Road Stop 'D'). On the southern side of the carriageway there are 6 accessible parking bays with an overall of length of circa 39m, in addition to a solo motorcycle parking area which is circa 7m long that operates Monday – Saturday from 08:00-18:30.

2.14 To the northeast of the site there are several parking bays on Belmont Road which require pay and display with a maximum stay of 2 hours from Monday to Saturday between 08:00-18:30. The remainder of Belmont Road is controlled by double yellow lines / zigzag white lines located on both sides of the carriageway, preventing parking at all times.

Bakers Road

2.15 Bakers Road operates in a broadly north-south orientation to the west of the site as a cul-de-sac, connecting with Belmont Road to the north and offering access to Uxbridge bus station and Bakers Yard, an access only road, to the south. Bakers Road is circa 13.5m in width however due to a bus stand on the east side of the carriageway and a loading bay plus bus stops on the west side of the carriageway, Bakers Road is restricted to circa 7.5m in width. Bakers Road offers two-way traffic flow which is subject to a speed limit of 30mph.

2.16 Directly outside the site on the eastern side of the carriageway there is a bus stand which is circa 37m in length. On the southern side of the carriageway there are 2 bus stops (Uxbridge Station

Stop 'O' to the north and Uxbridge Station Stop 'N' to the south) along with a loading bay which is circa 18m in length with a sign plate that restricts loading to a maximum of 20 minutes.

Parking and Loading

2.17 Parking across the local areas is controlled by a Controlled Parking Zone (U1) which restricts parking to permit holders only or pay and display parking from Monday to Saturday between 9am and 5pm.

2.18 On Belmont Road, across the northern side of the site, there are 6 x on-street disabled parking spaces and 1 x motorcycle parking space. On Bakers Road, across the eastern extent of the site, there are a number of bus stops and a single loading bay.

TMOs Required Through Construction

2.19 It is envisaged that it will be necessary to implement a Temporary Traffic Management Order (TTMO) for the temporary suspension of some of the demarcated disabled parking and motorcycle parking spaces located across the southern side of Belmont Road across the site frontage. This will facilitate the delivery of the proposed vehicular loading area considered further in Section 3.

Bus Services

2.20 There are numerous bus stops within the vicinity of the site including bus stops and stands on Belmont Road and Bakers Road, reflective of the location of Bakers Road being the local bus hub for Uxbridge. This is compounded by the location of the Metroline bus garage on Bakers Road.

2.21 It will be necessary to ensure that all bus infrastructure is protected throughout demolition and construction to ensure that bus stops, stands and routes are unaffected and to ensure that construction vehicles do not impede the flow of buses at any time.

2.22 Pedestrian safety will be of paramount importance given the relationship of the site in relation to bus stops which are well used and its high street context to ensure any construction activity does not compromise the safety of pedestrians using local buses or more widely.

Underground Services

2.23 Uxbridge Underground Station is located c.50m to the south of the site with an entrance located at the southern end of Bakers Road (the main station entrance is located on High Street).

2.24 The site construction works are not envisaged to conflict with any railway and underground infrastructure; however, the local area is subject to a high level of footfall reflecting its central high street location and proximity to underground and bus services for which consideration will need to be given to vulnerable road users to ensure demolition and construction activity considers pedestrian safety.

Community Considerations

2.25 The site's location in relation to local community considerations is illustrated in Figure 2.2. A consideration of the impact upon key considerations is set out in turn below.

High Street

2.26 The site occupies a central location within Uxbridge and the High Street meaning that there is significant pedestrian footfall in the roads surrounding the site, compounded by the location of bus stops and Uxbridge Station.

Local Buses

2.27 As highlighted previously, the site is located adjacent to numerous bus stops on Bakers Road and Belmont Road in addition to the bus garage on Bakers Road. Consideration will need to be given to all construction arrangements and access to ensure bus services are unaffected and safety is maintained at all times.

2.28 The Project Manager will provide contact information to the management of the Bus Garage and TfL to ensure appropriate communication and liaison throughout.

Local Residents

2.29 Local residents including those located within the dwellings above the Pavilions Shopping Centre to the west of High Street and at the Movia Apartments block to the east of Bakers Road will be notified in advance of the demolition / construction works occurring at the site.

Offices, Hotel and Commercial Developments

2.30 Owing to the town centre location of the site, there are numerous businesses located in proximity to the site including hotels, restaurants and retail units. Local businesses will be identified by the Contractor in the preparation of the detailed CLP to notify them of works and consider whether there are specific requirements that will need to be considered in the undertaking of works.

2.31 Additionally, noise and construction waste will be managed at all times throughout construction to make sure there is no interference with surrounding hotel, offices and commercial developments.

Pedestrian & Cyclist Safety

2.32 As all loading activity will take place on-street, banksmen and traffic marshals will be positioned near to the proposed loading area to assist with any vehicles accessing / egressing the on-street loading area to prevent any conflict with active travellers.

Community Engagement

2.33 A member of the project management team will be elected as a Community Liaison Officer whose contact details will be made available on the construction site hoarding including a 24-hour emergency number. Their role and responsibilities will include being the primary point of contact for the local community and answering queries and questions where necessary.

3 CONSTRUCTION PROGRAMME & METHODOLOGY

3.1 The programme of construction has been informed by general knowledge of construction methodology as well as detailed information provided by the project team and Rider Levett Bucknall who are acting as construction consultants. The Detailed CLP will include further information provided by the appointed Contractor.

Construction Programme

3.2 An indicative construction programme is detailed in **Table 3.1**. The phasing is expected to start in June 2025. This is subject to the receipt of planning permission and associated clearance of planning conditions and obligations prior to commencement on-site. Once a Contractor has been appointed an updated construction programme can be provided.

Table 3.1: Indicative Construction Programme

Construction Phase	Start Date	End Date
Site setup and demolition	Jun-2025	Oct-2025
Basement excavation and piling	Oct-2025	Feb-2026
Sub-structure	Feb-2026	Jun-2026
Super-structure	Jun-2026	Feb-2027
Cladding	Sep-2026	May-2027
Fit-out, testing and commissioning	Dec-2026	Aug-2027
Total Programme	**Jun-2025**	**Aug-2027**

Proposed Construction Arrangement

3.3 The construction arrangements detailed within the following paragraphs will be used to assist in making the site safe and secure for pedestrians, cyclists and road users as well as site operatives in association with the loading areas. It will be necessary for the Contractor to apply to the Council in order to obtain the appropriate permissions for any necessary temporary highway licenses and traffic management measures to allow this arrangement to occur.

3.4 The site will be fully secured with a hoarding to all exposed boundaries. The hoarding will be provided in line with all TfL / LBH regulations with a noticeboard placed in prominent visible positions on all surrounding road networks that the site is bound by. The noticeboards will be standardised across the entire the site.

3.5 Fully equipped offices and welfare facilities for staff and operatives will be provided on-site. All plant, material and equipment will be stored on-site and not on the public highway.

3.6 The proposed construction arrangement detailed within the following paragraphs are considered the most feasible to accommodate construction vehicles during all phases of construction. The existing highway arrangement and proposed construction arrangements are displayed at **Appendix A**.

3.7 The site will operate with a single loading location throughout which will be located to the northwest of the site on Belmont Road. It is proposed that the 6 existing accessible parking bays (39m in length) on the south side of Belmont Road along with the solo motorcycle bay (7m in length) will be suspended to create a circa 46m long pit lane.

3.8 A covered walkway with gantry system will be erected along the southern footway of Belmont Road to protect pedestrians from works on the roof and loading from the pit lane. This location allows for vehicles up to an articulated lorry. Traffic Marshals will monitor the access and egress of vehicles from the pit lane.

3.9 The construction arrangement proposed has been developed to positively respond to pre-application consultation with TfL and LBH, whereby:

- No vehicular activity will be accommodated on Bakers Road to reflect the location of bus services and bus stops, avoiding any impact to bus services. The existing vehicular accesses into the site are blocked by bus stops which prevents vehicular access during demolition without potential conflicts with buses.
- Vehicular activity on High Street is not permissible given it is pedestrianised.
- It is therefore proposed to use the only remaining available frontage on Belmont Road where existing parking spaces are inset. This would permit construction vehicles to park in a manner where they do not affect the free flow of traffic on Belmont Road.

Construction Traffic Hours

3.10 It is proposed that the core operational hours for construction traffic will be as follows:

- Weekdays: 08:00 – 18:00
- Saturday: 08:00 – 13:00
- Sunday & bank holidays: subject to agreement between TfL, LBH and resident groups.

3.11 In other circumstances it is anticipated that there will be a requirement for vehicles to arrive and depart outside of usual construction hours to allow specialist construction activities to be undertaken; or to deliver bulky machinery / materials (plant, cranes, sprinkler tank) before busy traffic periods in London. The Council will be provided with prior notification in regard to any special dispensation for out-of-hours vehicle activity. Such deliveries will not be on a regular occurrence.

3.12 There will be no working on Sundays and bank holidays unless there is a requirement for emergency works or abnormal deliveries. The Council will be provided with prior notification in these instances.

3.13 The site will be provided with 24 hour security to prevent any unauthorised access outside of the construction traffic hours.

Vehicle Types

3.14 Numerous types of vehicles will be used to bring materials to and from the site. The main vehicle types will include:

- 7.3m length, 2.2m width 7.5t Panel Van;
- 8.2m length, 2.5m width Medium Tipper;
- 8.4m length, 2.4m width Concrete Mixer;
- 10m length, 2.5m width Rigid Flatbed;
- 12m length, 2.5m width Large Tipper; and
- 16.5m length, 2.6m width Articulated Vehicle.

3.15 It is noted that the exact type of vehicle to be used will be subject to the specific requirements of the Contractor and will be provided within the Detailed CLP, however, the above vehicles provide a detailed breakdown of likely vehicles used during construction.

Construction Phasing

3.16 The outline construction arrangement would comprise the following stages:

Site Set Up & Demolition

3.17 The site will be secured with a hoarding around the site perimeter and will be created for the handling of any demolition arisings. Welfare facilities will be created on site. Demolition comprises the removal of the existing buildings across the site, including the gutting of the underground car park while retaining the structural elements. Demolition will be carried out using standard techniques to control noise and dust. Construction vehicles will use the loading area on Belmont Road to remove spoil during this period.

Super-Structure

3.18 The frame will be built using concrete and steel reinforcement. This will require an intense period of vehicle activity to ensure a continuous pour of concrete is achieved. The size of the concrete vehicle will be as large as possible (8.4m length Concrete Mixer) in order to minimise the number of vehicle movements required with steel likely delivered by articulated lorries.

Cladding

3.19 It is envisaged that cladding and glazing will be brought to the site on a either 10m rigid vehicles or articulated lorries and transferred to the site by crane in the same manner as the construction of the super-structure.

Fit-Out & External Works and Commissioning

3.20 Vehicles during the fit-out stage will make use of the pit lane on Belmont Road to hoist goods to the roof. The internal finishes of the building will be chosen to limit the volume of site works and the number of workers required to complete the installation, while reducing the volume of waste materials generated by the installation overall. Components with a precise fit and finish will be manufactured off site to ensure the quality and programme sequencing objectives are achieved.

4 VEHICULAR ROUTEING AND SITE ACCESS

4.1 **Figure 4.1** below illustrates the proposed vehicular access route to the site which has been developed to reflect the sites location in relation to the strategic highway network.

4.2 The routes follow the strategic road network until the final approach to the site where local roads are used for access. The exact route taken, including from what direction will be dictated by the appointed contractor and the location of their respective depot or consolidation centres which are traditionally located beyond the M25.

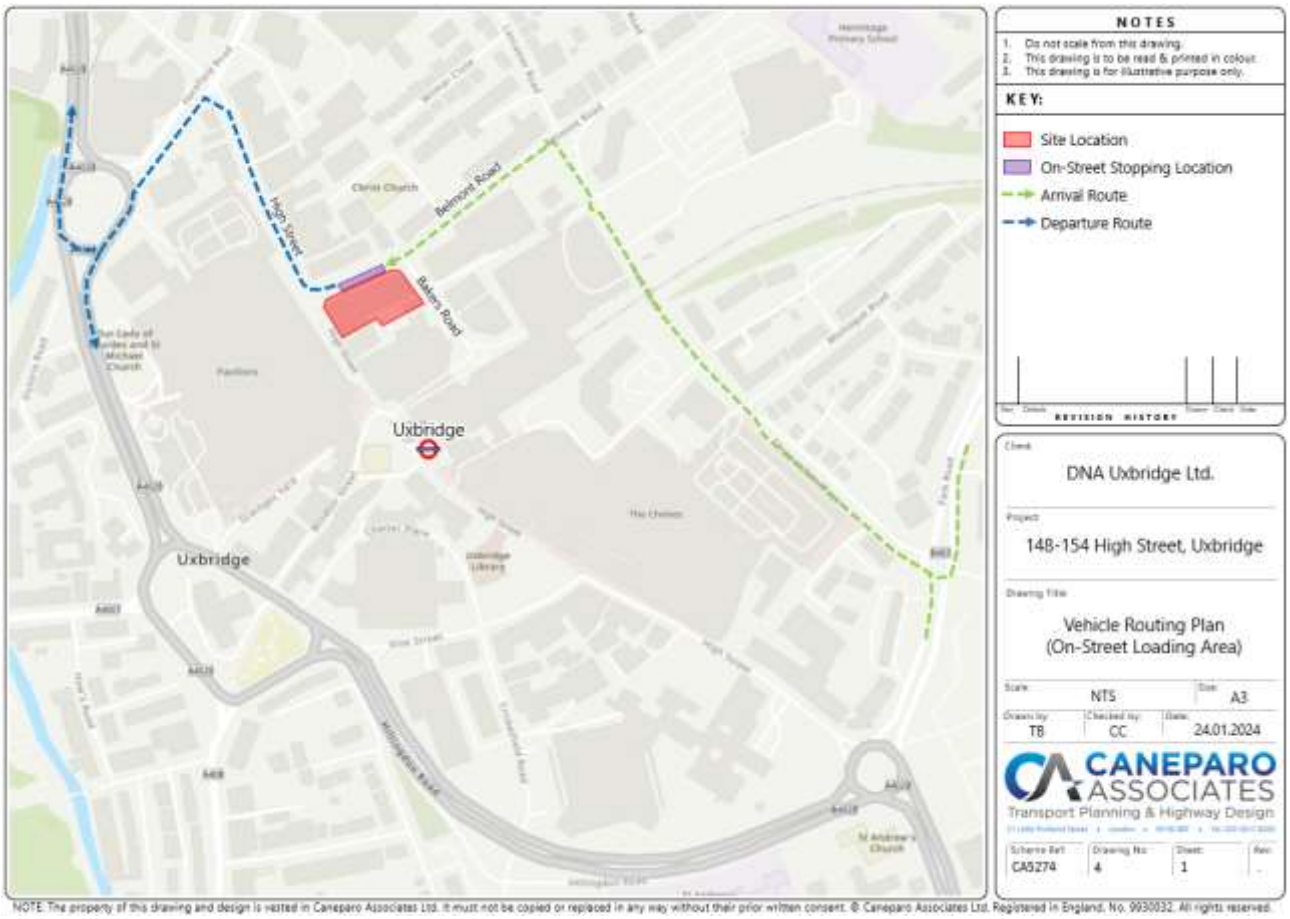


Figure 4.1: Vehicle Routing Plan *Source: ArcGIS Pro 2024*

4.3 The construction vehicle routes to the Belmont Road on-street loading area are detailed below:

- **Arrival Route:** B483 Park Road – Chippendale Waye – York Road – Belmont Road – On-street Loading Area.
- **Departure Route:** On-Street Loading Area – Belmont Road – High Street – B467 Harefield Road – A4020 Oxford Road.

Considerations

4.4 The proposed vehicle routes are considered to be the most appropriate and suitable for larger vehicles and seeks to minimise disruption to local road users.

4.5 All vehicle arrivals will be managed by traffic marshals / banksmen at the site to ensure appropriate safety and traffic management measures are adhered to. Banksmen shall be employed throughout the contract to manage the flow of vehicles to ensure that public and pedestrian safety is maintained at all times. In particular, banksmen will be located on Belmont Road to manage the flow of vehicles entering and exiting the Belmont Road pit lane.

4.6 The surrounding highway with the exception of the aforementioned suspended bays will be kept open for normal traffic to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction. Coordination will also be carried out with surrounding developments, when necessary, to minimise potential disruption.

Swept Path Analysis

4.7 Vehicular swept path analysis has been prepared to demonstrate that the vehicle types and sizes proposed will be able to safely access and egress the proposed loading areas. A copy of the drawings prepared are included at **Appendix B**. All movements will be under strict banksmen control.

5 STRATEGIES TO REDUCE CONSTRUCTION IMPACTS

Overview

5.1 **Table 5.1** below sets out the committed, proposed and considered checklist replicated from the TfL Construction Logistics Plan guidance (July 2017).

Table 5.1: High Impact Site Planned Measures Checklist			
Measure	**Committed**	**Proposed**	**Considered**
Measures Influencing Construction Vehicles and Deliveries			
Safety & 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			n/a
Freight by Rail			n/a
Material Procurement Measures			
DfMA and off-site manufacture			X
Re-use of materials on site			X
Smart procurement			X
Other Measures			
Collaboration amongst other sites in the area	X		
Implement a staff travel plan			X

Measures Influencing Construction Vehicles and Deliveries

Safety and environmental standards and programmes

5.2 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.

5.3 It will be a requirement for Contractors to be registered with the FORS Silver scheme and ensure all subcontractors are also registered. FORS will be a mandatory requirement where applicable (except in the rare instances of international deliveries, other non-standard deliveries, and vehicle types and sizes that are not subject to the FORS standard) and recognise that FORS:

- Creates safer drivers – with significantly reduced occurrence of accidents;
- Will encourage suppliers to improve fuel economy associated with the project;
- Provides a system to identify 'at risk' drivers, allowing the project team and suppliers to target training and incentives effectively;
- Improves certainty of deliveries and collections; and
- Promotes a reduction in journeys to and from site.

5.4 It is a requirement for all contractors to be signatories of the Construction Logistics and Community Safety (CLOCS) initiative. Operating to the CLOCS standard will ensure that transport and logistics are managed to the highest industry standard during all stages of demolition and construction.

5.5 Banksmen will be located at the loading bays in use throughout the demolition and construction periods to ensure appropriate safety and traffic management measures are adhered to.

Adherence to Designated Routes

5.6 Details of routes to be used for journeys to and from site for road operations are provided in Section 4. The routes to/from the Transport for London Road Network and Strategic Road Network are specified. These access routes have been reviewed with respect to potential impacts, conflicts and hazards. Junctions and parts of the routes of particular potential concern have been identified in terms of coming into conflict with other road users, with particular attention paid to pedestrians and cyclists around access to work sites.

5.7 A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

Delivery Scheduling

5.8 A web based delivery management system will be expected to be used to control the volume of deliveries to the site; however, this is subject to the management measures of the appointed contractor. This system will work by defining the number of ‘resources’ a site has and thus how many deliveries can be serviced in 30 minute intervals. It then limits the number of delivery bookings per half-hour to this defined capacity.

5.9 Subcontractors and hauliers must be expected to be booked in a minimum of 48 hours in advance in order to allow the request to be reviewed and subsequently approved/declined. Accounts will be created for all suppliers through co-ordination with the logistics and deliveries manager on the site.

5.10 KPIs will be proposed to indicate that; zero unplanned vehicles, zero non-compliant vehicles and zero instances of project-related vehicles involved in a collision, arrive at the site.

Re-timing for out of peak deliveries

5.11 Re-timing out of peak time will aid the operational efficiency of the construction site and also the neighbouring area. The Applicant commits to re-timing, where possible, deliveries out of the traditional peak hour periods and school drop-off and pick-up hours (08:00-09:00, 14:30-15:30 and 17:00-18:00).

Re-timing for out of hours deliveries

5.12 The contractor will ensure to have all deliveries during normal working hours however will apply for permission if any extended delivery times are required. Use of Consolidation Centres

5.13 The contractor will strongly encourage the use of consolidation centres – this will be dependent on feasibility by each contractor however will be encouraged wherever possible.

5.14 Where consolidation centres can be used, deliveries will be more efficient and will be able to be "just in time" helping to reduce damage to materials.

Use of holding and vehicle call off areas

5.15 Owing to the use of the aforementioned web based delivery management system, holding areas are not proposed as it will be possible to effectively manage the arrival of vehicles accordingly.

5.16 The use of off-site holding areas and vehicle call-off areas will be discussed once a contractor is appointed to ensure an appropriate management procedure is in place in the event the loading area is fully occupied by vehicles / materials. Owing to the limited number of vehicles anticipated per day, coupled with the proposed booking system, a holding area is unlikely to be required.

Material Procurement Measures

Design for manufacture and assembly and off-site manufacture

5.17 Reducing delivery numbers and effective delivery management is extremely important to the Applicant and this will be reiterated to the appointed contractor. Options for off-site manufacture will be explored wherever possible and discussed with each contractor prior to appointment.

Reuse of materials on site

5.18 The re-use of materials will be considered by the Applicant and where possible as much material as possible will be recycled. Soft-strip material has already been recycled. Both the piling matt and filling material can be made from re-used concrete and bricks will also be reused throughout construction.

Smart Procurement

5.19 The contractor will look to source materials form local suppliers where possible as well as from the same suppliers as other local sites if appropriate to reduce the number of vehicle movements and length of journeys for materials to arrive on site.

5.20 Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the construction process.

5.21 Consideration will be given to the opportunities to employ off-site manufacturing processes upon appointment of a contractor.

5.22 Consideration will be given to the employment of smart procurement measures such as last mile logistics solutions and sourcing local suppliers.

Other Measures

5.23 The developer and appointed contractor will consult with TfL, LBH, and other contractor/developers in the area to minimise disruption and undertake joint trip generation analysis.

5.24 A thorough review will be undertaken upon the appointment of a contractor to establish the status of other construction projects locally and their associated potential impact upon the construction of this site.

Staff Travel Plan

5.25 There will be no on-site parking provided for construction worker vehicles. Restrictions will also be imposed on staff to discourage on-street parking, which the Controlled Parking Zone will assist with. As there are excellent transport links nearby, travel by public transport will be strongly encouraged.

Use of Traffic Marshals and Banksmen

5.26 Traffic Marshals and Banksmen will be used throughout the demolition and construction process to manage and mitigate the movement of vehicles as they arrive and leave the site, ensuring that as vehicles cross the footway and cycle way, their movements are managed and coordinated for the safety of vulnerable road user Collaboration amongst other Construction Sites in the area.

5.27 It is recognised that there are a number of sites located within the vicinity of the proposed development that could be brought forward or under construction simultaneously with the proposed development.

5.28 The developer and appointed contractor will consult with LBH / TfL and contractor/developers in the area to minimise disruption and undertake joint trip generation analysis.

Staff Travel Plan

5.29 A Staff Travel Plan will be implemented for the construction programme and will include details of local public transport options, in particular all surrounding stations within a 20 minute walk from the site, as well as a suite of measures to discourage the use of private transport. Furthermore, temporary cycle parking facilities will be provided within the site during construction to encourage active modes.

5.30 All site operatives and visitors will be encouraged to travel to and from the site by public transport and no car parking will be provided, however, in the event operatives are required to bring vehicles to site, operatives will be expected to unload any materials or equipment using the on-street loading area proposed before finding a parking opportunity near the site. This approach will not be promoted and will be prevented wherever possible throughout the construction programme.

Use of Traffic Marshals and Banksmen

5.31 Traffic Marshals and Banksmen will be used throughout the demolition and construction process to manage and mitigate the movement of vehicles as they arrive and leave the site, ensuring that as vehicles cross the footway, their movements are managed and coordinated for the safety of vulnerable road users.

6 ESTIMATED VEHICULAR MOVEMENTS

6.1 A breakdown of average expected vehicle movements and anticipated dwell times during each phase of construction will be provided within the final CLP and once a contractor has been appointed. The vehicle numbers outlined below align with information from similar sized projects elsewhere and are used as a guide only as any new contractor will review the level of activity expected which could change based on the proposed construction details and their associated supply chain. However, for the purpose of providing further details, a preliminary breakdown has been included within **Table 6.1** and **Figure 6.1** below.

Table 6.1: Estimated Construction Vehicles – Monthly and Daily

Phase	Period of Stage	No. of Trips (monthly)	Peak no. of Trips (daily)
Site setup and demolition	Q2 2025 - Q4 2025	300	14
Basement excavation and piling	Q4 2025 - Q1 2026	425	20
Sub-structure	Q1 2026 - Q2 2026	450	21
Super-structure	Q2 2026 - Q1 2027	350	16
Cladding	Q3 2026 - Q2 2027	250	12
Fit-out, testing and commissioning	Q4 2026 - Q3 2027	400	19
Peak period of construction	Q1 2027 - Q1 2027	850	40

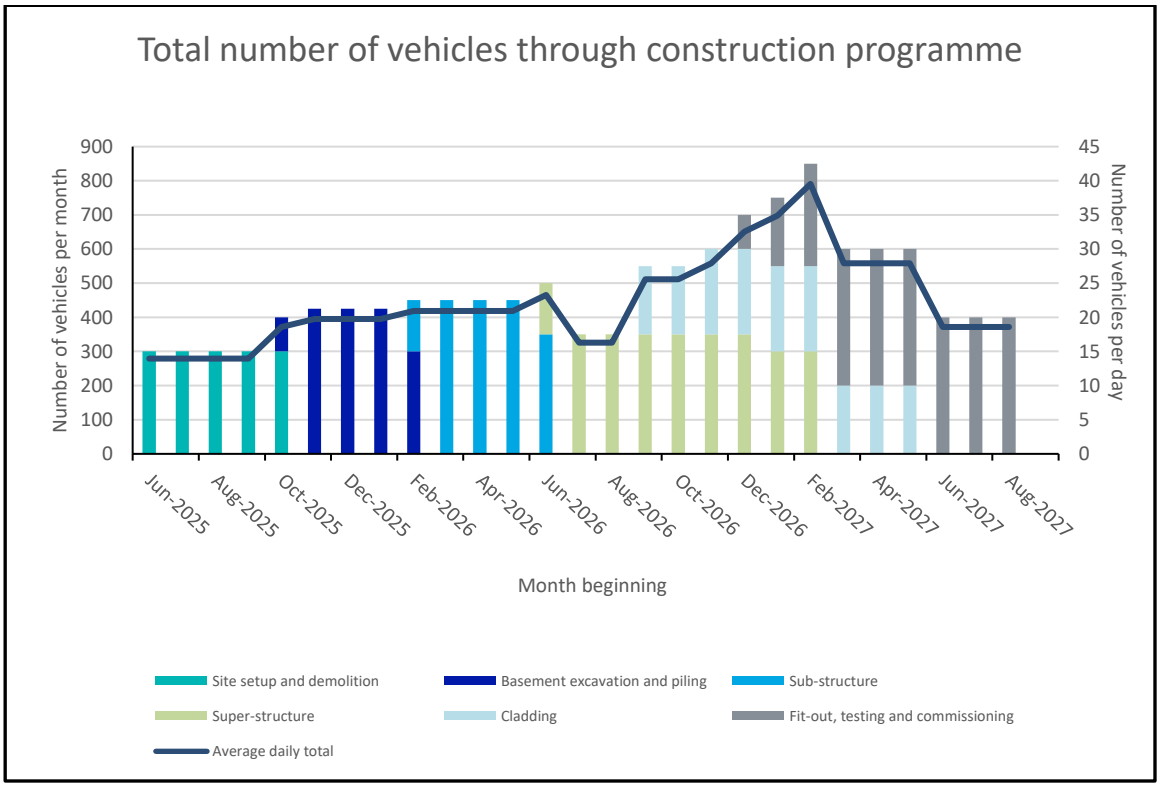


Figure 6.1: Estimated Construction Vehicles (Monthly and Daily)

6.2 During the peak months of construction, including allowing for overlap between phases, approximately 850 construction vehicles will access the site. This equates to 40 vehicles per day and up to 6 in the peak hour.

6.3 Vehicles arriving at site will be of a variety of sizes. The anticipated number and type of vehicles accessing the site during each stages of construction are shown in **Figure 6.2** below

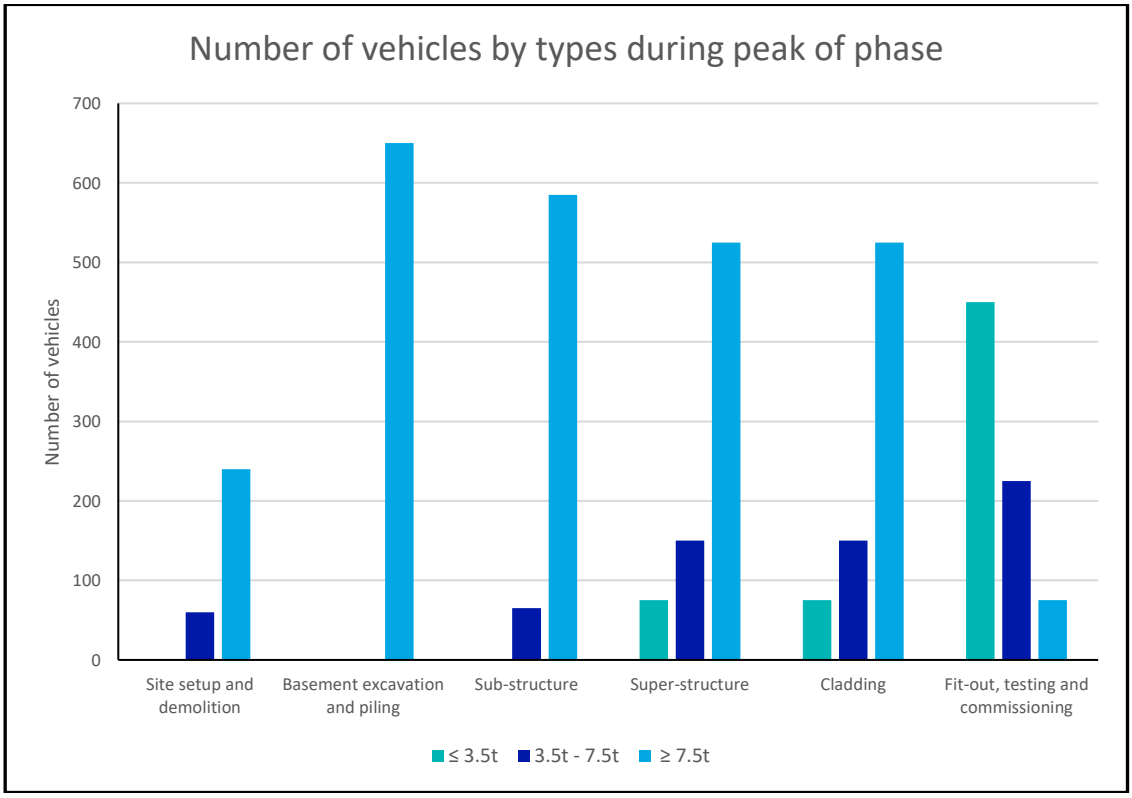


Figure 6.2: Number and vehicle type by phase of construction

6.4 Where possible, peak times will be avoided for deliveries, and **Figure 6.3** provides a summary of the average daily construction trips during the peak month of activity. This estimate will be refined, once the contractor is appointed and the construction programme is finalised. The contractor will provide specific delivery schedule information when appointed.

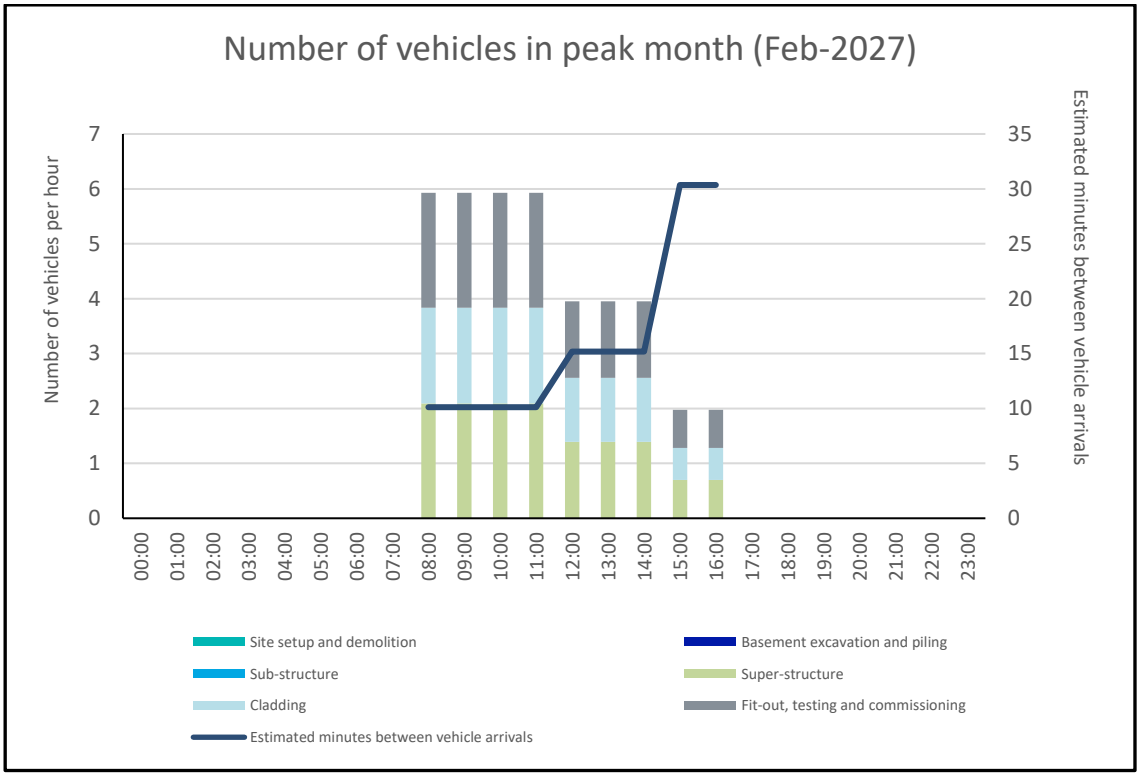


Figure 6.3: Hourly arrival profile of vehicles during peak

7 IMPLEMENTING, MONITORING AND UPDATING

7.1 An appointed Construction Logistics Manager will be in charge of implementing the CLP, this may be a part-time role undertaken by the Main Contractor. It is recognised that the CLP is a 'live' document and as such will be subject to constant review and monitoring in order to react to any changes during the CLP. The Construction Logistics Manager will monitor and record information on the following:

Number of Vehicle Movements to the Site

- Total;
- By vehicle type / size;
- Time spent on-site; and,
- Delivery/collection accuracy compared to schedule.

Breaches and Complaints

- Community concerns about construction activities;
- Vehicle routing;
- Unacceptable queuing;
- Unacceptable parking; and
- Compliance with safety and environmental standards and programmes.

Safety

- Record of associated fatalities and serious injuries;
- Ways staff are travelling to site; and
- Vehicles and operators not meeting safety requirements.

7.2 Data will be recorded at the entrance of the site by a member of staff, as well as through the delivery booking and tracking system to be implemented.

7.3 A Contractor Handbook and Driver Handbook will be produced as part of the CLP, in order to distribute information relating to site operations. The information to be provided is as follows:

Contractors Handbook

- Safety procedures;
- Anti-idling procedures;
- Vehicle routing and delivery scheduling; and
- Driver training.

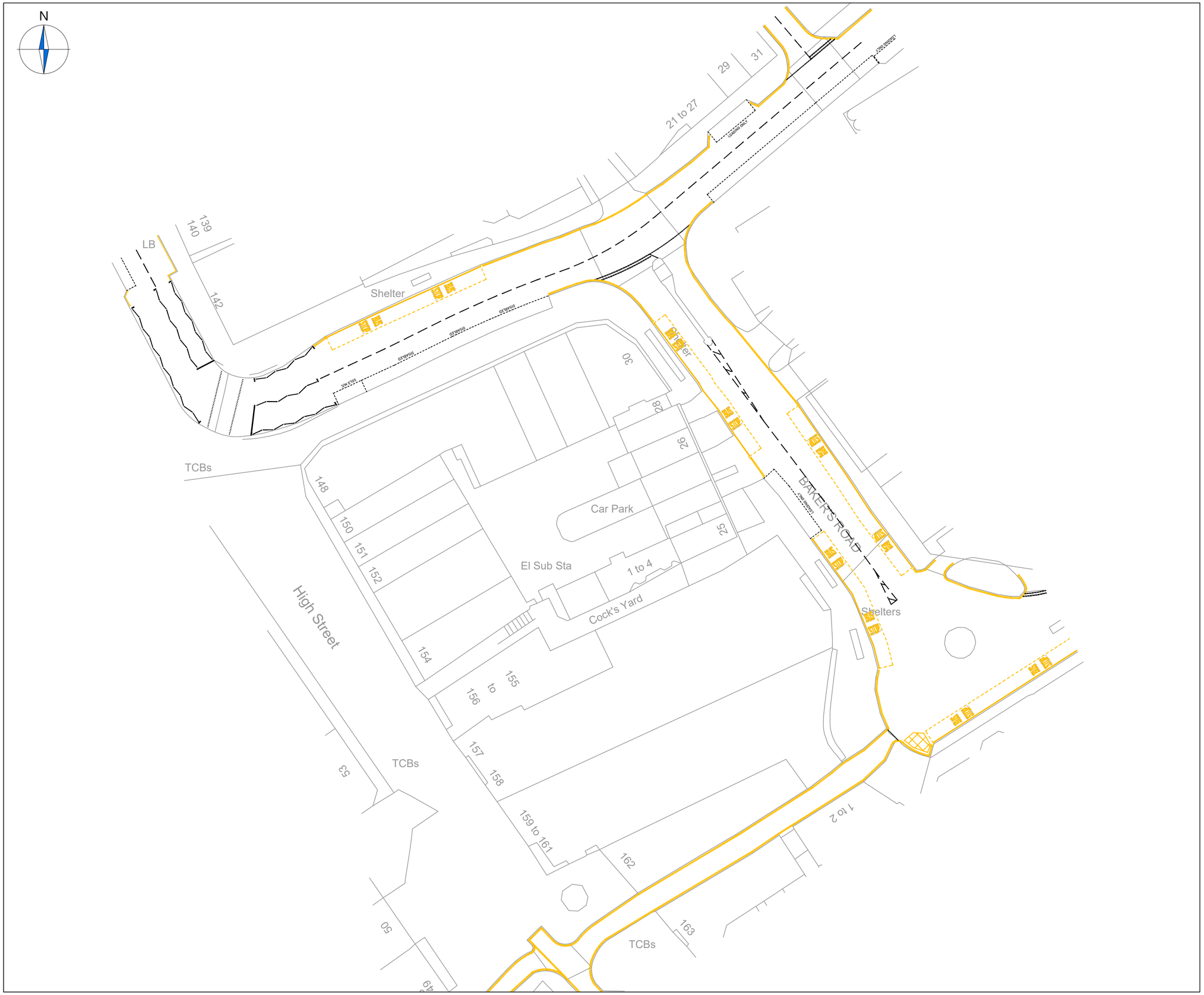
Drivers Handbook

- Authorised routes to and from the site;
- Site opening times;
- Booking and scheduling information;
- Site entry and exit points, and other information relating to access;
- Anti-Idling; and
- Vulnerable road user safety.

8 SUMMARY

8.1 The Outline Construction Logistics Plan ('CLP') provides all details required for the successful management of construction vehicles to and from the site. This Outline CLP forms the basis of the Detailed CLP, which will be provided following appointment of the Contractor and will be a live document to be updated if any changes are required throughout the construction period.

Appendix A



NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

KEY:

	Site boundary

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

REVISION HISTORY

Status: ☑ Preliminary ☑ Detailed ☑ As Built

Client:

DNA (Uxbridge) Ltd

Project:

148-154 High Street
Hillingdon

Drawing Title:

Existing Highway Arrangement

Scale:	Size:
1:500	A2

Drawn by:	Checked by:	Approved by:	Date:
RLM	CC	SM	15.11.2023

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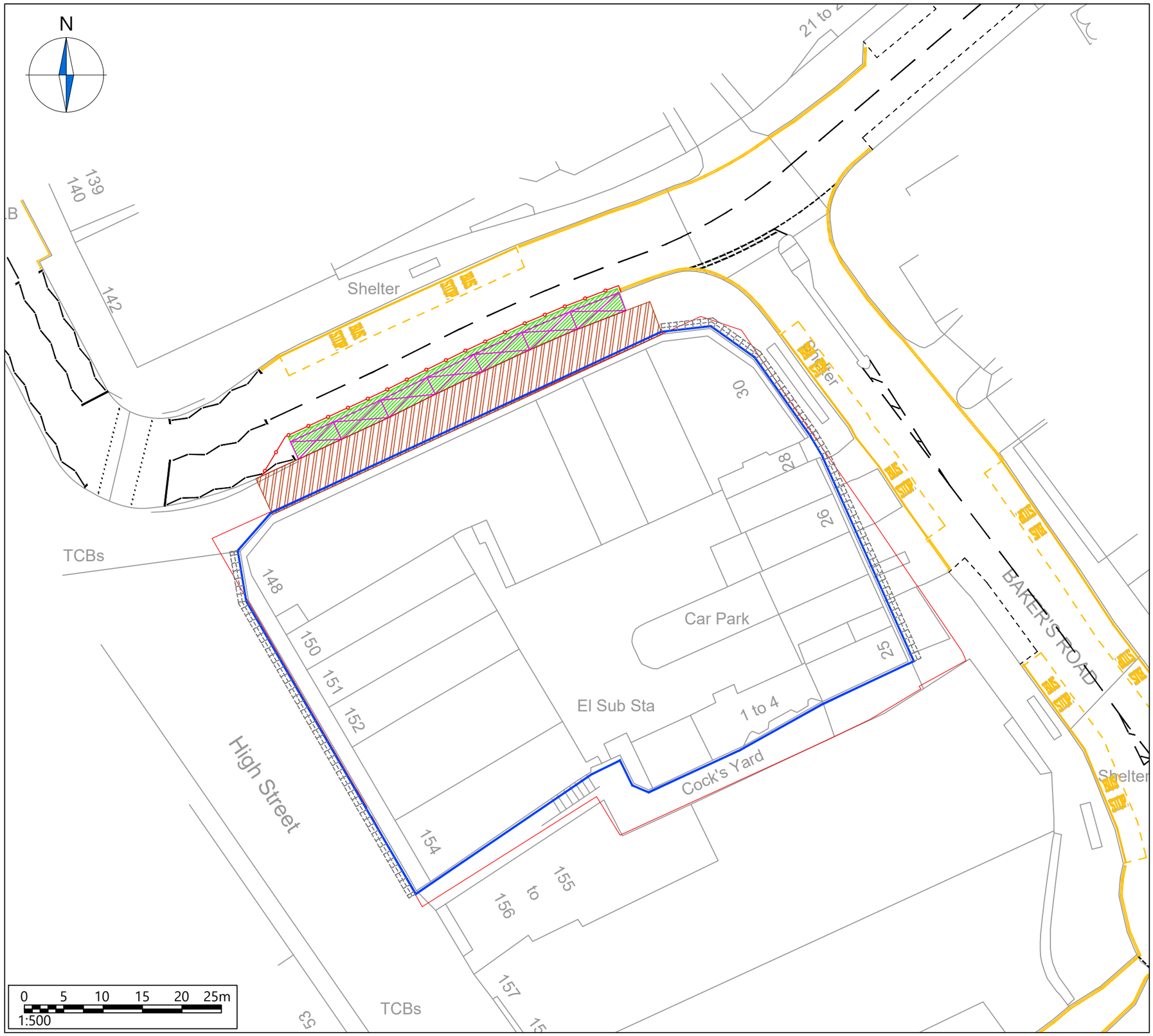
Scheme Ref:	Drawing No:	Sheet :	Rev:
5274	001	1 of 1	...

CA_5274_001 EXISTING HIGHWAY ARRANGEMENT.DWG



NOTES

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KEY:

	Site boundary
	Site hoarding
	Traffic cones
	Covered walkway and gantry
	On-street loading bay/pit lane
	Area of scaffolding
	Suspended parking spaces (7 No.)

Rev	Details	REVISION HISTORY	Drawn	Checked	Date
.	...		...	...	.. ..

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

DNA (Uxbridge) Ltd

Project:

148-154 High Street
Hillingdon

Drawing Title:

Proposed Construction Arrangement

Scale:	Size:
1:500	A3

Drawn by:	Checked by:	Approved by:	Date:
RLM	CC	CC	22.03.2024

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Scheme Ref:	Drawing No:	Sheet :	Rev:
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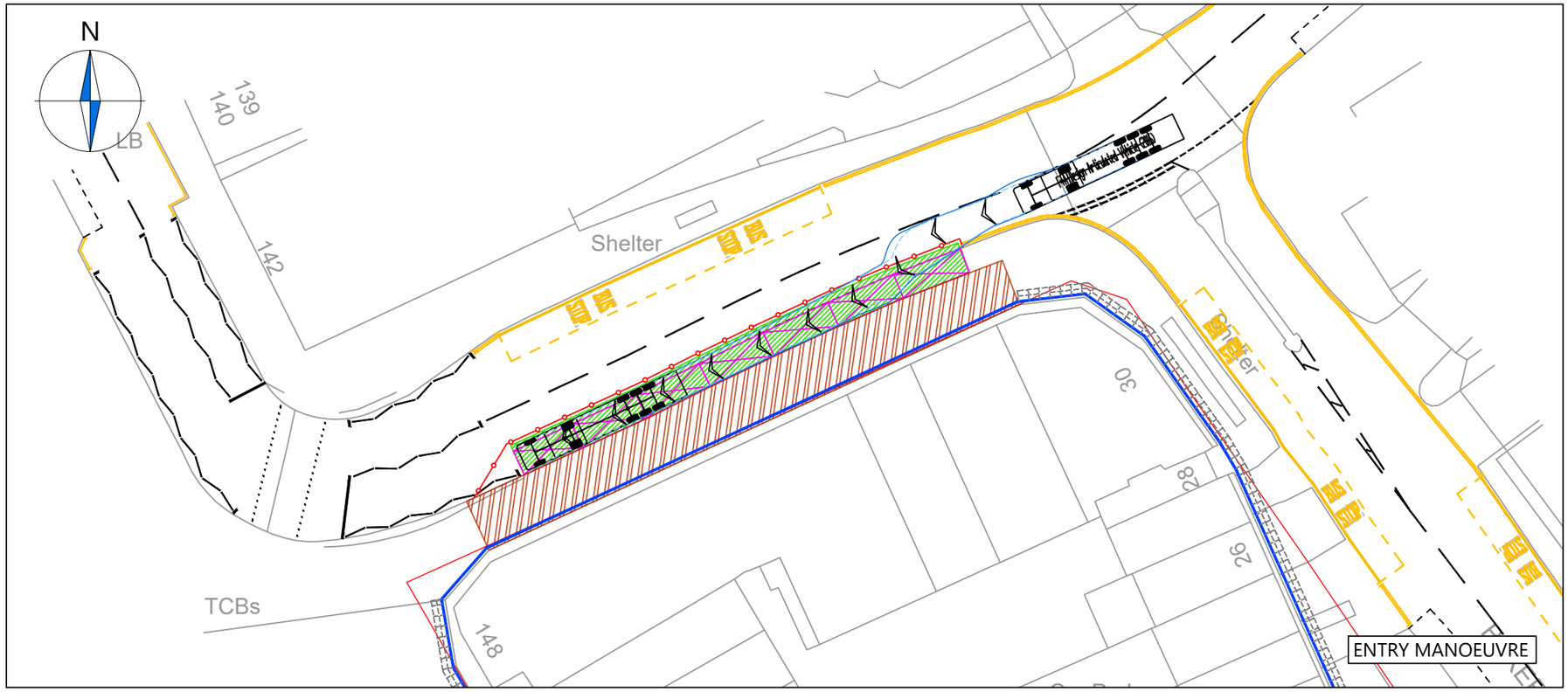
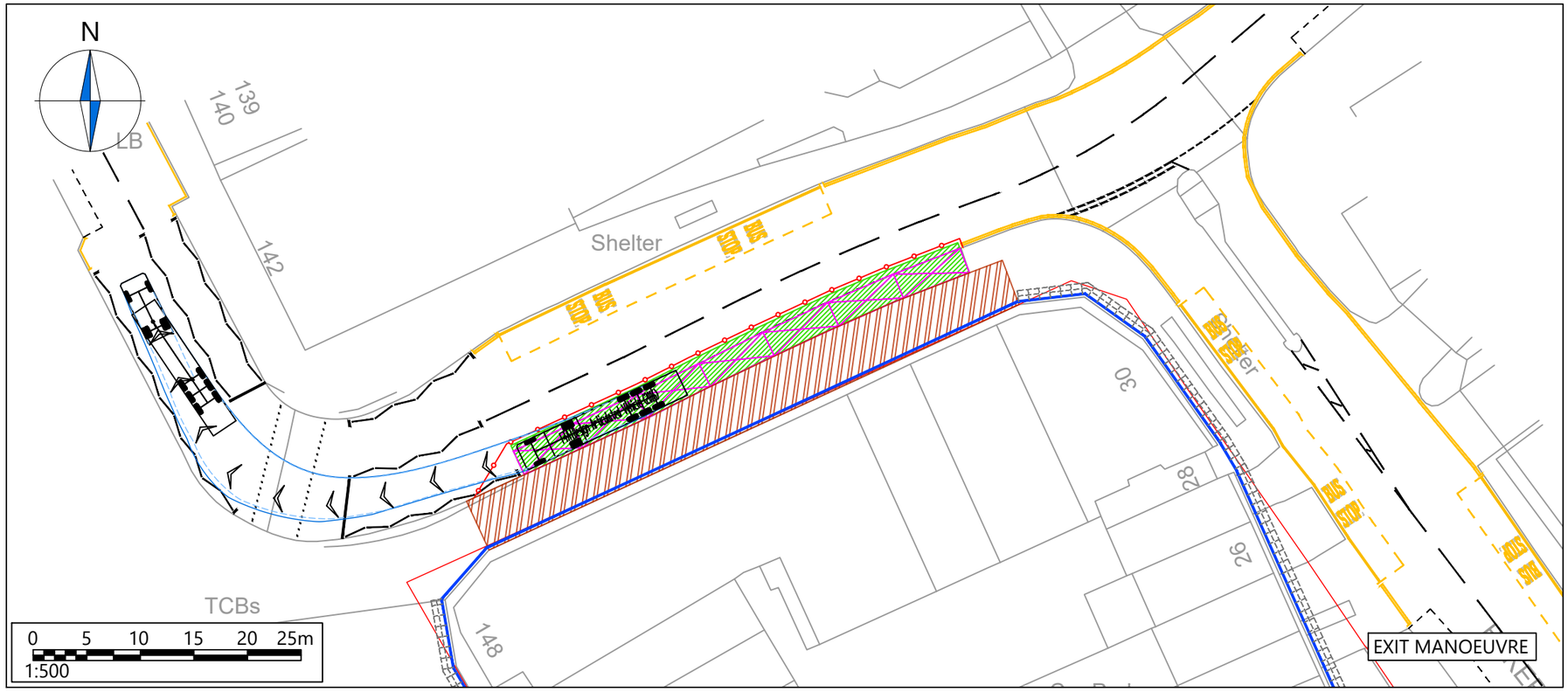
Appendix B





NOTES

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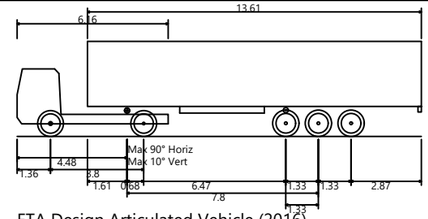
Articulated Vehicle



FTA Design Articulated Vehicle (2016)

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	6.600m

Forward Gear | Reverse Gear

Rev	Details	Drawn	Checked	Date
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REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

DNA (Uxbridge) Ltd

Project:

148-154 High Street
Hillingdon

Drawing Title:

Proposed Construction Arrangement
Swept Path Analysis
Articulated Vehicle

Scale:	Size:
1:500	A3

Drawn by:	Checked by:	Approved by:	Date:
RLM	CC	CC	22.03.2024

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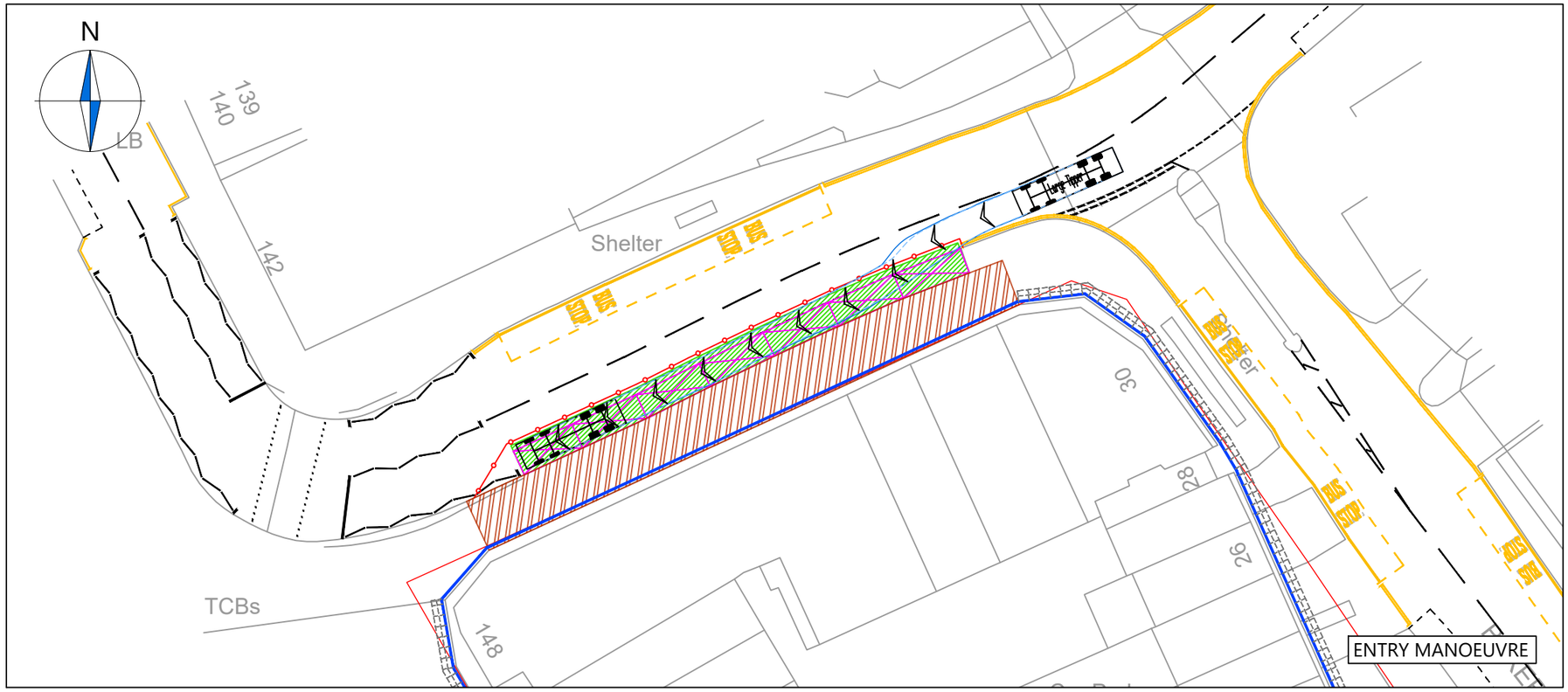

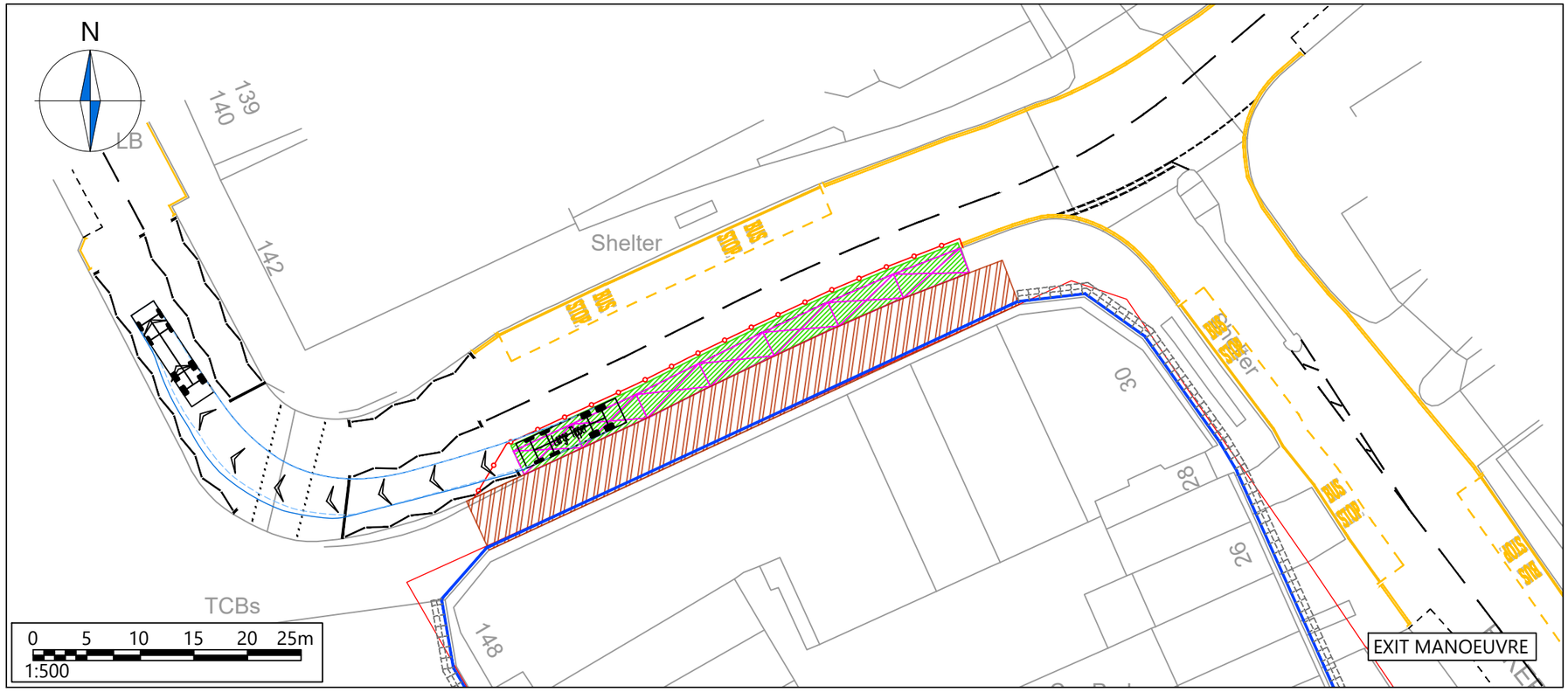

NOTES

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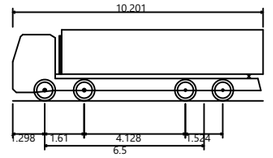
Large Tipper



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 Gear | Reverse Gear

Rev	Details	Drawn	Checked	Date
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REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

DNA (Uxbridge) Ltd

Project:

148-154 High Street
Hillingdon

Drawing Title:

Proposed Construction Arrangement
Swept Path Analysis
Large Tipper

Scale:	Size:
1:500	A3

Drawn by:	Checked by:	Approved by:	Date:
RLM	CC	CC	22.03.2024

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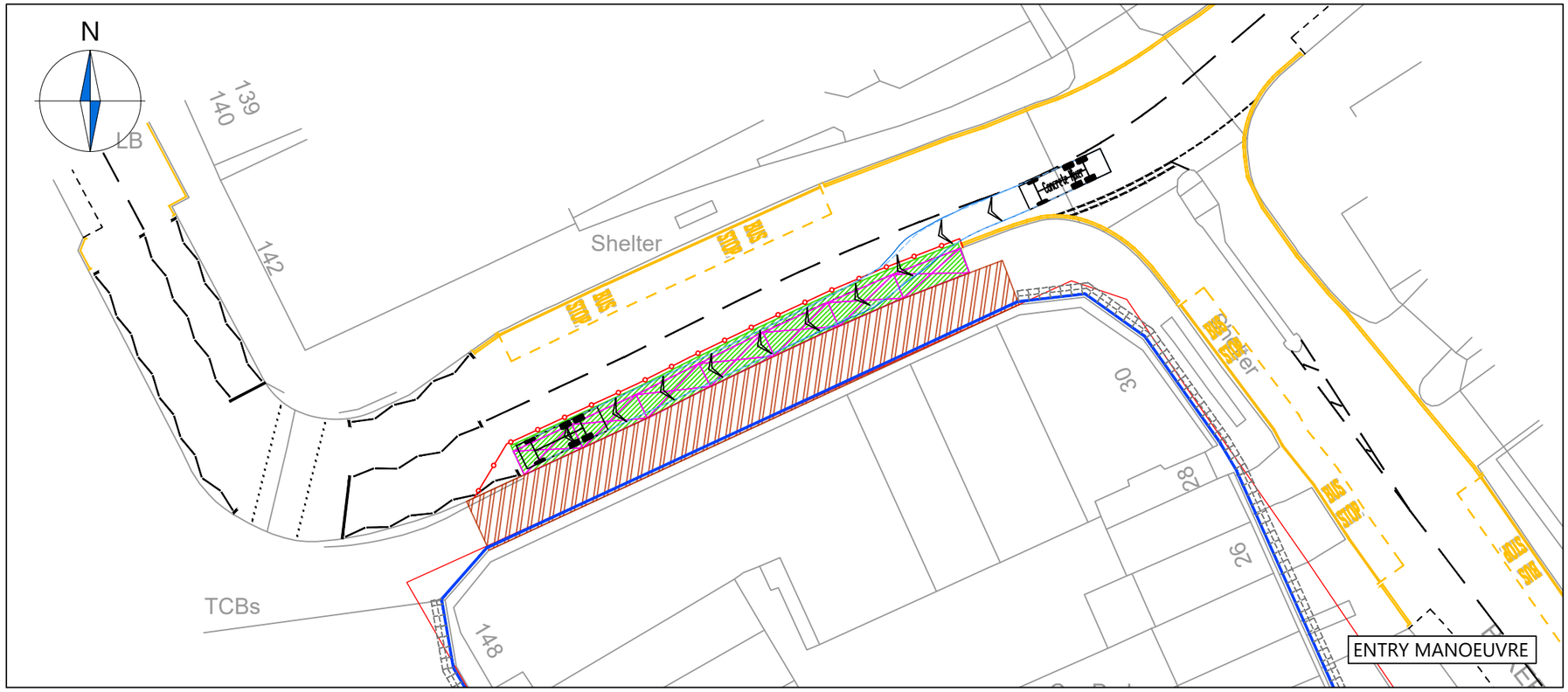

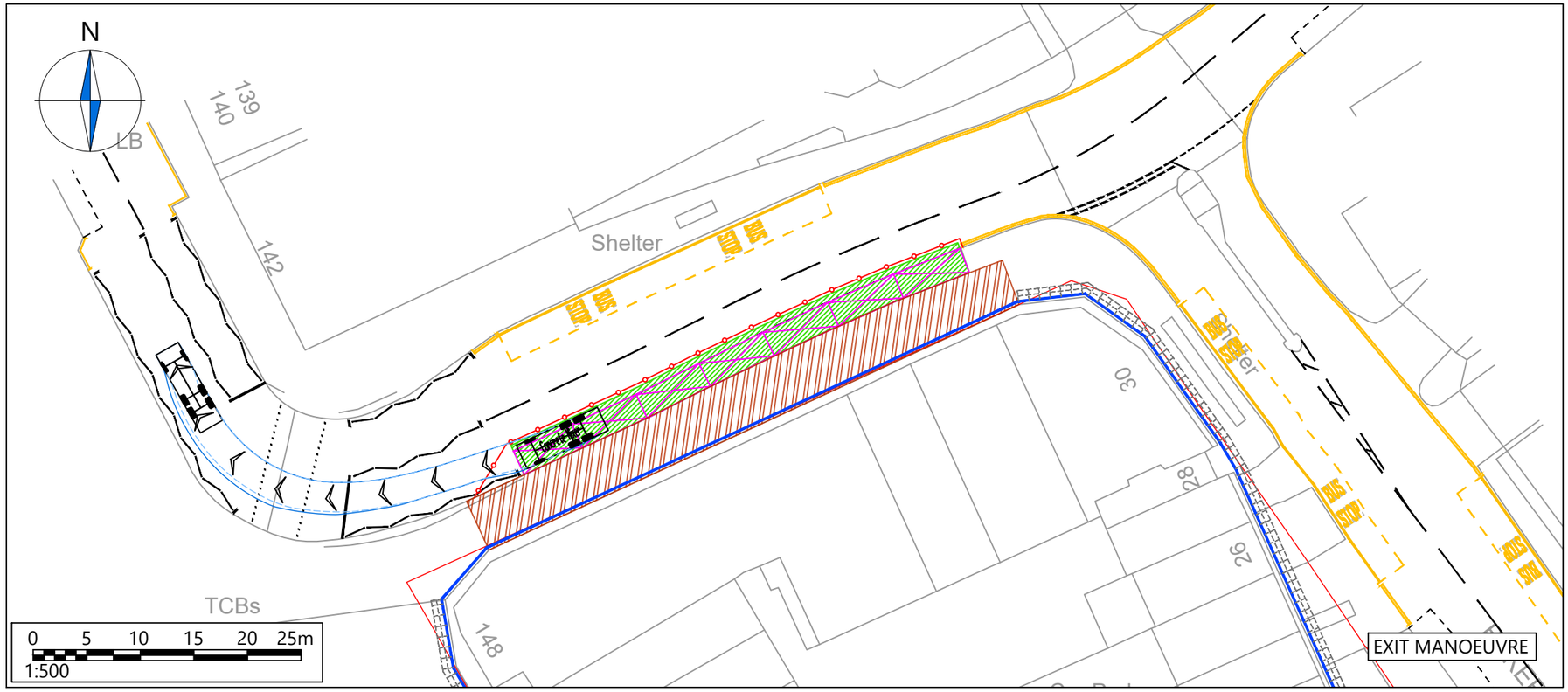

NOTES

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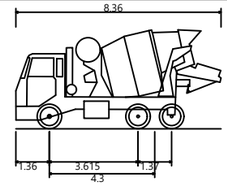
Concrete Mixer



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.210m

Forward Gear | Reverse Gear

Rev	Details	REVISION HISTORY	Drawn	Checked	Date
.	...		...	...	.. ..

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client: DNA (Uxbridge) Ltd

Project: 148-154 High Street Hillingdon

Drawing Title: Proposed Construction Arrangement Swept Path Analysis Concrete Mixer

Scale:	Size:		
1:500	A3		
Drawn by:	Checked by:	Approved by:	Date:
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