ttp consulting

transport planning specialists

Columbia Threadneedle Investments

Hyde Park, Hayes, UB3 4AZ

Outline Construction Logistics Plan

June 2025

TTP Consulting Ltd
27 Beak Street
London W1F 9RU
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 09931399

Contents

Appendices

1 INTRODUCTION

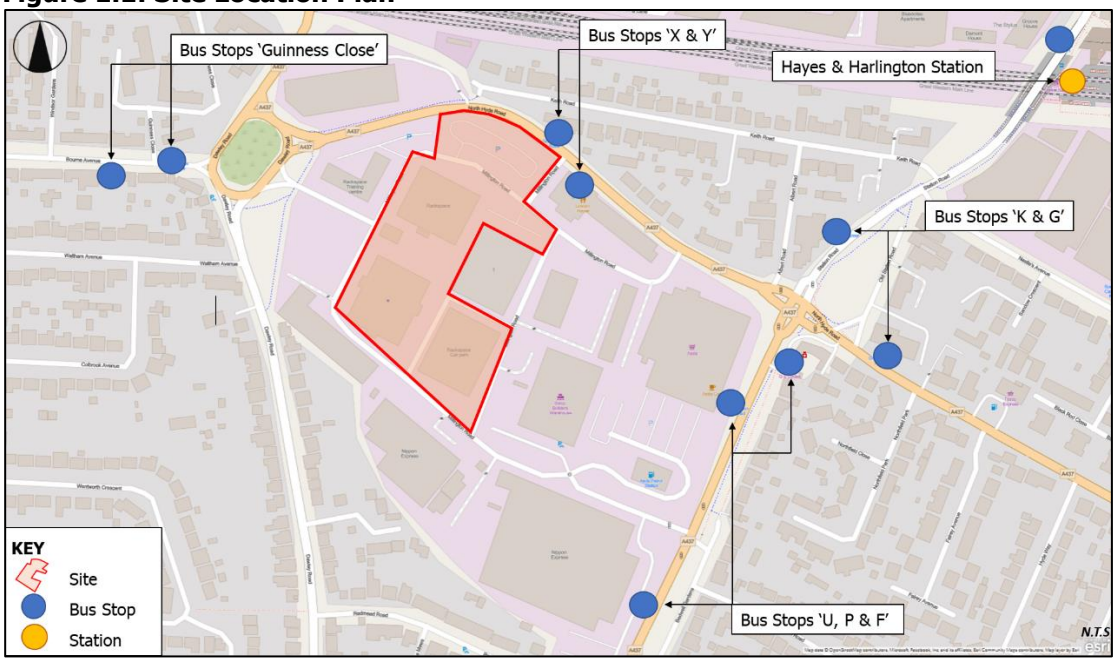
Overview

1.1 TTP Consulting has been appointed to prepare an Outline Construction Logistics Plan (CLP) to support an Outline Planning Application for a residential-led development of the Hyde Park Hayes site which is located in the London Borough of Hillingdon (LBH). The application is submitted on behalf of Columbia Threadneedle Investments.

Site Context

1.2 The Hyde Park Hayes (HPH) Estate includes a total of six buildings along with a vacant plot and a surface-level car park with parking for up to 1,028 cars. The Estate achieves a PTAL 4 rating with buses running along North Hyde Road to the north and Station road to the east, with Hayes & Harlington Station which is served by Elizabeth Line services and Great Western Rail services approximately 500m to the north-east. A Site location is shown at **Figure 1.1**.

Figure 1.1: Site Location Plan



1.3 The Estate comprises six buildings which includes a Premier Inn located to the north-eastern; Buildings HPH1, HPH2 and HPH 5 which comprise largely vacant buildings of office accommodation; Building HPH3 which was recently converted from office to residential; and the Multi-Storey Car Park (MSCP) which is located south of HPH1. The HPH estate forms part of a wider business / retail park between North Hyde Road to the north, Station Road to the east, Redmead Road to the south and Dawley Road to the west. The application Site, hereafter called the 'Site', comprises of Buildings HPH2, HPH5 and the MSCP along with the surface car park to the north of HPH2.

Development Proposals

1.4 The application is being submitted for the following development:

"Outline planning application (all matters reserved excluding access) for up to 675 dwellings (Use Class C3) with associated works".

1.5 The proposed development seeks to provide up to 675 residential dwellings across eight new buildings, ranging in height from 3 to 11 storeys, with a variety of homes ranging in size from 1-bedroom apartments to 3-bedroom family homes including 10% wheelchair adaptable units; the indicative masterplan shows 650 – 675 units. Residents will have access to internal and external private, semi-private and shared amenity spaces which will include ground floor gardens, a communal courtyard, and play space for residents. An extract of the illustrative masterplan is included at **Appendix A**.

1.6 The build project is anticipated to begin in 2026 and end in 2033 subject to planning permission and all relevant discharge of conditions. The construction programme is approximately 7 years.

Objectives

1.7 This Outline CLP provides an outline of the management of traffic during the construction period and a strategy to minimise the potential for disruption to local residents, businesses, and other users of the adjacent highway network. At this stage, before the appointment of a contractor, the CLP provides a framework strategy. A more detailed CLP will be submitted to the Council for approval before works start on site. It is envisaged that this will be secured by a planning condition.

1.8 The contents of the CLP will be complied with unless otherwise agreed with the Council. The CLP is a live document that will be updated as necessary to include relevant information and address issues that may be identified as the project progresses. Any revisions made to the CLP document will be submitted to the Council for approval.

1.9 The overall objectives of this Outline CLP are to:

- Lower emissions;
- Enhance safety - Improved vehicle and road user safety; and
- Reduce congestion - Reduced trips overall, especially in peak periods.

1.10 To support the realisation of this objective, several sub-objectives have been set and include:

- Encouraging construction workers to travel to the site by non-car modes;
- Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Managing the ongoing development and delivery of the CLP with construction contractors.

1.11 The key site-specific objective is for construction works to be undertaken in a considerate manner that minimises disruption to the surrounding uses and local road network.

CLP Structure

1.12 This Outline CLP has been prepared by TTP Consulting and written in accordance with Transport for London's Construction Logistics Plan Guidance document. TfL's CLP tool has also been utilised to inform this document.

1.13 The remainder of this CLP is structured as follows:

- **Secti**on 2 – provides context, considerations, and challenges associated with the construction of the site;
- Section 3 – sets out the indicative construction programme and methodology;
- Section 4 – details the vehicle routing and access for construction vehicles to and from the site;
- Section 5 – includes a list of strategies that have been either committed, proposed or considered in relation to reducing the impacts of construction;
- Section 6 – sets out the estimated vehicle movements associated with the construction project; and
- Section 7 – includes measures to implement, monitor and update the CLP.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

Policy Context

Traffic Management Act (2004)

2.1 Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion. Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes TfL's role to manage certain areas of the Greater London route network.

National Planning Policy Framework

2.2 The revised National Planning Policy Framework (NPPF) was most recently updated in February 2024 and sets out the Government's planning policies for England and how these are expected to be applied.

2.3 When considering the transport effects of development, the NPPF states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

2.4 Paragraph 116 advises that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

London Plan

2.5 The London Plan states that Construction Logistics Plans will be required and should be developed in accordance with Transport for London guidance and in a way that reflects the scale and complexities of developments.

2.6 It also states that development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites. Furthermore, during the construction phase of development, inclusive, and safe access for people walking or cycling should be prioritised and maintained at all times.

2.7 Construction Logistics Plans should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient. To make the plans effective they should be monitored and managed throughout the construction and operational phases of the development.

2.8 To reduce the road danger associated with the construction of new development and enable the use of safer vehicles, appropriate schemes such as CLOCS (Construction Logistics and Community Safety) or equivalent and FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions.

Mayor's Transport Strategy

2.9 The Mayor's Transport Strategy sets out his plans to transform London's streets, improve public transport and create opportunities for new homes and jobs. To achieve this, the Mayor wants to encourage more people to walk, cycle and use public transport. The strategy uses the Healthy Streets Approach with action plans prepared to support the strategy.

2.10 The Freight Servicing Action Plan is provided to support the safe, clean and efficient movement of freight in the city. Construction Logistics Plans are referred to in the document and are encouraged to be used and adhered to more widely.

Healthy Streets

2.11 The Healthy Streets document makes specific reference to CLPs: 'Construction phase of any development will have an impact on the surrounding community, including safety, environmental and congestion impacts on the road network. Impact varies depending on the size, timescale and location of the development'.

Vision Zero

2.12 The Vision Zero Action Plan for London focuses on eradicating deaths and serious injuries from roads and making London a safer, healthier and greener place. The programme of action takes a Safe System approach to road danger reduction considering the following principles:

- The transport system needs to account for human error and unpredictability;
- The transport system must be able to tolerate collisions such that the impacts are not serious or fatal; and
- Road danger responsibility is accountable on all roles involved in designing, building, operating, managing and also using streets.

Direct Vision

2.13 The Direct Vision Standard measures how much an HGV driver can see directly through their cab windows. The Direct Vision Standard and HGV safety permit for HGVs is part of the Mayor of London's Vision Zero plan to eliminate all deaths and serious injuries on London's transport network by 2041. From October 2020, all lorries over 12 tonnes entering or operating in Greater London have been required to hold a valid HGV safety permit which means vehicles must achieve a minimum of one-star as per Table 1.1 in TfL's HGV Safety Permit Guidance. Vehicles that do not meet the minimum requirements will need to be made safer with Safe System improvements or face a Penalty Charge Notice (PCN).

Transport for London Construction Logistics Planning Guidance

2.14 The TfL guidance document seeks to establish a standardised approach to preparing and assessing CLP type documents. It includes details of technical requirements, planned measures that should be considered, implementation and monitoring, and how the impact on the community should be addressed. The purpose of the Construction Logistics Plan guidance is to ensure that CLPs of high quality are implemented to minimise the impact of construction logistics on the road network. Well-planned construction logistics will reduce:

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

Construction Logistics and Community Safety (CLOCS)

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

- Ensuring the safest construction vehicle journeys;
- Zero collisions between construction vehicles and the community;
- Improved air quality and reduced emissions;
- Fewer vehicle journeys; and
- Reduced reputational risk.

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

Fleet Operator Recognition Scheme (FORS)

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

Location Context

2.18 Regional and Local context plans are provided in **Appendix B** to show the wider and local area surrounding the development site.

Local Highway Network

2.19 Existing vehicle access to the Site is provided via Millington Road, which comprises the internal road network; access from the north and north-east is facilitated from North Hyde Road, the Dawley Road/Bourne Avenue/North Hyde Road roundabout to the west, and via Station Road to the south-east.

2.20 Millington Road acts as the internal road network around the estate. The road is subject to 15mph speed limit and there are footpaths provided on either side of the carriageway. Additionally, double yellow lines are present along lengths of the road to prevent overflow parking.

2.21 North Hyde Road bounds the Site to the north and forms part of the A437. It runs in an east-west direction, extending from the Dawley Road/Bourne Avenue/North Hyde Road roundabout in the west to the signalised junction at Station Road in the east. The road is a two-way single carriageway, featuring one lane for traffic in each direction, as well as a cycle lane heading west. The road is subject to 30mph speed limit restrictions.

2.22 Access from the Dawley Road/Bourne Avenue/North Hyde Road roundabout to the west, is provided with two lanes of entry into the roundabout; access from North Hyde Road is provided via two priority junctions which connect to the local estate roads; and access from Station Road is provided from the south east, via a signalised junction with two lanes of entry on all arms.

2.23 **Figure 2.1** shows the site in proximity to the local highway network.

Figure 2.1: Local Highway Network

2.24 All vehicle activity is proposed to be undertaken on-site utilising the existing internal road network provided by Millington Road. An indicative site layout plan is provided at **Appendix C**, which outlines potential vehicle loading locations, turning areas, and site compound/storage areas.

2.25 Detailed vehicle swept paths demonstrating the capability to do this will be provided at the next stage of the CLP submission process under the discharge of planning conditions, with the benefit of an appointed contractor and construction methodology; however, indicative swept paths have been provided at **Appendix D**.

2.26 There will be qualified banksmen and traffic marshals available to manage any movements along Millington Road when vehicles enter and exit the site. A secure site hoarding around the site will be erected to contain works and all main pedestrian routes past the site will be maintained.

Accessibility

Walking and Cycling Network

2.27 Pedestrian access into the site is taken from an array of points, with access achieved along North Hyde Road to the north and Millington Road with footways operating along the internal road network. The footways within the site are provided with dropped kerbs and tactile paving at crossing points.

2.28 To the northeastern extent of the site, there are signal-controlled crossing facilities at the North Hyde Road / Station Road junction; the 4-arm junction provides multiple crossing points all equipped with dropped kerbs, tactile paving, pedestrian islands and green-man push-button facilities.

2.29 In regard to nearby cycling infrastructure, there is an on-street cycle lane that runs along the southern side of North Hyde Road. This cycle lane starts in Hayes town centre and extends south along Station Road. It then proceeds west along North Hyde Road before continuing south down Dowley Road with a short section of footway/cycleway.

Public Transport

Access by Bus

2.30 The closest bus stop to the site is North Hyde Road (Stops Y & Z) located on Hyde Road, approximately 140m to the northeast of the Site. Bus route U5 serves this stop with services running regularly between York Road and Blyth Road, with the first bus at 05:28 and the last bus at 23:52.

2.31 Further bus stops can be found 380m – 440m east of the Site at bus stops 'Fairey Corner (Stops K & F) on Station Road. Bus routes 90, 140, 195, 278, 350, 696, 698, E6, H98, N140, U5, and U4. The northbound stop is located to the north of the Station Road/ North Hyde Road junction, while the southbound stop is found to the south of the junction; signalised crossings assist to provide easy access to both bus stops.

Access via Underground/Rail

2.32 Hayes & Harlington station is located approximately 600m north-east of the site and provides access to Elizabeth Line services towards Abbey Wood/Shenfield or Heathrow/Reading/Maidenhead, with trains departing every 3 – 4 minutes during peak hours. Late night Great Western Rail services also operate at this station. The station can be reached via a 7 – 8 minute walk or a 3-minute cycle from the Site.

Considerations and Challenges

2.33 The key challenges associated with the construction of this site are in relation to vehicle access, traffic flow, pedestrian/cyclist activity, and the impact on local residents on neighbouring roads. As such, vehicle activity will need to be strictly managed, deliveries and collections scheduled to avoid peak hours, and traffic management measures utilised to assist with any potential conflict between users of Millington Road, and construction vehicles when attending the site.

2.34 Measures will be adopted by vehicle drivers on a day to day basis, i.e., in relation to ensuring vehicles meet relevant standards and that drivers are properly trained and aware of other highway users such as pedestrians, cyclists, or other vehicles. In addition, banksmen will be available to oversee all arrivals and departures.

2.35 The appointed contractor would seek to establish and maintain a good relationship with all surrounding neighbours. This way any difficulties encountered during construction can be reported/recorded in a full log and resolved.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

Overview

3.1 The construction process is anticipated to take approximately 7 years from the demolition of the existing buildings through to fit-out of the final building; construction access will be facilitated from Millington Road. The exact dates will be confirmed by the appointed contractor. A summary table generated by the TfL CLP tool is provided in **Figure 3.1** and **Table 3.1**.

Figure 3.1: Indicative Construction Programme

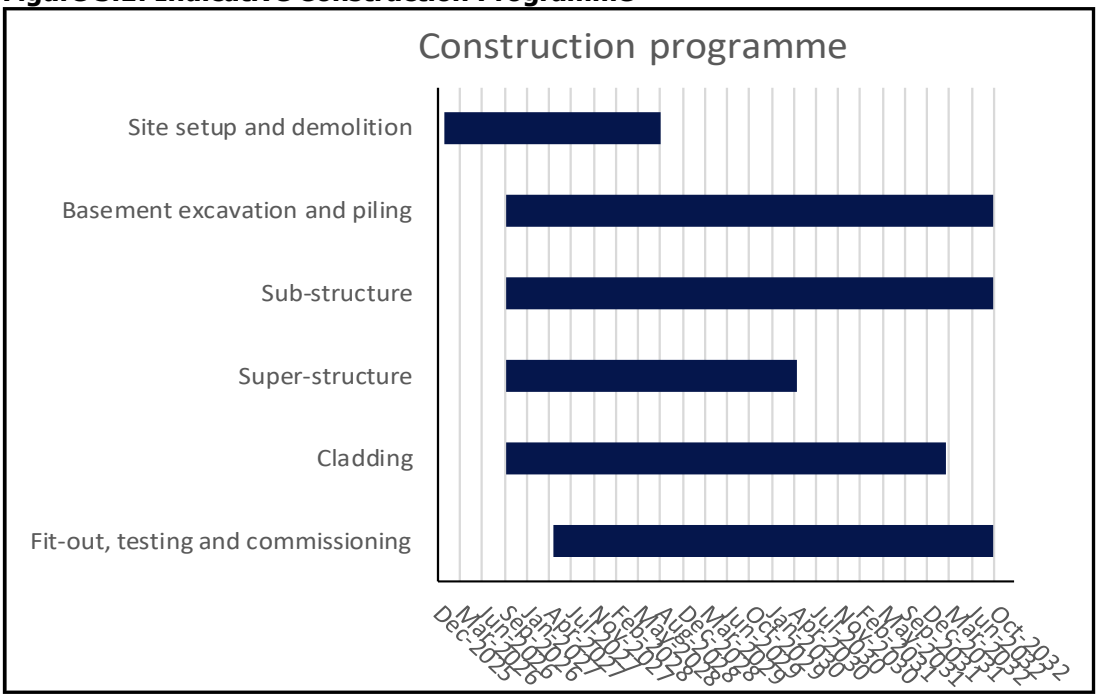


Table 3.1: Construction Programme

Construction stage	Start	End
Site setup and demolition	Jan-2026	Sep-2028
Basement excavation and piling	Oct-2026	Oct-2032
Sub-structure	Oct-2026	Oct-2032
Super-structure	Oct-2026	May-2030
Cladding	Oct-2026	Mar-2032
Fit-out, testing and commissioning	May-2027	Oct-2032

3.2 The construction process involves the movement of people and goods, from the demolition of the existing buildings on the Site, and excavation of the basement through to construction of the building, cladding and fit-out over an seven-year period. Construction workers will be encouraged to use public transport, walk or cycle to get to Site but those with large equipment requiring transport will travel by car.

3.3 The number of construction vehicles has been estimated taking into account the construction programme where buildings are phased both in terms of construction and occupation, with material re-used on Site where possible and or stockpiled and removed gradually over time.

3.4 This is a 7-year construction programme, with demolition and site set up taking place in Q1 2026 (Year 1). Excavation and basement structure will take place from Q4 2026 (Year 1). Construction of Block B will begin first, in Q4 2026 (Year 1), with Buildings C, A and then A1 and A2 following thereafter. The works are due to end in Q4 2032.

3.5 The estimated first occupation dates are set out below:

- Block A1 – Q1 2032
- Block A2 – Q4 2023
- Block B – Q4 2028
- Block C – Q4 2029
- Block D – Q2 2031

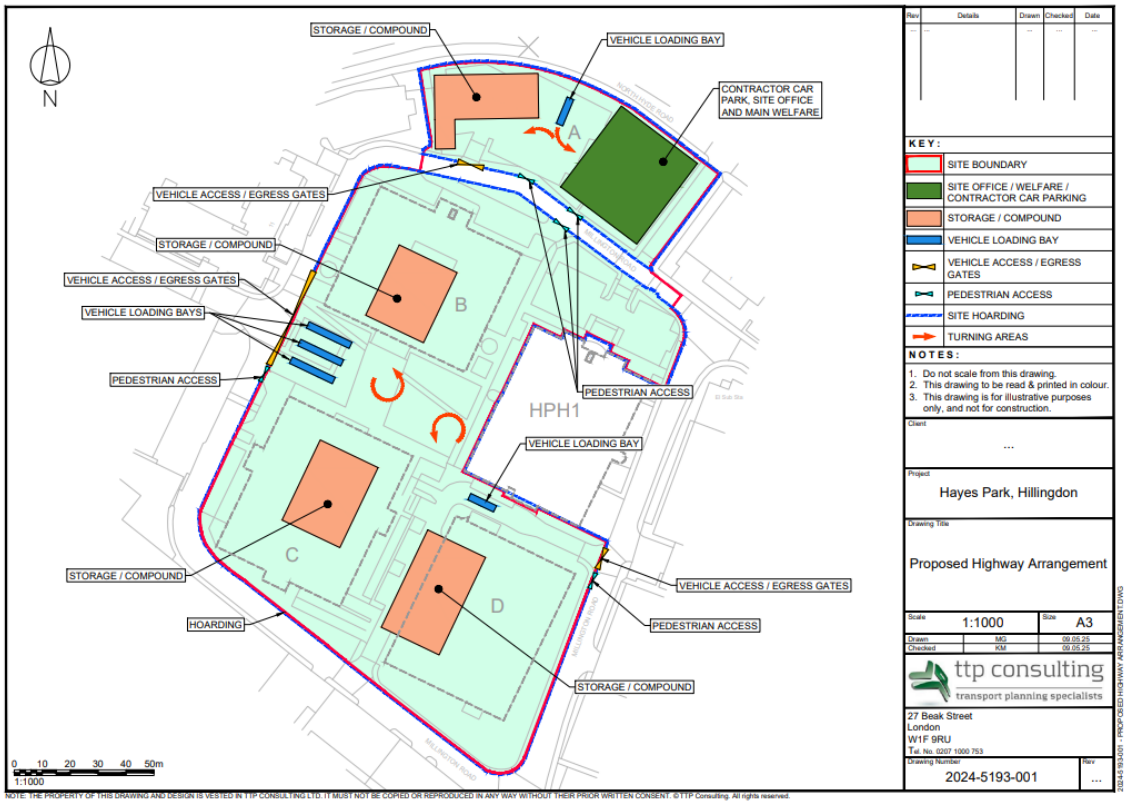
Site Arrangement

3.6 It is envisaged that all vehicles will load/unload within loading areas provided on Millington Road or within the Site's boundary. An indicative proposed site arrangement plan is provided at **Figure 3.2** and at **Appendix C** showing the locations of the proposed loading areas/bays, site compound/storage areas, vehicle turning areas and contractor parking and site office/welfare locations. As the build process develops, the site will be rearranged as necessary to accommodate the location of the newly constructed buildings. The key principles of the site arrangement include:

- Site hoarding will be provided within the site boundary to close off the works from surrounding buildings and road users;
- Vehicle & pedestrian access into the site will be strictly managed via dedicated vehicle and pedestrian access gates;
- Temporary barriers and appropriate signage will be in place to direct pedestrians whilst vehicles are accessing the site;
- Banksmen and traffic marshals will be available to assist all vehicle movements;
- Materials will be delivered on a variety of construction vehicle sizes including any requirements for scaffolding, steel, and timber. The material will be offloaded via vehicle machinery, manually, or via a hoist directly from the vehicle into the designated site storage area or where required;

- All welfare, plant and materials will be stored on site; and
- Wheel washing facilities will be provided on-site.

Figure 3.2 : Indicative Site Arrangement Plan



Site Setup and Demolition

3.7 This phase will involve setting up the site and erecting the hoarding arrangement and access gates. The demolition of the required buildings will also take place in this phase. The on-site vehicle loading arrangements, welfare and storage areas would also be established. The type of vehicles used during this phase will be confirmed by the contractor, but it is envisaged that Flatbeds will be utilised for plant deliveries and tippers, skip or grab lorries for the removal of any material.

Basement, Excavation, Piling, and Sub-structure

3.8 This phase includes any basement works; foundation works and works below ground. Spoil will be removed into construction vehicles waiting on-site in the loading areas. A mix of vehicles would be utilised during this phase including skip lorries, concrete mixers, and grab/tipper lorries (to be confirmed by contractor). Concrete deliveries will require a pump appliance in order to reach the extremities of the foundations and slab.

Superstructure and Cladding

3.9 This phase will relate to the implementation of steel, timber, tiles, and brickwork. Materials including any requirements for scaffolding, steel, and timber will be delivered on a mix of construction vehicles such as flatbeds, hi-abs, and light goods vehicles (to be confirmed by contractor).

Fit-out, Testing, and Commissioning

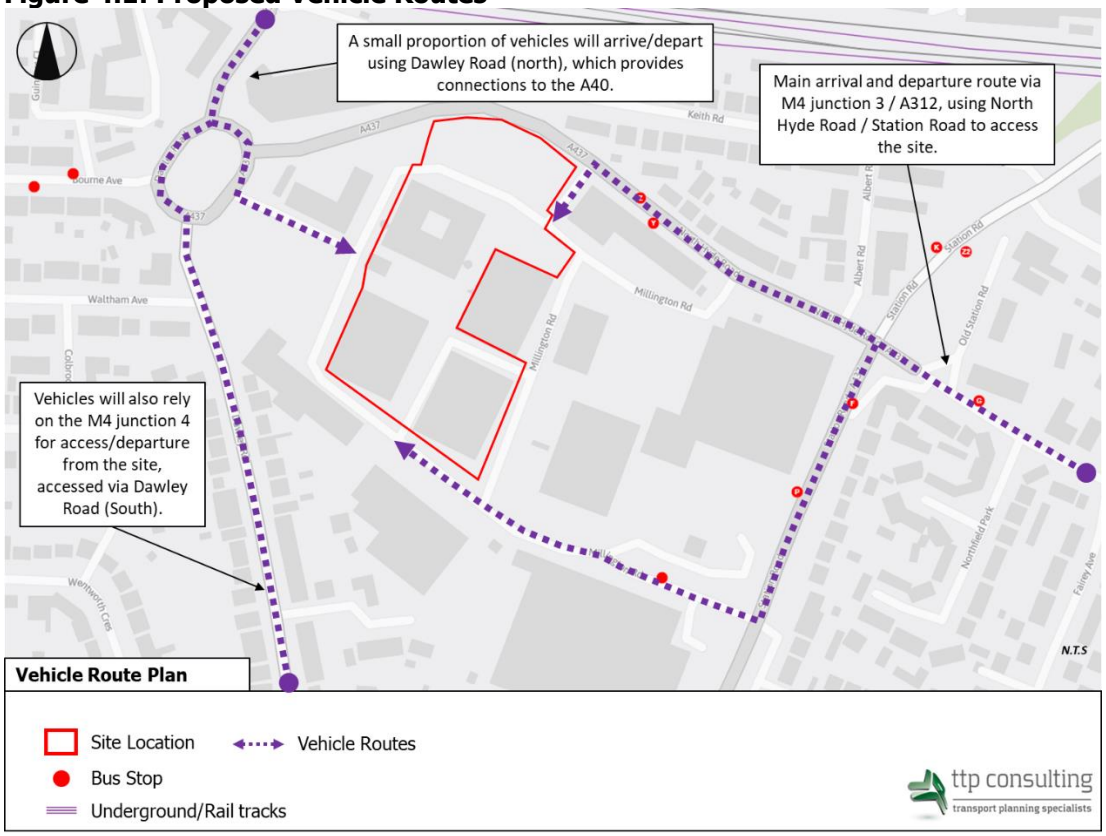
3.10 This stage includes all mechanical, electrical, and plumbing installation and testing of newly installed systems. This phase will be undertaken by various tradesmen utilising smaller vehicles such as Transit vans.

4 VEHICLE ROUTING AND ACCESS

Proposed Vehicle Routes

4.1 The proposed vehicle routes are provided at **Figure 4.1** contained at **Appendix E**. These routes will be ratified and confirmed by the appointed contactor prior to the start of any construction works.

Figure 4.1: Proposed Vehicle Routes



Arrivals

4.2 The site is well located to access the strategic road network, with convenient access to the M4, M25, A312, and A40. Vehicles would arrive at the site depending on the location of the suppliers used within the wider regional context, however, it is envisaged that the majority (60%) of vehicles would arrive using North Hyde Road and Station Road with 30% heading towards junction 3 of the M4 or 30% towards the A312. Additionally, it is envisaged that approximately 30% of vehicles will arrive via Dawley Road (south), via the M4 junction 4. A small proportion of vehicles (10%) may also arrive using Dawley Road (north) via the A40. Locally, vehicles would utilise Millington Road to access the site, with the proposed arrival routes allowing vehicles to enter the site in forward gear, mitigating any need for reversing manoeuvres in the vicinity of the site.

Departures

4.3 Vehicles would depart in a similar manner as to how they've arrived, again with the majority departing east via Station Road and North Hyde Road, or via Dawley Road. The final arrival and departure routes will be confirmed by the appointed contractor and provided within the detailed CLP.

4.4 The primary objective for arriving and departing vehicles is for drivers to keep to the "A" road network as much as possible.

4.5 All personnel responsible for delivering material to and/or transporting material away from the site will be advised of the proposed vehicular access route. In addition, a booking system will be implemented whereby all vehicles can be scheduled.

4.6 Vehicle arrivals/departures will be programmed and staggered to reduce the potential for unnecessary delay and congestion at the site. The scheduling of materials, deliveries and waste collection will be managed to avoid congestion at the site. Vehicles will be scheduled to avoid peak periods by agreement with the Council, and having regard to school start and finish times.

4.7 Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the site is ready to receive a vehicle. They will be made aware of the presence of pedestrians and cyclists moving in the vicinity of the site. Emergency access will be maintained at all times, with drivers of construction vehicles instructed to move immediately if necessary.

Site Access

4.8 All vehicle activity is proposed to be accommodated on-site within the site confines. Vehicle access gates will control movements in/out of the Site. Banksmen will be available to manage any conflict between construction vehicles and pedestrians, cyclists or other vehicles when arriving or departing the site. Any vehicle which has entered the site will be inspected before leaving and washed to minimise the potential for loose debris falling onto the public highway. Vehicles will also be sheeted where possible.

4.9 All relevant licenses and agreements will be applied for by the contractor/applicant to facilitate the appropriate access and egress.

Parking Suspensions

4.10 There will be no parking suspensions required as all loading/unloading areas will take place in the confines of the site, Millington Road, which is a private road.

Diversions

4.11 There are no proposed diversions to vehicle, cyclist or pedestrian routes during the construction programme. Banksmen will however be available to manage any construction vehicle movements at the site.

Staff Travel

4.12 All site operatives and visitors will be encouraged to travel to and from the site by active modes or public transport. There will however be on-site car parking spaces provided for site operatives where car/van travel to/from the site is required.

5 STRATEGIES TO REDUCE IMPACTS

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

Table 5.1: Planned Measures Checklist (High Impact Site)			
	Committed	**Proposed**	**Considered**
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries	X		
Re-timing for out of hours deliveries		X	
Use of holding areas and vehicle call off areas		X	
Use of logistics and consolidation centres		X	
Measures to encourage sustainable freight			
Freight by water*			X
Freight by rail*			X
Material procurement measures			
DfMA and off-site manufacture			X
Re-use of material on-site	X		
Smart procurement	X		
Other Measures			
Collaboration amongst other sites in the area	X		
Implement a staff travel plan	X		

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

Measures Influencing Construction Vehicles and Deliveries

5.2 All contractor and sub-contractor vehicles will comply with FORS and CLOCS to ensure sufficient safety measures are implemented. The contractor will ensure all suppliers adhere to the required standards.

5.3 The proposed vehicles routes aim to provide the most direct approach between the site and the strategic road network. Details of the proposed route will be communicated to all suppliers when orders are placed with all drivers expected to follow the routes unless diversions are in place. Records will be kept if suppliers deviate from the route and warnings will be issued on a three-strike basis.

5.4 A web-based delivery management system (such as datascope) will be used to control the volume of vehicles at the site. Vehicles will then be given slots to arrive at the site to ensure that there is sufficient capacity at the site to accommodate the vehicle. If drivers are unable to make the available time slot they will be expected to phone ahead to see if the site has capacity to still accommodate the vehicle. All deliveries would be booked in advance in order to allow the request to be reviewed.

5.5 Penalties will be issued to delivery vehicles not complying with the scheduled delivery times and / or not adhering to the agreed routeing of vehicles.

5.6 Vehicle movements will be scheduled and re-timed to avoid the morning and evening peak periods if and when required. As such, there is no requirement for holding areas.

5.7 The use of an off-site consolidation centre will be reviewed by the contractor and utilised if considered appropriate.

Measures to Encourage Sustainable Freight

5.8 Due to the site's location, there are no planned measures to utilise the delivery or collection of freight by water or rail.

Material Procurement Measures

5.9 Material will be re-used on-site where possible to avoid unnecessary vehicle trips. In addition, local suppliers and workforce from the local area will be made use of where possible.

5.10 The use of off-site manufacturing and assembly deliveries will be utilised where possible.

Operational / Management Measures

Project Manager

5.11 A Project Manager will be appointed and assume all responsibility for implementing the measures within the CLP. They will also seek to comply with all relevant legislation.

5.12 The contractor will be contactable during office hours. A 24-hour emergency contact number will also be provided.

5.13 The Project Manager will liaise with local residents and the Project Managers for other construction activity in the local area when and where it is relevant to do so. They will act as a point of contact so that in the event of issues / concerns arising during the construction process, action can be taken as quickly as possible.

5.14 The Project Manager will keep a record of any comments or complaints and will ensure that they are resolved quickly.

5.15 The Project Manager will be responsible for monitoring and reviewing this CLP on an ongoing basis to reflect the changing needs of the project and/or any changes to the local road network.

Hours of Operation

5.16 The proposed hours of operation will be between:

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

Considerate Constructors Scheme

5.17 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.

5.18 Participation in the scheme ensures and commits the construction project and its workers to providing competent management, efficiency, and awareness of environmental issues. In addition, appropriate monitoring will be undertaken to review practices and assess performance.

5.19 Membership of the scheme requires compliance with a code of practice and seeks to:

- Minimise any disturbance or negative impact (in terms of noise, dirt, and inconvenience) caused by construction sites to the immediate neighbours;
- Eradicate offensive behaviour and language; and
- Result in an improved understanding and respect from residents and others in the community and fewer complaints.

Control of Noise, Dust and Vibrations

5.20 Noise and dust arising from site activities will be managed in accordance with GLA Best Practice Guidance, and in conjunction with local neighbours. A number of noise, dust and vibration measures are proposed at the site to mitigate the potential environmental impacts associated with construction. Site activities will be controlled as far as is reasonably practicable so that surrounding receptors are protected from excessive levels arising from the construction process.

5.21 Loading or unloading of vehicles, as well as general construction activities, will be positioned as far away as is practical from adjacent buildings. Efforts will also be made to minimise impacts from noise when unloading materials. Materials will not be stored on public footways or roads but within the confines of the site. Vehicles will be checked to ensure that wheels are clean and that vehicles are appropriately loaded and sheeted prior to leaving the site.

Dust Specific Measures

5.22 During critical phases of the construction works airborne dust will be created. All non-road mobile machinery (NRMM) will comply with the emission standards specified in the Mayor of London's Control of Dust and Emissions during Construction and Demolition SPG.

5.23 The dust mitigation measures proposed to be put in place are:

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken;
- Carry out regular site inspections to monitor compliance, record inspection results;
- Fully enclose the site or specific operations where there is a high potential for dust production and the site is active for an extensive period or implement dust suppression measures;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site;
- Only use cutting, grinding, or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
- Use enclosed chutes and conveyors;

- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate; and
- Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

Noise and Vibration Specific Measures

5.24 The works will be carried out in accordance with the BS 5228 Code of Practice and more specifically the recommendations set out in the BS 5228:1997 AMD 1 Code of Practice for Noise Control on construction and demolition sites. The contractor will aim to keep noise levels to a minimum. This will be carried out by:

- Drivers will be required to turn off engines when stationary to ensure vehicles are not left idling;
- Undertaking works in a considerate and sensitive manner;
- Ensuring all plant is fitted with the correct and working exhaust mufflers and noise suppression kits;
- Changing where possible methods, equipment, and processes to keep noise levels low;
- Position plant as far away from residential property as reasonably possible;
- Limit the hours worked on noisy operations; and
- Restricted hours of work for noisy operations.

Security Measures

5.25 Signs will be erected on the hoarding warning of the nature of the works to be undertaken and to provide 24-hour contact details.

5.26 Gates will be incorporated into the fencing for pedestrian and vehicular access to each site. The gates will be managed and kept closed whenever possible to prevent unauthorised entry to the site during the working shift. At the end of each shift a check will be made to the security of the site. Hoarding or heras fencing will be erected to demarcate welfare / compound areas and any exclusion zones within each site. The fencing panels will be double clipped.

External Lighting

5.27 With regards to lighting, the following is proposed:

- No night work other than emergency work pre agreed with LBS;
- Site layout planned to avoid disturbing residents; and,
- Other sensitive receptors considered with regards to the positioning of light sets, installing glare reducing red light covers etc. which will be kept to a minimum.

Other Measures

Pedestrian and Cyclist Safety

5.28 Construction traffic poses a potential risk to pedestrian and cyclist safety. The use of banksmen during all periods of vehicle operations at the site will assist with pedestrian and cyclist safety.

5.29 All contractors and suppliers will seek to achieve silver accreditation of FORS (Fleet Operator Recognition Scheme) where applicable and to be signatories of CLOCS (Standard for Construction Logistics: Managing Work Related Road Risk).

5.30 Drivers will be made aware of the local cycle routes in operation and the presence of cyclists in the area.

Recycling

5.31 Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the construction process. Furthermore, material will be re-used on-site where feasible.

5.32 All waste materials will be deposited into containers held on site with each trade responsible for clearing their own waste. All Site waste will be collected by a licensed waste carrier and will be taken to a registered waste transfer station for sorting, recycling, and re-use.

Refuse Collections

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

Staff Travel Plan

5.34 Staff will be encouraged to travel to the site by public transport or active modes. There will be car/van parking on-site for those who require it. A staff travel plan will be prepared by the designated Travel Plan Coordinator.

Community Liaison

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

Collaboration with other sites

5.36 The contractor will seek to collaborate with neighbouring developers to realise benefits such as the consolidation of vehicle movements, common procurement, driver training programmes, shared cleaning and traffic control services and shared-waste management can help increase efficiency and reduce negative impacts of construction

6 ESTIMATED VEHICLE MOVEMENTS

6.1 The number of construction vehicle movements has been estimated per Year. A breakdown of the estimated vehicle movements per day and number of HGV movements per day is included at **Appendix F**. In summary, the daily movements per Year would vary between the following:

Table 6.1: Estimated Number of Overall Construction Vehicle Movements per day

Construction stage	Number of Movements per day
Year 1	10 – 35 movements
Year 2	30 – 85 movements
Year 3	100 – 115 movements
Year 4	90 – 110 movements
Year 5	105 – 130 movements
Year 6	95 – 115 movements
Year 7	15 – 65 movements
Year 8	0 – 15 movements

6.2 A full breakdown of the number of vehicle movements per phase, per day, will be confirmed by the contractor and provided within the detailed CLP.

Vehicle Types

6.3 The construction process will involve the use of the following construction vehicles (but not limited to):

- 16.5m in length articulated lorry;
- 10.2m in length 4 axle large tipper
- 10m in length 2 axle flat-bed lorry;
- 9.7m in length 4 axle concrete mixer lorry;
- 8.2m in length medium tipper;
- 6.3m in length skip lorry; and
- Light Goods Vehicles including transit vans.

7 IMPLEMENTING, MONITORING AND UPDATING

Implementation

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

Monitoring

7.2 Regular inspections will be carried out by the Project Manager to ensure compliance with the CLP. The Project Manager will also be responsible for keeping a record of all vehicle movements and a record of any complaints or accidents.

Updating

7.3 The CLP will be a 'live' document and regularly reviewed and updated as necessary by the Project Manager. The Project Manager's details will be available at all times in the event someone wishes to make a complaint or suggestion.

Appendix A

Client Name

Structural Engineer Name

-

Services Engineer Name

-

Consultant Name

Key plan

Notes:
Do not scale. Figured dimensions only to be taken from this drawing. Check dimensions on site & report discrepancies to the architect.

All areas have been measured from current drawings.They may vary because of (EG) survey, design development, construction tolerances, statutory requirements or re-definition of the areas to be measured.

Key

- Site boundary for outline masterplan (See location plan for ownership boundary)
- 1 Bed 2P
- 2 Bed 3P
- 2 Bed 4P
- 3 Bed 5P
- Commercial
- Entrance / Internal Amenity
- Ancillary (Cycles/Refuse/Plant)
- Public / Communal garden or green space
- Private garden (soft/hard shown indicatively)
- Indicative play location

P04	S2	18-06-2025	Updated front garden landscape	SC	NH
P03	S2	29-05-2025	Duplex units added and landscape design amended	HL	SC
P02	S2	02-05-2025	Indicative landscape design amended	SC	NH
P01	S2	17-04-2025	First Issue	HL	SC

No.	Suit.	Date	Comment	Drawn	Checked
Revs					

Issue Purpose

Information

tp bennett
One America Street | London SE1 0NE UK +44 (0) 20 7208 2000
www.tpbennett.com

Project

Hyde Park Hayes
Outline Masterplan
UB3 4AZ

Drawing Title

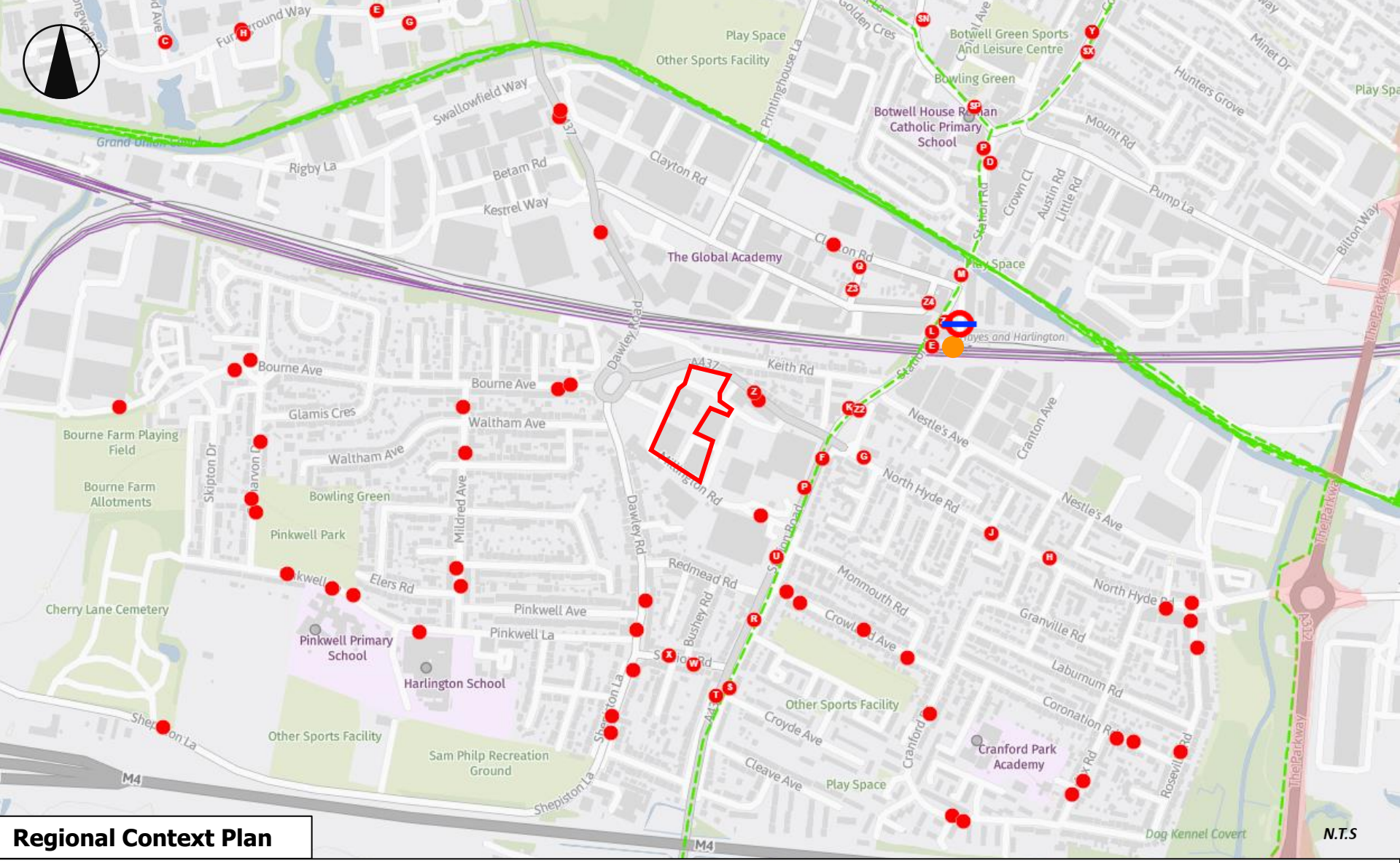
Illustrative Materplan
Level 00

Drawn	Date	Scale @ A1
SC	11/20/24	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	L00	DR	A	041001	S2	P04

BIM Model Ref: A12440-TPB-ZZ-ZZ-M3-A-0001

Appendix B



Regional Context Plan

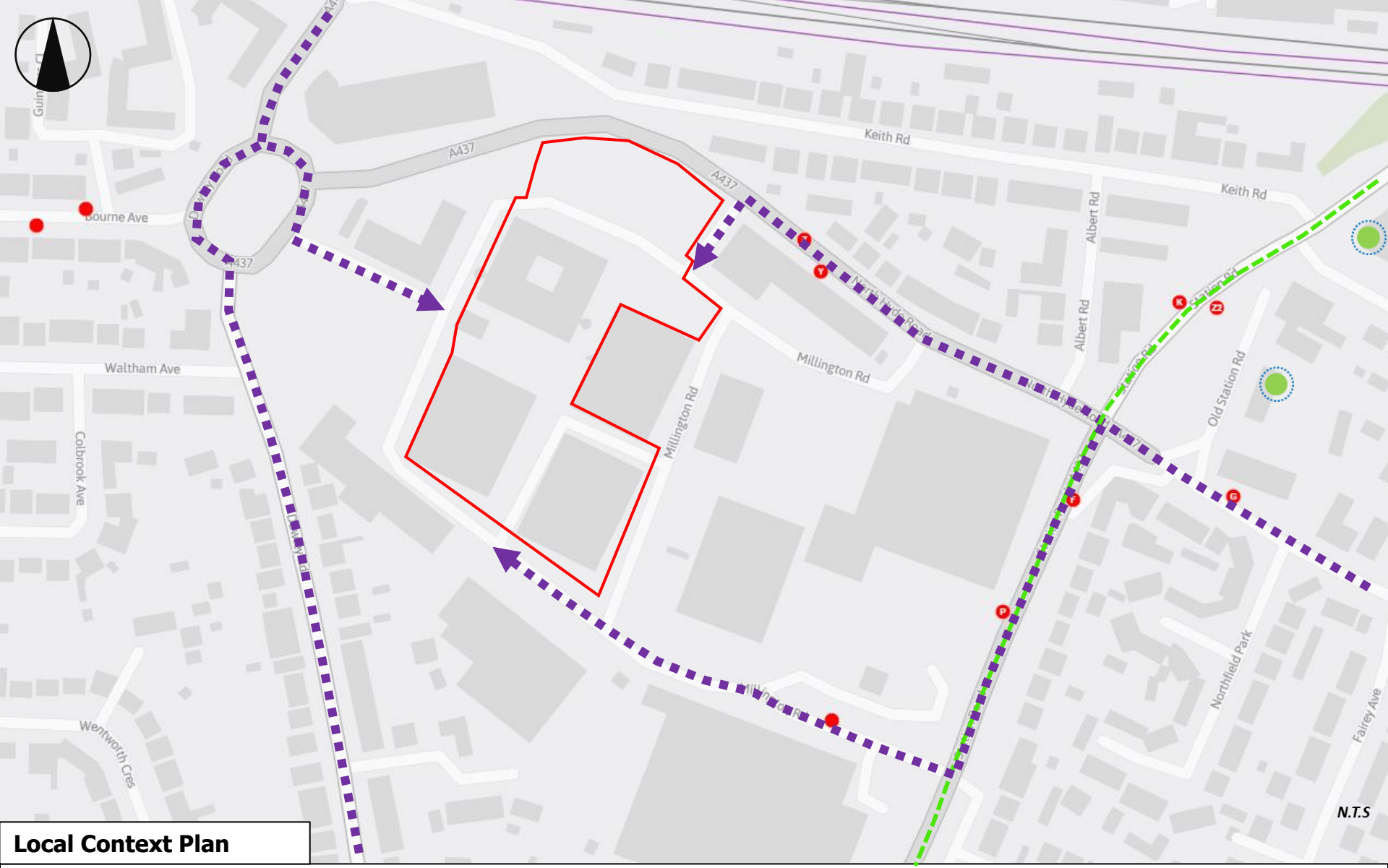
N.T.S

KEY

- Site Location
- Bus Stop
- Rail Station
- School
- Cycle Network
- Underground Station
- Underground /Rail Lines
- Transport for London Road Network

Approx. Scale: 1:10,000

ttp consulting
transport planning specialists



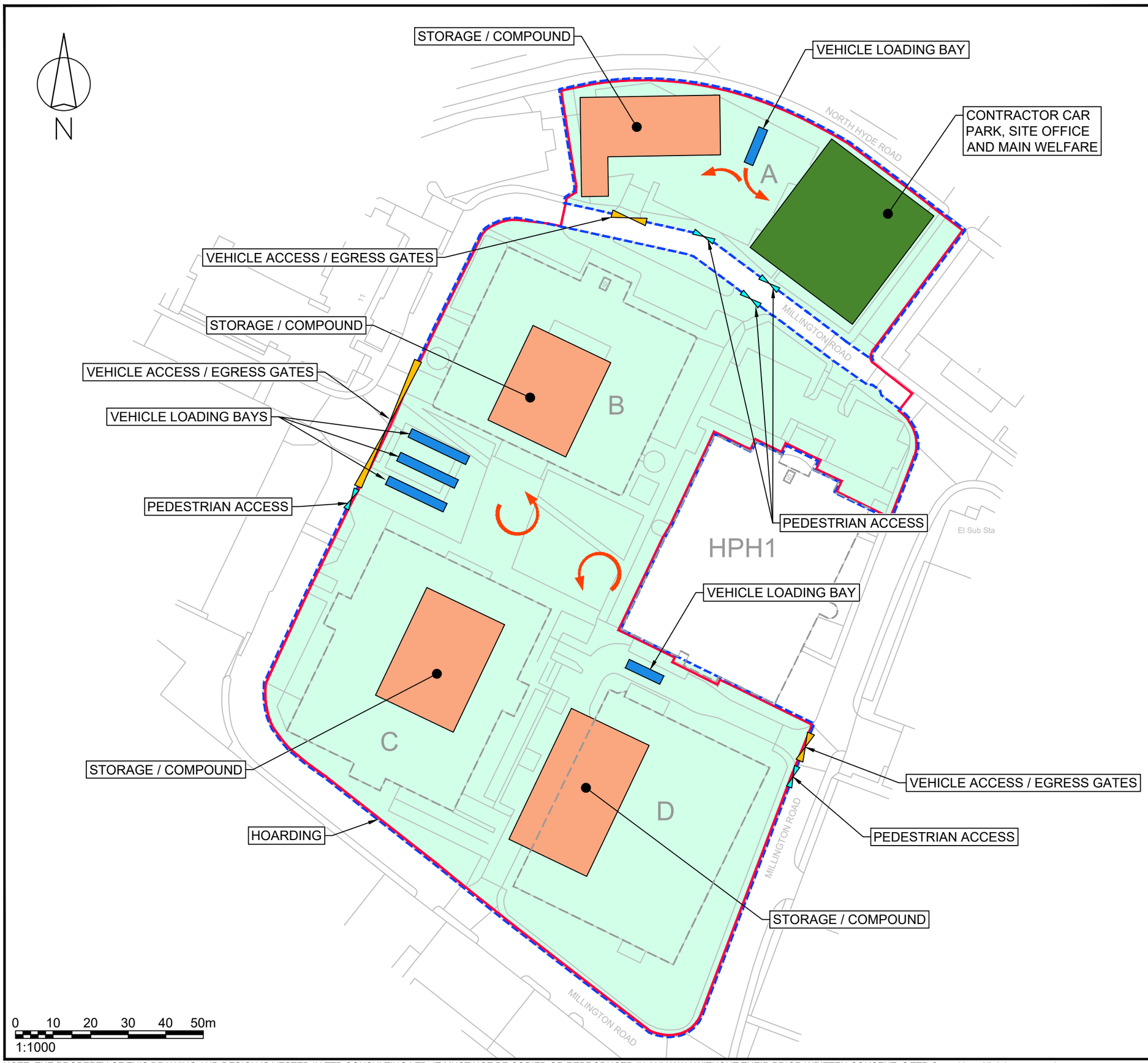
Local Context Plan

Approx. Scale: 1:2,500

- Site Location
- Bus Stop
- Underground/Rail tracks
- Vehicle Routes
- Cycle Route
- Community Considerations (Schools, Places of Worship, Medical Centres, Community Spaces)

ttp consulting
transport planning specialists

Appendix C



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

KEY:

	SITE BOUNDARY
	SITE OFFICE / WELFARE / CONTRACTOR CAR PARKING
	STORAGE / COMPOUND
	VEHICLE LOADING BAY
	VEHICLE ACCESS / EGRESS GATES
	PEDESTRIAN ACCESS
	SITE HOARDING
	TURNING AREAS

NOTES:

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

Client

...

Project

Hayes Park, Hillingdon

Drawing Title

Proposed Highway Arrangement

Scale	1:1000	Size	A3
Drawn	MG	09.05.25	
Checked	KM	09.05.25	

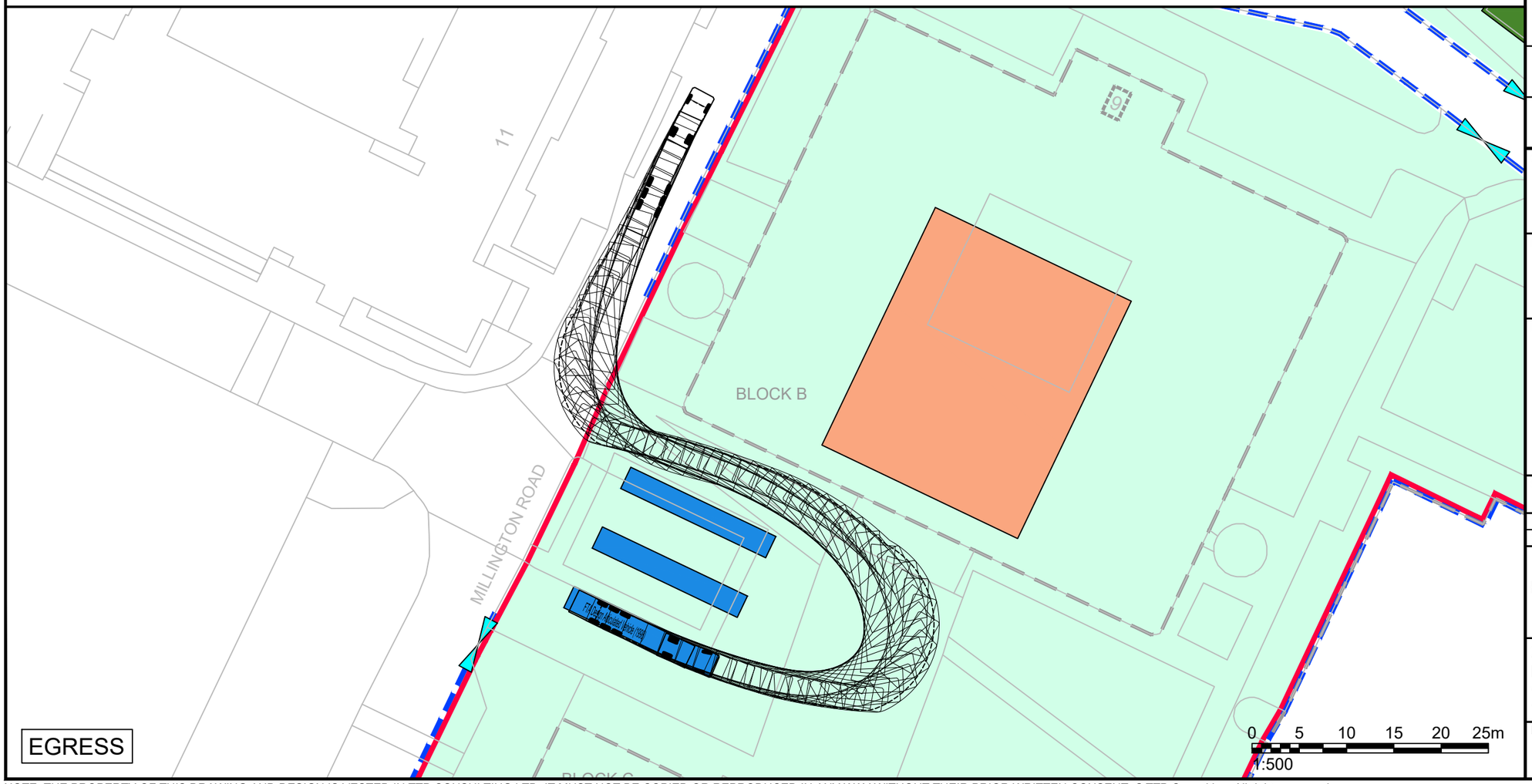
ttp consulting
transport planning specialists

27 Beak Street
London
W1F 9RU
Tel. No. 0207 1000 753

Drawing Number	Rev
2024-5193-001	...

2024-5193-001 - PROPOSED HIGHWAY ARRANGEMENT.DWG

Appendix D

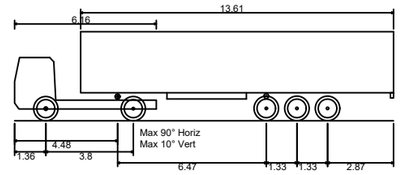


Rev	Details	Drawn	Checked	Date
...	...	...	...	...

NOTES:

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

FTA DESIGN ARTICULATED VEHICLE (1998)



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

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

...

Project

Hayes Park, Hillingdon

Drawing Title

Vehicle Swept Path Analysis
16.5m Large Articulated Vehicle

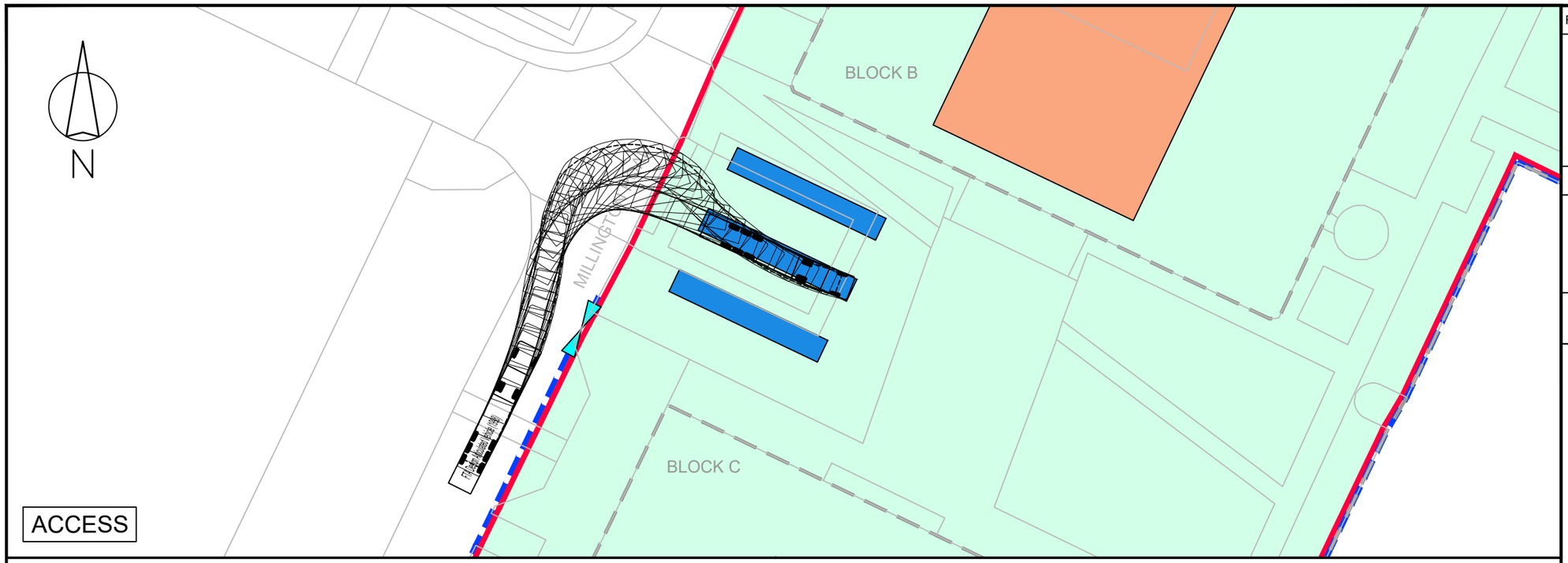
Scale	1;500	Size	A3
Drawn	MG	09.05.25	
Checked	KM	09.05.25	

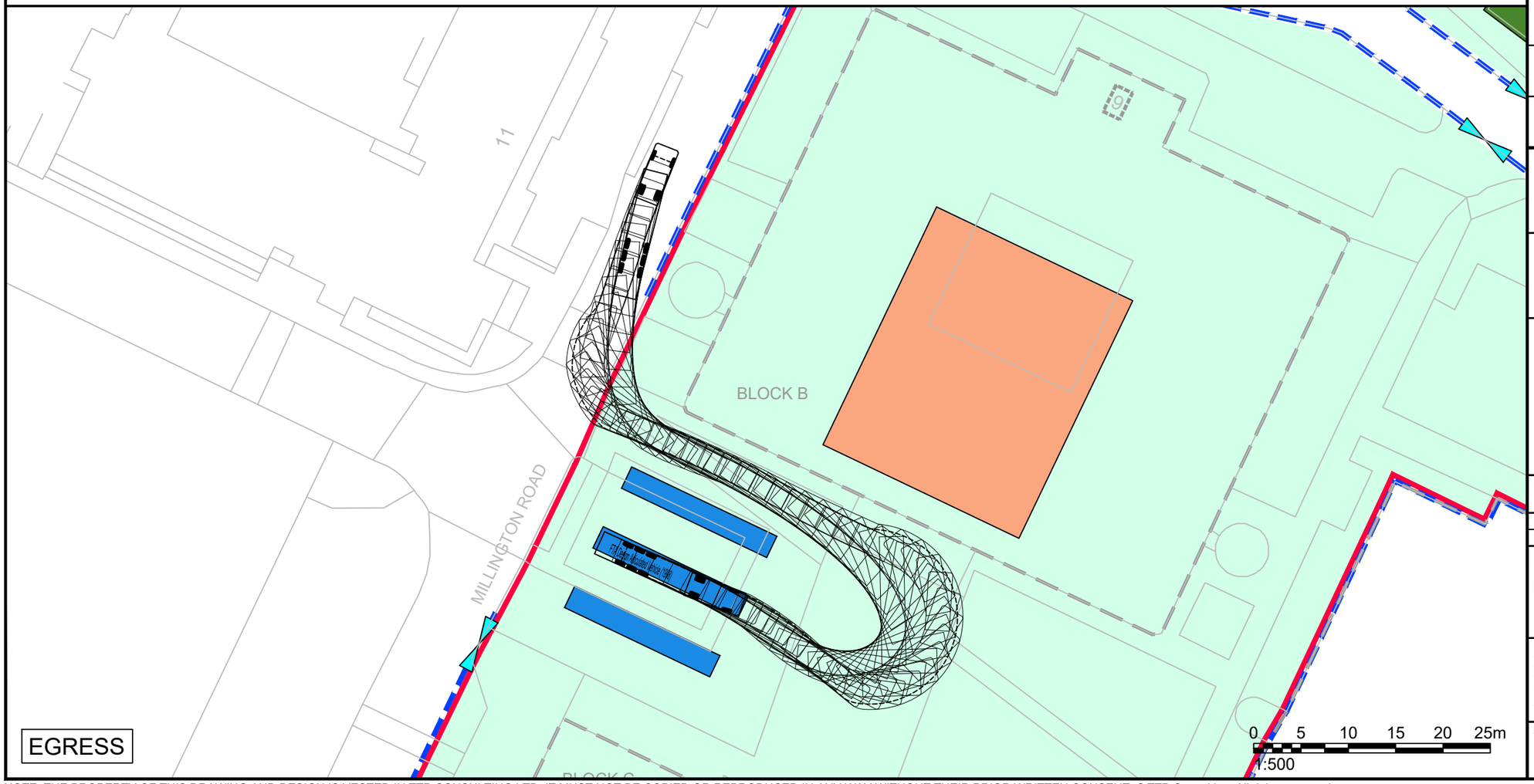
ttp consulting
transport planning specialists

27 Beak Street
London
W1F 9RU
Tel. No. 0207 1000 753

Drawing Number	Rev
2024-5193-TR01(1)	...

2024-5193-TR01 - VSPA 16.5M LARGE ARTICULATED VEHICLE.DWG



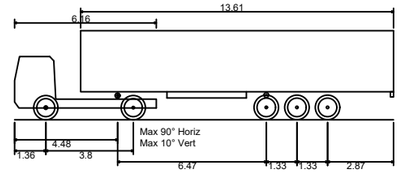


Rev	Details	Drawn	Checked	Date
...	...	...	...	...

NOTES:

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

FTA DESIGN ARTICULATED VEHICLE (1998)



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

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

...

Project

Hayes Park, Hillingdon

Drawing Title

Vehicle Swept Path Analysis
16.5m Large Articulated Vehicle

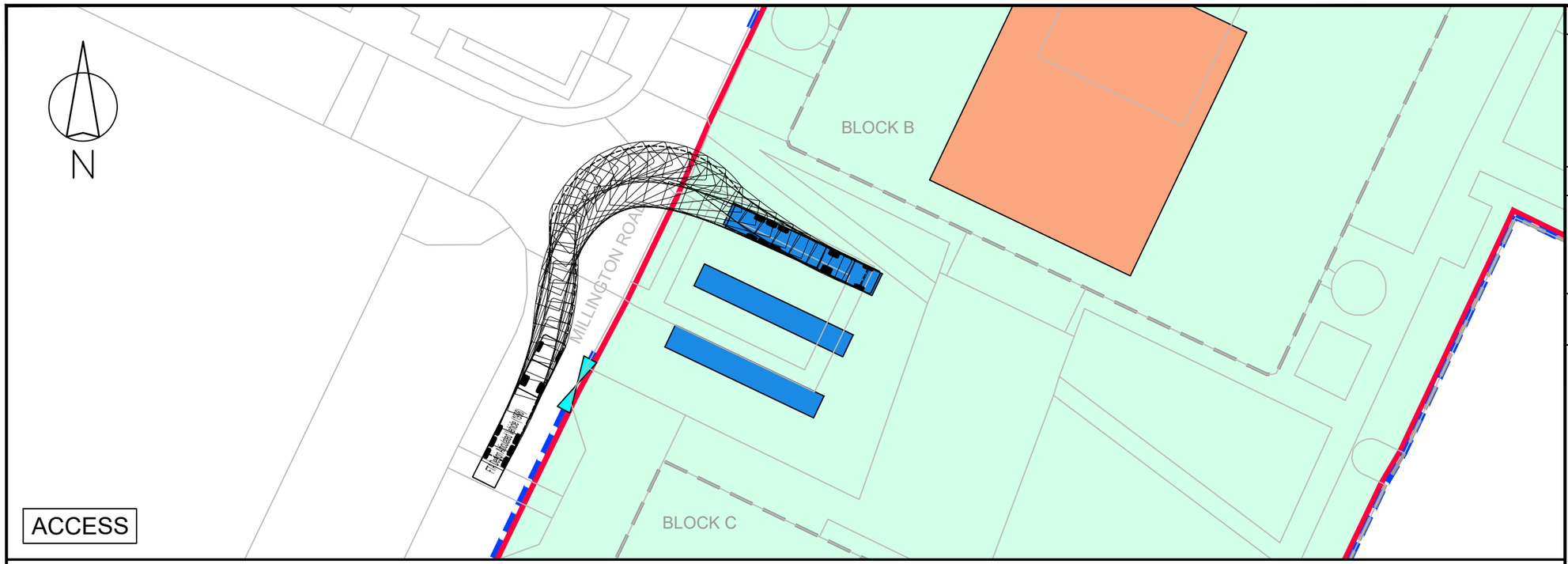
Scale	1;500	Size	A3
Drawn	MG	09.05.25	
Checked	KM	09.05.25	

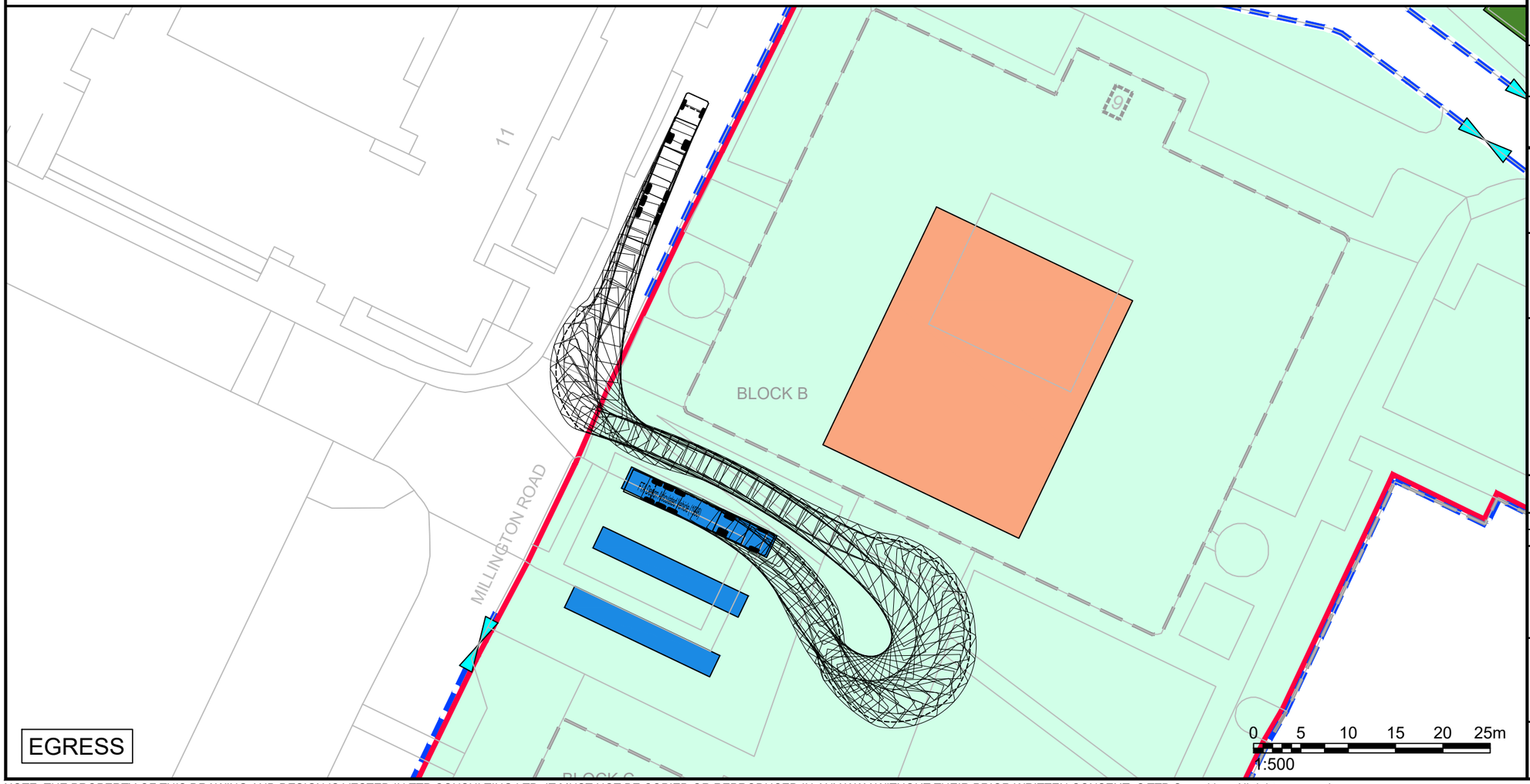
ttp consulting
transport planning specialists

27 Beak Street
London
W1F 9RU
Tel. No. 0207 1000 753

Drawing Number	Rev
2024-5193-TR01(2)	...

2024-5193-TR01 - VSPA 16.5M LARGE ARTICULATED VEHICLE.DWG



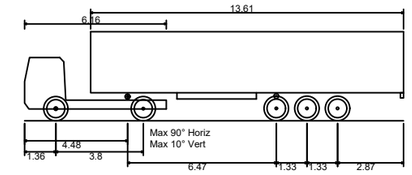


Rev	Details	Drawn	Checked	Date
...	...	...	...	...

N O T E S :

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

FTA DESIGN ARTICULATED VEHICLE (1998)



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

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

...

Project

Hayes Park, Hillingdon

Drawing Title

Vehicle Swept Path Analysis
16.5m Large Articulated Vehicle

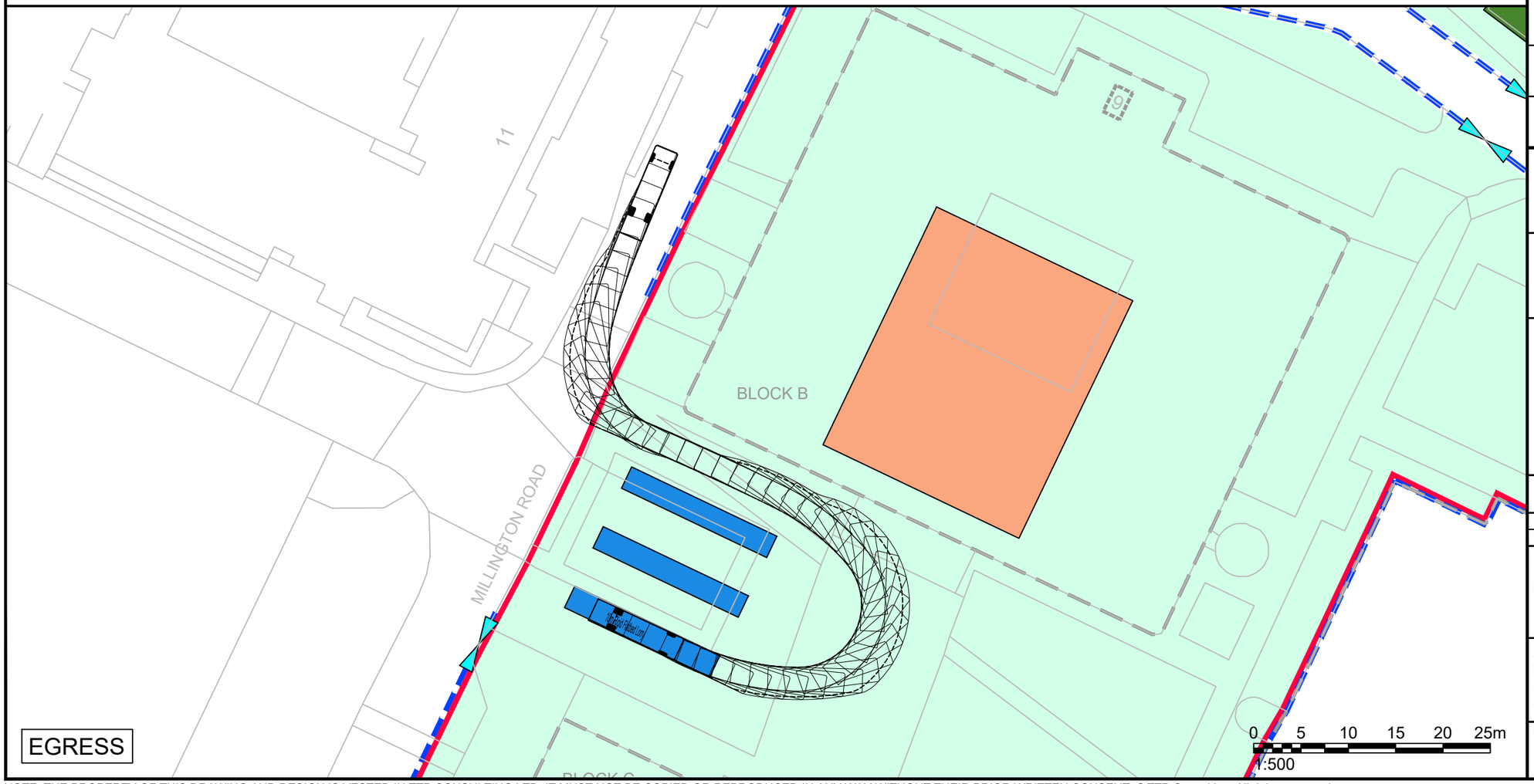
Scale	1;500	Size	A3
Drawn	MG	09.05.25	
Checked	KM	09.05.25	

ttp consulting
transport planning specialists

27 Beak Street
London
W1F 9RU
Tel. No. 0207 1000 753

Drawing Number	Rev
2024-5193-TR01(3)	...

2024-5193-TR01 - VSPA 16.5M LARGE ARTICULATED VEHICLE.DWG

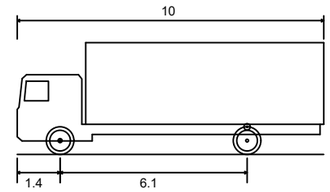


Rev	Details	Drawn	Checked	Date
...	...	...	...	...

N O T E S :

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

10m 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

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

...

Project

Hayes Park, Hillingdon

Drawing Title

Vehicle Swept Path Analysis
10.0m HG Rigid Vehicle

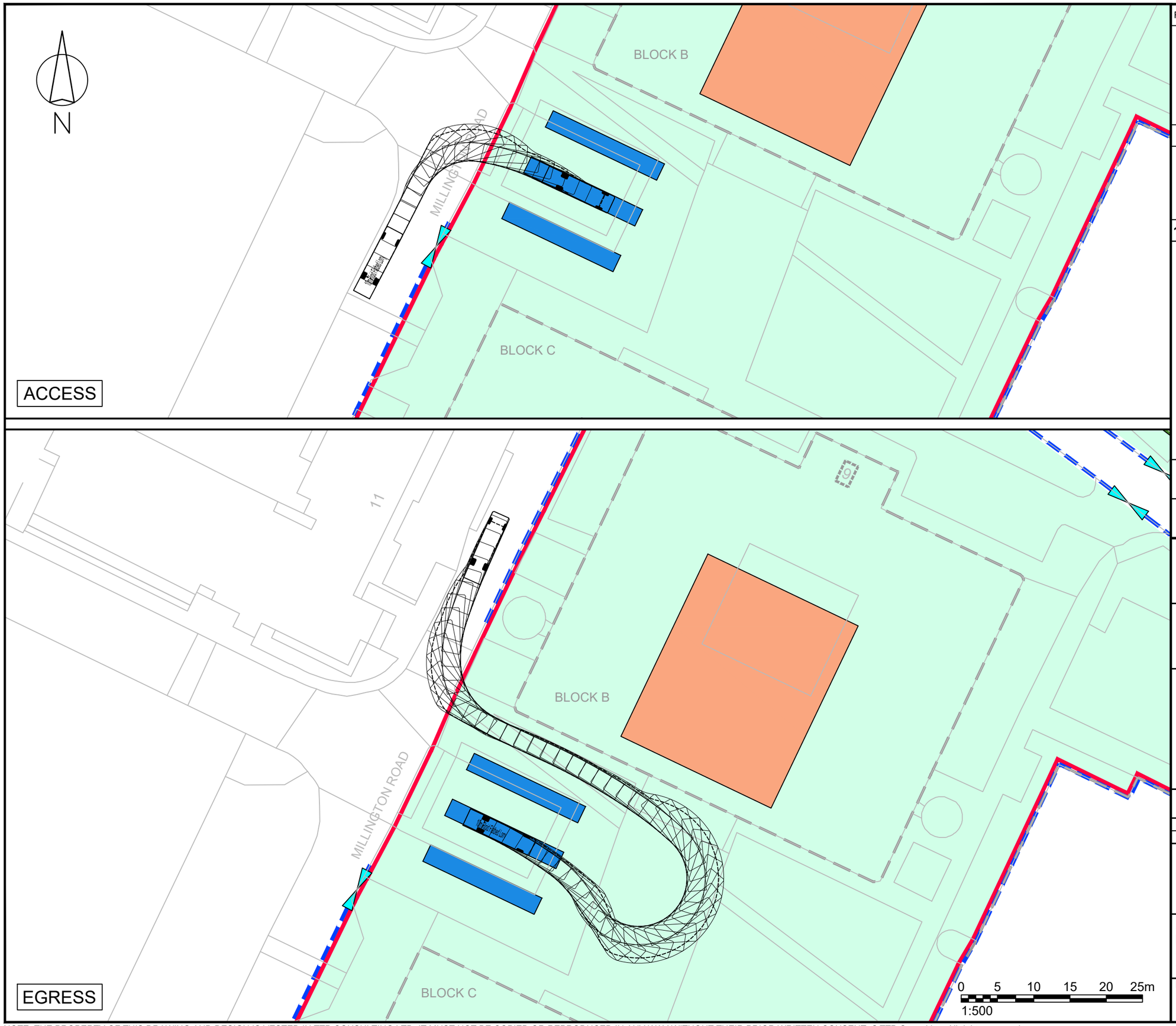
Scale	1;500	Size	A3
Drawn	MG		09.05.25
Checked	KM		09.05.25

ttp consulting
transport planning specialists

27 Beak Street
London
W1F 9RU
Tel. No. 0207 1000 753

Drawing Number	Rev
2024-5193-TR02(1)	...

2024-5193-TR02 - VSPA 10.0M HG RIGID VEHICLE.DWG

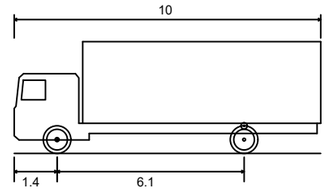


Rev	Details	Drawn	Checked	Date
...	...	...	...	...

NOTES:

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

10m 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

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

...

Project

Hayes Park, Hillingdon

Drawing Title

Vehicle Swept Path Analysis
10.0m HG Rigid Vehicle

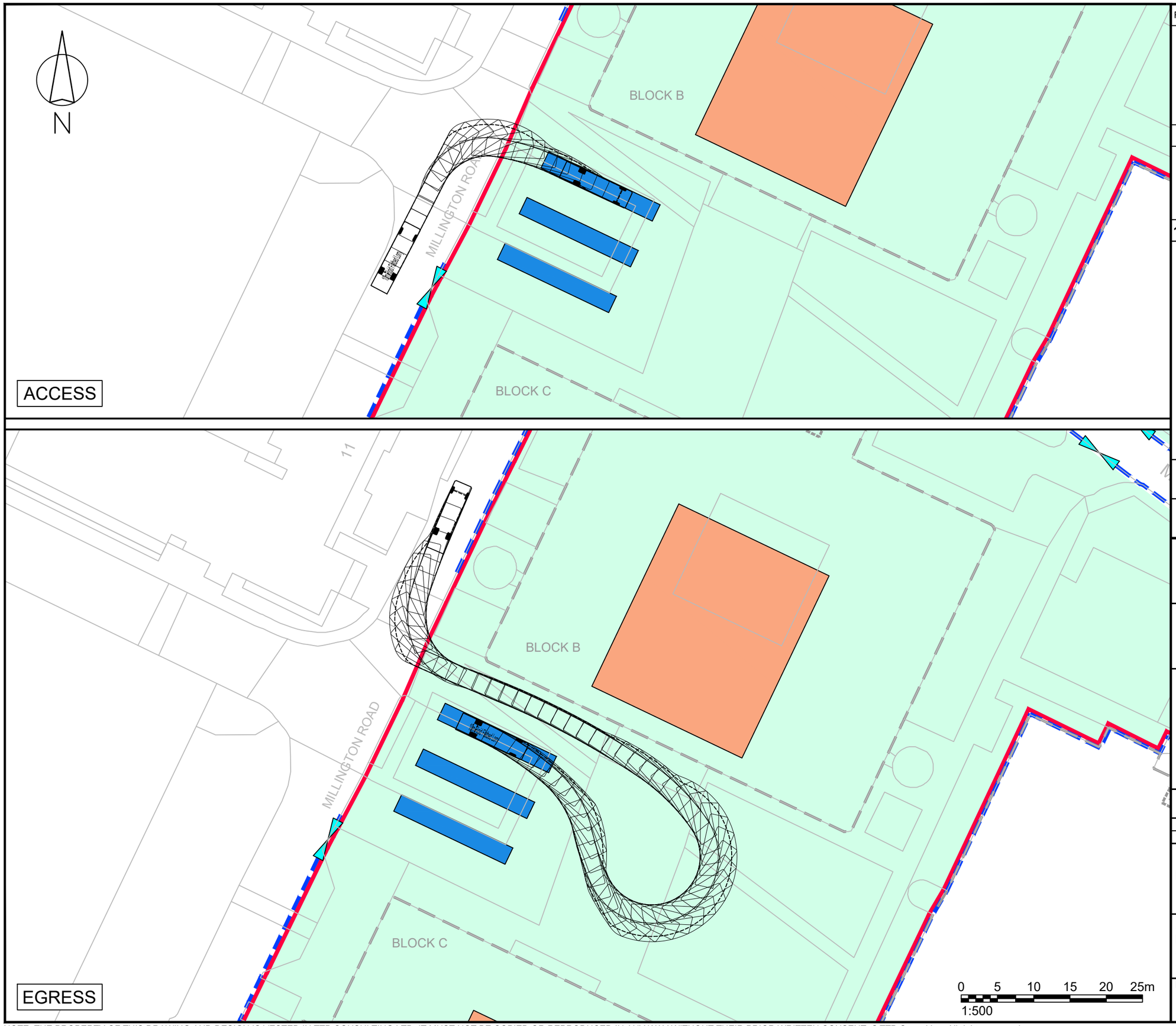
Scale	1;500	Size	A3
Drawn	MG	09.05.25	
Checked	KM	09.05.25	

ttp consulting
transport planning specialists

27 Beak Street
London
W1F 9RU
Tel. No. 0207 1000 753

Drawing Number	Rev
2024-5193-TR02(2)	...

2024-5193-TR02 - VSPA 10.0M HG RIGID VEHICLE.DWG

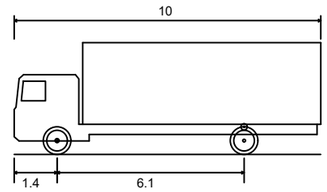


Rev	Details	Drawn	Checked	Date
...	...	...	...	...

NOTES:

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

10m 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

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

...

Project

Hayes Park, Hillingdon

Drawing Title

Vehicle Swept Path Analysis
10.0m HG Rigid Vehicle

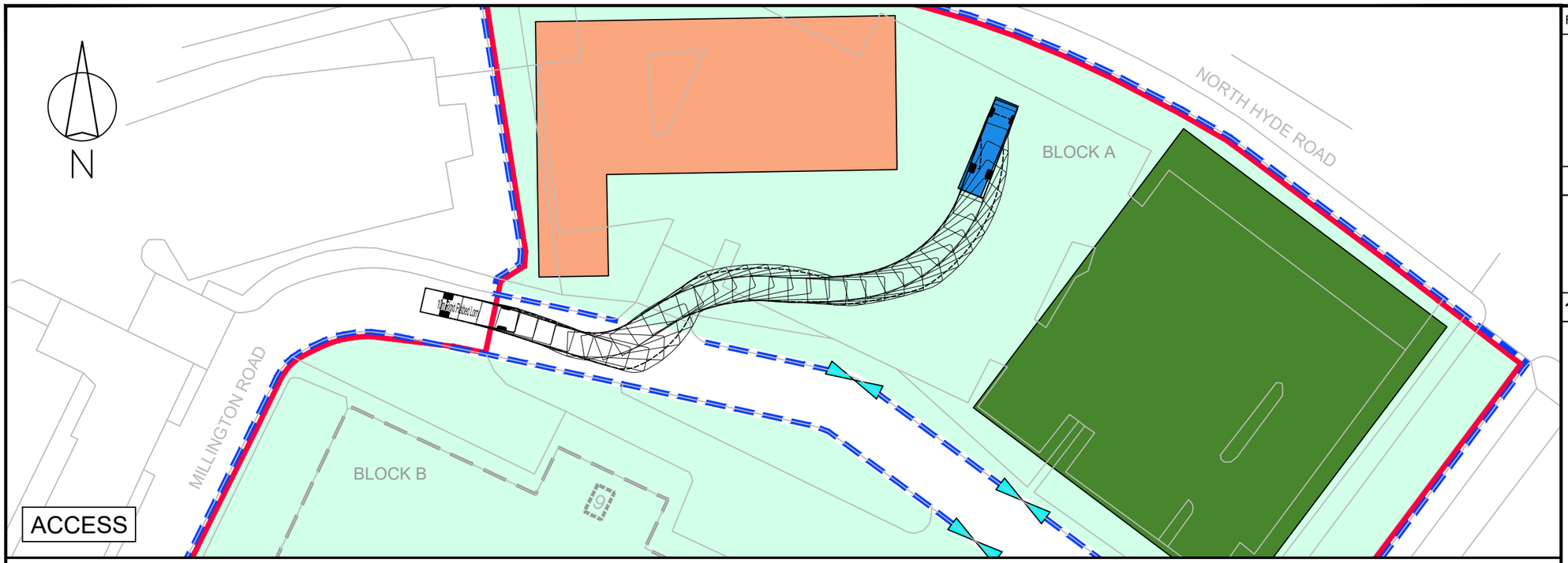
Scale	1;500	Size	A3
Drawn	MG	09.05.25	
Checked	KM	09.05.25	

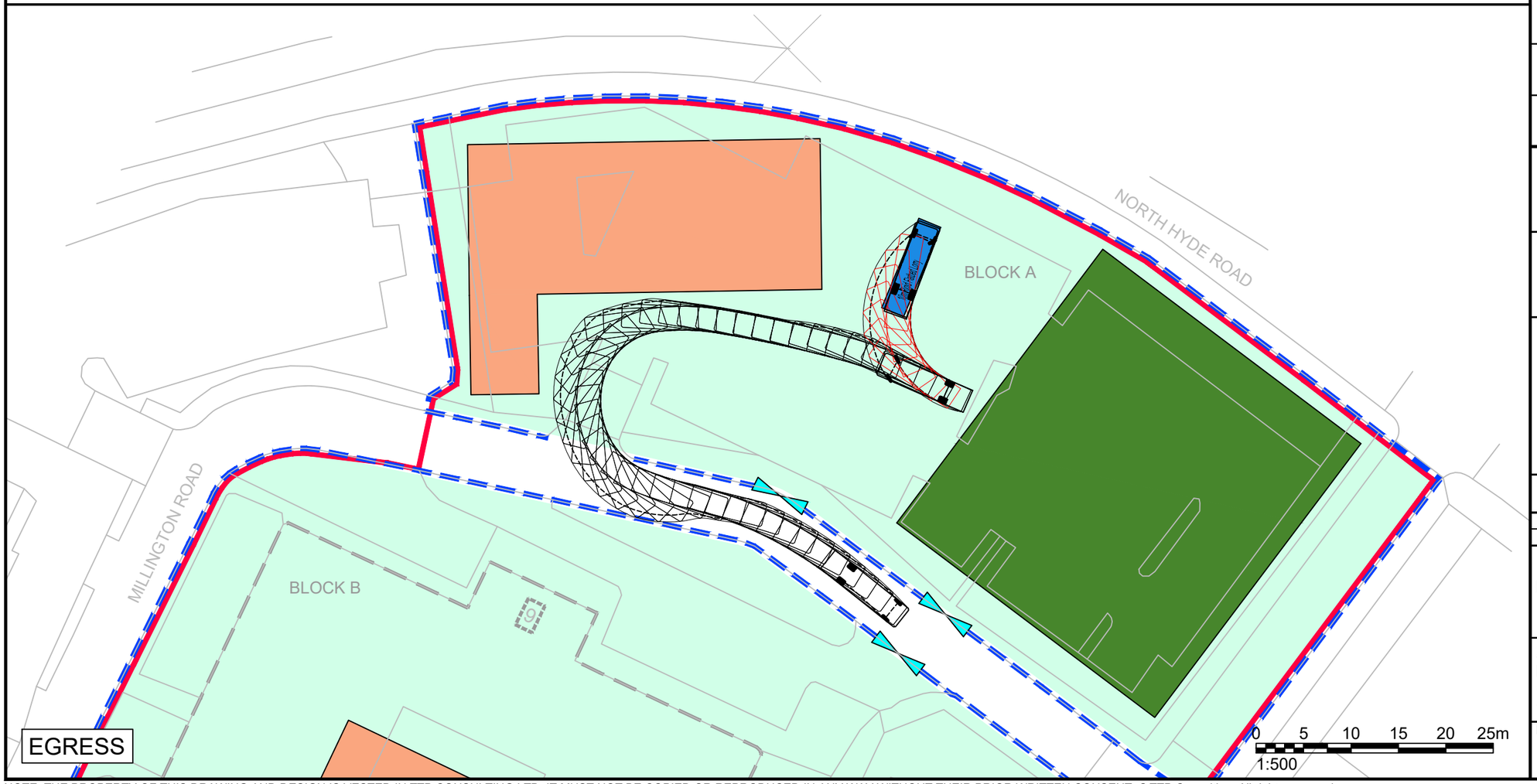
ttp consulting
transport planning specialists

27 Beak Street
London
W1F 9RU
Tel. No. 0207 1000 753

Drawing Number	Rev
2024-5193-TR02(3)	...

2024-5193-TR02 - VSPA 10.0M HG RIGID VEHICLE.DWG



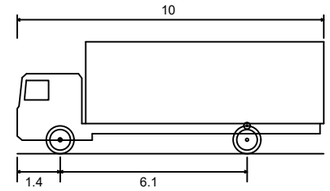


Rev	Details	Drawn	Checked	Date
...	...	...	...	...

NOTES:

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

10m 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

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

...

Project

Hayes Park, Hillingdon

Drawing Title

Vehicle Swept Path Analysis
10.0m HG Rigid Vehicle

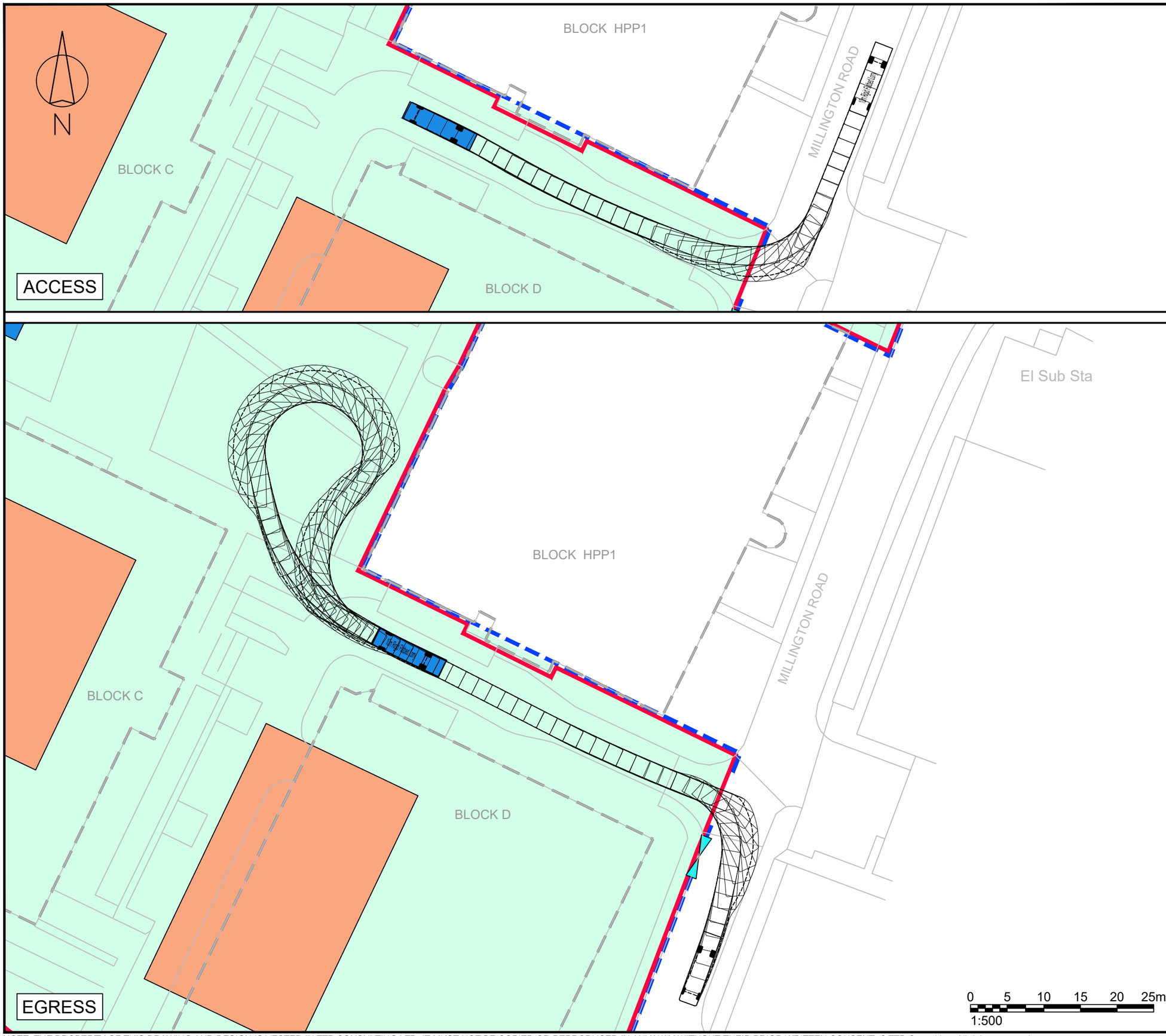
Scale	1;500	Size	A3
Drawn	MG	09.05.25	
Checked	KM	09.05.25	

ttp consulting
transport planning specialists

27 Beak Street
London
W1F 9RU
Tel. No. 0207 1000 753

Drawing Number	Rev
2024-5193-TR03	...

2024-5193-TR03 - VSPA 10.0M HG RIGID VEHICLE.DWG

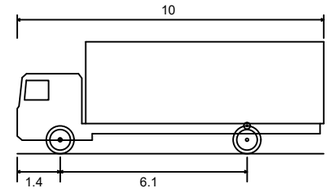


Rev	Details	Drawn	Checked	Date
...	...	...	...	...

N O T E S :

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

10m 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

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

...

Project

Hayes Park, Hillingdon

Drawing Title

Vehicle Swept Path Analysis
10.0m HG Rigid Vehicle

Scale	1;500	Size	A3
Drawn	MG	09.05.25	
Checked	KM	09.05.25	

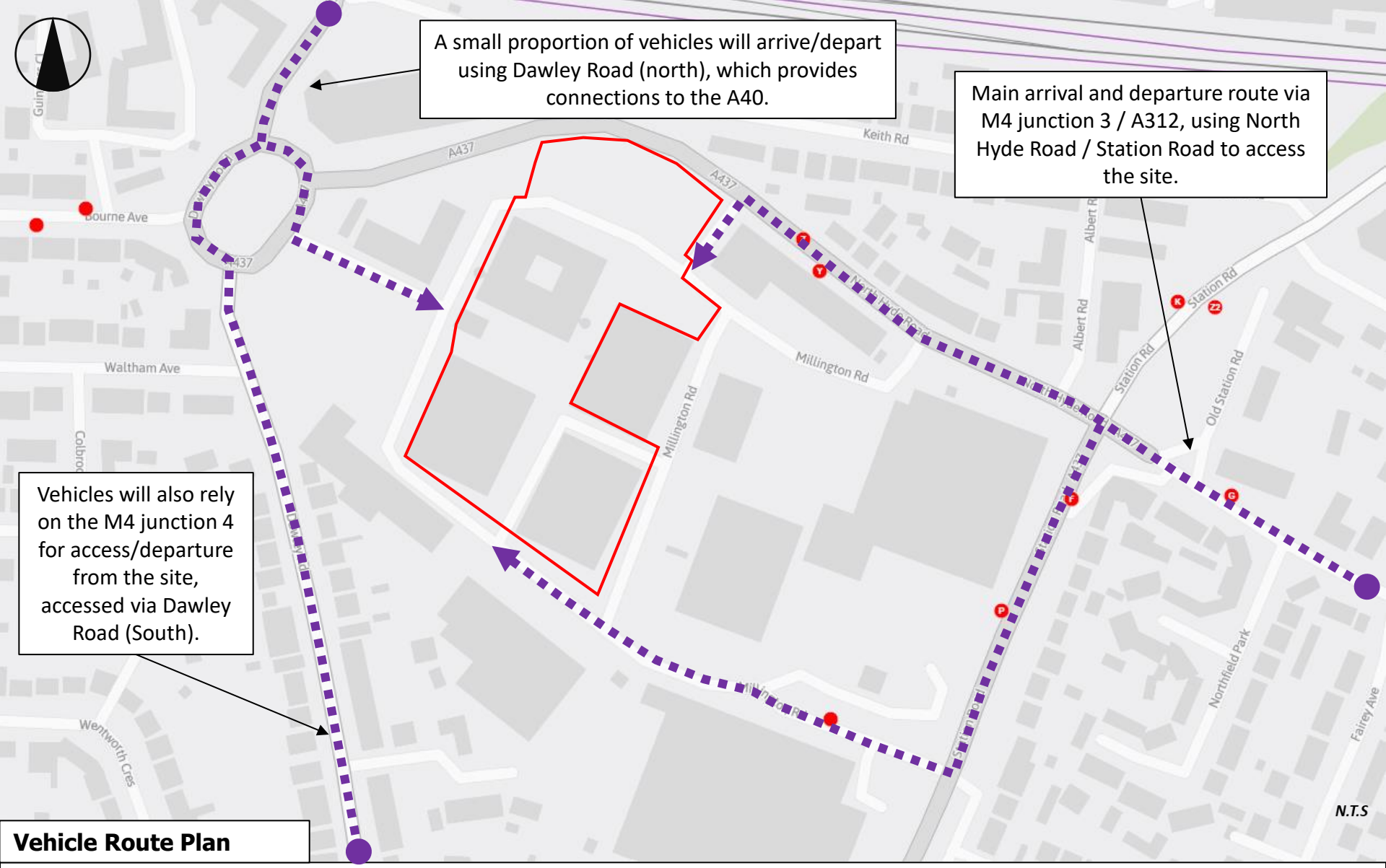
ttp consulting
transport planning specialists

27 Beak Street
London
W1F 9RU
Tel. No. 0207 1000 753

Drawing Number	Rev
2024-5193-TR04	...

2024-5193-TR04 - VSPA 10.0M HG RIGID VEHICLE.DWG

Appendix E



Vehicle Route Plan

Site Location

Vehicle Routes

Bus Stop

Underground/Rail tracks

ttp consulting
transport planning specialists

Appendix F

Estimated Number of Overall Construction Vehicle Movements per day

	2026 (Year 1)				2027 (Year 2)				2028 (Year 3)				2029 (Year 4)				2030 (Year 5)				2031 (Year 6)				2032 (Year 7)				2033 (Year 8)			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Site set-up	10																															
Demolition																																
HPH2		35	35																													
HPH5						35	35																									
MCSP									35	35	35																					
Block B																																
Foundations / Superstructure				25	30	30	25																									
Cladding / External						20	25	25	20																							
Fit-out								30	30	30	30																					
Landscape											10	10																				
Occupation												5	5																			
Block C																																
Foundations / Superstructure								25	30	30	25																					
Cladding / External										20	25	25	20																			
Fit-out												30	30	30	30																	
Landscape																10	10	10														
Occupation																5	5	5														
Block D																																
Foundations / Sub-structure												30	35	40	40	35	30															
Cladding / External														20	25	30	30	25	20													
Fit-out																30	30	30	30	30	30											
Landscape																						10	10									
Occupation																						5	5									
Block A1																																
Foundations / Sub-structure																	25	30	30	25												
Cladding / External																			20	25	25	20										
Fit-out																					30	30	30	30								
Occupation																							10	10	10	10						
																									5	5						
Block A2																																
Foundations / Sub-structure																				25	30	30	25									
Cladding / External																						20	25	25	20							
Fit-out																								30	30	30	30					
Occupation																										10	10	10	10			
																												5	5			

Overall Movements (each-way per day)	10	35	35	25	30	85	85	80	115	115	125	100	90	90	95	110	130	100	100	105	115	115	105	95	65	55	40	15	15	0	0	0

Demolition, sub and super structure HGV	66%
Fit-out HGV / landscape / Moving	25%

Estimated Number of HGV Movements per day

	2026 (Year 1)				2027 (Year 2)				2028 (Year 3)				2029 (Year 4)				2030 (Year 5)				2031 (Year 6)				2032 (Year 7)				2033 (Year 8)			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Site set-up	7																															
Demolition																																
HPH2		23	23																													
HPH5						23	23																									
MCSP									23	23	23																					
Block B																																
Foundations / Superstructure				17	20	20	17																									
Cladding / External						13	17	17	13																							
Fit-out								8	8	8	8																					
Landscape											3	3																				
Occupation												1	1																			
Block C																																
Foundations / Superstructure								17	20	20	17																					
Cladding / External										13	17	17	13																			
Fit-out												8	8	8	8																	
Landscape																3	3	3														
Occupation																1	1	1														
Block D																																
Foundations / Sub-structure												20	23	26	26	23	20															
Cladding / External														13	17	20	20	17	13													
Fit-out																8	8	8	8	8	8											
Landscape																						3	3									
Occupation																						1	1									
Block A1																																
Foundations / Sub-structure																	17	20	20	17												
Cladding / External																			13	17	17	13										
Fit-out																					8	8	8	8								
Occupation																							3	3	3	3						
																									1	1						
Block A2																																
Foundations / Sub-structure																				17	20	20	17									
Cladding / External																						13	17	17	13							
Fit-out																								8	8	8	8					
Occupation																										3	3	3	3			
																												1	1			

Overall HGV Movements (each-way per day)	7	23	23	17	20	56	56	41	64	64	66	48	45	47	50	54	67	48	54	57	51	57	47	34	24	14	10	4	4	0	0	0