ttp consulting

transport planning specialists

Access Self Storage

Gillette South

Construction Logistics Plan

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TTP Consulting Ltd
111-113 Great Portland Street
London W1W 6QQ
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 09931399

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1 INTRODUCTION

Overview

1.1 TTP Consulting has been appointed to prepare a Construction Logistics Plan (CLP) in relation to the approved development (Ref: P/2018/4691) at 871 Great West Road (Gillette South) in the London Borough of Hounslow (LBH). The development comprises the construction of a commercial building that provides self storage space and flexible office accommodation.

1.2 Condition 8 of the planning permission states:

"No development shall take place, including any works of demolition, until a Construction Logistics Plan that conforms to current TfL guidance has been submitted to, and approved in writing by, the local planning authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall include:

i. a site plan (showing the areas set out below)

ii. confirmation that a pre-start record of site conditions on the adjoining public highway will be undertaken with Hounslow Highways and a commitment to repair any damage caused by construction activity

iii. provision for the parking of vehicles of site operatives and visitors

iv. provisions for loading, unloading and storage of plant and materials within the site

v. details of access to the site, including means to control and manage access and egress of vehicles to and from the site for the duration of construction including phasing arrangements

vi. details of vehicle routeing from the site to the wider strategic road network

vii. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate

viii. provision of wheel washing facilities at the site exit and a commitment to sweep adjacent roads when required and at the request of the council

ix. a scheme for recycling/disposing of waste resulting from demolition and construction works

x. measures to ensure the safety of all users of the public highway especially cyclists and pedestrians in the vicinity of the site and especially at the access

xi. commitment to liaise with other contractors in the vicinity of the site

to maximise the potential for consolidation and to minimise traffic impacts.

xii. avoidance of peak hours for deliveries and details of a booking system to avoid vehicles waiting on the public highway

xiii. all necessary traffic orders and other permissions required to allow safe access to the site to be secured and implemented prior to commencement of construction

xiv. details of the construction programme and a schedule of traffic movements

xv. the use of operators that are members of TfL's Freight Operator Recognition Scheme (FORS)

Reason: To ensure highway safety is maintained and preserved in accordance with Policy EC2 of the Local Plan."

Site Context

1.3 The site is located to the south west of the junction of the A4 Great West Road with Syon Lane. The land in the vicinity of the site contains the Gillette Building and residential land to the north, Homebase to the east and Syon Lane Station to the south east. Residential land is located to the south and west, whilst an employment site borders the development to the west. The employment site has planning permission for a residential development part of the site, adjacent to Northumberland Avenue. A Tesco food store is located beyond residential land on the northern side of the Great West Road. A site location plan is provided at **Figure 1.1**.

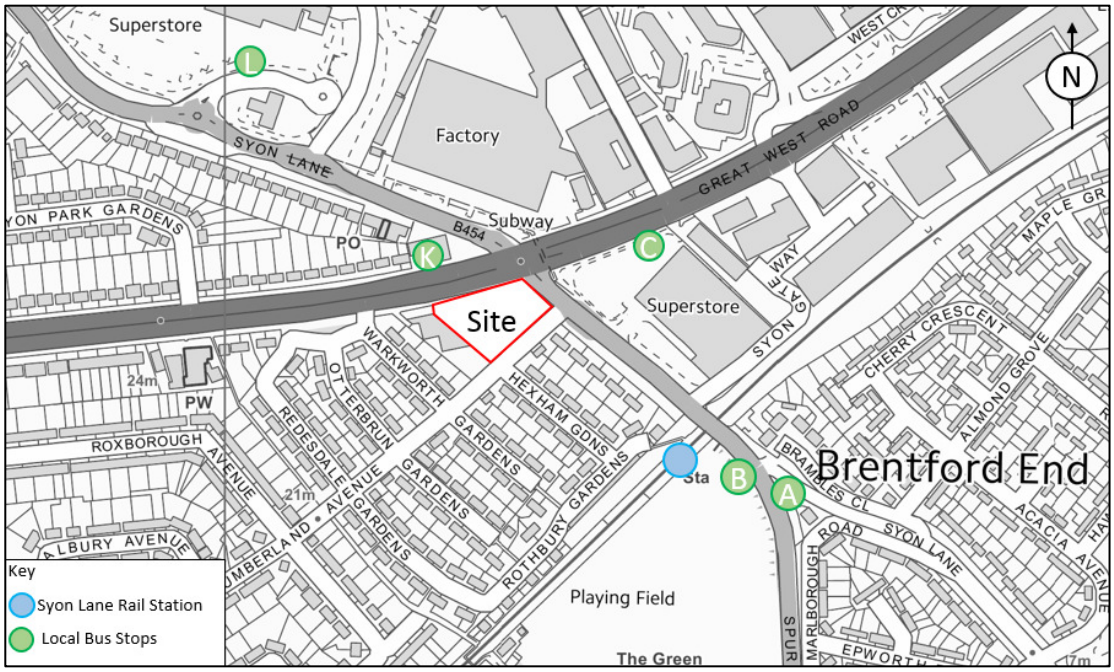


Figure 1.1 - Site Location Plan

1.4 The site previously contained two office buildings, a petrol filling station and a garage, but is clear following demolition of the buildings. The site was last used for temporary car parking, this use has ceased.

Development Proposals

1.5 The development comprises a 12,683 sqm gross external area (GEA) building with 989 sqm GEA of B1 use class office floor space and 11,691 sqm GEA of B8 use class storage space. Office space will be located along the Syon Lane and Great West Road elevations of the site, whilst self-storage space will be located along the Great West Road frontage and towards the rear of the site. Vehicular access will be taken from Northumberland Avenue via a new access towards the south western extremity of the site. Pedestrian access will be taken from Syon Lane. The site would be managed and operated by Access Self Storage.

1.6 The construction works are anticipated to last approximately 16 months in total with completion by August 2021. The site is currently secured by a combination of existing site boundary wall, on Northumberland Avenue toward the western end of the site, and hoarding.

Objectives

1.7 This CLP provides details 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.

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 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 on-going development and delivery of the CLP with construction contractors.

CLP Structure

1.11 This CLP has been prepared by Peter Sturgeon of TTP Consulting (with input from Harmonix, the appointed contractor) 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.

1.12 The remainder of this CLP is structured as follows:

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

Draft New London Plan (Intend to Publish)

2.2 The Draft New 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 which reflects the scale and complexities of developments.

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

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

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

Transport for London Construction Logistics Planning Guidance

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

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

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

Construction Logistics and Community Safety (CLOCS)

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

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

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

Fleet Operator Recognition Scheme (FORS)

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

Location Context

2.11 A context plan is provided at **Appendix A** to show the area surrounding the development site.

Local Highway and Public Transport Network

Local Highway Network

2.12 The site is bound to the east by Syon Lane, to the north by Great West Road, to the south by Northumberland Avenue and to the west by an adjacent employment site, which has planning approval for redevelopment. There is no evidence to indicate that works to implement that scheme have started to date.

2.13 In the vicinity of the site the A4 Great West Road is a dual carriageway that is subject to a 40mph speed limit. The A4 forms a part of London's strategic Road network. There are wide footways on both sides of the carriageway, each with a one-way segregated cycle lane. There is a break in the cycle route on the southern side of the carriageway as it passes the development site, where pedestrians and cyclists share the same space.

2.14 To the east, Great West Road provides access to the M4 and Brentford. The A4 connects Bristol and Westminster and is an important route into central London. The M4 motorway, which runs between South Wales and London, follows the alignment of the A4 from a flyover approximately 1.4 kilometres to the east of the site, from where it runs above the A4 until ending some 2.2 kilometres further east.

2.15 To the west of the site, Great West Road provides access to Osterley and Lampton and leads to Great South West Road, which provides access to Hatton Cross Station and Heathrow Airport.

2.16 At the signalised junction with Syon Lane, Great West Road widens to provide right turn lanes into Syon Lane. Syon Lane is a two way, single carriageway road that leads to the A315 London Road to the south, whilst to the north, it provides access to a Tesco food store before terminating at a roundabout junction with Windmill Lane and Jersey Road. On the approaches to the junction with the Great West Road, it widens to provide additional lanes for turning traffic.

2.17 Northumberland Avenue is also a two lane single carriageway road that provides access to residential areas to the south west of the site. On street parking bays are provided on both sides of the street in the vicinity of the site. Northumberland Avenue meets Syon Lane at a priority junction at the eastern corner of the site. Keep clear markings are provided on the north westbound carriageway of Syon Lane at the junction to enable traffic turning right into Northumberland Avenue to turn without being obstructed by traffic queuing at the signals at the Syon Lane/Great West Road junction.

2.18 There are a number of existing crossovers to the site on Great West Road, Syon Lane and Northumberland Avenue. The site was most recently in use as a temporary car park. At that

time, vehicles entered the site via the access on Northumberland Avenue and exited onto Great West Road.

2.19 Vehicular access into the site during construction will be taken via the existing crossover from Northumberland Avenue. Access to the site will be controlled by qualified banksmen in order to manage any potential for conflict between construction vehicles and pedestrians, cyclists or other vehicles.

2.20 A plan showing the existing highway arrangement in the vicinity of the site is included at **Appendix B**.

Walking and Cycling Network

2.21 The site is well connected to the main pedestrian and cycle routes that serve public transport facilities and local amenities.

2.22 There are footways alongside roads in the vicinity of the site. An at-grade signalised pedestrian crossing is provided over the western arm of Great West Road, close to its junction with Syon Lane. A signalised pedestrian crossing is provided on Syon Lane adjacent to the access to the Homebase car park.

2.23 There is also a subway under Great West Road on the eastern arm of its junction with Syon Lane. It is lit and has both ramped and stepped access at each end.

2.24 There are off-carriageway segregated cycle paths on both sides of the Great West Road. These form part of the London Cycle Network Route 44, which operates between the western end of Great West Road and Hyde Park Corner. This also allows connections to the wider London Cycle Network. Through the junction of Great West Road with Syon Lane, cyclists must join the carriageway. The west bound cycle path is not segregated along the frontage of the development site and crosses.

2.25 Northumberland Avenue and Hexham Gardens to the south of the site are quieter roads as recommended by other cyclists in the TfL Local Cycling Guide. Hexham Gardens provides step free access to the Central London bound platform of Syon Lane station.

2.26 There are Sheffield stands located adjacent to the parade of shops on the west side of Syon Lane to the north of the Great West Road and sheltered cycle parking, covered by CCTV, on platforms 1 and 2 at Syon Lane station providing parking for 30 cycles.

Public Transport Network

2.27 Public Transport Accessibility Levels (PTAL) provide a guide to the relative accessibility of a site. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 is the lowest. The TfL

PTAL calculator indicates a PTAL of 2 when measured from the centre of the application site, although it is noted that the PTAL increases to a 3 to the immediate south east of the site, on the approach to Syon Lane Station. A copy of the PTAL report is included at **Appendix C**.

2.28 There is no public transport infrastructure in the immediate vicinity of the site and there are no proposals to amend or divert existing public transport routes as part of the construction works.

Considerations and Challenges

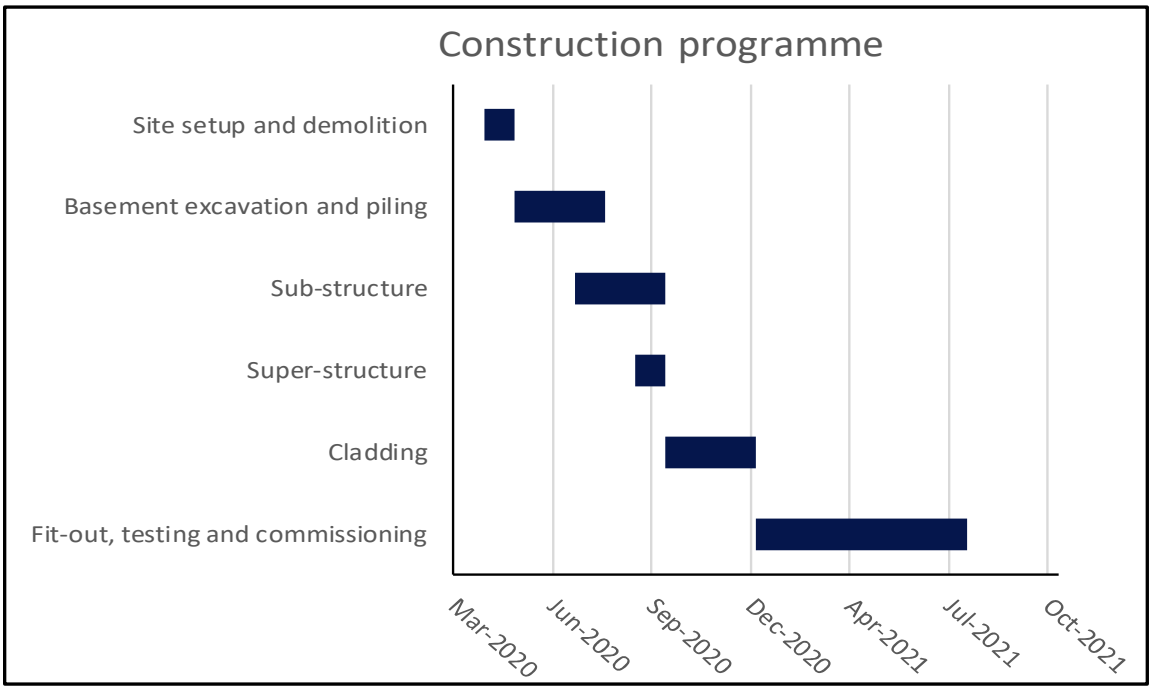
2.29 The key challenges associated with the construction of this site are in relation to vehicular access, traffic flow and pedestrian/cyclist activity. As such, vehicle activity will need to be strictly managed, deliveries and collections scheduled to avoid peak hours and traffic management measures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

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

Overview

3.1 The proposed construction works are anticipated to last 16 months in total and be completed by August 2021. A summary table and programme generated by the TfL CLP tool is provided at **Figure 3.1**.

Figure 3.1: Indicative Construction Programme



Construction stage	Start	End
Site setup and demolition	Apr-2020	May-2020
Basement excavation and piling	May-2020	Aug-2020
Sub-structure	Jul-2020	Oct-2020
Super-structure	Sep-2020	Oct-2020
Cladding	Oct-2020	Jan-2021
Fit-out, testing and commissioning	Jan-2021	Aug-2021

Site Arrangement

3.2 The existing boundary wall and hoarding will be retained to secure the site during the majority of the programme. The hoarding will be repainted and any repair work carried out as necessary including the provision of a pedestrian access point. Towards the end of the programme, when the new site boundary treatment will be installed, it will be necessary to erect a solid Heras

fence on the footway whilst the existing boundary wall is demolished and the new fence erected. These works will be carried out as quickly as possible. The contractor will apply to the Council for the necessary licences when these works take place.

3.3 Construction vehicles will use the existing site access on Northumberland Avenue, which will need to be widened to accommodate construction traffic. The contractor will enter into the necessary agreement/obtain a license from Hounslow Highways to implement these temporary works. Welfare facilities, storage areas for plant and materials and areas for vehicles to manoeuvre and unload will be provided within the site compound. All vehicles will be inspected prior to leaving to ensure that vehicles are free from loose debris. All vehicles would be scheduled and booked in advance with a log of arrivals and departures kept on site.

3.4 The site layout will reflect the works being carried out on site at the time. Phase 1 will broadly comprise site set-up and demolition, basement and piling and substructure works. During Phase 1, the majority of large construction vehicles will access the site and these be able to turn and wait within the main construction area, i.e the footprint of the new building. The exact location within the construction area to accommodate this activity will move as work progresses around the site.

3.5 During Phase 2, works to the superstructure will take place, the building will be clad and then fitted out. Vehicle movements during this phase will be less frequent and generally be accommodated on a tarmac area within what will become the service yard of the self-storage building. When large vehicles need to access the site, an area designated for overflow contractor parking will be kept clear and contractors only permitted to park in the main site parking area.

3.6 A plan showing the site arrangement during both phases is included at **Appendix D**.

3.7 All non-road mobile machinery (NRMM) will comply with the emission standards specified in the Mayor of London's Control of Dust and Emissions during Construction and Demolition SPG. All NRMM will meet minimum emission criteria and be registered accordingly. Records will also be kept on site including these relevant details. Examples of NRMM that will be used on site include, but are not limited to:

- Access platforms;
- Piling rigs;
- Compressors;
- Generators;

- Mobile cranes;
- Concrete pumps; and
- Telehandlers.

4 VEHICLE ROUTING AND ACCESS

Proposed Vehicle Routes

4.1 A plan highlighting the proposed vehicle routes to and from the strategic road network is included at **Appendix E**. The contractor will undertake a pre-start record of site conditions on the adjacent highway network and with Hounslow Highways prior to works starting on site and commits to repairing any damage caused by construction activity.

4.2 All construction vehicles will turn right into Northumberland Avenue from Syon Lane having travelled via the A4 Great West Road. Vehicles departing the site will return directly back to the A4 via Northumberland Avenue and Syon Lane.

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

4.4 Vehicle arrivals / departures will be programmed and staggered to reduce the potential for unnecessary delay and congestion at the site. The scheduling of materials, deliveries and waste collection will be managed in order to avoid congestion at the site. Vehicles will be scheduled to take place between 09:30 and 15:00 unless by prior notification in exceptional circumstances. This flexibility is necessary to accommodate activities such as large concrete pours, which once started must continue to completion.

4.5 Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the site is ready to receive a vehicle.

4.6 Emergency access will be maintained at all times, with drivers of construction vehicles instructed to move immediately if necessary.

Site Access

4.7 All construction vehicles will load/unload on-site and off the public highway. Vehicles will utilise the existing access from Northumberland Avenue which will be controlled by qualified banksmen during working hours to ensure appropriate safety and traffic management measures are adhered to.

4.8 The existing vehicle accesses will provide a route for construction vehicles to enter and exit the site and allow vehicles will enter and exit the site in forward gear. This activity would be under banksmen control in order to manage any potential for conflict between construction vehicles and pedestrians, cyclists or other road users.

4.9 Swept path analysis showing a 4 axle tipper lorry and articulated vehicle manoeuvring to, from and within the site during both phases are included at **Appendix F**. These are the largest vehicles that will need to access the site during construction works.

4.10 The site access will be fully secured with vehicle gates provided and temporary lighting. The gates and accesses will be regularly inspected and maintained as necessary with decorative displays and viewing apertures provided.

4.11 Each vehicle will be inspected prior to leaving and wheels washed to minimise the potential for loose debris falling onto the public highway. Vehicles will also be sheeted where possible.

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

Parking Suspensions

4.13 The site layout plans attached at Appendix D show that it will be necessary to suspend approximately 7 metres of on street parking bays to provide space for large construction vehicles to access the site. It is noted that there is potential for one of the suspended bays to be relocated as shown on the layout plays. The contractor will apply to Hounslow's Parking team for the necessary parking suspension.

Diversions

4.14 There are no proposed diversions to vehicle or cyclist routes during the construction programme. For a brief period towards the end of the construction programme, when the boundary wall toward the western end of Northumberland Avenue is demolished, it is proposed that pedestrians will be diverted onto the opposite footway. The contractor will apply to Hounslow's Highway team for the temporary diversion.

4.15 Qualified banksmen will also be available at the site entrance/exit point to manage the interaction between construction traffic, pedestrians, cyclists and other road users. In addition, vehicle hours have been restricted to avoid peak periods other than in exceptional circumstances by prior arrangement.

Staff Travel

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

5 STRATEGIES TO REDUCE IMPACTS

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

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

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

Measures Influencing Construction Vehicles and Deliveries

5.2 All contractor and sub-contractor vehicles will seek to comply with FORS and CLOCS to ensure sufficient safety measures are implemented.

5.3 The proposed 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 delivery management system will be implemented with vehicles given slots to arrive to ensure that there is sufficient capacity on site to accommodate the vehicle. All deliveries to the site will be made on a 'Just in time' basis. Vehicle movements will be scheduled and timed to avoid the morning and evening peak periods other than in exceptional circumstances by prior arrangement. As noted, the phasing of works ensures that the majority of large vehicles access the site when there is space within the footprint of the proposed building to accommodate waiting and turning. As such, there is no requirement for holding areas.

5.5 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.

Measures to Encourage Sustainable Freight

5.6 There are no planned measures to utilise the delivery or collection of freight by water or rail as this is not a practical option in this location.

5.7 Consideration has been given to whether there is any benefit is using a material consolidation centre, the nearest of which is located in Greenford, approximately 5 miles to the north, but given that the site is located immediately adjacent to strategic road network, the use of a consolidation centre would result in vehicles passing the site on route to the consolidation centre and another trip then taking place when materials are delivered to the site. Use of the centre would also result in trips on local roads which would be avoided by travelling directly to the site. It is also the case that many deliveries to a development of this scale would be full lorry loads that could not be consolidated onto other vehicles.

Material Procurement Measures

5.8 Material will be re-used on-site where possible to avoid unnecessary vehicle trips, for example the ground floor level is to be raised by 450mm using spoil and material already on site, this

will reduce the amount of excavated material that needs to be removed from the site. Vibro compaction will be used in place of traditional piling, which will reduce arisings and the amount of muck away trips needed.

5.9 Suppliers from the local area will be made use of where possible. There are two concrete plants within a mile of the site and many suppliers locally that can be used for fit out during the latter stages of the project.

5.10 Roofing and cladding for the proposed building will be sourced as a combined package thereby consolidating the delivery of these items.

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 Harmonix Construction is the contractor for the site. Contact details are provided below and posted on the site.

Project Manager: Troy Hunter

Company: Harmonix Construction

Email: troy@harmonixconstruction.com

Telephone: 07939 509552

5.13 The contractor will be contactable during office hours. Information boards will be displayed on the site hoarding highlighting the key personnel on site including their contact details. A 24 hour emergency contact number will also be provided.

5.14 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. Where possible, consideration will be given to the potential for consolidating deliveries with nearby sites

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

5.16 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.

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.

Hours of Operation

5.20 The proposed hours of operation will be between:

- Weekdays: 08:00–18:00;
- Saturday: 08:00 – 14:00; and
- Sunday & Bank Holiday: No activity unless agreed with the Council.

Control of Noise, Dust and Vibrations

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

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

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

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

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

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

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

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

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

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner and record the measures taken;
- Carry out regular site inspections to monitor compliance, record inspection results;

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

Other Measures

Pedestrian and Cyclist Safety

5.29 Construction traffic poses a potential risk to pedestrian and cyclist safety. As such, vulnerable road users' safety will be paramount. The use of Traffic Marshals during all periods of operation at the site will assist with pedestrian and cyclist safety. A pedestrian route be maintained along all site frontages other than when the existing boundary wall on Northumberland Avenue is demolished at the end of the programme. It is proposed that pedestrians be diverted onto the opposite footway on Northumberland Avenue takes place.

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

Recycling

5.31 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. The site is clear with no existing buildings to demolish, which reduces the amount of material to be removed from the site.

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 and 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 There is anticipated to be in the region of 20 - 25 construction workers on-site on average but this will increase to 40 - 50 during the latter phases of construction. Staff will be encouraged to travel to the site by public transport or active modes and provided with information on travel options. All staff on site will be advised that the site is located within a controlled parking area and as such, long stay parking on street in the vicinity of the site is not available. A Workplace Travel Plan Statement was submitted with the planning submission and a copy of this document will be made available to construction staff to ensure that they are aware of sustainable travel options.

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.

6 ESTIMATED VEHICLE MOVEMENTS

Number of Movements

6.1 The phasing of works ensures that the majority of large vehicles access the site when there is space within the footprint of the proposed building to accommodate waiting and turning. **Table 6.1** provides a summary of estimated construction vehicles during the proposed works.

Table 6.1 - Estimated Construction Vehicles – Monthly and Daily

Construction Stage	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Apr – May 2020	30	1
Basement excavation and piling	May - Jul 2020	300	14
Sub-structure	Jul – Sept 2020	500	23
Super-structure	Aug – Oct 2020	30	1
Cladding	Sept – Dec 2020	37	2
Fit-out, testing and commissioning	Jan – Aug 2021	41	2

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

Figure 6.1 - Estimated Construction Vehicles – Monthly and Daily

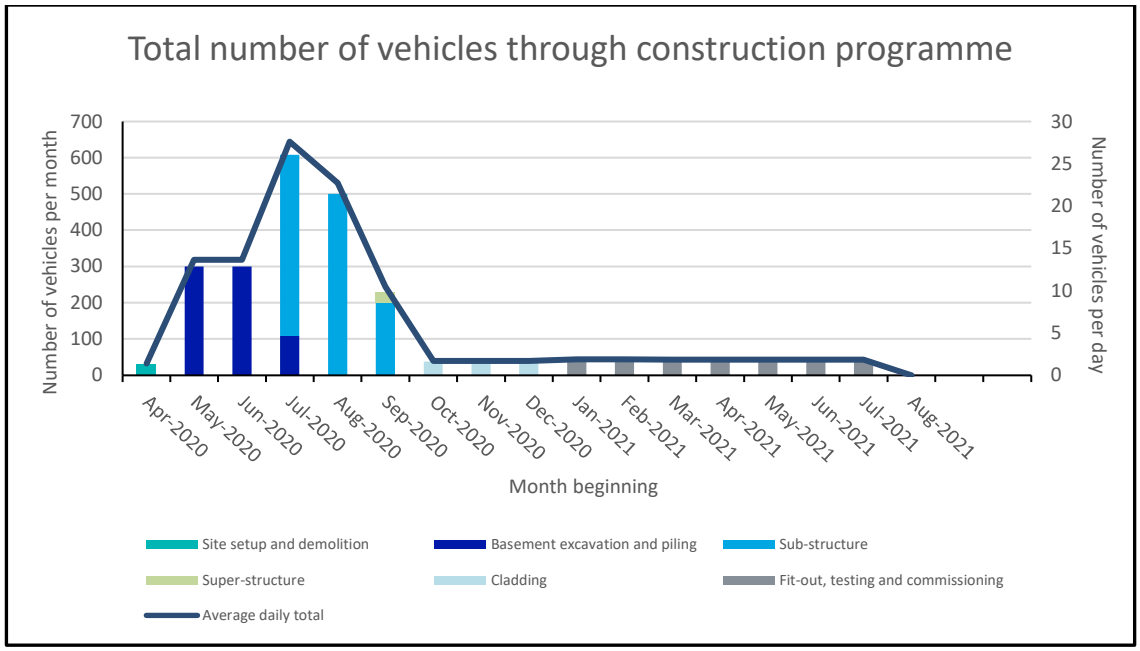


Figure 6.2 - Number and Vehicle Type by Phase of Construction

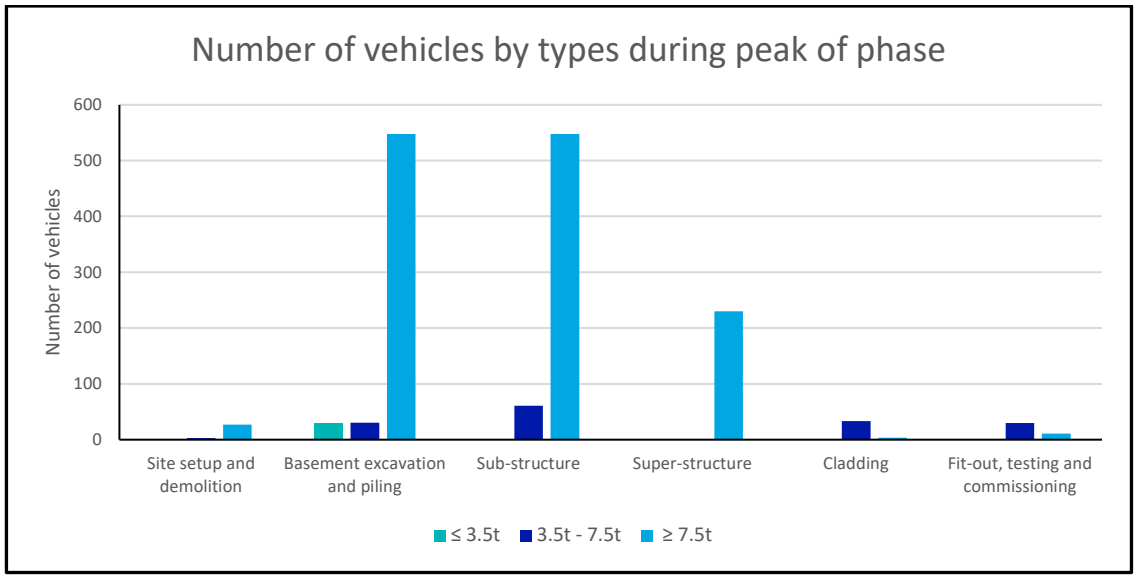
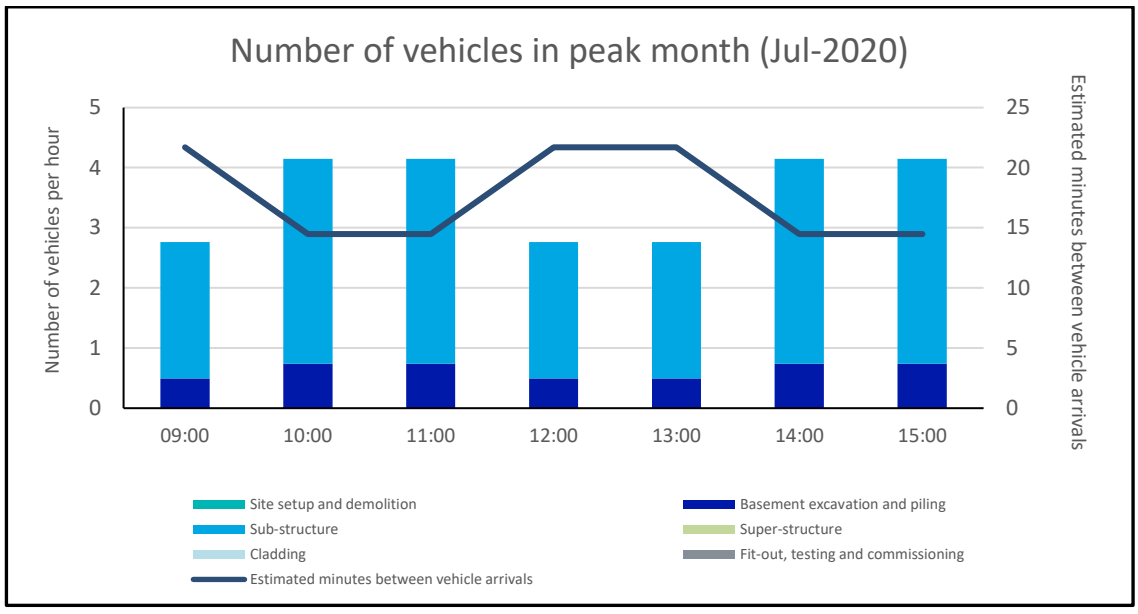


Figure 6.3 - Hourly Arrival Profile of Vehicles during Peak



Vehicle Types

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

- 10.2m in length 4 axle grab lorry;

- 9.7m in length 4 axle concrete mixer;
- 9.1m in length 4 axle Hi-Ab;
- 10m in length 2 axle flat-bed lorry;
- 7.9m in length 2 axle skip lorry;
- 10.2m in length 4-axle large tipper lorry;
- Mobile Crane;
- Light Goods Vehicles including transit vans; and
- 16.5m low-loader for deliveries of large items.

7 IMPLEMENTING, MONITORING AND UPDATING

Implementation

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

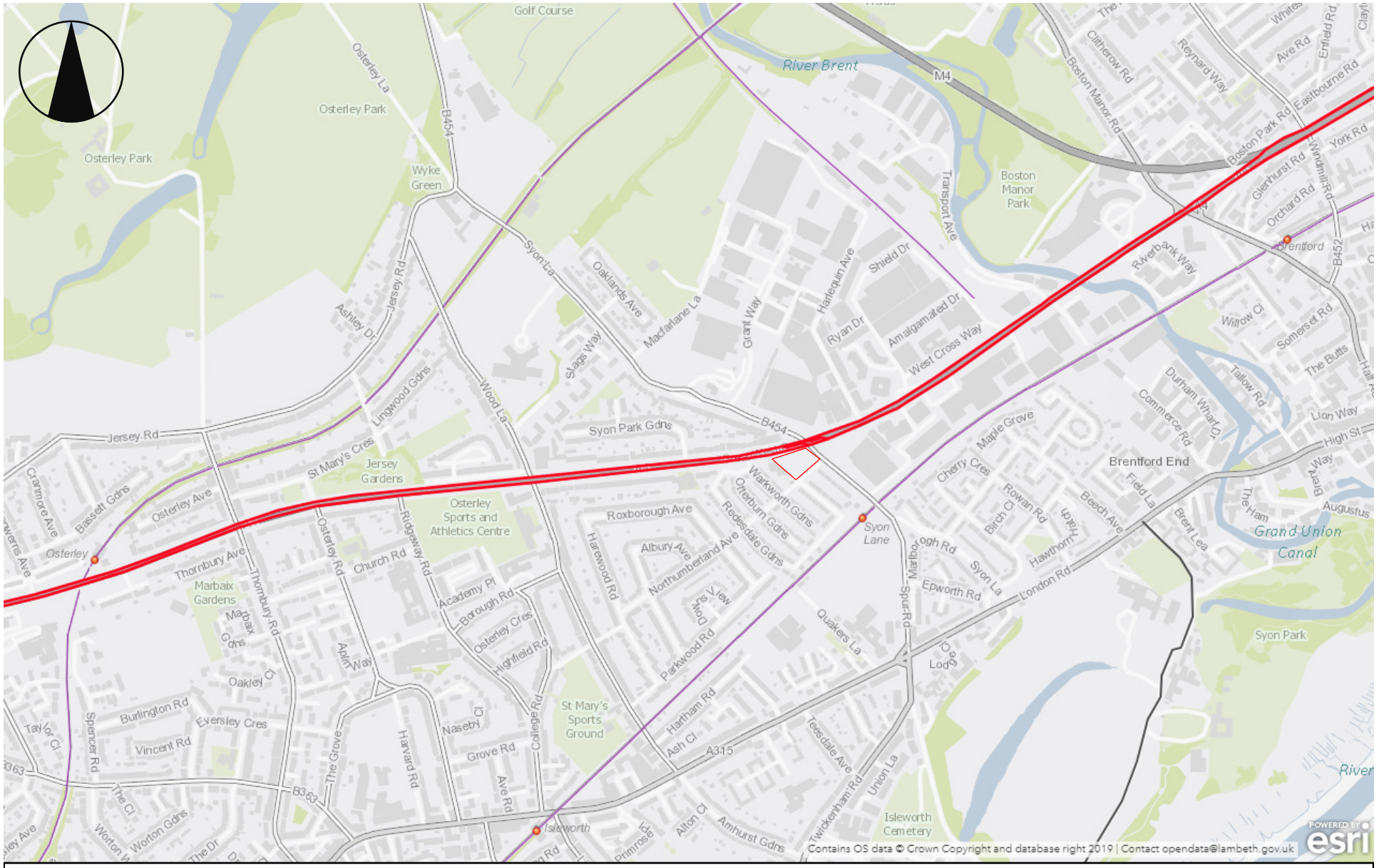
Monitoring

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

Updating

7.3 The 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 to enable any issues or comments to be raised with the appropriate person and promptly dealt with.

Appendix A



Key

- Transport for London Road Network
- Current and Proposed Cycle Network
- Rail Network
- Rail / Underground Station
- Application Site

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Site Context Plan

Key

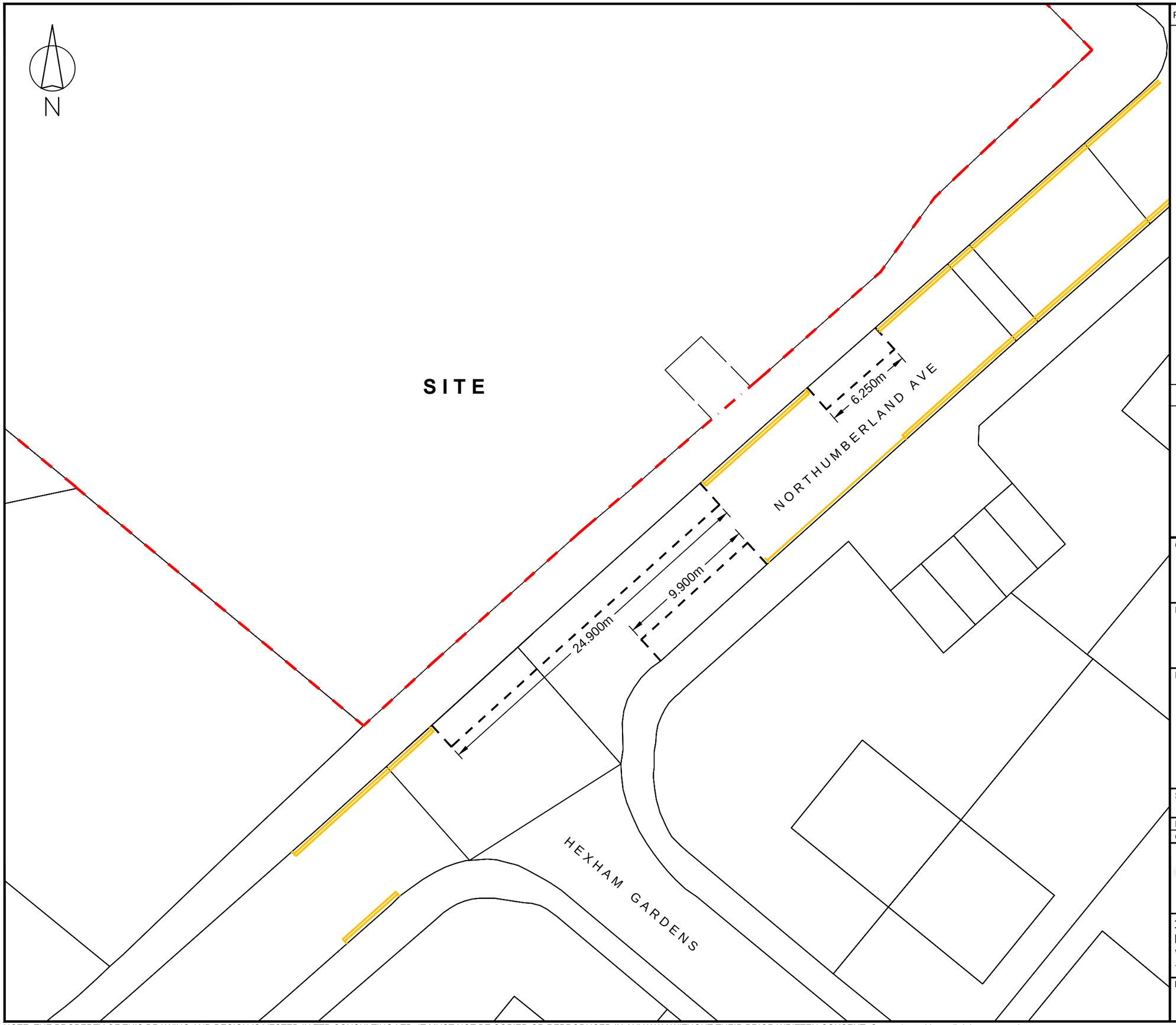
Vehicle Route

Site

ttp consulting
transport planning specialists

Vehicle Route Plan

Appendix B



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.
4. The internal layout has been provided by Collado Collins Architects (drawing No. 09028/SK010), and TTP shall not be liable for any inaccuracies or deficiencies.

Client

access SELF STORAGE

Project

Gillette Corner

Drawing Title

Existing Highway Arrangements

Scale	1:250	Size	A3
Drawn	DW		09.09.2016
Checked	PS		09.09.2016

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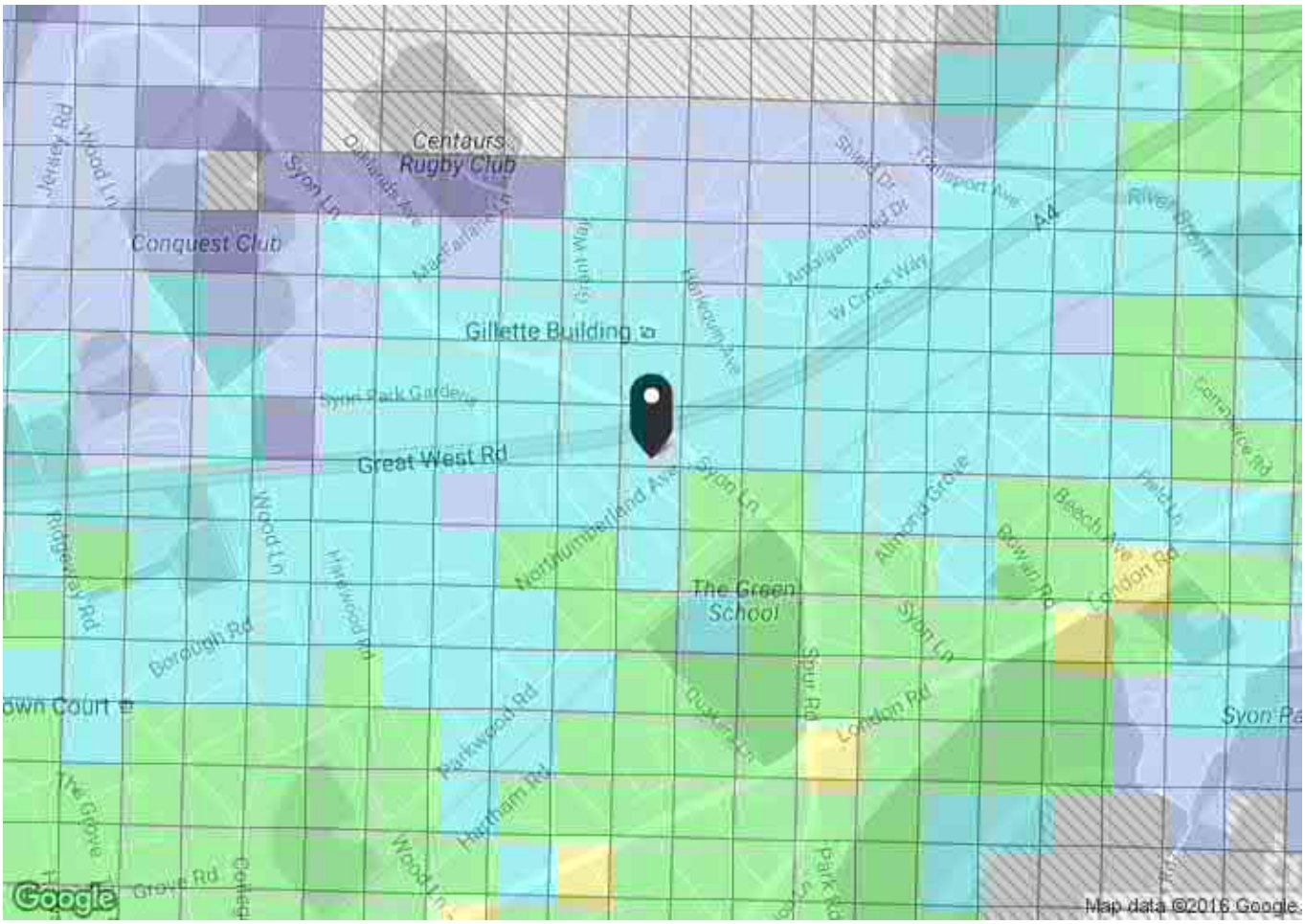
111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2016-2913-002	

\\TTPCSERVER\PROJECTS\2016\2913 - GILLETTE CORNER\DRAWINGS\2016-2913-002 - EXISTING HIGHWAY ARRANGEMENTS.DWG

Appendix C

TRANSPORT
FOR LONDON



PTAL output for 2011 (Base year)
2

27 Northumberland Ave, Isleworth TW7 5HZ, UK

Easting: 516250, Northing: 177303

Grid Cell: 64960

Report generated: 18/11/2016

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

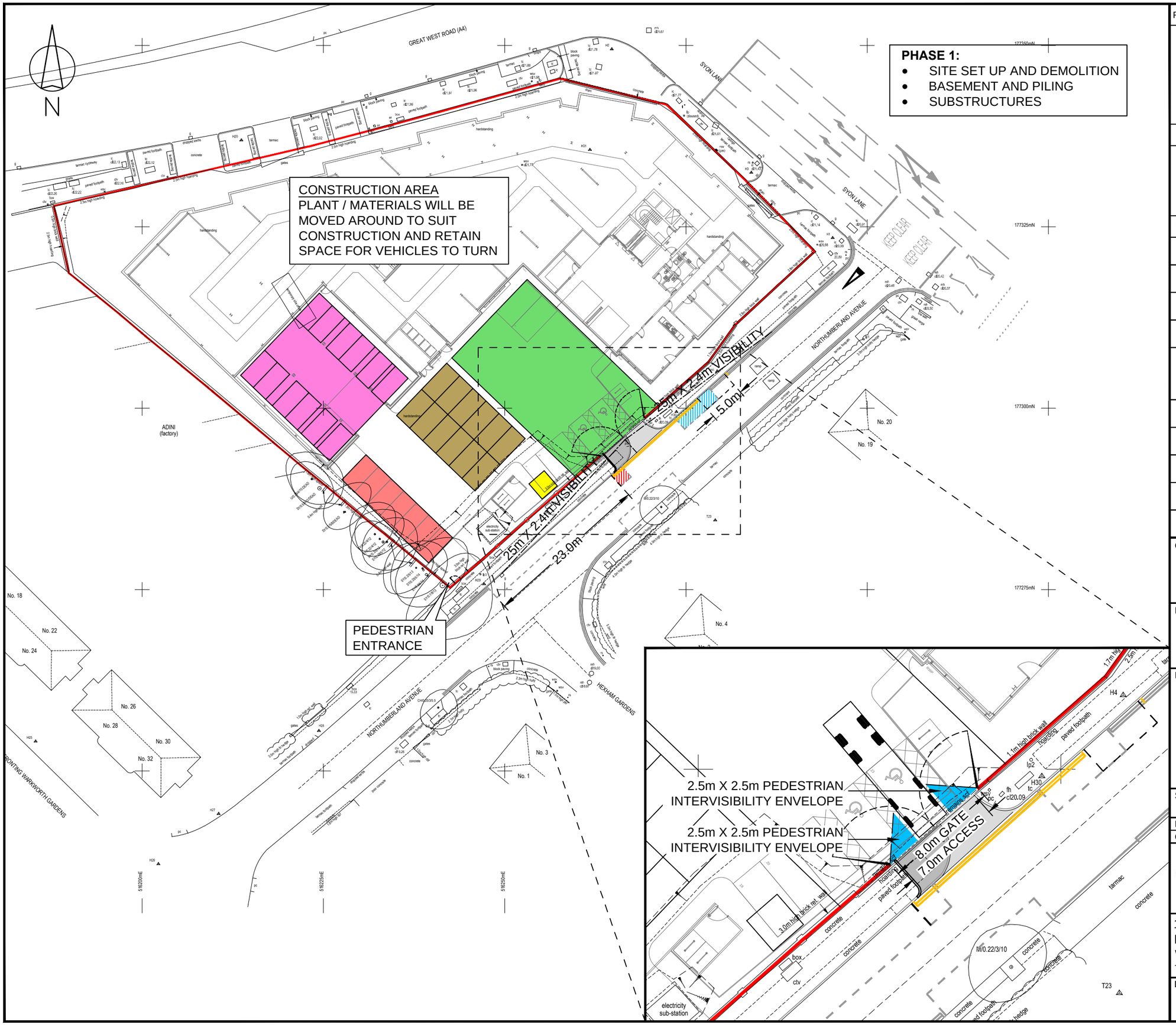
Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	OSTERLEY GILLETTE CORNER	H91	66.07	6	0.83	7	7.83	3.83	1	3.83
Bus	SYON LANE STATION	H28	204.56	3	2.56	12	14.56	2.06	0.5	1.03
Rail	Syon Lane	'TWCKNHM-WATRLMN 2R03'	277.7	0.33	3.47	91.66	95.13	0.32	0.5	0.16
Rail	Syon Lane	'WATRLMN-WATRLMN 2R09'	277.7	2	3.47	15.75	19.22	1.56	1	1.56
Rail	Syon Lane	'STAINES-WATRLMN 2S10'	277.7	0.33	3.47	91.66	95.13	0.32	0.5	0.16
Rail	Syon Lane	'WEYBDGB-WATRLMN 2S12'	277.7	1.67	3.47	18.71	22.19	1.35	0.5	0.68
Rail	Syon Lane	'WATRLMN-WEYBDGB 2S13'	277.7	2	3.47	15.75	19.22	1.56	0.5	0.78
Rail	Syon Lane	'WATRLMN-HOUNSLW 2S91'	277.7	0.33	3.47	91.66	95.13	0.32	0.5	0.16
									Total Grid Cell AI:	**8.36**

Appendix D



Rev	Details	Drawn	Checked	Date
A	Visibility splays and site gate added.	DW	PS	24.04.2020

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.

KEY:

	SITE HOARDING
	SITE CABINS
	MAIN SITE PARKING
	OVERFLOW SITE PARKING
	TEMP. TARMAC AREA TO ALLOW FOR CLEAN LOADING AND WASH-DOWN
	RELOCATED SUB-STATION
	EXISTING VEH. ACCESS
	TEMP. ACCESS WIDENING
	TEMP. PARKING SUSPENSION
	TEMP. PARKING RELOCATION

Client

access SELF STORAGE

Project

Gillette Corner

Drawing Title

Construction Logistics Plan
Phase 1
Sheet 1 of 2

Scale	1:500 / 1:250	Size	A3
Drawn	DW		12.03.2020
Checked	PS		12.03.2020

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111 - 113 Great Portland Street
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Tel. No. 0207 1000 753

Drawing Number	Rev
2019-3826-001(1)	A

C:\USERS\CADSOFT SERVICES LTD\DESKTOP\3826 - GILLETTE CORNER CLP\NEW FOLDER\2020.04.24\2020-3826-001_A - CONSTRUCTION LOGISTICS PLAN, PHASE 1.DWG

Phase 2:
- SUPERSTRUCTURE
- CLADDING
- FIT OUT

GREAT WEST ROAD (A4)

SYON LANE

NORTHUMBERLAND AVENUE

HEXHAM GARDENS

FRONTING WARKWORTH GARDENS

ADINI (factory)

No. 18, No. 22, No. 24, No. 26, No. 28, No. 30, No. 32, No. 1, No. 3, No. 4, No. 19, No. 20

177350mN, 177325mN, 177300mN, 177275mN

516200mE, 516225mE, 516250mE

25m X 2.4m VISIBILITY

5.0m

23.0m

25m X 2.4m VISIBILITY

PEDESTRIAN ENTRANCE

2.5m X 2.5m PEDESTRIAN INTERVISIBILITY ENVELOPE

2.5m X 2.5m PEDESTRIAN INTERVISIBILITY ENVELOPE

8.0m GATE

7.0m ACCESS

Rev	Details	Drawn	Checked	Date
A	Visibility splays and site gate added.	DW	PS	24.04.2020

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.

KEY:

	SITE HOARDING
	SITE CABINS
	MAIN SITE PARKING
	OVERFLOW SITE PARKING (NOT USED DURING LARGE DELIVERIES OR CRANE LIFTS
	TEMP. TARMAC AREA TO ALLOW FOR CLEAN LOADING AND WASH-DOWN
	RELOCATED SUB-STATION
	EXISTING VEH. ACCESS
	TEMP. ACCESS WIDENING
	TEMP. PARKING SUSPENSION
	TEMP. PARKING RELOCATION

Client

access SELF STORAGE

Project

Gillette Corner

Drawing Title

Construction Logistics Plan
Phase 2
Sheet 1 of 3

Scale	1:500 / 1:250	Size	A3
Drawn	DW		12.03.2020
Checked	PS		12.03.2020

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Tel. No. 0207 1000 753

Drawing Number: 2019-3826-002(1)

Rev: A

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Appendix E

Key

Vehicle Route

Site

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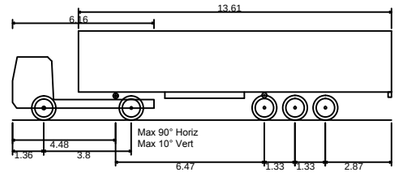
Vehicle Route Plan

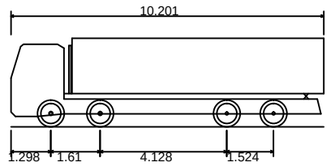
Appendix F

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

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

Rev	Details	Drawn	Checked	Date
A	Visibility splays and site gate added.	DW	PS	24.04.2020

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.

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

access SELF STORAGE

Project

Gillette Corner

Drawing Title

Construction Logistics Plan
Phase 1
Sheet 2 of 2

Scale	1:500	Size	A3
Drawn	DW	12.03.2020	
Checked	PS	12.03.2020	

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Drawing Number	Rev
2019-3826-001(2)	A

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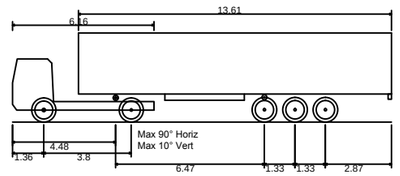
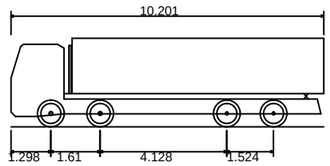
FTA DESIGN ARTICULATED VEHICLE (1998)



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

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

Rev	Details	Drawn	Checked	Date
A	Visibility splays and site gate added.	DW	PS	24.04.2020

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.

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

access SELF STORAGE

Project

Gillette Corner

Drawing Title

Construction Logistics Plan
Phase 2
Sheet 2 of 3

Scale	1:500	Size	A3
Drawn	DW	12.03.2020	
Checked	PS	12.03.2020	

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Drawing Number	Rev
2019-3826-002(2)	A

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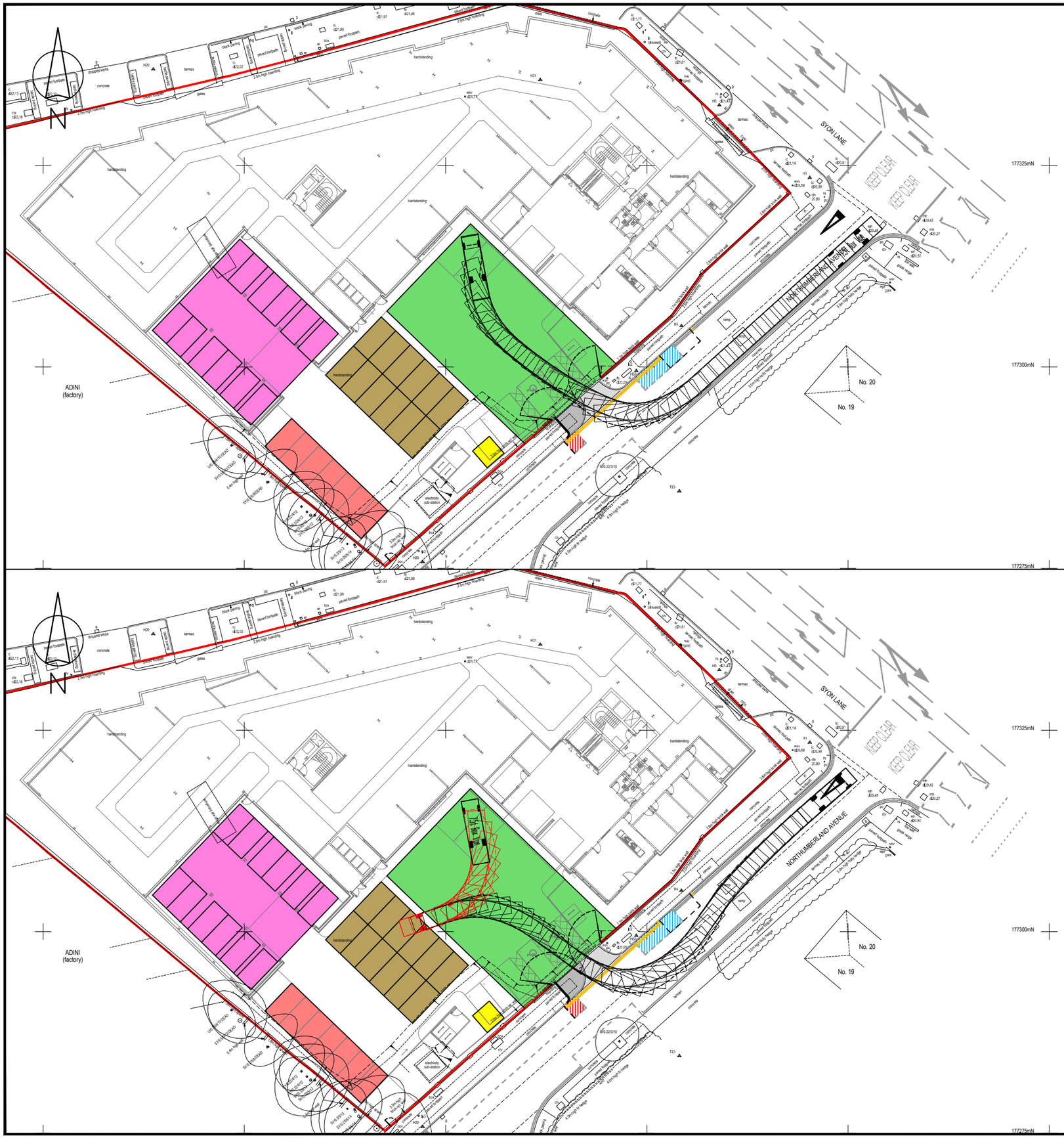

Rev	Details	Drawn	Checked	Date
A	Visibility splays and site gate added.	DW	PS	24.04.2020

N O T E S :

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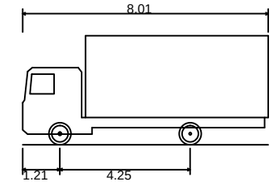
7.5T BOX VAN



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

FORWARD MOVEMENTS
(design speed - 5kph)

REVERSE MOVEMENTS
(design speed - 2.5kph)

Client

access SELF STORAGE

Project

Gillette Corner

Drawing Title

Construction Logistics Plan
Phase 2
Sheet 3 of 3

Scale	1:500	Size	A3
Drawn	DW	12.03.2020	
Checked	PS	12.03.2020	

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Tel. No. 0207 1000 753

Drawing Number	Rev
2019-3826-002(3)	A

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