

September 2020

SYON GARDENS

HOMEBASE BRENTFORD SITE, TW7 5QE

Construction Logistics Plan

Consultant: RHDHV



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Document title: Homebase Site, Syon Lane, Brentford

Document short title: Outline CLP

Reference: PB9144-RHD-ZZ-XX-RP-R-0015-S2-P01.4

Status: Po1.4/S0

Date: 10 September 2020

Project name: Homebase Site, Brentford

Project number: PB9144

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Date / initials: 27-07-2020 - CS

Approved by: Chris Slack / Andy Ward

Date / initials: 28-07-2020 – CS/AW

Classification

Project related



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Table of Contents

1	Introduction	1
1.1	Background	1
1.2	CLP Objectives	1
1.3	Site Context	2
1.4	Development Proposals	2
1.5	CLP Structure	2
2	Policy Context and Guidance	4
2.1	National Policy	4
2.2	Regional Policy	5
2.3	Local Policy	6
3	Highway Context and Accessibility	8
3.1	Site Location	8
3.2	Highway Network	8
3.3	Parking (Waiting) Restrictions	10
3.4	Loading and Weight Restrictions	11
3.5	Community Considerations	11
3.6	Active Travel Network	12
4	Construction Programme and Methodology	14
4.1	Construction Programme	14
4.2	Methodology	14
5	Vehicle Routeing and Access Strategy	18
5.1	Overview	18
5.2	Construction Vehicles	18
5.3	Site Access Strategy	20
5.4	Routing Strategy	21
6	Strategies to Reduce Impact	24
6.1	Measures Influencing Construction Vehicles and Deliveries	24
6.2	Measures to Encourage Sustainable Transport	25
6.3	Other Measures	25
7	Estimated Vehicle Movements	27
7.1	Overview	27

7.2	Methodology (Vehicle Volumes)	27
7.3	Vehicle Classification	29
8	Construction Personnel Travel	31
8.1	Overview	31
8.2	Walking and Cycling	31
8.3	Bus	31
8.4	Rail	32
9	Implementation and Monitoring	34
9.1	Outline CLP	34
9.2	Role of Construction Logistics Manager	34
10	Summary	35

Appendices

Appendix A – Access Configuration Options

1 Introduction

1.1 Background

- 1.1.1 Royal HaskoningDHV (RHDHV) has been appointed by St Edward Homes Limited (the 'client') to provide advice concerning construction logistics in association with the proposed redevelopment of Homebase, Syon Lane, Isleworth, TW7 5QE (the 'site'), in the London Borough of Hounslow (LBH). The client and the appointed contractor will maintain overall responsibility for this Construction Logistics Plan (CLP) throughout the planning, design and construction stages.
- 1.1.2 RHDHV has prepared this Outline CLP to inform site's planning application and this document will thereafter inform the preparation of a Detailed CLP document, which will be prepared once a contractor has been appointed for the construction stage.
- 1.1.3 This CLP outlines the proposed management of traffic during the demolition and construction periods. This report has been prepared in respect of guidance contained within Transport for London's (TfL) 'Construction Logistics Plan Guidance' (July 2017 – v3.0) and seeks to minimise the impact of demolition and construction traffic on nearby roads.
- 1.1.4 The CLP will be a 'live' document, requiring updates throughout the demolition and construction process. Any updates to the CLP would be submitted to LBH for approval. The contents of the CLP will be complied with unless otherwise agreed with LBH.

1.2 CLP Objectives

- 1.2.1 The overall objectives of this Outline CLP are to reduce:
- **Environmental impact** of construction activities through minimising vehicle movements and emissions;
 - **Risks to road users**, specifically in relation to construction vehicle movements to and from the Site;
 - **Congestion** by reducing the number of vehicle trips, particularly in peak periods; and
 - **Cost** through efficient working practices and reduced deliveries.
- 1.2.2 To realise these objectives the following sub-objectives have been agreed in principle:
- Encourage construction workers to travel to the Site by non-car modes of travel;
 - Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
 - Encourage the use of sustainable freight modes of travel;
 - Encourage the use of greener vehicles;
 - Manage the on-going development and delivery of the CLP with building contractor;
 - Ensure the communication of measures contained within the CLP to workers and suppliers; and
 - Encourage environmentally friendly use of construction freight vehicles.

1.3 Site Context

- 1.3.1 The proposed development site is situated at Syon Lane, Isleworth, TW7 5QE, approximately 100 metres (m) north of Syon Lane mainline railway station, in the London Borough of Hounslow.
- 1.3.2 The site is currently occupied by a Homebase retail store measuring 4,180sq.m, with associated surface level car parking spaces. The total site extends over an area of approximately 1.4 hectares and is bound to the north by the A4 Great West Road, and to the west by Syon Lane.
- 1.3.3 The site is served by a single point of vehicular access from Syon Lane. The junction operates with priority control and a turning lane is provided in the Syon Lane carriageway to accommodate right turners accessing the site from the east. The existing site vehicular access is located approximately 90m to the east of the A4, The Great West Road.
- 1.3.4 Two points of pedestrian access are provided to the existing site. One point is located on the A4 Great West Road, adjacent to the junction between the A4 Great West Road and Harlequin Avenue and is provided in the form of a stepped footpath. The second access is located alongside the vehicular access and is provided in the form of pedestrian footways to both sides of the access junction.

1.4 Development Proposals

- 1.4.1 The proposed development is comprised of the demolition of the existing Homebase store and provision of a new Tesco store at ground floor level with 473 residential units above. It is envisaged that the Tesco store would be provided with 400 customer car parking spaces, with the residential development provided with up to 105 parking spaces (including car Club and visitor parking).
- 1.4.2 The Homebase site, Brentford, is being developed in parallel with redevelopment proposals for the Tesco, Osterley site, to facilitate the relocation of the operational Tesco, Osterley store (circa 11,582sq.m GFA and 625 parking spaces) which is currently situated approximately 500m north of the proposed development site. The development of both sites is being progressed by St Edward Homes Ltd. and the proposals are linked through the re-provision of the Tesco Osterley store at the proposed Homebase site.

1.5 CLP Structure

- 1.5.1 Following this introduction, the report is structured as follows:
- **Section 2** provides a summary of the local context, and describes the relevant local 'Community Considerations' and land uses that may have an impact on construction;
 - **Section 3** presents a review of existing highway context and identifies local constraints and opportunities in respect of construction vehicle access;
 - **Section 4** outlines the construction programme and methodology;
 - **Section 5** describes the proposed vehicle routeing and site access strategy;
 - **Section 6** presents the proposed strategies to reduce the impacts of the demolition and construction phases;

- **Section 7** provides high-level estimates of vehicle movements associated with the proposed development;
- **Section 8** discusses construction person travel to/from the site;
- **Section 9** outlines the principles of how the plan will be implemented, monitored and updated through the course of the planning and construction processes.
- **Section 10** provides a summary of this report.

2 Policy Context and Guidance

2.1 National Policy

National Planning Policy Framework (June 2019)

- 2.1.1 At the heart of the NPPF is a *“presumption in favour of sustainable development”*. As such, this CLP has been prepared such as to adhere with national planning policy by presenting considerations to minimise the environmental impacts of construction-related activities and to encourage the efficient use of the transport network.
- 2.1.2 The recent revision of the National Planning Policy Framework, published in June 2019, on the subject of ‘Promoting Sustainable Transport’ states that the *“environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for mitigation and for net gains in environmental quality.”*
- 2.1.3 The NPPF is accompanied by “Planning practice guidance”, which states that Travel Plans can positively contribute to:
- *“encouraging sustainable travel;*
 - *lessening traffic generation and its detrimental impacts;*
 - *reducing carbon emissions and climate impacts;*
 - *creating accessible, connected, inclusive communities;*
 - *improving health outcomes and quality of life;*
 - *improving road safety; and*
 - *reducing the need for new development to increase existing road capacity or provide new roads.”*
- 2.1.4 In accordance with this guidance, this Outline CLP document seeks to provide a strategy to lessen construction traffic movements and reduce carbon emissions to support the sustainable construction of the development proposals.
- #### Traffic Management Act (2004)
- 2.1.5 The Traffic Management Act (2004) makes *“provision in relation to the management of road networks”* and this includes making *“provision for regulating the carrying out of works and other activities in the street”*. It acknowledges that highways may be occupied due to construction activities and identifies appropriate charges that can be levied for any extended occupation.
- 2.1.6 The Act also stipulates that Local Authorities have a responsibility to manage traffic networks within their area. This requirement is set out in Part 2 of the Traffic Management Act. Local authorities have a duty to ensure that traffic moves freely and quickly on their roads and the roads of nearby authorities. The TMA gives councils more tools to manage parking policies, coordinate street works and to enforce moving traffic offences.

2.2 Regional Policy

Intend to Publish (ItP) London Plan (December 2019)

2.2.1 The ItP London Plan Policy T7 (F) states that *“Development proposals should facilitate sustainable freight and servicing, including through the provision of adequate space for servicing and deliveries off-street. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments”*.

2.2.2 At Policy T7 (I) the plan states: *“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.”*. Whilst yet to be adopted, the ItP London Plan continues to provide emphasis on considering, and mitigating, the impacts of traffic generated by construction projects.

Mayor’s Transport Strategy (2018)

2.2.3 The Strategy states that *“Through the London Plan, the Mayor will require all new development proposals to demonstrate in their Construction Logistics Plans and Delivery and Servicing Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes”*.

2.2.4 The Strategy identifies that approximately 40% of construction materials are brought into London by rail. The construction sector generates over one-third of peak Heavy Goods Vehicle (HGV) trips and almost one-quarter of van trips. The Strategy also identifies the need for greater provision of freight consolidation to reduce the number of HGV deliveries to the site by combining loads on to one vehicle.

The London Freight Plan (2019)

2.2.5 The London Freight Plan provides specific reference to the need for CLPs to help achieve the aim of promoting the safe, reliable and efficient movement of freight and servicing trips to, from and within London.

2.2.6 The London Freight Plan encourages traffic authorities to review the delivery arrangements for construction sites in order to help minimise impacts on the public highway. The overall aim is to achieve a more efficient system for the delivery and servicing of the construction site and as a consequence reduce road freight traffic.

Transport for London, Construction Logistic Plan Guidance (July 2017)

2.2.7 TfL has developed guidance on the content of CLPs with the objective of reducing:

- Environmental impact.
- Road risk.
- Congestion.
- Cost.

2.2.8 The TfL guidance document sets out how planned measures should be considered within a CLP early in the planning process. A CLP is expected to make a full assessment of each stage of construction and detail:

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

2.2.9 This document has been prepared based on this guidance.

2.3 Local Policy

London Borough of Hounslow Local Plan

2.3.1 Hounslow Local Plan 2015 to 2030, provides a 15-year plan that provides spatial policies, development management policies and site allocations to guide and manage developments in the borough up to 2030.

2.3.2 The Local Plan does not contain a direct reference to construction traffic; however, the development of a CLP is in line with the principles of Policy EC2 which promotes 'developing a sustainable local transport network'. In particular, highway safety considerations and measures presented in this plan are presented with a view to ensuring that "*adverse impacts on the transport network are avoided*".

Supplementary Planning Document (SPD): Development Control for Noise Generating and Noise Sensitive Development (July 2014)

2.3.3 The 'Development Control for Noise Generating and Noise Sensitive Development' SPD has been produced by the three London Boroughs of Richmond Upon Thames, Hounslow and Hillingdon in order to address common noise issues affecting all three Boroughs and assist in providing a consistent approach to development where noise is an issue.

2.3.4 The SPD, in particular, refers to noise assessments that are not directly related to the purpose of this CLP. Nonetheless, this Plan has been developed in respect of the issues contained within the SPD.

2.3.5 At section 6.7, the SPD makes reference to noise issues concerning 'delivery and collections'. This Plan takes cognisance of relevant following guidance which advises that a 'service yard management plan' should be developed to include details of:

- Times and frequency of deliveries and collections;
- Effective enclosure and sealing of loading bays and service areas and/or locations away from noise-sensitive premises;
- Vehicle movements, including forklift vehicles;
- Quiet reversing methods; preference will be given to broadband reversing alarms or alternative quiet safety methods for reversing;
- Good practice working methods to minimise noise from the use of cages, trolleys, pallets and forklift vehicles;

- mitigation measures, such as barriers, low noise wheels on cages, low noise surfaces on tail lift decking and delivery routes for trolleys, silent electronically operated shutters etc.

2.3.6 Section 10.0 of the SPD, in particular, relates to construction and demolition works. The guidance relates to monitoring of noise levels in respect of construction processes and not specifically relevant to vehicle movements. Notwithstanding, the general principles of the SPD require minimising noise pollution and as such, **Section 6** of this CLP presents strategies for reducing the impact borne from construction activity.

3 Highway Context and Accessibility

3.1 Site Location

- 3.1.1 As outlined in the introductory section, the proposed development site is situated adjacent to Syon Lane, Brentford, TW7 5QE, approximately 100m north of Isleworth Rail Station, in the London Borough of Hounslow. The location of the site is presented at **Insert 3.1**.

Insert 3.1: Site Location



- 3.1.2 The site is currently occupied by a Homebase retail store and is bound to the north by the A4 Great West Road, and to the west by Syon Lane. At the southern perimeter of the site, Syon Gate Way is a privately maintained access road predominantly providing parking for commercial properties that are situated to the east of the site.

- 3.1.3 The site is served by a single point of vehicular access from Syon Lane. The site access junction operates with priority control and a turning lane is provided in the Syon Lane carriageway to accommodate right turners accessing the site from the east. The existing site vehicular access is located approximately 90m to the east of the A4, The Great West Road.

3.2 Highway Network

Syon Lane

- 3.2.1 Syon Lane is a local distributor road accommodating two-way traffic in the vicinity of the site. A 30mph speed restriction operates at Syon Lane in the vicinity of the site access.

- 3.2.2 The carriageway at Syon Lane provides a width of approximately 13m adjacent to the site access and incorporates a ghost island for right-turning traffic on the northbound approach to the site. The site access junction at Syon Lane currently operates a priority control and a turning lane is provided in the Syon Lane carriageway to accommodate right turners accessing the site from the south. The carriageway at Syon Lane incorporates two northbound and two southbound lanes in the peripheries of the site access junction.
- 3.2.3 A staggered signalised pedestrian crossing is provided at approximately 30m north of the site access junction whilst a 'straight across' signalised crossing is provided around 75m south of the junction in proximity of Syon Lane Rail Station.
- 3.2.4 The site access road provides a carriageway width of approximately 14m at its junction with Syon Lane and includes a central reservation segregating inbound and outbound traffic which incorporates dropped-kerbs and tactile paving.

A4 Great Western Road

- 3.2.5 The A4 Great West Road is a strategic road on the Transport for London Road Network (TLRN). In the locality of the site, the A4 is orientated in an east-west alignment and forms a dual carriageway which operates three lanes of traffic in each direction. At its junction with Syon Lane (also referred to as 'Gillette Corner'), the A4 incorporates localised widening to two northbound, and one southbound, right-turning lanes.
- 3.2.1 There are wide, level footways provided on Great West Road. Both flanks of the A4 are provided with adequate street lighting. There is also a segregated cycleway which connects Osterley station to the west with the site. The cycleway terminates at the junction of Syon Lane/Great West Road.
- 3.2.2 The closest crossing facilities are on the Gillette corner, where an underpass is provided to allow pedestrians safe crossing from south to north. Furthermore, pelican crossings are provided at the junction on both eastern and western flanks of Syon Lane. These crossings are equipped with tactile paving and dropped kerbs.
- 3.2.3 Segregated cycle lanes are provided in areas of kerbed pavement flanking the A4 carriageway at stretches to the east and west of Gillette Corner.
- 3.2.4 A 40mph speed limit operates at the A4 in the vicinity of the site.

Syon Gate Way

- 3.2.5 Through the Mayor's Air Quality Fund, the Mayor has supported the Cleaner Air Better Business (CABB) project to develop an interactive map of London that allows you to put in any route and be shown a low pollution walking option. CABB undertook monitoring of some clean air routes which showed between 30-60 per cent lower air pollutant concentrations on the clean air walking routes compared to main street routes.
- 3.2.6 Syon Gate Way has been identified as a "clean air route" in connecting journeys between Syon Lane and the A4.
- 3.2.7 Syon Gate Way is a privately managed access road which operates at the southern perimeter of the site. This road serves access for parking facilities associated with commercial properties that are situated to the east of the site.

3.2.8 Syon Gate Way forms a junction with Syon Lane at a point approximately 90m south of the site access junction. The intersection of Syon Gate Way and Syon Lane forms a simple priority junction.

3.2.9 Syon Gate Way provides a carriageway width of around 5.5m.

Northumberland Avenue

3.2.10 Northumberland Avenue is a two-way single carriageway residential street which adjoins with Syon Lane 20m to the south of the A4 junction. This section of highway operates under a 20 mph zone and provides an alternative connection from Syon Lane to Wood Lane in the West.

3.2.11 There are wide, level footways provided on Northumberland Avenue. Both flanks are also provided with adequate street lighting.

3.2.12 There is resident permit holder parking Mon-Fri 9am-6pm. This is part of the SLS Controlled Parking Zone (CPZ), which is shown in **Insert 5.1**.

London Road (A315)

3.2.1 The A315 London Road is an arterial road that operates to an approximate east-west alignment at approximately 500m south of the site. To the east, it connects to the A205 at Kew Bridge and provides connectivity with the M4 and A406 North Circular Road at Chiswick Roundabout. To the west, the A315 extends approximately 14km to Staines-upon-Thames and facilitates connectivity to the A30 and A308.

Car Dealership Access Road

3.2.2 A Skoda car dealership operates immediately to the east of the site which is served by a two-way access road that flanks the eastern perimeter of the Homebase site. The access road forms a priority junction with the westbound carriageway of the A4 with a central island separating the inbound and outbound lanes of the access road.

3.3 Parking (Waiting) Restrictions

3.3.1 Waiting restrictions deter drivers from misusing the highway and causing obstructions by waiting or parking in stretches of highway that are not suitably allocated to such uses. LBH do not publish specific guidance in respect of loading from kerbside areas that incorporate waiting restrictions, however, the London Councils online publication states that *“loading and unloading are permitted on single and double yellow lines for a maximum of 40 minutes if loading is observed. You must not cause an obstruction and ensure that there is no loading ban”*

3.3.2 As outlined above, the site is surrounded by various road types consisting of A4, B454 (Syon Lane) and several unclassified local roads that operate various restrictions to waiting. Waiting restrictions also restrict loading beyond a certain period of time and as such of relevance to activity considered within this Plan.

3.3.3 The A4 Great West Corridor (GWC) forms part of TLRN 'red routes' that operate every day and is subject to 'no stopping at any time'.

3.3.4 Syon Lane (B454); from the junction with A4 up to Northumberland Avenue forms part of the A4

'Red Route' hence subject to the same waiting restrictions as A4. The south-eastern stretch of Syon Lane from the signalised pedestrian crossing of Syon Lane Station forms a narrow road with no kerbside road markings.

- 3.3.5 The Northumberland Estate road network; of which Northumberland Avenue forms its main distributing road, located to the South of the site from Syon Lane, is predominantly subject to single yellow line road markings that restrict waiting between the hours of 9:00am to 6:00pm Monday to Friday. Double yellow lines are provided to the entry of Northumberland Avenue and all its branches prohibiting waiting at any time.
- 3.3.6 Syon Gate Way to the East of the site is a private road and incorporates double yellow line-markings at its intersection with Syon Lane.
- 3.3.7 The site is not located within an existing Controlled Parking Zone (CPZ).
- 3.3.8 A CPZ (Zone SLS) is operated by Hounslow Council between 9:00am-6:00pm Monday to Friday at streets to the south of Syon Lane within Northumberland Estate 'area'. Parking within this zone consists of resident permit holder bays.
- 3.3.9 Resident permit holder bays are also provided on the southern edge of the Syon Lane between Northumberland Avenue and Syon Lane Rail Station with the associated restricting time as CPZ (Zone SLS) in operation.
- 3.3.10 There is no pay and display scheme in operation in the vicinity of the site.

3.4 Loading and Weight Restrictions

- 3.4.1 Kerbside road markings such as double or single blips that restrict loading are not provided in streets surrounding the site.
- 3.4.2 An existing restriction on vehicles that weigh in excess of 5T is in operation on Syon Lane and Northumberland Avenue between the hours of 6:30pm and 8am.

3.5 Community Considerations

- 3.5.1 TfL CLP Guidance adopts the umbrella term 'Community Considerations' to address the main concerns caused by construction logistics activities, particularly at the local level. Such activity can have a significant impact on the surrounding community especially when residential areas and/or facilities like schools, hospitals, health centres, community centres, sports facilities, transport hubs, Cycle Super Highways etc. are located near the worksite.

Healthcare

- 3.5.2 Syon Clinic is a BMI private hospital located to the north-east of the site along the Great Western Road (A4). The clinic is served by on-site parking the entrance to which is situated approximately 40m upstream of the site on the A4 westbound carriageway and will remain open during the construction period.

Education

- 3.5.3 The Green School for Girls, Isleworth is an Academy Converter Secondary and A-level school admitting 11-18 years old pupils, located approximately 550 meters to the south of the site on the junction of London Road (A315) and Spur Road. The school arranges coach transport from the surrounding area and coaches drop off and collect from the adjacent ground of RAA.

Community Engagement

- 3.5.4 Communication with the surrounding buildings and neighbouring projects will be arranged through the establishment of a Transport Management Group (TMG). The Contractor would have a representative present during TMG meetings. The Contractor would issue the forum with a 6 week look ahead of works, deliveries and inform of any major deliveries or site happenings which could affect the running of site. This would be undertaken to allow construction activities to be carefully planned with LB Hounslow as well as TfL to ensure an expedient and safe construction programme, minimising any issue for the site's neighbours.
- 3.5.5 The Contractor will appoint a community liaison officer to establish and maintain local community engagement to keep residents informed on progress and if any works are likely to impact on the local community.
- 3.5.6 A site log will be maintained, and any complaints received will be recorded, along with corrective actions taken. Contact details for the accountable person for site performance, and head office details of the Contractor will be clearly displayed on the site hoarding.
- 3.5.7 In the event of a complaint from a neighbour, member of the public, Local Authority or any other stakeholder in relation to any site activity, whether given verbally, in writing or both, would be recorded in a designated logbook. The nature of the complaint, the cause and the remedial action taken shall be recorded. This log will be made available to LBN and TfL upon request.
- 3.5.8 Sub-contractors shall immediately notify the Contractor should they receive any complaints. All complainants will be contacted by the Contractor Project Manager or their representative for further discussion within 24 hours. An investigation into the complaint will commence immediately with a mutually acceptable resolution aimed to be sought within one week. Where a valid grievance is raised, measures will be put in place where practicable to avoid recurrence of the complaint.

3.6 Active Travel Network

- 3.6.1 With consideration of staff/visitors accessing the site, opportunities for access by non-car modes of travel are also considered below. Where the construction personnel/staff live within a reasonable walking/cycling distance to the project site the following information may also complement guidelines provided for personnel travel at **Section 8** of this CLP. It is further noted that the strategy for construction vehicle routing and local access for vehicles will be informed by sensitivities relating to pedestrian and cycle routes.

Pedestrian

- 3.6.2 Observations are that local walking facilities in the vicinity of the proposed development are generally of good quality.

- 3.6.3 Pedestrian footways are provided at Syon Lane in the vicinity of the site with signalised crossing facilities to the north and south of the existing site access. The route to Syon Lane railway station is along Syon Lane, where approximate 2m wide street lit footways are located on both sides of the carriageway. Large sections of the footway on Syon Lane are separated from the carriageway by a grass verge, providing an improved environment for pedestrians.
- 3.6.4 The proposed development would provide public realm improvements in the adjacencies of the site, which would result in an attractive pedestrian environment for future site and residents, as well as pedestrians that traverse the site frontages as part of local access routes. The improvements to the public realm on Syon Lane include the provision of a widened shared cycleway and footway.
- 3.6.5 The proposed improvements incorporate enhancements to existing cycle infrastructure in the vicinity of the site by providing a continuous cycle lane link across the northern frontage of the site.
- 3.6.6 Signal Controlled crossings are present at the Syon Lane/A4 junction, in addition to a subway link which enables pedestrians to cross the carriageway without having to wait for traffic.
- 3.6.7 The A4 Great Western Road is served by wide and lit pedestrian footways in the vicinity of the site.

Cycle

- 3.6.8 It is observed that there are many current and proposed opportunities for cyclists in the vicinity of both sites.
- 3.6.9 Syon Lane operates under a 30mph speed limit and there is no dedicated cyclist infrastructure on this route. However, the footways flanking the eastbound and southbound carriageway of the A4 indicate dedicated cycling lanes, enabling links between the site and Osterley town centre to the west and Boston Manor Park and Chiswick to the east.
- 3.6.10 Construction of Cycleway 9 has commenced with the route expected to be completed by 2021; providing a 7 kilometre (km) section of cycleway between Kensington Olympia and Brentford. As of March 2020, work is being undertaken at the Kew Bridge Junction section of the Cycleway. The new cycle superhighway would support journeys by cycle from the development sites towards Central London.

4 Construction Programme and Methodology

4.1 Construction Programme

4.1.1 The anticipated start date for the construction works is Autumn 2021, with completion envisaged for summer 2026. The construction programme is envisaged as being approximately 282 working weeks.

4.1.2 An outline construction programme is shown in **Table 4.1**

Table 4.1: Outline Construction Programme

Development Block	Anticipated Commencement of Work	Anticipated Completion Date
Block A	July 24	March 26
Block B1	November 23	June 25
Block B2	May 23	December 24
Block B3	March 23	August 24
Block C	February 23	July 24
Block D	January 24	September 25
Block E	April 24	March 26

4.2 Methodology

Site Setup and Demolition

4.2.1 Access to the Site is proposed via the existing site access from Syon Lane during the demolition and excavation stages.

4.2.2 The nature of the works (demolition) means that access scaffolding is likely to all elevations. Site accommodation will be required to provide welfare facilities to the construction workers and office space for the management staff. The Contractor will be required to ensure that the office and welfare facilities are provided within the existing Homebase customer car parking area which forms the northern section of the site.

4.2.3 Given that the built element of the proposed scheme extends over the entirety of the existing Homebase site, it is anticipated that initially the contractor will use part of the ground floor car parking until such time that the construction of the northern element of the site (primarily the proposed Tesco store building) begins. In order to facilitate the enabling works required at the northern section of the site, the main offices, welfare facilities and storage areas would be deployed to an area adjacent to the site access in an area that forms part of the proposed landscaping features.

4.2.4 The major elements of demolition consist of:

- The existing Homebase building, excluding any structural elements that are to be retained as part of the proposed scheme;

- Upstands and structures contained within the Homebase customer car parking;
- The existing structure at the eastern frontage of the Homebase building in order to create sufficient clearance for construction of proposed emergency access route at the eastern perimeter of the site.
- The existing concrete car park area;

4.2.5 During the demolition and excavation stages, approximately construction vehicles would access the site by the site's existing vehicular access from Syon Lane.

4.2.6 Demolition waste will be segregated wherever possible for sustainability purposes. The material would be loaded directly into a tipper truck to be taken to the nearest recycling centre as appropriate.

4.2.7 During the demolition works the Contractor will be required to recognise the potential for impact upon neighbouring tenants/ properties, as this will be an important issue. To minimise this impact, the Contractor would use attenuated tools and low impact methods of de-construction where appropriate.

Basement Excavation and Piling

4.2.8 The site comprises an existing slope from the northern edge towards the south where it is proposed that some excavation will be required for construction of the site service yard adjacent to Syon Gate Way. As such, it is not anticipated that the excavation works will be extensive in proportion to the total land area of the site. As with the demolition, during the excavation works the existing site Homebase customer car park will provide a suitable opportunity to house the office and welfare facilities.

4.2.9 As outlined above the excavation will be carried out predominantly at the southern extent of the site in order to form suitable grounding for construction of:

- The site service yard;
- Commercial and car park plant areas;
- Super lobby; and
- Kiosk

Sub-Structure

4.2.10 Given that the subterranean levels of construction are limited to the southern section of the site, the installation of retaining walls and any associated concrete pour can be carried out by vehicles entering the site from the existing site access and using the northern extent of the site for turning and manoeuvre where necessary.

4.2.11 In the northern and central sections of the site that will be predominantly occupied by the Tesco store and the car park structure will be subjected to piling works. Prior to the boring of piles has taken place, it is proposed that Access Mats (that contain Crushed Type 6F2 fill material) would be laid out over these areas to allow vehicles to enter the site during this phase.

Super-Structure

- 4.2.12 The main areas of the superstructure will be the Tesco store, car parking structure and residential blocks..

Brickwork and Cladding

- 4.2.13 Envelope works will be developed in sequence from the north of the site towards the elements at the Syon Gate Way frontage at the south. The emphasis for the programme will be to ensure the building envelope is completed as soon as possible to release the internal fit-out.
- 4.2.14 During this phase, in particular, from the formation of the superstructure onwards, Syon Gate Way will serve construction vehicle access. Vehicles would access from Syon Gate Way, and traverse the southern perimeter of the site until the eastern peripheries of the site and use an on-site access road to continue northbound along the eastern perimeter of the site to egress onto Great West Road (A4) via a temporary exit point .

Fit-out, Testing and Commissioning

- 4.2.15 The fit-out will commence with high-level installations initially, including ductwork and other mechanical and electrical services. The setting out and co-ordination of these activities will be critical to ensure that co-ordination within the limited available space and retained listed finishes is effectively achieved without compromise to the subsequent finishes.
- 4.2.16 Mortar will be delivered to site in ready-mixed “bins”. These will also be delivered accessible locations using pallet trucks for further distribution by hand or through the use of silos.
- 4.2.17 Following substantial completion of the first fix mechanical and electrical installation, plasterboard linings and partitions will progress. Materials will again be loaded out from the loading gantry by hand. Materials will be loaded out to central points on each floor plate by use of a hoist for distribution to the workforce.
- 4.2.18 As the wet trades and first fix services installations become advanced, items such as kitchens, bathroom installations and joinery will progress.
- 4.2.19 Following the completion of mechanical and electrical services in zones or defined system sections, they will be subject to a regime of pre-commissioning and final commissioning.
- 4.2.20 The fit-out process will be subject to a rigorous regime of quality control, including pre-defined hold point inspections for key stages of the works. This will include hold points for void closures to certify that concealed installations (such as the mechanical and electrical services) are complete prior to following trades being allowed to progress. This will help to eliminate the need for re-work and the risk of specified levels of quality not being achieved due to finished areas being opened up following completion.

Completion and Handover Process

- 4.2.21 The completion programme will identify all milestones and activities that are required in order to achieve a smooth and successful handover at project completion. This will typically include (but is not limited to) items such as:
- Completion of utilities for power/ water/ gas/ telecommunication on;

- Completion of building control certification;
- Witnessed commissioning tests for all new M & E services;
- Completion of information for any outstanding planning conditions;
- Completion and commissioning of new lift(s);
- Completion of Premier Guarantee or similar authority; and
- Snagging inspection and de-snag prior to offering to client representatives.

5 Vehicle Routeing and Access Strategy

5.1 Overview

5.1.1 The routeing and access strategy consider the various key 'states' of the site layout in respect of constraints and opportunities with regards to vehicles accessing the site and the availability of vehicle holding areas during the various phases of demolition/construction.

5.1.2 The site vehicle access strategy takes into account existing constraints within the local highway network and presents a local traffic routeing regime for construction traffic associated with this scheme.

5.1.3 The routeing strategy considers existing weight, height and width restrictions in the local road network and, as far as practicable, seeks to contain heavy vehicle movements to the strategic road network and minimise the impact on local residential/neighbourhood roads.

5.2 Construction Vehicles

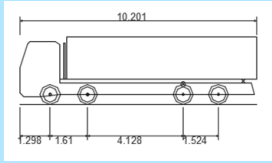
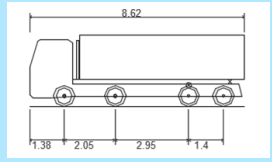
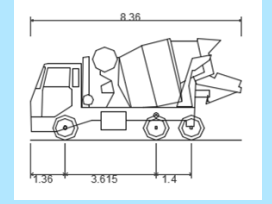
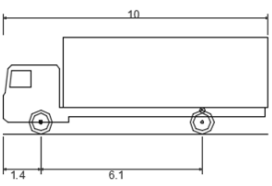
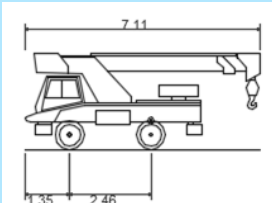
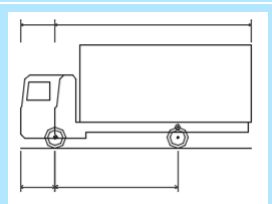
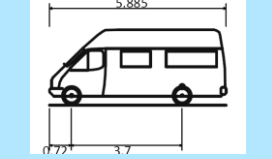
5.2.1 In seeking to implement a robust access strategy, the prevailing large construction vehicle types that are anticipated to access the site at various phases of construction have been identified as follows:

- Large Tipper;
- 10/12m Rigid Truck;
- Concrete Mixer;
- Large Crane Vehicle.

5.2.2 Further to the larger construction vehicles listed above, smaller light vehicles will also attend the site during various phases and will, in particular, be likely to be commonly used by contractors for the fit-out and commissioning phases.

5.2.3 With consideration of the above, **Table 5.1** below presents design vehicle specifications for vehicles that are anticipated to attend the site as part of the demolition and construction works associated with the proposed development.

Table 5.1: Construction Design Vehicle Technical Specifications

Vehicle Name	Profile	Overall Length (m)	Overall Width (m)	Overall Body Height (m)	Minimum Body Ground Clearance (m)	Track Width (m)	Lock to Lock Time (s)	Kerb to Kerb Turning Radius (m)
Large Tipper		10.201	2.500	2.893	0.343	2.500	6.00	11.550
Hook-Loader Truck		8.620	2.550	2.887	0.337	2.450	6.00	10.060
Concrete Mixer		8.360	2.390	4.027	0.358	2.413	6.00	8.210
FTA Design Rigid Vehicle		10.000	2.500	3.645	0.440	2.470	3.00	11.000
Small Mobile Crane		7.110	2.500	2.895	0.427	2.500	4.00	5.800
7.5t Box Van		8.010	2.100	3.556	0.351	2.064	4.00	7.400
4.6t Light Van		5.885	2.000	2.526	0.299	1.765	4.00	6.00

- 5.2.4 The remainder of this Section presents site access configurations that are proposed to serve various phases of construction with relation to the design vehicles discussed above.

5.3 Site Access Strategy

- 5.3.1 The established point of access at the existing site access will serve as the primary point of access for the initial phases of the construction project. As described in **Section 3.23**, the existing site access provides approximately 14m width at its interface with Syon Lane, whilst the carriageway at Syon Lane accommodates approximately 13m effective width at its junction with the site access. To this end, the generous dimensions of the site access junction with Syon Lane are commensurate to the spatial requirements of access/egress by large construction vehicles.
- 5.3.2 In later stages of the construction project, in particular, from the formation of the superstructure onwards, Syon Gate Way will serve construction vehicle access. Where access is taken from Syon Gate Way, an anti-clockwise one-way traffic regime is considered whereby vehicles will traverse the southern perimeter of the site until the eastern peripheries of the site and use an on-site access road to continue northbound along the eastern perimeter of the site to egress onto Great West Road (A4) via a temporary exit point.
- 5.3.3 The following proposed site access configurations have been devised to reflect the access requirements of the various phases of construction. Swept path analysis associated with each configuration option is attached within **Appendix A**.

Access Configuration 1 (AC1)

- 5.3.4 As outlined above, for the initial phases of the construction project, the existing site access will accommodate vehicle access and egress.
- 5.3.5 Construction vehicles will approach the site via the strategic road network, which in the locality of the site will entail access from the A4 that operates immediately north of the site. Vehicles will turn southbound onto Syon Lane and turn left into the site at site access junction.
- 5.3.6 The existing Homebase car parking area will provide a suitable location for holding vehicles and the on-site manoeuvring of vehicles. Vehicle holding areas will be managed such as to ensure that there is suitable clearance for vehicles to execute turning manoeuvres on-site and to exit onto Syon Lane in a forward gear.
- 5.3.7 **Drawing PB9144-RHD-GE-SW-DR-R-0113** presents swept path analysis associated with this site access configuration.

Access Configuration 2 (AC2)

- 5.3.8 As per AC1, the existing site access will accommodate vehicle access and egress during AC2.
- 5.3.9 Vehicle access and egress will be carried out in the same manner as AC1. It is assumed that in AC2 on-site works will limit access to the area that is currently occupied by the existing Homebase car parking facilities.

- 5.3.10 The footprint of the proposed car park ramp will provide a suitable location for holding vehicles. A suitably sized turning area will be identified in order to facilitate on-site turning manoeuvres to accommodate access and egress in a forward gear.

Access Configuration 3 (AC3)

- 5.3.11 Access configuration 3 (AC3) is proposed in respect of construction phases in which the on-site works restrict on-site turning of vehicles.
- 5.3.12 In this configuration, Syon Gate Way will accommodate vehicle access. A one-way routing will be implemented to traverse eastbound along the southern perimeter of the site and continue northbound onto an egress route which facilitates exit onto the westbound carriageway of the A4.
- 5.3.13 This configuration will require the provision of a temporary crossover at the north-east corner of the site.
- 5.3.14 On-site vehicle holding areas will take the shape of informal laybys adjacent to the on-site route that allows sufficient clearance to facilitate passing vehicles such as to maintain an unobstructed route and avoid any on-site congestion that could delay access for other vehicles that are scheduled to enter the site.
- 5.3.15 **Drawing PB9144-RHD-GE-SW-DR-R-0111** presents swept path analysis associated with this site access configuration.

Access Configuration 4 (AC4)

- 5.3.16 Access configuration 4 (AC4) is proposed in respect of the fit-out and landscaping phases where the on-site structures, including the car park access ramp, have been constructed fully to the identified building footprints.
- 5.3.17 It is envisaged that during this phase specialist contractors will access the site via smaller, light, goods vans and car-derived vans that can enter the peripheries of the site via Syon Gate Way. It is proposed that all such vehicles utilise the carriageway width at Syon Gate Way to execute a three-point turning manoeuvre to exit back on to Syon Lane in a forward gear.
- 5.3.18 During fit-out and landscaping the car park ramp and car parking area can suitable accommodate contractor vehicles that satisfy the weight and height restrictions that would be imposed for the ramp and car parking floors.
- 5.3.19 **Drawing PB9144-RHD-GE-SW-DR-R-0084** presents swept path analysis associated with this site access configuration.

5.4 Routing Strategy

- 5.4.1 With respect to wider construction vehicle routing to/from the site, the TfL guidance referred to in **Section 2** advises that “*use of strategic routes is less likely to create congestion and will help minimise the impact on local air quality*”. With regard to local routes, the TfL guidance specifies that “*one or more specific access routes on the local distributor road network should be specified as compulsory. You must also show how these link to the strategic road network.*”

5.4.2 In accordance with the above, construction traffic will access the site from the strategic (Class A road) network via either of the following routes:

- From the North: Vehicles use A312 or A406 to access the A4 to access Syon Lane and access the site via a left-turn;
- To the North: Exit the site via a right turn onto Syon Lane northbound and turn left or right at the A4 to use A312 or A406 respectively depending on onwards journey away from locality;
- From the South: Approach the junction of London Road and Spur Road from London Road (A315) or Twickenham Road (A310), continue northbound on Spur Road (B454) to access Syon Lane and access the site via a right-turn;
- To the South: Exit site via a left-turn onto Syon Lane and continue onto Spur Road to depart the locality via from London Road (A315) or Twickenham Road (A310);
- From the West: Approach from M4 or A4 to the junction of Syon Lane and turn right onto the southbound lane of Syon Lane to access the site via a left-turn;
- To the West: Exit the site via a right turn onto Syon Lane northbound and turn left at the junction with the A4 and proceed westbound on the A4 or M4 depending on final destination;
- From the East: Approach the site from the A406 or A205 depending on the starting orientation in order to avoid entering the ULEZ; access the A4 westbound and continue to the Gillette Corner and turn left onto the southbound lane of Syon Lane to access the site via a left-turn.
- To the East: Exit the site via a right turn onto Syon Lane northbound and turn right at Gillette Corner and proceed westbound on the A4 to A406 or A205 to proceed away from the locality.

5.4.3 In general, suppliers and contractors will be advised to approach the site from the north (i.e. via the A4), unless the practicality of such would result in a detrimental impact on-site access efficiency, or notably greater amount of distance travelled.

5.4.4 Any routing instructions that are instructed to suppliers and contractors will include notice of the weight restriction on vehicles above 5 tonnes that operates along Syon Lane between 6pm and 8:30am.

Consolidation Trips

5.4.5 For phases and work packages where the consolidation of trips can be undertaken (in particular practicable for demolition and any excavation works), the following routes have been identified in respect of trips between the site and the nearest consolidation centre at Wincanton Construction Centre (as will be discussed at **Section 6**).

Inbound Route

- Vehicles access Greenford Road (A4127) from Wincanton Construction Centre via Rockware Avenue;

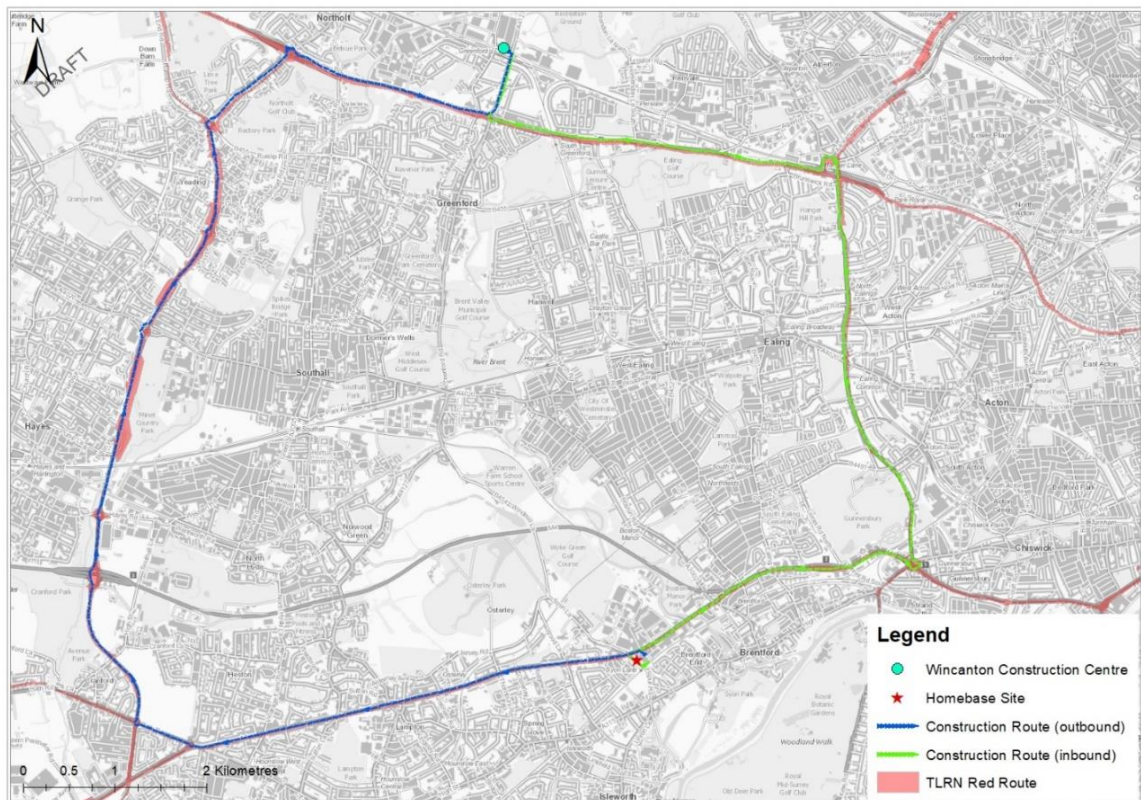
- Travel southbound on A4127 to access the A40 Western Avenue;
- Head eastbound along the A40 to Hanger Lane gyratory and exit onto the A406 North Circular southbound;
- Continue southbound on the A406 until Chiswick roundabout to access the westbound arm of the A4 Great Western Road;
- Head westbound on the A4 to the junction with Syon Lane;
- Turn left onto Syon Lane and proceed to the site.

Outbound Route

- Vehicles exit the site northbound onto Syon Lane and proceed to the junction of the A4 Great Western Road;
- Turn left onto the A4 Great Western Road and proceed westbound until the Wagonner's Roundabout to take the northbound exit onto the Parkway (A312)
- Continue northbound on the A312 until the junction of the A40 Western Avenue in order to take the eastbound arm of the junction onto the A40;
- Continue eastbound on the A40 until the sliproad to exit northbound onto the A4127;
- Turn left onto Rockware Avenue to access the Wincanton Construction.

5.4.6 The proposed inbound and outbound routes associated with the nearest consolidation centre are presented at **Insert 5.1**.

Insert 5.1: Proposed Construction Routing Plan



6 Strategies to Reduce Impact

6.1 Measures Influencing Construction Vehicles and Deliveries

6.1.1 Once a Principal Contractor has been appointed, their site manager and by delegation, any Site foreman will take ownership of the final/ approved CLP and will ultimately be responsible for the implementation of any measures within it. The Principal Contractor will also be responsible for contacting LBH highways officers prior to the commencement of works in order to agree to any final matters that relate to the CLP.

Safety and Environmental Standard and Programmes

6.1.2 The Client and Principal Contractor are committed to ensuring that all construction vehicles arriving at the site comply with sufficient safety measures and requirements relating to Work-Related Road Risk.

6.1.3 It will be a requirement that all vehicle and driver management practices will comply with the Fleet Operators Recognition Scheme (FORS) and Construction Logistics and Community Safety (CLOCS). Compliance with FORS Bronze, with progression to Silver, will be requested of all sub-contractors and suppliers intended to be used.

Coordination with Other Construction Activity

6.1.4 It is understood that during the construction period there may be construction activity at other sites in the area. The main contractor will, prior to commencement of work and then at regular intervals, thereafter, liaise with officers within LBH to ascertain the level of construction activity planned or taking place. If and when other local construction work is identified, the Site Manager will liaise with these sites as required to minimise the impact on the local highway network.

Site Hours and Operation

6.1.5 It is reasonably expected that the Site will operate within the timescales noted below:

- Monday to Friday 08:00 – 18:00;
- Saturday 08:00 – 13:00; and
- Sunday (and bank holidays), no activity unless agreed with the Council in writing.

6.1.6 In order to ensure these hours are observed the works manager/ site foreman will ensure that the programme for construction will have no scheduled deliveries outside of these hours. All suppliers will be informed of these hours as part of any contract documentation.

Designated Routes

6.1.7 Access routes to and from the Site will be closely adhered to and actively monitored to ensure compliance. In the event of sub-contractors not complying with the restrictions, the Site rules and disciplinary system will apply. Drivers found to be causing an obstruction could receive a yellow or red card and ultimately be dismissed from the Site.

6.1.8 The nearest Construction Logistics and Consolidation Centre to the site is at:

Wincanton Greenford Consolidation Centre,
Rock ware Avenue,
Greenford,
Middlesex UB6 0AA.

- 6.1.9 The use of this consolidation centre will be considered in the final CLP as a way to combine loads and so reduce vehicle movements. This centre could assist in transferring deliveries from larger HGVs to vehicles better able to access the site.

6.2 Measures to Encourage Sustainable Transport

- 6.2.1 The appointed contractor and sub-contractor will advise their staff of all local public transport connections. In this respect, Syon Lane Rail Station (served by South Western Railway) is located approximately 100m (a walking time of 2 minutes) from the site. The site is well served by local bus services, with bus stops located within the immediate adjacencies of the site.
- 6.2.2 The information regarding 'non-car mode accessibility' contained in **Section 3**, and discussed further in **Section 8**, of this Plan will provide a basis for informing construction staff and visitors of sustainable travel options

6.3 Other Measures

Wheel Washing/ Highway Cleaning

- 6.3.1 The requirement for wheel washing facilities will be considered upon commencement of the works. Should any mud or debris get deposited onto the public highways and footways, a dedicated member of the Principal Contractors staff will expeditiously remove it. This will be carried out using hand tools and take account of local traffic conditions and health and safety considerations.

Reinstatement of Highways and Footways

- 6.3.2 During the construction period, there may be a risk of damage to highways and footways in the vicinity of the Site due to the movement of heavy plant equipment and materials. The reinstatement of any damage associated with the Site's construction works will be wholly funded by the applicant. The applicant is willing to secure this commitment through a Section 106 or 278 agreement with the Highway Authority.

Pedestrian and Cycle Safety

- 6.3.3 During the construction project, particular consideration will be given to reducing risk to cyclists at vehicle entry and exit points on Syon Lane, Syon Gate Way and also at the temporary exit point that will be constructed at the north-eastern extent of the site onto the westbound lane of the A4.
- 6.3.4 With particular consideration of the dedicated cycle route that operates at the northern perimeter of the site, it is noted that at the site frontage this facility is at present diverted, via kerb markings, from the off-carriageway alignment onto the A4 carriageway in order to facilitate the required clearances for Bus Stop C (Gillette Corner). **Drawing PB9144-RHD-GE-SW-DR-R-0110, shown within Appendix A**, indicates cycle safety measures at that are considered as part of the proposed temporary construction vehicle access at the north-east of the site.

- 6.3.5 Vehicle marshalling will be exercised strictly for inbound and outbound movements in order to provide heightened vigilance and control in minimising interactions with cycle movements across the site frontages.
- 6.3.6 As discussed earlier in this Section, construction traffic over 3.5t delivering goods will be required to be compliant with the Construction Logistics and Community Safety (CLOCS) initiative which places emphasis on ensuring cyclist safety as part of associated training and guidance.
- 6.3.7 Pedestrian routes shall be maintained as far as is reasonably practical:
- Be clearly separated from vehicle routes by barriers and/or kerbs or other suitable means;
 - Be wide enough to safely accommodate the number of people likely to use them at peak times;
 - Allow easy access to work areas;
 - Be kept free from obstructions and tripping hazards;
 - Be clearly signed;
 - Provide pedestrians with a clear view of traffic movements at crossings;
 - Have clearly marked, separate access for pedestrian at loading bays and gated access used regularly by construction vehicles;
 - Pedestrian footpaths external of site will be maintained at a minimum 1.5m and internal to the site will be a minimum of 1.2m in width and regularly inspected by the contractor's appointed traffic marshals.

7 Estimated Vehicle Movements

7.1 Overview

- 7.1.1 This section of the CLP provides an estimate of construction traffic movement associated with the proposed development.
- 7.1.2 Once a principal contractor is appointed a detailed Traffic Management Plan (TMP) would be agreed with LBH in consultation with TfL, local residents, businesses and organisations.
- 7.1.3 Typically, the most robust estimates of construction traffic data are generated following the appointment of the principal contractor and these are would be presented within a Detailed CLP prepared for approval prior to construction commencing. Such documents contain estimates of workforce movements to/ from the site, delivery vehicles to the site, removal of material from the site and trips made by associated trades.

7.2 Methodology (Vehicle Volumes)

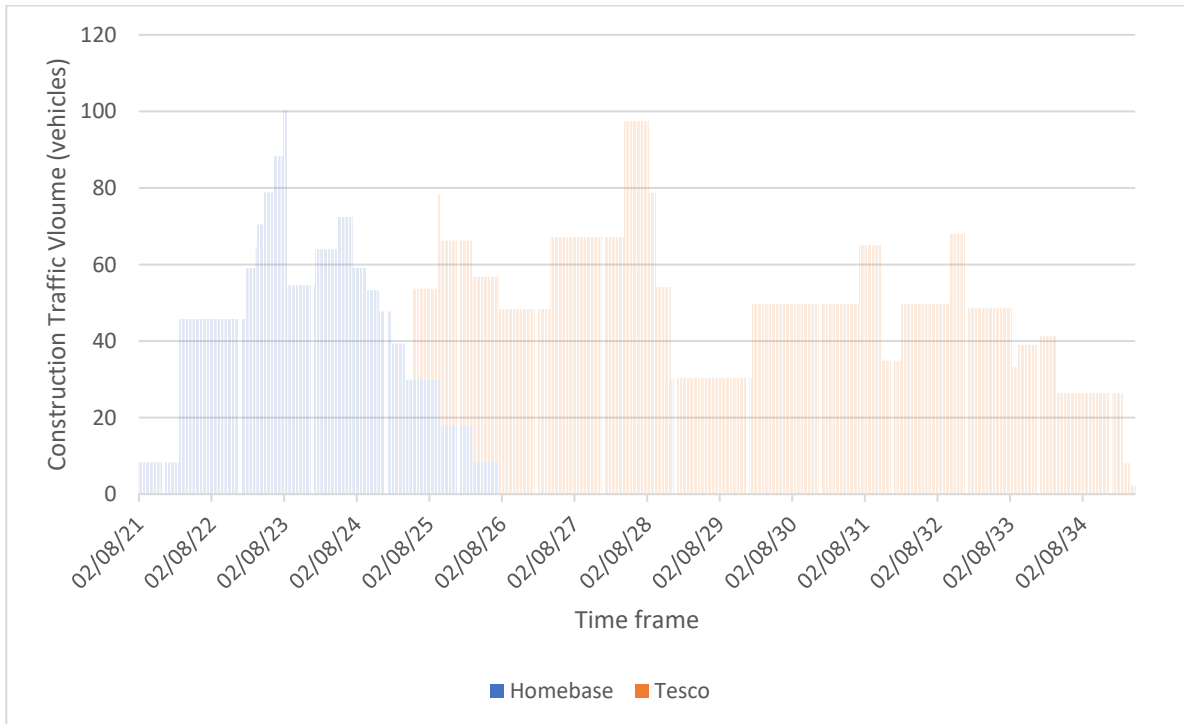
- 7.2.1 At this stage in the project, without an appointed contractor in place, it is only possible to undertake a preliminary estimate of the number and classification of vehicle movements expected at the Site during the construction process, based on evidence collected elsewhere.
- 7.2.2 For the purpose of assessment, reference has been made to TRICS 'Construction Traffic Research Note' (2008) which provides a methodology for construction traffic movements based on the contract sum.
- 7.2.3 Based on this 'Ready Reckoner' approach and an additional allowance for the construction of the basement and podium, it is estimated that 56,804 one-way construction trips would take place in association with the development.
- 7.2.4 This estimate has been subdivided into the construction stages, and construction vehicle movements by development phase is estimated in **Table 7.1..**

Table 7.1: Monthly and Daily Vehicle Movements for Each Construction Work Stage

Activity	One-way Trips (all traffic)	One-way Trips (HGV only)	Trips per Day	Trips per Day - HGV
Enabling Works	230	164	8	6
Demolition	1011	723	8	6
Basement to Podium	19136	13694	46	33
Tesco Works	3970	2841	8	6
Block A	4666	3339	9	7
Block B1	7100	5081	12	9
Block B2	5545	3968	9	7
Block B3	5139	3678	8	6
Block C	5342	3823	13	9
Block D	2367	1694	6	4
Block E	2299	1645	6	4
Totals	56804	40649	-	-

7.2.5 The forecast construction vehicle trips for each year of the proposed developments at the Homebase and Tesco Osterley sites is presented in **Insert 7.1**.

Insert 7.1: Homebase and Tesco Osterley site proposed construction vehicle trips



7.3 Vehicle Classification

7.3.1 On the matter of potential vehicle types associated with construction works, the TRICS “Construction Traffic – Research Report” states the following:

“The varieties of activities that may take place during construction require the use of a wide range of vehicle types. These may be identified and grouped according to their size:

- Car/ pickup/ 3.5 ton van
- 7.5 ton box van/ panel van
- Low loader and articulated Heavy Goods Vehicle (HGV)
- Ready-mix concrete truck
- Mobile crane
- Skip lorry
- 32-ton tipper truck

The trips generated by each vehicle type are highly dependent upon the nature of the job”.

7.3.2 At this stage in the project, without an appointed contractor in place, it is only possible to undertake a preliminary estimate of the classification of vehicle movements expected at the development site during the construction process, based on evidence collected elsewhere.

7.3.3 In order to provide an approximate assessment of the associated vehicle classifications, proportions of construction traffic recorded during the ‘Highbury Redevelopment’ have been used. Based on the above,

7.3.4 **Table 7.2** provides an estimate of the number of one-way movements undertaken by each of the identified construction vehicle classifications.

Table 7.2: Preliminary Estimate of Construction Vehicle Numbers and Vehicle Classification

Vehicles	Car/ Pickup/ 3.5T Van	7.5T Box Van/ Panel Van	Low Loader & Artic	Ready Mix Concrete Truck	Mobile Crane	Skip Lorry	32T Tipper Truck	Total
% of trips made by vehicle type	10.45%	18.07%	2.38%	22.77%	0.05%	1.29%	45.07%	100.00%
Predicted Number of trips	5,069	8,766	1,155	11,046	24	626	21,863	48,549

7.3.5 The above table indicates that approximately 72% of the total one-way movements could be considered as HGV movements.

7.3.6 In terms of the impact on the local highway network, peak impact is likely to occur over a three week period in 2023, at which time Blocks A, B1, C, D and E are being constructed, and work is continuing on the construction of the basement and podium. In this short period, up to 100 vehicles

could arrive on-site over the course of a day.

- 7.3.7 The number of additional vehicles generated due to construction is not however anticipated to have a major impact on traffic flows on the network in the vicinity of the Site. The proposal to create a loading facility within the Site and the provision of traffic marshals to assist with vehicles exiting the site onto the immediate highway network and supervise vehicles turning will address any issues to local traffic.
- 7.3.8 Further information will be provided once the main contractor is appointed. The traffic management measures will be subject to further discussions with LBH and consultation with local residents and businesses.
- 7.3.9 All requests for traffic management will be communicated directly to the local highway authority (London Borough of Hounslow) in advance and a communication link will be established with a single point of contact on the project.
- 7.3.10 Any access or works (including partial or temporary road closures) affecting Syon Lane or the A4 would be planned and agreed with LBH and TfL, this would be planned around all known events, to ensure that the access routes are not compromised and adequately coordinated with LBH and TfL.

8 Construction Personnel Travel

8.1 Overview

- 8.1.1 The number of construction personnel that will be actively working at the site will vary across the phases of construction.
- 8.1.2 In seeking to ensure that sustainable travel principles are adhered to for all travel to/from the site by construction personnel/staff, the Site Manager will provide all staff with travel information relating to public transport services as discussed below. It will be explained to all staff that no dedicated parking will be made available on-site and that parking on local streets is strongly discouraged so as to avoid creating parking stress on nearby streets. It is anticipated that limited parking would be made available following the construction of the basement level.
- 8.1.3 The information presented in this Section can be updated and incorporated into an introductory 'travel-pack' which can be provided to staff physically or electronically as part of a Detailed CLP. A comprehensive review of bus and rail services is presented in the Transport Assessment that accompanies this application.

8.2 Walking and Cycling

- 8.2.1 Where relevant, information relating active travel modes such as pedestrian and cycling, as discussed in **Section 3**, can also be provided as part of the travel-pack, such as to encourage local staff to, where practicable, walk or cycle to/from the site.
- 8.2.2 Secure cycle parking will be provided on-site within the main site compound and within close vicinity of the on-site offices and welfare facilities.

8.3 Bus

- 8.3.1 The site is well served by local bus routes and benefits from convenient access to bus stops located in its immediate adjacencies at both the Syon Lane and A4 frontages of the proposed development plot.
- 8.3.2 The H28 bus route operates from the existing stops located on Syon Lane in the vicinity of the site. The bus route provides service between the locality and Cranford, with a service frequency of three buses per hour.
- 8.3.3 The H91 bus service is located within a walkable distance of the site via the peripheries of the A4 Great West Road. The H91 bus service provides a route between Hounslow and Hammersmith. The route has a service frequency of up to eight buses per hour.
- 8.3.4 In addition to the bus services that serve bus stops in the immediate peripheries of the site, a further five bus services operate via bus stops that are located within a suitable walking distance of the site.
- 8.3.5 **Table 8.1** below provides a list of bus services that provide a suitable opportunity for commuting to/from the site.

Table 8.1: Local Bus Services

Service	Route	Direction (Towards)	First Bus	Last Bus	AM Peak	PM Peak	Sat	Sun
H91 (Great West Road)	Hounslow West Station – Osterley Station – Wood Lane – Gillette Corner – West Cross Centre – Boston Manor Road – Gunnersbury Station – Hammersmith Bus Station	Hounslow West Station	05.10	23.50	6ph	6ph	5ph	4ph
		Hammersmith Bus Station	05.00	23:40	6ph	6ph	5ph	4ph
H28 (Syon Lane)	Bulls Bridge Tesco – Beaufort Gardens – Bath Road – Hounslow High Street – Hounslow East Station – Thornbury Avenue/Great West Road – West Middlesex Hospital – Syon Lane Station – Tesco Osterley	Bulls Bridge Tesco	05:50	23:30	3ph	3ph	3ph	2ph
		Tesco Osterley	05:50	23:30	3ph	3ph	3ph	2ph
235 (London Road)	Three Fishes – Sunbury Station – Feltham Tesco – Hounslow High Street – Thornbury Road – Isleworth Station – Wood Lane – Syon Lane -Brentford County Court – Great West Quarter	Three Fishes	05.05	00.00	7ph	7ph	6ph	5ph
		Great West Quarter	05:05	00:05	7ph	7ph	6ph	5ph
237 (London Road)	Frampton Road – Hounslow High Street – Isleworth Station – Syon Lane – Brentford County Court – Kew Bridge Station – Shepherd's Bush Green – White City Bus Station	Frampton Road	04.55	00.25	7ph	7ph	7ph	5ph
		White City Bus Station	05.05	23:55	7ph	7ph	7ph	5ph
267 (London Road)	Hammersmith Bus Station – Gunnersbury Station – Kew Bridge Station – Brentford County Court – Syon Lane – West Middlesex Hospital – Fullwell Bus Station	Hammersmith Bus Station	05:01	23:41	5ph	5ph	5ph	4ph
		Fullwell Bus Station	05:49	00:31	5ph	5ph	5ph	4ph
E8 (London Road)	The Bell – Isleworth Station – Syon Lane – Brentford Station – Boston Manor Station – Ealing Broadway Station	The Bell	04:00	00:50	7ph	7ph	7ph	7ph
		Ealing Broadway Station	04:50	01:15	7ph	7ph	7ph	6ph
N9 (London Road)	Heathrow T5 – Hounslow West Station – Wood Lane – Syon Lane – Brentford County Court – Gunnersbury Station – Hammersmith Station – High Street Kensington – Hyde Park Corner – Charing Cross Station – Aldwych	Heathrow T5	23:55	04:55	3ph	3ph	3ph	3ph
		Aldwych	23:30	05:20	3ph	3ph	3ph	3ph

8.4 Rail

- 8.4.1 Syon Lane station is situated approximately 100m to the south of the site. Syon Lane Station is served by frequent services connecting the site with Central London and key destinations to in west London and Surrey. During typical weekday operation that are approximately 7 trains per hour to London Waterloo and London Richmond respectively, with a further 3 trains per hour from Syon Lane to Weybridge.
- 8.4.2 Syon Lane railway station is on the Brentford loop of the South Western Railway network. Regular services run between Syon Lane and London Waterloo railway stations, with an average journey

time of 42 minutes. The fastest journey time from Syon Lane to London Waterloo is 32 minutes.

- 8.4.3 Clapham Junction is a major railway station on the South Western Railway network and is accessible via a train journey of approximately 20 minutes from Syon Lane. Clapham Junction is served by London Overground, Southern and Gatwick Express services.
- 8.4.4 Services travelling west from Syon Lane enable connections to be made with destinations in Surrey and the south-west. key destinations to the west of Syon Lane railway station include Reading and London Heathrow Airport.
- 8.4.5 The Institution of Highways and Transportation guidance 'Providing for Journeys on Foot' (IHT, 2000) recommends a preferred maximum walking distance of 2 km for commuting journeys. In view of such, it is further noted that Osterley Station is situated within 2km of the site and provides access to the London Underground network via Piccadilly line services. At Osterley Station, the Piccadilly line has a peak frequency of 12 trains per hour in each direction, with trains timetabled approximately every 5 minutes.

9 Implementation and Monitoring

9.1 Outline CLP

9.1.1 This Outline CLP has been produced prior to planning permission and, as such, it is not possible to include a detailed and definitive description of how the CLP will be implemented, monitored and updated. However, the following strategy provides an overview of how the Detailed CLP will be implemented, monitored and updated post consent

9.2 Role of Construction Logistics Manager

9.2.1 As part of the main contractor's team, a Construction Logistics Manager will be appointed to take charge of implementing the Detailed CLP. Their role will include collecting data regarding:

- The number of vehicle movement to the site; collected through a delivery and booking in system.
 - Total.
 - By vehicle type/ size/ age.
 - Time spent on site.
 - Delivery/ collection accuracy compared to schedule.
- Breaches and complaints
 - Vehicle routing.
 - Unacceptable queuing.
 - Unacceptable parking.
 - Supplier FORS accreditation.
 - Low Emissions Zones (LEZ) compliance.
- Safety
 - Logistics related incidents.
 - Method of travel by site staff.
 - Vehicles and operations not complying with safety requirements.

9.2.2 The data collected will be reported back to the client on a monthly basis and will be available to the planning authority for monitoring and review.

10 Summary

- 10.1.1 Royal HaskoningDHV (RHDHV) has been appointed by St Edward Homes Limited (the 'client') to provide advice concerning construction logistics in association with the proposed redevelopment of Homebase, Syon Lane, Isleworth, TW7 5QE (the 'site'), in the London Borough of Hounslow (LBH). The client will maintain overall responsibility for this Construction Logistics Plan (CLP) throughout the planning, design and construction stages.
- 10.1.2 The CLP will be a 'live' document, requiring updates throughout the demolition and construction process. Any updates to the CLP would be submitted to LBH for approval. The contents of the CLP will be complied with unless otherwise agreed with LBH.
- 10.1.3 The overall objectives of this Outline CLP are to reduce:
- **Environmental impact** of construction activities through minimising vehicle movements and emissions;
 - **Risks to road users**, specifically in relation to construction vehicle movements to and from the Site;
 - **Congestion** by reducing the number of vehicle trips, particularly in peak periods; and
 - **Cost** through efficient working practices and reduced deliveries.
- 10.1.4 This Outline CLP report provides a framework demolition and construction strategy that will seek to minimise the potential for disruption to local residents and other users of the adjacent highway network.
- 10.1.5 The proposed development site is situated at Syon Lane, Isleworth, TW7 5QE, approximately 100m north of Syon Lane Rail Station, in the London Borough of Hounslow. The site is currently occupied by a Homebase retail store measuring 4,180 sqm, with associated surface parking spaces. The total site extends over an area of approximately 1.4 hectares and is bound to the north by the A4 Great West Road, and to the west by Syon Lane.
- 10.1.6 The proposed development at the Homebase site comprises removal of the existing Homebase use and provision of a new Tesco store at ground floor level with c. 473 residential units above. It is envisaged that the Tesco store would be provided with circa 400 customer car parking spaces, with the residential development provided with up to 105 parking spaces (including for visitors and Car Club vehicles).
- 10.1.7 The preparation of this Plan is informed by a review of relevant planning policy and guidance. This report has been prepared in respect of guidance contained within Transport for London's (TfL) 'Construction Logistics Plan Guidance' (July 2017 – v3.0) and seeks to minimise the impact of demolition and construction traffic on nearby roads.
- 10.1.8 This CLP has provided an outline of the programme and methodology that has been assumed for the construction project. Six phases have been defined, spanning the duration demolition and construction, that set the basis for the identified construction access requirements.
- 10.1.9 A review of the existing highway conditions has been carried out to inform the development of an access strategy.

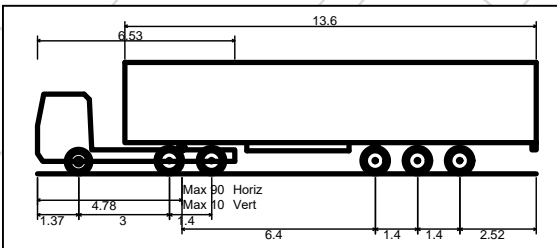
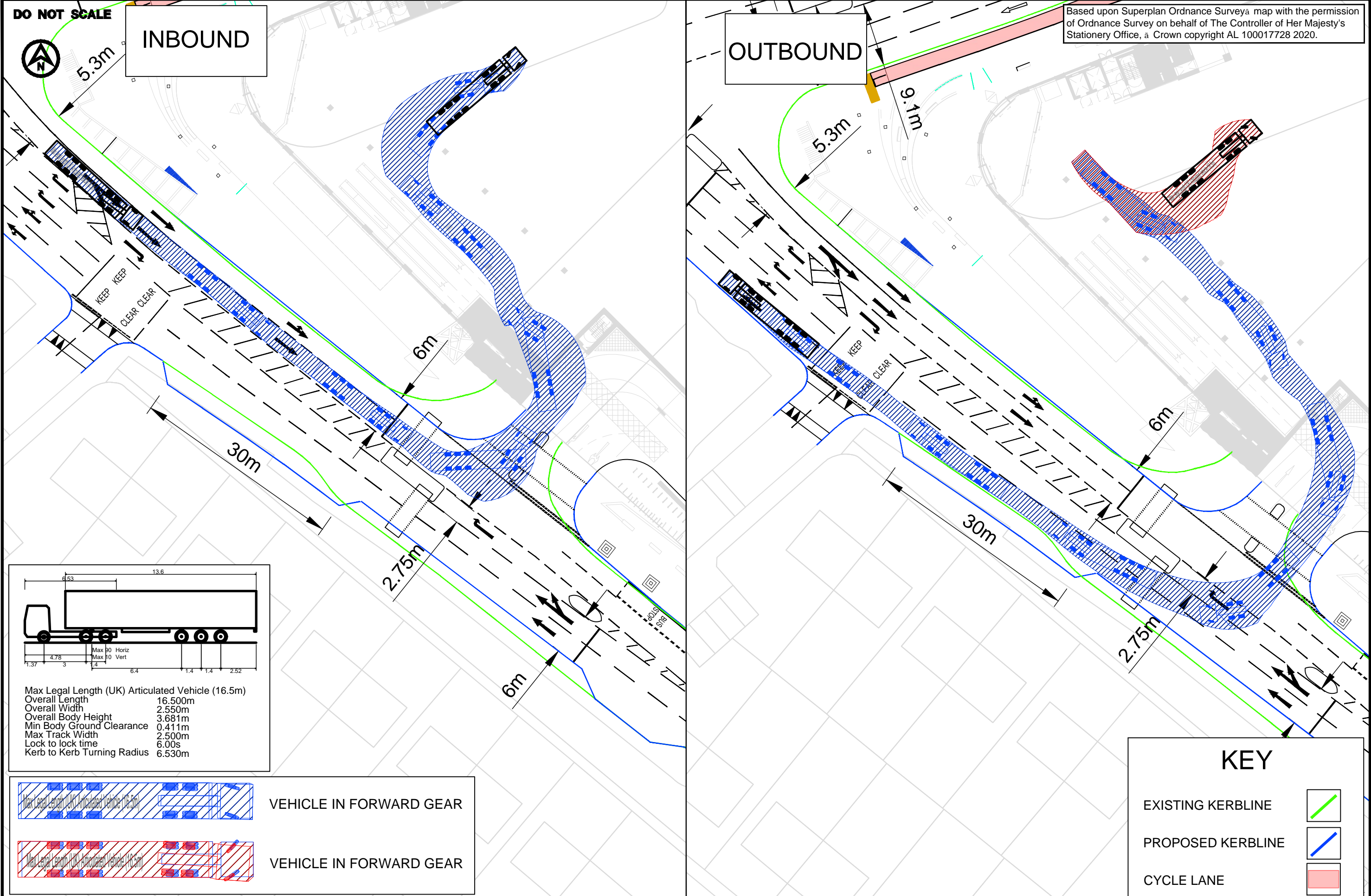
- 10.1.10 In accordance with TfL guidance, a Construction Traffic Routeing solution has been developed such as to allow construction vehicles to travel to/from the site via strategic routes and the primary road network.
- 10.1.11 A Construction Access Strategy has been formulated in respect of four access configurations that reflect the constraints and opportunities for vehicles accessing the site during various phases of construction. The largest vehicles that are anticipated to attend the site for each phase have been used to carry out vehicle swept path analysis to validate the geometric suitability of the proposed access and egress points at Syon Lane, Syon Gate Way and Great West Road (A4).
- 10.1.12 It is envisaged that the construction programme will extend for 282 working weeks, with works being undertaken from 08:00 to 18:00, Monday to Friday, and from 08:00 to 13:00 on a Saturday. The anticipated start date for the construction works is in the fourth quarter of 2020, with completion envisaged for the third quarter of 2026.
- 10.1.13 Measures will be adopted to encourage Site workers to travel to the site by non-car modes. In seeking to ensure that sustainable travel principles are adhered to for all travel to/from the site by construction personnel/staff, the Site Manager will provide all staff with travel information relating to public transport services as discussed below. It will be explained to all staff that no dedicated parking will be made available on-site and that parking on local streets is strongly discouraged so as to avoid creating parking stress on nearby streets.
- 10.1.14 Secure cycle parking will be provided on-site within the main site compound and within close vicinity of the on-site offices and welfare facilities, encouraging construction workers to cycle to and from the site.
- 10.1.15 In terms of the impact on the local highway network, the basement excavation and piling, construction of the superstructure and the brickwork/ envelope, are expected to generate the most construction-related journeys. In seeking to generate a robust estimate of the highest levels of construction activity at the site is considered for a 'peak month', which is currently anticipated to be a month within the second quarter of 2023. A total of 100 movements per day has been estimated for the peak month. It is expected that around 72% of these trips would be carried out via HGV.
- 10.1.16 The number of additional vehicles generated due to construction is not anticipated to have a major impact on traffic flows on the network in the vicinity of the Site. The proposal to create a loading facility within the Site and the provision of traffic marshals to assist with vehicles exiting the site onto the immediate highway network and supervise vehicles turning will address any issues to local traffic.
- 10.1.17 A framework for the implementation and monitoring of this Plan has been considered with due consideration of the role and responsibilities of a Construction Logistics Manager, in particular with respects to data collections, identifying breaches in procedure and logging complaints whilst overseeing safety considerations.
- 10.1.18 The Client and Principal Contractor will ensure that all construction vehicles arriving at the site comply with sufficient safety measures and requirements. All vehicle and driver management practices will comply with FORS and CLOCS.
- 10.1.19 In minimising the impact of construction, measures such as the use of wheel washing facilities will

be considered upon commencement of the works. Consideration will be given to reducing risk to cyclists at vehicle entry and exit points on Syon Lane, Syon Gate Way and also at the temporary exit point that will be constructed at the north-eastern extent of the site onto the westbound lane of the A4.

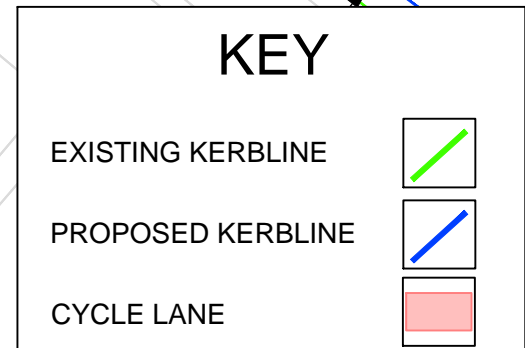
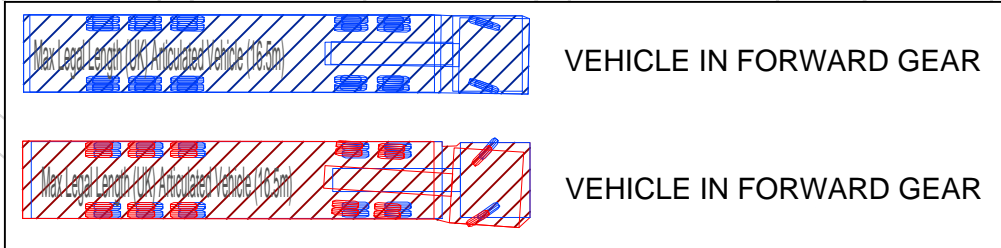
- 10.1.20 Vehicle marshalling will be exercised strictly for inbound and outbound movements and pedestrian routes shall be maintained as far as is reasonably practical.
- 10.1.21 Further information will be provided once the main contractor is appointed. The traffic management measures will be subject to further discussions with LBH and consultation with local residents and businesses.
- 10.1.22 Subsequent to the receipt of planning consent, and the appointment of a building and demolition contractor, a Details CLP will be prepared, in which additional information will be provided to support the Site's construction and associated traffic management measures.

Appendix A – Swept Path Analysis Drawings

Based upon Superplan Ordnance Survey map with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office, a Crown copyright AL 100017728 2020.



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m



TITLE
**ACCESS CONFIGURATION 1-
 SWEEP PATH ANALYSIS - 16.5M
 ARTICULATED VEHICLE**

PROJECT
SYON LANE



JOB No.
PB9144
 DATE
28/07/20
 SCALE
1:500

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DO NOT SCALE



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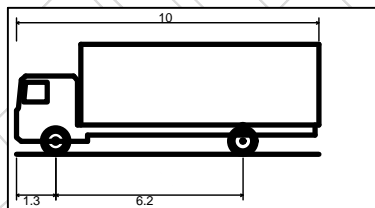
INSET A
SCALE 1:500



Pedestrian 'Stop' Barrier

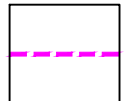
Indicative Vehicle Stop Line

Pedestrian Crossing Suspended Temporarily.

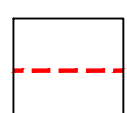


FTA Design Rigid Vehicle (1983)
 Overall Length 10.000m
 Overall Width 2.500m
 Overall Body Height 3.632m
 Min Body Ground Clearance 0.427m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 12.000m

Pedestrian 'Stop' Barriers



Construction Vehicle Stop Line



TITLE
CONSTRUCTION VEHICLE ROUTING PLAN
SWEEP PATH - 10M RIGID VEHICLE

PROJECT
SYON LANE



JOB No. PB9144
 DATE 22/07/20
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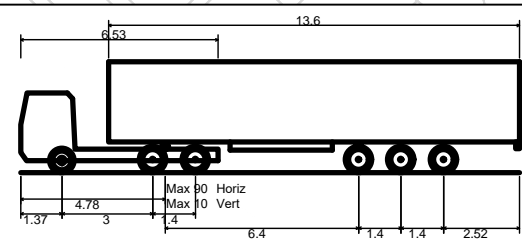
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INSET A
SCALE 1:500

Pedestrian 'Stop' Barrier

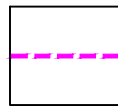
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Pedestrian Crossing Suspended Temporarily.

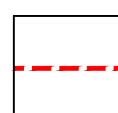


Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
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Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

Pedestrian 'Stop' Barriers



Construction Vehicle Stop Line



TITLE
CONSTRUCTION VEHICLE ROUTING PLAN
SWEEP PATH - 16.5M ARTICULATED VEHICLE

PROJECT
SYON LAME



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JOB No.
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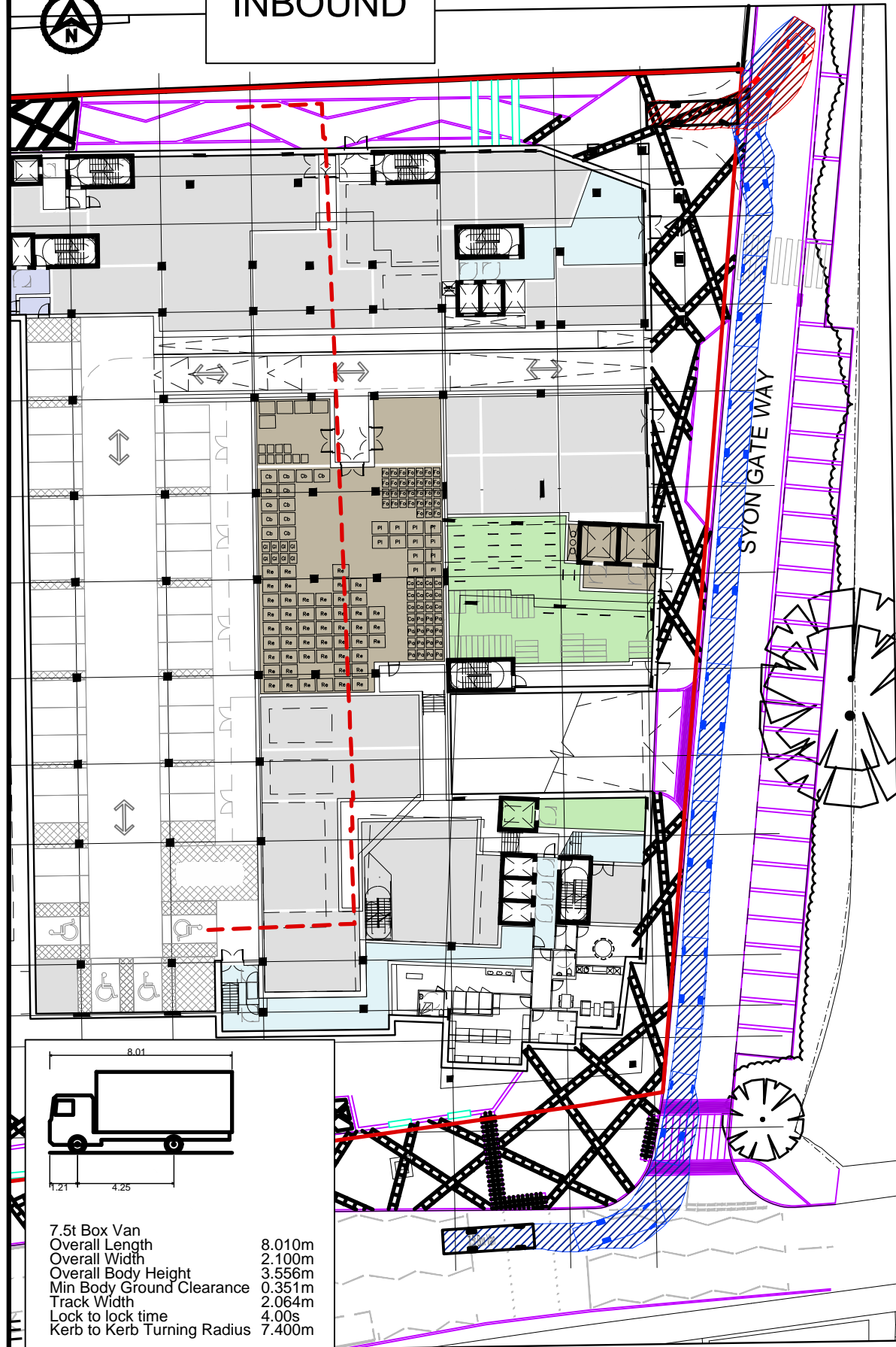
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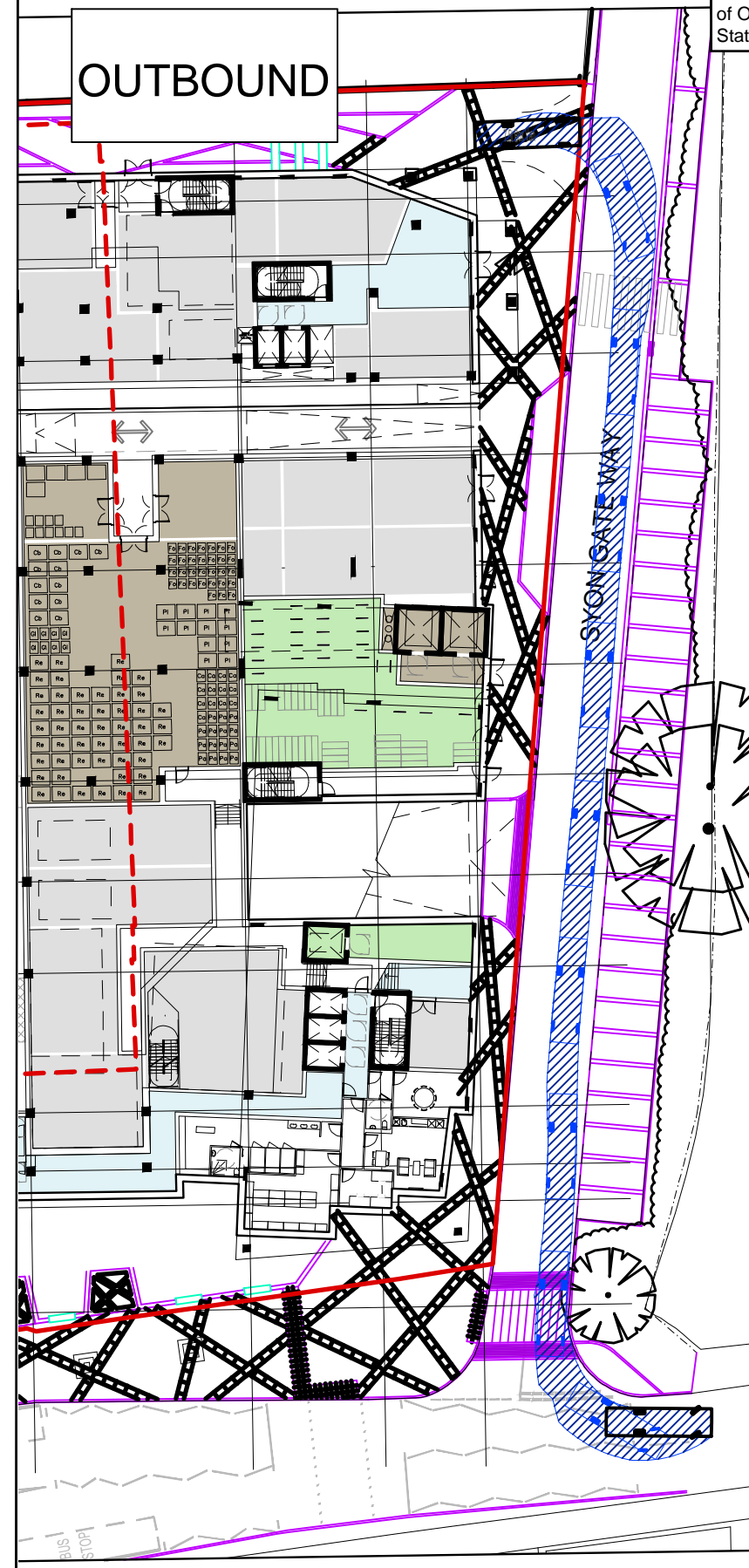


INBOUND



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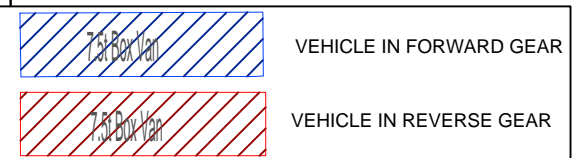
OUTBOUND



Title
General arrangement plan
Lower ground floor

Drawing Number
DRAWING1
Status
For information

Revision
P20



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TITLE
**ACCESS CONFIGURATION 4 -
SWEEP PATH ANALYSIS -
7.5T BOX VAN**

PROJECT
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JOB No.
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