

September 2020

# OSTERLEY PLACE

## TESCO, OSTERLEY SITE, TW7 5NZ

### Outline Construction and Logistics Plan

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## 1 Introduction

### 1.1 Background

- 1.1.1 Royal HaskoningDHV (RHDHV) has been appointed by St Edward Homes Limited (the 'client') to prepare an Outline Construction and Logistics Plan (CLP) associated with the proposed redevelopment of Tesco Osterley, Syon Lane, Isleworth, TW7 5NZ (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.
- 1.1.2 RHDHV has prepared this Outline CLP to inform the site's planning application. 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 report has been prepared in respect of guidance contained within Transport for London's (TfL) 'Construction Logistics Plan Guidance' (July 2017 – v3.0).

### 1.2 CLP Objectives

- 1.2.1 The overall objectives of this Outline CLP are to reduce:
- **Environmental impact** of construction activities through lower vehicle emissions and noise levels;
  - **Risks to road users**, specifically concerning 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 site is a 5.45-hectare plot of land located along the northern side of Syon Lane, Osterley, TW7 5NZ. The site is located approximately 250 metres (m) north of the A4 Great West Road (Gillette Corner junction) and 550m north of Syon Lane railway station.
- 1.3.2 The site is currently occupied by a Tesco Extra supermarket (circa 11,582sq.m GIA), a Tesco Petrol Filling Station (PFS), a large surface car park (625 parking spaces) and a rectangular shaped open space, located in the north of the site, known as the “Water Gardens”.
- 1.3.3 MacFarlane Lane and Grant Way bound the site on its western and eastern sides, respectively. The Sky campus and playing fields (including a five-a-side football complex) adjoin the site’s northern boundary.
- 1.3.4 The site is currently afforded vehicular access from Syon Lane via a roundabout junction that serves an internal road, from which access is taken to a bus stop and terminus (route H28), the Tesco customer car park, the Tesco service yard and the Tesco PFS.
- 1.3.5 Pedestrian access to the Tesco site is primarily taken from the site’s vehicular access at Syon Lane, where footway is provided on both sides of the carriageway. Additionally, pedestrian access points are available on the eastern perimeter of the site, from Grant Way, and from Syon Lane, to the west of the vehicular access.

### 1.4 Development Proposals

- 1.4.1 The development proposals comprise the removal of the existing Tesco Extra store and petrol station. The planning application can be described as follows:

*“Outline planning application with all matters reserved except access for the demolition of existing building and car park and erection of buildings to provide residential homes, plus flexible non-residential space comprising commercial, business and service space, and/or learning and non-residential institution space, and/or local community space, and/or public house/drinking establishment, and/or a mobility hub, along with associated access, bus turning, car and cycle parking, and landscaping arrangements.”*

- 1.4.2 In summary, the scheme would provide:

- Up to 1,677 new homes;
- Between 3,000 sqm and 5,000 sqm of non-residential floorspace, comprising commercial, business and service space, and/or learning and non-residential institution space, and/ or local community space, and/ or a public house/ drinking establishment, and/ or mobility hub;
- Buildings heights ranging from two to 17 storeys;
- A minimum of 20,000 sqm of publicly accessible open space, which includes three new public open spaces;
- A minimum of 8,000 sqm of communal amenity space at podium and roof level;
- A minimum of 5,000 sqm play space split between public ground floor area and communal podium/roof levels;
- Planting of a minimum of 300 new trees;

- Up to 400 car parking spaces, including a minimum of 10 car club bays;
- 20% of car parking spaces to be electric vehicle charging points, with remaining spaces to be passive;
- London Plan compliant cycle parking;
- A new public route through the retained and enhanced Water Gardens;
- A mobility hub and bus welfare facilities; and
- A new bus turning facility for Route E1 and H28 buses.

## 1.5 CLP Structure

1.5.1 Following this introduction, this CLP 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 Review

### 2.1 Preface

2.1.1 This section provides an overview of the relevant national, regional and local policy requirements relevant to the proposed development.

### 2.2 National Policy and Legislation

#### ***National Planning Policy Framework (NPPF)***

2.2.1 At the heart of the NPPF is a “*presumption in favour of sustainable development*”. This CLP has been prepared 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.

#### ***Traffic Management Act (2004)***

2.2.2 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.

2.2.3 The Act also stipulates that Local Authorities have a responsibility to manage traffic networks within their area. Local authorities have a duty to ensure that traffic moves freely and quickly on their roads and the roads of nearby authorities. The Traffic Management Act gives councils tools to manage parking policies, coordinate street works and to enforce moving traffic offences.

### 2.3 Regional Policy

#### ***Draft London Plan (December 2019)***

2.3.1 The draft London Plan states in Policy T7 that “*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*”.

2.3.2 Furthermore, under 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*”.

- 2.3.3 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 draft London Plan continues to provide emphasis on considering, and mitigating, the impacts of traffic generated by construction projects.

#### ***Mayor’s Transport Strategy (2018)***

- 2.3.4 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*”.
- 2.3.5 The Strategy identifies that 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)***

- 2.3.6 The London Freight Plan provides a 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.
- 2.3.7 The London Freight Plan encourages traffic authorities to review the delivery arrangements for construction sites 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)***

- 2.3.8 TfL has developed guidance on the content of CLPs to reduce:
- Environmental impact.
  - Road risk.
  - Congestion.
  - Cost.
- 2.3.9 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.

2.3.10 This document has been prepared based on this guidance.

## 2.4 Local Policy

### London Borough of Hounslow Local Plan

2.4.1 The Hounslow Local Plan was adopted on 15<sup>th</sup> September 2015. The document forms part of the planning framework of the borough.

2.4.2 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 CLP are presented to ensure that “*adverse impacts on the transport network are avoided*”.

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

2.4.3 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 to address common noise issues affecting all three Boroughs and assist in providing a consistent approach to development where noise is an issue.

2.4.4 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; and
- 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.

2.4.5 Section 10.0 of the SPD relates to construction and demolition works. The guidance relates to monitoring of noise levels in respect of construction processes, although 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 The proposed development site is situated along Syon Lane, Isleworth, TW7 5NZ, in the London Borough of Hounslow. The site is approximately 250m north of the A4 Great West Road junction (Gillette Corner) and 550m north of Syon Lane railway station. The site location is illustrated in **Insert 3.1**.

##### ***Insert 3.1: Site Location Plan (Red Line Drawing)***



- 3.1.2 The Tesco Osterley site is located on the northern side of Syon Lane. MacFarlane Lane and Grant Way bound the western and eastern sides of Tesco Osterley, respectively. The Sky campus and playing fields (including a five-a-side football complex) adjoin Tesco Osterley site's northern boundary.
- 3.1.3 Tesco Osterley is currently afforded vehicular access from Syon Lane via a roundabout junction that serves an internal road, from which access is taken to a bus stop and terminus (route H28), the Tesco customer car park, the Tesco service yard and the Tesco petrol filling station (PFS).

## 3.2 Highway Network

### *Syon Lane (North of the A4)*

- 3.2.1 Syon Lane is a local distributor road, which in the vicinity of the site has a north-west/ south-east alignment. Syon Lane is a single carriageway two-way road which extends between Osterley Park in the north and the A315 London Road at its southern extent.
- 3.2.2 In the vicinity of the site, a 20 miles per hour (m.p.h.) speed restriction operates on Syon Lane. The southern section of Syon Lane, from the railway station to Grant Way, operates under a 30mph speed limit.
- 3.2.3 In the vicinity of the site access, Syon Lane carriageway widens to around 11m in width. A roundabout for traffic turning into the site from Syon Lane is provided, and there is an internal site roundabout allowing vehicles to enter the car park or PFS. A bus stop is provided within the site, adjacent to the PFS, at which bus service H28 currently terminates.
- 3.2.4 A pedestrian crossing, provided in the form of a zebra crossing, is located north of the A4, adjacent to Grant Way, as well as adjacent to Gower Road 150m to the north of the site.
- 3.2.5 Pedestrian footways are provided on each side of the Syon Lane carriageway and the street is lit.
- 3.2.6 Opposite the site, a parallel service road is provided for access to residential property numbers 84 to 106 Syon Lane.

### *A4 Great West Road*

- 3.2.7 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 provide two northbound, and one southbound, right-turning lanes.
- 3.2.8 Wide and level footways are provided on alongside the A4 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 Gillette Corner junction.
- 3.2.9 The closest pedestrian crossing facility is at Gillette corner, where an underpass is provided on the eastern side of the junction to provide a connection between northern and southern sections of Syon Lane. A staggered surface-level pedestrian crossing facility is provided on the western side of the Gillette Corner junction.
- 3.2.10 At the Gillette Corner junction, a crossing is marked for pedestrians travelling east-west on the northern side of the A4, however, this crossing requires pedestrians and cyclists to cross in gaps in the traffic stream and is not controlled by a 'green man'.
- 3.2.11 On the southern side of the junction, a staggered pelican crossing is provided on Syon Lane to the south of Gillette Corner, in the vicinity of Northumberland Avenue.
- 3.2.12 All local traffic signal-controlled crossings are equipped with tactile paving and dropped kerbs.

3.2.13 Where width allows, segregated cycle lanes are provided alongside the A4 carriageway, to the east and west of Gillette Corner, on both sides of the carriageway.

3.2.14 A 40mph speed limit operates on the A4 in the vicinity of the site.

### ***Grant Way***

3.2.15 Grant Way is a two-way single carriageway road which junctions with Syon Lane on the eastern side. Grant Way is adjacent to the Tesco Osterley, bordering the site's eastern flank, and can be accessed via a mini-roundabout and operates under a 20mph speed limit.

3.2.16 The Tesco Osterley site can currently be accessed by pedestrians via the frontage on Grant Way, with a designated entrance 50m north of the junction with Syon Lane. Grant Way is also the main access point for the Sky Campus, which sits on the adjoining land, north of Tesco Osterley.

3.2.17 Both flanks of Grant Way are marked with double yellow lines, with no loading permitted at any time. Bus stops, which are served by Sky's dedicated bus service, sit along the eastern edge of the road.

3.2.18 The footways are wide and level along Grant Way, both sides of the carriageway are provided with street lighting. A footway can be accessed adjacent to the entrance to the Sky Campus, which allows pedestrians to cross over to Macfarlane Lane to the north-west.

### ***Macfarlane Lane***

3.2.19 Macfarlane Lane is a two-way, single carriageway road which junctions with Syon Lane on its eastern side. It operates under a 10mph speed limit and is approximately 4.5m in width. There is a narrow footway lining both flanks of the road.

3.2.20 Macfarlane Lane currently serves as the main access for Gillette Soccer Centres, as well as an additional access point for the Sky Campus. The proposed Bolder Academy will occupy the plot of land to the north of Gillette Soccer Centres.

3.2.21 A footway, which connects Macfarlane Lane and Grant Way, can be found on the northern border adjoining the site and the Sky Campus.

### ***Northumberland Avenue***

3.2.22 Northumberland Avenue is a two-way single carriageway road which junctions with Syon Lane on its western side, between Gillette Corner and access to a Homebase store. Northumberland Avenue operates with a 20m.p.h. zone and incorporates on-street car parking. Keep Clear road markings are provided on Syon Lane at its junction with Northumberland Avenue.

3.2.23 There are wide, level footways provided on Northumberland Avenue and both sides of the carriageway are provided with street lighting.

### ***London Road (A315)***

3.2.24 The A315 London Road is an arterial road that routes with an approximate east-west alignment some 900m south of the site. To the east, London Road connects to the A205 at Kew Bridge and provides a connection with the M4 and A406 North Circular Road at Chiswick Roundabout. To the east, the A315 extends some 14km to Staines-upon-Thames and connects to the A30 and A308.

### **3.1 On-street Parking (Waiting) Restrictions**

3.1.1 The site is surrounded by various categories of road, including strategic highway (A4), distributor road (Syon Lane), access roads (Macfarlane Lane and Grant Way) and residential access roads (Northumberland Avenue). Parking (waiting) restrictions are in place on some roads locally and these either prevent parking from taking place in areas that are not appropriate for this purpose, or they control who is permitted to park on-street.

3.1.2 While the site is not located within an existing Controlled Parking Zone (CPZ) it is situated within the immediate adjacencies of an existing CPZ. This, combined with the red route restrictions operational at the A4 and Syon Lane, significantly limit opportunities for on-street (kerbside) parking in the vicinity of the site.

3.1.3 The A4 Great West Corridor (GWC) forms part of TLRN and is, therefore, a 'red route' which is subject to 'no stopping at any time'.

3.1.4 Syon Lane (B454), from the junction with A4 up to Northumberland Avenue, forms part of the A4 'red route' and is hence subject to the same parking (waiting) restrictions as the A4.

3.1.5 Grant Way is marked with double yellow lines, with no loading permitted at any time. Macfarlane Lane is also marked with double yellow lines, with no parking/loading permitted. Both roads serve as vehicular accesses, to the Sky Campus and Gillette Soccer Centre respectively.

3.1.6 To the south-east of Northumberland Avenue, parking on Syon Lane is controlled by a mixture of double yellow line waiting restrictions, zig-zag markings associated with the pedestrian crossings, bus stops or defined parking bays in the residents parking zone SLS (on the western side of the carriageway only).

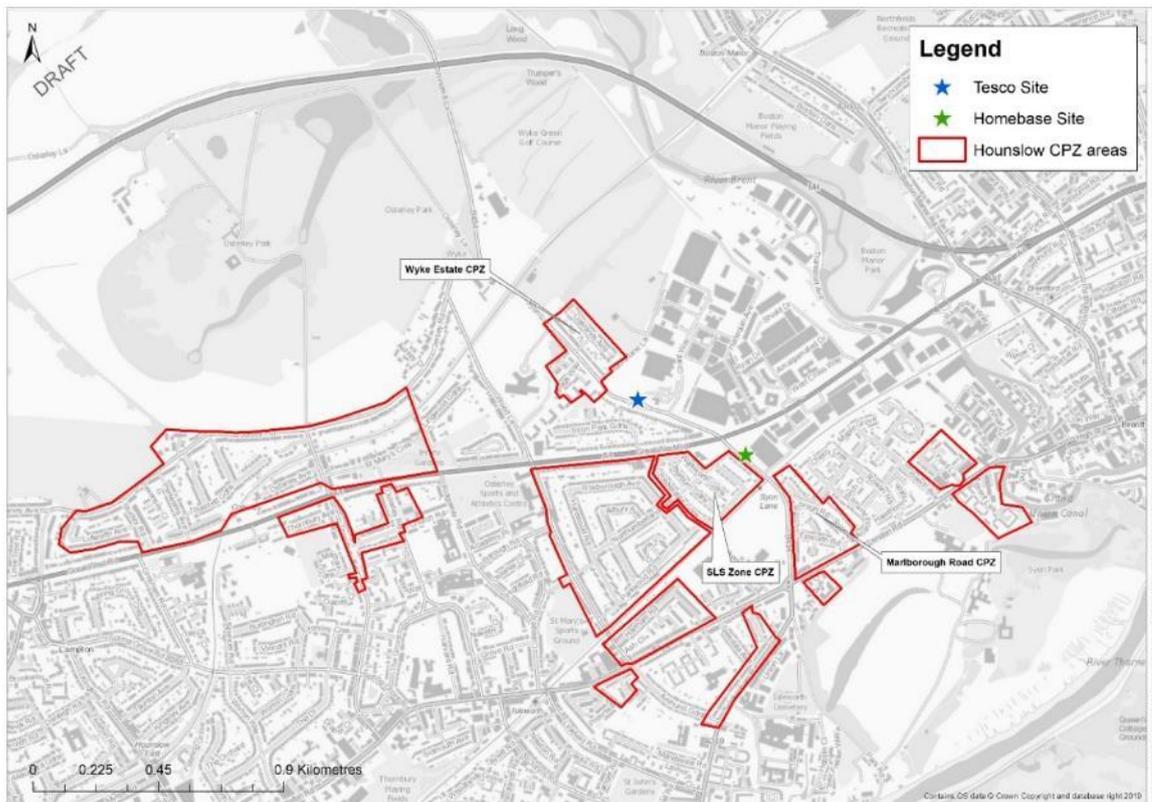
3.1.7 To the south, from the railway bridge, Syon Lane is not provided with on-street parking (waiting restrictions), however, the carriageway width and traffic volume make it impractical to park on the carriageway during the day. No on-street car parking has been observed by RHDHV on this section of Syon Lane in the course of the preparation of this document.

3.1.8 The Northumberland Estate road network; of which Northumberland Avenue forms its main distributing road, 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. Elsewhere within the estate, on-street car parking is permitted as part of the controlled car parking zone SLS. The zone ceases to operate west of Roxborough Avenue, and Northumberland Avenue and the residential side streets, permit parking without restriction.

3.1.9 Syon Gateway, to the east of the site, is a private road and incorporates double yellow line-markings at its intersection with Syon Lane.

- 3.1.10 A CPZ is operated by Hounslow Council at the Wyke Estate (Zone WE), between Tesco Osterley and Nishkam School. The hours of operation are Monday – Friday 9:30am-5:30pm.
- 3.1.11 A CPZ (Zone SLS) is enforced between 9:00am-6:00pm Monday to Friday on streets to the south of Syon Lane, within Northumberland Estate ‘area’. Parking within this zone consists of resident permit holder bays. On the western edge of Syon Lane, opposite the site, there is resident permit holder parking that forms part of the SLS Controlled Parking Zone (CPZ).
- 3.1.12 A CPZ (Marlborough Road Zone) is also enforced to the south of the Homebase site, in the residential zone adjacent to Spur Road/Syon Lane. The hours of operation are Monday – Friday 9.30am-5.30pm.
- 3.1.13 A map of relevant CPZ restrictions is presented in Insert 3.2.

**Insert 3.2: Local CPZ Map**



- 3.1.14 There is no on-street ‘pay and display’ parking scheme in operation in the vicinity of the site, and no public car parks are provided locally, other than those serving the Homebase and Tesco development sites.
- 3.1.15 Free parking on-site at Homebase is restricted to a maximum of two hours, and free parking within the Tesco development is restricted to a maximum of three hours.

### **3.2 Loading and Weight Restrictions**

- 3.2.1 Syon Lane, in the vicinity of the site, is marked with double red lines which denote that no stopping, waiting or parking is permitted by any vehicle at any time along this route.
- 3.2.2 Kerbside double blip markings restricting loading at all times is also present along both flanks of Grant Way.
- 3.2.3 An existing restriction on vehicles that weigh more than 5T is in operation on Syon Lane and Northumberland Avenue, between the hours of 6:30pm and 8am.

### **3.3 Community Considerations**

- 3.3.1 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.

#### ***Education***

- 3.3.2 Nishkam School is a Primary and Secondary School admitting 4-16 year old students, located approximately 250m to the north of the site on Syon Lane. The school currently operates a 'Park and Stride', as to avoid parking or dropping children on the highway. Currently, the Tesco Osterley car park is used by Nishkam School parents for this purpose.
- 3.3.3 The proposed Bolder Academy, which is due to be occupied in Spring 2021, will be a Secondary School Academy, adjacent to the site, bordering Sky Campus and Gillette Soccer Centre, on Macfarlane Lane. It is anticipated that parents of Bolder Academy students would also use the Tesco Osterley car park for Park and stride purpose.
- 3.3.4 Once the Tesco site is under construction, Park and Stride Trips would be required to route to alternative destinations, with the Garden Centre car park on Windmill Lane being an alternative which is within walking distance of the schools.
- 3.3.5 Both schools have adopted Travel Plans which include targets to reduce 'Park and Stride' trips over time.
- 3.3.6 It is anticipated that all construction traffic would route to/from the site through the current Syon Lane access, in a forward gear. This would avoid conflict with pedestrians or cyclists using Macfarlane Lane.

#### ***Sport Facilities***

- 3.3.7 The Gillette Soccer Centre is located adjacent to the north-west of the site, accessed from Macfarlane Lane. It is not anticipated that the construction phase will have any impact on the operation of this facility, as all construction traffic will be routed through the Syon Lane access, avoiding Macfarlane Lane.

### **Community Engagement**

- 3.3.8 A programme of community engagement is on-going, led by the applicant. This has included:
- Public exhibitions (October 2019 and February 2020);
  - On-line public engagement (<https://www.givemyview.com/syonlanefuture>);
  - Community workshops;
  - The provision of a community consultation cabin on-site, to allow the public to ‘drop-in’, ask questions and provide feedback – while the cabin is currently closed due to the Covid-19 outbreak, the facility was used for an extended period of time pre-and post-Christmas to obtain comments and feedback from residents, predominately those shopping at the Tesco store.

## **3.4 Active Travel Network**

- 3.4.1 The strategy for construction vehicle routing presented in **Section 5** has been informed by the sensitivities of local pedestrian and cycle routes.

### **Pedestrian**

- 3.4.2 Observations are that local pedestrian facilities in the vicinity of the proposed development are generally of good quality.
- 3.4.3 Wide footways are provided along Syon Lane in the vicinity of the site, with sections of the footway, between the site and the A4 being separated from the carriageway by a grass verge.
- 3.4.4 The route to Syon Lane railway station, which is considered a key location in relation to the site, requires pedestrians to cross the A4 (Great West Road) at its junction with Syon Lane (Gillette Corner). Pedestrians can connect with the station using the underpass beneath the A4 on its eastern side, or via surface level crossings on its western side.
- 3.4.5 Pedestrian crossing facilities are provided on Syon Lane, both north and south of the Gillette Corner junction, provided in the form of signal controlled crossings or ‘zebra’ crossings.
- 3.4.6 In the vicinity of the site, the A4 Great Western Road is served by wide pedestrian footways on both sides of the carriageway.

### **Cycle**

- 3.4.7 Syon Lane operates under a 20mph limit to the north of the site and a 30mph speed limit to the south of Grant Way. There is no dedicated cycle infrastructure on this route, however, an off-carriageway cycle facility is proposed in connection with the Bolder Academy development project. When constructed this route will take the form of a shared footway/cycleway which will route along the site frontage, and this will ultimately connect with cycle infrastructure provided alongside the A4.
- 3.4.8 Dedicated cycling infrastructure exists alongside the A4. This takes the form of segregated pedestrian cycle routes on the northern and southern sides of the carriageway (where width



allows), enabling links between the site and Osterley town centre to the west and Boston Manor Park and Chiswick to the east.

- 3.4.9 The construction of Cycleway 9 (formally Cycle Superhighway 9) will take place on London Road, to the south of the development site. The route is expected to be complete by summer 2022. The facility will provide a 7 kilometre (km) section of cycleway between Kensington Olympia and Brentford. The new cycle superhighway would support journeys by cycle from the development sites towards Brentford, Hammersmith and Central London.

## 4 Construction Programme and Methodology

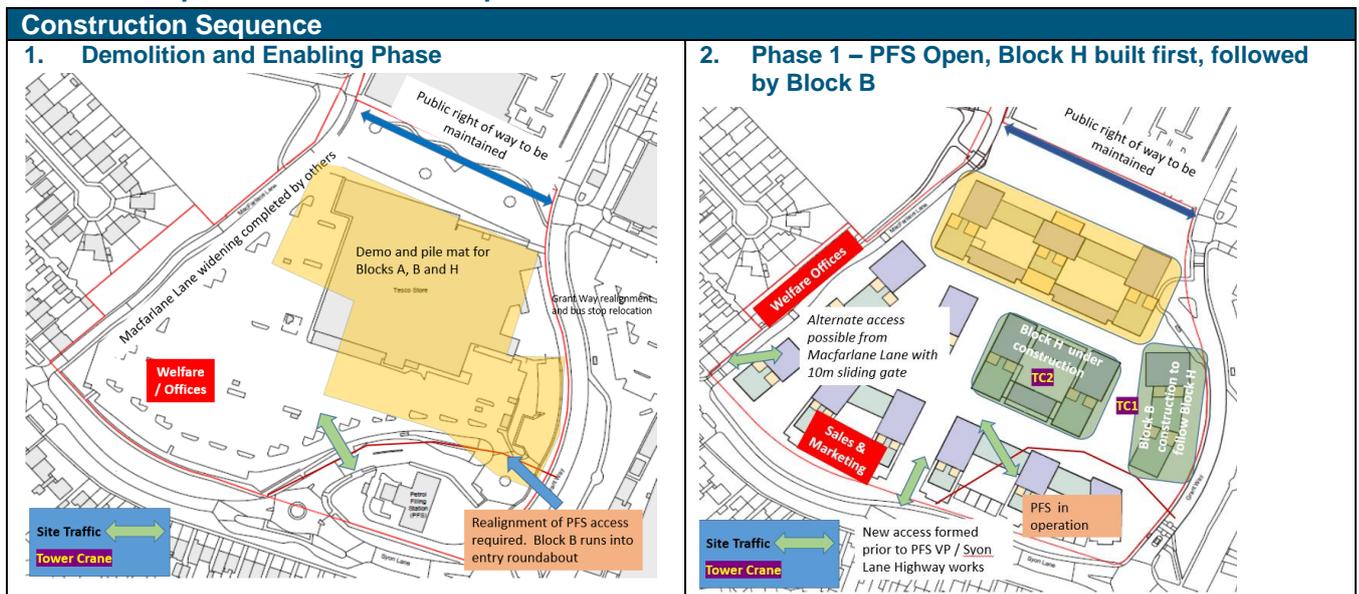
4.1.1 This Outline CLP has been prepared in advance of the appointment of a contractor, and the planning application itself has been made in Outline. The proposed development is therefore at an early stage in the planning and approval process. While work on-site is not scheduled to commence until 2025 a programme of site operations has been developed to support the planning submission.

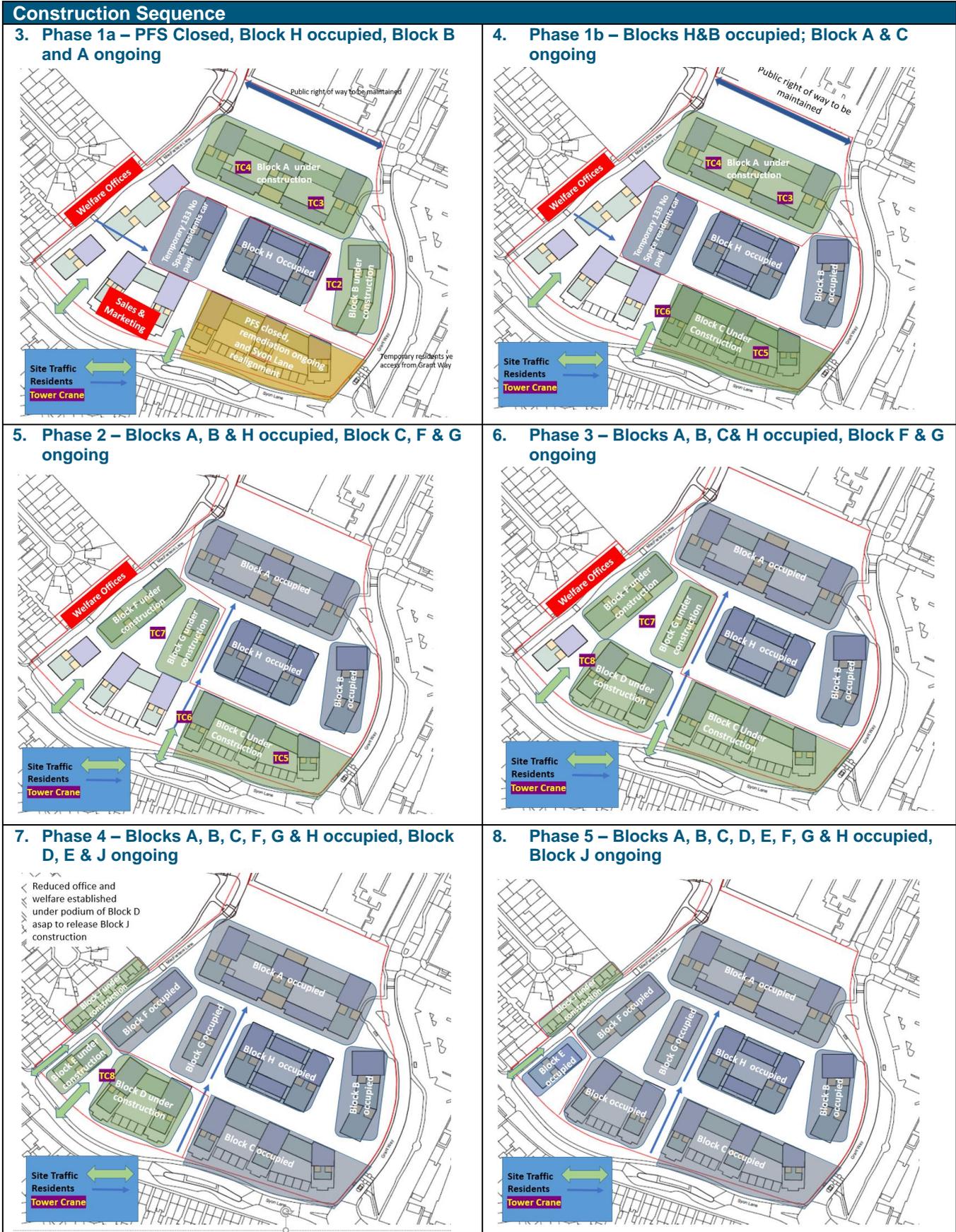
4.1.2 The anticipated start date for the construction works is May 2025, with completion envisaged for April 2035. The construction would extend for approximately 473 working weeks. An outline construction programme (Table 4.1) and construction sequence (Table 4.2) is shown below.

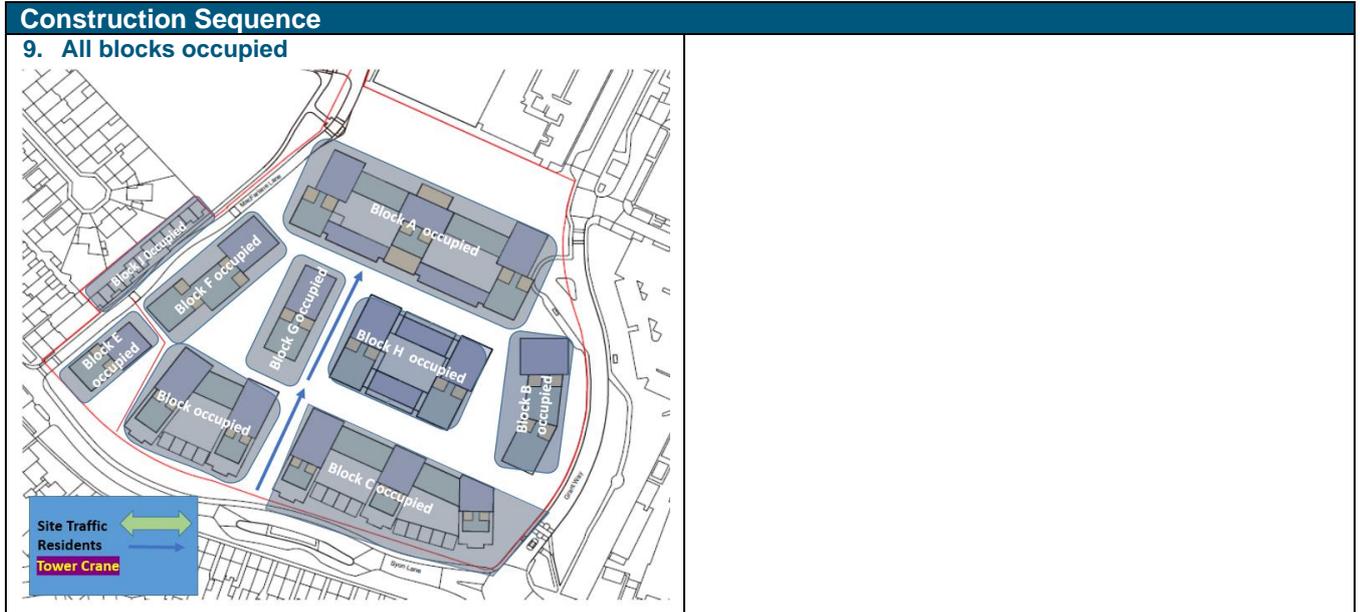
**Table 4.1: Outline Construction Programme**

Phasing	Start Date	Completion Date
Enabling and demolition works	Q2 2025	Q4 2028
Construction Block H	Q3 2025	Q3 2028
Construction Block B	Q2 2027	Q3 2029
Construction Block A	Q2 2028	Q3 2031
Construction Block C	Q1 2030	Q4 2032
Construction Block G	Q3 2031	Q3 2033
Construction Block F	Q1 2032	Q1 2034
Construction Block D	Q3 2032	Q1 2035
Construction Block E	Q3 2033	Q2 2035
Construction Block J	Q4 2033	Q2 2035
<b>Total Programme</b>	<b>Q2 2025</b>	<b>Q2 2035</b>

**Table 4.2: Proposed Construction Sequence**







- 4.1.3 Construction vehicle access to the site is would be undertaken from Syon Lane throughout the construction process. No construction access is proposed from Grant Way and limited access is sought from MacFarlane Lane, principally in association with the construction of Block J which is located on the northern side of MacFarlane Lane.
- 4.1.4 To separate construction traffic and vehicular traffic associated with site residents, a separate (temporary) residents only access would be provided from MacFarlane Lane. This access would be used temporarily until the site's vehicular access from Syon Lane would be complete and operational.
- 4.1.5 A public right of way through Waterer Gardens, along the site's northern boundary, would be maintained.

## 5 Vehicle Routing and Access Strategy

### 5.1 Overview

5.1.1 The construction site's vehicle access strategy takes into account existing constraints on the local highway network. The routing 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.

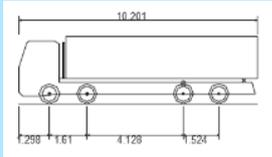
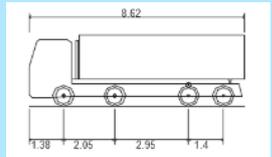
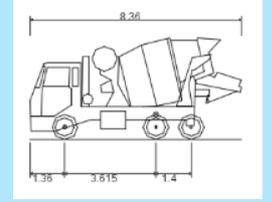
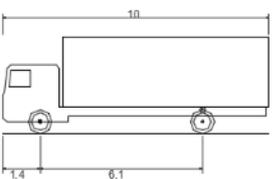
### 5.2 Construction Vehicles

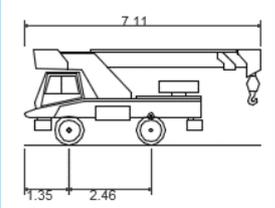
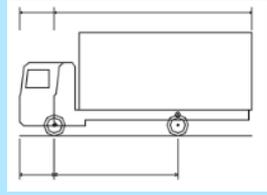
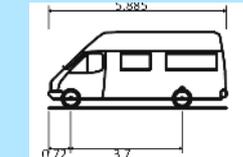
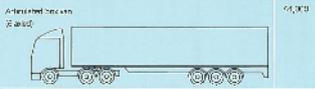
5.2.1 Large construction vehicles that are anticipated to access the site at various phases of the construction are detailed in Table 5.1.

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

5.2.3 It is anticipated that the largest vehicles to access the site could be a large articulated flatbed lorry, and this would be associated with the delivery of Tower Crane to the site.

Table 5.1: Construction Vehicle Technical Specifications (continued overleaf)

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

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)
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
Articulated Lorry		16.500	2.550					

### 5.3 Routing Strategy

5.3.1 Concerning 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.*”

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

- ***From the North:*** Vehicles would use A312 or A406 to access the A4 and in turn access Syon Lane. All traffic would route from the A4 northbound towards the site to access via a right turn.
- ***To the North:*** Vehicles would exit the site via a left turn onto Syon Lane to travel southbound. Vehicles would turn left or right turn onto the A4 to use the A312 or A406 respectively, depending on the onward journey away from the site;
- ***From the West:*** Approach from M4 or A4 to the junction of Syon Lane and turn left onto Syon Lane northbound, to access the site via a right turn.
- ***To the West:*** Vehicles would exit the site turning left southbound along Syon Lane, before proceeding west along the A4 or M4, depending on the final destination;

- From the East: Approach the site from the A406, A205 or A4 depending on the starting orientation. Vehicles would access the A4 westbound and continue to the Gillette Corner and turn right onto Syon Lane northbound to access the site via a right turn.
- To the East: Vehicles would exit the site via a left turn onto Syon Lane southbound, turning left at Gillette Corner and proceed westbound on the A4 to A406 or A205, or to continue on the A4 to proceed away from the locality.
- From the south: Vehicles would approach from the A205 or A307 to connect with the M4 and A4, before turning into Syon Lane, travelling northbound. Alternatively, vehicles could approach from the direction of the M25 or A308, before connecting with the A30 and onward towards the A4. No HGV traffic would approach the site from Syon Lane, south of the A4.
- To the south: Vehicles would depart the site via a left turn to travel southbound. At the A4 traffic would turn east or westbound to connect with the A205, A307 or the A30, before continuing to route away from the site on the strategic road network. No HGV traffic would depart the site using Syon Lane, south of the A4.

5.3.3 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**

5.3.4 For phases and work packages where the consolidation of trips can be undertaken, the following routes have been identified in respect of trips between the site and the nearest consolidation centre at Wincanton Construction Centre (refer to Section 6).

5.3.5 The inbound route would be as follows:

- 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 right onto Syon Lane and proceed to the site.

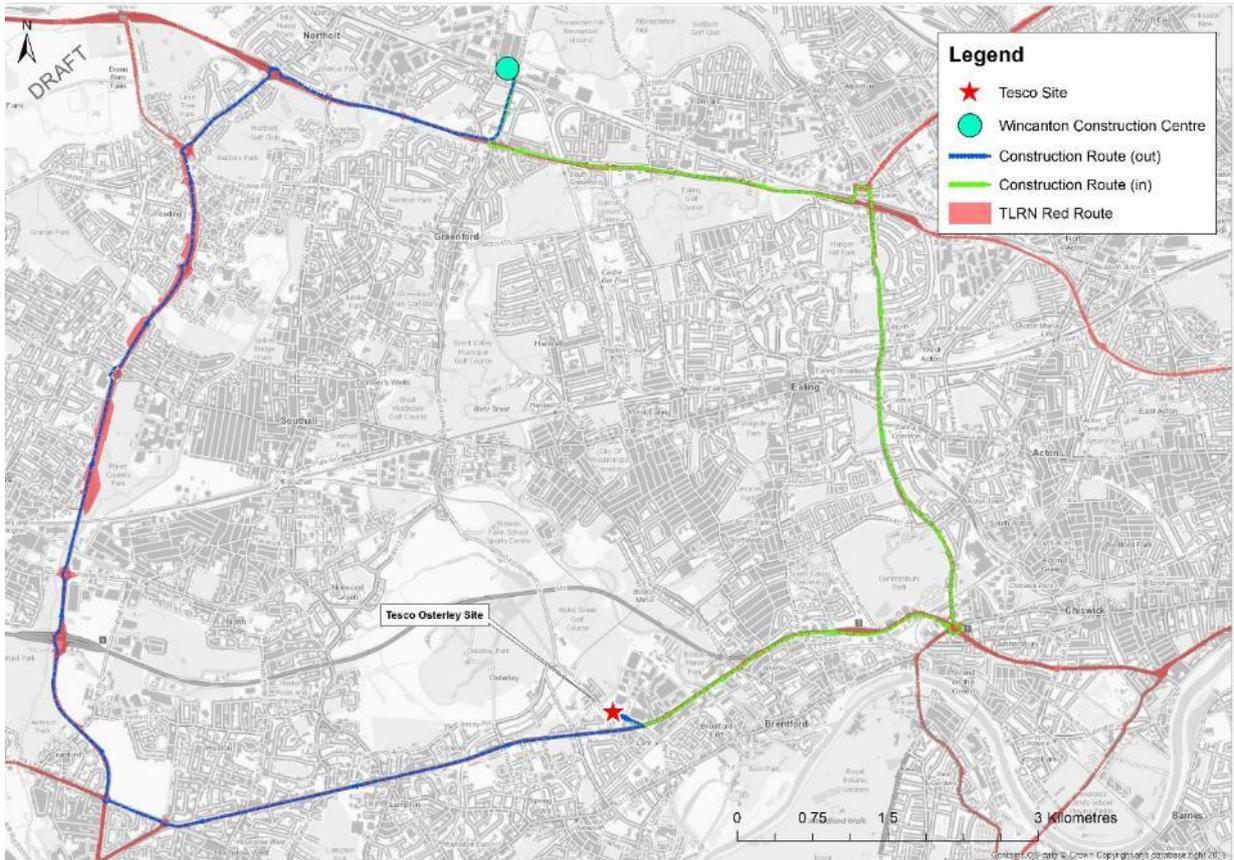
5.3.6 The outbound route is proposed as:

- Vehicles exit the site southbound onto Syon Lane and proceed to the junction of the A4 Great West Road;
- Turn right onto the A4 Great West 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 slip road to exit northbound onto the A4127;
- Turn left onto Rockware Avenue to access the Wincanton Construction.

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

**Insert 5.1: Proposed Construction Vehicle 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 before the commencement of works 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.

6.1.4 The use of a collision reporting system will be required to ensure that all collisions involving vehicles connected with the project are reported to the Principal Contractor.

#### ***Vehicle Call Up Procedure/Vehicle Holding Areas***

6.1.5 Pre-arranged delivery times will be set by the site manager to ensure that the site is not overburdened by HGV construction vehicles. All vehicles will be required to access the site on arrival and would not be permitted to wait for access on the adjacent highway.

6.1.6 All HGV construction vehicles will be fitted with global positioning systems to ensure that the arrival time of inbound vehicles is co-ordinated to avoid site congestion.

6.1.7 Drivers will be required to contact the site 30 minutes prior to arrival to ensure that a space is available for them, with this requirement forming a part of all contract documentation. Should construction vehicles be predicted to arrive on site early, they will be directed to wait at Heston Services on the M4 which is 9 kilometres (km) to the west of the Site until their agreed slot is available.

6.1.8 The extent of the site is such that an area can be allocated for vehicle holding, however, with the measures discussed in this Section, it is expected that deliveries can be managed such as to reduce the requirement for holding vehicles on-site.

#### ***Coordination with Other Construction Activity***

6.1.9 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***

- 6.1.10 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.
- 6.1.11 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**

- 6.1.12 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 a disciplinary system will apply. Drivers found to be causing an obstruction could ultimately be dismissed from the site.
- 6.1.13 The nearest Construction Logistics and Consolidation Centre to the site is:
- Wincanton Greenford Consolidation Centre**  
Rockware Avenue,  
Greenford,  
Middlesex UB6 0AA.
- 1.1.1 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**

- 1.1.2 The appointed contractor and sub-contractor will advise their staff of all local public transport connections. In this respect, Syon Lane railway station is located approximately 550m (a walking time of 7 minutes) from the site.
- 1.1.3 The site is also well served by local bus services, with bus stops located immediately adjacent to the site, as well as along the A4, close to Gillette Corner, 250m to the south of the site.

## **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. 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.

### ***Cycle Safety***

- 1.1.4 During the construction project, particular consideration will be given to reducing risk to cyclists at vehicle entry and exit points on Syon Lane.
- 6.3.3 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.
- 6.3.4 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.

## 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 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.
- 7.1.3 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 Methodology (Vehicle Volumes)

- 7.2.1 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. Based on this 'Ready Reckoner' approach we might expect some 129,463 one-way trips to take place over the lifespan of the construction project.
- 7.2.2 The estimate has been subdivided into the construction stage and this is summarised in **Table 7.1**.

**Table 7.1: Peak Daily Construction Vehicle Movements for each Block**

Phase	Development	Start	End	Peak no of trips (daily)	Peak no of trips (HGV)
1	Vacant Possession/Demolition of Tesco Osterley	May 2025	Dec 2028	24	17
2	Block H – 296 units	Feb 2025	Sep 2028	25	22
3	Block B – 179 units	Apr 2027	Aug 2029	13	13
4	Block A – 431 units	Apr 2028	Oct 2031	30	14
5	Block C – 231 units	Jan 2030	Dec 2032	14	13
6	Block G 130 units	Jul 2032	Aug 2033	15	4
7	Block F 126 units	Feb 2032	Mar 2034	15	11
8	Block D 174 units	Oct 2032	Feb 2035	18	11
9	Block E 36 units	Sep 2033	Apr 2035	6	18
10	Block J 12 units	Dec 2033	Apr 2035	2	2



## 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. It is estimated that during the peak periods of activity, in particular during the fit-out process where multiple contractors will be assessing the site.
- 8.1.2 It will be explained to all staff and sub-contractor staff that there will be no dedicated car parking available on-site and that parking on local streets by site staff is not permitted.
- 8.1.3 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 to avoid creating parking stress on nearby streets.
- 8.1.4 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. Where relevant, information relating active travel modes such as pedestrian and cycling can also be provided as part of the travel-pack, such as to encourage local staff, where possible, walk or cycle to/from the site.

### 8.2 Bus

- 8.2.1 The site is well served by local bus routes and benefits from convenient access to bus stops adjacent to the site along Syon Lane, as well as in the vicinity of Gillette Corner, along the A4.
- 8.2.2 There are seven bus services within walking distance of the site. The H28 buses run adjacent to the site, along Syon Lane. The H91 can be accessed from the A4 at bus stops K/C, while the 235, 237, 267, E8 and N9 buses can be accessed from London Road, at bus stops X/W. All routes provide at least three services per hour, while the most frequent services, the 235, 237 and E8 provide seven services per hour.
- 8.2.3 A summary of bus services which are within suitable walking distance is presented in **Table 8.1**.

**Table 7.2: Local Bus Services (continued overleaf)**

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	Bulls Bridge Tesco	05:50	23:30	3ph	3ph	3ph	2ph
		Tesco Osterley	05:50	23:30	3ph	3ph	3ph	2ph

Service	Route	Direction (Towards)	First Bus	Last Bus	AM Peak	PM Peak	Sat	Sun
	Middlesex Hospital – Syon Lane Station – Tesco Osterley							
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

## 8.3 Rail

- 8.3.1 The site is well served by rail. Syon Lane Station, 550m to the south of the site, provides National Rail services direct to London Waterloo, via Brentford, Putney, Clapham Junction and Vauxhall. To the west, the service connects with Windsor and Eton.
- 8.3.2 Syon Lane railway station is on the Brentford loop of the South Western Railway network. At Syon Lane Station, there is a frequent service connecting the site with Central London. There are approximately 7 trains per hour to London Waterloo and Mortlake, respectively. There are 3 trains per hour to Weybridge.
- 8.3.3 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.
- 8.3.4 Osterley Station provides access to the Piccadilly Line service and is within 2km of the site. Bus service H91 provides a connection from the site to the station.
- 8.3.5 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

9.1.1 This Outline CLP has been produced before obtaining planning permission and prior to the appointment of a principal contractor. As such, it is not possible to include a detailed and definitive description of how the CLP will be implemented. However, a Detailed CLP will be produced post planning consent and once the contractor has been appointed. The Detailed CLP will refer to this document and provide a more detailed assessment of:

- Site operations and logistics;
- Construction traffic numbers and the timing of vehicle movements;
- Traffic management; and
- Strategies to mitigate the impact of construction vehicle activity, such as the use of Consolidation Centres.

9.1.2 It is anticipated that 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.

9.1.3 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.

9.1.4 In addition to data collection, the Construction Logistics Manager will be responsible for identifying breaches in procedure and logging complaints whilst overseeing safety considerations.

## 10 Summary

- 1.1.6 Royal HaskoningDHV (RHDHV) has been appointed by St Edward Homes Limited to prepare an Outline Construction and Logistics Plan associated with the proposed redevelopment of Tesco Osterley, Syon Lane, Isleworth, TW7 5NZ, in the London Borough of Hounslow (LBH).
- 1.1.7 RHDHV has prepared this Outline CLP to inform the site's planning application. 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.
- 1.1.8 This report has been prepared in respect of guidance contained within Transport for London's (TfL) 'Construction Logistics Plan Guidance' (July 2017 – v3.0).
- 10.1.1 The overall objectives of this Outline CLP are to reduce:
- **Environmental impact** of construction activities through lower vehicle emissions and noise levels;
  - **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.
- 10.1.2 The proposed development site is situated at Syon Lane, Isleworth, TW7 5NZ, approximately 550m north of Syon Lane railway station. The site is currently occupied by a Tesco Extra supermarket (circa 11,582sq.m GIA) a Tesco Petrol Filling Station (PFS) and a large surface car park (625 parking spaces).
- 10.1.3 The Tesco Osterley site is a 5.45-hectare plot of land located along the northern side of Syon Lane. MacFarlane Lane and Grant Way bound the western and eastern sides of Tesco Osterley, respectively. The Sky campus and playing fields (including a five-a-side football complex) adjoin Tesco Osterley site's northern boundary.
- 10.1.1 The proposed development forms the topic of a planning application that seeks permission for a residential-led mixed-use development, comprised of the following:
- Up to 1,677 new homes;
  - Between 3,000 sqm and 5,000 sqm of non-residential floorspace, comprising commercial, business and service space, and/or learning and non-residential institution space, and/ or local community space, and/ or a public house/ drinking establishment, and/ or mobility hub;
  - Buildings heights ranging from two to 17 storeys;
  - A minimum of 20,000 sqm of publicly accessible open space, which includes three new public open spaces;
  - A minimum of 8,000 sqm of communal amenity space at podium and roof level;
  - A minimum of 5,000 sqm play space split between public ground floor area and communal podium/roof levels;
  - Planting of a minimum of 300 new trees;

- Up to 400 car parking spaces, including a minimum of 10 car club bays;
- 20% of car parking spaces to be electric vehicle charging points, with remaining spaces to be passive;
- London Plan compliant cycle parking;
- A new public route through the retained and enhanced Water Gardens;
- A mobility hub and bus welfare facilities; and
- A new bus turning facility for Route E1 and H28 buses.

- 10.1.2 This CLP has provided an outline of the programme and methodology that has been assumed for the construction project. Five phases of construction have been defined, spanning the duration of demolition and construction, and these set the basis for the identified construction access requirements.
- 10.1.3 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.
- 10.1.4 A Construction Access Strategy has been formulated to reflect the constraints and opportunities for vehicles accessing the site during various phases of construction.
- 10.1.5 It is envisaged that the construction programme will extend from the third quarter of 2025, with completion envisaged for the third quarter of 2035. Hours of operation on-site would be from 08:00 to 18:00 from Monday to Friday and from 08:00 to 13:00 on a Saturday.
- 10.1.6 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.
- 10.1.7 It will be explained to all staff that no dedicated parking will be made available on-site and that parking on local streets by site and sub-contractor staff will not be permitted.
- 10.1.8 At peak times of vehicle demand, a total of 97 vehicle arrivals is anticipated over the course of a day, of which 69 are anticipated to be HGVs. This peak activity would take place from April to September 2028, at which time Blocks A, B and H will be under construction, the site's petrol filling station will be decommissioned and a temporary residential car park will be erected.
- 10.1.9 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 collection, identifying breaches in the procedure and logging complaints whilst overseeing safety considerations.
- 10.1.10 Subsequent to the receipt of planning consent, and the appointment of a building and demolition contractor, a Detailed CLP will be prepared, in which additional information will be provided to support the Site's construction and associated traffic management measures.