



**Proposed Residential
Development At Chapel Gate,
Laindon Link, Basildon**

Construction Logistics Plan

on behalf of

Sempra Homes Ltd

March 2021

INTERMODAL TRANSPORTATION

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IT2178



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1 INTRODUCTION

- 1.1 Intermodal Transportation Ltd (ITL), an independent Consultancy specialising in highway engineering and transportation planning, have been appointed by Sempra Homes Limited to produce this Construction Logistics Plan (CLP) to support a planning application for a residential development, comprising 217 flats and 16 houses, on land to the south of Laindon Link in Basildon, Essex.
- 1.2 As part of the development proposal, the vehicular access arrangements to the site would be via the existing signal controlled four arm junction between Laindon Link, great Knightleys and the access to the site. This CLP has been produced in order to set out how construction deliveries and activities would be managed on the site during the construction phase. It should be noted that a separate Delivery Service Plan has been prepared to consider how the completed site would manage deliveries and refuse collection.
- 1.3 The objectives of this Construction Logistics Plan are:
- To encourage reduced emissions from road transport connected with construction at the site;
 - To enhance safety connected with construction activities;
 - To minimise site related congestion on the local road network; and
 - To assess the safe operation of vehicle tracking to access the site for construction deliveries.



2 SITE LOCATION AND LOCAL ROAD NETWORK

Site Location and Context

- 2.1 The site is located within the town of Basildon in the administrative area of Basildon Council. The entire site covers an area of approximately 2.38 hectares and is located adjacent to the south-west corner of the centre of Basildon, which lies on the opposite (eastern) side of the important A176 Nether Mayne.
- 2.2 Drawing IT2178/CLP/01 shows the site location in the local and wider context. The site is bounded to the north by Laindon Link and to the east by Nether Mayne. To the south of the site there is the main railway line from Basildon to London Fenchurch Street. To the west, the site narrows and is bounded by small linear area of green public open space separating Laindon Link from the railway line. The Architect's proposed site layout is contained at Appendix A.
- 2.3 Although the site is adjacent to the town centre it is separated from it by the A176 main road. There are no existing residential properties bordering the site with the nearest habited properties being located to the north side of Laindon Link, some 40m from the nearest proposed construction activities.
- 2.4 The nearest hospital is Basildon University Hospital situated around 1km to the south of the proposed development. This distance is sufficiently far to conclude that operation of the hospital is very unlikely to be disturbed by construction activities at the site.
- 2.5 The nearest school is Lee Chapel Primary situated around 400m to the south-east of the site on the opposite side of the railway line. This distance is sufficiently far to conclude that operation of the school is very unlikely to be disturbed by construction activities at the site.
- 2.6 The site is situated in close proximity to the railway line and construction activities would be required to conform to any management required by Network Rail and the Rail Authorities to ensure that appropriate levels of rail safety are maintained. The vehicular access to the site is located on the north side, opposite to the railway line. Therefore there would be no direct interaction between the vehicular access and the railway line.



Local Road Network

- 2.7 Laindon Link, which is part of the B1007 road, runs adjacent to the site's northern boundary on an east to west alignment. It is typically 9.5m wide to the west of the application site but widens along the site frontage to provide two separate carriageways on the approach to the site access junction. Laindon Link is subject to a 40mph speed limit and has street lighting along both sides of the road carriageway. There is a combined footway and a cycleway running along the northern side of the carriageway while a grass verge runs along the south side. Vehicular access to the application site would retain the existing access that was previously used to serve the car park. The access forms a four arm signal controlled junction with Laindon Link and Great Knightleys
- 2.8 To the northeast of the site, Laindon Link forms a roundabout junction with the A176 Nether Mayne and Roundacre (called Southernhay to the east of the access to Basildon railway station). The A176, is subject to a 30mph speed limit and is approximately 10m wide with four traffic lanes under the adjacent railway bridge.
- 2.9 Roundacre / Southernhay is subject to a 30mph speed limit and runs in an easterly direction from the roundabout, passing around the south side of Basildon town centre and turning northwards at the eastern edge of the town centre to connect with Broad Mayne, which runs east to west along the north side of the town centre.
- 2.10 The A176 runs in a north south alignment through Basildon and it joins the A13 (trunk road) Stanford le Hope Bypass at its southern end. The southern junction consists a grade separated interchange with the A176, High Road and B1464 meeting at a 'dumbbell' junction above the A13 with roundabouts to the north and south side of the main carriageway and an overbridge joining the two roundabouts.
- 2.11 To the north side of Basildon, and approximately 2km north of the development site, the A176 joins the A127 at another grade separated junction. The A127 and A13 join the M25 motorway at junctions 29 and 30 respectively, north of the Dartford crossing. Hence the site is well connected to the wider strategic road network.
- 2.12 All vehicles must enter and leave the site at the signal controlled junction from Laindon Link. Swept path analyses has been undertaken at the access junction to confirm that the largest vehicles regularly needing to access the site during the construction period are able to do so comfortably. The swept paths are contained at Appendix.B.



3 CONSTRUCTION PROGRAMME AND METHODOLOGY

- 3.1 Details of the construction programme and methodologies for construction on the site are in outline only at this planning application stage. Full details would be considered following the granting of planning permission.

Indicative Construction Programme

- 3.2 It is expected that that construction would start on site in May 2022 and that the build duration would be 114 weeks, reaching conclusion in August 2024.

Construction Methodology

- 3.3 The proposed houses would be of traditional masonry construction with timber trussed pitched roofs. The flat blocks would be constructed using an in-situ concrete frames upon Continuous Flight Auger (CFA) piles. External walls would be faced with brick and use Steel Framed System (SFS) inner leaf.



4 VEHICLE ROUTING AND SITE ACCESS

- 4.1 The proposed development is situated next to the primary road network within Basildon and all construction traffic would be routed via the A176 Nether Mayne from the Strategic Road Network (SRN). All vehicles would access and egress the site via the signal controlled junction from Laindon Link, which connects directly to the A176 at a roundabout junction situated adjacent to the site. Drawing IT2178/CLP/02 shows the route for construction vehicles to access the site from the strategic highway network. The proposed site layout plan is contained at Appendix A, showing the access junction and internal road system.
- 4.2 Swept path sketches demonstrating that the largest HGV delivery vehicles would be able to access the site in a forward gear, turn within the site and then exit the site in a forward gear are contained at Appendix B of this document.
- 4.3 Pedestrian and cycle access to the site would be maintained during the construction phase from the east via the existing network of cycle paths and footpaths, including the underpasses at the Nether Mayne roundabout. Construction operatives would be encouraged to travel to the site via public transport, walking and cycling where possible and would be able to use these existing routes to reach the site from the railway station and bus routes serving Basildon town centre.



5 STRATEGIES TO REDUCE IMPACTS

5.1 The following measures would be considered by the contractors to help achieve the goals of this CLP and improve management of the construction process:

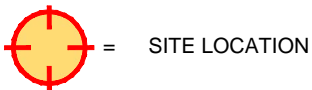
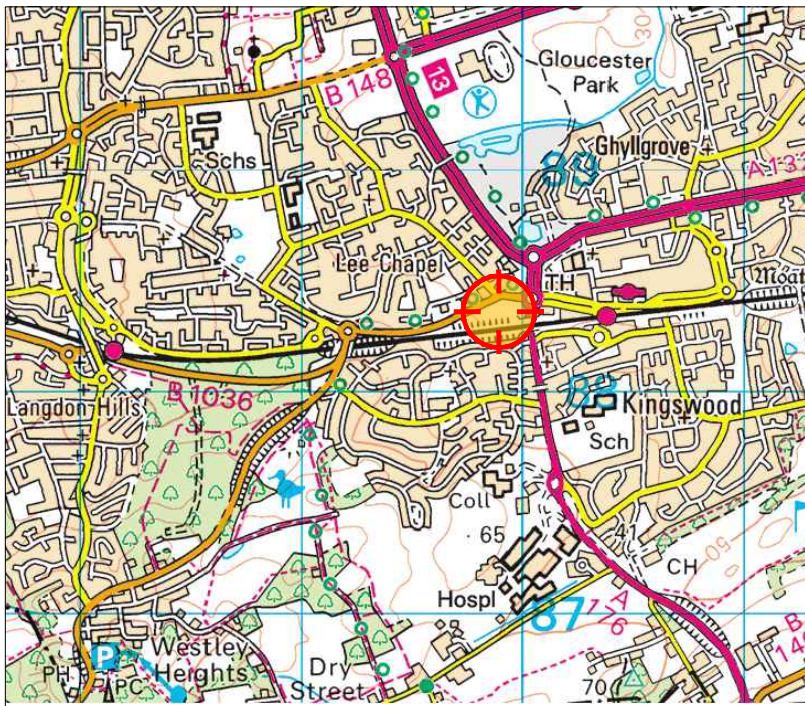
- Ensure construction vehicles and deliveries comply with appropriate environmental standards;
- Ensure deliveries and construction traffic adhere to designated vehicle routes from the SRN to the site;
- Ensure that construction deliveries are scheduled to minimise disruption to the local road network;
- Ensure maximum use of vehicles visiting the site (i.e. full loads) to reduce the number of such movements; and
- Implement a staff travel plan during the construction work.



6 IMPLEMENTATION AND MONITORING

- 6.1 A Construction Logistics Manager should be appointed by the primary building contractor, to ensure that this outline Construction Logistics Plan is developed into a working documents used to guide the construction process. The Construction Logistics Manager's role would be to implement the CLP and monitor activities throughout the construction period. The manager should collect data relating to the logistic of the operation and to feed the results into the site management operation to ensure compliance with the objectives of this CLP and best practice.
- 6.2 It is envisaged that the Construction Logistics Manager would monitor the following aspects of the project:
- Operate a delivery booking system;
 - Monitor vehicle movements onto and off of the site;
 - Keep a record of visiting vehicle types and length of stay;
 - Monitor vehicle routing compliance;
 - Record instances of vehicle queuing and any disruption to traffic on the adjacent public highway;
 - Operate a staff travel plan system and ensure staff are aware of the need to travel to site by sustainable travel modes where possible; and
 - Ensure drivers are briefed regarding best practice to maintain low emissions and minimal disturbance to the local area.
- 6.3 The Construction Logistics Manager would be responsible for reporting their findings to the site management team for any follow-up actions needed to ensure proper compliance with the objectives set out at paragraph 1.3.

DRAWINGS



Drawing Title:
SITE LOCATION IN THE LOCAL AND WIDER CONTEXT

IT Project:
CAR PARK 14, BASILDON

Sheet 1 of 1

Rev	Description	Reviewer	Date

Client:
SEMPRA HOMES LTD

Drawn By:
MK

Approved By:
JB

Drawing No:
IT2178/CLP/01

CAD File:
IT2178_SK_01.dwg

A4

Notes:
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Date:
SEP 2020

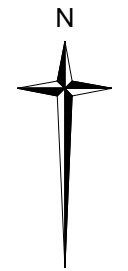
Scale:
NTS





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Key	
	Site Location
	HGV Route

Rev	Description	Reviewer	Date
Drawing Title			
SERVICE ROUTE PLAN			
Rev:	-		

IT Project:
CAR PARK 14, BASILDON

Sheet 1 of 1

Client:
SEMPRA HOMES LTD

A3

Drawing No: IT2178/CLP/02	CAD File: IT2178_SK.dwg
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Date: MARCH 2021	Scale: NTS
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Drawn By: DS	Approved By: SW
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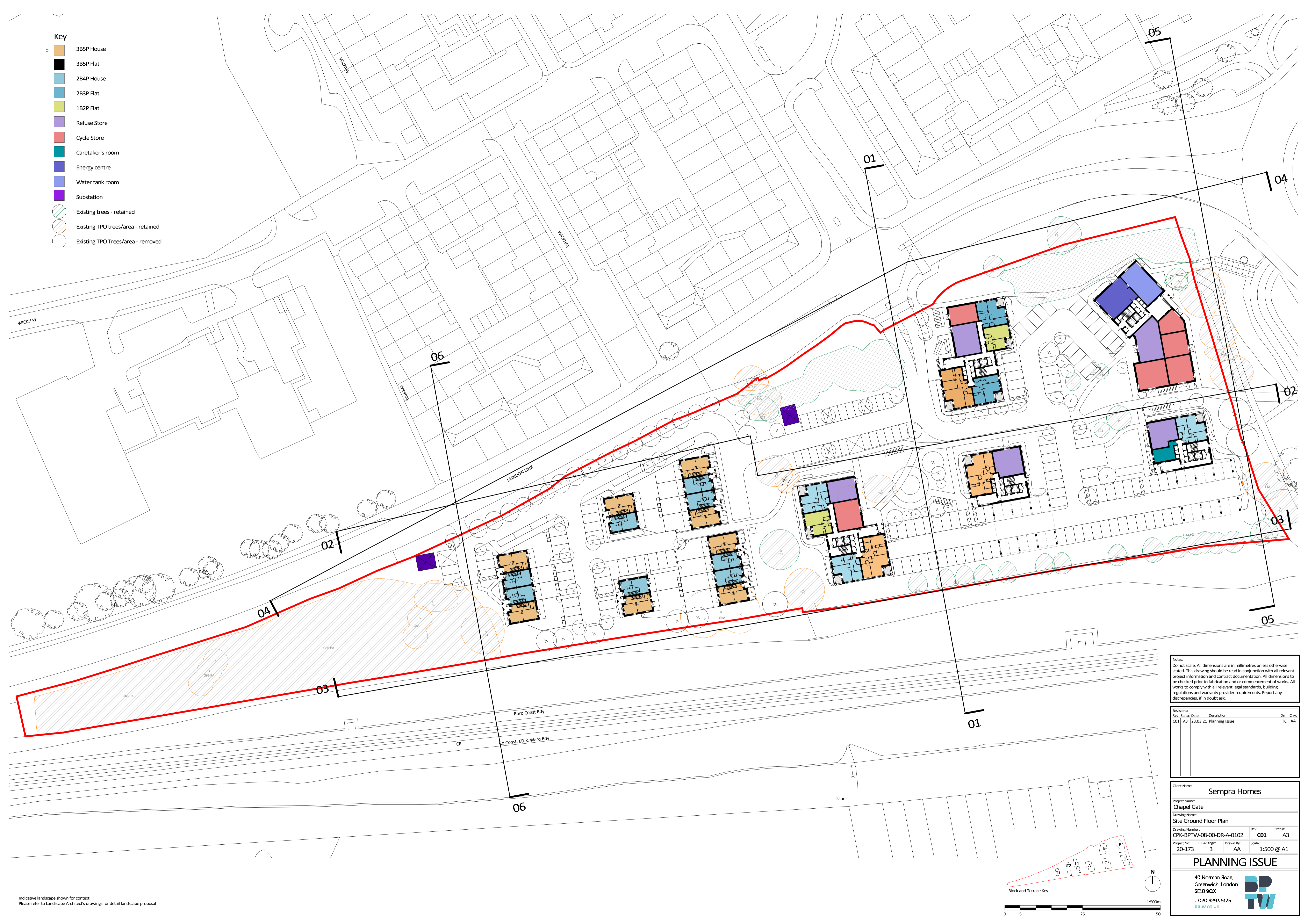
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 Essex CB11 4AA

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APPENDIX A

SITE LAYOUT PLAN

- Key**
- 3B5P House
 - 3B5P Flat
 - 2B4P House
 - 2B3P Flat
 - 1B2P Flat
 - Refuse Store
 - Cycle Store
 - Caretaker's room
 - Energy centre
 - Water tank room
 - Substation
 - Existing trees - retained
 - Existing TPO trees/area - retained
 - Existing TPO Trees/area - removed



Indicative landscape shown for context
Please refer to Landscape Architect's drawings for detail landscape proposal

Notes:
Do not scale. All dimensions are in millimetres unless otherwise stated. This drawing should be read in conjunction with all relevant project information and contract documentation. All dimensions to be checked prior to fabrication and or commencement of works. All works to comply with all relevant legal standards, building regulations and warranty provider requirements. Report any discrepancies, if in doubt ask.

Revisions	Rev	Status	Date	Description	Dim	Chkd
CD1	A3		23.03.21	Planning Issue	TC	AA

Client Name: **Sempra Homes**

Project Name: **Chapel Gate**


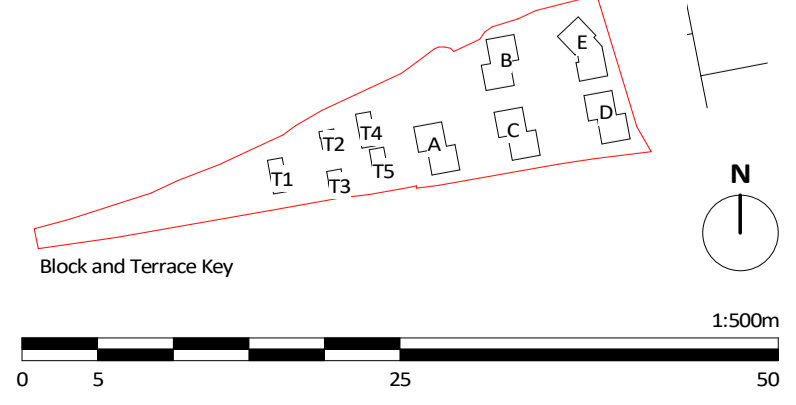
Drawing Name: **Site Ground Floor Plan**

Drawing Number: **CPK-BPTW-08-00-DR-A-0102** Rev: **C01** Status: **A3**

Project No: **20-173** RIBA Stage: **3** Drawn By: **AA** Scale: **1:500 @ A1**

PLANNING ISSUE

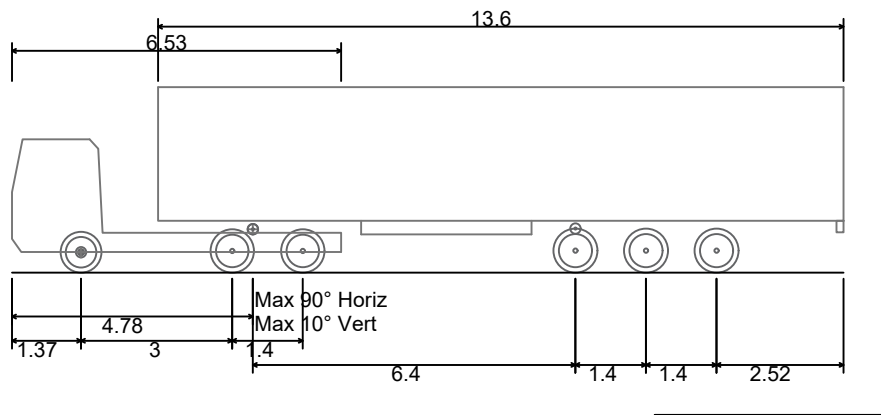
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Greenwich, London
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APPENDIX B

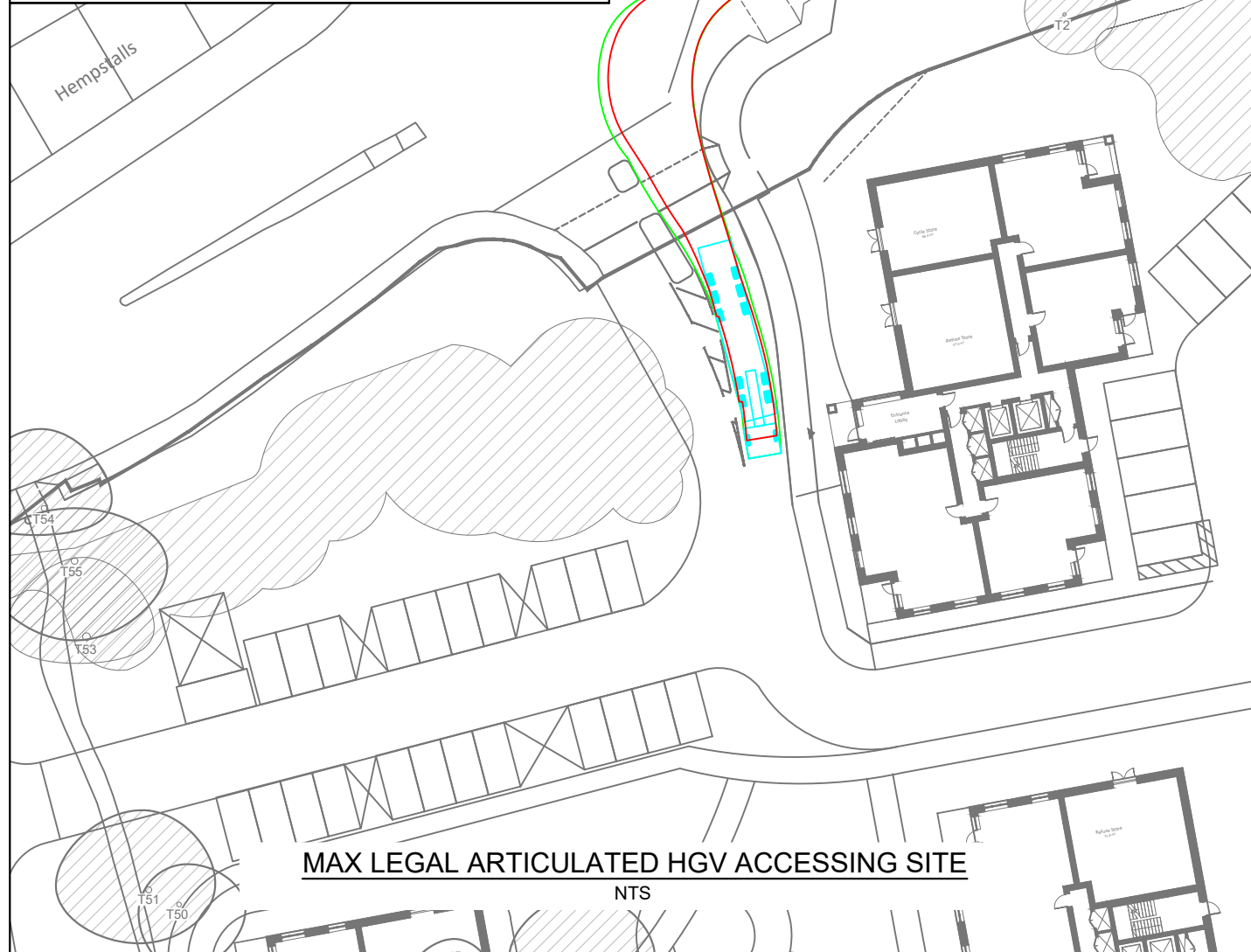
SWEPT PATH SKETCHES

TA-ATR009



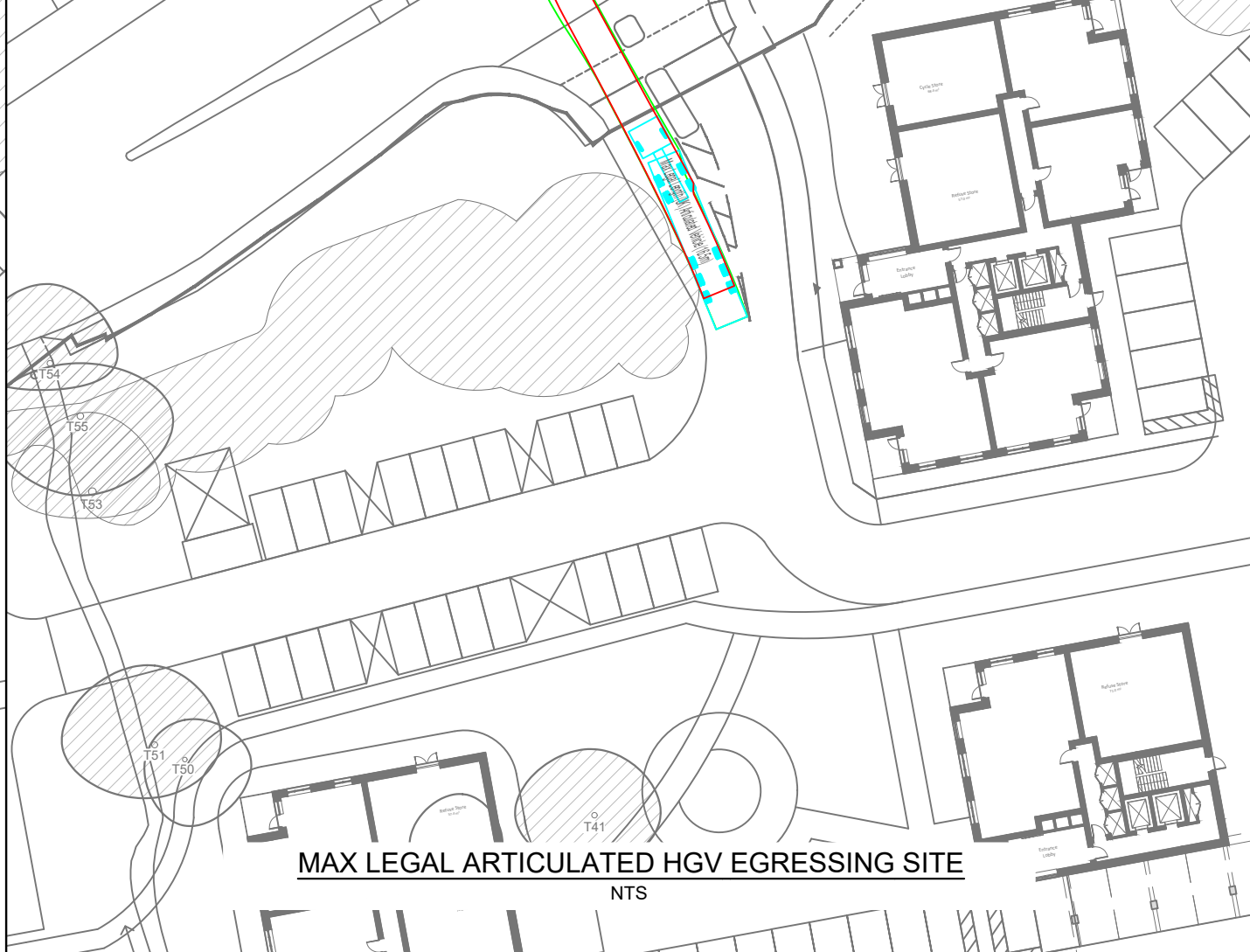
Max Legal Length (UK) Articulated Vehicle (16.5m)

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



MAX LEGAL ARTICULATED HGV ACCESSING SITE

NTS



MAX LEGAL ARTICULATED HGV EGRESSING SITE

NTS