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148 STATION ROAD, SIDCUP,
DA15 7AB

CONSTRUCTION LOGISTICS PLAN

May 2021

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Ref: File path P:\ P2342 Outline CLP 148 Station Road May 2021

I.0 INTRODUCTION

- I.1 Paul Mew Associates (PMA) is instructed by Kallerview Construction Ltd to prepare a Construction Logistics Plan (CLP) in relation to the proposed development at 148 Station Road, Sidcup, DA15 7AB.
- I.2 The application site's location is presented on a map in Figure 1 of this report; the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.
- I.3 The local planning and highway authority is the London Borough of Bexley (LBB).

Development Proposals

- I.4 The proposals seek permission for alterations to the ground floor units at Nos. 148 and 148A including the change of use at No. 148 to an office (Class E(g)) and 148A to estate agents (Class E(c)); part 1/part 2 storey rear extension including the creation of 1 x 2 bed maisonette and alterations to the existing 1 x 2 bed flat.
- I.5 The proposed site plan can be found within Appendix B.

Objectives of the CLP

- I.6 The primary objectives of this detailed CLP are set out as follows:
- Encourage construction workers to travel to the site by non-car modes as much as is practicable;
 - Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
 - Encourage greater use of sustainable freight modes;
 - Encourage the use of greener low emission vehicles;
 - Manage the on-going development and delivery of the CLP with construction contractors;
 - Communicate site delivery and servicing facilities to workers and suppliers; and

- Encourage the most efficient use of construction freight vehicles.

CLP Structure

- I.7 The structure of this report follows the format generally described in TfL's guidance document.
- I.8 It should be noted that PMA previously provided a CLP for the site next door and this document largely follows the precedent set for the approved neighbouring site.

Site Access

- I.9 The property is accessed from Station Road, with no off-street parking provided within the existing site or proposed. The site does however benefit from a dropped kerb on Station Road.
- I.10 To the rear of the site is a builders merchants, Travis Perkins. The contractor has stated that all of the building materials will be sourced from here.
- I.11 The only height restriction on Station Road is located to the south of the site, underneath the railway line, which restricts vehicles to under 4.4 metres.
- I.12 The site's frontage onto Station Road features double yellow lines with blips restricting loading Monday to Saturday, 8am – 10am and 4pm to 7pm.
- I.13 This CLP has been prepared for submission with a full planning application.

2.0 POLICY CONTEXT

London Borough of Bexley

- 2.1 The London Borough of Bexley *Planning Applications Requirements* (2018) provides information regarding Construction Logistics Plans (CLP). The relevant information regarding CLP's is extracted below for ease of reference;

"A draft Construction Logistics Plan (CLP) may be required where the proposed demolition and construction requirements could significantly impact on the free flow and safety of the highway network or residential amenity. The Plan should include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site, measures to secure provisions of on-site delivery, off-loading, turning and parking of construction and operatives vehicles, identifying efficiency and sustainability measures to be undertaken during site construction and the hours of operation"

Transport for London

- 2.2 Transport for London (TfL) has developed a CLP guidance document to support sustainable construction practices in London. The document is designed to give specific help to transport planners and people working in the construction industry.
- 2.3 CLP's are an important management tool for planners, developers and those working in construction companies. They act as the catalyst for reducing the negative transport effects of construction work on local communities, residents, businesses and the environment.
- 2.4 There are two types of CLPs that are usually required to be submitted:

"An outline CLP

This type of CLP accompanies an associated application to a planning authority - either a Greater London local authority or Transport for London (TfL). It may be submitted earlier in the planning process during pre-application discussions. This CLP gives the planning authority an overview of the expected logistics activity during the construction project.

A detailed CLP

This type of CLP goes to a planning authority at the post-granted discharge of conditions stage, and/or at the highways design stage."

- 2.5 The main difference between an outline CLP and a detailed CLP is the level of information provided. This will usually depend on the stage of the development plans.
- 2.6 An outline CLP should contain a summary of the main logistics issues expected during construction and outline what the developer intends to do. This information will be confirmed within a detailed CLP along with some additional information about how the activities will be organised and managed.
- 2.7 This report has been prepared as an outline CLP to support a planning application.

London Plan (Intend to Publish)

- 2.8 The new London Plan (intend to Publish) is currently a material consideration in planning decisions. With regard to CLP's, the following relevant sections have been extracted:

"Policy T4 Assessing and mitigating transport impacts...

*...B) Travel Plans, Parking Design and Management Plans, **Construction Logistics Plans** and Delivery and Servicing Plans will be required having regard to Transport for London guidance...*

*...G) **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.”

*“10.7.4 When planning freight movements, development proposals should demonstrate through **Construction Logistics Plans** and **Delivery and Servicing Plans** that all reasonable endeavours have been taken towards the use of non-road vehicle modes. Where rail and water freight facilities are available, Transport for London’s freight tools should be used when developing the site’s freight strategy.”*

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

10.8.7 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. Development proposals should demonstrate ‘good’ on-site ground conditions ratings or the mechanisms to reach this level, enabling the use of vehicles with improved levels of driver direct vision. To support the procurement of these vehicles and to minimise road danger, the Mayor has introduced his Direct Vision Standard, which rates Heavy Goods Vehicles on a star rating from 0 (lowest) to 5 (highest), based on how much the driver can see directly through the cab windows.”

2018 Mayors Transport Strategy

- 2.9 The Mayors Transport Strategy set out the Mayors Policies and proposed to reshape transport in London over the next two decades.

- 2.10 The following relevant sections regarding CLP's have been extracted and outlined herein for ease of reference:

“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. The London Plan will also safeguard wharves and railheads...

...The identification and protection of new sites for load consolidation, particularly those adjacent to rail or river services, is supported by the London Plan and will be considered through the planning process. The use of these centres will be encouraged through the requirement for Construction Logistics Plans in the planning process.”

- 2.11 The aforementioned policies have been taken into consideration when preparing this CLP.

3.0 SITE CONTEXT, CONSIDERATIONS & CHALLENGES

- 3.1 TfL's CLP guidance document states that it is good practice to provide information regarding the site and surroundings and details of the proposals such as: the location of the site, the size and nature of the development, details of any parking constraints near the site, details of site access, including public transport, cycling and footways, and any changes to services during the construction phase.

Site Address & Locality

- 3.2 The full address of the site is 148 Station Road, Sidcup, DA15 7AB.
- 3.3 The local planning and highway authority is the LBB.









Development Proposal

- 2.12 The proposals seek permission for alterations to the ground floor units at Nos. 148 and 148A including the change of use at No. 148 to an office (Class E(g)) and 148A to estate agents (Class E(c)); part 1/part 2 storey rear extension including the creation of 1 x 2 bed maisonette and alterations to the existing 1 x 2 bed flat.

Local Transport Options

- 3.4 The development site is located on a high street, therefore the majority of the buildings in proximity to the site are shops at ground floor, with residential or offices above.
- 3.5 In terms of public transport, in order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and public transport accessibility level (PTAL) assessment has been undertaken. This will provide contractors with potential public transport options in order to access the site.

- 3.6 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walking distances and wait times. Details on how PTAL scores are calculated are set out in TfL's 'Transport Assessment best practice guidance document'.
- 3.7 TfL provides an online GIS-based PTAL tool on their website. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's Public Transport PTAL score.
- 3.8 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAL score. The results indicate that the application site has a PTAL score of 4 which is a 'good' accessibility rating as defined by TfL. The full PTAL output file is presented in Appendix C.
- 3.9 The PTAL scoring system provided by TfL is presented below.

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

Bus Connections

- 3.10 The site is located within 100 metres of one bus stop on Station Road and one additional bus stop next to Sidcup Train Station. The bus stops are served by numerous bus stops. See Table 1 for details of bus destinations and frequencies. Refer to Figure 2 for a map detailing local bus transport options.

Table 1: Local Bus Services

Bus Number	Bus Route	Frequency Per Hour
286	Sidcup - Avery Hill - Eltham - Kidbrooke - Blackheath Royal Standard - East Greenwich - Greenwich	6
51	Orpington - Foots Cray - Sidcup - Welling - Woolwich	6
229	Thamesmead Town Centre - Crossway - Abbey Wood - Lower Belvedere - Erith - Bexleyheath - Bexley - Sidcup	6
233	Swanley - Northview Estate - Foots Cray - Sidcup - Longlands Road - New Eltham - Eltham	3
160	Sidcup - Chislehurst - New Eltham - Eltham - Middle Park - Eltham Green - Sandhurst Road - Catford	4
269	Brentwood - Warley - Great Warley - North Ockendon - Ockendon - Belhus - North Stifford - Lodge Lane - Grays	6
492	Bluewater - Horns Cross - Dartford - Chastilian Road - Crayford - Mayplace Road - Bexleyheath - Bexley - North Cray - Foots Cray - Sidcup	2

Source: www.londonbusroutes.net

3.11 The bus services as outlined within the above table indicate that the site has good access to a variety of bus services in close proximity to the site.

Rail Connections

3.12 Sidcup Station is located around 170 metres (a two minute walk) to the south of the application site. Typical services from the station include four trains an hour to Charing Cross, two trains an hour to Cannon Street, four trains an hour to Dartford and two trains per hour to Crayford.

Walking & Cycling

3.13 Walking routes to nearby bus stops and railway stations are very direct and straightforward.

Considerations and Challenges

- 3.14 The site has access to the Travis Perkins site to the rear, therefore there will be minimal impact on the adjoining road due to the lack of deliveries via Station Road. The impact on Station Road should however be carefully considered as the site does not have off street access for vehicles, therefore vehicles will need to wait in the road when loading / unloading spoil or concrete.
- 3.15 Careful consideration should also be taken in relation to the neighbouring site, at 146, which will likely have overlap in construction. The contractors shall liaise with the adjoining contractors in order to minimise impacts as much as possible.

Schools

- 3.16 In terms of schools, there are a number of schools to the north of the site, namely Chislehurst and Sidcup Grammar School, Holy Trinity Lamorbey Church of England School and Burnt oak Junior school. None of the schools are directly on the HGV vehicles access, however particular care will be taken when driving around the roads near these schools during school pick up times.

Places of Worship

- 3.17 Directly to the north of the site is Holy Trinity Church Hall. Pedestrian and vehicular access is provided to the hall on the northern side of the site, therefore conflict with users will be minimal, however the contractors will nonetheless take every care possible to reduce potential conflict with users.
- 3.18 On the other side of the carriageway to the north of the church hall is the Holy Trinity Church. It is unlikely that there will be any conflict with users, given mass is on a Sunday when construction isn't taking place.

Local Businesses

- 3.19 There are a number of businesses active locally. Most directly the neighbouring site is a cycle centre, however as the site has recently had planning permission granted it is unlikely that the site is still active as a cycle centre. There are also a range of businesses over the road, including a barbers, restaurant and yoga centre. The construction hours outlined herein will reduce the impact on local businesses and the contractor will active liaise with other local stakeholders if they have any queries.
- 3.20 The contractor will ensure pedestrian safety of those walking past the site through adequate signage, provision of banksmen and hoarding when a vehicle is located at the site. This will benefit all other local stakeholders and ensure pedestrian safety when construction vehicles are located at the site.

4.0 CONSTRUCTION PROGRAMME & METHODOLOGY

- 4.1 This CLP gives the planning authority details of the logistics activity during the construction project. It details demolition and construction techniques and how construction vehicles will access the site.
- 4.2 To avoid adding to the local congestion and in accordance with local loading restrictions, all HGV access and egress from the site will take place between 10am and 4 pm. Hours in which site personnel will arrive and depart will be Monday to Friday 8am to 6pm and Saturday 8am to 1pm. No demolition or construction work will take place outside of these times including Sundays and Bank Holidays.
- 4.3 This chapter will set out a work programme and a total timescale for the project, given the duration of each phase of the project.
- 4.4 The current programme is expected to run for approximately 32 weeks. Phases include the following:
- A) Site set-up and demolition: eight weeks,
 - B) Foundation works and concrete delivery: ten weeks,
 - C) Construction works and fit out: 22 weeks.
- 4.5 For ease of reference the programme relating to site set up, demolition and construction are set out in the following section of this report.

Site set-up and demolition

- Erect hording around the boundary of the site;
- Any asset protection measures to be agreed with Bexley Council. Fencing/hoarding/scaffolding will be designed and installed in accordance with the requirements of the local authority;
- Make safe all electrics, water and gas supplies;
- Provide on-site welfare facilities within the site;

- Check site for any utilities running through the job-site and liaise with utility companies if required;
- Demolition and construction waste will be controlled by a Waste & Recycling Action Plan, with site segregation of waste and maximum off-site recycling;
- Demolition rubble will be stored for re-use if possible;
- All demolition spoil and rubble which cannot be reused will be transferred from the site into the back of a grab lorry, from the front of the site;
- The vehicle will approach the site from the north so it is on the right side of the carriageway when approaching. The impact on Station Road has been carefully considered and the impact on other road users has been minimised as much as possible. A total of 400 tonnes of waste materials will need to be removed from the site. This equates to 25 large four-axle lorries, which typically have a carrying capacity of 16 tonnes. These movements will only take place outside of peak hours (between 10am – 4pm);
- Vehicle swept path tracking of a typical 16 tonne vehicle (akin to the one proposed) accessing the site can be seen within Figure 4;
- When a vehicle is in place the footpath will be temporarily closed and traffic marshals in place to ensure pedestrian safety. Signs in line with Chapter Eight of the DfT's Traffic Signs Manual will be effective.
- Noise and dust will be controlled by the Considerate Contractors Code. Noisy work will be restricted as much as possible and will be conducted in areas within the construction site that will cause as little disturbance as possible to neighbours;
- Demolition will be undertaken either by hand or using an excavator.
- No waste materials will be burnt on site;
- Any dust creating activities will be conducted away from neighbouring properties and sensitive areas;
- Spoil will be securely covered at all times;
- The contractor will ensure that the footpath/adjoining highway is clean at all times;

- A trained banksman will be employed by the contractor who would be on-site to safely direct vehicles when a vehicle is serving the site

4.6 Figure 3 shows the site set up plan. Spoil will be kept within a designated area on site. There will also be a material store within the site boundary.

Foundation and Structural Works

4.7 During the main excavation period an amount of spoil and other waste materials will be generated and would need to be removed from the site.

4.8 Concrete shall be delivered on-site using a 'mini-mix' cement mixer, as is shown through the swept-path analysis within Figure 5. A total of 120 metres cubed of concrete will be needed, which will result in the demand for in the region of 20 trips. The impact on the adjoining network will therefore be minimal. The concrete will be pumped using a concrete pump housed on site.

4.9 Hoarding and protection will be erected around the material store to ensure public safety. Whilst a vehicle is moving into place banksmen will be on hand to direct the vehicle and the footway temporarily closed. Delivery drivers will adhere to the call up procedure (as outlined later within the report) in order to ensure banksmen are ready in time for the vehicle arriving.

4.10 Pedestrian passage will be managed when the vehicle is moving into the space and when unloading.

4.11 The driver will remain with the vehicle at all times and will be able to move the vehicle upon request if required.

4.12 As and when necessary the adjoining highway will be swept and washed to keep clean, however no construction traffic will leave the road;

- 4.13 Adequate protection for pedestrians will be provided when spoil is being removed / when concrete is being delivered onto the site. Traffic marshals will be at hand to aid safety and temporarily close the footway.
- 4.14 Work men will be at hand to greet the vehicle and unload / load in a timely manner to avoid the amount of time the road and neighbouring properties are impacted.

Construction works and fit-out

- 4.15 Materials (bricks, blocks, sand, tiles, timber etc) will be purchased from Travis Perkins, which are located directly to the rear of the property. At the back of the site there is a rear gate which leads to the builders yard whereby the contractor will source all of the materials from.
- 4.16 A material store area will be maintained within the site. This may need to move within the site at various stages of the build; refer to the site set up plan in Figure 3.

5.0 VEHICLE ROUTING & SITE ACCESS

5.1 This section assesses how construction traffic will be managed in terms of volume of routing and other material considerations.

Vehicle Routing

5.2 All demolition and construction related vehicles will be carefully routed so as to minimise disruption on the local and the wider highway network adjoining the site.

5.3 A demolition/construction vehicle routing plan is presented in Figure 6 of this report. This routing plan is specified to all contractors and sub-contractors companies who will be involved in sending vehicles to the site.

5.4 Vehicles will approach the site from the north, ensuring the vehicle is approaching from the nearest side of the carriageway in order to reduce the impact on the road network. Vehicles will continue south along Station Road.

Vehicle Access

5.5 Vehicles will be loaded or unloaded from the road and will not enter the site.

Vehicle Call-Up Procedure

- 5.6 The following vehicle call-up procedures will be in place at the development;
- Concrete deliveries and spoil removal will be given set times to arrive, between 10am and 4pm;
 - Delivery instructions will be sent to all suppliers and contractors;
 - Trained site staff will assist when delivery vehicles are visiting the site;
 - If necessary banksmen will ensure the safe passage of pedestrians (with the use of retractable scissor barriers) and vehicular traffic in the street;

- The site telephone number will be given to suppliers who must confirm site arrival time at least 20 minutes prior to arrival and only to approach the site once confirmation that site is clear is received.
- 5.7 The site manager will have responsibility for supervising, controlling and monitoring vehicle movements to / from the site.
- 5.8 Coordination of transport / deliveries and arrivals will be supervised by the site manager to ensure that the loading/collection area is clear of vehicles and materials before any subsequent lorry arrives.
- 5.9 Contractor workers will as far as possible be encouraged to arrive and leave the site by public transport.

Other Material Considerations

- 5.10 In order to ensure the effective and safe management of demolition and construction related vehicles throughout the build programme, the contractor will hire a suitable number of trained and designated banksmen. Disruption to free flowing traffic on the adjoining highway has been minimised as much as possible, therefore any safety implications for adjacent highway users will be minimal.
- 5.11 Banksmen will be LANTRA or similarly qualified to carry out the traffic management procedures required during the works.
- 5.12 The contractor and any sub-contractors or other suppliers sending vehicles to and from the site will be silver members of the Fleet Operator Recognition Scheme (FORS). A brief introduction to FORS is presented below:

"Fleet Operator Recognition Scheme (FORS)

FORS is a voluntary scheme set up by TfL. It aims to improve freight delivery in London by providing an industry quality and performance benchmark that encourages best practice. FORS increases professionalism among vehicle and fleet operators. Among the benefits are greater legal compliance, reduced supply chain disruption and improved occupational road safety."

5.13 Becoming FORS Silver accredited means a contractor or subcontractor operating HGVs and/or fleets of vans has reached a set standard in the following areas:

- Drivers and driver management;
- Vehicle maintenance and fleet management;
- Transport operations;
- Supporting policies and procedures.

5.14 Main contractors to the development must show they and their suppliers are committed to safer and more efficient ways of working on site. This includes the use of vehicles. TfL recommends that within 90 days of an awarded contract, all contractors must have registered and gained FORS Silver accreditation as a minimum standard. A list of FORS Silver accredited companies can be found at www.fors-online.org.uk.

5.15 As is stipulated in TfL's Construction Logistics Plan guidance document, 'the minimum requirement is for the developer to use the free TfL online delivery booking and management system available on TfL's freight webpages'.

5.16 The contractor must also give the planning authority access to the data for monitoring and statistical analysis purposes.

5.17 Finally, a 'Contractor's handbook' will be prepared prior to any works commencing on the site. Copies of the handbook will be sent to all sub-contractors and key personnel on the site.

5.18 A well-planned handbook will support supervisors and managers in making sure the terms and conditions of the CLP are met by everyone working at the site. The handbook should include the following information:

- Communicate the aims and objectives common to all CLPs;
- Clearly explain all site-specific CLP agreements and methods of working;
- Sets out the main contractor's general practices and standards;

- A site map;
- Hours of site opening;
- Health and safety information;
- Main contact details.

5.19 The site operating times will be 8am to 6pm Monday to Friday and Saturday 8am to 1pm. HGV movements to and from the site will only operate during certain times to minimise their impact on the local highway network and on residents. To avoid adding to local congestion all HGV access and egress from the site will take place between 10am 4pm (outside of network peak hours).

5.20 Site workers will be encouraged to travel to the site using public transport as there is limited parking available within the surrounding area.

5.21 A 24 hour site emergency contact number will be displayed outside the site at all times throughout construction activities. This number will be contactable at all times.

Noise and Vibration

5.22 Measures will be applied to control the emission of noise, vibration and dust, including working hours as set out herein. Demolition and construction activities will be carried out in such a way that vibrations arising will not cause any significant damage to adjacent structures. The contractor will comply with BS 5228, Part 2, 2014 (Code of Practice for noise and vibration control on Construction and Open Sites, Part 2: Vibration), and comply with BS 6472: 2008 (Evaluation of Human Exposure to Vibration in Buildings).

5.23 Noise and vibrations will remain at levels which do not exceed those which may cause structural damage to adjoining buildings.

5.24 All noisy work will be restricted as much as possible and will be conducted in areas within the construction site that will cause as little disturbance as possible to neighbours, users of nearby buildings and passers-by.

- 5.25 Operatives will be informed that as a general rule, if they need to raise their voice when standing two metres away from a noise source, it is too loud and hearing protection must be worn. Contractors will be encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features. To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls and given information in order to reduce the risk. Should it be deemed necessary, contractors are to undertake noise and hand arm vibration monitoring and, dependent on the results, further control measures will be required.
- 5.26 The contractor will carry out noise level checks throughout the work to maintain the correct noise levels associated with the development. This will lower the impact of noise. The contractor will carry out a full pre-qualification check on all sub-contractors along with statements on their environmental policies to ensure compliance on maintaining noise levels and ensure mitigation measures are met.
- 5.27 All reasonable steps will be taken to minimise any disruption to adjacent occupiers by noisy and vibration causing activities on site. Where possible the contractors will employ construction methods to avoid the amount of noise generated in the first instance. The following measures will be implemented to reduce noise levels on the site:
- Where possible any noisy stationary equipment will be located away from sensitive areas;
 - Drop heights of materials will also be kept to a minimum to avoid unnecessary extra noise;
 - Where possible the contractor will use quiet or low noise equipment;
 - Electrically operated plant will be used where practical;
 - Operatives working in noisy areas will also be monitored to ensure they are wearing the necessary protective equipment and that they are not exceeding their permitted exposure periods;
 - No radios or other audio equipment will be allowed on site;

- Efficient vehicle logistics ensure that vehicles arrive promptly, are off-loaded quickly and depart quickly meaning that there is less time when noise is generated and it will also prevent traffic build up noise being generated; and
- Where practical all vehicles will switch off engines whilst in attendance.

Dust and Air Quality

5.28 The contractor will comply with the latest version of the Mayor of London's Planning Guidance on "The Control of Dust and Emissions during Construction and Demolition" and will work in such a way that emissions to the air of dust and pollutants are minimised and that measures are in place to avoid creating a statutory nuisance. The emission of dust from the site resulting from demolition and construction works will be managed with the following measures;

- No waste materials will be burnt on site;
- Any dust creating activities will be conducted away from neighbouring properties and sensitive areas;
- Any demolition activities will use water as a dust suppressant if necessary;
- As and when necessary the adjoining highway will be swept and washed to keep clean;
- Effective traffic management and well organised vehicle logistics will be applied resulting in less dust and mud being produced;
- Wherever practical all vehicles will switch off engines whilst in attendance, no idling of vehicle engines will be permitted;
- Any open piles of spoil/waste will be securely covered;
- The contractor's site foremen will visually assess any dust emission on site and take further action to mitigate this if necessary.

5.29 All staff should have some training on site pollution policy. For Level 1 & 2 developments at least one named individual will be given the responsibility for implementing dust and emission monitoring and control measures across the site and implementing any required remediation measures. The nominated

representative will ensure that all practicable measures are taken to avoid creating dust and air pollution.

6.0 STRATEGIES TO REDUCE IMPACTS

6.1 The following Planned Measures have been identified to help the contractor achieve the goals of the CLP and better manage the challenges identified in Section 3.

Table 2. Impact Checklist

HIGH IMPACT SITE PLANNED MEASURES CHECKLIST	COMMITTED	PROPOSED	CONSIDERED
MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES			
SAFETY AND ENVIRONMENTAL STANDARDS AND PROGRAMMES	X		
ADHERENCE TO DESIGNATED ROUTES	X		
DELIVERY SCHEDULING	X		
RE-TIMING FOR OUT OF PEAK DELIVERIES	X		
RE-TIMING FOR OUT OF HOURS DELIVERIES			X
USE OF HOLDING AREAS AND VEHICLE CALL OFF AREAS			X
USE OF LOGISTICS AND CONSOLIDATION CENTRES			X
MEASURES TO ENCOURAGE SUSTAINABLE FREIGHT			
FREIGHT BY WATER			X
FREIGHT BY RAIL			X
MATERIAL PROCUREMENT MEASURES			
DFMA AND OFF-SITE MANUFACTURE			X
RE-USE OF MATERIAL ON SITE	X		
SMART PROCUREMENT	X		
OTHER MEASURES			
COLLABORATION AMONGST OTHER SITES IN THE AREA	X		
IMPLEMENT A STAFF TRAVEL PLAN	X		
PREVENTING HGV MOVEMENTS DURING SCHOOL DROP OFF AND PICKUP			X

6.2 In terms of the committed measures:

- Safety and environmental standards and programmes – these will be adhered to;
- Adherence to designated routes – the contractor will be fully committed to ensuring that all larger vehicles that access the site stick to the committed routes as outlined herein. All suppliers and sub-contractors will be sent a copy of the agreed route plan;
- Delivery scheduling – the contractor will devise and work to a delivery scheduling programme;

- Re-timing for out of peak deliveries – HGV access and egress from the site will take place between 10am and 4 pm so as to avoid the peak periods, the contractor will be fully aware and will abide by this procedure;
- Re-timing for out of hours deliveries – Out of hours deliveries will not be scheduled by the contractor, deliveries will only be scheduled to occur when someone is at the site to take receipt;
- Re-use of material on-site and waste minimisation – as explained earlier in this report the contractor is committed to limiting the amount of spoil and waste which will be taken away from the site by re-using waste and spoil from demolition works wherever viable;
- Smart procurement – All materials will be acquired via the Travis Perkins to the rear of the site;
- Collaboration amongst other sites in the area – The contractor will liaise with other sites in the area, namely the neighbouring site which has recently gained planning approval.
- Implement a staff travel plan – the contractor will implement a staff travel plan. This will provide information on local public transport and encourage alternative modes of transport to the site;

6.3 The contractor's site team will have direct responsibility for fostering good community relations with all neighbouring residents. A single point of contact will be established for all liaisons with the general public.

6.4 The contractor will initiate early communications to establish a good rapport with the community which will help reduce problems that may arise during the construction process. Information boards will be displayed on the site hoarding which will highlight the key personnel on site including their contact details.

Vehicle Call-Up Procedure

6.5 It is proposed that the following vehicle call-up procedures will be in place at the development;

- Muck away / concrete vehicles will be given set times to arrive.
- Delivery instructions will be sent to all suppliers and contractors.
- Trained site staff will assist when delivery vehicles are visiting the site, and parking on the highway adjacent to the site.
- Banksman will ensure the safe passage of pedestrians and vehicular traffic in the street when vehicles are being loaded.

- 6.6 The site manager will have responsibility for supervising, controlling and monitoring vehicle movements to / from the site. A web based 'freight journey planner' tool is available online (<https://www.lorryroute.com/go/freight-journey-planner>), this tool will be promoted to be used by the contractor and sub-contractors to ensure that the route vehicles take to and from the site is as efficient as possible, while avoiding any unsuitable/restricted roads.
- 6.7 Coordination of departures and arrivals will be supervised by the site manager to ensure that the highway is clear of vehicles before any subsequent lorry arrives.
- 6.8 Contractor workers will as far as possible be encouraged to arrive and leave the site by public transport.

Other Material Considerations

- 6.9 In order to ensure the effective and safe management of construction related vehicles throughout the build programme, the contractor will hire a suitable number of trained and designated banksmen. Banksmen will be LANTRA or similarly qualified to carry out the traffic management procedures required during the works.
- 6.10 The contractor and any sub-contractors or other suppliers sending vehicles to and from the site will be as a minimum FORS Silver members of the Fleet Operator Recognition Scheme (FORS).
- 6.11 Main contractors to the development must show they and their suppliers are committed to safer and more efficient ways of working on site. As a minimum all operators' vehicles over 3.5 tonnes accessing the site throughout the construction programme must be FORS Silver accredited.
- 6.12 All subcontractors and suppliers delivering materials to the sites will also follow the conditions outlined in the Standards for Construction Logistics and Cyclist Safety (CLOCS) report.

7.0 ESTIMATED VEHICLE TRIPS

7.1 This section assesses how construction traffic will be managed in terms of volume of traffic and type of vehicles.

Vehicle Movement and Scheduling

7.2 The current programme is expected to run for 32 weeks. Phases will crossover, hence why the programme adds up to greater than 32 weeks. A schedule of the work programme is show in Table 2 below;

Table 2. Full Work Programme

Total Construction Duration		32 weeks
Phase A	Site set-up and Demolition	8 weeks
Phase B	Foundation works	10 weeks
Phase C	Construction and fit out	22 weeks
Total		32 weeks

Volume & Type of Vehicles

7.3 As explained in the preceding chapter, the removal of waste from the site and the delivery of construction materials would take place outside of peak hours (between 10am – 4pm).

7.4 The largest vehicle that will serve the site is currently expected to be a four-axle muck-away lorry.

7.5 The movement of demolition and construction related traffic will be managed so as to cause as minimal disruption as possible to free flowing traffic on Station Road and to local residents and businesses.

7.6 A copy of the routing plan, as set out previously within this document will be provided to drivers and adhered to.

7.7 It is currently expected that there will only be a total of 25 muck-away lorry movements and 20 concrete deliveries by 6m³ mixer trucks. This equates to

around three trips a week during demolition and two trips a week during foundation works. As all of the building materials will be purchased from the Travis Perkins Builders Merchant to the rear, it is expected that no other vehicle movements will take place. This ensures that the impact on the surrounding residents and road network is minimised.

8.0 IMPLEMENTATION, MONITORING & REVIEW

2.13 This detailed CLP has been prepared for submission to the London Borough of Bexley for submission with a planning application. The proposals seek permission for alterations to the ground floor units at Nos. 148 and 148A including the change of use at No. 148 to an office (Class E(g)) and 148A to estate agents (Class E(c)); part 1/part 2 storey rear extension including the creation of 1 x 2 bed maisonette and alterations to the existing 1 x 2 bed flat.

8.1 The contractor will take responsibility for the day-to-day management of the CLP and is the first point of contact for site issues. They will help the development run smoothly by making sure each construction phase complies with the CLP. It is also the contractor's job to oversee the effectiveness of the CLP and prepare regular updates to the planning authority when asked.

8.2 It will be the duty of the contractor to respond to any questions or queries about the development and put in place any mitigation measures needed to resolve traffic issues connected with the construction work. An example of the duties a contractor may need to carry out is illustrated as follows:

- Remind all contractors and subcontractors about designated routes to and from the site;
- Check vehicles arriving at site to make sure they meet the developer's safety requirements;
- Manage the delivery booking and scheduling tool that records deliveries.

8.3 The planning authority will be responsible for monitoring the CLP, while the developer and their contractor will have responsibility for collecting data according to a schedule agreed between them and the planning authority. The London Borough of Bexley will nominate a person to be the contact for ongoing monitoring.

8.4 If any changes to the CLP are required at any stage they must be outlined within this report and agreed with the LBB highways team.

- 8.5 The CLP will be managed through the appointed contractor. The contractor's key contact details are listed below. Other key contact details of people who have assisted in the preparation of this CLP:

CLP Author

Jack Thompson BA (Hons)

Consultant (Transport)

Paul Mew Associates

0208 780 0426

jack.thompson@pma-traffic.co.uk

Building Contractor

Midas Construction Services Limited,

64 Mottingham Lane, London, England, SE12 9AW,

Contact:

Adrian Cheres

Tel:

07894204910

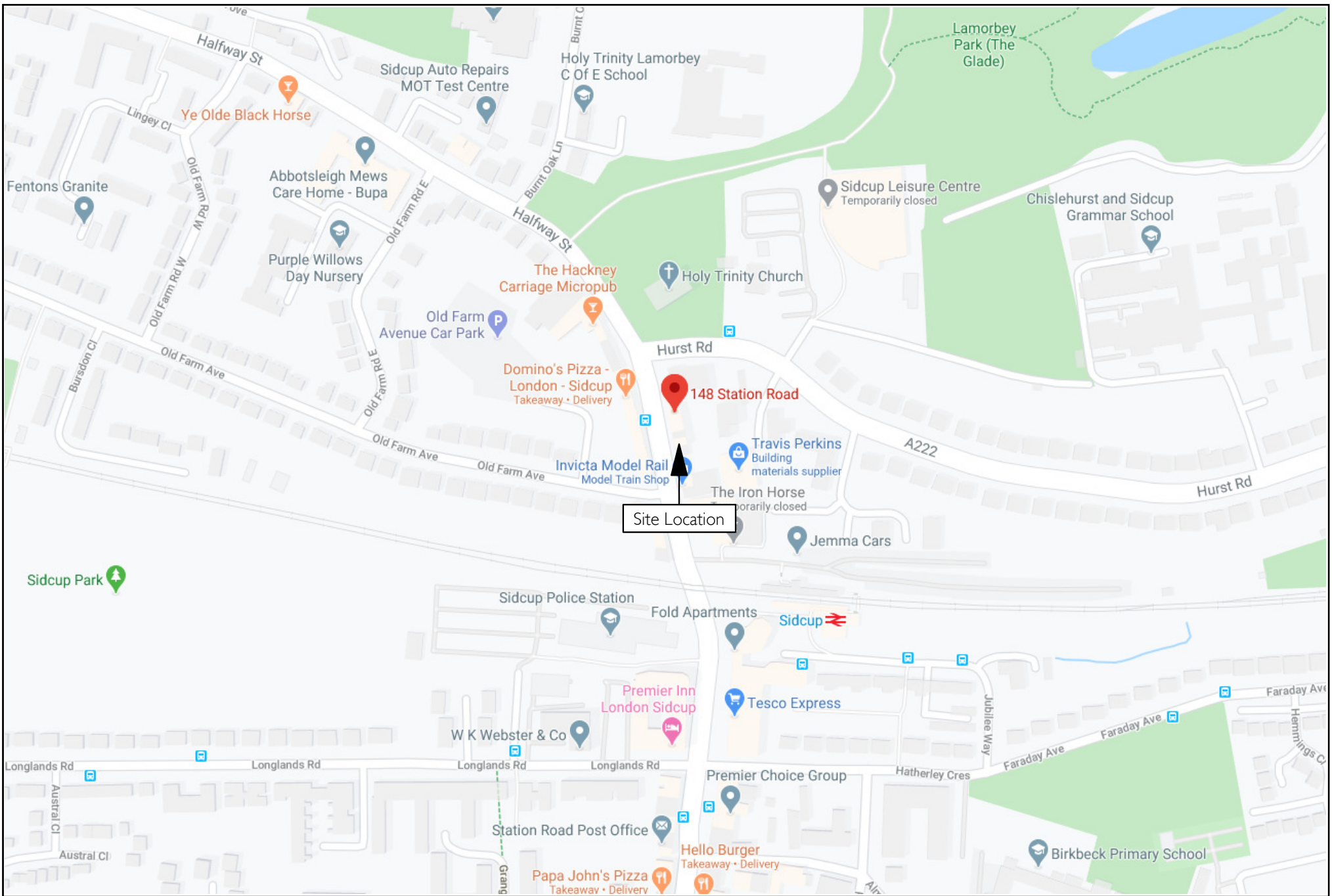
Email:

adrian@midasconstructionservices.com

Borough Highways Officer (Bexley)

TBC

FIGURES



Date: July 2020
 Scale: NTS
 Source: Google Maps
 Drawing No: P2342/CLP/01



P2342: 148 Station Road, Sidcup, DA15 7AB

Figure 1.
 Site Location



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS



Date: July 2019
 Scale: NTS
 Source: Google Maps
 Drawing No: P2168/CLP/02

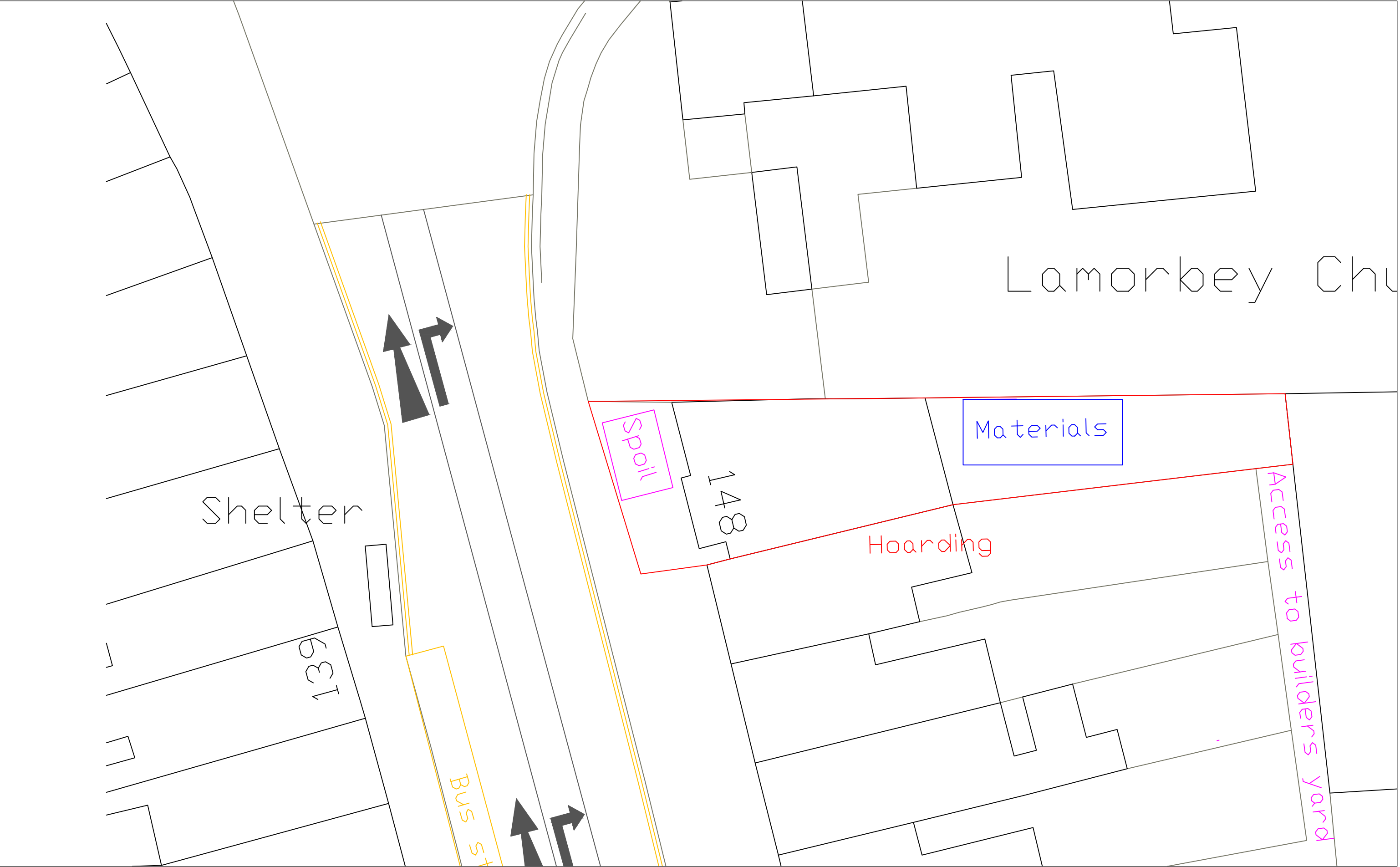


P2342: 148 Station Road, Sidcup, DA15 7AB

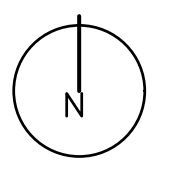
Figure 2.
 Local Public Transport Access



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS



Date: July 2020
 Scale: 1:200@A3
 Source: OS/PMA/ATR
 Drawing No. P2342/CMS/3



P2342: 148 STATION ROAD, SIDCUP, DA15 7AB
 Figure 3.
 Site Set-up Plan


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 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

Lamorkey Chur

Shelter

139

Bus stop

Pedestrian Signage

Spoil

148

Banksman

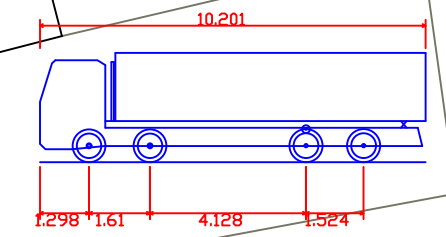
Hoarding

Pedestrian Signage

Materials

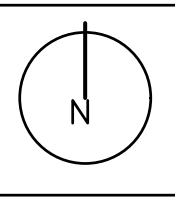
Access to builders yard

140



Large Tipper
 Overall Length 10.201m
 Overall Width 2.500m
 Overall Body Height 2.893m
 Min Body Ground Clearance 0.343m
 Max Track Width 2.500m
 Lock to Lock Time 6.00s
 Kerb to Kerb Turning Radius 11.550m

Date: July 2020
 Scale: 1:200@A3
 Source: OS/PMA/ATR
 Drawing No. P2342/CMS/4



P2342: 148 STATION ROAD, SIDCUP, DA15 7AB
 Figure 4.
 Swept Path Analysis: 16t Muck Away Grabber

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Lamorkey Church

Pedestrian Signage

Materials

Spoil

148

Banksman

Hoarding

Pedestrian Signage

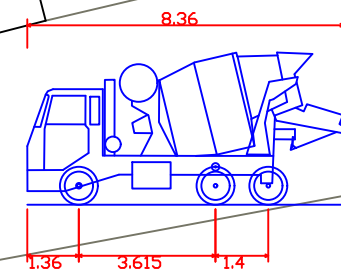
Shelter

139

Bus stop

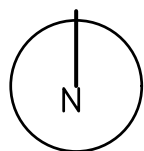
140

Access to builders yard



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

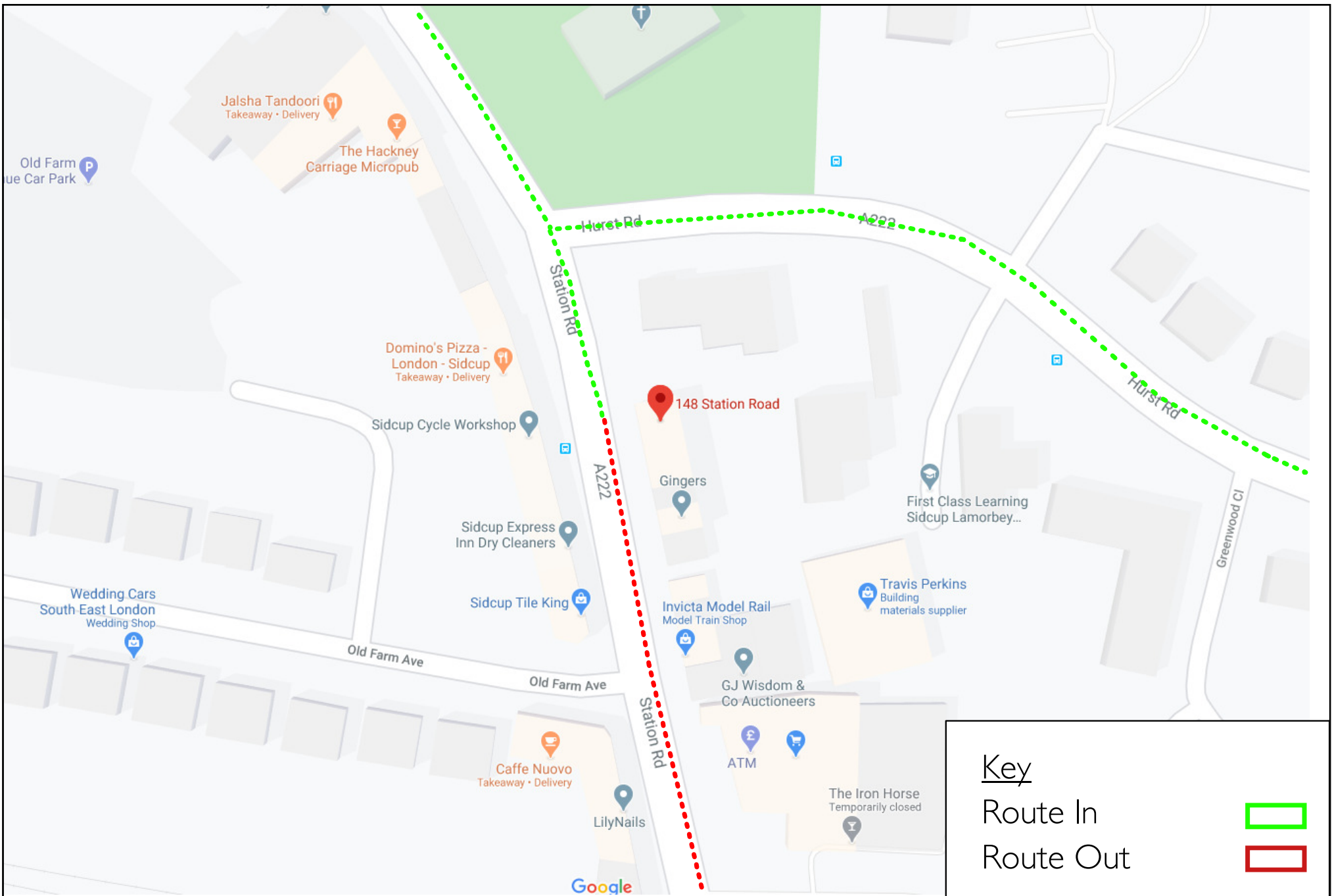
Date: July 2020
 Scale: 1:200@A3
 Source: OS/PMA/ATR
 Drawing No. P2342/CMS/5



P2342: 148 STATION ROAD, SIDCUP, DA15 7AB

Figure 5.
 Swept Path Analysis: Concrete Mixer


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Key

Route In

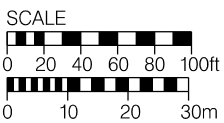
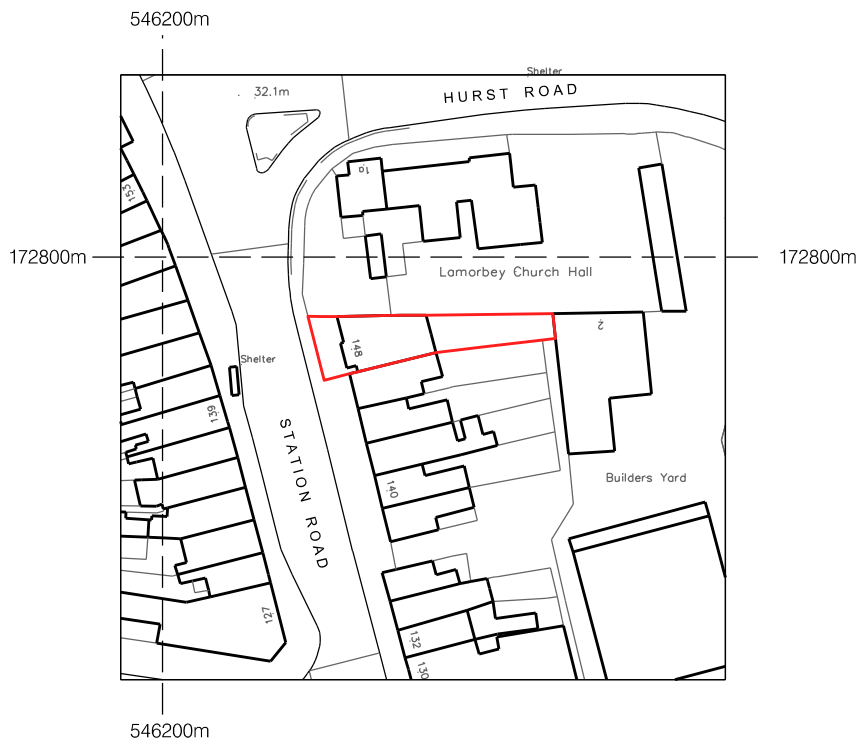
Route Out

Date: July 2020
 Scale: NTS
 Source: Google Maps
 Drawing No: P2168/CLP/06

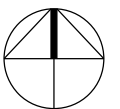


P2342: 148 Station Road, Sidcup, DA15 7AB
 Figure 6.
 Proposed Vehicle Routing Plan

APPENDIX A Site Boundary



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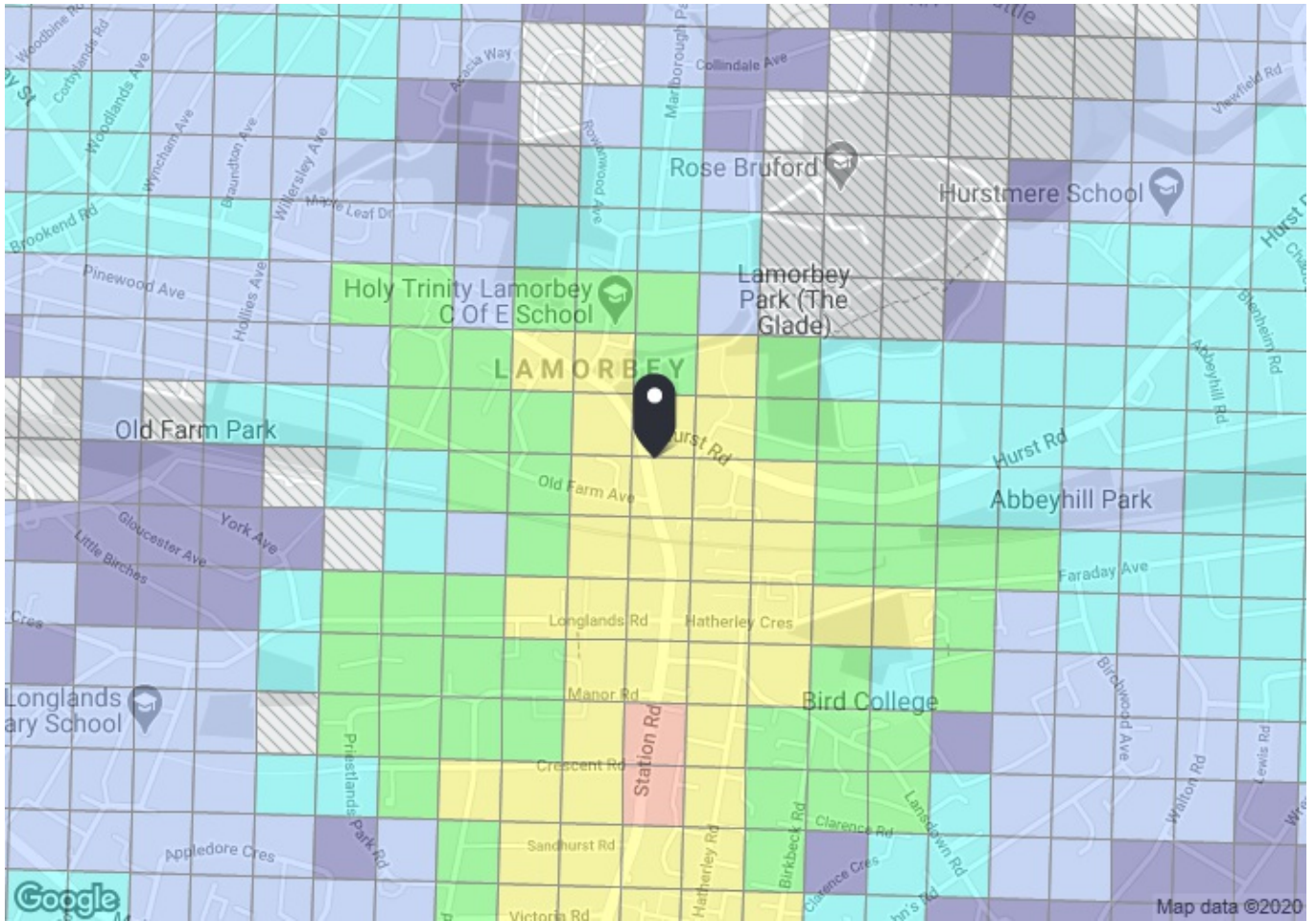
NORTH

PROJECT 148 STATION ROAD, LONDON, DA15 7AB		90 BOROUGH HIGH STREET LONDON SE1 1LL Tel: 020 7407 3700 - Fax: 020 7407 3800 email - proun@proun.co.uk		 ARCHITECTS • DESIGNERS • PLANNERS
DRAWING TITLE LOCATION PLAN		<p>This drawing is the Copyright of Proun Architects. Any copying in part or whole must be with the approval in writing of Proun Architects. All dimensions to be checked on site prior to commencement of works. This drawing should not be scaled. This drawing is to be read in conjunction with all associated written specifications.</p>		
SCALE 1:1250 @ A4	DATE : MARCH 2020	DRAWING No. 3377 /L /01	REV.	

APPENDIX B

Proposed Site Plan

APPENDIX C
PTAL Output File



PTAL output for Base Year
4

148 Station Rd
148 Station Rd, Sidcup DA15 7AB, UK
Easting: 546236, Northing: 172784

Grid Cell: 43534

Report generated: 15/07/2020

Calculation Parameters

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

Map key - PTAL

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

Map layers

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	STATION ROAD HURST ROAD	286	95.47	6	1.19	7	8.19	3.66	0.5	1.83
Bus	STATION ROAD HURST ROAD	51	95.47	6	1.19	7	8.19	3.66	1	3.66
Bus	STATION ROAD HURST ROAD	229	95.47	6	1.19	7	8.19	3.66	0.5	1.83
Bus	SIDCUP STATION	233	237.58	3	2.97	12	14.97	2	0.5	1
Bus	SIDCUP STATION	160	237.58	4	2.97	9.5	12.47	2.41	0.5	1.2
Bus	SIDCUP STATION	269	237.58	6	2.97	7	9.97	3.01	0.5	1.5
Bus	SIDCUP STATION	492	237.58	2	2.97	17	19.97	1.5	0.5	0.75
Rail	Sidcup	'CRFD-CANONST 2D05'	218.45	2.33	2.73	13.63	16.36	1.83	1	1.83
Rail	Sidcup	'CANONST-CANONST 2I13'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16
Rail	Sidcup	'CANONST-CANONST 2I15'	218.45	1.33	2.73	23.31	26.04	1.15	0.5	0.58
Rail	Sidcup	'CANONST-SLADEGN 2N11'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16
Rail	Sidcup	'CANONST-CANONST 2O19'	218.45	1.33	2.73	23.31	26.04	1.15	0.5	0.58
Rail	Sidcup	'GRVSEND-CHRX 1D50'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16
Rail	Sidcup	'GLNGHMK-CHRX 1D52'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16
Rail	Sidcup	'GLNGHMK-CHRX 1D54'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16
Rail	Sidcup	'DARTFD-CHRX 2D10'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16
Rail	Sidcup	'GRVSEND-CHRX 2D12'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16
Rail	Sidcup	'GLNGHMK-CHRX 2D14'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16
Rail	Sidcup	'SIDCUP-CHRX 2D16'	218.45	1	2.73	30.75	33.48	0.9	0.5	0.45
Rail	Sidcup	'GLNGHMK-CHRX 2D22'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16
Rail	Sidcup	'CHRX-GRVSEND 2N12'	218.45	1.67	2.73	18.71	21.44	1.4	0.5	0.7
Rail	Sidcup	'CHRX-GRVSEND 2N14'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16
Rail	Sidcup	'STROOD-CHRX 2D56'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16

Total Grid Cell AI: 17.68