

BELLWAY HOMES LIMITED

YARNTON WAY, BELVEDERE

OUTLINE CONSTRUCTION LOGISTICS PLAN

**REPORT REF.
194180-R10**

August 2023

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194180-D008	Construction Vehicle Routing – Local Context
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194180-D013	Access Tracking Plan – Proposed Priority Access

Appendices

Appendix A	Hourly Vehicle Profile
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Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Issue	JE	PR/ATB	DRAFT	17.08.23
-	Final Issue	JE	PR 	ATB 	25.08.23

Distribution

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1. Introduction

Development Name	Yarnton Way, Belvedere
Landowner	Bellway Homes Limited
Site address	Land South of Yarnton Way, Belvedere
Site postcode	DA17 6JR
Existing Site Use	Vacant (Previously SGN Gas Holder Site)
Summary of Works	Demolition and new build residential development

Construction Logistics Manager	TBC
Phone number	TBC
Email	TBC
Logistics provider contact name	TBC
Phone number	TBC
Email	TBC

CLP produced by	Joe Earp
Signature	<i>Joe Earp</i>
Date	17.08.2023
CLP Accreditation Date	-
CLP reviewed by	Paul Rynton
Signature	<i>Paul Rynton</i>
Date	17.08.2023
CLP Accreditation Date	November 2019 (Advanced May 2022)

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by Bellway Homes Limited to prepare an Outline Construction Logistics Plan (CLP) for the proposed residential development on land to the south of Yarnton Way, Belvedere in the London Borough of Bexley (LBB).
- 1.2 This CLP has been prepared by ACE to support a planning application for the redevelopment of the former SGN Gas Holder Station and its associated land which currently occupies the site. *The redevelopment of the site to provide residential units including affordable housing (Use Class C3) and commercial floorspace (Class E) in new buildings ranging between 3 to 5 storeys in height, together with associated car parking and cycle storage, landscaping including new areas of public open space and a reptile retention zone, associated infrastructure including new junctions off Yarnton Way, drainage and land raising.*
- 1.3 This Outline CLP will be submitted to LBB to accompany a planning application submission. The aim of this report is to highlight site specific requirements to put in place a level of control that minimises, where practical, the impact of the demolition and construction works associated with the build of the site on the surrounding area, neighbouring properties, and the general public. Its objectives are to lower emissions, enhance safety and reduce congestion.
- 1.4 Routing of larger construction vehicles will involve use of the Strategic Road Network and liaison will take place with Transport for London (TfL) as necessary to minimise disruption to these routes during demolition and construction. Minimising impact on the adjacent road network is a key objective of this CLP, whilst it will also provide a framework for monitoring and controlling construction vehicle activity.
- 1.5 At this early stage, it is not possible to confirm full details of site management and construction methodologies since a contractor has not yet been appointed. This CLP has been prepared however to consider the anticipated programme of works associated with the proposed development and identifies a number of constraints for further consideration by the contractor (once appointed) and for the development of the Detailed CLP. It provides current best estimates of working practices and anticipated vehicle numbers/movements to support construction activities. The CLP itself will be adopted and implemented by any forthcoming contractor.

- 1.6 This CLP gives due regard to guidance documents and policy on logistics, such as “The Traffic Management Act (2004)”, “Designing for Deliveries (2006)”, “The Mayors Transport Strategy (2018)”, the “London Plan (2021)”, and “The London Freight Plan (2007)”.
- 1.7 While ACE has prepared this Outline CLP, the implementation, monitoring and updating of this report (discussed further at **Section 7.0**) is the responsibility of the developer and will be co-ordinated by an appointed contractor.

Report Structure

- 1.8 Following this introduction, the remainder of this report is structured as follows: -
- **Section 2.0** provides a description of the existing site conditions in relation to location and surrounding properties;
 - **Section 3.0** considers the anticipated construction program;
 - **Section 4.0** outlines anticipated vehicle routing and access arrangements;
 - **Section 5.0** considers potential measures and strategies to reduce the impact of demolition/construction of the proposals;
 - **Section 6.0** considers the likely number and type of vehicles that will serve the site in connection with the demolition/construction of the scheme; and
 - **Section 7.0** considers how this document will be implemented, monitored and updated where appropriate (noting this is an Outline document only at this stage).

2. Site Location and Context

Site Location

- 2.1 The site is located to the south of Yarnton Way within the northern extents of Belvedere. The site boundary and surrounding highway network are shown at **Plate 2.1** for reference.



Plate 2.1: Site Location

- 2.2 The site is bound by Yarnton Way to the north, a railway line to the south, residential properties to the east, and commercial/industrial units to the west.
- 2.3 The site lies within a predominantly residential area, with the A23 Purley Way providing a key employment area for the town to the wider northwest and west of the site.

Existing Site

- 2.4 The site comprises the former SGN Gas Holder Station. The site is not currently in operation and has been vacant for a number of years. There are two existing vehicular access points to the site, one off Yarnton Way to the north and the other

at the western end of Sutherland Road to the east. The existing vehicle access point onto Yarnton Way is in the form of a gated access priority-controlled T-junction and does not benefit from a turning lane for traffic turning right into the site approaching from the west. It does however have a break in the carriageway that allows right turns into and out of the site.

Surrounding Highway Network

Yarnton Way

- 2.5 Yarnton Way is a classified highway and is defined as a Borough Distributor Road in the Council UDP road hierarchy. It is a street-lit dual carriageway and is subject to a 30mph speed limit. A tree-lined central reservation is provided along the length of Yarnton Way and street lighting is provided.

Maida Road and Sutherland Road

- 2.6 Maida Road and Sutherland Road are both residential cul-de-sacs located to the east of the development running on a roughly east-west alignment. Both roads are part of the adopted highway network and benefit from footways and street lighting. Parking is unrestricted on both roads, aside from spaces specifically designated for disabled parking.

Construction Access / Neighbours

- 2.7 Construction related traffic will initially enter the site from Yarnton Way via the existing access. Once the new site access has been constructed, this will be used for construction vehicle access. Relevant swept path analysis has been undertaken at the access and is shown on **ACE Drawings 194180-012** and **194180-013** for reference.
- 2.8 It is anticipated that construction activity will have no impact on railway/underground services and no impact on local bus routes since the proposals will not require any service diversions, bus stop closures etc, however, liaison with TfL will be necessary should this approach change.

- 2.9 Should closure/suspension of any footways adjacent to the site be necessary, this will be subject to the necessary approvals from TfL/LBB including completion of Traffic Regulation Order changes as appropriate if required. The footway will however be retained wherever feasible during construction to maintain pedestrian connectivity and hoarding utilised where appropriate to protect pedestrian movements past the site.
- 2.10 It is anticipated that the existing residents in the vicinity of the site might be impacted by construction activity. However, as set out above, it is not anticipated that the proposals would severely impact on surrounding residents since with utilisation of traffic marshals as appropriate, the movement of construction vehicles will be appropriately managed and restrictions on large vehicle deliveries during peaks will be considered as part of the Detailed CLP process.
- 2.11 As part of the preparation of a detailed CLP when a contractor is appointed, local properties that may be affected by construction will be reviewed again and mitigation measures proposed if necessary. At this stage however, it is not anticipated that the proposals would have any significant impact on residential properties or surrounding institutions.
- 2.12 It is anticipated that Bellway will have a public relations officer or similar in order to liaise with neighbours as appropriate. This will give neighbours the opportunity to discuss any issues should they arise.
- 2.13 The proposals do not involve any road closures that would impact on neighbour access, nor any footway/cycleway closures that would impact on key desire lines. All neighbour access routes will be maintained during construction activity. As a result, the proposals are not considered to represent a significant risk to vulnerable road users, subject to the implementation of appropriate measures at the temporary construction access, as discussed.
- 2.14 The indicative routing of vehicles to/from the site both locally and regionally is outlined in **ACE Drawing Numbers 194180-D008** and **D009**, while the swept-path analysis of possible construction vehicles is shown in **ACE Drawing Numbers 194180-D012** and **D013**. These are subject to review at the Detailed CLP stage and are considered further in **Section 4.0**.

- 2.15 As set out in **Section 1.0**, this CLP has been prepared in accordance with Policy documents connected with managing construction activity in London, incorporating the formatting and approach recommended within the framework guidance provided by TfL.
- 2.16 This CLP forms an Outline document at this stage and will be updated by a contractor, once appointed, to reflect the detailed construction activity when known in further detail.

3. Construction Program and Methodology

3.1 The works associated with the development are envisaged to start in mid-2024 and would take up to approximately three years to complete.

3.2 Within these phases there will be various construction stages and preliminary details of these are provided utilising guidance provided by the TfL CLP tool. The above working phases are anticipated to be broken down into six stages of construction.

1. Site setup;
2. Basement excavation* and piling;
3. Substructure;
4. Super-structure;
5. Cladding; and
6. Fit-out, testing and commissioning.

*note that this scheme does not include a basement, but for consistency with the TfL CLP Tool then the wording remains.

3.3 As the proposals are at an early stage, it is not possible to provide confirmed full details, but preliminary anticipated program, activities and mitigation measures have been considered within this document. A summary of anticipated construction stages is provided within **Plate 3.1**.

Construction phase	Start	End
Site setup and demolition	Jun-2024	Jan-2025
Basement excavation and piling	Jan-2025	Jul-2025
Sub-structure	Jul-2025	Jul-2026
Super-structure	Feb-2026	Mar-2027
Cladding	Nov-2026	Nov-2027
Fit-out, testing and commissioning	Mar-2027	Jun-2028

Plate 3.1: Construction Timeline

3.4 This information will be expanded upon as part of the Detailed CLP, with updated details provided within this Outline document with suitable liaison with TfL/LBB as appropriate.

- 3.5 General site working hours are envisaged to be as follows and will be written into all supply chain sub-contractor orders: -
- Monday to Friday - 08:00 to 18:00 hours
 - Saturday - 08:00 to 13:00 hours
 - Sundays and Bank Holidays - No working to take place
- 3.6 It is proposed that delivery restrictions will be considered during weekday peak hours if required by TfL / LBB as part of the Detailed CLP to prevent possible disruption in the surrounding highway network at sensitive times. This will apply to large delivery vehicles and incorporating into the delivery scheduling system to ensure compliance. Where the operational need for deliveries within these hours may be required, this will be discussed and agreed with LBB and TfL in advance.
- 3.7 This profile of vehicle deliveries anticipated to serve the site on a typical day is reflected in the proposed vehicle distribution of vehicles shown in **Appendix A**.
- 3.8 These program details are preliminary at this stage but will be confirmed in full in preparation of the full CLP and in consultation with TfL/LBB as appropriate.

4. Vehicle Routing and Access

Routing

- 4.1 Access to the site will be via Yarnton Way, with vehicles able to approach both directions. There are options for vehicle routing using principal roads subject to the point of origin of vehicles from the wider area. These roads accommodate regular bus and delivery vehicle movements and are therefore suitable to accommodate construction vehicle associated with the site.
- 4.2 The routes that vehicles will use during construction are provisional at this stage and will be fully co-ordinated with LBB/TfL by Bellway. However, the site being located close to Yarnton Way ensures that good access for key routes in the wider area is possible.
- 4.3 **ACE Drawing Numbers 194180-D008** and **D009** demonstrate the key advisory routes to and from the site within the wider highway network, utilising Yarnton Way to access the surrounding strategic roads.
- 4.4 In light of the above, it is considered that the local road network will be able to accommodate the movements of construction vehicles associated with the site. This is however subject to the Detailed CLP and confirmation of exact construction methodology / vehicle requirements following appointment of the contractor.

Access

- 4.5 Access into the site and the methodology of taking deliveries during the works will evolve as the scheme builds out in order to help contractors to optimise procedures and minimise impact. The following sets out the options for access arrangements and intended delivery methodologies, which will be refined as appropriate to choose the most appropriate strategy as part of the final CLP.
- 4.6 All vehicles will access the site from Yarnton Way, with any damage to the footway repaired as part of the development works utilising the findings of a condition survey, as appropriate. Access for larger vehicles will be required to serve the site. **ACE Drawing Number 194180-D012** and **013** shows swept-path analysis for the

existing and proposed access arrangements which will be used for construction / demolition.

- 4.7 To support large or abnormal vehicle movements, a traffic marshal will be present to oversee all arrival and departure manoeuvres to ensure no conflict will occur between construction related traffic and members of the public.
- 4.8 Wherever necessary and subject to agreement and licencing, hoardings will be fixed around the site. This will minimise any impact on existing users in the vicinity and will help to ensure footways are retained during construction activity.

5. Strategies to Reduce Impacts

5.1 The below sets out the anticipated procedures and mitigation required to offset logistical impacts which are expected to be associated with the scheme. As this only forms an Outline CLP, these indicative measures will be reviewed following the appointment of a contractor and confirmed as part of the revised Detailed CLP.

Measures Influencing Construction Vehicles and Deliveries

Safety and Environmental Standards and Programmes

5.2 All suppliers that the contractor/developer employs, will be obligated to adhere to a number of safety and environmental standards and programmes. The exact standards required will be confirmed as part of the Detailed CLP, but these are likely to comprise the following.

- Construction Logistics and Community Safety (CLOCS);
- Fleet Operator Recognition Scheme (FORS) (Specific Level to Be Confirmed);
- and
- HGV Direct Vision Standard.

5.3 In addition to the above, it is recommended that certain measures are put in place that ensures that vehicles travel to the site safely and efficiently. For example, some contractors pay suppliers per load, and therefore encourages reckless / unsafe driving to maximise the number of loads that can be achieved. In lieu of this, it is recommended that suppliers have a set number of deliveries with no extra fee for bonus loads.

5.4 The site is located close to a railway line to the south. Construction works will avoid any impact on this line by providing an exclusion zone for potential overhanging of vehicles and plant such as cranes.

Adherence to Designated Routes

5.5 The routes outlined within this report, once agreed with LBB and TfL, will be adhered to by any supplier and contractor. The requirement to adhere to agreed routes will be written into appointment contracts as appropriate.

Delivery Scheduling

- 5.6 Through the works any vehicles travelling to the site for deliveries will be booked in advance to ensure that no over congestion occurs within or in the vicinity of the site.
- 5.7 When vehicles arrive and depart the site, an accredited Site Access Traffic Marshall will oversee each manoeuvre to ensure that these manoeuvres can be undertaken safely, and work is being carried out properly.
- 5.8 A delivery management system will be considered to fully control vehicle access and deliveries by the contractor when appointed. This will detail as appropriate vehicle routes and timeslots for vehicle arrival, dwell time (anticipated to be no more than 30-45mins per vehicle) and associated routes and restrictions.

Re-timing for Out of Peak Deliveries

- 5.9 The potential delivery hour restrictions have been reviewed and in the first instance it is anticipated delivery restrictions will be in place during the week to minimising the impact on local highway network and surrounding area at sensitive times (to be confirmed as part of the Detailed CLP).

Re-timing for Out of Hours Deliveries

- 5.10 Certain large or abnormal deliveries (i.e. cranes) may also require deliveries out of the designated construction hours. While these are not expected during the works, should the need arise then consultation with LBB / TfL will be undertaken.

Use of Holding Areas and Vehicle Call Off Areas

- 5.11 It is considered that the development is not large enough to warrant the requirement to utilise holding areas as long as a strict delivery programme will be set in place.

Use of Logistics and Consolidation Centres

- 5.12 The use of consolidation centres has been explored during the preparation of this Outline CLP. Utilising TfL's document "The Directory of London Construction

Consolidation Centres”, the closest centres are Rendrive Haulage Limited and Muztrans Limited. The centres would present opportunities to increase the effectiveness of deliveries and ensure that vehicles are utilised as best as possible. The use of consolidation centres will be determined as the proposals progress further and ultimately will be the decision of the contractor and developer. Details will be incorporated into the Detailed CLP as appropriate.

Measures to Encourage Sustainable Freight

- 5.13 Consideration has been given to undertake freight by water or by rail. While the site is located in reasonable proximity to a number of railway lines, the national rail network is not considered appropriate as the scale of development is not suitable for freight by this mode, given cost / practicality implications. The site is located within 5km of both Pioneer Wharf and Albion Wharf on the River Thames. Further consideration to the use of the freight by boat will be considered in the Detailed CLP.

Material Procurement Measures

DfMA and Off-Site Manufacture

- 5.14 Once a more detailed construction programme is prepared, a review of Design for Manufacture and Assembly (DfMA) and off-site manufacture will be explored to reduce the level of traffic.

Re-Use of Materials On-Site

- 5.15 During all phases, suitable on-site measures will be put in place to maximise recycling potential. The contractors will aim to maximise the recycling of materials within the development, thereby minimising vehicles carrying waste whilst also benefiting the environment. This may involve using materials within the site or for materials to be taken off-site to recycling facilities.

Smart Procurement

- 5.16 Materials used to construct the development could be locally sourced or shared between parcels (where practical) to reduce the distance travelled from the suppliers to the site, and also to boost the local economy.

Other Measures

Collaboration Amongst Other Sites in the Area

- 5.17 As part of the consultation of this Outline CLP, it is envisaged that LBB advise on any sites in the surrounding area with which collaboration could be sought. This will include sharing deliveries or other sites utilising materials that are no longer needed (e.g. muck, etc), and vice versa

Implement a Staff Travel Plan

- 5.18 No on-site parking is to be provided and the area presents excellent opportunities to travel by non-car modes, thus travel by car will be extremely low from the offset. Nevertheless, to ensure this remains the case a Staff Travel Plan is proposed that promotes sustainable transport with construction staff.

Summary of Measures

- 5.19 In addition to the above, a summary of matters considered is provided in **Table 5.1** below, although it should be noted that whilst some measures have been “considered” they are not feasible and so will not be implemented as part of the CLP. Any “proposed” measures will be reviewed further as part of the Detailed CLP. These reflect the guidance provided by the TfL CLP recommendations.

Planned Measures	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	

Table 5.1: Summary of Planned Measures

Other Considerations

Environmental Controls

5.20 In order to effectively control pollution from the site the developer/contractor will work in accordance with the requirements of LBB/TfL in relation to dust, emissions and noise monitoring during the demolition and construction works.

Dust Monitoring

5.21 The removal and construction of buildings materials are activities prone to generating dust. This may become problematic during prolonged spells of dry weather. A strict regime of dust control measures may be implemented by the developer/contractor, subject to discussions with the LBB environmental health team including: -

- Dust monitoring at the site boundary;
- Encapsulating the building with light scaffold sheeting during demolition and new build activities; and
- Damping down with water and vapour sprays during dust generating activities.

5.22 In the event of variable weather patterns, the on-site management will monitor conditions to ensure the correct measures are implemented and emissions are controlled.

Road Sweeping and Wheel Washing

5.23 To ensure that the highway is kept clear of mud or debris, the following measures could be implemented, subject to discussion with LBB / TfL: -

- Highway cleaning of the site and/or highway of any mud or debris deposited by site vehicles in the vicinity of the site;
- Adequate sheeting will be required on all vehicles carrying waste materials; and
- Measures will be taken to prevent mud/debris from being swept into gullies.

Noise and Vibration Monitoring / Control

5.24 Construction works have the potential to generate noise/disturbances. The site's location will demand that careful controls are put in place to minimise noise impact, particularly surrounding the site. The developer will work closely with LBB and any local resident groups to agree systems of work that minimise the impact to the surroundings.

5.25 Noise monitoring may be carried out prior to any works commencing (to understand baseline levels), subject to discussions with LBB environmental health, as well as throughout the duration of the works where issues arise. This will include checks by an independent representative to ensure on-going compliance with agreed noise level thresholds. Any non-compliances will be recorded and notified to the site manager and development director so that immediate remedial action can be taken.

5.26 The following measures may be implemented to reduce the noise generated by on-site operations, where significant issues occur: -

- Noise control technology will be used where appropriate in accordance with current best practice;

- Plant used for breaking down materials will use crushing techniques rather than by using air driven impact or drop hammering where practical e.g. for cutting down piles;
- Where practical all fixings and holes will be formed/cast into concrete to minimise drilling and cutting on site;
- Off-site manufacturing will be utilised where possible to reduce production activity on site; and
- Where extremely loud activities are unavoidable, methods of working will be agreed with LBB / TfL.

Site Contact Details

5.27 No contractor has currently been appointed to undertake the construction works for the development. Once appointed, it is anticipated that these details will be placed on the hoardings at the site frontages to identify the contractor and site manager. The hoarding will also provide details of the developer including the website to allow residents (and others) to find out more about the scheme including the anticipated construction programme, works and progress.

5.28 Notice boards and signage will be provided prior to any works commencing in order to keep local residents informed about the works taking place. The notices will provide contact details of the Site Manager to allow residents to find out more information and notify them of any issues if required.

Disruption to Public Highway

5.29 Vehicles will be brought off the main carriageways and kept behind hoardings wherever possible, in order to minimise disruption to the public highway. The Contractor will maintain engagement with LBB officers and establish a work programme to reduce the potential for conflicts on the highway network.

5.30 The details of vehicle routing and arrivals will be confirmed as part of the Detailed CLP and agreed with LBB and TfL as necessary. It is estimated that this would occur within the first week of the construction phase to minimise disruption to the existing highway network.

Pedestrian Conflict

- 5.31 To minimise the impact on pedestrians, footway access along the public highway will be maintained wherever possible during the demolition and construction phases. In this instance, it is envisaged no closures to off-site footways will be required. Details of any closures which arise once further details on methodology have been confirmed will be discussed with LBB/TfL prior to commencement of works and in advance of any closures.

Measures to Reduce the Need to Travel

- 5.32 No on-site parking spaces will be provided during construction activity since construction workers will be encouraged to travel to the site by sustainable means. The local area has excellent public transport opportunities to accommodate any demands for non-car travel. If there are any requirements for staff members to travel to the site by car or van, car/van sharing will be encouraged. In addition to this, a Staff Travel Plan is be provided at the site to further encourage sustainable transport.
- 5.33 Drivers of delivery vehicles travelling to the site will be informed of the appropriate routing arrangements which should be used to ensure that the most direct and efficient routes are taken, thereby reducing vehicle emissions and any potential disruption.

6. Estimated Vehicle Movements

- 6.1 The number of vehicles anticipated to serve the site during the works has been considered within this CLP utilising the information available. It is anticipated that this Outline CLP will be updated with full details once a contractor has been formally appointed and the details revisited in liaison with TfL as appropriate.
- 6.2 As set out in **Section 3.0** it is anticipated that the works will take approximately three years to complete, with the breakdown of construction provided within **Plate 3.1**.
- 6.3 The hours of restriction relating to deliveries for construction activity have been considered in **Section 3.0** and utilised in summarising the estimated number of vehicles within this section. The number of vehicles anticipated to serve the site, allowing for overlap of stages of works has been summarised in **Plate 6.1**, and have been estimated based on similar scale works previously undertaken (though are subject to confirmation from the appointed contractor).

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q2 2024 - Q1 2025	250	10
Basement excavation and piling	Q1 2025 - Q3 2025	200	8
Sub-structure	Q3 2025 - Q3 2026	450	18
Super-structure	Q1 2026 - Q1 2027	200	8
Cladding	Q4 2026 - Q4 2027	100	4
Fit-out, testing and commissioning	Q1 2027 - Q2 2028	240	10
Peak period of construction	Q3 2025 - Q3 2026	450	18

Plate 6.1: Number of Vehicles in Peak Construction

- 6.4 The total number of vehicles anticipated to serve the site through the construction programme has been considered and is summarised in **Plate 6.2**, whilst the number of vehicles by type is summarised in **Plate 6.3**.

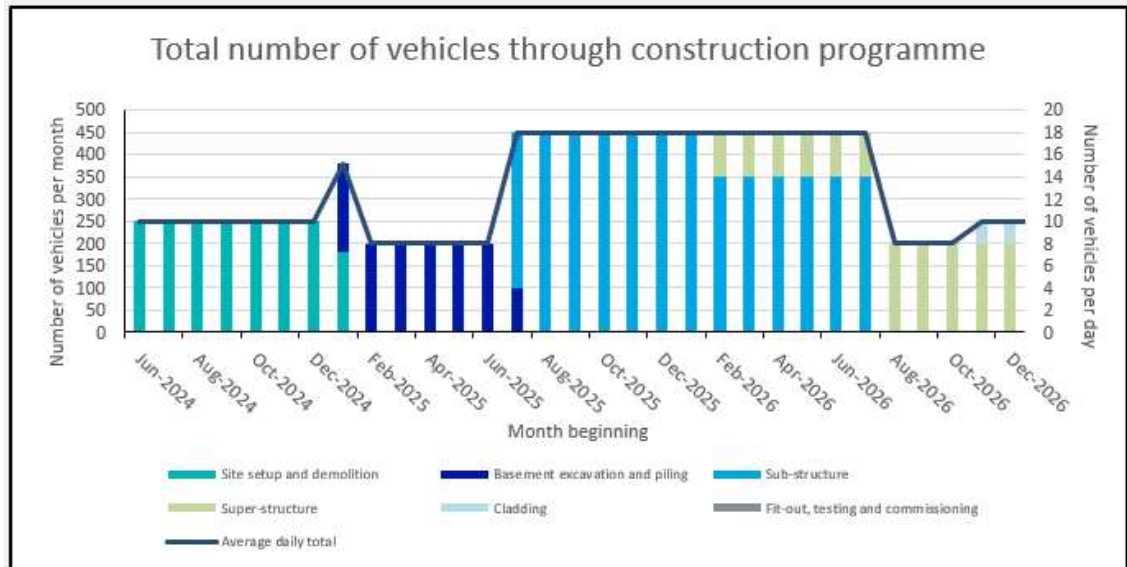


Plate 6.2: Total Vehicles Throughout Construction

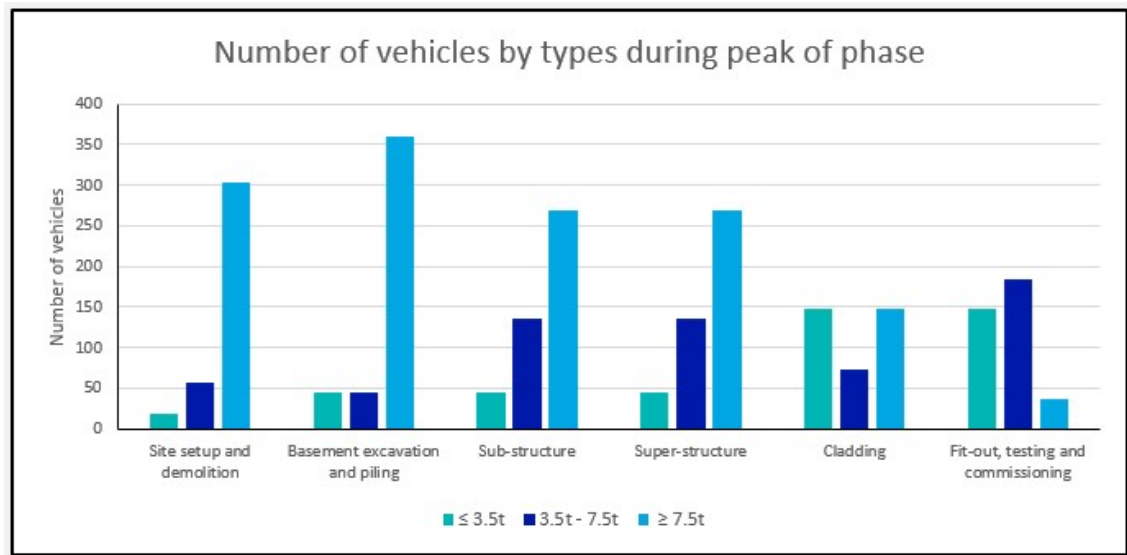


Plate 6.3: Number of Vehicles by Type

6.5 The number of vehicles serving the site during the peak month of construction, including the peak number of vehicles anticipated in any one hour, is summarised in **Plate 6.4**.

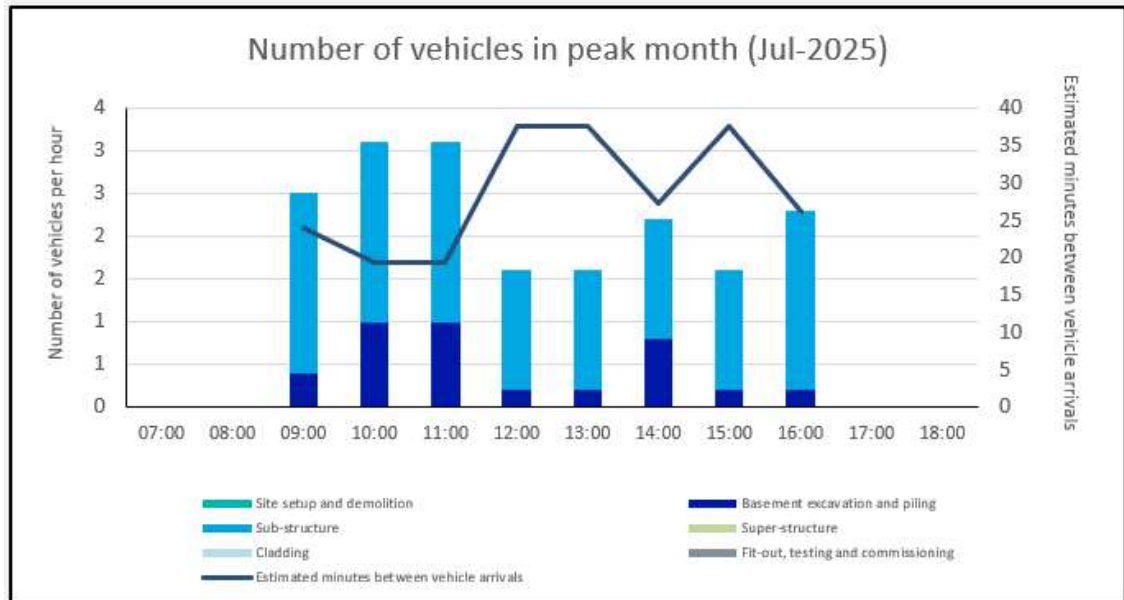


Plate 6.4: Number of Vehicles in Peak Month of Construction

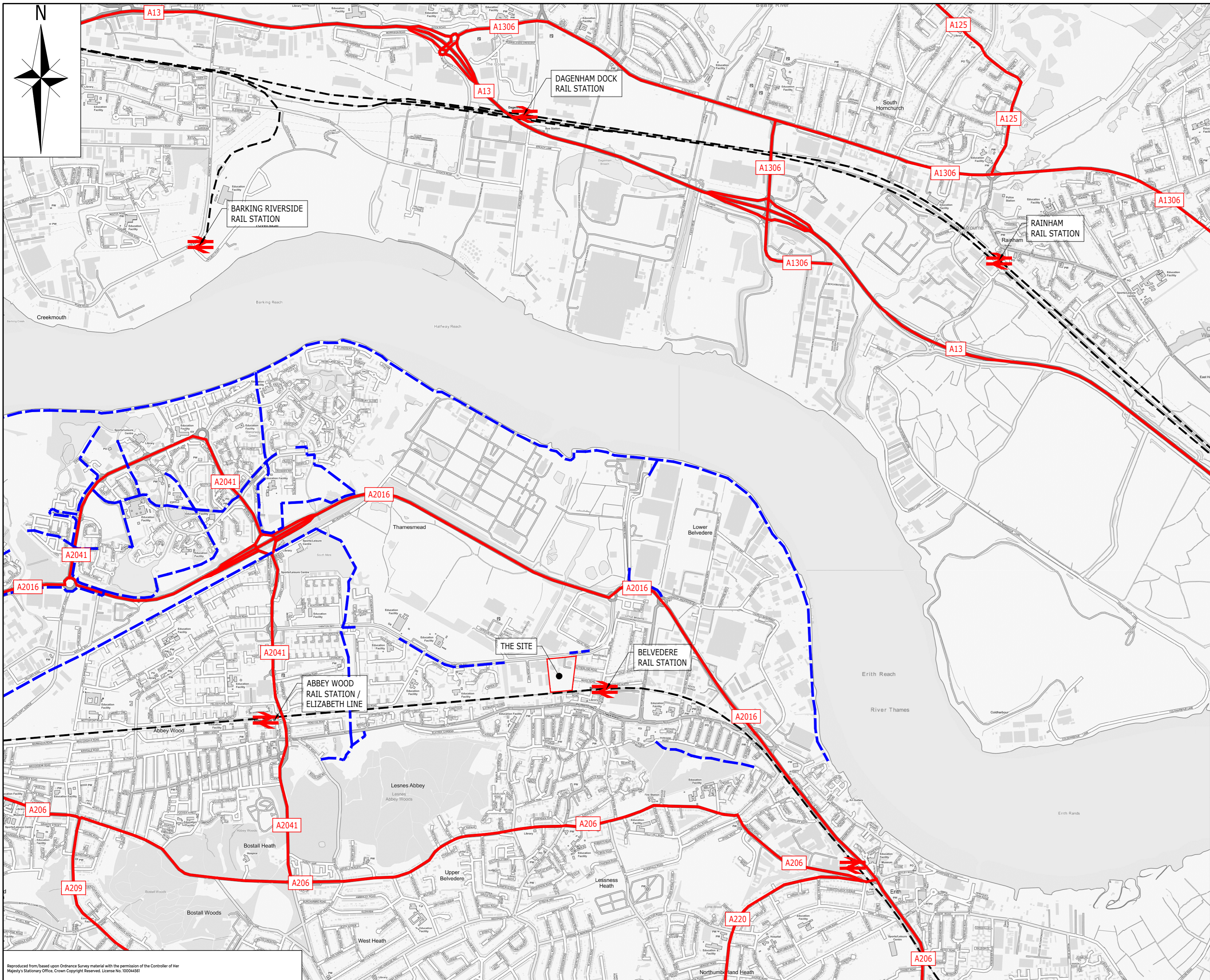
Summary

- 6.6 The number of larger vehicles serving the site will be higher in the early stages in association with moving excavated materials and delivering plant/materials to site, but this will reduce in terms of overall vehicle numbers but also vehicle size as the scheme progresses.
- 6.7 Towards completion of the scheme there will however be a larger number of smaller vehicles delivering the final materials to complete, with a reduction in larger vehicles serving the site.
- 6.8 However, and as summarised above, it is anticipated that no more than two vehicles at any one time will need to stop at the site, thereby minimising the impact of the works, whilst the mitigation measures incorporated into this document and the CMP will act to ensure vehicle movements do not severely impact on the operation of the adjacent networks.

7. Implementing, Monitoring and Updating

- 7.1. The measures and actions outlined within this Outline CLP will form the basis of a more detailed document that will be prepared by the appointed contractor. This will include a review of all proposed measures, vehicle estimations and routing / construction methodologies to ensure accuracy.
- 7.2. The appointed Contractor will utilise the details within this outline document as a basis and build upon the measures incorporated in order to suitably mitigate the construction activity associated with the site. This will involve liaison with TfL and LBB as appropriate to agree any required changes or temporary relaxations.
- 7.3. If during progression of construction activities, timescales are changed then updates to the CLP will be made to reflect this and discussions held with TfL / LBB if appropriate.
- 7.4. The Contractor will appoint a Construction Logistics Manager who will be in charge of implementing the Detailed CLP. Their job description will include, but will not be limited to, collecting the following data:
 - Number of vehicles movements to site; collected through a delivery booking-in system;
 - Breaches and complaints;
 - Safety;
 - Description of the contractor's handbook;
 - Descriptions of the driver's handbook.

Drawings



- KEY:**
- THE SITE
 - A ROAD
 - CYCLE ROUTE
 - RAILWAY LINE
 - RAILWAY STATION

FOR INFORMATION ONLY

Rev	Description	Dn	Chk	App	Date
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="font-weight: bold; font-size: 1.2em;">ARDENT</div> <div>CONSULTING ENGINEERS</div> </div> <p style="font-size: 0.8em; margin-top: 5px;"> Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk </p> <div style="display: flex; justify-content: space-between; align-items: center; font-size: 0.7em;"> <div style="font-size: 0.6em; font-weight: bold;">worksafe</div> <div style="font-size: 0.6em; font-weight: bold;">SSIP</div> </div>					
Client					
BELLWAY HOMES LIMITED					
Project Title:					
YARNTON WAY, BELVEDERE					
Drawing Title:					
REGIONAL CONTEXT PLAN					
A2 Scale	Date	Designed by			
1:16000	01.06.23	BT			
Drawn by	Checked by	Approved by			
BT	PR	ATB			
Drawing Number		194180-DO08			Rev
					-

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