

Construction Logistics Plan

Enderby Place, Greenwich

27 November 2023

Prepared for
Maritime View Ltd



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Contents

- 1. INTRODUCTION 3**
- 2. SITE ACCESS..... 7**
- 3. ASSUMPTIONS OF BUILD METHOD AND VEHICLE TYPE21**
- 4. CONSTRUCTION IMPACT28**
- 5. MITIGATION AND MONITORING32**
- 6. SUMMARY OF IMPACTS AND ASSOCIATED MITIGATION34**

Tables

- Table 1.1 Local Planning Context 5
- Table 2.1 Local Bus Services..... 11
- Table 3.1 Anticipated Plant and Vehicles..... 23
- Table 3.2 Estimated Vehicle Movements 25
- Table 4.1 Dust emissions mitigation measures 31
- Table 6.1 Potential Impacts and Headline Mitigation Measures..... 34

Figures

- Figure 1.1 Site Context Plan
- Figure 2.1 Active Travel Network
- Figure 2.2 Public Transport Plan
- Figure 2.3 Local Facilities
- Figure 2.4 Committed Development & Sensitive Receptors
- Figure 2.5 Indicative Construction Traffic Routeing
- Figure 3.1 Construction Programme

Appendices

Appendix A – Proposed Site Layouts

1. Introduction

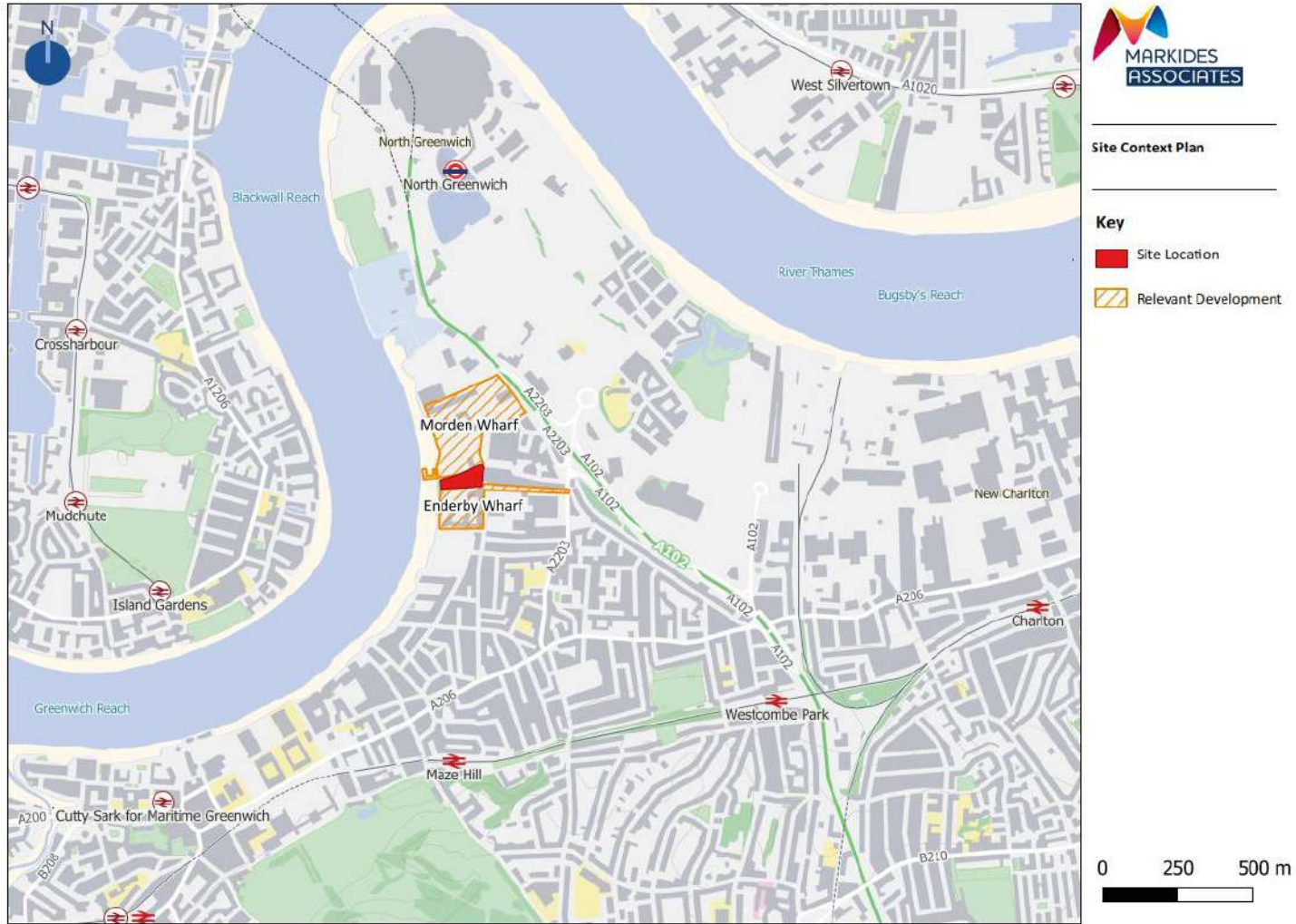
1.1 Purpose of the Report

- 1.1.1 Markides Associates (MA) have been instructed by Maritime View Ltd ('the applicant') to prepare this Construction Logistics Plan (CLP) in support of an application for re-development of Enderby Place ('the site'), adjacent to Morden Wharf in the Royal Borough of Greenwich (RBG). RBG are both the planning and highways authority.
- 1.1.2 The proposals comprise the erection of part-3, part-23, part-35 storey buildings, providing up to 564 residential apartments (Class C3), light industrial (Class E(g)(iii)) and community / café use (Sui Generis), and associated highways, landscaping and public realm works. A site layout plan is included in **Appendix A**.

1.2 Site and Planning Context

- 1.2.1 The site is currently unoccupied, formerly occupied by a now demolished – Submarine Cable Works. As such it currently has no formal land use status but could otherwise be considered B2/B8 industrial.
- 1.2.2 The site has planning permission (planning ref: 15/0973/F) for some 477 homes, a cruise line terminal with commercial floorspace, retail uses and associated works. This scheme has been implemented and could be built out.
- 1.2.3 It is bound to the north by land which has planning permission for a development known as Morden Wharf, separated by a Historical Retaining Wall and light Industrial warehouses to the northeast. The river Thames bounds the site to the west along with the Thames Path walking and cycling route. The site is bound to the south by Telegraph Avenue and Telcon Way, which form the main access for all modes to the site.
- 1.2.4 South of Telegraph Avenue is a completed mixed-use development identified as Enderby Wharf, with the grade listed Enderby Public House retained and situated at the western end of Telegraph Avenue. Telegraph Avenue itself forms a non-vehicular cul-de-sac, providing pedestrian and cycle access to the Thames. The site context is shown diagrammatically in **Figure 1.1** overleaf.

Figure 1.1 Site Context Plan



1.2.5 As shown in the figure above, there are two relevant developments neighbouring the site which are summarised in **Table 1.1**.

Table 1.1 Local Planning Context

Site	Description of development	Status
Morden Wharf GLA Ref: 2020/6043/S1 LPA Ref: 20/1730/O	Outline permission for demolition of most structure and phased mixed-use redevelopment comprising: up to 1,500 residential dwellings; up to 17,311sqm GIA commercial floorspace (Class A1/A2/A3/A4/B1/B1c/ B2/B8/D1/D2); Full planning permission for change of use of part of the Southern Warehouse from Class B1c/B2/B8 to B1c/B2/B8/A3/A4; refurbishment (including mezzanines) and external alterations to part of the Southern Warehouse; change of use of the Jetty to public realm and installation on the Jetty of Gloriana Boathouse (use class D1/D2); access; landscaping and public realm works including new river wall and upgraded Thames Path	Granted 16/12/2020, not implemented
Enderby Wharf 10/3063/F	Originally: Redevelopment of the site comprising a new jetty for cruise liners and the Thames Clipper, a Cruise Liner Terminal, a 251 room hotel with conference, restaurant ancillary facilities (Use Class C1); skills academy (Use Class D1); 770 residential units (Use Class C3); commercial (Use Class B1); a crèche (Use Class D1) a gymnasium (Use Class D2); conversion and extension of Enderby House to provide tourist, community and retail facilities (Use Classes A1, A3, A4, B1, D1 and D2); and associated works.	Originally Granted 30/04/2012 Built

1.2.6 The Enderby Wharf proposals were revised twice in 2014 (13/3025/NMA) and 2015 (15/0973/F) respectively. The changes comprised of reductions in parking, changes to the residential mix, and increasing the size of the cruise liner terminal building.

1.2.7 The Enderby Wharf Application also included the land to which this report and new application relates to. The land was subsequently sold and is now wholly separate to the Enderby Wharf development. Enderby Wharf has implemented planning permission for 477 residential units (increasing from 93) (Use Class C3), retail, restaurants and cafes and drinking establishments (Use Classes A1, A3 and A4), vehicular access with associated servicing facilities, car parking, landscaping, public realm (including improvements to the Thames Path), play spaces, infrastructure, and associated parking.

1.3 Scope of the CLP

1.3.1 This framework CLP provides high-level construction information and detail wherever possible. This report is therefore expected to be considered a 'live' document, subject to

review and revision following the appointment of a Main Contractor and as on-site parameters evolve as well as in response to consultation with relevant stakeholders, including RBG. A full CLP will be secured through Condition in accordance with Policy T7.

- 1.3.2 From the time of appointment, the Main Contractor will be the party responsible for ensuring that changes in on-site procedures or updates to the build method set out in this report are reported to RBG, the police, or other relevant parties in a timely manner.

1.4 Responsibility for the CLP

- 1.4.1 The responsibility of this Framework CLP falls in the first instance, at the application phase, to the Applicant (Maritime View Ltd). It is expected that this Plan will be made a condition of any planning approval. Where the Developer is different to the Applicant, the responsibility for the CLP will be transferred to the Developer as part of any change of ownership.
- 1.4.2 Assuming responsibility for this CLP will be a condition of tender for the Main Contractor, who will then be responsible for the proper update, implementation, maintenance, and monitoring of the Plan, unless the Developer elects a third-party to do so on the behalf of the Main Contractor.
- 1.4.3 As the timescales for any construction work are not yet known, the CLP provides commitment that the Applicant (or any subsequent party) will identify other relevant developments in the vicinity of the site to ensure cumulative construction impacts are minimised.
- 1.4.4 Contact details of the party responsible for the CLP will be communicated to the Local Authority and other relevant stakeholders as soon as identified and as soon as possible following any transfer.

1.5 Structure of the CLP

- 1.5.1 The remainder of this report is structured as follows:
- **Section 2 – Site Access** sets out the parameters and constraints on access, indicative routing of construction traffic in the last mile, and indicative proposals for parking and loading.
 - **Section 3 – Framework Build Method and Vehicle** provides a high-level scope of the possible build method, subject to update following the appointment of the Main Contractor. It sets out an indication of the largest vehicle type required for work of this scale and an estimate of vehicle movements.
 - **Section 4 – Construction Impact** identifies the sensitive receptors nearby and potential scale of impact, including consideration of cumulative impacts.
 - **Section 5 – Mitigation and Monitoring** makes suggestions for the likely mitigation and monitoring processes required, makes proposals for public consultation/notification, and indicative procedures in the event of emergency or accident.
 - **Section 6 – Summary of Impacts and Associated Mitigation** provides a summary of the potential impacts and headline mitigation measures.

2. Site Access

2.1 Preamble

- 2.1.1 This section of the report discusses the constraints and opportunities in the locality of the site, its access by walking, cycle and public transport, and its existing vehicle and servicing access.

2.2 Active Travel Environment

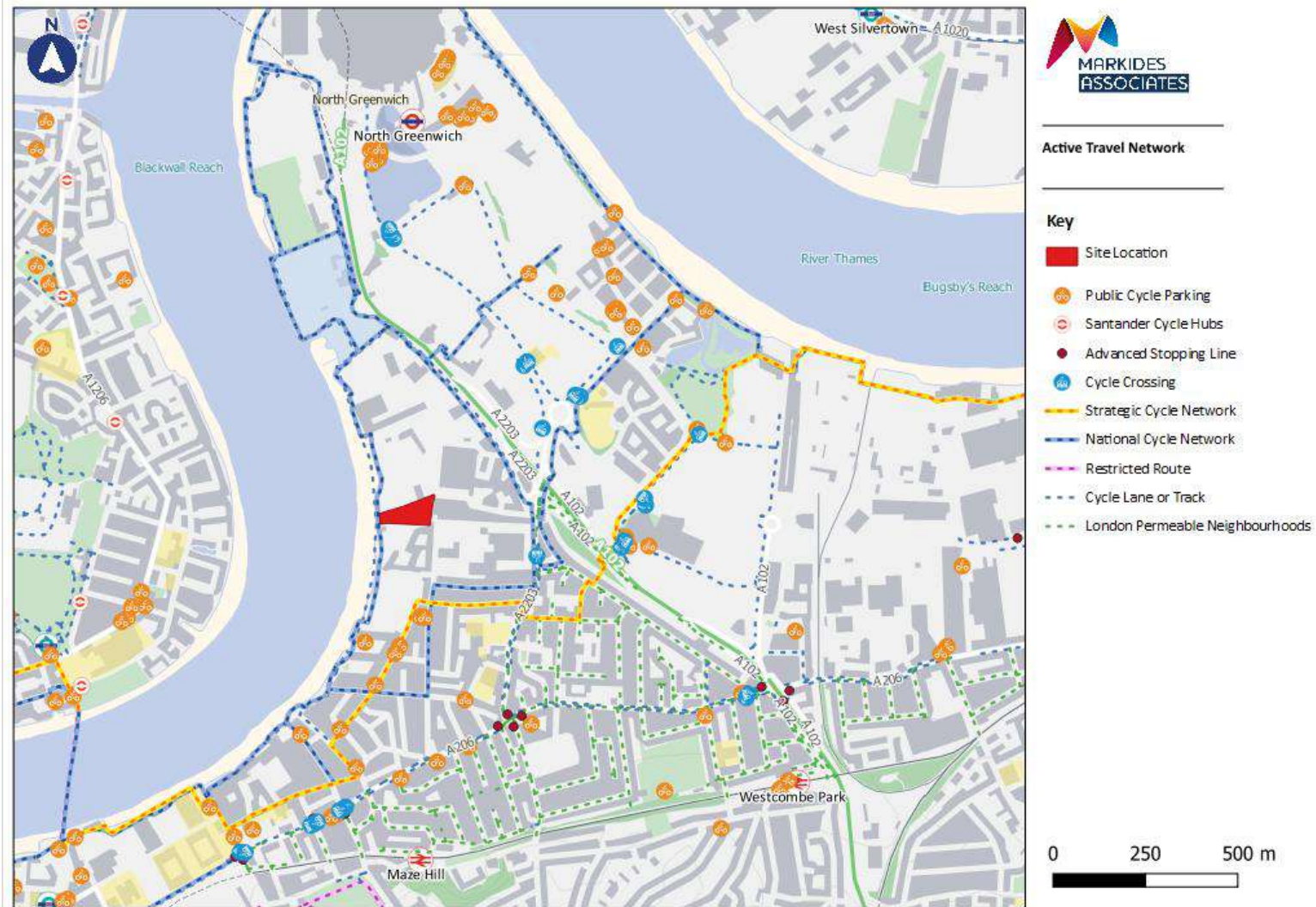
Pedestrian

- 2.2.1 The local pedestrian environment is of good quality and offers access to many local amenities, as well as various modes of public transport. Facilitating and encouraging access to and from the site by walking as a primary mode to and from local amenities is a fundamental aspect of the accompanying Travel Plan.

Cycle

- 2.2.2 The site benefits from proximity to the Strategic Cycle Network, which is located a short distance to the south, and which bisects the Greenwich peninsula.
- 2.2.3 Locally, there is an evolving network of other cycle paths, including the Olympian Way foot and cycle link along the bank of the Thames via Enderby Wharf, providing an off-road cycle connection from Cutty Sark up to the O2 Arena, and proceeding east as far as Erith via other Thames-side cycle connections.
- 2.2.4 Further details of the pedestrian and cycle accessibility of the local area are given in Section 3 of the Transport Assessment. A plan showing the extent of the active travel network is included overleaf as **Figure 2.1**.

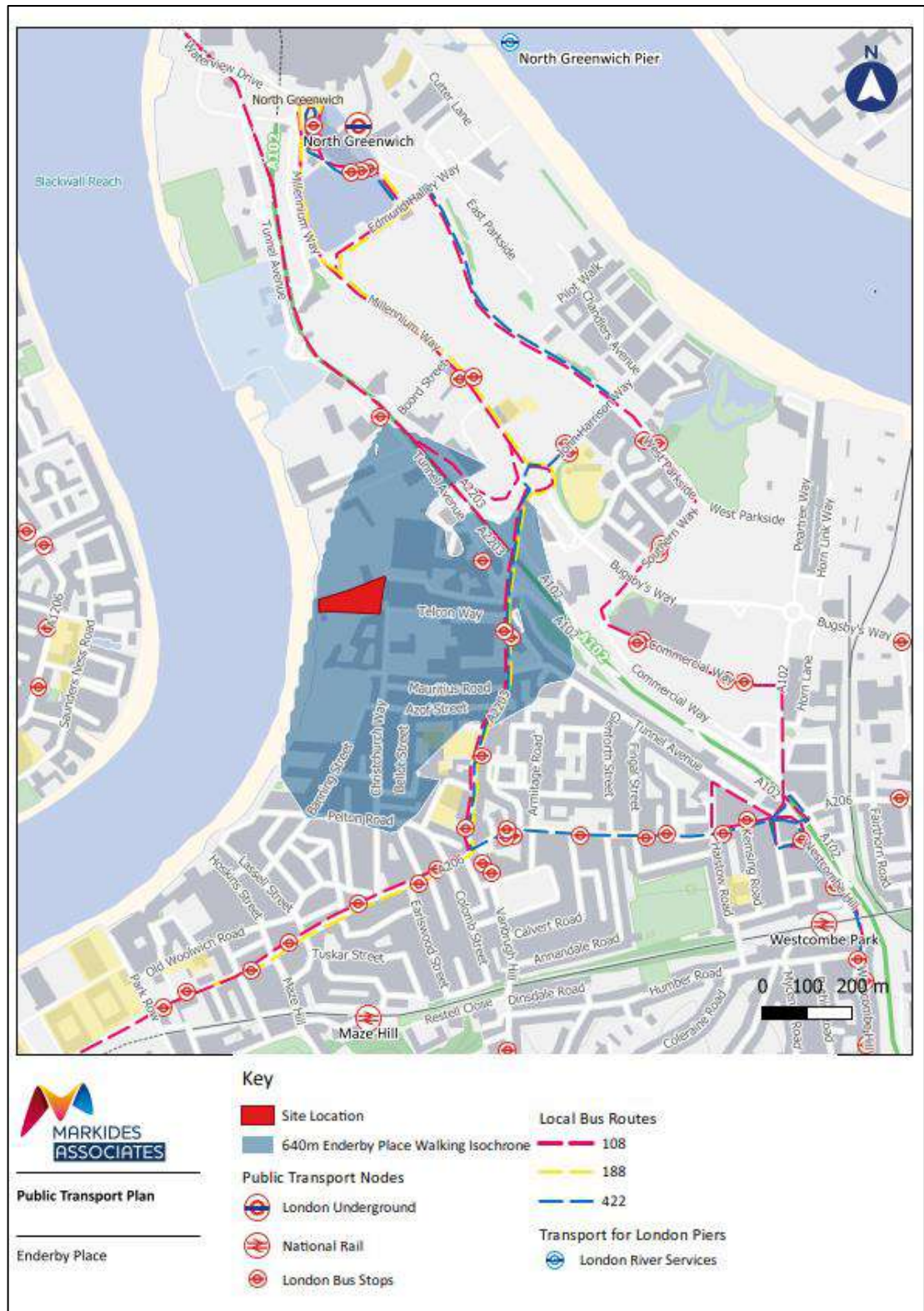
Figure 2.1 Active Travel Network



2.3 Bus Network

- 2.3.1 The existing TfL bus stops and local bus routes that operate in the vicinity of the sites are illustrated in **Figure 2.2** below. It should be noted that bus stops and routeing are subject to change and the details below are given as available via TfL's journey planning tool as of October 2023; however, this includes some temporary diversions and bus stop closures due to the Silvertown Tunnel and other adjacent development works. These are expected to be reinstated in due course.

Figure 2.2 Public Transport Plan



2.3.2 Bus Stops Morden Wharf Road and Blackwall Lane Stop MU on Tunnel Avenue are temporarily out of service. The frequency and route for the associated local bus routes is otherwise given in **Table 2.1** below.

Table 2.1 Local Bus Services

Route	Direction	Peak Hour Frequency			Weekday Services	
		Weekday	Saturday	Sunday	First	Last
108	Stratford International (Stop MU)	7-11 mins	9-12 mins	2-4 per hour	24-hour service	
	Lewisham (Stop MW)	9-12 mins	8-12 mins	2-4 per hour		
188	Russell Square (Stop MP)	8-12 mins	8-12 mins	9-13 mins	24-hour service	
	North Greenwich (Stop MQ)	8-12 mins	9-13 mins	10-14 mins		
422	North Greenwich (Stop MQ)	9-12 mins	9-12 mins	10-13 mins	04:42	00:50
	North Greenwich (Stop MN)	9-12 mins	9-12 mins	11-13 mins	05:02	01:12

2.3.3 The 108 service is restricted to a single-decker bus due to routeing through the Blackwall Tunnel, which is too low for double-decker vehicles.

2.3.4 Additional services are also available from North Greenwich Station to the wider area, including the 129, 132, 161, 180, 335, 472 and 486 bus services, with destinations including Tottenham Court Road, Lewisham, and Stratford International.

2.4 Rail & Underground Services

2.4.1 The nearest railway station is located at North Greenwich, approximately 2.5km to the northeast, or a 7-minute cycle ride. The station is also accessible via bus using the 188 service from Tunnel Avenue Stop MQ northbound. Bus stop Tunnel Avenue (Stop MP) in the southbound direction is temporarily closed at the time of writing; it is understood that this is likely to be due to the age of the bus stop facility and the closure of the adjacent building, which is a committed development site with planning permission for redevelopment expected to be implemented shortly. It is expected that this bus stop will be reinstated in due course. In the interim, southbound passengers can alight at Christ Church Primary School (Stop MR).

2.4.2 North Greenwich Station is a London Underground Line station served by the Jubilee Line, which benefits from frequent peak hour services between Stanmore and Stratford via central London, as well as Night tube services.

2.4.3 Some of the key stations on the Jubilee line, and the length of time it takes to reach them are listed below:

- Stanmore (far western station) – 53 minutes
- Waterloo – 12 minutes
- London Bridge – 9 minutes
- Canary Wharf – 2 minutes
- Stratford (far eastern station) – 9 minutes

2.4.4 Both Maze Hill and Westcombe Park stations are located approximately 1.5km south of the site (20-minute walk or 10-minute cycle). The bus journey to Trafalgar Road/Maze Hill bus stop using the 188 service takes 5 minutes, followed by a 250m walk to reach the station. The 422 service can be used to access Westcombe Park via the Westcombe Park Station Stop B bus stop followed by a 200m walk.

2.4.5 Both stations are served by Southeastern Rail and Thameslink trains and benefit from cycle parking. Each station is served by:

- 2 trains per hour to London Cannon Street
- 2 trains per hour to Luton
- 2 trains per hour to Barnehurst, returning to London Cannon Street via Bexleyheath and Lewisham
- 2 trains per hour to Rainham via Chatham

2.4.6 During the peak hours, the station is served by an additional half-hourly circular service to and from London Cannon Street via Sidcup and Lewisham in the clockwise direction and direct to London Bridge anticlockwise, for a total of 10 trains at peak hour.

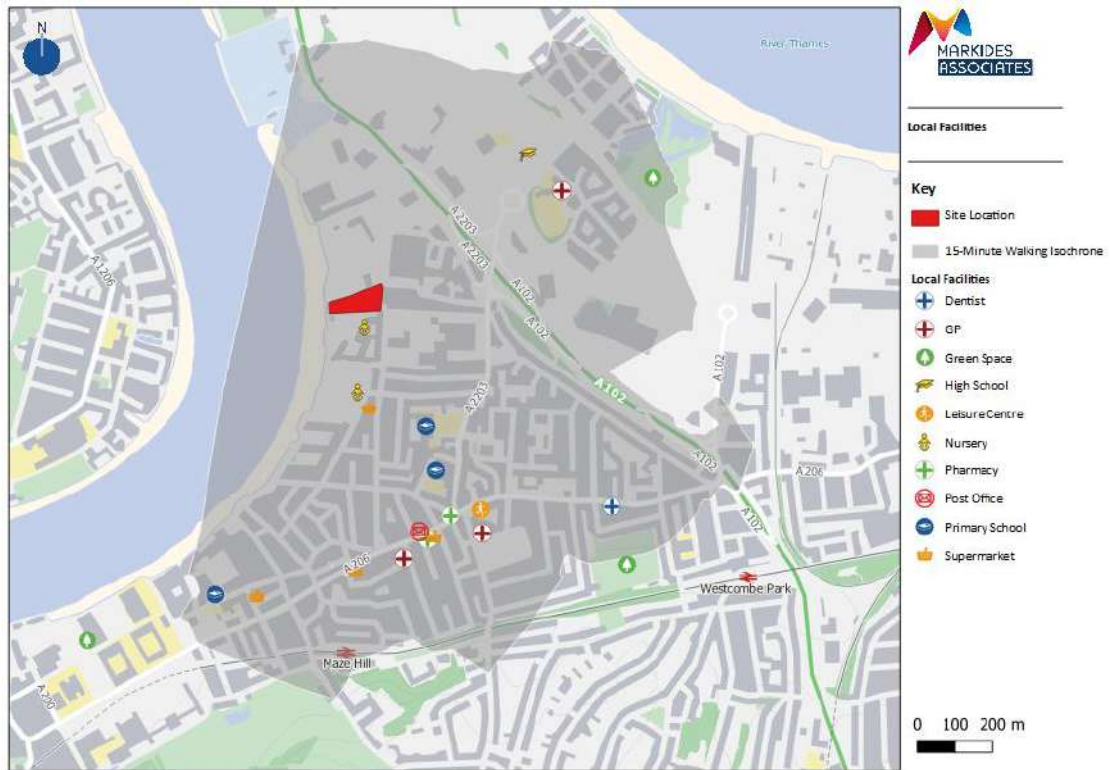
2.4.7 The locations of all stations and piers are included in **Figure 2.2** above.

2.5 Local Facilities

2.5.1 The site is well located in terms of access to existing and future facilities, with the proposals for the site also comprising a mix of uses, including employment and leisure.

2.5.2 A plan showing a 15-minute walking isochrone and facilities within reach of the site is included as **Figure 2.3**.

Figure 2.3 Local Facilities



2.6 Highway Network

- 2.6.1 At the local level, the site is bound to the south by Telegraph Avenue, a private road with no general access to vehicles, which forms a pedestrian and cycle connection from the public highway to the Thames Path via the northern edge of the Enderby Wharf development. The built form of Enderby Wharf over sails Telegraph Avenue in some locations, precluding tall vehicle access, excepting some emergency vehicles.
- 2.6.2 Telegraph avenue junctions with Christchurch Way and Telcon Way at a simple priority junction. Christchurch Way functionally forms a continuation of Telcon Way connecting south to the A206. Christchurch Way is a single-carriageway road, primarily residential, which for most of its length is adopted public highway subject to on-street parking in marked bays on each side of the road. This parking falls within Permit Holder Zone EG, operational Monday-Sunday between 09:00 and 20:00, with some Pay & Display spaces with a maximum stay of 2 hours. Between Attwood Lane and Telcon Way, Christchurch Road is a narrow, private access road.
- 2.6.3 Telcon Way is a single-carriageway two-way street connecting the site to the east to Blackwall Lane/Tunnel Avenue. It is subject to parking controls in the form of double yellow lining and forms the northern boundary of Enderby Wharf and the eastern boundary of the site. Footways are wide and in good condition, and the road is subject to a 10mph speed limit.

- 2.6.4 The junction of Telcon Way/Blackwall Lane forms a priority box junction, with a dedicated right hand turn lane into Telcon Way from Blackwall Lane southbound. The junction is approximately 50m south of the complex box signal junction of Blackwall Lane/Tunnel Avenue/A102 slipway.
- 2.6.5 Tunnel Avenue is a single-carriageway road connecting Blackwall Lane and Drawdock Road, and which runs parallel to the northbound carriageway of Blackwall Lane for its entire length. The footway on the western side of Tunnel Avenue is wide at some 5-6m and supports a shared foot-cycle connection and two bus stops with shelters, which until recently were served by the 108-bus route. At the time of writing there are works along Tunnel Avenue, particularly at the northern end, which are associated with adjacent development and/or the Silvertown Tunnel. Tunnel Avenue is not continuous for vehicle traffic, with a section of some 150m requiring diversion onto the A102; however, this is expected to be connected as part of the Silvertown Tunnel works.

2.7 Adjacent Construction

2.7.1 The following schemes are within the vicinity of the site, as outlined in the accompanying EIA Report and shown in **Figure 2.4**:

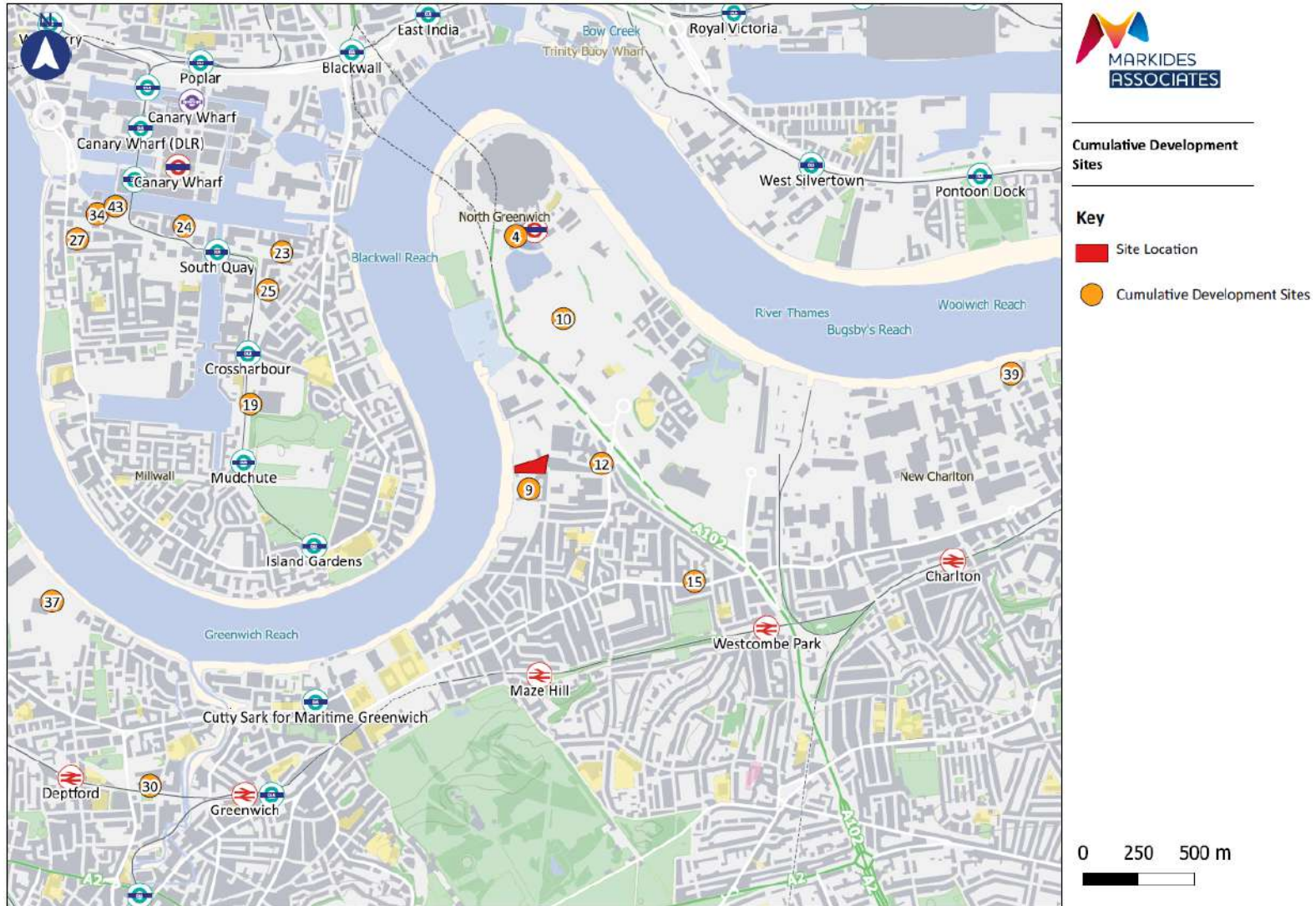
- **Enderby Wharf** – This site has been fully built out and occupied at the time of writing.
- **Lovell's, Granite Badcocks, and Pipers Wharf.** – These are all parts of one larger application dated as far back as 2007, which at the time of the scoping was noted to be part-built, part-occupied. It is now understood that these have completed construction and are occupied.
- **Alcatel-Lucent (planning reference 14/0293/F)** has been built out.
- **Greenwich Peninsula Plots 1.02 and 1.03** (23/0418/R (reserved matters), related to 15/0716/O); Greenwich Peninsula Plot N0201 (23/2150/F); Greenwich Peninsula Plot M0121 (23/1565/F); Temporary bus garage – Go-ahead London, Northern Warehouse (23/1161/F); Land North of Northern Warehouse, Morden Wharf (19/3298/F); Westferry Printworks (PA/22/02317); Ravensbourne Wharf (23/1414/F); The Bellamy (PA/21/02776/A1); Ensign House (PA/21/00952/A1); and Creekside Village East (DC/18/108548) – These sites are all represented by planning applications which have been validated by their relevant planning authority; however, they remain in the determination period at the time of writing. There is no transport work yet available for reference on the public planning search, where it is available, it nevertheless cannot be stated with confidence that it has been accepted by the relevant highway authority as no decision has been made.
- **Former Sam Manners House (20/1815/F)** – This site is a car-free development of only 30 flats, and the associated transport work concludes that it would generate a negligible level of vehicle traffic, which once distributed onto the road network would generate no assessable overlap with the scope of study area (less than 1 vehicle).

- **87 Blackwall Lane (19/0512/F)** – Likewise, this site is a car-free development of only 27 flats, and the associated transport work concludes that it would generate a negligible level of vehicle traffic, which once distributed onto the road network would generate no assessable overlap with the scope of study area (less than 1 vehicle).
- **Millennium Village (Phase 4 and 5) (12/0022/O)** – This is a legacy planning application dating back to 2012. A review of the site and the contractor’s website indicates that this site has been largely built out and is part occupied, excepting Phase 5, which will comprise 112 residential units, due for completion in 2024.

Victoria Deep Water Terminal (17/1142/F, amended:18/2729/MA) – This application is for a temporary relocation of concrete works to facilitate Thames Tideway. The 2018 application was for an extension of relocation for up to 2 years but is understood to have expired and concluded in 2020.

- **Frankham Walk (Tidemill Primary School) (DC/16/095039)** – The approved TA for this application identifies negligible vehicle trips across the day, with none at peak hour. When distributed, this would generate no assessable overlap with the scope of study area (less than 1 vehicle).

Figure 2.4 Committed Development & Sensitive Receptors



- 2.7.2 It is considered that all relevant committed schemes would have mechanisms in place to tightly control and manage all construction-related traffic, thereby ensuring minimal increases and effects associated with local HGV traffic.
- 2.7.3 The consideration of the proposed development with other committed development schemes within the Traffic and Transport ES Chapter concluded that traffic generated by these schemes during construction and once completed would give rise to insignificant transportation effects on the local road network.

2.8 Construction Vehicle Access

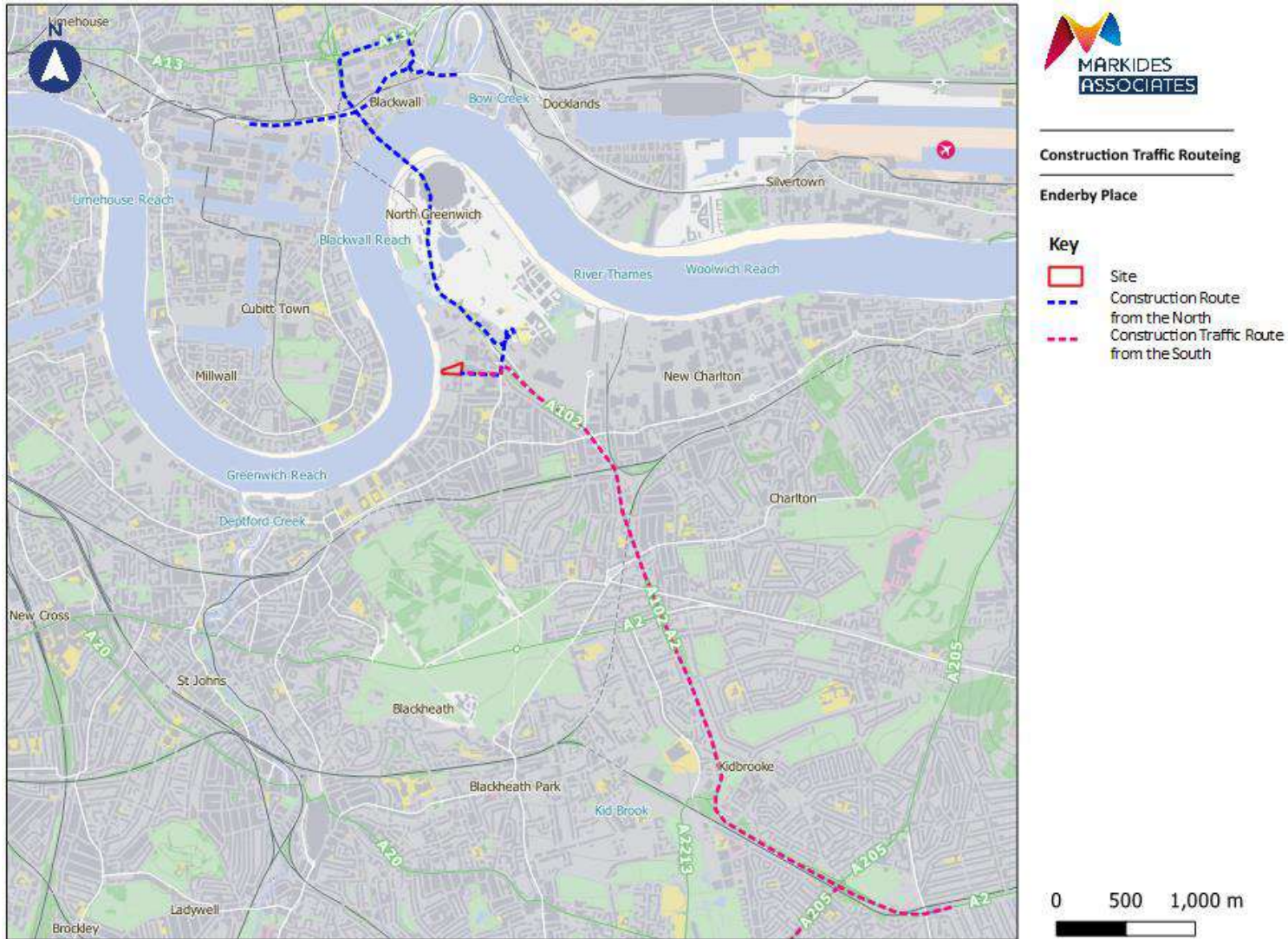
- 2.8.1 Construction vehicles will access the site via Telcon Way from the A2203 Blackwall Lane.
- 2.8.2 Construction vehicles will route to the site from the strategic road network, using roads permitted by the London Lorry Control Scheme as already described.
- 2.8.3 Deliveries will be on a just-in-time basis and a delivery booking system will be implemented and operated by the contractor's site traffic manager. The system will aim to mitigate the following:
- Queuing outside the site;
 - Arrival of unscheduled deliveries;
 - Deliveries arriving late due to supplier dispatch misunderstandings;
 - Deliveries failing to arrive;
 - Wrong quantities or materials arriving by mistake, requiring the vehicle to be sent away, or an additional 'part-load' vehicle delivery to make up delivery requirements;
 - Delivery vehicles arriving early in the hope that they will be dealt with out of turn; and
 - No staff or equipment being available on-site to unload the vehicle.
- 2.8.4 Mitigation of the above will avoid unnecessary vehicle movements to and from the site. It will also importantly reduce the possibility of construction vehicles queuing near the site waiting to be processed. Only a single vehicle will be permitted to access the site at any one time.
- 2.8.5 The delivery booking system will decrease and mitigate any potential negative environmental and/or social impacts that construction traffic may have on the surrounding area.
- 2.8.6 The delivery booking system will be operated by the construction site manager. Banksman will ensure the efficient and safe movement of vehicles to and from the site. The banksman will be coordinated by the site manager.

2.9 Last-mile Routing

- 2.9.1 The Principal Contractor(s) would ensure that all delivery drivers receive a plan clearly identifying the approved "works traffic route". The approved works traffic route would be detailed in the Traffic Management Plan and agreed with the highway authority.

- 2.9.2 It is proposed that construction-related vehicles approach the site from the north via A13 and Blackwall Tunnel, or the south via the A205, followed by the A206 (if from the north or south) and then the A2203. This routeing is indicated in **Figure 2.5**.
- 2.9.3 It is noted that only a small proportion of trips will travel to and from the site via the north (and it would be LGVs only) due to height restrictions in the Blackwall Tunnel.
- 2.9.4 Furthermore, where possible materials can be transported by water from either the site boundary or the existing pier structure, dependent on the origin / destination of material, duration of tide sufficient to ensure loading and unloading can be undertaken, and that no undue impact on the Thames Path or its closure would be required. This will be detailed further within the full CLP once the Main Contractor has been appointed.

Figure 2.5 Indicative Construction Traffic Routing



2.10 Parking

- 2.10.1 Minimal needs-based general parking will be provided (e.g., disabled parking), or else none, and the majority of construction staff will be required to travel by modes other than the car or utilise public car parks elsewhere and complete their journey on foot. No vehicles will be parked or stored on site or at the site frontage along Telcon Way or Telegraph Avenue.

2.11 Storage

- 2.11.1 At this stage, it is assumed that no materials will be stored on-site but that they will be delivered on a just-in-time basis, however, it is considered that there is space on-site behind the hoarding to store materials, if necessary. No materials will be stored on the footway or at the site frontage on-street.

3. Assumptions of Build Method and Vehicle Type

3.1 Preamble

3.1.1 This section of the report sets out the assumptions regarding the requirements of the site in terms of demolition/ excavation /site set up and build, for the purpose of assessing the likely type of vehicle required.

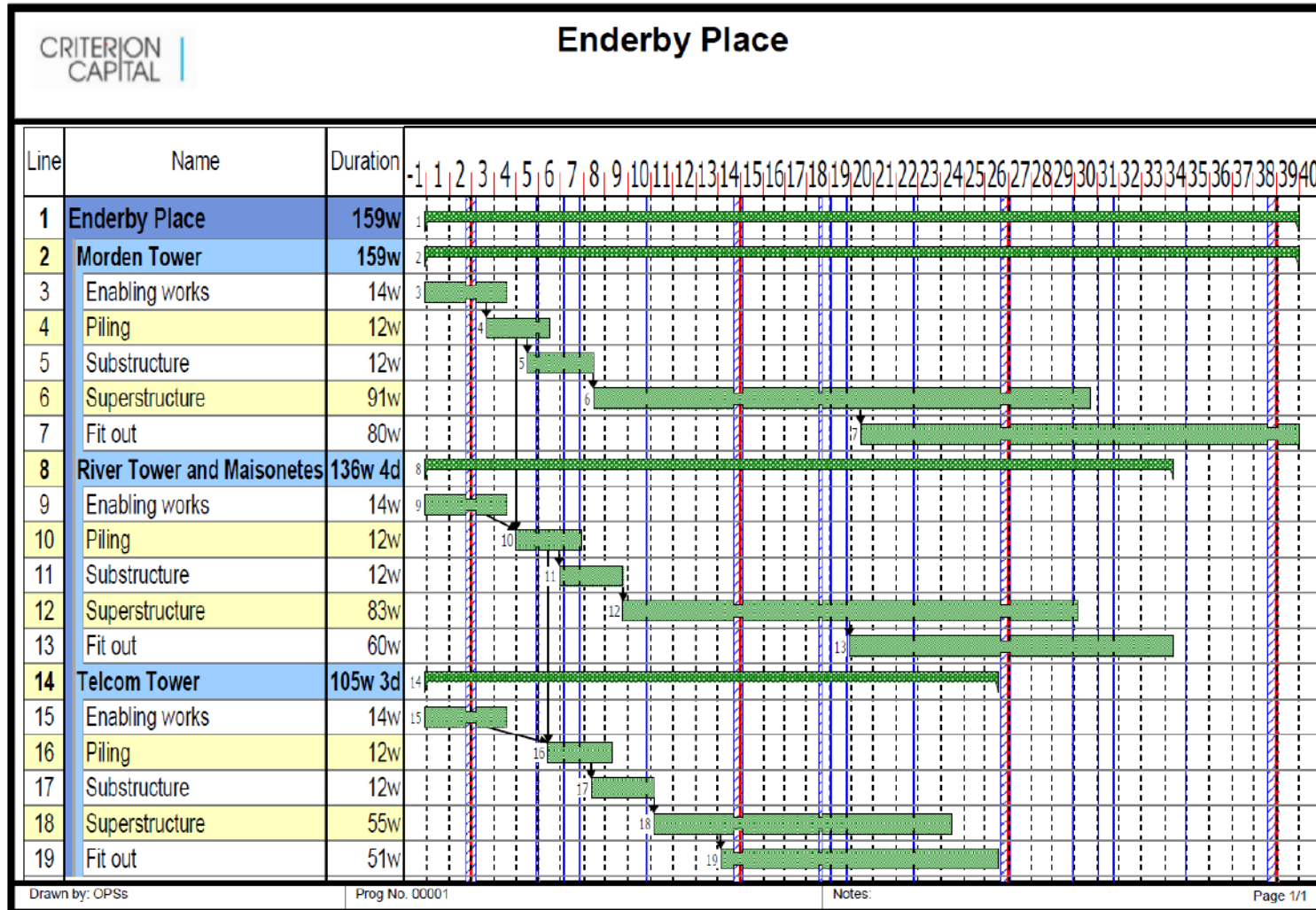
3.2 Method by Phase

3.2.1 At this stage, the construction method is high level only and the extent of pre-construction survey is not known. Indicatively, it is expected to last approximately 26 months from December 2024 to February 2028 and to comprise traditional build methods. The construction works are expected to include the following activities for each block:

1. Establish site set-up.
2. Enabling works – excavation and groundworks.
3. Construct substructure and superstructure to form new build elements and achieve water tightness.
4. Fit out the new build elements.
5. Carry out any hard and soft landscaping required.
6. Clear site.

3.2.2 Initial phasing in a Gantt Chart detailing the blocks individually and the potential overlap is shown in **Figure 3.1**. All works are expected to be phased with the method outlined above not necessarily linear.

Figure 3.1 Construction Programme



Source: Maritime View Ltd.

3.3 Hours of Work

- 3.3.1 Normal Working Hours will be 08:00 – 18:00 hours (Monday – Friday) and 08:00 – 13:00 hours (Saturday). Consideration will be made of the proximity of the site to local primary schools, and deliveries between 08:00 – 09:00 and 15:00 – 16:00 will be restricted.
- 3.3.2 Working on Sundays or Bank Holidays will be avoided, and any occurrence will be limited to specific major events such as abnormal loads that can only be transported outside of normal working hours. No abnormal loads are anticipated. Should abnormal loads be identified, the times and dates for those movements will be agreed in advance with RBG, the police, and other relevant parties as necessary.

3.4 Anticipated Plant and Vehicle Requirements

- 3.4.1 The anticipated plant and vehicle requirements, where feasible to identify, are shown in **Table 3.1** overleaf. These are marked by 'X' indicating no requirement, and '✓' indicating a high possibility of requirement. All requirements will be subject to update following the appointment of a Main Contractor and assume the worst-case demand.

Table 3.1 Anticipated Plant and Vehicles

Plant and Equipment	Phase					
	Site set-up	Demolition	Excavation & groundworks	Superstructure	Fit out	External Works
Lorry/Van	✓	✓	✓	✓	✓	✓
Scaffold and MHA platform	X	✓	X	✓	✓	X
Small rigid truck	X	✓	✓	✓	✓	X
Flatbed artic	X	✓	✓	✓	X	X
Small Tipper	X	X	✓	X	X	X
Skip Lorry	✓	✓	✓	X	X	X
Mobile crane	X	X	X	✓	X	X

- 3.4.2 It is expected that the demolition and excavation phases will generate the highest demand in terms of large vehicles and in terms of the level of vehicle activity; however, the basement to be dug will be small and demolition is not expected to be a long phase within the construction process.
- 3.4.3 Vehicles will be called up to the site on a just-in-time basis. Banksmen/Marshalls will be appointed to oversee this to ensure that space is free for use by the time the vehicle arrives. A holding area is not expected to be necessary.

- 3.4.4 Swept path assessment of vehicle entry and egress movements by phase will be created and submitted following the appointment of a Main Contractor and identification of build method/detailed phasing.

3.5 Estimated Vehicle Movements

- 3.5.1 An indicative Gantt chart detailing phasing and vehicle movements by task is shown in **Table 3.2**. At the first opportunity following the appointment of a contractor, this will be updated to ensure more accurate estimates.
- 3.5.2 **Table 3.2** demonstrates that peak construction is expected to occur in June 2025 with 200 two-way vehicle movements in this month, with piling, substructure, and superstructure activities for each block coinciding.

Table 3.2 Estimated Vehicle Movements

	Duration (weeks)	Vehs per day	Movements per day	Dec-24	Feb-25	Apr-25	Jun-25	Aug-25	Oct-25	Dec-25	Feb-26	Apr-26	Jun-26	Aug-26	Oct-26	Dec-26	Feb-27	Apr-27	Jun-27	Aug-27	Oct-27	Dec-27	Feb-28
River Tower & Maisonettes	117	-	-																				
Enabling Works	14	20	40	40	40																		
Piling	12	20	40		40	40																	
Substructure	12	15	30			30	30																
Superstructure	63	5	10				10	10	10	10	10	10	10	10	10								
Fitout	75	15	30						30	30	30	30	30	30	30	30	30	30					
Morden Tower	152	-	-																				
Enabling Works	14	20	40			40	40																
Piling	18	20	40				40	40															
Substructure	18	15	30					30	30														
Superstructure	91	5	10							10	10	10	10	10	10	10	10	10	10	10	10	10	10
Fitout	100	15	30								30	30	30	30	30	30	30	30	30	30	30	30	30
Telcon Tower	116	-	-																				
Enabling Works	14	20	40			40	40																
Piling	18	20	40			40	40	40															
Substructure	18	15	30					30	30	30													
Superstructure	55	5	10							10	10	10	10	10	10	10	10						
Fitout	64	15	30								30	30	30	30	30	30	30	30	30				
Total Movements				40	80	190	200	150	100	90	60	120	120	120	120	110	110	100	70	40	40	30	30

- 3.5.3 It should be noted that this is a worst-case assumption based on each tower operating independently in respect of vehicle requirement (as at this stage the level of coordination and overlap is not easily identified).
- 3.5.4 An examination of potential dig-out volume estimates circa 6000m³ of excavation combined across all three towers, over the enabling works period of circa 6 months. This would generate 400 lorries in total (800 two-way vehicle movements, assuming a 15m³ capacity lorry), which equates to 33 movements per week and 6-8 two-way movements per day across a 5.5 day working week.
- 3.5.5 It could also be assumed that the total enabling works would require 20 vehicles per day in total (rather than per tower), with a robust Site Waste Management plan and delivery strategy. This would generate 40 two-way vehicle movements in addition to the 8 noted above, plus circa 40 two-way movements for the purpose of piling (again, potentially in total not per tower). This therefore could generate some 88 two-way movements per day in a more likely scenario for the duration of the excavation works during the enabling and piling works period.
- 3.5.6 Assuming a worst-case of 200 two-way vehicle movements a day equates to approximately 20 per hour (assuming 10-hour working days). This is just over one movement per hour when divided over an 8-hour working day. This is 10 vehicles in total, and a level of accumulation which could be contained on site. It is less than could theoretically be generated by the operational phase of the development and would be a temporary worst-case situation that assumes no additional control through the implementation of this CLP or any other Construction Management Plan.
- 3.5.7 The more likely peak-construction scenario would be fewer than 100 two-way vehicle trips per day.

3.6 Contractor Certifications

- 3.6.1 Contractors with Fleet Operator Recognition Scheme (FORS) and Construction Logistics and Community Safety (CLOCS) certification will be preferentially appointed. The registering of the site with the Considerate Contractors Scheme will also be encouraged.

3.7 Use of Cranes

- 3.7.1 London City Airport is approximately 3.5km distance from the site and therefore within the 6km restrictive zone. The operation of cranes in the vicinity of any aerodrome presents a serious hazard to air navigation, particularly as, during the approach and departure phases of flight, aircraft are at low altitudes. The Contractor must familiarise themselves with Civil Aviation Publication 738 (Safeguarding of Aerodromes) and British Standard Institute Code of Practice for the safe use of cranes (BS7121, Part1) and seek the necessary permission from the Civil Aviation Authority or relevant Authorities for the erection and use of any proposed crane(s).
- 3.7.2 Other information can be found for crane-related aviation issues (as acknowledged by the Construction Plant-hire Association (CPA) within a related Technical Information Note, TIN

039 'Operating Tower Cranes in the Vicinity of Aerodromes, Notification and En-route Obstacle Lighting', available at <http://www.cpa.uk.net/p/Tower-Crane-Interest-Group/>.

3.8 Licenses

- 3.8.1 In addition to the environmental requirements described, the Contractor will be responsible for obtaining licenses from the relevant Local Authority before erecting any scaffolding, hoardings, gantries, temporary crossings, or fences or depositing a skip on the highway.

4. Construction Impact

4.1 Preamble

4.1.1 This section of the report considers the potential impact of development during the construction phase, as well as the potential cumulative impact if construction was to coincide with Morden Wharf or other neighbouring construction.

4.2 Neighbours and Sensitive Receptors

4.2.1 Particular attention will be given to the neighbouring residents, local businesses, and bus users during the entire construction process. The Developer proposes to manage this key interface and ensure that the contractors keep residents informed on a regular basis as the works progress.

4.2.2 The Main Contractor will be the initial point of contact on site. They will display site contact numbers on the site hoardings to provide the local residents with a method of dialogue.

4.2.3 All staff on site should understand the chain-of-command when a complaint is made, and any complaint received in relation to noise and vibration will be investigated by the appropriate worksite personnel. It should be stressed that night working other than deliveries is not being proposed and impacts relating to noise, and vibration overnight should therefore be minimal.

4.2.4 Records of any complaints about noise and/or vibration received by and relating to the site should be recorded and retained. If significant, details of the complaint will be forwarded to the Local Authority, including:

- Name of complainant
- Address of affected property
- Contact phone number
- Date and time of complaint
- Method of notification (i.e., complaint line, email, letter)
- Type of complaint (i.e., noise or vibration)
- Details of complaint
- Any previous or related complaints

4.2.5 All complaints will be investigated and, where appropriate, noise and/or vibration measurements taken. Mitigation methods should be implemented, or work practices modified to reduce noise and vibration levels where it is reasonably practicable to do so. The results of the investigation, including details of any mitigation methods implemented, work practices that have been modified and how complainants have been kept informed should be recorded.

4.2.6 In order to maintain pedestrian and cycle safety on Enderby Place, the following will be conducted:

- Erect temporary 2.4m high temporary hoarding with debris netting along the boundary of the site and Telcon Way / Telegraph Avenue;
- Fencing and scaffolding will be designed and installed in accordance with RBG;
- During any stages of development that require the closing of the footway, compensation will be made in the form of a temporary footway along the existing carriageway.

4.2.7 To minimise the disruption of busses and other road users all site traffic will be limited to outside of peak hours and 'Just in time' delivery methods will be utilised to minimise the amount of time site traffic waits in the area and where possible the development is committed to working with other local schemes to generate coordinated deliveries.

4.3 Noise and Vibration

4.3.1 The following best practice measures will be put in place to minimise noise emissions:

- Works generating significant noise and vibration will be limited to the core working hours as defined above;
- Contractors must use "best practicable means" (BPM) to minimise the nuisance from noise and vibration, with especial consideration for nighttime deliveries;
- Use of most environmentally acceptable and quietly operating plant and equipment appropriate to the works with emission levels limited to relevant EC Directive/UK Statutory Instrument levels and levels quoted in BS5228;
- Site staff should be aware that they are working adjacent to a residential area and avoid all unnecessary noise due to misuse of tools and equipment, unnecessary shouting, and radios;
- All plant and machinery should be regularly maintained to control noise emissions, with particular emphasis on lubrication of bearings and the integrity of silencers;
- Where possible, avoidance of two noisy operations occurring simultaneously in close proximity;
- Deliveries will be programmed to arrive during daytime hours only. Care will be taken when unloading vehicles to minimise noise. Delivery vehicles would be routed so as to minimise disturbance to local residents. Delivery vehicles will be prohibited from waiting on the highway or within the site with their engines running;
- Engines are turned off when not in use;
- Where processes could potentially give rise to significant levels of vibration, on-site vibration levels should be monitored regularly by a suitably qualified person appointed specifically for the purpose, particularly if changes in machinery or project designs are introduced;
- Limits on vibration can be set in conjunction with the Local Planning Authority requirements, with compliance monitoring programmed where considered necessary;
- Where reasonably practicable, low vibration working methods should be employed, with any plant and/or methods of work found to be causing significant levels of vibration at sensitive premises replaced by other less intrusive plant and/or methods of working; and

- Stationary plants (e.g., generators, pumps, compressors) should be located away from sensitive receptors, or isolated using vibration resilient mounting if this is not possible.

4.4 Dust and Emissions

4.4.1 The potential dust and emissions management control measures are summarised in **Table 4.1**.

Table 4.1 Dust emissions mitigation measures

Aspect	Measure to be implemented
Communication	Notification of the intended construction will be issued during a 2-week statutory consultation period prior to commencement. Communication will provide details of where the construction is located; how long it will take and hours of working and contact details for the site manager.
	The name and contact details of person(s) accountable for dust issues will be displayed on the site boundary.
Site Management	All dust complaints will be recorded, the cause identified, and appropriate measures taken to reduce emissions in a timely manner, with a record maintained.
	The complaints log will be made available to the local authority when asked.
	Any exceptional incidents that cause dust and/or air emissions, either on- or off- site will be recorded along with the action taken to resolve the situation in the logbook,
Monitoring	Regular site inspections will be carried out to monitor compliance with this Construction Management Plan, with inspection results recorded and the inspection log made available to the local authority when asked.
	The frequency of site inspections will be increased by the person accountable for dust issues on the site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
	Following site inspections, if any activities are identified as causing or likely to cause visible emissions across the site boundary, or if abnormal emissions are observed within the site, the Site Manager will immediately modify, reduce, or suspend those activities until either effective remedial action can be taken or the weather conditions improve.
	Exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, will be recorded and any action taken to resolve the situation will be recorded in the logbook.
Preparation and Maintenance of the Site	The site layout will be arranged so that machinery and dust causing activities are located away from receptors, as far as possible.
	Hoarding will be erected and maintained.
	Site runoff of water or mud will be avoided.
	Materials that have a potential to produce dust will be removed from site as soon as possible unless being re-used on site. Any chutes or skips will be enclosed.
Operations	Ensure all on-road vehicles comply with the requirements of the London LEZ (and ULEZ)
	Ensure all Non- Road Mobile Machinery (NRMM) comply with the standards set within the GLA's Control of Dust and Emissions During Construction and Demolition SPG. This outlines that, from 1 September 2015, all NRMM of net power 37 kW to 560 kW used on the site of a major development in Greater London must meet Stage IIIA of EU Directive 97/68/EC (The European Parliament and the Council of the European Union, 1997) and its subsequent amendments as a minimum. From 1 September 2020 NRMM used on any site within Greater London will be required to meet Stage IIIB of the Directive as a minimum.
	Engines will be switched off when not in use.
	Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery-powered equipment where practicable.
	Only cutting, grinding, or sawing equipment will be used that is fitted with or used with suitable dust suppression techniques such as water sprays or local extraction.
	An adequate water supply will be maintained on site for effective dust suppression using non-potable water where possible and appropriate.
	Drop heights will be minimised and water sprays used wherever appropriate.
	Equipment will be readily available on site to clean any dry spillages as soon as reasonably practicable using wet cleaning methods.
	Only small areas of cover will be removed when required during work and not all at once.
	Bulk cement and other fine powder materials will be delivered in enclosed tankers.
	Vehicles will be covered wherever possible to prevent escape of material during transport.
Visual inspections will include haul routes and any actions required will be recorded in the logbook.	

5. Mitigation and Monitoring

5.1 Consultation and Communications

- 5.1.1 There will be regular and proactive liaison with RBG and other third parties as appropriate on environmental issues throughout the project implementation.
- 5.1.2 The contact number(s) for the site manager and/or relevant person will be provided on signage at the hoarding line, as well as distributed to neighbouring residents and businesses in a newsletter or other notification not later than 14-days prior to commencement.
- 5.1.3 There will be a designated liaison officer from the Principal Contractor whose duty would be to deal with queries from the public and any complaints. This nominated individual will be named at the site entrance, with a contact number, and will be identified to RBG and community groups, no later than 14 days prior to the start of site activities. Details will be updated promptly whenever a change of responsibility occurs.
- 5.1.4 Any complaints received will be logged and reported to RBG as soon as practicable.
- 5.1.5 Contractors will be selected with preference for those who are proactive regarding the Considerate Contractors scheme, and it is proposed that the site is likewise registered at the first opportunity to that scheme.

5.2 Public Safety, Emergencies and Accidents

- 5.2.1 The site is situated close to the major through route the A40 and several other strategic roads as well as areas with relatively high pedestrian footfall. The contractor carrying out the works will be required to liaise with the RBG, the Police, and other relevant parties, when necessary, with regard to maintaining and contributing to a safe environment around the site.
- 5.2.2 A clear and secure demarcation between operational activities and other areas will be maintained to ensure public safety. Particular attention will be paid to any crossing points on surrounding roads, demolition and construction routes, access gates arrangements. A 'clean site' policy will be maintained. Hoardings will be used around the site to prevent public trespass and to provide information regarding the project and its progress. In all cases where there is a perceived risk to the public from falling materials, measures would be put in place in the form of gantries, fans, or pedestrian diversions to maintain safe routes. Temporary footways where provided will comply with any RBG requirements in respect of their flatness, surface treatments, gradients, and sight lines.
- 5.2.3 The contractor will be required to maintain high safety standards on-site, and to be fully compliant with current health and safety legislation. An Emergency Incident Plan would be in place to deal with potential spillages and/or pollution incidents. Any pollution incidents would be reported immediately to the regulatory bodies.

5.2.4 The nearest A & E hospital is located at:

Queen Elizabeth Hospital
Stadium Rd
London
SE18 4QH

5.3 General Management

5.3.1 To ensure smooth running of the construction activities with minimal impact, the following general measures will be in place:

- All parties to sign In & Out (name / time) at main entrance;
- A daily record of visitors will be kept on site;
- Deliveries to site will be restricted between the hours of:
 - 08:00 to 18:00 Monday to Fridays;
 - 08:00 – 13:00 Saturdays and no other times, including Sundays and Public Holidays.
- Trade Contractors are to submit material delivery requests to the Site Manager a minimum of 24 hours in advance;
- The Principal Contractor, once appointed, is to liaise with all sub-contractors to inform them of the agreed vehicle routes to and from the site;
- The Contractor is to notify all suppliers that no waiting or queuing is permitted on local roads;
- No vehicles will be left unattended. No stacking of vehicles or parking within on-street parking bays is permitted. Vehicles not adhering to the above can and will be turned away by the Contractor;
- All vehicles will load / unload materials on-site. The Contractor is to maintain safe control of traffic and deliveries on the public highway;
- A banksman will be provided to manage loading activity (if necessary). The banksman will additionally be tasked with ensuring that pedestrian/ cyclists' access can be safely provided whilst works are taking place;
- The Principal Contractor is to provide evidence of recycling by means of a waste data receipt/ form, which will be forwarded on to the Site Manager; and,
- Implementing an effective procedure to deal with complaints from third parties to ensure issues are dealt with efficiently and quickly, via an advised and dedicated telephone number.

6. Summary of Impacts and Associated Mitigation

- 6.1.1 A review has been undertaken of the potential source of adverse impacts, which can be associated with carrying out construction works. The results of this are represented in the **Table 6.1**.
- 6.1.2 In conclusion, it is evident that pedestrian and cycle safety and traffic movements along Telcon Way and Telegraph Avenue have been considered, the potential impacts have been identified and satisfactory mitigation measures have been proposed.

Table 6.1 Potential Impacts and Headline Mitigation Measures

Issue	Potential Impacts	Mitigation
Noise	Increased road noise levels from vehicles. Increased noise levels from plant during excavation, piling and general construction works (e.g., from the use of air compressors and diamond cutters).	Defined working hours, baffles to certain plant, local acoustic screening. Controlled vehicle routeing. Radios etc. to be silenced. Engines turned off.
Vibration	Increased vibration levels from vehicles. Increased vibration levels from plant during general construction works. Defined working hours. Selection of appropriate plant and work procedures.	'Just in Time' delivery. Controlled vehicle routeing. Engines to be switched off when vehicles are idle or on site.
Dust / air quality	Windblown dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding of materials. Exhaust emissions from lorries and plant delivering and removing materials including dust and particulates.	Cover all open backed vehicles; switch off vehicle engines when parked.
Waste	Waste generation and its disposal.	Instigate Site Waste Management Plan and re-cycling programme.
Water	Increased sediment loadings to storm water system. Potentially contaminated storm-water runoff.	Do not allow direct discharge of water into sewerage collection system.
Traffic	Traffic congestion is caused by site traffic. Increased vehicle movements. Exhaust emissions.	Phased deliveries to minimise numbers, switch off vehicle engines when parked, minimise abnormal loads. Vehicle routeing. On-site loading/offloading. Just in time delivery system and booking system.
Storage	Accidental spills, discharges to drains/storm-water systems. Contamination to ground.	No discharge allowed into the sewerage collection system.
Pedestrian access	Potential restriction on pedestrian access to walkways, footpaths, and roads.	Erect barriers and signage.
Ecology	Water / mud run off into the drains.	Do not allow direct discharge of water into sewerage collection system, utilise interceptors where necessary.

APPENDIX A – PROPOSED SITE LAYOUTS

Morden Wharf
(Proposed)

Salutation Road

Industrial Warehouse

Telcon Way

Telegraph Avenue

Telegraph Works

Christchurch Way

Enderby Wharf

River Thames

GENERAL NOTES.

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All dimensions to be checked on site prior to commencement of any works, and/or preparation of any shop drawings.

Sizes of and dimensions to any structural elements are indicative only. See structural engineers drawings for actual sizes / dimensions.

Sizes of and dimensions to any service elements are indicative only. See service engineers drawings for actual sizes and dimensions.

This drawing to be read in conjunction with all other Architect's drawings, specifications and other Consultants' information.

All proprietary systems shown on this drawing are to be installed strictly in accordance with the Manufacturers/Suppliers recommended details.

Any discrepancies between information shown on this drawing and any other contract information or manufacturers/suppliers recommendations is to be brought to the attention of the Architect

DO NOT SCALE FROM THIS DRAWING.

NOTES.



P1	10/11/23	PLANNING ISSUE	
REV. DATE	NOTE		DRAWN

BGY
BUCKLEY GRAY YEOMAN
+ 44 20 7033 9913
BGY.CO.UK

CLIENT
Criterion Capital

PROJECT
Enderby Place

DRAWING
Ground Level Plan

SCALE
1:250 @ A1 (1:500 @ A3)

DATE
November 2023

DWG No.
1136_GA-00 REVISION
P1

STATUS
PLANNING APPROVED
AB

1 Scale: 1:250
Ground Floor Level +0.270





GENERAL NOTES.

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All dimensions to be checked on site prior to commencement of any works, and/or preparation of any shop drawings.

Sizes of and dimensions to any structural elements are indicative only. See structural engineers drawings for actual sizes / dimensions.

Sizes of and dimensions to any service elements are indicative only. See service engineers drawings for actual sizes and dimensions.

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DO NOT SCALE FROM THIS DRAWING.

NOTES.

1 Scale: 1:250
Podium Level +6.370



P1	10/11/23	PLANNING ISSUE	
REV. DATE	NOTE		DRAWN
BGY BUCKLEY GRAY YEOMAN +44 20 7033 9913 BGY.CO.UK			
CLIENT	Criterion Capital		
PROJECT	Enderby Place		
DRAWING	Podium Level Plan		
SCALE	1:250 @ A1	(1:500 @ A3)	
DATE	November 2023		
DWG No.	1136_GA-01	REVISION	P1
STATUS	PLANNING	APPROVED	AB