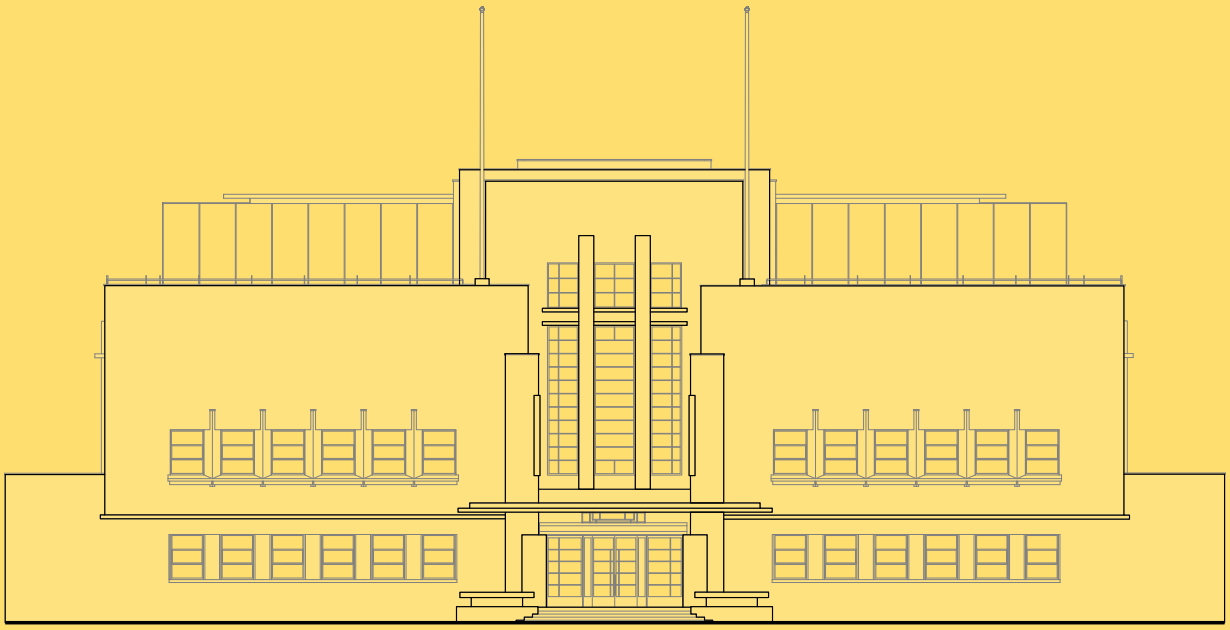

RAVENSCOURT PARK

FORMER ROYAL MASONIC HOSPITAL

TRANSPORT PLANNING ASSOCIATES

OUTLINE CONSTRUCTION LOGISTICS PLAN

2206-037 / CLP01 November 2023

Transport Planning Associates

A Planning Application by

TT GROUP

In respect of

Ravenscourt Park Hospital, LONDON

Outline Construction Logistics Plan

November 2023

Document Management

Document Review

	Status	Author	Checker	Approver	Date
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1 Introduction

1.1 Transport Planning Associates has been appointed by TT Group to provide transport and highways advice in relation to the re-development of the former Ravenscourt Park hospital. The plans are to demolish and redevelop part of the property, with the remainder being refurbished, converted and extended.

Summary of Works

1.2 The proposed scheme would consist of the renovation, construction and extension of six blocks (A to F) which vary in height on land currently occupied by the now vacant Ravenscourt Park Hospital to provide a residential led scheme with a care home and community uses together with associated landscaping works.

1.3 Construction activities will be carried out Monday to Friday (08:00 – 18:00) and on Saturdays (08:00 and 13:00). No construction activities or deliveries will occur on Sundays or Public Holidays. Deliveries to the site will endeavour to be limited to off-peak periods (i.e. between 10:00 – 16:30) to ensure there is negligible impact on nearby town centres.

Guidance

1.4 Transport for London (TfL) defines a CLP as *"an important management tool for planners, developers and construction contractors and focuses on construction supply chains and how their impact on the road network can be reduced"*.

1.5 TfL states that whilst the impact of a development varies depending on the size, timescale and location of the development a CLP provides a consistent framework for understanding and managing construction vehicle activity into and out of a development site independently of those factors.

1.6 CLPs are required by TfL to include the following:

- A full assessment of the construction phase;
- Details of the levels of construction traffic generated;
- Routes the traffic will use; and,
- Significant traffic management for the construction phase.

1.7 The CLP should therefore provide a plan with measures and specific techniques agreed through the planning process to reduce the impact of the site's construction on the road network, as well as measures which ensure that sensitive routes to the site can be avoided and sustainable modes of transport are utilised as much as possible (including rail and water).

1.8 TfL state that there are two types of CLP, one being an Outline CLP and the other a Detailed CLP. Details of which are summarised as follows:

- **Outline CLP** accompanies the planning application and gives the planning authority an overview of the expected logistics activity during the construction programme.
- **Detailed CLP** is submitted to a planning authority at the post-granted discharge of conditions stage and provides the planning authority with the detail of the logistics activity expected during the construction programme.

1.9 This document is to be submitted as part of a suite of documents in support of the planning application at the site. Therefore, this is an **Outline CLP**.

Objectives of the CLP

1.10 The overall objectives of this Outline CLP are to:

- Lower emissions;
- Enhance safety – both vehicles and road users safety; and,
- Reduce congestion and trips overall, especially in peak periods.

1.11 The following several sub-objectives will then support the realisation of the objectives above:

- Encouraging construction workers to travel to the site by non-car modes;
- Promoting smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Managing the on-going development and delivery of the CLP with construction contractors;
- Communication of site delivery and servicing facilities to workers and suppliers; and,
- Encouraging the most efficient use of construction freight vehicles.

Information and Details

1.12 Details of the CLP author and approver are set out below.

Table 1.1 CLP Information and Details

Role	Name	Address	Email	Phone
CLP author	Richard Morrison Transport Planning Associates	1 Giltspur Street London EC1A 9DD	richard.morrison@tpa.uk.com	020 7119 1159
CLP approver	TT Group	140 London Wall, London, EC2Y 5DN	nick.greenwood@telerealtrillium.com	020 7796 5361

Report structure

1.13 To address the above requirement, this outline CLP has been prepared, with reference to the Construction Logistics and Community Safety (CLOCS) *Construction Logistics Planning (CLP) Guidance document*[1].

1.14 The remainder of this report is set out as follows:

- **Chapter 2:** Context, considerations and challenges;
- **Chapter 3:** Construction programme and methodology
- **Chapter 4:** Vehicle routing and site access
- **Chapter 5:** Strategies to reduce impact; and
- **Chapter 6:** Implementation, monitoring and updating.

[1] https://www.clocs.org.uk/resources/clp_guidance_clocs_final.pdf

2 Context, Considerations and Challenges

Policy Context

2.1 This section of the CLP lists the principal national and local transport related planning policies and guidelines at the basis of this Report. Policy documents reviewed include:

- Traffic Management Act (2004);
- The London Plan (2021);
- The Mayor's Transport Strategy (2018);
- TfL Freight and Servicing Action Plan (2019);
- Construction Logistic Plan Guidance (TfL) Version 3, July 2017; and
- LB H&F Construction Monitoring.

2.2 The following paragraphs provide a brief overview of the key principles included in the policies reviewed.

National Planning Policy Framework

2.3 The National Planning Policy Framework (NPPF), updated in 2023, sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.

2.4 When considering development proposals, the NPPF notes that it should be ensured that:

> *"a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
>
> *b) safe and suitable access to the site can be achieved for all users;*
>
> *c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
>
> *d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree" (para 110).*

2.5 With regard to considering development proposals, it states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe" (para 111).

Traffic Management Act (2004)

2.6 The Traffic Management Act (2004) makes:

"'provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street"[2]

2.7 Within the Act it also acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

2.8 Part 2 of The Traffic Management Act (2004) states that *"it is the duty of a local traffic authority [or a strategic highways company ("the network management authority")] to manage their road network"*[3]. The management of these networks should ensure that the network is used efficiently and that the local authority takes the appropriate measures to avoid contributing to traffic congestion.

2.9 While Part 5 of The Traffic Management Act (2004) states that it is the responsibility of local authorities in Greater London to manage the strategic route network. This includes TfL's role to manage certain areas of the Greater London route network.

The London Plan (2021)

2.10 The London Plan 2021 has a variety of policies that focus on construction logistics. The key one is Policy T7, *Deliveries, servicing and construction*, which states, inter alia:

"(A) Development plans and development proposals should facilitate sustainable freight movement by rail, waterways and road

(B) Development Plans, Opportunity Area Planning Frameworks, Area Action Plans and other area-based plans should include freight strategies. These should seek to:

1) reduce freight trips to, from and within these areas

2) coordinate the provision of infrastructure and facilities to manage freight at an area-wide level

3) reduce road danger, noise and emissions from freight, such as through the use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.

[2] *Traffic Management Act 2004 Introductory Text*
[3] *Traffic Management Act Part 2 Section 16*

Such strategies should be developed through policy or through the formulation of a masterplan for a planning application.

[…]

(G) Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. 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.

(H) Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.

(I) At large developments, facilities to enable micro-consolidation should be provided […].

(J) Development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.

(K) During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times"[4].

2.11 Within the London Plan a number of key points are also raised at paragraphs 10.7.4 to 10.7.6:

"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."[5]

"Delivery and Servicing Plans should demonstrate how the requirements of the site are met, including addressing missed deliveries. Appropriate measures include large letter or parcel boxes and concierges accepting deliveries. Car-free developments should consider facilitation of home deliveries in a way that does not compromise the benefits of creating low-car or car-free environments"[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"[7].

[4] *Policy T7 of the London Plan 2021*
[5] *Paragraph 10.7.4 of the London Plan 2021*
[6] *Paragraph 10.7.5 of the London Plan 2021*
[7] *Paragraph 10.7.6 of the London Plan 2021*

The Mayor's Transport Strategy (2018)

2.12 The Mayor's Transport Strategy (MTS) reviews all of the potential methods of freight delivery within London. Focusing on construction traffic, the document specifically notes the importance of CLPs.

2.13 It is noted that three of the policies within the MTS are relevant and have impacts on construction activity in regard to CLPs. The key policies which influence CLPs are set out below:

- **Policy 3 –** "The Mayor, through TfL and the boroughs, and working with stakeholders, will adopt Vision Zero for road danger in London. The Mayor's aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041"[8].
- **Policy 6 – "**The Mayor, through TfL and the boroughs, and working with stakeholders, will take action to reduce emissions – in particular diesel emissions – from vehicles on London's streets, to improve air quality and support London reaching compliance with UK and EU legal limits as soon as possible. Measures may include retrofitting vehicles with equipment to reduce emissions, promoting electrification, road charging, the imposition of parking charges / levies, responsible procurement, the making of traffic restrictions / regulations and local actions"[9].
- **Policy 9 –** "The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to ensure that London's transport is resilient to the impacts of severe weather and climate change, so that services can respond effectively to extreme weather events while continuing to operate safely, reliably and with a good level of passenger comfort"[10].

TfL's Freight and Servicing Action Plan

2.14 TfL's Freight and Servicing Action Plan (2019) sets out the key for improving freight and servicing in the capital and sets out a vision for safer and cleaner freight trips. The vision for construction is set out in actions one, two and nine, whose main principles have been reviewed when preparing this CLP.

LB H&F Construction Monitoring

2.15 A commitment will be made in respect of participating in the council's Construction Monitoring.

Plans

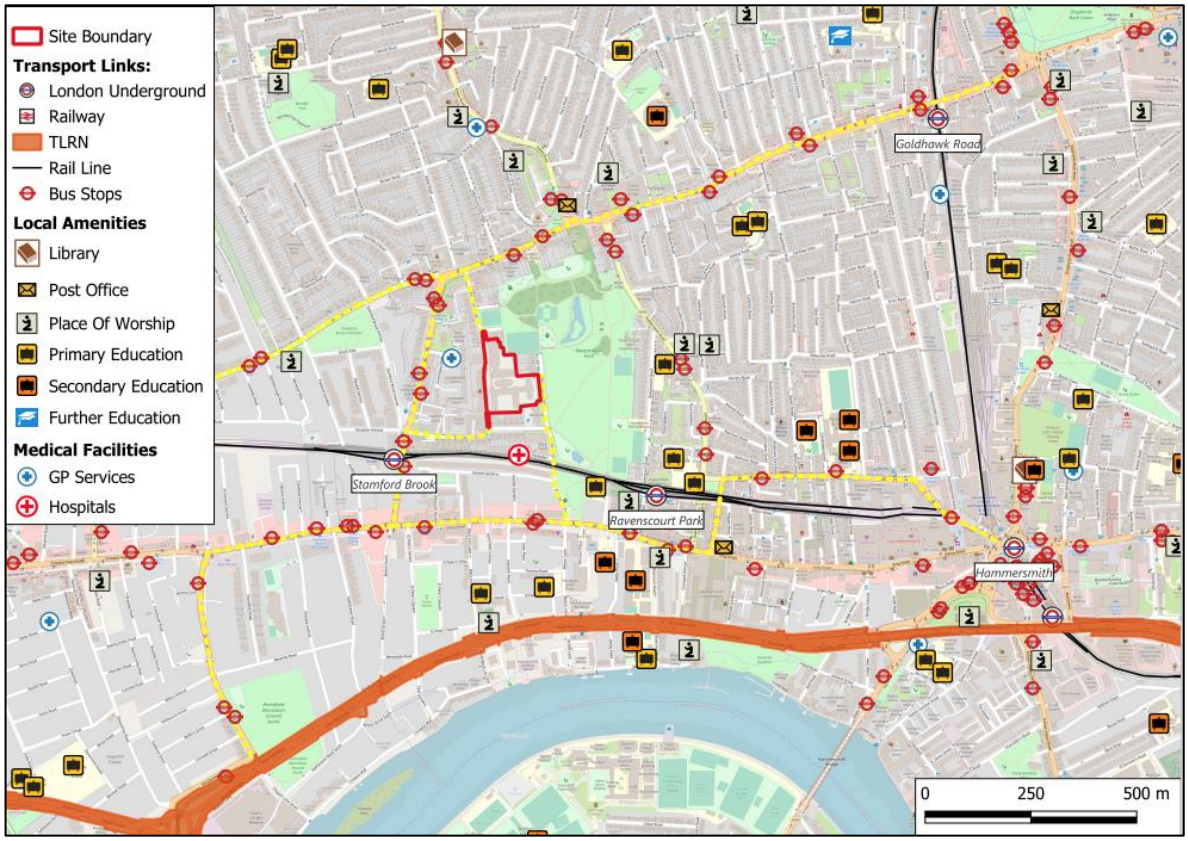
2.16 The following figures provide a set of plans to provide the context for the site.

[8] *Policy 3 of the Mayors Transport Strategy 2018*
[9] *Policy 6 of the Mayors Transport Strategy 2018*
[10] *Policy 9 of the Mayors Transport Strategy 2018*

Regional context

The location of the site is shown at **Figure 2.1**.

Figure 2.1 Site location



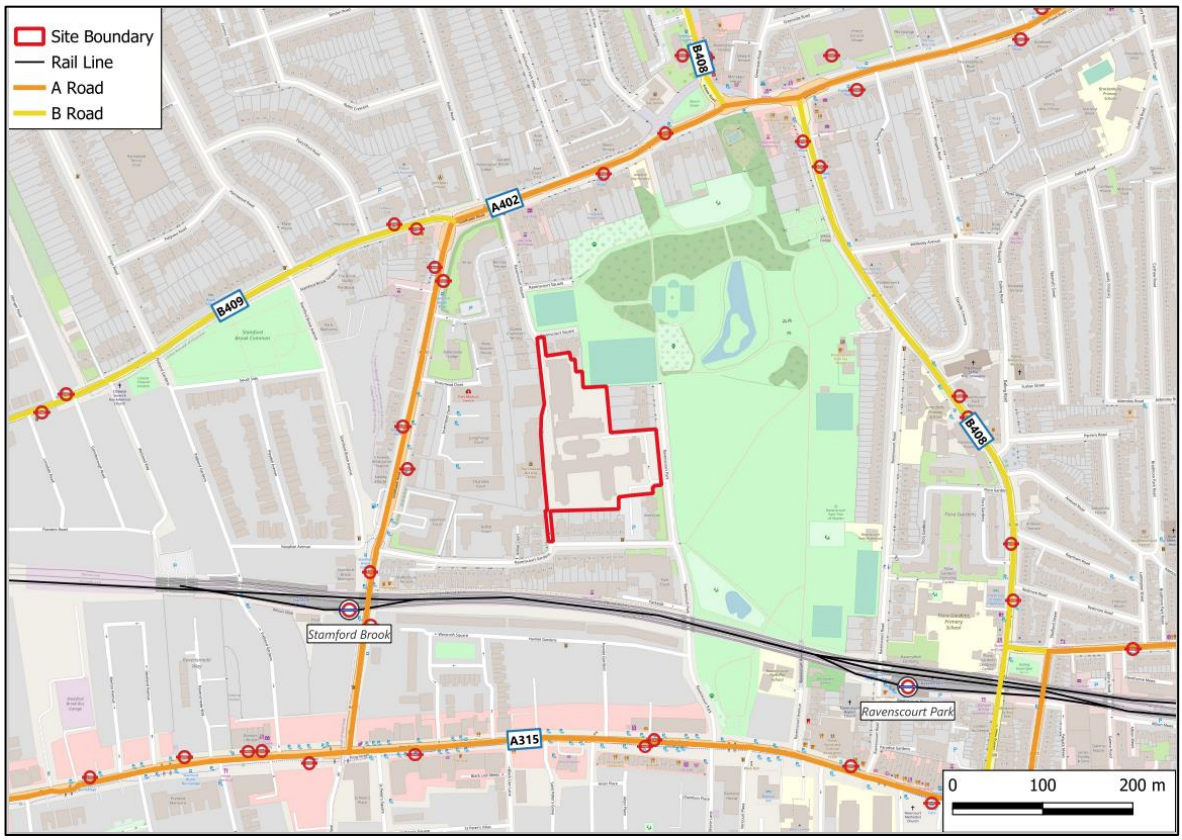
Source: ©OpenStreetMap contributors

2.17 The site, also known as Ravenscourt Park Hospital, is located adjacent to Ravenscourt Park to the west of Hammersmith town centre.

Local site context

2.18 The local context plan is shown at **Figure 2.2**.

Figure 2.2 Local Context Plan

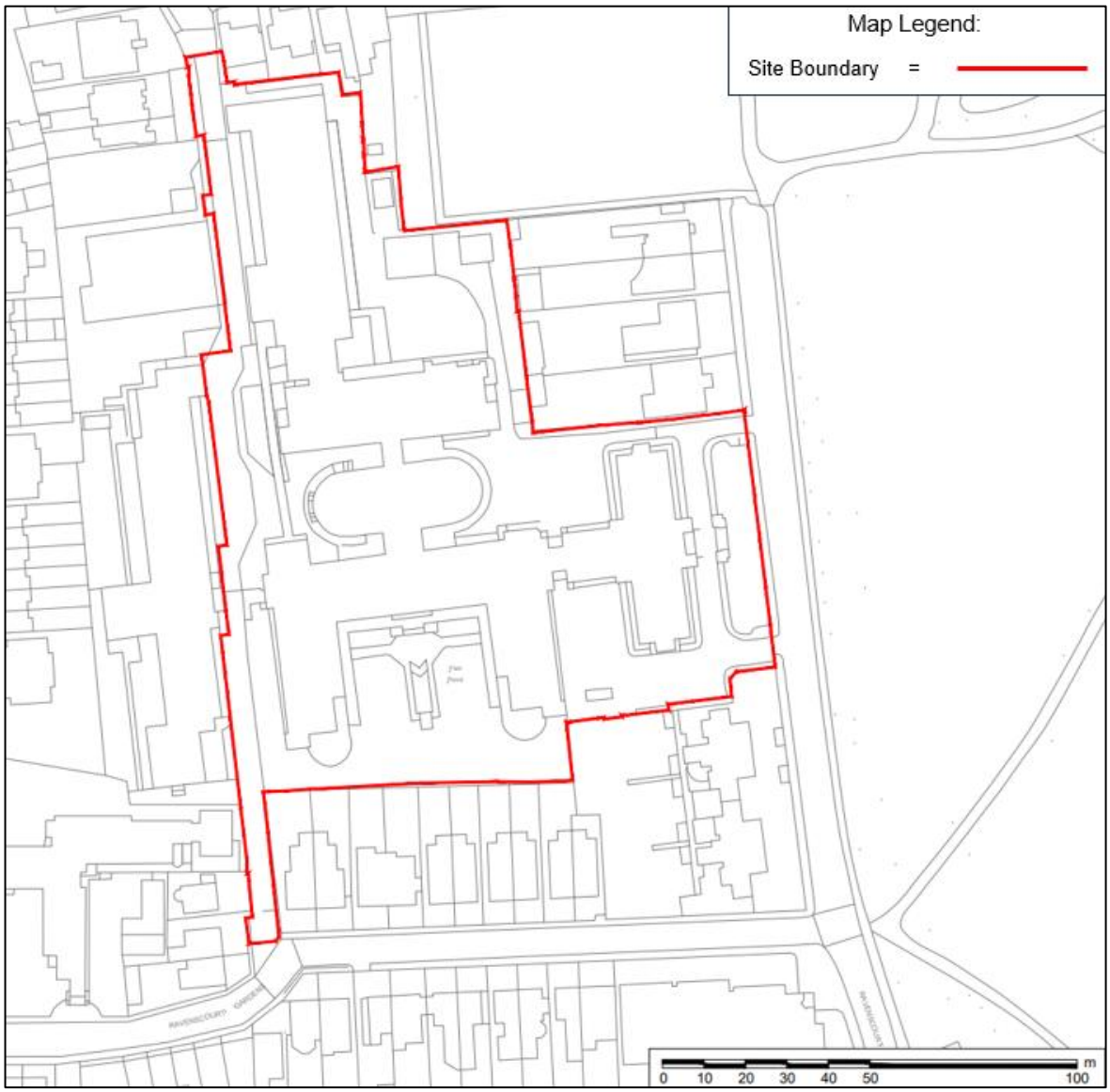


Source: ©OpenStreetMap contributors

Site Boundary

2.19 The site boundary is shown at **Figure 2.3**.

Figure 2.3 Site boundary



Source: Ordnance Survey

2.20 The site boundary includes an area to the east of Ravenscourt Square and to the west of Ravenscourt Park.

Local access

2.21 Access to the site would be taken from both Ravenscourt Square and Ravenscourt Park. The Site has good pedestrian accessibility due to its location close to Hammersmith town centre. In the immediate vicinity of the site the local roads are residential in nature.

Public Transport

2.22 The site is located in an area accessible by public transport with the closest bus stops to the site situated on Goldhawk Road to the west of the site, approximately 260 metres walk from the site boundary. Service 237 operates from these stops, providing connections to Hounslow and Shepherds Bush.

2.23 Kings Street also has several bus services, with the nearest stops located between Hamlet Gardens and Ravenscourt Park. Five bus routes operate from these stops, providing services that connect the site to a range of other locations including Hounslow, Brentford, Hammersmith, Heathrow Airport and Fulham.

2.24 A summary of the bus routes and their destinations are outlined in **Table 2.1** below.

Table 2.1 Bus Routes

Route No.	Nearest stop	Destinations
237	Goldhawk Road	Hounslow – Isleworth – Syon – Brentford – Gunnersbury – Ravenscourt Park – Shepherds Bush
110	Kings Street/Hamlet Garden	Hounslow, Bus Station - Whitton - St Margarets - Richmond - Kew Gardens - Chiswick High Road - Hammersmith
190		Richmond - Hammersmith - West Brompton
267		Hammersmith - Brentford - Fulwell
H91		Hounslow West - Osterley Station - Great West Road - Gunnersbury - Turnham Green - Stamford Brook - Hammersmith

Source: bustimes.org

Considerations and Challenges

Policy

2.25 As part of its Construction Code of Practice, the London Borough of Hammersmith & Fulham has prepared a guidance note to promote the control of noise and vibration during construction. The Contractor Guidance Note for Section 61 Applications (Prior Consent)[11] has been developed by

[11] https://www.lbhf.gov.uk/sites/default/files/section_attachments/hf_contractor_guide_for_s61_applications.pdf

Environmental Health Officers within The Environmental Protection team at the Borough to help developers and contractors on the control of noise and vibration arising from construction activities.

Application

2.26 The site is bordered on two sides by residential property (south and north) and to one side by a medical facility with overnight stays, as well as a couple of residential properties. Construction activity and times of access associated with the demolition and construction process will therefore require careful consideration to minimise impact on the adjacent residents.

2.27 Access for construction vehicles in a residential area subject to on-street parking and a site with existing ambulance traffic will therefore require careful consideration to respect the nature of the surrounding area. While the construction process will be of limited duration, it will be essential to ensure that the passage of HGVs is carefully considered and monitored and the size of vehicles is limited to reflect the available road widths.

3 Construction Programme and Methodology

Construction Programme

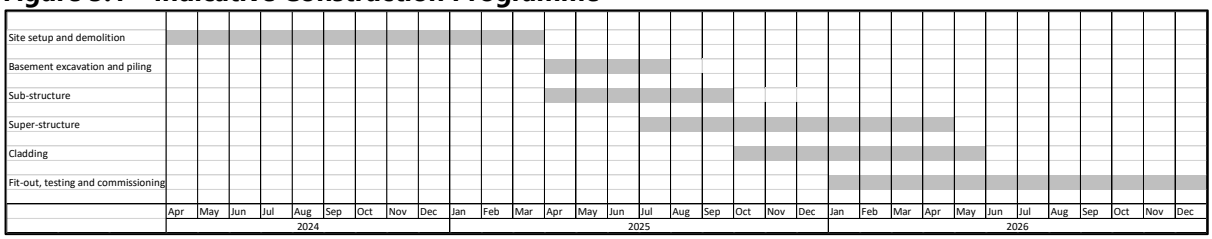
3.1 This section sets out the expected processes to be undertaken on-site during construction. **Table 3.1** sets out the construction programme, based on a start date in January 2025.

Table 3.1 Anticipated Construction Programme

Construction stage	Start	End	Duration
Site setup and demolition	May 2024	Mar 2025	11 months
Basement excavation and piling	Apr 2025	Jul 2025	4 months
Sub-structure	Apr 2025	Sep 2025	6 months
Super-structure	Jul 2025	Apr 2026	10 months
Cladding	Oct 2025	May 2026	7 months
Fit-out, testing and commissioning	Jan 2026	Dec 2026	15 months

3.2 It is anticipated that the strip out/demolition period for the proposed development will be 11 months followed by the construction period which will have a duration of around 19 months. In the absence of an appointed main contractor, an indicative programme is shown at **Figure 3.1**. The timings shown in the programme will be confirmed in the Detailed CLP.

Figure 3.1 Indicative Construction Programme



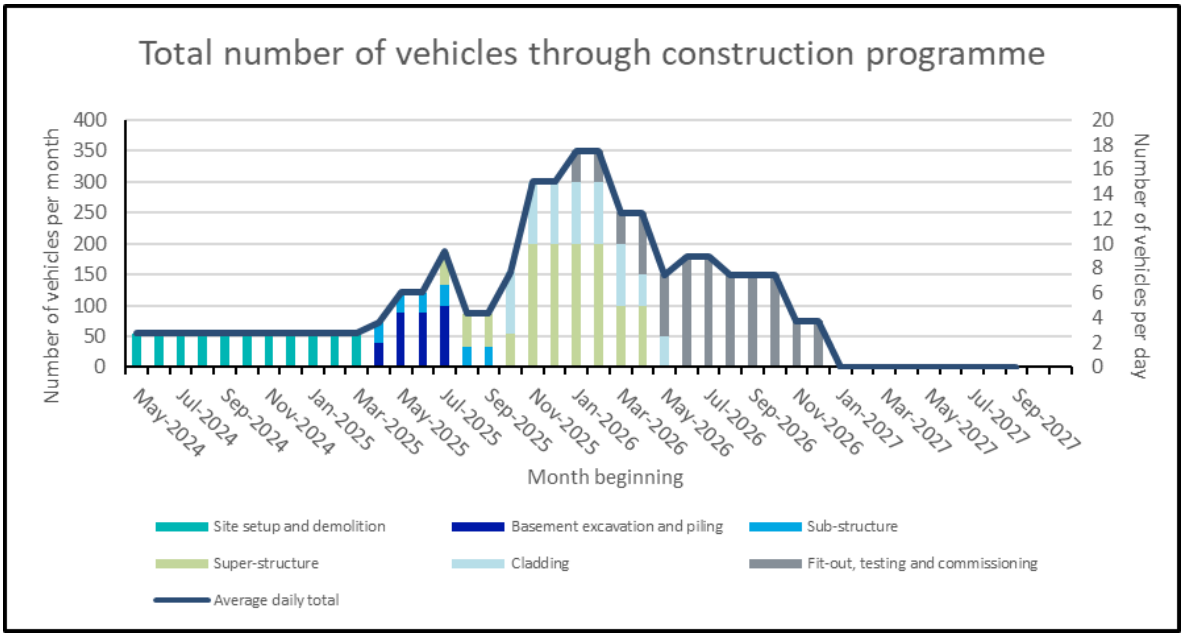
Estimated vehicle movements

3.3 As part of this Outline CLP, the number of trips associated with the construction of the development is required to be estimated. This estimate will vary based on the type of construction, the programme and the phasing.

3.4 The estimated number of vehicles resulting from the construction works is outlined below, derived using best judgement and the TfL CLP tool. In the absence of an appointed main contractor, these are broad estimates that would be subject to daily variations and confirmation in the Detailed CLP. A

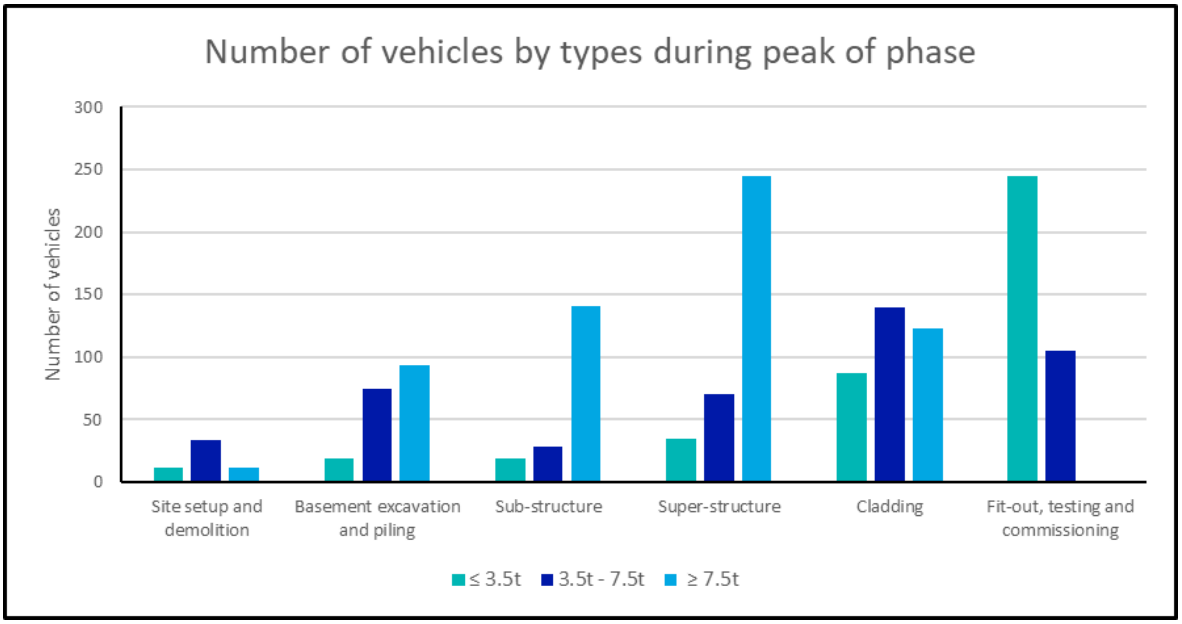
graph showing the predicted total construction traffic derived from the CLP tool is shown below at **Figure 3.2**.

Figure 3.2 Predicted total construction traffic



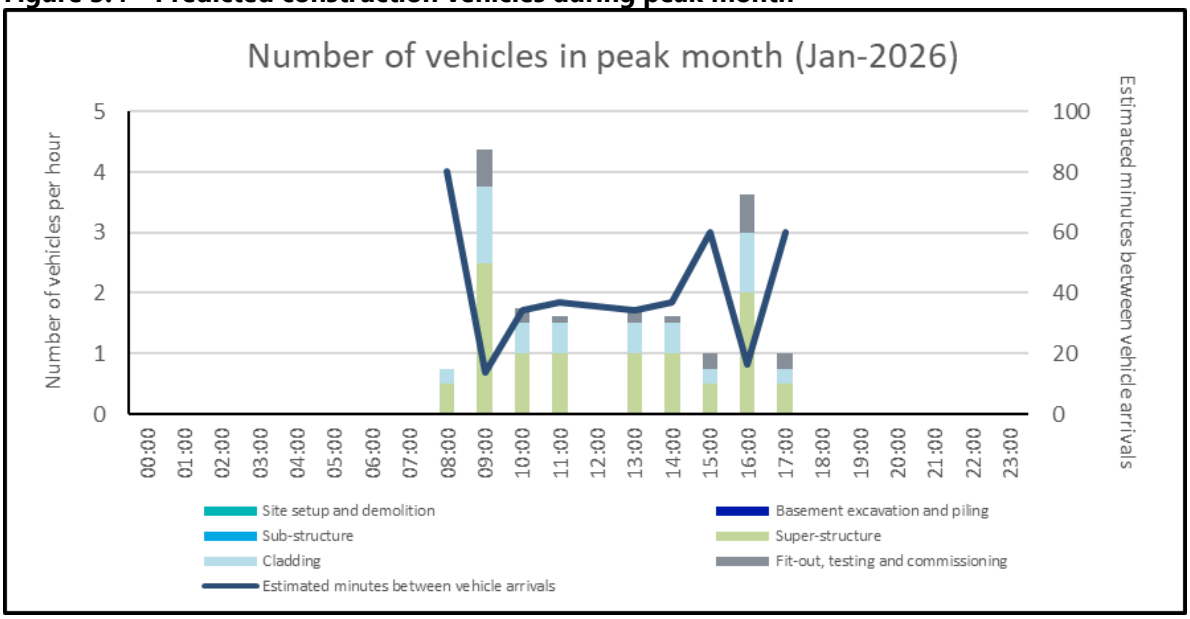
3.5 The anticipated peak construction traffic by phase, as generated by the CLP tool is shown at **Figure 3.3**

Figure 3.3 Anticipated peak construction traffic by phase



3.6 Finally, the predicted number of construction vehicles per hour during the peak month of construction is shown at **Figure 3.4**.

Figure 3.4 Predicted construction vehicles during peak month



3.7 The predicted number of trips from the TfL CLP Tool during the peak construction month in March 2024 is calculated at 4 vehicles/hour, which would include a number of activities including superstructure and cladding. To ensure vehicles are accommodated at the site, a strict booking system will be implemented to accommodate this demand.

3.8 As noted in this CLP, endeavours to avoid peak hours will be made, as far as possible. The potential use of Construction Consolidation Sites (CCS) could mitigate the impact on the local highway network. The use of these sites could provide up to an 80% reduction in vehicle flows, specifically HGVs, in comparison to in-situ construction techniques.

Site Setup and Demolition

3.9 During this initial period, the site will be established, with additional hoardings erected/adjusted where required and a site office installed. The existing building will be decommissioned, stripped out and demolished as required.

3.10 Construction equipment would include the use of backhoes, peckers and excavators to breakdown and remove the elements of the existing building (Block E) as required. It is anticipated that a concrete crusher will be used to generate hardcore material from the existing structure.

Excavation and foundations

3.11 Excavated material would be loaded onto rigid tipper trucks by backhoe and removed from site. Where necessary, existing substructure and foundations will be removed and the new foundations set out and constructed. Subject to the nature of the existing site, this is likely to require the use of piling equipment. If piling is necessary, suppressed piling equipment will be used to minimise noise and vibration if bored piling is not deemed to be a suitable solution. Equipment would include backhoes, concrete mixers (assuming a concrete batching plan is not required) and flatbed delivery vehicles for reinforcement.

Substructure

3.12 The requirement for a substructure, such as capping beams will depend on the form of foundations to be constructed.

Superstructure

3.13 The form of construction is unknown at this stage but is likely to require either a steel or concrete frame, with infill panels. A tower crane would be required to erect the frame and lift construction materials to the upper levels. Flatbed delivery vehicles would be used to deliver construction material, windows and other building elements to the site.

Fit out and commissioning

3.14 The internal fit out of the building, including heating, wiring and plumbing would be undertaken during this phase, including basic internal decoration. Testing of the fitted internal systems and plant would also take place. Delivery of plant (e.g. air conditioning units) would be undertaken by flatback rigid vehicles, while other materials such as wiring and sanitaryware would be delivered by vans.

3.15 The programme above is indicative only and provided for the purpose of this Outline CLP. Full details of the construction programme will be provided within the Detailed CLP as soon as this information is available, this will include a detailed phasing plan. This will include the start dates of the demolition and enabling works, the phasing of the construction programme and the peak construction activity period.

4 Vehicle Routeing and Site Access

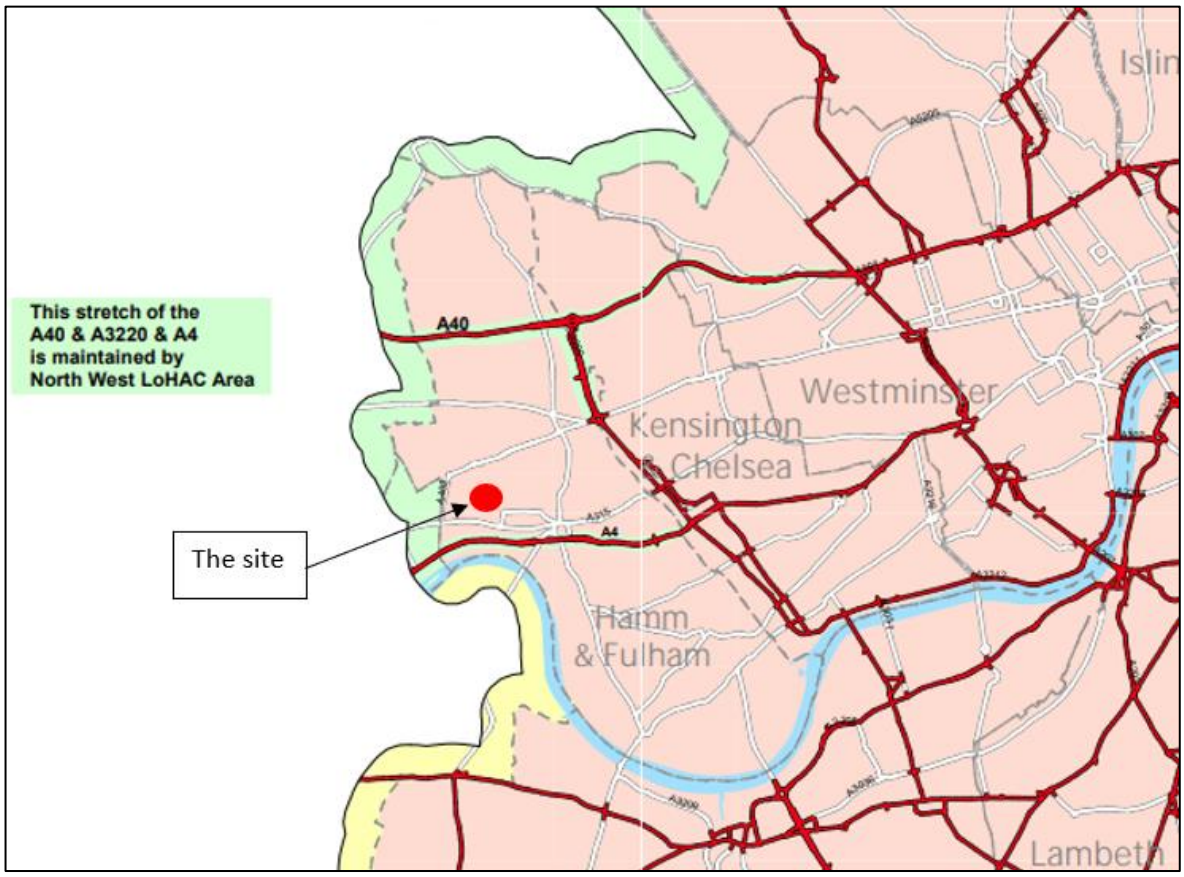
4.1 This section sets out the appropriate routes for HGVs (Heavy Goods Vehicles) to follow, to and from the site.

London's Strategic Road Network

Transport for London Road Network

4.2 TfLs Transport for London Road Network (TLRN) or "Red Routes" form a network of major roads across London. These roads make up 5% of the roads in London and carry up to 30% of the city's traffic. The location of these routes in the vicinity of the site are shown below.

Figure 4.1 Transport for London Road Network (TLRN)



Source: https://lruc.content.tfl.gov.uk/red-route-central-area-map.pdf

4.3 These roads are subject to specific rules, which aim to ensure the continual flow of traffic within London. There are Penalty Charge Notice (PCN) should drivers not follow the rules or the signs and road markings. The parking and loading, yellow box junctions and banned turns as well as bus lanes on these routes are monitored by TfL.

4.4 TfL's London Streets Traffic Control Centre (LSTCC) monitors the TLRN road network 24 hours a day, seven days a week through approximately 5,000 CCTV cameras, which enables it to respond quickly to incidents and accidents, so that the flow of traffic is managed appropriately. The LSTCC coordinates TfL's responses to major incidents, and through a network of partners (including TfL's highways emergency response teams) action is taken to resolve these issues.

Accessible Roads for HGVs during Nights and Weekends

4.5 During nights and weekends, HGV drivers can only use certain roads when making deliveries in London. This is known as the London Lorry Control Scheme (LLCS). Therefore, should any work or deliveries take place at night or the weekend these routes will be used.

4.6 Generally, the following restrictions to these roads apply:

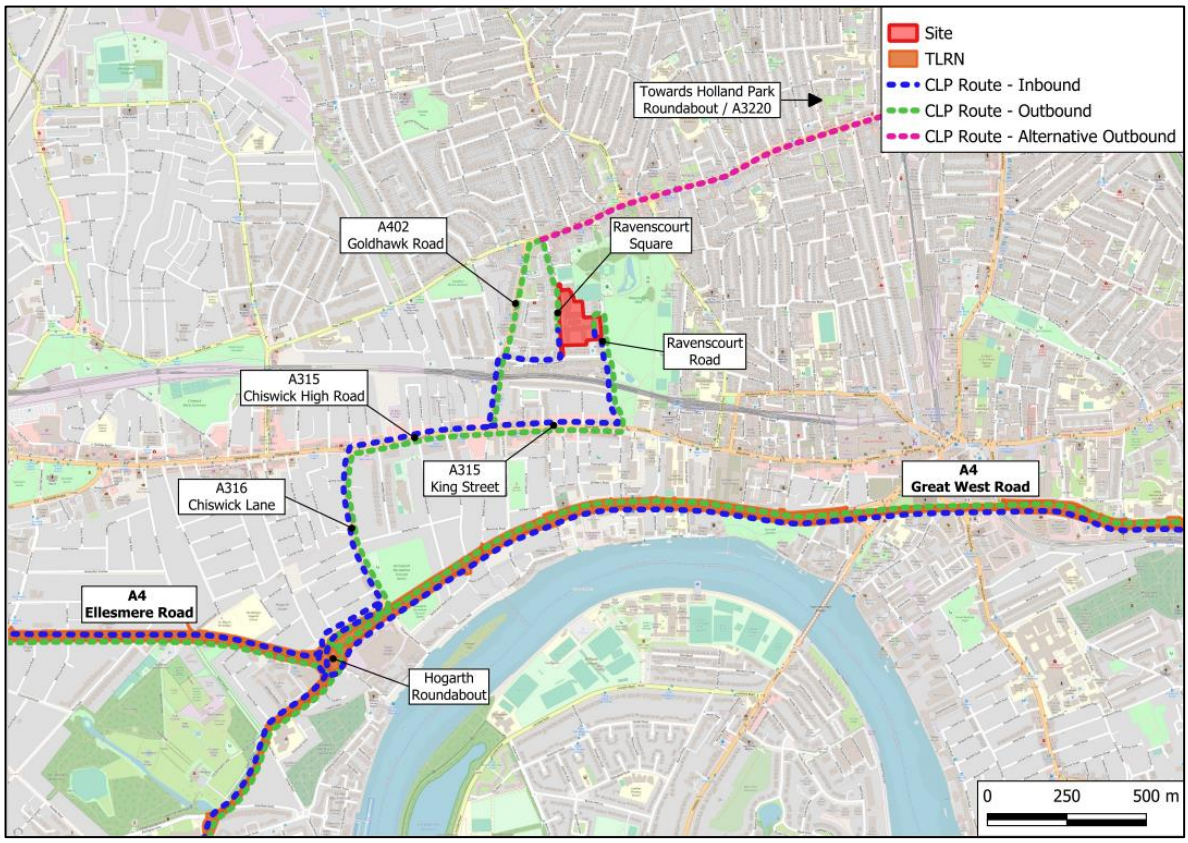
- Monday to Friday (including Bank Holidays): 21:00 – 07:00; and
- Weekends: Saturday 13:00 through to Monday 07:00.

4.7 Further information is found here: https://tfl.gov.uk/info-for/deliveries-in-london/delivering-legally/accessible-roads-for-hgvs, and maps can be obtained free of charge from http://www.londonlorrycontrol.com/London-roadmaps/free-ern-map-download/. It will be the responsibility of the appointed contractor to ensure that their drivers comply with these routes, regulations, and restrictions.

Vehicle Routeing to the Site

4.8 HGVs will be required to undertake routes to the site using the TfL TLRN where possible. The location of these are shown in **Figure 4.1**, which also highlights that the A4 is the nearest TfL road to the site. Subject to the appointment of a contractor, the route to site is expected to be via the A4 and the A315 Kings Street, or possibly via the A402 Goldhawk Road as shown at **Figure 4.2**.

Figure 4.2 Anticipated vehicle routeing



Source: © OpenStreetMap contributors

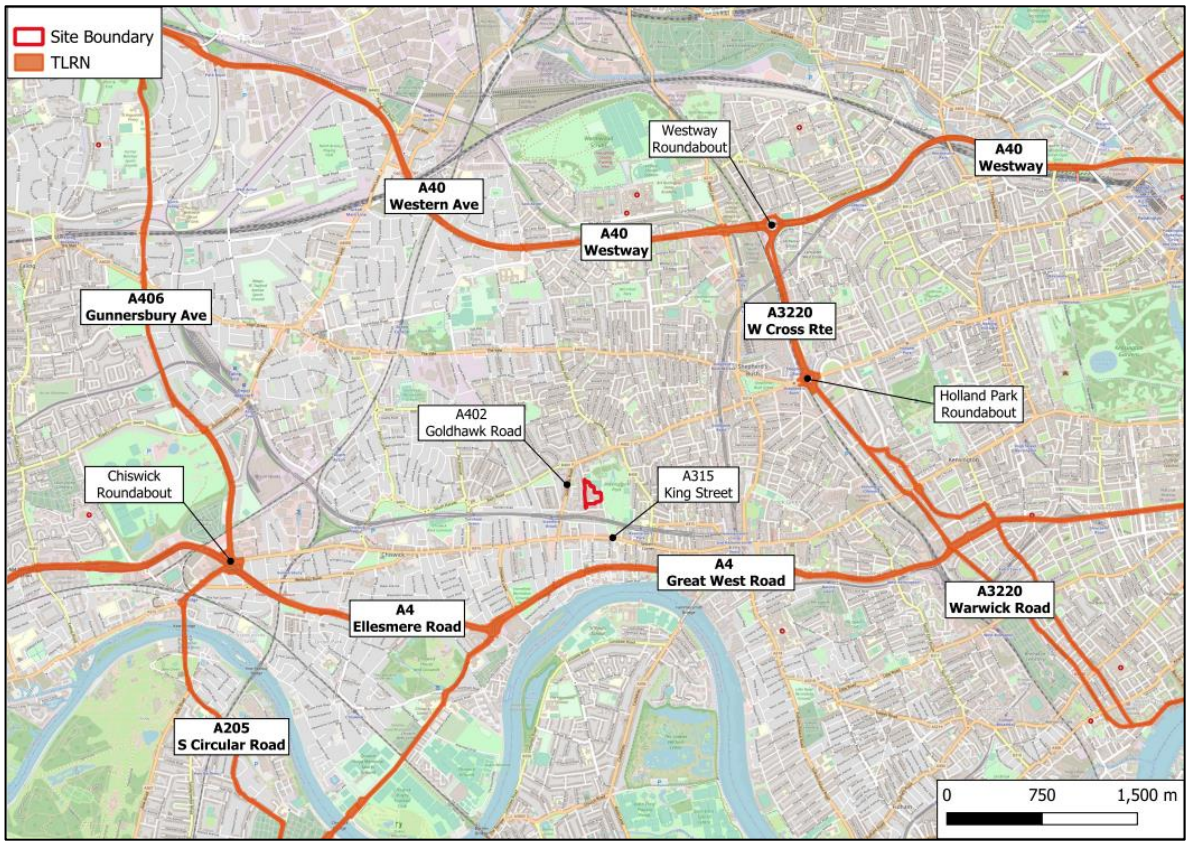
4.9 All HGV drivers accessing the site from the strategic road network will be made aware of the appropriate local route to the site, which would recognise the vehicle size and frequency of delivery. This will be the responsibility of the Developer through instructions to various appointed Contractors. These drivers will be informed of any restrictions on these routes, including stopping or turning restrictions. Drivers will also be reminded to look out for road signs showing these Red Routes and their restrictions. Subject to the route to and from the site, temporary parking restrictions may be required to facilitate the passage of HGVs. Such restrictions will be limited to prevent impact on existing parking patterns.

4.10 At this stage, details have yet to be confirmed with regards to the scheme's construction. As a result, and as the main contractor is not known, the final routes for construction vehicles to travel to and from the site, as well as the location of CCSs – if applicable - have yet to be identified. Once contractors have been appointed and these details are finalised, they will be presented in the Detailed CLP.

Regional Plan

4.11 A regional plan highlighting the strategic highway network in the vicinity of the site is shown at **Figure 4.3**.

Figure 4.3 Regional Plan



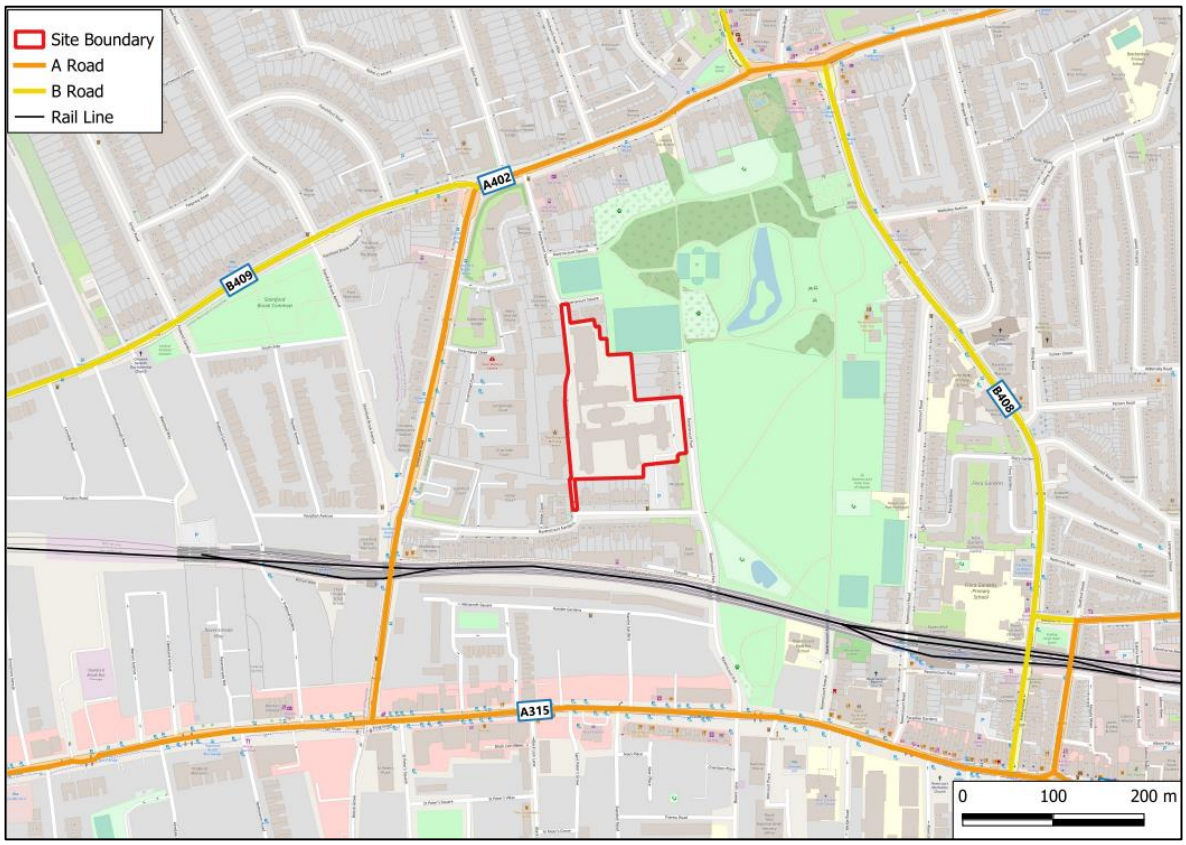
Source: © OpenStreetMap contributors

4.12 The site is located between the A402 Goldhawk Road to the north and the A4 Great West Road to the south. The site can be reached from the A406 North Circular Road via the A315 Chiswick High Road.

Local Plan

4.13 A local plan showing the roads in the immediate vicinity of the site is shown at **Figure 4.4**

Figure 4.2 Local Plan



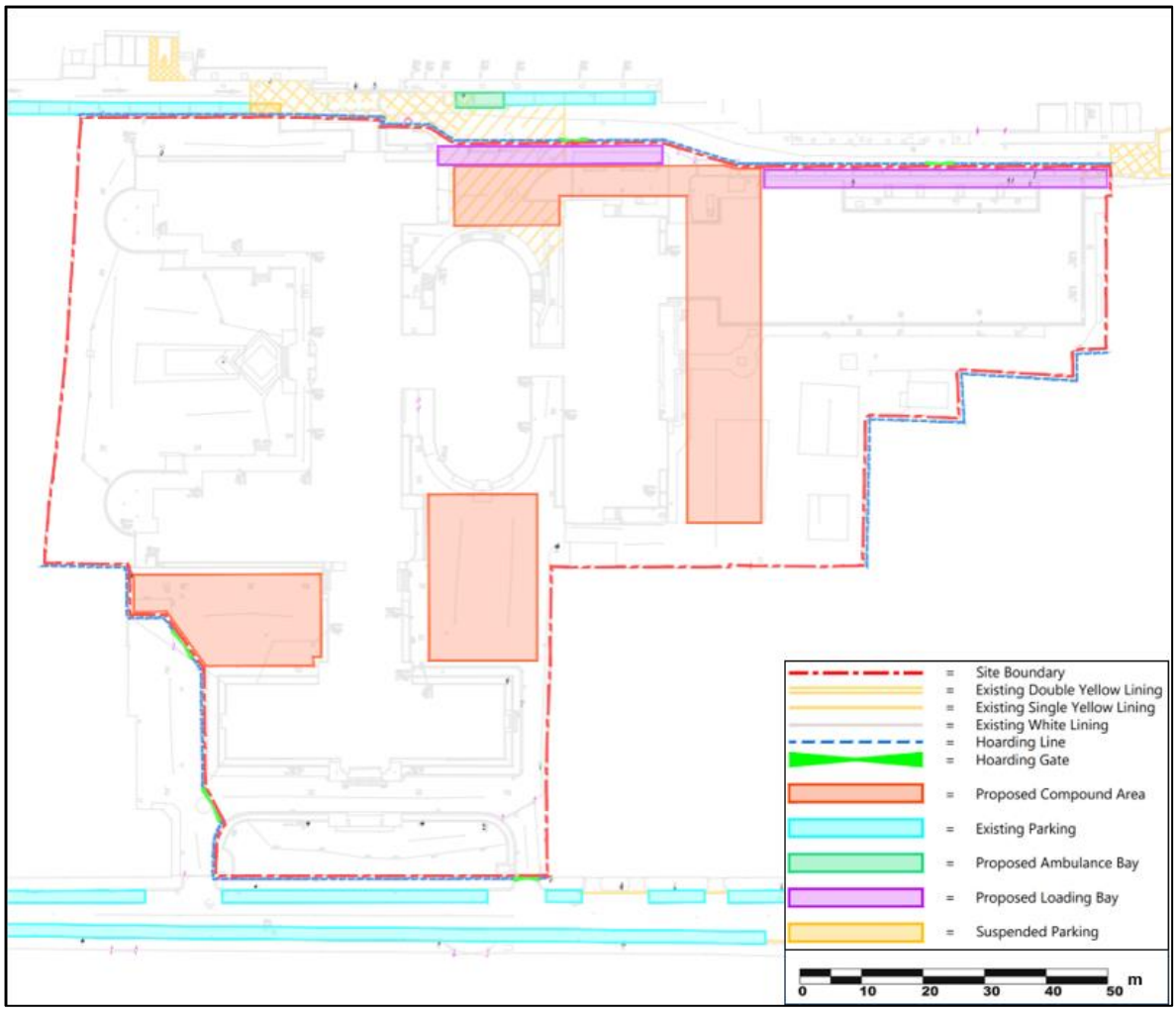
Source: © OpenStreetMap contributors

4.14 As can be seen, the site is located to the north of Ravenscourt Gardens and is bounded by Ravenscourt Park and Ravenscourt Square. Ravenscourt Square is a private road that enables access to the former hospital.

Site plan

4.15 An indicative site plan for the proposed development is shown at **Figure 4.5**

Figure 4.5 Indicative site plan



4.16 Due to the vacant building, hoardings have already been erected for public safety. Additional hoardings will be erected where required, as shown above. The site would be provided with gated accesses located on Ravenscourt Park and Ravenscourt Square.

4.17 Loading/unloading will take place within the site (when accessed from Ravenscourt Park) and from a loading bay on Ravenscourt Square. The swept path plots of a 10 m long tipper truck and an 8 m concrete lorry accessing and egressing the site are shown at **Appendix A**. Due to the retention of the existing site access points along Ravenscourt Park, the largest construction vehicle that can be accommodated is an 8 m concrete lorry.

4.18 Access to the adjacent car park to the site that is taken from Ravenscourt Park would be maintained during the construction works. Similarly, access along Ravenscourt Square will be maintained to allow the passage of ambulances associated with the existing care home and the use of the exisng parking bays.

5 Strategies to Reduce Impact

5.1 This section sets out committed and possible strategies to be employed on-site to reduce the impact of the construction. These will aim to ensure that the environmental impact, road risk, congestion and cost of construction are appropriately reduced.

5.2 These measures are specific techniques that will be agreed to through the planning process. The planned measures employed will be SMART (Specific, Measurable, Agreed, Realistic, Timely), easily interpreted, implemented and monitored. The following table provides a summary of committed and proposed measures to be implemented as part of the CLP.

Table 5.1 Summary of committed and proposed measures

Planned measures	Committed	Proposed	Considered
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
Material procurement			
▪ DfMA and off-site manufacture		X	
▪ Reuse of material on site		X	
▪ Smart procurement		X	
Other			
▪ Collaboration with other sites in the area		x	
▪ Implementation of a staff Travel Plan		x	

5.3 These are discussed in more detail below.

Committed Strategies

5.4 This section sets out committed strategies that indicate measures that will be implemented as part of the CLP. Any deviation from these will be classified by the site operator as a material breach of their contract and could lead to the site operator refusing access to the site.

5.5 It will be the Developer's responsibility to ensure that the requirements committed to within this section are included in the main contractor and subcontractor contracts. The main contractor will also have the responsibility to ensure that all subcontractors conform to these contractual requirements.

Safety and Environmental Standards and Programmes

5.6 The safety and environmental strategies that will be employed during construction by site contractors and those making deliveries to the site will include those set out in this section.

HGV Direct Vision Standards

5.7 All HGVs accessing the site will comply with TfL's Direct Vision Standards (DVS), with the aim of ensuring that these vehicles have an appropriate DVS star rating. Vehicles with a three-star or "good" DVS rating will be sought, and vehicles with a "zero-star" rating, which are considered "not suitable for use in an urban environment," will not be used by the site or its contractors. It is believed that improving the direct vision of HGV drivers has the potential to reduce the number of collisions.

Operational Conditions and Site Standards

5.8 The site's operator and its contractors will ensure that HGVs are only employed from their fleets in cases where these vehicles are required. TfL's assessment rating tool to identify whether HGVs are required on-site due to ground conditions including uneven or soft surfaces for example, will be considered throughout the construction of the development. Approach angle, rutting and bumps, water and material types will also be considered as part of this assessment.

5.9 TfL's directory of rated sites will be considered by vehicle operators to match their vehicle specifications to the operational conditions of specific sites. This directory will consider an exemplar site rated five on the scale will be suitable to operate low entry vehicle, whilst a site rated one will only be suitable for some N3G classification of 'off road' vehicle variants and site plant only.

Working Hours

5.10 The site will be open from 08.00 until 18.00. All sub-contractors and employees will be advised of the allowed working hours which they will adhere to. These times will be in accordance with general "Code of practice for construction sites", i.e. 08.00 – 18.00 Monday to Friday, and 08.00 – 13.00 Saturday. No works will take place during UK Holidays. Only works necessary to minimise potential disruption of utility services connections and / or diversions or installing / removing tower crane etc. will be carried out on Sundays or Bank Holidays and out of hours

Material Distribution and Storage

5.11 Materials delivered to the site will be properly packaged to prevent wastage during usage, such as through shrink wrapping or palletising. To further prevent material wastage on-site, a careful approach will be taken in terms of ordering the appropriate type and quantity of materials, as well as selecting a suitable method of offloading.

5.12 It will be necessary to coordinate material deliveries diligently to avoid potential congestion with local residents' traffic and the start and end times of nearby schools. Additionally, ensuring the correct sizing of delivery vehicles is crucial to facilitate the offloading/loading of materials within the designated off-site boundaries. The supervision of this offload/load process will always be carried out by an appointed Banksman in accordance with the Site Procedures.

5.13 The general principles of materials control will be followed at all levels:

- Good schedule file systems used to give quick reference as to when, and from whom, deliveries are required;
- Planned deliveries utilised to ensure control of suppliers;
- Alternate sources made available if necessary;
- Control of wastage of materials of site level optimised to ensure level kept to a minimum;
- Delivery schedules monitored and adjusted accordingly;
- Careful checking of orders and monitoring of planned delivery dates to ensure materials delivered can be properly stored and unnecessary double handling avoided;
- Standard quality of materials maintained throughout the contract period by checking against agreed samples or specifications.

Adherence to Designated Routes

5.14 Staff, visitors and contractors will be required to access the site via designated routes. HGVs will be required to adhere to specific designated routes. An outline of these routes has been set out in this report and will be finalised and confirmed through the planning process and the Detailed CLP.

5.15 Where possible, the site will attempt to source materials from local suppliers. However, where there is no prospect to do so, materials are likely to be sourced from sites across London or beyond. These journeys will be restricted where possible.

5.16 HGVs accessing the site will be required to use the Strategic Road Network (SRN) as well as the TLRN to travel to and from the site, as these are the roads best suited to HGV movements.

5.17 Appropriate routes and plans which are provided in this document, and which will be finalised and agreed with the local authority, will be communicated to all HGV drivers accessing the site and provided to all contractors within the final detailed CLP, and potentially handbooks. The suppliers will also be made aware that these routes are required to be followed at all times, unless agreed or alternate diversions are in place.

Local Community Engagement

5.18 A contact information board(s) will be erected on the site perimeter with the following information clearly displayed:

- Name of the main contractor, address and person to whom correspondence should be addressed;
- Name of the Site manager;
- Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time; and,
- Details of the construction programme and the date of completion.

5.19 This board will be displayed in a prominent location to ensure that problems can be rectified quickly, and that local residents and others can channel their questions or complaints to a member of staff who has the authority to take action.

5.20 The developer will ensure that the site's contact telephone number or enquiry line is maintained continuously during construction works to enable the site to deal with enquiries and complaints. The telephone number (and any changes to it) shall also be publicised widely to the local community affected by the works through appropriate measures.

5.21 Contractors shall distribute fly letters for any unavoidable disturbances such as noise, dust, or the disruption of traffic. Clear information shall be given well in advance in writing of these instances as construction of the scheme progresses. Should noise, vibration or dust complaints arise from the building construction or building works, these complaints must be recorded in a complaints register held by the developer and be made available to LB Hammersmith and Fulham, if requested.

Fleet Operator Recognition Scheme

5.22 The Fleet Operator Recognition Scheme (FORS) is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally friendly. The FORS could be defined as *"a voluntary accreditation scheme for fleet operators which aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection"*.

5.23 The Developer will ensure that contractors are accredited by the *Construction Logistics and Community Safety (CLOCS)* scheme. A collision reporting system will be mandated by the contractors to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. These will be reported via the 'FORS Manager' reporting tool.

Ultra Low Emission Zone

5.24 The Ultra Low Emission Zone (ULEZ) covers a large area of Greater London and operates 24 hours a day, 7 days a week, every day of the year, except Christmas Day (25 December). At the time of writing, the zone now covers Ravenscourt Park Hospital[12]. The scheme aims to encourage the most polluting heavy diesel vehicles driving in the capital to become cleaner. Therefore, it will be ensured that all contractor vehicles comply with the ULEZ requirements. The extent of the ULEZ is subject to constant review. HGV drivers will be made aware of any future updates found in the TfL website.

Vehicle 'Muck' Control

5.25 To reduce the environmental impact of the construction activity on-site, a road sweeper and a wheel wash facility will be on hand at the site to clear up any material deposited on the public highway by vehicles travelling to and from the site.

[12] https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/ulez-where-and-when

Delivery Management System and Delivery Scheduling

5.26 A Delivery Management System (DMS) will be established and implemented by the site to facilitate a structured booking and delivery process. This system will enable the coordination of deliveries from different companies to the site, ensuring the safe management of vehicle flow to and from the site.

5.27 The DMS will also prevent vehicle queues at the site and ensure proper control over deliveries. It will facilitate the effective management of critical item deliveries and provide accurate reporting and organization of all deliveries.

Collaboration with Other Sites

5.28 The Developer will also collaborate with neighbouring sites and developers where possible to minimise and consolidate vehicle movements. By working together, efforts can be made to reduce the number of vehicles involved in waste collection for neighbouring sites or deliveries. This collaborative approach will help mitigate the impacts of construction and address the cumulative effects of multiple construction sites in the vicinity of the project.

Staff Travel

5.29 Operatives and on-site employees will be expected to utilise sustainable modes of transportation such as walking, cycling, and public transport to reach the site. They will be actively discouraged from parking in the vicinity of the site, both through verbal instructions and written guidelines provided during the appointment and induction stages, as well as throughout the construction period. The site offers convenient access through various sustainable modes of transportation, and all employees will be encouraged to travel in such a manner.

5.30 To promote non-vehicle travel, public transport timetables will be provided to on-site employees, along with information about Oyster card promotions, to encourage sustainable commuting to and from the site. Furthermore, safe and secure cycle parking facilities will be available on-site for construction staff, incentivising active travel to the site.

Proposed and Considered Strategies

5.31 This section sets out measures that could potentially be employed by the site during construction.

Re-timing for Deliveries

5.32 The main contractor will make every effort to schedule deliveries outside of peak hours, as outlined in the Delivery Management System (DMS). This practice will contribute to smooth and timely journeys to the site, reducing both the environmental impact of these trips and congestion during peak periods.

5.33 In line with this commitment, the Developer will strive to reschedule as many deliveries as feasible outside of the morning peak period (08:00 - 09:00) and the afternoon peak period (17:00 - 18:00). Given the sensitive nature of the site and surrounding area, out of hours deliveries would not be appropriate.

Use of Holding and Vehicle Call off Areas

5.34 Appropriate locations in the vicinity of the site will be assessed to determine if there is potential for establishing one or more holding and call-off areas. These areas would allow vehicles to wait or queue at a suitable nearby location, enabling them to be called to the site at an appropriate time. The purpose of these areas is to prevent the accumulation of vehicle queues directly adjacent to the site.

Vehicle Choice

5.35 Considering the size of the accesses leading to the site, there will be an evaluation of using smaller "city artics" or restricting deliveries to rigid vehicles. In case it becomes necessary, parking suspensions will be implemented to create additional space on the local roads.

Use of Logistics and Consolidation Centres

5.36 Consideration will be given to the use of the closest Freight Consolidation Centres, with an emphasis on the possibility of off-site assembly of materials for use during construction. If deemed feasible, this approach would help to reduce and regulate the number of deliveries to the site.

5.37 Should a location for a consolidation centre be identified and considered appropriate for use, the location, the anticipated number of deliveries to and from the centre and the nature of the vehicles involved will be set out in the detailed CLP

Smart Procurement

5.38 Suppliers of materials, staff, and construction tools will be selected in a manner that effectively mitigates the number of vehicle movements associated with the site's construction. Contractors who prioritise these considerations will be actively sought to bring about environmental benefits by carefully sourcing materials, strategically locating their freight delivery infrastructure, fostering collaboration with other suppliers, or utilising alternative delivery methods.

5.39 The procurement process will prioritise contractors who implement appropriate safety measures and strategies. This includes specifying the use of the safest and most suitable vehicles, processes, and equipment to enhance overall safety.

5.40 By consolidating logistics activities and managing fewer suppliers, the procurement process will not only improve efficiency but also reduce the overall cost of the development. This consolidation will create economies of scale and facilitate more efficient supplier management.

Reuse Of Material On-Site

5.41 Where possible, the site will attempt to ensure that materials are reused, or that the materials of other local construction sites are reused.

Staff Travel

5.42 Operatives and on-site employees will be expected to reach the site using sustainable modes (walking, cycling, public transport). They will be discouraged to park in the vicinity of the site, both through verbal and written instructions (at appointment stage and throughout the construction period). The site is highly accessible by a range of sustainable modes and all employees will be encouraged to travel in this way.

5.43 A staff Travel Plan will be provided that will include information on public transport including timetabling. This will be distributed to on-site employees to encourage sustainable travel to and from the site.

6 Implementation, Monitoring and Updating

6.1 The overarching aim of the CLP is to provide a safe environment for the site workforce and the surrounding business and residential community throughout the duration of construction.

Implementation of the CLP

6.2 The implementation of the Outline CLP will be finalised within the Detailed CLP following the granting of planning consent and the developer will be responsible for its on-going implementation. However, the appointed main contractor will also be expected to employ appropriate management systems that meet the aims and the requirements of the final agreed Detailed CLP. The measures set out within the Detailed CLP, and considered within this Outline CLP will also be agreed to by the appointed main contractor and with all relevant consultees.

Monitoring of the CLP

6.3 The monitoring of the CLP will be undertaken by:

- Nick Greenwood, Project Manager, TT Group

6.4 The type of information that could be recorded to allow the accurate monitoring of the CLP is set out in the following table.

Table 6.1 Construction Monitoring Activities

Monitoring Type	Monitoring Activity
Vehicle Movements	• Total number of vehicle movements by type and size
	• Origin and destinations of vehicles arriving/departing the Site
	• The use of a Consolidation Centre
	• Delivery/collection accuracy compared to schedule
Breaches and Complaints	• Community concerns about construction activities
	• Vehicle routing and the London Lorry Control Scheme
	• Unacceptable queuing and/or parking
	• Compliance with safety and environmental standards and programmes
	• Low Emissions Zone (LEZ) compliance
Safety	• Logistics-related incidents
	• Record of associated fatalities and serious injuries
	• Methods staff are travelling to site
	• Vehicles and operators not meeting safety requirements

6.5 The progress of the development's construction will also be monitored. This would include the recording and assessment of:

- Compliance with contracts between the principal and sub-contractors;
- Adherence to benchmarks and targets set within the detailed CLP;
- Whether there has been any reduction of any identified impacts of trips through mitigation measures; and,
- Adherence to timescales.

Updating the CLP

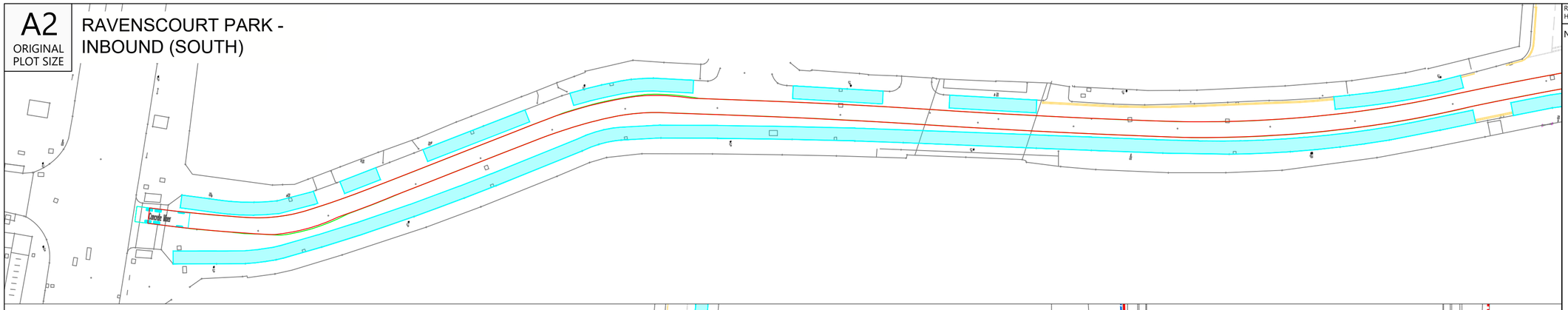
6.6 It is envisaged that the principles described in this document will be developed in further detail as the construction methodology is progressed by the contractor once they are appointed.

6.7 The CLP will also be updated if necessary to mitigate the impacts of the construction process. The appointed principal contractor's project manager will work with the authority to review this CLP if problems arise in relation to the construction of the development. Any changes will be agreed with LB Hammersmith & Fulham and/or TfL as appropriate.

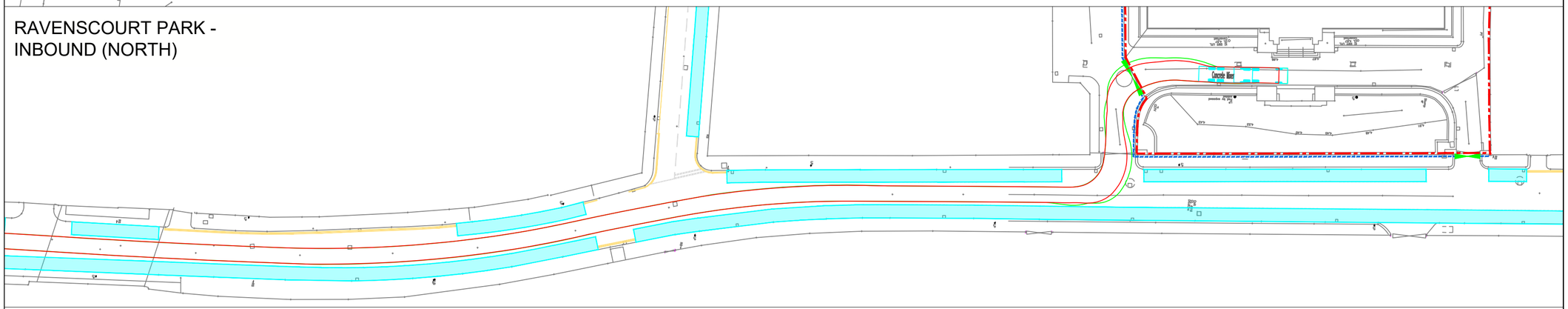
APPENDIX A

A2
ORIGINAL
PLOT SIZE

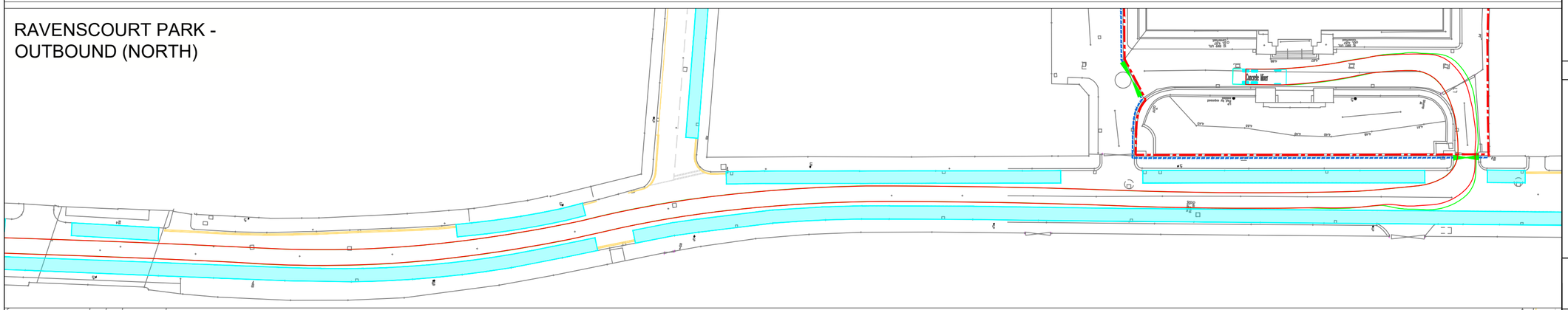
RAVENSCOURT PARK - INBOUND (SOUTH)



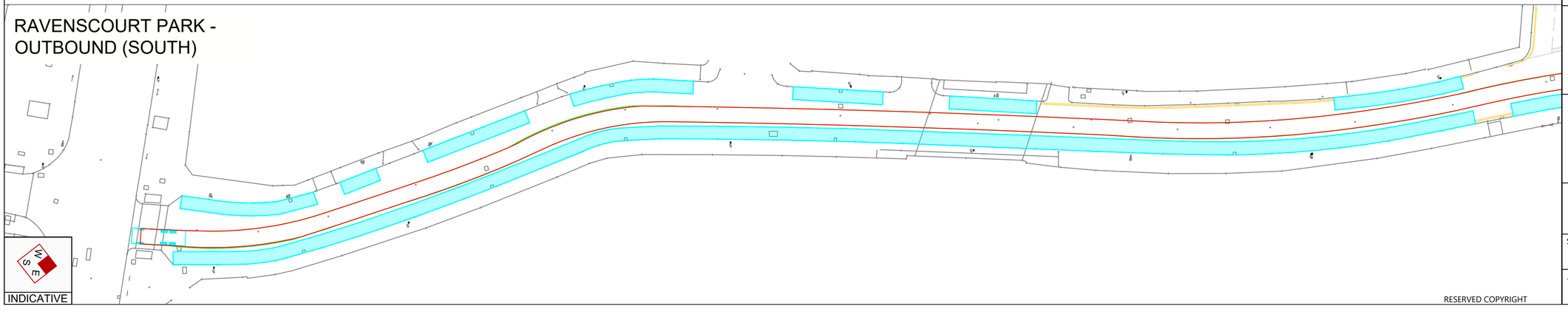
RAVENSCOURT PARK - INBOUND (NORTH)



RAVENSCOURT PARK - OUTBOUND (NORTH)



RAVENSCOURT PARK - OUTBOUND (SOUTH)

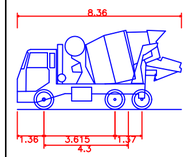


INDICATIVE

NOTES:

- Based on Topographical Survey and indicative road markings

= Site Boundary
= Existing Double Yellow Lining
= Existing Single Yellow Lining
= Existing White Lining
= Hoarding Line
= Hoarding Gate
= Existing Parking



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

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CLIENT:
TT GROUP

PROJECT:
RAVENSCOURT PARK HOSPITAL, LONDON, W6 0TW

TITLE:
SWEPT PATH ANALYSIS OF AN 8M CEMENT MIXER

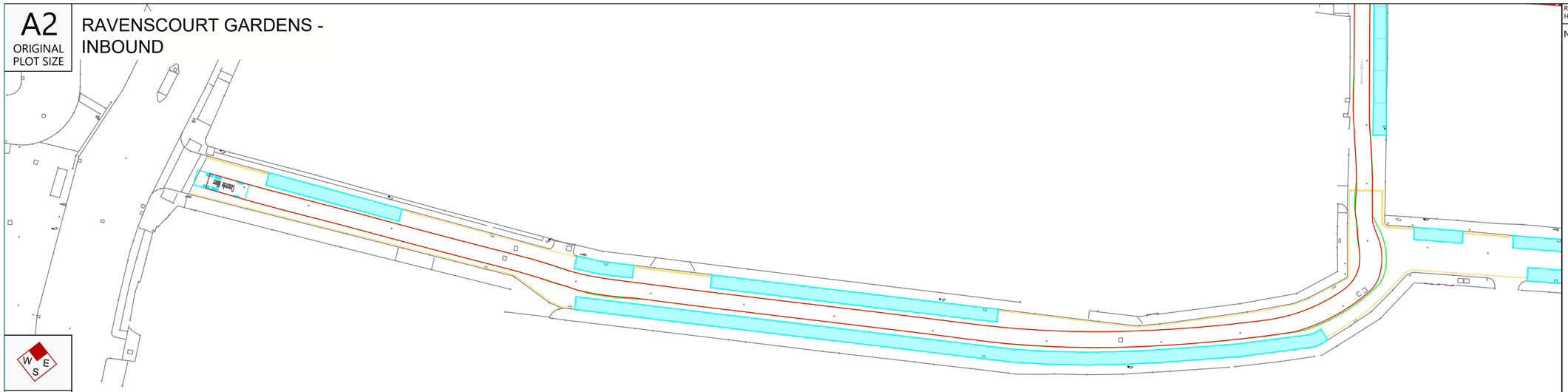
STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	18/10/23	TS	RJM	RJM

JOB NO:	DRAWING NO:	REVISION:
2206-037	SP12	-

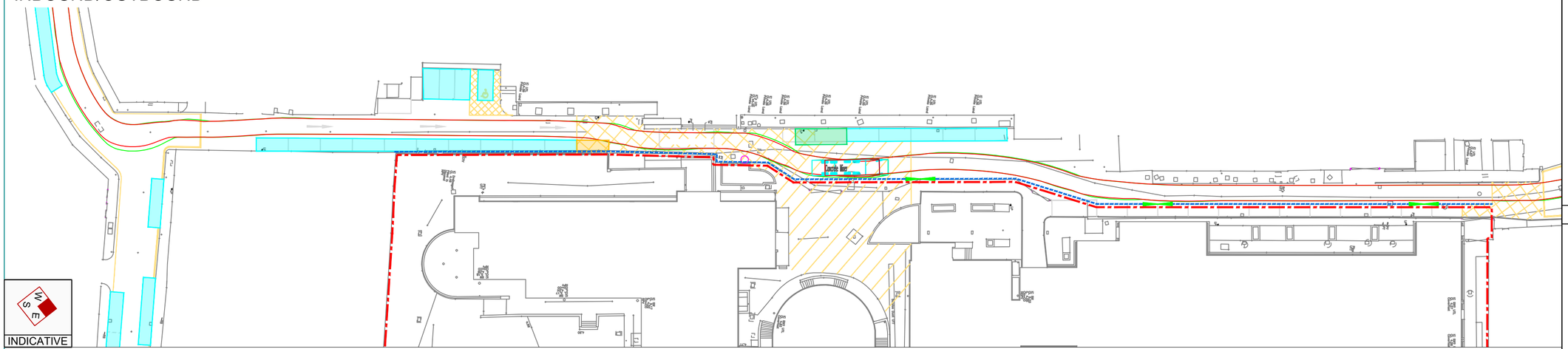
A2
ORIGINAL PLOT SIZE

RAVENSCOURT GARDENS - INBOUND



INDICATIVE

RAVENSCOURT SQUARE - INBOUND/OUTBOUND



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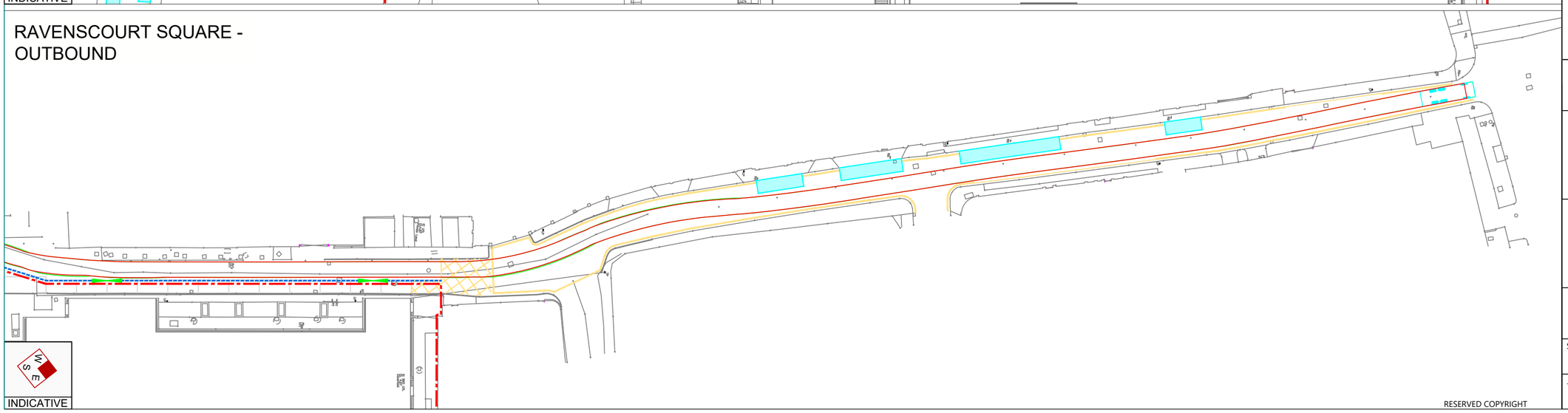
RAVENSCOURT SQUARE - OUTBOUND



INDICATIVE

NOTES:

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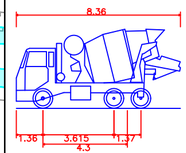
= Site Boundary
= Existing Double Yellow Lining
= Existing Single Yellow Lining
= Existing White Lining
= Hoarding Line
= Hoarding Gate
= Existing Parking
= Proposed Ambulance Bay
= Suspended Parking



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

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PROJECT:
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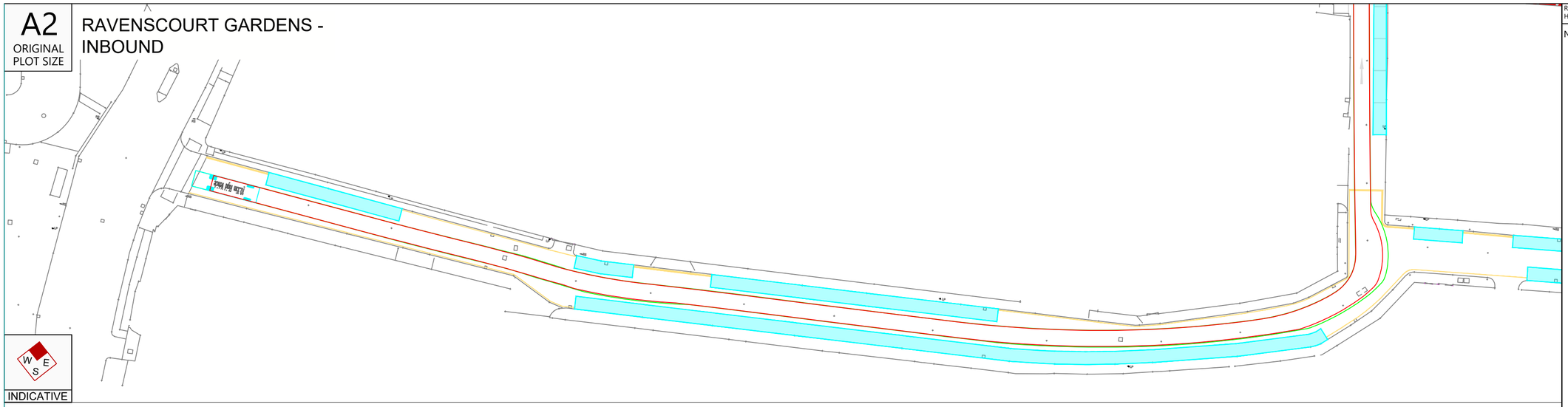
1:500	18/10/23	TS	RJM	RJM

JOB NO:	DRAWING NO:	REVISION:
2206-037	SP13	-

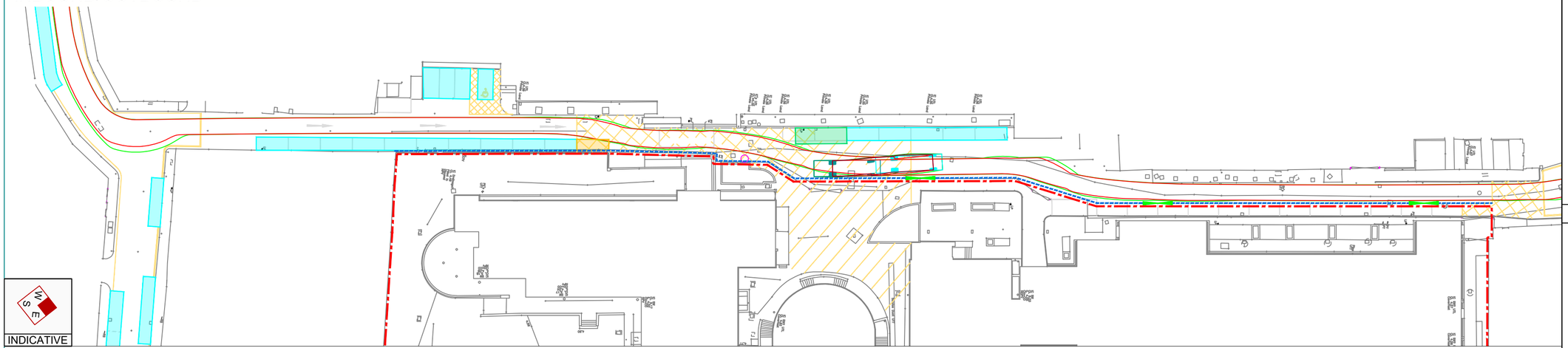
A2
ORIGINAL PLOT SIZE

RAVENSCOURT GARDENS - INBOUND



INDICATIVE

RAVENSCOURT SQUARE - INBOUND/OUTBOUND



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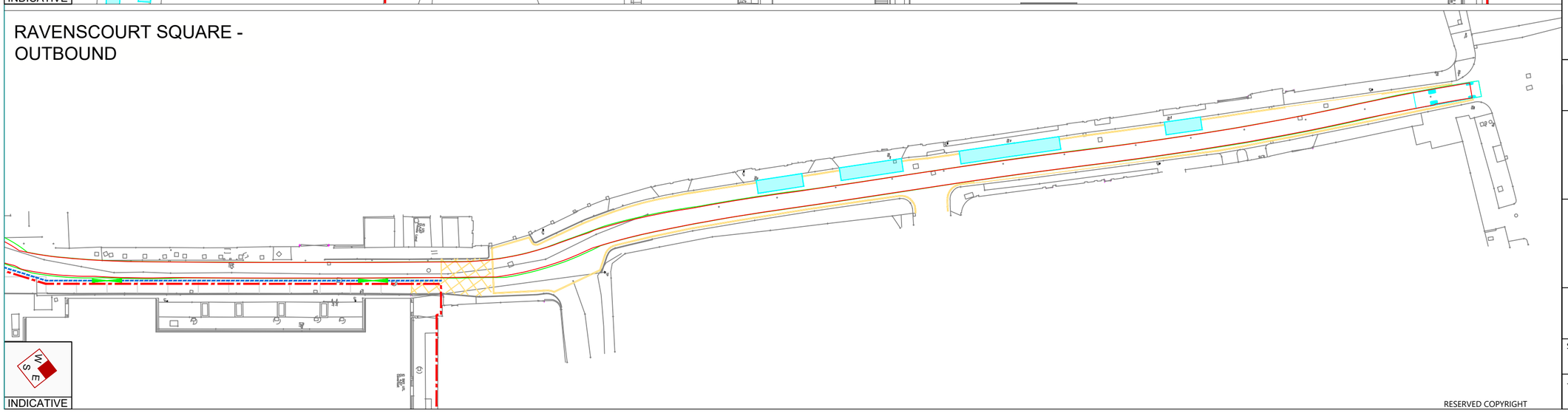
RAVENSCOURT SQUARE - OUTBOUND



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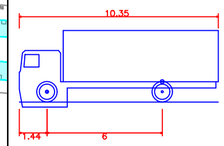

10.35m Rigid Vehicle	
Overall Length	10.350m
Overall Width	2.490m
Overall Body Height	3.726m
Min Body Ground Clearance	0.254m
Max Track Width	2.437m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	10.800m

Rev	Date	Details	Drawn by	Checked by	Approved by

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TITLE:
SWEPT PATH ANALYSIS OF A 10M RIGID VEHICLE

STATUS:
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JOB NO:	DRAWING NO:	REVISION:
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