ARDENT
CONSULTING ENGINEERS
AN EMPLOYEE OWNED COMPANY

Cricklewood PropCo Limited

400 Edgware Road

Outline Construction Logistics Plan

REPORT REF.
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March 20: 4

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Appendices

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Project Team Review	SL	FM	DRAFT	04.03.24
-	FINAL	SG	[redacted]		13.03.24

Distribution

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1. INTRODUCTION

Development Name	**400 Edgware Road**
Landowner	Cricklewood PropCo Limited
Site address	400 Edgware Road, Barnet
Site postcode	NW2 6ND
Existing Site Use	Fab Lab (Use Class E(g)(iii)) and Warehousing (Use Class B8)
Summary of Works	Erection of rear extension to provide additional self-storage floorspace (Use Class B8) with associated car and cycle parking, landscaping and other works ancillary to the development.

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

CLP produced by	**Samuel Lee**
Signature	*Samuel Lee*
Date	04.03.2024
CLP Accreditation Date	February 2024 (Practitioner)
CLP reviewed by	**Faye Murray**
Signature	*Faye Murray*
Date	04.03.2024
CLP Accreditation Date	October 2023 (Practitioner)

1.1. Ardent Consulting Engineers (ACE) has been instructed to prepare an Outline Construction Logistics Plan (CLP) in relation to the proposed development at 400 Edgware Road, in the London Borough of Barnet (LBB). LBB are the planning and highways authority. TfL is responsible for the strategic highway network within London and National Highways is responsible for the strategic highway network outside of London.

CLP Objectives

1.2. The overall objectives of this CLP are to:

- Lower emissions –through efficient delivery practices minimise emissions by construction vehicles serving the site that may otherwise impact on local residents along the vehicle access route;
- Enhance safety –including both vehicle and road user safety along vehicle routes and at the site access point, as well as pedestrian/cycle movements locally;
- Manage construction –ensure efficient delivery and promote awareness of local constraints/sensitive receptors; and
- Reduce congestion –manage overall trips and minimise peak hour impact.

1.3. To support the overall objectives, the CLP has several elements that could be considered as sub-objectives that will be implemented/adopted by the appointed contractor to help minimise impact on local residents and other sensitive receptors as described in **Section 2.0**:

- Encourage the use of greener vehicles;
- Encourage the most efficient use of construction vehicles;
- Encouraging use of sustainable modes of travel by construction staff;
- Promote use of safer vehicles and adoption on safe working practices;
- Identify construction requirements and plan for their delivery in an efficient manner;
- Communicate construction strategy, including delivery areas and protocols, to contractors/suppliers; and

- Promote smarter operation to reduce the need for travel.

Site Context

1.4. The site is located in a mixed-use area, with residential and commercial uses in the immediate vicinity with more dominant residential uses to the east, south and west, and more commercial uses to the north and northwest.

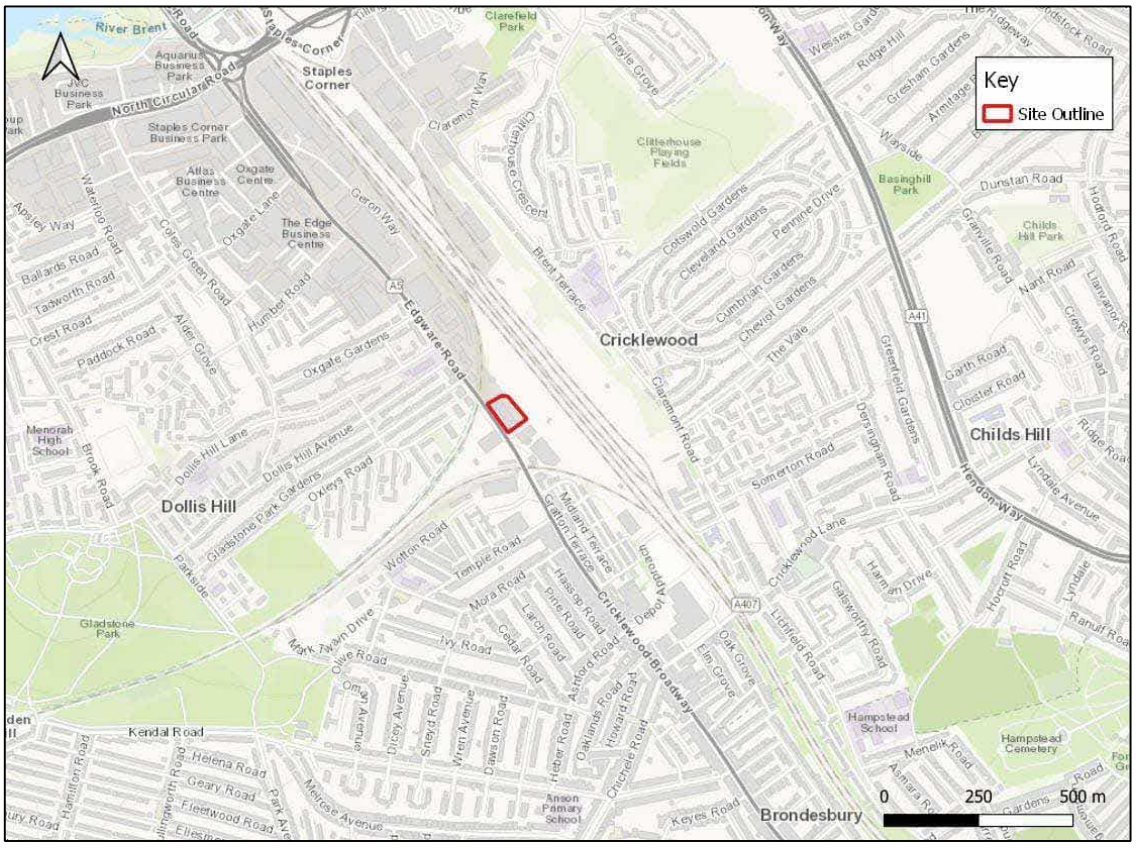


Figure 1.1 – Site Location

1.5. The site currently has a vehicular access and egress on Roman Road which it shares with the adjacent site (a supermarket and self storage unit). The access/egress connects with Edgware Road as a vehicular crossover.

Development Proposals

1.6. The proposals comprise:

"Erection of rear extension to provide additional self-storage floorspace (Use Class B8) with associated car and cycle parking, landscaping and other works ancillary to the development."

1.7. At the time of writing, there is no appointed site contractor. Once a contractor is appointed this information will be supplied to the Council whilst these details will also

be incorporated into a Detailed CLP. The build out period associated with the proposals is currently anticipated to commence in May 2024 and take approximately 9 months to complete. Further details are set out in **Section 3.0**.

1.8. The preliminary details provided within this CLP will be utilised to prepare a Detailed CLP that will be provided for approval by LBB prior to commencement of works on site. It is anticipated that the requirement to prepare a Detailed CLP will be a condition of planning approval of the scheme. Further iterations of the CLP may be necessary to reflect the logistics requirements of the scheme as it develops but this will be clarified within the Detailed CLP as appropriate.

1.9. General site working hours including hours of construction will be permitted as follows:

- Monday –Friday - 08:00 to 18:00 hours

  (No noisy works to be undertaken before 09:00)
- Saturday - 09:00 to 14:00 hours
- Sundays and Bank Holidays - No working to take place

1.10. **Section 7.0** of this report confirms that there will be ongoing monitoring of the Detailed CLP to ensure impact on local neighbours and networks is minimised, which are objectives of the CLP (see above).

CLP Structure

1.11. Following this introduction, this report is structured as follows: -

- **Section 2.0** provides a description of the site conditions in relation to location and surrounding properties;
- **Section 3.0** considers the anticipated construction program;
- **Section 4.0** outlines anticipated vehicle routing and access arrangements;
- **Section 5.0** considers potential measures and strategies to reduce the impact of construction associated with the build;
- **Section 6.0** considers likely number and type of vehicles that will serve the site; and

- **Section 7.0** considers how the CLP will be implemented, monitored and further iterations prepared to cover the full build of the site.

2. CONTEXT, CONSIDERATIONS AND CHALLENGES

Policy Context

2.1. This section of the CLP considers policies and guidance that have helped inform the preparation of CLPs.

National Policy

2.2. The *National Planning Policy Framework (updated December 2023)* promotes the use of sustainable transport throughout the UK, safe road design, and the efficient and sustainable development of goods and supplies. The *NPPF* sets out the long-term strategy for sustainable development.

2.3. *The Traffic Management Act* (2004) makes provision in relation to the management of road works; to make new provision for regulating the carrying out of work and other activities in the street. It acknowledges that highways may be occupied due to construction activities.

2.4. Published in 2006, the Freight Transport Association's *Designing for Deliveries* provides specifications and design inputs that can be used to help ensure delivery vehicles can safely and efficiently serve a site, and is a useful resource in considering construction site access.

Regional Policy

2.5. *The Mayors Transport Strategy* (2018, and recently updated for the Ultra Low Emission Zone in 2022) emphasises the importance of the CLP in encouraging improved efficiency in activity and providing a framework for regulation. The document especially highlights the importance of the London Freight Plan (Freight and Servicing Action Plan), Delivery Servicing Plans (DSPs), CLPs and Fleet Operator Recognition Scheme (FORS) to encourage improved efficiency and provide a framework for incentivisation and regulation.

2.6. *The Mayors Transport Strategy* promotes the *Healthy Streets Approach* which seeks to make health and personal experience the priority as plans are made for the city of London, including promoting the *Vision Zero* action plan that seeks to eliminate all deaths and serious injuries on London's transport system.

2.7. The Freight & Servicing Action Plan (2019) identifies FORS, DSPs and CLPs as key tools for delivering freight more sustainably in London, including to help achieve a vision for the safe, reliable and efficient movement of freight and servicing trips to,

from and within London, that will support the economy in balance with the needs of other transport users as well as environmental consideration.

2.8. Policy T2 of the *London Plan* (2021) relates to *Healthy Streets* and outlines that development plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Healthy Streets for London will improve health and reduce health inequalities, and help Londoners use cars less, but also supports considerations to require better management of freight so that the impact of supporting construction on London's streets is lessened.

2.9. This is inherently linked to *Vision Zero* that is seeking to eradicate deaths and serious injuries from London's roads and make London a safer, healthier and greener place.

2.10. Policy T7 of the *London Plan* (2021) relates to construction and freight activity, including the requirement for CLPs to be prepared following TfL guidance in a way which reflects the scale and complexities of developments.

2.11. FORS is a is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally-friendly and its importance is recognised within the *Mayor's Transport Strategy* as well as the *London Plan*.

2.12. The document *Construction Logistics Planning Guidance* has been prepared by TfL to provide a consistent framework for the preparation of CLPs within London. The guidance has been adapted since first release by CLOCS for UK-wide implementation, with contribution and support in the preparation of the guidance provided by a range of companies, institutions and bodies, including High Speed 2 (HS2) Ltd, London Councils, FORS and WestTrans.

2.13. The latest version of the guidance was released in April 2021 and included the UK-wide adaptations and has been utilised in preparing this Outline CLP.

Local Policy

2.14. This CLP has been produced in accordance with the LBB Local Plan (2012), with relevant statements included as follows:

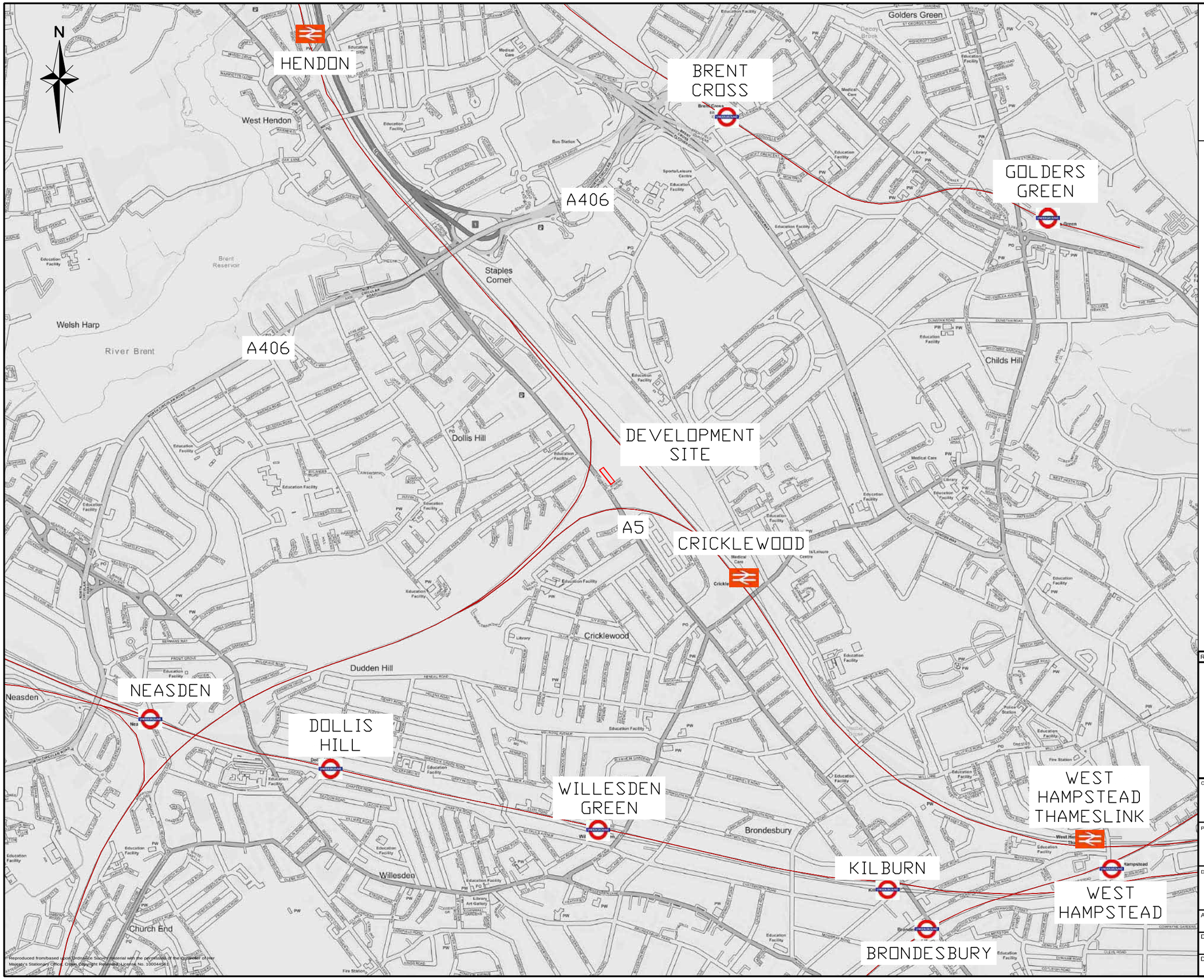
- "*Ensure that construction related traffic is effectively controlled through the requirement for developers to adhere to Construction Management Plans*";
- "*Consolidation Logistics Plans are intended to effectively manage all types of construction freight vehicle movements*"; and

- "*In our SPD on Sustainable Design and Construction, we set out generic design and construction principles in order to reduce the contribution of travel to our carbon footprint.*"

Context Maps

2.15. The surrounding area has been considered in the context of this CLP, with drawings prepared to show the Regional Context, Local Context and Site Boundary Context below.

Regional Context Plan



KEY

SITE OUTLINE

RAILWAY

FOR INFORMATION ONLY

Rev	Description	Drn	Chk	App	Date

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Client

CRICKLEWOOD PROPCO LIMITED

Project Title:

EDGWARE ROAD, CRICKLEWOOD

Drawing Title:

CLP - REGIONAL CONTEXT

A3 Scale	Date	Designed by
1:15000	01.03.2024	SG
Drawn by	**Checked by**	**Approved by**
SG	BS	DRAFT

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Local Context Plan

KEY

- SITE BOUNDARY
- EMPLOYMENT AREA
- RESIDENTIAL AREA
- RAILWAY
- ON-STREET CYCLEWAY

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Rev	Description	Drn	Chk	App	Date

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Client

CRICKLEWOOD PROPCO LIMITED

Project Title:

EDGWARE ROAD, CRICKLEWOOD

Drawing Title:

CLP - LOCAL CONTEXT

A3 Scale	Date	Designed by
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SG	BS	DRAFT

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Site Boundary Plan

KEY:

SITE BOUNDARY (INCLUDING WIDER LAND UNDER OWNERSHIP OF APPLICANT)

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Rev	Description	Drn	Chk	App	Date

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Client:

CRICKLEWOOD PROPCO LIMITED

Project Title:

400 EDGWARE ROAD, BARNET

Drawing Title:

CLP - SITE BOUNDARY PLAN

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Drawn by	**Checked by**	**Approved by**
SL	BS	DH

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Local Access Including Highway, Public Transport, Cycling and Walking

Highways, Carriageways and Footways

Existing Access Arrangements

2.16. The site currently accesses onto Roman Road via two access points with barriers in place to restrict unauthorised parking. Roman Road is a private road, which accesses onto the A5 and is shared with the adjacent commercial units.

Local Highway Network

2.17. Roman Road accesses onto A5 Edgware Road as a vehicular crossover. The access is shared with an existing self-storage facility and a Lidl supermarket. Plate 2.1 shows the site access.

Plate 2.1 – Site Access (Source: Google Street View)

2.18. The A5 Edgware Road has two lanes both north and southbound adjacent to the site, with the southbound carriageway benefiting from a bus lane. The road is subject to a 30mph speed limit and has parking restrictions in place within the vicinity of the site in the form of single and double yellow lines.

2.19. The A5 routes between central London and Holyhead. The A5 connects to the M1 and A406 approximately 1km to the northwest of the site.

Pedestrian Infrastructure

2.20. Wide pavements are located on either side of the A5 adjacent to the site. A signalised pedestrian crossing is located adjacent to the site. The surrounding highway network has good pedestrian infrastructure, with the majority of minor arm crossings

benefiting from at least dropped kerbs and tactile paving. Controlled crossings are provided at regular intervals along the A5.

Cycle Infrastructure

2.21. There is cycling infrastructure in the surrounding area around the site with Local Cycleway 5 running along the A5, adjacent to the site.

Bus

2.22. The nearest bus stops are located on A5 Edgware Road, the southbound stop located 40m from the site, the northbound stop opposite. These stops benefit from bus shelters and timetable information. Bus services 16, 32, 245, 266, 632, N32 and N266 are available from the stops.

2.23. The bus routes have a combined frequency of service operating in excess of 25 services per hour and provide a viable option for travel to / from the site for construction workers.

2.24. Whilst the bus stops are located close to the site, it is not envisaged that the construction works will have a bearing on the operation of the bus services nor the infrastructure itself.

Rail

2.25. The closest railway station is Cricklewood located 1,100m (15-minutes) walking distance to the southeast of the site.

2.26. Services to between Sutton and St Albans City call at Cricklewood, stopping at a range of locations, including London St Pancreas, Kentish Town, Blackfriars, Elephant & Castle and Streatham. Cricklewood is located on the Thameslink line. Services have a frequency of every fifteen minutes in each direction.

Considerations and Challenges

2.27. Given the site is located immediately adjacent the strategic road network and few sensitive land uses in close proximity there are limited challenges.

2.28. Construction will need to be managed to ensure there is minimal conflict with customers of the Lidl adjacent.

2.29. To alleviate any issues with surrounding road users all construction traffic should be via the A5 Edgware Road.

Surrounding Properties

2.30. There are institutions in the vicinity of the site that are sensitive to construction activity, including the Our Lady of Grace Catholic Infant and Nursery School, however it is not anticipated that the proposals would have an impact on this. The A5 is a highly-trafficked strategic road and the low number of daily delivery movements associated with the construction (detailed in **Section 6.0**) are unlikely to have a significant on sensitive local receptors.

2.31. When a contractor is appointed, local properties that may be affected by construction will be reviewed again and mitigation measures proposed if necessary. At this stage however, it is not anticipated that the proposals would have any significant impact on surrounding institutions.

Public relations

2.32. A Community Liaison Officer will be appointed to mitigate and resolve any issues and difficulties with local businesses or residents. A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours, and to minimise impacts from construction on neighbours.

2.33. This CLP has prepared a strategy for preventing potential issues, however any difficulties encountered during construction will be reported/recorded in a log and resolved through the use of a dedicated construction telephone help line and a development construction website to set out status of the build to keep neighbours informed of progress. The helpline number will be incorporated on hoarding to facilitate contact when required and referenced in the newsletter as detailed below.

2.34. A regular newsletter will be prepared to advise of current construction progress and to set out the works to follow over the coming months to ensure neighbours are kept informed of status. The newsletter will also provide contact details for any issues to be raised with the build as it progresses to allow a review of practices if necessary to resolve.

3. CONSTRUCTION PROGRAM AND METHODOLOGY

3.1. The works associated with the development are envisaged to start in May 2024 and would take up to approximately 9 months to complete in full. Full details of construction timings will be provided within the Detailed CLP.

3.2. There will be various construction stages and preliminary details of these are provided utilising guidance provided by the TfL CLP tool.

3.3. The construction will be broken down into six stages with details of activities to be undertaken for each stage provided below (note that full details of construction activities will be provided within the Detailed CLP):

1. Site setup and demolition;
    - Site Strip
    - Hoarding erection
    - Formation of vehicular & pedestrian accesses
    - Establishment of temporary services and basic welfare facilities

2. Basement excavation and piling;
    - Formation of pile mat
    - Piling

3. Substructure;
    - Pile caps
    - Lift Pits
    - Groundwork Preliminaries
    - Drainage and utility connections

4. Super-structure;
    - RC frame to all cores, including beams and columns
    - MetSec structure and chipboard decking
    - Steel truss installation to form roof(s)
    - Pre-Cast concrete staircases

5. Cladding;
    - Scaffold erection
    - Wall structures, including insulation and membranes
    - Window & external doors installation
    - Brickwork

6. Fit-out, testing and commissioning.
    - Blockwork & Drylining to form internal walls
    - Self-storage fit out works (M&E fixes, Shop fit out, signage)
    - Lift installations

3.4. The preliminary anticipated program for the work has been estimated, with associated mitigation measures considered within this document.

3.5. This information will be expanded upon and confirmed when a contractor is in place with suitable liaison with TfL/LBB as appropriate and allowing further information to be incorporated into the Detailed CLP. However the total construction period is anticipated to be 9 months to complete from initial site setup to fit out.

3.6. General site working hours are envisaged to be as follows and will be written into all supply chain sub-contractor orders:-

- Monday –Friday - 08:00 to 18:00 hours

(No noisy works to be undertaken before 09:00)

- Saturday - 09:00 to 14:00 hours
- Sundays and Bank Holidays - No working to take place

3.7. The profile of vehicle deliveries anticipated to serve the site on a typical day is reflected in the TfL CLP spreadsheet tool attached at **Appendix A**, and which has been completed utilising the above working hours to generate.

3.8. These program details are preliminary at this stage but will be confirmed in full in preparation of the Detailed CLP and in consultation with TfL/LBB as appropriate.

Construction phase	Start	End
Site setup and demolition	May-2024	May-2024
Basement excavation and piling	May-2024	May-2024
Sub-structure	May-2024	Jun-2024
Super-structure	Jun-2024	Aug-2024
Cladding	Aug-2024	Nov-2024
Fit-out, testing and commissioning	Oct-2024	Jan-2025

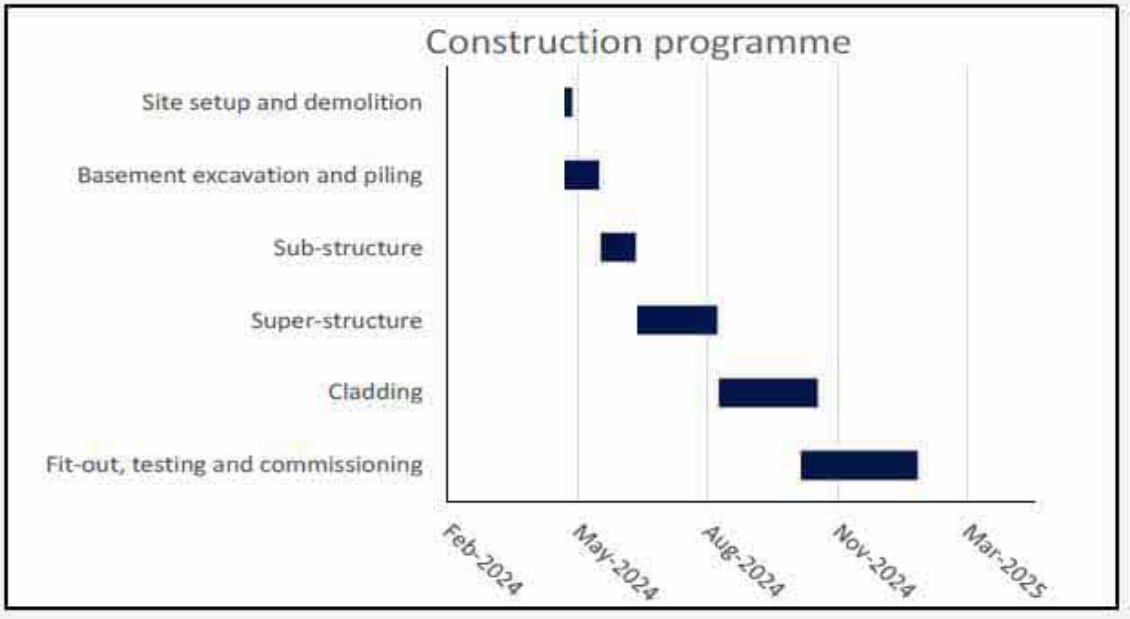


Plate 3.1 – Construction Programme (Output from CLP Tool)

3.9. The developer is committed to suitably controlling and monitoring the build at Edgware Road and the Detailed CLP will be prepared to build on the information available at this time, and as the build progresses as is detailed within **Section 7.0**.

4. VEHICLE ROUTING AND ACCESS

4.1 This section of the CLP considers the routing of construction traffic to and from the site in the context of surrounding community considerations. The routing strategy adopts the principles designed to minimise impact locally, as discussed in the following paragraphs.

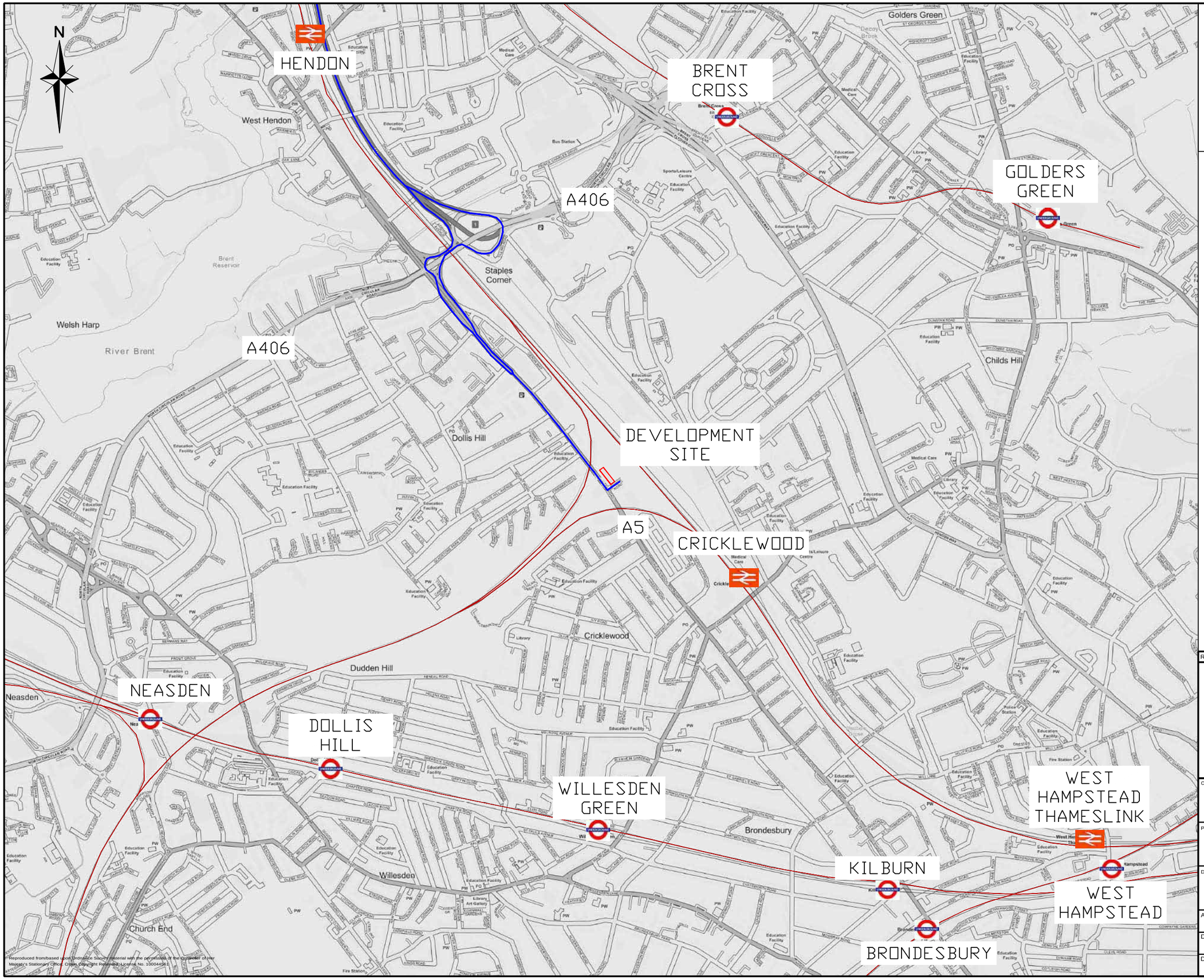
Regional Routing & Access

4.2 The primary route to/from the site is expected to be from the M1 and A406, via the A5 which allows for access from the north, east and west. Vehicles will turn at the termination of the M1 and Staples Corner Roundabout, heading south along the A5 to access the site. The egress route is the reverse of the access route.

4.3 An alternative route, for vehicles approaching the site from the south, is anticipated to be from the A40 and A406 via the A5.

4.4 Vehicle routing and regional considerations are shown below.

Regional Routing Plan



KEY

- SITE BOUNDARY
- RAILWAY LINE
- PROPOSED CONSTRUCTION ROUTE TO / FROM THE SITE

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Client

CRICKLEWOOD PROPCO LIMITED

Project Title:

EDGWARE ROAD, CRICKLEWOOD

Drawing Title:

CLP - REGIONAL ROUTING

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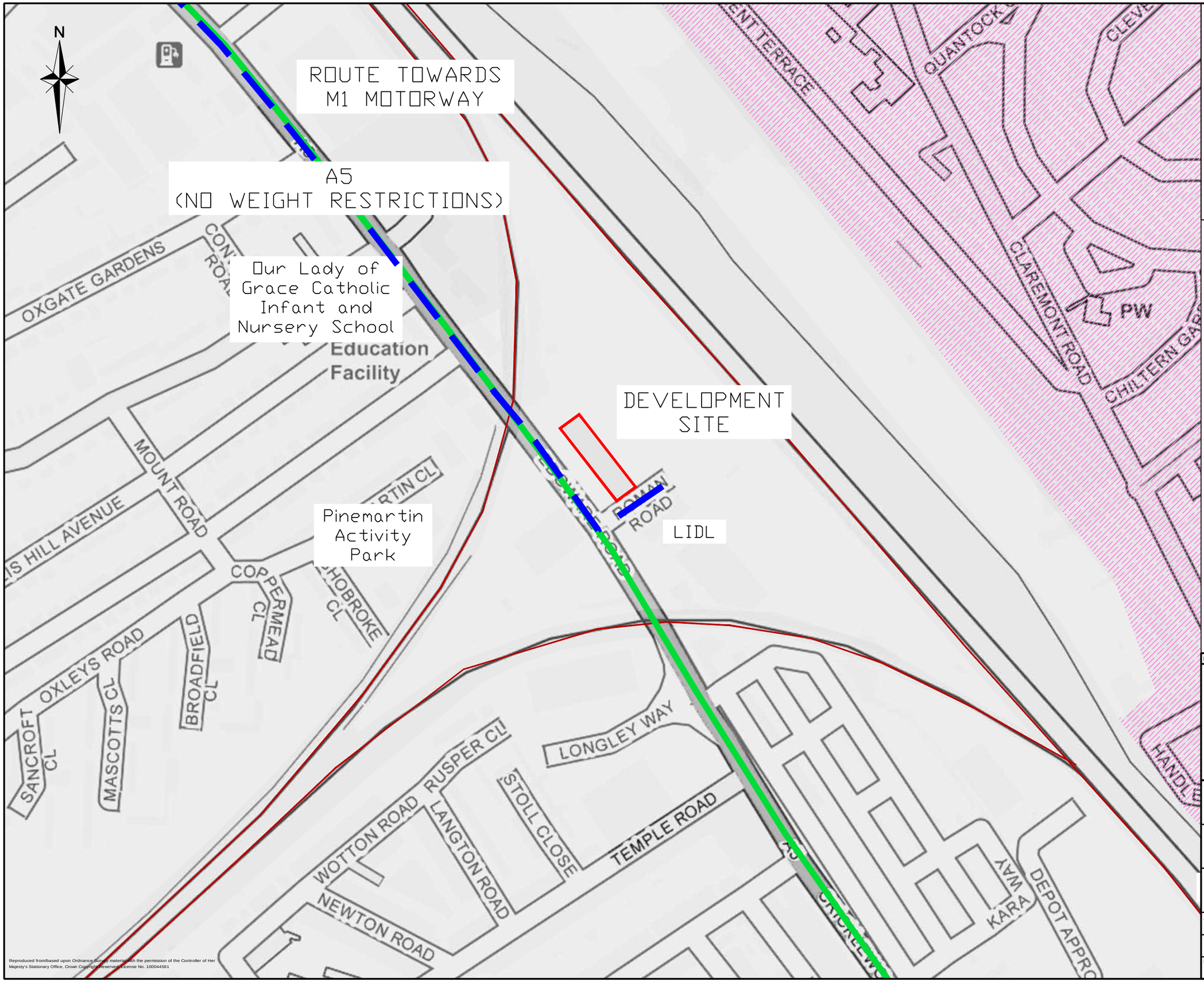
Local Routing & Access

4.5 All vehicles will approach from the A5, having utilised Staples Corner Roundabout to turn from the M1 / A406 to the south (or the A406 for vehicles travelling from the south). All vehicles will turn left into Roman Road, before accessing the site. All vehicles egressing the site will turn right out of the site, onto Roman Road, before turning right onto the A5, northbound towards the M1 / A406.

4.6 The routing adopted is the most direct available from major roads in the vicinity and minimises routing through residential areas and seeking to avoid central London. Vehicle routing and local considerations are shown below.

Local Routing Plan



KEY

- SITE BOUNDARY
- EMPLOYMENT AREA
- RESIDENTIAL AREA
- RAILWAY
- ON-STREET CYCLEWAY
- PROPOSED CONSTRUCTION ROUTE TO / FROM THE SITE

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Client

CRICKLEWOOD PROPCO LIMITED

Project Title:

EDGWARE ROAD,
CRICKLEWOOD

Drawing Title:

CLP - LOCAL ROUTING

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user name: sam lee

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Site Access

4.10 The access strategy for the build considers the constraints set out above.

4.11 Pedestrian access will remain off Edgware Road and construction workers will be expected to travel via public transport or use active travel.

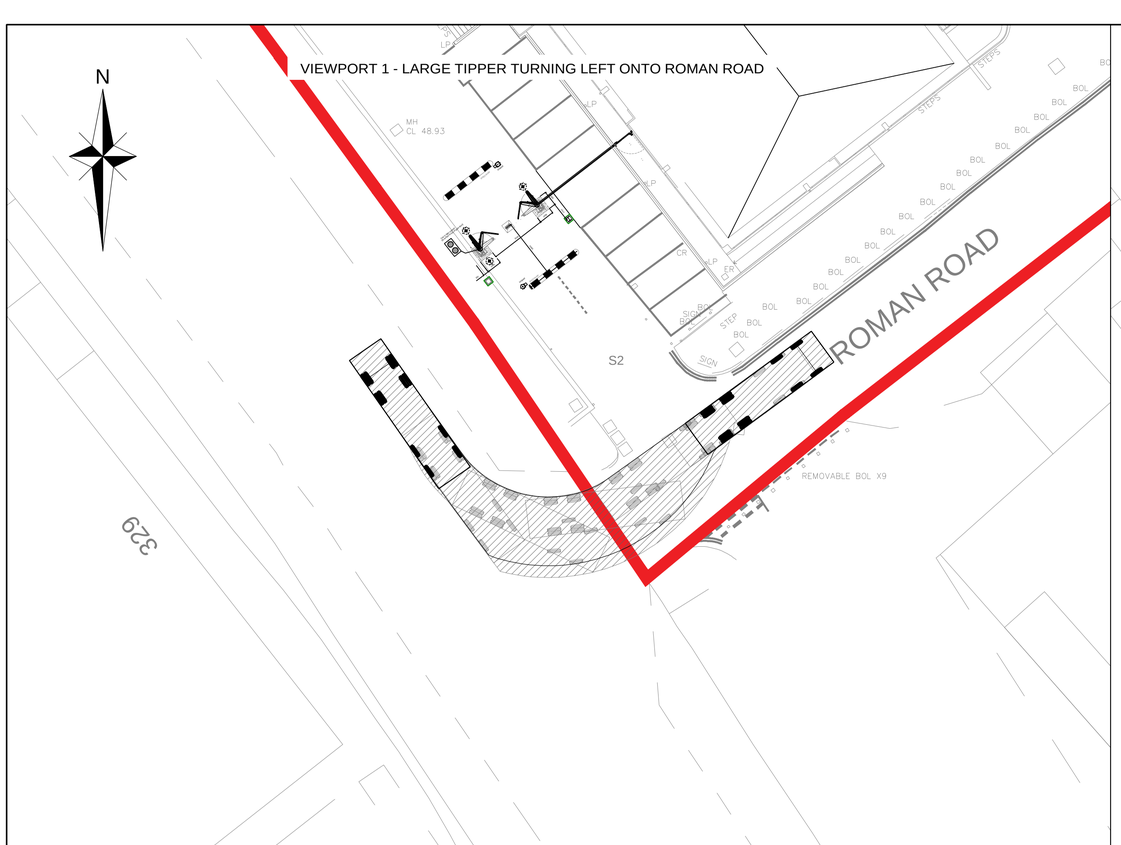
4.12 Vehicular access will be via Roman Road, with the future car parking area allowing for storage and loading. The access point at the northern end of the site will be used for construction vehicles for both entry and exit manoeuvres. Therefore, vehicles will turn left off Roman Road before turning on-site and egressing via Roman Road once again. Vehicle swept path analysis of the proposed turning area on-site is presented below.

4.13 To support vehicle movements, qualified banksmen will be present to oversee all arrival and departure manoeuvres to ensure no conflict will occur between construction related traffic and members of the public.

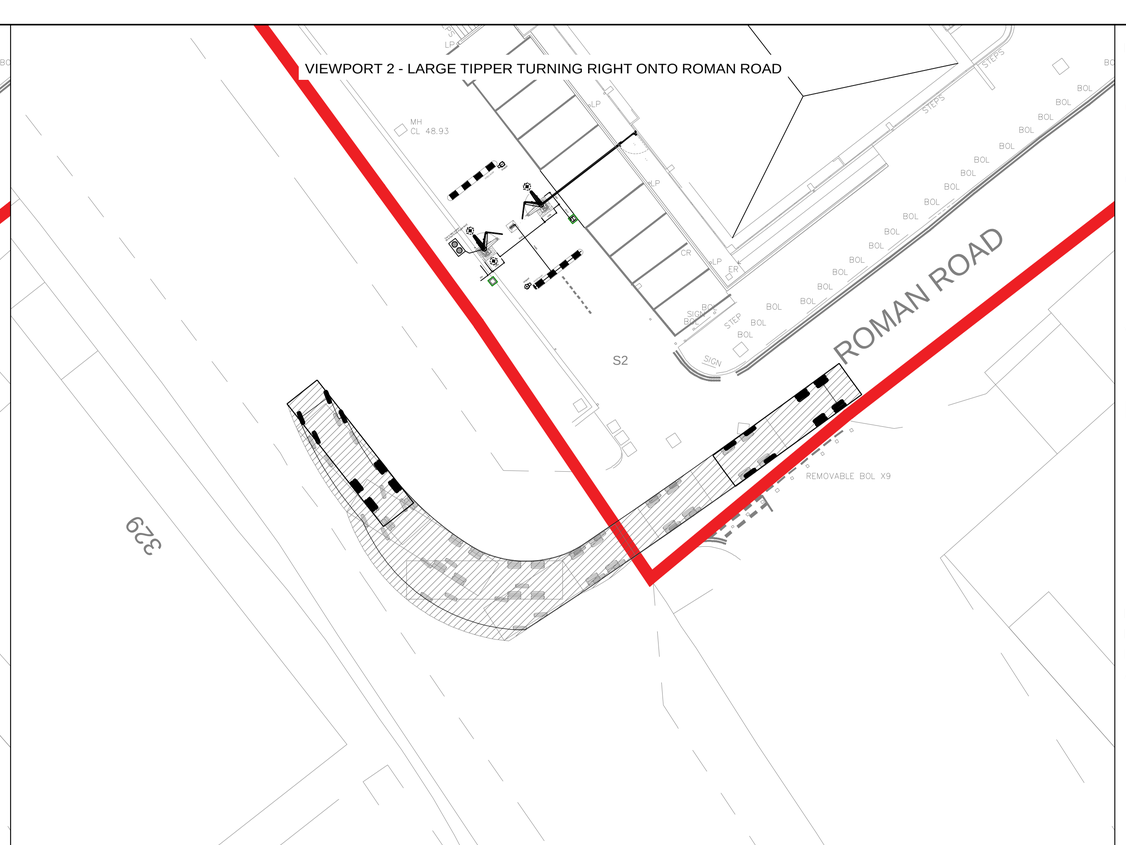
4.14 It should be noted that the site boundary plan provided includes the red line of the wider site area under ownership of the applicant which covers the existing building being extended as part of this application.

Site Boundary Plan

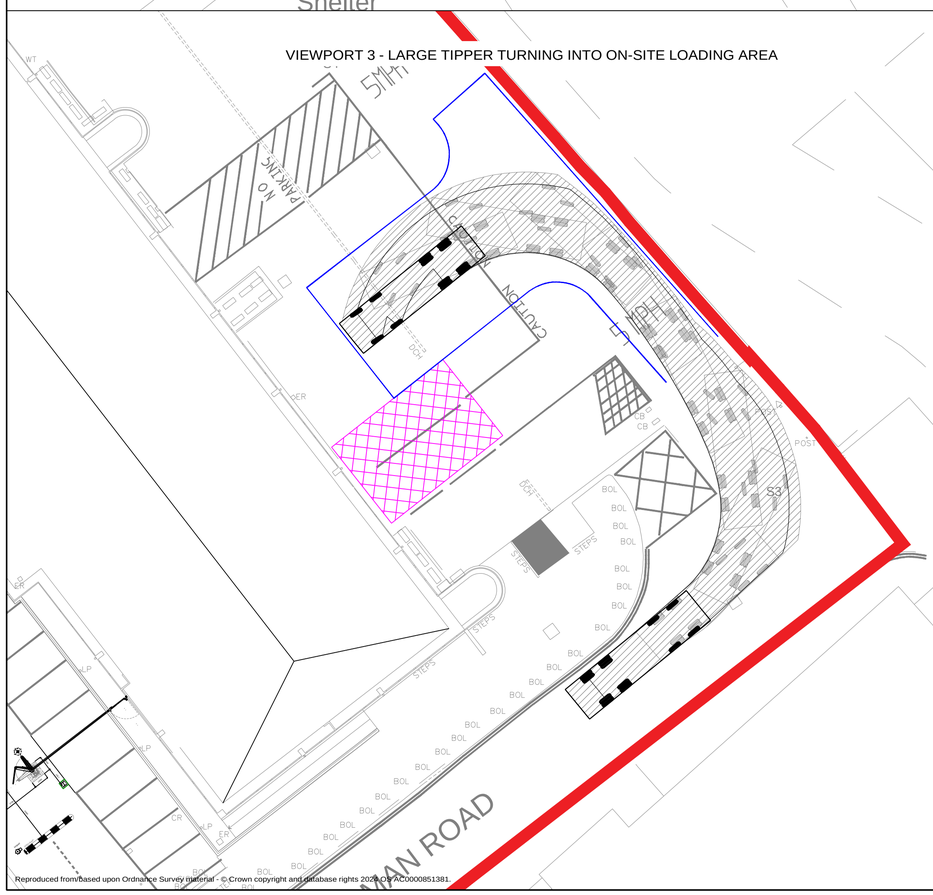
VIEWPORT 1 - LARGE TIPPER TURNING LEFT ONTO ROMAN ROAD



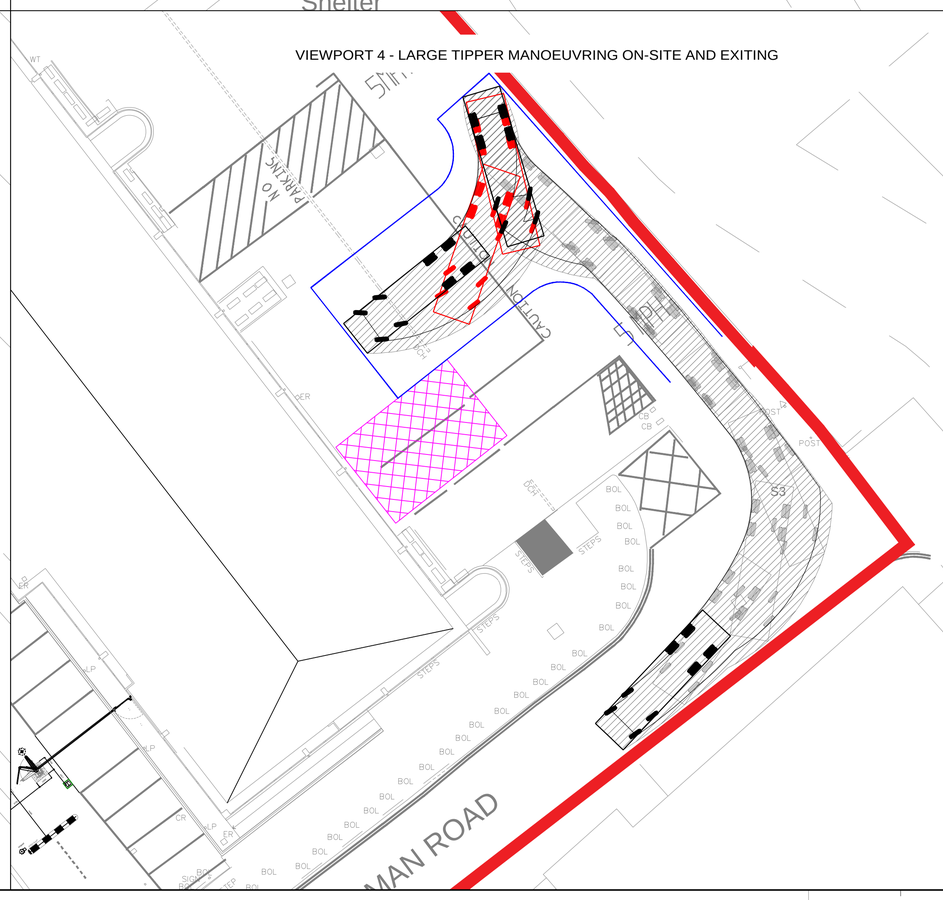
VIEWPORT 2 - LARGE TIPPER TURNING RIGHT ONTO ROMAN ROAD



VIEWPORT 3 - LARGE TIPPER TURNING INTO ON-SITE LOADING AREA



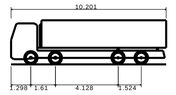
VIEWPORT 4 - LARGE TIPPER MANOEUVRING ON-SITE AND EXITING



KEY:

- SITE BOUNDARY (INCLUDING WIDER LAND UNDER OWNERSHIP OF APPLICANT)
- CONSTRUCTION HARDSTANDING AREA
- LOADING / MATERIALS STORAGE AREA

VEHICLES USED:



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

NOTES:

BASED ON SITE PLAN AND OS DATA PROVIDED BY THREESIXTY ARCHITECTURE ON 16.02.2024.

FOR INFORMATION ONLY

Rev	Description	Drn	Chk	App	Date

ARDENT | CONSULTING ENGINEERS

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Client:

CRICKLEWOOD PROPCO LIMITED

Project Title:

400 EDGWARE ROAD, BARNET

Drawing Title:

CLP - CONSTRUCTION VEHICLE TRACKING

A1 Scale	Date	Designed by
1:200	13.03.24	SL
Drawn by	**Checked by**	**Approved by**
SL	BS	DH

Drawing Number	Rev
23039 10 - D 06	-

5. STRATEGIES TO REDUCE IMPACTS

5.1. A summary of measures considered and now adopted for the outline CLP are presented in **Table 5.1** on the basis that the site can be considered a medium impact site as referenced by the TfL CLP guidance.

Table 5.1: Medium Impact Site Planned Measures

Planned Measures	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling		x	
Re-timing for out of peak deliveries		x	
Re-timing for out of hours deliveries		x	
Use of holding areas and vehicle call off areas		x	
Use of logistics and consolidation centres		x	
Vehicle choice			x
Measures to encourage sustainable freight			
Freight by Water			x
Freight by Rail			x
Material procurement measures			
DfMA and off-site manufacture			x
Re-use of material on site			x
Smart procurement		x	
Other Measures			
Collaboration amongst other sites in the area			x
Implement a staff travel plan		x	

Measures Influencing Construction Vehicles and Deliveries

Safety and Environmental Standards and Programmes

5.2. All suppliers that the contractor/developer employs, will be obligated to adhere to a number of safety and environmental standards and programmes. These include adherence to the following safety standards:

- Construction Logistics and Community Safety (CLOCS);
- Fleet Operator Recognition Scheme (FORS) Silver; and
- HGV Direct Vision Standard.

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

Adherence to Designated Route

5.4. The routes outlined within this report, once agreed with LBB/TfL, will be adhered to by any supplier and contractor. The requirement to adhere to agreed routes will be written into appointment contracts as appropriate. Details of designative routes will be incorporated into delivery orders so drivers have these requirements ready for their delivery.

5.5. It is proposed that there will be a "yellow card" style system utilised to warn any drivers deviating from designated routes. Should variation from the agreed route be identified, the driver will be identified and "given a yellow card" warning about future conduct. Should a further transgression occur, that driver will not be able to deliver to the site and be involved in further deliveries until they have passed a test confirming knowledge of the correct routing that must be adopted and in the understanding that any future deviation from the agreed routing will result in a ban from the construction.

Delivery Scheduling

5.6. Through the works any vehicles travelling to the site for deliveries will be booked in advance to ensure that no congestion occurs within the vicinity of the site. The scheduling of vehicles has been carefully considered in detail for the element of works specifically the subject of this iteration of the Outline CLP.

5.7. When vehicles arrive and depart the site, an accredited Site Access Traffic Marshall will oversee each manoeuvre to ensure that these manoeuvres are being undertaken safely and work is being carried out properly.

5.8. A delivery management system is being adopted to control vehicle access and deliveries by contractors, implemented by the logistics manager. This will detail as appropriate vehicle routes and timeslots for each vehicle arrival, dwell time (anticipated to be up to around 20mins per vehicle) and associated routes and restrictions.

5.9. Copies of the routing arrangements as incorporated within **Section 4.0** will be provided to contractors for distribution to their drivers, thereby ensuring all drivers are suitably advised of the approved routes to/from the site. Routing arrangements as agreed will be written into appointment contracts as appropriate to ensure suppliers adopt the appropriate routing strategies.

Re-timing for Out of Peak Deliveries

5.10. The current anticipated delivery profile to serve the site is dispersed through the day which will reduce peak hour impact and reduce the potential for multiple vehicles arriving at the same time.

Re-timing for Out of Hours Deliveries

5.11. Certain deliveries may also require deliveries out of the designated construction hours. For example, the deliveries of cranes tend to be located out of hours as the impact on the local highway network could be significant / require lane closures.

5.12. For the initial stages covered within this Outline CLP, no abnormal loads are anticipated that might require re-timing for out of hours, however this can be revisited as part of the Detailed CLP.

Use of Holding Areas and Vehicle Call Off Areas

5.13. Under the initial elements of works that are the focus of this Outline CLP, there are sufficient off-street areas available for vehicles to wait and load without impacting upon local streets since they will not be required to stop on local streets. The number of vehicles expected daily is low.

5.14. As detailed in **Section 6.0**, based on the calculated number of vehicles travelling to site, sufficient space is available on site to accommodate peak construction vehicle demand under these elements of works, with up to one vehicle anticipated on-site at any time.

5.15. Since all vehicles will be accommodated within the site there is no requirement for a holding area or call off area locally.

Use of Logistics and Consolidation Centres

5.16. The use of consolidation centres will be explored utilising TfL's document "The Directory of London Construction Consolidation Centres" as part of the Detailed CLP.

5.17. The use of consolidation centres will be reviewed and considered to meet the needs of the site as the proposals progress further. Their use is ultimately the decision of the Contractor and developer and whilst not likely to be useful for the very initial elements of work, they will be considered during subsequent elements of work to understand whether use of such centres will be useful to support the build.

Vehicle Choice

5.18. For the initial elements of work, the use of higher payload vehicles to reduce the number of vehicles visiting the site will be considered.

Measures to Encourage Sustainable Freight

Freight by Water

5.19. There are no navigable waterways in the vicinity of the site that could be utilised in order to reduce the impact of construction vehicles on local businesses or residents.

Freight by Rail

5.20. There are no accessible railway interchanges that could be utilised in order to reduce the impact of construction vehicles on local business or residents.

Material Procurement Measures

DfMA and Off-site Manufacture

5.21. The potential for Design for Manufacture and Assembly (DfMA) and off-site manufacture will be explored to help reduce the level of traffic throughout the works.

Re-use of Material On-site

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

Smart Procurement

5.23. Materials used to construct the development could be locally sourced (where practical) to reduce the distance travelled from the suppliers to the site, and also to boost the local economy. Similarly, where feasible, local workers will be sourced to minimise travel and that will ensure that travel is being undertaken via sustainable modes.

Other Measures

Collaboration Amongst Other Sites in the Area

5.24. At this stage, collaboration with nearby developments has not been considered in detail, although potential exists for collaboration with any development in the area, depending on the compatibility of construction programmes.

5.25. Only sites in the immediate vicinity would likely provide a benefit to local residents/businesses and the routing adopted for this initial element of works is the absolute minimum feasible, being the most direct route to major roads locally.

5.26. Further consideration will be made during the development of the Detailed CLP.

Implement a Staff Travel Plan

5.27. To help enforce the sustainable travel aspirations of the site, a summary of local public transport options is to be provided to construction staff via induction training as appropriate in the form of a Staff Travel Plan. This requirement will be relayed to management of contractors in order that they can suitably arrange for distribution of materials to staff. No parking will be provided for construction workers and this will be enforced through the Travel Plan.

6. ESTIMATED VEHICLE MOVEMENTS

6.1. The number of vehicles anticipated to serve the site during the works has been prepared utilising the information provided based on the floor area of the development proposals.

6.2. The CLP tool has completed for an estimated 9-month build commencing in May 2024, but will be updated during preparation of the Detailed CLP as appropriate.

6.3. The hours of restriction relating to deliveries for construction activity have been considered and utilised in summarising the estimated number of vehicles. The number of vehicles anticipated to serve the site, allowing for overlap of stages of works has been summarised in **Plate 6.1**, and have been estimated based on similar scale works previously undertaken (though are subject to confirmation from the appointed contractor).

NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q2 2024 - Q2 2024	15	1
Basement excavation and piling	Q2 2024 - Q2 2024	15	1
Sub-structure	Q2 2024 - Q2 2024	90	4
Super-structure	Q2 2024 - Q3 2024	50	2
Cladding	Q3 2024 - Q4 2024	30	1
Fit-out, testing and commissioning	Q4 2024 - Q1 2025	40	2
Peak period of construction	Q2 2024 - Q2 2024	140	7

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q2 2024 - Q2 2024	120	6
Basement excavation and piling	Q2 2024 - Q2 2024	120	6
Sub-structure	Q2 2024 - Q2 2024	140	7
Super-structure	Q2 2024 - Q3 2024	140	7
Cladding	Q3 2024 - Q4 2024	80	4
Fit-out, testing and commissioning	Q4 2024 - Q1 2025	70	3

Plate 6.1 – Number of Vehicles in Peak Phase

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

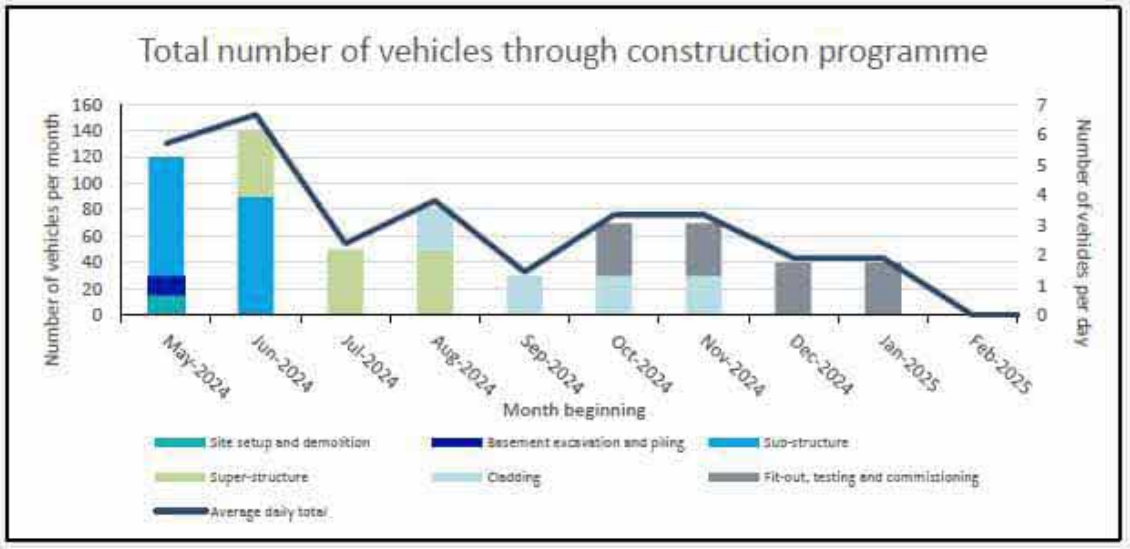


Plate 6.2 – Total Vehicles Throughout Construction

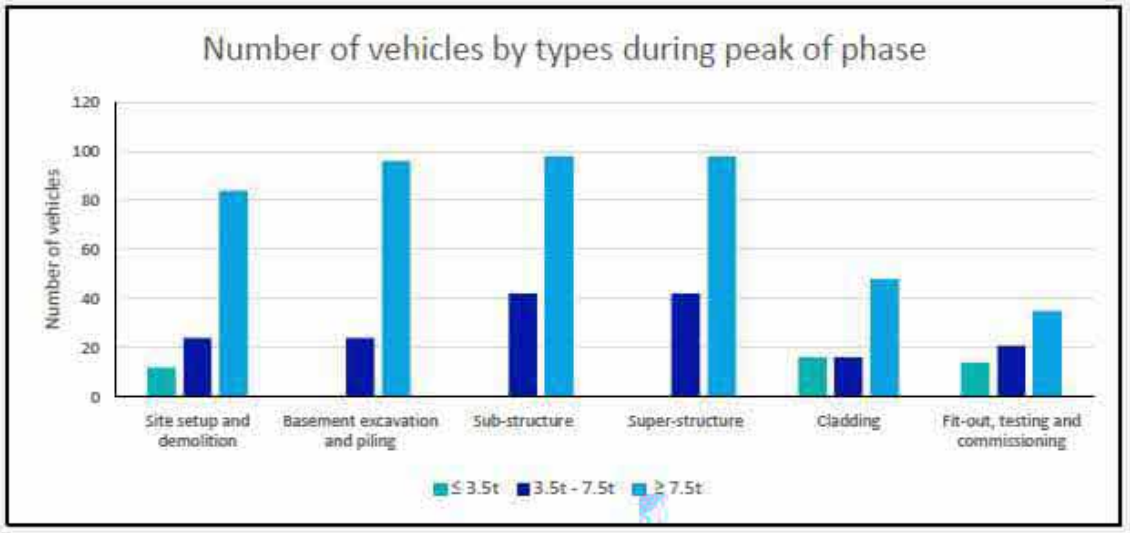


Plate 6.3 – Number of Vehicles by Type

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

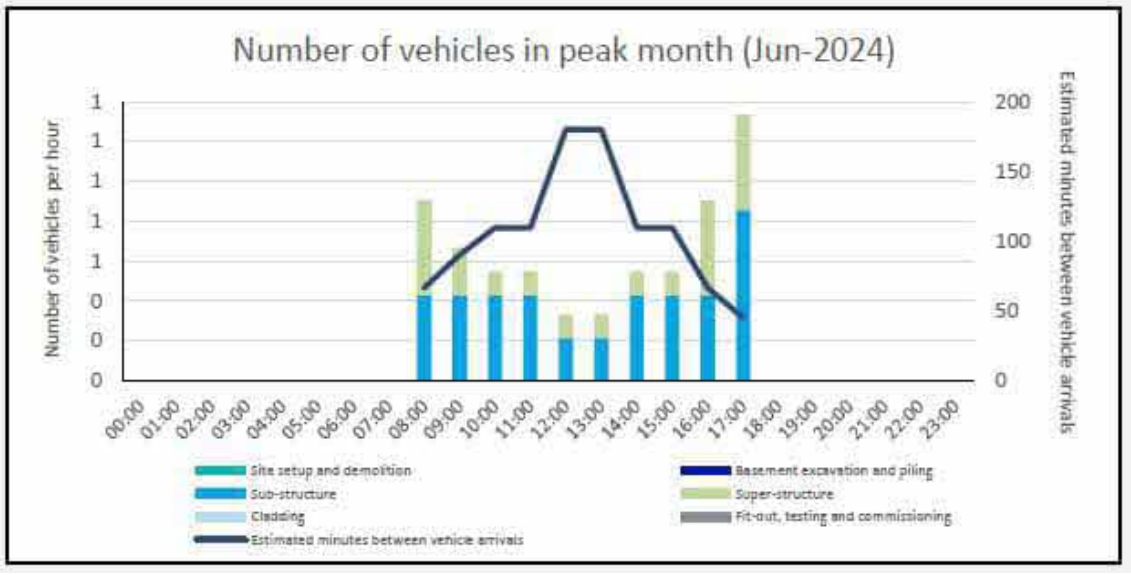


Plate 6.4 – Number of Vehicles in Peak Month of Construction

6.6. The peak number of hourly vehicles anticipated at the site is one. Although further information will be provided in the Detailed CLP, the information available at this stage indicates that suitable measures (loading and turning areas) commensurate with the scale of the build are available to deliver the site and no waiting on street outside of the proposed loading area within the site will be required. This will be reviewed when the detailed CLP is produced.

7. IMPLEMENTING, MONITORING AND UPDATING

7.1 The measures and actions outlined within this CLP will form the basis of a more detailed document that will be prepared by the appointed Contractor. It is anticipated that the requirement to prepare a Detailed CLP will be a condition associated with planning permission for the scheme, which will build on the information within this Outline CLP.

7.2 The Contractor will utilise the details within this outline document as a basis and build upon the measures incorporated in order to suitably mitigate the construction activity associated with the site. This will involve liaison with TfL and LBB as appropriate. A Construction Logistics Manager will be appointed to be in charge of implementing the detailed CLP. Their role will include checking compliance with the CLP during construction and seeking mitigation measures to be implemented should any breaches or complaints be made.

7.3 The Contractor will work closely with LBB/TfL to minimise disruption to the existing highway network. The Contractor will maintain engagement with LBB officers and establish a work program to reduce the potential for conflicts on the highway network.

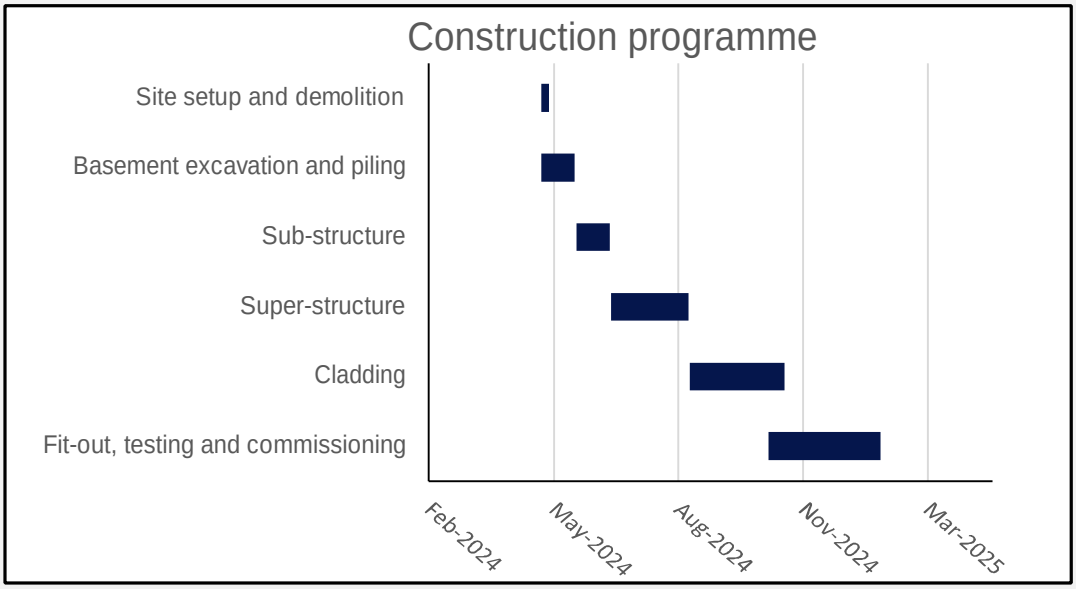
7.4 If during progression of construction activities, timescales are changed then updates to the CLP will be made to reflect this and discussions held with TfL/LBB if appropriate.

7.5 The Construction Logistics Manager will also be responsible to ensuring this Detailed CLP is kept up to date with any pertinent changes to the anticipated construction plan through the build. It is anticipated that as a minimum the Detailed CLP will be updated for each phase of development once further details are forthcoming from an eventually appointed contractor.

APPENDIX A

CONSTRUCTION PROGRAMME OVERVIEW

Construction phase	Start	End
Site setup and demolition	May-2024	May-2024
Basement excavation and piling	May-2024	May-2024
Sub-structure	May-2024	Jun-2024
Super-structure	Jun-2024	Aug-2024
Cladding	Aug-2024	Nov-2024
Fit-out, testing and commissioning	Oct-2024	Jan-2025



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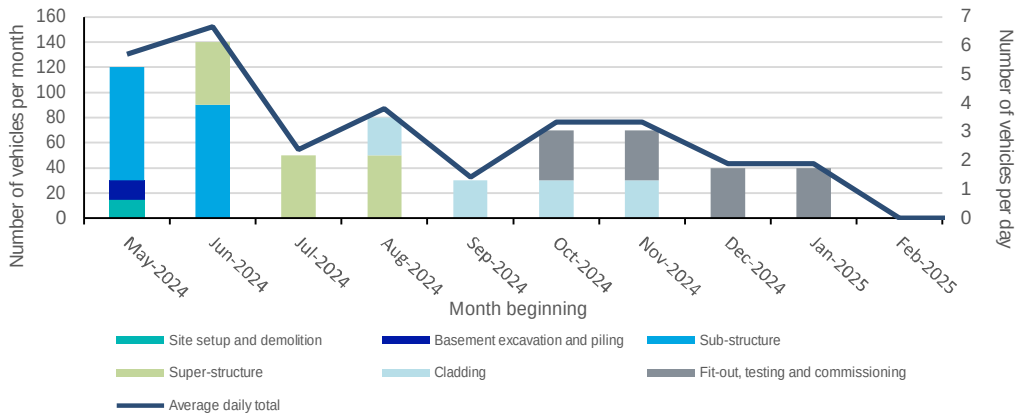
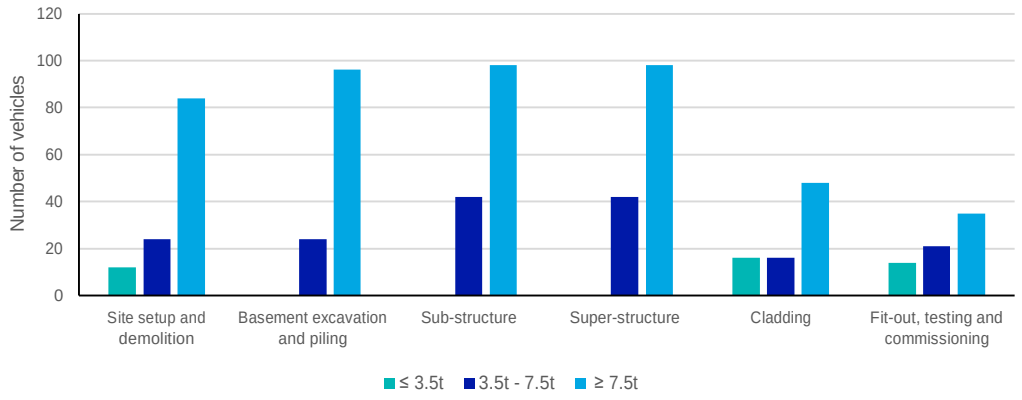
Fit-out, testing and commissioning	Q4 2024 - Q1 2025	70	3

Total number of vehicles through construction programme



Number of vehicles by types during peak of phase



Number of vehicles in peak month (Jun-2024)