ARDENT
CONSULTING ENGINEERS

Tribe Avonmouth House Limited

AVONMOUTH HOUSE, 6 AVONMOUTH STREET, SOUTHWARK

OUTLINE CONSTRUCTION LOGISTICS PLAN

REPORT REF.
2102760-09

PROJECT REFERENCE – 21902760

OCTOBER 2021

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Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	WIP draft for Client Comment	BS	DH	DRAFT	23/09/2021
-	Final for Submission	BS/JS	DH	KM	21/10/2021

DH

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1. INTRODUCTION

Development Name	**Avonmouth House, 6 Avonmouth Street**
Landowner	Aitch Group
Site address	6 Avonmouth Street, London
Site postcode	SE1 6NX
Existing Site Use	Exhibition Centre
Summary of Works	Demolition and new build of student accommodation and commercial use

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

CLP produced by	**David Howson**
Signature	DH
Date	23.09.2021
CLP Accreditation Date	July 2019
CLP reviewed by	**Paul Rynton**
Signature	Paul Rynton
Date	05.08.2021
CLP Accreditation Date	November 2019

1.1. Ardent Consulting Engineers (ACE) has been instructed to prepare an Outline Construction Logistics Plan (CLP) in relation to the proposed development at Avonmouth House, 6 Avonmouth Street, London Borough of Southwark (LBS). LBS are the planning and highways authority.

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. Avonmouth House is located within the LBS, approximately 300 metres northeast of Elephant & Castle, as shown in **Plate 1.1**.

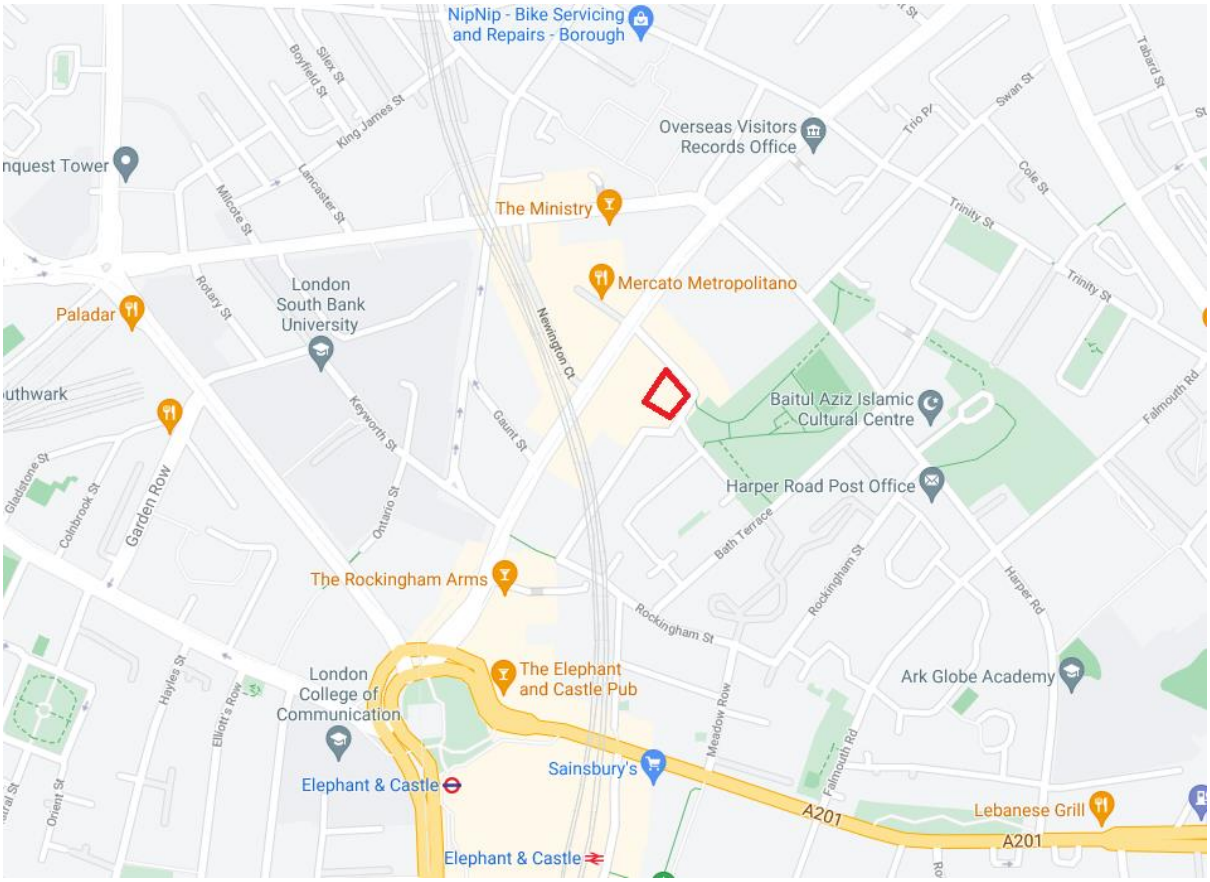


Plate 1.1: Site Location (Source: Open Street Map)

1.5. The site currently has a vehicular access on to Avonmouth Street.

Development Proposals

1.6. The proposals comprise: *"Demolition of all existing structures and erection of a part 10, part 12 storey plus basement mixed-use development comprising 257sqm flexible Class E floorspace and 267 purpose-built student accommodation rooms with associated amenity space and public realm works, car and cycle parking, and ancillary infrastructure."*

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 demolition and build out period associated with the proposals is currently anticipated to commence late 2022/early 2023 and take approximately 18 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 LBS 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 noisy construction will be permitted as per LBS guidance during the following:

- Monday – Friday - 08:00 to 18:00 hours
- 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 demolition/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 (2021)* 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, TfL'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) 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, Delivery Servicing Plans (DSPs), CLPs and Fleet Operator Recognition Scheme (FORS) to encourage improved efficiency and provide a framework for incentivisation and regulation. *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.

2.6. *The London Freight Plan* (2007) 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.

2.7. 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.

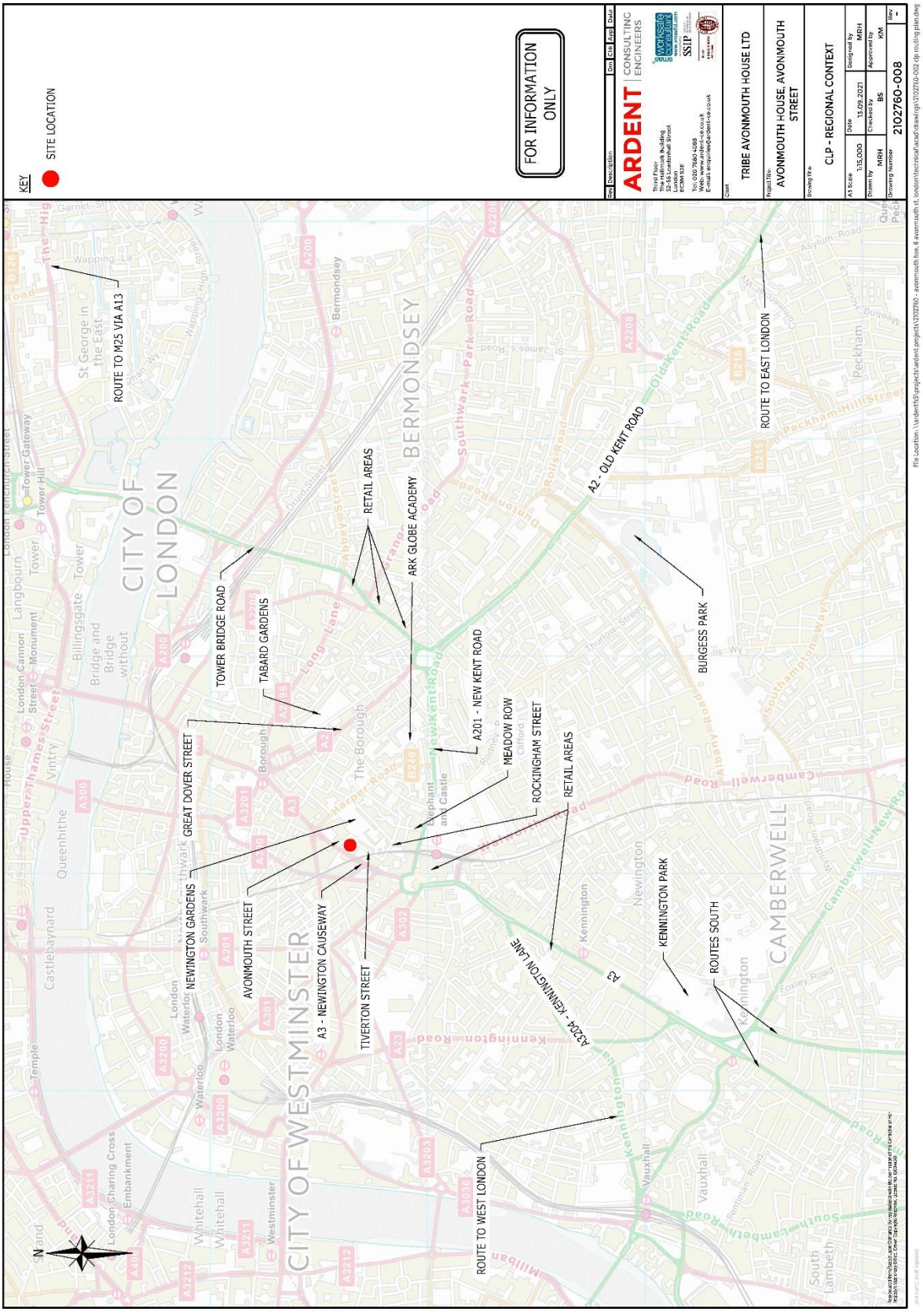
2.8. FORS is a is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally-friendly and its importance is recognised within the *Mayor's Transport Strategy* as well as the *London Plan*.

2.9. 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.

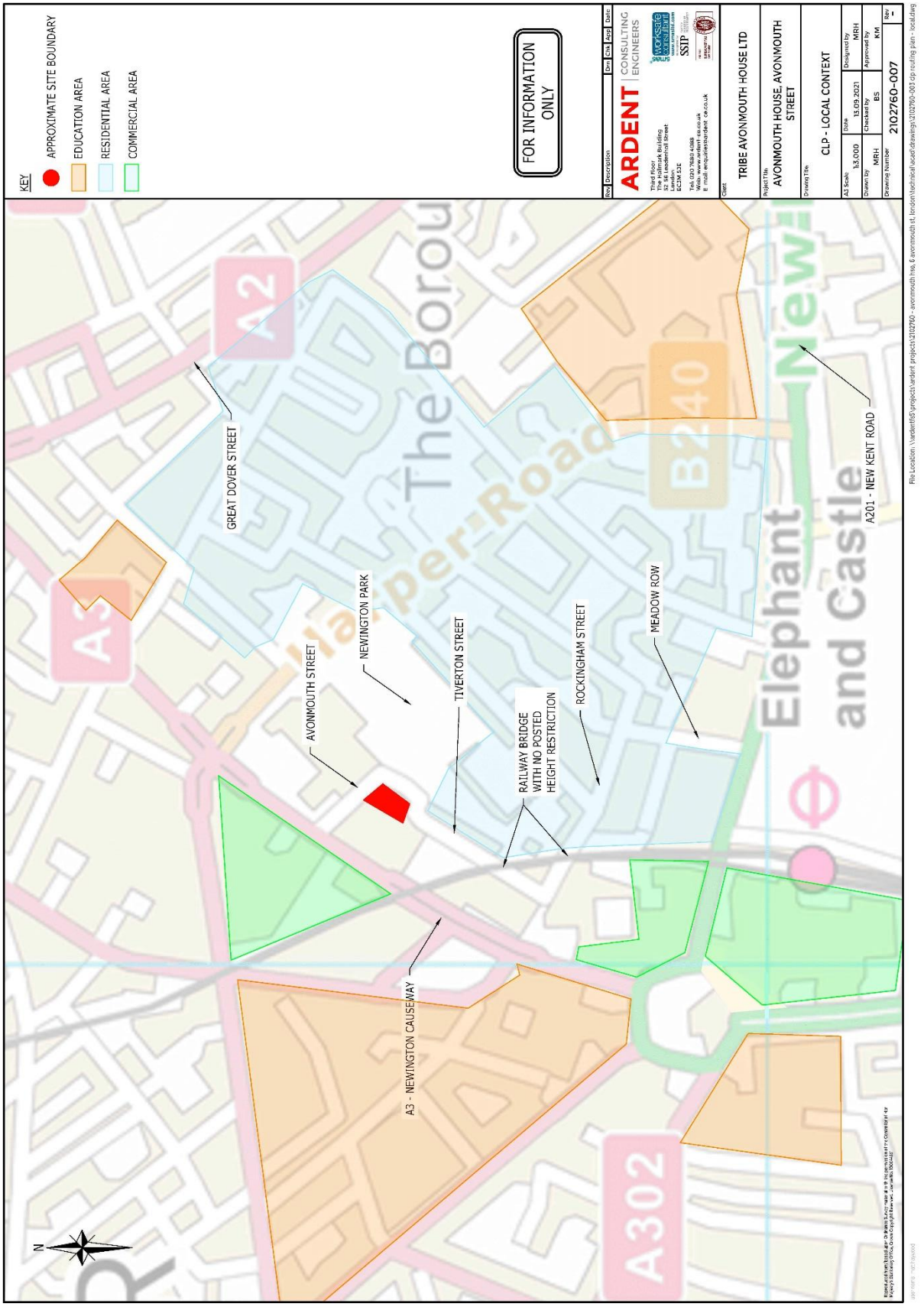
2.10. The latest version of the guidance was released in March 2020 and included the UK-wide adaptations and has been utilised in preparing this Outline CLP.

Context Maps

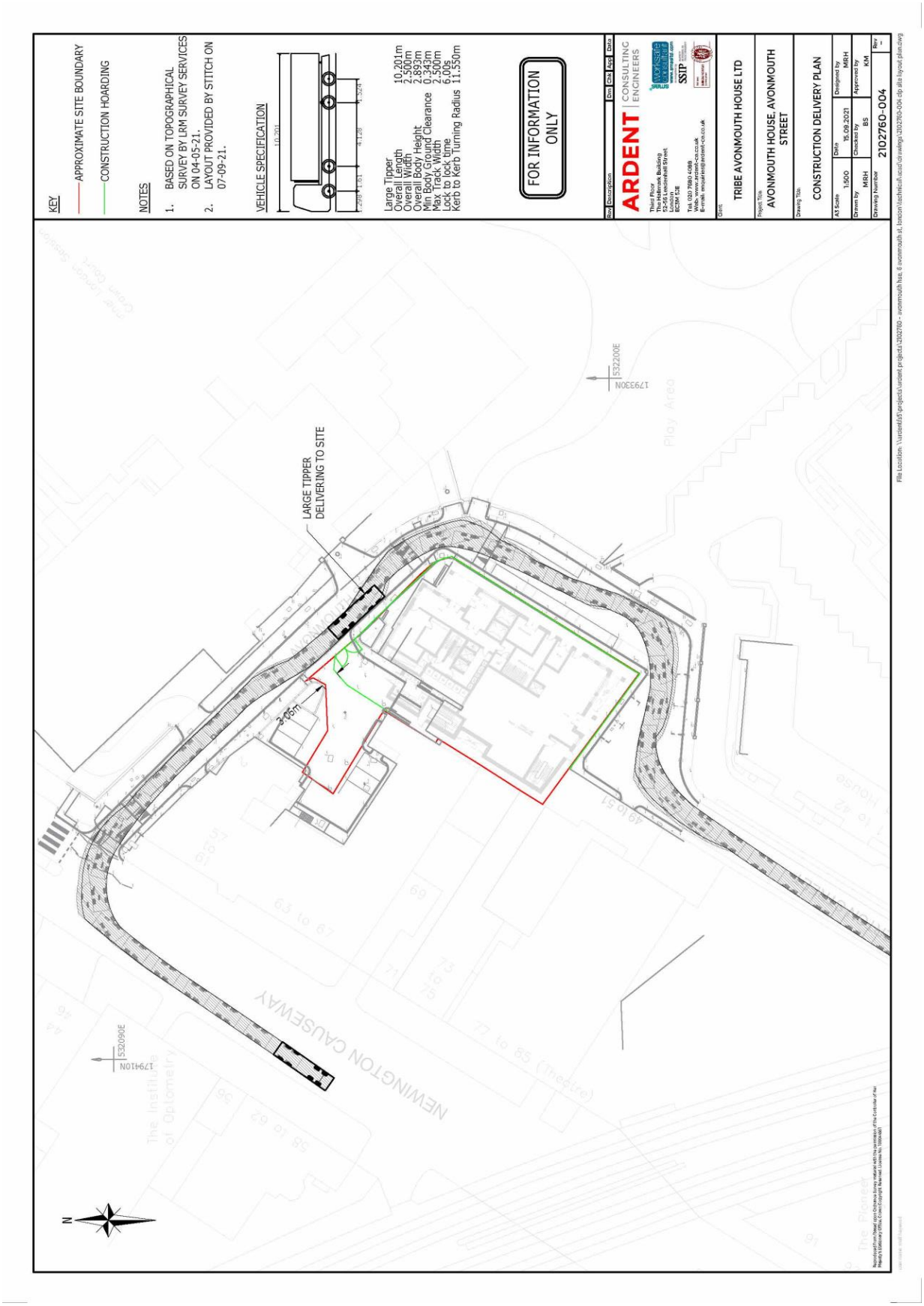
Regional Plan



Local Context Plan



Site Boundary Plan



Local Access Including Highway, Public Transport, Cycling and Walking

Highways, Carriageways and Footways

2.11. The site is bound by Avonmouth Street to the northeast, southeast and southwest. The site is currently occupied by a training and meeting venue with access of Avonmouth Street.

2.12. Avonmouth Street runs mainly on a northwest to southeast alignment though wraps around the eastern corner of the site and runs on a northeast to southwest alignment where it becomes known as Tiverton Street. Along the site frontage it comprises an approximate 5.5m to 6m wide carriageway, incorporating a single lane in both directions. In the vicinity of the site the surrounding roads are subject to a 30mph speed limit and benefit from street lighting. At its northern end Avonmouth Street connects to the A3 Newington Causeway.

2.13. The A3 Newington Causeway is a major connector road that links London with Portsmouth. In the vicinity of the site it connects Elephant and Castle with the City of London. It is subject to a 30mph speed limit and benefits from street lighting. Bus lanes are provided on either side of the road. The road benefits from extremely wide footways on either side and has local amenities and services at various points along the road.

Railway/Underground/Tram

2.14. Elephant & Castle Station is located approximately 450 metres to the southwest of the site with Borough Station approximately 500 metres to the northeast of the site. Both stations are located on the northern line whilst Elephant & Castle is also the southern terminus of the Bakerloo Line.

2.15. The site does not abut a railway line or a local station and as such construction will have no bearing on the operation of railways.

Bus Routes

2.16. There are bus stops on Newington Causeway approximately 100 metres from the site served by a large number of bus routes. The northbound bus stop is provided with a shelter with seating, bus flags, timetable boards and bus cages whilst the southbound stop benefits from a bus flag and timetable board.

2.17. None of the stops are located adjacent the site frontage. As a result, construction will have no bearing on the operation of buses.

Cycle

2.18. Newington Causeway benefits from bus lanes on both sides running northwest and southeast, which can be used by cyclists. Cycle Superhighway 7 is also located close by, providing excellent connections to the City of London and the wider cycle network.

Considerations and Challenges

Newington Gardens Play Area

2.19. Newington Gardens Play Area is located opposite the south eastern edge of the site on the opposite side of Avonmouth Street. There are single yellow line waiting restrictions along the frontage of the park and a pedestrian footway. Neither of those arrangements would be changed or impacted as a result of construction and as such there will be no impact on the operation of the play area / park during construction activity.

Public relations

2.20. A Community Liaison Officer will be appointed to mitigate and resolve any issues and difficulties with locals. 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 our neighbours.

2.21. 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 locals informed of progress. The helpline number will be incorporated on hoarding to facilitate contact when required and referenced in the newsletter as detailed below.

2.22. A monthly newsletter will be prepared to advise of current construction progress and to set out the works to follow over the coming months to ensure residents 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 late 2022/early 2023, and would take up to approximately 18 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 CMP):

1. Site setup and demolition;
    - Hoarding erection
    - formation of vehicular & pedestrian accesses
    - site strip and reduce levels
    - demolition of existing buildings
    - establishment of temporary services and basic welfare facilities

2. Basement excavation and piling;
    - Formation of pile mat
    - BOA works to sewers
    - Piling

3. Substructure;
    - Pile caps
    - Drainage
    - Installation of utility / service distribution network
    - GF slab formation

4. Super-structure;
    - RC frame to all cores
    - Steel truss installation to form roof(s)

5. Cladding;
    - Scaffold erection
    - SFS wall structures
    - Window installation
    - Brickwork
    - Pre-cast elements of elevation & exoskeleton
    - Bolt on balconies

6. Fit-out, testing and commissioning.
    - Blockwork & Drylining to form internal walls
    - Standard residential fit out works (M&E fixes, joinery, kitchen, bathroom, tiling, decoration)
    - Specialist fit out works to returned assets (M&E fixes, joinery, wall & floor finishes)

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/LBS as appropriate and allowing further information to be incorporated into the Detailed CLP. However the total construction period is anticipated to be 2 years 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
- Saturday - 09:00 to 14:00 hours
- Sundays and Bank Holidays - No working to take place

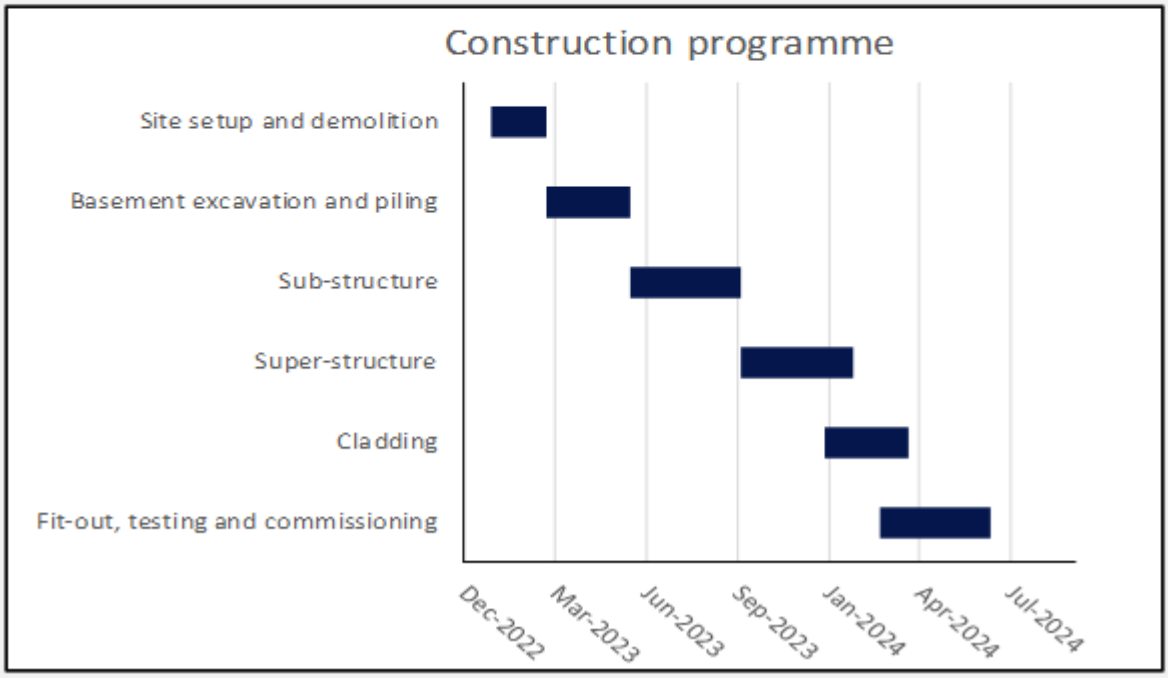
3.7. The profile of vehicle deliveries anticipated to serve the site on a typical day is reflected in the TfL CLP spreadsheet tool attached at **Appendix A**, and which has been completed utilising the above working hours to generate.

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/LBS as appropriate.

3.9. The full output from the TfL CLP Tool is provided at **Appendix A**, including details of anticipated timeline/program, size of works and details of the developer contact that completed the tool input.

Figure 1 – Construction Program (Output from CLP tool)

Construction stage	Start	End
Site setup and demolition	Jan-2023	Mar-2023
Basement excavation and piling	Mar-2023	Jun-2023
Sub-structure	Jun-2023	Oct-2023
Super-structure	Oct-2023	Feb-2024
Cladding	Jan-2024	Apr-2024
Fit-out, testing and commissioning	Mar-2024	Jul-2024



3.10. Tribe Avonmouth House Limited are committed to suitably controlling and monitoring the build at Avonmouth House 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 is discussed in the following paragraphs.

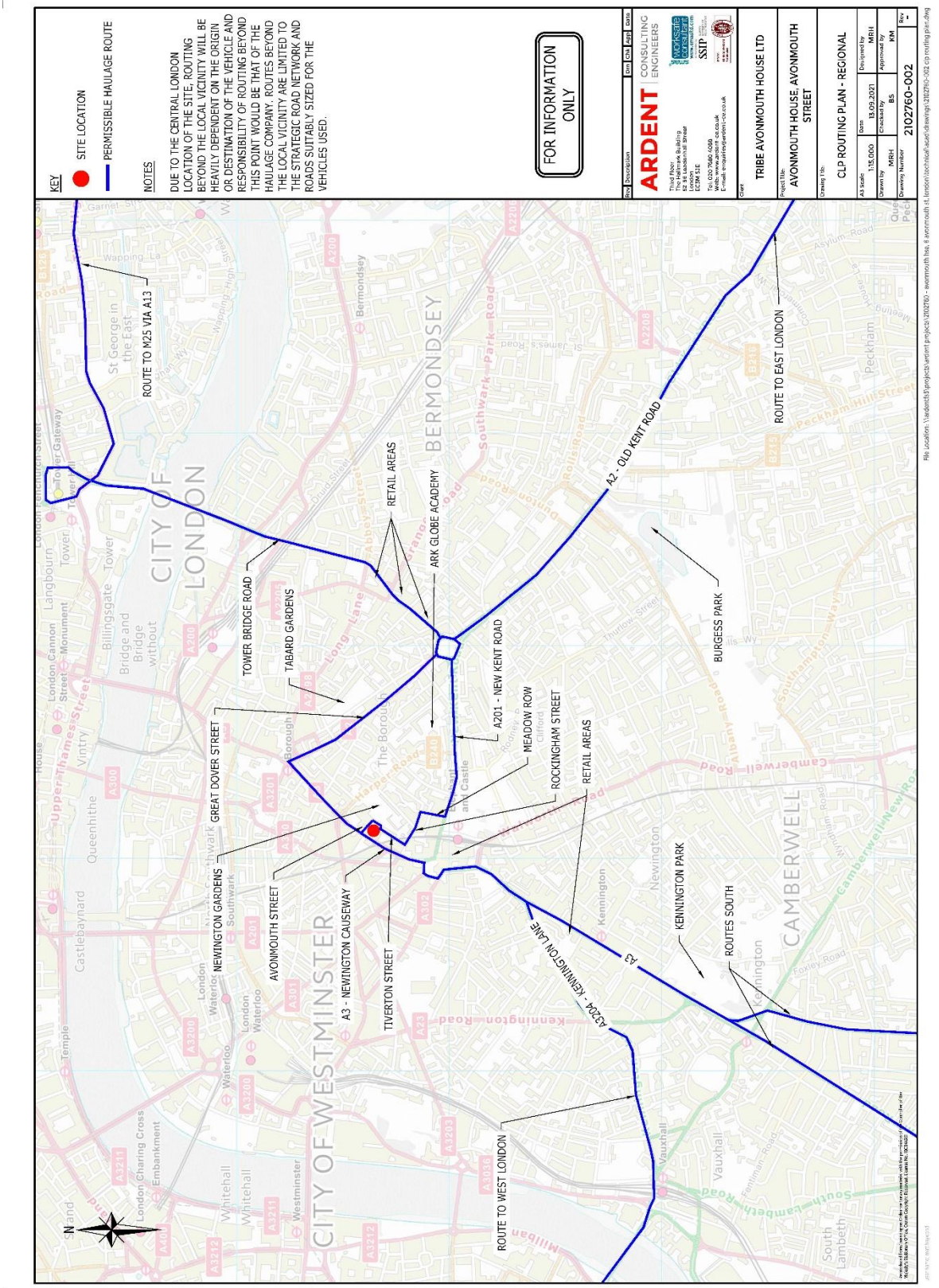
Regional Routing & Access

4.2 The primary routes are expected to be from the south via the A3 and the A2. Occasional access to the west and north via the A3204 and Tower Bridge Road is also possible.

4.3 The final approach to the site when accessing from the wider road network will be achieved via the A3 and Avonmouth Street.

4.4 Vehicle routing and regional considerations are shown below.

Regional Plan

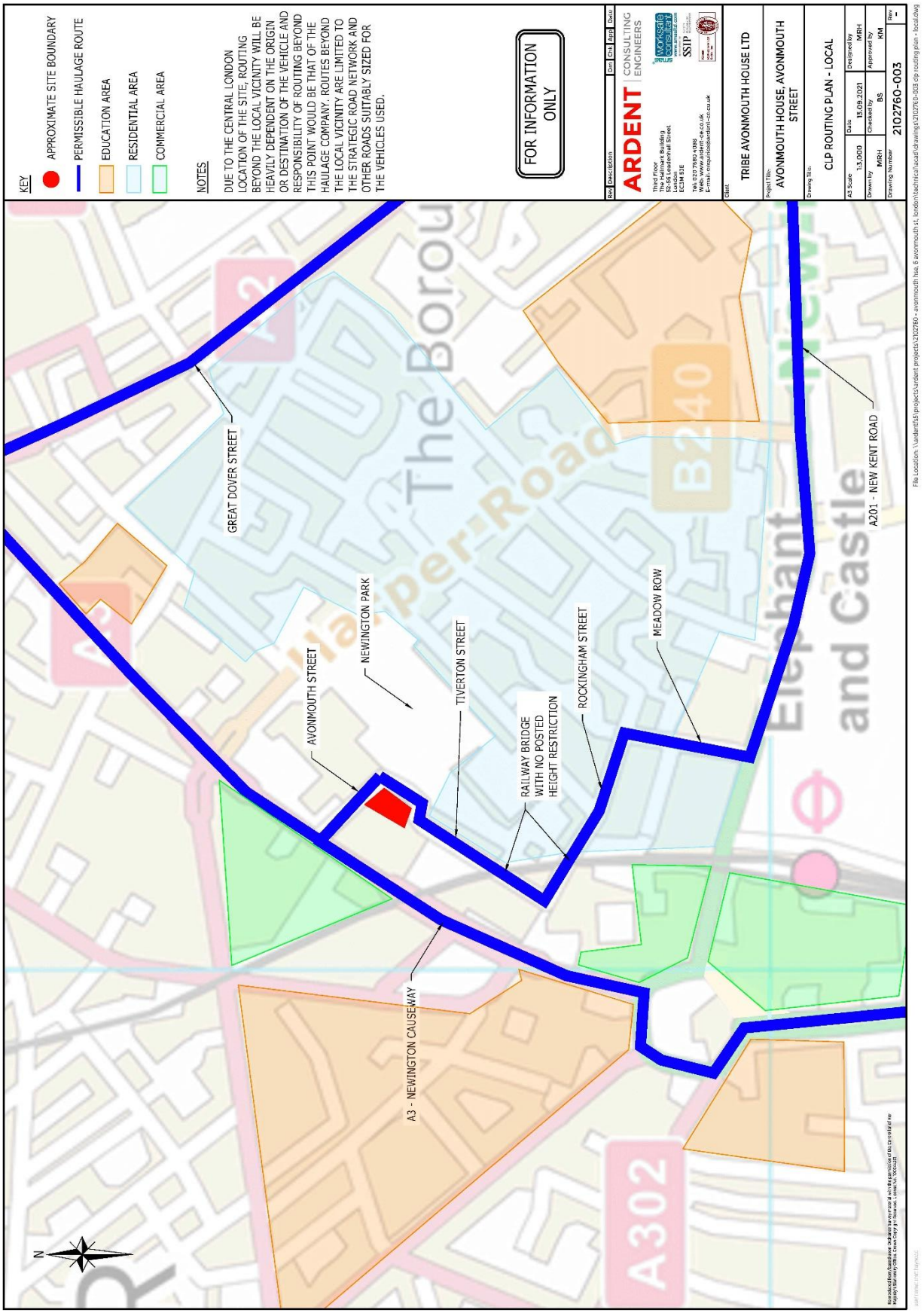


Local Routing & Access

4.5 Vehicles will approach the site along Avonmouth Street and unload kerbside, adjacent to the site. There is opportunity for unloading for smaller vehicles to be undertaken on site in the existing car park area. The routing adopted is the most direct available from major roads in the vicinity and minimises routing through residential areas.

4.6 Vehicle routing and local considerations are shown below.

Local Context Plan



Site Access

4.10 The access strategy for the initial works are detailed below and involve use of the existing access off Avonmouth Street to setup the site and during piling.

4.11 There is limited space on site to accommodate vehicles and therefore the majority of larger vehicles associated with the construction will wait on street to unload.

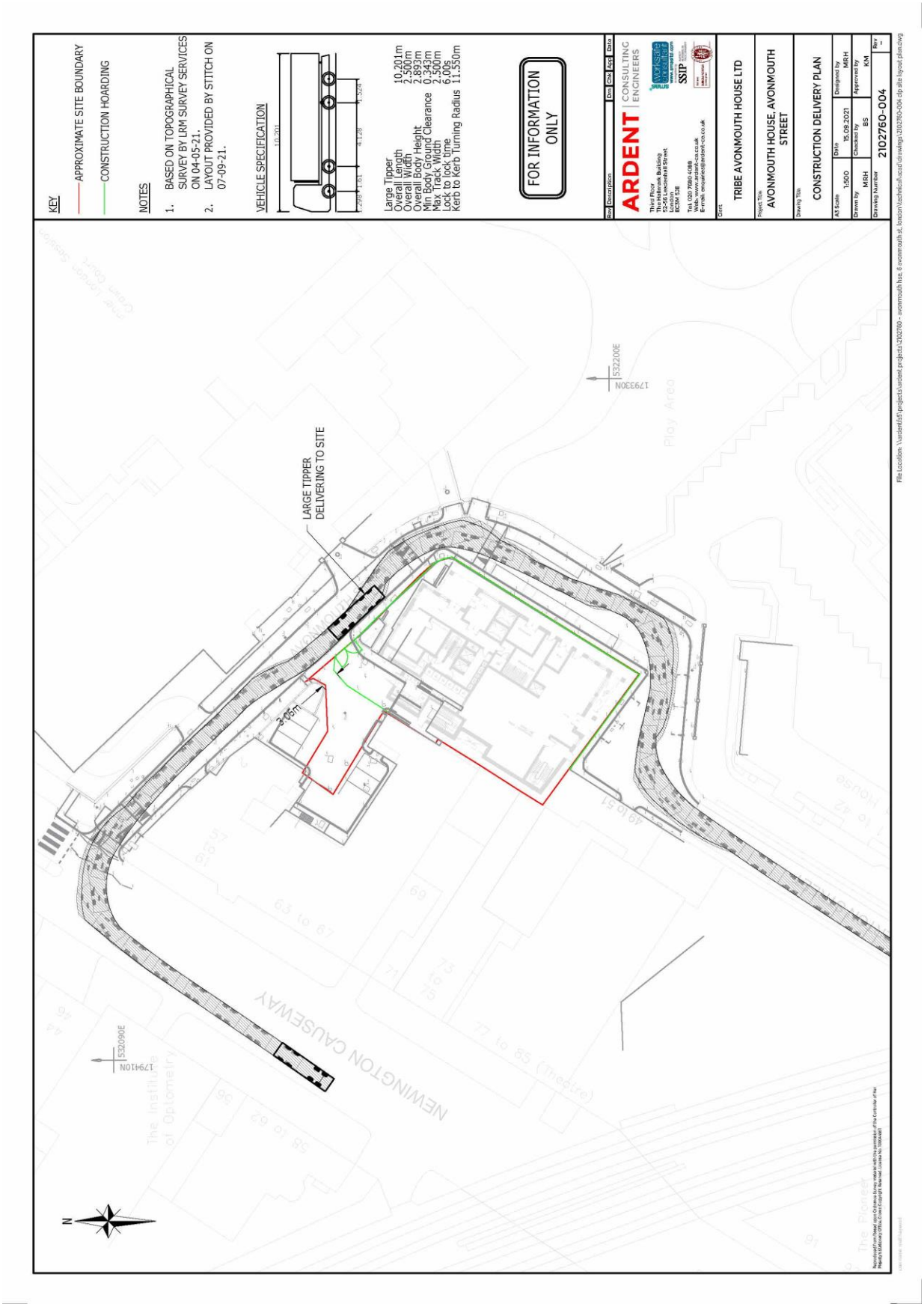
4.12 Pedestrian access will be off Avonmouth Street and construction workers will be expected to travel via public transport given the extremely high PTAL.

4.13 Pedestrian access for operatives will be taken via Avonmouth Street with an entrance provided in the northeast corner of the site.

4.14 Footway closures are likely along the site frontage of Avonmouth Street. The relevant licences will be applied for by the contractor and specified in the detailed CLP. It is expected that the footway along the northeastern corner of the site will need to be temporarily stopped up to allow for loading / unloading.

4.15 The necessary Highway License for the hoarding to be erected will be applied for, and reapply where necessary in the context of maximum duration of the license, as well as making a temporary Traffic Regulation Order / Notice application to support the footway closure.

Site Boundary Plan



5. STRATEGIES TO REDUCE IMPACTS

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

Table 5.1: High 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 LBS and TfL, will be adhered to by any supplier and contractor. The requirement to adhere to agreed routes will be written into appointment contracts as appropriate. 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 for some later elements of work these may be required.

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 street, adjacent the site, to accommodate peak vehicle demand under these elements of works, with an average of one vehicle per hour expected.

5.15. Since all vehicles will be accommodated within or immediately adjacent 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 residents.

Freight by Rail

5.20. There are no accessible railways that could be utilised in order to reduce the impact of construction vehicles on local 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 labours will be sourced to minimise travel and encourage that is being undertaken to be via sustainable modes.

Other Measures

Collaboration Amongst Other Sites in the Area

5.24. At this stage, there is no potential for collaboration with any other nearby sites in respect to deliveries and holding areas etc. This will be reviewed as the detailed CLP is developed. Only sites in the immediate vicinity would likely provide a benefit to local residents and the routing adopted for this initial element of works is the absolute minimum feasible, being the most direct route to major roads locally.

5.25. Further consideration will be made during the development of the detailed CLP.

Implement a Staff Travel Plan

5.26. Given the site has a very high PTAL (PTAL 6b), it is fully anticipated that travel by construction workers will be undertaken using local public transport facilities.

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.

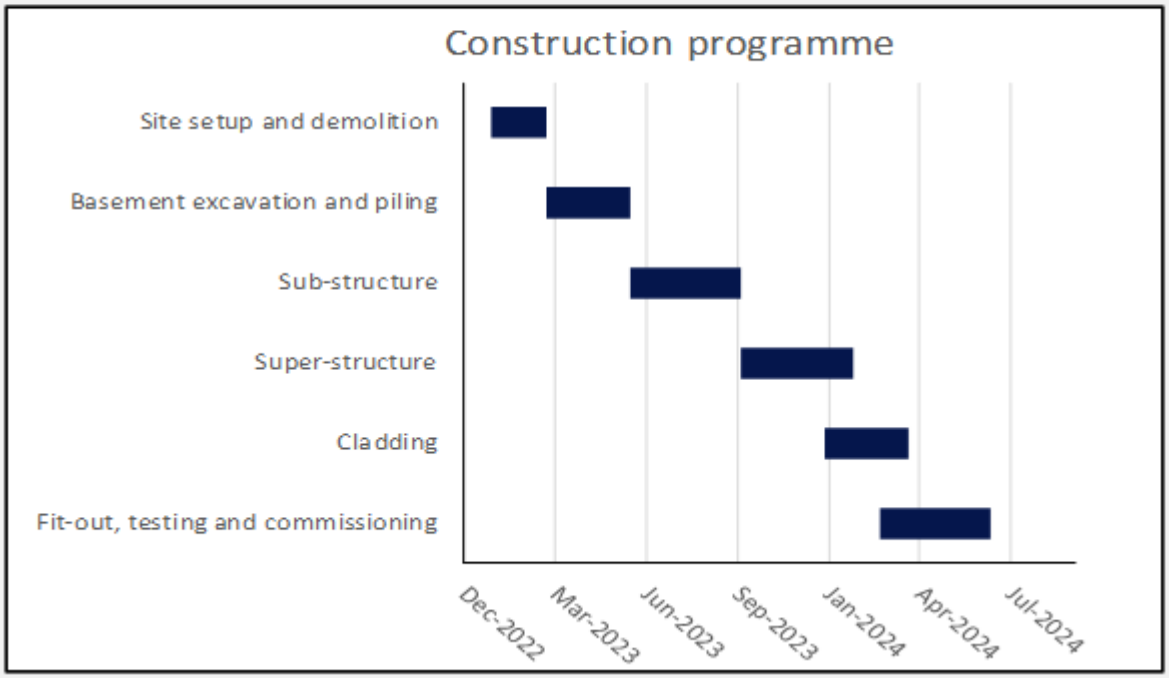
6. ESTIMATED VEHICLE MOVEMENTS

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 18 month build build and will be updated during preparation of the Detailed CLP as appropriate.

6.3. The full CLP tool output is attached at **Appendix A**, however, extracts are incorporated in **Plate 6.1** and **6.2**.

Construction stage	Start	End
Site setup and demolition	Jan-2023	Mar-2023
Basement excavation and piling	Mar-2023	Jun-2023
Sub-structure	Jun-2023	Oct-2023
Super-structure	Oct-2023	Feb-2024
Cladding	Jan-2024	Apr-2024
Fit-out, testing and commissioning	Mar-2024	Jul-2024



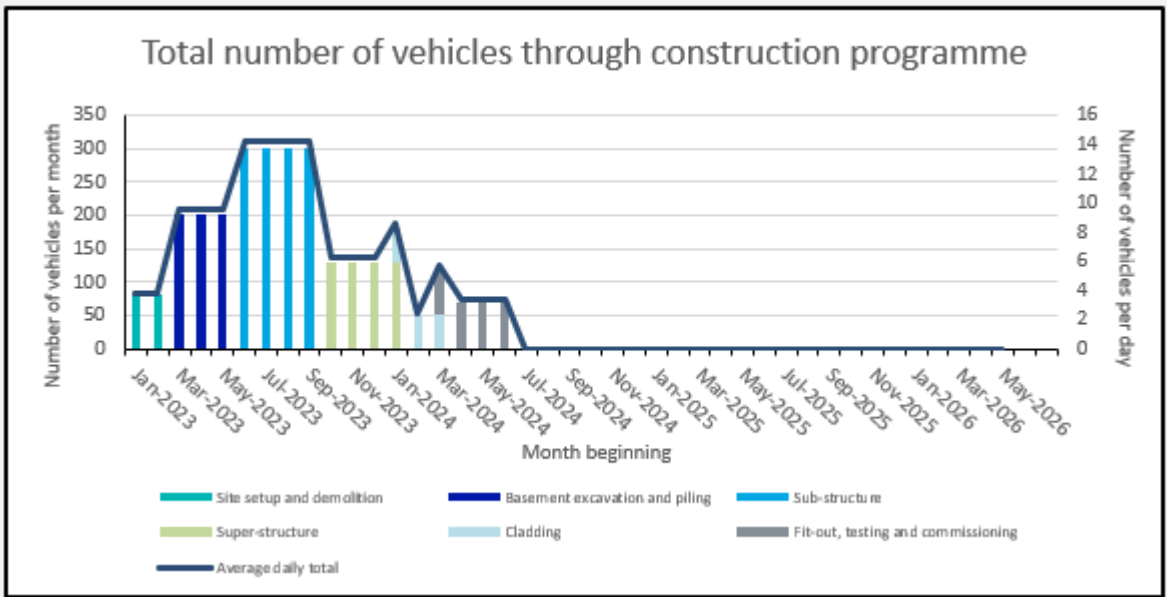
NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

Construction Stage	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2023 - Q1 2023	80	4
Basement excavation and piling	Q1 2023 - Q2 2023	200	10
Sub-structure	Q2 2023 - Q4 2023	300	14
Super-structure	Q4 2023 - Q1 2024	130	6
Cladding	Q1 2024 - Q2 2024	50	2
Fit-out, testing and commissioning	Q1 2024 - Q3 2024	70	3
Peak period of construction	Q2 2023 - Q3 2023	300	14

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

Construction Stage	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2023 - Q1 2023	80	4
Basement excavation and piling	Q1 2023 - Q2 2023	200	10
Sub-structure	Q2 2023 - Q4 2023	300	14
Super-structure	Q4 2023 - Q1 2024	180	9
Cladding	Q1 2024 - Q2 2024	180	9
Fit-out, testing and commissioning	Q1 2024 - Q3 2024	120	6

Plate 6.1: CLP Tool Output (1)



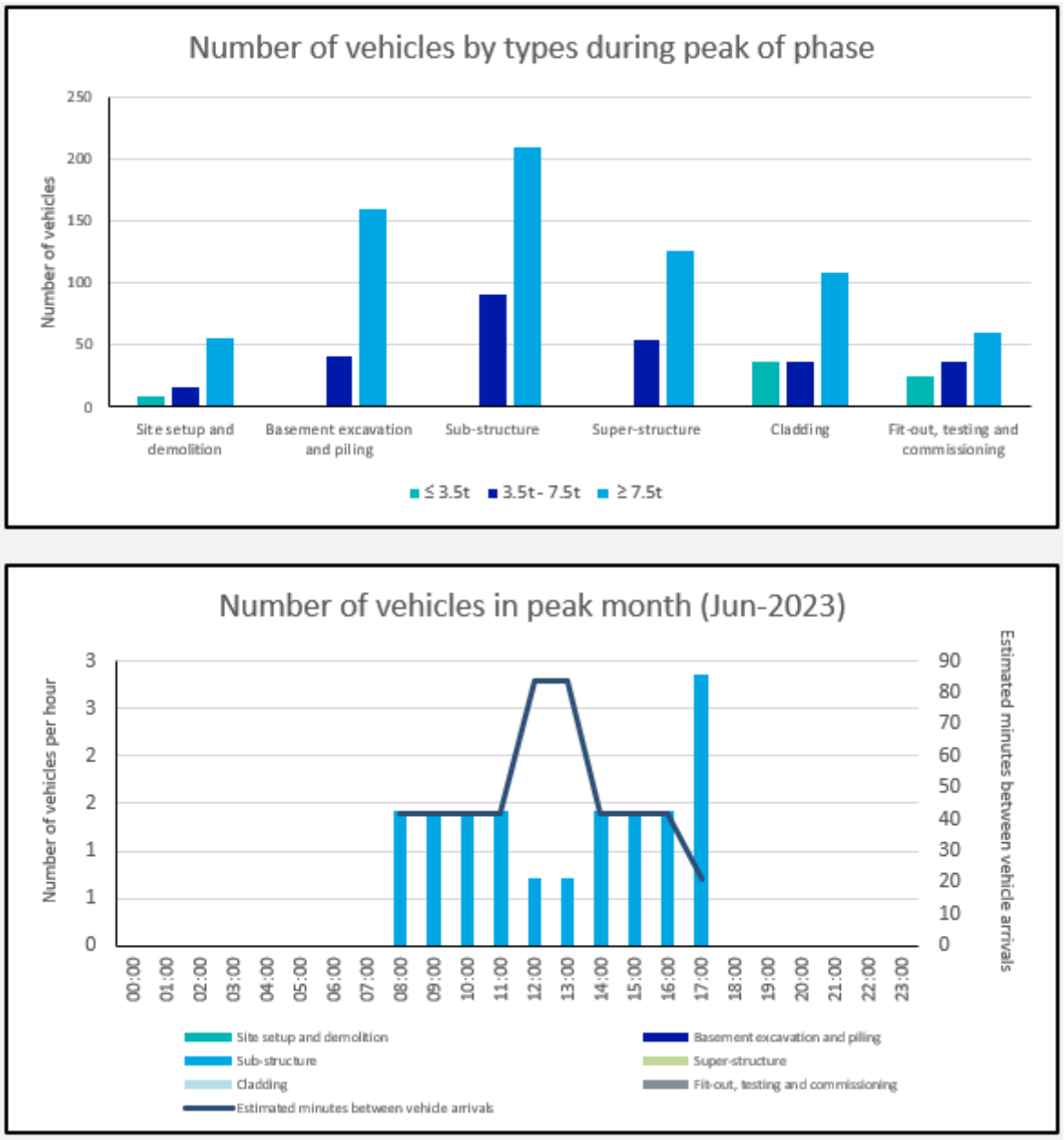


Plate 6.2: CLP Tool Output (2)

6.4. 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 position adjacent to 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 LBS 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 LBS to minimise disruption to the existing highway network. The Contractor will maintain engagement with LBS 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/LBS if appropriate.

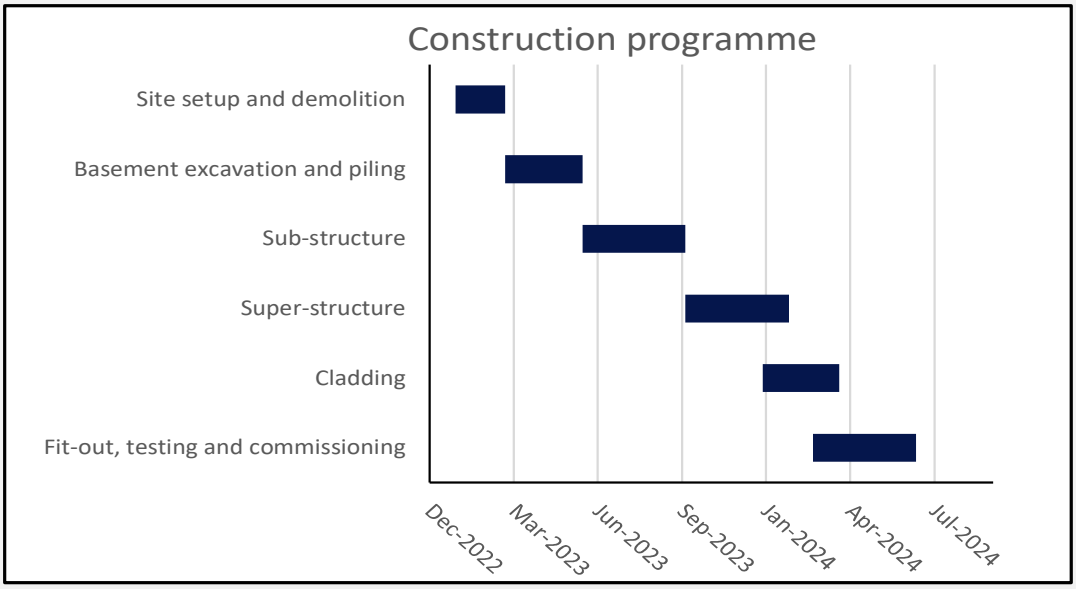
7.5 The Construction Logistics Manager will also be responsible to ensuring this Detailed CLP is kept up to date with any pertinent changes to the anticipated demolition/construction plan through the build. It is anticipated that as a minimum the Detailed CLP will be updated for each phase of development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

Appendix A

CLP Tool Output

CONSTRUCTION PROGRAMME OVERVIEW

Construction stage	Start	End
Site setup and demolition	Jan-2023	Mar-2023
Basement excavation and piling	Mar-2023	Jun-2023
Sub-structure	Jun-2023	Oct-2023
Super-structure	Oct-2023	Feb-2024
Cladding	Jan-2024	Apr-2024
Fit-out, testing and commissioning	Mar-2024	Jul-2024



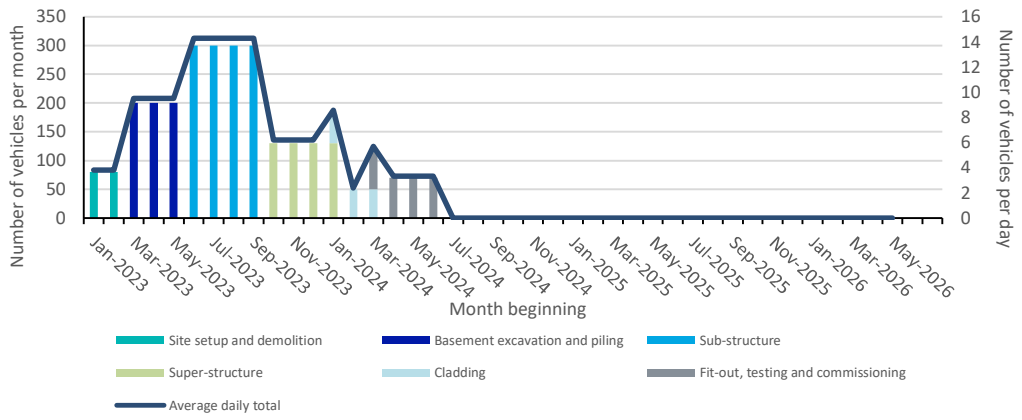
NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

Construction Stage	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2023 - Q1 2023	80	4
Basement excavation and piling	Q1 2023 - Q2 2023	200	10
Sub-structure	Q2 2023 - Q4 2023	300	14
Super-structure	Q4 2023 - Q1 2024	130	6
Cladding	Q1 2024 - Q2 2024	50	2
Fit-out, testing and commissioning	Q1 2024 - Q3 2024	70	3
Peak period of construction	Q2 2023 - Q3 2023	300	14

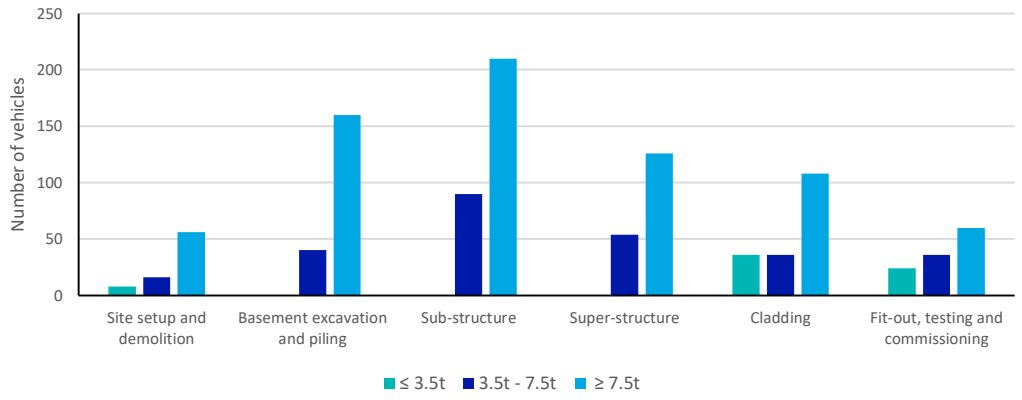
NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)

Construction Stage	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2023 - Q1 2023	80	4
Basement excavation and piling	Q1 2023 - Q2 2023	200	10
Sub-structure	Q2 2023 - Q4 2023	300	14
Super-structure	Q4 2023 - Q1 2024	180	9
Cladding	Q1 2024 - Q2 2024	180	9
Fit-out, testing and commissioning	Q1 2024 - Q3 2024	120	6

Total number of vehicles through construction programme



Number of vehicles by types during peak of phase



Number of vehicles in peak month (Jun-2023)