

AG Hondo Pope's Road BV

**Pope's Road, Brixton,
London Borough of Lambeth**

Outline Construction Logistics Plan

July 2020

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1 INTRODUCTION

- 1.1 Caneparo Associates Limited has been appointed by AG Hondo Pope's Road BV ('the Applicant') to prepare an Outline Construction Logistics Plan (CLP) for the office-led mixed use scheme at Pope's Road, Brixton (the 'Development') in the London Borough of Lambeth (LBL).
- 1.2 The application site comprises a funnel shaped parcel of land situated between two large railway viaducts. The site is bound by Pope's Road to the west, at its widest point, and Valentia Place to the east, at its narrowest point. The site currently comprises a single storey building in use as a retail store, and the prevailing height of the surroundings buildings is 2-5 storeys to the north, west and south, rising to 8-storeys to the east.
- 1.3 In April 2020, a planning application (LPA Ref: 20/01347/FUL) was submitted to the London Borough of Lambeth (LBL) seeking the redevelopment of the site. This Outline Construction Logistics Plan (CLP) has been prepared following the submission of a CLP with the original planning application, with this CLP taking account of the amendments to the development proposals and taking account of comments raised on by LBL Highways on the original application CLP. The amended description of development is as follows:

"Demolition of existing building and erection of a part G + 19, part G + 8 storey building comprising flexible A1/A3/B1/D1/D2 uses at basement, ground and first floor, restaurant use (A3) at floor 8 and B1 accommodation on floors 2 to 19, with plant enclosure at roof level, and associated cycle parking, servicing and all necessary enabling works."

Purpose of CLP

- 1.4 This CLP details the management of traffic during construction of the proposed development and has been submitted as part of the planning application. It seeks to provide a robust strategy that will minimise the potential for disruption to 'Community Considerations' such as local residents, businesses, members of the public and visitors to the development, as well as other users of the adjacent highway network.
- 1.5 It also seeks to minimise the environmental impact of the construction process on the locality and will provide best endeavours to be part of a coordinated and collaborative approach with surrounding developments. The Applicant will maintain a dialogue with LBL, adjacent sites and the local community if / when suitable.

1.6 This CLP has been prepared in line with TfL's Construction Logistics Plan guidance (July 2017).

CLP Structure

1.7 The remainder of the CLP will be structured as follows:

- Section 2 details the existing situation from the context of works vehicles;
- Section 3 includes the construction programme and proposed methodology;
- Section 4 presents the vehicular routes to and from the site access;
- Section 5 details the strategies and measures to be adopted;
- Section 6 presents the vehicular types and anticipated level of movements;
- Section 7 includes details of the monitoring and review process for the CLP; and
- Section 8 provides a summary.

2 SITE CONTEXT AND SURROUNDING AREA

Policy Context

National Planning Policy Framework (February 2019)

- 2.1 Paragraphs 109 and 110 of the NPPF state 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.”* and *“Developments should ...allow for the efficient delivery of goods”*.
- 2.2 The document sets out long-term strategies for sustainable development which includes the management of traffic, including those associated with development works.

Adopted London Plan (March 2016)

- 2.3 The currently adopted London Plan provides guidance on CLP documents. Policy 6.14 – Freight – states that *“To promote the uptake of the Fleet Operator Recognition Scheme, construction logistics plans, delivery and servicing Plans and more innovative freight solutions, reflecting the positive experience of the Olympics and seeking opportunities to minimise congestion impacts and improve safety. These should be secured in line with the London Freight Plan and should be co-ordinated with travel plans and the development of approaches to consolidate freight.”*

The Draft London Plan ‘Intend to Publish Version’ (December 2019)

- 2.4 Though still in draft format, the New London Plan is regarded as a material consideration and has been applied to the CLP. Policy T7 Freight and Servicing states at Point F that:
- “Development proposals should facilitate sustainable freight and servicing, including through the provision of adequate space for servicing and deliveries off-street. Construction Logistics 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.”*
- 2.5 Plans should *“Adopt the latest standards around safety and environment performance of vehicles. The plans should be monitored and managed throughout the construction... phases of the development. TfL’s freight tools including CLOCS should be utilised to plan for and monitor site conditions to enable the use of vehicles with improved levels of direct vision. This should be demonstrated through a site Assessment within a Construction Logistics Plan.”*

Mayor's Transport Strategy (March 2018)

2.6 The Mayor's Transport Strategy states at Proposal 15 states that:

"The Mayor, through TfL, will work with businesses and the freight and servicing industry to reduce the adverse impacts of freight and servicing vehicles on the street network. The Mayor aims to reduce the number of lorries and vans entering central London in the morning peak by 10 per cent by 2026.

Shifting more freight into these cleaner modes [Rail and water] will enable improvements to be made against the Healthy Streets Indicators, help to reduce congestions and free up space on the road network for walking, cycling and buses."

Mayor's Sustainable Design and Construction SPG (2014)

2.7 The Mayor's Sustainable Design and Construction SPG highlights key areas that are to be considered to ensure construction practices are sustainable. In terms of logistics, the SPG document states that submitted plans and documents should *"seek to ensure the capacity and safety of the transport network, and help minimise emissions into the air."*

Lambeth Local Plan (2015)

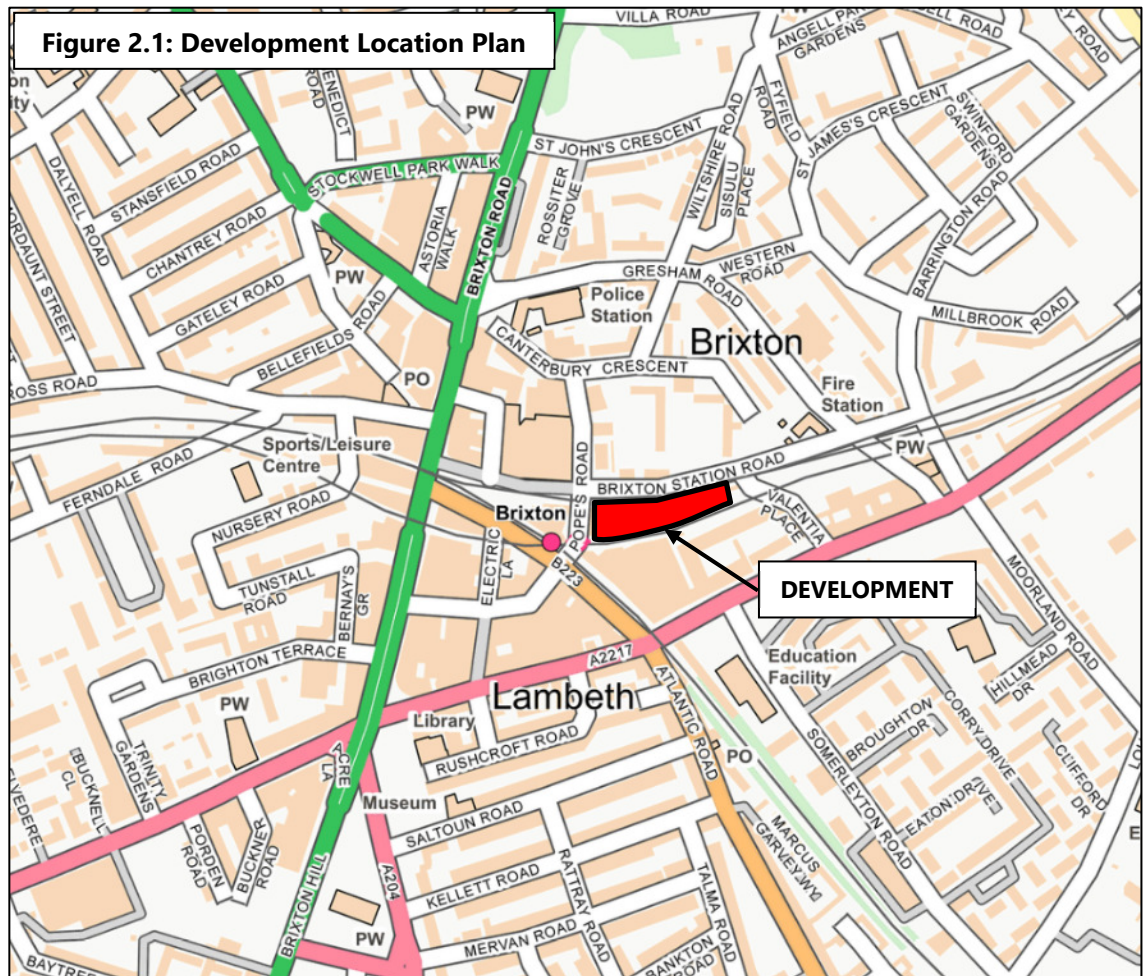
2.8 The Lambeth Local Plan, more specifically Policy T8 Servicing, details the following expectations for Construction Logistics Plans and vehicle management:

- d) *"Planning applications for major development, and other development where construction related activities may lead to a significant impact on the surrounding public highway, should include a construction logistics plan or a construction management plan that is appropriate to the scale of the development demonstrating arrangements for construction traffic and how environmental, traffic and amenity impacts will be minimised.*
- f) *Developers and their contractors will be required to demonstrate in a construction logistics plan that they have considered the impacts of other construction activities in the vicinity of the site and where appropriate have co-ordinated construction activities with the developers and/or contractors of adjoining sites."*

2.9 The Draft Lambeth Local Plan (Proposed Submission Version, January 2020) includes the policies outlined above at Policy T8 Servicing.

Development Location

2.10 The Development site is located between two sets of railway lines immediately south of Brixton Station Road, with Pope's Road forming the western boundary and primary frontage, and Valentia Place bounding the east, from which vehicle access is provided. The location of the Development is shown at **Figure 2.1** below.



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2.11 The Development is highly accessible by public transport modes, with numerous bus services available in the vicinity, as well as Brixton Rail Station, Brixton Underground Station and Loughborough Junction Rail Station all being within a suitable walking distance. The local area is predominantly retail in use with the existing Brixton markets located in the surrounding area, alongside numerous restaurants and residential properties.



Local Highway Network

Pope's Road

- 2.12 Pope's Road is a minor road bordering the Development to the west and continuing north, joining with Brixton Station Road at the north west corner of the site. The section of Pope's Road that adjoins the site between the two sets of railway lines is designated as a pedestrian zone Monday to Sunday between 08:00 and 18:00, when no vehicle access or loading activity is permitted. The road provides shared surfacing for pedestrians and vehicles during permitted loading hours.

Brixton Station Road

- 2.13 Brixton Station Road is one-way eastbound and runs along the north boundary of the Development. Existing market units and storage are located within the railway arches on the southern side of the road taking frontage to Brixton Station Road, which provides a well-maintained footway on the northern side of the carriageway. Dropped kerbs are also provided at all vehicle crossovers on the route.

Valentia Place

- 2.14 Valentia Place is located to the rear of the Development along its eastern boundary, providing two-way vehicular movement between Brixton Station Road to the north and Coldharbour Lane to the south. The road operates a 20mph speed limit with single yellow line restrictions, and parking bays provided on the eastern side of the carriageway. Footways are provided on both sides of the carriageway, with dropped kerbs at all vehicle crossovers.

Atlantic Road

- 2.15 Atlantic Road lies to the south of the Development and provides two-way traffic between Brixton Road and Coldharbour Lane. The road provides double yellow line restrictions with double yellow blips on both sides of the carriageway. At the Atlantic Road / Coldharbour Lane junction, coloured road markings indicate the routes pedestrians should use to cross the road, where dropped kerbs and tactile paving are also provided at the signalised crossing. Wide and well-maintained footways are also provided on both sides of the Atlantic Road carriageway.

Access to the Site by Non-car Modes

Walking

- 2.16 Pedestrians are well served in the vicinity of the Development, benefitting from footway provision and pedestrianised routes in the vicinity. Footways are of adequate width in most places, with dropped kerbs at vehicle crossovers and pedestrian crossings, where tactile paving is also provided. The coloured markings provided at the Atlantic Road / Coldharbour Lane pedestrian crossing also demonstrate that pedestrian movements are prioritised in the local area.
- 2.17 The Healthy Streets approach is set out as part of the Mayor's Transport Strategy (2018) which puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. To this end TfL has defined 20-minute walking and cycling distances as an Active Travel Zone (ATZ).
- 2.18 **Table 2.1** sets out details of approximate distances between the Development and local amenities and public transport services which are all located within a 20-minute walk.

Table 2.1: Approximate Distances to Local Amenities & Public Transport Opportunities			
Amenity	Location	Distance (metres)	Approx. Walk Time (mins)
Local Amenities			
Brixton Recreation Centre	Brixton Station Road	45	1
Bank	Brixton Road	210	3
Sainsbury's Local Store	Brixton Road	260	3
Gym	Stockwell Road	280	4
Lambeth Town Hall	Brixton Hill	400	6
Pharmacy	Brighton Terrace	450	6
Post Office	Wynne Road	850	11
Public Transport Opportunities			
Brixton Rail Station	Atlantic Road	90	1
'Brixton' Bus Stops	Stop L – Atlantic Road (southbound)	110	1
	Stop LA – Atlantic Road (northbound)	170	2
	Stop N – Brixton Road (southbound)	240	3
	Stop R – Brixton Road (northbound)	300	4
	Stop Q – Brixton Road (southbound)	300	4
	Stop T – Brixton Road (northbound)	350	5
Brixton Underground Station	Brixton Road	220	3
Loughborough Junction Rail Station	Coldharbour Lane	1000	12

2.19 The table above demonstrates that several amenities and facilities will be available to users of the Development within a short walking distance.

Cycling

2.20 Several cycle routes can be found in the vicinity of the Development, which provide connections to local facilities and public transport nodes. Pope's Road, Brixton Station Road and Atlantic Road are all designated by TfL as '*other routes that have been recommended by cyclists*'. Stockwell Road has also been designated as a '*route signed or marked for use by cyclists on a mixture of quieter or busier roads*' which provides access to A3 Clapham Road, on which Cycle Superhighway 7 (CS7) is located.

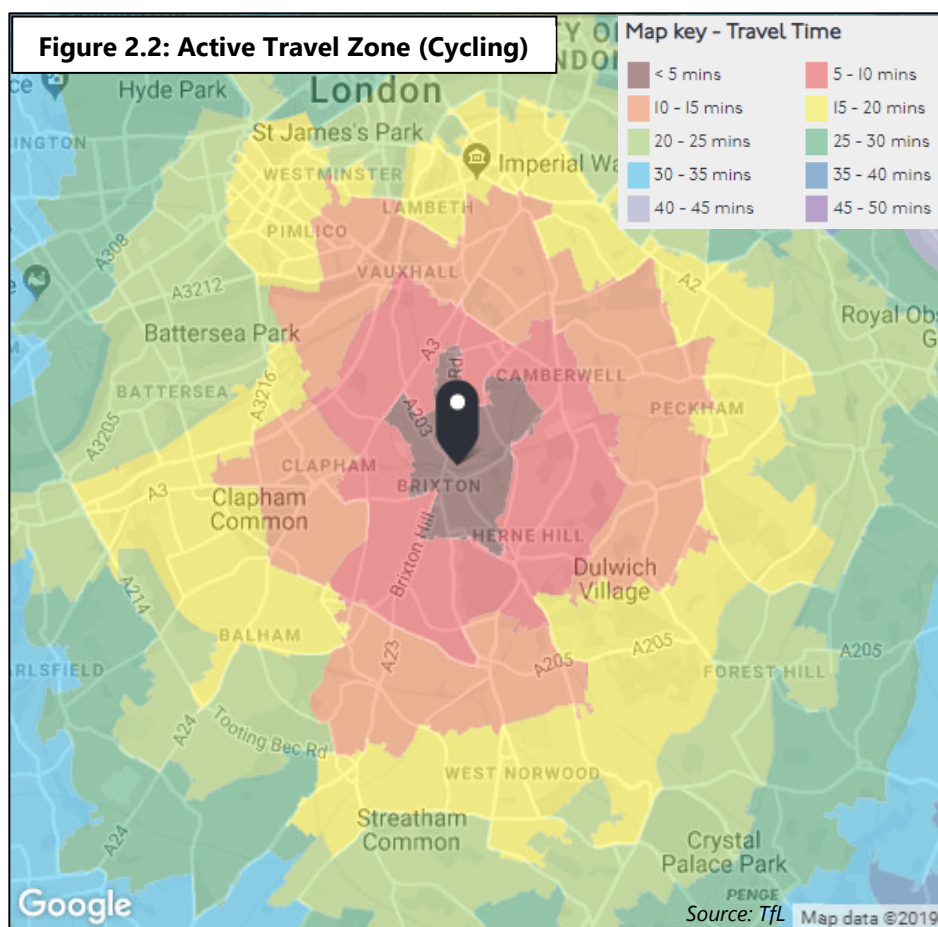
2.21 CS7 lies between Colliers Wood to the southwest and the City of London to the north, providing a prioritised route for cyclists.

2.22 On-street cycle parking is available in the vicinity of the Development in various locations on Canterbury Crescent, Atlantic Road, Brixton Road, Brixton Hill and adjacent to Brixton Station.

2.23 Three cycle hire docking stations are located within 450m of the Development. These are as follows:

- Ferndale Road (250m west) – 30 docking points;
- Saltoun Road (450m southwest) – 30 docking points; and
- St John’s Crescent (450m north) – 25 docking points.

2.24 **Figure 2.2** indicates the Active Travel Zone for the Development based on a 20-minute cycle distance. In addition, cycling has the potential to replace driving for distance up to 5 kilometres, which would include areas such as Vauxhall, Lambeth, Camberwell, Peckham, Dulwich, Balham and Clapham.



Public Transport

Bus Services

2.25 Several bus stops are located within the vicinity of the Development which serve a range of routes to several destinations. The nearest bus stops are located within a short walk of the Development, on Atlantic Road (Stop L & LA) and on Brixton Road (Stop N, R, Q & T).

Table 2.2 below provides a summary of frequencies and routes of bus services available within walking distance of the Development.

Bus No.	Route	Frequency (minutes)		
		Weekday	Saturday	Sunday
2	Norwood Bus Garage – Marylebone Station	6 – 10	7 – 11	9 – 13
3	Crystal Palace – Whitehall / Horseguards Avenue	8 – 12	8 – 12	11 – 13
37	Peckham Bus Station – Putney Heath / Green Man	9 – 12	9 – 12	10 – 14
45	Atkins Road / New Park Road – Elephant & Castle	9 – 12	9 – 13	14 – 15
59	Telford Avenue – Euston Bus Station	5 – 7	6 – 10	11 – 12
118	Brixton Road / Brixton Police Station – Morden Station	10 – 13	11 – 12	19 – 20
133	Streatham Station – Liverpool Street Station	4 – 8	7 – 10	11 – 13
159	Streatham Station – Marble Arch Station	4 – 8	6 – 10	10 – 13
196	Elephant & Castle / Newington Causeway – Norwood Junction	11 – 14	11 – 13	19 – 20
250	Brixton Road / Brixton Police Station – West Croydon Bus Stn	6 – 10	6 – 10	11 – 13
322	Crystal Palace Bus Station – The Pavement	11 – 14	10 – 14	14 – 15
333	Mitcham Road / Tooting Broadway Stn – Elephant & Castle	9 – 12	8 – 12	11 – 13
345	Peckham Bus Station – Natural History Museum / Cromwell Rd	7 – 11	7 – 10	10 – 13
355	Three Kings Pond – Brixton Station	10 – 14	12 – 14	14 – 15
415	Hardel Road – Dunton Road	10 – 12	11 – 12	19 – 20
432	Brixton Road / Brixton Police Station – Jasmine Grove	10 – 13	10 – 13	15 – 16
P4	Lewisham Station – Brixton Station	10 – 13	11 – 13	12 – 13
P5	Elephant & Castle – Patmore Estate / Drury House	14 – 15	14 – 15	19 – 20

Rail Services

2.26 The Development benefits from being located within short walking distance of Brixton Rail Station (90m), which operates on the Southeastern Rail network. Services operate between London Victoria and Bromley South / Orpington, at the following frequencies (peak approximation):

- London Victoria – Up to 4 trains per hour
- Bromley South – Up to 4 trains per hour
- Orpington – Up to 4 trains per hour

2.27 Loughborough Junction is also located approximately 1km from the Development (12-minutes' walk), which operates on the Thameslink network. The following destinations which provide interchange opportunities are directly accessible from Loughborough Junction station at the following frequencies (peak approximation):

- Elephant & Castle – Up to 6 trains per hour
- London Blackfriars – Up to 6 trains per hour
- London St Pancras International – Up to 6 trains per hour
- St Albans – Up to 4 trains per hour
- Sutton – Up to 4 trains per hour
- Wimbledon – Up to 2 trains per hour

Underground Services

2.28 Brixton Underground Station is located approximately 220m (3 minutes-walk) from the Development. The station provides access to Victoria Line services between Brixton and Walthamstow Central, which depart and arrive at the station every 1 – 3 minutes throughout the day. Victoria Line trains also operate overnight on Fridays and Saturdays at a frequency of 10-minute intervals.

2.29 Stockwell Station (located 1.3km from the Development) provides access to Northern Line services in addition to Victoria Line services.

Car Clubs

2.30 Car club bays and vehicles operated by Zipcar are located in the vicinity of the Development, as summarised below.

- Talma Road (400m south) – 1 car / 1 van
- Ferndale Road (500m west) – 1 van
- Porden Road (550m southwest) – 1 car / 1 van

Community Considerations

2.31 Construction Vehicles will use A2217 Coldharbour Lane, the A23 Brixton Road, Brixton Station Road and Valentia Place primarily for construction movements. Consideration will be taken in regard to the impact on pedestrians, cyclists and other vulnerable road users, utilising these roads as well as local residents.

2.32 Consideration will also be taken for the movement of larger vehicles servicing the site.

Schools and Community Spaces

2.33 The Brixton Recreational Centre is located in close proximity to the site to the northwest, with the nearest school to the site being to the southeast at Hill Mead Primary School on Moorland Road. All drivers will therefore be made aware of the potential for school children on local footways during school start and finish times, as well as any groups visiting the recreational centre.

Public Relations

2.34 A member of the project management team will be elected as a Community Liaison Officer whose contact details will be made available on the site hoarding including a 24-hour emergency number. Their role and responsibilities will be inclusive of being the primary point of contact for the local community and answering queries and questions where necessary.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 A detailed construction programme will be submitted to the Council as part of the final Construction Management Plan prior to commencement of works.

Construction Phasing

3.2 Construction is expected to take circa 42 months with the building completed and ready for occupancy in Summer 2025. This is subject to the receipt of planning permission and associated discharge of planning conditions and obligations prior to commencement on start.

3.3 **Table 3.1** below sets out the key construction phasing based on preliminary information provided by the Preconstruction Manager; this will be updated within the Final CLP. It is noted that some phases overlap due to works starting on the following phase while the earlier phase is being completed.

Table 3.1: Initial Construction Programme		
Phase	Start	End
Site setup and demolition	January 2022	March 2022
Basement excavation and piling	April 2022	July 2022
Sub-structure	August 2022	March 2023
Super-structure	April 2023	May 2024
Cladding	September 2023	November 2024
Fit-out, testing and commissioning	December 2023	June 2025

Proposed Site Arrangement

3.4 A final contractor has yet to be appointed for the proposed development and as such, the proposed site arrangements are to be recognised as 'high level', with detailed site arrangements provided as part of the Final CLP. A Preconstruction Manager has been appointed at this stage, to provide initial site arrangement details.

3.5 It is envisaged that construction vehicles will access the site from Valentia Place to the east, where vehicles will enter the site, acting as the primary construction vehicle access. Vehicles are also envisaged to make use of a secondary loading location on Brixton Station Road adjacent to the site arch, to be used for the unloading of goods to the hoarded gates during the sub and superstructure phases, as well as fit out.

3.6 The proposed primary and secondary loading locations are shown within the Construction Site Proposed Arrangement Plan included within the Construction Management Plan produced by Blue Sky Building as part of the Planning Application documents. Extracts of the demolition, substructure and superstructure vehicle arrangement plans from the CMP are included in **Figures 3.1, 3.2 and 3.3** below. It is envisaged that vehicles will prioritise using the primary loading area, with the secondary loading area anticipated to be used as a secondary location when necessary.

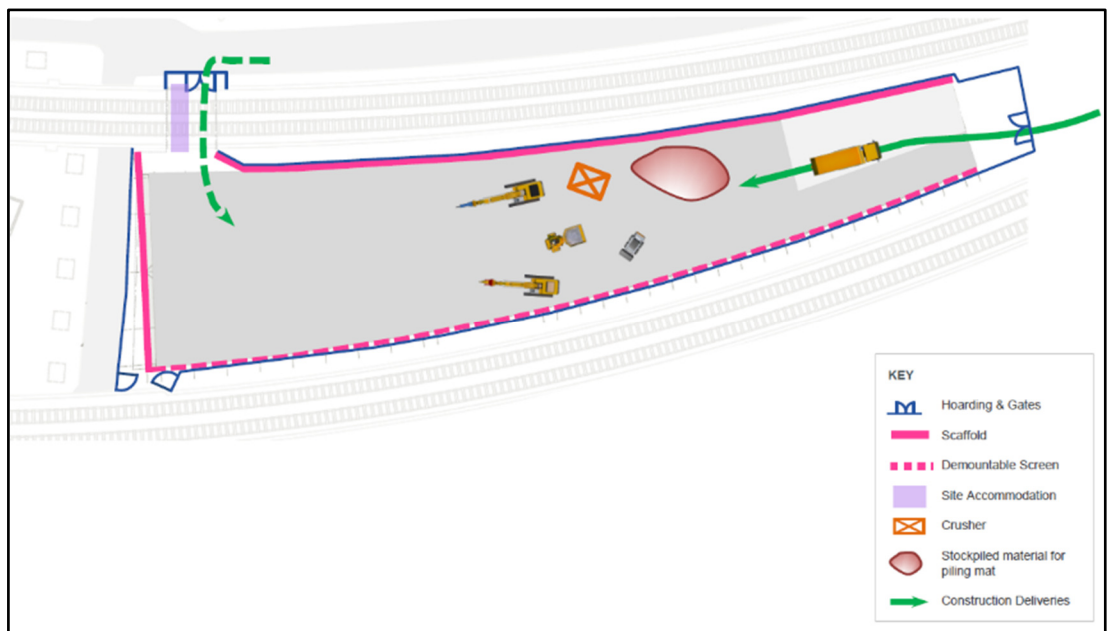


Figure 3.1: Demolition Phase Construction Arrangement (Blue Sky Building Plan)

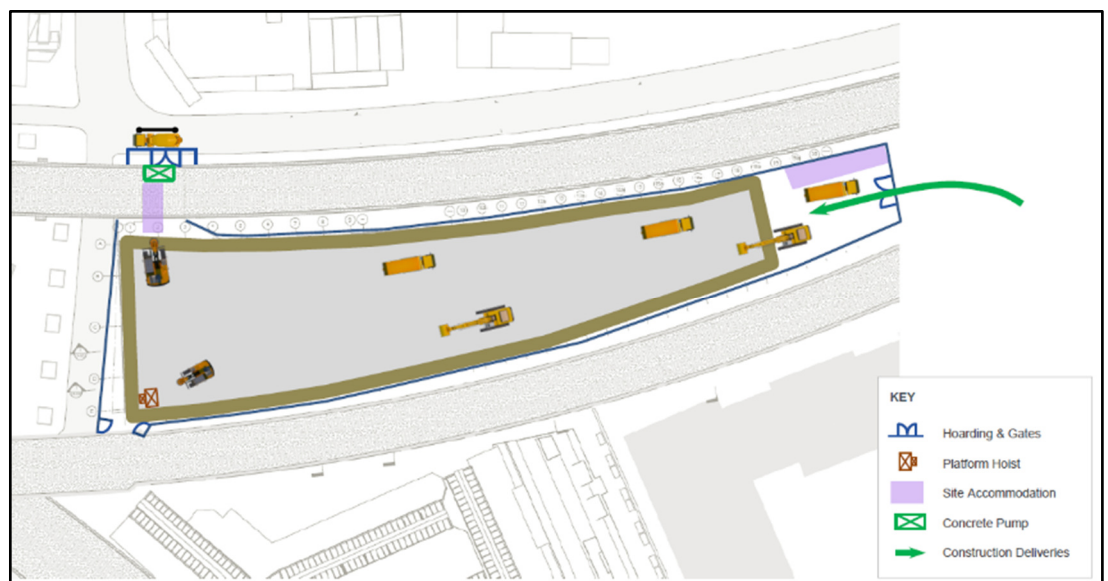


Figure 3.2: Substructure Phase Construction Arrangement (Blue Sky Building Plan)

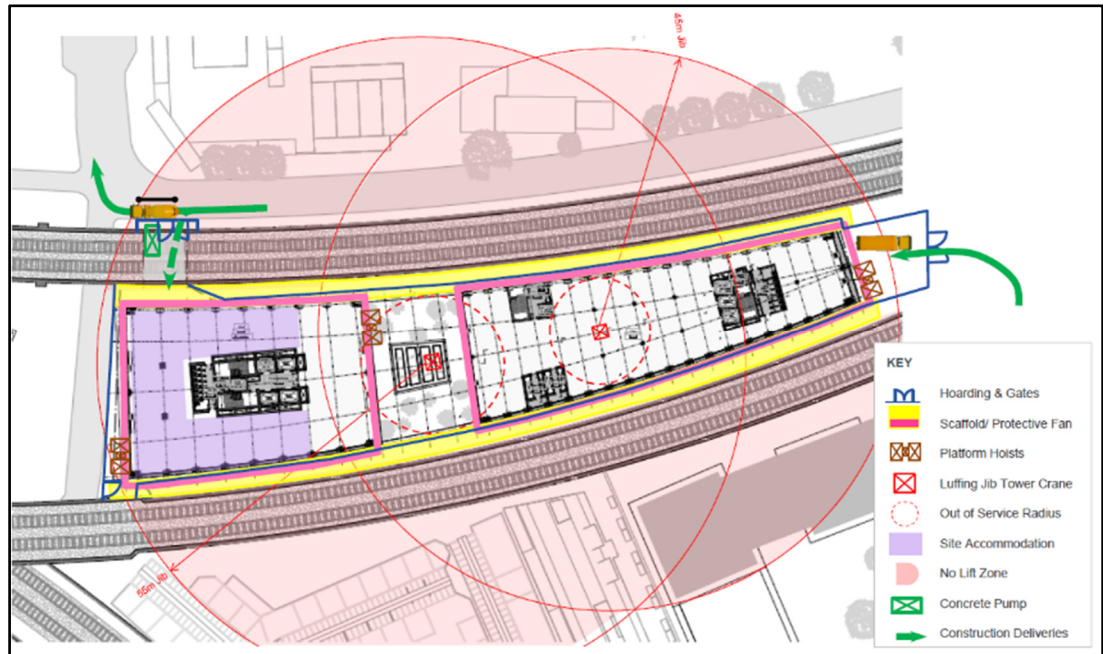


Figure 3.3: Superstructure Phase Construction Arrangement (Blue Sky Building Plan)

- 3.7 Construction staff, operatives and visitors arriving by foot will access the site from Valentia Place as well as the hoarding gates at the site arch at the secondary loading location.
- 3.8 The site will be fully secured with hoarding to any exposed boundaries. The hoarding will be provided in line with all LBL and Network Rail regulations with a noticeboard placed in prominent visible positions on Brixton Station Road, Pope's Road and Valentia Place.
- 3.9 Fully equipped offices and welfare facilities for staff and operatives will be provided on-site, with an off-site office to be provided during the later stages of construction. All plant, material and equipment will be stored on-site and not on the public highway.
- 3.10 It is noted that no on-site parking will be available for staff or visitors to the site. In the event that private vehicles are required to access the site, operatives will be expected to unload any materials or equipment before finding a pay and display or private off-street parking opportunity in the local area.
- 3.11 Private vehicle use by operatives working at the site and visitors will be discouraged throughout the proposed works.

Traffic Hours

- 3.12 It is proposed that the core operational hours for work traffic will be as follows:
- Weekdays: 08:00 – 18:00
 - Saturday: 08:00 – 13:00
 - Sunday & bank holidays: no vehicle activity.
- 3.13 There may be a requirement for vehicles to arrive and depart outside of usual traffic hours to allow specialist activities to be undertaken; or to deliver bulky machinery / materials before busy traffic periods. The Council will be provided with prior notification in regard to any special dispensation for out-of-hours vehicle activity.
- 3.14 The contractor will use their best endeavours to schedule vehicle activity in order to avoid school/college drop-off and pick-up times i.e. between 08:00-09:00 and 15:00-16:00.
- 3.15 There will be no working on Sundays and bank holidays unless there is a requirement for emergency works and abnormal deliveries. The Council will be provided with prior notification.
- 3.16 The site will be provided with 24-hour security to prevent any unauthorised access outside of hours.

Vehicle Types

- 3.17 Various types of vehicles will be used to bring materials to and from the site. Final details of the vehicles to be used during construction will be confirmed once a Contractor is appointed. It is anticipated that the construction process will require the use of flatbed vehicles, low loaders, 8-wheeler large tippers, concrete lorries, articulated lorries, skip lorries, and vans and pick-up trucks. Arrivals to the site will be by smaller vehicles where possible.

4 SITE ACCESS AND VEHICULAR ROUTING

Site Access

- 4.1 The site will be fully hoarded on all boundaries. A primary entrance gate will be provided into the site from the existing access from Valentia Place. A secondary hoarding gate will be provided at the site arch adjacent to Brixton Station Road.
- 4.2 Swept path analysis has been included at **Appendix A** for the primary site access from Valentia Place. The swept path shows an articulated lorry accessing Valentia Place from the south via the A2217 Coldharbour Lane, which is the most appropriate route and approach for vehicles of this size.

Proposed Vehicular Route

- 4.3 Vehicles arriving to the site from the north will make use of the A23 Brixton Road before heading eastbound along Gresham Road, then south onto Wiltshire Road and Canterbury Crescent, providing access to Pope's Road to the north of the site, leading down to Brixton Station Road and access to the secondary loading area and Valentia Place to the east, providing access to the primary loading area.
- 4.4 Vehicles arriving from the east, south and west are anticipated to make use of the A2217 and/or the A23 Brixton Hill, traveling along Coldharbour Lane and then northbound along Valentia Place until the primary loading area is reached.
- 4.5 The proposed vehicle routes are considered to be the most appropriate and suitable for larger vehicles and seeks to minimise disruption to local road users. All vehicle arrivals and departures will be managed by Banksmen and Road Marshalls to ensure appropriate safety and traffic management measures are adhered to. **Figure 4.1** below shows the anticipated vehicle routing.
- 4.6 Routing to the secondary access on Brixton Station Road from the north is more restricted and generally not suitable for larger articulated vehicles. It is therefore intended that this route will be limited to vehicles no larger than a typical concrete lorry and/or similar vehicles such as a large tipper. Included at **Appendix B** is a swept path analysis showing how a concrete lorry and large tipper can reach the secondary access on Brixton Station Road.

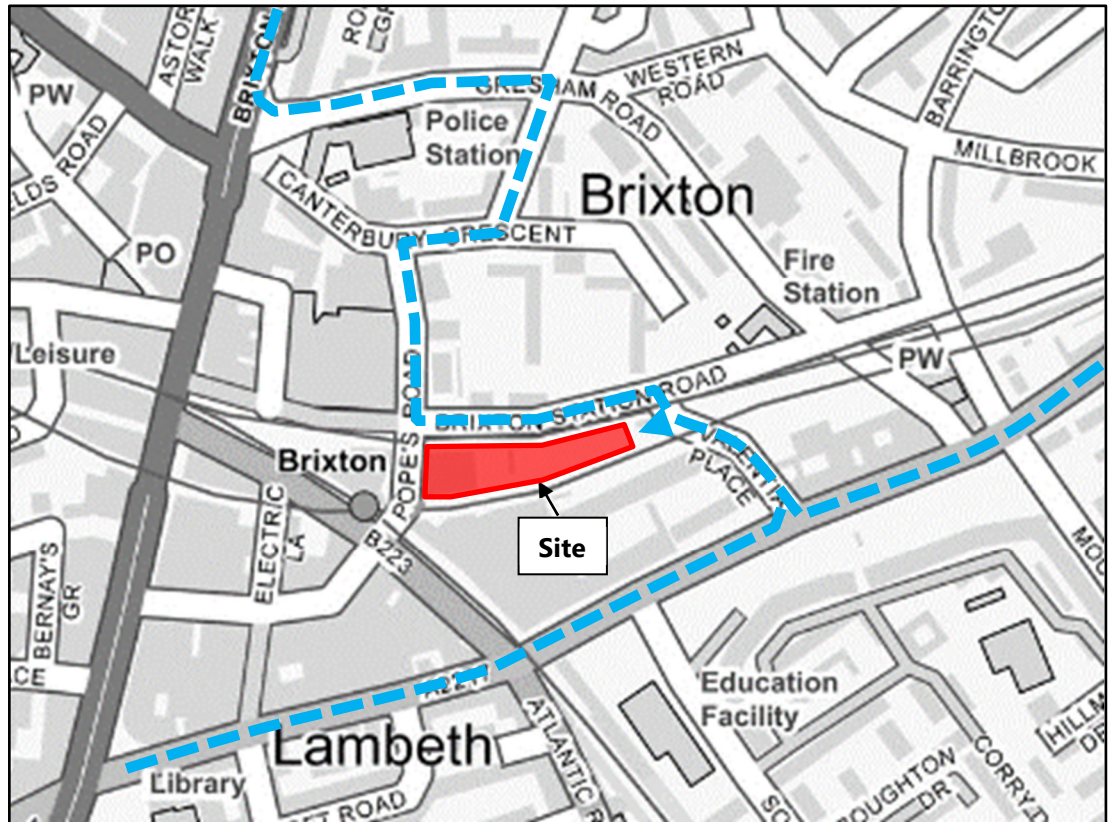


Figure 4.1: Vehicle Routing Plan

- 4.7 Traffic marshals / banksmen shall be employed throughout the contract to ensure that no conflict occurs between local road users and construction vehicles. The surrounding highway will be kept open for normal traffic to ensure satisfactory access and movement for existing occupiers of neighbouring properties during the proposed works. Coordination will also be carried out with surrounding developments when necessary, to minimise potential disruption.

5 STRATEGIES TO REDUCE IMPACTS

Overview

- 5.1 **Table 5.1** below sets out the committed, proposed and considered checklist replicated from the TfL Construction Logistics Plan guidance (July 2017).

Table 5.1: High Impact Site Planned Measures Checklist			
	Committed	Proposed	Considered
Measures Influencing Construction Vehicles and Deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries		X	
Re-timing for out of hours deliveries		X	
Use of holding areas and vehicle call off areas		X	
Use of logistics and consolidation centres		X	
Measures to Encourage Sustainable Freight			
Freight by Water			n/a
Freight by Rail			n/a
Material Procurement Measures			
DfMA and off-site manufacture		X	
Re-use of materials on site			n/a
Smart procurement		X	
Other Measures			
Collaboration amongst other sites in the area	X		
Implement a staff travel plan	X		

Preconstruction Manager

- 5.2 The Main Contractor for the site is not yet appointed. During development planning stage however, a Preconstruction Manager has been appointed. The Preconstruction Manager will be the point of contact preconstruction only, with a final contractor to be appointed prior to any demolition/construction works. The Main Contractor details will be provided within the Final CLP; in the meantime, the Preconstruction Manager's details are as follows:

Name: Tim Cole
Company: Blue Sky Building
Address: 35 Duke Street, London, W1U 1LH
Telephone: 020 7831 5950
Email: timcole@blueskybuilding.com



Project Manager

- 5.3 The contact details for the Project Manager (Main Contractor), once appointed, will be displayed at the site and published on any temporary licenses granted by the Council (such as for hoarding or scaffolding).
- 5.4 The Project Manager will liaise with local stakeholders when and where it is relevant to do so. The Project Manager will also be responsible for monitoring and reviewing this CLP on an ongoing basis to reflect the changing needs of the project and / or any changes to the local road network.
- 5.5 The appointed Project Manager will act as a point of contact between local stakeholders / businesses so that in the event of issues / concerns arising during the construction process, action can be taken without delay. Project Manager will liaise with the project managers for any other sites where work is carried out concurrently, such that matters can be coordinated where required.
- 5.6 Information boards will be displayed at the site highlighting the key personnel on-site including their contact details. A 24-hour emergency contact number will also be provided.
- 5.7 A Neighbourly meeting will occur prior to commencing on site and will occur throughout the construction process. Newsletters will also be produced and circulated by the Project Manager.
- 5.8 Local neighbours will be able to call the site office to raise any concerns and the Project Manager will personally deal with any comments or complaints to ensure that they are resolved quickly. A record will be kept of any / all comments and complaints received.

Measures Influencing Vehicles and Deliveries

Safety and environmental standards and programmes

- 5.9 The construction project will be registered with the Considerate Constructors Scheme in order to minimise any negative impact that the proposed works may have on the local area.
- 5.10 It will be a requirement for Contractors to be registered with the FORS scheme and to ensure all subcontractors are also registered. FORS will be a mandatory requirement where applicable (except for vehicle types and sizes that are not subject to the FORS standard) and recognise that FORS:

- Creates safer drivers – with significantly reduced occurrence of accidents;
- Will encourage suppliers to improve fuel economy associated with the project;
- Provides a system to identify 'at risk' drivers, allowing the project team and suppliers to target training and incentives effectively;
- Improves certainty of deliveries and collections; and
- Promotes a reduction in journeys to and from the site.

5.11 A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. In order to effectively undertake this, the 'FORS Manager' reporting tool will be utilised.

5.12 It is a requirement for all contractors to be signatories of the Construction Logistics and Community Safety (CLOCS) initiative. Operating to the CLOCS standard will ensure that transport and logistics are managed to the highest industry standard.

5.13 Banksmen and Road Marshalls will be on-site at all times throughout the proposed works to ensure appropriate safety and traffic management measures are adhered to.

Pedestrian and Cyclist Safety

5.14 Works traffic can pose a potential risk to pedestrian and cyclist safety when not managed effectively. Vulnerable road users' safety will be paramount throughout the proposed works period. The use of Banksmen and Road Marshalls during all periods of operation at the site will assist pedestrian and cyclist safety, particularly when vehicles are manoeuvring to and from the site.

5.15 A hoarding will be installed to all exposed boundaries at the site. The hoarding will screen off any works or activities and protect passers-by as well as reduce dust and noise emissions.

5.16 In addition, the hoarding will contain lighting illumination, so it is easily seen at night by traffic and pedestrians using the surrounding roads. The hoarding will be secured each evening by the contractor's project team.

Adherence to Dedicated Routes

- 5.17 Details of routes to be used for journeys to and from site for road operations are provided in Section 4. The routes to / from the Local and Strategic Road Network are specified. These access routes have been reviewed with respect to potential impacts, conflicts and hazards.
- 5.18 A routing plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.
- 5.19 Vehicle arrivals / departures will be programmed to reduce the potential for unnecessary delay and congestion at the site.
- 5.20 The scheduling of materials, deliveries and waste collection will be managed in order to ensure simultaneous vehicle arrivals are prevented. Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the site is ready to receive a vehicle. In addition, verbal briefings of the access route will be provided to all suppliers, contractors and visitors prior to them undertaking a journey.
- 5.21 Re-timing out of peak times will aid the operational efficiency of the site and also the neighbouring area. The developer commits to attempting to re-time as many deliveries as reasonably possible out of the morning peak period (07:00-10:00).
- 5.22 In the event that an unauthorised delivery arrives at site, the vehicle will be accommodated if there are no scheduled vehicles within the next available timeslot. Persistent unauthorised deliveries will be dealt with via a 3-strike policy whereby their contract to deliver to the site will be reviewed.

Measures to Encourage Sustainable Freight

- 5.23 It is not possible to undertake deliveries by rail for this project owing to the commuter-centric use of the adjacent railway line. Freight by water is not deemed appropriate given the sites' distance from a suitable water transport source.

Material Procurement Measures

- 5.24 Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the works proposed.



- 5.25 Where suitable, waste materials will be deposited into containers held on-site. Alternatively, waste will be transferred directly to a 'wait and load' skip and segregated off-site. All site waste will be collected by a licensed waste carrier and will be taken to a registered waste transfer station for sorting and recycling or re-use.
- 5.26 Waste Management will be monitored and recorded as part of the site's 'Smart Waste' obligations.
- 5.27 A Site Waste Management Plan (SWMP) will be implemented if deemed necessary / appropriate to detail the disposal and management procedures relevant to the proposed works. If implemented, the SWMP will seek to minimise and reduce waste production.
- 5.28 Consideration will be given to the opportunities to employ off-site manufacturing processes upon appointment of a contractor.
- 5.29 Consideration will be given to the employment of smart procurement measures such as last mile logistics solutions and sourcing local suppliers. This will also be explored following the appointment of a contractor.

Other Measures

- 5.30 The developer and appointed contractor will consult with LBL, Network Rail and other contractors / developers in the area to minimise disruption.

Construction Staff Travel Plan

- 5.31 Implementation of a Construction Staff Travel Plan will be reviewed by the LPA and updated within the later iterations of this CLP. A Construction Staff Travel Plan provides a suite of measures to discourage the use of private vehicles by encouraging the use of public transport and active modes of travel (walking and cycling).
- 5.32 No construction staff car parking will be provided, however, in the event operatives are required to bring vehicles to site, operatives will be expected to unload any materials or equipment before finding parking opportunity on-street. This approach will not be promoted and will be prevented wherever possible throughout the programme of works.



Public Highway

- 5.33 At no time will material or plant be stored on the public highway and no works equipment will over-sail the highway at any point when on-site.
- 5.34 The Contractor will undertake a condition survey of the public highway in the immediate vicinity of the site prior to work commencement. This survey will be used to monitor the condition of the public highway throughout the programme of works and be used to identify any issues which need to be rectified at the completion of the works.
- 5.35 The Project Manager will make contact with the relevant utility companies in order to co-ordinate any scheduled work.

Road Closure

- 5.36 There is no need for road closures in order to undertake the proposed works with sufficient width remaining for vehicles to pass on Brixton Station Road. However, in the unlikely event this is required, appropriate consent and licenses will be obtained. Any road closures will be planned in advance, in accordance with the relevant authorities and in compliance with prescribed notice periods.
- 5.37 All appropriate consent and licenses will be obtained for on-street construction deliveries.
- 5.38 Notice regarding planned closures and diversions of roads and footpaths forming part of, or adjacent to, the site will be given to the Council, the Police, Fire Brigade, other emergency services and bus operators as appropriate.

Control of Dirt and Dust

- 5.39 The objective in regard to the control of dirt and dust is to ensure footways and carriageways adjacent to the site are kept clean at all times.
- 5.40 The following measures will be implemented where necessary:
- All removal of demolition spoil and soil will be sheeted over before leaving the site to limit dust particulates.
 - The Project Manager will ensure that the perimeter of the site is patrolled at least once per day to ensure that the footway is kept clear of any works debris.

- Road sweeping will be employed to clean the site hard standing and any mud or debris deposited on roads or footpaths in the vicinity of the site.
- Sufficient bins and waste facilities will be provided on-site.
- A litter picking facility will be provided for un-attributable materials.
- Continuous fine water spray facilities will be provided to minimise the formation and spread of dust.
- Banksmen will be charged with the responsibility of checking the cleanliness of vehicles leaving the site.

Noise

- 5.41 Noise and vibration caused by site activities will be controlled as far as is reasonably practicable so that surrounding receptors are protected from excessive levels arising from the proposed works.
- 5.42 All hand operated tools and equipment shall be effectively silenced and will bear the manufacturer's guaranteed maximum sound level generated. The recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open sites" will be adopted by subcontractors.
- 5.43 The Contractor will work under the guidelines set out in the legislation below.
- Public Health Act 1961
 - Health & Safety at Work act 1974
 - Control of Pollution Act 1974
 - Environmental Protection Act 1990
 - The Noise at Work regulations 2005
 - British Standard 5228
- 5.44 The Contractor will aim to keep noise levels to a minimum. This will be carried out by:
- Ensuring all plant is fitted with the correct and working exhaust mufflers and noise suppression kits.
 - Changing where possible methods and processes to keep noise levels low.



- Plant will be positioned as far away from residential property as physically possible.
- Limit the hours worked on noisy operations.

6 ESTIMATED VEHICULAR MOVEMENTS

6.1 A breakdown of average expected vehicle movements and anticipated dwell times during each phase of construction will be provided within the Final CLP and once a contractor has been appointed. However, for the purpose of providing initial information at this stage, a preliminary breakdown has been included within **Table 6.1** and **Figure 6.1** below. Estimated numbers for each phase of construction have been provided as a total number per phase by the Applicant. This information has been equally separated by month and day to provide the numbers outlined in **Table 6.1** below.

Phase	Period of Stage	Ave. no. of Trips (monthly)	Ave. no. of Trips (daily)
Site setup and demolition	Jan 2022 – Mar 2022	300	13
Basement excavation and piling	Apr 2022 – Jul 2022	1,200	51
Sub-structure	Aug 2022 – Mar 2023	300	13
Super-structure	Apr 2023 – May 2024	360	15
Cladding	Sep 2023 – Nov 2024	350	15
Fit-out, testing and commissioning	Dec 2023 – Jun 2025	350	15
Busiest Period	Apr 2022 – Jul 2022	1,200	51

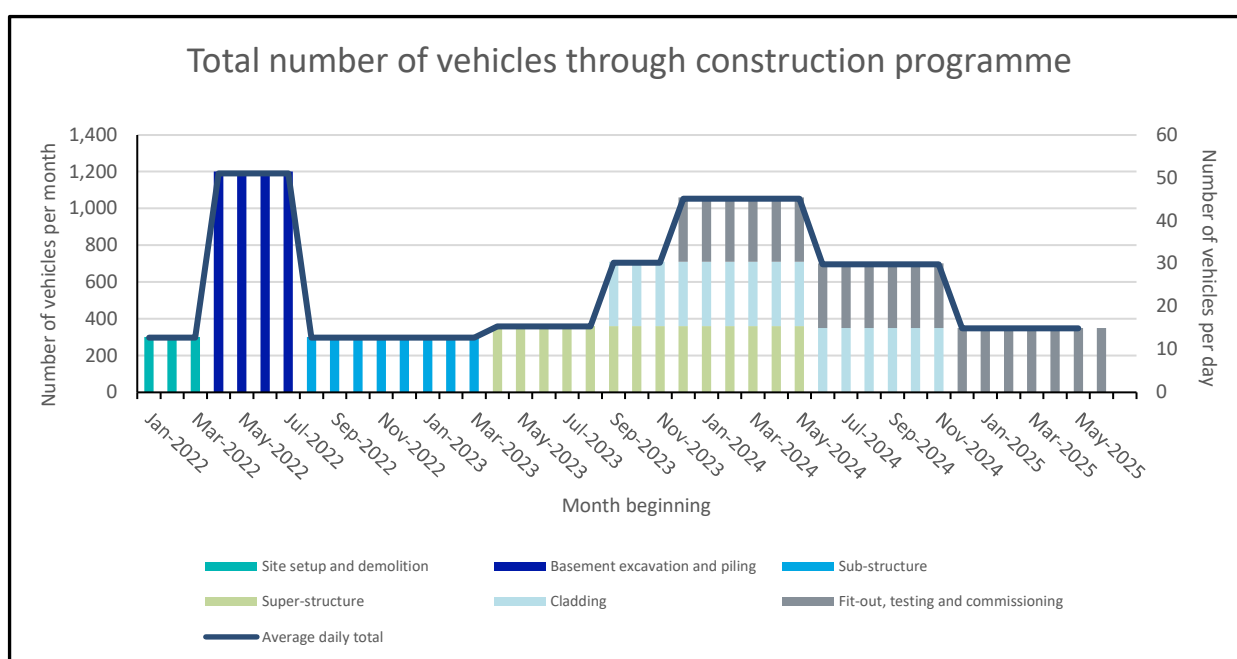


Figure 6.1: Estimated Construction Vehicles (Monthly and Daily) Taken from TfL CLP Tool

6.2 During the peak months of construction, approximately 1,200 construction vehicles will access the site. This equates to 51 vehicles per day and up to 13 in the peak hour. Vehicles arriving at site will be of a variety of sizes. The anticipated number and type of vehicles accessing the site during each stages of construction are shown in **Figure 6.2**.

6.3 Where possible, peak times will be avoided for deliveries. **Figure 6.3** provides a summary of the average daily construction trips during each construction period. This estimate will be refined, once the contractor is appointed and the construction programme is finalised. The contractor will provide specific delivery schedule information when appointed.

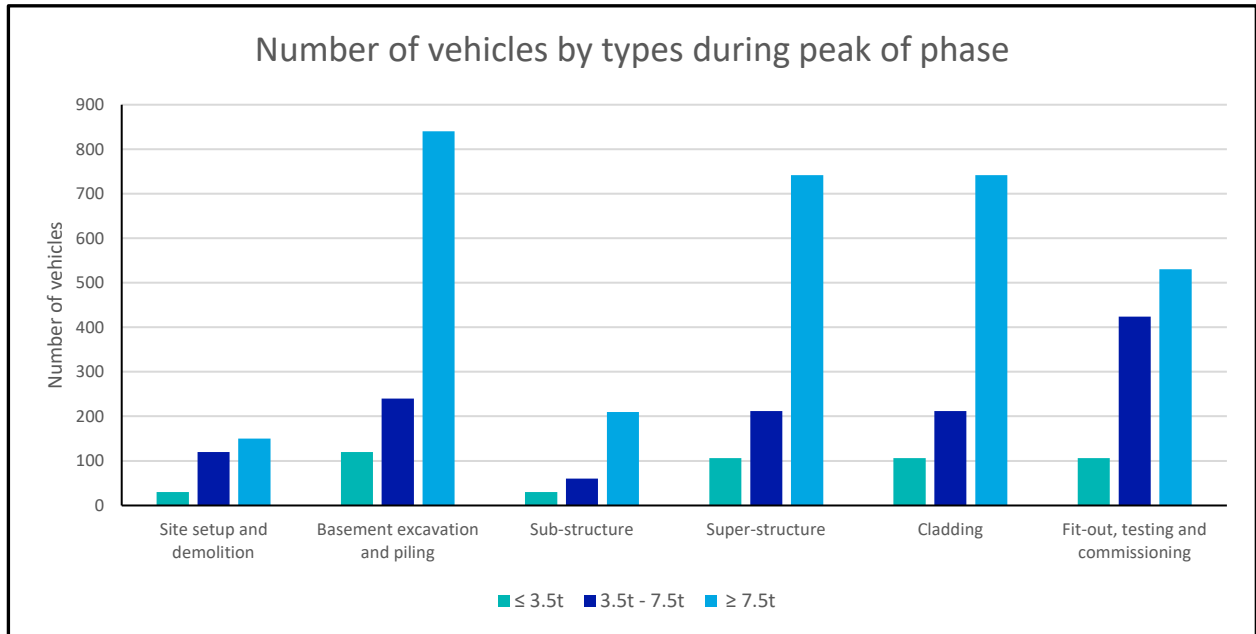


Figure 6.2: Number and vehicle type by phase of construction (taken from TfL CLP Tool)

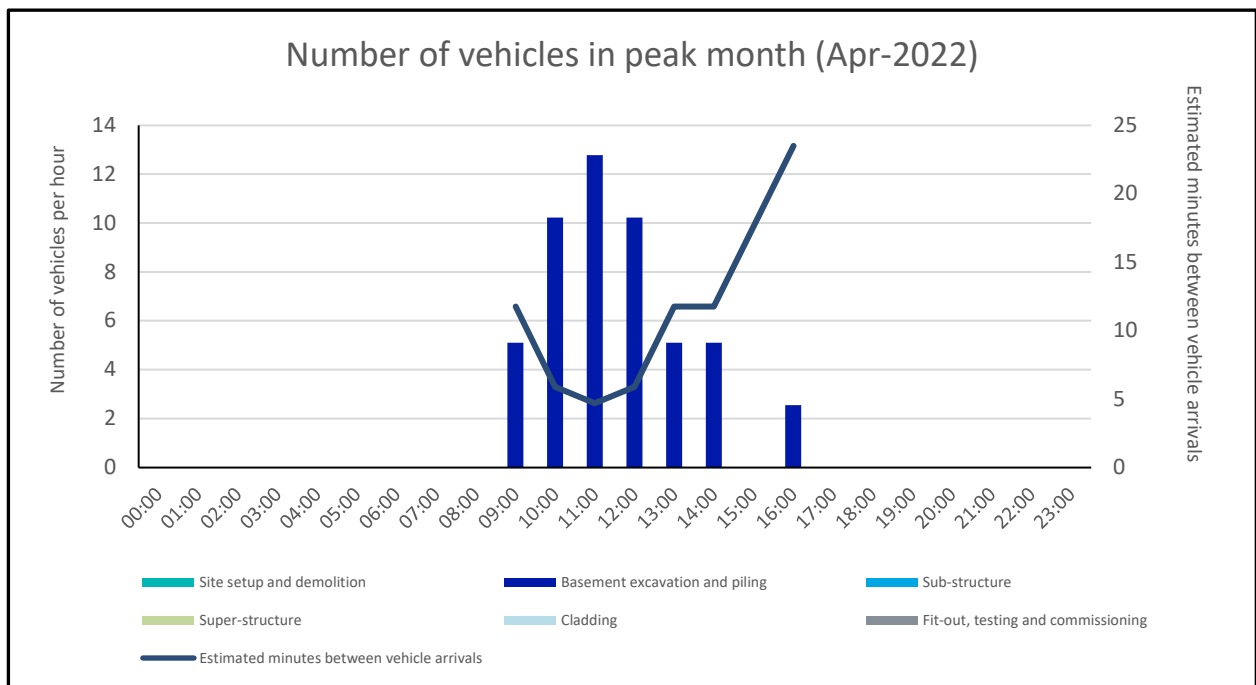


Figure 6.3: Hourly arrival profile of vehicles during peak (taken from TfL CLP Tool)

7 IMPLEMENTING, MONITORING AND UPDATING

7.1 An appointed Construction Logistics Manager will be in charge of implementing the plan, and the direction of the Project Manager. This role may be a part-time role undertaken by the Main Contractor. It is recognised that the CLP is a 'live' document and as such will be subject to constant review and monitoring in order to react to any changes during its implementation.

7.2 The Construction Logistics Manager will monitor and record information on the following:

Number of Vehicle Movements to the site

- Total;
- By vehicle type / size;
- Time spent on-site; and,
- Delivery / collection accuracy compared to schedule.

Breaches and Complaints

- Community concerns about construction activities;
- Unconformity to vehicle routing requirements;
- Unacceptable queuing;
- Unacceptable parking; and
- Breaches in compliance with safety and environmental standards and programmes.

Safety

- Record of serious injuries and fatalities; and
- Vehicles and operators not meeting safety requirements.

7.3 The safety record and any other information will be recorded by a member of staff, as well as through the delivery booking and tracking system to be implemented.

7.4 A Contractor Handbook and Driver Handbook will be produced as part of the CLP in order to distribute information relating to site operations.

7.5 The core information to be provided in each handbook is summarised below:

Contractors Handbook

- Safety procedures;
- Anti-idling procedures;
- Vehicle routing and delivery scheduling; and
- Driver training

Drivers Handbook

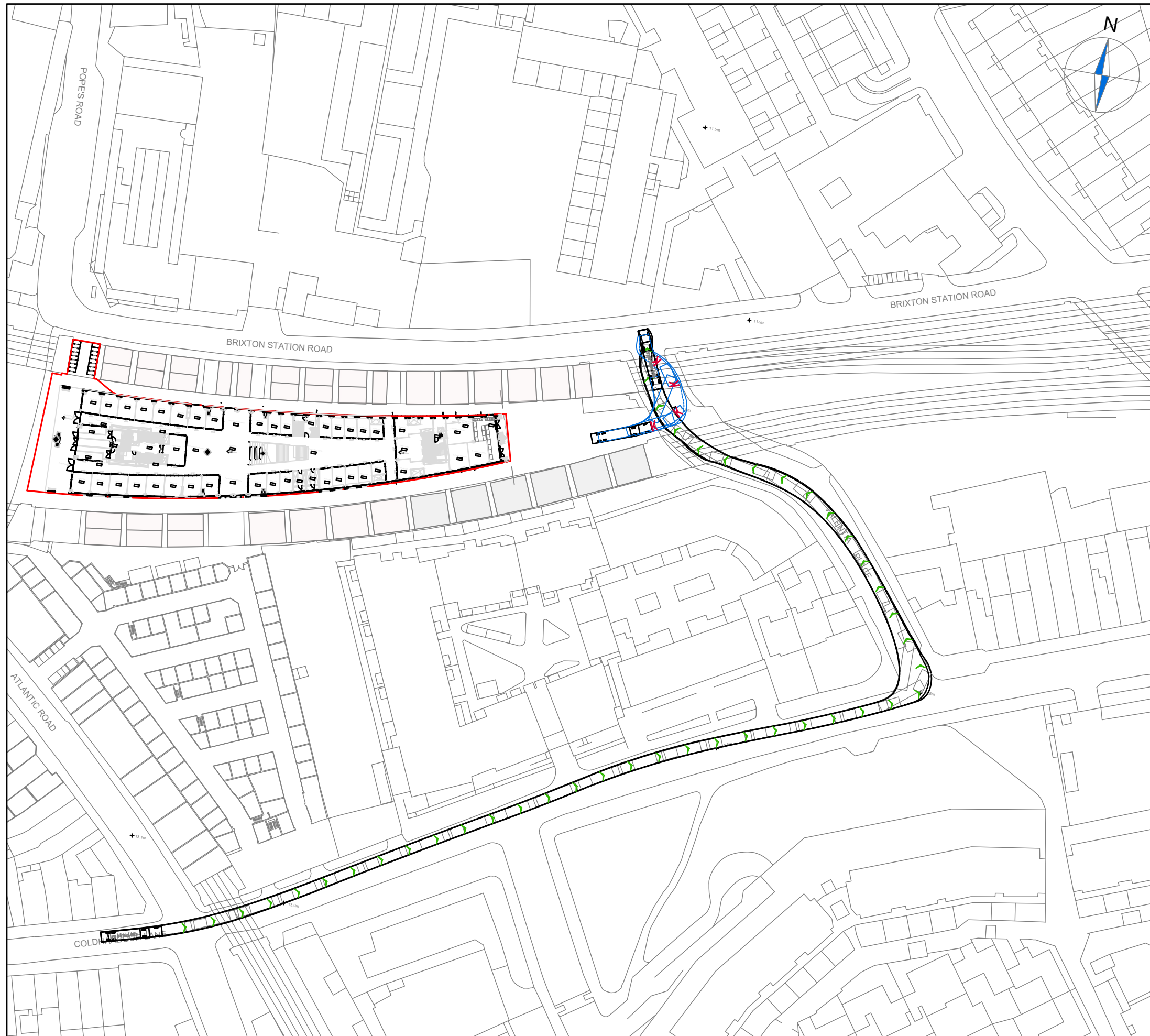
- Authorised routes to and from the site;
- site opening times;
- Booking and scheduling information;
- Designated loading area specifications and terms of use;
- Anti-Idling; and
- Vulnerable road user safety.



8 SUMMARY

- 8.1 The CLP provides all details required for the successful management of works vehicles to and from the site. The CLP is a live document and will be updated if any changes are required throughout the proposed programme of works.

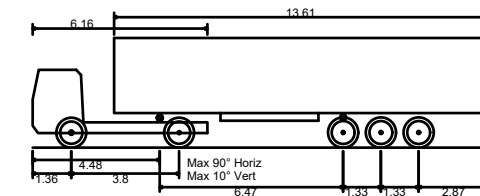
Appendix A



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

FTA DESIGN ARTICULATED VEHICLE (1998)



Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	6.550m

 FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

 REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

REVISION HISTORY

Rev	Details	Drawn	Checked	Date
Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction	
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built	

Client:

AG Hondo Pope's Road BV

Project:

**Pope's Road
Brixton**

Drawing Title:

**Vehicle Route South of Pope's Road
Swept Path Analysis
of a Large Articulated Vehicle
- Entry**

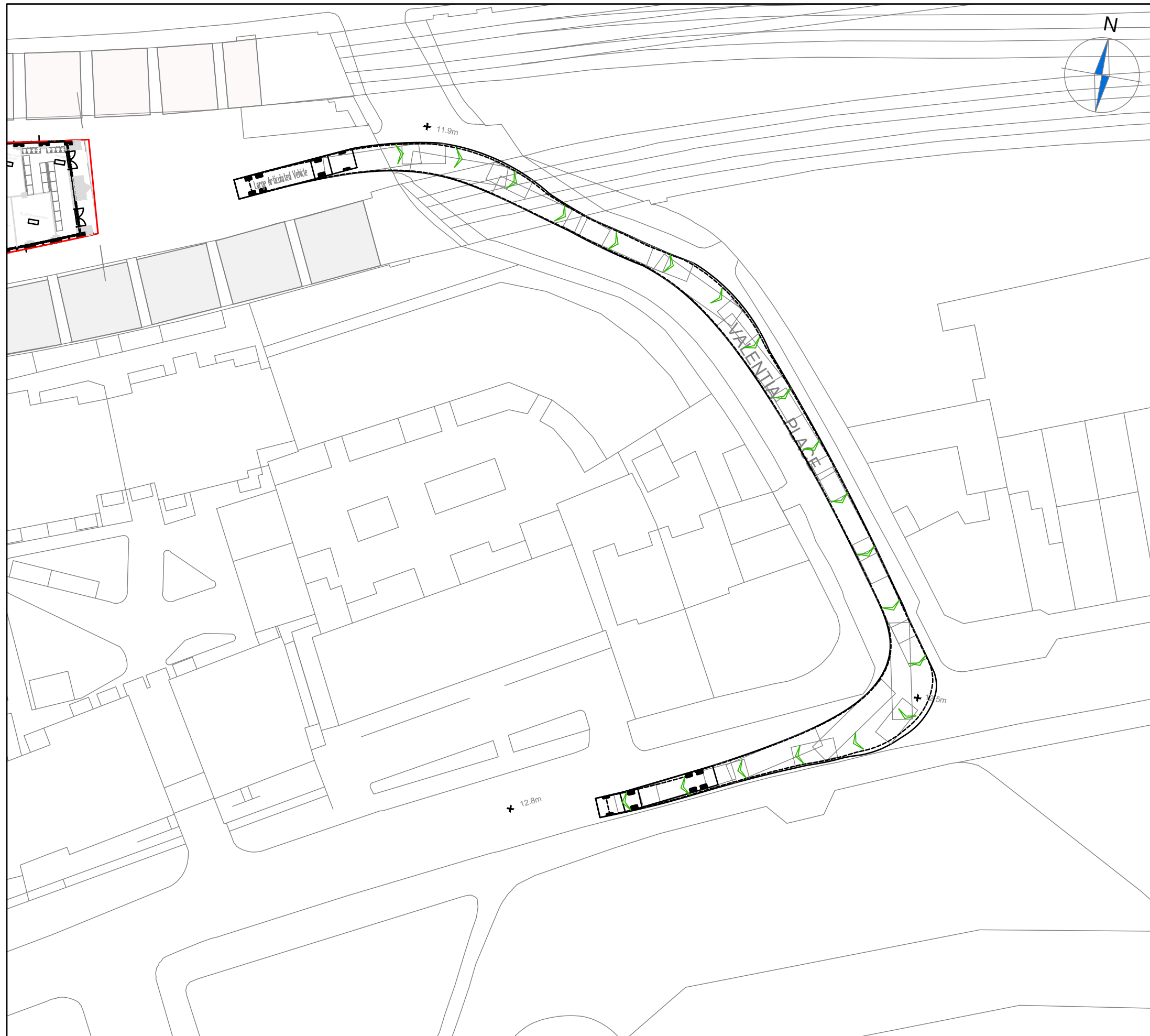
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Drawn by: **AFG** Checked by: **GS** Date: **01.07.2020**



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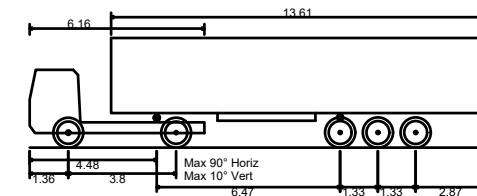
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CA3981	TR005	3 of 4	...



NOTES

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FTA DESIGN ARTICULATED VEHICLE (1998)



Overall Length	16.480m
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FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

REVISION HISTORY

Rev	Details	Drawn	Checked	Date
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	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built	

Client:

AG Hondo Pope's Road BV

Project:

**Pope's Road
Brixton**

Drawing Title:

**Vehicle Route South of Pope's Road
Swept Path Analysis
of a Large Articulated Vehicle
- Egress**

Scale: **1:500** Size: **A3**

Drawn by: **AFG** Checked by: **GS** Date: **01.07.2020**

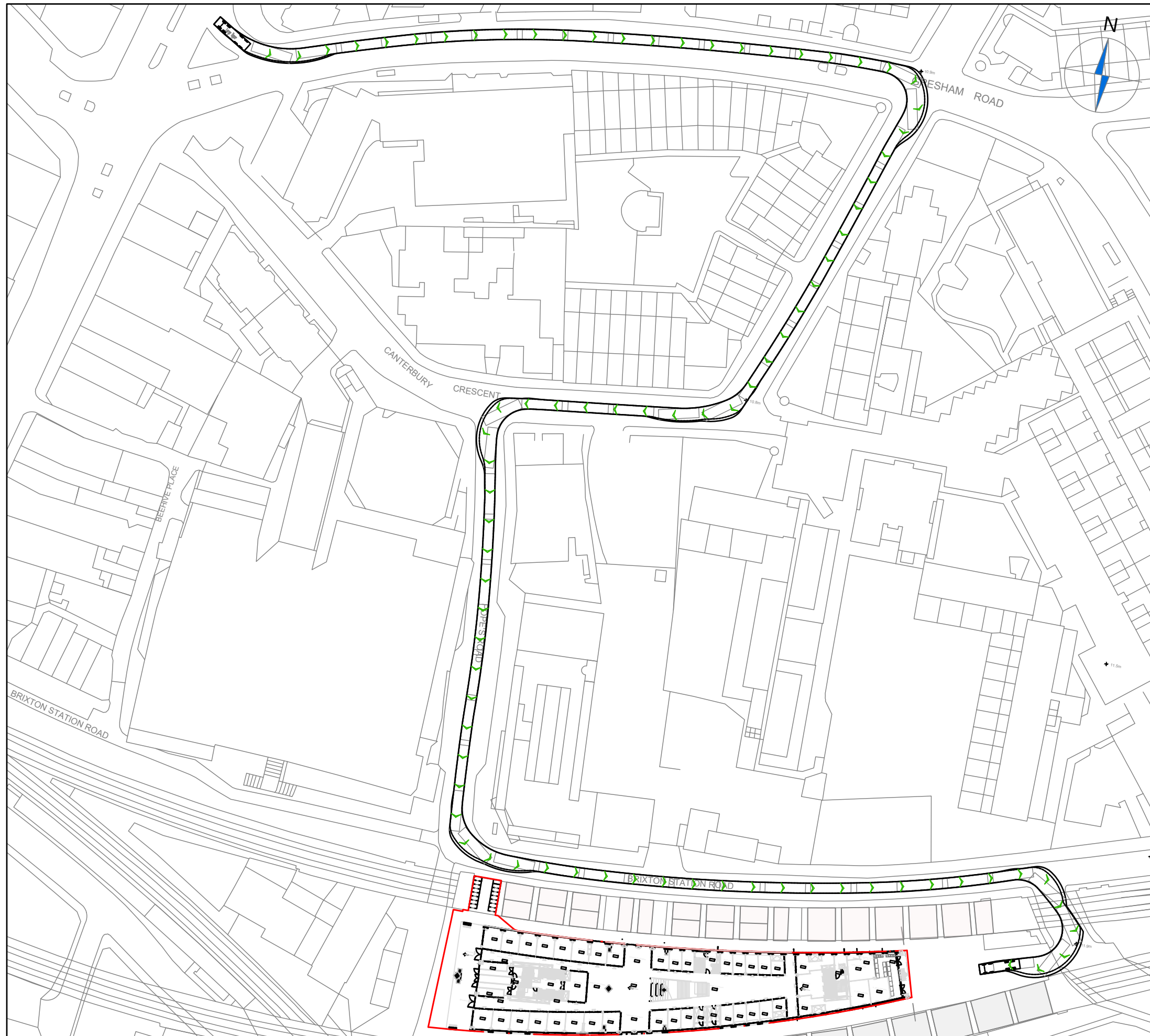


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Scheme Ref:	Drawing No:	Sheet :	Rev:
CA3981	TR005	4 of 4	...

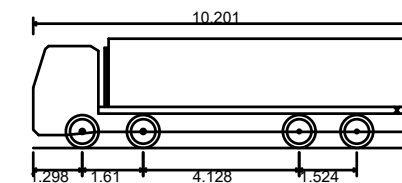
Appendix B



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

LARGE TIPPER



Overall Length 10.201m
 Overall Width 2.495m
 Overall Body Height 2.890m
 Min Body Ground Clearance 0.341m
 Track Width 2.471m
 Lock to Lock Time 6.00s
 Kerb to Kerb Turning Radius 11.550m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

REVISION HISTORY

Rev	Details	Drawn	Checked	Date
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	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built	

Client:

AG Hondo Pope's Road BV

Project:

**Pope's Road
Brixton**

Drawing Title:

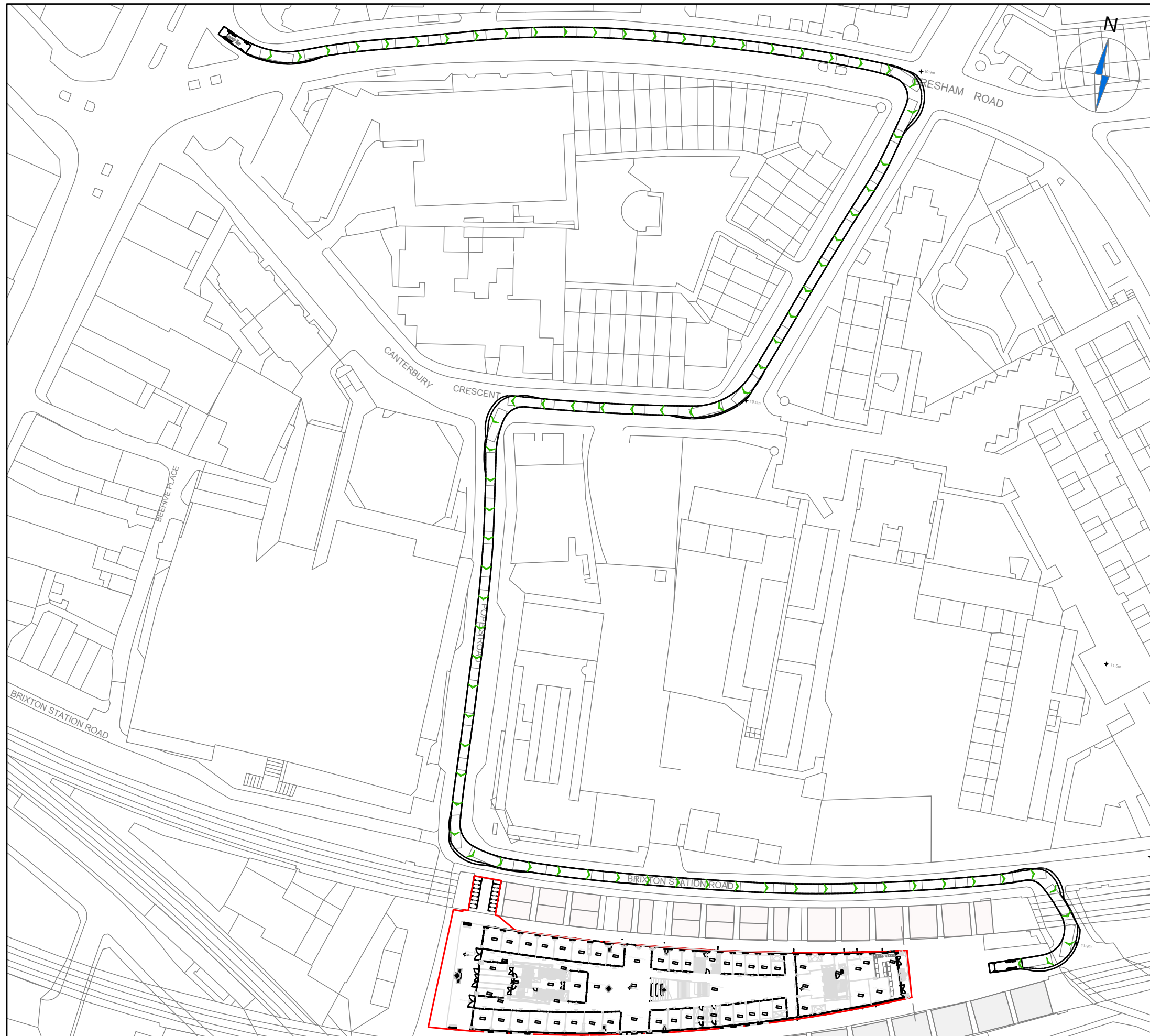
**Vehicle Route North of Pope's Road
Swept Path Analysis
of a Large Tipper**

Scale: 1:1000 Size: A3

Drawn by: AFG Checked by: GS Date: 01.07.2020



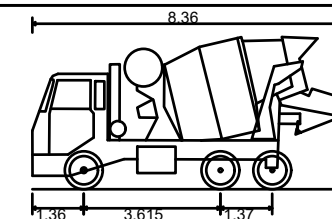
Scheme Ref: CA3981 Drawing No: TR005 Sheet: 1 of 4 Rev: ...



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

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

 FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

 REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

REVISION HISTORY

Rev	Details	Drawn	Checked	Date
Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction	
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built	

Client:

AG Hondo Pope's Road BV

Project:

**Pope's Road
Brixton**

Drawing Title:

**Vehicle Route North of Pope's Road
Swept Path Analysis
of a Concrete Mixer**

Scale: **1:1000** Size: **A3**

Drawn by: **AFG** Checked by: **GS** Date: **01.07.2020**



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Scheme Ref:	Drawing No:	Sheet :	Rev:
CA3981	TR005	2 of 4	...