

Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to Lock Time 4.00 sec
Kerb to Kerb Turning Radius 5.900m

D	15/11/22	DB	SY	AF
C	08/11/22	DB	SY	AF
B	29/09/22	DB	SY	AF
A	04/07/22	RJM	SY	AF

Rev	Date	By	Chkd	Appd
-----	------	----	------	------

ARUP

13 Fitzroy Street
London W1T 4BQ
Tel +44(0)20 7638 1531 Fax +44(0)20 7580 3924
www.arup.com

Client
Berkeley

Project Title
Paddington Green

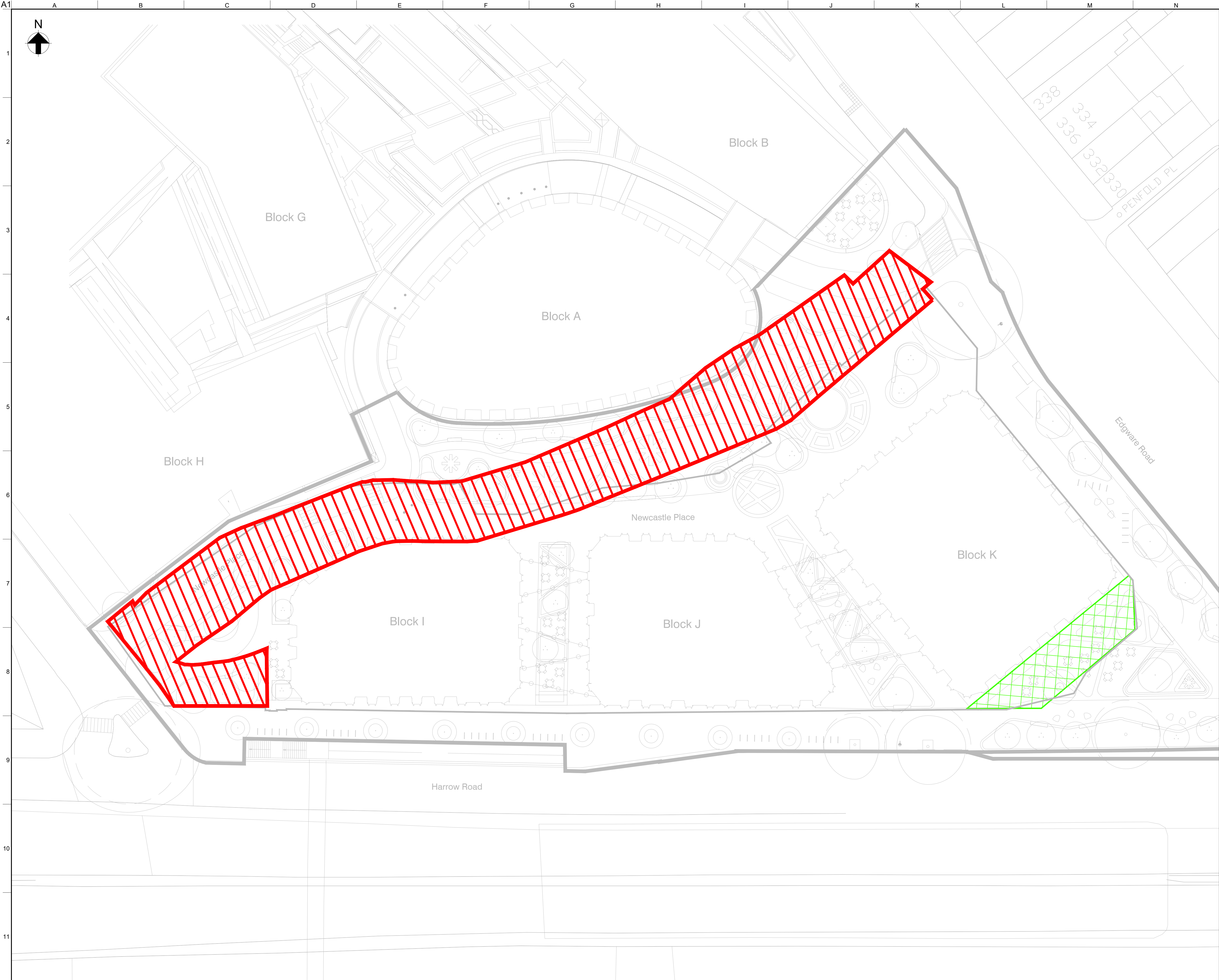
Drawing Title
Car Park Review
Swept Path Analysis

Scale at A1
1:200

Role
Transport

Suitability
- For Information -

Arup Job No 277685-00	Rev D
Name 277685-SK-045	



Key

Highways proposed to be stopped up

Area to be offered for adoption

C	14/11/22	DB	SY	AF
B	24/06/22	RJM	SY	AF
A	10/09/21	RJM	KW	AF

Rev	Date	By	Chkd	Appd
-----	------	----	------	------

ARUP

13 Fitzroy Street
London W1T 4BG
Tel +44(0)20 7638 1531 Fax +44(0)20 7580 3924
www.arup.com

Client
Berkeley Homes
(Central London) Limited

Project Title
Paddington Green
Police Station

Drawing Title
Stopping Up & Adoption Plan

Scale at A1
1:200

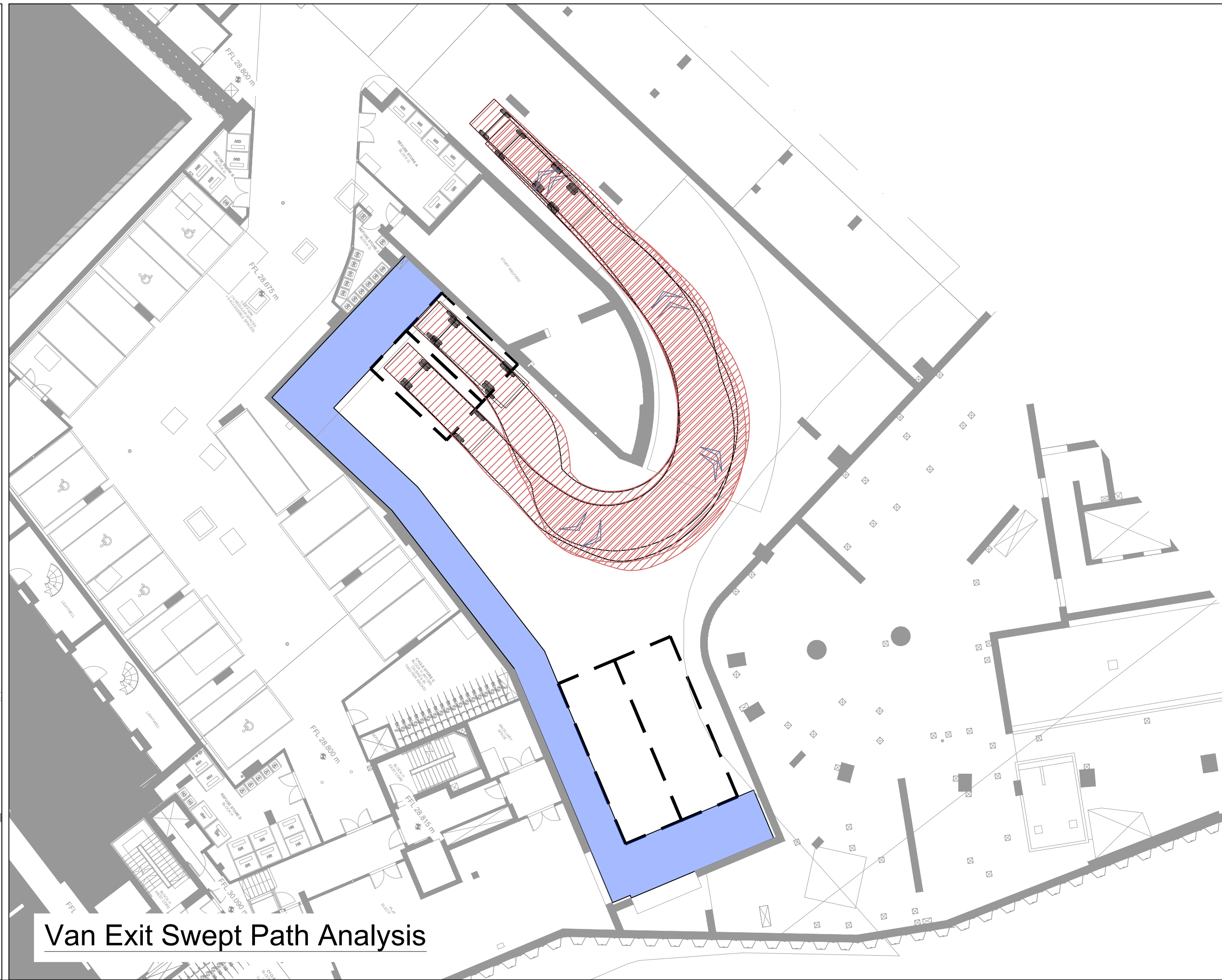
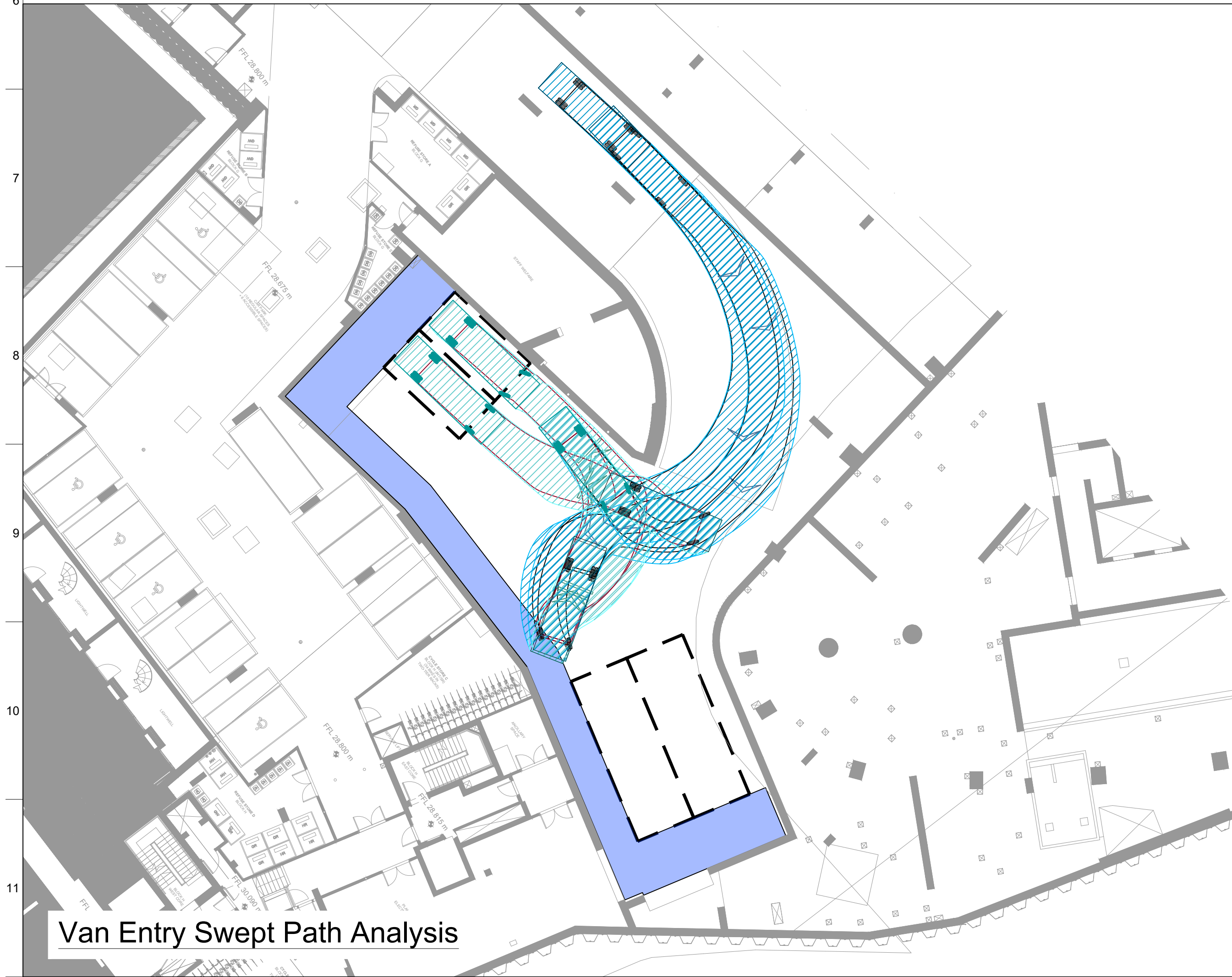
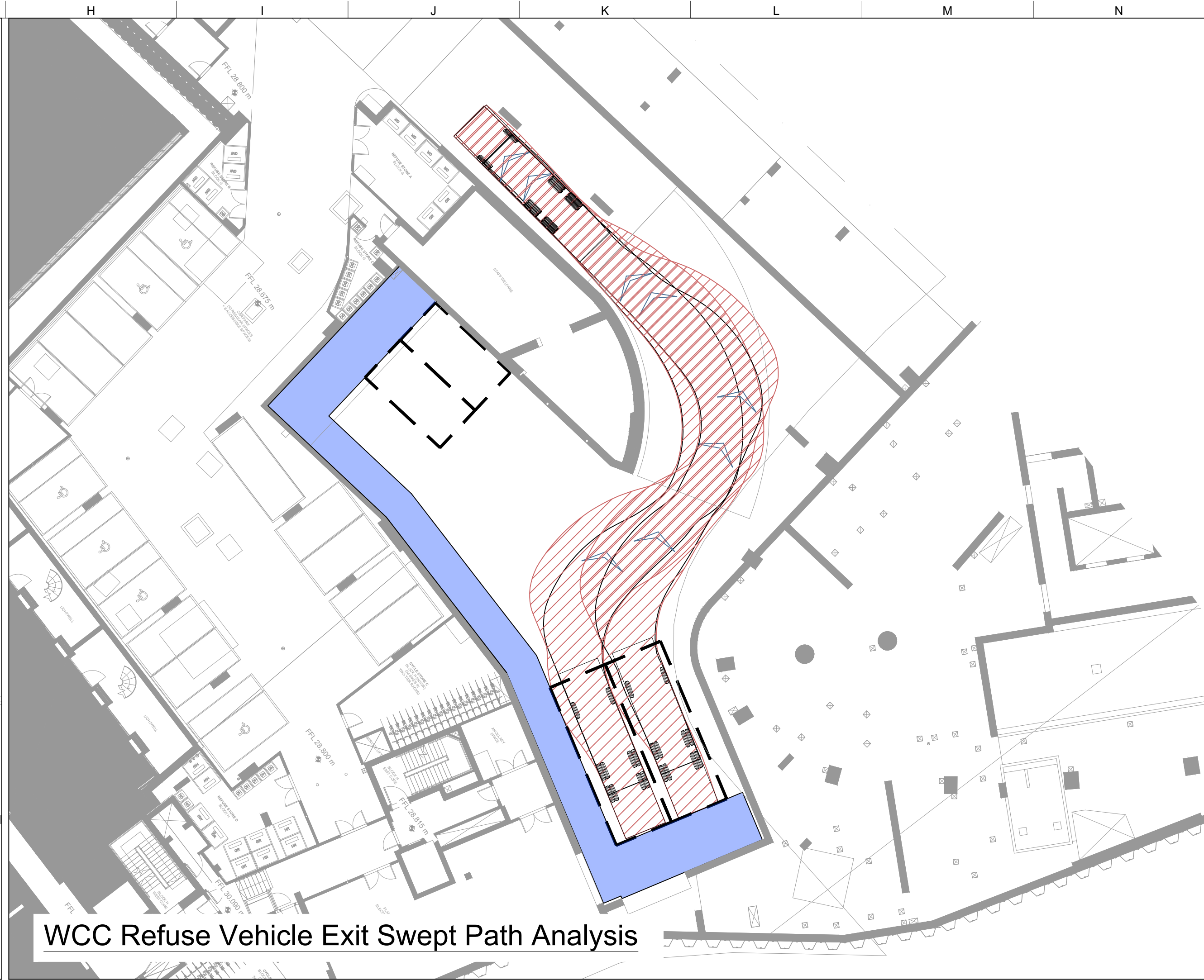
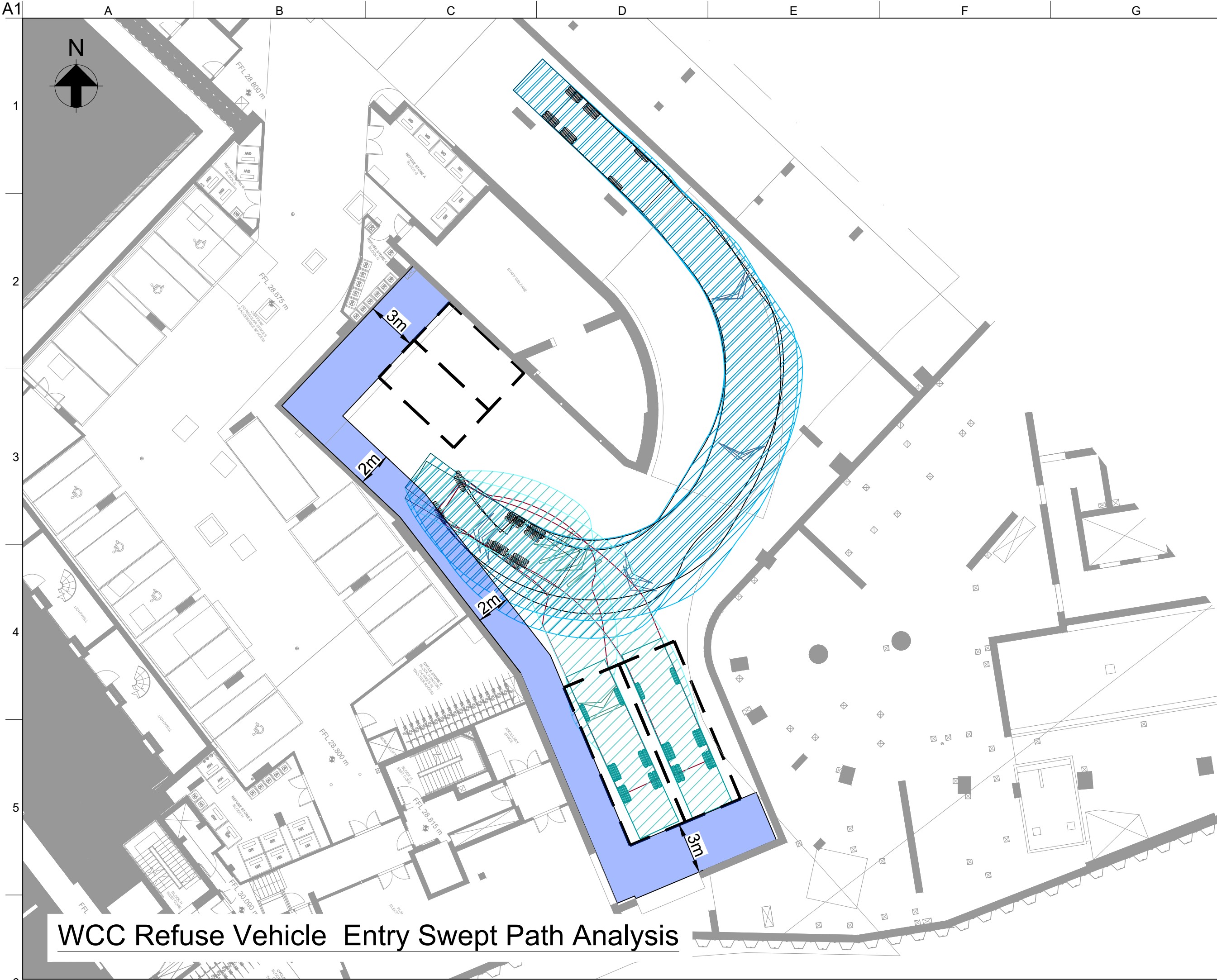
Role
Transport

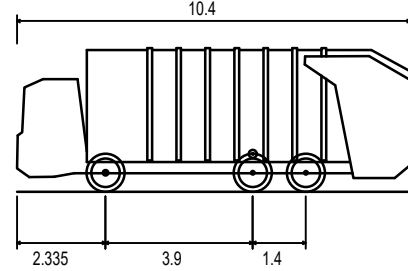
Suitability
- For Information -

Arup Job No
277685-00

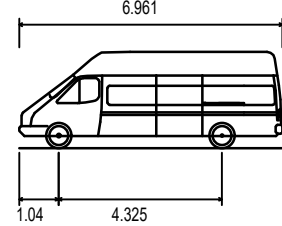
Rev
C

Name
277685-SU-003





Westminster Waste Collection Vehicle
Overall Length 10.400m
Overall Width 2.500m
Overall Body Height 3.800m
Min Body Ground Clearance 0.368m
Track Width 2.450m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.000m



3.5t LWB Mercedes Sprinter
Overall Length 6.961m
Overall Width 1.993m
Overall Body Height 2.550m
Min Body Ground Clearance 0.322m
Track Width 1.900m
Lock-to-lock time 4.00s
Wall to Wall Turning Radius 7.500m

Notes

1. Review based on drawing R137-A-WLZ-PL(10)-099

Key

Pedestrian route

D	17/11/22	DB	SY	AF
C	23/06/22	RJM	SY	AF
B	22/03/21	RJM	KW	AF
A	26/01/21	RJM	KW	AF

Rev	Date	By	Chkd	Appd

ARUP

13 Fitzroy Street
London W1T 4BQ
Tel +44(0)20 7638 1531 Fax +44(0)20 7580 3924
www.arup.com

Client

Berkeley Homes
(Central London) Limited

Project Title

Paddington Green
Police Station

Drawing Title

Service Yard
WCC Refuse Vehicle & Van
Swept Path Analysis

Scale at A1 1:200

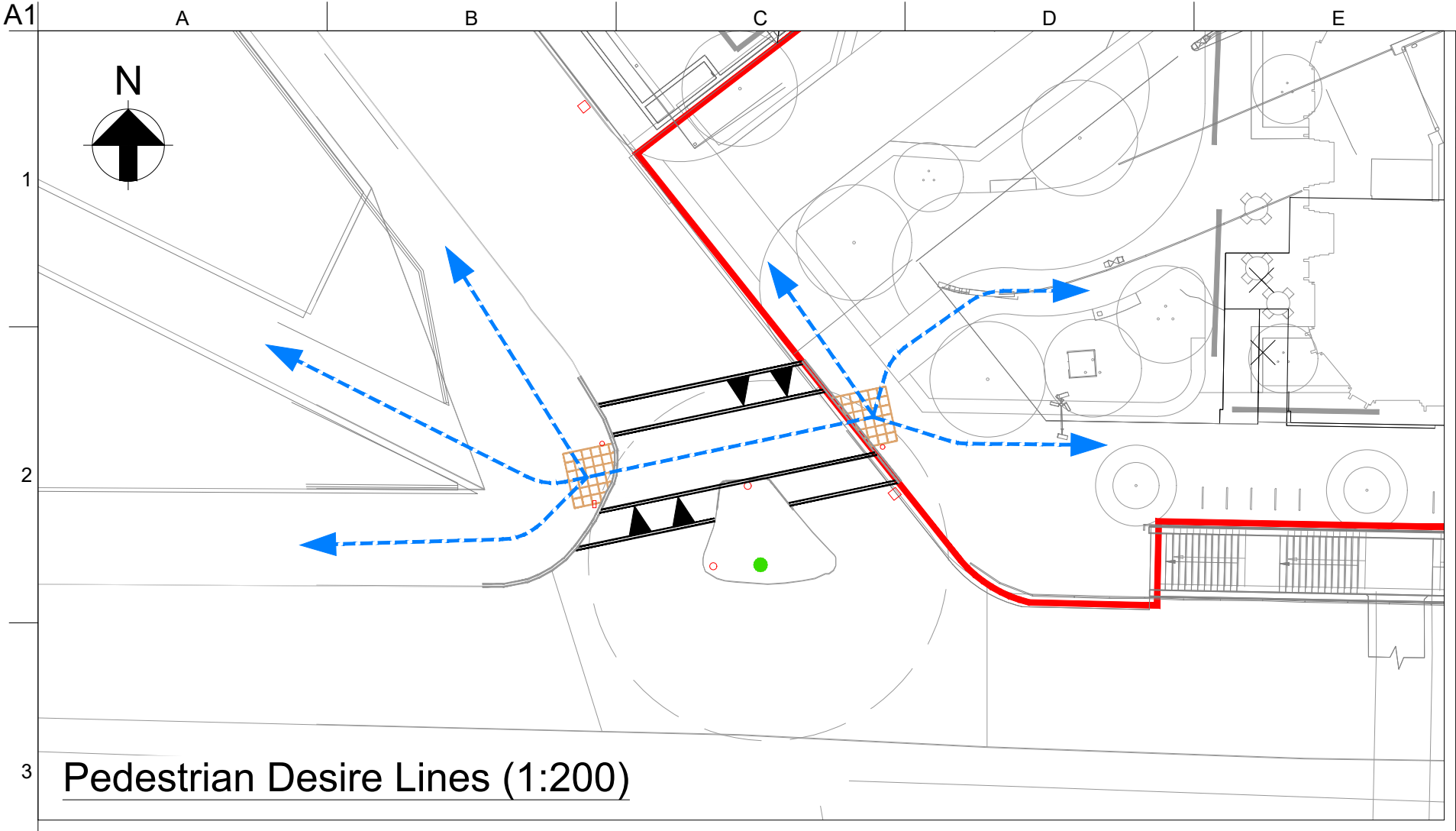
Role Transport

Suitability - For Information -

Arup Job No 277685-00

Name 277685-SK-017

Rev D



Local Example of Existing Raised Table
Pedestrian Crossing on Glentworth Street

- Notes
1. Drawing based on OS mapping and visual survey of existing street furniture
 2. Design indicates horizontal alignment only and is subject to a full detailed design of both vertical and horizontal alignment
 3. Design subject to full topographical survey
 4. Drainage to be reviewed and suitability of existing gullies to be confirmed

A	14/12/22	RJM	SY	AF
---	----------	-----	----	----

Rev	Date	By	Chkd	Appd
-----	------	----	------	------

ARUP

13 Fitzroy Street
London W1T 4BQ
Tel +44(0)20 7638 1531 Fax +44(0)20 7580 3924
www.arup.com

Client
Berkeley Homes
(Central London) Limited

Project Title
Paddington Green Police Station

Drawing Title
Indicative Paddington Green
Raised Table Pedestrian Crossing

Scale at A1

1:50

Role

Transport

Suitability

- For Information -

Arup Job No

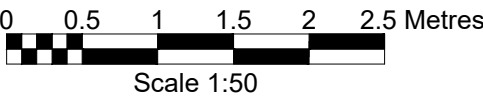
277685-00

Name

277685-SK-060

Rev

A



Appendix C

Outline Construction Logistics Plan (CLP)

Berkeley Homes (Central London) Limited

Paddington Green Police Station

Outline Construction Logistics Plan

Reference: 277685-00

ISSUE | 18 November 2022

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 277685-00

Ove Arup & Partners Limited

8 Fitzroy Street
London
W1T 4BJ
United Kingdom
[arup.com](https://www.arup.com)

Contents

1.	Introduction	1
1.1	Background	1
1.2	Objectives of the CLP	1
1.3	Site context	1
1.4	Development proposals	2
1.5	CLP structure	3
2.	Context, considerations and challenges	4
2.1	Policy context	4
2.2	Context maps	4
2.3	Local access	4
2.4	Community considerations	5
3.	Construction programme and methodology	6
3.1	Construction programme and phasing	6
3.2	Construction hours	6
3.3	Enabling works	7
3.4	Demolition works	9
3.5	Substructure works	9
3.6	Superstructure works	12
3.7	Envelope and fit out works	12
3.8	Landscaping works	12
4.	Vehicle routing and access	12
4.1	Construction access	12
4.2	Indicative construction routes	15
5.	Strategies to reduce impacts	17
5.1	Measures influencing construction vehicles and deliveries	18
5.2	Measures to encourage sustainable freight	19
5.3	Material procurement measures	19
5.4	Other measures	19
6.	Estimated vehicle movements	21
7.	Implementation, monitoring and updating	22
7.1	Management	22
7.2	Monitoring and review	22

Tables

Table 1: Indicative construction programme	6
Table 2: Proposed tower crane key parameters	8
Table 3: Construction measures influencing construction vehicles and deliveries	17

Figures

Figure 1: Site location plan	2
Figure 2: Proposed site plan	3
Figure 3: Proposed indicative tower crane locations on-site	8
Figure 4: Proposed basement plan (B1)	10
Figure 5: Proposed basement plan (B2)	10
Figure 6: Location of Gates 1 to 3	13
Figure 7: Proposed Gate 1 on Harrow Road	14
Figure 8: Proposed Gate 2 on Harrow Road	14
Figure 9: Proposed Gate 3 on Harrow Road	15
Figure 10: Indicative construction vehicular routing	16
Figure 11: Indicative number of construction vehicles	21

Appendices

Appendix A

Context Maps

Appendix B

Swept Path Analysis

Appendix C

Site Logistics Strategy

1. Introduction

1.1 Background

Ove Arup & Partners ('Arup') has been commissioned by Berkeley Homes (Central London) Limited (BHCL) to provide transport advice to support the redevelopment of Paddington Green Police Station (PGPS). A construction logistic strategy has been provided by BHCL to inform the construction programme, vehicular movements forecast and vehicular strategy.

The local planning and highways authority is Westminster City Council (WCC). The highways authority for A5 Edgware Road and very eastern section of A404 Harrow Road leading up to the junction with the A5 is Transport for London (TfL).

1.2 Objectives of the CLP

This Outline Construction Logistics Plan (CLP) has been prepared in accordance with Transport for London (TfL) Construction Logistics Planning Guidance, and Construction Logistics and Community Safety (CLOCS) Construction Logistics Planning Guidance (March 2020).

This document was requested by TfL during pre-application discussions on the former application to accompany the wider suite of documents for the April 2021 planning application.

An Outline CLP gives the planning authority an overview of the expected logistics activity during the construction programme. The overall objectives of this CLP is to outline the following measures:

- Congestion reduction by efficient management and co-ordination of construction vehicles.
- Environmental Benefits by minimising journeys needed to service a Construction Project.
- Improved vehicle safety.

The CLP demonstrates BHCL's commitment to undertaking construction activities to ensure that best practice is followed within the supply chain as often as possible, benefiting operators, customers and local residents.

The BHCL Project Director is expected to be the CLP Co-ordinator. This document has been prepared in consultation with BHCL.

1.3 Site context

The site is bounded by Edgware Road to the east, A404 Harrow Road to the south, Paddington Green to the west and Newcastle Place to the north. To the north of Newcastle Place is a development known as West End Gate (WEG) which is currently under construction by Berkeley Homes. WEG will provide a total of 844 new homes, as well as retail and restaurant land uses. The site location is shown in Figure 1.

Figure 1: Site location plan



1.4 Development proposals

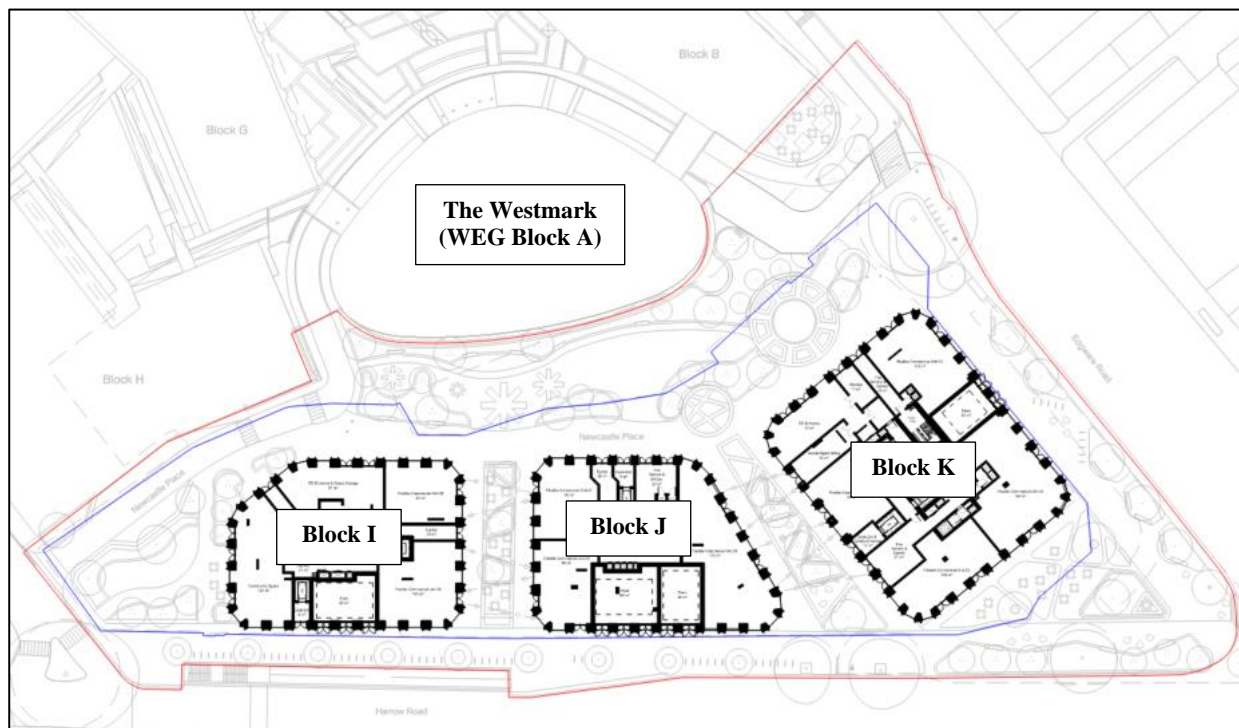
The proposal is to redevelop the police station and deliver 556 residential homes, flexible commercial space and community space. The development will provide basement car and cycle parking and the scheme involves stopping up and partially closing off of Newcastle Place to general vehicular access to deliver a high-quality public realm.

The proposed scheme comprises of three blocks (Block I, J and K) and will provide the following, subject to further design development:

- 556 new homes
- Flexible commercial / retail (1,079 sqm GIA; 1,215 sqm GEA)
- Community space (133 sqm GIA; 150sqm GEA)

The proposed site plan is shown in Figure 2.

Figure 2: Proposed site plan



1.5 CLP structure

The structure of this report is as follows:

- **Chapter 2: Context, considerations and challenges** – sets out the policy context, local access including highway, public transport, cycling and walking, and location of any sensitive receptors such as schools, colleges, and residents.
- **Chapter 3: Construction programme and methodology** – sets out the outline construction programme and construction phasing.
- **Chapter 4: Vehicle routing and site access** – sets out the proposed arrangement for site access and the indicative construction routes.
- **Chapter 5: Strategies to reduce impacts** – provides the policies and procedures to be in place for construction to reduce impact.
- **Chapter 6: Estimated vehicle movements** – sets out the construction traffic profile during the demolition and construction programme.
- **Chapter 7: Implementation, monitoring and updating** – provides the details for managing, monitoring and reviewing the CLP.

2. Context, considerations and challenges

2.1 Policy context

2.1.1 National Planning Policy Framework (NPPF) (2019)

The NPPF promotes the use of sustainable transport throughout the UK, safe road design, and the efficient and sustainable delivery of goods and supplies. The NPPF sets out the long term strategy for sustainable development.

2.1.2 The London Plan (2021)

The London Plan 2021 is the Spatial Development Strategy for Greater London.

- Policy T7 on Deliveries, Servicing, and Construction highlights that development proposals should facilitate sustainable freight movement by rail, waterways and road. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.
- The same policy also notes that development proposals must adopt appropriate construction site design standards to enable the use of safe, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.
- Paragraph 10.7.4 refers to use of non-road vehicle modes and requests that as part of Construction Logistics plans, developments have taken all reasonable endeavours to use alternative modes of transport.

2.1.3 The Mayor's Transport Strategy (MTS) (2018)

The MTS promotes the use of CLPs as a 'travel plan that aims to improve the sustainability of construction freight movements by establishing site management and procurement processes to reduce the impact of construction traffic on the street network'.

2.2 Context maps

Appendix A provides the following drawings:

- Regional plan at 1:15,000 scale
- Local plan between 1:2,000 and 1:3,000 scale
- Site boundary plan

2.3 Local access

2.3.1 Highways, carriageways and footways

Newcastle Place is one-way westbound between Edgware Road and Paddington Green. Paddington Green is two-way, connecting with Harrow Road to the south at a priority junction. Edgware Road meets Harrow Road at a signal-controlled junction to the southeast of the site.

Both the Edgware Road (A5) and the eastern section of Harrow Road (A404) are part of the Transport for London Road Network (TLRN). Edgware Road forms a strategic northwest-southeast route and Harrow Road provides access to the A40 Westway and A501 Marylebone Road, a strategic east-west route.

2.3.2 Public transport

The site is easily accessible by public transport and has a Public Transport Accessibility Level (PTAL) of 6b.

The site is located opposite Edgware Road underground station (Bakerloo Line) approximately 60m east, with other nearby stations including Edgware Road underground station (Hammersmith & City, Circle and

District Lines) approximately 450m southeast, London Paddington station approximately 650m southwest and London Marylebone station approximately 800m east. Elizabeth Line services are also accessible via Paddington Station.

The nearest bus stops to the site are Stops EM / EC on Edgware Road and Stop EX on A404 Harrow Road. Additional bus stops are within walking distance of the site. In total, 14 bus routes are within walking distance to the site, providing a total peak frequency of 117 buses per hour in each direction.

2.3.3 Walking and cycling

Footways are provided along all the local roads and dropped kerbs are provided at pedestrian crossing points. There are signal-controlled pedestrian crossings at the Edgware Road / Harrow Road junction and further signal-controlled crossings are available along Edgware Road. A further subway, with steps and ramp access, is provided underneath Harrow Road to the southwest of the site.

The steps and ramp to a former subway on the corner of Edgware Road / Harrow Road are closed as part of the TfL Safer Junction scheme.

Cycle parking are provided nearby and the following cycle routes are located within the vicinity of the site:

- Quietway 2 (650m) – Harrowby Street to Bayswater
- Quietway 16 (1.2km) – Lisson Grove to Regent's Park
- Cycleway 3 (1.4km) – an east-west cycleway between Barking and Lancaster Gate

2.4 Community considerations

The following local community facilities have been identified with the aim to minimise the negative impacts of construction logistics activity:

- **Church Street residential area** – Construction vehicle routes will be along strategic routes and away from Church Street and other local residential areas.
- **Edgware Road** – There are high pedestrian flows associated with the Underground stations and bus stops, as well as shops and other amenities along Edgware Road. Construction vehicle routes to be away from Edgware Road where possible.
- **WEG construction** – Construction is currently underway for WEG (also a Berkeley Homes development), with construction site access from Paddington Green. Coordination between WEG and PGPS works will take place throughout the construction period.
- **City of Westminster College** – This is approximately 300m northwest of the site and discussions around minimising impact on pedestrian flows have taken place with TfL.
- **St. Mary's Hospital** - This is located is approximately 650m south of the site, but the construction arrangements are not expected to directly affect the hospital.

3. Construction programme and methodology

3.1 Construction programme and phasing

Demolition and construction is expected to take place between 2023 and 2030, with the construction of Block I followed by J and K. The indicative construction programme is presented in Table 1.

Table 1: Indicative construction programme

Phase	Duration (months)	Start Date	Completion Date
Enabling, Demolition and Clearance Works	13	Q3 2023	Q3 2024
Substructure Works	20	Q3 2024	Q2 2026
Superstructure Works: Block I	15	Q2 2025	Q3 2026
Superstructure Works: Block K and Block J	32	Q2 2026	Q3 2028
Envelope Works: Block I	17	Q3 2025	Q1 2027
Envelope Works: Block K and Block J	32	Q4 2026	Q3 2029
Fit Out Works: Block I	20	Q3 2026	Q2 2028
Fit Out Works: Block K and Block J	33	Q3 2027	Q3 2030
External Works and Landscaping: Block I	6	Q4 2027	Q2 2028
External Works and Landscaping: Block K and Block J	36	Q1 2027	Q3 2030

3.2 Construction hours

Working hours would be agreed with WCC, but are expected to be:

- 08:00 to 18:00 hours Monday to Friday.
- 08:00 to 13:00 hours Saturday.
- No working on Sundays or Bank Holidays.

All work which is intended outside of these hours, excluding emergencies, would be subject to prior agreement, and / or reasonable notice to WCC.

3.3 Enabling works

3.3.1 Site offices/welfare facilities and general site access

Construction compounds, including welfare facilities for construction staff would be constructed on the pavement at the south east-corner of the site partly on adopted land owned by TfL and WCC.

Central good quality welfare facilities would be provided on the Site and would include toilets, washing and changing facilities and a canteen with a kitchen. These temporary provisions would be expanded to meet the requirements of the anticipated maximum construction workforce numbers.

The welfare facilities would be provided in stacked site cabins. As the levels of construction activity increase the provision would be increased and would remain *in-situ* for the duration of the proposed development.

Temporary utility connections would be made to existing utility services for temporary accommodation and for construction use where no existing connections exist.

3.3.2 Hoarding, gates and scaffolding

Prior to demolition and in accordance with WCC's requirements, a 2.8 m high perimeter site hoarding and access/egress gates would be erected. The hoarding and gates would be maintained throughout the duration of the works around the Site perimeter. The hoarding would segregate pedestrians and the general public from works and help to contain the work within the Site boundary.

The exact scaffolding and hoarding locations would be identified and agreed as part of the CEMP. Licences for scaffolding and hoarding located on the public highway would be obtained from WCC and TfL.

The hoardings would comply with the relevant technical guidance for demolition and construction where practicable.

Secure vehicle access points with wheel cleaning facilities would be established at the Site access locations. A separate pedestrian access point with security would be located close to the welfare facilities with a designated gate and footpath provided for the workforce.

The hoarding would be decorated appropriately with marketing graphics/ logo which would be approved under an advertisement application. Regular inspections would be carried out to ensure that the integrity of the hoarding is maintained, and the hoarding would be kept clean and in a good state of decoration. Graffiti would be removed as soon as possible. Sharp or splintered edges would be avoided to ensure pedestrian safety.

Fans and façade netting would be installed to contain falling debris. The scaffold would be wrapped in sheeting such as Monaflex, installed tight to the scaffold, to act a dust and visual barrier, prior to works commencing on the scaffold.

CCTV system for out of hours security to secure the demolition and construction site would be installed, with key areas being monitored as well as the perimeter.

Additional hoarding and anticlimb provision would be installed around key risk areas.

Lighting would be provided to the hoarding during official hours of darkness avoiding strong shadows on surrounding footpaths and roads that could compromise safety and security of the public.

3.3.3 Utility diversions/removals

The existing substation located on the north-east corner of the site would be relocated into a new permanent location. Its current location falls outside the building line for the new construction and would be able to remain until after the new buildings have been structurally built.

UKPN will be contacted at the earliest opportunity to ensure that the works are acceptable to all parties and completed in a timely manner.

Prior to any demolition works taking place, the location of services would be identified and marked on site using utilities record drawings and on-site investigation techniques such as hand dug trial holes and scanning using a cable avoidance tool.

3.3.4 Tower crane locations

Two tower cranes would be positioned on-site at various stages during the construction works. The key parameters are provided in Table 1.

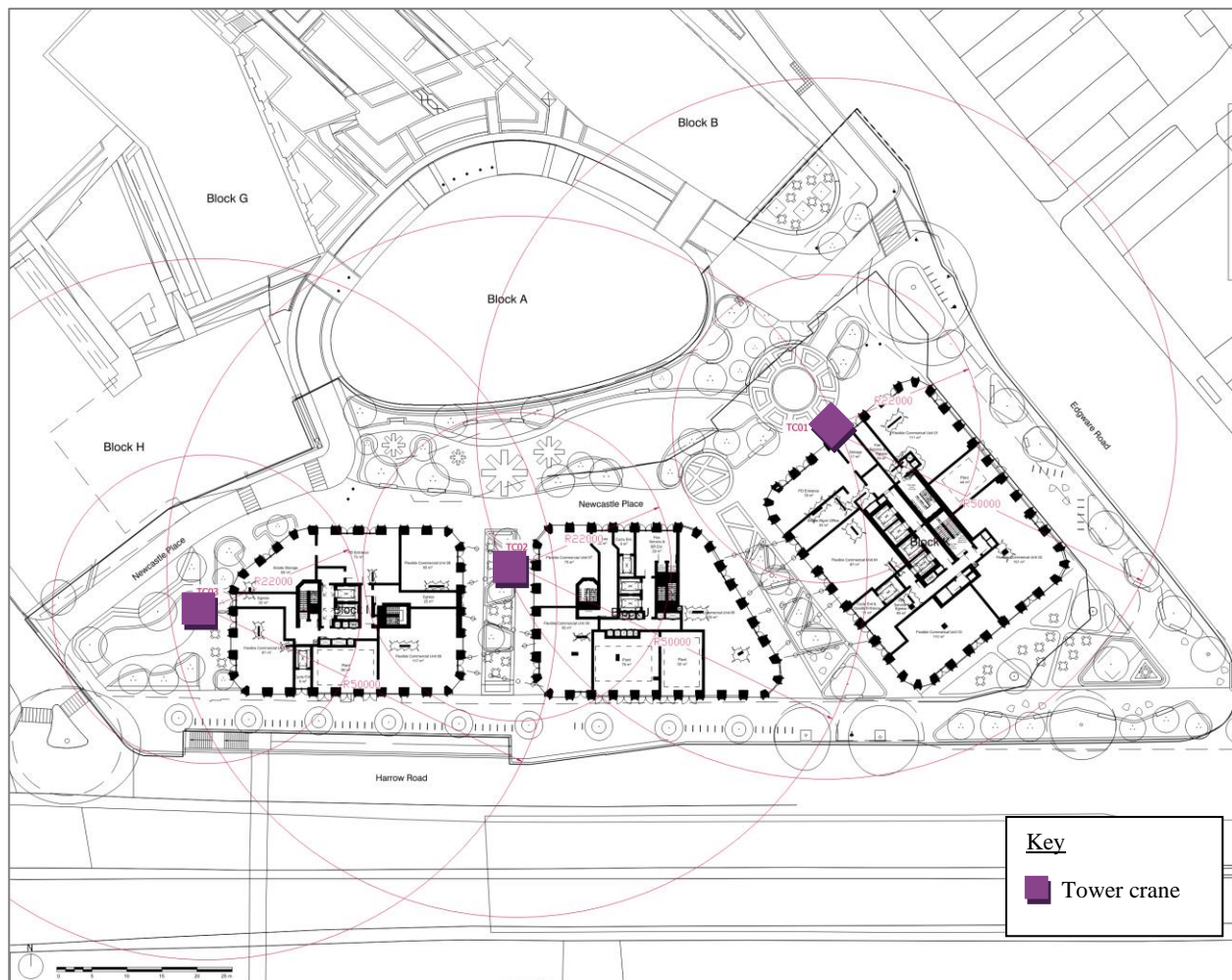
Oversail licences will be required for the tower cranes due to the shape of the site. These would be applied for and in place prior to any works being undertaken with regards to the tower cranes. It is expected licences will have to be agreed with WCC and TfL.

Table 2: Proposed tower crane key parameters

Tower Crane	Duration On-Site	Height (m)	Radius (m)	Approximate Grid Reference
TC1	54 months	150	50	N181762, E5269954
TC2	52 months	70	50	N1817439 E5269124
TC3	27 months	120	50	N181735, E526868

The approximate locations of the tower cranes are shown in Figure 3.

Figure 3: Proposed indicative tower crane locations on-site



3.3.5 Temporary works

Some temporary works would be necessary during the course of the development works, in order to protect the public and ensure the structural integrity of the works as they progress. These would range from simple propping of hoardings to scaffold protection fans, temporary propping of walls and other temporary

structures such as loading platforms. In all cases these works would comply with legislation, and would be designed and managed by the Applicant who is obliged by law to employ a temporary Works Co-ordinator.

In addition, temporary works within the basement excavation in the form of propping may be required for the perimeter sheet piled walls and existing diaphragm wall during the excavation process.

3.4 Demolition works

Demolition works would include the demolition of the entire former Paddington Green Police station (a 17 storey concrete frame tower, 7 storey tower, connecting structure, single storey basement and existing foundations).

It is anticipated a mobile crane would be required periodically for the demolition of the 17 storey tower. The crane would be situated on-site, for lifting out existing building plant and lifting breakers onto the floor slab to commence demolition of the structure. It is envisaged the crane would be located within the site boundary.

The 17 storey tower would be broken down progressively from top down, to remove the debris and rubble from the workface. The lift shaft would be used to bring materials down to ground level, for removal with a long reach excavator.

It is envisaged that the buildings would be demolished using long reach mechanical plant incorporating breakers and crunchers working from inside the Site boundary. Demolition on any road boundaries would principally be carried out by hand from the perimeter scaffolds which would allow screening to prevent from dust. Additionally, dust would be controlled using water mist sprays located on the long reach munching machines. Noise would be controlled and monitored throughout the demolition works

Materials would be crushed, graded and stockpiled with approximately 15 % targeted for on-site re-use within the piling mat for the perimeter retaining walls and bearing piles for the towers foundations. The remaining 85 % is likely to be transferred to suitable tipper or waste haulage vehicles and removed off-site for recycling.

3.5 Substructure works

Substructure works would comprise the installation of a piled retaining wall for the basement structure; excavations, basement construction and foundations. This would run inside the existing diaphragm wall that runs along Harrow Road, with only a section of this being removed to form the link through to the adjoining basement of WEG.

3.5.1 Basement piling, excavation and construction works

A retaining wall would be constructed within the boundary around the perimeter of the site. Piles would augured secant, contiguous or bearing piles. The length of the piles would vary, depending on whether they are to support superstructure column loads, but it is anticipated that the piles would largely be between 15 m to 20 m in length. Where large loads are transferred from the superstructure and beneath the Towers, the piles would increase in length of between 35 m and 50 m below the ground surface.

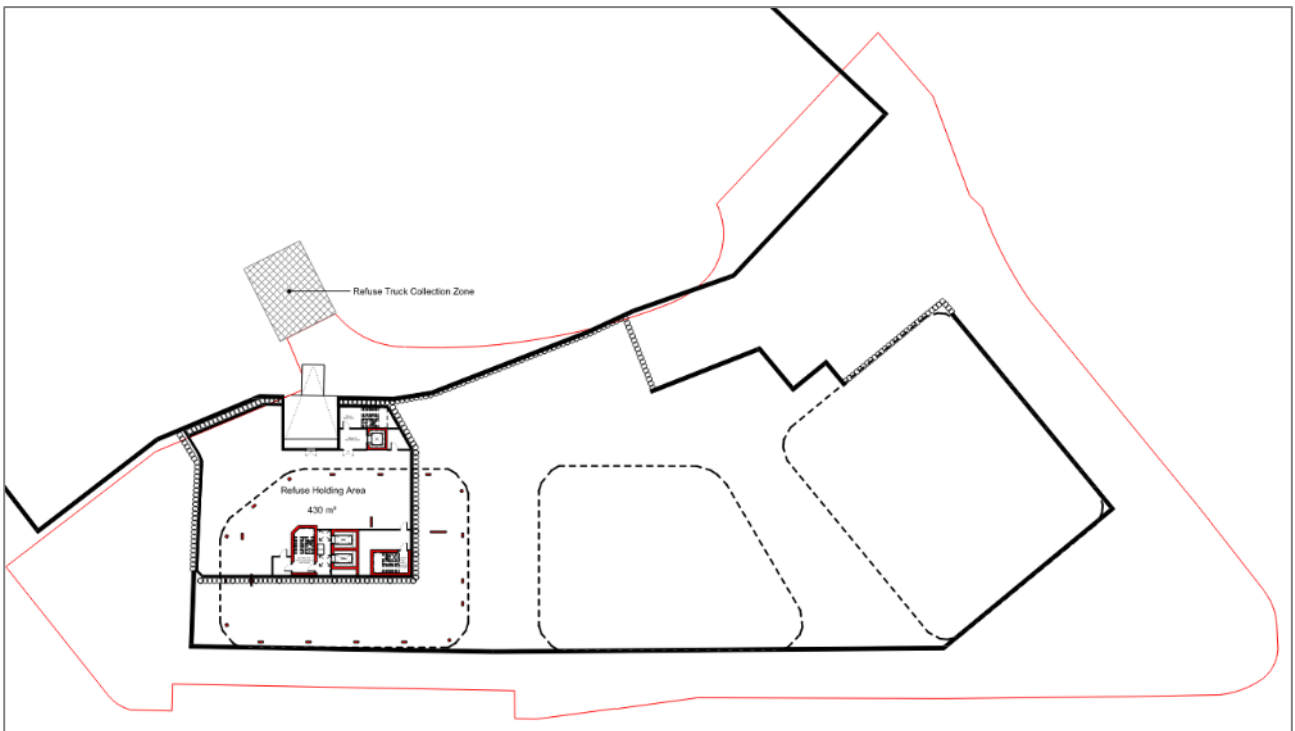
A site-wide basement would be excavated and the method of perimeter retaining wall would take into account the ground conditions and environmental considerations such as noise levels. The existing diaphragm wall would be used and propped in the temporary case to support the ground and paving to the site perimeter removing the requirement for further retaining structures and the need to break out the existing diaphragm wall.

Figure 4 and Figure 5 show the proposed development basement plan.

Figure 4: Proposed basement plan (B1)



Figure 5: Proposed basement plan (B2)



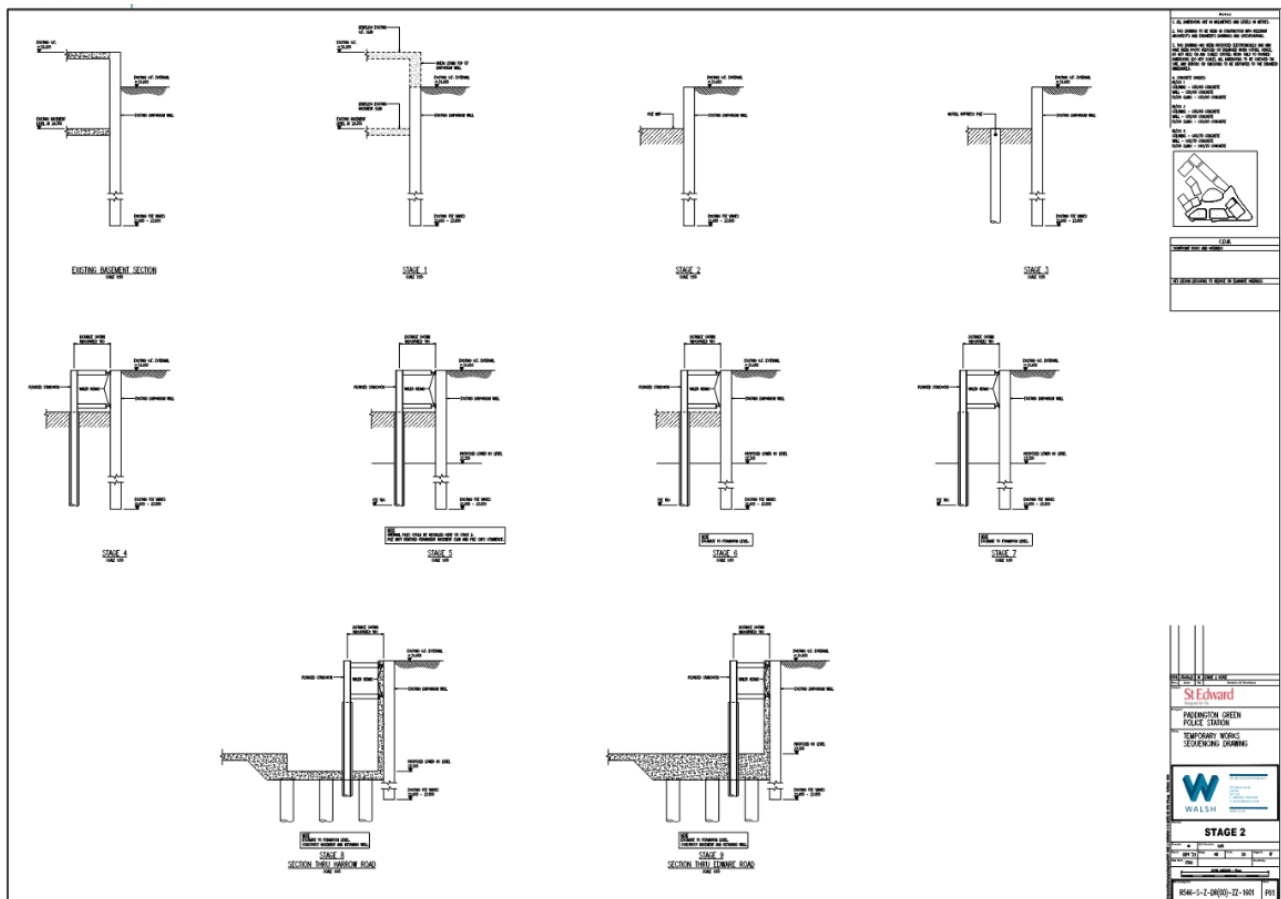
It is anticipated that the basement would be constructed using a traditional ‘bottom-up’ approach using temporary earth berms and props to support the perimeter retaining walls whilst the basement is excavated.

Based upon initial investigations there is the potential for excavation waste to be contaminated and therefore classed as hazardous waste. In addition, due to the limited extent of the Site, opportunities for the storage and re-use of excavated material is considered unlikely. Berkeley Home’s company policy is for 90 % of the excavation waste arisings to be re-used and/or recycled off-site where possible. However, due to the potential for contamination, this target would be difficult to achieve.

3.5.2 Basement construction sequence

The methodology and sequence for the proposed basement construction would be as follows:

- Stage 1: Based on the current survey information, the ground floor slab and basement slab would be removed/demolished prior to the installation of the buttress piles, except on Newcastle Place where the existing diaphragm wall would be locally propped prior to the installation of the buttress piles.
- Stage 2: Installation of the pile mat/piling platform across the site.
- Stage 3: Installation of the buttress piles and plunged stanchion, which would prop the existing diaphragm wall.
- Stage 4: Installation of the temporary works propping system, waler beams and props to the existing diaphragm wall underside of existing ground floor slab.
- Stage 5: Installation of the secant piled wall and bearing piles where required.
- Stage 6: Excavation to formation level.
- Stage 7: Construction of the new raft foundation.
- Stage 8: Construction of the new perimeter basement reinforced concrete (RC) wall off the raft against the existing diaphragm wall.



3.5.3 Foundations

The foundations for the proposed development would typically comprise of a rotary piled foundation. There are a number of existing piles which would be redundant. These would be mapped out and broken out to - 500 mm below the new pile cut off level.

3.5.4 Cores

The cores would incorporate the lifts, stairs and service risers and would be designed to provide the main lateral stability system for the buildings.

The concrete walls would be constructed from reinforced concrete using either slip-form construction or jump-formed techniques. Concrete would be pumped and a hydraulic placing boom used to assist concrete placement. Tower cranes would be positioned to suit the Site logistics and used to lift reinforcement cages for the cores. Stairs would be installed once the cores are complete. In the meantime external hoists would be erected to provide vertical transportation of labour and materials.

3.6 Superstructure works

The buildings would consist of PT concrete floor slabs for all the towers.

The construction of the superstructure within each block would involve the erection of RC cores (to provide for the overall stability of the structure), followed by the formation of RC columns and slabs, to roof level. Flat slab construction is proposed. The ground floor slab would form a podium which would have a number of step changes in thickness, the slabs generally getting deeper where transfer structures are required.

All the Blocks cores are envisaged to be formed by either slip-forming or jump-forming.

Slab thicknesses are intended to remain fairly constant throughout the proposed development at the site.

Also, the use of concrete would be selected to provide adequate sound insulation within each block and to comply with fire protection requirements. Cement replacement content and secondary/recycled aggregate content would be considered once the sub-contractors have been appointed, to minimise environment impacts.

Construction (sub- and superstructure) waste volumes have been estimated based on Building Research Establishment (BRE) Benchmarks. It is anticipated that all construction waste material would be removed off-site. However, as the Applicant's company policy is to divert 90 % of construction, demolition and excavation waste from landfill through re-use or recycling, it is conservatively expected that 50 % of all construction waste material would be recycled off-site in addition to the recycling and re-use of demolition and excavation waste volumes as discussed earlier.

3.7 Envelope and fit out works

Facades would be designed in accordance with air quality and noise performance criteria. Façades would consist of a mixture of pre-fabrication and unitised (window bays) cladding systems to assist in the ease of erection and installation. Each cladding unit would be supported from brackets from the floor slabs and installed from the floors using spidercrane to lift it into position.

It is envisaged the tower cranes would remain in location until the hoist has been removed and hoist infill panels installed.

Internal fit out of the proposed residential units would be undertaken as part of the proposed development and would include light fittings, kitchens and bathrooms.

Non-residential uses would be delivered to 'shell and core' only.

3.8 Landscaping works

Landscaping of the proposed development, including public amenity area and perimeter public realm would be undertaken in accordance with the Landscaping Strategy, following completion of the key construction works.

4. Vehicle routing and access

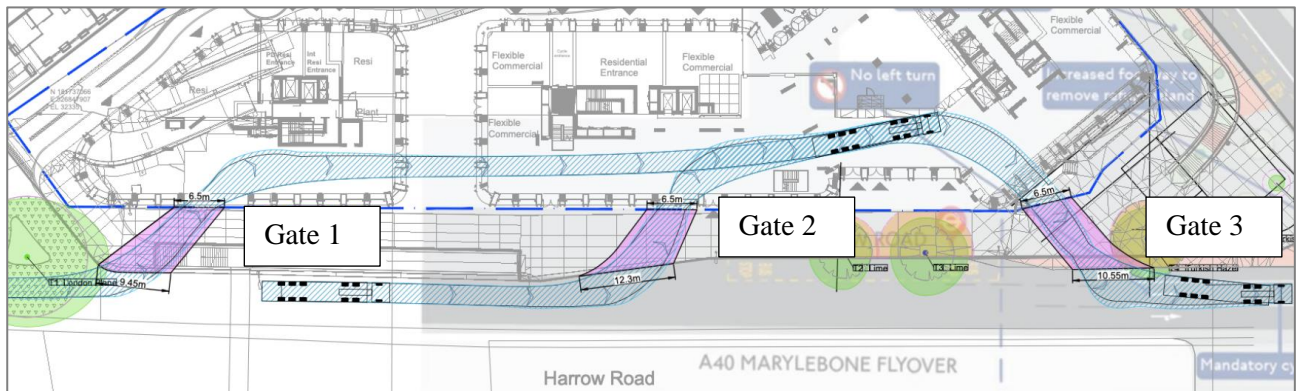
4.1 Construction access

Construction access has been considered in detail in terms of minimising impact on local streets, and taking into account junctions with banned turns and restricted space for manoeuvring large vehicles. Further

discussions on the construction access strategy will take place with local authorities prior to and during the construction process.

The site is well located to the strategic highway network and for the duration of the construction period, direct access from the A404 Harrow Road is proposed. Three locations for construction site vehicular gates have been identified and it is proposed that up to two gates will be operational at any one time. The gates will be marshalled to minimise risks of conflicts with pedestrians. The locations of the gates are shown in Figure 6.

Figure 6: Location of Gates 1 to 3



A detailed *Site Logistics Strategy* has been prepared and is contained in Appendix C. A summary of the indicative phasing of access and gates are as follows:

- **Initial Demolition Access** – Access has to be gained from Edgware Road to commence demolition from the existing PGPS courtyard. Access would be kept to a minimum and limited to 7.5t vehicles. It is anticipated that the number of vehicles turning into Newcastle Place would be approximately 30 vehicles a day for this phase. Traffic marshals will be present to manage the traffic and the turning movements to Newcastle Place.
As set out in the CLP guidance issued by TfL, it is the intention to use the adjacent WEG construction site to provide access for large plant for the initial stage of the demolition.
- **Demolition and Enabling Works** – Gate 2 on Harrow Road.
- **Excavation** – Gates 2 and 3 on Harrow Road.
- **Construction of Block I** – Gates 1 and 3 on Harrow Road.
- **Construction of Blocks J and K** – Gates 2 and 3 on Harrow Road.

The locations of the gates aim to maximise stacking capacity within the site and minimise any potential risk of queuing on the public highway. Extracts of the tracking for three gates are provided in Figure 7 and Figure 9, and swept path analysis is contained in Appendix B. These swept path analysis drawings serve to demonstrate the principles of the vehicular arrangements. The final drawings will be updated and provided in the Detailed CLP.

Figure 7: Proposed Gate 1 on Harrow Road

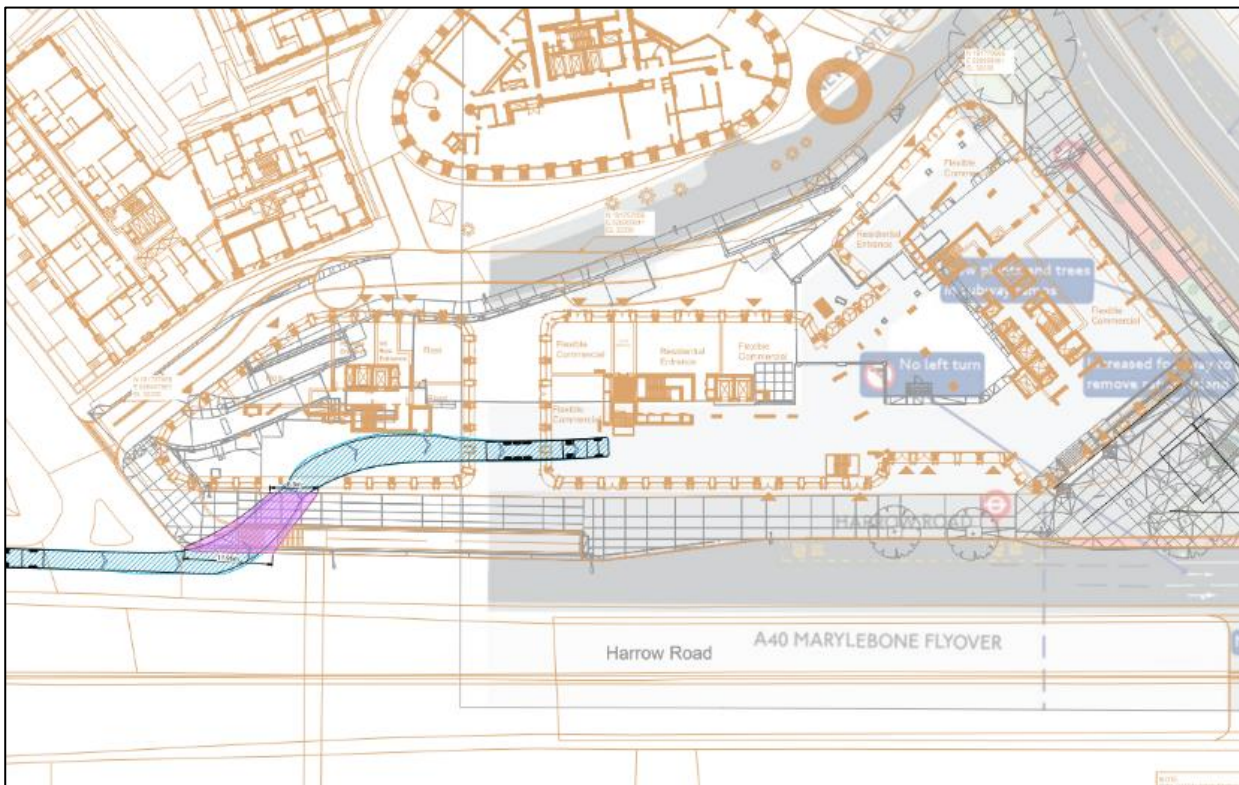


Figure 8: Proposed Gate 2 on Harrow Road

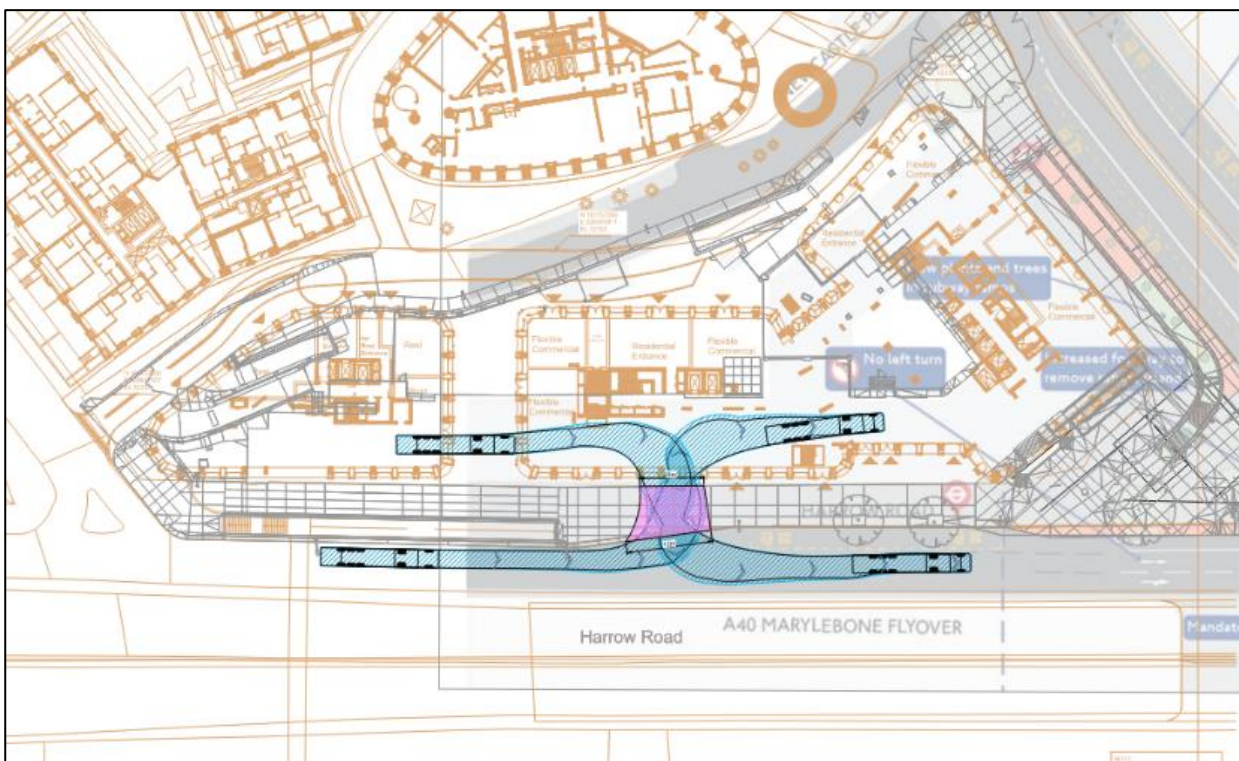
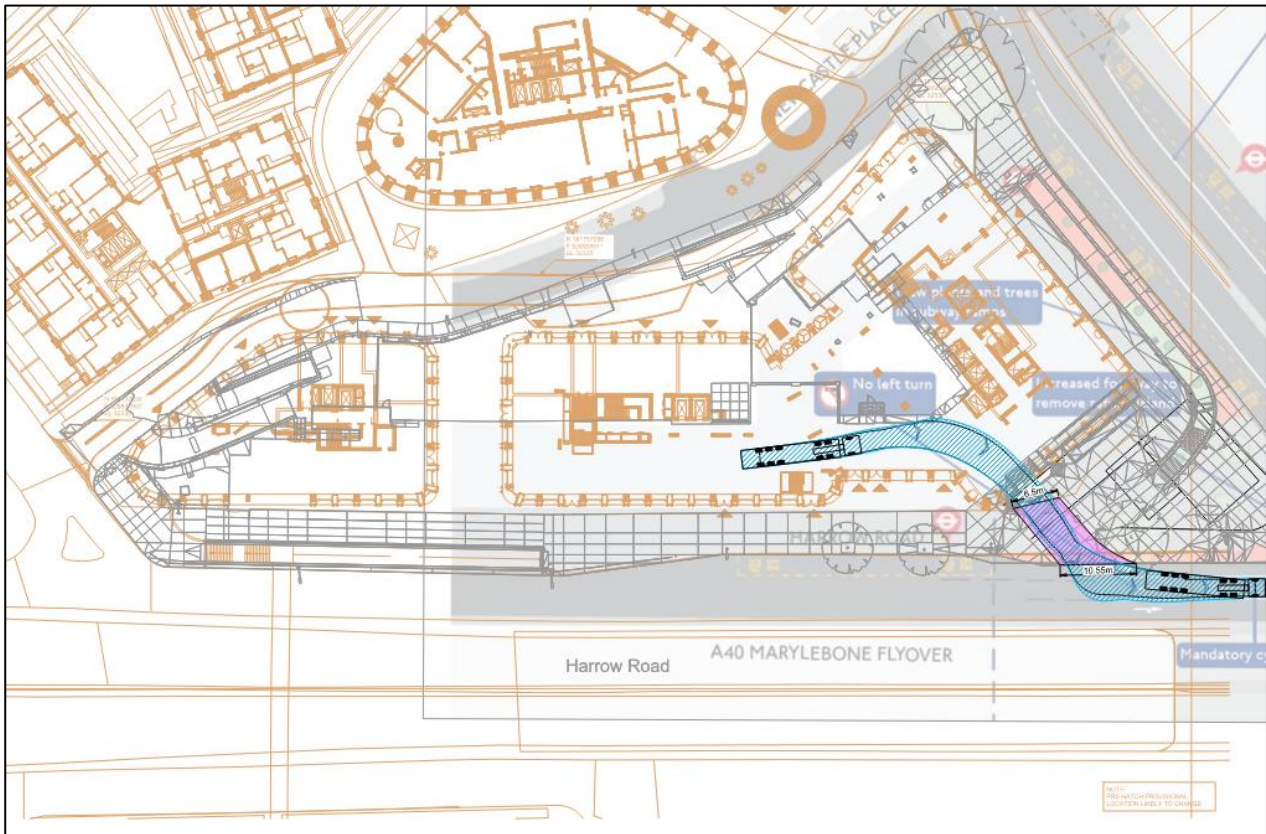


Figure 9: Proposed Gate 3 on Harrow Road



Hoarding will be provided along Harrow Road to maintain a 2.5m footway. Gate 1 by Paddington Green will require the temporary closure of the stairs to the underpass. However, the step-free ramp will remain open and pedestrian diversion signs will be provided. The location of the gate locations do not affect the operation of the bus stops along Harrow Road, or the Harrow Road / Edgware Road junction.

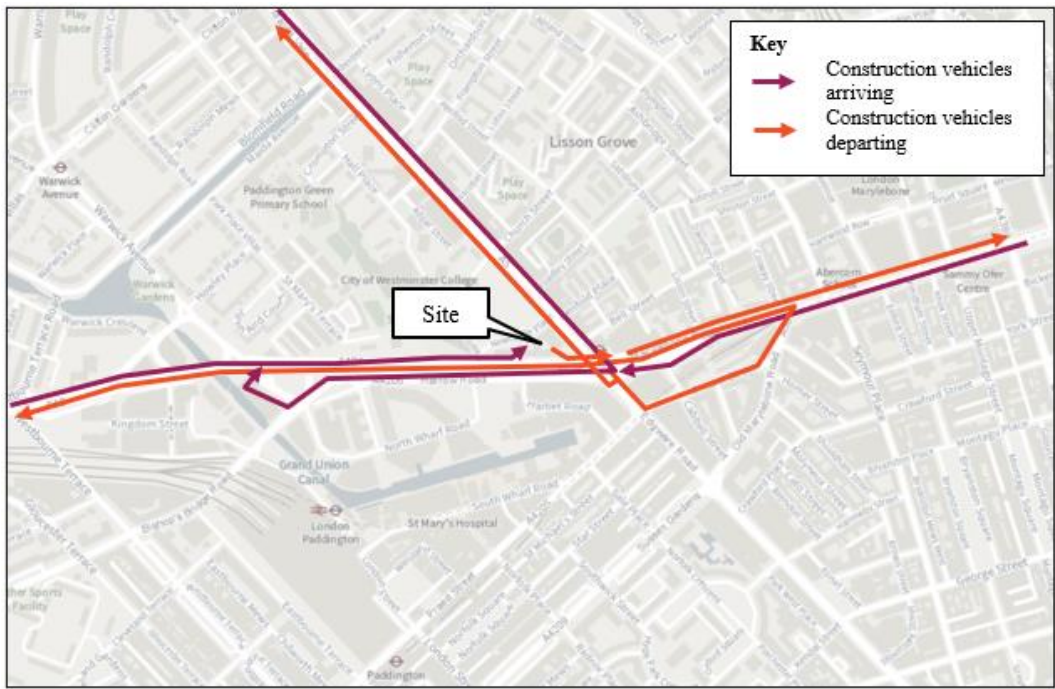
4.2 Indicative construction routes

The construction traffic routes that will facilitate the delivery of goods and material to and from the site would be agreed with WCC and other relevant authorities (e.g. TfL) prior to construction activity commencing.

In line with TfL's Construction Logistics Plan guidance, construction routes will be routed along the Strategic Road Network (SRN) and the Transport for London's Road Network (TLRN) as they are best suited to heavy traffic, and less likely to create congestion which in turn could minimise impacts on local air quality.

Figure 7 shows the indicative construction routes to and from the site. These routes are based on using main roads with direct movement in and out of London. The use of these routes will help to avoid travelling through urban communities and other sensitive areas such as schools.

Figure 10: Indicative construction vehicular routing



5. Strategies to reduce impacts

A number of mitigation measures and strategies are planned to reduce the impacts of construction on the local area. The planned measures can be categorised as follows:

- Committed – measures that will be implemented as part of the CLP.
- Proposed – measures that are feasible and likely to be implemented. Once a contractor is appointed these measures will be studied further and confirmed by the appointed contractor.
- Considered – measures that are unlikely to be implemented or feasible but could be investigated or become relevant in the future.

Table 3 summarises the planned measures for the construction of the proposed development, based on the checklist provided in TfL's CLP guidance.

Table 3: Construction measures influencing construction vehicles and deliveries

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

5.1 Measures influencing construction vehicles and deliveries

5.1.1 Safety and environmental standards and programmes

BHCL will follow all guidance given in Construction Logistics and Community Safety Guide – Managing Work Related Road Risk in Contracts. The following will be included in every tender and subcontract order and is contained within the Project Specific Requirements of the Tender Documents:

Delivery Standards; FORS & CLOCS

Loading and unloading from all vehicles shall be planned to eliminate the need to access the vehicle or be carried out using proprietary access equipment and adequate edge protection.

The following hierarchy regarding deliveries to site must be followed as far as reasonably practicable:

- 1) Pre-slung loads to eliminate the need to access the load bed*
- 2) Mechanical means of loading/unloading to eliminate the need to access the load bed*
- 3) Vehicle based (collective fall protection) system (guard rails if access to the load bed is required, a fixed ladder access point/fitted step must be provided)*
- 4) Site based (collective fall protection) systems (e.g. air bags)*
- 5) Site based (fall arrest) systems (e.g. overhead systems).*

Where working environments are not maintained by the contractor, clear up notices will be issued as per Berkeley procedure

The above is applicable to all delivery vehicles (including smaller vans and pick-up trucks) and under no circumstances are delivery drivers to carry out any form of activity at height without suitable and adequate protection measures in place to prevent falls in line with the above mitigation controls.

The Contractor is to specify the method of unloading within a specific section within the RAMS.

All vehicles attending site must be 'Construction Logistics and Cyclist Safety' (CLOCS) compliant or 'Fleet Operator Recognition Scheme' (FORS) Gold (as a minimum) accredited.

Failure to comply with this standard will result in vehicles being turned away from site without unloading. No loss of time claims will be entertained for such an event.

Every vehicle which arrives at the gate will be checked for FORS Compliance and any vehicle not complying will be refused entry and directed to exit safely.

5.1.2 Adherence to designated routes

Monitoring will take place to check that construction vehicles are adhering to the designated routes. If an alternative construction traffic route is required, this will be agreed in advance with WCC.

5.1.3 Delivery scheduling and re-timing

BHCL will adopt an on-line delivery booking and tracking system, equal or better to the Free TFL online system.

BHCL will track all deliveries to the project including vehicle type, source and destination to allow CO2 emission calculations to be completed and checked against Key Performance Indicators (KPIs).

All deliveries and collections to/from the site will be co-ordinated, and ensure that as far as reasonably possible:

- Prior to delivery or collection, if required, hauliers will notify the relevant authorities (TfL, Police, Highways Authority etc.) in accordance with the Road Vehicles (Authorisation of Special Types) (General) Order 2003;

- Liaison will be undertaken with occupants of adjacent buildings to avoid delays to service deliveries due to construction vehicles; and
- Deliveries will be made on a 'just in time' basis.

Larger vehicle movements will be scheduled to avoid peak hours on the local road network, so far as reasonably practicable.

5.1.4 Use of holding areas and consolidation centres

The use of holding areas and off-site consolidation centres will be investigated as part of the detailed CLP and will form part of the overall delivery and waste removal strategy for the site so far as reasonably practicable.

5.1.5 Vehicle choice

Fuel efficient and low emission (or electric) vehicles will be sought where vehicles used on site and for movement of goods and waste to and from the site require replacement and renewal as cost-neutral improvements.

5.2 Measures to encourage sustainable freight

As the site is not immediately adjacent to a navigable water body or a rail line capable of offloading freight it is not practicable to receive a substantial proportion of construction deliveries by modes other than road.

5.3 Material procurement measures

5.3.1 Design for manufacture and off-site manufacture

Off-site manufacture will be investigated and is being proposed, for example unitised cladding systems.

5.3.2 Re-use of material on site

The site will aim to optimise the efficient use of material resources. The possible means to enhance materials resource efficiency include:

- maximising the material recovered from the demolition of existing buildings
- implementing Site Waste Management Plans to minimise the waste generated and maximise the materials recovered, reused and recycled in both the demolition and new build
- exceeding a threshold proportion of recycled and reclaimed content in the products and materials used in the new buildings
- As much waste as possible will be recycled and, where possible, the total number of trips will be reduced by making sure vehicles delivering materials to the Site leave with waste.

5.3.3 Smart procurement

BHCL will set out the strategy on procurement in the Detailed CLP and develop a plan to maximise smart procurement as far as reasonably practical.

5.4 Other measures

5.4.1 Collaboration with other sites in the area

PGPS is located adjacent to the WEG development which is also under construction. Collaboration is proposed to share the WEG construction access from Paddington Green at the early stages. This will reduce the impact of additional construction access points on the highway network.

Further collaboration and opportunities to reduce vehicle movements and minimise impact will be explored throughout the construction programme. This includes giving consideration to:

- combining and consolidating deliveries between sites
- common procurement
- combined waste management strategies

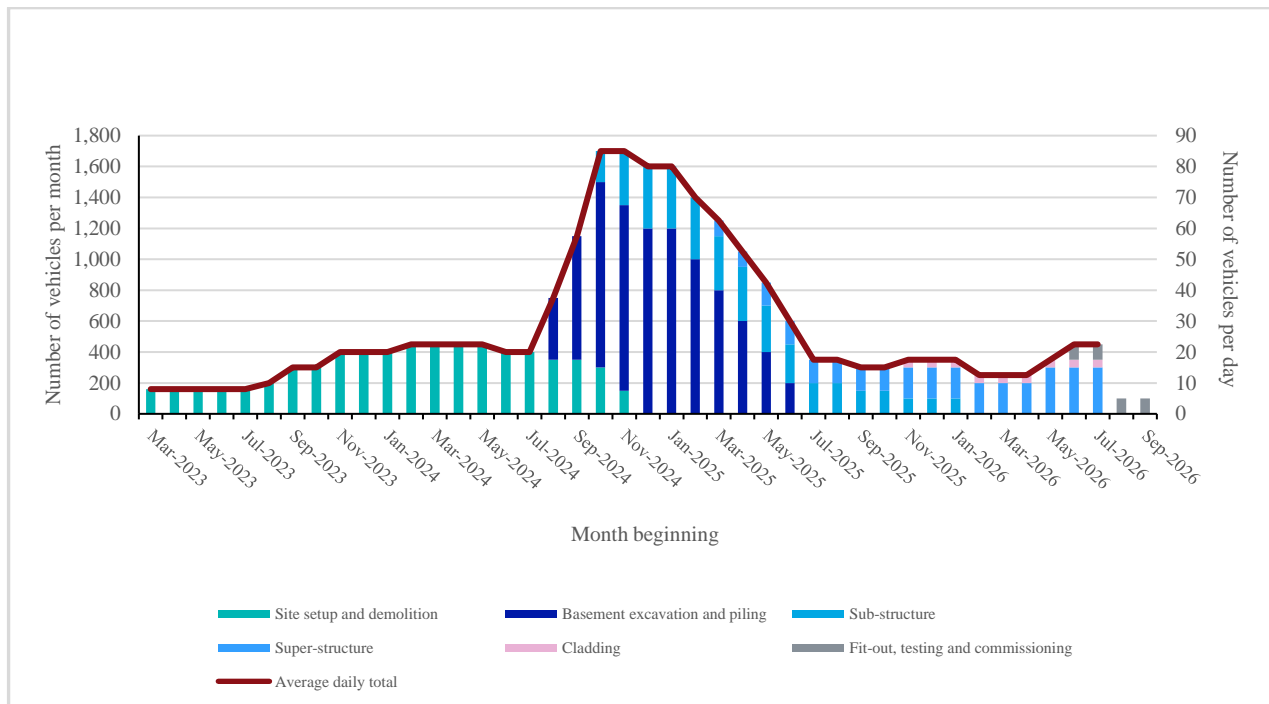
5.4.2 Staff Travel Plan

A staff travel plan will be prepared as part of the Detailed CLP to encourage the use of sustainable modes and take advantage of the site's accessibility by public transport. Given the site's accessibility, car use and construction related car parking will be discouraged. Staff cycle parking facilities will be provided.

6. Estimated vehicle movements

The estimated monthly total number of construction vehicles from 2023 to 2030 are provided in Figure 11.

Figure 11: Indicative number of construction vehicles



The highest number of vehicles in one day is expected to be 85 during the demolition, excavation and piling phases. This equates to around 8-9 vehicles an hour when considered over a 10 hour working day. This level of vehicle movement is not expected to have a perceptible impact on the highway network.

7. Implementation, monitoring and updating

7.1 Management

The BHCL Project Director will be the CLP Co-ordinator and will take responsibility for the day to day management of the CLP and is the first point of contact for site issues.

The Project Director will oversee the effectiveness of the CLP and prepare regular updates to the Planning Authority when requested.

The CLP Co-ordinator will be named ahead of Construction commencing on the project and BHCL will notify the Planning Authority and TfL if and when the co-ordinator is replaced.

7.2 Monitoring and review

The CLP will be communicated to all parts of the supply chain when tender enquiries are sent out and again when orders are placed. Periodic and reactive reminders will be sent to the entire supply chain reminding them of designated traffic routes to and from the project.

The CLP Co-ordinator will continually check vehicles arriving at the project and ensure they meet the required safety standards. Surveys of vehicle movements will be carried out at regular intervals throughout the construction project.

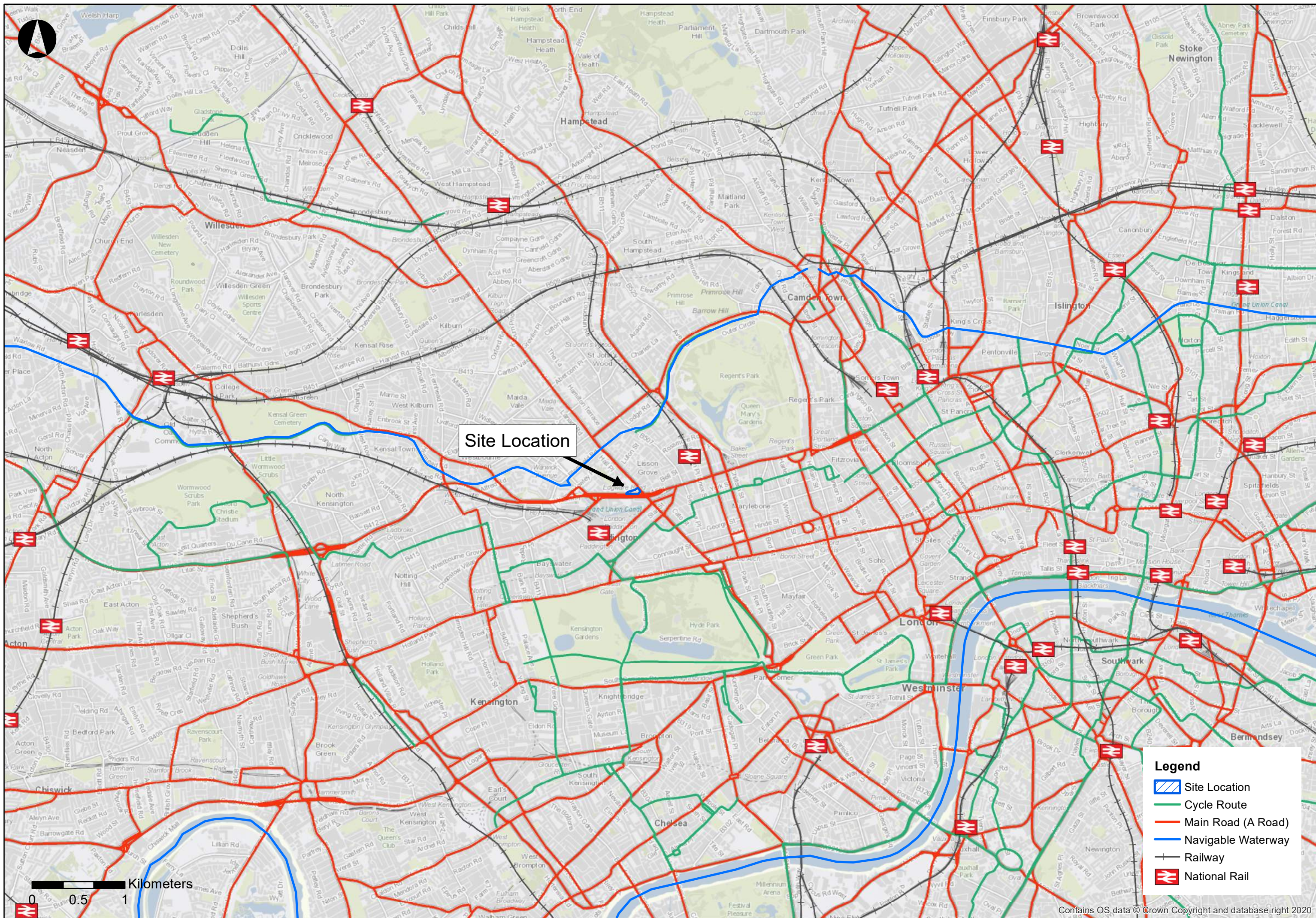
In accordance with guidance, the following will be monitored:

- Vehicle movements to site
 - Total vehicle movements
 - By vehicle type/size/age
 - Time spent on site
 - Consolidation centre utilisation (if relevant)
 - Origin and destination of vehicle arriving at or leaving site
 - Delivery/collection accuracy compared to schedule
 - Breaches and complaints
- Community concerns about construction activities
 - Vehicle routing
 - Unacceptable queuing or parking
 - Adherence to safety & environmental standards & programmes
 - Low Emissions Zone (LEZ) and Ultra Low Emissions Zone (ULEZ) compliance
 - Anti-idling
- Safety:
 - Logistics-related incidents
 - Record of associated fatalities and serious injuries
 - Methods staff are travelling to site
 - Vehicles and operators not meeting safety requirements
 - Personal safety surrounding the site

A Detailed CLP is expected to be required prior to works commencing on-site. As the construction activities are being monitored, the CLP will be reviewed and updated periodically where required.

Appendix A

Context maps



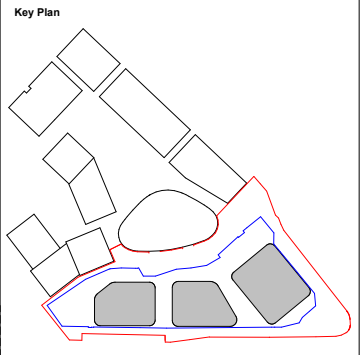
Legend

- Site Location
- Cycle Route
- Main Road (A Road)
- Navigable Waterway
- Railway
- National Rail



Do not scale from this drawing. All dimensions to be checked on site. All omissions and discrepancies to be reported to the Architect immediately

This work is copyright and shall not be reproduced or used for any other purpose without the written permission of Squire and Partners.



Key

Proposed Planning Boundary

Site Ownership Boundary

Community Space Added in Block I	01/11/22	EJ	P016
Secondary Door Added to Plant	27/10/22	EJ	P015
Block K GF Updated	21/10/22	EJ	P014
Block I GF Updated	19/10/22	EJ	P013
Block I GF Updated	19/10/22	EJ	P012
Issued for Public Consultation	17/10/22	EJ	P011
Indicative Coordinates for Cranes - Subject to Confirmation	13/10/22	EJ	P010
For Information	10/10/22	EJ	P09
For Information	07/10/22	EJ	P08
Doors and Structure Updated	XX/10/22	EJ	P07
Issued to GLA - Door Locations Updated to Match Model	26/09/22	EJ	P06
Issued to GLA	20/09/22	EJ	P05
Issued to HSE	01/09/22	EJ	P04
Issued to HSE	29/08/22	EJ	P03
Issued as Draft	17/08/22	EJ	P02
Issued as Draft	15/08/22	EJ	P01
Description	Date	Chk	Rev

SQUIRE & PARTNERS

Squire and Partners LLP
The Department Store
248 Ferndale Road, London SW9 8FR
T: 020 7278 5555

info@squireandpartners.com
www.squireandpartners.com

Project

Paddington Green Police Station
London, W2

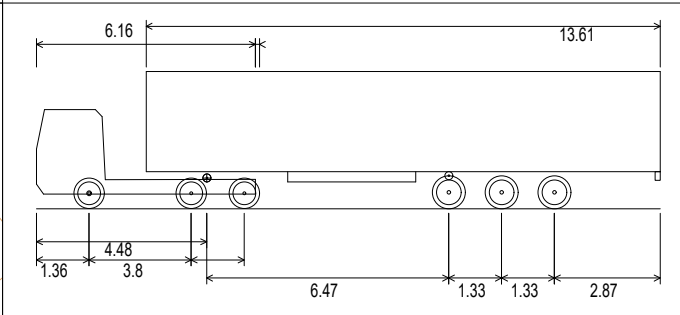
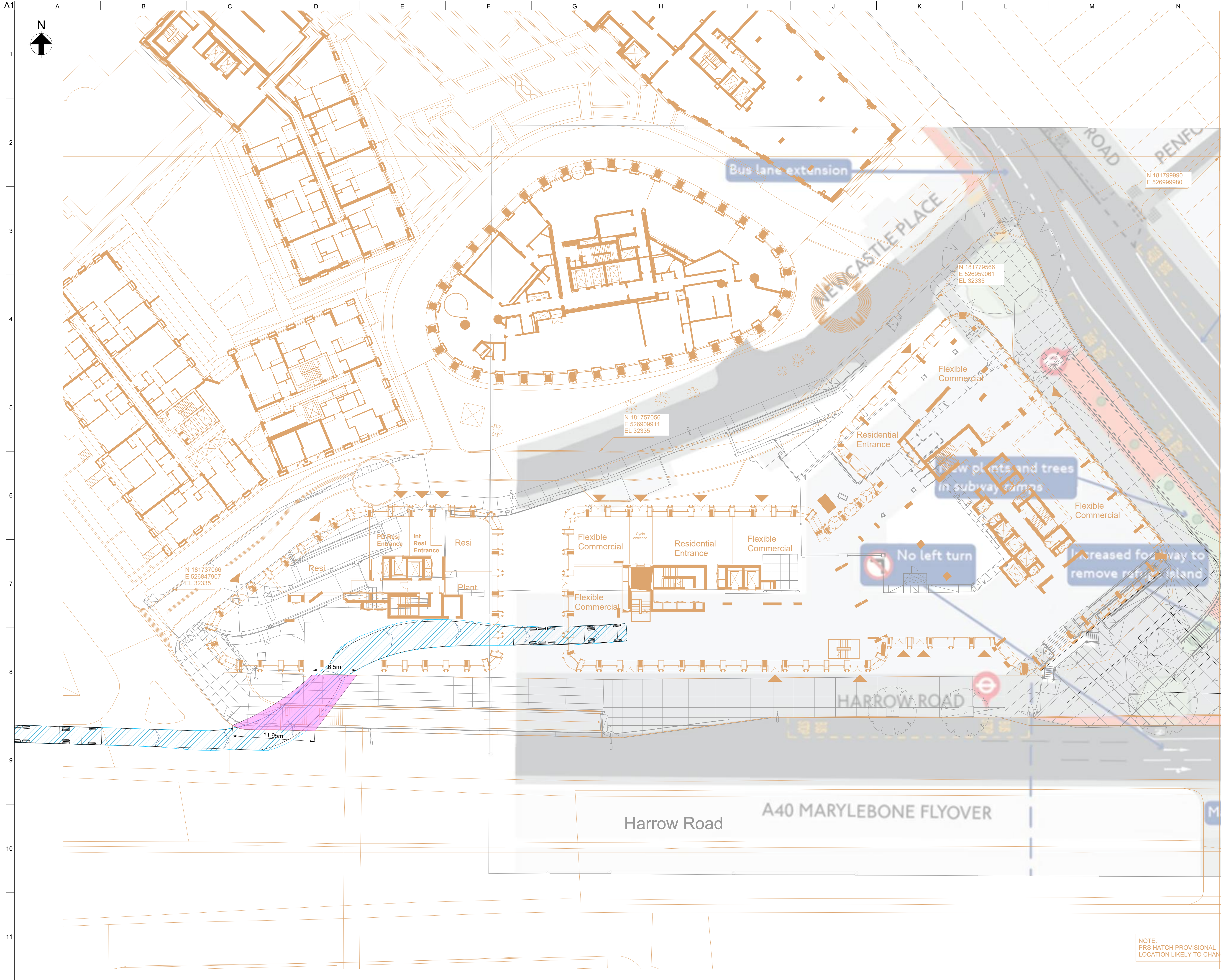
Title

Proposed Ground Floor Plan

Suitability	Status	
S2	For Information	
Date	Scale @ ISO A1	Job Number
07/07/22	1:250	15044
Drawing Number		Revision
15044-SQP-ZZ-00-DP-A-PL02003		P016

Appendix B

Swept path analysis



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	3.00 sec
Kerb to Kerb Turning Radius	6.550m

N 181799990 E 526999980				
N 181779566 E 526959061 EL 32335				
N 181757056 E 526909911 EL 32335				
N 181737066 E 526847907 EL 32335				

B	26/03/21	RJM	KW	AF
A	04/03/21	RJM	KW	AF

Rev	Date	By	Chkd	Appd
-----	------	----	------	------

ARUP

13 Fitzroy Street
London W1T 4BQ
Tel +44(0)20 7638 1531 Fax +44(0)20 7580 3924
www.arup.com

Client
Berkeley Homes
(Central London) Limited

Project Title
Paddington Green
Police Station

Drawing Title
Construction Access
Gate 01 Option 01

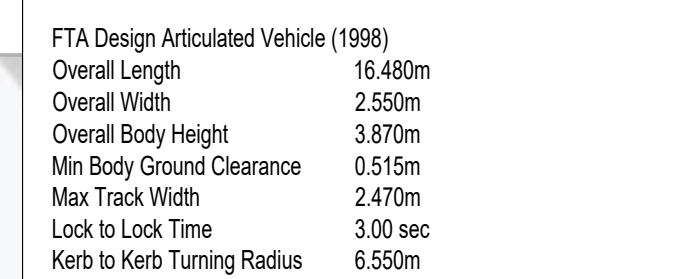
Scale at A1
1:200

Role
Transport

Suitability
- For Information -

Arup Job No 277685-00	Rev B
Name 277685-SK-028	

NOTE:
PRS HATCH PROVISIONAL
LOCATION LIKELY TO CHANGE



Rev	Date	By	Chkd	Appd
-----	------	----	------	------

Client
Berkeley Homes
(Central London) Limited

Drawing Title

Construction Access
Gate 02 Access/Egress

Scale at A1	1:200
Role	Transport
Suitability	- For Information -
Arup Job No 277685-00	Rev B
Name 277685-SK-030	