LAND AT THE FORMER SIPSON GARDEN CENTRE, SIPSON ROAD

CONSTRUCTION LOGISTICS PLAN

April 2024

Bidwells

B2 USE
LAND AT THE FORMER SIPSON GARDEN CENTRE
SIPSON ROAD

CONSTRUCTION LOGISTICS PLAN

CONTROLLED DOCUMENT

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CONSTRUCTION LOGISTICS PLAN

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1. INTRODUCTION

1.1 This Framework Construction Logistics Plan (CLP) has been prepared by Paul Basham Associates on behalf of Bidwells to address highways comments received by the Greater London Authority (GLA) in relation to a planning application submitted (under planning ref: 67666/APP/2023/3721), for a B2 land use class comprising a specialist vehicle servicing site totalling 1,450sqm at the Former Garden Centre, Sipson Road, Sipson.

1.2 Specifically, the GLA stated that, *"a Framework Construction Logistics Plan (CLP) should be submitted, and the detailed final CLP should be prepared in accordance with TfL guidance and secured by condition".*

1.3 Paul Basham Associates have prepared a Healthy Streets Transport Assessment (HSTA), a Draft Travel Plan (TP), a Delivery and Servicing Plan (DSP) and an Operational Management Plan (OMP) in conjunction with this application. This report should therefore be read in conjunction with these other reports.

1.4 This CLP has been prepared in accordance with Transport for London's (TfL) guidance as well as the Construction Logistics and Community Safety (CLOCS) Construction Logistics Planning Guidance Version v1.2 (April 2021) which is signposted as part of Transport for London's (TfL) guidance. The guidance states that where the level of impact of a development is 'Medium to Higher', an Outline Construction Logistics Plan should be prepared to accompany a planning application.

1.5 Medium impact developments are considered those with construction costs exceeding £2 million, with medium community considerations and over 10 residential dwellings / creation or change of use of use of 1,000sqm floorspace. Higher impact developments are those with construction costs exceeding £23 million, higher community considerations and over 100 new residential uses / 10,000sqm floorspace. Therefore, based on the development scale, this development is categorised as having a 'medium' level of impact.

1.6 It is anticipated that this document would be updated to a Detailed CLP prior to construction when a contractor has been appointed in line with the CLOCs guidance for level of impact developments.

Objectives of the CLP

1.7 The overall objectives of this Construction Logistics Plan are to:

- Lower emissions from construction vehicles and reduce fuel costs for freight operators.
- Improve highway safety for construction vehicles and road users.
- Reduce congestion by reducing the overall number of construction vehicle trips, in particular during the peak network hours and when nearby sensitive receptors operate.
- Improve reliability of deliveries to site through booking systems and pre-determined routing.
- Minimise the distance travelled by construction vehicles on local roads, by prioritising routing via strategic and trunk roads which are more suitable to accommodate this type of traffic.
- Identify strategies for reducing, re-timing and consolidating deliveries.

Site Context and Planning History

1.8 The site is located off Sipson Road, approximately 300m south of Junction 4 of the M4 and is bound by residential properties to the south, The Plough public house to the north, the M4 to the east and Sipson Road to the west. The site has historically had various uses, including a garden centre. The site is currently accessed off Sipson Road. The site location is outlined below in **Figure 1**.

Figure 1: Site Location Plan

1.9 Prior to this application, the site has been subject to various planning applications:

- A planning application (Ref: 67666/APP/2013/1579) was submitted for a mixed-use development comprising 53 residential units, 3 light industrial commercial units, a neighbourhood community centre, and 2 retail units on the same site. The application was submitted and refused in 2013, partly due to a failure to demonstrate sufficient turning facilities on site;
- A planning application submitted in 2015 (ref: 67666/APP/2015/2413) for a mixed-use development comprising up to 53 residential units (Use Class C3/C2) and associated private and public open space was also refused, but not on highways grounds;
- More recently, a planning application was submitted (ref: 67666/APP/2019/1245) to redevelop the existing garden centre, which was approved in 2020.

Development Proposals

1.10 The proposed development consists of 1,450sqm of B2 use for a specialist vehicle servicing centre with associated car, cycle and operational vehicle parking. The 1,450sqm consists predominantly of workshop space (including 7 servicing bays with an additional bay for storage), and ancillary office space. The specialist vehicles to be serviced at the site are electric and associated with the operation of the nearby Heathrow airport. The core days the facility will be in operation are Monday-Friday between 0700-1800 hours. Airside vehicle recovery can be required 24/7 and so infrequent use outside of these hours will occasionally be required.

Construction Particulars

1.11 The outline details of this CLP and the development are set out in **Table 1**.

Site Address	Land at the Former Sipson Garden Centre, Sipson
Contractor	TBC (will be provided as part of the finalised version)
Site Working Days	Monday to Friday & Saturdays No bank holidays or Sundays
Site Working Hours	Monday to Friday: 08:00 – 18:00 Saturday: 09:00 – 14:00 Sunday and Bank Holidays: No Works
CLP Author	Paul Basham Associates info@paulbashamassociates.com
24 hour contact information	To be provided prior to construction.

Table 1: Construction Particulars

Report Structure

1.12 Following this introduction, this CLP covers the following:

- Context, considerations and challenges;
- Construction programme and methodology;
- Vehicle routing and site access;
- Strategies to reduce impacts;
- Estimated vehicle movements; and
- Implementing, monitoring and updating.

2. CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 This section of the report provides a description of the local context and issues identified which need to be considered and addressed during construction.

Policy Context

National Policy

2.2 The National Planning Policy Framework (NPPF) (December 2023):

- Paragraph 108 states that *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that the potential impacts of development on transport networks can be addressed and the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains".*
- Paragraph 115 states that a *"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".*
- Paragraph 116 states that *"applications for development should allow for the efficient delivery of goods, and access by service and emergency vehicles".*

2.3 Traffic Management Act (2006):

- Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion.
- Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes TfL's role to manage certain areas of the Greater London route network.

Regional Policy

London Plan (2021)

2.4 The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth. The following policies are relevant to this CLP:

- Policy T4 - Assessing and mitigating transport impacts: When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

- Policy T7- Deliveries, servicing and construction:
    A. Development plans and development proposals should facilitate sustainable freight movement by rail, waterways and road.
    B. Development Plans, Opportunity Area Planning Frameworks, Area Action Plans and other area-based plans should include freight strategies. These should seek to:
        1. Reduce freight trips to, from and within these areas.
        2. Coordinate the. Coordinate the provision of infrastructure and facilities to manage freight at an area-wide level.
        3. Reduce road danger, noise and emissions from freight, such as through the use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.

    Such strategies should be developed through policy or through the formulation of a masterplan for a planning application.
    C. To support carbon-free travel from 2050, the provision of hydrogen refuelling stations and rapid electric vehicle charging points at logistics and industrial locations is supported.
    D. Consolidation and distribution sites at all scales should be designed to enable 24-hour operation to encourage and support out-of-peak deliveries.
    E. Development proposals for new consolidation and distribution facilities should be supported provided that they do not cause unacceptable impacts on London's strategic road networks and:
        1. Reduce road danger, noise and emissions from freight trips.
        2. Enable sustainable last-mile movements, including by cycle and electric vehicle.
        3. Deliver mode shift from road to water or rail where possible (without adversely impacting existing or planned passenger services).

F. Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

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

H. During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.

Mayor's Transport Strategy (2018 with 2022 revision)

2.5 The Mayor's Transport Strategy sets out the Mayor's policies and proposals to reshape transport in London over the next two decades. A supplementary proposal was added to it in November 2022.

2.6 The Mayor's Transport Strategy is underpinned by the following vision: *"The Mayor's vision is to create a future London that is not only home to more people, but is a better place for all of those people to live in".*

Freight and Servicing Action Plan (TfL) (March 2019)

2.7 The aim of the Freight and servicing action plan is to support safe, clean and efficient movement of freight across Greater London.

2.8 The actions in the plan set out how TfL and the Greater London Authority (GLA) can work with Boroughs, businesses and the freight and servicing industry itself while road space is reallocated to walking, cycling and public transport and new regulations are introduced to make vehicles safer and cleaner. It builds upon the proposals, policies and aims set out in the London Plan and sets out key actions that the GLA and TfL will take to achieve these.

2.9 Action 2 states that they '*will improve streets, accommodate safe freight movement by Working with FORS to encourage wider use of, and adherence to, Construction Logistics Plans through a three-day training course for construction logistics planners and developers, increasing workshop attendance by 100 per cent in 2020*.'

TfL's Construction Logistics Plan Guidance (2021)

2.10 In 2017 TfL released a more prescriptive guidance for the preparation of outline and detailed CLPs. The guidance sets out the requirements dependant on scale of development, cost and impact, the purpose of CLPs, the planning process relating to CLPs and the level of detail and content expected. This guidance was last updated in April 2021.

Local Policy

2.11 The London Borough of Hillingdon (LBH) set out their guidelines on their website on construction noise and when this can occur. It states that noise can occur Monday – Friday 8am – 6pm and on Saturday 8am – 1pm. Their guidance also states that works audible at the site boundary are not permitted on Sundays, public or bank holidays.

Context Maps

2.12 **Figure 2** provides a regional map showing the site in the context of Greater London and the road network, including the Strategic Road Network (SRN) and the TfL Road Network / Red Routes. The M4 is within National Highways ownership, while Sipson **Figure 3** shows the location of the site in the context of the surrounding area and illustrates local constraints and sensitive receptors.

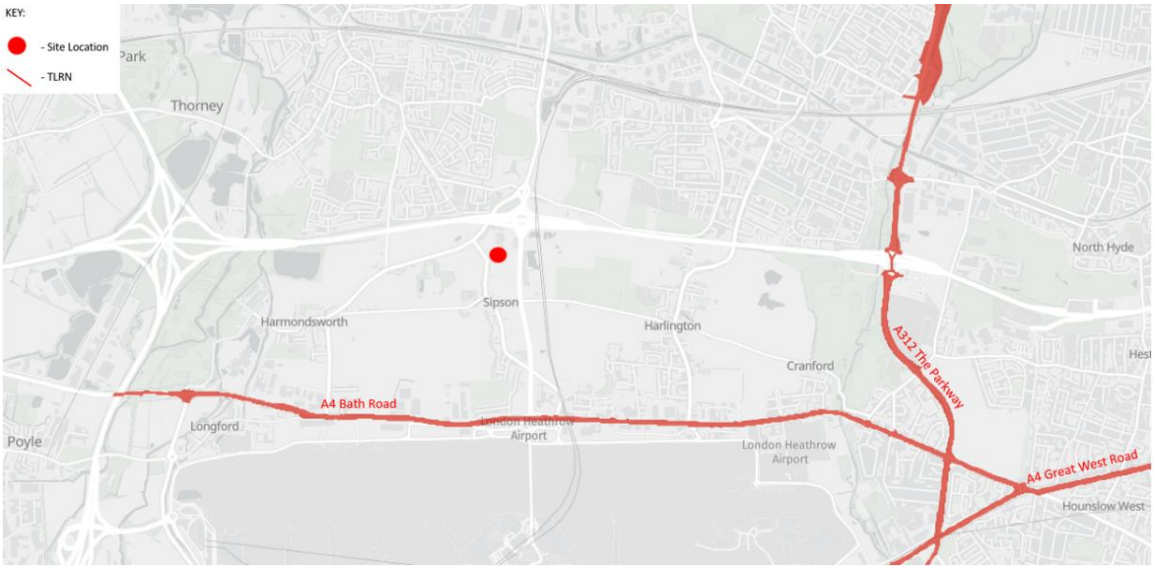

Figure 2: Strategic Road Network and TLRN

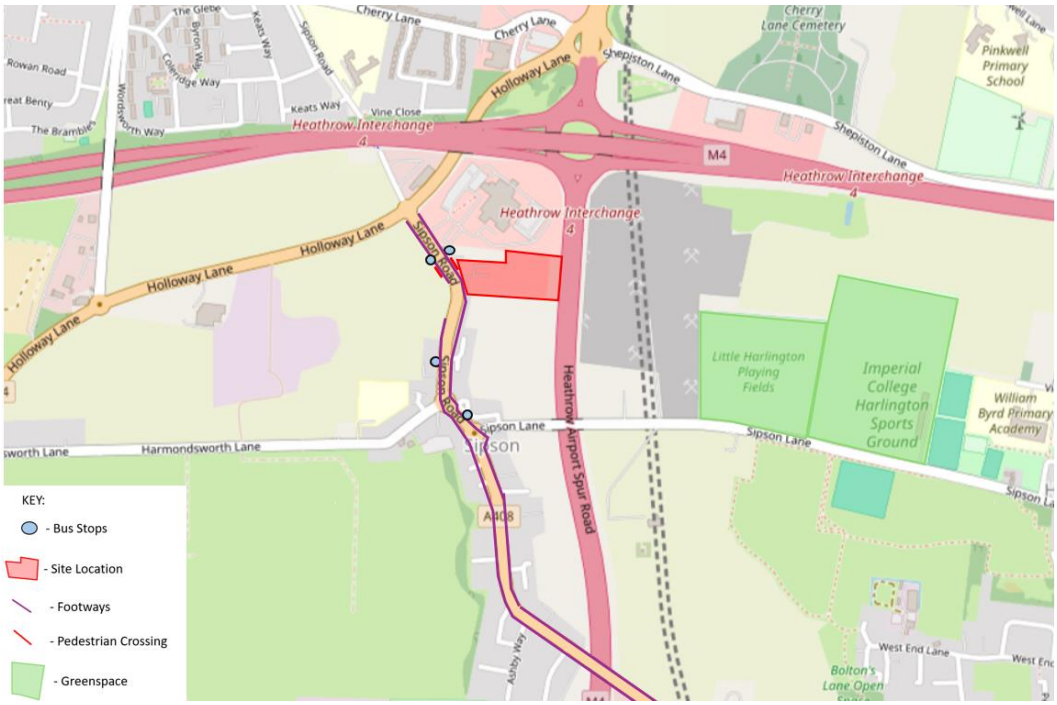

Figure 3: Local Constraints and Community Considerations

Local Access

Local Highway Network

2.13 Sipson Road is a single carriageway road that measures approximately 7m in width and is subject to a 30mph speed limit within the vicinity of the site. Approximately 15m south of the site access the speed limit reduces to 20mph upon entry to Sipson village. Approximately 200m to the north, Sipson Road meets a four arm roundabout with Holloway Lane and an access to employment space.

2.14 All roads surrounding the site are located within TfL's Ultra Low Emission Zone (ULEZ), which operates 24 hours a day, every day of the year.

Strategic Highway Network

2.15 The Transport for London Road Network (TLRN) is made up of London's 'red routes' which are the capital's main routes. TfL encourage all construction and HGV traffic to utilise the TLRN and avoid local level roads where possible to reduce impact on the highway network. **Figure 2** illustrates the TLRN in the vicinity of the site. The east-west M4 and spur to Heathrow also form part of the strategic highway network.

Pedestrian and Cycle Infrastructure

2.16 To the south of the site, footways measuring approximately 1.8m in width flank the eastern side of the carriageway providing a direct route into Sipson Village. To the north of the site, pedestrian footways

flank either side of the carriageway, and regular street lighting within the vicinity of the site ensures that the footways are well-lit.

Bus Routes

2.17 The nearest bus stops to the site are The Plough bus stops, located approximately 80m to the north of the site (a one-minute walk). Both stops comprise a bus shelter with seating and printed timetables. The stops are served by the 222-bus service which is operated by Metroline Travel and runs between Hounslow and Uxbridge. The service departs from the bus stops every 10 minutes during the week (Monday-Saturday), and every 12 minutes on a Sunday.

London Underground and Railway Services

2.18 The nearest train Station is West Drayton station which is located approximately 2.25km north of the site, which equates to a 30-minute walk. It is worth noting however, that West Drayton Station is also accessible via the aforementioned 222 bus service, via a 13-minute journey.

On-Street Car Parking

2.19 Within proximity of the site there are no Controlled Parking Zones (CPZ's). However, approximately 78m south of the site access, there are demarcated disabled bays as well as double yellow lines that flank both sides of Russell Gardens, a residential side road located approximately 185m south of the site.

Weight Restrictions

2.20 There are some height/weight restrictions on the local road network surrounding the site, including a low bridge upon entry to Heathrow and a 6t limit in Harlington as shown in **Figure 4**.

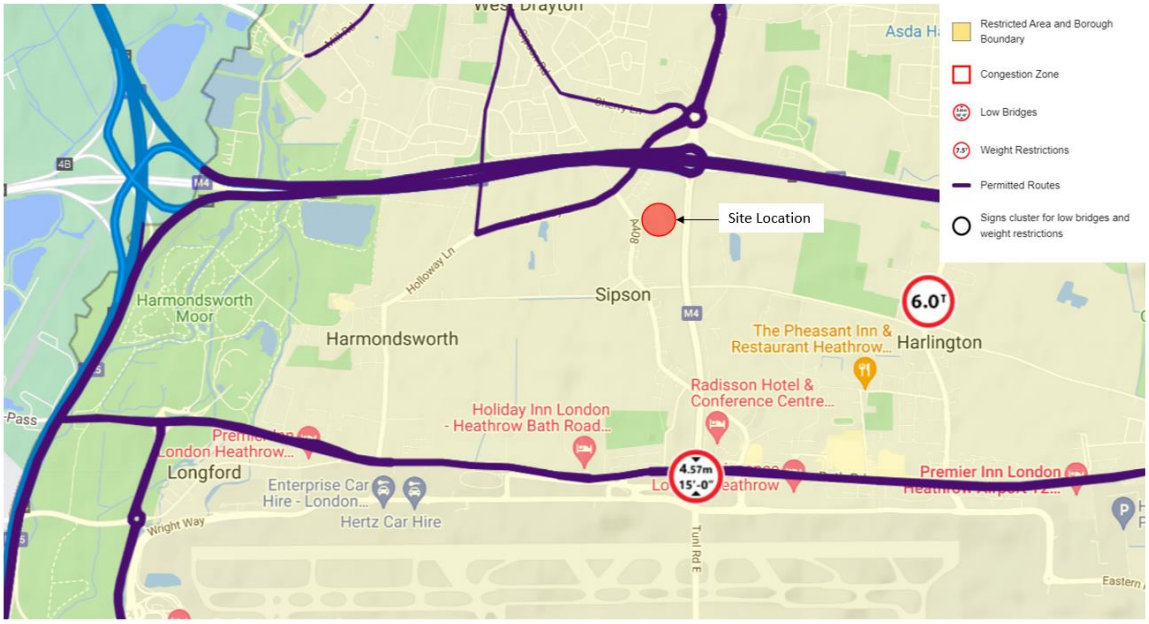

Figure 4: Weight Restrictions

Considerations and Challenges

Local Policy

2.21 All construction work will be undertaken within the hours specified by LBH, of 8am – 6pm Monday to Friday and 8am – 1pm Saturday.

Local Residents

2.22 The site is located in the predominantly residential area of Sipson, therefore the local residents association will be informed of all construction plans.

3. CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 The construction programme has been developed by Lewdown Holdings and represents an indicative programme. It is anticipated that, should the site receive planning permission, a detailed programme will be prepared and it is anticipated that the programme will be refined once a contractor is appointed. The construction process is expected to take approximately 20 months and will comprise the following phases:

- Site set-up and demolition;
- Basement excavation and piling;
- Substructure;
- Super Structure;
- Cladding; and
- Fit-out, testing and commissioning.

3.2 **Figure 5** illustrates the indicative example programme associated with the scheme, with the whole process expected to take up to 20 months. The peak level of activity is expected to be when the Substructure and the super structure phases which overlap in month 4 and 5.

Month		1	2	3	4	5	6	7	8	9	10	11	12	13	14
A	Site Set Up														
B	Demolition of Existing Buildings														
C	Substructure (Cut and Piling)														
D	Superstructure (RC Frame)														
A	Envelope (SFS and brickwork form Scaffold, Roofing)														
B	Internal Fit Out														
C	Landscaping														

Figure 5: Indicative Construction Programme (example)

Construction Compound

3.3 Prior to works commencing, a site compound complete with welfare facilities will be created. Pedestrian and vehicle access to the site will be via the existing but improved access off Sipson Road.

Welfare Units

3.4 A welfare unit will be provided throughout the construction stages and will include facilities such as a toilet.

3.5 All welfare units will be removed from site after construction is finalised to allow for the completion of external landscaping works.

Delivery Times

3.6 The hours of delivery are as noted below. As part of the supply chain pre-qualification questionnaire and tender process deliveries of all materials will conform to the following:

- Monday to Friday 08:00 – 18:00
- Saturday 08:00 – 13:00
- Sundays and bank holidays no deliveries

3.7 No deliveries outside of these times will be accepted, except for in special circumstances.

3.8 It is anticipated that a delivery "log in" system will be put in place whereby suppliers and contractors book a time slot for arrival, delivery time period and departure. Thus, if the time slot is missed the contractor will not attempt delivery but reschedule the time slot.

4. VEHICLE ROUTING AND SITE ACCESS

4.1 All construction vehicles will follow pre-determined routes to ensure drivers only use routes appropriate to their vehicle type.

4.2 Vehicles travelling to and from the site will utilise Junction 4 of the M4 either eastbound or westbound and follow Holloway Lane around A408. Ample space will be provided within the site layout to allow HGV's to turn around and leave the site in a forward gear.

4.3 The following maps illustrate the routes to and from the SRN as demonstrated within **Figure 6**.

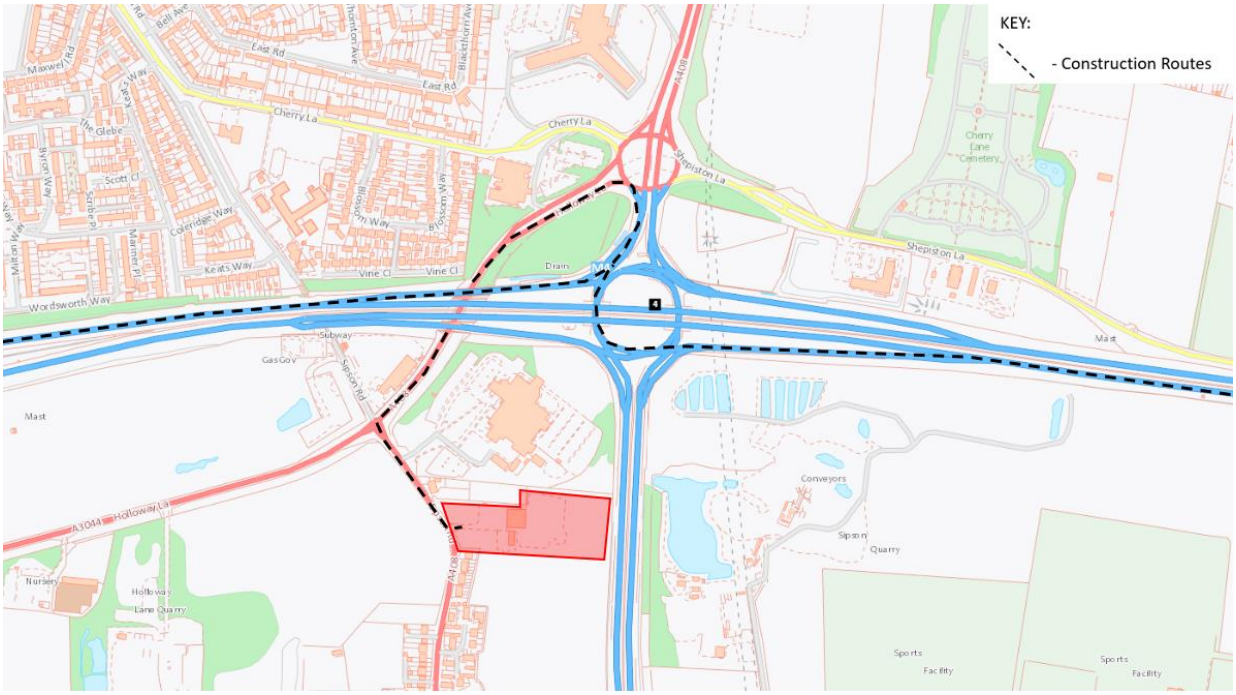

Figure 6: Regional Vehicle Routing

5. STRATEGIES TO REDUCE IMPACT

5.1 This section describes measures that can be implemented to ensure the CLP is effective in achieving the aims of reducing environmental impact, road risk, congestion and cost.

5.2 Planned measures are specific techniques that are agreed to through the planning process. Planned measures need to be SMART (Specific, Measurable, Achievable, Relevant & Time-bound), easily interpreted, implemented and monitored.

5.3 The committed, proposed and considered are set out in **Table 3** below.

Planned Measures	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	✔		
Adherence to designated routes	✔		
Delivery schedule		✔	
Re-timing for out of peak deliveries		✔	
Re-timing for out of hour deliveries		✔	
Use of holding areas and vehicle call off areas		✔	
Use of logistics and consolidation centres		✔	
Vehicle Choice			✔
Material Procurement Measures			
Design for Manufacture and Assembly (DfMA)and off-site manufacture			✔
Re-use materials on site			✔
Smart Procurement		✔	
Encouraging Sustainable Freight			
Freight by river			✔
Freight by rail			✔
Other Measures			
Collaboration with other sites in the area			✔
Implement a staff travel plan		✔	

Table 3: Mitigation Measures

Measures to Influence Construction Vehicles and Deliveries

Health and Safety

5.4 It is suggested that the appointed Contractor will be a member of the Considerate Constructors Scheme (CCS) which plays a valuable role in improving health and safety standards and working practices across the construction industry.

5.5 A member of the construction team will be appointed to manage vehicle movements in and out of the

site and record any operational incidents.

5.6 All staff on site will be required to wear Personal Protective Equipment (PPE), including visitors and a Health and Safety Plan will be prepared for the site.

Adherence to Designated Routes

5.7 All construction related traffic and deliveries will be carefully managed to ensure that journeys to and from the site adhere to agreed routes along the SRN and local roads. The proposed routes are identified in Section 5 and would be agreed to minimise the impact of the works on the surrounding highway network and local communities.

5.8 Copies of the route plan will be given to all suppliers and sub-contractors to ensure drivers are aware of the designated route. This will be supplemented by on-site briefings which will further enhance this understanding.

Delivery Scheduling

5.9 It is anticipated that a delivery "log in" system will be implemented whereby suppliers and contractors book a time slot for arrival, delivery time period and departure. If the time slot is missed, the supplier will not attempt delivery but reschedule the time slot.

Retiming for Outside Peak Deliveries

5.10 The operational efficiency and capacity of the site will be significantly increased if deliveries are co-ordinated to occur outside of the morning and afternoon highway network peak periods. Therefore, where possible delivery vehicles will be retimed outside of the peak hours to prevent large vehicles from accessing the site during these periods. This will also minimise the impact of the site on the local highway network and surrounding communities at critical times.

Re-timing for Out of Hours Deliveries

5.11 Due to the residential nature of the site (if applicable), it is anticipated that out of hours deliveries will not be appropriate and would result in a greater impact on residents in the surrounding area. Should a delivery occur out of hours, it would be under exceptional circumstances.

Consolidation Centres

5.12 Given the scale of the site and proposed scope of works, use of a consolidation centre is not expected to be necessary.

Fleet Operator Recognition Scheme (FORS)

5.13 FORS is a voluntary, national fleet accreditation scheme designed to help improve fleet operator performance in key areas such as fuel efficiency, vehicle emissions, safety and compliance. Only FORS accredited contractors and suppliers are suggested to be employed throughout the construction phase.

On-site Logistics Manager

5.14 It is anticipated that the contractor will designate a member of on-site staff to assist with the management of traffic, pedestrians and cyclists when construction vehicles are arriving and departing the site to ensure safety.

Measures to Encourage Sustainable Freight

5.15 Due to the scale of the site and its location, freight by rail and water is not appropriate or feasible.

Vehicle Choice

5.16 On certain construction sites, utilising vehicles with greater payloads has the potential to reduce vehicle movements and therefore improve safety, efficiency and environmental impact but only if those vehicles meet the highest environmental and safety standards. The type of vehicles used on site will be considered by the contractor when preparing the detailed Construction Logistics Plan.

Material Procurement

Design for Manufacture and Assembly (DfMA) and off-site manufacture

5.17 Design for Manufacture and Assembly (DfMA) and off-site construction typically entail the application of factory or factory-like conditions to construction projects. This may mean the assembly of a complete building from prefabricated components or the use of manufactured building components (facade, mechanical and engineering sub-assemblies, bathroom suite, kitchen etc.) within a traditional build.

5.18 DfMA and off-site manufacture reduce the number of vehicles arriving to site and can minimise the amount of waste generated, therefore reducing the overall environmental impact of the site. Site safety is also improved and costs may be reduced by increasing the speed of construction through productivity improvements.

5.19 However, DfMA leads to more abnormal loads which in turn can lead to more disruption on the network and directly outside of the site.

5.20 Use of DfMA and off-site construction will be considered during the preparation of the detailed Construction Management Plan.

Re-use of Material On-site

5.21 The proposed development only involves a small level of demolition, with the majority of works including the re-purposing and extending of the existing building. The re-use of materials will be considered as part of the construction process.

Smart Procurement

5.22 All measures will be undertaken during the procurement stage to ensure that the impact of the works is minimised. Contractors will be partially selected upon their use of local staff who can travel to the site via public transport, walking or cycling. Suppliers within the local supply chain will also be used wherever possible to minimise the distance travelled by vehicles delivering materials to the site.

Waste Management

5.23 Waste will be generated at all stages of construction works, with the highest level expected during the demolition phase.

5.24 All waste will be managed and monitored in accordance with an appropriate site waste management plan. The following measures will be considered:

- Waste reduction commitment;
- Subcontractors required to document actions which have been taken relating to waste;
- Use waste disposal businesses that diverts a large percentage of waste they receive away from landfill;
- Energy usage on site will be recorded and monitored;
- Document the amount of waste expected and generated; and
- Development of a site waste management plan.

Nuisance and Mitigation Measures

5.25 The following measures will be considered to control noise, dust and vibration:

- Works plant and equipment will comply with the Noise at Work Regulations 1989. Noisy operations will be further reduced by use of sound reducing enclosures;
- Skips and removal vehicles will be covered when leaving site;
- All materials removed from site will be recorded via a ticket system to ensure the disposal is tracked; and

- All vehicle movements to and from the site will be to a pre-approved route to minimise air quality issues and all vehicles will be required to comply with low emission requirements and will be registered with FORS.

Staff Travel

5.26 The proposed scope of works is not expected to require a high number of staff on site, given the scale of works proposed and the limited level of demolition proposed. Therefore, the implementation of a Staff Travel Plan is not expected to be appropriate. Staff will, however, be encouraged to travel to the site via public transport, walking and cycling where possible and staff will be hired who live in the local area or wider London area. The site is located in an accessible area therefore it is feasible for the majority of staff to travel sustainably.

5.27 At this stage the level of car parking provision on site is not yet known, however the existing car parking located at the rear of the site could be used by construction staff if required.

5.28 Cycle parking will be provided on site for staff who cycle to work as well as appropriate shower facilities.

Community Engagement

5.29 The contractor will seek to actively engage with all relevant stakeholders throughout the construction programme. It is anticipated that the contractor will issue advisory notes and leaflets to local households, businesses and community facilities to keep them informed of upcoming and ongoing works and invite residents to an open forum to discuss any queries they may have.

5.30 All queries and complaints received will be directed to the main contractor as the dedicated point of contact. Local stakeholders will be provided with the contact details and site office location of the main contractor. A register of all complaints will be maintained.

Other Measures

Vehicle Wheel Wash

5.31 A mist spray / wheel washing facility will be considered to dampen any dust and remove any mud generated by construction vehicles.

Compliant Safe Urban Driving Course

5.32 A requirement for all drivers to take a compliant Safe Urban Driving Course will be considered to ensure the safety of vulnerable users such as cyclists, pedestrians and motorcyclists. The training should be fully aligned to meet the requirements of FORs and CLOCs standards.

Footway Management and Hoarding Arrangements

5.33 It is anticipated that the site will be secured with plywood hoarding, measuring circa 2.4m in height around the boundary of the site fronting Sipson Road. Hoarding will be adequately lit to maintain suitable movement for pedestrians and discourage antisocial behaviour / petty crime. The hoarding will be inspected regularly throughout the construction programme. No diversion or blocking of the footway is expected during construction.

Storage of Materials

5.34 All materials will be stored within the site boundary, which will not encroach on the highway.

6. ESTIMATED VEHICLE MOVEMENTS

6.1 This section of the report sets out the anticipated level of construction vehicle activity and the type of vehicle which will be utilised.

6.2 At this stage, the number of construction vehicle trips remain unknown as a contractor has not been appointed at this stage. Once these details are known the likely number of vehicle trips will be completed.

7. IMPLEMENTATION, MONITORING AND UPDATING

Logistics Manager

7.1 The contractor will appoint a member of staff for the day-to-day organisation and monitoring of the CLP for the site. This includes the implementation and management of the CLP for the lifetime of the construction project.

7.2 A member of staff will also be responsible for liaison with local residents, businesses and groups and will be required to collect the following information throughout the construction process:

- Number of vehicle movements to site
    - Total
    - Vehicle size, type and age
    - Time spent on site
    - Consolidation usage (if appropriate)
    - Origin and destination of vehicle
    - Deliver/ collection accuracy compared to schedule
- Breaches and complaints
    - Community concerns about construction activities
    - Vehicle routing
    - Unacceptable queuing and parking
    - Adherence to safety and environmental standards and programmes
    - LEZ and ULEZ compliance
    - Anti-idling
- Safety
    - Logistics related incidents
    - Record of associated fatalities and series injuries
    - Methods staff are travelling to site
    - Vehicles and operators not meeting safety requirements
    - Personal safety surrounding the site
- Description of the contractor's handbook
- Description of driver's handbook

7.3 The collected data will be utilised to inform the ongoing implementation of this CLP and minimise the impact of the associated construction works on the local highway network and neighbouring communities.

7.4 Where possible, no construction related equipment, structures or activities will be undertaken on or over the public highway. Should such activities occur authorisation should be sought beforehand.

Compliance

7.5 Contracts with suppliers and sub-contractors will be managed to ensure that all third parties associated with the works adhere to all standards set out. Monitoring and review of construction activity to the site will be the responsibility of the contractor, who will monitor and report performance.