THE ALDERS

CONSTRUCTION MANAGEMENT PLAN

November 2020

WYG

Wandsworth Borough Council

The Alders

Construction Management Plan

A100140-36-5

November 2020

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Contact Information

WYG Environment Planning Transport Ltd

11th Floor, 1 Angel Court,
London
United Kingdom
EC2R 7HJ

+44 (0)20 7250 7500
london@wyg.com
www.wyg.com

Registered in England & Wales Number 3050297
Registered office: 3 Sovereign Square, Sovereign Street, Leeds LS1 4ER

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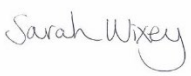
F1	05.11.2020	JM	EE	SW	
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Limitations

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Developer Name:	Wandsworth Borough Council
Landowner:	Wandsworth Borough Council
Site address:	The Alders Estate, Aldrington Road
Site Post code:	SW16 1TW
Summary of Works: Demolition of existing single storey garages, residents refuse and ancillary storage sheds and redevelopment of the site for affordable residential units within part 3, 4 and 6 storey building together with ancillary residents storage, car parking, bicycle storage, refuse storage, landscaping and communal amenity space.	

Construction Logistics Manager	TBC
Phone number:	TBC
Email:	TBC
Logistics provider contact name:	TBC
Phone Number	TBC
Email	TBC

CMP Produced by:		
Name	Signature	Date
Roderick Fisher	Roderick Fisher	02/10/2020
CLP Practitioner ID: 00314	CLP Accreditation Date	21/11/2019
CMP Reviewed by:		
Name	Signature	Date
Neil Wisher	Neil Wisher	02/10/2020
	Review Date:	02/10/2020

1 Introduction

General

1.1 WYG was commissioned by the Housing Development division of the Wandsworth Borough Council (WBC) to prepare Construction Management Plan (CMP) in support of a council-led planning application for 34 dwellings in a residential intensification scheme at The Alders Estate, located in the London Borough of Wandsworth (LBW).

1.2 Wandsworth Borough Council (WBC) are the Local Planning Authority (LPA) responsible for determining local planning applications as well as being the Local Highways Authority (LHA). Transport for London (TfL) is responsible for the Transport for London Road Network (TLRN) and Strategic Road Network (SRN).

1.3 This CMP has been prepared in accordance with the guidance set out in Transport for London's (TfL) Construction Logistics Plan Guidance (2019)[1].

1.4 A contractor is yet to be appointed for the proposed development scheme. On appointment the contractor will progress and finalise various elements within the CMP. The various elements which will be developed by the contractor (once appointed) are signposted within this document.

1.5 WBC and TfL will be consulted on any issues relating to any works affecting the public highway, maintenance and repair and any construction related activity, permissions or licences which may be required to deliver the CMP and construction projected and detailed herein.

CMP Objectives

1.6 The overall objectives of this CMP are to:

- Lower emissions
- Enhance safety-Improved vehicle and road user safety
- Reduce congestion - Reduced trips overall, especially in peak periods

1.7 To support the objectives above, the following sub-objectives are set out:

- Encouraging construction workers to travel to the site by non-car modes
- Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods
- Encouraging greater use of sustainable freight modes
- Encouraging the use of greener vehicles
- Managing the on-going development and delivery of the CMP with construction contractors
- Communication of site delivery and servicing facilities to workers and suppliers
- Encouraging the most efficient use of construction freight vehicles

Background and Site Location

1.8 The site is situated within The Alders estate, a predominantly residential area within the ward of Furzedown, south east Wandsworth. The site comprises a row of existing garage units along the eastern edge of The Alders estate, bounded by a railway line to the immediate east of the site. To the west lies the remaining residential units comprising The Alders estate, which is accessed from Aldrington Road, whilst the site is bounded by other residential development and green space to the

[1] http://content.tfl.gov.uk/construction-logistics-plan-guidance.pdf

north and the south. A site location plan showing the site in relation to its surrounding area is shown in **Figure 1.1**.

Figure 1.1 Site Location Plan

Source: © OpenStreetMap with WYG annotations, October 2020

Development Proposals

1.9 The proposals are for the demolition of existing single storey garages, residents refuse and ancillary storage sheds and redevelopment of the site for affordable residential units within part 3, 4 and 6 storey building together with ancillary residents storage, car parking, bicycle storage, refuse storage, landscaping and communal amenity space.

1.10 The proposed development ground floor plan is shown in **Appendix A**.

Hours of Operation

1.11 Working hours will comply with the guidance set out in WBC Code of Practice (CoP) document Control of Pollutions and Noise from Demolition and Construction Site (May 2008), whereby noisy works will only be allowed to be carried on the site between the hours of:

- 08:00 – 1800 Monday to Friday
- 08:00 – 13:00 Saturday

1.12 Noisy works will not take place outside of these hours without prior permission (including Sundays and Bank Holidays). The core working hours detailed above must be adhered to by all staff on site when carrying out any works anticipated to cause a disturbance. There may be occasions when works outside these hours may be necessary. In this instance, the contractor (once appointed) will consult with WBC to reach agreement for approval of the variation. When applying for prior permission to work out-of-hours the contractor will provide the necessary details as to why the work cannot be done during normal hours will be provided.

1.13 All deliveries will be undertaken in the above detailed hours and the site will be manned during the above hours. Once appointed, the contractor will appoint a team of banksmen who will be in place on the site and on the public highway as required to receive all deliveries and make good and maintain the public highway as required.

CMP Structure

1.14 Following this introductory chapter, the remainder of this report is structured as follows:

- Chapter 2 – Context, Considerations and Challenges
- Chapter 3 – Construction Programme and Methodology
- Chapter 4 – Vehicle Routing Strategy
- Chapter 5 – Strategies to Reduce Impacts
- Chapter 6 – Estimated Vehicle Movements
- Chapter 7 – Implementing, Monitoring and Updating

2 Context, Consideration and Challenges

Policy Context

National Policy

National Planning Policy Framework (2019)[2]

2.1 The National Planning Policy Framework (NPPF) (2018) includes the promotion of sustainable transport throughout the UK in the interest of contributing to national economic, social and environmental objectives. This framework ensures that transport is provided to support the development of strong and vibrant communities, as well as to protect and enhance the natural and built environment. In addition to the promotion of sustainable transport, the framework also highlights the benefits of safe road design in creating a high quality built environment, and the efficient delivery of goods and services to aid economic growth.

Designing for Deliveries, Freight Transport Association (2016)

2.2 Published in 2016, Designing for Deliveries, provides specifications for the size of delivery vehicles, turning radii and clearance requirements and has been used to ensure that delivery vehicles can safely and efficiently access construction sites.

The Traffic Management Act (2004)[3]

2.3 The Traffic Management Act makes *'provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street'*. It acknowledges that highways may be occupied due to construction activities and identifies appropriate charges levied for any extended occupation.

2.4 Traffic Management Act (2004) highlights the extent to which local authorities in Greater London should seek to avoid, eliminate and reduce disruptions which have negative implications on neighbouring authorities. Local authorities in London are encouraged to plan and act on their management duties in the interest of ensuring traffic can move freely and smoothly through their roads, and onwards to the roads of neighbouring traffic authorities without overwhelming the network. This includes the role that TfL holds in managing the Greater London road network.

Regional Policy

The London Plan (2016)[4]

2.5 The London Plan is the overall strategic plan for London and sets out fully integrated economic, environmental, transport and social frameworks for the development of the capital until 2031. It also sets out maximum car parking standards and minimum cycle parking standards for developments across London. References to Government guidance and national legislation enacted since July 2011 as well as Mayoral priorities as set out in his 2020 Vision: The Greatest City on Earth – Ambitions for London support a vision for sustainable modes of transport. The London Plan notes that London should be (objective 6):

[2] National Planning Policy Framework (2019) https://www.gov.uk/government/publications/national-planning-policy-framework--2
[3] https://www.legislation.gov.uk/ukpga/2004/18/contents
[4] The London Plan (2016) https://www.london.gov.uk/sites/default/files/the_london_plan_2016_jan_2017_fix.pdf

"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames, and supports delivery of all the objectives of this Plan."

2.6 The London Plan makes specific reference to Construction Logistics Plans (CLPs) as a way of making better and more efficient use of the road network.

2.7 Policies 6.3 and 6.14 in Chapter 6 'Transport' encourages developers to submit CLPs and consider freight movements. CLPs are secured for applications which are referable to the Mayor, governed by the Mayor of London Order 2008 where they are construction matters. In addition, they are encouraged when there are construction issues on all other applications.

The London Plan – Intend to Publish (December 2019)[5]

2.8 A draft London Plan was initially published in December 2017 and updated in December 2019. The Draft London Plan is a Replacement Plan, meaning that it is not an alteration or update to previous plans. Its publication demonstrates the direction in which regional policy is moving in relation to – amongst other issues – sustainable travel modes and parking provision. It focuses on the concept of 'Good Growth', growth that is socially and economically inclusive and environmentally sustainable.

2.9 Policy T4 – Assessing and mitigating transport impacts states:

B. 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.

2.10 Policy T7 – Deliveries, servicing and construction states:

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 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

G. 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

J. 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

[5] Draft London Plan (Intend to Publish) (2019) https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/intend-publish-london-plan-2019

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

2.11 Paragraph 10.7.4 states: *'When planning freight movements, development proposals should demonstrate through Construction Logistics Plans and Delivery and Servicing Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes. Where rail and water freight facilities are available, Transport for London's freight tools should be used when developing the site's freight strategy.'*

2.12 Paragraph 10.7.6 states: *'Construction Logistics and Delivery and Servicing Plans should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient. To make the plans effective they should be monitored and managed throughout the construction and operational phases of the development'.*

2.13 Paragraph 10.7.8 states: *'To reduce the road danger associated with the construction of new development and enable the use of safer vehicles, appropriate schemes such as CLOCS (Construction Logistics and Community Safety) or equivalent and FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions. Development proposals should demonstrate 'good' on-site ground conditions ratings or the mechanisms to reach this level, enabling the use of vehicles with improved levels of driver direct vision. To support the procurement of these vehicles and to minimise road danger, the Mayor has introduced his Direct Vision Standard, which rates Heavy Goods Vehicles on a star rating from 0 (lowest) to 5 (highest), based on how much the driver can see directly through the cab windows.'*

Delivering a Road Freight Legacy (2013)

2.14 This document produced by TfL details how stakeholders can work together to deliver a freight management legacy for London and outlines a longer-term freight plan for the capital. Seven key elements are covered:

- Better planning
- Improving safety
- Re-timing deliveries and collections
- Kerbside access
- Increasing efficiency
- Effective communication
- Journey planning

The London Freight Plan (2007)[6]

2.15 The vision for sustainable freight distribution in London over the next five to ten years is for: *'…the safe, reliable and efficient movement of freight and servicing trips to, from, within, and, where appropriate, through London to support London's economy, in balance with the needs of other transport users, the environment and Londoners' quality of life'*. The Plan identifies FORS, DSPs, CLPs and the Freight Information Panel (FIP) as key projects for delivering freight more sustainably in London.

Freight and servicing Action Plan (March 2019)[7]

2.16 This Freight and servicing action plan provides clarity on future policies and sets out the actions to support safe, clean and efficient freight operations in line with the Mayor's vision for London. This

[6] http://content.tfl.gov.uk/freight-servicing-action-plan.pdf
[7] http://content.tfl.gov.uk/freight-servicing-action-plan.pdf

action plan is one of a number of subsidiary documents to the Mayor's Transport Strategy, which include the Cycling action plan, Walking action plan and Vision Zero action plan.

Fleet Operator Recognition Scheme (FORS)

2.17 FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally friendly. The requirements of FORS will be relayed to all operators engaged during the development.

The Mayor's Transport Strategy (2018)[8]

2.18 Freight and Servicing for Construction is mentioned throughout the Transport Strategy and identifies that freight vehicles, especially construction vehicles, are a significant contributor to road danger. In the short term, the draft strategy is aiming to reduce the amount of construction traffic in central London by five per cent by 2020, and reduce overall van and lorry use in central London in the morning peak by 10 per cent by 2026. Part of this strategy may include tailored measures for freight movement, and this could include specific measures aimed at reducing construction vehicle movements and emissions. Proposal 15 includes a commitment by the Mayor, through TfL and the boroughs, to work with business and the freight industry to improve the efficiency and safety of freight and servicing in London by:

> *'a) Developing tailored and targeted approaches to address the unique challenges faced by the individual sectors such as food and construction deliveries.*
>
> *d) Ensuring that all London is within a 30-minute drive of a construction consolidation centre and encouraging their use through Construction Logistics Plans and the planning process.*
>
> *g) Developing a 'London lorry standard' to simplify the regulatory environment for HGVs operating in London.'*

TfL Vision Zero[9]

2.19 Vision Zero seeks to increase the safety of the transport network around London and includes setting out the 'Vision Zero Action Plan'. The Vision Zero Action Plan seeks to promote and provide:

- Safe speeds: Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits
- Safe streets: Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes
- Safe vehicles: Reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles
- Safe behaviours: Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders
- Post-collision response: Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents

[8] The Mayor's Transport Strategy (2018) https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy-2018
[9] http://content.tfl.gov.uk/vision-zero-action-plan.pdf

Transport for London Construction Logistics Plan Guidance (July 2017)[10]

2.20 TfL's CLP guidance sets out the content requirement for delivery of high quality CLPs at outline and detailed application stages prior to construction. The aim of the guidance is to: minimise the impact of construction logistics on the road network; reduce environmental impacts through lowered emissions; reduce road risk and improve safety for all road users; reduce congestion by reducing the number of vehicle trips; and reduce costs by implementing efficient working practices and reduced deliveries. This CMP follows the TfL guidance.

CLOCS (Construction Logistics and Community Safety) - Construction Logistics Planning (CLP) Guidance (March 2020)[11]

2.21 The CLOCS Standard is the direct result of collaboration between the construction and fleet sectors to address shared issues and following CLP developed by TfL has been adapted by CLOCS to implement across the UK. CLOCS guidance draws together evolving and applied best practice from a number of standards, policies and codes of practice to provide one industry standard that can be implemented by regulators, clients, principal contractors and fleet operators. T

Local Policy

WBC Code of Practice (CoP) Control of Pollutions and Noise from Demolition and Construction Site (May 2008)[12]

2.22 WBC provide guidance for developers and contractors where proposed developments require construction management plans to be produced. WBC recommend developers and contractors review and implement the guidance set out in the following document Good Practice Guide - Control of Pollution and Noise from Demolition and Construction Sites. The document has been prepared by the Environmental Health Departments of the London Boroughs of Bromley, Croydon, Lewisham, Merton, Sutton and Wandsworth.

2.23 The purpose of the CoP is to ensure that disturbances due to noise, vibration, dust and smoke arising from demolition and construction works on all building sites, including the Public Highway, are kept to an acceptable level without the imposition of unnecessary or unduly onerous restrictions on contractors.

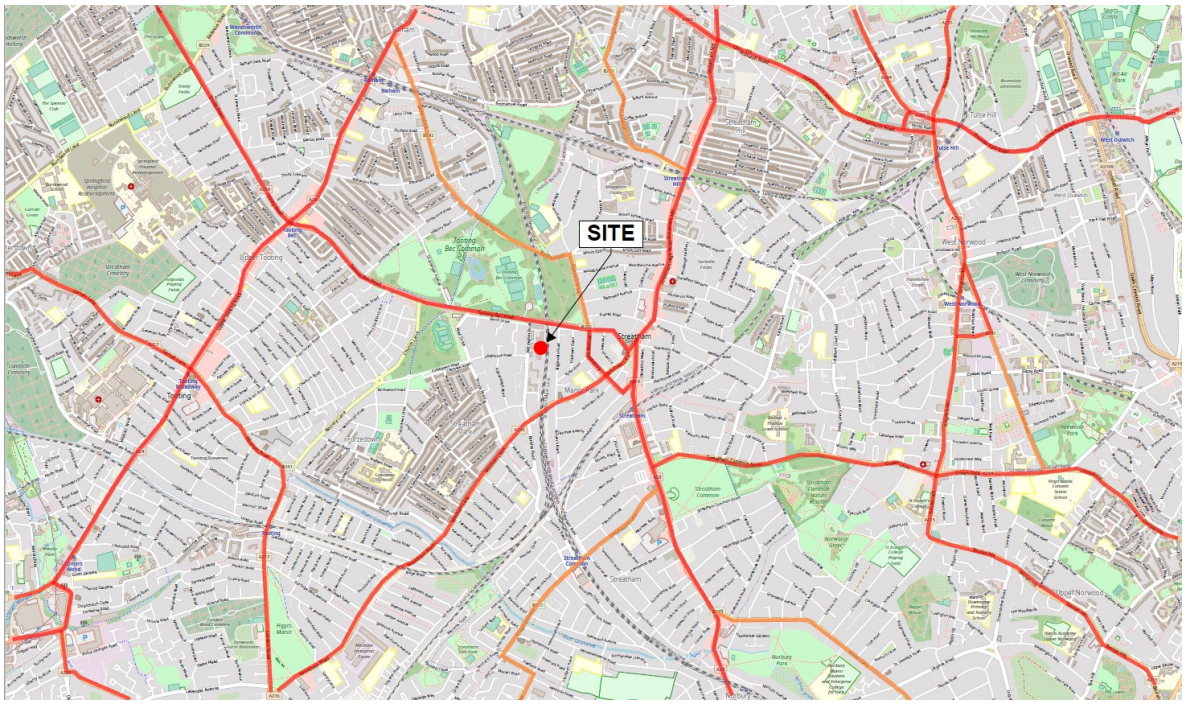
Context Plans

2.24 The following figures show the site within context of its surrounding area using three different scales.

2.25 **Figure 2.1** shows the site within the Regional context (High) level. The 'A' and 'B' classified road networks are indicated in red and orange respectively

[10] http://content.tfl.gov.uk/construction-logistics-plan-guidance.pdf
[11] https://www.clocs.org.uk/resources/clp_guidance_clocs_final.pdf
[12] https://www.wandsworth.gov.uk/media/2135/esconstructioncop.pdf

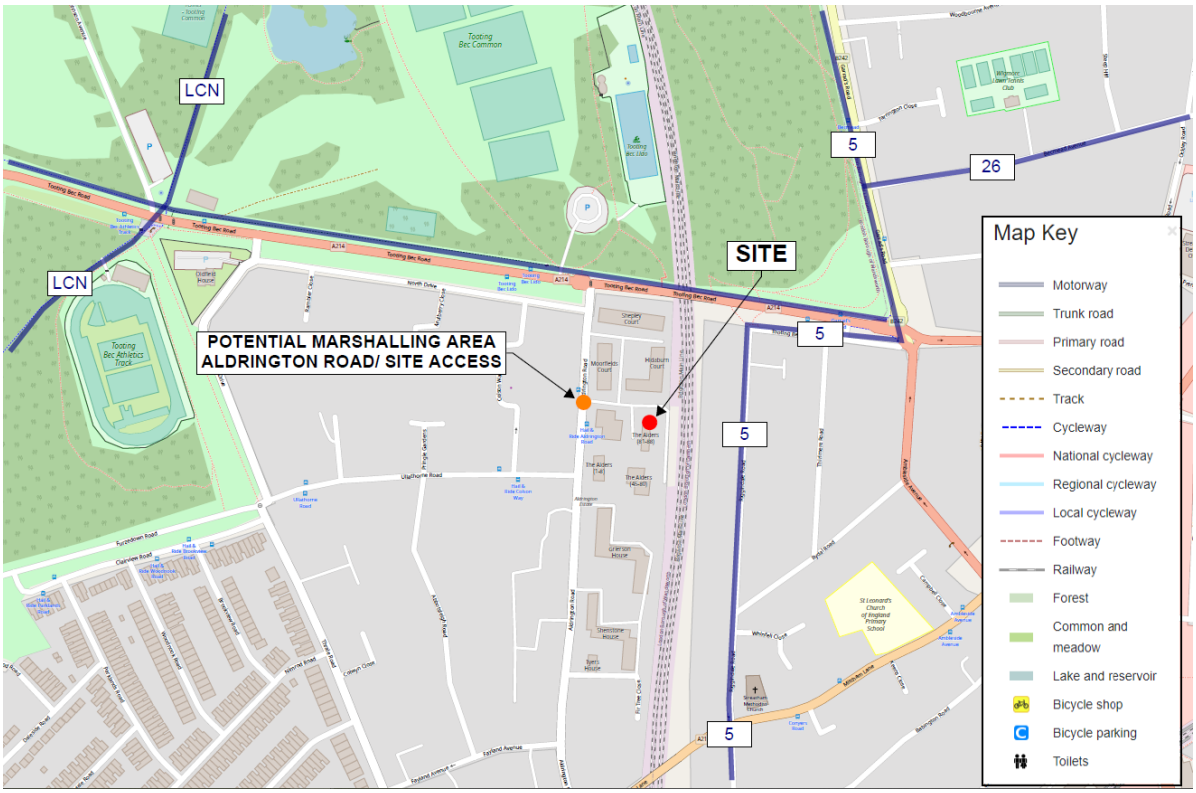
Figure 2.1 Regional Context Plan – High Level



Source: © OpenStreetMap with WYG annotations, October 2020

2.26 **Figure 2.2** shows the site within the local context (medium) level), with the site shown at greater detail in the context of the local road network, adjacent communities and neighbourhoods. The local cycle network is show, plus potential marshalling area at the site access which forms a priority junction Aldrington Road.

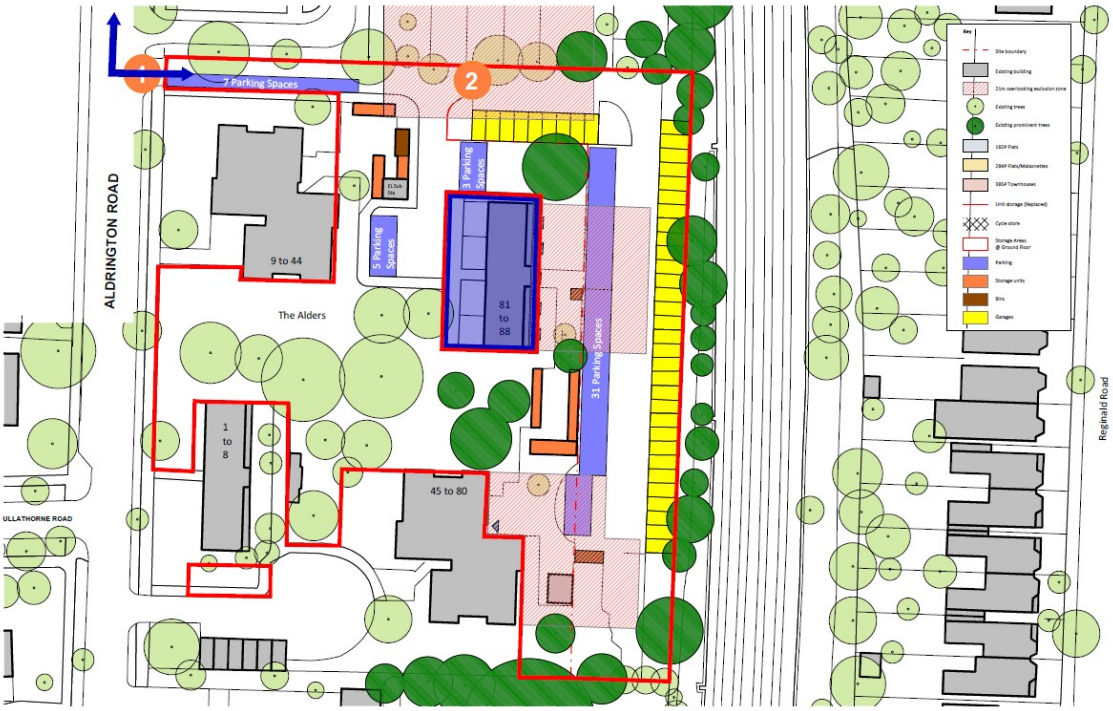
Figure 2.2 Local Context Plan – Medium Level



Source: © OpenStreetMap with WYG annotations, October 2020

2.27 **Figure 2.3** shows the site boundary plan of the existing development. The plan shows the local highway network linking to the site access (priority junction) from Aldrington Road, the footways, adjacent buildings and the train line located on the eastern boundary of the site.

Figure 2.3 Site Context Plan – Low Level



Source: Collado Collins Architects, Existing Site Plan - Constraints, Dwg No: 1907-E0-001

2.28 The site boundary is shown with the red line in **Figure 2.3**. The existing residential blocks on Alders Estate do not form part of the development proposals, including the four storey residential block comprising nos. 81 to 88 Alders Estate.

Highway, Carriageways and Footways

Aldrington Road

2.29 Aldrington Road is a local distributor road that is subject to a 20mph speed limit and connects the A214 Tooting Bec Road to the north with the A216 Mitcham Lane to the south. Aldrington Road features a wide carriageway (7.3m) with on-street parking in place on both sides of the road. Notably some sections of Aldrington Road provide on-street parking on both sides. Some recessed parking bays are provided at the northern end of the road (western side). There are no waiting or loading restrictions within the vicinity of the site. A short section of the road measuring circa 50m south from the junction with the A214 Tooting Bec Road which is marked with double red lines indicating that this section of the road forms part of the Transport for London Road Network (TLRN), and no stopping is allowed. Right turn only is permitted from Aldrington Road to the A214 Tooting Bec Road (eastbound).

2.30 The majority of Aldrington Road caters for two-way traffic, with the exception of the one-way, southbound section between the A216 Mitcham Lane and the southern end of Aldrington Road, with movements at the A216 Mitcham Lane junction restricted to egress only.

Tooting Bec Road (A214)

2.31 The A214 Tooting Bec Road forms a 3-arm, signalised junction with Aldrington Road circa 120m north of the Aldrington Road/Site Access junction. Pedestrian refuges are in place on Aldrington Road and the western arm of the A214 to facilitate pedestrian movements. The junction only permits right turning traffic to access the A214 Tooting Bec Road from Aldrington Road. From the A214, left and right turns into Aldrington Road are permitted with left and right turn lanes in place on both arms of the A214 at the signalised junction. Cycle reservoirs are in place on both arms of the A214 at the signalised junction.

2.32 The A214 Tooting Bec Road is a red route and forms part of the TLRN and subject to a 30-mph limit, connecting with the A3, A24 and A23, with the A3 and A23 providing direct access onto the Strategic Road Network (SRN) towards the south and west.

Mitcham Lane (A216)

2.33 The A216 Mitcham Lane forms a 4-arm, signalised junction with Aldrington Road circa 460m south of the Aldrington Road/Site Access junction. The junction only permits egress from Aldrington Road whilst Eardley Road is access only. The A216 Mitcham Lane itself comprises a major distributor subject to a 30mph limit along the majority of its length, although there is a small section of 20mph limit to the east of the railway line running parallel to Aldrington Road. The road connects the area of Mitcham to the south west via the A23.

Public Transport

Bus Services

2.34 The nearest bus stops to the site are located approximately 320m to the north along the A214 Tooting Bec Road (Tooting Bec Lido stops T and N). The stops are served by bus routes 249 and 319, which offer direct connections to Clapham, Balham, Tooting Bec, Streatham, Crystal Palace and Anerley for the 249 and Streatham, Tooting Bec, Clapham, Battersea and Chelsea. Each service typically calls at these stops every 5-10 minutes throughout the day.

2.35 Bus stops on Ullathorne Road (Pringle Gardens stops L and M), located circa 400m from the site, also provide access to Streatham, Tooting Broadway, St George's Hospital, Wandsworth Common, Clapham and Battersea via the G1 bus service. Four buses per hour typically serve the stops throughout the day.

London Underground

2.36 The nearest LU station to the site is Tooting Bec, located approximately 1.7km (20 minutes) walking distance from the site. It is served by Northern Line services running between Morden in the south and Edgware/High Barnet/ Mill Hill East in the north, with access to all branches. Services call at: Clapham, Elephant and Castle, London Bridge, Bank, Waterloo, Charing Cross, Leicester Square and various other key LU stations in central and northern London. Parsons Green LU station is in London Fare Zone 3. Northern Line trains call at the station at a service frequency of 3-5 minutes per direction.

Rail Services

2.37 Streatham railway station is located within a 1.3km walking distance of the site and is served by Southern and Thameslink services between Caterham and London Bridge and Sutton and St Albans City respectively. Southern services operate two trains per hour per direction from Streatham station whilst Thameslink services call at the station at a frequency of four trains per hour per direction.

Public Transport

2.38 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of given point to the public transport network, accounting for walk access time and service availability. The method is a way of measuring the density of the public transport network at a particular point. Walk times are calculated from the specified point of interest to all public transport access points: bus stops, rail stations and London Underground (LU) stations within pre-defined catchments.

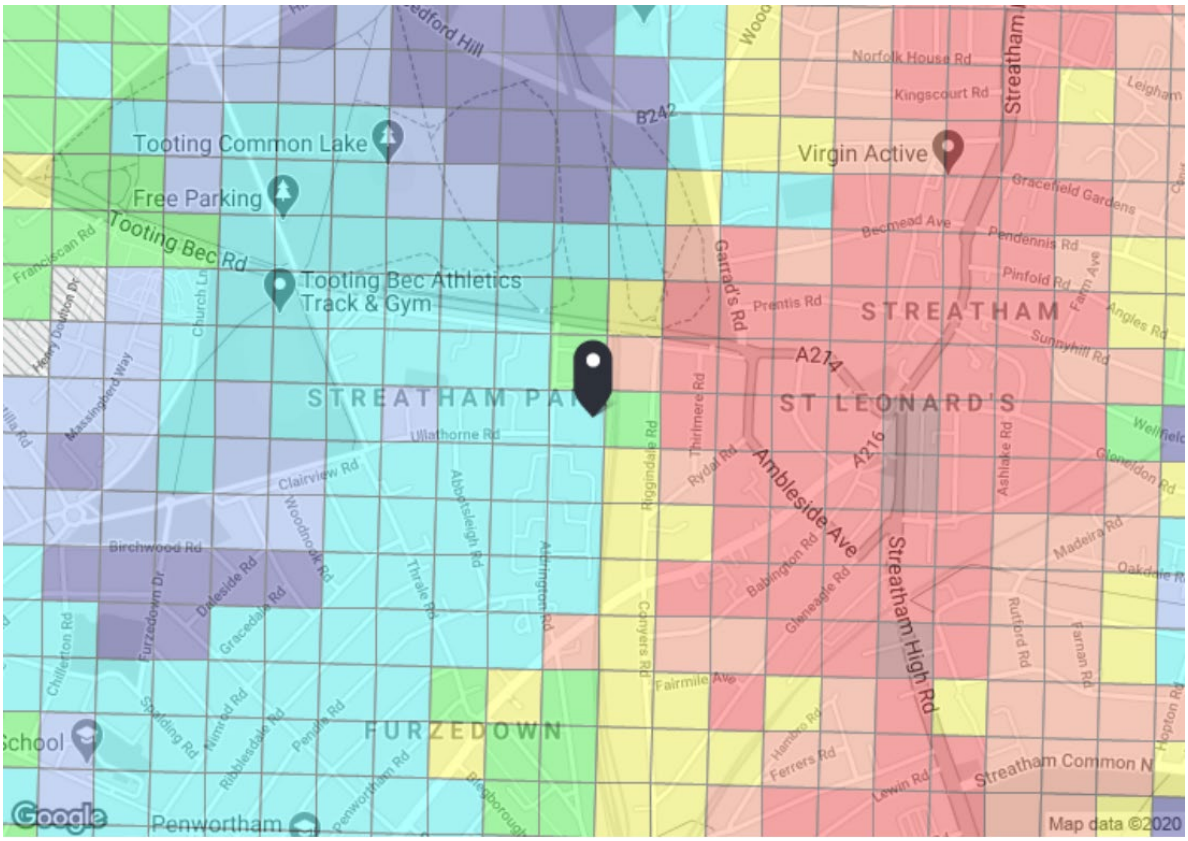
2.39 The PTAL then incorporates a measure of service frequency by calculating an average waiting time based on the frequency of services at each public transport access point. A reliability factor is added and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes (bus, rail etc) are then added to give a single value. The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. Levels 1 and 6 have been further sub-divided into 2 sub-levels to provide greater clarity.

2.40 The measure, therefore, reflects:

- Walking time from the point of interest to the public transport access points
- The reliability of the service modes available
- The number of services available within the catchment
- The level of service at the public transport access points – i.e. average waiting time

2.41 The PTAL rating for the site is '2', indicating a relatively 'poor' level of public transport accessibility. This PTAL value has been taken from the online TfL PTAL calculator (https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat). The PTAL output report is included at **Appendix B** and the PTAL map is additionally provided in **Figure 2.4**. Although the site has a 'poor' PTAL rating, it is considered accessible by non-car modes, located within 400m of bus stops on the A214 Tooting Bec Road and Ullathorne Road, as well as Streatham Station, providing rail services from a walking distance of circa 1.3km away.

Figure 2.4 Site Location in the Context of the London Cycle Network



Source: TfL PTAL calculator (https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat)

Walking and Cycling Facilities

Walking

2.42 The site is situated in an area well suited for pedestrians with a well established pedestrian network providing footways in good conditions, circa 2m+width, pedestrian crossing points (as appropriate), and street lighting in place.

2.43 Aldrington Road is a wide, tree-lined avenue with good quality footways and dropped kerbs installed at crossing points. Footway are in good condition and measure circa 2m in width on both sides of the road, with the majority of the road providing grass verges between the footways and carriageway.

2.44 Whilst the crossing at the Aldrington Road/ Ullathorne Road junction is uncontrolled, dropped kerbs and 20mph speed limits facilitate safe pedestrian access. Since Aldrington Road is subject to a 20mph speed limit, street lighting present along its length, a low-speed and secure environment that enhances pedestrian safety is fostered within the vicinity of the site.

2.45 Puffin crossing facilities are in place at the Aldrington Road junctions with A214 Tooting Bec Road to the north with the A216 Mitcham Lane to the south, facilitating safe access to the bus stops located further west along the A214 Tooting Bec Road which itself offers wide, continuous footways on both sides of the carriageway. Puffin crossings are also present at the Aldrington Road/A216 Mitcham Lane junction with dropped kerbs and tactile paving provided to facilitate pedestrian access towards Streatham Station for all users.

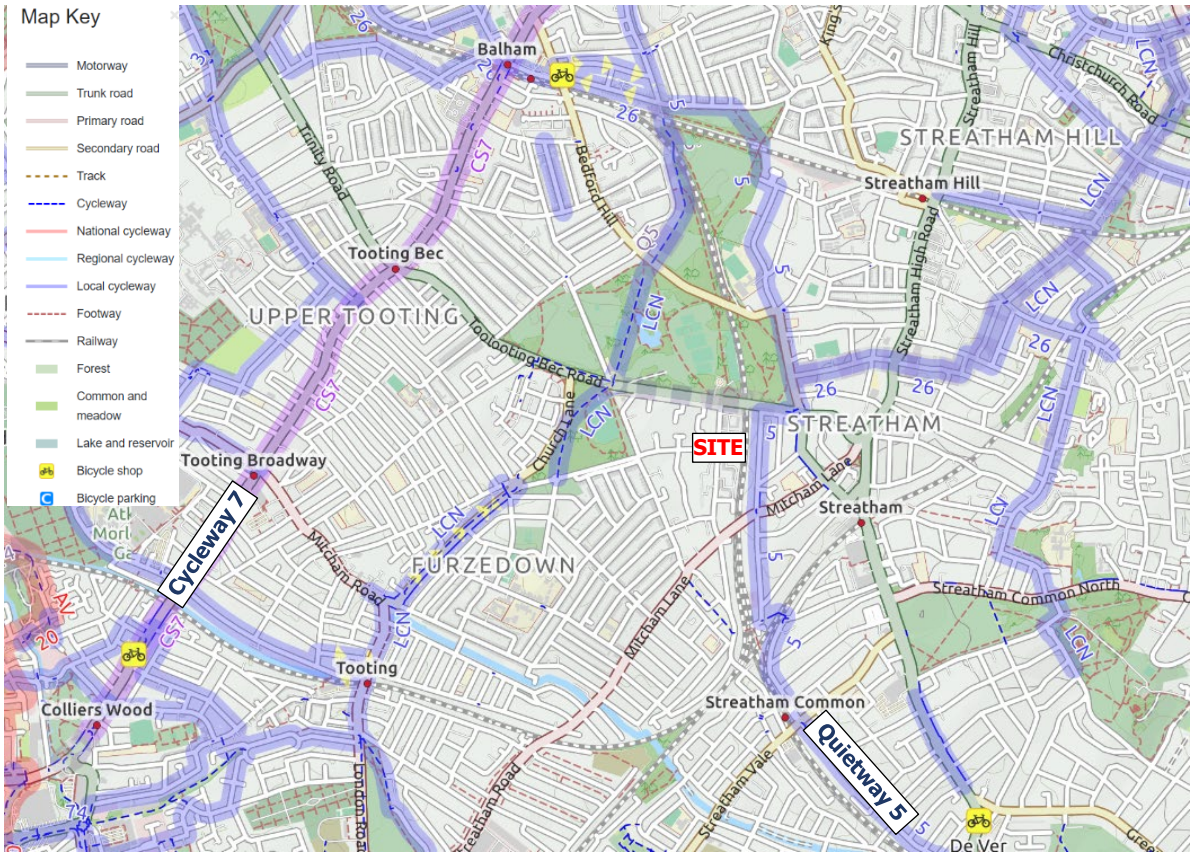
2.46 The level of pedestrian accessibility and proximity of the site to key amenities and transport interchanges will help to encourage a proportion of shorter trips to and from the area to be made on foot. The site is well-located to maximise opportunities for non-car use and therefore compliant in NPPF terms.

Cycling

2.47 Whilst there are no dedicated cycling facilities in the immediate vicinity of the site the streets are largely residential and subject to a 20mph speed limit, providing a safe environment for cyclists. The site is also close to strategic cycle routes Quietway 5 and Cycleway 7 and therefore well connected to the London Cycle Network.

2.48 Quietway 5 provides a cycle friendly route between Clapham Common to the north and Norbury Park in the south via Tooting Bec Common, with Aldrington Road providing a viable alternative to Riggindale Road for residents of the proposed development. Cycleway 7 runs along the A24 corridor linking Colliers Wood to the south west with the City of London via the Southwark Bridge over the River Thames. **Figure 2.5** demonstrates the location of the site in relation to various cycle routes in the local area.

Figure 2.5 Cycle Network



Source: © OpenStreetMap with WYG annotations, October 2020

2.49 There are numerous Sheffield stands available at within the Mitcham Lane and Streatham High Road local centres that provide safe and secure cycle parking, encouraging future residents to make local trips by bicycle. In addition, the areas of Clapham, Brixton, Crystal Palace, Thornton Heath, Mitcham and Earlsfield are all located within a 5km cycle distance of the proposed development. There are good opportunities to travel from the site by bicycle and the site is therefore compliant in NPPF terms.

Considerations and Challenges

Pedestrians

2.50 The site is located in a busy area which provides a wider range of amenities within a 2km walking distance. These amenities are largely contained within local centres, the first of which (and the smaller

of the two) is located on the A216 Mitcham Lane to the immediate west of the Aldrington Road junction; the second is located on the A23 Streatham High Road which comprises a large offering of community facilities. Between them, they provide: various local food stores as well as a Tesco's Extra, health facilities such as pharmacies and chemists, places of worship, leisure facilities including gyms, cinemas and an ice rink, banks and various retail units.

2.51 Additionally, Streatham, Streatham Common and Streatham Hill railway stations are within a reasonable walking distance of the site, with Tooting Bec LU station also less than 2km away. The site also has good access to public open space with easy walks to the Tooting Bec Common and Streatham Common.

2.52 It is therefore considered that there would be a high volume of pedestrians within the vicinity of the site. Due care and attention will be given to the pedestrian network to ensure pedestrians are not impacted by the construction of the proposed development. As such, scaled and appropriate mitigation will be provided to limit impacts on all pedestrians including wheelchair users, the elderly, people with walking difficulties, people travelling with young children or prams, and blind and partially sighted people.

Cyclists

2.53 The site is located in an area with connections to local cycle routes and the LCN, therefore it is considered that the number of cyclists on the local road network may be high. Due care and attention will be given to routing of construction and delivery vehicles to remove impacts on the cycle network and remove any foreseen risks.

Schools and Nurseries

2.54 A number of schools or nurseries are located within the local area around the site. **Table 2.1** sets out the schools and nurseries located within the vicinity of the site.

Table 2.1 Schools and Nurseries on the Local Road Network

Road	Name of School/ Nursery
Tooting Bec Road (A214)	• Bright Horizons Tooting Looking Glass Day Nursery and Preschool
Mitcham Lane (A216)	• St Leonard's C of E Primary School • Tenderlinks Day Nursery
Thrale Road	• Little Linguists Nursery School Ltd • Carmena Christian Day Nursery
Coreshill Street	• ABC Ballet School
Penwortham Road	• Penwortham Primary School
Cunliffe Street	• Goldfinch Primary School
Buckleigh Road	• Fatemah Day Nursery
Streatham High Road	• Monkey Puzzle Day Nursery
Greyhound Lane	• Pathfield Nursery

Road	Name of School/ Nursery
Lewin Road	• Cavendish Lodge Nurseries and Pre-Schools
Natal Road	• Lewin Pre-School
Abbotswood Road	• Streatham & Clapham High School
Sunnyhill Road	• Sunnyhill Primary School
Leigham Court Road	• Julian's Primary School
Beltrees Grove	• Bishop Thomas Grant School

2.55 As shown in **Table 2.1**, there are a considerable number of schools and nurseries in the local area. It is therefore considered that there may be a high number of pupils and parents using the pedestrian network on the local road networks within the vicinity of the site. As such, these community facilities need to be accounted for when considering construction vehicle routing to and from the site.

Community Facilities/ Amenities

2.56 A wide range of amenities are provided within a 2km walking distance of the site, these being mostly contained within local centres on the A216 Mitcham Lane and on the A23 Streatham High Road which comprises a large offering of community facilities. These facilities provide access to food stores, health facilities (pharmacies and chemists), places of worship, leisure facilities including gyms, cinemas and an ice rink, banks and various retail units. Additionally, Streatham, Streatham Common and Streatham Hill railway stations are within a reasonable walking distance of the site, with Tooting Bec LU station also less than 2km away. The site also has good access to public open space with easy walks to the Tooting Bec Common and Streatham Common.

2.57 Due consideration needs to be given to the use of these facilities and the concentration of pedestrians, cyclists and other road users accessing these areas.

Adjacent Landowners

2.58 Due care and attention will be given to the other residents of The Alders Estate located in the four existing residential blocks which will be retained and active during the construction period, these blocks comprise residential unit nos. 1 to 9, 9 to 44, 45 to 80 and 81 to 88.

2.59 The contractor will ensure that at no time will any existing access be blocked to any adjacent landowners or site users. Neighbouring properties will be notified of the works programme and the Community Liaison Officer will communicate with adjacent landowners to make sure there is effective collaboration throughout the development.

Community Liaison

Community Liaison Officer

2.60 Once appointed the contractor will appoint a Community Liaison Officer (CLO) who will be the main point of contact on behalf of the contractor and developer. Typically, this role will be undertaken by a member of the construction team. The name and contact details of the CLO will be provided to WBC and will be included within the CMP developed by the contractor.

2.61 The CLO will be the main contact for the site and will liaise with all external parties, stakeholders and the general community, thereby addressing any issues raised and provide direction on the mitigation as appropriate to the issue. This CLO role will be in place for the duration of the construction period.

Community Liaison

2.62 Before the commencement of work on site the developer and/or contractor will contact WBC to agree on the scope of works and community liaison strategy. Information to be provided will include, but not limited to, the following:

- Site and Contractor details
- Site plans
- Programme of proposed works
- Duration of proposed works
- Environmental monitoring regimes
- Identification of receptors and liaison strategy
- Site logistics plan
- Plant and equipment to be used and level of noise they produce
- Number of major construction sites near the proposed site
- The existing ambient noise and dust/air quality levels
- Any neighbours which may be affected by the works (residential properties, hotels/hostels & hospitals, offices, cafes/restaurants/pubs, places of worship and community centres) will be consulted and made aware of the CMP, including working methods and protective measures to control noise, dust and vibration

2.63 It is noted that the some of the information detailed above will be contained within the developed CMP, and therefore as appropriate the contractor (once appointed) or developer may forward the developed CMP onto the relevant WBC teams.

3 Construction Programme and Methodology

Construction Programme

3.1 At this stage of the development, the construction programme for the site (from possession date) will be as follows:

- Enabling works, detailed design and discharge of pre-commencement conditions – 5 months
- Construction period – 18 months

3.2 Once appointed, the contractor will confirm the construction programme and the duration of each stage/ activity, including all phases of the works. This information will be included within the developed CMP by the contractor. The contractor will need to consider the phasing of the works to ensure that pedestrian access is maintained to the existing residential blocks on the wider Alders Estate, and specifically Nos. 81 to 88 which is located centrally within the Alders Estate.

Construction Method

3.3 Construction of all buildings will be in-situ concrete frame structures, with the exception of the townhouses. The structure for townhouses is proposed as load-bearing masonry with steel beams and precast concrete floor slabs and lightweight engineered timber joists to the roofs. External leaf will be traditional brickwork for buildings. Demolition and construction will be undertaken in accordance with HSE & Building Control guidance as well as the CDM 2015 Regulations- including the following:

- CDM 2015 Demolition and dismantling Regulation 20
- CDM 2015 Stability of structures Regulation 19
- Control of substances hazardous to health (COSHH) 2002
- HSE information sheet on establishing exclusion zones when using explosives in demolition CIS45
- HSE publication on Health and safety in construction (HSG150)
- Best practice in the control of Noise, dust and in managing risks to adjoining properties
- The Control of Asbestos Regulations (a Refurbishment and Demolition Asbestos Survey will be carried out pre-demolition)

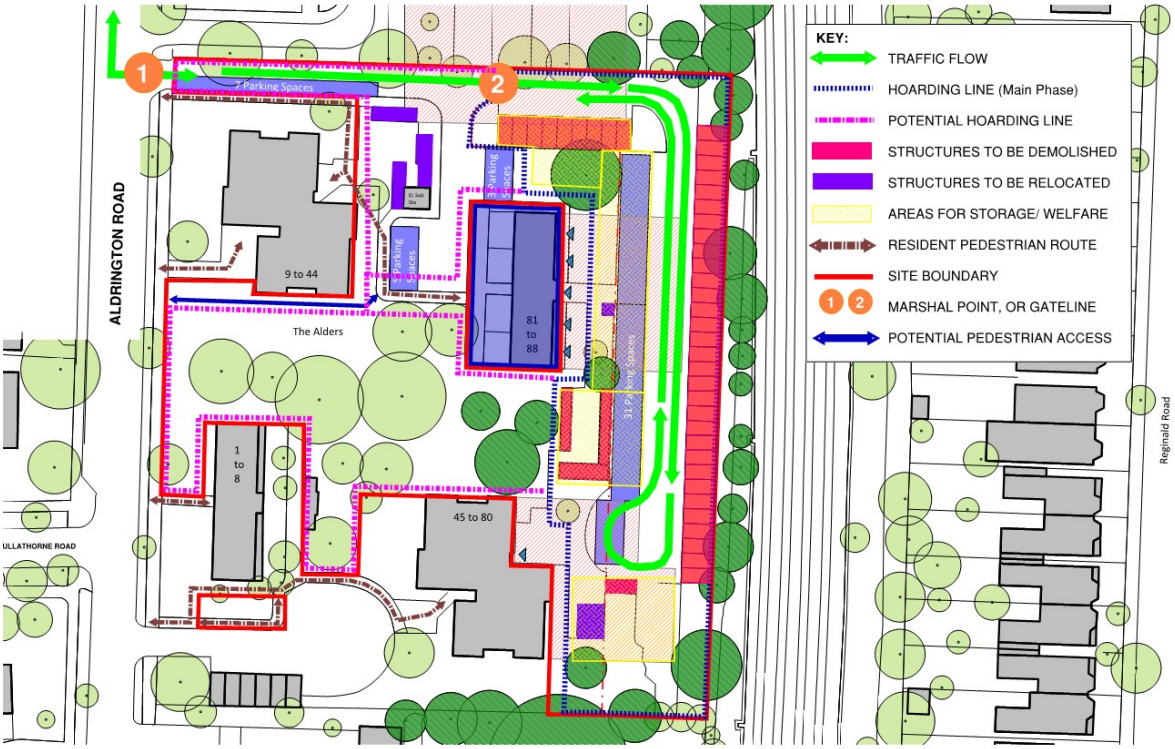
3.4 Once appointed, the contractor will confirm the demolition and construction methodology which will be included within the developed CMP.

Site Setup

3.5 Once appointed the contractor will determine the site set up which will be informed by the phasing of the demolition and construction works programme. The site set up will have to ensure that access is maintained to the four existing residential blocks on-site (residential unit no's 1 to 9 to 8, 9 to 44, 45 to 80 and 81 to 88). **Figure 3.1** shows a preliminary site set up including the following information:

- Traffic Management: marshal point on Aldrington Road, or gate line on hoarding line
- Vehicle access from Aldrington Road
- Site vehicle circulation and turning area
- Hoarding for primary demolition and construction phase
- Potential hoarding line for wider site works (car parking areas and landscaping)
- Residential pedestrian access
- Potential pedestrian links
- Structures to be removed (demolished) – not relocated
- Structures to be removed and relocated (bin stores/ cycle storage units) – locations to be determined
- Areas for potential materials storage, vehicle parking, or welfare facilities

Figure 3.1 Preliminary Site Set Up – Main Demolition and Construction Phase



Source: Collado Collins Architects, Existing Site Plan - Constraints, Dwg No: 1907-E0-001

3.6 Once appointed the contractor will review the required hoarding lines for the site, based on the works programme and phasing. The contractor will review the requirement to hoard the site access road on the northern boundary of the site segregate the existing footway on the southern side of the access road, or alternatively hoard off the footway also, and provide a new pedestrian link to the south of its current location.

Hours of Operation

3.7 Working hours will comply with the guidance set out in WBC CoP (Control of Pollutions and Noise from Demolition and Construction Site (May 2008)), whereby noisy works will only be allowed to be carried on the site between the hours of:

- 08:00 – 1800 Monday to Friday
- 08:00 – 13:00 Saturday

3.8 Noisy works will not take place outside of these hours without prior permission (including Sundays and Bank Holidays). The core working hours detailed above must be adhered to by all staff on site when carrying out any works anticipated to cause a disturbance.

3.9 As set out in WBC CoP (Control of Pollutions and Noise from Demolition and Construction Site (May 2008)): *'Prior to any works starting, the contractor shall inform occupiers of all properties which may be affected by noise, dust or vibration arising from construction works of the nature of the works, proposed hours of work and their expected duration. In particular, it is recommended that a notice be placed in a conspicuous position, informing them of the agreed hours of work. In all instances publicity should include the name and telephone number of a main contact within the contractor's organisation who is able to give further information and deal with any complaints or emergencies that may arise at any time.'*

3.10 There may be occasions when works outside the agreed hours of operation may be necessary. In this instance, the contractor (once appointed) will consult with WBC to reach agreement for approval of

the variation. When applying for prior permission to work out-of-hours the contractor will provide the necessary details as to why the work cannot be done during normal hours will be provided.

Deliveries

3.11 Once appointed the contractor will ensure sufficient space is provided on-site to receive all deliveries and supplies, which will be stored on-site accordingly. All deliveries will be undertaken in the above detailed hours and the site will be manned during the above. Once appointed, the contractor will appoint a team of banksmen who will be in place on the site and on the public highway as required, at any gated hoarding location to receive all deliveries, and make good and maintain the public highway as required.

Materials and Storage

3.12 The site will be secured with hoarding. All plant and materials will be stored and secured (against theft and vandalism) on-site when not in use or at an off-site (off public highway) location (if required). There will be no requirement to store materials or plant on the public highway. Once appointed, the contractor will ensure that the site layout will not impact the on-site pedestrian movements requirements (to existing on-site residential blocks). On-site tool storage will be provided, within a secured location. As much waste as possible will be recycled. To help reduce trips, vehicles delivering materials to the site will leave with waste.

Waste Storage

3.13 Appropriate waste storage will be provided on-site for all waste streams generated. A Site Waste Management Strategy will be prepared in support of the site by the contractor (once appointed), this will be incorporated into the CEMP.

On-street Parking Bay Restricted Use

3.14 Based on the swept path assessments undertaken for this Outline CMP it is not anticipated that there would be any requirement to restrict access to any of the recessed parking bays on Aldrington Road to facilitate access. **Figure 3.2** below shows the site access and available space on the site access road and Aldrington Road junction. The access crossover is part of a double crossover with the residential access to the site to the north. Double yellow line waiting restrictions are in place to the north and south of the crossover, circa 5m in length.

Figure 3.2 Site Access on Aldrington Road

Source: © 2020 Google (maps)

3.15 Based on the swept path assessments undertaken within the Outline CMP, it is not anticipated that there would be a requirement to prevent parking in any of the recessed parking spaces on the western side of Aldrington Road, opposite the site access. The contractor once appointed will confirm the largest vehicles which will be required to access the site during the demolition and construction phases. Should this vehicle exceed the 12.3m large mobile crane vehicle tested herein, the contractor will review the swept path assessment and the requirement for on-street parking prevention measures in discussion with WBC and this information would be included within the developed CMP.

On-site Parking Bay Suspensions

3.16 A total of 50 on-site car parking spaces are in place on the Alders Estate. All 50 car parking spaces will have to be removed during the demolition and construction period. It is anticipated that these parking spaces will need to be removed in line with the phasing of the works, which will be confirmed by the contractor, once appointed. It is anticipated that the displaced parking demand will be temporarily accommodated by nearby roads such as Aldrington Road where no parking restrictions are in place and spare capacity has been observed. These parking spaces are located at:

- 7 no. parking spaces located on access road
- 35 no. parking spaces location on north-south section of the access road (main construction area)
- 5 no. parking spaces located to the east of Nos. 9 to 44 Alders Estate block
- 3 no. parking spaces located to the north of Nos. 9 to 44 Alders Estate block

3.17 The location of the on-site car parking spaces detailed above is shown in **Figure 3.3** (circle in green).

Figure 3.3 On-site Parking Spaces to be Removed

Source: Collado Collins Architects, Existing Site Plan - Constraints, Dwg No: 1907-E0-001

3.18 The start dates for removal of the on-site parking provisions will be subject to the demolition and construction phases and programme which will be confirmed by the contractor, once appointed.

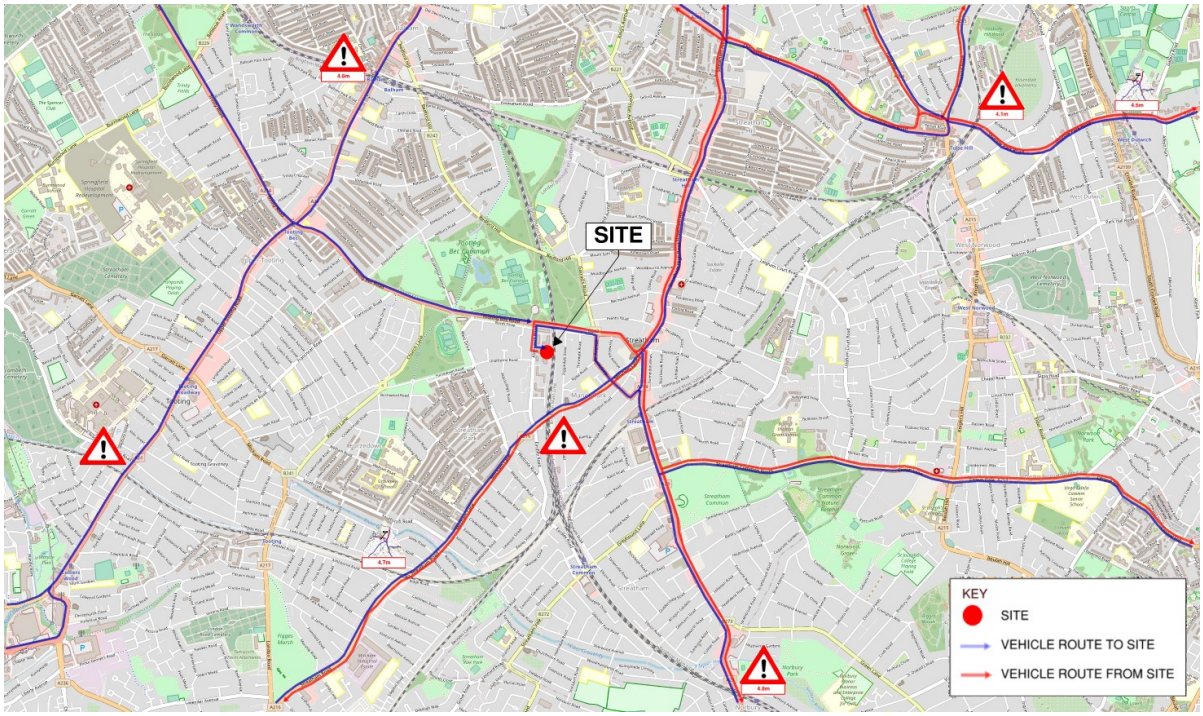
4 Vehicle Routing and Access

Vehicle Routing

4.1 Construction routes will be established by the contractor (once appointed) once it has been determined where the materials are going to be sourced from. However, all delivery vehicles will be required to access the site by following an agreed routing strategy, on roads which are suited for heavy goods vehicles. The specified routing will be agreed with WBC and TfL, and the contractor will include the agreed routing strategy within a developed CMP.

4.2 The construction routing strategy would use the Strategic Road Network (SRN) as far as practicable. **Figure 4.1** shows a preliminary routing strategy using the strategic road network, indicating the location of height restrictions as shown with warning triangles. A larger version of **Figure 4.1** is contained in **Appendix C**.

Figure 4.1 Regional Routing Plan (Strategic Roads)



Source: OS Mapping with WYG Annotations, October 2019

4.3 As shown on **Figure 4.1**, the SRN features a number of bridges passing over the railway lines and bridges which vehicles would be required to travel under the railway lines. **Figure 4.1** details indicates the heights of the bridges as detailed on the bridges, these being:

- Under bridges:
  - Balham High Road (A24), south of Balham Over and Underground stations – 4.8m
  - Streatham Road (A216), north of junction with Ridge Road – 4.7m
  - London Road (A23), north of junction with Roche Road – 4.8m
  - Thurlow Park Road, west of junction with Avenue Park Road – 4.1m (LOW BRIDGE)
  - Thurlow Park Road, adjacent to West Dulwich Overground station – 4.6m
- Over bridges:
  - Mitcham Lane (A216), north of junction with Aldrington Road, (over bridge), no weight restriction specified on-street
  - A24, south of junction with Longley Road (over bridge), no weight restriction specified on-street

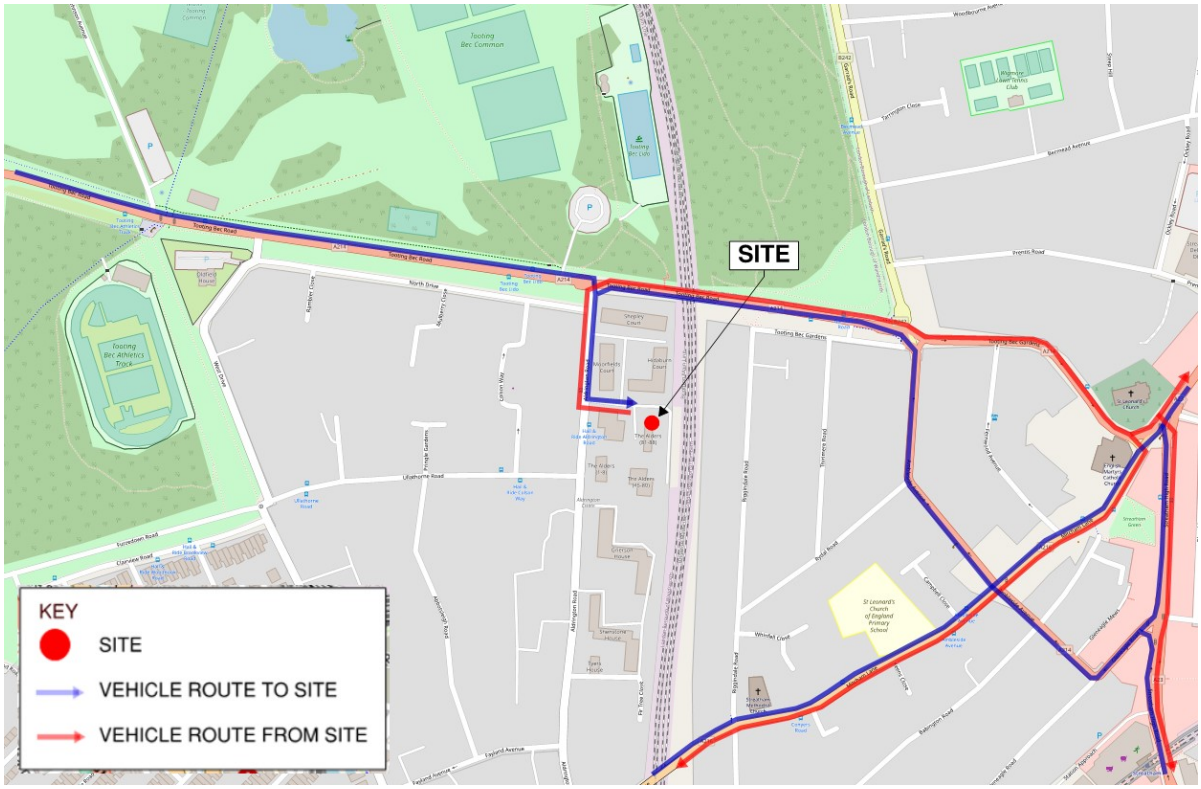
4.4 Once appointed the contractor will determine the construction vehicle routing strategy. The routes will be determined with due consideration of existing bridge heights or weight restrictions accordingly. The finalised construction vehicle routing strategy will be agreed with WBC and the detail included within the developed CMP.

4.5 In considering and agreeing the final routing strategy the contractor will give due care and consideration with regards to the LCN and other cycle routes, and where feasible ensure vehicle left turns are reduced or removed from the routing strategy as necessary to address cycle safety issues. This information will be incorporated into the developed CMP in agreement with WBC.

4.6 Given that the a number of the potential construction vehicle routes are on the TLRN, the CMP will be reviewed by TfL, as such the contractor will be required to consult with TfL with regard to any potential variations of the routing strategy which may affect the TLRN or TfL public transport infrastructure.

4.7 **Figure 4.2** sets out the vehicle routing on a local level.

Figure 4.2 Local Routing Plan



Source: OS Mapping with WYG Annotations, October 2019

4.8 Given the one-way section of Aldrington Road, all vehicles will access from the strategic road network to the north of the site as follows:

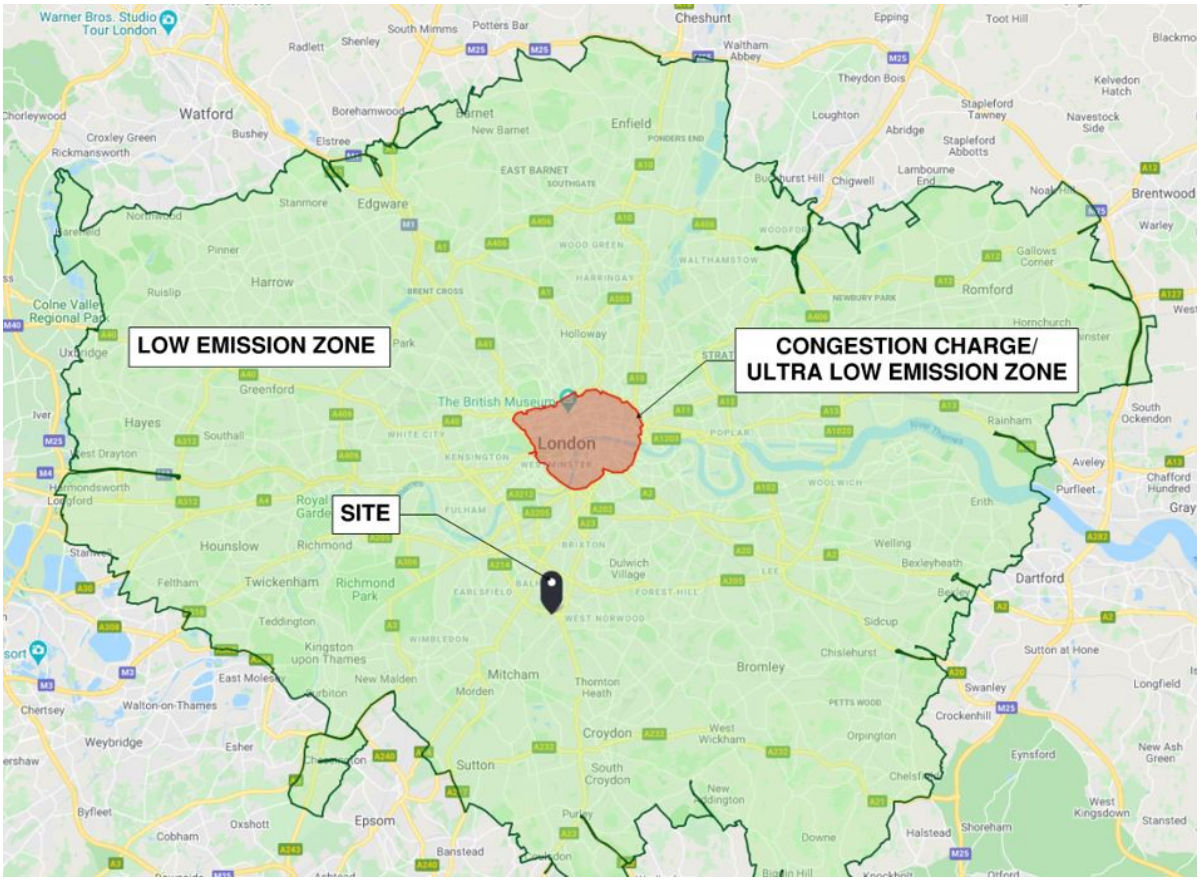
- Entry: Small and medium sized vehicles will access Aldrington Road from the A214 Tooting Bec Road (from the east or the west), travel south on Aldrington Road, turning left into the site
- Entry: larger vehicles (10m rigid, 9.4m concrete mixer and mobile crane) will access Aldrington Road from the A214 Tooting Bec Road west only, travel south on Aldrington Road, turning left onto the site, or reverse from Aldrington Road onto the site
- Exit: All vehicles will exit the site, turning right onto Aldrington Road, and turn right onto the A214 Tooting Bec Road,eastbound,(as not left turn is permitted). From here the strategic road network provides connections to the north, east, south and west.

Low Emission Zone/ Ultra Low Emission Zone

4.9 The Low Emission Zone (LEZ) operates to encourage the most polluting heavy diesel vehicles driving in London to become cleaner. The LEZ covers most of Greater London and is in operation 24 hours a day, every day of the year.

4.10 **Figure 4.3** shows the site location in the context of the Low Emission Zone (LEZ) and Central London Ultra Low Emission Zone (ULEZ).

Figure 4.3 Low Emission Zone and Ultra Low Emission Zone



Source: Transport for London

4.11 As shown above, the site will be subject to the requirements as set out in the LEZ standards and charges. All construction vehicles travelling within the LEZ will be subject to meeting LEZ standards or making payments as required by the LEZ guidance.

4.12 Future changes to the LEZ zone and emissions standards will be in place from March 2021. Tougher emissions standards for the Low Emission Zone (LEZ) will be introduced whereby, heavy vehicles including lorries, buses, coaches and specialist vehicles will need to meet Euro VI (NOx and PM) emissions standards or pay a daily charge to drive within the Greater London area.

4.13 The contractor (once appointed) and all suppliers will need to be aware of their obligations with regard to the LEZ standards and payments/ charges as appropriate.

4.14 Subject to confirmation of the construction vehicle routing strategy by the contractor (once appointed), all suppliers will need to be aware of their obligations with regard to the ULEZ standards and payments/ charges if appropriate.

Congestion Charge and Ultra Low Emission Zone

4.15 Whilst it is noted that the site is not located within the Congestion Charge (CC)/ ULEZ zone, construction vehicle routing may direct construction traffic through the CC/ULEZ zone. Subject to confirmation of the construction vehicle routing strategy by the contractor (once appointed), all suppliers will need to be aware of their obligations with regards to the CC/ULEZ zone and payments/ charges as appropriate. It is noted that in October 20201 the ULEZ will be expanding to the North and South Circular Roads and this will also need to be taken into account for the construction routing strategy.

Direct Vision Standard and HGV Safety Permit

4.16 Construction vehicles which are over 12 tonnes travelling within Greater London will need and an HGV safety permit to ensure that each vehicle meets the Direct Vision Standards (DVS). Permits are free at the point of application. Those vehicles without a permit will be subject to a penalty change notice. DVS enforcement will be introduced from 1st March 2021.

4.17 The contractor (once appointed) and all suppliers will need to be aware of their obligations with regards to the DVS and HGV Safety Permit guidance, standards and charges as appropriate.

Vehicle Swept Path Analysis

4.18 Swept path analysis has been undertaken to determine what vehicles will be able to access the site during construction phases and assess the spatial requirement for on-site vehicle movements:

- **Drawing No: A100140-36-05-CMP-001** shows the site entry and exit movements of a 10.0m rigid lorry to/ from Aldrington Road
- **Drawing No: A100140-36-05-CMP-002** shows the site entry and exit movements of a 9.4m concrete mixer to/ from Aldrington Road
- **Drawing No: A100140-36-05-CMP-003** shows the site entry and exit movements of a 12.3m large mobile crane to/ from Aldrington Road
- **Drawing No: A100140-36-05-CMP-004** shows the movement of a 12.3m large mobile crane from Aldrington Road to the A214 Tooting Bec Road (eastbound only)

4.19 As shown on Drawing No: A100140-36-05-CMP-004 the entry movement from Aldrington Road onto the site will require a reverse manoeuvre. This movement will be managed by traffic marshals who will be in place at the site access. A shown this movement does not conflict with any existing on-street parking on Aldrington Road.

4.20 As shown, all vehicle movements can be undertaken without conflict.

4.21 All swept path drawings are contained in **Appendix D**.

5 Strategies to Reduce Impacts

5.1 It is recommended that the following measures are introduced during the construction period. Once appointed, the contractor should discuss and agree the opportunities to employ strategies to reduce the construction impacts of construction with WBC.

Measures influencing Construction Vehicles and Deliveries

Safety and Environmental Standards and Programmes

5.2 The developer is committed to ensuring all contractor and sub-contractor vehicles arriving at site comply with safety measures and requirements relating to Work Related Road Risk. The contractor (once appointed) will ensure that all contractors/ subcontractors working on the site are FORS (Fleet Operators Recognition Scheme) compliant and are registered as CLOCS (Construction Logistics and Community Safety) Champions. These measures will enable effective management of the site, traffic coming to site, and minimise the impacts of the construction on the local road network and wider community.

5.3 Vehicles attempting to deliver to the site without the correct registration or cyclist protection measures fitted should be turned away from the site. All vehicles will be required to comply with the FORS and CLOCS to the following accreditations: FORS Bronze, with progression to Silver within 90 days. Accreditations and registering will need to be confirmed by all sub-contracted transport/haulage providers that the Contractor intends to use. An up-to-date list of trained companies and drivers is available at *www.fors-online.org.uk*.

5.4 A collision reporting system will be mandated to ensure any collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. The 'FORS Manager' reporting tool will be used. The contractor will undertake a risk assessment which should be carried out relating to the safe movement of any plant, site vehicles, cyclists and pedestrians prior to commencing onsite. The interface will be regularly reviewed.

Considerate Constructors Scheme

5.5 The site will be registered with the Considerate Constructors Scheme (CCS).

Adherence to Designated Routes

5.6 All delivery vehicles will be expected to adhere to an agreed routing strategy. The contractor (once appointed) will agree a routing strategy with WBC and TfL. The routing strategy will be disseminated to all suppliers who will expected to adhere to it. The agreed routing strategy will be included within the developed CMP.

5.7 A copy of the agreed routing plan (strategy) will be provided 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.

Delivery Scheduling

5.8 A delivery management system/ booking system will be used to control the volume of deliveries to site and avoid congestion on the highway network. This system will work by defining the number of 'resources' the site has and thus can service in set intervals (typically 30 minute intervals). It then limits the number of delivery bookings per half-hour to this defined capacity. Once appointed, the contractor will confirm the operating details of the delivery management system/ booking system.

5.9 For all deliveries to the site, the following information/ actions will be requested/ required to ensure there are no unnecessary vehicle trips undertaken and all vehicle trips are managed appropriately:

- Postcode of journey start point / single or multi drop
- Waste removal requests – size of skip / type of waste / carrier / tip location
- All delivery requests must be submitted on to the system a week in advance
- All delivery requests will be reviewed, and time slots will be allocated. All parties will be advised, and the delivery management system/ booking system will be updated to show the schedule for the forthcoming week
- The schedule will be reviewed daily to allow for any unforeseen problems. The relevant parties will be advised of any changes
- All suppliers will be informed of the agreed servicing times as determined by WBC CoP

5.10 The delivery booking system will operate with 'Just in Time' scheduling where possible to ensure that the potential impacts of the deliveries on the local road network are minimised and minimal storage capacity required. Where 'Just in Time' deliveries are not feasible or beneficial, on-site storage space will be provided as required.

5.11 Sub-contractors and hauliers must be booked in a minimum of 48-hours in advance in order to allow the request to be reviewed and subsequently approved/declined. The system can be accessed by completing a new user application form and submitting, countersigned by the supplier relationship manager or package manager to the delivery manager.

5.12 In addition to the booking system, and to minimise the impacts of the deliveries to the site, the following measures should be introduced:

- Deliveries should not take place prior to 08:00 and after 18:00 Monday to Friday, and prior to 08:00 and after 13:00 on Saturday (in line with WBC CoP Hours of Work)
- No deliveries will be undertaken during the network peak periods, i.e. before 09:00 or after 16:00
- Re-timing for out of peak deliveries (see below)
- Re-timing for out of hours deliveries (see below)
- Areas for the storage of materials will be identified within the site, storage areas will be identified for the duration of the construction programme
- Delivery drivers and banksmen will be informed of the loading/ unloading/ storage areas on site
- All drivers will be made aware of the agreed vehicle routing strategy and will be expected to adhere to the agreed routes
- Where delivery drivers arrive at the site outside of their allotted time period the driver will be turned away from the site and advised to temporarily stop at a designated waiting area (which would be located outside of WBC) or would be diverted back to the supplier and rescheduled
- All drivers must switch off their engines when on site, i.e. no idling

Re-timing for Out of Peak Deliveries

5.13 Re-timing out of peak time will aid the operational efficiency of the construction site and also the neighbouring area.

Re-timing for Out of Hours Deliveries

5.14 For deliveries that turn up outside the agreed vehicle delivery hours, these will be turned away by the contractor and re-timed within the agreed hours so as not to conflict with other delivery slots.

Use of Holding and Vehicle Call Off Areas

5.15 The site will provide sufficient storage to hold materials and waste and as deliveries will be timed it is considered unlikely that there will be a requirement for the use of holding/ waiting/ vehicle call off areas within WBC. However, once appointed the contractor will determine if there is any net benefit to the use of holding/ waiting/ vehicle call off areas. The contractor will acknowledge current WBC guidance within the CoP which sets out that the roads around the site and within Wandsworth, or adjacent boroughs are not be used as a holding area. Therefore, if deemed beneficial, the contractor

(once appointed) will determine an appropriate strategy in consultation and agreement with WBC. This information would be included within the developed CMP.

Use of Logistics and Consolidation Centres

5.16 Logistics and consolidation centres can help reduce the number of construction vehicles associated with a site on the local highway network and will therefore be considered. The contractor (once appointed) will determine if there is a benefit to the use a consolidation centre(s). If appropriate, the contractor will select an appropriate consolidation centre from the TfL Directory of London Construction Consolidation Centres (Updated September 2016) as contained in **Appendix E**. This information will be included within the developed CMP.

Measures to Encourage Sustainable Freight

Freight by Water

5.17 A review of the freight by water opportunities has been undertaken whereby the existing water networks network could be used for the purposes of movement of materials to site. However, the review has indicated that there are no beneficial opportunities to utilising the existing waterway network.

Freight by Rail

5.18 A review of the rail/ freight opportunities has been undertaken whereby the freight network could be used for the purposes of movement of materials to site. However, based on the review of rail infrastructure within the vicinity of the site, it is considered that there is no beneficial opportunities to utilising the rail network.

Material Procurement Measures

Design for Manufacture and Assembly (DfMA) and Off-site Manufacture

5.19 Reducing delivery numbers and effective delivery management is a core value of this development and it is noted that the use of DfMA and off-site manufacture can also help minimise waste generation and therefore the overall impact of the site. Therefore, the option of DfMA and off-site construction will be discussed upon the appointment of a contractor. Should these measures be considered beneficial, the contractor (once appointed) will incorporate this information within the developed CMP.

Re-use of Material On-site

5.20 Once appointed the contractor will explore opportunities to re-use material on site. For instance, the welfare facilities will be recycled from a completed site if considered appropriate. The use of recycled materials will be used to decrease environmental impacts, reduce the number of vehicles required to deliver materials to site and reduce the number of vehicles required to remove waste from the site. As appropriate, the contractor (once appointed) will incorporate the detail of any measures to re-use material on-site within the developed CMP.

Smart Procurement

5.21 Once appointed, the contractor and developer will explore opportunities to use local suppliers to contribute to the local economy, plus explore opportunities to source materials from the same supplier(s) as other developers with sites near the site discussed herein. As appropriate, the contractor (once appointed) will incorporate any smart procurement measures within the developed CMP.

Other Measures

Collaboration Amongst Other Sites in the Area

5.22 The developer and contractor (once appointed) will consult with WBC, TfL, and other contractor/developers in the area with the aim of minimising disruption. As appropriate any review, consideration and of/ collaborative measures which may be undertaken will be included within the developed CMP by the contractor (once appointed).

Staff Travel Plan

5.23 Construction workers will be encouraged to travel sustainably to the site and will be provided with sustainable travel information. No on-site parking will be provided.

5.24 Given that most trips to the site will be people trips, undertaken by professionals/ tradespeople/ contractors, it is recommended that the developer/ contractor implement a staff Travel Plan. The Staff Travel Plan should include but not be exclusive to the following information:

- Detail of public transport connections
- Details of cycle parking and cycle hire facilities within the vicinity of the site
- Preclusion of parking on-site. Car/ van journeys undertaken to site would use alternate (legal) parking provisions at the expense of the individual, i.e. legal kerbside provisions or permitted car parks (as appropriate)
- Car/ vehicle sharing database, i.e. between staff

5.25 Each member of staff will be issued with a copy of the Staff Travel Plan. Staff and visitors to the site will not be encouraged to travel to the site by car and will be expected to make their own travel arrangements using sustainable transport modes. While the site has a relatively poor level of public transport accessibility (PTAL 2), nevertheless alternative methods of travel (walking, cycling, car share) are to be promoted.

COVID 19

5.26 Once appointed, the contractor must give due care and attention to any recommendations, guidance or new laws which result from the COVID 19 pandemic. This should extend to the promotion of walking and cycling over the use of the public transport and car sharing and would be set out in the Staff Travel Plan.

Construction Impact Reduction Measures

5.27 **Table 5.1** sets out a summary of the construction impact reduction measures.

Table 5.1 Construction Impact Reduction Measures

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

Source: Transport for London, July 2019

Measures to Avoid Disruption to the Public Highway

Vehicle Marshalling/ Safe Unloading and loading

5.28 Traffic marshals will be in place at the site entry and exit on Aldrington Road, and any gated entrances within the site (subject to works phasing and hoarding lines) to ensure the safe movement of vehicles and materials and to minimise impacts and disruption to the public highway.

5.29 Trained and qualified traffic marshals will direct vehicles in and out of the site. All traffic marshals will be trained in safe traffic management and control and will be identified with orange helmets and high-visibility clothing. They will be equipped with radios so that communication during site access/ egress movements, and the loading and unloading of vehicles can be clearly controlled and co-ordinated. Any unloading which is to be carried out by crane or hoist will be undertaken by a trained and qualified slinger / signaller.

5.30 Traffic marshals will be equipped with Stop Works boards and whistles to control traffic while vehicle movements take place.

Vulnerable Road and On-site Users

5.31 The footways on local road network are in excess of 2m in width providing connection with the pedestrian network. It is considered that the construction vehicle movements will have a negligible impact on pedestrians and other road users.

5.32 Other vulnerable road users such as wheelchair users, the elderly, people with walking difficulties, parents with young children or prams, blind and partially sighted, etc will also be considered during the construction period. The site frontage will be secure (boarded/locked) and free from obstacles at all times to protect vulnerable users from harm as appropriate.

5.33 Traffic marshals will be in place during all vehicle and material movements to ensure that all vehicle and material movements are undertaken safely, and to forewarn all road users that a vehicle movement or delivery is being undertaken.

5.34 The footways adjacent to the site will be regularly swept to make sure that they are free from debris. As appropriate, signage will be in place to forewarn pedestrians of any potential hazards.

5.35 Once appointed, the contractor will determine the phasing of the on-site works including determination of the hoarding lines. Proposed hoarding lines will ensure that all required on-site pedestrian movements (to/ from existing on-site residential blocks) are still achievable, safe and free from obstacles.

Cyclists

5.36 All traffic marshals and delivery drivers that service the site will be trained in cycle safety to further ensure their safety. Due care and attention will be given to cyclists by all members of the construction staff including delivery drivers. All delivery drivers will be made aware of the location of all the LCN routes (and any other cycle routes) which may be on or along the agreed routing strategy through the publication and provision of the developed CMP.

Diversions

5.37 No diversions are required to facilitate construction vehicle access. However, should it become necessary to implement a diversion route, the contractor (once appointed) will agree the diversion with WBC (as appropriate) and will make contact with local cycling and pedestrian users' groups, and local schools, to inform them of this activity. Typically, this will be undertaken by the CLO. Addresses will be obtained from WBC and notices will be sent with full details of the proposed activity.

Environmental Considerations

5.38 The developer is committed to minimising the potential impacts of construction process on the local environment. The developer and contractor (once appointed) will employ measures to reduce the environmental impacts of noise, air pollution (dust and debris) and emissions which may include but not be exclusive to the measures detailed below.

5.39 Measures to reduce noise impacts:

- Delivery booking system/ coordinated delivery times to prevent queueing on the public highway
- Use of mufflers, baffles and silencers on all plant as an effective means of sound reduction
- Use of acoustic hoarding (as appropriate)
- Ensuring all vehicles on-site do not idle, i.e. engines are turned off when the vehicles are not in transit/ use

5.40 Measures to reduce air pollution and debris:

- Damping down of works areas, including some identified construction activities to reduce the movement/ transfer of dust
- Ensure all spoil or demolition loads are fully covered
- Ensure all material transported to and from the site are fully sheeted/ covered

- Ensure all dust generating materials are suitably covered/ packaged
- Ensure load drop heights are kept to a minimum
- Wheel washing facilities will be in place at the site access

5.41 Measures to reduce emissions:

- Use of waiting/ holding/ call off areas (if deemed necessary, subject to agreement with WBC)
- Re-timing for out of peak deliveries
- Re-timing for out of hour deliveries (if deemed necessary, subject to agreement with WBC)

6 Estimated Vehicle Movements

Vehicle Types

6.1 Once appointed, the contractor will provide details of the number of estimated vehicle movements which will be generated by the construction works by vehicle type and size and will consult WBC and TfL with regard to larger vehicle movements, where required.

6.2 **Table 6.1** sets out the types of vehicles that would typically be expected to service the site during construction.

Table 6.1 Estimated Construction Vehicle Types

Vehicle Type	Typical Size	Use
Rigid Heavy Goods Vehicle	10m (l) x 2.5m (w) x 3.64m (h)	Excavation/ waste material removal
Small Articulated Vehicle	13.6m (l) x 2.5m (w) x 3.7m (h)	Plant, steelwork, bricks, cladding panels, Mechanical and electrical plant, roofing materials
Concrete Mixer	9.4m (l) x 2.5m (w) x 3.71m (h)	Concrete deliveries
Rigid Heavy Goods Vehicle	12m (l) x 2.5m (w) x 4.1m (h)	Plant, bricks, cladding panels, dry lining, joinery, Mechanical and electrical plant, roofing materials
Large Mobile Crane	12.3m (l) x 2.4m (w) x 3.4m (h)	Crane delivery/ operations
Vans	5.7m (l) x 2.4m (w) x 2.7m (h)	Plant service, materials and other suppliers. Existing tenants' deliveries

6.3 Updated information with regard to estimated construction vehicle traffic will be included (by the contractor, once appointed) within the developed CMP.

7 Implementing Monitoring and Updating

7.1 A detailed and defined description of how the CMP will be implemented, monitored and updated will be determined by the contractor (once appointed). However, the following strategy can be confirmed at this stage. An appointed Construction Logistics Manager will oversee implementing the detailed CMP on behalf on the contractor.

Implementation

7.2 The CMP will be implemented by:

- Issue of the CMP to all staff, contractors and subcontractors
  - All staff, contractors and subcontractors to agree to adhere to the CMP prior to starting on site
- Appropriate staff to be appointed Construction Logistics Manager (CLM) and Community Liaison Officer (CLO), roles to be identified during the construction programme for the purpose of monitoring, recording, enforcement and community liaison

7.3 The appointed CLM will oversee implementing the CMP on behalf on the develop and contractor. Their job description will include collecting data on:

- Number of vehicle movements to site; collected through a delivery booking-in system
  - Total number of vehicles
  - By vehicle type/size/age
  - Time spent on site
  - Consolidation centre utilisation
  - Delivery/collection accuracy compared to schedule

7.4 The CLM, or CLO, will explain and market the CMP to all staff and all sections/ parts of the supply chain, residents and businesses. The appointed individual will raise awareness of the CMP and the developer's commitment to minimising impacts from the construction process. Additionally, the appointed individual will deal with, and respond to all breaches and complaints, which may typically include but not be exclusive to:

- Vehicle routing
- Unacceptable queuing
- Unacceptable parking
- Compliance with safety and environmental standards and programmes
- Supplier FORS accreditation
- Low Emissions Zone (LEZ) compliance
- Ultra-Low Emissions Zone (ULEZ) compliance (as appropriate)
- Direct Vision Standards (DVS)
- Anti-idling

7.5 Safety of operations and servicing will be monitored as part of the CMP, and will cover the following:

- Logistics-related accidents
- Record of associated fatalities and serious injuries
- Staff travel mode to site
- Vehicles and operations not meeting safety requirements
- Description of the contractor's handbook
- Description of the driver's handbook

Updating

7.6 It will be the responsibility of the developer, contractor and appointed individuals to update the CMP in consultation with WBC. All recorded data will be included within a revised/ updated CMP and as appropriate the developer/ client and any stakeholders will be advised. Update, including all the data collected will be reported back to the client, with full transparency to local government.

Appendix A
PROPOSED DEVELOPMENT GROUND FLOOR LAYOUT

3m high acoustic fencing. From Points A to B, the structure is fence posts in concrete set in the ground. And from B to C the structure is metal posts fixed to the top of a concrete retaining structure with 1.8m span panels to run along the boundary line

NOTES
- Do not scale from this drawing
- Check all dimensions on site
- Subject to site inspection
- This document is for information only and is subject to a preliminary risk analysis to be carried out by all relevant consultants

AREAS
- Refer to area schedule

Rev	Notes	Date	By	Auth
1	Issued for Planning Submission	05.11.2020	RCa	AP

NOTES
Any decisions to be made on the basis of this drawing, whether as to project viability, pre-letting, lease agreements and the like, should make allowance for:
- Design development
- Accurate surveys
- Accurate boundary/site ownership documentation
- Construction methods and building tolerances
- Local Authority/Statutory consents

0m 5m 10m 15m 20m 25m

VISUAL SCALE 1:250 @ A1

ColladoCollins Architects

17-19 Foley Street
London W1W 6DW
T 020 7580 3490
F 020 7580 2917
info@colladocollins.com
www.colladocollins.com

Date: 09/10/2020
Drawn By: RCa
Checked by: AP
Scale @ A1: 1 : 250
Scale @ A3: 1 : 500
CAD File No:

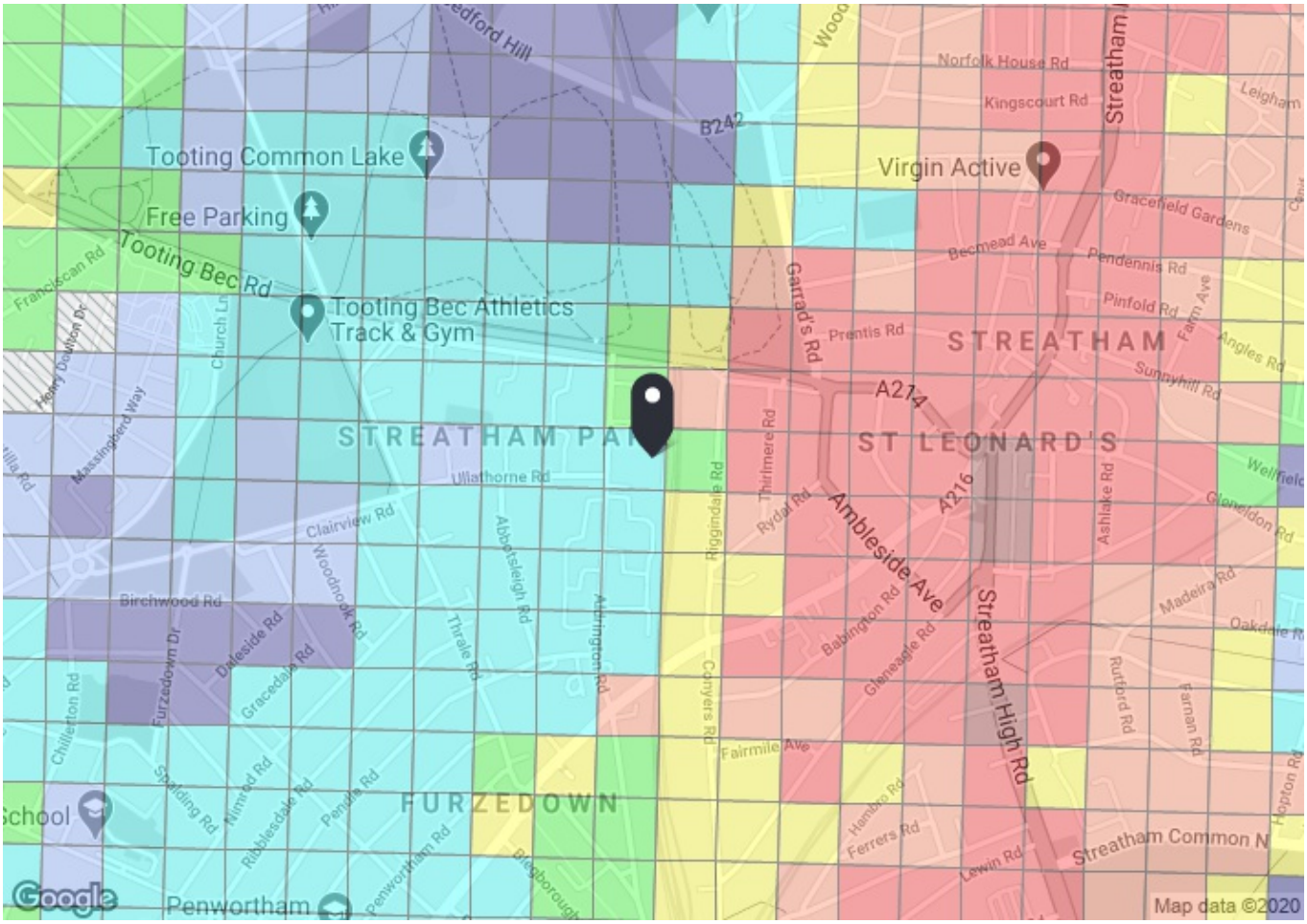
Wandsworth Borough Council
The Alders, Streatham Vale
Ground Floor Plan

PLANNING
19017 P0-100

1 Revision

Appendix B
TFL PTAL OUTPUT

TRANSPORT FOR LONDON



PTAL output for Base Year
2

The Alders, Aldrington Rd, London SW16 1TW, UK
Easting: 529477, Northing: 171640

Grid Cell: 38703

Report generated: 23/09/2020

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

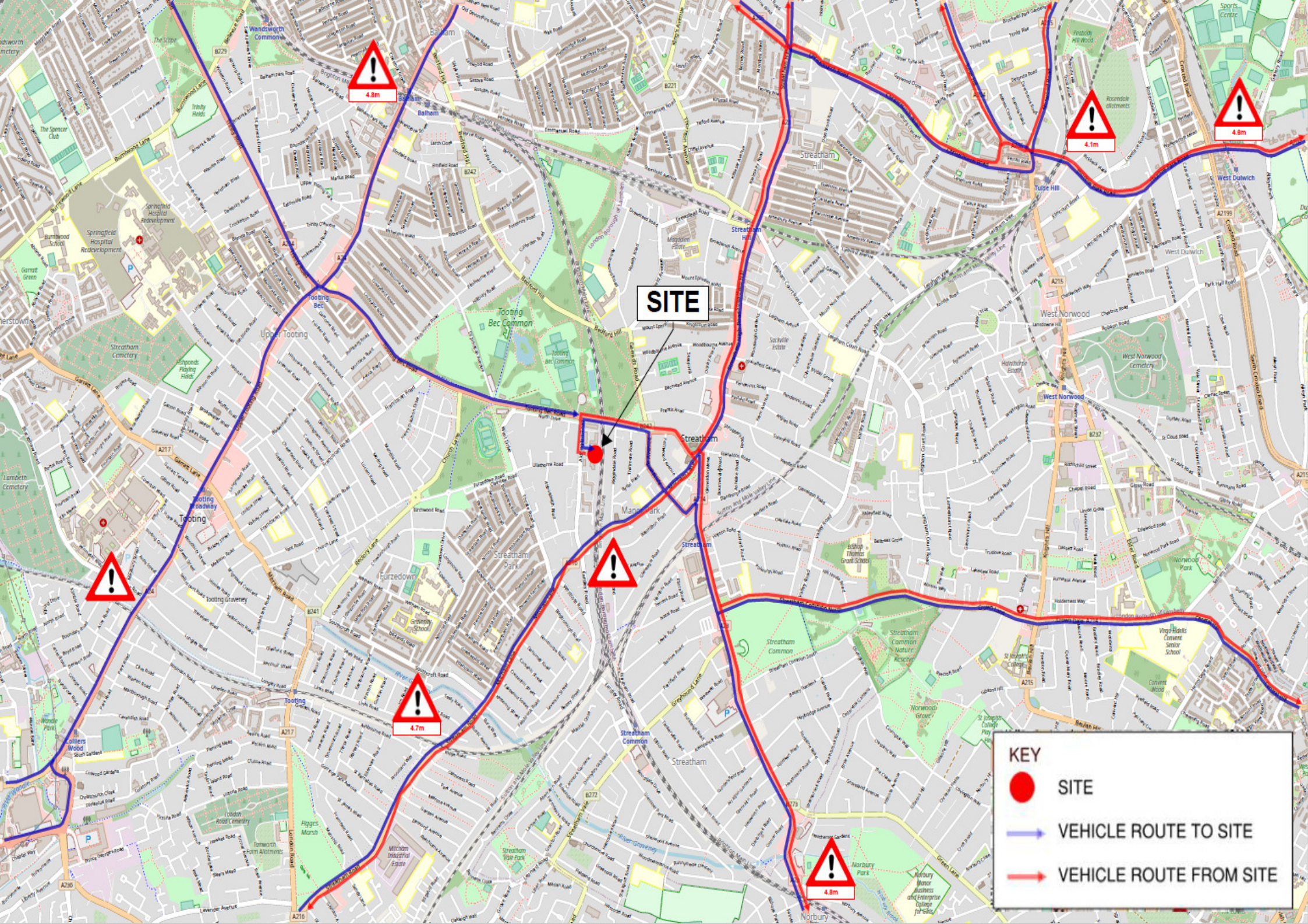
Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

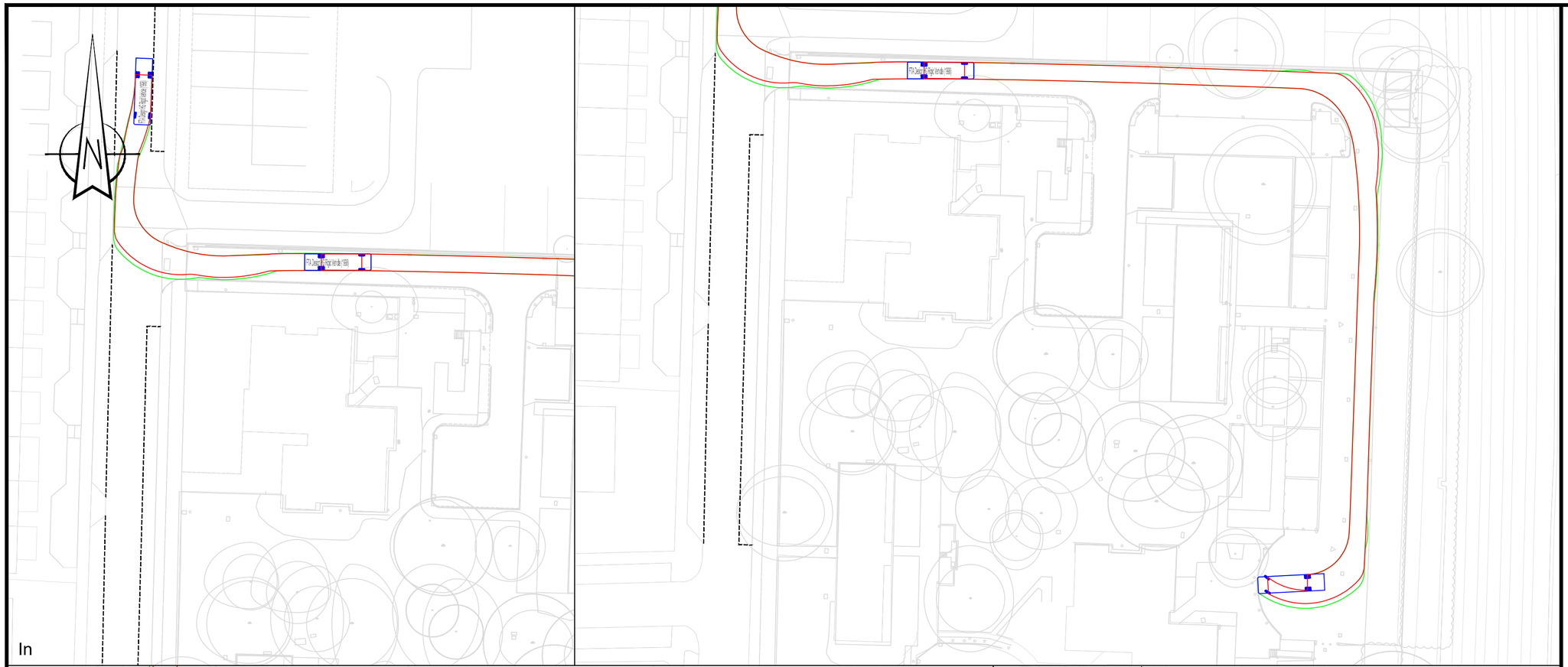
Calculation data

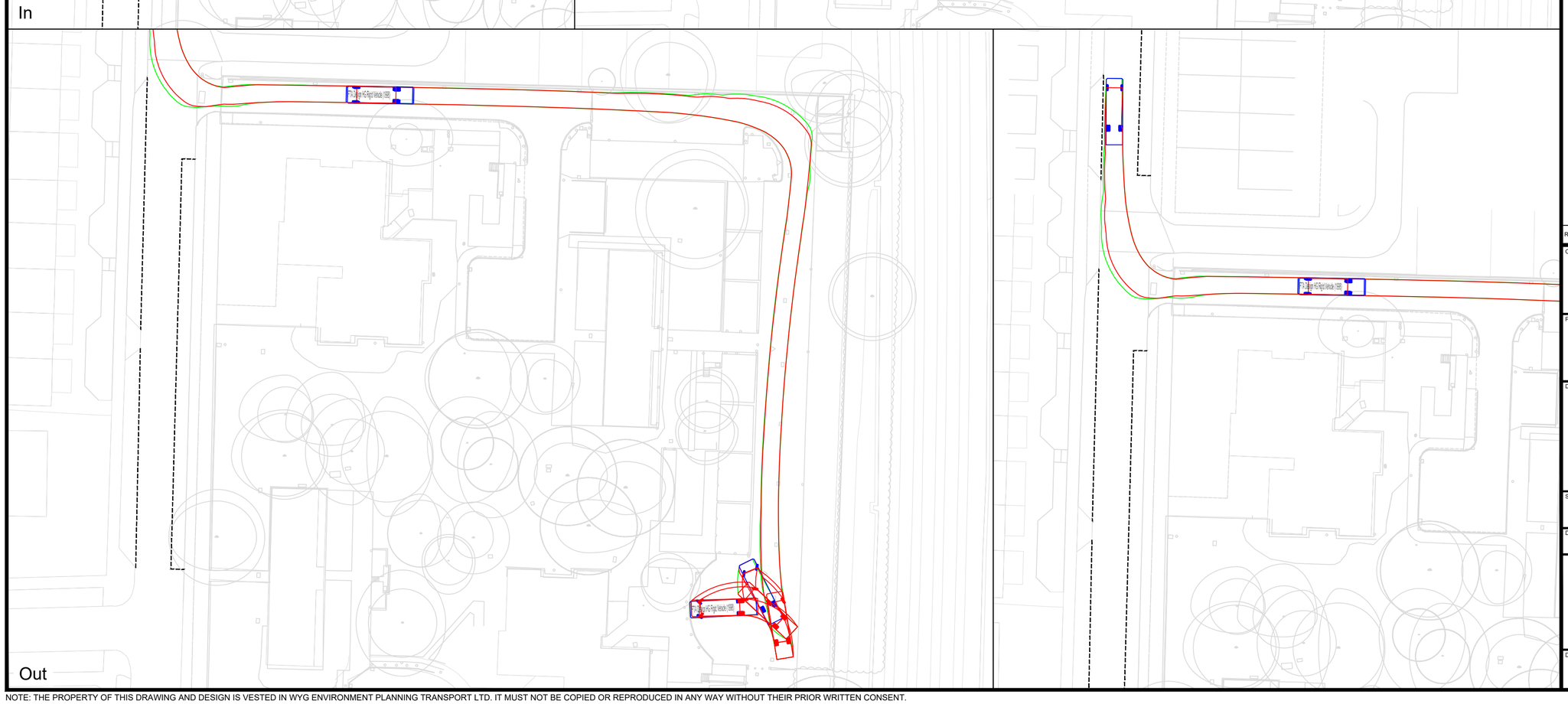
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	MITCHAM LANE EARDLEY RD	57	628.8	7.5	7.86	6	13.86	2.16	0.5	1.08
Bus	MITCHAM LANE EARDLEY RD	201	628.8	4	7.86	9.5	17.36	1.73	0.5	0.86
Bus	MITCHAM LANE EARDLEY RD	333	628.8	6	7.86	7	14.86	2.02	0.5	1.01
Bus	TOOTING BEC LIDO	319	235.27	7.5	2.94	6	8.94	3.36	1	3.36
Bus	TOOTING BEC LIDO	249	235.27	5	2.94	8	10.94	2.74	0.5	1.37
Bus	ALDRINGTON ROAD	G1	110.73	4	1.38	9.5	10.88	2.76	0.5	1.38
									Total Grid Cell AI:	**9.06**

Appendix C
REGIONAL VEHICLE ROUTING (STRATEGIC ROUTES) PLAN


SITE
4.8m
4.1m
4.6m
4.7m
4.8m
KEY
SITE
VEHICLE ROUTE TO SITE
VEHICLE ROUTE FROM SITE

Appendix D
SWEPT PATH ASSESSMENTS





NOTES:
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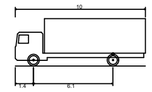
3. THIS DRAWING IS TO BE READ AND PRINTED IN COLOUR.
4. ALL DIMENSIONS ARE SHOWN IN METERS, UNLESS SPECIFIED OTHERWISE.



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

REV	DETAILS	DRAWN BY	CHECKED BY	DATE
-	First Issue	BM	RF	06.10.2020

CLIENT:

Wandsworth Estates

PROJECT:

The Alders

DRAWING TITLE:

Swept Path Analysis:
10m Rigid

SCALES:	SHEET SIZE:
1:500	A2

DRAWN:	CHECKED:	DATE:
BM	RF	06.10.2020

WYG Transport
part of WYG group
90 Victoria Street
Bristol, BS1 6DP
t: 0117 925 4393 f: 0117 925 4239 e: transport.bristol@wyg.com

DRAWING NUMBER:	REVISION:
A100140-36-5-CMP-001	-

In

Out

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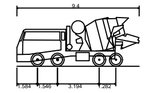

Large Concrete Mixer	
Overall Length	9.400m
Overall Width	2.550m
Overall Body Height	3.755m
Min Body Ground Clearance	0.358m
Track Width	2.550m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.500m

REV	DETAILS	DRAWN BY	CHECKED BY	DATE
-	First Issue	BM	RF	06.10.2020

CLIENT:

Wandsworth Estates

PROJECT:

The Alders

DRAWING TITLE:

Swept Path Analysis: Concrete Mixer

SCALES:	SHEET SIZE:
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DRAWN:	CHECKED:	DATE:
BM	RF	06.10.2020

WYG Transport
part of WYG group
90 Victoria Street
Bristol, BS1 6DP
t: 0117 925 4393 f: 0117 925 4239 e: transport.bristol@wyg.com

DRAWING NUMBER:	REVISION:
A100140-36-5-CMP-002	-

In

Out

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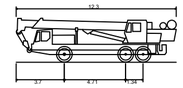

Large Mobile Crane	
Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Min Body Ground Clearance	0.590m
Track Width	2.430m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.000m

REV	DETAILS	DRAWN BY	CHECKED BY	DATE
-	First Issue	BM	RF	06.10.2020

CLIENT:
Wandsworth Estates

PROJECT:
The Alders

DRAWING TITLE:
Swept Path Analysis: 12.3m Mobile Crane - Sheet 1

SCALES:	SHEET SIZE:
1:500	A2

DRAWN:	CHECKED:	DATE:
BM	RF	06.10.2020

WYG Transport
part of WYG group
90 Victoria Street
Bristol, BS1 6DP
t: 0117 925 4393 f: 0117 925 4239 e: transport.bristol@wyg.com

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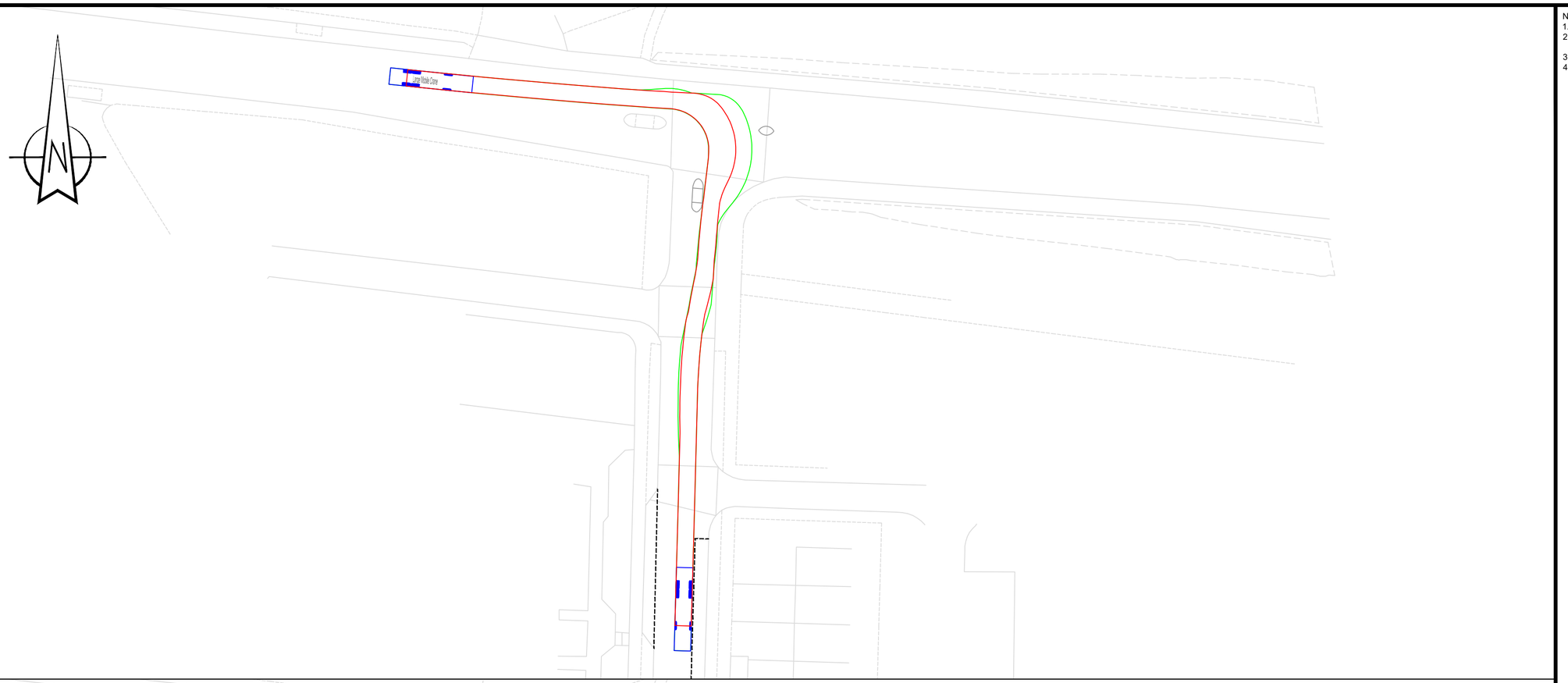
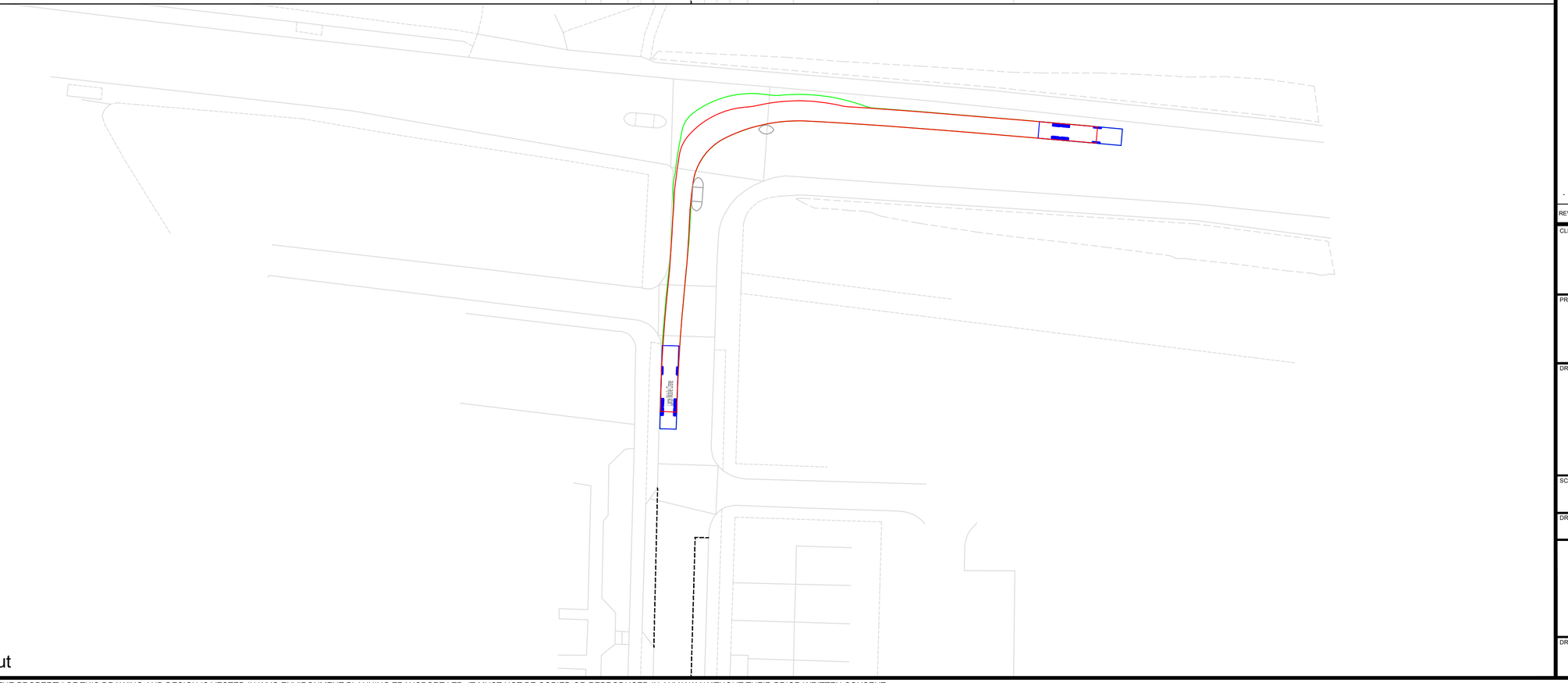
REVISION: -





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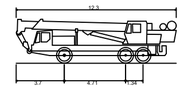

Large Mobile Crane	
Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Min Body Ground Clearance	0.590m
Track Width	2.430m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.000m

REV	DETAILS	DRAWN BY	CHECKED BY	DATE
-	First Issue	BM	RF	06.10.2020

CLIENT:
Wandsworth Estates

PROJECT:
The Alders

DRAWING TITLE:
Swept Path Analysis: 12.3m Mobile Crane - Sheet 2

SCALES:	SHEET SIZE:
1:500	A2

DRAWN:	CHECKED:	DATE:
BM	RF	06.10.2020

WYG Transport
part of WYG group
90 Victoria Street
Bristol, BS1 6DP
t: 0117 925 4393 f: 0117 925 4239 e: transport.bristol@wyg.com

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A100140-36-5-CMP-004	-

Appendix E
DIRECTORY OF LONDON CONSTRUCTION CONSOLIDATION CENTRES

The Directory of London Construction Consolidation Centres

Updated September 2016

MAYOR OF LONDON

TRANSPORT FOR LONDON

EVERY JOURNEY MATTERS

Contents

Foreword

Construction logistics programme

London's increasing population and strong economic growth has created a huge demand for new homes, business premises and transport infrastructure. The construction industry needs to manage its logistics creatively to meet this demand safely and efficiently.

Major construction projects face considerable challenges managing the number of deliveries each day. Consolidation combines and coordinates 'just-in time' deliveries. This offers opportunities to improve operational efficiency which results in reduced congestion, delays and improved safety.

Transport for London's (TfL's) Construction Logistics Programme aims to improve the coordination, collaboration and sustainability of logistics to improve safety, efficiency and planning.

For further information on construction logistics, visit tfl.gov.uk/freight.


Network Rail
HTC
HTC

Chapter 1

Introduction

1.1 Purpose of this directory

This directory provides information to the construction industry and planning authorities to help locate Construction Consolidation Centres (CCCs) that can improve overall resource efficiency of a construction project in the Capital.

By using CCCs developers, contractors, local authorities and society can achieve benefits including:

- Reduced construction and delivery costs
- Increased security of supplies, reducing likelihood of project over-run
- Reducing the environmental impact of development sites, as part of an overall logistics strategy to gain planning permission and comply with Construction Logistics Plan (CLP) guidance
- Improved safety

All CCCs included are Fleet Operator Recognition Scheme (FORS) accredited. Third-party logistics companies that don't operate their own fleet have met a requirement to provide services to fleets at a minimum of FORS bronze. Many centres exceed minimum mandatory safety requirements and are Construction Logistics & Cyclist Safety (CLOCS) compliant.

If you operate a CCC that services London and would like to be included in the next updated version of this directory, contact: freight@tfl.gov.uk.

The publication of the London Construction Consolidation Centre Directory is one of many tools which will be delivered as a suite of interventions which will be delivered through TfL's Construction Logistics Programme. This programme is aimed at reducing the volume and impact of construction road vehicle movements. This directory identifies and case studies 12 existing consolidation centres in London and will build on Construction Logistics Plan (CLP) Guidance to equip stakeholders with the knowledge and tools to reduce the impact of construction freight on projects, through construction logistics efficiency methods.

1.2 How to use this directory

The framework of this directory signposts users towards facilities that can help improve the efficiency of vehicles servicing a construction site.

Consideration and use of a CCC should be integrated into Construction Logistic Plans (CLPs) using TfL's CLPs guidance material.

For further information on Construction Logistic Plans (CLPs), visit http://content.tfl.gov.uk/construction-logistics-plan-guidance-for-developers.pdf

> Use of a CCC can reduce vehicle deliveries to site by up to 70%[1]

1 Wrap: Guidance Construction Logistics


TRANSIT BAY

Chapter 2

Construction Consolidation Centres

2.1 What are Construction Consolidation Centres?

Construction Consolidation Centres are appropriately located distribution facilities, where multiple bulk material deliveries are stored and transported to construction sites.

2.1.1 How CCCs function

- Deliveries of materials are made to the CCC from suppliers
- Materials are checked to ensure they are as specified and damage-free
- Materials are held in the CCC and stock is called-off when required and then picked and packed into consolidated loads
- Vehicles can then be utilised for reverse logistics operations, with waste, damaged goods, pallets and stillages taken back to the CCC on the return journey

CCCs have been used successfully in the Heathrow Terminal 5 and the London Olympics developments, providing an effective supply chain management solution.


bph
0845 017 6971

2.1.1 Reduced vehicles journey from Construction Consolidation Centres

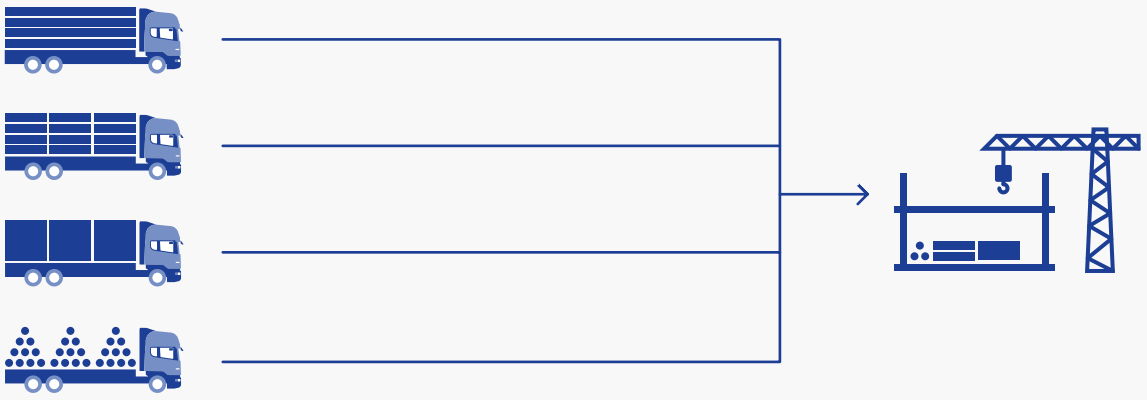

Figure 1
Process with no Consolidation Centre, which leads to substantially increased road congestion from more vehicles delivering to construction sites.

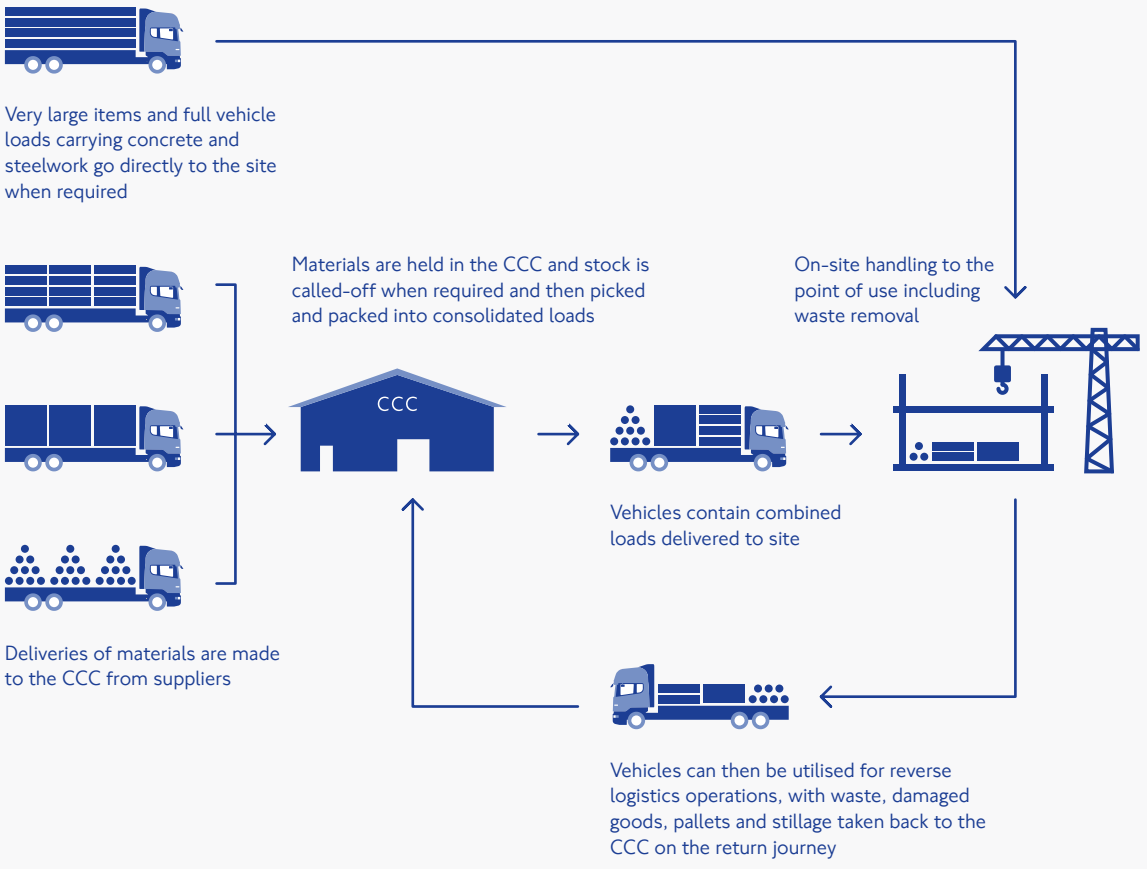

Figure 2
Consolidation process maximises efficiency and leads to an overall reduction in vehicle numbers delivering to often restricted and congested environments.