



# Construction Logistics Plan

41-49 & 49-59 Battersea Park Road, Wandsworth

## Watkin Jones Group

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## 1.0 Introduction

- 1.1 SLR has been appointed by Watkin Jones Group to provide highways and transport advice in relation to the proposed mixed use residential development located at 41 – 49 Battersea Park Road, and 49 - 59 (BMW) Battersea Park Road Wandsworth. The development is located on the existing Bookers Wholesale Warehouse and former BMW Nine Elms Garage. The site is located within the London Borough of Wandsworth (LBW).
- 1.2 This Construction Logistics Plan (CLP) has been produced to support the planning submission. It is an evolving document that will subsequently be updated and finalised. It has been prepared in accordance with the principles set out within Transport for London's (TfL) Construction Logistics Plan guidance.

### CLP Objectives

- 1.3 The main aim of this CLP is to manage all types of construction vehicle activity to and from the site during the construction period. The CLP will improve the safety and reliability of construction related vehicle movement in relation to the site, minimise any potential impacts on local traffic conditions and mitigate any potential for adverse environmental impacts.
- 1.4 This CLP has been prepared with the following objectives:
- To ensure that construction traffic does not have a detrimental effect on the surrounding public highway and local community including protecting the safety for all road users (including vulnerable road users) during the construction period;
  - To reduce the impact of construction traffic on the conventional network peak traffic hours and afternoon peak; and
  - To identify measures to ensure safe and efficient movement of construction traffic.

### Development Proposals

- 1.5 The development proposals comprise:

*“Application for Phased Full Planning Permission for: Demolition of the existing building and construction of three new buildings, together comprising Residential (Use Class C3) and Student Accommodation (Sui Generis) along with Commercial, Business and Service (Use Class E) and/or Local Community and Learning (Class F) floorspace. Associated works include hard and soft landscaping, car parking and new vehicular access / servicing, and other ancillary works.”*

- 1.6 The proposals seek to develop the site for a mix of 762 student accommodation units and 55 affordable housing units spread across three blocks, with associated commercial space at ground floor level.

### CLP Structure

- 1.7 The report is set out as listed below:
- **Chapter 2: Context, considerations, and challenges** – Key information about the site is provided to support access for construction staff;



- **Chapter 3: Construction Programme and Methodology** – provides information on the key construction processes and vehicle arrangements;
- **Chapter 4: Vehicle Routing and Access** – details the access routes to and from the site;
- **Chapter 5: Strategies to Reduce Impacts** – identifies the measures and initiatives that will be used to promote a safe and efficient construction period at this stage;
- **Chapter 6: Estimated Vehicle Movements** – provides an estimate of the number of vehicle movements associated with the construction of the development; and
- **Chapter 7: Implementing, monitoring, and updating** – presents the proposed methodology for monitoring.



## 2.0 Context, Considerations and Challenges

### Introduction

- 2.1 Information relating to transport accessibility to/from the site is provided in this section.
- 2.2 Along with the majority of Greater London, the site is located within an Air Quality Management Area (AQMA).

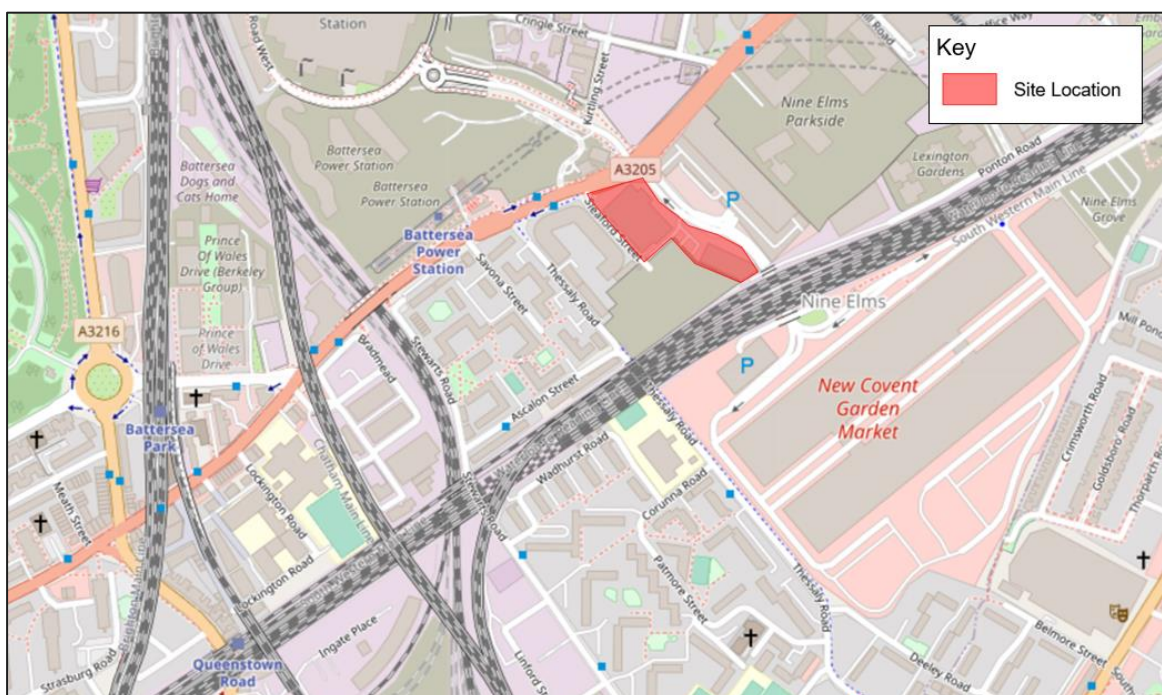
### Guidance

- 2.3 This Outline CLP has been produced to support the planning submission. It is an evolving document that will subsequently be updated.
- 2.4 It has been prepared in accordance with the principles set out within Transport for London's (TfL) Construction Logistics Plan guidance. At an appropriate point it should be updated to form a Detailed CLP.

### Site Context

- 2.5 The proposed development is located on Battersea Park Road, 1.2km to the east of Battersea high street and 4.7km south of Central London. The site is bound to the north by Battersea Park Road, east by New Covent Garden Market Access Road, south by a railway line operated by South Western Railway, and west by ongoing development related to the Battersea Power Station Phase 4a planning permission.
- 2.6 The site location is shown within **Figure 2.1**.

**Figure 2.1: Site Location Plan**



## Local Access including Highways, Public Transport, Cycling & Walking

### Highways, Carriageways and Footways

- 2.7 The site is bound by Battersea Park Road to the north, New Covent Garden Market Access Road to the east, and Sleaford Street to the west.
- 2.8 Battersea Park Road, New Covent Garden Market Access Road, and Sleaford Street are all two-way single lane carriageways. Sections of Battersea Park Road have cycle lanes and bus lanes running in both directions. Double red lines preventing stopping and loading are also present.
- 2.9 To ensure permeability of the proposed development for pedestrians, several accesses are proposed from the roads bounding the site.

### Walking and Cycling

- 2.10 Pedestrian access to the site is good with wide, lit, well-surfaced pavements along Battersea Park Road. Dropped kerbs and tactile paving are also present at various crossing points along the road. Further lit footways are available along both the eastern and western boundaries of the site.
- 2.11 A signalised pedestrian crossing is present directly at the sites northern frontage providing access to the northern footway along Battersea Park Road, and in turn, the new Battersea Power Station Underground Station.
- 2.12 There is a shared cycle/footway located along New Covent Garden Market Access Road which runs along the eastern border of the site. This ties into an on-road cycle lane at Battersea Park Road to the north. This cycle lane at times merges to become a shared bus, taxi and cycle lane, and continues west for 1km before joining Cycle Superhighway 8 (CS8).
- 2.13 The CS8 cycle highway provides a cycle route between Wandsworth and Lambeth Bridge. From here central London can be accessed.

### Proposed changes to Battersea Park Road - Nine Elms Corridor

- 2.14 TfL are transforming a 2.5km stretch of Nine Elms lane and Battersea Park Road which will support the regeneration of the area. The proposals comprise a series of updates to Battersea Park Road to make it more suitable for those wishing to cycle, walk or use public transport in the area.
- 2.15 The proposals would include, but are not limited to, the introduction of protected cycleways with physical segregation, new bus stops, updated junctions to improve cycle safety and a new 20mph speed limit.
- 2.16 Phase one of this work was completed in August 2021. This is between Duchess Bridge and Sleaford Street (Sleaford Street borders the western boundary of the site). Improvements along this section of road included:
- New paving along both sides of Battersea Park Road;



- Segregated cycle lanes in both directions along Battersea Park Road;
  - Improved bus stops in both directions along Battersea Park Road;
  - A new cycle link between Thessaly Road and Battersea Park Road and a cycle crossing across Battersea Park Road;
  - A new controlled pedestrian crossing providing direct access to the new Battersea Power Station Underground Station; and
  - A new junction providing access to Prospect Way access road next to Battersea Power Station Underground Station.
- 2.17 The western section of the corridor, between Macduff Road and Duchess Rail Bridge (400m to the west of the site) has been identified for further improvements. A public consultation on the proposals for this section of the corridor was completed in early 2022 and the works are due to commence in 2025.
- 2.18 Designs are currently being developed for the eastern section of the scheme; this includes Nine Elms Lane and a short section of Battersea Park Road (east of Sleaford Street). This will include the installation of a new segregated cycle lane. Works along this section are planned to begin in March 2024.
- 2.19 Given the Nine Elms Corridor transverses along the northern boundary of the site at Battersea Park Road, residents and users of the proposed development will have direct benefit from the aforementioned improvements.

### Bus Services

- 2.20 The closest bus stops to the site are Battersea Power (Stop A) and Battersea Power (Stop F). Both these stops are located under 100m walking distance from the site access onto Battersea Park Road and are serviced by the 156, 344 and 436 TfL bus services.
- 2.21 Both of these bus stops have shelters, seating and timetables. Bus Stop F can be accessed on foot directly along the southern footway of Battersea Park Road. Bus Stop A requires pedestrians to cross via the new signalised crossing point at the sites northern frontage.
- 2.22 A summary of the bus services and their frequencies is outlined within **Table 2.1**.

**Table 2.1: Bus Services Stopping at Battersea Power (Stop A or F)**

Bus Service	Bus Stop	Route	Approximate Frequency (Per Hour)		
			Weekday	Saturday	Sunday
156	Battersea Power (Stop A) Eastbound	Wimbledon Bus Station – Vauxhall Bus Station	8	7	5
156	Battersea Power (Stop F) Westbound	Vauxhall Bus Station – Wimbledon Bus Station	8	7	5





344	Battersea Power (Stop A) Eastbound	Clapham Junction Station – Liverpool Street Station	8	8	8
344	Battersea Power (Stop F) Westbound	Liverpool Street Station – Clapham Junction Station	8	8	8
436	Battersea Power (Stop A) Eastbound	Molesworth Street – Battersea Park Station	6	6	5
436	Battersea Power (Stop F) Westbound	Battersea Park Station – Molesworth Street	6	6	5

2.23 As shown above, bus stops A and F provide frequent services throughout each day of the week to a range of destinations including Wimbledon and Liverpool Street, making this a frequent and viable means of transport for residents and users of the proposed development.

### Rail and Underground Services

- 2.24 The closest railway station to the site is Battersea Power Station Underground Station which is located approximately 200m west of the site along Battersea Park Road. This station can be accessed on foot using the pavements and crossing facilities along Battersea Park Road.
- 2.25 Battersea Power Station Underground Station opened on 20 September 2021, and therefore has new and modern infrastructure, as well as step-free access. The station is serviced by the Northern Line which operates between this station and High Barnet.
- 2.26 Battersea Park Rail Station is located 650m west of the site and can be accessed by foot along Battersea Park Road. Both the London Overground and Southern Rail operate at this station.
- 2.27 An overview of the services and frequency of services available at both Battersea Power Station Underground Station and Battersea Park Rail Station is provided within **Table 2.2**.

**Table 2.2: Underground and Overground Services**

Operator	Route	Approximate Frequency Per Hour (One-Way)		
		Weekday	Saturday	Sunday
<b>Battersea Power Station Underground Station</b>				
<b>Northern Line</b>	Battersea Power Station - High Barnet	10 per hour	8 per hour	8 per hour
<b>Northern Line</b>	Battersea Power Station - Edgware	10 per hour	No Service	No Service



Battersea Park Rail Station				
<b>Overground</b>	Battersea Park Station - Dalston Junction	5 per day	5 per day	No Service
<b>Southern Railway</b>	Selhurst – London Victoria	4 per hour	2 per hour	2per hour
<b>Southern Railway</b>	Epsom Downs – London Victoria	2 per hour	2 per hour	2 per hour
<b>Southern Railway</b>	West Croydon – London Victoria	4 per hour	4 per hour	2 per hour
<b>Southern Railway</b>	London Victoria – London Bridge	2 per day	2 per hour	No Service

2.28 As shown within **Table 2.2** Battersea Power Station Underground Station is serviced frequently by the Northern Line which provides services across central London, extending north to High Barnet and Edgware. Battersea Park Rail Station offers frequent services to locations including London Victoria, Epsom Downs and West Croydon.

## Considerations and Challenges

2.29 LBW monitor construction works to minimise pollution caused by noise, dust, and other nuisances. In line with the Control of Pollution Act 1974, any noisy building work would be carried out between:

- Weekdays: 08:00 to 18:00;
- Saturdays: 08:00 to 13:00; and
- Sundays and Bank Holidays: no work.

2.30 No construction vehicles would deliver to the site during the peak operating hours of New Covent Garden Market (11pm and 8am).

2.31 If, in an exceptional circumstance, work is required outside these hours, an appropriate application will be made to LBW/TfL and extended hours will only be used on a short-term basis if approved in writing.

2.32 During the construction works, Watkin Jones Group will work with the local highway authority to ensure that the working hours do not result in any conflicts on the local highway network. As such, Watkin Jones Group will work to minimise vehicles access and egress from the site during peak periods as far as is practicable.

## Community Considerations

2.33 Within the vicinity of the site there are several community considerations which are described as:

*“facilities and locations over which care should be taken to understand and minimise the negative impacts of construction logistics activity.” – TfL CLP Guidance*



2.34 The following are key challenges and community considerations:

- Impact of construction traffic on pedestrians using Battersea Park Road, New Covent Garden Market Access Road and Sleaford Street;
- Impact of increase in HGV activity and turning movements on cyclists and motorised vehicles using Battersea Park Road, New Covent Garden Market Access Road and Sleaford Street; and
- Ensuring that construction vehicles do not use inappropriate routes including routes which provide access to key community facilities such as schools.

2.35 Further community considerations comprise:

- Community
  - R.O.S.E Community Clubroom, Ascalon Street
  - The Venue Community Centre, Park Court
  - Battersea Park
- Education
  - The Battersea Nursery Pre-School
  - St George Church of England Primary School
  - Newton Preparatory School
  - St Mary's Roman Catholic Primary School
  - Bluebells Nursery School Battersea
- Health
  - The Battersea Medical Centre
  - Chelsea Bridge Clinic
  - Riverside Medical Centre
- Transport
  - Battersea Power Station Underground Station
  - Battersea Park Overground Station
  - Queenstown Road Overground Station
  - Vauxhall Rail Station & Bus Interchange

2.36 Construction vehicle routings and timings will be planned to ensure the impact on the above community facilities are minimised. It is anticipated construction vehicles will use Battersea Park Road (A3205) to access the A3216, A3036, A3, A24 and A214 to the west, and the A3036, A202 and A3 to the east. These routes will provide the main access to/from the site outside of the peak hours.

## Summary

2.37 This section of the report has demonstrated that the site is accessible in terms of public transport provision with convenient access provided from the site to other areas across London via bus and rail. The site also benefits from a good local pedestrian and cycle



network. It is reasonable that a proportion of construction-related staff will be able to access the site taking advantage of the above network.



## 3.0 Construction Programme and Methodology

### Construction Programme

- 3.1 A programme of works has been put together with details of the demolition and construction phases, including their duration and anticipated start and end dates.
- 3.2 The demolition works are anticipated to commence in November 2024, with the construction works anticipated to commence in March 2025. Demolition is forecast to span a period of approximately 4 months and the construction works are forecast to occur over a period of approximately 38 months, with Plot 1 spanning a period of 28 months, Plots 2 and 3 will be handed over together.
- 3.3 An outline of the proposed construction phasing is provided in **Table 3.1** below.

**Table 3.1: Construction Phasing**

Construction Phase	Development	Start	Duration	Finish
Demolition	Demolition	Nov 2024	4 months	Feb 2025
Plot 1, 2 and 3	Construction	Mar 2025	38 months	May 2028

- 3.4 A detailed construction programme, including information regarding site setup and demolition, basement excavation and piling, sub-structure, super-structure, cladding and fit-out, testing and commissioning, will be detailed in due course.

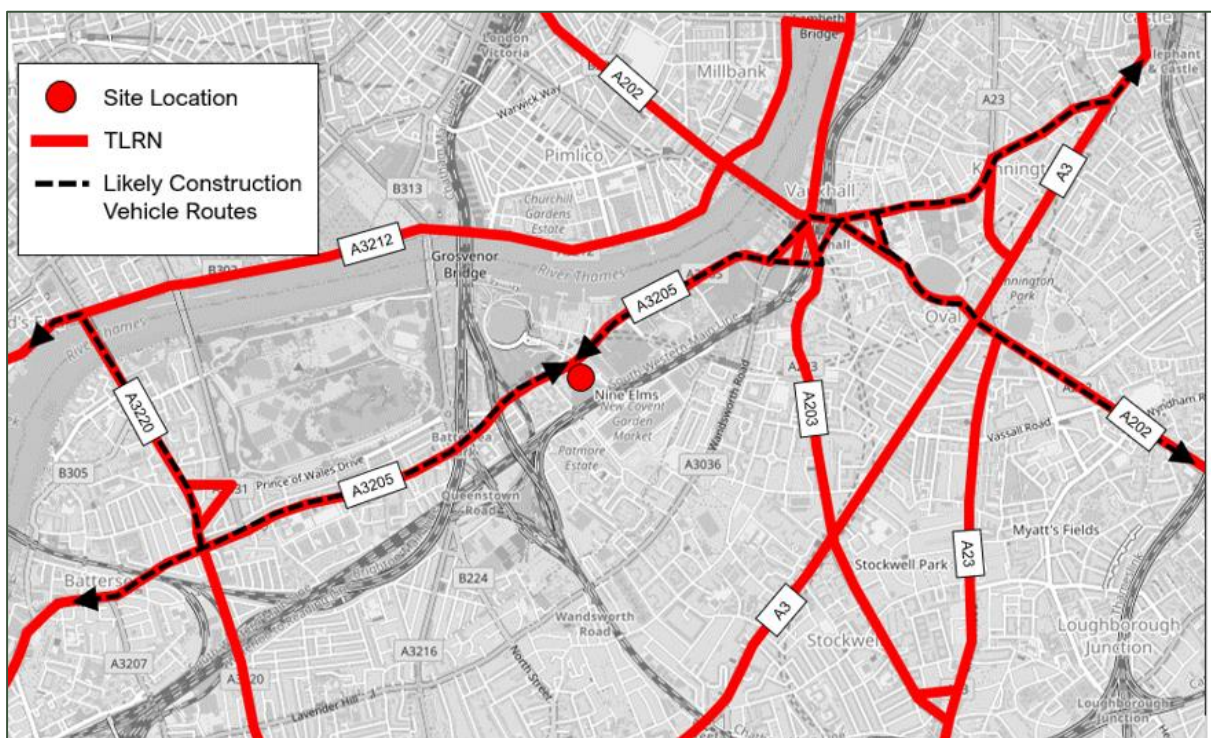


## 4.0 Vehicle Routing and Access

### Access Route

- 4.1 Watkin Jones Group will take all reasonable steps to ensure that construction traffic, where possible, travels to and from the site via the strategic road network so as to limit any effect on local and residential roads. Watkin Jones Group will ensure that all suppliers are aware of this.
- 4.2 The Site Manager will be responsible for developing and implementing a Site Traffic Management Plan in accordance with HSG144. Watkin Jones Group will work in partnership with TfL, LBW and the supply chain to reduce the impact of the development on the local community. This will include consultation to confirm the preferred access and egress routes to and from site. However, indicative routes have been highlighted below.
- 4.3 To minimise the potential impacts and ensure vehicles use appropriate roads, the routing of construction vehicles has been based on the following hierarchy:
- Motorway;
  - Primary Road Network; and
  - Local Roads.
- 4.4 It is anticipated that the construction vehicles will use the strategic road network where possible. The route utilises the Transport for London Road Network (TLRN) via the A3205, A3220, A202, A203 and A3.
- 4.5 The proposed construction traffic route is illustrated in **Figure 4.1**.

**Figure 4.1: Construction Routing Plan**



- 4.6 Construction traffic travelling to the site will access the site via the A3205 Battersea Park Road. Traffic arriving/leaving the site will do so either eastbound or westbound depending on the destination.
- 4.7 If the destination lies west of the site, construction traffic will route through the A3220/A3205 signalised junction and continue along the A3205. If the destination lies north of the site, traffic will route north of the A3220/A3205 signalised junction along the A3220 over Battersea Bridge. For destinations to the east of the site, traffic will route through the A3205/A3036 signalised junction and the Vauxhall Gyratory continuing along the A3204 and the A3. For destinations to the south of the site, traffic will also route through the Vauxhall Gyratory and along the A202.
- 4.8 All drivers will be fully trained and will be provided with a copy of a routing plan to ensure that they use the correct roads when driving to and from the site. Drivers will be aware of other road users, including pedestrians and cyclists, particularly when undertaking turning movements at the site.
- 4.9 Construction deliveries will be carefully planned with delivery times agreed with each contractor.
- 4.10 Watkin Jones Group will co-ordinate all deliveries and collections to/from the site to ensure that as far as reasonably possible:
- All delivery and collection vehicles are aware of the proposed routing;
  - Where required, hauliers would notify the relevant authorities (TfL, Policy, Highway Authority etc) in accordance with Road Vehicles (Authorisation of Special Types) (General) Order 2003 If required;
  - Larger vehicle movements would be scheduled to avoid peak hours on the local road network, if possible.

## Site Access

- 4.11 Access to the site for construction vehicles will be via Battersea Park Road with entry via Sleaford Street and exit via New Covent Garden Market Access Road. All parking, loading and unloading is expected to be accommodated within the site. In the event that any construction deliveries need to be made on the public highway, this will be agreed in advance with the highway authority.
- 4.12 The CGMA have also offered to provide parking for contractors and visitors in the multi-storey car park opposite the site during daytime hours, which will help to avoid parking on-street or in the entrance to NCGM.
- 4.13 Cycle parking will be provided on-site in a secure location to the site welfare facilities.

## Construction Arrangements

- 4.14 Construction arrangements will be provided by Watkin Jones Group in due course during the detailed design process. However, it is expected the site will be serviced on site but there could be potential for requirement of construction bays within the highways. This will be decided during the detailed design process.



- 4.15 Notwithstanding this, no construction laybys would be located along New Covent Garden Market Access Road and no servicing vehicles would enter the site from New Covent Garden Market Access Road.





## 5.0 Strategies to Reduce Impact

5.1 In line with TfL's Outline CLP guidance, strategies have been considered on the basis of:

- Committed - indicates a measure that will be implemented as part of the CLP, secured through the Section 106 agreement;
- Proposed - indicates a measure that is feasible and should be studied further to determine its practicality; and
- Considered - indicates a measure that is not currently relevant but may be in the future.

5.2 A review of measures in provided in **Table 5.1**.

**Table 5.1: Underground and Railway Services**

Planned Measures Checklist	Committed	Proposed	Considered
<b>Measures Influencing Construction Vehicles and Deliveries</b>			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Stop Works Sign	X		
Delivery scheduling	X		
Dust and Noise Suppression	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
<b>Measures to Encourage Sustainable Freight</b>			
Freight by Water			X
Freight by Rail			X
<b>Material Procurement Measures</b>			
DfMA and off-site manufacture		X	
Re-use of material on site			X
Smart procurement			X
<b>Other Measures</b>			
Fleet Operator Recognition Scheme	X		
Wheel Washing	X		
Collaboration with other sites in the area	X		
Implement a staff travel plan	X		

5.3 Watkin Jones Group will write to all people in the immediate vicinity of the site prior to the start of the construction programme detailing the scope of the project and the contact details for Watkin Jones Group and the Site Manager, who they can contact in the event that they



have any concerns or difficulties. In addition, Watkin Jones Group are members of the Considerate Contractors Scheme.

## Safety and Environmental Standards and Programmes

- 5.4 The effects of construction traffic will be carefully managed. The following measures will be implemented by Watkin Jones Group to ensure that any disruption is minimised.
- 5.5 Banksmen are operatives trained and responsible for the safe movement of plant and vehicles into and out of the site. They should use industry standard signalling to communicate with the driver before any manoeuvres commence.
- 5.6 Banksmen shall be utilised to manage deliveries to the site. Banksmen will also oversee the safety of pedestrians and cyclists by ensuring no pedestrians or cyclists are crossing within the path of reversing vehicles.

## Adherence to Designated Routes

- 5.7 All drivers will be fully trained and will be provided with a copy of a routing plan to ensure that they use the correct roads when driving to and from the site. Drivers will be aware of other road users, including pedestrians and cyclists, particularly when undertaking turning movements at the site access and egress point.

## Stop Works Sign

- 5.8 A 'stop works sign' (TSRGD 7031) will be used when vehicles are required to stop to enable plant and construction vehicles to enter and exit the site. This sign must only be used for maximum of 2 minutes and only for the provision of facilitating delivery and construction vehicles. The sign will be double sided, reflective to the standards and to the size stated within the Traffic Signs Regulations and General Directions (TSRGD).

## Deliveries and Off Loading

- 5.9 All deliveries of materials to site or removal from site shall take place during the specified hours and in the manner specified in the DSMP. The following principles will be adhered to:
- A weekly delivery programme will be developed by the site management and discussed and agreed with contractors and circulated on Fridays to provide advance warning;
  - As part of the procedure for allocating delivery times to suppliers, care will be taken to reduce the number of vehicles travelling to the site within peak periods;
  - Wherever possible, deliveries will be taken onto site earlier to allow vehicles to be off loaded during peak times;
  - The site will endeavour to take receipt of deliveries during the site working hours:
    - Weekdays 08:00 to 18:00
    - Saturdays 08:00 to 13:00
    - Restricting deliveries to these hours will prevent any movements from taking place within the New Covent Garden Market peak hours of 11pm to 7am.



- All vehicles will be taken onto site and off loaded within the development where possible. A lay by may need to be provided for vehicles to unload, further information on which shall be provided in the detailed CEMP/detailed CLP;
- All vehicles will be accompanied by a traffic marshal;
- Un-authorized or un-notified deliveries will be refused entry; and
- Queuing of trucks or lorries will not be permitted.
- The access along New Covent Garden Market Access Road should only be used for construction and service vehicles egressing the site and not for access to the site;
- No construction laybys will be located along New Covent Garden Market Access Road;
- No construction vehicles will enter the site via New Covent Garden Market Access Road at any time; and
- It will not be possible to close New Covent Garden Market Access Road.

## Dust and Noise Suppression

- 5.10 Watkin Jones Group will take reasonable steps to minimise noise and suppress dust, dirt and debris generated by the scheme working to the relevant British Standards and best working practices.

## Re-timing for Out of Peak Deliveries

- 5.11 Timings of any large vehicle movements will be co-ordinated so as to avoid the morning and afternoon / evening peak periods (08:00-09:00 and 17:00-18:00).
- 5.12 As noted above, restricting deliveries to these hours will prevent any movements from taking place within the New Covent Garden Market peak hours of 11pm to 7am.

## Road Closures

- 5.13 The use of road closures to assist the construction process is only expected for the dismantling of tower cranes. When a road closure is required, all relevant temporary Traffic Management Orders to regulate the use of the highway will be applied for.

## Footway Closures

- 5.14 It is anticipated that footway closures may be required along the eastern side of Sleaford Street and along the western side of New Covent Garden Market Access Road to facilitate construction. Any footway closures will be mitigated through clear, safe, footway diversions and will be regulated through the use of signs, temporary ramps, and marshals if required to ensure access is maintained for all users.



## **Pedestrian and Cyclist Safety**

- 5.15 All construction vehicle movements from the highway will be controlled and monitored by a trained marshal. This will ensure that manoeuvres are carried out safely and that pedestrian and cyclist movements are not impeded by the movement of construction vehicles.

## **Driver Checks**

- 5.16 Before commencing work on the contract, a driver licence check will be carried out with the DVLA for all regular drivers, and these will be re-checked on a regular basis. Within 60 days of the contract date, all regular drivers will also carry out the Safe Urban Driving (SUD) training course (or equivalent), unless this has been undertaken in the last three years.

## **Fleet Operator Recognition Scheme**

- 5.17 Before commencing work on the contract, a driver licence check will be carried out with the DVLA for all regular drivers, and these will be re-checked on a regular basis. Within 60 days of the contract date, all regular drivers will also carry out the Safe Urban Driving (SUD) training course (or equivalent), unless this has been undertaken in the last three years.

## **Wheel Washing**

- 5.18 It is not expected that wheel washing will be necessary given that the cross-site link road will be a hard surface of tarmac which will prevent dirt migrating across.

## **Road Cleaning**

- 5.19 Watkin Jones Group will ensure sweeps of the roads and footpaths on the local highway network will be undertaken as required on a daily basis to remove any spoil or debris deposited on the highway resulting from the construction period. This will be undertaken to maintain public safety during the construction period.

## **Construction Worker Travel**

- 5.20 A limited amount of parking will be provided on-site. However, workers will be encouraged to travel to the site via public transport. The site team will be vigilant to ensure that illegal parking is avoided and encourage construction workers to use public transport to travel to the site given its accessibility (PTAL 5). Any breaches will be strictly dealt with, and persistent offenders will be removed from the site.
- 5.21 During the site induction, personnel will also be advised that parking on local streets is not permitted.
- 5.22 During the procurement and site induction process, all operatives will be encouraged to use public transport wherever practicable. As described in Section 2, the site is served very well by public transport.
- 5.23 Secure tool storage will also be provided on site in order to reduce the number of trips needed by car in order to drop off tools at the site.



## 6.0 Estimated Vehicle Movements

- 6.1 As construction arrangements are not currently confirmed and phasing and programming are to be confirmed the number and type of vehicles expected to frequent the site cannot be detailed at this stage. This information will be provided during the detailed design process. Frequency of Deliveries and Collections
- 6.2 The number of deliveries / collections to the site on an average day / week will be confirmed in the Detailed CEMP/CLP.
- 6.3 Deliveries to the site will also be scheduled so as to avoid multiple HGVs on site at any time. The estimated daily traffic frequencies are shown in **Table 6.1**.

**Table 6.1: Estimated Daily Deliveries**

Vehicle Type	Enabling Works/Demolition	Substructure	Superstructure & Build
HGV/Rigid Vehicles	12	20	20
Light Commercial	10	14	15

- 6.4 To ensure safety, the movement of larger vehicles at the site will be managed by a trained marshal at the site access. Furthermore, the timings of any large vehicle movements will be co-ordinated so as to avoid the morning and afternoon / evening peak periods (08:00-09:00 and 17:00-18:00).



## 7.0 Implementing, Monitoring and Updating

### Overview

- 7.1 This CLP has been prepared by SLR on behalf of Watkin Jones Group to provide a strategy for the management of Construction Logistics for the proposed development of 41-49 Battersea Park Road.
- 7.2 In due course, this CLP will be updated to provide a Detailed CLP.
- 7.3 Suitably worded conditions are requested to be attached to any planning permission for the submission and approval of a final detailed Construction and Environmental Management Plan (CEMP) and Construction Logistics Plan (CLP) and that any related discharge of conditions of S106 obligations are subject to consultation with CGMA.

### Monitoring

- 7.4 The movement of all construction-related vehicles will be monitored by Watkin Jones Group to ensure that it is carried out in accordance with the details contained within this CLP and subsequently agreed practices with the local authority.
- 7.5 It is envisaged that regular correspondence will be undertaken as necessary between the Watkin Jones Group and the local planning authority throughout the construction period. Any activities not undertaken in accordance with the details contained within this CLP will be discussed and corrective action taken as appropriate.
- 7.6 This CLP has provided the following:
- Set out the multimodal accessibility to the site for the benefit of construction workers;
  - Detailed the envisaged construction programme to take place over the construction period;
  - Detailed construction traffic routing and how this will be managed for the duration of the construction period;
  - Identified a series of Mitigation Measures including wheel washing and site access marshalling, further details of which will be confirmed in the Detailed CLP;
  - Monitoring is also proposed with regular correspondence between Watkin Jones Group and the local authority.



