ONE BATTERSEA BRIDGE

OUTLINE CONSTRUCTION LOGISTICS PLAN

October 2024
Revision 01

ONE BATTERSEA BRIDGE

OUTLINE CONSTRUCTION LOGISTICS PLAN

PROJECT NO. 23/185 DOC NO. D005

DATE: OCTOBER 2024

REVISION: 1.0

CLIENT: PROMONTORIA BATTERSEA LIMITED

Velocity Transport Planning Ltd

www.velocity-tp.com

VELOCITY
Transport Planning

DOCUMENT CONTROL SHEET

Document Reference

Project Title	One Battersea Bridge
Document Title	Outline Construction Logistics Plan
Project Number	23/185
Document Number	D005
Revision No.	1.0
Document Date	OCTOBER 2024

Document Review

	Name	Date completed
Prepared By	NMS/LM	October 2024
Reviewed By	BB	
Authorised By	LB	

Notes

The document reference number, revision number and date are given on the footer of each page

TABLE OF CONTENTS

FIGURES

TABLES

1 INTRODUCTION

1.1.1 Velocity Transport Planning (VTP) has been commissioned by Promontoria Battersea Limited ('the Applicant') to prepare an Outline Construction Logistics Plan (CLP) in relation to the Proposed Development at 1 Battersea Bridge Road, SW11 3BZ ('the Site'), located within the London Borough of Wandsworth (LBW). This CLP has been amended to reflect the changes to the Proposed Development which include reduced building height, reduction in provision of residential units and increasing provision of affordable housing units.

1.1.2 This Outline Construction Logistics Plan (CLP) is included within **Section 7** of the Transport Assessment Addendum for the Proposed Development and is also provided as a separate document for ease of reference, also submitted as part of the planning application. The CLP is based upon an indicative construction programme and provides details of vehicle routing and access, strategies to reduce vehicle impacts and estimates of the numbers of vehicles.

1.1.3 It is anticipated that an appropriately worded planning condition will require a detailed CLP to be prepared, submitted and approved prior to construction with the associated details implemented and monitored throughout the construction programme.

1.2 SITE LOCATION

1.2.1 The Site is bound to the north by the Thames Path and River Thames, and to the south by Hester Road. Battersea Bridge Road bounds the Site to the west, with a six-storey residential building situated to the immediate east. The nine-storey Albion Riverside development is situated further to the east.

1.2.2 **Figure 1-1** shows the location of the Site in the context of the surrounding area.

Figure 1-1: Site Location

1.3 EXISTING SITE USE

1.3.1 The Site extends to 0.13ha and comprises a part five-storey, part six-storey 1980s office building (Class E) with a basement level car park providing 33 car parking spaces. Vehicular access to the Site is via a priority junction with Hester Road to the south.

1.4 WHAT IS BEING BUILT?

1.4.1 A detailed planning application is being submitted for the following development description:

1.4.2 *'Comprehensive redevelopment of the site to include demolition of existing building and erection of a part 10 storey, part 28 storey building (plus ground floor and basement levels) comprising residential use (Class C3), office use (Class E), community use (Class F2), and a restaurant (Class E), with associated car parking, cycle parking, public realm, landscaping and other associated works'*

1.4.3 The proposal comprises a mixed-used residential-led (110 units) development. Retail and community space will be provided as accessible from the ground floor level externally (which varies), and the office space will be located on the first floor of the development.

2 POLICY CONTEXT

2.1.1 Relevant local and regional planning policy and guidance has been reviewed to provide context for deliveries and servicing in relation to the development proposal.

THE LONDON PLAN (2021)

2.1.2 The London Plan (2021) is part of the statutory development plan and aims to ensure that London's transport is easy, safe and convenient for everyone and actively encourages more walking and cycling.

2.1.3 Policy T7 states:

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

2.1.4 As such, CLPs should demonstrate, through all reasonable endeavours, that non-road vehicle modes have been considered, including rail and water freight. CLPs should 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 phase of the development.

2.1.5 To reduce the road danger associated with construction activity, FORS and CLOCS schemes should be adhered to, ensuring safer site conditions.

TFL CONSTRUCTION LOGISTICS PLAN GUIDANCE

2.1.6 Transport for London issued the 'Construction Logistics Plan Guidance' in July 2017 ("Guidance"), the purpose of which is to ensure that CLPs of high quality are produced to minimise the impact of construction logistics on the road network. The Guidance focuses on reducing the impact of construction in terms of:

- Environmental impact: Lower vehicle emissions and noise levels
- Road risk: Improving the safety of road users
- Congestion: Reduced vehicle trips, particularly in peak periods
- Cost: Efficient working practices and reduced deliveries

2.1.7 CLPs provide a framework for understanding and managing construction vehicle activity into and out of a proposed development and should detail:

- The amount of construction traffic generated
- The routes the construction vehicles will use and consideration of local impacts
- The impact on relevant Community Considerations
- Any traffic management that will be in place

2.1.8 There are two types of CLPs that may be required. An outline CLP accompanies the planning application and gives the planning authority an overview of the expected logistics activity during the construction programme. A detailed CLP is submitted to a planning authority pursuant to, and in discharge of, a condition that has been imposed on the planning permission. It provides the planning authority with the detail of the logistics activity expected during the construction programme.

2.1.9 The guidance suggests a range of measures and strategies that should be considered to reduce the impact of construction on the local environment.

2.2 OBJECTIVES OF CONSTRUCTION PLANNING

2.2.1 The overall objectives of the TA and CLP, are to:

- Lower Emissions;
- Enhance Safety – Improved vehicle and road users' safety; and
- Reduce Congestion – Reduced trips overall, especially in peak periods.

2.2.2 To support the realisation of these objectives, several sub-objectives include:

- 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 CLP with construction contractors;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction freight vehicles.

3 CONSTRUCTION METHODOLOGY

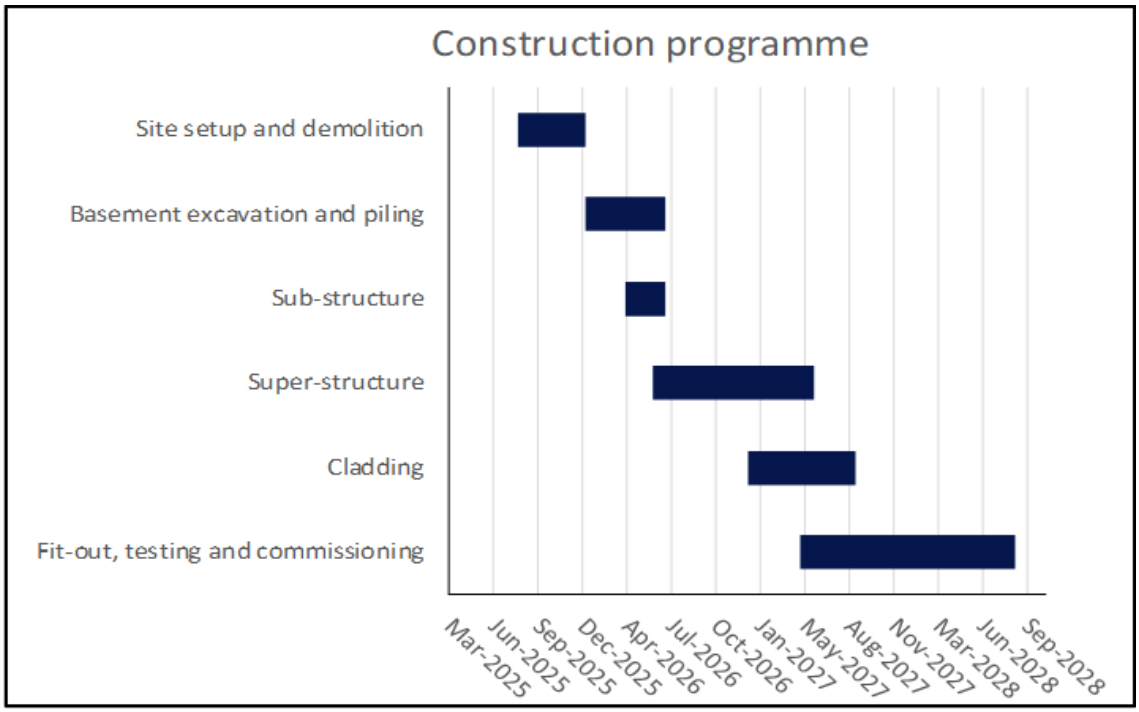
3.1 PROGRAMME

3.1.1 Planning for demolition and construction is at preliminary stage and may be subject to review and modification during detailed construction planning. For this reason, the following information is based on reasonable assumptions in the construction programme and the collective experience of the consulting team with similar projects. Nevertheless, the indicative programme at this stage is representative of a programme that is reasonable and achievable. The programme presents the likely sequence of activities and is based on reasonable assumptions in terms of the sequencing of works and site logistics and the mitigation measures that will be implemented.

3.1.2 The construction programme is expected to be of the order of 24 months (i.e. 2 years). The entire scheme is expected to be completed and fully operational by Q3 202.

3.1.3 An indicative full-scale summary programme is shown below in **Figure 3-1**.

Figure 3-1: Outline Construction Programme



3.2 PHASING

3.2.1 The below paragraphs outline the assumed construction phases likely to be required for the construction of the Proposed Development.

SITE ESTABLISHMENT AND ENABLING WORKS

- Hoarding (2.4m high) will be erected to provide a secure site to ensure construction activities are set back from the river frontage and Battersea Bridge Road. This will enable existing residents to continue to access neighbouring buildings safely throughout the proposed construction period. The hoarding would be well lit and maintained throughout the works to ensure public safety.
- Site offices and welfare facilities would be provided on Site.
- Separate access gates will be provided for pedestrian and vehicular access into the Site. Where required, suitable security measures will be put into place.

DEMOLITION AND SITE CLEARANCE

3.2.2 It is intended that the following demolition methodology will be adopted, to minimise the impact of the works, along with other environmental procedures, to ensure the highest level of environmental control is achieved:

- Demolition will be carried out on a floor by floor basis using small machinery and possibly robotic plant fitted with munching attachments, rather than breakers to minimise noise production. All demolition work that generate dust particles will be controlled by water mists at the point of origin.
- The current intention is to adopt concrete recycling to utilise the demotion arising to from the piling mats and ramps. This method will reduce the number of HGV movements into and around the Site during the demolition phase.
- During demolition, noise, dust and vibration will be constantly monitored from various locations around the Site, with the result evaluated to ensure that the agreed levels are not exceeded.

EXCAVATION AND PILING

3.2.3 Excavation and piling works are anticipated to be undertaken in the following order:

- Any remaining mass concrete foundations will be grubbed out, crushed and reused on Site where possible, to facilitate the installation of the new foundations and substructure. Where not possible, this will be removed from Site;
- A piling rig will be provided in preparation for piling operations, which will be undertaken via the Continuous Flight Auger (CFA) piling method, which is the quietest form of piling and is a cast-in situ process. Piling will be undertaken into and through the gravel, and pile sleeves will be used where necessary, to prevent collapse through any weak strata;
- Piling will be progressively installed;
- Excavation for the basements will be required. The basement walls will be formed either using a secant piled wall or, where appropriate, using a temporary sheet piled system;
- Pumping using settlement tanks and all necessary environmental controls, if groundwater is encountered and needs to be cleared;
- Following the piling, pile caps, capping beams and ground beams will be progressively installed; and
- All substructure reinforced concrete works will be progressively installed following the pile caps, including the lift pits, basement and reduce level plant rooms.

SUB-STRUCTURE

- In this stage the excavation to reduced levels will lead to the construction of pile caps, ground beams, lift pits and tower crane bases followed by the pour of the ground floor slab will allow the construction of the superstructure works to commence.

SUPERSTRUCTURE CONSTRUCTION

3.2.4 The superstructure of the building will be constructed by in situ reinforced concrete. Construction of the cores will utilise the slip form construction method. Rest of works and the construction of cores, columns and slabs will utilise the standard method.

3.2.5 Tower cranes will be service the construction of the Proposed Development and will be used to offload goods from the designated unloading points and to transfer them to their installation positions.

CLADDING

- Cladding will be installed via tower crane where required.

FIT OUT

- It is envisaged that the residential dwellings will be fully fitted out and the retail and commercial units will be partially fitted out (shell and core).
- Fit out works in the internal areas of the building will commence when the external envelope is able to provide a waterproof and windproof environment.
- Fit out will result in an intensification of traffic movements compared to other phases but movements will be by a greater proportion of smaller vehicles (i.e. by tradesmen).

EXTERNAL WORKS / LANDSCAPING

3.2.6 External works and landscaping for the Proposed Development would be undertaken in the last year of the construction programme, the detail of which will be developed post planning, in accordance with a suitably worded planning condition.

4 CONSTRUCTION LOGISTICS

4.1 VEHICLE ROUTING

- Construction traffic will be required to use strategic roads to access the Site, illustrated within **Figure 4-1**. Each of these roads are designed to carry high volumes of strategic traffic including construction vehicles, reducing any impact of the residential streets that surround the Site.
- It is anticipated that the primary route for construction traffic would be from the north via the A3220, with vehicles routing via the TLRN where possible. For vehicles approaching from the south there is opportunity to connect to the A3220 and approach the site from the north via routing along the A3220 Battersea Bridge Road, the A3031 Albert Bridge Road or the A3213 Chelsea Bridge.

Figure 4-1: Local Road Network

4.2 VEHICLE ACCESS

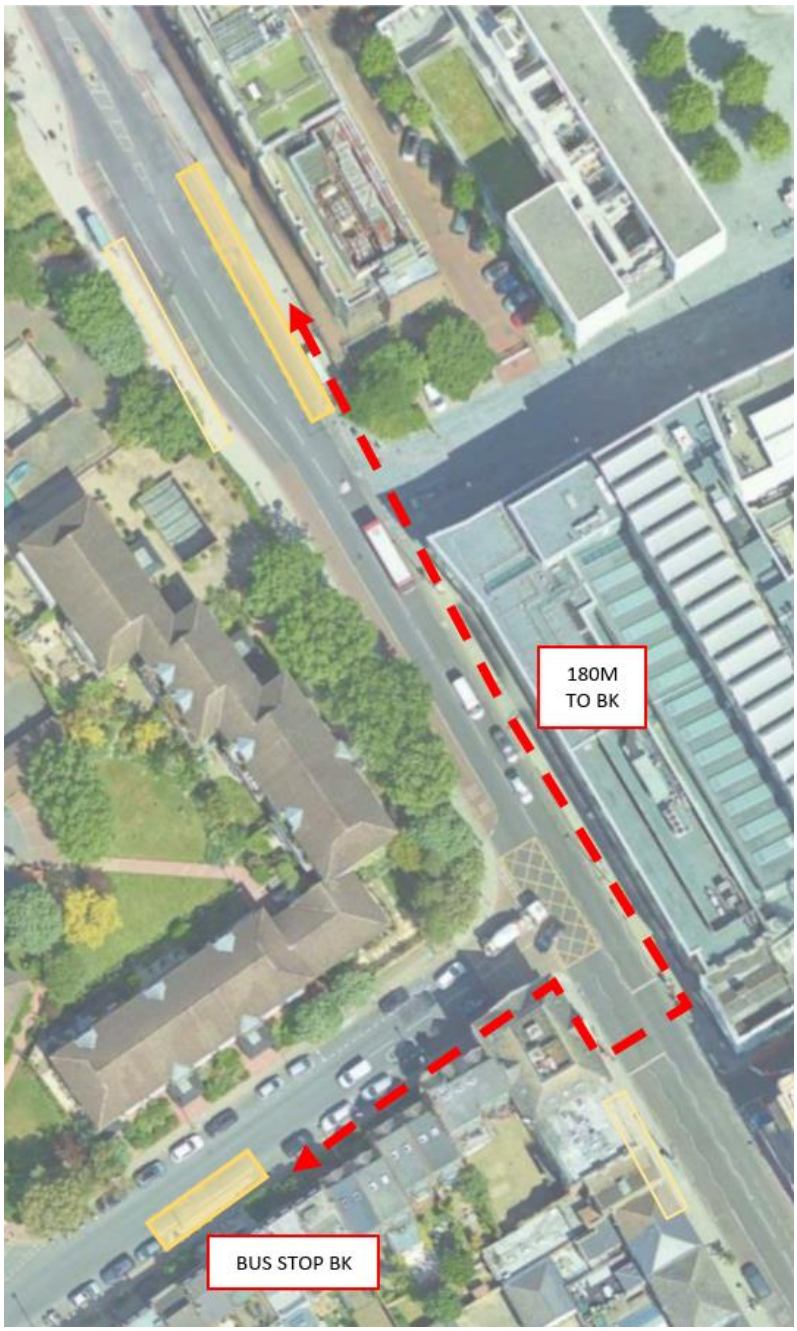
- The main access for construction will be via A3220 Battersea Bridge Road.
- The pedestrian footway along the A3320 and the River towpath will be maintained along the Site frontage at all times, where possible.
- In addition to the above, banksmen will assist with the arrivals and departures of all vehicular traffic using the access.

CONSTRUCTION VEHICLE SWEPT PATH ANALYSIS

4.2.1 The proposed construction logistics drawings, including swept path analysis drawings, showing the above vehicles accessing/egressing the construction Site, are included in the previously submitted CLP.

4.2.2 To facilitate the construction of the Proposed Development, the temporary closure of Battersea Bridge / Hester Road (Stop BD). This only impacts boarding and alighting of bus route 170 which remains accessible within 180m of this location (as seen in).

Figure 4-2: Bus Stop BD closure and alternative access to Route 170



4.2.3 Banksmen will assist with the arrivals and departures of vehicles.

VEHICLE ACCESS MANAGEMENT

- The delivery operation both onto and off Site will be controlled by a traffic marshal from the point of guiding a vehicle to their designated off-loading area, and then guiding the vehicle back onto the highway. The marshals, and the drivers will be trained to operate the relevant safety procedures and correct signalling systems.
- Traffic and pedestrians will be given priority with all construction vehicles either making deliveries or collections under the continuous control by a traffic marshal. If deemed necessary, there will be more than one person undertaking this activity.
- Vehicles will enter and exit Site in a forward gear where possible; minimising the need for reversing. The access gate will be closed at all times other than for deliveries.
- All delivery drivers will be required to wear full PPE when on Site and will be provided with a summary of Site rules issued/ advised when they sign in.
- This CLP will form part of the sub-contractor's tender enquiry documents to ensure its contents are taken into account within their pricing and methodology. Upon contract award, the contents of this plan will be communicated to all Site personnel during their pre-start inductions which will include but not be limited to the use of the dedicated access/egress, restricted construction routes, the need to adhere to the speed limits locally and no parking other than within designated areas.

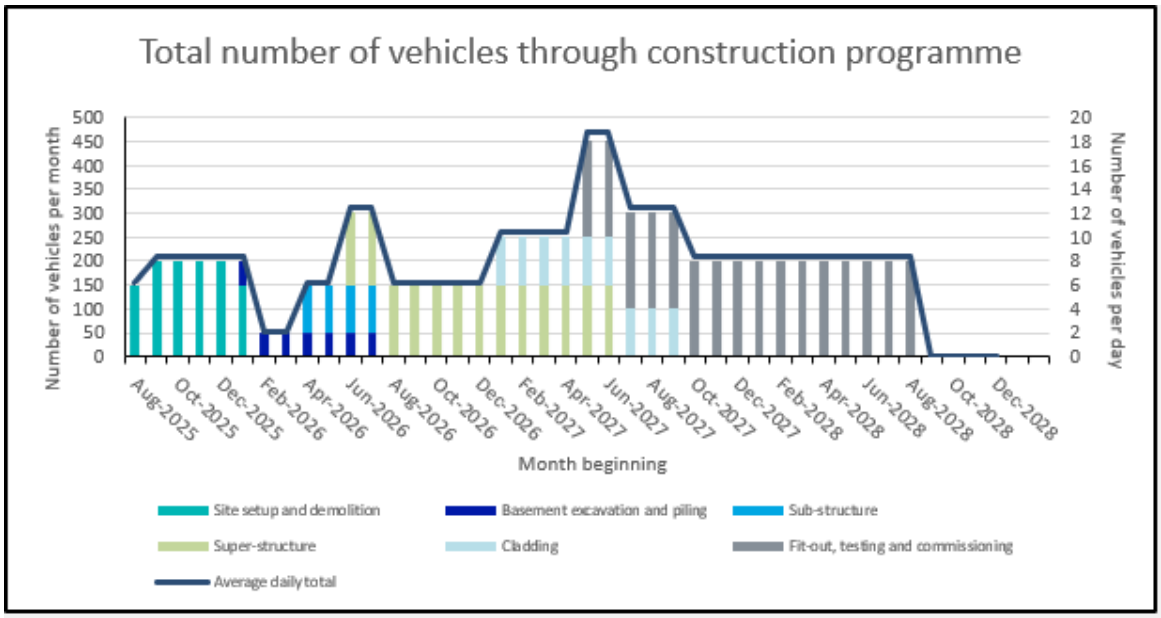
SITE HOARDING

- Details of the erection and maintenance of boundary hoarding behind any established visibility zones will be outlined in this section, the hoarding of which may be required for security purposes and to ensure that the construction Site is not accessed by non-authorised members.
- Details of any permits required to be applied for from LBW in order to implement boundary hoarding will also be outlined.

4.3 ESTIMATED VEHICLE MOVEMENTS

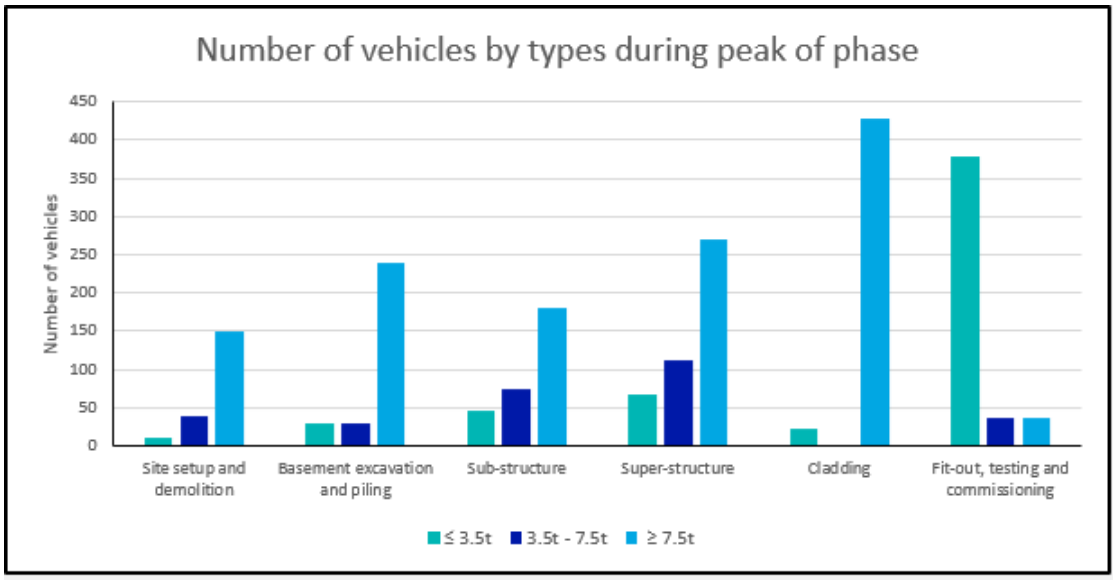
4.3.1 **Figure 4-3** illustrates the total number of construction vehicles anticipated during constructed based on estimations of construction material volumes and the programme. The rate of peak hourly two-way vehicle movements related to vehicles entering or leaving the Site onto the highway network. (e.g. 10 two-way vehicle movements equates to 5 vehicles entering and 5 vehicles leaving the Site).

Figure 4-3: Total Number of Vehicles through Construction Programme



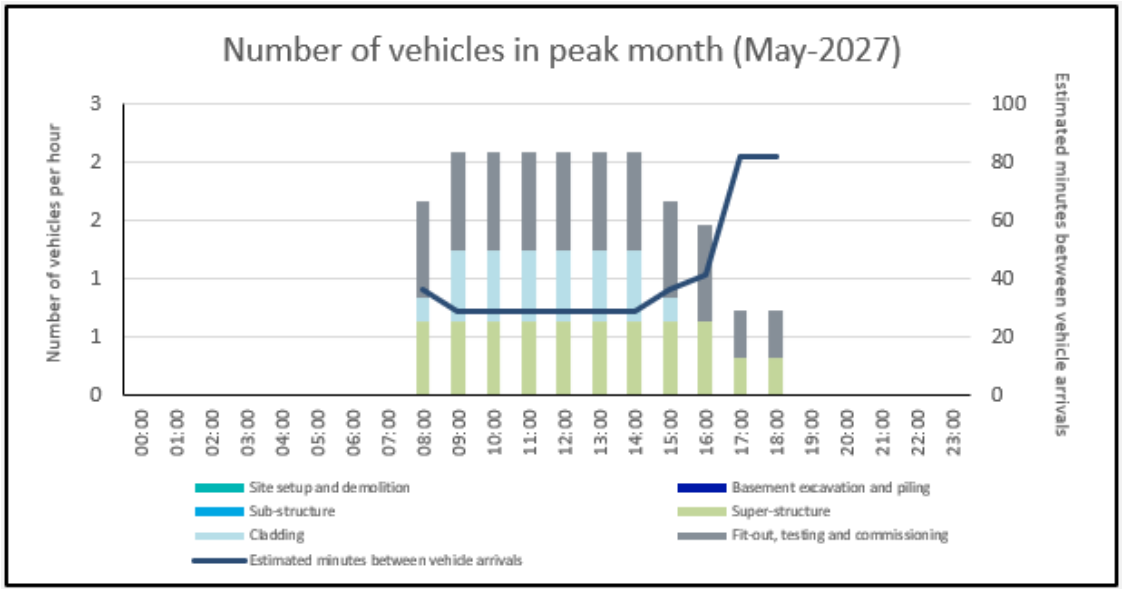
4.3.2 **Figure 4-4** shows the anticipated number of vehicles by type expected during the peak phases of construction.

Figure 4-4: Total Number of Vehicles by Types During Peak of Phase



4.3.3 **Figure 4-5** shows the total number of vehicles forecast during the peak construction month in May 2027.

Figure 4-5: Number of Vehicles Forecast in the peak construction month



4.3.4 The following will be included in the forthcoming detailed CLP, once planning permission is granted:

VEHICLE NUMBERS

4.3.5 The number of anticipated average daily number of collections / deliveries generated by the Site during its proposed construction period will be included in the detailed CLP, identifying the peak hourly volumes of construction vehicles (based on estimations of construction material volume and programme) and the average number of collection / deliveries per day and per week.

VEHICLE TYPES

4.3.6 Where possible and particularly in the later phases of the construction programme, deliveries will predominantly be made via light goods vehicles and HGV up to 12m rigid lorries, eliminating the need for specialist delivery and traffic implications.

VEHICLE PARKING

4.3.7 No construction staff car parking will be provided on Site and no construction workers are expected to travel by car.

4.4 TRAFFIC DIVERSIONS

4.4.1 Given the proposed redevelopment plans, the expected volume and type of construction traffic required for the works required will not lead to the requirement for diversion of traffic on the public highway.

5 CONSTRUCTION MANAGEMENT

5.1 STRATEGIES TO REDUCE CONSTRUCTION IMPACT

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

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

5.1.2 **Table 5-1** summarises the planned measures for the construction of the Proposed Development, based on the checklist provided in TfL's CLP guidance.

Table 5-1: Construction Planned Measures

PLANNED MEASURES	COMMITTED	PROPOSED	CONSIDERED
MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling	x		
Re-timing for out of peak deliveries		x	
Re-timing for out of hours deliveries			x
Use of holding areas and vehicle call off areas			x
Use of logistics and consolidation centres			x
MEASURES TO ENCOURAGE SUSTAINABLE FRIEGHT			
Freight by water			x
Freight by rail			x
MATERIAL PROCUREMENT MEAURES			
Design for Manufacture and Assembly and off-site manufacture			x
Re-use of material on site		x	
Smart procurement		x	
OTHER MEASURES			
Collaboration with other sites in the area			x
Implement a staff travel plan	x		

CONSTRUCTION LOGISTICS AND COMMUNITY SAFETY (CLOCS)

5.1.3 The CLOCS (Construction Logistics and Community Safety) standard will be signed up to, which will ensure that the construction contractor (as well suppliers and sub-contractors) follow safe practices in the management of their operations, vehicles, drivers and construction sites.

5.1.4 All construction vehicle operators will be required to be accredited in line with the Fleet Operator Recognition Scheme (FORS). FORS accreditation confirms that a fleet operator can demonstrate that appropriate systems and policies exist to ensure drivers are suitably fit, qualified and licenced to operate vehicles which are properly maintained, equipped and insured. It is a mechanism by which adherence to the CLOCS standard can be assured and monitored.

CONSTRUCTION DELIVERIES

5.1.5 A delivery scheduling system is planned to allow for the control and management in the timings of deliveries. Booking availability will be determined by unloading space available, activities on Site and managed carefully to minimise impacts on the local transport network. A comprehensive daily logistics schedule will be maintained, and unauthorised deliveries will be turned away until the approved procedure has been followed.

5.1.6 Construction staff on Site will be prepared for the arrival of all vehicles to prevent vehicles needing to wait on the public highway. Deliveries will be made 'just in time' to minimise the amount of space required on Site for construction materials. Hard copies of daily delivery schedules will be displayed at prominent locations e.g. provided at the gate/ offloading points, at hoists and also issued to drivers, forklift drivers and any other materials handling equipment operators, all of whom need to be in constant radio communication with one another. All radio users will be trained on correct radio procedures and protocols.

VEHICLE CLEANING

5.1.7 To prevent the contamination of the local roads, a proprietary wheel wash system and a jet wash will be in place inside the Site delivery gates to clean the wheels and undercarriage of vehicles during the demolition, substructure and superstructure phases. The traffic marshal will check each vehicle for cleanliness before allowing the vehicle to leave the Site. Working practises will be selected to minimise release of dust.

CONSOLIDATION

5.1.8 Any abnormal loads will be planned in advance and agreed with the Highways Authority.

5.1.9 The use of an off-site construction consolidation centre will be investigated however the booking system will allow deliveries to be managed efficiently. Where possible vehicles will be fully loaded thereby minimising the number of vehicle trips made by tipper trucks and concrete mixing trucks.

5.1.10 Smart procurement will be encouraged to share suppliers and minimise the number of construction vehicle trips. All suppliers will be made of aware of access and routing requirements.

5.1.11 Once appointed, the contractor will investigate the opportunity to collaborate with other local construction sites.

SUSTAINABLE TRANSPORTATION

5.1.12 The use of water and rail modes to transport freight is unlikely to be practical. From initial discussions with river transport companies the Site is too close to the bridge to secure a large barge and the riverwalk is outside of the landowners demise so it would need to be negotiated with the Port of London Authority , the EA and the riverwalk owner. Therefore at this stage we cannot commit to using barges.

5.1.13 The small footprint of site which is adjacent to the river is a main access route for public and cyclists along the Thames and it was also our intention to maintain this access as far as is reasonably practicable, which barges would not allow.

5.1.14 Off-site manufacture and re-use of material will be investigated and proposed where practical. Once appointed, the contractor will develop a plan to maximise smart procurement.

PUBLIC HIGHWAYS AND FOOTWAYS

5.1.15 The public highway and local footpaths will be safeguarded against damage by:

- Scaffolding for construction works (should this be required) should be erected and fully encapsulated in fire resistant Monarflex sheeting.
- Any vehicle removing loose rubbish or debris from the Site will have the load fully sheeted hence safeguarding against any debris falling onto the road.
- In addition, it is not envisaged that the highway will be used for storage or welfare facilities.
- The Site access points should allow all vehicles to enter the Site in a forward direction. In the event that HGVs are required to reverse, a marshal will be in attendance at all times. As set out within the Health and Safety Executive (HSE) guidance, the marshal/banksmen directing vehicle movements will be trained and authorised to do so.

CONSTRUCTION PERSONEL

- Confirmation will be provided in the detailed CLP as to whether welfare facilities can be provided on-Site to minimise the need for travel off-site during the day.
- This might include lockers for on-Site operatives to allow storage of tools to discourage any construction workers that stay locally during the week from needing to travel by van each day, and to encourage the potential for car sharing where practical amongst the workforce. All construction staff Site operatives will be given a Site induction.
- No construction staff car parking will be provided on Site. Cycle parking facilities will be provided. Staff will be expected to use sustainable modes of travel to work considering the good level of public transport accessibility and lack of on-Site or nearby parking.

CONSTRUCTION HOURS OF OPERATION

- Construction works are anticipated to take place during normal construction working hours (i.e. 08:00 – 18:00 Mon-Fri, 08:00-13:00 Saturday. No construction work will take place on Sundays, Bank or Public Holidays).
- The detailed CLP will aim to minimise the impact of construction HGV's, light goods deliveries and the construction workforce through careful coordination of arrivals and departures.

SITE COLLABORATION

5.1.16 Once appointed, the contractor will investigate the opportunity to collaborate with other local construction sites.

5.2 IMPLEMENTATION, MONITORING AND UPDATING

IMPLEMENTING

5.2.1 In the first instance, this draft CLP will be issued to LBW and TfL for review as part of the planning application.

5.2.2 A detailed CLP will be prepared by the principal contractor using this document as the template.

5.2.3 The local community will be further consulted as part of the detailed CLP to identify any concerns about construction activity and traffic.

5.2.4 Once there is planning approval for the scheme and certainty over the programme and start dates the contractor will discuss the opportunity for collaboration with other local construction sites as necessary.

5.2.5 The Principal Contractor will be responsible for implementing the CLP. It is expected that a Contractor and Driver Handbook or equivalent would be used to distribute information which makes sure that all contractors are aware of their obligations.

5.2.6 The key measures identified to manage and control the impacts of construction traffic are expected to be:

- Commitment to meet CLOCS / FORS accreditation.
- Use of delivery scheduling system.
- Designated construction traffic routes ensuring all HGVs use appropriate strategic roads.

MONITORING

5.2.7 Data sharing remains a key principle for the success and continuous improvement of construction. A list of items will be agreed, and specific data will be disseminated. This is expected to include:

- Compliance
  - FORS compliance
  - Routing compliance
  - No construction workforce staff car parking on-Site
- Data from the delivery scheduling system and the recorded log of vehicle movements to the Site:
  - Vehicle type and size
  - Duration on Site
- Safety issues including any injuries or near misses
- Breaches and complaints

UPDATING

5.2.8 The draft CLP will be developed into a detailed CLP following the grant of any planning permission. The detailed CLP will be prepared in consultation with LBW. This will ensure that all construction activities on Site accord with relevant policy requirements.

5.2.9 After the detailed CLP is submitted and approved, the CLP will be an evolving document to account for any changes to the construction strategy and incorporate monitoring results and any consequent changes. It will be reviewed internally on a monthly basis and/or at any time there is a significant change in construction process. This will ensure that the document remains relative to the realities of the Site at any point in time.

5.2.10 The CLP will be kept on Site and updated by the principal contractor in consultation with Highways Officers at LBW and TfL.