

# AYLESBURY FIRST DEVELOPMENT SITE

## Outline Construction Logistics Plan

JNY10942-02a  
Outline CLP  
Version 02a  
10 March 2022

## Document Status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
-	Information	Matthew Brown	Ian Dimbylow	Ian Dimbylow	02 March 2022
02a	Information	Matthew Brown	Ian Dimbylow	Ian Dimbylow	10 March 2022

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# 1 INTRODUCTION

- 1.1 RPS has been appointed by Notting Hill Genesis (NHG) to provide construction logistics advice in relation to the proposed amendments to the First Development Site (FDS) planning permission (ref.17/AP/3885) for the Aylesbury Regeneration area. Notting Hill Genesis (NHG) will maintain overall responsibility for the Construction Logistics Plan (CLP) throughout planning, design and construction. NHG has prepared this Outline CLP to support the planning application for FDS and it will form the framework for subsequent detailed CLP documents to be developed upon appointment of a contractor.

## CLP Objectives

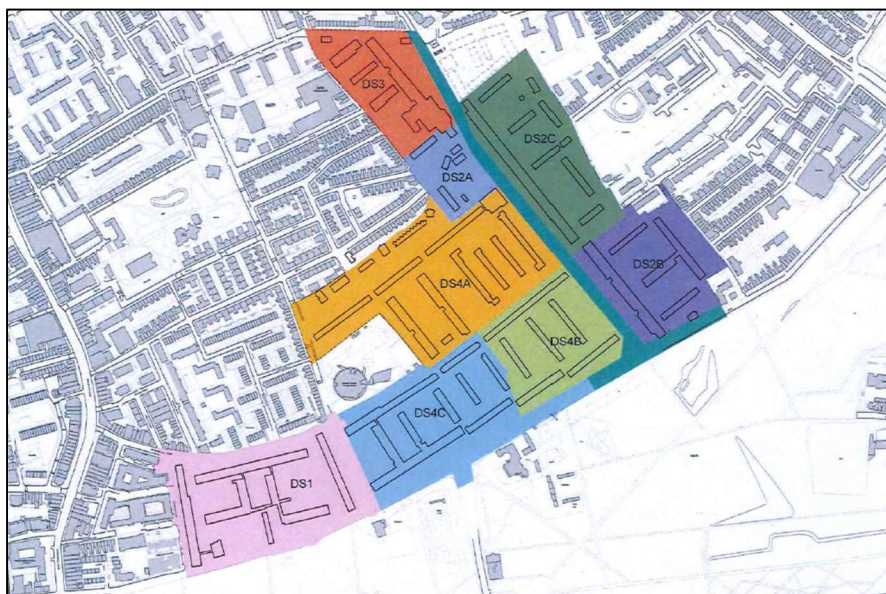
- 1.2 The overall objections of the Outline CLP are to:
- Lower emissions;
  - Enhance safety – improved vehicle and road user safety; and
  - Reduce congestion – reduced trips overall, especially in peak periods.
- 1.3 To support the realisation of this objective, several sub-objectives have been agreed and 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.

## Site Context

- 1.4 The FDS was granted detailed Planning Permission (Ref No:14-AP-3843) by the London Borough of Southwark on 05 August 2015 as follows:
- “Demolition of existing buildings and redevelopment to provide a mixed use development comprising a number of buildings ranging between 2 to 20 storeys in height (9.45m - 72.2m AOD), providing 830 residential dwellings (Class C3); flexible community use, early years facility (Class 01) or gym (Class D2); public and private open space; formation of new accesses and alterations to existing accesses; energy centre; gas pressure reduction station; associated car and cycle parking and associated works.”**
- 1.5 On 14 February 2019, a minor amendment (Ref No: 17/AP/3885) to the above planning application was granted for the provision of an additional 12 units (from 830 units to 842 units).

- 1.6 The FDS is located to the south west corner of the Aylesbury Regeneration area and will comprise the first of the phases of development of the existing Aylesbury Estate. The extent of the FDS is detailed in **Figure 1** below and highlighted in pink.

**Figure 1: FDS Location (pink)**



## Development Proposal

- 1.7 The proposed amendment to the implemented FDS planning permission (ref.17/AP/3885) is for the provision of an additional 60 residential units (842 to 902).
- 1.8 The amendments relate to subplots 03 and 04 only (also known as FDS contract C). The remainder of the development content remains as per the planning approval.
- 1.9 The site has been split into three phases or 'contracts' for construction purposes, which are known as FDS A, FDS B, and FDS C as follows:
- FDS A comprises Subplot S01, S02 and part of S06;
  - FDS B comprises Subplot S05 and part of S06; and
  - FDS C comprises Subplot S03 and S04.
- 1.10 The construction period for each phase is as follows:
- FDS A: Started on site March 2019, anticipated completion September 2022;
  - FDS B: Started on site November 2021, anticipated completion September 2025; and
  - FDS C: Anticipated start on site March 2023, completion January 2026 (subject to planning).
- 1.11 The FDS site boundary and the FDS contract C boundary are provided at **Appendix 1**.
- 1.12 The layout of the FDS site has been developed with the key aim to connect with the existing and wider area.

- 1.13 Various improvements to the existing road system will provide significant benefits for pedestrians and cycle movements within the site and for trips through it by these modes. The previous road system of cul-de-sacs and roads disconnected from the wider network creates barriers to the surrounding area. The redevelopment will provide significant improvements at street level and address the safety and security issues that were previously associated with the estate. These will encourage walking and cycling within the area and the wider network to re-connect to the surrounding neighbourhoods of Walworth, Elephant and Castle, and Old Kent Road and to improve connections with Burgess Park.
- 1.14 Pedestrian access improvements that are being implemented as part of the FDS development are delivered through comprehensive re-design of the areas to pedestrian friendly streets. Routes will be established that link green spaces along desire lines creating direct and pleasant walking routes between the new dwellings and key service areas, such as shops, schools, and other facilities. Along Albany Road, the junction improvements have been focussed on the removal of multistage pedestrian crossings, replacing them with single stage crossings across shorter distances and the provision of protected cycle movements. The redesign of junctions has also allowed more landscaping.
- 1.15 Quiet cycle friendly streets are proposed as part of the design. On-street cycling provision includes a scheme to calm traffic on Albany Road with advisory on-street lanes. In addition, the Portland Street Quietway to accommodate cycle movements more effectively has been constructed and this includes the provision a single stage signalised cycle crossing to connect to Burgess park and cycle lanes on the southern side of Albany Road.

## **CLP Structure**

- 1.16 The CLP is divided into the following chapters:
1. Introduction;
  2. Context, Considerations and Challenges;
  3. Construction Programme and Methodology;
  4. Vehicle Routing and Access;
  5. Strategies to Reduce Impacts;
  6. Estimated Vehicle Movements; and
  7. Implementing, Monitoring and Updating.

## 2 CONTEXT, CONSIDERATIONS AND CHALLENGES

- 2.1 This section describes the local context and issues that need to be considered and addressed during construction.

### Policy Context

- 2.2 This section of the CLP references policies that have been considered in the preparation of the document.

### National Policy

#### Traffic Management Act (2004)

- 2.3 The act makes 'provision in relation to the management of road works; 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 changes levied for any extended occupation.

#### Designing for Deliveries, Freight Transport Association (2006)

- 2.4 Published in 2006, Designing for Deliveries, provides specifications for the size of delivery vehicles, turning radii and clearance requirements and should be used to ensure that delivery vehicles can safely and efficiently access the construction site.

### Regional Policy

#### London Plan (March 2021)

- 2.5 In reference to freight and CLPs, Policy T7 Deliveries, servicing, and construction, states the following:

**"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 in a way which reflects the scale and complexities of developments.**

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

## The London Freight Plan

2.6 The London Freight Plan identifies four key projects for delivering freight in London more sustainably. These are:

- The Fleet Operator Recognition Scheme, which provides a quality and performance benchmark for the industry. It is an industry-led membership scheme that aims to transform freight delivery in London by recognising and rewarding excellence, raising standards, and promoting sustainability. Members of the FORS scheme are required to demonstrate commitment to health and safety, effective management of work-related road risk and improved efficiency against pre-determined standards;
- The introduction of Delivery and Servicing Plans (DSPs), which are intended to ensure that the operational efficiency of buildings / sites is increased by reducing delivery and servicing impacts to premises, specifically in relation to CO2 emissions, congestion, and collisions. DSPs aim to reduce delivery trips (particularly during peak periods);
- The introduction of CLPs, which apply to the design and construction phases of development and seek to improve construction freight efficiency by reducing CO2 emissions, congestion, and collisions; and
- A Freight Information Portal which provides a single interface for information on freight between London's public authorities and freight operators.

2.7 With respect to CLPs, the London Freight Plan states on Page 6 that:

**“Construction Logistics Plans (CLPs) have similar objectives to DSPs but will be applied to the design and construction phases of premises, specifically to improve construction freight efficiency by reducing CO2 emissions, congestion and collisions. Ultimately, they will be integrated into the travel plan process and each traffic authority's response to the Network Management Duty to increase road network efficiency by minimising congestion and therefore emissions caused directly and indirectly by construction-related trips.**

**The aim will again be for TfL and the GLA Group to take a lead in implementing such plans for their construction projects. Traffic authorities will be encouraged to review delivery arrangements for construction sites to ensure they reduce lane closures and carriageway restrictions and reduce construction duration. The approach will be integrated with the introduction of Site Waste Management Plans from 2008, in partnership with the Building Research Establishment (BRE).”**

2.8 As part of an ongoing effort to improve pedestrian and cyclist safety within London, TfL introduced its Safer Lorry Scheme on 1 September 2015. The scheme requires every vehicle weighing over 3.5 tonnes within the Low Emission Zone to be fitted with Class V and VI mirrors to provide better views around vehicles and side guards to prevent cyclists or pedestrians being dragged under the vehicle in the event of a collision. All FORS accredited companies must have vehicles which comply with the above to continue being recognised as a FORS member. A fixed penalty notice fine of up to £1,000 or suspensions of operating licenses are used to enforce the new scheme.



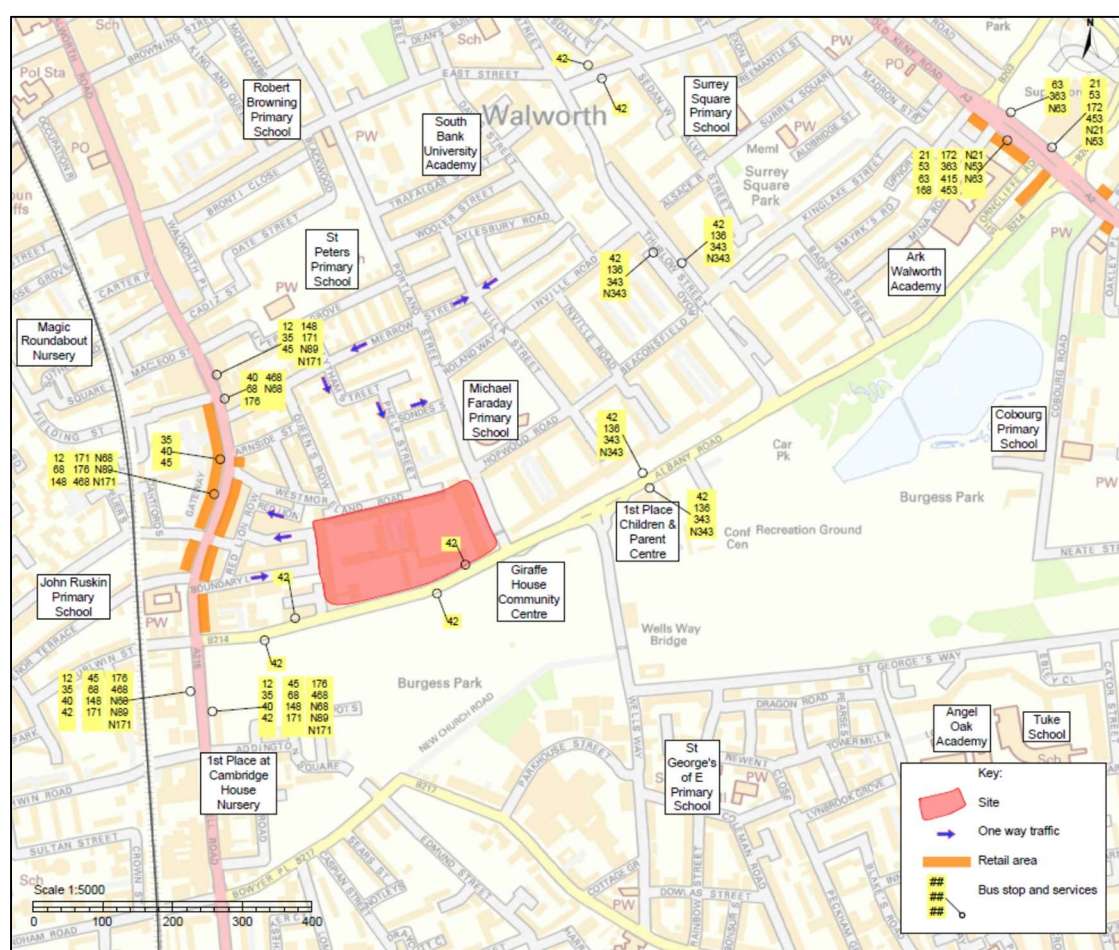
## Transport for London: Construction Logistic Planning Guidance

- 2.9 The guidance aims to establish a standardised approach to assessing the CLP element of planning application, inform developers of the technical requirements of CLPs, describe the planned measures that should be considered within a CLP, provide detail on the implementation and monitoring of CLPs, and introduce the concept of community considerations and their relevant to the CLP process.

### Local Context Plan

- 2.10 The local context plan is reproduced below, in **Figure 2** and is included in **Appendix 2**.

**Figure 2: Local Context Plan**



- 2.11 The plan provides the local context surrounding the site including key community considerations.

## Local Access Including Highway, Public Transport, Cycling and Walking

### Highways

- 2.12 Vehicle access to the development proposal will remain as per the consented FDS site and will be gained in the following locations:
- Portland Street – new priority junction between Albany Road and Hopwood Road;
  - Extension of Westmoreland Road to Portland Street to form a new priority junction;
  - Priority junction to Bradenham Close; and
  - Two new priority junctions onto Albany Road.
- 2.13 Vehicle access to the site for the purposes of demolition and construction will be via Albany Road. Albany Road is a two-lane single carriageway which forms the southern boundary of the site. Albany Road runs between a junction with Urlwin Street / Camberwell Road (A215) to the west and a junction with Old Kent Road (A2) / Humphrey Street to the east. The road is subject to 20mph speed limit in the vicinity of the site with street lighting present along the road. Old Kent Road is part of Transport for London Network (TLRN), which forms the key strategic roads in London.
- 2.14 To the east of the site, Portland Street is a two-lane single carriage way running between the junction with Albany Road and East Street to the north of the site. Double yellow lines are present on both sides of the road in the vicinity of the site with street lighting available along the road. Portland Street provides access to some key local destinations including two primary schools and East Street market.
- 2.15 To the west of the site, Camberwell Road is predominantly a two-lane single carriageway with bus lanes routing south towards Camberwell and linking with Walworth Road to the north which provides access to Elephant & Castle Station. Numerous local facilities are accessible along Walworth Road including bus stops and shops. The road is subject to a 20mph speed limit with street lighting present along the road.
- 2.16 The local highway network that forms the sites southern boundary does not include the provision of any formal cycle infrastructure.
- 2.17 Bus stops Q (eastbound) and W (westbound) are located circa 90 metres and 60 metres southeast of the site respectively on Albany Road. The stops are serviced by bus route 42.
- 2.18 The principal contractor and subcontractors will meet the Construction Logistics and Cyclist Safety (CLOCS) standards for construction. In addition, all contractors and sub-contractors will be made aware of the local cycle routes and the presence of cyclists on the nearby local network.
- 2.19 CPCS qualified Banksman and Traffic Marshalls will be employed throughout the project. The Banksman will be responsible for the safe movement and guidance of plant and vehicles on the site and at the access. The Traffic Marshall will be responsible for the safe management of pedestrians, cyclist, and other vehicles while construction vehicles manoeuvre at the site access arrangements.

## London Underground and Rail

### London Underground

- 2.20 The site is located approximately 1.3 kilometres to the southeast of Kennington Underground station. The station provides access to the Northern line. In addition, Elephant & Castle Underground station is located circa 1.5 kilometres northwest of the site. The station is served by Bakerloo and Northern lines.

### National Rail Service

- 2.21 Elephant & Castle Rail station is located approximately 1.3 kilometres to the north west of the site. The rail station is managed and operated by Thameslink, with services operated by Thameslink.
- 2.22 No foreseen impacts to the nearby stations are anticipated as a result of the developments construction.

### Bus Routes

- 2.23 Bus stops Q (eastbound) and W (westbound) are located circa 87 metres and 61 metres southeast of the site respectively on Albany Road. The stops are serviced by bus route 42.
- 2.24 Furthermore, bus stops L (northbound), M (northbound) and K (southbound) are located circa 280 metres, 310 metres and 320 metres respectively northwest of the site on Camberwell Road. The bus stops are serviced by routes 12, 35, 40, 45, 68, 148, 171, 176 and 468 and night bus routes N68, N89 and N171. These services offer a peak combined frequency of approximately 55 to 86 buses every hour, providing frequent and direct connections to Central London and beyond.
- 2.25 It is not envisaged that local bus routes will be disrupted during the construction programme and TfL will be consulted to ensure minimal disruption to the bus services.

## Local Community Considerations and Challenges

- 2.26 The development site is in Inner London and is presented with several issues and challenges. These have been fully considered below. Planned measures to mitigate any potential conflicts or challenges are discussed in Section 5.

### School and Nurseries

- 2.27 Walworth Academy is located to the east of the site on Albany Road. While the school is not in the immediate vicinity if the site it will be on the construction route and it is likely that pupils will be using local footways on Albany Road and the roads that bound the site to walk to school.
- 2.28 Cobourg Primary School, Michael Faraday Primary School, John Ruskin Primary School and St Peter's Primary School are located within easy walk distance of the site (locations shown in **Figure 2**). The schools are not on the construction route, but pupils would use the local roads that provide access to the site.

- 2.29 In addition, the following children's nurseries / Pre-schools are in the vicinity of the site:
- Magic Roundabout Nursery – Sutherland Square; and
  - 1<sup>st</sup> Place at Cambridge House Nursery – Camberwell Road.
- 2.30 The Community Engagement Officer will also contact the local nurseries / pre-schools to share information regarding construction and any potential issues.

## **Elderly Care Homes and Hospitals**

- 2.31 There are no elderly care homes or hospitals near the site or on the local construction route. However, the new Plot 18 Health Centre is located on Thurlow Street to the north of the site. The Community Engagement Officer will contact the health centre to share information regarding construction and any potential issues.

## **Neighbouring Construction Sites**

- 2.32 The principal contractor will liaise as far as possible with applicants undertaking other approved developments in the local area to minimise the impact upon amenity and safety.
- 2.33 The contractor will review existing and approved neighbouring construction sites prior to construction, and this will feed into an updated version of this report once the start date is known.

## **Public Relations**

- 2.34 A community Liaison Officer will be appointed to mitigate and resolve any issues difficulties in the local community. A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours. This CLP has prepared a strategy for preventing potential issues, however, any issues encountered during construction will be reported / recorded in a full log and resolved using a dedicated telephone line. The site manager and site foreman will address any complaints from residents and businesses.

## 3 CONSTRUCTION PROGRAMME AND METHODOLOGY

### Construction Programme

- 3.1 NHG has advised the following broad programme for the FDS site as a whole and for contract C that is the subject of this planning application:
- FDS A: Started on site March 2019, anticipated completion September 2022;
  - FDS B: Started on site November 2021, anticipated completion September 2025; and
  - FDS C: Anticipated start on site March 2023, completion January 2026 (subject to planning).
- 3.2 The full details of the construction programme and methodology for FDS subplots 03 and 04 (Contract C) will be developed once the principal contractor has been appointed. The full details will be set out in the detailed CLP to be developed upon appointment of a contractor.
- 3.3 The construction programme will be generated using the TfL construction logistics planning tool contained in the CLP guidance. The construction programme will be tabulated in the detailed CLP for the start and end of the following construction phases:
- Site setup;
  - Excavation and piling;
  - Sub-structure;
  - Super-structure;
  - Cladding; and
  - Fit out, testing and commissioning.
- 3.4 The detailed CLP will also include a description of each construction stage and the type of vehicles required to access the site.

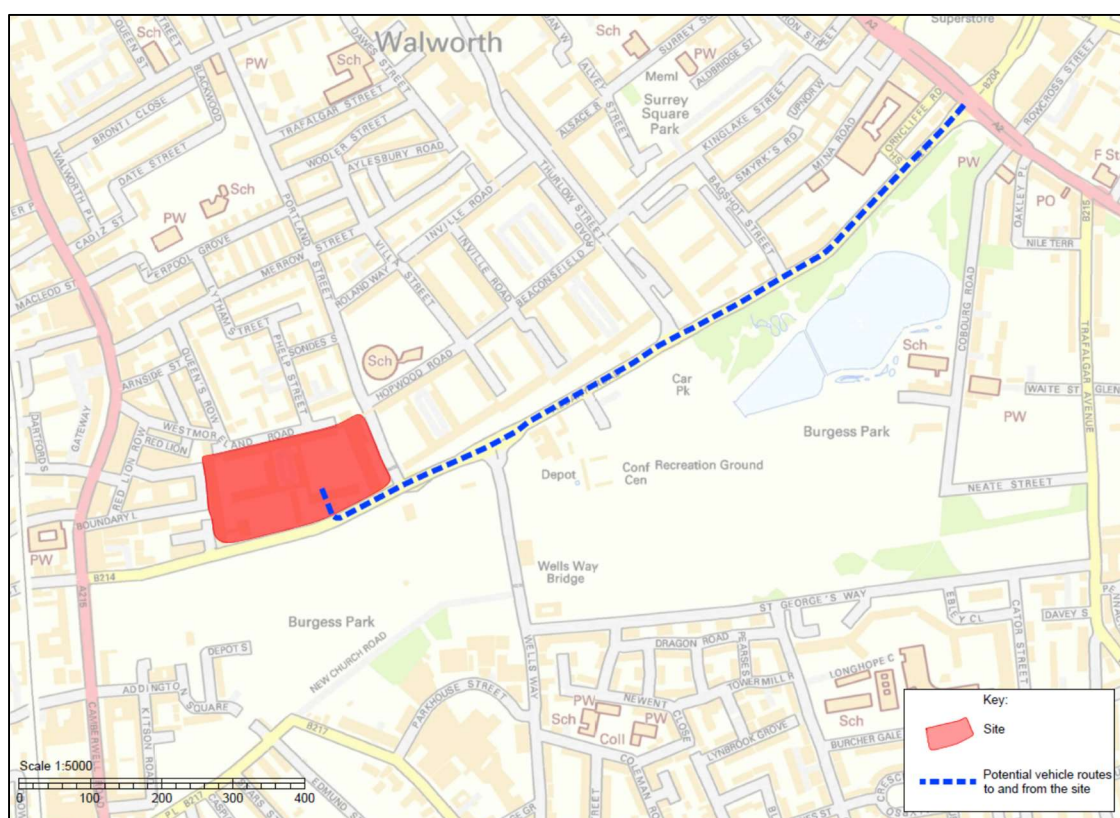


## 4 VEHICLE ROUTEING AND ACCESS

### Routing Plan

- 4.1 The local routeing plan is reproduced below in **Figure 3** and provided to scale in **Appendix 3**.

**Figure 3: Local Routeing Plan**



- 4.2 The above plan shows that construction access to the site will be via Albany Road and the A2 Old Kent Road to the east of the site. The A2 Old Kent Road is part of the TLRN and a key strategic road in London. Albany Road is a connector road and considered appropriate to provide access to the A2 Old Kent Road.
- 4.3 The proposed construction route will avoid construction traffic movements on local roads such as Walworth Road and Thurlow Street.
- 4.4 The hours of delivery will be between 08:00 to 18:00 Monday to Friday. Although it is intended that the core delivery hours will be between 09:30 – 15:00 to avoid network conditions and school trips. The Saturday hours of delivery will be between 08:00 - 13:00 and therefore no work will be undertaken at unsociable hours when the impact of noise on neighbours would be greatest. Re-timing out of peak time will aid the operational efficiency of the construction site and the neighbouring area.

- 4.5 CPCS qualified Banksman and Traffic Marshalls will be employed throughout the project. The Banksman will be responsible for the safe movement and guidance of plant and vehicles on the site and at the access.
- 4.6 Albany Road both accommodates pedestrian and cyclist movements from the surrounding residential areas. The Traffic Marshalls will be responsible for the safe management of pedestrians, cyclists, and other vehicle manoeuvre at the site accesses.
- 4.7 A community Liaison Officer will be appointed to mitigate and resolve any issues difficulties in the local community and key community considerations identified in Section 2. A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours. This CLP has prepared a strategy for preventing potential issues, however, any issues encountered during construction will be reported / recorded in a full log and resolved using a 24 hour-manned telephone line. The site manager and site foreman will address any complaints from residents and businesses.
- 4.8 The site will also register with the Considerate Constructor Scheme and agree to abide by the Code of Considerate Practice, designed to encourage best practice beyond statutory requirements.
- 4.9 A copy of the route's plans will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The suppliers will be made aware that these routes are always required to be following unless agreed or alternate diversions are in place.
- 4.10 A Delivery Management System will be used to plan deliveries entering the site. The site management will be responsible for the system along with its contractors and a delivery schedule provided for the banksman to control.

## Swept Path Analysis of the Construction Route

- 4.11 The proposed construction route has been subject to initial swept path analysis for the following typical large construction vehicle:
  - 16.5 Max Legal Length (UK) Articulated Vehicle (16.5m); and
  - Large Tipper.
- 4.12 The swept path of the typical construction vehicles for the construction route between the site and the A2 Old Kent Road is provided at **Appendix 4**.
- 4.13 The construction vehicle access strategy will be agreed with LBS before any construction takes place on-site. Full details of construction, including detailed swept path drawings and assessment of impacts will be set out in the detailed version of the CLP which will be a condition of this planning application.

## 5 STRATEGIES TO REDUCE IMPACTS

- 5.1 The following Planned Measures have been identified to help the contractor achieve the goals of the CLP and better manage the challenges identified in Section 2.

**Table 5.1: Planned Measures Checklist**

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		
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	
<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>			
Collaboration Amongst Other Sites in the Area			x
Implement a Staff Travel Plan		x	
Preventing HGV Movements During School Drop Off and Pickup		x	

### Measures Influencing Construction Vehicles and Deliveries

#### Safety and Environmental Standards and Programmes

- 5.2 NHG 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.
- 5.3 It is a requirement for all vehicles and driver management practices to comply with the FORS and Construction Logistics and Community Safety (CLOCS), FORS Silver, and will need to be confirmed by all sub-contracted transport / haulage providers that the Contractor intends to use.



- 5.4 A collision reporting system will be maintained to ensure all collisions and accidents involving construction vehicles and drivers are reported to the Project Manager and any relevant parties. The 'FORS Manager' reporting tool will be used.

### **Adherence to Designated Routes**

- 5.5 Details of routes to be used for journeys to and from site for road operations are provided in Section 4. The routes to / from the Strategic Road network are specified.
- 5.6 The construction vehicle access strategy will be agreed with NHG before any construction takes place on-site. Full details of construction, including detailed swept path drawings and assessment of impacts will be set out within the detailed version of the CLP which will be a condition of this planning application.
- 5.7 A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The suppliers will be made aware that these routes are always required to be followed unless agreed or alternate diversions are in place.

### **Delivery Scheduling**

- 5.8 The principal contractor once appointed will co-ordinate all construction vehicles to / from the site.
- 5.9 A pre-booking system will be implemented for the sites due to the vehicle access constraints of the local estate roads. Construction traffic will be scheduled and times to ensure that only one vehicle is on each site at any time. These measures will ensure that it will not be necessary for vehicles to wait on the public highway as they can enter the site direct from Albany Road.
- 5.10 Full details will be included within the detailed CLP including details of any proposed temporary suspension of on-street parking bays and details of mitigation measures to minimise the construction impacts.
- 5.11 The preparation of a detailed CLP is expected to be conditioned as part of this planning application and will need to be agreed before any works on the site can commence.

### **Re-Timing for Out of Peak Deliveries**

- 5.12 Re-timing out of peak time will aid the operational efficiency of the construction site and the neighbouring area. NHG commits to attempting to re-time as many deliveries as possible out of the morning peak (07:00-09:00).

### **Re-Timing for Out of Hours Deliveries**

- 5.13 NHG will avoid out of hours deliveries and commit to the sites deliveries times and avoid the morning peak as far as possible.

### **Use of Holding and Vehicle Call Off Areas**

- 5.14 No suitable areas for providing dedicated holding and vehicle call off are identified and such a facility will not be used. Construction traffic will be scheduled in a just in time approach to ensure that the vehicle capacity of the site construction compounds is not exceeded.

## **Use of Logistics and Consolidation Centres**

- 5.15 An efficient and effective logistical operation will be important to the smooth construction of the site. However, given the scale of this project a consolidation centre is not feasible for this type of project. Generally, the use of consolidation centres is appropriate for much larger scale projects, where there are multiple contractors.

## **Measures to Encourage Sustainable Freight**

### **Freight by Water**

- 5.16 Due to the site location the opportunities for freight delivery by water are not viable. Therefore, freight by water is not considered to be a realistic option for the site.

### **Freight by Rail**

- 5.17 There are no rail lines or sidings adjacent to the site to unload deliveries. Therefore, freight by rail is not considered a realistic option for the site.

## **Material Procurement Measures**

### **Design for Manufacturing and Assembly and Off-Site Manufacture**

- 5.18 Reducing delivery numbers and effective delivery management is a core value of this development. Therefore, the option of off-site construction will be discussed upon appointment of a contractor and used where possible.

### **Re-Use of Material on Site**

- 5.19 It is proposed that measures will be explored to re-use material on site. These will be decided upon appointment of a contractor.

### **Smart Procurement**

- 5.20 Due to the site location deliveries by water and rail are not a viable option. The contractor will source local supplies (where possible) to contribute to the local economy.

## **Other Measures**

### **Collaboration Amongst Other Sites in the Area**

- 5.21 The developer and appointed contractor will consult with LBS, TfL and other contractors' developers in the area to minimise disruption and undertake joint trip generation analysis.

## Implement a Staff Travel Plan

- 5.22 On-site parking will be limited to those construction personnel with essential needs requirements including such as those required to carry heavy or specialist equipment to the site. The construction personnel will be made aware of the local Controlled Parking Zone restrictions that operate in the vicinity of the site and prevent parking except for permit holders.
- 5.23 On this basis construction personnel will not be able to park on local roads and will be required to use public transport, walk, or cycle to the site based on the site's excellent accessibility to sustainable travel.
- 5.24 The principal contractor will advise all construction personnel of the existing parking restrictions in force near the site and the limited availability of parking within the compound.

## CLOCS and FORS

- 5.25 It is a requirement for all vehicles and driver management practices to comply with the FORS and Construction Logistics and Community Safety (CLOCS), FORS Silver, and will need to be confirmed by all sub-contracted transport / haulage providers that the Contractor intends to use.
- 5.26 A collision reporting system will be maintained to ensure all collisions and accidents involving construction vehicles and drivers are reported to the Project Manager and any relevant parties. The 'FORS Manager' reporting tool will be used.

## Preventing HGV Movements During School Drop Off and Pick Up

- 5.27 As shown in Section 2 nearby schools deserve extra attention and care to increase safety and reduce unnecessary risk. HGV deliveries will be scheduled, where possible, outside of school drop off and pick up times.

## Other General Management Measures

- 5.28 Waste removal will be undertaken by an appointed party. The appointed company will remove all material from the site to waste recycling stations and separated for recycling where possible.
- 5.29 The principal contractor will liaise as far as possible with applicants undertaking other approved developments in the vicinity in order to minimise impact upon amenity and safety.
- 5.30 The CLP will be monitored and reviewed on a weekly basis and any significant changes to this document will be reported to LBS.
- 5.31 The site manager and site foreman will address any complaints from residents and businesses.
- 5.32 The principal contractor once appointed at the procurement stage will source from local suppliers as far as possible. This will reduce the distance of journey to the site and contribute towards the local economy.

## 6 ESTIMATED VEHICLE MOVEMENTS

- 6.1 The full details of the estimated vehicle movements will be developed once the principal contractor has been appointed post planning. The contractor will provide specific delivery schedule information when appointed. This will allow the vehicle movements to be set out in the detailed CLP.
- 6.2 The vehicle movements will be identified using the TfL Construction Logistics Planning Tool spread sheet. The spreadsheet provides standard outputs to ensure a consistent means of presenting the data within Construction Logistics Plans.
- 6.3 The detailed CLP will provide the following details of vehicle movements based on the outputs from the Construction Logistics Planning Tool:
- Estimated construction vehicle movements for each construction stage both monthly and daily;
  - Number and vehicle type by phase of construction;
  - Chart detailing the number of vehicles by type during peak phase of construction; and
  - Chart detailing the number of vehicles in the peak month of construction.
- 6.4 The detailed CLP will include commentary on the above outputs and highway impact.
- 6.5 A Delivery Management System will be used to plan deliveries entering the site. The site management will be responsible for the system along with its contractors and a delivery schedule provided for the banksman to control. This will lead to greater logistical efficiency and reduced disturbance in the surrounding residential areas. It will ensure the number of vehicles arriving at the site does not exceed the sites capacity to accommodate said vehicles.

## 7 IMPLEMENTING, MONITORING AND UPDATING

- 7.1 This outline CLP will be updated to a detailed CLP throughout the construction programme to ensure it is effective. The CLP will be a 'living document' and will be updated during construction if any significant changes to the scope or programme of construction occur at the site. The detailed CLP will be reviewed prior to the start of each new phase of construction set out in this plan.
- 7.2 The principal contractor would participate in any local construction working group, with representatives from all interested parties. NHG are committed to work together with others in the local area including residents, key community considerations and neighbouring construction sites. A community Liaison Officer will be appointed to mitigate and resolve any issues difficulties in the local community and key community considerations identified in Section 2.
- 7.3 The delivery management system and gate checks by the banksman / traffic marshal will provide detailed evidence about the number and type of deliveries against predictions and will be reported to LBS.
- 7.4 NHG will appoint a Construction Logistics Manager who will be responsible for implementing the CLP. Their job description will include the collection of the following data:
- Number of vehicle movements to site; collected through a delivery booking-in system:
    - Total;
    - By vehicle type / size / age;
    - Time spent on site; and
    - Delivery / collection accuracy compared to schedule;
  - Breaches and complaints:
    - Vehicle routeing;
    - Unacceptable queuing;
    - Unacceptable parking;
    - Suppliers FORS accreditation; and
    - Low Emissions Zone (LEZ) compliance; and
  - Safety:
    - Logistics-related accidents;
    - Record of associated fatalities and serious injuries;
    - Ways staff are travelling to site; and
    - Vehicles and operations not meeting safety requirements.
- 7.5 The data collected will be reviewed prior to the start of each new phase of construction set out in this plan and reported to LBS in an updated version of the plan.
- 7.6 A copy of the route plans will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The suppliers will be made aware that these routes

are always required to be followed unless agreed or alternate diversions are in place. Any suppliers that do not abide by the delivery route plans will receive an initial warning and be advised that further transgressions will result in their removal from the project supply chain.

- 7.7 A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours. This CLP has prepared a strategy for preventing potential issues, however, any issues encountered during construction (such as non-compliance with vehicle routes) will be reported / recorded in a full log and resolved using a 24 hour-manned telephone line. The site manager and site foreman will address any complaints from residents and businesses.
- 7.8 The site will also register with the Considerate Constructor Scheme and agree to abide by the Code of Considerate Practice, designed to encourage best practice beyond statutory requirements.

## Appendices

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## **Appendix 1 – FDS and FDS Contract C Boundary Plans**





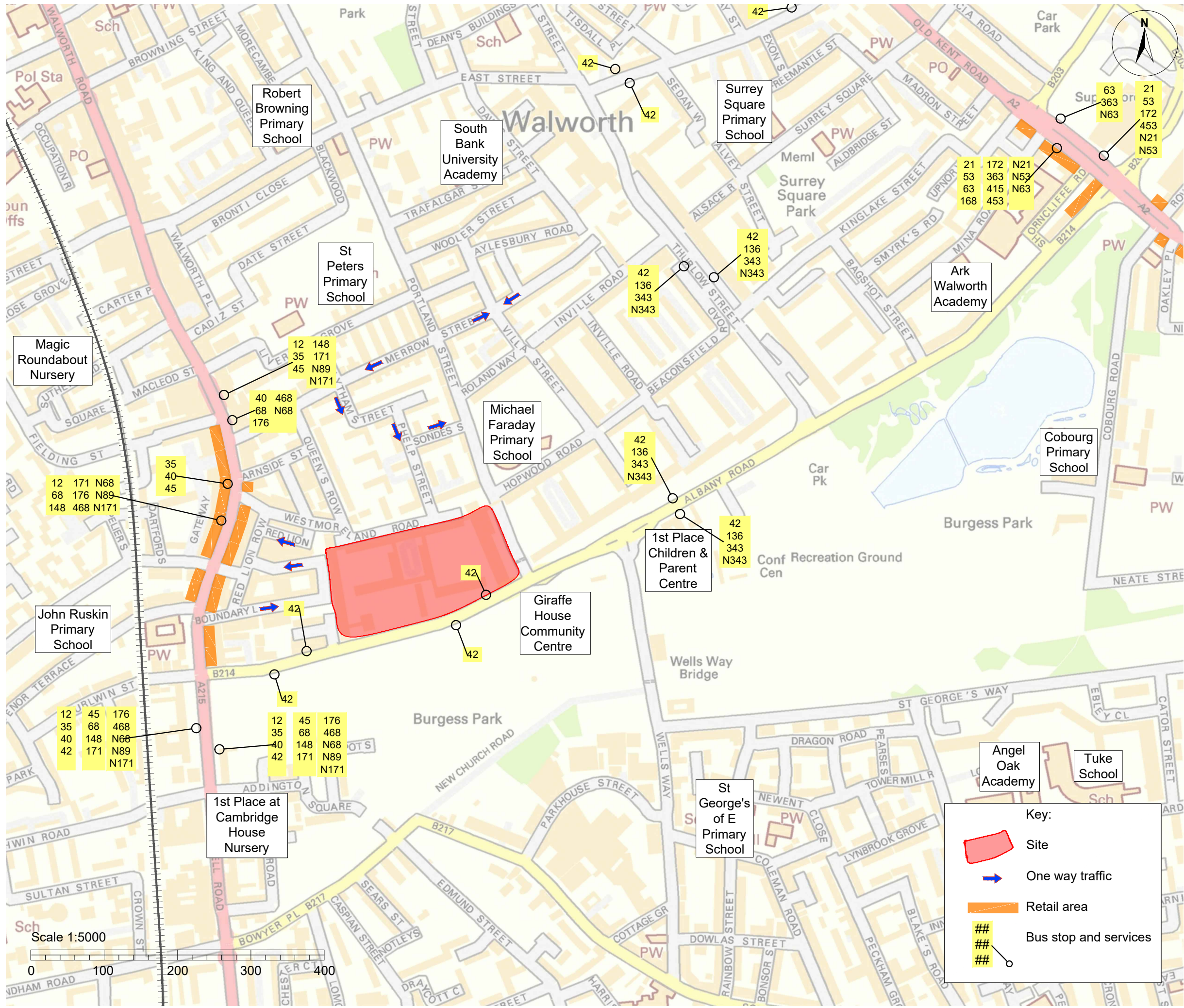







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## Appendix 2 – Local Context Plan



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  2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
  3. This drawing is to be read in conjunction with all relevant scheme drawings.

Rev	Description	By	CB	Date
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MAKING  
COMPLEX  
EASY

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ClientWalworth Homes Ltd

ProjectAylesbury First Development Site

TitleLocal Context Plan

StatusINFORMATION

Drawn ByAJ

PM/Checked byMSB

Project NumberJNY10863

Scale @ A31:5000

Date Created11/02/2022

RPS Drawing/Figure NumberJNY10942-04

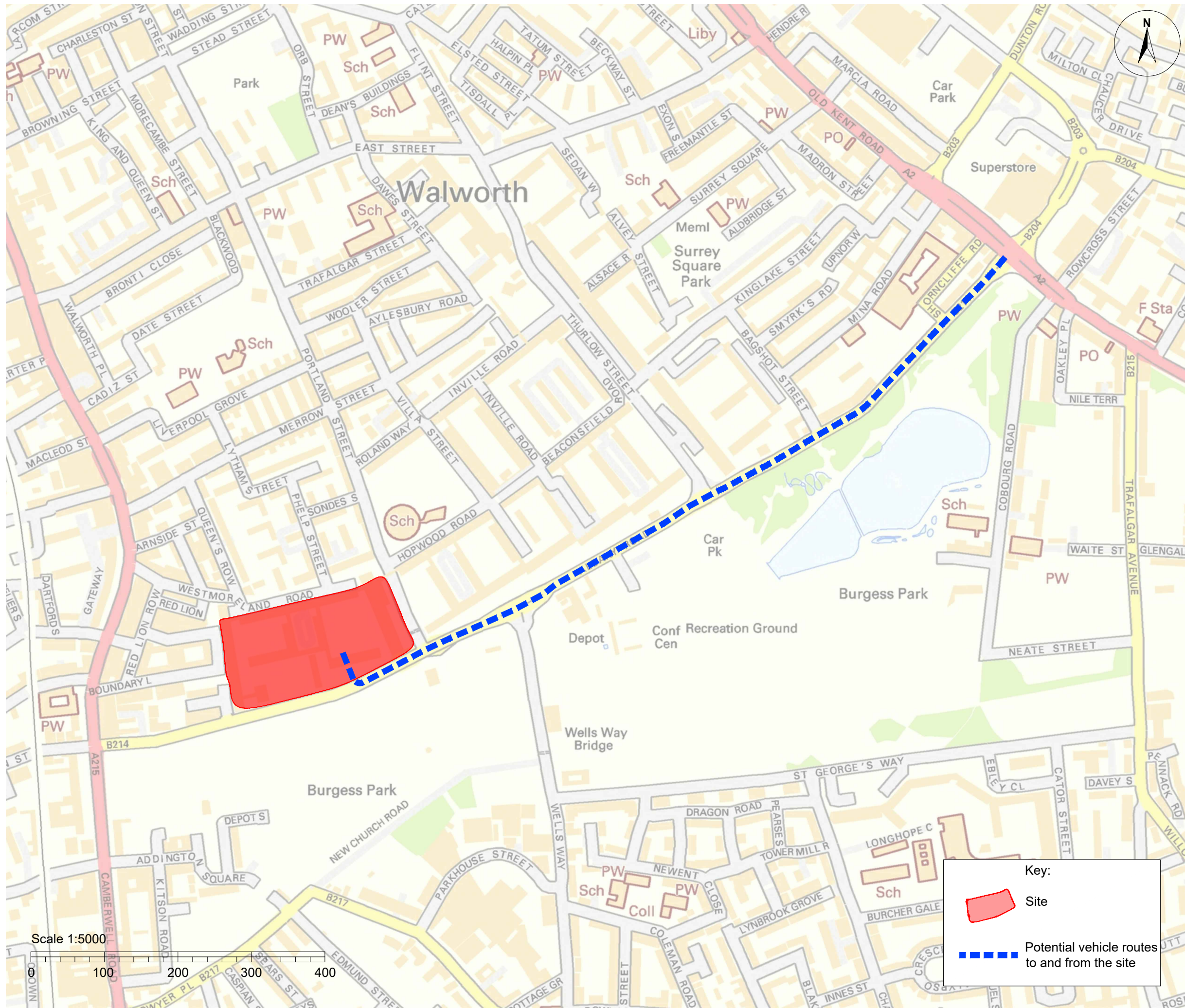
Rev-

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## Appendix 3 – Local Routeing Plan





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Rev	Description	By	CB	Date
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Client Walworth Homes Ltd

Project Aylesbury First Development Site

Title Local Vehicle Routing Plan

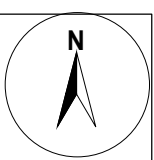
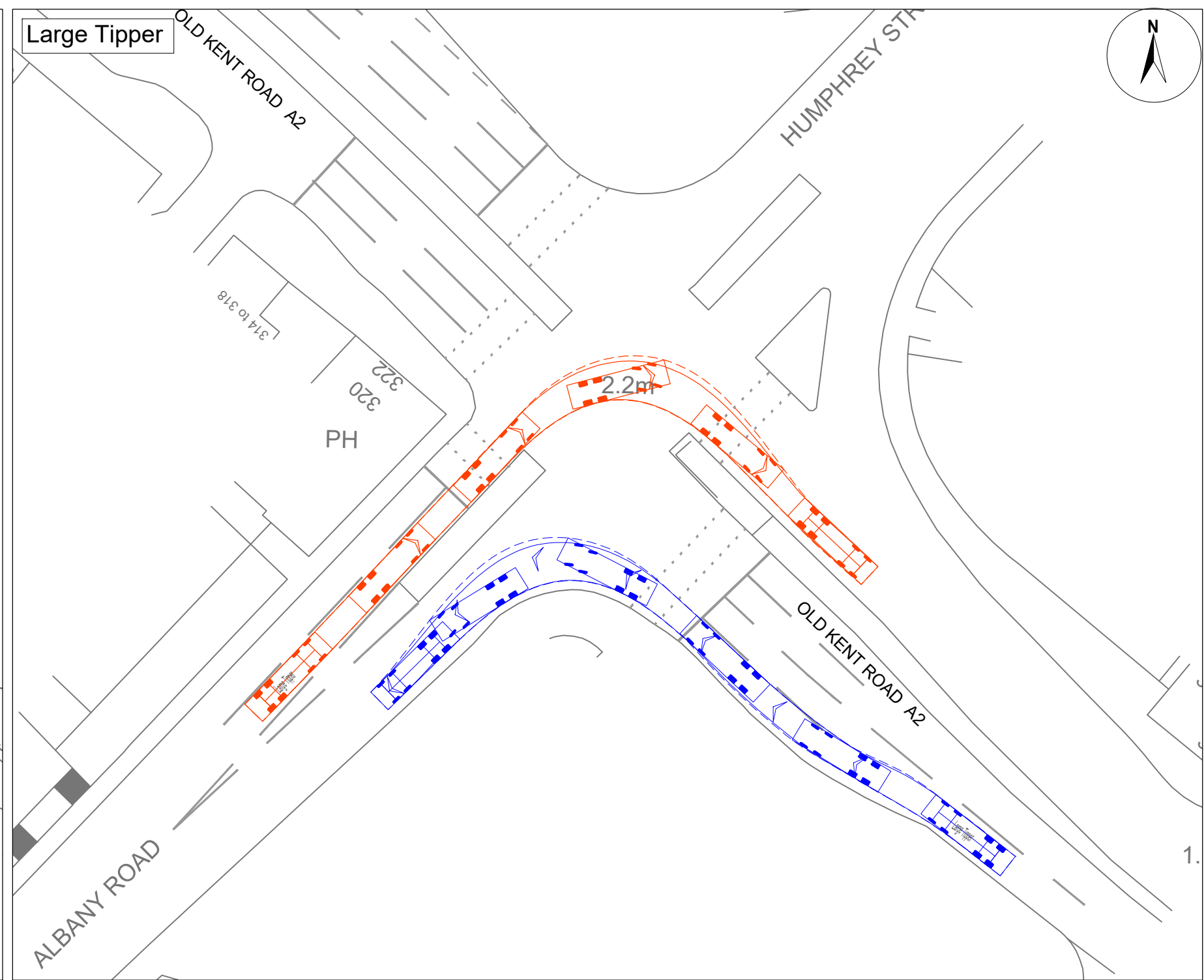
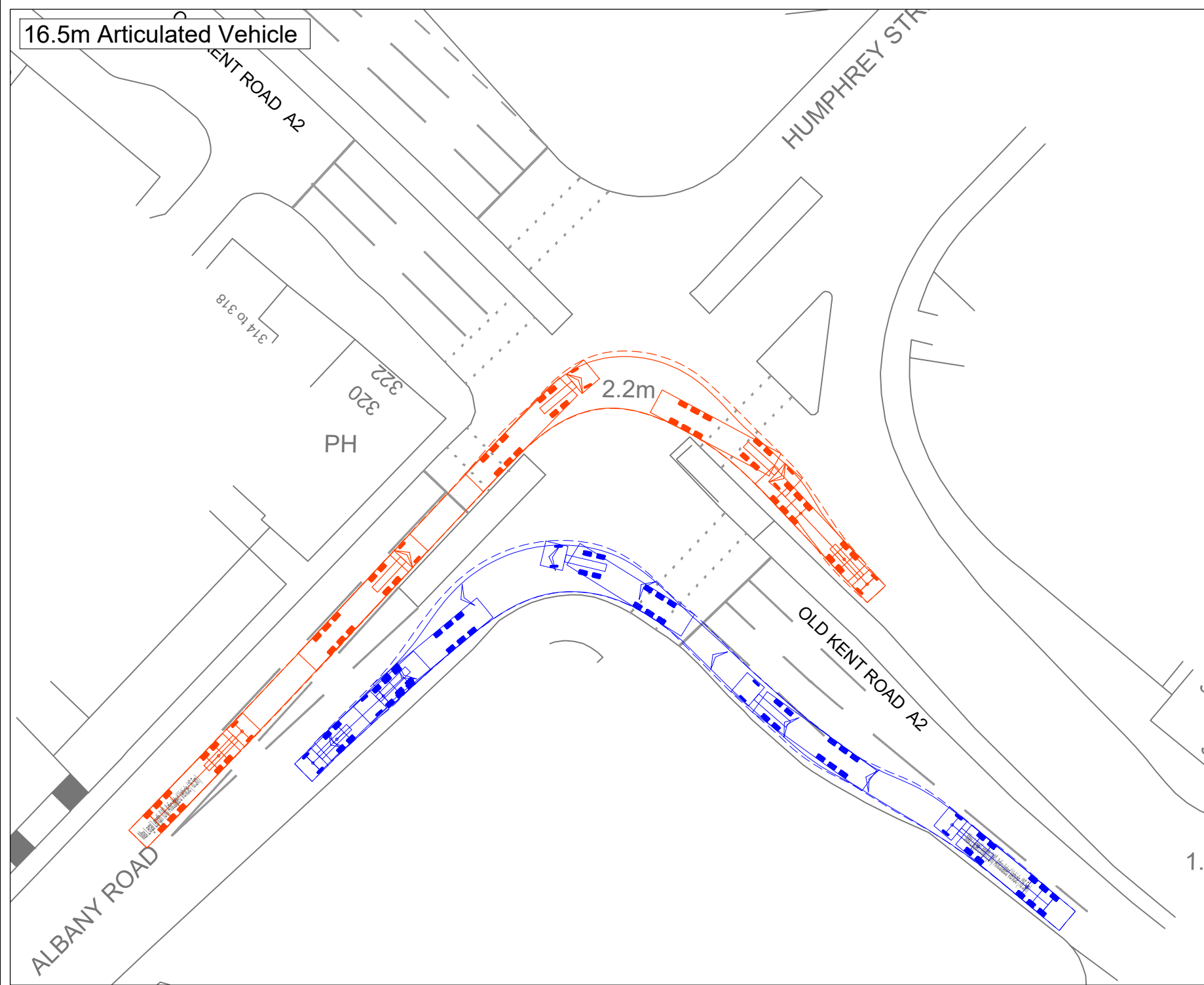
Status	Drawn By	PM/Checked by
INFORMATION	AJ	MSB
Project Number	Scale @ A3	Date Created
JNY10863	1:5000	11/02/2022
RPS Drawing/Figure Number		Rev
JNY10942-05		-

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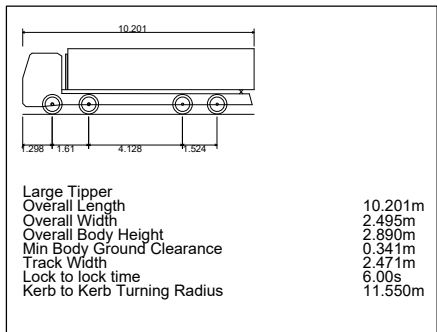
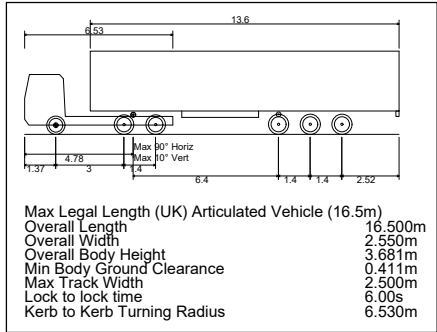
## Appendix 4 – Swept Path Analysis



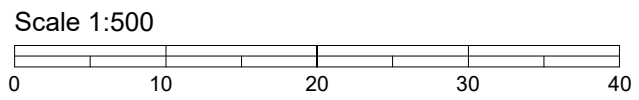
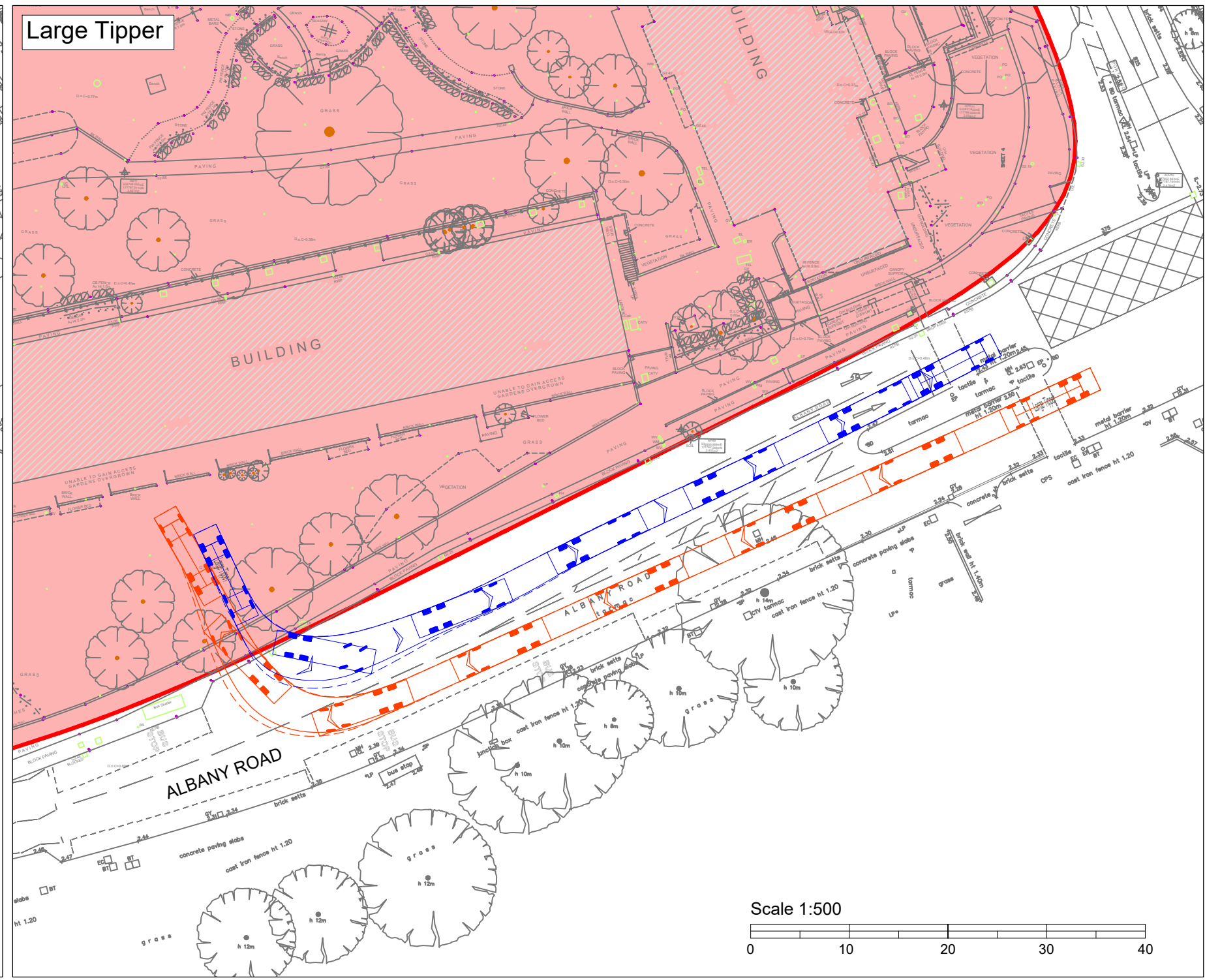
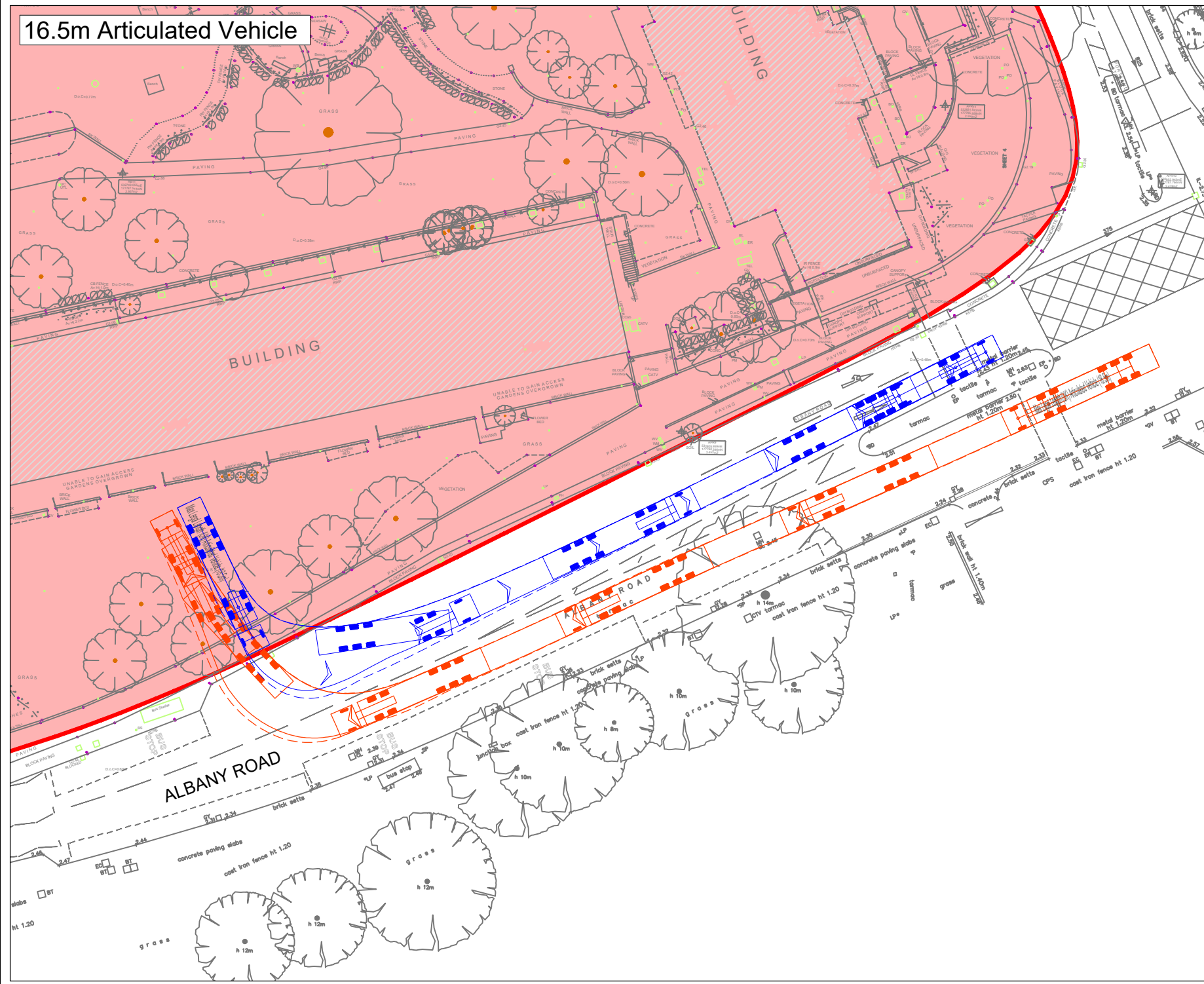


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#### Vehicle Profile



PRELIMINARY  
NOT FOR  
CONSTRUCTION



A	Tracking adjusted	AJ	MSB	10/03/22
Rev	Description	By	CB	Date



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Client Walworth Homes Ltd

Project Aylesbury First Development Site

Title Construction Vehicle  
Swept Path Analysis

Status	Drawn By	PM/Checked by
INFORMATION	AJ	MSB
Project Number	Scale @ A2	Date Created
JNY10942	1:500	14/02/2022
RPS Drawing/Figure Number	Rev	
JNY10942-06	A	

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