



# CONSTRUCTION LOGISTICS PLAN (CLP)

18 Christchurch Street, Chelsea  
London SW3 4AR

**CLIENT**

Mr & Mrs Sheppard  
16 Christchurch Street  
Chelsea  
London SW6 2RG

Ref:

Date: 20 October 2014

**CONSULTING ENGINEERS**

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- B Architect's Scheme Drawings

Report by: **Neil Stevenson MCIHT**

Checked by: **Martin Roberts, I Eng, CIWEM, MCIHT**

Issue	Date	Compiled	Checked
Preliminary Issue	27 October 2014	NS	MR
Second Issue	28 October 2014	NS	MR

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## 1.0 INTRODUCTION

- 1.1 This report has been prepared for Mr & Mrs Sheppard in relation to the premises at 18 Christchurch Street, Chelsea SW3 4AR and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils Ltd. was appointed by its client to provide a Construction Logistics Plan as required by London Borough of Kensington and Chelsea (LBKC) in order to achieve Planning Approval at said property.
- 1.3 It is proposed to construct a lower ground floor (basement) at 18 Christchurch Street, London SW3 4AR (See Design & Access Statement for details). This is a very similar project to the project at the adjoining property No 16 Christchurch Street for the same client.
- 1.4 This Construction Logistics Plan has been written in accordance with Transport for London's Construction Logistics Plan for developers. It seeks to address the construction traffic and the supply chain serving the development outlining proposals to mitigate the impact of the development on the users of Christchurch Street. All opportunities will be used to coordinate the deliveries of the two projects in order to reduce the number of vehicle trips to and from the site.
- 1.5 There will be a large amount of building materials and construction materials to be delivered to the site and as the site is confined and No 18 is a terrace house with a small front garden there will be a need to store materials and equipment on the road.
- 1.6 This traffic management plan has been formatted to ensure the site layout and traffic management issues are addressed prior to the start of the construction works.
- 1.7 Safety and cleanliness will be needed throughout the contract and these matters will be controlled in the proposed contract with a reputable contractor.
- 1.8 Consultations will take place with the local residents and regular newsletters will be issued along with notices to keep our neighbours informed of progress and impending work.

## 2.0 EXISTING SITE & DESCRIPTION OF PROPOSAL

- 2.1 The site comprises a 3-storey, semi-detached dwelling in the Royal Borough of Kensington and Chelsea.
- 2.2 The site is accessed from Christchurch Street to the north-east. A site location map and aerial view of the site are shown in **Appendix A**.
- 2.3 It is proposed to construct a basement (See Plan in **Appendix B** and Application drawings).

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**3.0 HEALTH & SAFETY**

- 3.1 Approximately 30m (exactly to be agreed with the Local Council prior to the letting of the contract) of the existing parking bays along the south side of Christchurch Street west of the site, will be suspended to allow deliveries and storage of materials, skips & machinery onto the front garden of the property.
- 3.2 Christchurch Street has parking restrictions (single yellow line) on its north side and therefore through traffic will be able to continue to use the road as long as the materials are confined within the marked out parking lines.
- 3.3 In order to protect pedestrians it is proposed to close the footway completely outside No. 16 and restrict the remaining 30m for access to frontagers only.
- 3.4 Full Chapter 8 signage will be installed to direct pedestrians to the other side of the road where there is an adequate footway.
- 3.5 During work where materials are being transferred to and from the site an operative will be assigned to ensure pedestrian and traffic safety.

**4.0 SITE OPERATING HOURS**

- 4.1 The site working hours will be between 0730 - 1800 Monday-Friday. Weekend work will only take place if required on a Saturday between 0800-1300 (It is not known if there will be any work taking place on Saturdays but permission is sought to cover the contractors potential requirement). There will be no Sunday working.

**5.0 SUPPLY CHAIN****5.1 ROUTES TO AND FROM THE SITE**

- 5.1.1 All deliveries to site will be by vehicle. All freight deliveries to the project will be directed to site via the A3212 Chelsea Embankment and the B302 Royal Hospital Road. Vehicles will then be directed to turn left onto Tite Street and enter Christchurch Street by turning left once more.
- 5.2.1 This route will enable the HGVs to stop adjacent to the suspended parking bays to unload and still allow through traffic to pass.
- 5.3.1 Once unloaded all vehicles will be directed by site management to continue south west along Christchurch Street turning left at the 90 degree bend and return onto the B302 by making a right turn and then joining up with the A3212 at the traffic signal controlled junction.
- 5.3.2 Once on the Strategic network (A3212) vehicles will travel west along the road which becomes the A3220. The road turns north-west and splits with northbound traffic using Cremorne Road/Ashburnham Road (A3220). Vehicles will continue northwards for around 2km until they reach the A4 which is a major east-west dual carriageway route into and out of central London. The junction is a large traffic signal controlled junction which can accommodate large vehicles. AT this point, freight vehicles have the choice to continue northwards on the A3220 or travel east or west on the A4. If travelling further westbound, there is good

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access to the A406 North Circular road and the M4 around 5km to the west providing much wider access to the M25 and the South-East.

5.3.3 For clarification, freight deliveries will be directed to and from the site (starting at the site) as follows:

- South-west along Christchurch Street
- Right onto Royal Hospital Road (B302)
- Right at the traffic signals onto A3212
- Continue westwards along A3212 for 1km
- A3212 becomes A3220
- Continue along Cremorne Road/Ashburnham Road (A3220) northwards for 2km
- At the traffic signal junction with the A4, there is a choice of strategic route available for freight vehicles

## 5.2 LOCAL ACCESS ARRANGEMENTS

5.2.1 Access is to be maintained at all times for the residents of Christchurch Street. Due to the constrained nature of the site, all unloading/loading must take place on the public highway. The necessary licences will be sought from the Local Highway Authority.

5.2.2 At all times access will be maintained for emergency vehicles including during the working day, if emergency vehicles need to gain access or get past the site, all unloading / collections will stop and the works vehicle will clear the area, drivers will stay with their vehicles at all times.

5.2.3 In order to allow the delivery vehicles to access 18 Christchurch Street there would be a need to suspend the parking bays as described in Para 3.1 above. These suspensions would be required 24 hours a day when materials are stacked. It is not sure how the parking bays could be used overnight and a guarantee that they would be vacated by the commencement of work the following day, however if an arrangement can be made to achieve this guarantee the suspensions can be lifted overnight and at weekends.

5.2.4 It is anticipated that the suspensions will be required for at least 48 of the 52 weeks contract.

## 5.3 MATERIALS EQUIPMENT DELIVERY

5.3.1 All deliveries to site will be controlled by the Site Manager and must be pre-booked. Any unauthorised deliveries will be turned away.

5.3.2 All deliveries will be made by vehicle. As no vehicle will be leaving the carriageway there should be no muck on any of the vehicles wheels, operatives will ensure that if during unloading or loading anything falls on to the carriageway or footpath the area is cleaned at once.

5.3.3 Materials stored on site will be minimised by "a just in time" delivery strategy. Deliveries will be made outside of the peak periods (0800-0900) and (1700-1800).

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5.3.4 The primary materials for this project are:

- Steelwork
- Aggregates/concrete
- Mechanical & Electrical
- Finishing products

A consolidation centre has been considered for this project but as the project is relatively small, it is not considered appropriate.

5.3.5 There will be a significant amount of earth to be removed from site in order to create the space for the basement. Loading of the vehicles will take place on the highway.

#### 5.4 ESTIMATED VEHICLE MOVEMENTS

5.4.1 When orders are placed with the delivery and collection firms they will state the times deliveries / collections are allowed, agreed routes and that no lorries will be allowed to park or stack waiting to deliver or collect.

5.4.2 All lorries must contact the site by mobile phone to confirm that the site is ready for them, all drivers that do not abide by the proposed system will be warned and then banned from delivering if they continue to ignore the CLP that has been put in place.

5.4.3 The maximum number of vehicles expected on any given day will be 8, but on most days the number will be lower, concrete deliveries will take longer to unload with a waiting time of 30- 40 minutes and muck away lorries between 20-30 minutes to load, most other deliveries are expected to have a turnaround of 15-20 minutes.

5.4.4 Estimated Construction Program

Task	Duration	Maximum No of Vehicles /Day
Enabling works	4 Weeks	4
Formation of Basement and Structure	48 Weeks	8

5.4.5 Freight deliveries will be scheduled with the site manager and pre-booked so as to avoid conflicting vehicles arriving at once.

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## 5.5 VEHICLE TYPES

5.5.1 The surrounding access roads to the site are all particularly narrow and not suitable for large articulated vehicles. For this reason no articulated lorries shall be allowed to make deliveries for the whole construction period. The largest vehicle to deliver to site shall be a rigid lorry limited to a 10T payload.

5.5.2 All freight vehicles more than 3.5 tonnes delivering to the construction site will have the following fitted as standard:

- Side guards
- Close-proximity sensors and warning alarms
- Rear cyclist warning signs and, where a Fresnel lens is not effective, CCTV. (Note that for those vehicles under 3.5 tonnes, only cyclist warning signs are required)

All drivers must have their driving licence checked by the DVLA. They must also complete a driver safety training course such as Safe Urban Driving or similar.

Any collisions will be reported to the appropriate bodies (Metropolitan Police, London Borough of Kensington & Chelsea and Transport for London)

## 6.0 REFUSE COLLECTION

6.1 No deliveries will be scheduled during the refuse collection times and a commitment is given that no deliveries would be planned until the refuse collections have been completed.

6.2 Rubbish from site shall be collected whenever possible by skip or grab lorries and not left out for refuse collections.

## 7.0 SITE CONTACTS

7.1 All contacts and emergency numbers to be forwarded to the Council when known.

7.2 A Contractor's Handbook will be provided to support supervisors and managers in making sure the terms and conditions of the CLP are met by everyone working at the site.

The handbook will include the following:

- Communicate the aims and objectives common to all CLPs
- Clearly explain all site-specific CLP agreements and methods of working
- Sets out the main contractor's general practices and standards
- A site map
- Hours of site opening
- Details of other related sites such as the consolidation centre
- Health and safety information
- The staff travel plan
- Main contact details

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**8.0 REVIEW OF THE CLP**

- 8.1 The CLP will be reviewed every 4 weeks to check it remains effective and that it reduces congestion, air pollution, noise and visual intrusion as much as possible. The review will also cover safety (on-site and on the highway), effectiveness of the waste plan and any breaches or complaints.
- 8.2 Targets for the CLP need to be SMART (Specific, Measureable, Achievable, Realistic, Timely) and easily collected and interpreted. They will be agreed between the developer, the main contractor and the Local Planning Authority.

**9.0 CONCLUSION**

- 9.1 It is acknowledged that the details within this CLP could change once the contractor is appointed to and an updated plan will be sent to the Council prior to commencement and will be regularly reviewed as detailed above.
- 9.2 It is hoped that the measures outlined in this plan will satisfy the Local Planning Authority and the Local Highway Authority that the applicants' intention is to minimise the impact and inconvenience to the local residents and highway users.

- End of Report -

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**APPENDIX A**

Site Location Map & Aerial Photo



SITE  
LOCATION

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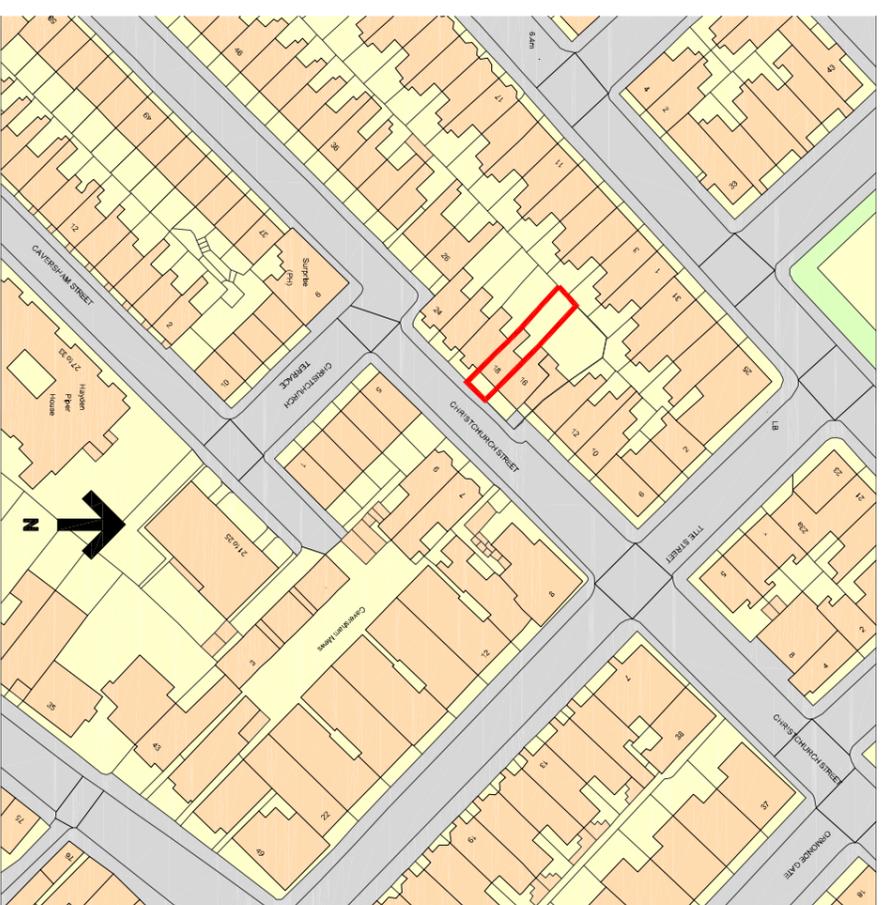
**APPENDIX B**

Architect’s Scheme Drawings

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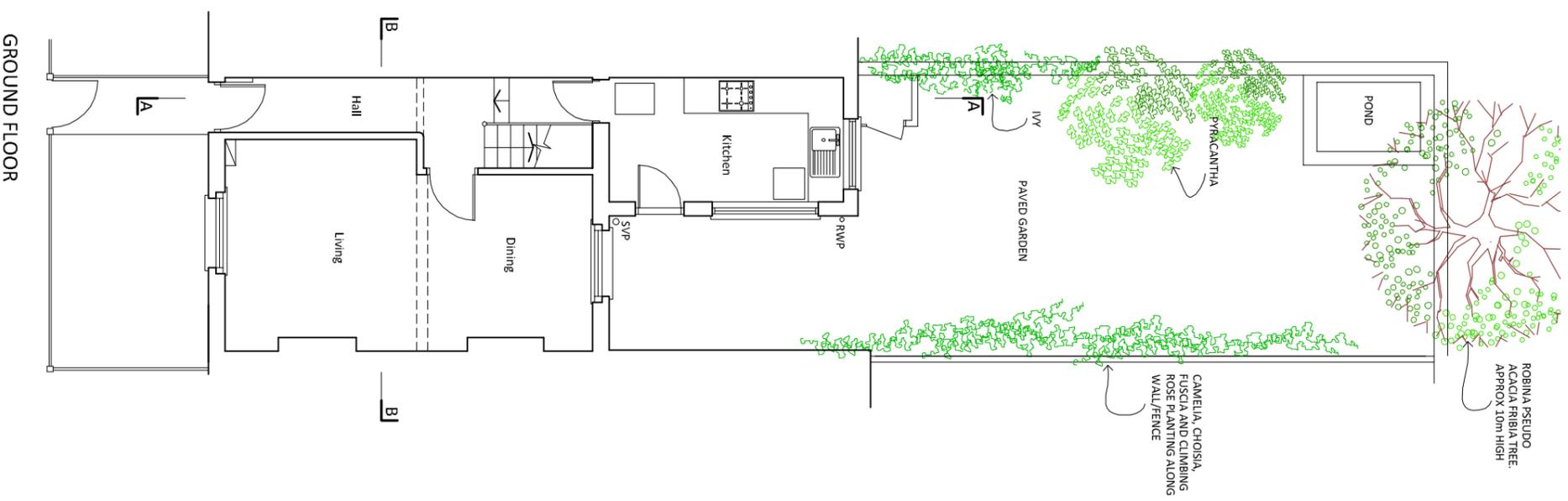
**NOTES**

GENERALLY  
DON'T SCALE FROM THIS DRAWING. USE FIGURED  
DIMENSIONS ONLY.  
ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO  
COMMENCEMENT OF WORK.

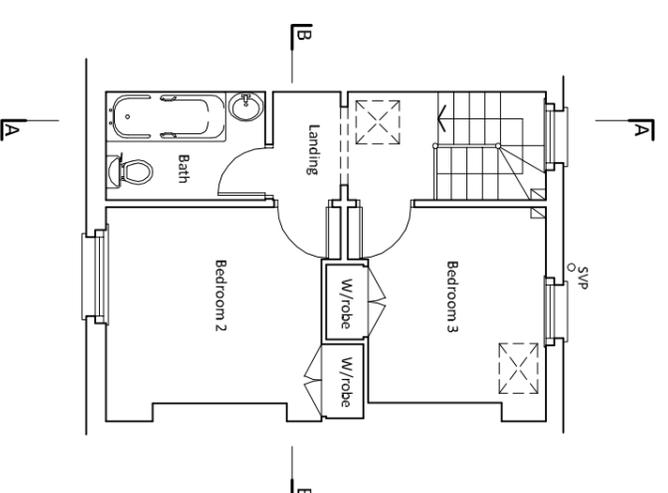
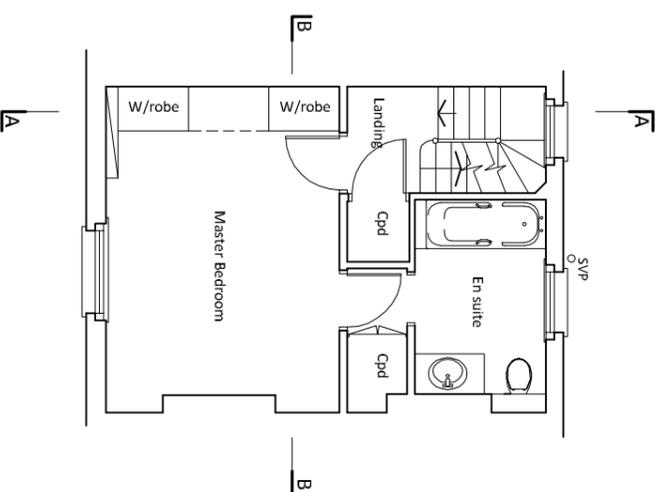


**SITE LOCATION PLAN scale 1:1250 AT A3**

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**GROUND FLOOR**



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SW3 4AR

1046

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EXISTING FLOOR PLANS

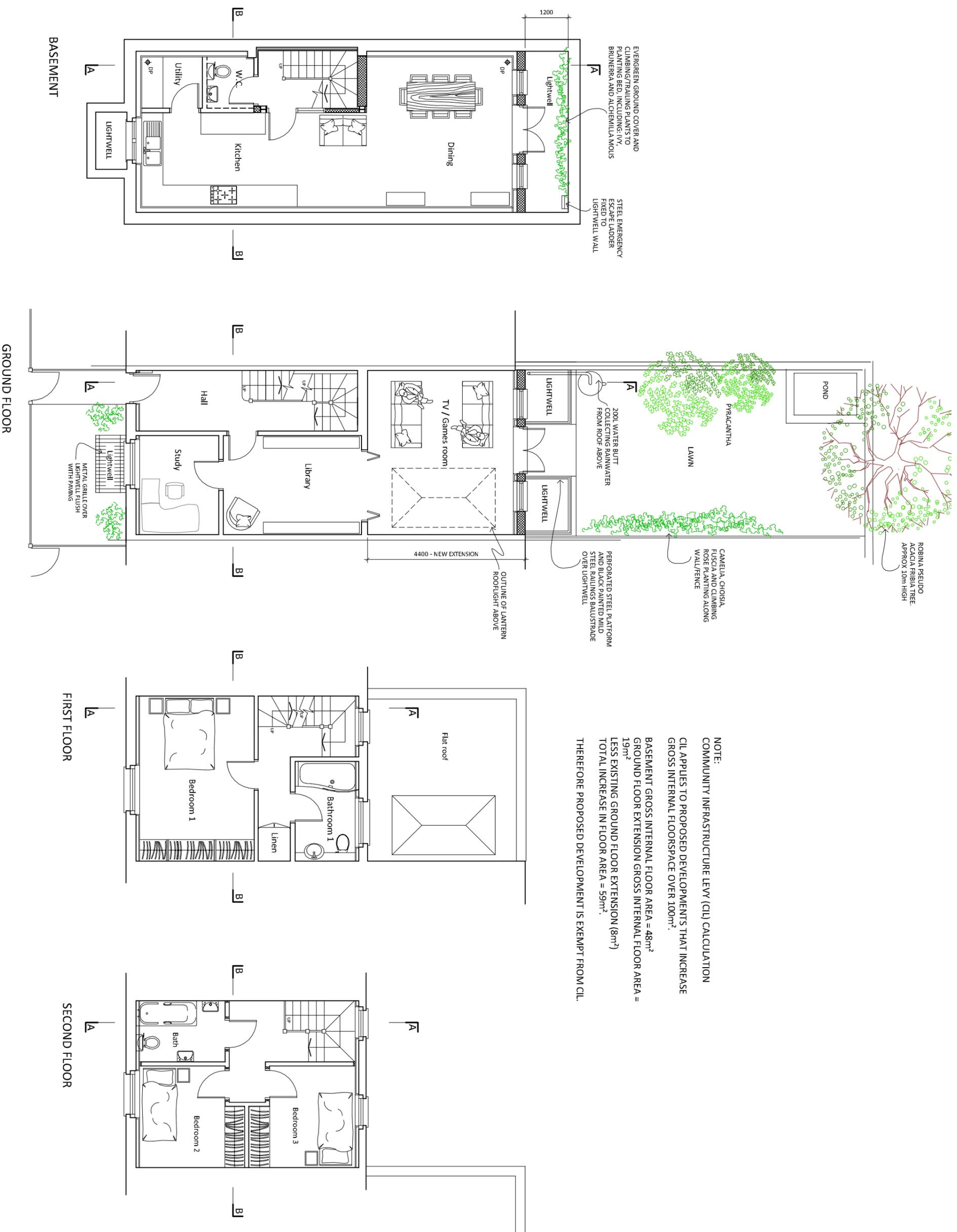
Scale 1:50 AT A1 1:100 AT A3  
Date SEPTEMBER 2014

Drawn MJ

**NOTES**

GENERALLY DO NOT SCALE FROM THIS DRAWING. USE FIGURED DIMENSIONS ONLY.  
ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORK.

**NOTE:**  
COMMUNITY INFRASTRUCTURE LEVY (CIL) CALCULATION  
CIL APPLIES TO PROPOSED DEVELOPMENTS THAT INCREASE GROSS INTERNAL FLOORSPACE OVER 100m<sup>2</sup>.  
BASEMENT GROSS INTERNAL FLOOR AREA = 48m<sup>2</sup>  
GROUND FLOOR EXTENSION GROSS INTERNAL FLOOR AREA = 19m<sup>2</sup>  
LESS EXISTING GROUND FLOOR EXTENSION (8m<sup>2</sup>)  
TOTAL INCREASE IN FLOOR AREA = 59m<sup>2</sup>.  
THEREFORE PROPOSED DEVELOPMENT IS EXEMPT FROM CIL.



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04

**PROPOSED FLOOR PLANS**

Scale: 1:50 AT A1, 1:100 AT A3  
Date: OCTOBER 2014  
Drawn: NJ