

Development name:	Lodge Grove Development
Landowner:	Sander and Sons
Site address:	2 St. John's Wood Road
Site postcode:	NW8

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

CLP Produced by:

Name	Signature	Date
CLP Accreditation date:		

CLP reviewed by:

Name	Signature	Date
CLP Accreditation date:		

1 INTRODUCTION

ABC has been appointed by Sander and Sons to provide construction logistics advice for the redevelopment of 'Lodge Grove' in the City of Westminster. Sander and Sons will maintain overall responsibility for the CLP throughout planning, design and construction. ABC has prepared this Outline CLP for planning permission and will form the basis for subsequent detailed CLP documents to be developed upon appointment of a contractor.

1.1 CLP OBJECTIVES

The overall objectives of this Outline CLP are to:

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

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.

1.2 SITE CONTEXT

The Lodge Grove site is located wholly within the administrative boundary of the City of Westminster on the western edge of Regents Park. The site includes part of St John's Wood Road (Red Route) to the north of the site, Lodge Road to the south and part of Park Road to the east. Along the western half of the site, there are a number of underground railway lines including the great western mainline from Paddington Station, the Metropolitan line, the Jubilee line and construction and operation of Crossrail. The site location is presented in Figure 1.

1.3 DEVELOPMENT PROPOSAL

The main development proposals include the demolition of all existing structures except for three listed facades. The development of a new 18 story building accommodating residential and retail uses. The existing basement will be expanded and reconfigured to provide retail, leisure, parking, servicing, plant and associated infrastructure. The basement will be accessed via a ramp from Lodge Road.

The development will provide 152 residential (C3) units and the following floor areas:

- 72,281m² C3 residential;
- 5,027m² A1/A3 Retail;
- 6,412m² plant, loading facilities and other ancillary infrastructure; and 500 parking spaces.

1.4 CLP STRUCTURE

The CLP is divided into the following chapters:

1 Introduction	2
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3 Construction programme and methodology	12
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The CLP contains the following figures, largely consisting of site plans:

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2 CONTEXT, CONSIDERATIONS AND CHALLENGES

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

2.1 POLICY CONTEXT

This section of the CLP references policies we have considered in the preparation of the document.

2.1.1. NATIONAL POLICY

The Traffic Management Act (2004)

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

Designing for Deliveries, Freight Transport Association (2006)

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.

2.1.2. REGIONAL POLICY

Delivering a Road Freight Legacy (2013)

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

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

The London Plan (2011)

Addressing the key trends and challenges that London will face, this Mayor's document pays particular attention to encouraging sustainable modes of travel. Policy 6.3 states that CLPs should be secured in line with the London Freight Plan and should be co-ordinated with Travel Plans. In addition, Policy 6.14 stresses the need to promote movement of freight by rail and waterway. Development proposals promoting the uptake of the Fleet Operators Recognition Scheme (FORS), CLPs and Delivery and Servicing Plans (DSP) to consolidate freight will be encouraged.

The Mayor's Transport Strategy (2010)

Freight and servicing is frequently mentioned throughout this document which contains a strategy considering all methods of freight delivery including road, rail, pipeline, water, bicycles and air. The document especially highlights the importance of the London Freight Plan, DSPs, CLPs and FORS to encourage improved efficiency and provide a framework for incentivisation and regulation.

In particular, Proposal 99 states that “the Mayor, through Transport for London (TfL) and working with the London Boroughs, road freight operators and other stakeholders, will:

Aim for 50% of HGVs and vans serving London to be members of FORS by 2016;

- Encourage, and where appropriate specify, improved freight movement efficiency through, for example, greater consolidation, more off-peak freight movement and greater use of water and rail-based transport;
- Support freight industry land requirements for locally focussed consolidation and/or break-bulk facilities and access to waterways and railways”.

Proposal 117 acknowledges the incorporation of DSPs, CLPs and the FORS; “the Mayor, through TfL, and working with the London boroughs, and other stakeholders in the public and private sectors, will improve the efficiency and effectiveness of freight operations through the promotion of ‘delivery and servicing plans’, ‘construction logistics plans’, the Fleet Operator Recognition Scheme and other efficiency measures, across London”.

The London Freight Plan (2007)

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

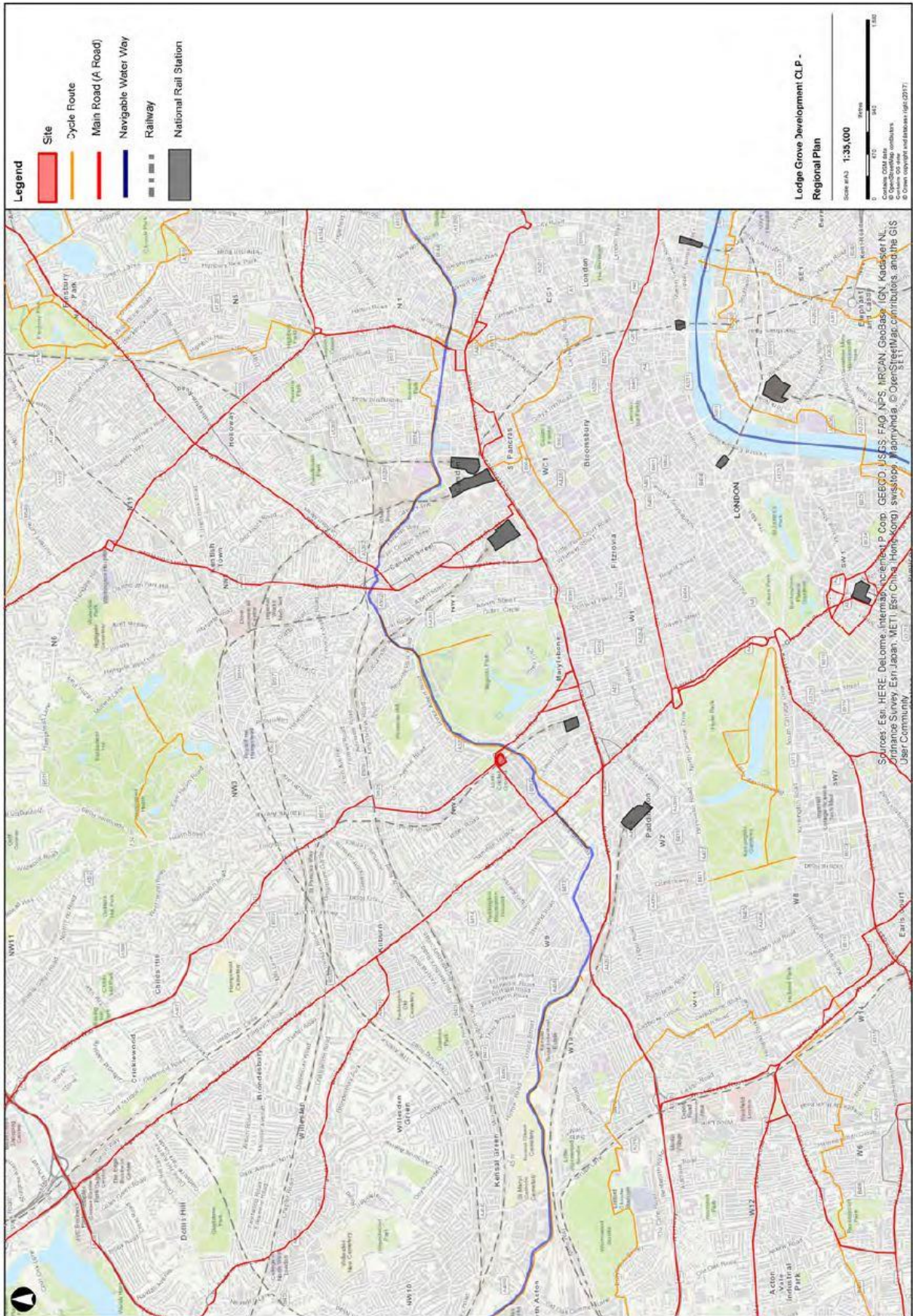
Fleet Operator Recognition Scheme (FORS)

FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally-friendly. It’s relevance to the CLP is via its mention in the Mayor’s Transport Strategy and requirements will be relayed to all operators engaged during the development.

2.2 CONTEXT MAPS

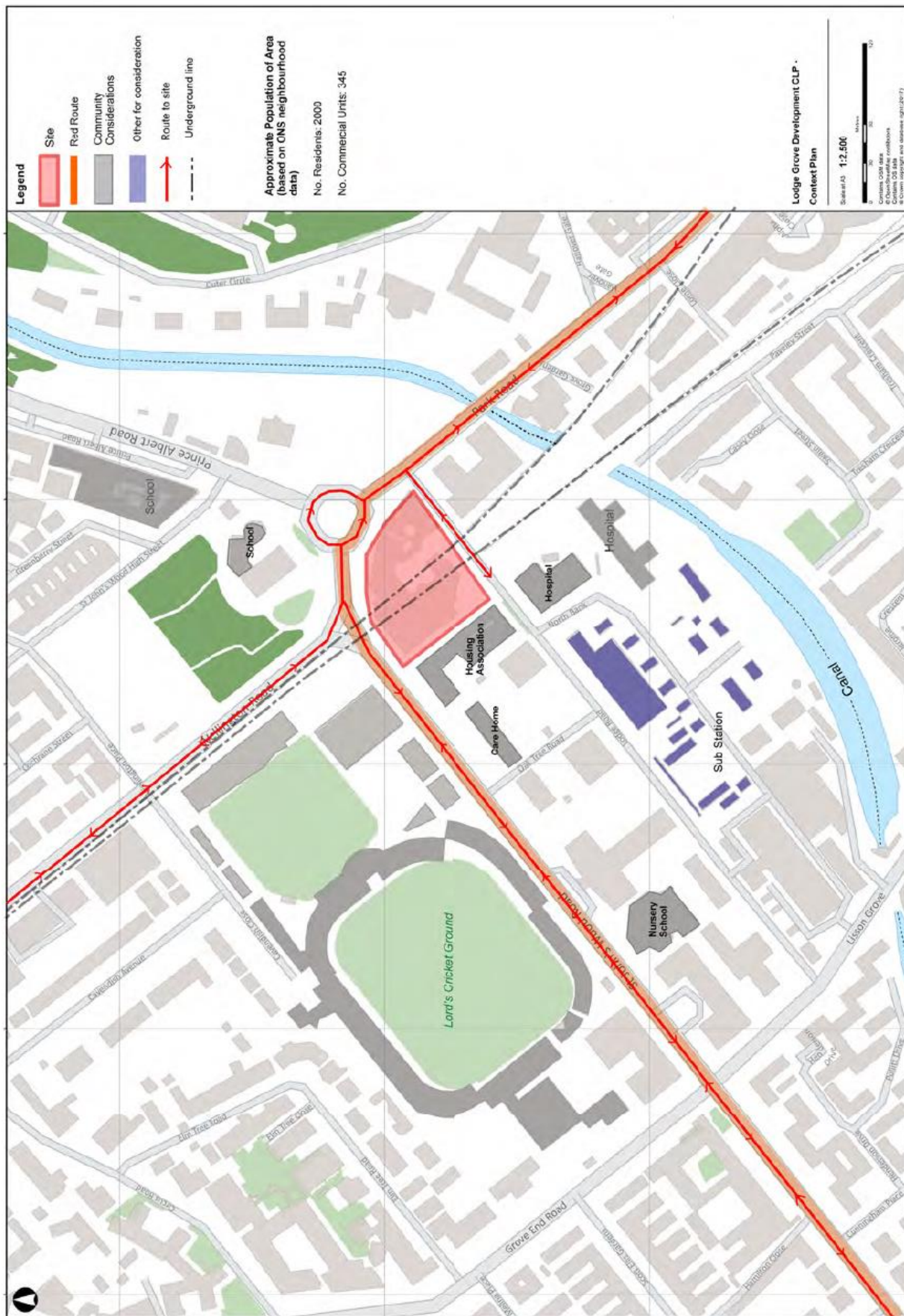
The following maps show the area around the development site. Figure 1 shows a regional plan with the location of the site in the context of greater London and the road network. Figure 2 shows the location of the site in relation to the surrounding local area. Figure 3 shows the site boundary plan showing the extent of footways, other buildings, cycle lanes and road markings.

FIGURE 1: REGIONAL PLAN 1:35,000



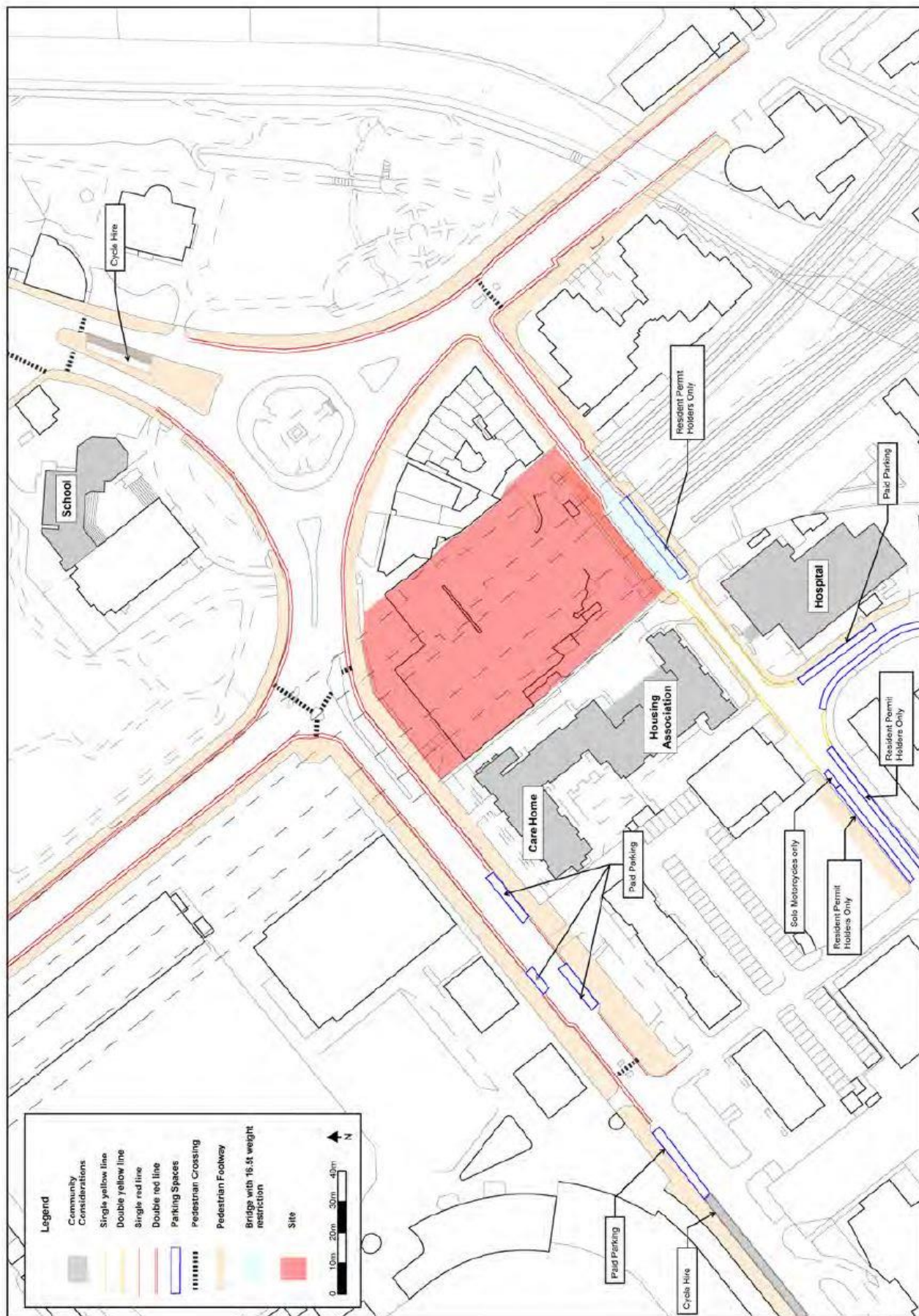
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FIGURE 2: LOCAL CONTEXT PLAN 1:2,500



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FIGURE 3: SITE BOUNDARY PLAN



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2.3 LOCAL ACCESS INCLUDING HIGHWAY, PUBLIC TRANSPORT, CYCLING AND WALKING

2.3.1. HIGHWAYS, CARRIAGEWAYS AND FOOTWAYS

The Lodge Grove site is situated on a junction roundabout connecting the A5205 St. John's Wood Road with the A41 Park Road. These are red routes (shown in Figure 4) and present issues for site access. Lodge Road and Oak Tree Road also border the site as two way traffic single line roads. There are a number of smaller mews roads that could be used for vehicular access.

To construct the proposed development some parking bay and footpath suspensions will be required. These will be pre-arranged with TfL, the highways authority, and the local police.

Currently it is envisaged that the following Traffic Regulation Orders will be required during demolition phase:

- Partial reduction of footpath width along St. John's Wood Road and Wellington Road
- Footpath closure along Lodge Road
- Parking bay suspension of 3 bays on Lodge Road

With the following required during the main body of construction:

- Partial reduction of footpath width along St. John's Wood Road, Wellington Road and Lodge Road
- Footpath closure along Lodge Road
- Parking bay suspension of 3 bays on Lodge Road
- A road closure, timing and location to be confirmed, to allow for a tower crane to be assembled and dismantled.

At all times access to neighbouring properties will be maintained

2.3.2. RAILWAY/UNDERGROUND

Works are above and adjacent to running lines for Marylebone station, and Metropolitan and Jubilee Underground services from Baker Street. Therefore, a robust communication strategy will be developed to ensure construction works entail no change to the safe and efficient running of these lines. Regular meetings with both Network Rail and TfL asset managers will occur to ensure compliance, guaranteed safety, and an understanding of tasks within the construction programme. These meetings will also provide opportunity for the correct sign off to be achieved for specific Work Package Plans.

During the Site Setup and Demolition, Basement Excavation and Piling and Sub-structure phases there will be a risk of vibration. Remote monitoring will be permanently fixed at strategic positions to detect any undue movement caused by the works. Measures will be taken to support the railway infrastructure. The option of working during the night will also be explored.

2.3.3. BUS ROUTES

Nearby bus routes include the 13, 82, 113 and 274 on Park Road connecting the site with central London and the northern suburbs. Routes 139 and 189 also run to the south of the site. If bus routes are to be disrupted during the construction programme, TfL will be consulted to ensure minimal disruption to the bus service.

2.3.4. CYCLE

There are no cycle lanes on roads adjacent to the site, however, the area is popular with cyclists and therefore cycle safety will be maintained. We note that there are also a number of Santander Cycle Hire stops nearby.

2.4 CONSIDERATIONS AND CHALLENGES

The Lodge Grove development is in central London and is presented with a number of issues and challenges. These have been fully considered below. Planned measures to mitigate any potential conflicts or challenges are discussed in Section 5.

2.4.1. LOCAL POLICY

Westminster Code of Construction Practice (WCoCP)

The Code contains a guide to good practice for contractors carrying out demolition and construction works within Westminster City Council's administrative boundary. This will be followed at all times during construction.

2.4.2. SCHOOL

There is a primary school situated to the north-east of the site on Prince Albert Road. While the school is not in the immediate vicinity, it is likely pupils will be using adjacent footpaths to walk to nearby tube stations and transport links. The Community Engagement Officer will regularly contact the school to share information in order to maximise child and pedestrian safety.

2.4.3. ELDERLY CARE HOME

Adjacent to the Lodge Grove development is an elderly care home. The residents of this building may be particularly sensitive to noise and vibration. It is assumed residents will also be more vulnerable when travelling through the surrounding area. The Community Engagement Officer will share information about the construction programme and any effects on the surrounding with the home's residents and collate any issues or concerns. This liaison will ensure the highest level of safety is maintained and full transparency achieved around potential noise and vibration.

2.4.4. SPORTS GROUND

The Lord's Cricket Ground and Marylebone Cricket Club are directly opposite to the Lodge Grove development on St. John's Wood Road. During the summer months events take place during the week and at the weekend causing crowds of people and potential temporary event overlays on the public realm. A timetable of upcoming events will be incorporated into the programme and overseen by the Community Engagement Officer to ensure there is minimal disruption and optimal safety in the area at these times.

2.4.5. HOSPITAL

The Wellington Hospital is situated directly south of the site on Lodge Road. This is a private hospital without A&E facilities, however, access shall be maintained at all times. Collaboration between the hospital and site will be important to ensure minimal disruption is caused to sensitive patients and visitors. An appointed Community Liaison Officer will have a

special role in communicating with the hospital to ensure there is effective collaboration throughout the development.

2.4.6. SUB-STATION

There is a sub-station to the south-west of the site on Lodge Road. Numerous high-voltage cables present a hazardous environment that will be approached with maximum care. Transport strategies and site vibration will take into account to not disrupt this site.

2.4.7. NEIGHBOURING CONSTRUCTION SITES

Dora House, adjacent to the Lodge Grove development, is due for development in 2026. When the works schedule is known, trip generation analysis will be cross-referenced to ensure precautions are taken to lower any compounding peak vehicle movements. The same procedure will be performed for any other construction sites in the St. John's Wood area. In addition to vehicle analysis, an appointed contractor will be encouraged to collaborate on shared services such as marshalling areas, vehicle holding areas and stakeholder engagement.

2.4.8. PUBLIC RELATIONS

A Community Liaison Officer will be appointed to mitigate and resolve any issues and 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 difficulties encountered during construction will be reported/recorded in a full log and resolved through the use of a 24 hour-manned telephone line. A weekly newsletter and bi-monthly community gatherings will deal with issues such as late night works, site boundaries and hoardings, construction vehicle congestion and general community disruption.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

The programme of construction for Lodge Grove has been developed with input from J. Grant Construction contractors. Construction is expected to last for three years and is scheduled to begin in April 2025. The building will be completed and ready for occupancy in August 2028. Figure 6 and Table 1 provide a high-level breakdown of the program by the key construction stages.

FIGURE 4: CONSTRUCTION PROGRAMME

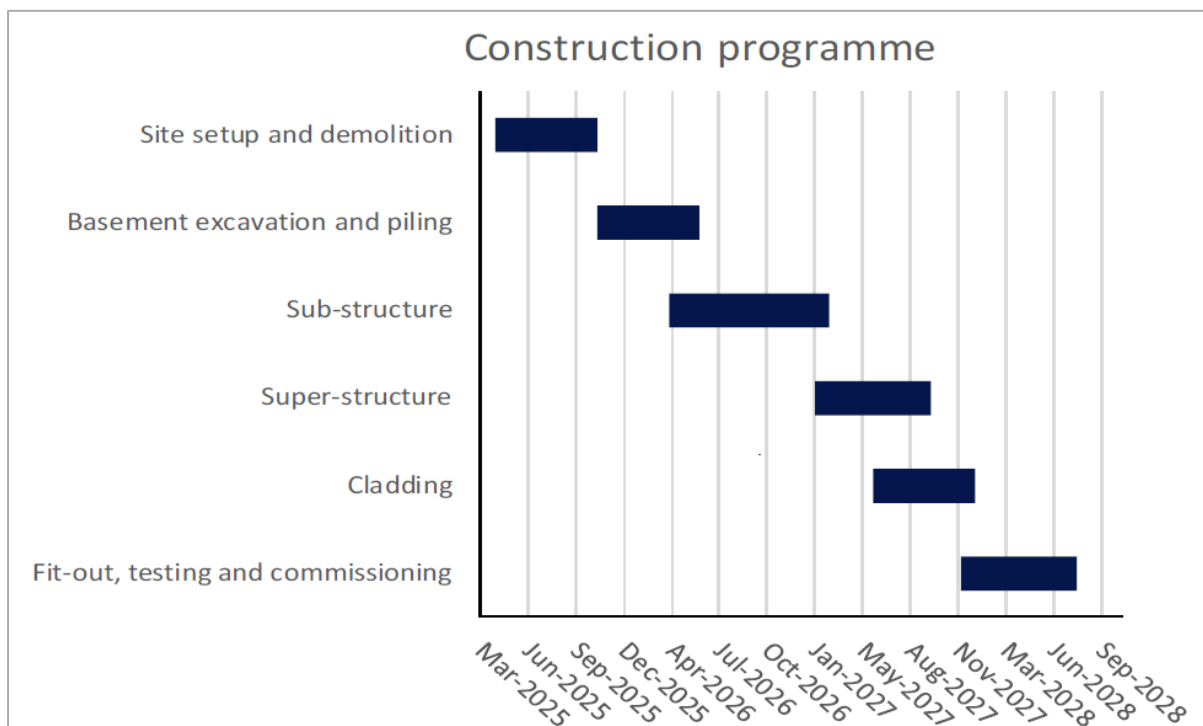


TABLE 1 CONSTRUCTION PROGRAMME

Construction stage	Start	End
Site setup and demolition	Apr-2025	Nov-2025
Basement excavation and piling	Nov-2025	Jun-2026
Sub-structure	Apr-2026	Mar-2027
Super-structure	Feb-2027	Oct-2027
Cladding	Jun-2027	Jan-2028
Fit-out, testing and commissioning	Dec-2027	Aug-2028

3.1.1. SITE SETUP AND DEMOLITION

The existing 15 storey hotel building and 4 other buildings will require demolition. Demolition will be undertaken using mechanical plant and craneage. During a 10 week process licensed waste carriers will deliver and collect waste skips. Following completion of soft internal strip, the structure will be demolished and crushed to be reused in the piling phase reducing the number of vehicles accessing the site. Any additional waste will be loaded into tipper lorries and removed from site.

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3.1.2. BASEMENT EXCAVATION AND PILING

The existing basement, secant and sheet piles will be reused during the construction of Forrest Grove. A number of additional pilings will need to be installed to support the existing pile walls and *This is a fictitious example of an outline CLP and is not representative of the scale of development at this site nor an intention to develop the site.

to provide structural support for the new building. This will require the delivery of late pieces of equipment by low loader.

The number of vehicles arriving to the site will be minimised as the re use of the existing basement will allow construction to proceed with no new excavation required and the pile mat will already be in place from the demolition contractor having reused the materials from the demolition process.

3.1.3. SUB-STRUCTURE

A crane will be installed at the beginning of this phase which will require a temporary weekend road closure of Lodge Road. Access to the hospital will be maintained throughout, but the road will be closed for all non-emergency traffic. The basement slab and core will be formed of concrete and cement lorries will be the primary vehicle accessing the site during this stage of construction. Lorries will be off loaded from a loading area within the site. A banksman will control the movement of vehicles, pedestrians and cyclists when lorries are accessing and egressing the site.

3.1.4. SUPER-STRUCTURE

The frame will be built using steel girders tied into the concrete core and the flooring panels will be pre cast concrete. The girders will be brought by lorry to the site and loaded from the loading area in the site. The flooring panels will also be brought to site by lorry. Using large, remanufactured components, the number of vehicles accessing the site will be reduced significantly.

3.1.5. CLADDING

The yet to be appointed façade contractor, will be directed to design the façade so that it does not require external access to all elevations. The strategy will be to have a minimum reliance on the crane to enable the crane to be servicing the construction of the steel and concrete frame. The only crane dependent activity will be to lift large materials to the floors via cantilevered platforms. As such, the cladding and glazing will be delivered in consolidated loads and loaded into the building en-mass. This will also allow deliveries will be made out of hours as there will be no immediate demand for the supplies.

3.1.6. FIT-OUT, TESTING AND COMMISSIONING

Typical procurement routes using off the shelf materials and construction in situ will not suit the delivery programme of this project. Components with a precise fit and finish will be manufactured off site to ensure the quality and programme sequencing objectives are achieved. This will reduce the number of small vehicle and ad-hoc deliveries required. Bathrooms, balconies and railing and mechanical, electrical and plumbing equipment are all expected to be manufactured and assembled offsite and brought to the site to be installed as a complete unit.

4 VEHICLE ROUTING AND ACCESS

The following maps show the area around the development site. Figure 5 shows a regional plan with the vehicle routes through London highlighted. These routes follow the Transport for London Road Network until the final approach to the site where local roads are used for access. Figure 6 shows vehicle routes to the site, taking into account local area constraints, locations with large numbers of vulnerable road users and locations for vehicle holding areas along Lodge Road. Figure 7 shows the site boundary plan including the extent of footways, other buildings, cycle lanes and road markings. Vehicle tracking into and out of the site has also been included to show the safe manoeuvring of vehicles into and out of the site.

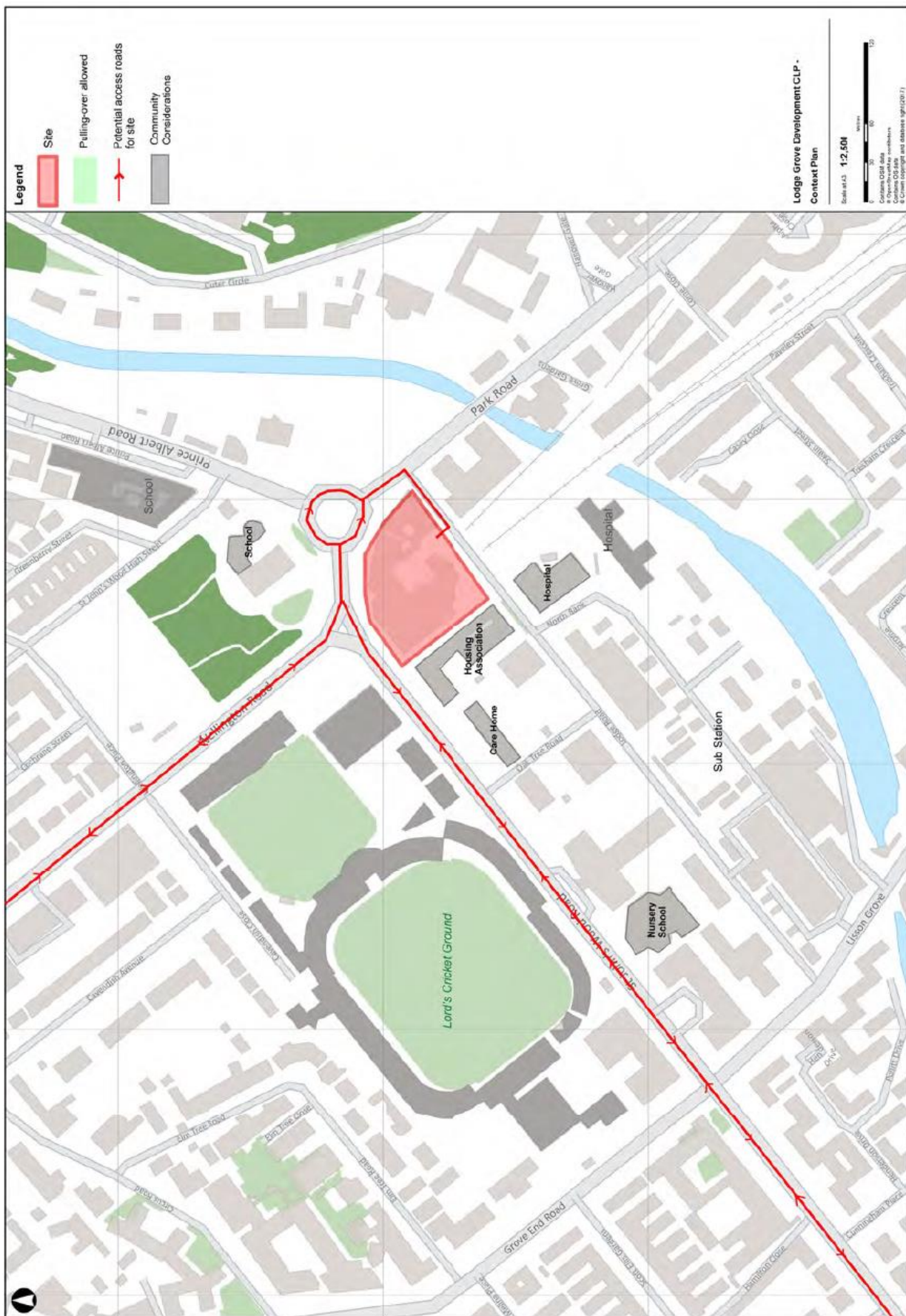
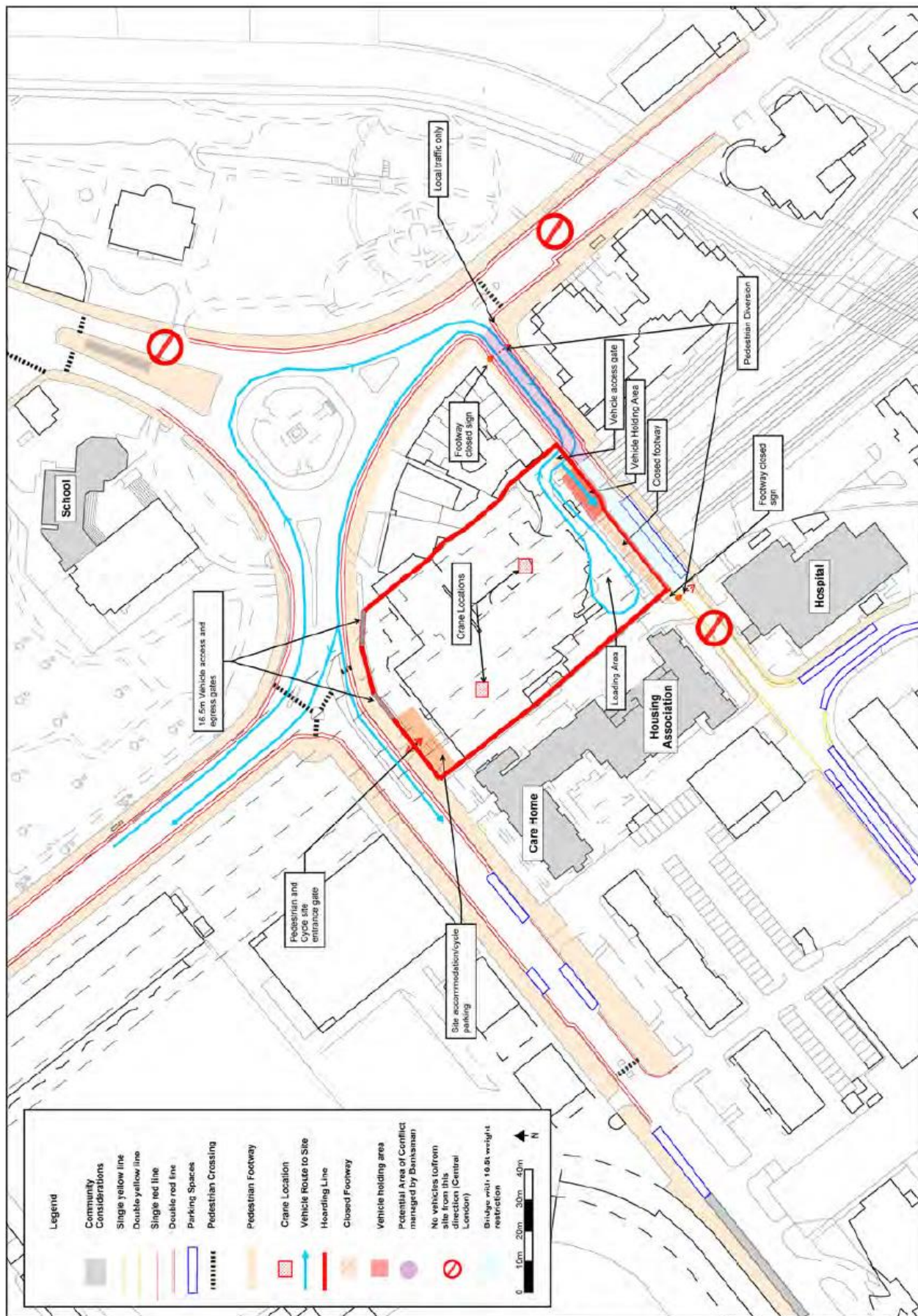


FIGURE 6: LOCAL VEHICLE ROUTE

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FIGURE 7: SITE BOUNDARY PLAN



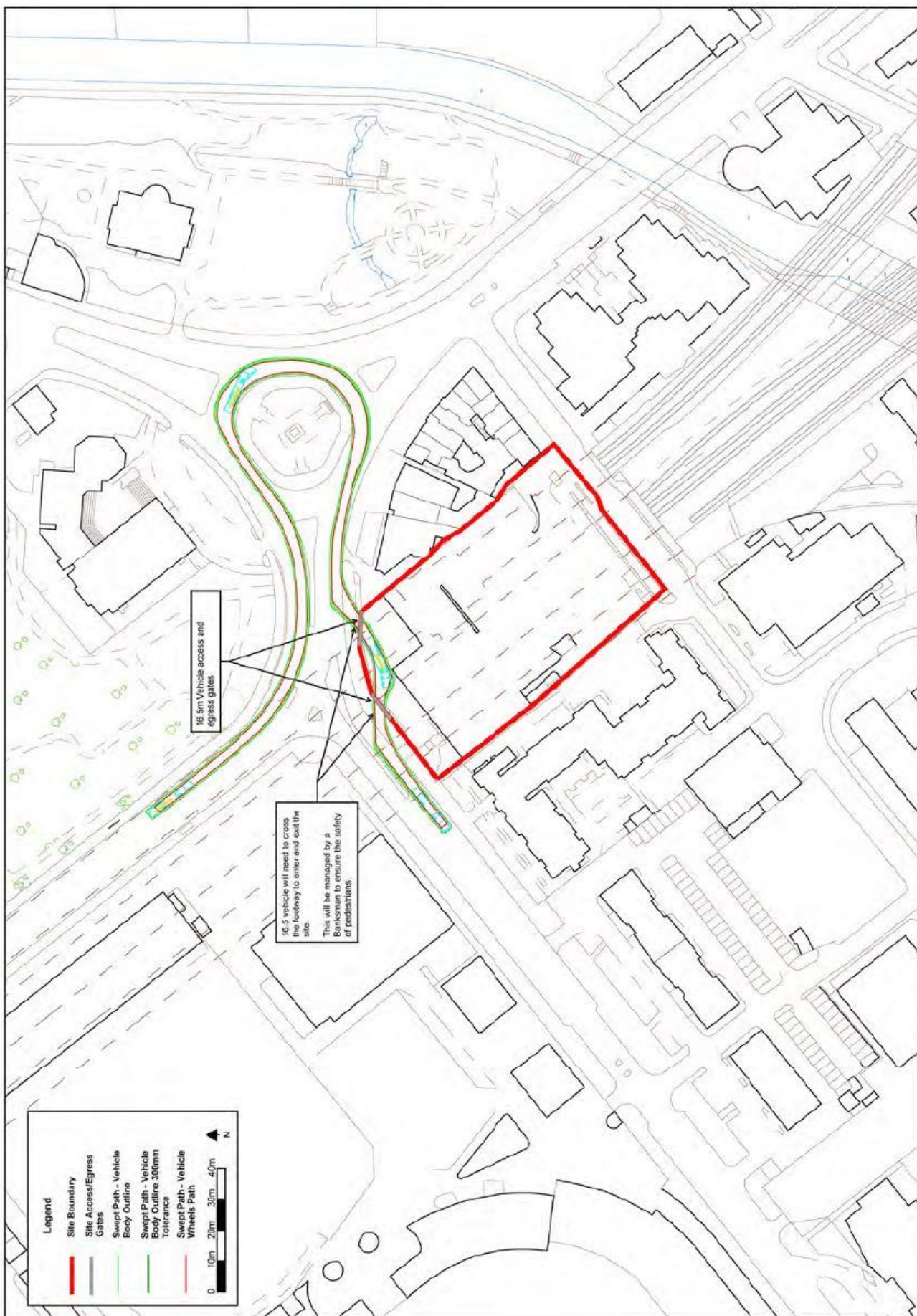
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FIGURE 8: 10M RIGID VEHICLE SWEEP PATHS



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FIGURE 9: 16.5M ARTICULATED VEHICLE SWEEP PATHS



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5 STRATEGIES TO REDUCE IMPACTS

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.

High Site Planned Measures Checklist	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 freight			
Freight by water		X	
Freight by rail		X	
Material procurement measures			
DfMA and offsite manufacture		X	
Re-use of material on site	X		
Smart procurement	X		
Other measures			
Collaboration amongst other sites in the area	X		
Implement a staff travel plan	X		
Preventing HGV movements during school drop off and pick up	X		

5.1.1. MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES

Safety and environmental standards and programmes

We are committed to ensuring all contractor and sub-contractor vehicles arriving at site comply with sufficient safety measures and requirements relating to Work Related Road Risk.

It is a requirement for all vehicles and driver management practices to comply with the FORS and Construction Logistics and Community Safety (CLOCS). FORS Bronze, with progression to Silver within 90 days, will need to be confirmed by all sub-contracted transport/haulage providers that the Contractor intends to use. An up-to-date list of trained companies and drivers is available at www.fors-online.org.uk.

A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. The 'FORS Manager' reporting tool will be used; www.fors-online.org.uk

Adherence to designated routes

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 Transport for London Road Network and Strategic Road Network are specified. Designated routes from both the holding area and potential Construction Consolidation Centre (CCC) are also supplied. These access routes have been reviewed with respect to potential impacts, conflicts and hazards. Junctions and parts of the routes of particular potential concern have been identified in terms of coming into conflict with other road users, with particular attention paid to pedestrians and cyclists around access to work sites.

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 supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

Delivery scheduling

A web-based delivery management system will be used to control the volume of deliveries to site. This system will work by defining the number of 'resources' a site has and thus can service in 30 minute intervals. It then limits the number of delivery bookings per half-hour to this defined capacity.

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

KPIs will be proposed to indicate that; zero unplanned vehicles, zero non-compliant vehicles and zero instances of project-related vehicles involved in a collision, arrive at site.

Re-timing for out of peak deliveries

Re-timing out of peak time will aid the operational efficiency of the construction site and also the neighbouring area. The developer commits to attempting to re-time as many deliveries as possible out of the morning peak (07.00-11.00).

Re-timing for out of hours deliveries

The developer will seek planning permission for out of hour's deliveries and commit to deliveries in these times where possible.

Use of holding and vehicle call off areas

The site has a limited storage area and the congested nature of the site location, it is intended that a holding point local to the site will be allocated. This will allow vehicles to arrive early and delay their final approach to site until the pre-arranged delivery time. This will lead to greater logistical efficiency and reduced disturbance in the surrounding area.

Use of logistics and consolidation centres

An efficient and effective logistical operation is of high importance to Sander and Sons and therefore we will strongly encourage the use of a consolidation service. The final decision will be made when a contractor is appointed.

If procured the intention is that the service be available to all sub-contractors and utilised to provide storage space ahead of onward delivery to the site in accordance with the scheduled or revised delivery programme. The use of a CCC will ensure all vehicles arriving at site can achieve an aim of 65% full loads or greater. The advantages of using such a service will be reduced on-site storage requirements, reduced quantity of vehicle movements with mixed load delivery to the project and a smoothing of peak demand for off-load bays and hoist/lift facilities to the project. A CCC will also allow deliveries to be 'just-in-time' and therefore reduce the likelihood of damage to materials.

5.1.2. MEASURES TO ENCOURAGE SUSTAINABLE FREIGHT

Freight by Water

Regent's Canal lies directly to the south of the site location. The option of transporting material by water on this route is a possibility. Preliminary discussions with The Canal & River Trust indicate that they would support this initiative. Regent's Canal as a material transport network will be explored upon appointment of a contractor.

Freight by Rail

Initial discussion on the possibility of using the underlying rail line as a freight network has been considered and found to be too difficult as it will disrupt the Jubilee Line to a great extent and there are no sidings nearby at which to unload

5.1.3. MATERIAL PROCUREMENT MEASURES

Design for Manufacture and Assembly and off-site manufacture

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

A number of measures will be explored to re-use material on site. These will be decided upon in agreement with our contractor. For instance, the piles are proposed to be formed of deconstructed site material from the previous development where possible. The welfare facilities will be recycled from a completed site. These are proposed in order to recycle material to decrease environmental impacts and also to reduce the number of vehicles required to deliver to site.

Smart procurement

Sander and Sons will explore suppliers in the procurement stage that use water or rail freight (but road for last mile), as well as sourcing local suppliers to contribute to the local economy. We will also explore opportunities to source materials from the same supplier(s) as other developers with sites underway (such as Dora House) in close proximity to this site.

5.1.4. OTHER MEASURES

Collaboration amongst other sites in the area

The developer and appointed contractor will consult with the City of Westminster, TfL, and other contractor/developers in the area to minimise disruption and undertake joint trip

generation analysis. We are aware that the neighbouring Dora House complex will soon be re-developed and are keen to pursue the possibility of collaborating on holding areas and shared services when their works schedule is known.

Implement a staff travel plan

There will be no on-site parking provided for construction worker's vehicles. Restrictions will also be imposed to prevent on-street parking. As there are excellent transport links nearby, travel by public transport will be strongly encouraged.

Preventing HGV movements during school drop off and pickup

As shown in Section 2.4, a nearby school deserves extra attention and care to increase safety and reduce unnecessary risk. HGV deliveries will be scheduled, where possible, outside of school drop off and pickup times.

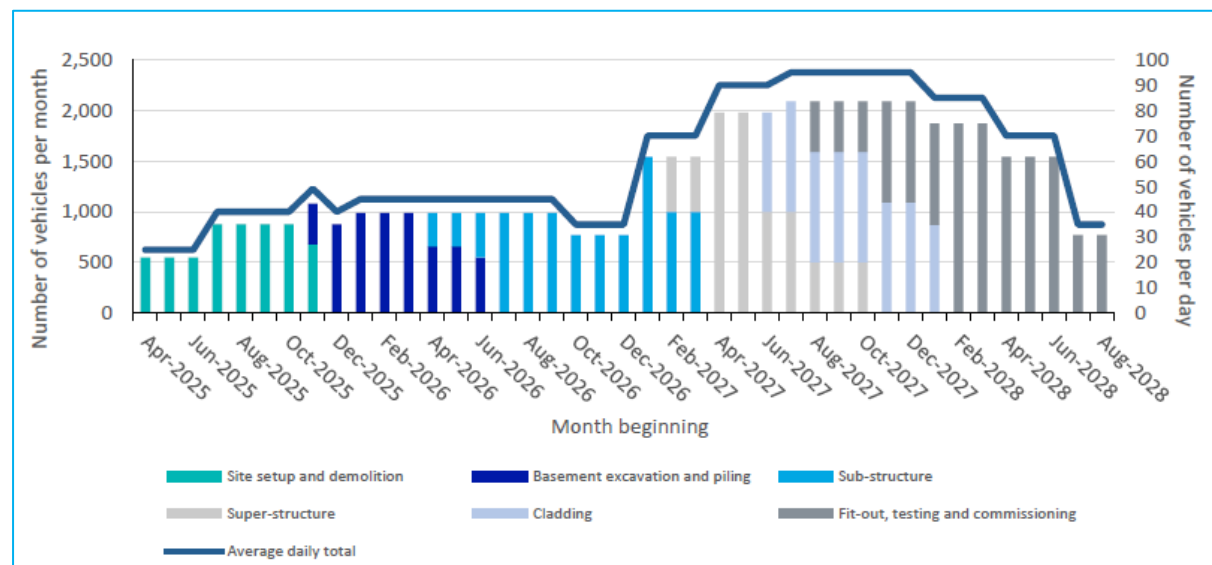
6 ESTIMATED VEHICLE MOVEMENTS

The number of vehicles accessing the site has been estimated according for each of the 6 stages of construction. Our construction expertise has been applied to the proposed programme and construction methodology tool to develop the estimates below. The estimated number of trips are summarised in Table 2 and Figure 10.

TABLE 2: ESTIMATED CONSTRUCTION VEHICLES - MONTHLY AND DAILY

Construction Stage	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q2 2025 - Q4 2025	880	40
Basement excavation and piling	Q4 2025 - Q2 2026	990	45
Sub-structure	Q2 2026 - Q1 2027	1,540	70
Super-structure	Q1 2027 - Q4 2027	1,980	90
Cladding	Q2 2027 - Q1 2028	1,090	50
Fit-out, testing and commissioning	Q4 2027 - Q3 2028	1,870	85
Peak period of construction	Q3 2027 - Q4 2027	2,090	95

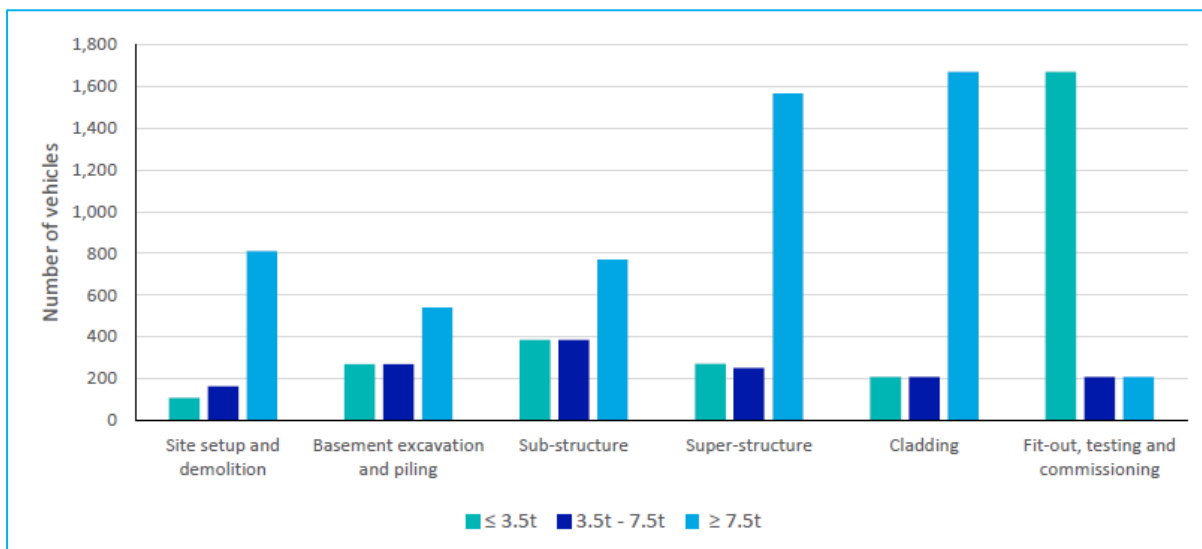
FIGURE 10: ESTIMATED CONSTRUCTION VEHICLES - MONTHLY AND DAILY



During the peak months of construction, approximately 2,000 construction vehicles will access the site. This equates to 95 vehicles per day and 19 in the peak hour assuming 20% of vehicles arrive during the peak. As shown previously, there will be space for 4 vehicles on site at any one time. These vehicles are expected to spend approximately 10 minutes each which gives the site an overall capacity for 24 vehicles per hour, sufficient to accommodate the number of vehicles expected to arrive during the peak hour.

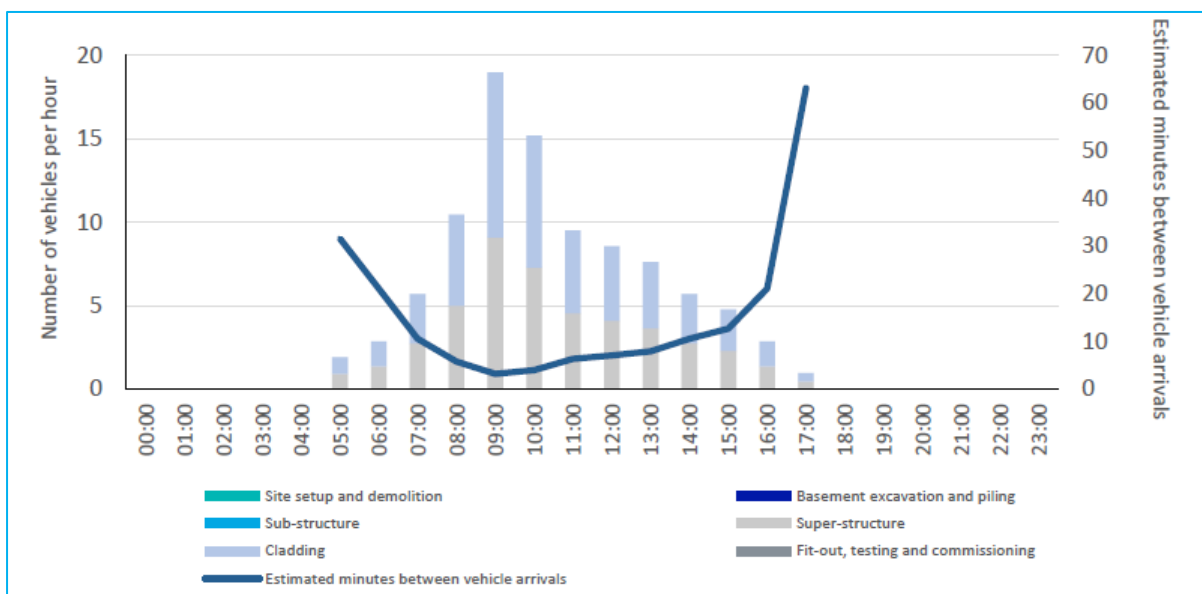
Vehicles arriving at site will be of a variety of sizes. The anticipated number and type of vehicles accessing the site during each stages of construction are shown in Figure 11 below.

FIGURE 11: NUMBER AND VEHICLE TYPE BY PHASE OF CONSTRUCTION



Where possible, peak times will be avoided for deliveries. Table 12 provides a summary of the average daily construction trips during each construction period. This estimate will be refined, once the contractor is appointed and the construction programme is finalised. The contractor will provide specific delivery schedule information when appointed.

FIGURE 12: HOURLY ARRIVAL PROFILE OF VEHICLES DURING PEAK



*This is a fictitious example of an outline CLP and is not representative of the scale of development at this site nor an intention to develop the site.

7 IMPLEMENTING, MONITORING AND UPDATING

This Outline CLP cannot include a detailed and defined description of how the CLP will be implemented, monitored and updated. However, the following strategy can be confirmed at this stage.

An appointed Construction Logistics Manager will be in charge of implementing the Detailed CLP on behalf on the Contractor. Their job description will include collecting data on:

- Number of vehicle movements to site; collected through a delivery booking-in system
- Total
- By vehicle type/size/age
- Time spent on site
- Consolidation centre utilization
- Delivery/collection accuracy compared to schedule
- Breaches and complaints
- Vehicle routing
- Unacceptable queuing
- Unacceptable parking
- Supplier FORS accreditation
- Low Emissions Zone (LEZ) compliance
- Safety
- Logistics-related accidents
- Record of associated fatalities and serious injuries
- Ways staff are travelling to site
- Vehicles and operations not meeting safety requirements
- Description of the contractor's handbook
- Description of the driver's handbook

The data collected will be reported back to Sander and Sons with full transparency to local government.