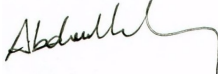


Construction Logistics Plan for 3 New Close Project

Document Control Sheet

REPORT NAME	REV	DATE	PREPARED BY	SIGNATURE	PREPARED FOR	CHECKED AND APPROVED BY
Construction Logistics Plan for 3 New Close Project	0	22.09.2025	Charlie Abdullah			

This report has been prepared by Liongate Construction on the specific instructions and requirements of our client. This report should not be relied on by any third party and is intended in accordance with the agreed scope of work.

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1. Introduction

This Construction Logistics Plan (CLP) provides project-specific management measures and outlines responsibilities for compliance with legislation.

This document intends to provide the necessary information to demonstrate that principal contractor is fully understood the requirements and conditions placed on them regarding the works at 3 New Close Colliers Wood SW19 2SX.

This Construction Logistics Plan (CLP) is submitted to fulfil the requirements of planning Condition 10 associated with planning application no of 22/P2863.

Prior to the commencement of the development hereby permitted, a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented prior to the first occupation of the development hereby permitted and shall be so maintained for the duration of the use, unless the prior written approval of the Local Planning Authority is first obtained to any variation.

Reason: To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies T4 and T7 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

1.1. CLP Objectives

The objectives of this CLP are to manage construction vehicle movements efficiently to minimize disruption to road users and pedestrians near the site while ensuring safe access for deliveries and waste removal. The plan aims to prevent congestion, safeguard public highway users, and mitigate any potential damage to surrounding infrastructure.

To achieve these objectives, the applicant will implement controlled site access with a traffic marshal, coordinate deliveries just in time between 9:30 am and 3:00 pm to avoid peak traffic, and establish a booking system to prevent waiting vehicles on public roads. Measures will be taken to protect cyclists and pedestrians, maintain security hoarding, and keep adjacent roads clean.

1.2. Site Context

The application site is a roughly square plot occupied by a two-storey semi-detached house dating from the 1950s (Plates 1–3). It is bounded by New Close on two sides and adjoins another two-storey dwelling along its eastern boundary. The house sits toward the southern end of the plot and is constructed of blockwork with a white render finish. Its pitched roof is clad in concrete tiles. Overall, the building is plain and of limited architectural merit.

The site benefits from a good PTAL rating of 2, lying approximately 150 m from bus stops on Phipps Bridge Road and the Phipps Bridge tram stop. It lies within a residential area containing properties of varied scales, designs, and ages.

1.3. Development Proposal

The proposal seeks to extend the existing property to the side, rear, and roof to create five self-contained units: two 3-bed/4-person flats, two 2-bed/3-person flats, and one 1-bed/1-person flat. The scheme includes associated refuse and cycle storage. The building would be finished in blockwork with a render coating, and the windows and doors would be aluminium.

1.4. CLP Structure

1. Introduction
2. Context, considerations and challenges
3. Construction programme and methodology
4. Vehicle routing and access
5. Estimated Vehicle movements
6. Strategies to reduce impacts
7. Implementing, Monitoring and Updating

The CLP contains the following figures,

Figure 1: Displays the regional plan, indicating the location of the site.

Figure 2: Shows the location of the site in relation to the surrounding local area.

Figure 3: Shows the site plan

Figure 4: Construction Programme

Figure 5: Vehicle routes on Regional Plan

Figure 6: Vehicle routes on Local Context Plan

Figure 7: Site Set-up Plan

Figure 8: SPA - Site Ingress for Delivery Vehicle

Figure 9: SPA – Site Egress for Delivery Vehicle

Figure 10: Details the estimated number of daily and monthly construction vehicles

Figure 11: Shows the number and sizes of construction vehicles that will be accessing the site per month during the peak of each phase.

Figure 12: Shows the number of vehicles per hour during the peak month.

Figure 13: Shows the number of vehicles in peak phase

1.5. Working Hours

Working hours agreed with the Council are;

- Monday – Friday 08:00 – 18:00.
- Saturday 08:00 – 13:00.
- Sundays and Bank Holidays the Site would be closed.

2. CONTEXT, CONSIDERATIONS AND CHALLENGES

This section describes the National and regional policies that cover the requirement and terms of reference for a CLP for a planning application, and 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 that have been considered in the preparation of the document.

Alongside development plan policies contained in the London Plan, the following guidance has been considered in the preparation of this CLP:

- Construction Logistics Plan Guidance (TfL, 2017);
- Construction Logistics & Community Safety (CLOCS) (TfL, 2013);
- Mayor's Transport Strategy (2018);
- London Plan (2021);
- Fleet Operator Recognition Scheme (FORS) (TfL, 2012).

2.1.1. National Policy

Traffic Management Act (2004)

The Act highlights the duty of local traffic authorities in managing road networks within their ownerships; and highlights the extent to which authorities in greater London should seek to avoid, eliminate, and reduce disruptions which have a negative impact on neighbouring authorities. Local Authorities in London are encouraged to plan and act on their management responsibilities in the interest of ensuring that traffic can move freely and smoothly along their own and neighbouring road networks, without overwhelming the network.

Highways Act

The Highways Act 1980 is an Act of the Parliament of the United Kingdom dealing with the management and operation of the road network in England and Wales. It is the Act which most of the activities pertaining to CLPs utilise. The Act includes provisions that apply to CLPs, such as:

- The requirement for developers to produce a CLP for any development that is likely to have a significant impact on the road network.
- The power of the Highways Agency to require developers to modify their CLPs if they are not considered to be adequate.

- The requirement for developers to consult with the Highways Agency and other relevant bodies when preparing their CLPs.

Transport for London Construction Logistics Plan Guidance (2017)

Transport for London's CLP guidance sets out the content requirement for delivery of Construction Logistics Plans prior to Construction with the aim of minimising the impact of construction logistics on the road network. Well planned construction logistics aims to reduce environmental impacts through lowered emissions; reduce road risk and improve safety for all road users; reduce congestion by reducing the number of vehicle trips and reduce costs by promoting implementation of more efficient working practices and reduced deliveries.

The Mayor's Transport strategy (2018)

The Mayor's transport strategy (MTS), published in 2018 sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years, placing greater emphasis on healthy streets, and good public transport, as well as new homes and jobs. The MTS seeks to work together with members of the Freight Forum to improve efficiency of freight and servicing trips on London's strategic network, by making better use of the rail network, and waterways, and making use of regional freight consolidation and distribution network and enhancing the network of construction consolidation centres.

National Planning Policy Framework (2019)

The NPPF (2019) includes the promotion of sustainable transport throughout the UK so as to contribute to national economic, social and environmental objectives. The framework ensures that transport is provided to support the development of strong and vibrant communities. As well as to protect and enhance the natural and built environments. The Framework also highlights the benefits of safe road design, in creating high quality-built environment and the efficient delivery of goods and services.

London Plan (2021)

The adopted policies of the London Plan relevant to Construction Logistics are policies T7G, highlighting the need to facilitate safe, clean and efficient deliveries and servicing. The policy highlights the need for adequate space for servicing, storage and deliveries to be made off street, with on street loading bays only used where this is not possible. IN addition, policy 7H requires that developments should be designed and managed so that deliveries can be received outside peak hours, and that attempts should be made to minimise additional freight trips.

Vision Zero Action Plan

Vision Zero is a road safety strategy that aims to eliminate all deaths and serious injuries from London's streets by 2041. It is based on the principle that road traffic fatalities and serious injuries are preventable, and that everyone has a role to play in making London's roads safer.

The Vision Zero Action Plan sets out several key interventions to achieve this goal, including:

- Lowering speed limits to 20mph on all residential streets and 20mph or 20mph-equivalent speeds on other streets.
- Designing junctions to be more forgiving of mistakes, such as by installing raised crosswalks and narrower lanes.
- Improving the safety of buses and other large vehicles, such as by introducing a world-leading Bus Safety Standard.
- Promoting active travel, such as walking and cycling, through the provision of more cycle lanes and pedestrian infrastructure.

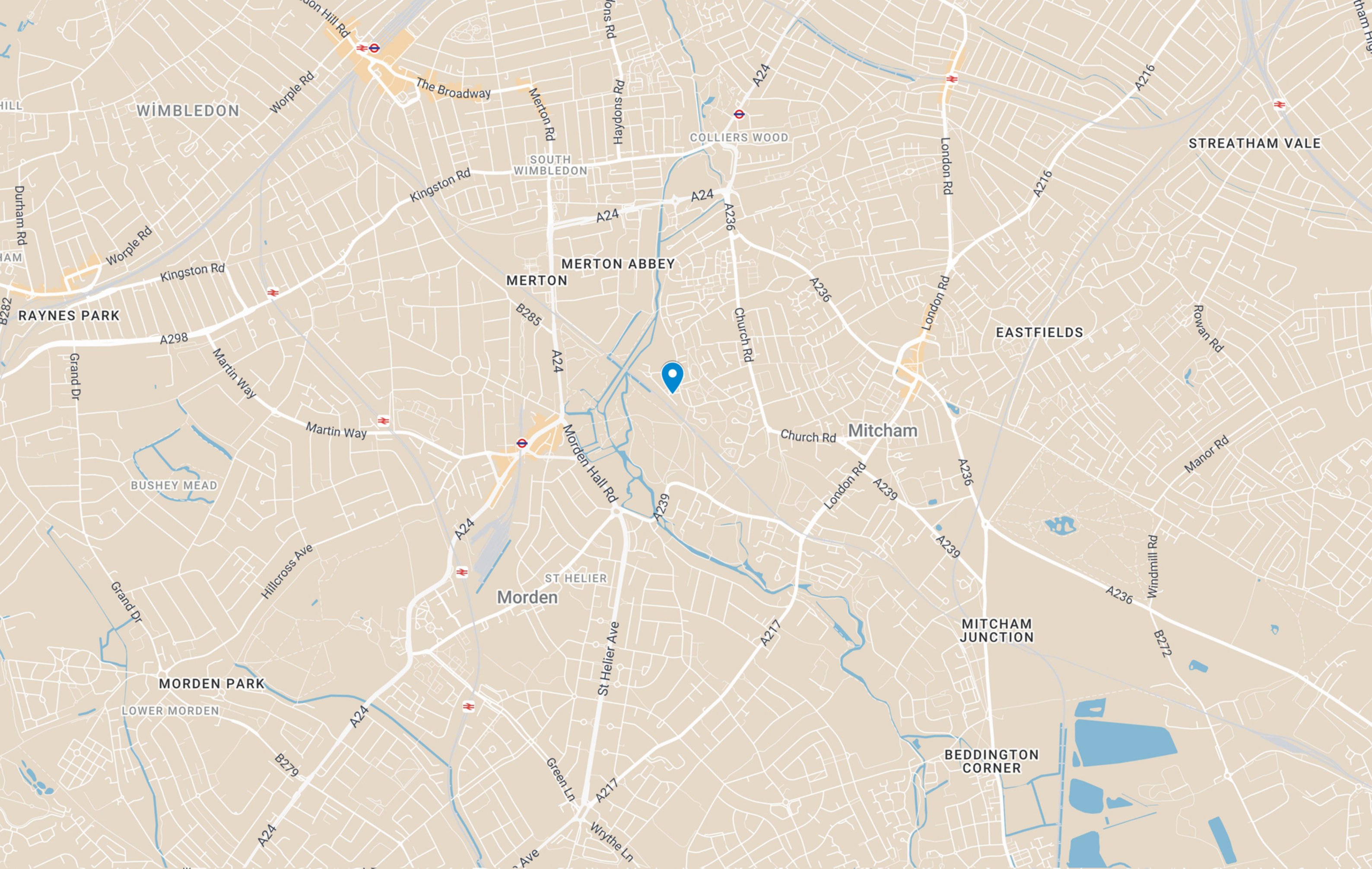
TfL Healthy Streets

The Healthy Streets Approach was adopted to improve air quality, reduce congestion, and make London's diverse communities greener, healthier, and more attractive places to live, work, play, and do business. It prioritizes walking, cycling, and public transport to create a healthy city.

2.2. *Context Maps*

The following maps illustrate the area around the development site:

- Figure 1: Displays the regional plan, indicating the location of the site.
- Figure 2: Shows the location of the site in relation to the surrounding local area.
- Figure 3: Shows the site plan



REGIONAL PLAN 1:35.000

Scale 1:35.000 on A3 Paper



Map Key:



Site



National Rail
Station



TfL Underground
Station

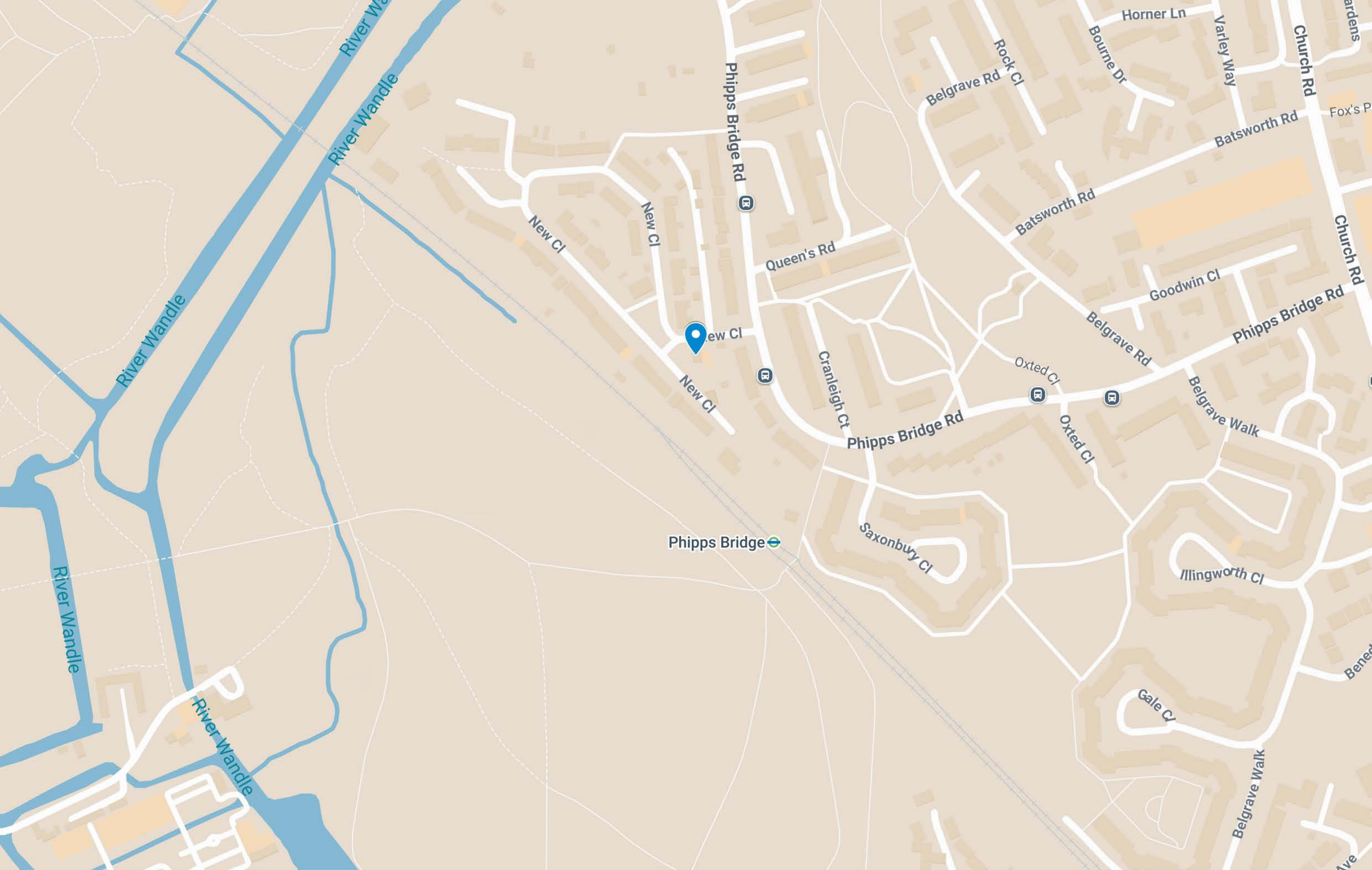


TfL Overground
Station

Data Source : Google Maps



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CONSTRUCTION



LOCAL CONTEXT PLAN 1:2.000

Scale 1:2.000 on A3 Paper



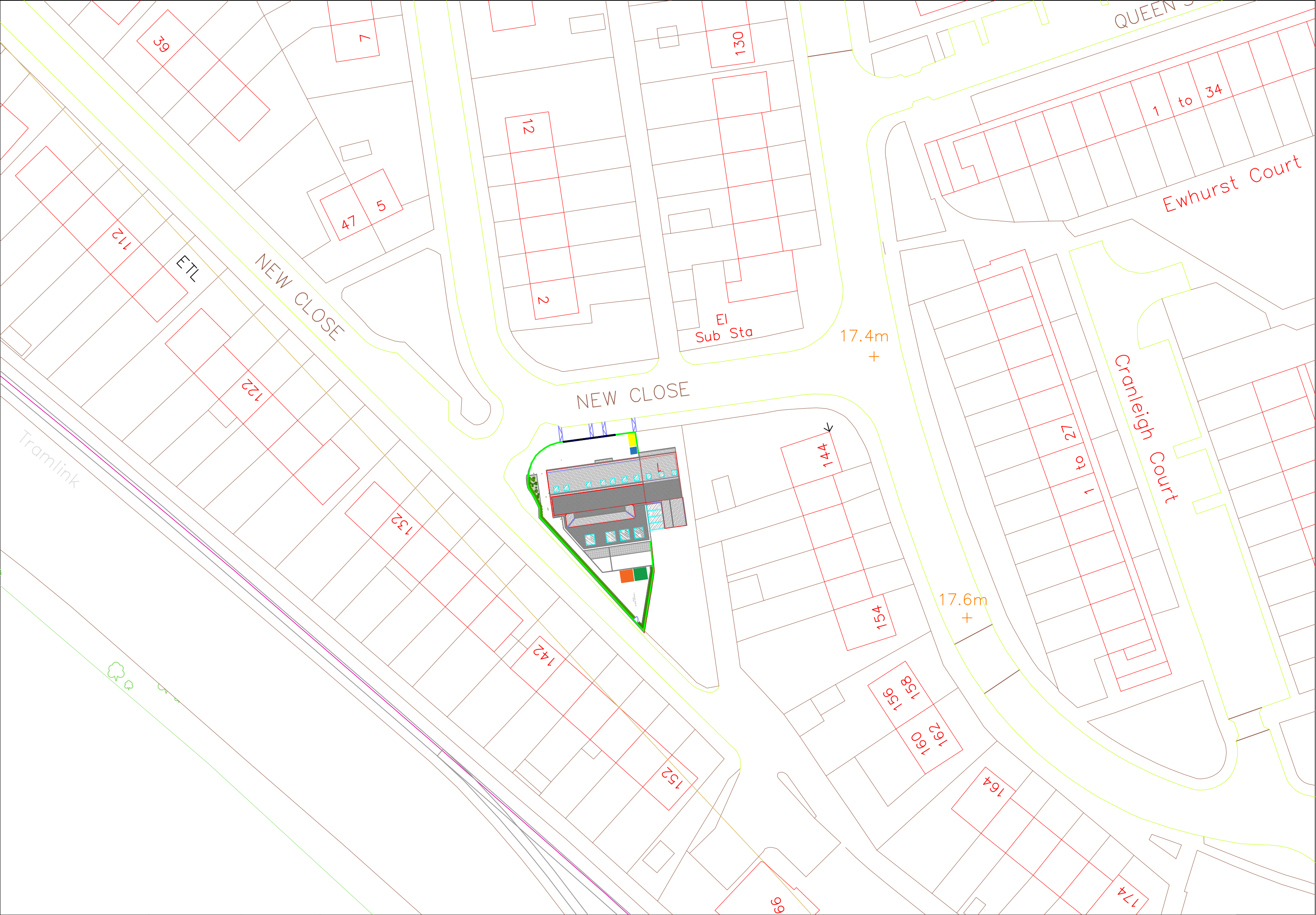
Map Key:



Data Source : Google Maps



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CONSTRUCTION



2.3. Local Access Including Highway, Public Transport, Cycling and Walking

2.3.1 Highway Network

New Close:

New Close Road is a short residential street providing access to local houses and flats. The carriageway is two-way but relatively narrow, with on-street parking on both sides. There are no dedicated cycle lanes or traffic calming features apart from standard road markings. The road surface is in fair condition, with single yellow lines in places to control parking.

Pedestrian footways are present on both sides of the road, separated from the carriageway by a kerb. There are no formal crossing points within the street. Vehicle access is via Miles Road to the east, connecting to the wider local network. This makes New Close Road a low-traffic, low-speed environment suitable for residential access but not for heavy vehicle movements.

Phipps Bridge Road:

Phipps Bridge Road is a two-way residential distributor road with a 20 mph speed limit. The carriageway is wider than a typical residential street, allowing for on-street parking on both sides while maintaining two-way traffic flow. The road surface is in good condition and features standard centreline markings.

There are continuous pedestrian footways on both sides of the road, with good visibility for vehicles entering and exiting side streets. The street connects to the wider network towards Morden Hall Park and Mitcham town centre, making it a common route for local traffic and buses. Its width and layout make it suitable for accommodating construction traffic, provided access is carefully managed and marshalled.

2.3.2 Railway Network

Phipps Bridge

Phipps Bridge Tram Station is located about a two-minute walk from the site.

2.3.3 Bus Network

Phipps Bridge Tram Stop is located on Phipps Road, just a one-minute walk from the site, and is served by the route 700.

2.3.4 Cycle

The site is located on New Close Road, which is connected to several key cycle routes in Merton and Mitcham. The National Cycle Network Route 20 runs to the east of the site, providing north–south connectivity between Colliers Wood, Morden Hall Park, and Mitcham. This route links with other local cycleways, giving access to central London and surrounding boroughs.

Cycleway 74 runs parallel to Merantun Way and Kingston Road to the north-west of the site, offering an alternative east–west connection for cyclists. These routes are well signposted, mostly segregated or on quiet roads, and form part of Merton’s strategic cycling network. Construction activities will be managed to ensure these routes remain unobstructed and safe for use by cyclists at all times.

2.4. *Considerations and Challenges*

During construction, careful attention will be given to nearby public areas and sensitive receptors, including schools, nurseries, healthcare facilities, pedestrian routes, and local roads. Measures will be put in place to minimise disruption, maintain safety, and protect these areas from potential impacts such as noise, dust, and traffic. This ensures that construction activities are managed responsibly while safeguarding the surrounding community.

Kingswood Daycare Nursery

Distance: 0.5 miles

Location: 39 Miles Rd, Mitcham CR4 3DA, UK

Phipps Bridge Community Garden

Distance: 0.1 miles

Location: Access via the alleyway beside, 60 New Cl, London SW19 2SY, UK

Haslemere Primary School

Distance: 0.4 miles

Location: Haslemere Ave, Mitcham CR4 3PQ, UK

Mitcham & Tooting Health (Formally Mitcham Medical Centre)

Distance: 0.2 miles

Location: 81 Haslemere Ave, Mitcham CR4 3PR, UK

3. CONSTRUCTION PROGRAMME AND METHODOLOGY

The site contact information and emergency contact information and complaint contact information will be clearly presented on the fencing in a format similar to the following:

Contact Name & Surname	Role	Mobile Number
TBC	TBC	TBC

3.1. Construction Programme

The expected duration of the project is approximately 16 months, and the timeline provided is indicative for the CLP tool.

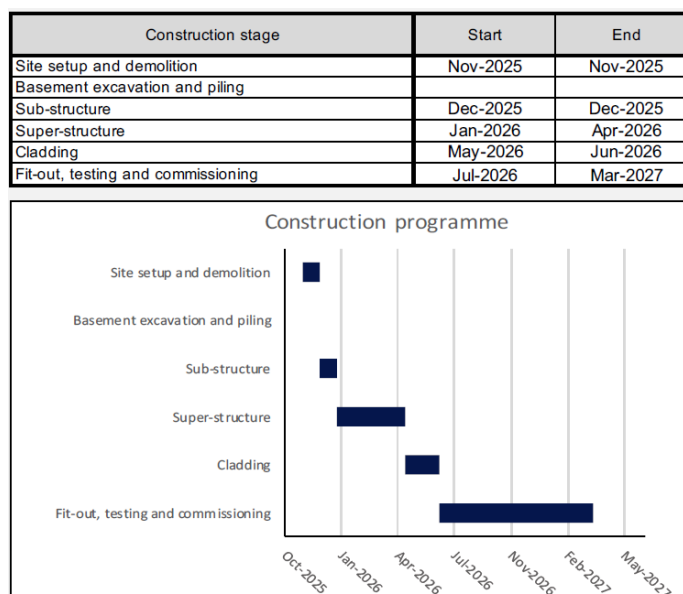


Figure 4: Construction Programme

3.1.1 Site Setup and Demolition

This phase covers preparing the site by putting up temporary hoarding, setting up welfare facilities, and arranging secure access. Minor demolition works will be carried out to allow for the new side, rear, and roof extensions.

3.1.2 Basement Excavation and Piling

Not applicable

3.1.3 Substructure

Foundations will be prepared where required to support the new side, rear, and roof extensions. This may include shallow strip foundations or pads, along with drainage connections for the new units.

3.1.4 Superstructure

This phase includes constructing the block and render walls for the new extensions and forming the framework for the roof addition. Openings will be provided for aluminium windows and doors, and the layouts for the five self-contained units will be set out.

3.1.5 Cladding

External walls will be rendered, and aluminium windows and doors will be installed. The roof extension will be weatherproofed, completing the external envelope.

3.1.6 Fit-out, testing and commissioning

Once the structure is watertight, internal works will include partitioning, plastering, painting, flooring, and installing kitchens and bathrooms. Mechanical and electrical systems will be fitted, tested, and commissioned. Landscaping, cycle and refuse storage areas, and parking bays will also be completed.

3.2. Community Liaison

The main contractor will take full responsibility for managing community liaison throughout the construction period, ensuring that residents and other local stakeholders are kept informed of progress and upcoming activities. They will also actively work to maintain positive relationships with neighbours, addressing any concerns promptly and fostering open, respectful communication to minimise disruption.

3.3. Mud Control and Management

The principal contractor will take strict measures to prevent deposition of mud on the highways. This will include but not necessarily be limited to:

There will be clean hard standings for vehicle entering, parking, and leaving the site.

Wheel cleaning facility will be deployed within the site fencing.

Complete sheeting of each lorry load of spoil removed to prevent spoil falling off during its journey to the tip.

Wheel Cleaning

During the operations vehicles exiting the site may carry deposits of clay or wet concrete, trapped on their tires, out on to the street. To prevent this occurring, a wheel cleaning regime will be implemented.

All construction vehicles accessing and egressing the site will pass through site entrance. As noted on the Plan, see Appendix A, an area has been set aside for wheel washing facilities.

Where necessary a mobile Jet wash will be placed and used to remove any mud from construction vehicles. Strict traffic management on site should minimize the risk of vehicles tracking debris from the site



Proposed Wheel Washer

Wheel cleaning will consist of two simple operations carried out by designated operative, suitably attired for this work.

Before leaving, the vehicle will stop and turn the engine off. If necessary, any heavy deposits will be removed manually using scrapers or the like.

Following step one, wheels will be washed using a high-pressure jet wash lance ensuring that any residual deposits lodged in the tires are removed. If required, the vehicle will move forward slightly to ensure that the complete circumference of the wheel is clean.

On completion wheels will be inspected and confirmed that the vehicle is fit to leave site. The site operatives will ensure that water used during wheel washing operations does not migrate out onto the main highway

3.4. Traffic Management and Load Consolidation Strategies

The main contractor will consolidate the orders where possible. There will be an internal booking system which will be supervised by the site manager. The site manager will collect the orders from the team and he/she will oversee the consolidation process by coordinating the orders to ensure materials are ordered together. This will reduce the delivery numbers and provide efficiency.

3.5. **Noise Control and Management**

The Principal Contractor will assess the risks to employees & neighbourhood from noise at work; take action to reduce the noise exposure that produces risks. The contractor will also make sure legal limits on noise exposure are not exceeded and provide employees with information, instruction and training and carry out health surveillance where there is a risk to health.

The principal contractor will make sure that; all contractors should make available for inspection a method statement (in accordance with the principle described in BS 5228: 2009: Part 2: Code of practice for noise and vibration control on construction and open site) stating precisely the type of plant to be used and the proposed noise control methods. The contractors will also be required to comply with other relevant provisions of the Control of Pollution Act 1974

The risk assessment will:

- Identify where there may be a risk from noise and who is likely to be affected.
- Contain a reliable estimate of employees' exposures and compare exposure with the exposure action values and limit values.
- Identify what we need to do to comply with the law (eg whether noise control measures or hearing protection are needed and if so where and what type
- Identify who needs to be provided with health surveillance and whether any are at particular risk

The contractor should also comply with the recommendations set out in BS 5228:1997 AMD 1 Code of practice for noise control on construction and demolition sites.

- Compressors should be fitted with properly lined and sealed acoustic covers, which should be kept, closed whenever in use.
- Pneumatic percussive tools should be fitted with mufflers or silencers of the type recommended by the manufacturers.
- Machines in intermittent use should be shut down in the intervening periods between work or throttled down to a minimum.
- Care should be taken when loading or unloading vehicles or dismantling scaffolding or moving materials etc. to reduce impact noise.

Best practice should be adopted where possible, to minimize noise from site preparation, demolition and landscaping. Examples of this are:

- Developers and constructors to follow guidelines in BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites. Noise.

- Plant and vehicles should comply with EU noise emission limits.
- Select quiet plant whenever possible.
- Control the hours of operation of all plant and vehicles and avoid their unnecessary use.
- Use acoustic screening where possible.
- Use noise attenuators where needed.
- Locate vehicle routes away from sensitive sites and ensure road surfaces are well maintained to reduce rattling of vehicles.
- Avoid noise-sensitive areas regards to materials handling and storage.
- Locate stationary plant away from noise-sensitive areas.

Requirements under the law:

- Provide employees with hearing protectors if they ask for them and their noise exposure is between the lower and upper exposure action values.
- Provide employees with hearing protectors and make sure they use them properly when their noise exposure exceeds the upper exposure action values.
- Identify hearing protection zones (ie areas where the use of hearing protection is compulsory and mark them with signs if possible)
- Provide employees with training and information on how to use and care for the hearing protectors.
- Ensure that the hearing protectors are properly used and maintained.

Using hearing protection effectively:

- Make sure the protectors give enough protection (aim at least to get below 85 dB at the ear)
- Target the use of protectors to the noisy tasks and jobs in a working day
- Select protectors which are suitable for the working environment (consider how comfortable and hygienic they are)
- Think about how they will be worn with other protective equipment (eg hard hats, dust masks and eye protection)
- Provide a range of protectors so that employees can choose ones which suit them.

Don't:

- Provide protectors which cut out too much noise as this can cause isolation or lead to an unwillingness to wear them.
- Make the use of hearing protectors compulsory where the law doesn't require it
- Have a 'blanket' approach to hearing protection (better to target its use and only encourage people to wear it when they need to)

3.6. *Vibration Control and Management*

The Principal Contractor will assess the risks to employees & neighbourhood from vibration; take action to reduce the environmental and health risks.

In conducting a risk assessment, the contractor will assess daily exposure to vibration by means of:

- Observation of specific working practices
- Reference to relevant information on the probable magnitude of the vibration corresponding to the equipment used in the particular working conditions.
- If necessary, measurement of the magnitude of vibration to which his employees are liable to be exposed.
- Employer shall assess whether any employees are likely to be exposed to vibration at or above an exposure action value or above an exposure limit value.

The risk assessment will include consideration of:

- Magnitude, type and duration of exposure, including any exposure to intermittent vibration or repeated shocks.
- Effects of exposure to vibration on employees whose health is at particular risk from such exposure.
- Any effects of vibration on the workplace and work equipment, including the proper handling of controls, the reading of indicators, the stability of structures and the security of joints
- Any information provided by the manufacturers of work equipment.
- Availability of replacement equipment designed to reduce exposure to vibration.
- Any extension of exposure at the workplace to whole-body vibration beyond normal working hours, including exposure in rest facilities supervised by the employer.
- Specific working conditions such as low temperatures
- Appropriate information obtained from health surveillance including where possible published information.

The control measures will include:

Prevent: Where possible think about eliminating or reducing the amount of vibration. Consider:

- eliminating unnecessary vibrating tasks at the design stage and using prefabricated components
- using an alternative process that does not expose workers to vibration. For example:
- block splitters instead of cut-off saws
- bursting or crushing instead of pneumatic drilling

- isolating workers from tasks creating vibration; eg by using a breaker attachment for an excavator or remote controlled equipment instead of a hand-held breaker

Control: Even if you stop some of the risk this way, you may still do other work that can create significant vibration. Control the risk by:

- Equipment – don't buy or hire a problem if you don't have to. Select low-vibration tools and equipment. Make sure it is also correct for the work you are doing. Equipment that is unsuitable, too small or not powerful enough may mean the task takes much longer and exposes workers to unnecessary vibration.
- Work practices – the right equipment still has to be used correctly. Check how it should be operated to ensure you get reduced vibration levels. Promote techniques that reduce grip force. Improve the design of workstations to limit the loads on hands, wrists and arms caused by any possible poor posture. Devices, such as jigs and suspension systems, can be used to take the weight and vibration of the tools away from the worker.
- Rest and rotate workers – limit the time workers are exposed to vibration for long, continuous periods. Rotate workers where tools require continual or frequent use.
- Gloves and warm clothing – provide protective clothing if needed to keep workers warm and dry. Maintain core body temperature as this encourages good blood circulation. Use gloves to keep hands warm but be aware that they do not provide any protection from vibration.
- **Train:** Tell workers about the risks from vibration and how to use the controls properly.

3.7. *Air Quality & Dust Control*

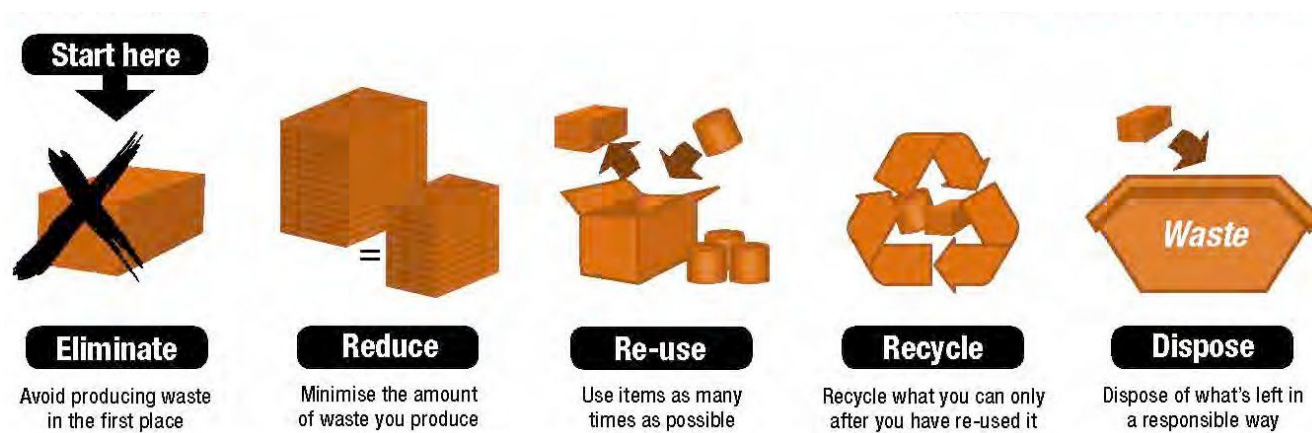
A range of approaches to mitigate the impact on air quality will be used to meet best practice:

- Use of low-emission vehicles;
- Removal of materials that have potential to produce dust, where possible;
- Enclosure of material stockpiles at all times and damping down of dusty materials during dry weather;
- Provision of appropriate hoarding and / or fencing to reduce dust dispersion and restrict public access;
- Maintenance of Site fencing, barriers and scaffolding clean using wet methods;
- Control of cutting or grinding of materials on the Site and avoidance of scabbling;
- Dust generating machinery e.g., disk cutters to be fitted with vacuums;
- Appropriate handling and storage of materials, especially stockpiled materials;
- Restricting drop heights onto lorries and other equipment;
- Fitting equipment with dust control measures such as water sprays, wherever possible;

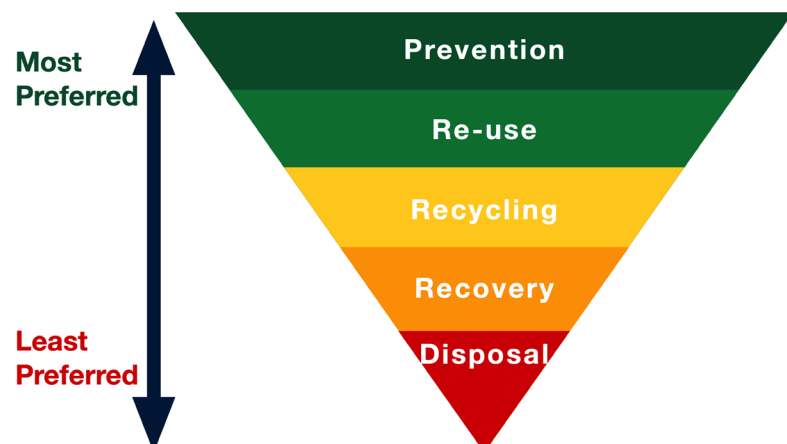
- Using a wheel wash, avoiding of unnecessary idling of engines and routing of Site vehicles as far from sensitive properties as possible;
- Ensuring bulk cement and other fine powder materials are delivered in enclosed tankers and stored silos with suitable emission control systems to prevent escape of material and overfilling during delivery;
- Using gas powered generators rather than diesel if possible and ensuring that all plant and vehicles are well maintained so that exhaust emissions do not breach statutory emission limits;
- Switching off all plant when not in use
- No fires would be allowed on the Site

3.8. Waste Management

The Principal Contractor will comply with the related Site Waste Management regulations and will also follow the below site waste management hierarchy.



The site waste management preference is described as below.



The Principal Subcontractor to follow the below steps.



Waste Management on Site

Surplus or waste materials arise from either the materials imported to site or from those generated on-site. Imported materials are those, which are brought to the project for inclusion into the permanent works. Generated materials considerations to waste management such as waste reduction, segregation of waste, disposal of waste, financial impacts of waste disposal and recording, monitoring, education and reviewing. This section outlines the procedures that have been put into place and demonstrate how they benefit the environment, how the principal contractor can measure the effects and how these procedures and practices are sustainable.

Segregation

A specific area shall be laid out and labelled to facilitate the separation of materials for potential recycling, salvage, reuse, and return. Recycling and waste bins are to be kept clean and clearly marked to avoid contamination of materials and minimize/eliminate the adverse impacts.



The labelling systems shall be the Waste Awareness Color Coding Scheme. If the skips are clearly identified the bulk of the workforce will deposit the correct materials into the correct skip. Skips for segregation of waste identified currently are:

- Wood
- Construction Metals
- Brick/rubble
- General waste
- Concrete Waste

As works progress and other trades come to site other skips will be placed to enable certain waste to be removed from site. This is likely to include:

- Plasterboard
- Paper and cardboard (bagged up)

Management

Waste materials fall into three categories for management, these are:

- Re-use
- Recycle
- Landfill

Re-use

If surplus materials can be used in the permanent works they are classified as materials, which have been re-used. If they are surplus to requirements and need to be removed from site and they can be removed and used in their present form, they can be removed from site for reuse.

Recycling

If the surplus material cannot be re-used in its present form but could be used in a different form, it is sent for recycling such as 50x50 timber to make chipboard.

Landfill

If either of the above cannot be satisfied, then the only option left is to send the surplus materials to landfill.

Anticipated Waste and Processing

Waste Type	Main Management Process
Soil arisings	Reuse on site where appropriate, remediate where necessary
Concrete, masonry and aggregates	Crush and reuse on site
Metals	Recycle via appropriate waste carrier
Paper and cardboard	Segregate and recycle via appropriate waste carrier
Sanitary waste	Remove by specialist waste contractor
Plastics and glass	Recycle via appropriate waste carrier

4. VEHICLE ROUTING AND SITE ACCESS

All construction-related vehicles will be carefully routed to minimise disruption to both the local and wider highway networks surrounding the site.

Deliveries of materials will be on a 'Just in Time', basis. Deliveries will be met by Site Supervisor on arrival, who will receive the delivery immediately, to minimise dwell times.

4.1. *Proposed Vehicle Routes*

Access Route:

Delivery vehicles will access the site via the A24, then continue along the A236 Church Road before turning onto Phipps Bridge Road and finally New Close. This route has been selected to ensure efficient access while minimizing disruption to local traffic.

Egress Route:

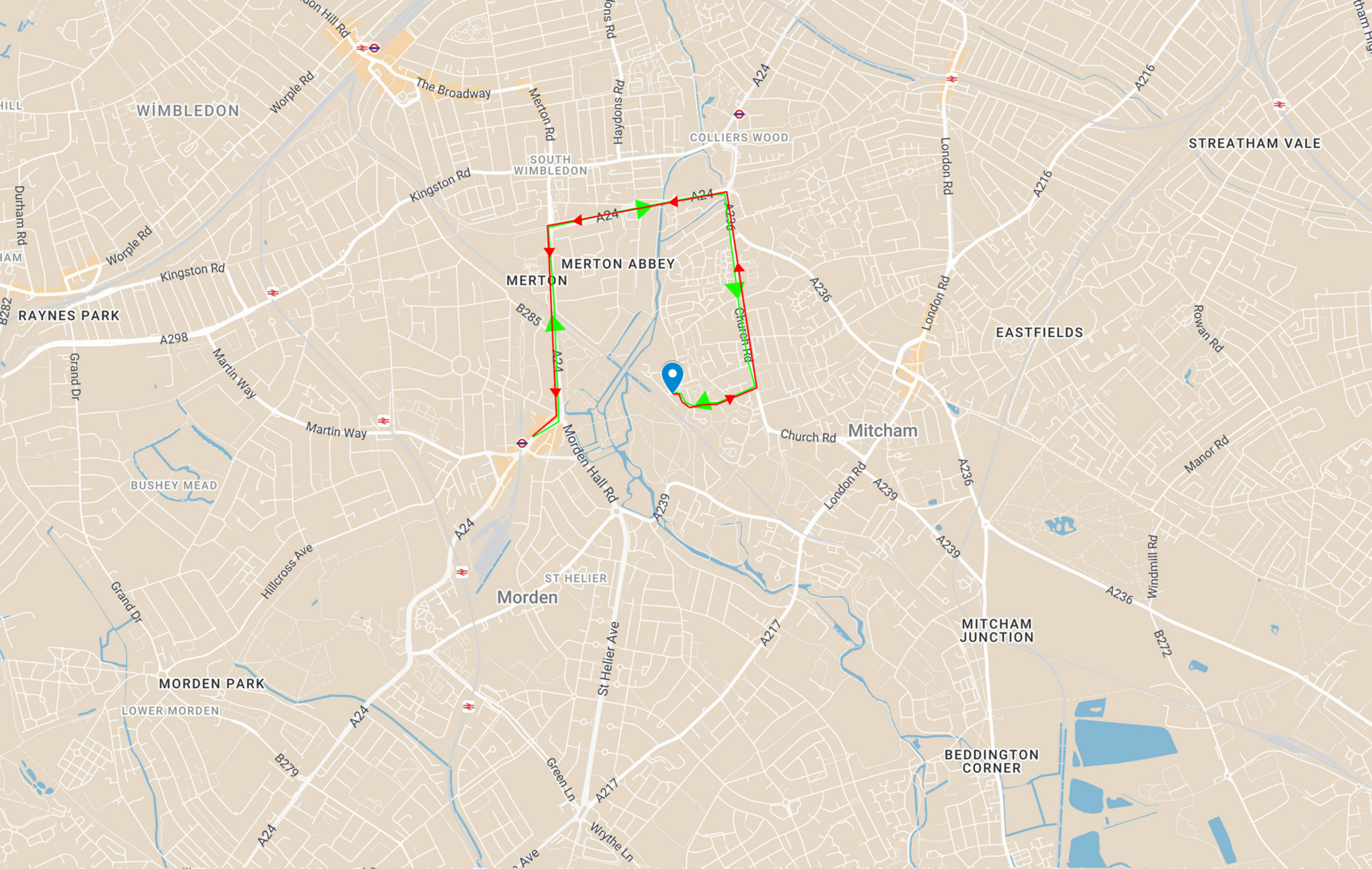
Egress from the site will follow the reverse route: vehicles will leave via New Close, proceed along Phipps Bridge Road, continue to the A236 Church Road, and then join the A24.

The ingress and egress routes are described on regional and local context plans. This plan will be explained to all suppliers and contractors/sub-contractors in order that the routing strategy is known by all drivers accessing the site.

The following figures show:

Figure 5: Vehicle routes on Regional Plan

Figure 6: Vehicle routes on Local Context Plan



REGIONAL PLAN 1:35.000

Scale 1:35.000 on A3 Paper



Map Key:



Site



National Rail
Station



TfL Underground
Station



TfL Overground
Station

Ingress Route

Egress Route

Data Source : Google Maps



LIONGATE
CONSTRUCTION



Scale 1:2.000 on A3 Paper



 Site



Ingress Route



➡ Egress Route



LIONGATE
CONSTRUCTION

4.2. Loading & Parking Arrangements

All loading and unloading of materials and equipment will be carried out entirely within the hoarded area at ground level, removing the need for temporary parking suspensions or any extra access or parking arrangements.

4.3. Pedestrian and Cyclist Safety

Traffic marshals will be present to manage vehicle movements and maintain pedestrian and cyclist safety as needed. Specific measures will be implemented to ensure the safety of all users of the public highway, particularly cyclists and pedestrians in the vicinity of the site and especially at the access point. These measures will include clear advance signage, temporary barriers to separate construction traffic from public users, controlled access gates, and strict speed restrictions for all vehicles entering and exiting the site.

4.4. Construction Vehicle

The main contractor will utilize 7.5 tonne vehicle for deliveries. All construction vehicles will hold FORS accreditation.

All contractors and suppliers involved in the project will be required to meet a minimum standard of FORS Silver accreditation. This commitment ensures that all vehicles accessing the site adhere to best practices in safety, efficiency, and environmental protection. The use of FORS Silver as a baseline standard will support the project's aim of minimising transport-related risks and maintaining high operational standards throughout the construction period.

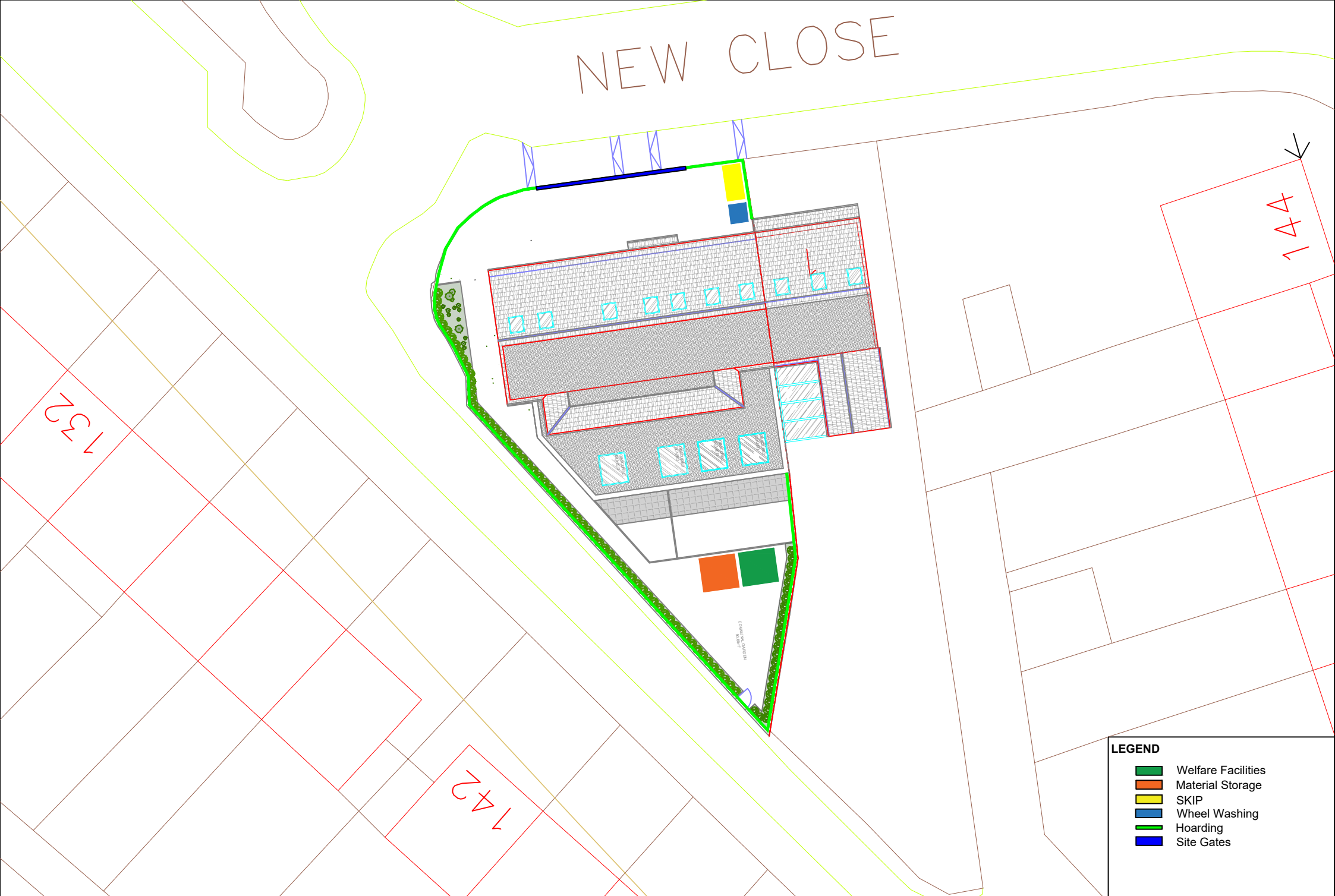
The following figures show:

Figure 7: Site Set-up Plan

Figure 8: SPA - Site Ingress for Delivery Vehicle

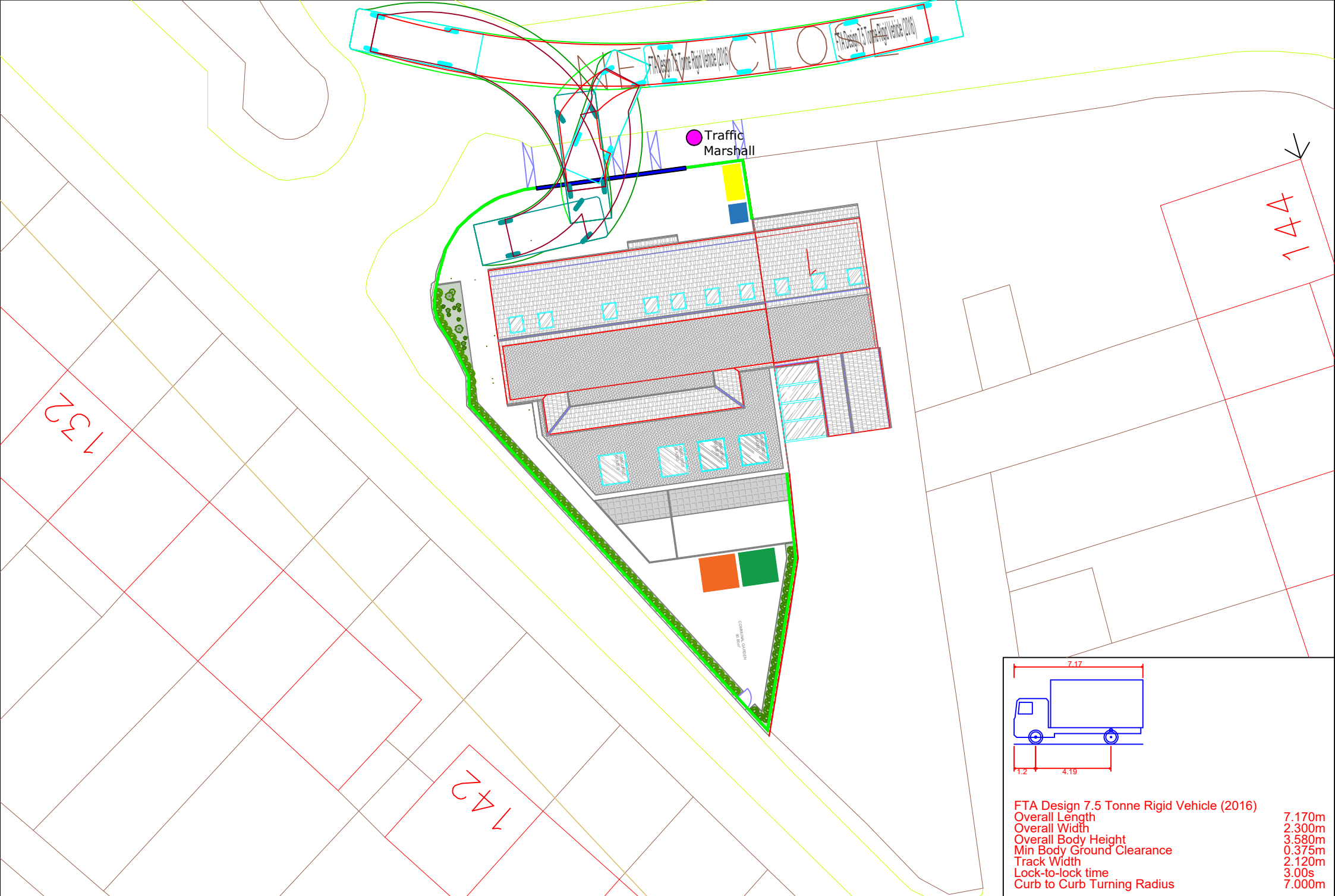
Figure 9: SPA – Site Egress for Delivery Vehicle

NEW CLOSE



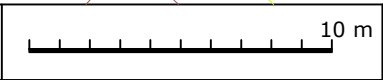
LEGEND

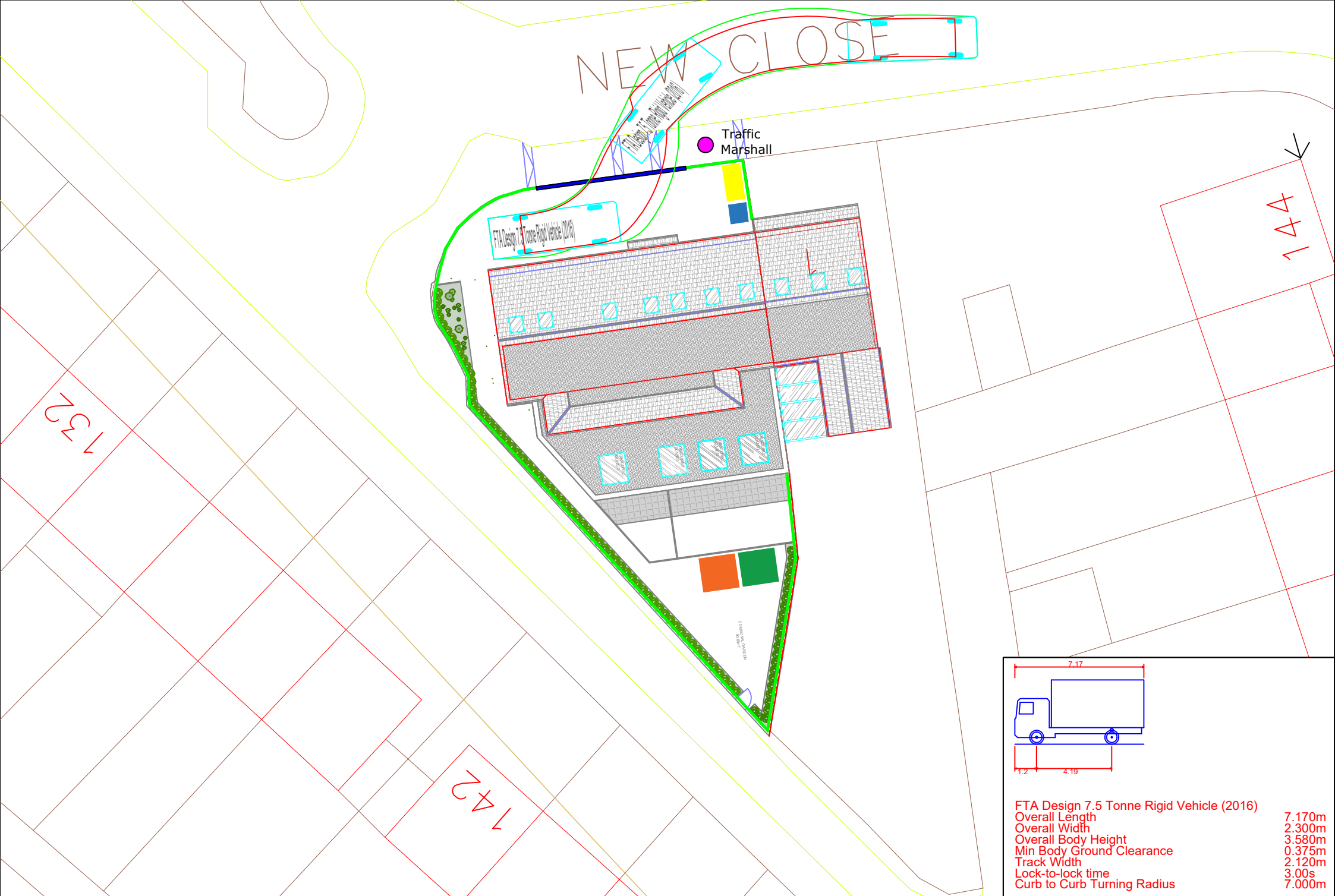
- Welfare Facilities
- Material Storage
- SKIP
- Wheel Washing
- Hoarding
- Site Gates



Delivery Vehicle Ingress

Scale 1:250 on A4





5. STRATEGIES TO REDUCE IMPACTS

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
Vehicle choice	X		
Measures to encourage sustainable freight			
Freight by Water			X
Freight by Rail			X
Material procurement measures			
DfMA and off-site manufacture			X
Re-use of material on site	X		
Smart procurement			X
Other measures			
Collaboration with other sites in the area		X	
Implement a staff travel plan		X	

5.1. Committed Measures

5.1.1 Safety and environmental standards and programmes

A safety programme will be put in place in consultation with the CDM consultant for the project. This will include establishing welfare standards on site, and other environmental. Alongside these other environmental issues will be.

5.1.2 Adherence to designated routes

The proposed routes to the site are shown in Vehicle Routing, and the Contractor will ensure that all deliveries adhere to these routes.

5.1.3 Delivery scheduling

All HGV deliveries will follow a Just in Time (JIT) system, scheduled between 09:30 and 15:00 to avoid peak traffic hours, with a booking system in place to prevent vehicles from waiting on the public highway.

5.1.4. Re-timing for out of peak deliveries

All HGV deliveries will follow a Just in Time (JIT) system, scheduled between 09:30 and 15:00 to avoid peak traffic hours, with a booking system in place to prevent vehicles from waiting on the public highway.

5.1.5. Vehicle choice

The main contractor will utilize 7.5 tonne vehicle for deliveries. All construction vehicles will hold FORS accreditation.

5.1.6. Re-use of Materials on Site

Measures will be explored to reuse materials on-site wherever possible. These proposals aim to recycle materials to minimize environmental impact and reduce the number of vehicles needed for deliveries.

5.2. Proposed Measures

5.2.1. *Collaboration amongst other sites in the area*

To minimize any potential disruptions, the developer and designated contractor will collaborate with the Council, Transport for London (TfL), and other contractors or developers in the region, seeking their input and feedback. As part of this commitment, the team will also liaise with other contractors in the vicinity of the site to maximise the potential for consolidation and to minimise traffic impacts.

Cumulative Impact

There are currently no other construction sites in the vicinity; however, the site manager will check this before construction begins. If a nearby construction site is identified, the main contractor will establish communication and reassess the situation as needed.

5.2.2. *Implement a Staff Travel Plan*

Given the nearby transport links, the use of public transport and bicycles will be strongly encouraged. The main contractor will implement a Staff Travel Plan to support this approach.

5.3. Considered Measures

5.3.1. *Re-timing for out of hours deliveries*

Out-of-hours deliveries will be considered only in exceptional circumstances and will be coordinated in advance to minimize disruption to the surrounding area.

5.3.2. *Use of holding areas and vehicle call off areas*

The main contractor will reassess this measure once work begins on site.

5.3.3. *Use of logistics and consolidation centres*

The main contractor will reassess this measure once work begins on site.

5.3.4. *Freight By Water*

Not applicable.

5.3.5. *Freight By Rail*

Not applicable.

5.3.6. *Smart Procurement*

Not applicable.

5.3.7. *Design for Manufacture and Assembly and off-site manufacture*

The main contractor will reassess this measure once work begins on site.

6. ESTIMATED VEHICLE MOVEMENTS

The number of vehicles accessing the site has been estimated according to each stage of construction.

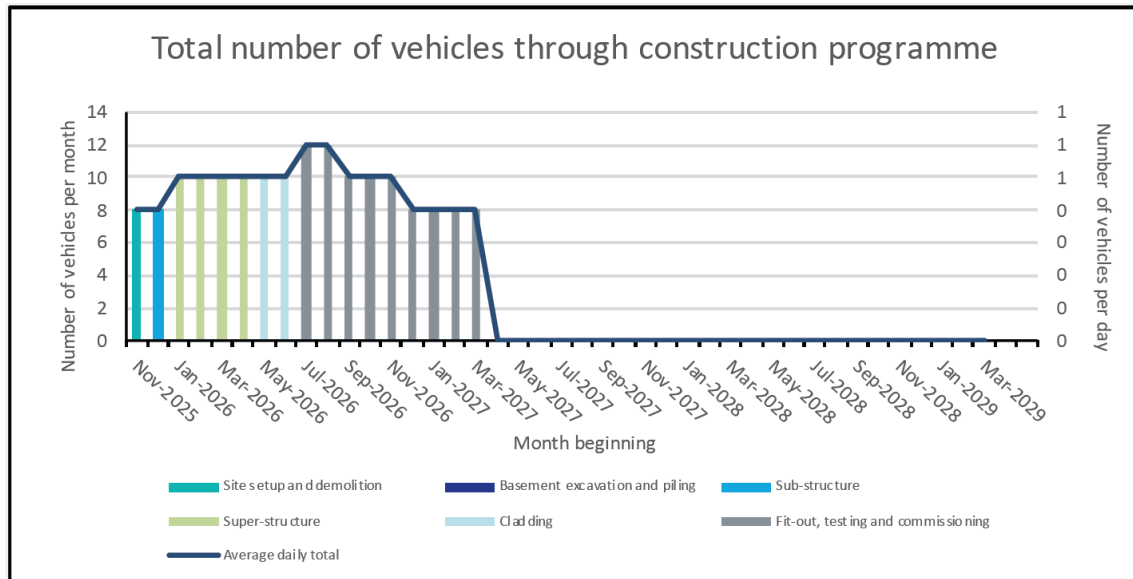


Figure 10: Details the estimated number of daily and monthly construction vehicles.

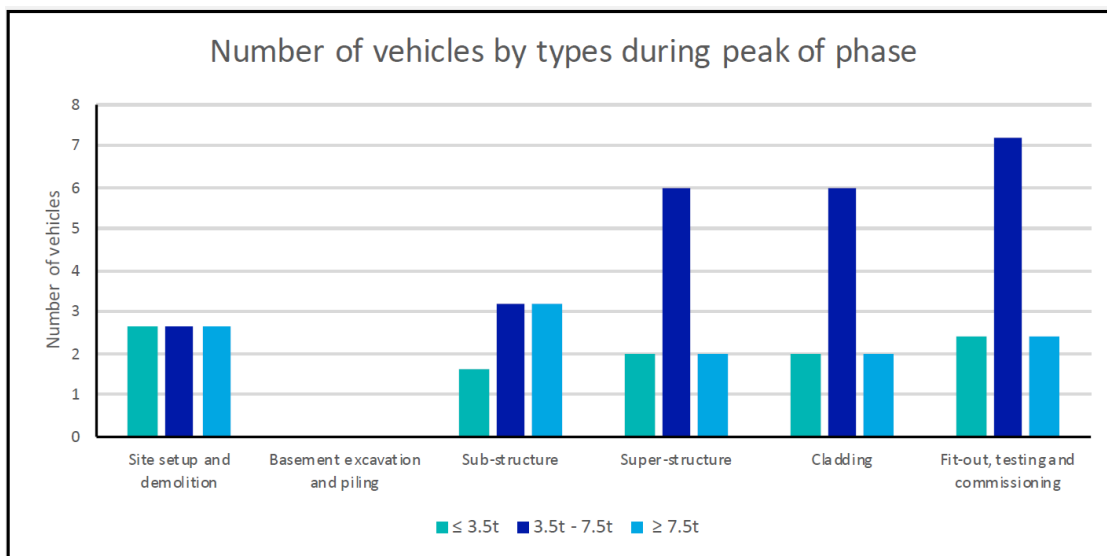


Figure 11: Shows the number and sizes of construction vehicles that will be accessing the site per month during the peak of each phase.

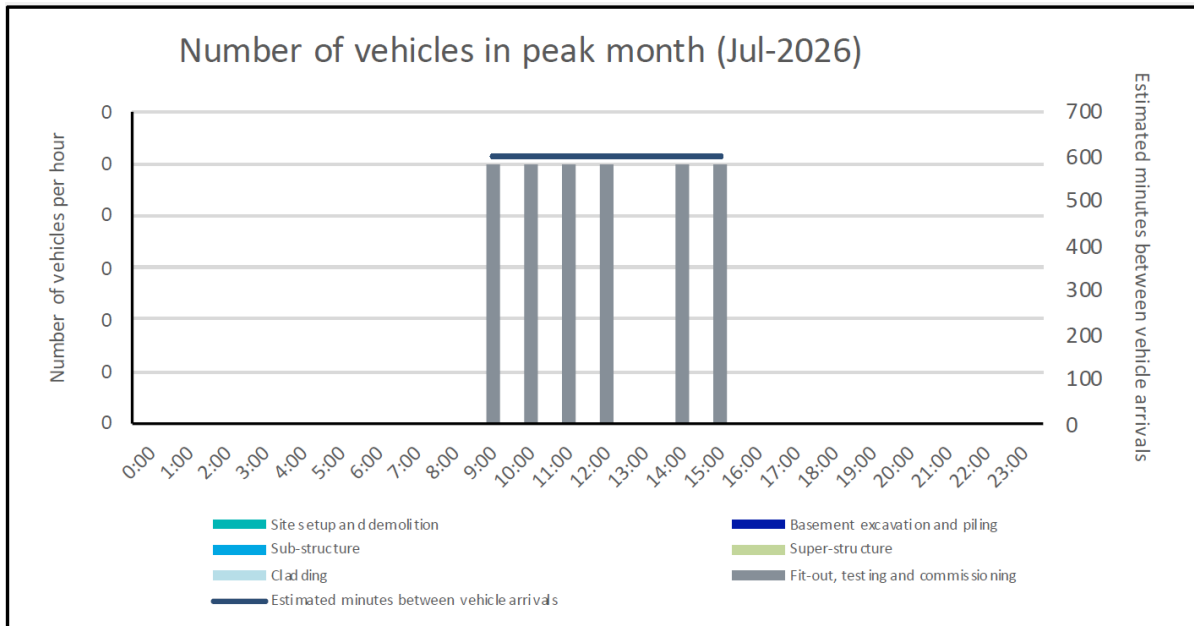


Figure 12: Shows the number of vehicles per hour during the peak month.

NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)			
Construction Stage	Period of stage	Peak no. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q4 2025 - Q4 2025	8	0
Basement excavation and piling	Q1 1900 - Q1 1900	0	0
Sub-structure	Q4 2025 - Q4 2025	8	0
Super-structure	Q1 2026 - Q2 2026	10	1
Cladding	Q2 2026 - Q2 2026	10	1
Fit-out, testing and commissioning	Q3 2026 - Q1 2027	12	1
Peak period of construction	Q3 2026 - Q3 2026	12	1

Figure 13: Shows the number of vehicles in peak phase

7. IMPLEMENTING, MONITORING AND UPDATING

The CLP coordination will be done by the Main Contractor. The contractor will follow the council's guidance for monitoring requirements. The CLP will be reviewed every three months throughout the construction period. Any issues or necessary changes will be discussed and agreed upon with the borough's CLP monitoring officer.

General Communication

Any communication with external parties not involved in the contract will only be conducted by authorized company representatives. The project team will foster positive relationships with project neighbours by initiating communication and establishing liaison.

The Construction Logistics Plan (CLP) will be conveyed to all relevant individuals, including employees, delivery teams, and supply chain, to ensure its effective implementation. This will be accomplished through team briefings, site safety inductions, and distribution of a Driver's handbook.

The Driver's Handbook will cover the following:

- Authorised routes to and from the site;
- Site opening times;
- Booking and scheduling information;
- Site entry and exit points, and other information relating to access;
- Anti-idling;
- Vulnerable road user safety.

The Contractor's Handbook will cover the following:

- Safety toolbox talk – setting out how and when these will take place, including frequency and duration and an outline of topics to be included. These should be environmental, and safety orientated.
- Anti-idling toolbox talk – setting out how and when these will happen for all drivers, including frequency and duration.
- Vehicle routing and delivery scheduling system – an explanation to contractors of the routing and delivery system in use, contractors' access and their requirement to utilise the schedule deliveries system.
- Driver training – an outline of how and when this will happen during the contract, and the company that will carry out the training.
- Safety and environmental standards