Draft Construction Logistics Plan for 10 Oxford Gate Project

Document Control Sheet

REPORT NAME	REV	DATE	PREPARED BY	SIGNATURE	PREPARED FOR	CHECKED AND APPROVED BY
Draft Construction Logistics Plan for 10 Oxford Gate Project	0	12.11.2025	Charlie Abdullah			

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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 10 Oxford Gate, Brook Green, London W6 7DA.

This Construction Logistics Plan (CLP) is submitted to fulfil the requirements of planning Condition 20 associated with planning application no of 2024/03286/FUL.

Prior to commencement of the development hereby permitted, a Construction Logistics Plan (CLP) shall be submitted, in accordance with TfL CLP Guidance, to and approved in writing by the Local Planning Authority. The CLP shall be in accordance with Transport for London Guidance. The CLP shall cover the following minimum requirements:

a. Community engagement and liaison to be carried prior to submission of the CLP to inform development of the CLP approach. Details of engagement to be submitted as appendix to the CLP to identify concerns raised by residents and how these are addressed.
b. site logistics and operations
c. construction vehicle routing
d. Details of the estimated number, size and routes of construction vehicles per day/week details of the use of Ultra Low Emission Zone (ULEZ) compliant Vehicles e.g. Euro 6 and Euro VI, including vehicles compliant with Direct Vision Standard star rating 3
e. details of the access and egress arrangements
f. delivery locations on the site g. details of any vehicle holding areas; and other matters relating to traffic management to be agreed as required
g. Efficiency and sustainability measures to be undertaken for the works i. membership of the and details on CLOCS compliant site operations
h. Details of any vehicle holding areas.
The works shall be carried out in accordance with the approved CLP. Approved details shall be fully implemented and retained and maintained throughout the construction phase of the development.
To minimise the impacts of construction-related vehicle movements and facilitate sustainable construction travel to the site in accordance with Policy T7 of the London Plan (2021) and Policies T1 and T6 of the Local Plan (2018).

1.1. CLP Objectives

The objectives of this CLP are to manage all construction vehicle movements efficiently to minimize disruption and noise to the other residents of the Oxford Gate estate and pedestrians using the shared private access road. The plan will ensure safe access for all deliveries and waste removal, prevent congestion within the private, gated estate, and mitigate any potential damage to the shared road surfaces or the locally listed entrance gate.

To achieve these objectives, the applicant will implement controlled site access, utilising a banksman (traffic marshal) for all significant deliveries. All deliveries will be coordinated "just in time" via a pre-booking system. Vehicle movements will be restricted to off-peak hours (e.g., 9:30 am to 3:00 pm) to avoid resident peak travel times. No vehicles will be permitted to wait or queue on the private estate roads. Measures will be taken to protect residents, maintain security hoarding, and ensure the shared access roads are kept clean.

1.2. Site Context

The project site is 10 Oxford Gate, London, W6 7DA. It is a three-storey, end-of-terrace house. The property is located within Oxford Gate, a private, gated residential development built in the late 1980s. This development contains thirteen terraced houses arranged in two terraces. Access to the estate is via a locally listed timber porte-cochere (entrance gate). The site is situated within the Brook Green Conservation Area , and the surrounding area is almost entirely residential. A Grade II listed heritage asset, Blythe House, is located 50 metres to the rear of the property.

1.3. Development Proposal

The project involves demolishing the existing single-storey garage and constructing a new part one, part two-storey side extension, along with a new single-storey rear extension. Key works include converting the internal garage into a habitable space, installing solar PV panels on the front roof, and adding several new rooflights and an enlarged rear dormer. The project also covers the "like for like" replacement of all windows, the installation of new French doors on the first floor, the replacement of the side boundary fence, and the installation of an air source heat pump within the new garage structure.

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:

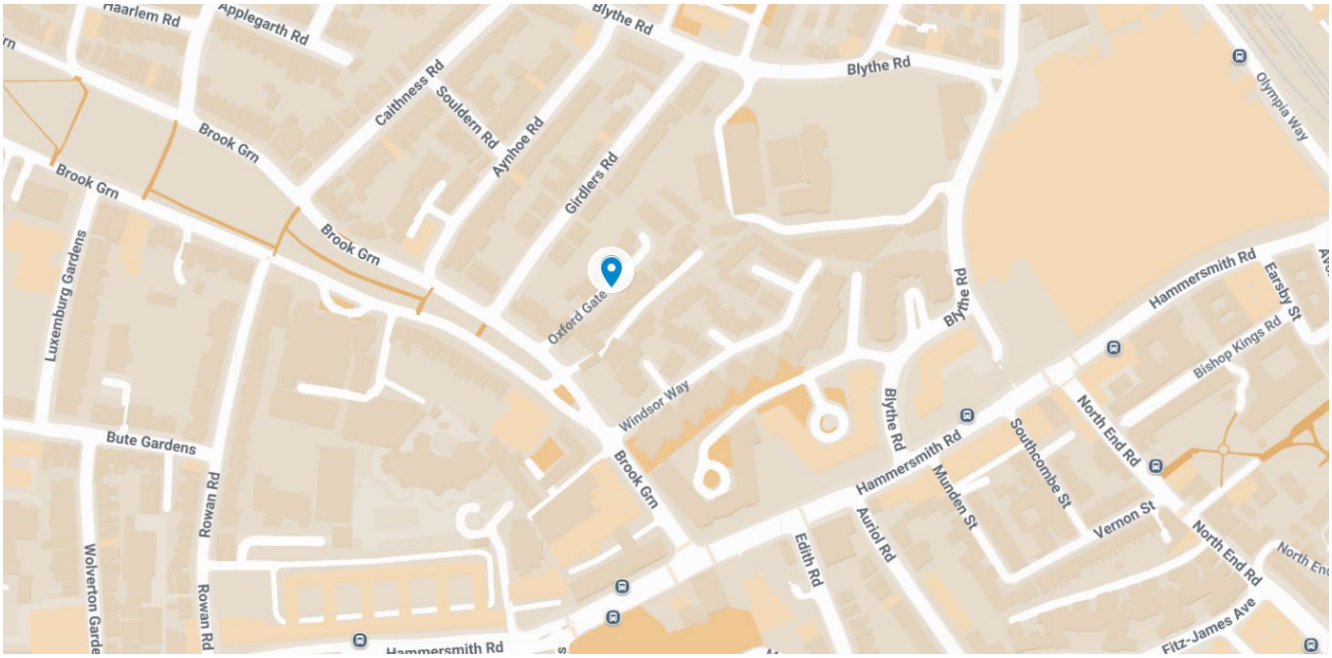
- Lowering speed limits to 20mph on all residential streets and 20mph or 20mph-equivalent speeds on other streets.
- Designing junctions to be more forgiving of mistakes, such as by installing raised crosswalks and narrower lanes.
- Improving the safety of buses and other large vehicles, such as by introducing 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

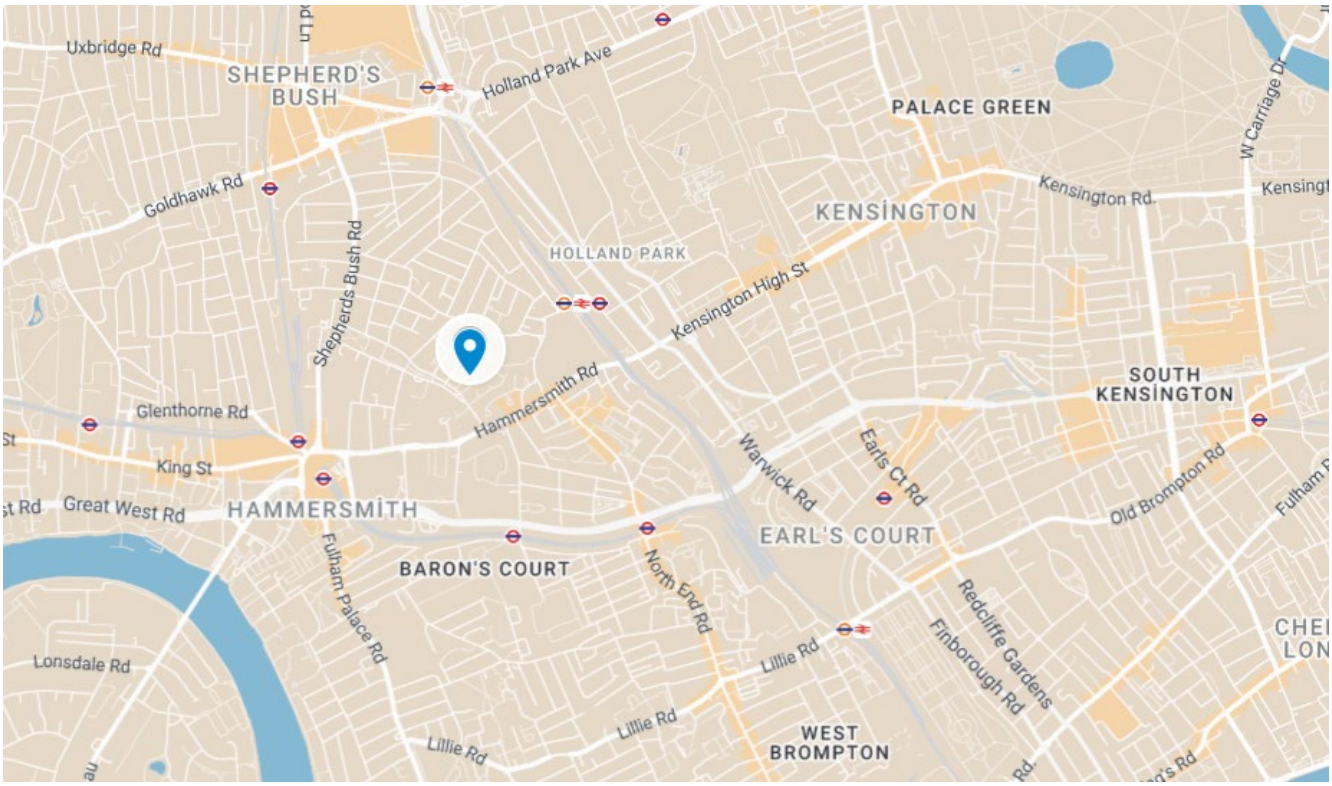
The Healthy Streets Approach was adopted to improve air quality, reduce congestion, and make London’s diverse communities greener, healthier, and more attractive places to live, work, play, and do business. It prioritizes walking, cycling, and public transport to create a healthy city.

2.2. Context Maps

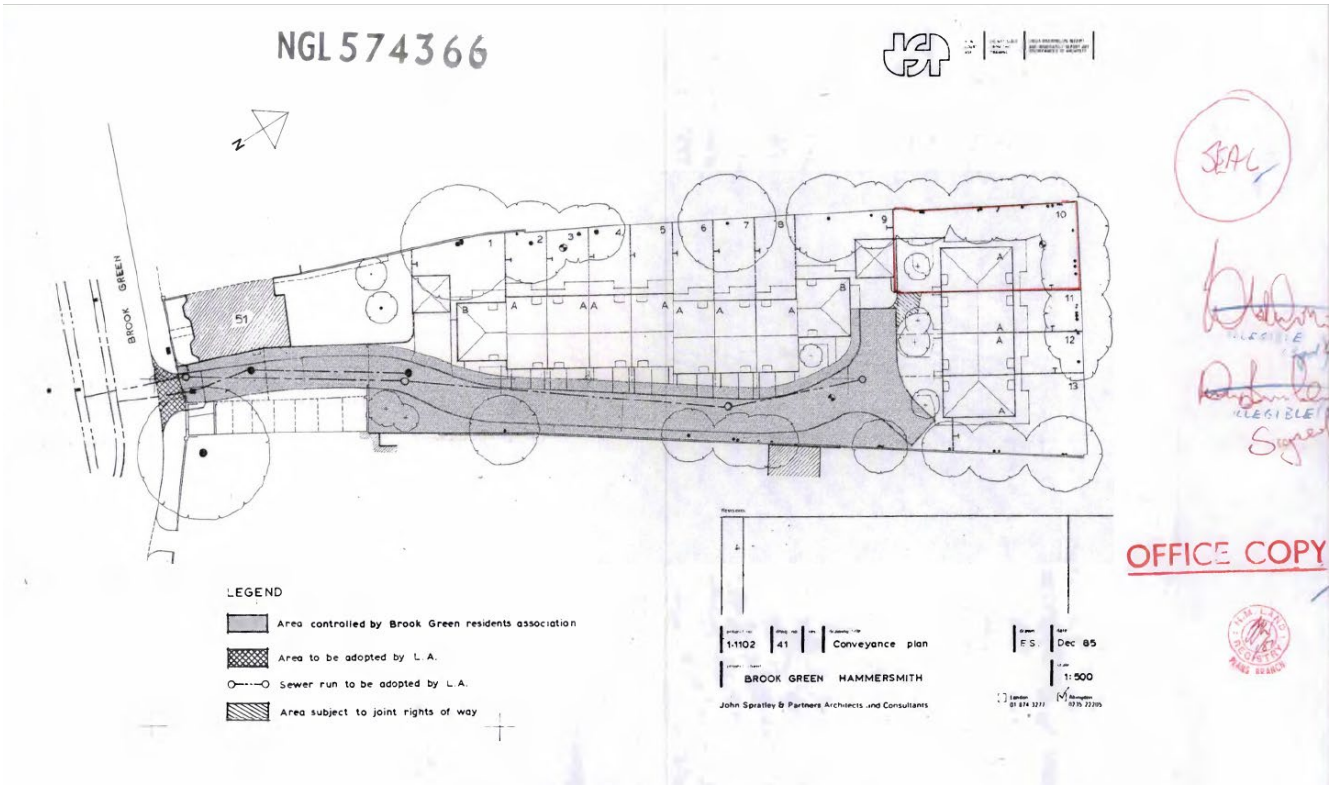
The following maps illustrate the area around the development site:



- 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

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

2.3.1 Highway Network

Oxford Gate:

This is a private, narrow, block-paved road within the gated residential development, accessed directly from Brook Green.

Brook Green:

Brook Green is the primary road providing access to the Oxford Gate estate entrance. It is a two-way and partially one-way residential road that encircles the Brook Green open space. The carriageway is subject to a 20 mph speed limit and is characterised by heavy on-street parking (resident permits and pay-and-display) on both sides. Pedestrian footways are continuous. This road connects the immediate area to major arterial routes.

2.3.2 Railway Network

Barons Court

Barons Court Tube Station (District and Piccadilly lines) is located approximately a 10 minute walk from the site.

Kensington (Olympia)

Kensington (Olympia) Station, which provides National Rail, Overground, and Tube services, is located approximately a 10-minute walk from the site.

Hammersmith

Hammersmith Tube Station (serving Circle, District, Hammersmith & City, and Piccadilly lines) is located approximately a 10-minute walk from the site.

2.3.3 Bus Network

The site is well-served by numerous bus routes, with several key stops within a short walking distance.

Brook Green (Bus Stops H & B) Located approximately a 5-6 minute walk from the site, these stops serve routes including the 9, 27, 306, N9, and N27, providing direct access to Hammersmith, Chalk Farm, and Aldwych.

2.3.4 Cycle

Cycleway 9 (C9): The nearest major segregated cycle route is Cycleway 9 (C9). This route connects Hounslow to the nearby Kensington (Olympia) station.

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.

Brook Green Nursery Ltd
Distance: 1 minute walking distance
Location: 49 Brook Grn, London W6 7BJ, UK

Holy Trinity Catholic Church, Brook Green

Distance: 0.1 miles
Location: 41 Brook Grn, London W6 7BL,UK

St Paul's Girls' School

Distance: 0.4 miles
Location: Brook Grn, London W6 7BS, UK

Olympia Grand

Distance: 0.5 miles
Location: Olympia Way, London W14 8UX,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 9 months, and the timeline provided is indicative for the CLP tool.

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

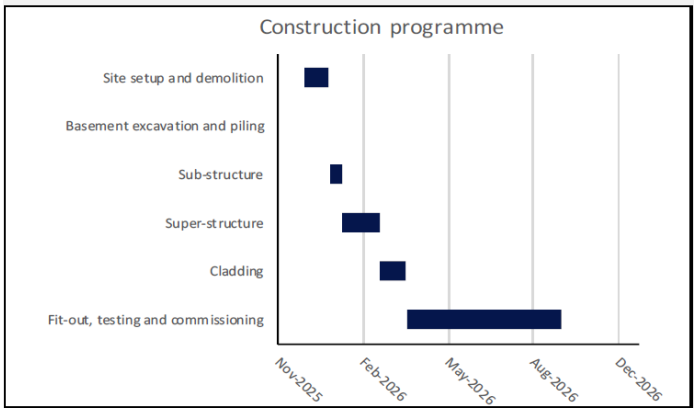


Figure 4: Construction Programme

3.1.1 Site Setup and Demolition

This initial phase covers the site establishment, including the setup of temporary hoarding and welfare facilities, and securing controlled access within the private estate. The primary demolition work involves the demolition of the existing detached single-storey garage to make way for the new side extension. This phase also includes internal strip-out works and the removal of the existing derelict side boundary fence.

3.1.2 Basement Excavation and Piling

Not applicable

3.1.3 Substructure

This phase involves the preparation of new foundations required to support the new extensions. Works include installing a slab (raft) foundation for the new single-storey garage and strip foundations for the part two-storey side extension and the single-storey rear extension. New drainage connections will also be established.

3.1.4 Superstructure

This phase includes the construction of the blockwork and framework for the new side and rear extensions. It also involves the structural work for the enlargement of the rear roof dormer, the addition of new rooflights, and the structural conversion of the internal garage.

3.1.5 Cladding

This phase focuses on making the building watertight. It includes cladding the two-storey side extension with grey slates, the new front garage with vertical timber cladding, and the rear extension with white stucco render. The enlarged dormer will be finished with lead cladding. Wildflower green roofs will be installed on the flat roof sections of the rear extension and new garage.

3.1.6 Fit-out, testing and commissioning

Once the structure is watertight, the full internal refurbishment will commence. This includes new partitioning, plastering, painting, flooring, and the installation of new kitchens and bathrooms. All M&E systems will be fitted, tested, and commissioned, including the new air source heat pump , new boiler, and solar PV panels. Final external works will include landscaping and installation of the new boundary fence.

3.2. Community Liaison

In accordance with the pre-submission engagement requirements, a website has been established to facilitate community liaison. A draft version *(this version)* of this CLP will be uploaded to the website to inform its development, allowing local residents to review the proposed logistics and provide feedback prior to its final submission to the Council. A notification letter containing a direct QR code link to this website will be distributed to neighbouring properties. This platform will remain active throughout the project, serving as the primary point of contact for residents to raise any concerns during the construction phase. A summary of all pre-submission feedback received and how it has been addressed in this plan will be included as an appendix to the final version, per the condition requirements.

3.3. Mud Control and Management

The Principal Contractor will take strict measures to prevent the deposition of mud and debris onto the shared private estate roads within Oxford Gate and the adjoining public highways. This will include, but not necessarily be limited to

Hard Standing: The existing hard-standing area at the front of the property will be maintained as the designated area for all vehicle arrivals, departures, and waiting.

Road Monitoring and Cleaning: The estate road adjacent to the site exit will be monitored daily. Any mud or debris found to have been tracked from the site will be cleaned immediately by the site team (e.g., using brushes and water) to minimize disruption to other residents.

Sheeting: All lorries removing demolition spoil or excavated material will be fully sheeted before leaving the site to prevent spillage onto the private and public roads during transit.

Wheel Washing: A dedicated manual wheel washing station (e.g., high-pressure jet wash) will be established within the site hoarding. All construction vehicles, without exception, must have their wheels thoroughly cleaned before exiting the site boundary onto the shared estate road.

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.

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:

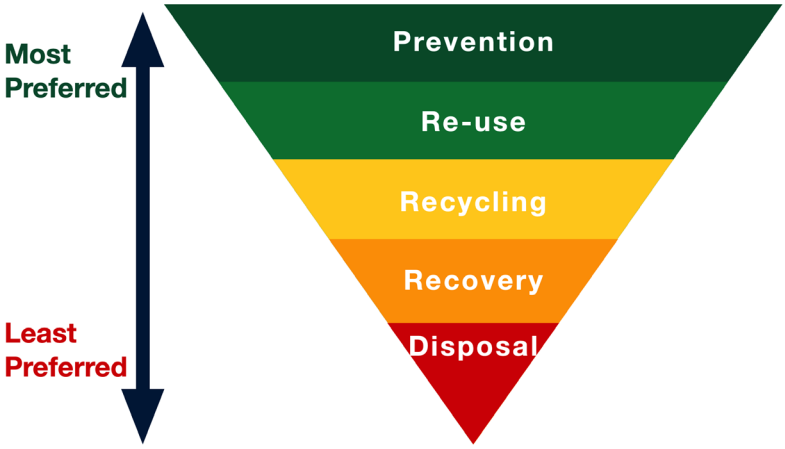
- Use of low-emission vehicles;
- Removal of materials that have potential to produce dust, where possible;
- Enclosure of material stockpiles at all times and damping down of dusty materials during dry weather;
- Provision of appropriate hoarding and / or fencing to reduce dust dispersion and restrict 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 Great West Road, then continue along the Shepherds Bush Road before turning onto Brook Green. This route has been selected to ensure efficient access while minimizing disruption to local traffic.

Egress Route:
The vehicles will leave via Brook Green, proceed along Hammersmith Road, continue to the Hammersmith Bridge Road, and then join the Great West Road.

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

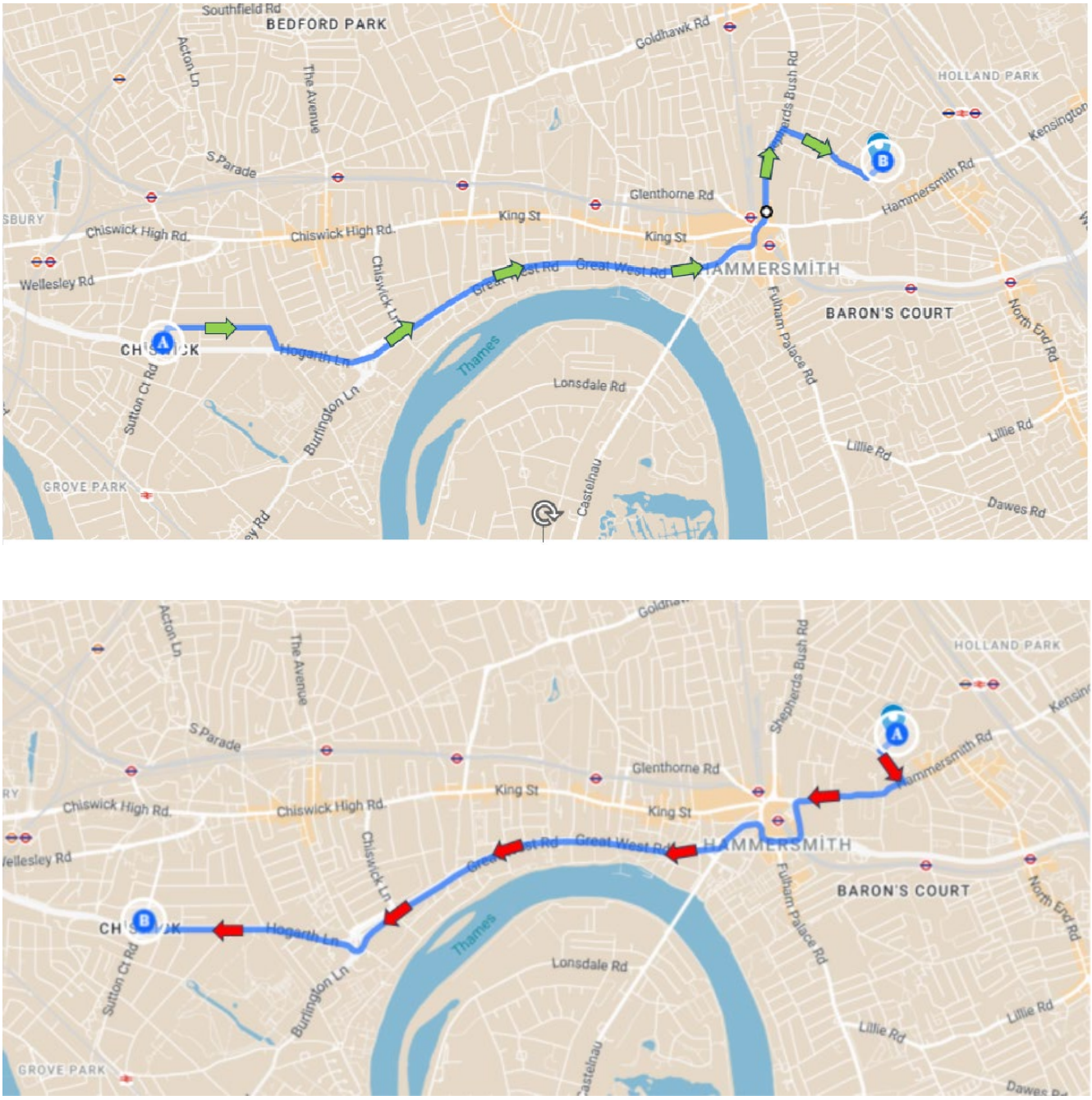
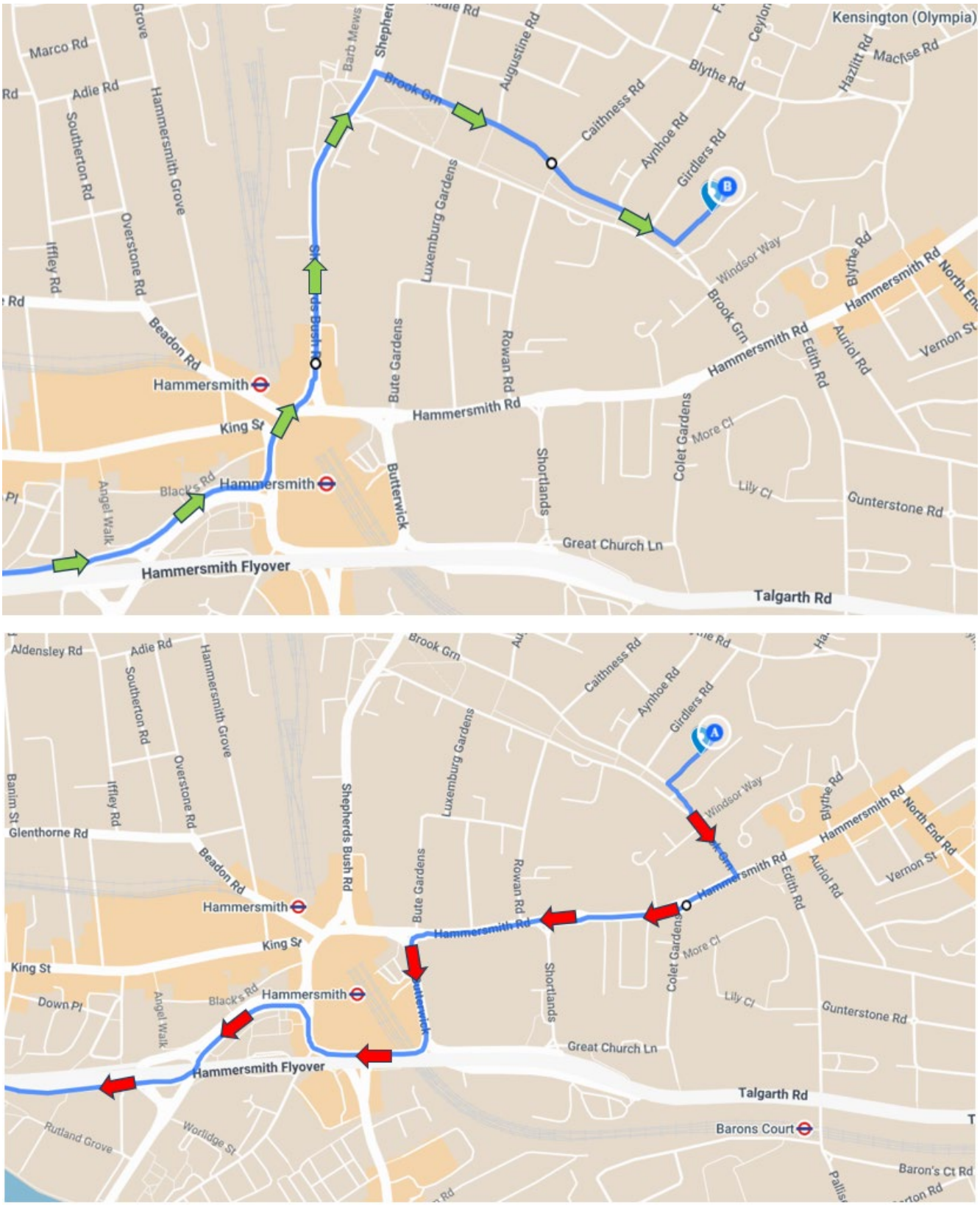


Figure 6: Vehicle routes on Local Context Plan



4.2. Loading & Parking Arrangements

All loading and unloading of materials and equipment will be carried out entirely within the dedicated, hoarded site area at the front of the property. Vehicles will only enter the Oxford Gate estate for loading or unloading and will exit the estate upon completion.

No on-site or estate-road parking will be permitted for any site personnel, contractors, or visitors. All staff and visitors will be instructed to use the nearest available public car park, located at Hammersmith Rd. This strategy ensures that the private estate roads are kept clear for residents.

4.3. Pedestrian and Cyclist Safety

A traffic marshal will oversee the vehicle activities. The marshall will manage the vehicle's-controlled entry through the main estate gate and escort the vehicle at a walking pace along the private estate road to the site hoarding. This procedure is essential to ensure the safety of all estate residents, pedestrians, and resident vehicles using this shared access.

The marshal will also manage the vehicle's turn from the public highway (Brook Green), ensuring the safety of pedestrians and cyclists. The site access itself will be secured by controlled hoarding gates.

4.4. Construction Vehicle

All construction vehicles and operators will hold FORS (Fleet Operator Recognition Scheme) accreditation. To safely navigate the narrow, private estate road and tight access, the largest vehicle utilized for any delivery or removal will be a 4.6-tonne Light Van. No vehicles exceeding this size will be permitted to enter the Oxford Gate estate.

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.

All vehicles accessing the site will be fully compliant with the current Ultra Low Emission Zone (ULEZ) standards (minimum Euro 6 for diesel and Euro VI for HGVs).

The following figures show:

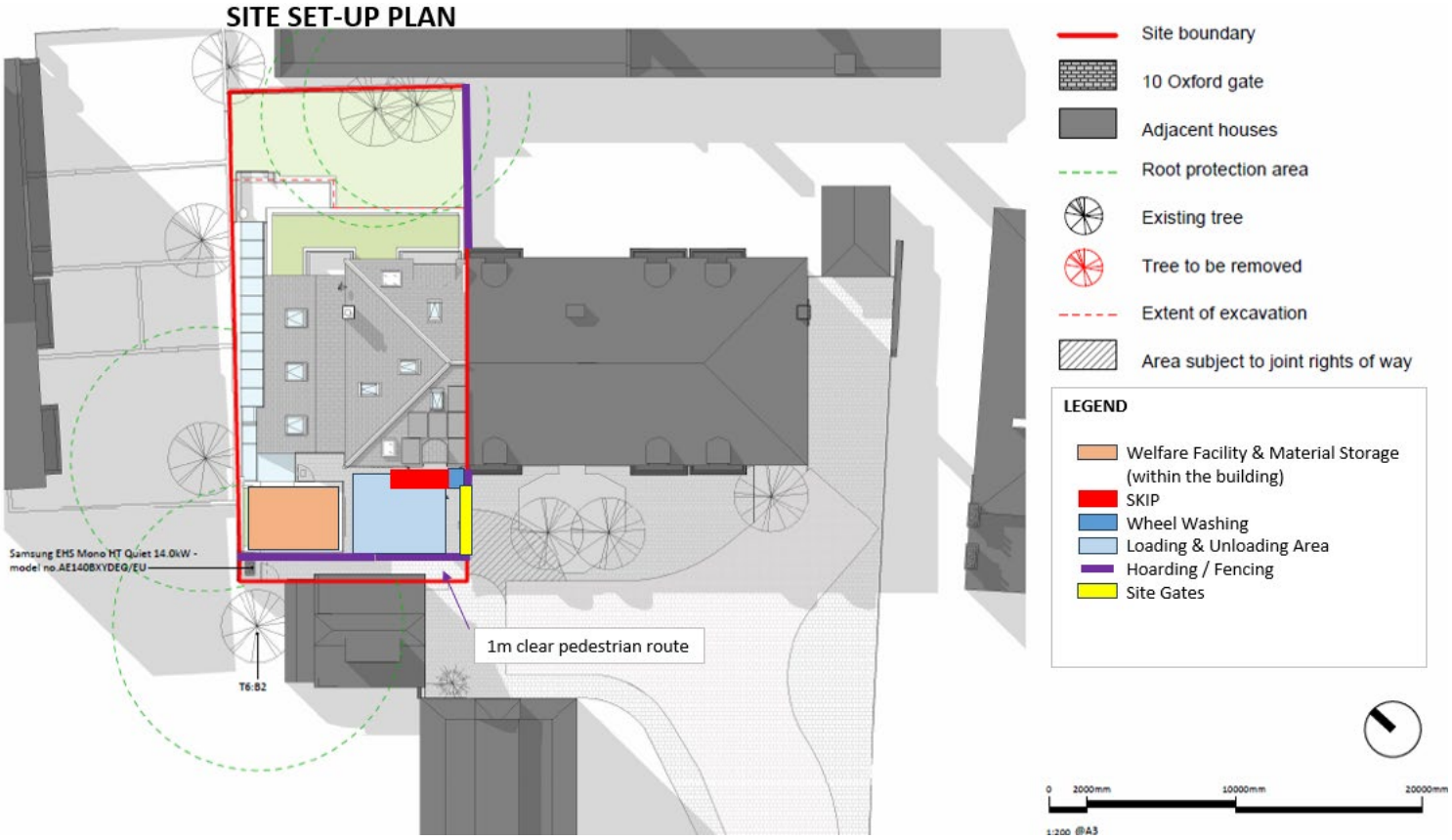
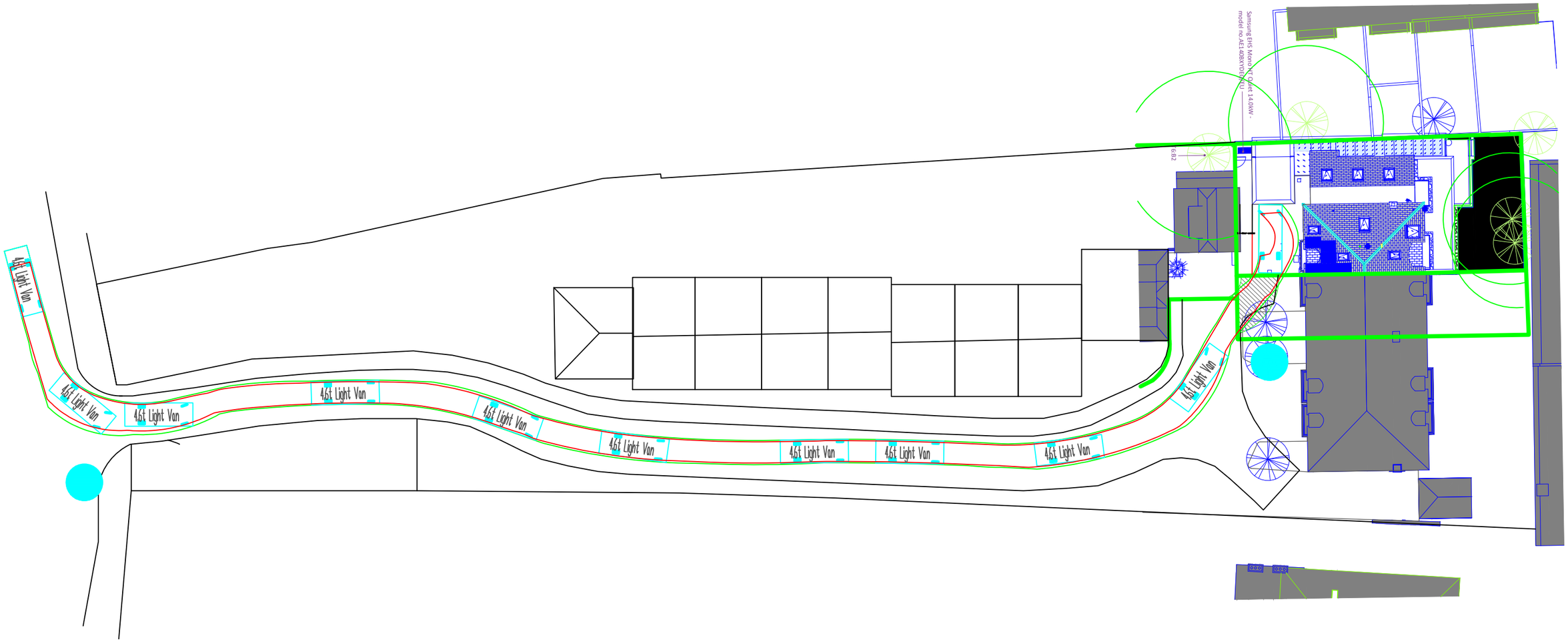


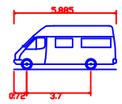
Figure 7: Site Set-up Plan

Figure 8: SPA - Site Ingress for Delivery Vehicle

Figure 9: SPA – Site Egress for Delivery Vehicle



Traffic Marshall

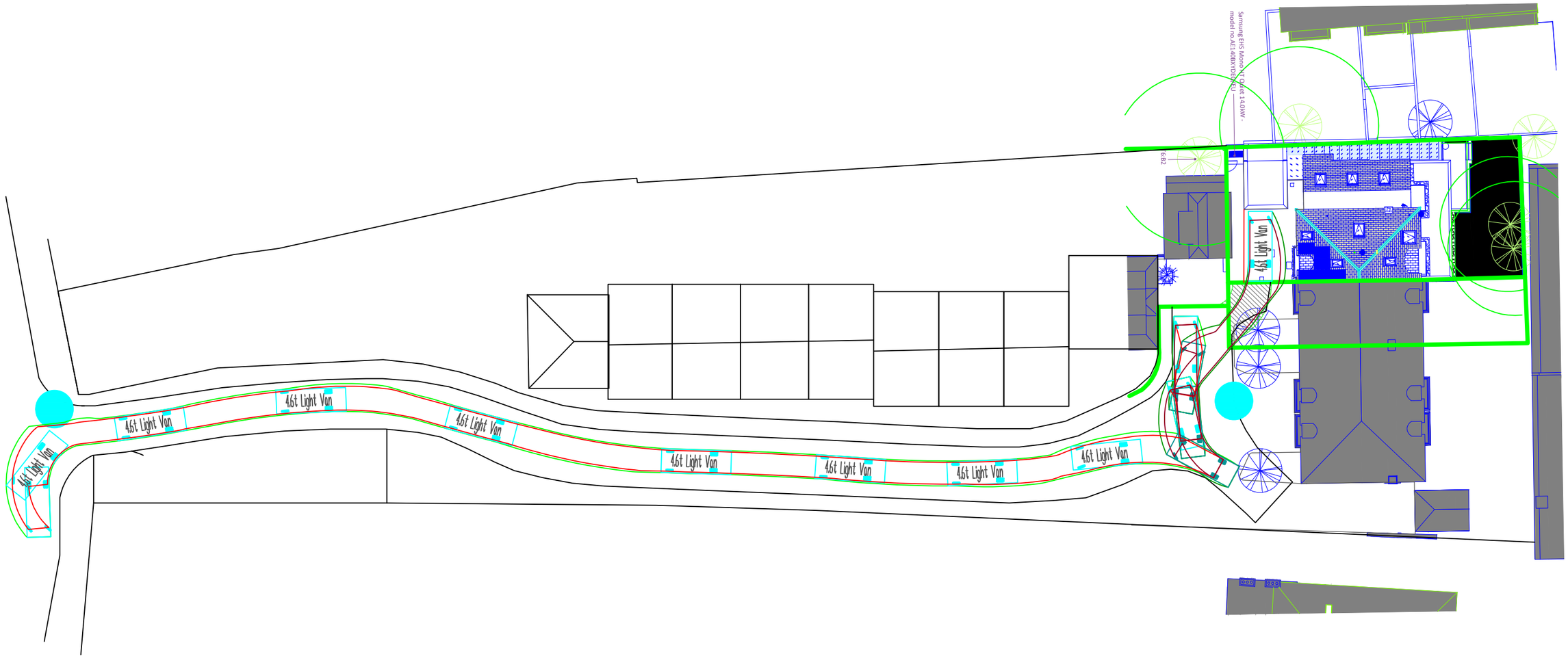


4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.000m

Delivery Vehicle Ingress

1:500 on A4 Paper

LIONGATE CONSTRUCTION



Delivery Vehicle Egress

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LIONGATE CONSTRUCTION

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 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 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 largest vehicle to be used for deliveries will be a 4.6-Light Van, and 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

Not applicable.

6. ESTIMATED VEHICLE MOVEMENTS

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

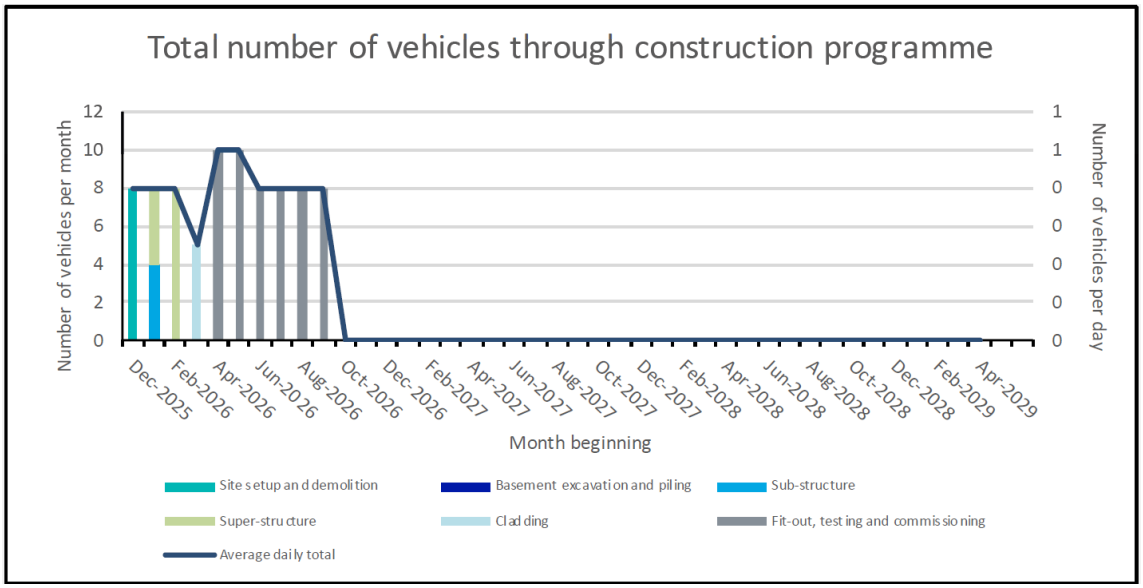

Figure 10: Details the estimated number of daily and monthly construction vehicles.

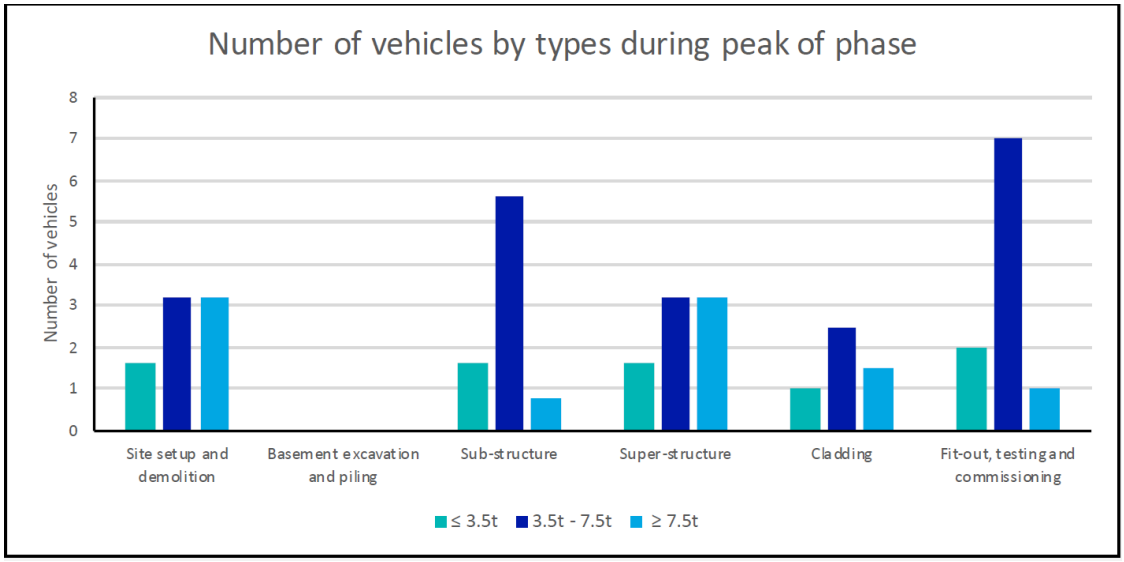

Figure 11: Shows the number and sizes of construction vehicles that will be accessing the site per month during the peak of each phase.

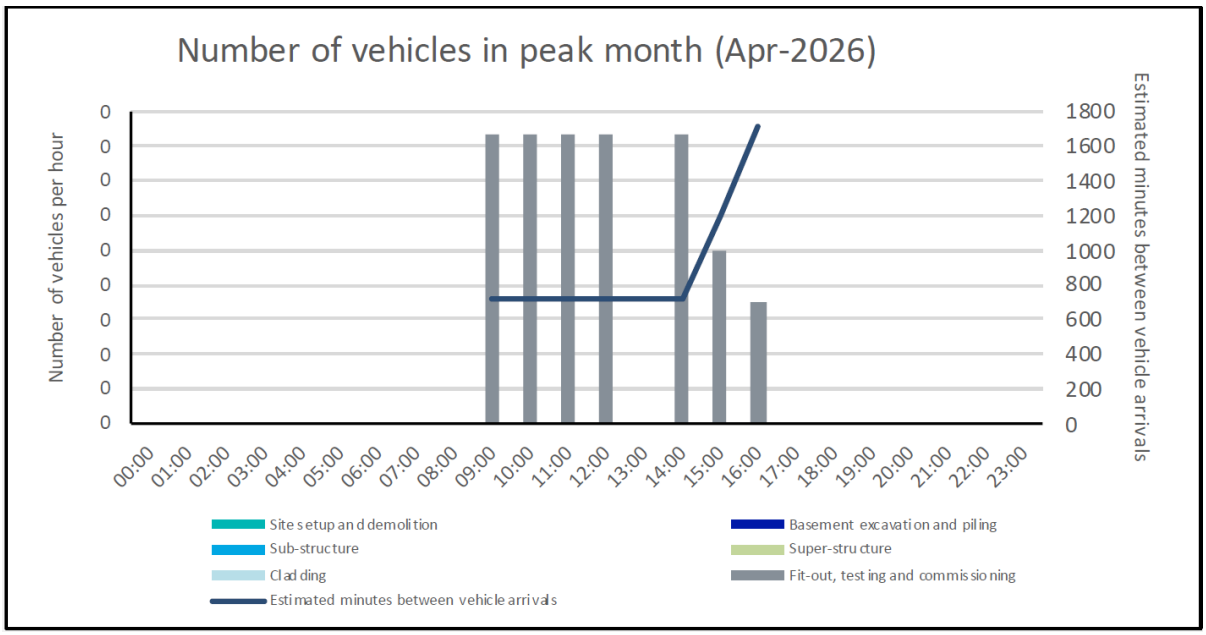

Figure 12: Shows the number of vehicles per hour during the peak month.

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	Q1 2026 - Q1 2026	4	0
Super-structure	Q1 2026 - Q1 2026	8	0
Cladding	Q1 2026 - Q1 2026	5	0
Fit-out, testing and commissioning	Q2 2026 - Q3 2026	10	1
Peak period of construction	Q2 2026 - Q2 2026	10	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