A Planning Application by

317 FINCHLEY ROAD LTD

In respect of

317 Finchley Road,
CAMDEN

Framework Construction Logistic Plan

May 2016

DOCUMENT SIGNATURE AND REVIEW SHEET

Project Details

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1 INTRODUCTION

1.1 This Framework Construction Logistics Plan (CLP) has been prepared for the proposed development of a mixed-use development, consisting of residential units and commercial floorspace, and the demolition of the existing building at 317 Finchley Road, Camden.

1.2 The CLP sets out how the potential transport impact of the demolition and construction works on site are proposed to be reduced through good transport management and planning.

Purpose of a CLP

1.3 CLPs "provide a framework to better manage all types of freight vehicle movement to and from construction sites", (Building a better future for freight: Construction Logistic Plans, Transport for London (TfL) May 2013).

1.4 The guidance states that a CLP should be drafted as part of the Transport Assessment and that it should be tailored to the specific needs of the site. The CLP should encompass a number of principles to ensure the proactive management of deliveries to reduce the number of vehicle movements by the use of sustainable modes where possible.

Site Location

1.5 The site is located along the A41 Finchley Road, adjacent to the Finchley Road & Frognal Rail Station in the London Borough of Camden.

1.6 The site is bounded to the north by the railway lines, to the east by Finchley Road and the south and west by Billy Fury Way with residential and commercial premises.

Development Proposals

1.7 The site is currently a vacant public house, formally known as 3one7. The redevelopment proposals comprise 22 residential apartments and 469m^2 of commercial floorspace on the ground floor.

Report Structure

1.8 This report focusses on how the transport impacts of the site demolition and clearance and the construction of the proposed development can be reduced. The structure of the remainder of this report is as follows:

- Section 2 considers the design of the proposed development, and a review of the on-site logistical challenges highlighting how material will be stored and accessed.

- Section 3 reviews the procurement strategy for the site with consideration given to sourcing materials and suppliers.
- Section 4 sets out how the operational efficiencies can be achieved through the management of deliveries and reducing the impact on local roads and residents.
- Section 5 provides details on the waste management strategy for the site.
- Section 6 provides targets and identifies how monitoring and review of the CLP will be undertaken.

2 DESIGN AND ON-SITE LOGISTICS

Introduction

2.1 This section sets out the proposed phasing of the development, the access and movement of vehicles delivering to the site, on-site storage and proposed security of material.

Development Phasing

2.2 The demolition and construction of the proposed development is anticipated to be split into two phases, over a projected two year period.

2.3 Phase 1 will be the demolition of the existing building, which due to the constraints around the site will be undertaken in five stages.

2.4 Phase 2 will be the construction of the new building, which will be two stages.

2.5 The total demolition and construction period is projected to take approximately 24 months.

Access and Movement

2.6 Access to the site is directly from Finchley Road, although there is no on-site car parking facilities. The existing public house was serviced from the Finchley Road, as are the majority of the retail units which front the road in the local area.

2.7 Due to the site constraints construction vehicles will only be able to access the site during a short period of time during both demolition and construction. While vehicle access is possible a temporary crossover access will be created.

2.8 During the initial stages of demolition and after the initial phases of construction all deliveries will be taken from Finchley Road.

2.9 To enable this, the required access arrangements it is proposed that the existing bus stop in front of the site will be temporarily relocated to enable a delivery bay to be provided on the site frontage. This will require relevant temporary changes to the existing TRO for the area. An indicative layout for the loading bay and the relocated of the bus stop is shown in TPA drawing 1512-09-SK02.

On-Site Storage

2.10 Where possible dedicated weather protected storage points will be provided on-site in order to minimise damage, loss and waste of materials.

Security

2.11 Where suitable, materials are to be stored in on-site sheltered, secure locations away from on-site activities in order to avoid criminal and/or accidental damage and to reduce the chance of the loss and waste of materials.

2.12 Hoardings will be placed around the site to ensure access during the demolition and construction process is restricted. A Hoarding License application will be made to facilitate this and an indicative hoarding plan is shown in TPA drawing 1512-09-SK01.

2.13 A manned check point will be implemented in order to allow deliveries to be made to the site and to keep a daily log of construction and delivery vehicles.

3 PROCUREMNET STRATEGY

3.1 A Procurement Strategy will be developed in order to demonstrate an awareness of the vehicle activity on site, the impacts associated with the construction of the development and measures to reduce these impacts. This will be undertaken by the main contractor and continually reviewed to respond to issues through the duration of the construction.

3.2 The Strategy will consider how best to obtain the required materials and services through a commitment to safer, more efficient and more environmentally friendly distribution channels whilst retaining their cost plan.

3.3 Use of hauliers that are part of the Freight Operations Recognition Scheme (FORS) operated by TfL, will be encouraged in order to minimise the number of suppliers, and therefore deliveries, to site can potentially be minimised.

3.4 In addition to the above, the use of suppliers and sub-contractors with good environmental track records will be encouraged.

Local Suppliers

3.5 In line with the Procurement Strategy, local suppliers for construction material will be sought, in order to reduce the impact of the development on the surrounding highway network, as well as promoting a more sustainable development. Reductions in delivery costs, fuel usage and pollution along with congestion may be achieved.

3.6 The promotion of local suppliers also benefits the local community and economy with investments into local employers and services.

4 OPERATIONAL EFFICIENCY

Deliveries

4.1 To reduce the likelihood of congestion during both the site clearance and construction phases of the proposed development, suppliers will, as and where possible, be requested to consolidate deliveries to single vehicles where multiple orders are placed. Deliveries will also be requested to arrive outside of the network peak hours (07:30 - 09:30 and 16:30 - 19:00).

4.2 To manage delivery vehicles accessing the site / using the delivery bay, strict monitoring and control will be implemented to ensure that each vehicle has a pre-arranged delivery window. These would be undertaken by a Banksman who would agree times and the size / types of vehicles with all contractors to ensure vehicles are not kept waiting on Finchley Road.

4.3 In addition, the Banksman will be required to either guide the vehicle into / from the site or to aid in the positioning of the vehicles in the delivery bay to ensure that they are not obstructing passing traffic. The Banksman will also be required to assist whilst deliveries are taking place, helping to ensure the safety of pedestrians to ensure no conflicts occur.

4.4 Demand smoothing techniques would be implemented, where possible, to reduce the peaks and troughs in the demand for materials during the construction process. This would involve reviewing the programme of works on site and identifying how these can be 'smoothed' to reduce transport resources, materials and labour to complete the tasks.

4.5 In the instance that an abnormal load is required on site then the site manager will notify TfL and Camden Council of the delivery. Contact details for both are given below:

Transport for London	London Borough of Camden
10th Floor Windsor House	Town Hall
42-50 Victoria Street	Judd Street
London	London
SW1H 0TL	WC1H 9JE
020 3054 7028	020 7974 4444

4.6 Any damage to the public highway occurring as a result of an abnormal load requirement will be reported to the developer to allow the Highways Authority to be informed accordingly.

Construction Traffic Routeing

4.7 The site fronts onto the A41 Finchley Road and this in turn provides access to the wider strategic highway network, as shown on Figure 4.1

4.8 The A41 provides access to both the north circular road and the M1 motorway to the north. The north circular road provides access to the A12 to the east and the A40 to the west which along with the M1 provide access to the M25 and the wider motorway network.

4.9 To the south the A41 provides access to the A501, which in turn provides access to the A13 to the east and the A40 to the west, both of which provide access to the M25 and the wider strategic highway network.

4.10 Within the vicinity of the site the A41 Finchley Road is approximately 18m wide with three lanes in both directions, which includes a bus lane in either direction.

4.11 There are no known restrictions along these routes which would prohibit HGV movements and therefore HGV's could travel from any direction. However, given the need for an on-road delivery bay it is intended that vehicles travelling to the site would approach from the south and once they have delivered the materials they would then travel north away from the site. The proposed routing agreement can be found in Figure 4.2

Traffic Management

On-Site

4.12 During the limited period when vehicles would be able to access the site, the effective management of vehicles is an important part of the demolition and construction process to ensure the minimum impact on the surrounding highway network and local residents.

4.13 The routing of HGV's will be as set out above and all deliveries will be managed though a strict booking system to reduce congestion and any blocking of Finchley Road.

4.14 To maintain the condition of the local highway network effective wheel cleaning facilities will be employed at the site entrance to reduce the potential for waste and materials to be deposited on the surrounding roads.

4.15 When vehicles are unable to access the site effective cleaning facilities will be employed at the site entrance to ensure that waste which may be deposited on the highway during loading / unloading can be cleaned away to prevent any impact on the local roads.

Off-Site

4.16 Construction operatives and on-site employees will be unable to park at the site and will be discouraged from parking in the vicinity of the site.

4.17 The site is accessible by a range of sustainable modes and all employees will be encouraged to travel in this way.

4.18 The nearest bus stop is immediately in front of the site, although this will be temporarily relocated further along the carriageway during construction. The Finchley and Frognal Rail Station is immediately adjacent to the site and the Finchley Road tube station is located approximately 450m south of the site.

4.19 Public transport timetables will be provided to on-site employees to encourage sustainable travel to and from the site.

4.20 The Banksman will ensure that vehicle loading or unloading are aware of any passing pedestrians.

Road Trip Impact Reduction

Construction Trips

4.21 Currently there are no standards available for the estimation of the volume of construction traffic that will be generated by a development. Therefore this calculation has been based on the likely number of vehicles that will be required to construct the development using the data contained within the following table. It should be noted that these lists are not exhaustive and the number of vehicles generated may vary.

Table 4.1 Anticipated Number of Vehicles

Item	Anticipated Number of Vehicles
Demolition Waste	150
Muck Away	125
Concreate	250
Stone	30
Steel	20
Glass / Brick	50
Misc.	50
Plant (cranes / machinery)	20
Total	**695**

4.22 Based on the table above it is anticipated that approximately 700 vehicle movements will be generated by the demolition of the existing and construction of the proposed development. It is anticipated that at the busiest times there could be up to 20 deliveries a day, although this would be for a limited period only.

4.23 The above figures are estimated but are considered to be robust. However, these figures may be reduced due to:

- Potential to reuse demolition material;
- Back loading of vehicles may be possible;
- Encouraging suppliers to provide multiple orders in a single delivery where possible; and
- Sustainable travel will be promoted to all employees

Hours of Operation

4.24 HGV movements to and from the site will only operate during certain times to minimise their impact on the local highway network, local residents and bus services.

4.25 To avoid adding to local congestion all deliveries will take place outside the network peak hours of 07:30 - 09:30 and 16:30 - 19:00 during weekdays and 10:00 - 13:00 on Saturdays.

4.26 Furthermore, it is anticipated that each vehicle will require up to 45 minutes per delivery to unload and where possible load and material being removed from site.

Communication and Managing Change

4.27 It is not envisaged that any changes to the CLP will be required, but should any changes be necessary then the site manager will be required to communicate these changes to all employees.

4.28 Records of any changes to the CLP will be made and kept in the site office for reference and supplied to both TfL and Camden Council for their records.

Neighbours

4.29 Contact will be established with the local business and residents to inform them of the construction works proposed.

4.30 Strong communication with local residents will be retained with updates on the progress of the construction of the development. The site manager will be responsible for providing this information and dealing with any queries raised on site. Any queries which cannot be resolved by the site manager will be passed to the developer to resolve.

5 WASTE MANAGEMENT

Site Management

5.1 Waste generated from the demolition works will be carefully managed to ensure the re-use and recycling of materials meet or exceed the Mayor of London's re-use and recycling targets.

5.2 It is estimated that approximately 2,000m^3 of waste could arise from construction of the development. However, because the demolition is likely to be over a six month period and the construction phase over an 18 month timescale the annual rate of construction waste will be lower.

5.3 The majority of the construction waste materials will be typical of construction projects and include for example concrete, bricks, timber and metal. Hazardous materials are unlikely to arise during construction except for residual paint and solvent waste.

5.4 Waste arising during construction will be dealt with on-site or at nearby facilities.

5.5 The introduction of residential accommodation and commercial uses will result in an increase in the operation volume of municipal waste arising from the site (when compared to the previous use as a public house). This waste stream will be dealt with in accordance with established local authority processes. The new development will provide infrastructure sufficient to meet future national recycling targets for municipal and commercial waste.

Site Waste Management Plan

5.6 In accordance with the Site Waste Management Plans regulations 2008, any construction project worth over £300,000 (excluding VAT) must prepare a Site Waste Management Plan (SWMP) before construction work begins.

5.7 Therefore, prior to the start of the construction works a SWMP will be submitted to and agreed with Camden Council, which contractors will be required to manage during the construction phases on site.

5.8 The plan will set out the following:

- Types of waste expected to be produced;
- Quantity of waste expected to be produced;
- Identification of waste management action proposed including:
    - Re-using;
    - Re-cycling;

  - Recovery; and
  - Disposal.
- How monitoring and review will be undertaken.

5.9 The SWMP will be kept in the site office at all times for reference with its location provided to all contractors entering the site or carrying out any works associated with the construction.

Noise, Dust and Smoke Control

5.10 During the demolition and construction of the site it is likely that noise and dust / smoke will be produced. The hours of operation during the construction works will reduce the impact of noise and dust / smoke on local residents and businesses but the on-site risk assessments will identify any needs for the management of noise or dust / smoke production. It should however be noted that these impacts are temporary.

5.11 During excessive dry periods damping will be carried out as needed on-site to reduce air borne dust.

6 TARGETS AND MONITORING

6.1 A programme of monitoring and review will be implemented to assess the success of the CLP in reducing the impact of the proposed demolition and construction work on the local area. This will review the impact of the deliveries, HGV movements and waste management on both local residents and the local highway network.

6.2 The following targets are proposed to be set:

- No penalty charge notices as a result of delivery vehicles parked on Finchley Road;
- No damage to neighbouring properties or street furniture resulting from demolition or construction procedures; and
- No complaints from local residents and businesses resulting from demolition or construction procedures.

6.3 The monitoring process will provide the opportunity for construction operations and procedures to be reviewed and new management measures implemented if necessary, with monitoring records made available to Camden Council upon request. Monitoring and review of the construction activity will be the responsibility of the site manager.

7 SUMMARY

7.1 This CLP has been prepared for the proposed development of a mixed-use development, consisting of residential units and a commercial unit, and the demolition of the existing building at 317 Finchley Road, Camden.

7.2 The CLP sets out how the potential transport impact of the demolition and construction works on site are proposed to be reduced through good transport management and planning.

7.3 The demolition and construction of the proposed development is anticipated to be split into two key phases over a projected 24 month period.

7.4 There will be no direct access to the site for vehicles and as such a loading / unloading bay will be provided on Finchley Road.

7.5 Any materials stored on site will be stored in on-site sheltered and secure locations away from on-site activities in order to avoid any criminal damage and to reduce the chance of the loss and waste of materials.

7.6 A manned checkpoint will be implemented in order to allow delivery vehicles to access the delivery bay, to keep a daily log of construction and delivery vehicles and to ensure strict monitoring and control.

7.7 A Procurement Strategy will be developed in order to demonstrate an awareness of the vehicle activity on site, the impacts associated with the construction of the development and measures to reduce the impacts. As part of the strategy local supplies will be sought, in order to reduce the impact of the development on the surrounding highway network.

7.8 Suppliers will be requested to consolidate deliveries to single vehicles where multiple orders are placed. Deliveries will also be requested to arrive outside of the network peak hours.

7.9 Demand smoothing techniques would be implemented, where possible, to reduce peaks and troughs in the demand for materials over the construction period of the site.

7.10 Deliveries and routing of HGV's will be set out prior to works commencing.

7.11 To site is accessible by a range of sustainable modes and all employees will be encouraged to travel in this way.

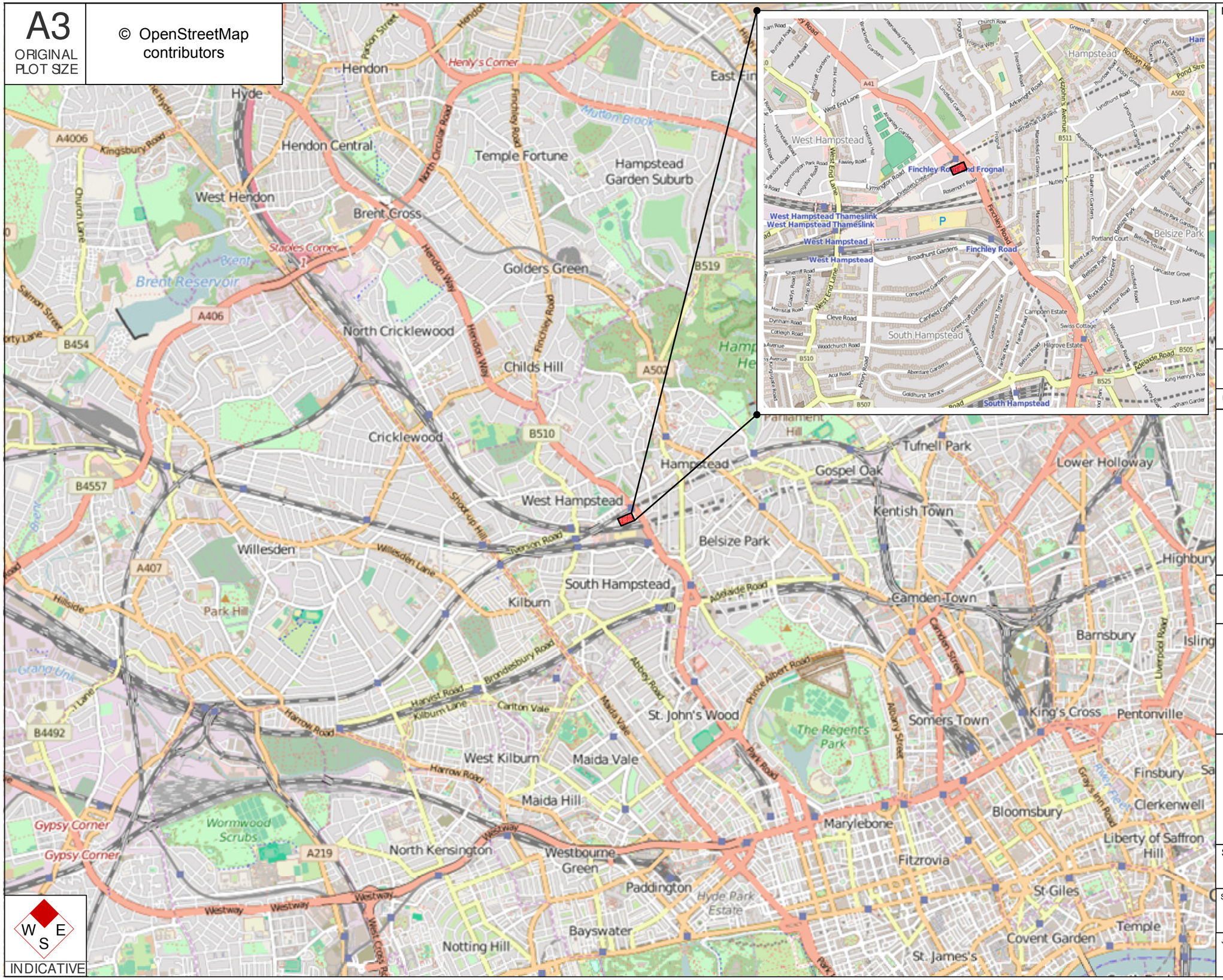
7.12 Strong communication with local residents will be retained, with frequent updates on the progress of the construction of the development.

7.13 Waste generated from the demolition works will be carefully managed to ensure the re-use and recycling of materials is achieved. Prior to the start of the construction work, a SWMP will be submitted to and agreed with Camden Council.

7.14 A programme of monitoring and review will be implemented to assess the success of the CLP in reducing the impact of the proposed demolition and construction works on the local area.

FIGURES

A3
ORIGINAL
PLOT SIZE



NOTES

Site Location

Rev	Date	Details	Drawn by	Checked by

Bristol
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Cardiff
London
Oxford
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317 FINCHLEY ROAD LTD

317 Finchley Road,
Camden

EXISTING HIGHWAY NETWORK

STATUS:
FOR INFORMATION

SCALE:	PREPARED BY:	CHECKED BY:	APPROVED BY:
NTS	GG	SS	DF

JOB NO:	DRAWING NO:	DATE:
1512-09	4.1	11/01/16