CONSTRUCTION LOGISTICS PLAN

Toureen Contractors Limited

The Other House – TCL1467

202-206 Buckingham Palace Road,

London, SW1W 9SX

	Name	Position	Signature	Date
Prepared By	Matt Gifford (CLOCS CLP Advanced Practitioner)	SHEP Manager	*Matt Gifford*	22/11/24
Reviewed By	Anita Nash	Project Manager	*Anita Nash*	22/11/24
Approved By	Andy Fox	Project Director	Andy Fox	22/11/24

Toureen Group

Construction Logistics Plan Template Amendment Record

Amendment No.	Description	Approved by	Date
Rev A	Document Created	M Gifford	20/05/2021
Rev B	Templated updated in line with CLOCS guidance	M Gifford	18/12/2024

Revision Log

Site amendments to the contents of this Construction Logistics Plan (CLP) are to be recorded below.

This CLP must be reviewed / checked whenever a project change takes place.

Site-Specific Amendments

Amendment No.	Description	Revised By	Approved By	Date
Rev0	First issue	M Gifford	A Fox	22/11/24
Rev1	Merged to new template and revised	M Gifford	A Fox	17/12/24
Rev2	Updated to reflect comments from DP9	M Gifford	A Fox	18/03/25
Rev3	Updated to reflect latest programme (3 & 6)	M Gifford	A Fox	26/03/25
Rev4	Updated logistics plan layouts (2.31 & 4)	M Gifford	A Fox	16/04/25

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Supporting documents:

Supporting documents will be issued as required. Supporting documents will be updated as required throughout the project.

- CLOCS CLP Planning Tool.
- Construction Phase Plan.

Note: This Project Construction Logistics Plan can only be drafted by a competent senior Toureen Group Manager who has full knowledge of the project and an understanding of the works to be undertaken. On completion, it will be forwarded to the relevant Director / Contracts Manager / SHEQ team for review and approval before commencement of works and where required, submission to local authority.

There are two types of CLPs that may be required. An Outline CLP accompanies the planning application and gives the planning authority an overview of the expected logistics activity during the construction programme. A Detailed CLP is submitted to a planning authority at the post-granted discharge of conditions stage and provides the planning authority with the detail of the logistics activity expected during the construction programme. **This document is a 'Detailed CLP.'**

1. Introduction:

This 'Detailed' Construction Logistics Plan (CLP) has been prepared in respect of the Site at 202-206 Buckingham Palace Road, in the London Borough of Westminster, for the comprehensive redevelopment of the site. The Site sits within the 'Victoria Opportunity Area.' The site in its current form is the vacant former Belgravia Police Station. The former police station occupied a floor area of over 3000 sqm.

This document has been written following review of the below documents:

- Glanville Consultants – Transport Assessment – Issue 3.
- Glanville Consultants – Travel Plan – Issue 3.
- Glanville Consultants – Outline CLP – Issue 2.
- CDM Principal Designer – Pre-Construction Information Pack.

1.1. CLP Objectives:

The overall objectives of this detailed CLP are to:

- Lower emissions;
- Enhance safety;
- Reduce congestion;

The minimisation of disruption to and impact on both current highway traffic and pedestrians use of roads and immediate footways around the site is of major concern together with health and safety issues in relation to pedestrian, traffic, and plant movement on site along with how plant and pedestrian segregation can be implemented safely.

It is a Toureen Group policy to maintain high standards of Traffic Management during all aspects of work.

The aim of providing this plan is to evaluate all hazards within the activities of the project and to formulate a specific detailed CLP. When considering the risk of an accident caused by a vehicle on site, especially one that may be reversing, the consequences can be severe. Toureen Group have therefore set standards within the company which shall be met by all operational sites.

Meeting those standards will ensure the necessary levels of protection to the site workers, visitors, member of the public and surrounding buildings and area.

Our SHEQ team will provide advice and assistance on traffic management and construction traffic matters and to those involved in the works and carry out a monitoring role to ensure compliance with the requirements of this Construction Logistics Plan.

The purpose of this CLP is to consider initially, at the planning stage and then throughout the duration of the project, the arrangements for the management and safety of road users (particularly pedestrians and cyclists), mobile plant and vehicles.

To support these objectives, the below measures are to be implemented as part of this CLP.

- Designated vehicular access routes and site entrances;
- Designated pedestrian access routes and site entrances;
- External pit lane;
- Site boundary demarcation & site security;
- Vehicular / pedestrian demarcation barriers;
- Traffic route crossover points for site and public pedestrian traffic;
- Key signage placements.
- Providing a travel plan to allow workers to use public transport to attend site.
- Encouraging the use of greener vehicles.
- Encouraging the most efficient use of construction freight vehicles.

1.2. Site Context:

This CLP has been designed to reflect the demolition, and construction works at 202-206 Buckingham Palace Road, London. The site is the home to the former Belgravia Police Station and has been vacant for some time.

The Site is bound to the east by Buckingham Palace Road (A3214), to the south by Fountain House and Pimlico Road (A3214), to the west by Ebury Square, and to the north by Semley Place and Victoria Coach Station.

1.3. Development Proposal:

The overall development includes part demolition, part retention (of existing basement and structural frame) and redevelopment to create a building of basement, ground and seven upper floors with rooftop plant and two storey building and single storey infill to courtyard, to provide new hotel with ancillary uses, including restaurant, bar, gym, and spa facilities; cycle parking, landscaping, and associated works.

The contents of this document considers the demolition and construction stage of the proposed works only. Therefore, a revised CLP document will be provided which will set out the relevant traffic management measures to be employed for the fit out and finishing phase of the works on site.

The scope of works for this CLP includes the demolition, enabling, piling and construction of superstructure works including, but not limited to the following:

- Removal of existing façade.
- Partial demolition of structure.
- Removal of redundant drainage.
- Foundation and column strengthening works.
- Construction of foundations.
- Piling.
- Installation of drainage.
- Excavation for pool, lifts, and plant.
- Waterproofing of basement.
- Construction of superstructure.

1.4. CLP Structure:

This CLP is divided into the following chapters:

1. Introduction.
2. Context, Considerations and Challenges.
3. Construction Programme and Methodology.
4. Vehicle Routing and Access.
5. Strategies to Reduce Impacts.
6. Estimated Vehicle Movements.
7. Implementing, Monitoring and Updating.

2. Context, Considerations and Challenges:

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

2.1. Policy Context:

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

National Planning Policy Framework (NPPF): The NPPF promotes the use of sustainable transport throughout the UK, safe road design, and the efficient and sustainable delivery of goods and supplies. The NPPF sets out the long-term strategy for sustainable development.

Traffic Management Act (2004): Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion.

Local Planning Authority Policy: Local authorities have a statutory responsibility to minimise disruption to nearby residents and the local economy during the construction stage of a development. This is captured in a range of statutory requirements and best practice guidance, some of which apply to the planning process. An element of these requirements includes producing CLPs as part of a suite of plans designed to ensure sustainable development. **City of Westminster Code of Construction Practice** - This Code of Construction Practice covers the full range of impacts that construction work has on the local environment and residents. It sets out what the Council expects from developers and those involved in construction activities across the City. The expectation is that all construction sites meet the requirements or best practice set out in the Code, reducing disruption for those who live, work, and visit our City.

Opportunity Area Planning Framework (OAPF): CLPs can be effective at significantly reducing construction transport movements in and around OAPF developments as they can cover multiple sites and should be considered as part of the OAPF process. **The Mayor of London – The London Plan** - https://www.london.gov.uk/programmes-strategies/planning/london-plan/london-plan-2021

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.

Fleet Operator Recognition Scheme (FORS): FORS is a unique, industry led, membership scheme to help fleet operators become safer, more efficient, and more environmentally friendly.

- Toureen is currently certified with FORS Fleet Operator Recognition Scheme Logo with ID Number: 002249.
- Toureen is currently certified as FORS Gold accreditation.

Direct Vision Standard and HGV Safety Permit Scheme: You need to obtain a safety permit before operating a heavy goods vehicle (HGV) in most of Greater London. Otherwise, you may receive a Penalty Charge Notice (PCN). You now need to install the Progressive Safe System for zero, one and two star-rated HGVs.

Vision Zero: An approach to road danger reduction that works towards the elimination of road traffic, deaths, and serious injuries by reducing the dominance of motor vehicles on our streets.

2.2. Context Maps:

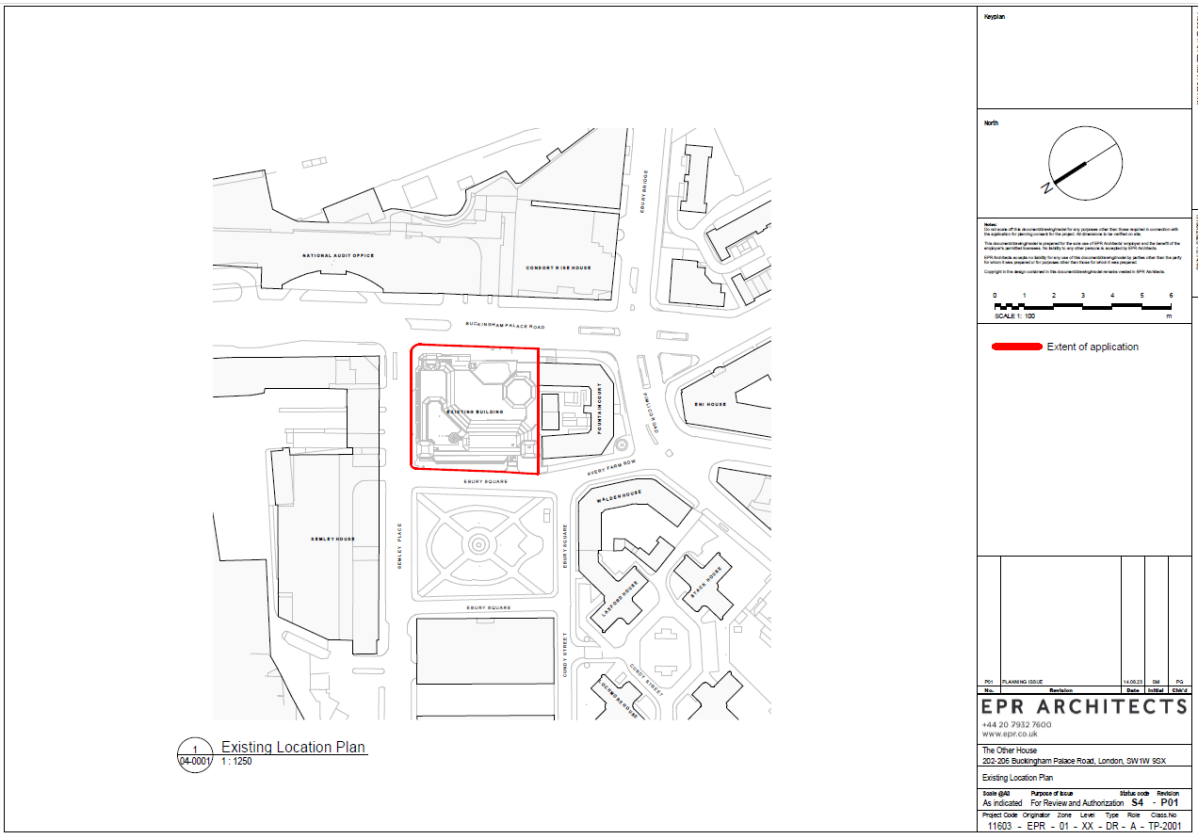

Figure 1: EPR Architects – Site Boundary Plan.

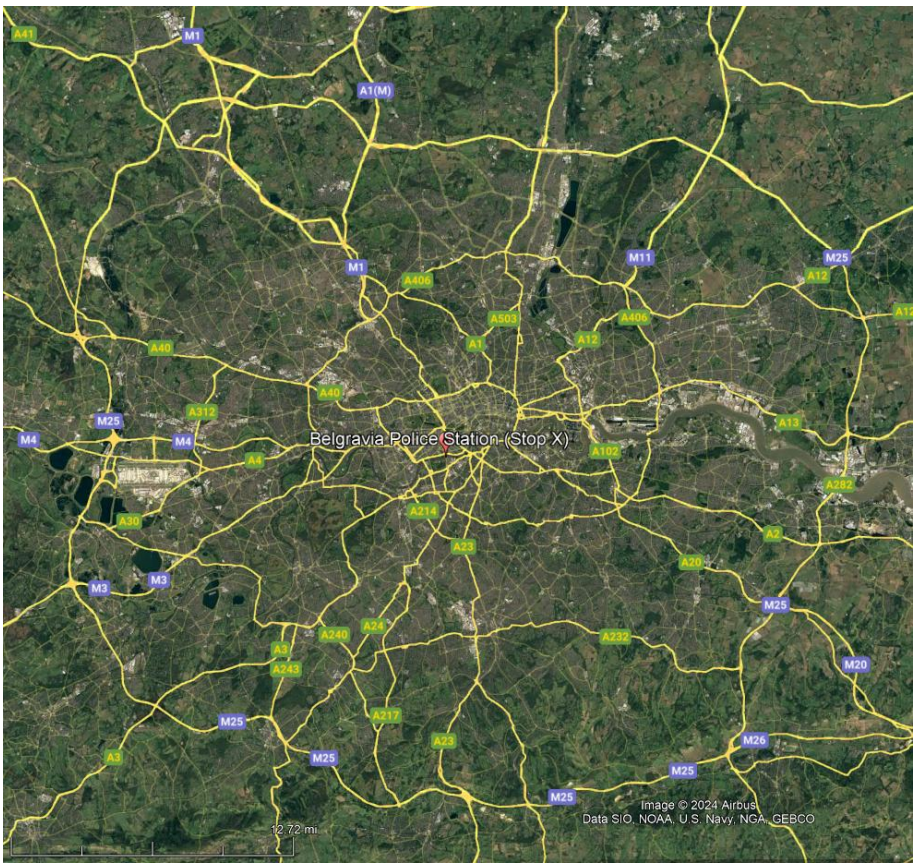

Figure 2: Google Earth – Zoomed out location (refer to scale).

Figure 3: Google Earth – Zoomed in location (refer to scale).

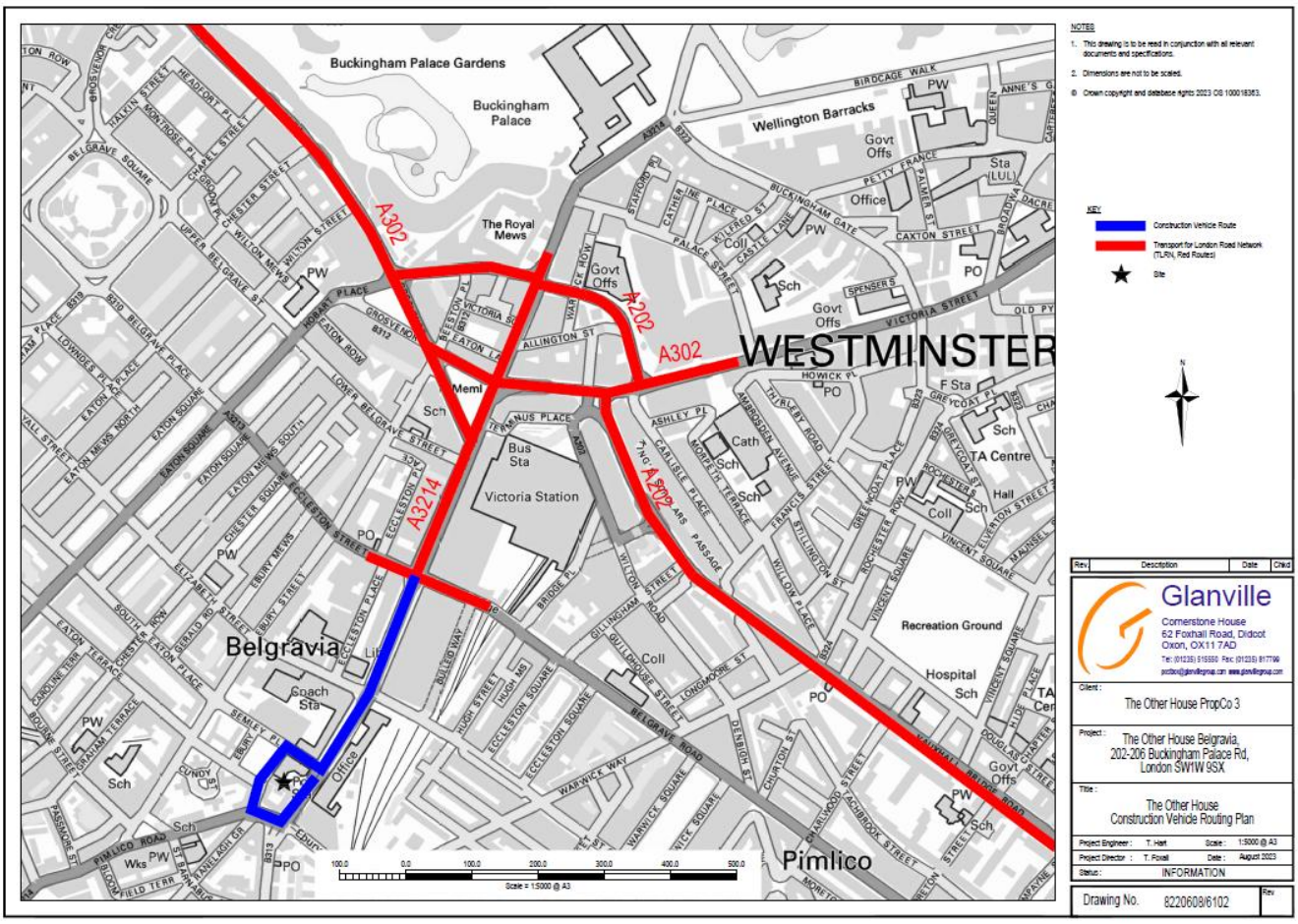

Figure 4: Glanville Consultants – 1:5000 Vehicle Routing Plan.

2.3. Local Access:

2.3.1. Highways, Carriageways and Footways:

The Site is bound to the east by Buckingham Palace Road (A3214), to the south by Fountain House and Pimlico Road (A3214), to the west by Ebury Square, and to the north by Semley Place. The site has public footways to the east, west and north. The pedestrian route to the project office / welfare facility will be positioned, as shown below.

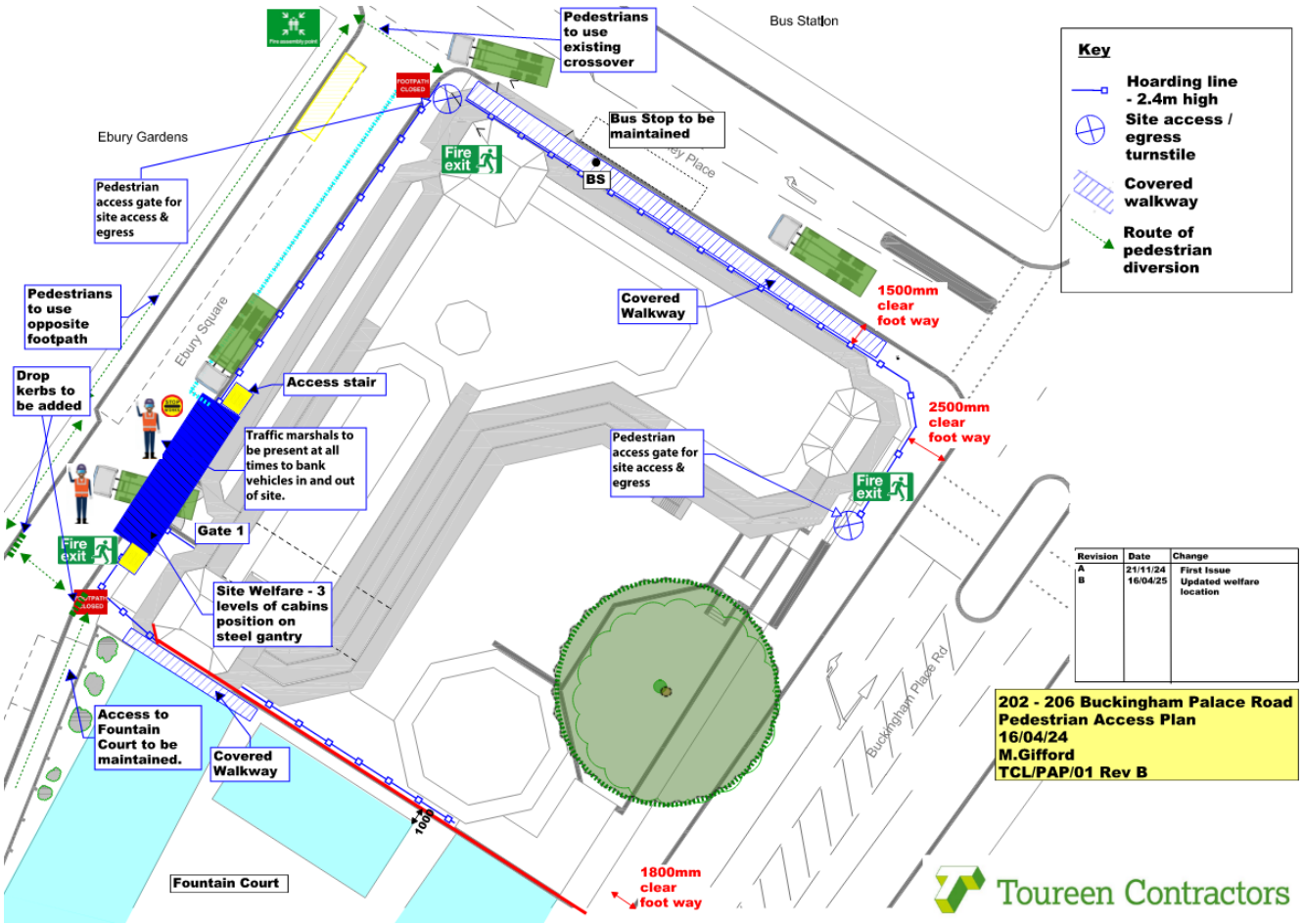

Figure 5: Pedestrian access plan.

Pedestrian management will be installed on Ebury Square to provide safe passing of the general public due to the pavement closure required to facilitate the pit lane. This will be installed following approval from Westminster City Council and will divert pedestrians to the footpath on the opposite side of the road. Drop kerbs / ramps will be installed as required.

To provide protection to the general public during operational hours, all gates will be managed by the Traffic Marshal team. When gates are not in use they will be closed and locked. During vehicle movements, expandable barriers will be used by the TMs to provide adequate segregation of vehicles and the general public. TMs will be mindful of the needs of vulnerable highway users, these will include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. The adjoining public road will be kept clean and free from obstructions**.**

To facilitate the installation of hoardings and scaffolding, temporary pavement closures are likely to be required to the footpath on Semley Place. These will be attended at all times of operation and demarcated clearly.

The side access to Fountain Court which is also a fire escape route will be maintained at all times.

Existing public highway and pathways are already sufficiently illuminated. Lights will be installed on site hoardings, as well as internal works areas and vehicle routes where required

A specific plan will be developed prior to any oversize vehicle accessing the site. Details of the oversize vehicle will be supplied to all relevant parties in advance. Currently the only foreseen oversize vehicles that are required are those for delivering and the subsequent removal of the site tower crane, and large plant (excavator) for demolition of the ground floor slab. These will be subject to an individual Temporary Traffic Order which will be submitted to WCC for approval prior to being undertaken.

Road Closures & Partial Road Closures if required will be dealt with through Westminster Highways Department where we shall provide sufficient notice for any planned closures A road closure of Ebury Square is anticipated for the erection and subsequent dismantle of the site tower crane. The site management team will contact the Westminster Highways Department at the earliest convenience to obtain the required permissions and approval. The pavement closure required on Ebury Square will be notified to WCC under a temporary structures licence.

A partial road closure will be required on Ebury Square to facilitate the pitlane set up.

2.3.2. Railways, Underground, Bus, and Coach:

Information on public transport routes will be displayed on site to inform personnel of available options of options available. These will be promoted, and personnel will be strongly discouraged from bringing personal vehicles into the local area, also noting that no parking is available on site.

London Victoria rail station is located approximately 500m northeast of the Site and within easy walking distance. London Victoria is a terminal station serving destinations to the south and east of London including London Gatwick, Croydon, Brighton, and Portsmouth.

Victoria station is served by the Victoria, Circle and District underground lines. Sloane Square station is 500m west of the Site and is served by the Circle and District underground lines also.

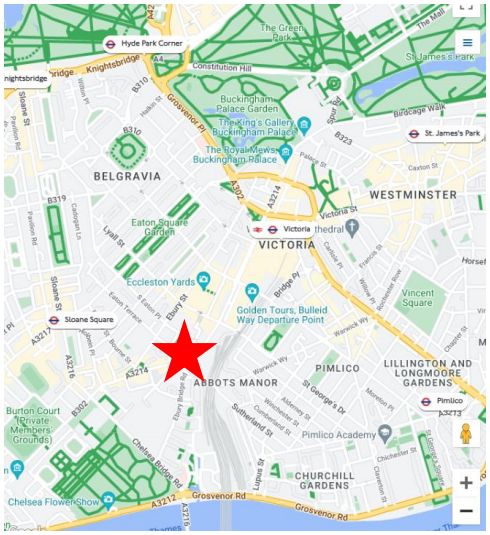

Figure 6: TFL map showing station locations (site shown by red star).

Tube Links can be found here: https://tfl.gov.uk/maps/track/tube

The Site is well served by London Buses being within walking distance of over 100 services in the AM and PM Peak hours. Bus stop X, located on Semley Place is to remain operational throughout the works.

Bus Links can be found here: https://tfl.gov.uk/modes/buses/

Victoria Coach Station is located immediately north of the Site. The main pedestrian access is located 125m north of the Site, at the corner of the Buckingham Palace Road / Elizabeth Street junction. It is served by a number of coach operators, including Megabus and National Express, providing access to destinations across the United Kingdom.

It is not envisaged that the works will have any adverse impact on these transportation links.

2.3.3. Cycling:

Cyclists attending site:

Personnel attending site by bicycle will have cycle storage provided internally on site in a designated cycle store. This will be accessible via the site pedestrian gate. Personnel cycling to work are to dismount on arrival at the gate. Cycle to work initiatives will be promoted on site.

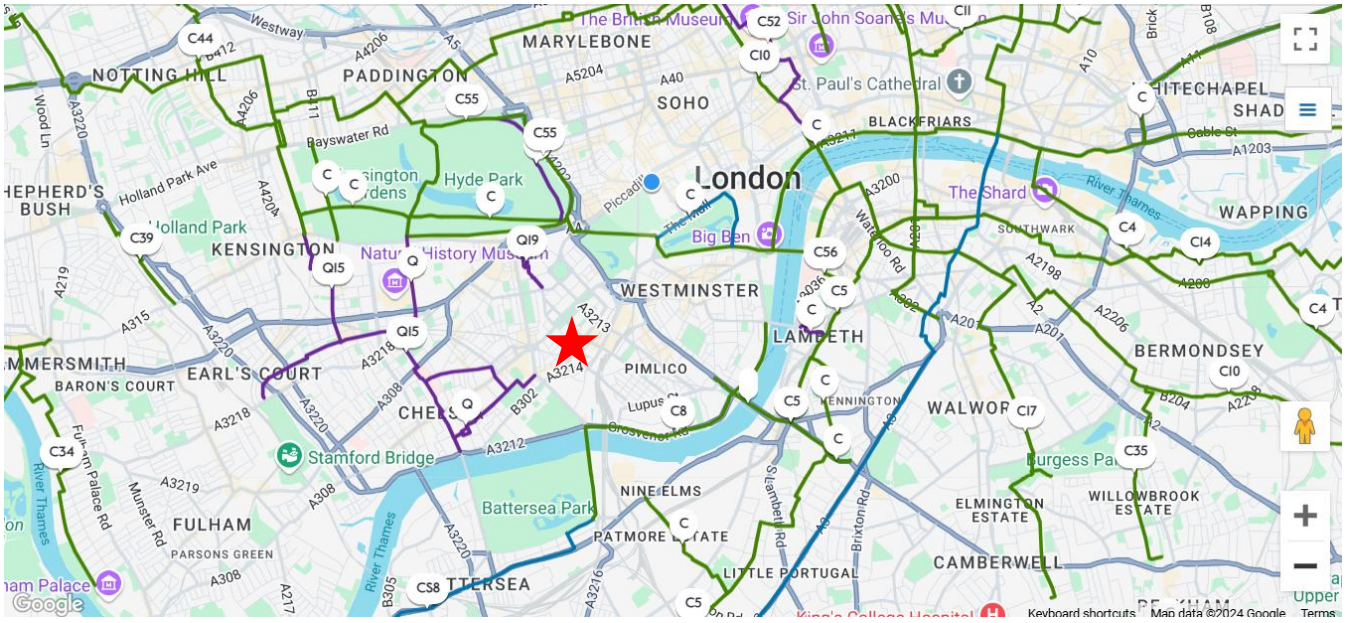

Figure 7: TFL cycle routes (site location shown by red star).

Link: https://tfl.gov.uk/modes/cycling/routes-and-maps

Protection of general public cyclists: All goods vehicles attending site will be compliant with the FORS scheme and be fitted with the required cyclist protection measures. TMs will ensure that prior to any vehicle movements that due care is given to any passing cyclists.

2.3.4. Waterways:

The nearest TFL London River Boat stop is Battersea Power Station, which is approx. 20 minutes' walk from the site.

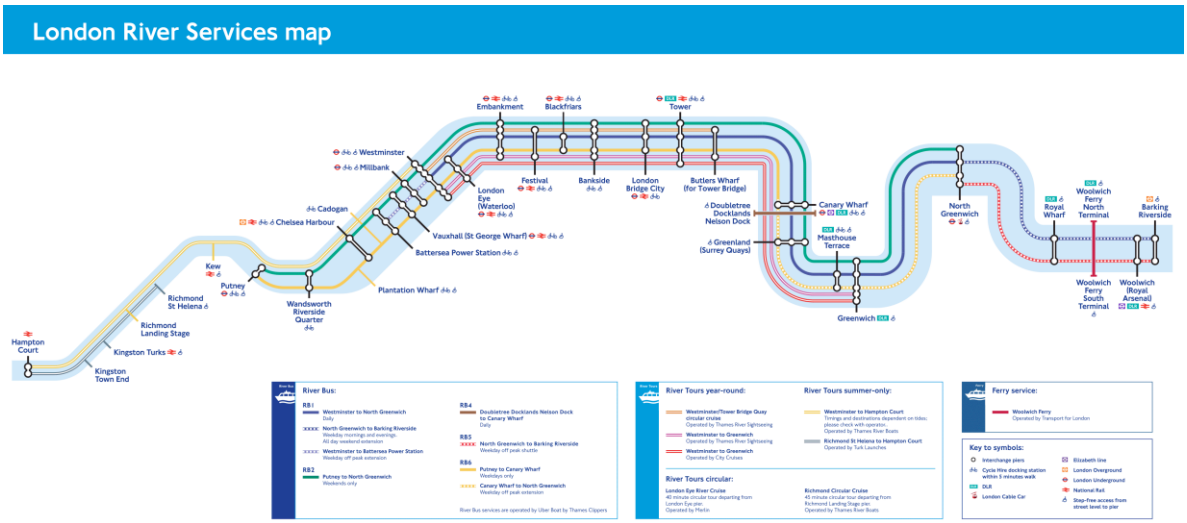

Figure 8: TFL London River Services Map.

2.4. Community Considerations:

2.4.1. Local Policy:

City of Westminster Code of Construction Practice - This Code of Construction Practice covers the full range of impacts that construction work has on the local environment and residents. It sets out what the Council expects from developers and those involved in construction activities across the City. This code of practice will be abided by at all times.

2.4.2. General:

Works should be contained within the site boundary and pit lane throughout and while loading / unloading will be arranged so to minimise the impact of construction vehicles on the free flow of the local highway network.

Site Contact Details will be displayed on the Site Hoarding and any complaints received will be reviewed and where necessary will be formally documented and included in the CLP Review.

To prevent undue compromise to traffic using the roads in and around the project, placement, and management of the main aspects of Plant, Equipment and Materials have been set out alongside the likely frequency of traffic movement events associated with them. The management of these movements has been developed into basic plans within this document to show how this will be dealt with by the site management team, utilising Traffic Marshals, Banksman / Gateman.

Any dirty machinery equipment and vehicles will be cleaned prior to leaving the site, this includes wheel washing facilities (jetwash) at the vehicle exit of the site. If during the contract period mud or debris is

identified on the public highway operatives will immediately remove the mud and debris using brooms and shovels / jet wash, if these methods are not effective a road sweeper will be employed to undertake the removal of the mud and debris.

- Timber Hoarding will be erected all around site. Any hoarding once erected that may have impact on vision for vehicles will need to be adjusted to suit.
- Gateman will remain on gates at all times while gates are open.
- Traffic Marshal will be recognised by orange hi-vis clothing that will be stamped with Traffic Marshal.
- 2 way radios will be used.
- Drivers will be given a site induction card as they enter site if they are required to leave their cab.
- Road signage will be in place and checked on a regular basis to ensure correct positioning / placement, especially during windy conditions.

2.4.3. Schools:

There are no schools in the direct vicinity of the site, however the closest schools is St Barnabas Primary school which is approx. 170m away on Pimlico Road may cause some increased footfall and vehicle movements in the surrounding area.

2.4.4. Nearby Construction Sites:

Currently there are 2no operational construction sites in the immediate vicinity of the 202-206 Buckingham Palace Road site. These are:

- Willmott Dixon – Refurbishment Project – Corner of Semley Place and Buckingham Palace Road.
- Keltbray – Construction Project – Cundy Street.

Close liaison with these sites will be maintained. We have considered these sites and our vehicle movements at peak will not be affected by these sites. The Toureen Logistics Manager will liaise with these sites for the duration of our works.

2.4.5. Public Relations:

Directly neighbouring the site to the southwest is Fountain Court Residents. The other side of Buckingham Palace Road is Consort Rise House apartment building.

Prior to works commencing on site, a dedicated website will be established online to notify local residents and businesses and any required stakeholders of the project progress and any notable events. All public relations will be in accordance with Client requirements.

As the closest neighbours to the site, residents of Fountain Court will be kept well informed throughout the project to ensure clear and timely communication about construction activities.

Prior to the works phase a resident meeting will be conducted and monthly newsletters with information also published on project dedicated website and on the site hoarding notice board.

We aim to meet at monthly intervals with the neighbours, including Fountain Court residents, Client, and Local Authority Environmental Health Officers to discuss works progress and any issues.

2.4.6. Other Key Receptors Affected by the Works:

Not applicable.

3. Construction Programme and Methodology:

- Works commence on site – 7th July 2025.
- Completion of contracted works – 19th September 2026.
- Anticipated Works Programme - Overall Duration approx. 60 Weeks.

During construction phases, working hours are anticipated to be:

- Weekdays 8am – 6pm.
- Saturday 8am – 1pm when necessary, i.e. only during critical activities.
- Sunday and bank holidays – No construction activities.

These working hours will be adhered to, with no work to be undertaken outside of these hours, unless exceptional circumstances require otherwise, and prior approval in writing from the Council would be required.

These working hours will ensure that neighbours and local road users near to the Site will experience as little disruption in terms of noise, dust, and traffic movements as possible.

Construction phase	Start	End
Site setup and demolition	Jul-2025	Nov-2025
Basement excavation and piling	Jul-2025	Mar-2026
Sub-structure	Jul-2025	Aug-2026
Super-structure	Feb-2026	Sep-2026
Cladding	TBC	TBC
Fit-out, testing and commissioning	TBC	TBC

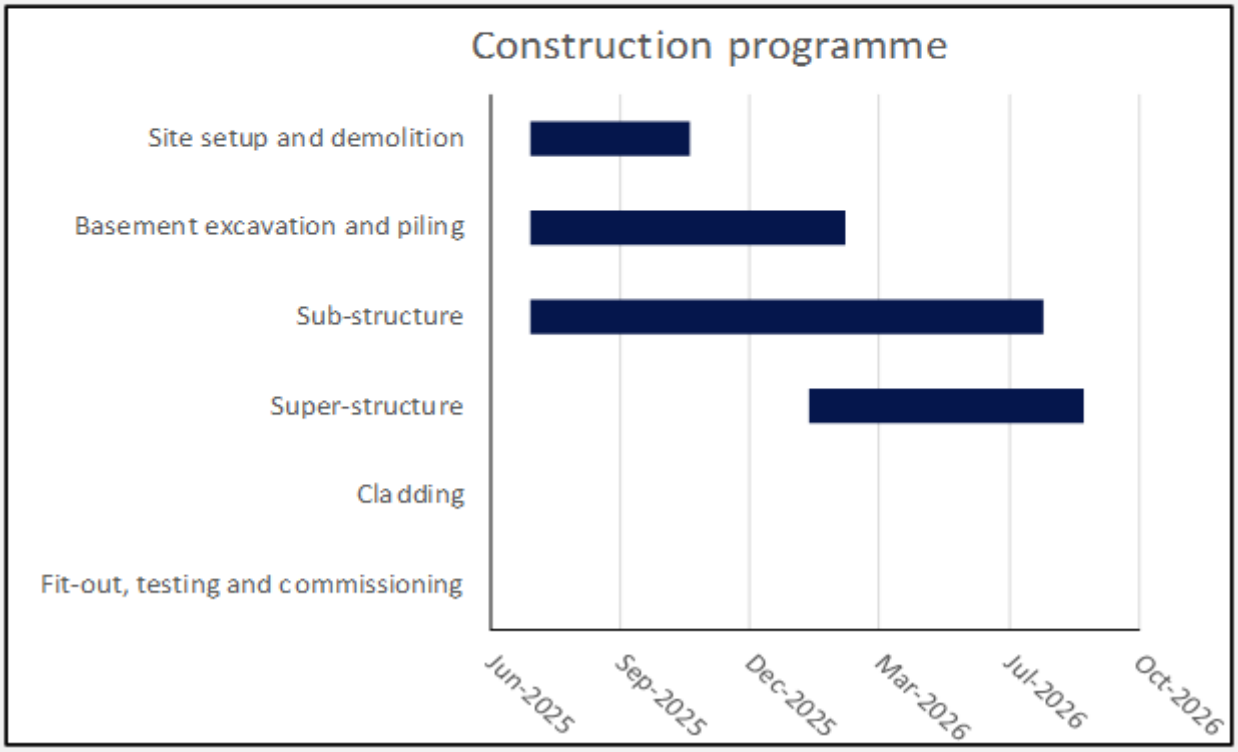

Figure 9: CLP Planning Tool – Programme Outputs.

3.1. Construction Programme Phases:

The current structure comprises four floors of RC slabs (typically 300mm thick) supported on square RC columns (typically 400x400mm). Above third floor level, the structure is a steel frame with 100mm pre-cast planks and 100mm concrete topping forming the plant room slab and woodwool panels forming the roof. 200mm thick RC shear walls located at each end of the building, as well as around the central lift shafts, provide lateral stability to the structure. The entire structure is founded on a 1.05m deep RC raft foundation sat on gravels. The façade is finished in brickwork as well as cladding and glazing panels.

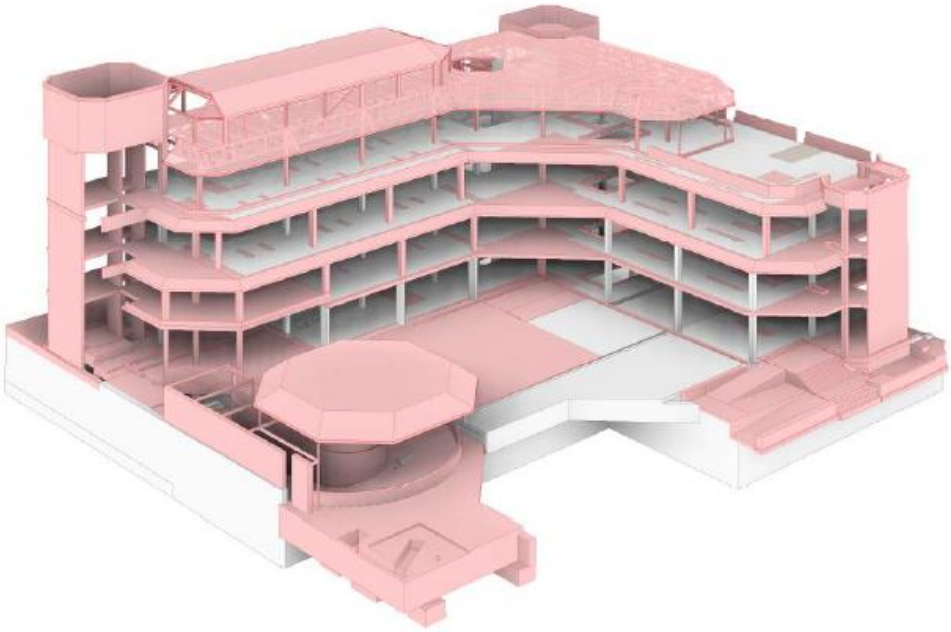

Figure 10: Demolition drawing.

The Proposed Development consists of the partial demolition of the existing Belgravia Police Station, with retention of the existing basement, ground, first and second floors, replacement of the third and fourth floors and the addition of new floors (fifth to eighth floors) to create a new destination for luxury flexible accommodation offering nine storeys of club flats, food and beverage, member's facilities, and wellness areas.

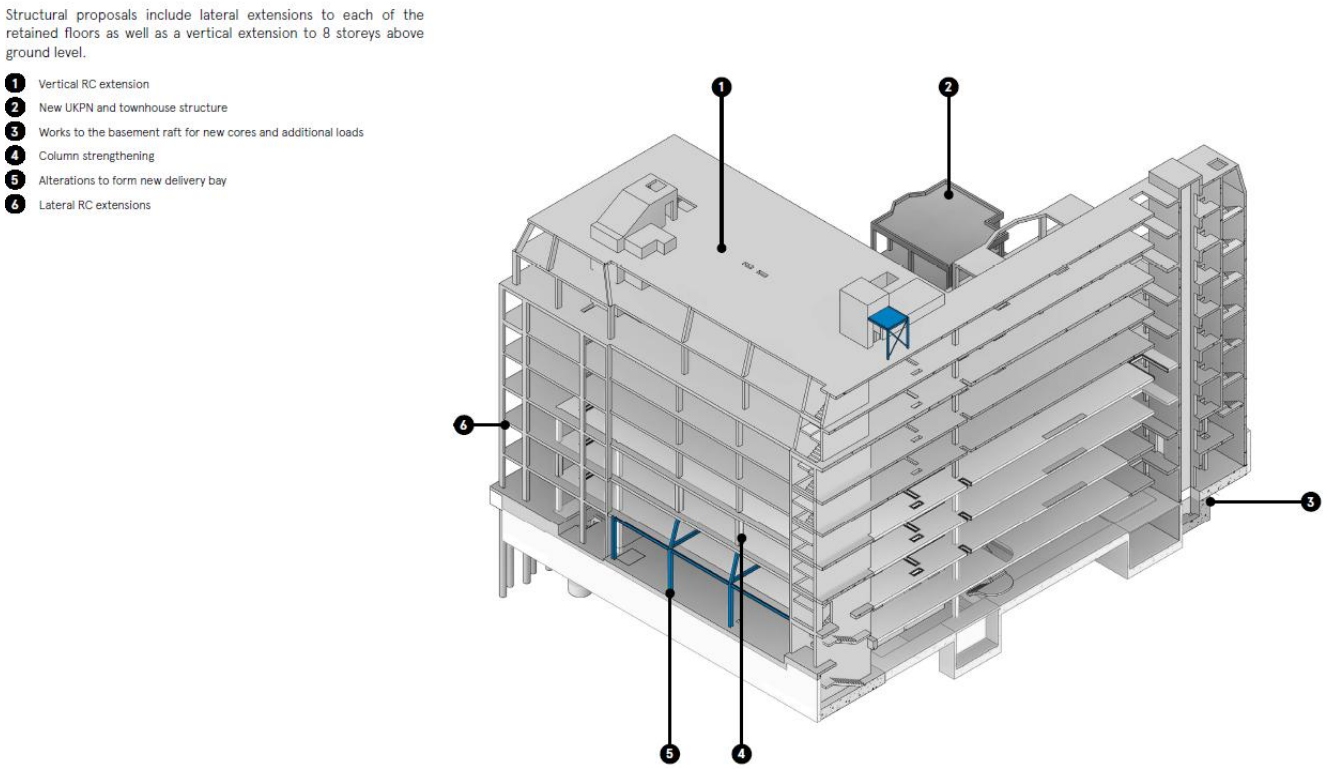

Figure 11: Proposed structure drawing.

The scope of the works for the project is as listed below:

3.1.1. Site Set Up and Demolition:

- Site set up to include perimeter hoarding. To include protected walkways (refer to fig 15).
- Installation of a Pitlane on Ebury Square.
- Installation of pedestrian management.
- Installation of demolition scaffold.
- To include demolition for the steel mansard at the current top level, removal of the façade, redundant existing elements (such as the existing towers, etc.) and all RC to be demolished/cut back;
- To include demolition of risers, cores, sheer walls, carpark ramp and confirmed new opening quantities and locations;
- Installation of TPO and RPZ protection;
- Relocation of substation.
- Installation of welfare facilities on constructed gantry on Ebury Square.

3.1.2. Basement Excavation and Piling:

- To include redundant below ground drainage removals;
- To include shallow foundations to the new townhouses;
- To include raft strengthening requirements;
- To include new below ground drainage;
- To include excavation requirements for pool, lifts, and plant;

3.1.3. Sub-Structure:

- To include basement waterproofing system;
- To include a new outfall for the Thames Water sewer if agreement on requirements can be achieved through liaison with Thames Water;
- To include existing column strengthening;
- To include new core requirements and structural openings in additions to risers, staircases, etc;

3.1.4. Super-Structure:

- To include full superstructure design and construction;

3.1.5. Cladding and Envelope:

Currently not part of Toureen contract works.

3.1.6. Fit Out, Testing and Commissioning:

Currently not part of Toureen contract works.

4. Vehicle Routing and Site Access:

Prior to commencing works, this CLP will be implemented which will allow vehicular access on to the site. Access for vehicles will be into the pit lane or via the vehicle gate and shall be required to reverse onto site under supervision of a competent Banksman. This will allow the loading and removal of waste materials as well as the required loading and unloading to be undertaken within the site boundary and pit lane.

It is planned that all construction vehicles will approach the Site from the TLRN (Transport for London Road Network), southbound along Buckingham Palace Road, turning right into Semley Place and then left onto Ebury Square to access the Site.

The 'Police Vehicles Only' bay along Ebury Square will be suspended along with the adjacent footway and used as a pit lane to accommodate loading and unloading of materials. On leaving the Site, construction vehicles will turn left onto Ebury Square, head south along Avery Farm Row, left onto Pimlico Road and left again onto Buckingham Palace Road heading northbound onto the TLRN.

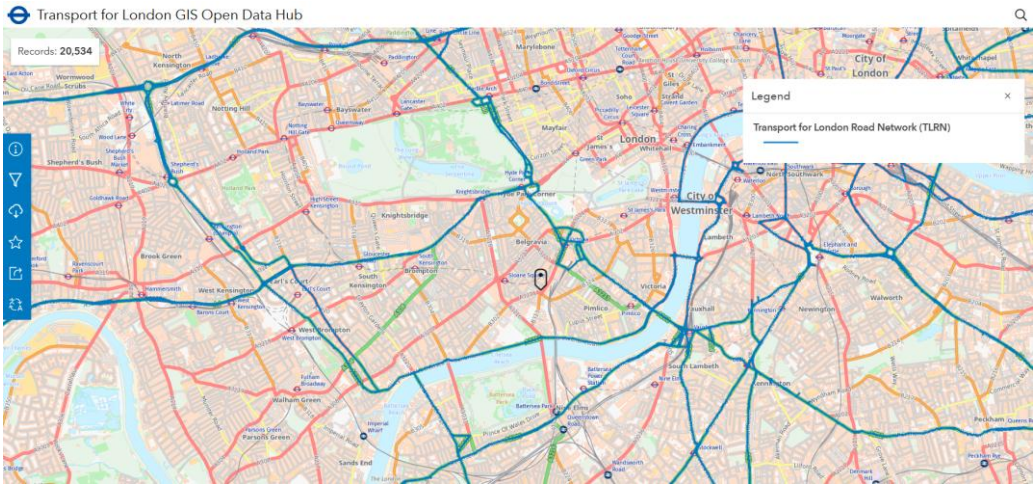

Figure 12: Map showing TLRN

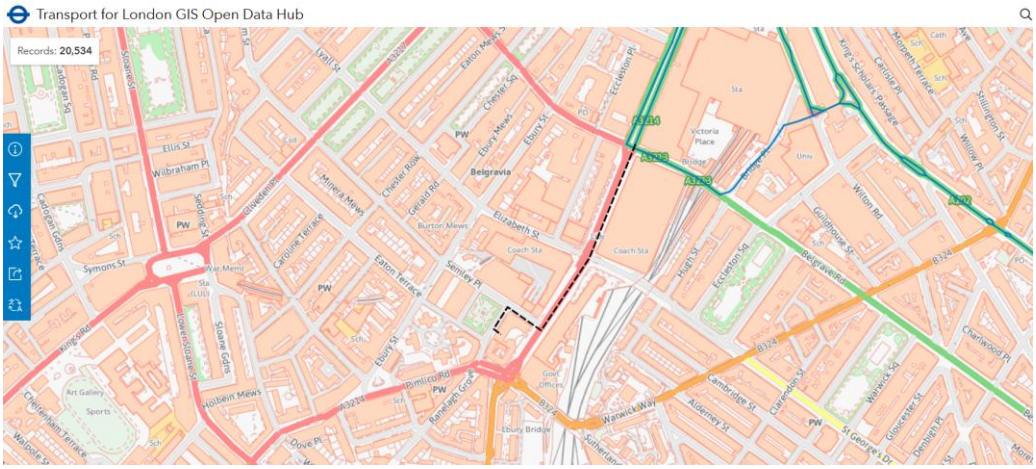

Figure 13: Map showing route to site from TLRN

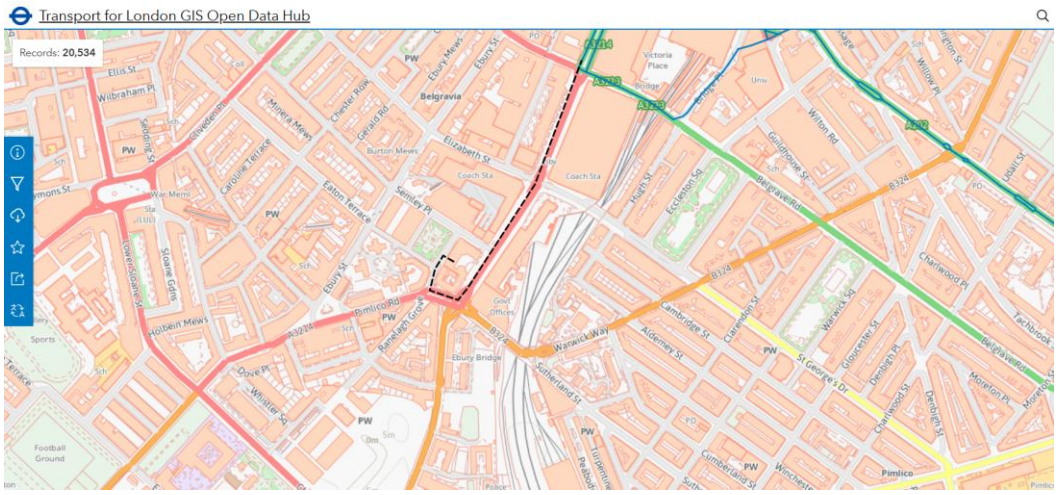

Figure 14: Map showing route from site to TLRN

Route for vehicles accessing site:

1. Enter area using TLRN.
2. Approach southbound along Buckingham Palace Road.
3. Turning right into Semley Place.
4. Turn left onto Ebury Square to access the Site.

Route for vehicles exiting site:

1. Turn left / continue along Ebury Square.
2. Head south along Avery Farm Row.
3. Turn left onto Pimlico Road.
4. Turn left onto Buckingham Palace Road heading northbound onto the TLRN to leave area.

During initial phases, attending vehicles will be able to utilise the pitlane, as well as enter the site. This will continue until the Ground Floor slab is removed. Once this has been removed, all attending vehicles will be required to utilise the pitlane.

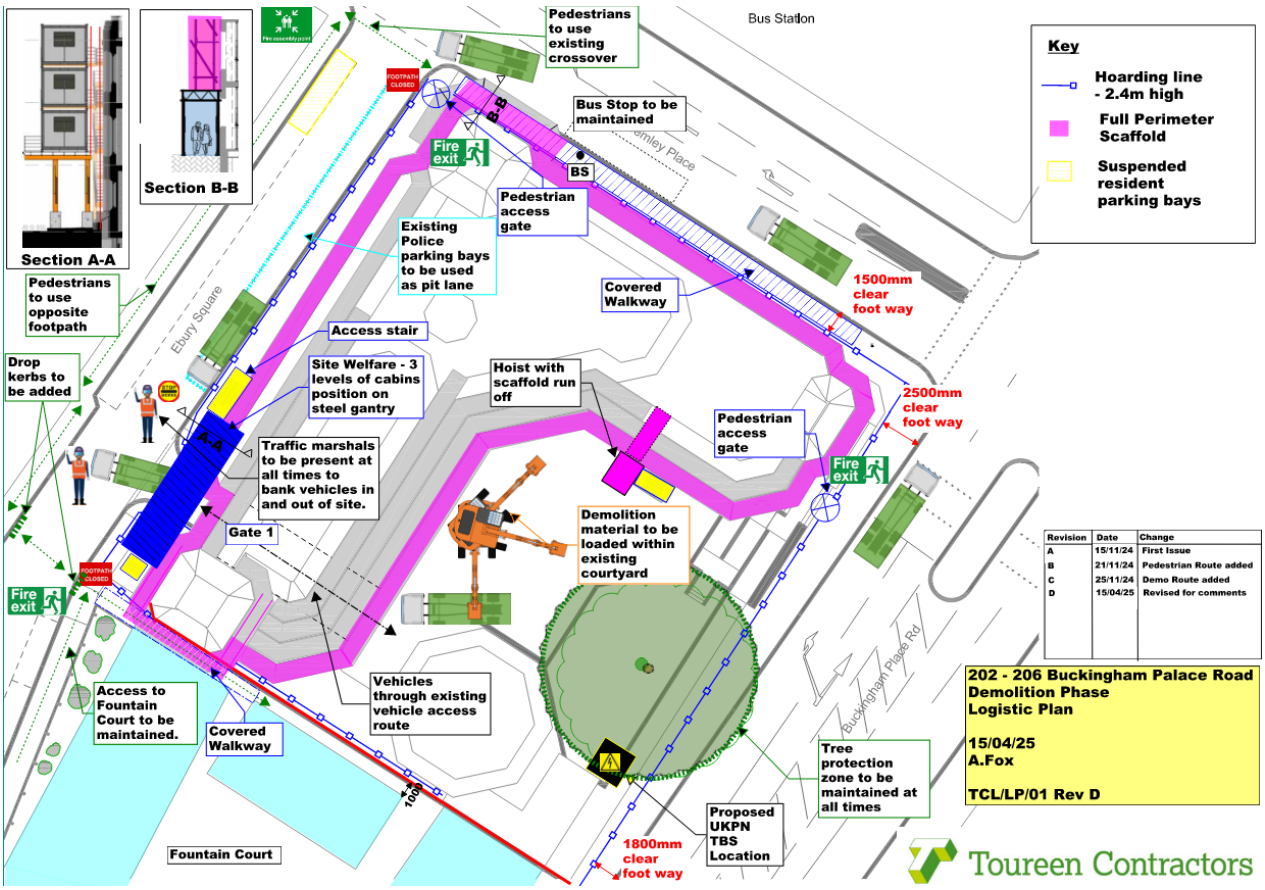

Figure 15: Site Logistics Plan –– Jul 25 – Nov 25.

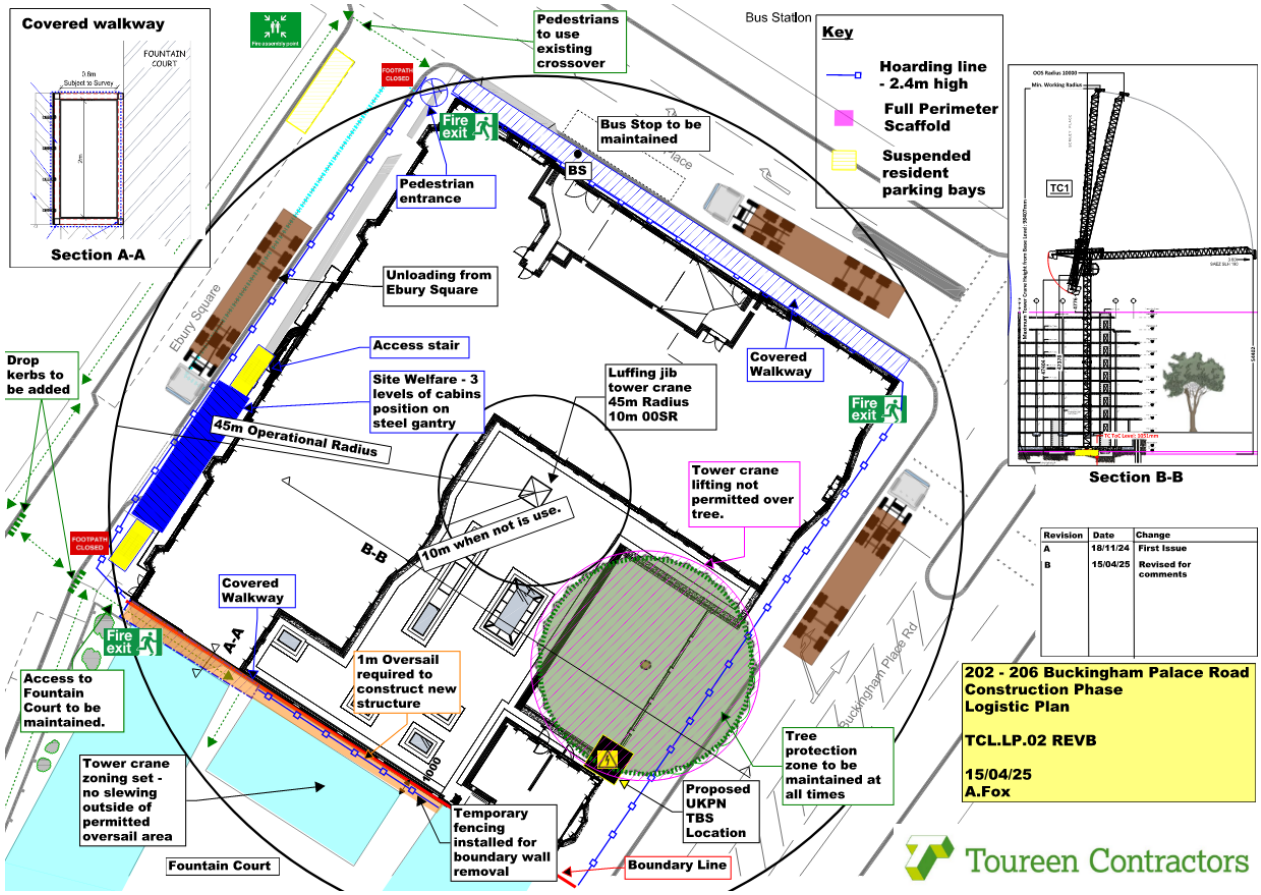

Figure 16: Site Logistics Plan – Nov 25 – Sep 26.

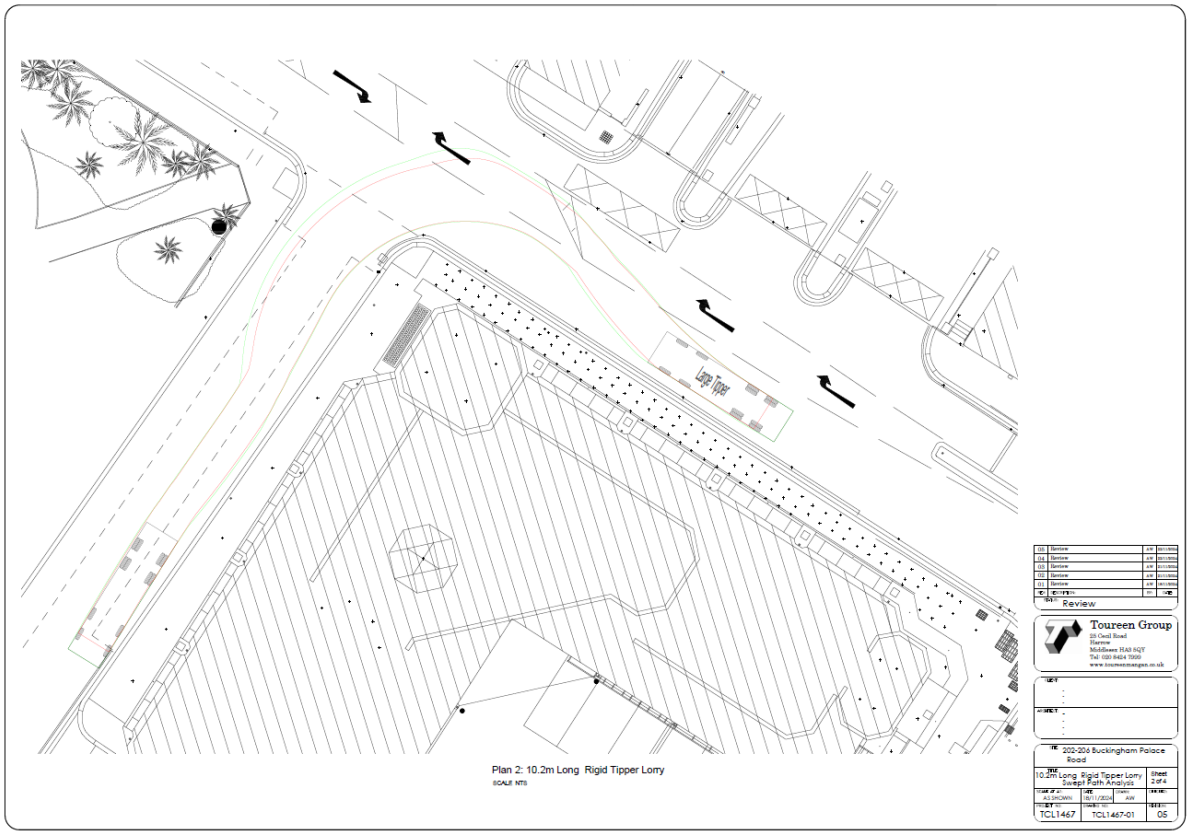

Figure 17: Swept Path Analysis (4 axle tipper), entering Ebury Sq. from Semley place.

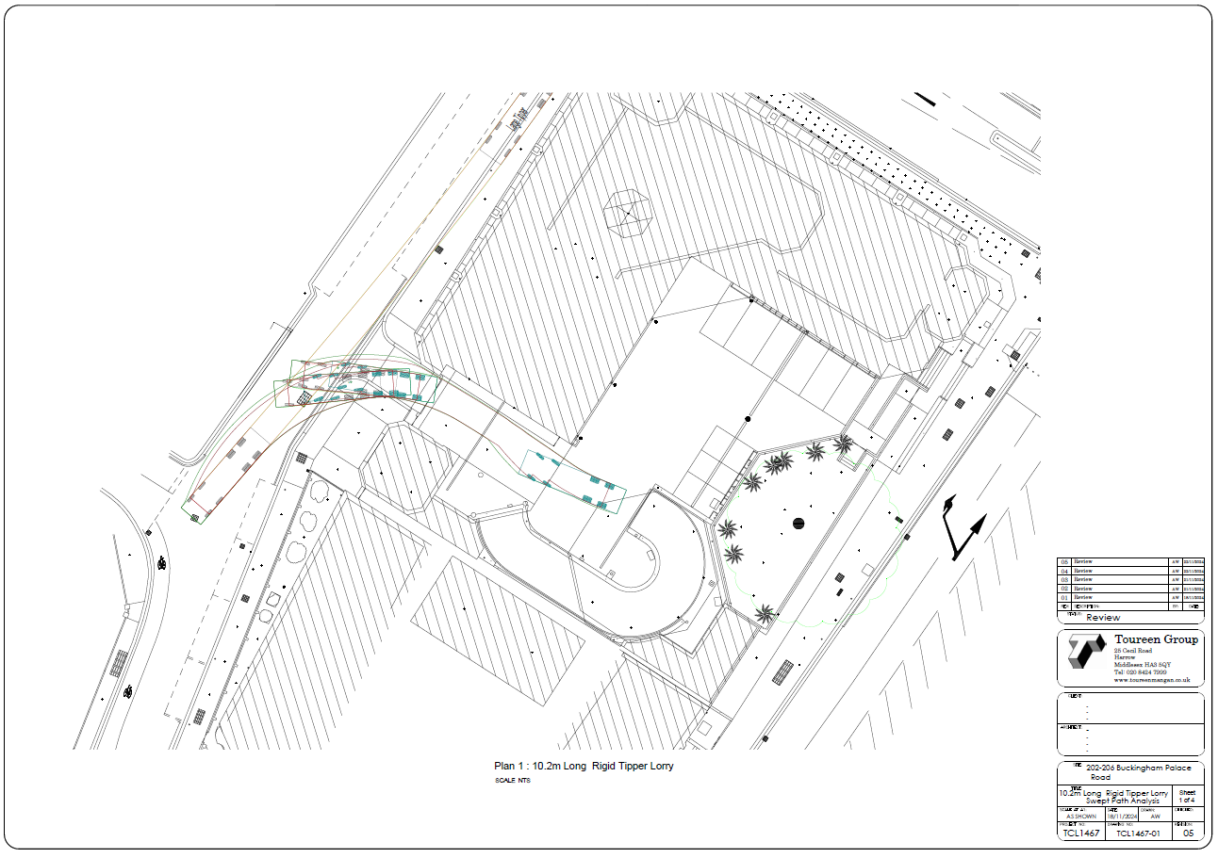

Figure 18: Swept Path Analysis (4 axle tipper), entering site from Ebury Sq.

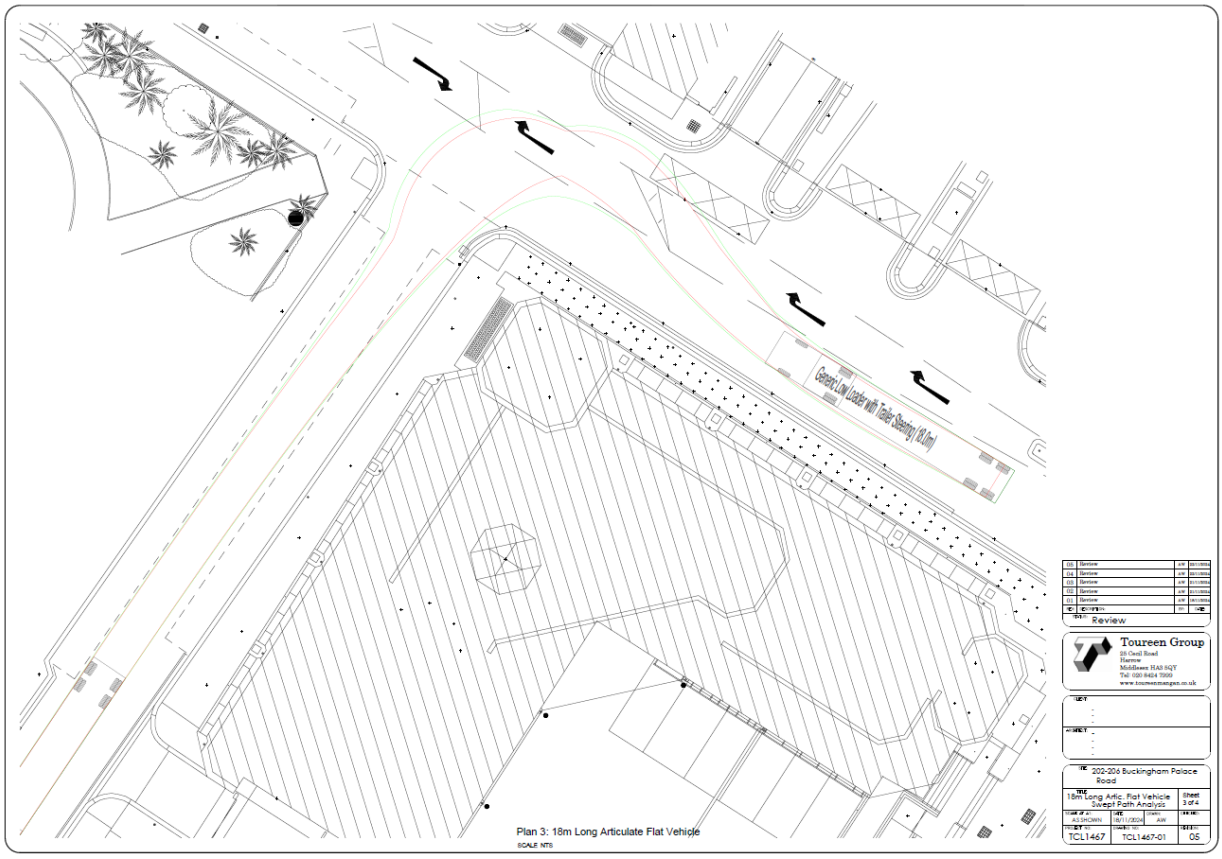

Figure 19: Swept Path Analysis (articulated vehicle), entering Ebury Sq. from Semley place.

At no point should a vehicle be permitted to obstruct the flow of traffic on surrounding roads, good communication in advance of vehicles attending site is imperative. Only designated on-street loading areas as identified on the plan will be utilised.

Loading and unloading on the public highway (heavy plant) will only be undertaken on the dates and times with the prior written agreement from the council and referencing the movement order that will be received.

2no parking bays on Ebury Square will require suspension to allow facilitate vehicle turning into Ebury Square. The existing police bays along Ebury Square require suspension to facilitate the pit lane.

Any deliveries or collections that are required to be carried in the pit lane in Ebury Square will be fully segregated with the red / white plastic barriers to provide adequate segregation from other traffic users and the sufficient TM`s will be provided to coordinate road traffic and pedestrians

All deliveries and collection vehicles will be attended by a minimum of two TM`s at any one time. The TM's will be present at the site prior to the scheduled construction vehicle arriving and will ensure the vehicle arrives and departs in a controlled and safe manner.

In the case of the public (pedestrians, cyclists, cars etc.) failing to take direction from our TM`s, we will immediately cease our movement, if it safer to do so, until they pass.

All the drivers must comply with Highway Code and take notice of all local on-street controls and requirements. Their engines will be switched off when stationary and will be courteous if required to move.

If another vehicle is currently in attendance, or access to the site is restricted, the attending vehicle will be instructed to not attend until access is clear. There are no holding areas allocated, we will request a "just in time" delivery and collection plan, this will ensure that local road traffic remains unrestricted at all times. Where possible, vehicle movements will be timed to avoid peak congestion in the local area.

Parking on site will not be permitted for general attendance. The use of public transport and cycling and walking to site will be promoted. Where required, for persons attending for maintenance purposes, parking may be facilitated to allow the works to be undertaken.

5. Strategies to Reduce Impacts:

Higher impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries		X	
Re-timing for out of hours deliveries			X
Use of holding areas and vehicle call off areas			X
Use of logistics and consolidation centres		X	
Vehicle choice		X	
Measures to encourage sustainable freight			
Freight by water*		X	
Freight by rail*		X	
Material procurement measures			
DfMA and offsite manufacture		X	
Re-use of material on site		X	
Smart procurement		X	
Other measures			

Collaboration with other sites in the area		**X**	
Implement a staff travel plan	**X**		

5.1. Measures Influencing Construction Vehicles and Deliveries:

5.1.1. Safety and Environmental Standards and Programmes:

We are committed to ensuring all contractor and sub-contractor vehicles arriving on site comply with both safety and environmental requirements.

We will require all vehicles attending site to be FORS registered and to hold FORS Silver accreditation. Good vehicles should comply with the Direct Vision Standard.

A collision reporting system will be mandated to ensure all RTCs involving project vehicles are reported to the Project Director and any relevant parties. The FORS Manager reporting tool will be used.

An anti-idling policy will be enforced while vehicles are in attendance on site.

5.1.2. Adherence to Designated Routes:

All suppliers and supply chain members will be provided with a copy of this CLP and will be required to comply with the designated vehicle routes set out. Compliance will be monitored by the appointed Logistics Manager and Logistics team.

5.1.3. Delivery Scheduling:

All deliveries and collections will be booked in advance with the Logistics Manager.

A schedule of deliveries for the week ahead will be prepared by the Logistics Manager. Each day the Traffic Marshals will be addressed by the Logistics Manager as to the known deliveries for the day and provided with a copy of the schedule of deliveries and briefed on the method of manoeuvre for the delivery to the site.

All booked vehicles will be given an allocated time and also the contact details of the TM. They will be issued the agreed logistical route prior to attending. Drivers are to call 10 mins in advance to advise of their arrival to ensure the designated time slot is still permissible. This will eliminate excess waiting time in the vicinity of the site and therefore eliminating site generated local congestion.

5.1.4. Re-timing for Out of Peak Deliveries:

Vehicle movements to and from site will be staggered at intervals throughout the full length of each day, this will increase efficiency on site and reduce increased vehicle movements during peak times.

5.1.5. Re-timing for Out of Hours Deliveries:

Not currently required, vehicle numbers are not currently excessive.

5.1.6. Use of Holding Areas and Vehicle Call Off Areas:

Not currently required, vehicle numbers are not currently excessive.

5.1.7. Use of Logistics and Consolidation Centres:

To reduce vehicle movements to and from site, where possible, loads will be consolidated at our Plant Yard. This will also apply to collections from site which will be consolidated on site for collection to reduce vehicle movements within the local area. Toureen Plant yard is located at Hartspring Lane, Watford, WD25 8AQ

Deliveries will also be consolidated with those for other Toureen Group sites within the local area to further reduce vehicle movement in the local area where possible.

5.1.8. Vehicle Choice:

All suppliers of plant, materials and equipment are requested to provide suitably sized vehicles to facilitate the deliveries. All vehicles arriving to the site are expected to be certified SILVER standard in line with CLOCs requirements. All delivery vehicles and plant machinery on site should have flashing beacons in operation, where fitted, or turn on their hazard lights when entering site or pitlane.

5.2. Measures to Encourage Sustainable Freight:

5.2.1. Freight by water:

Although some supply chain members utilise water transportation methods to consolidation centres, final mile movements are not able to utilise the method.

5.2.2. Freight by Rail:

Although some supply chain members utilise rail transportation methods to consolidation centres, final mile movements are not able to utilise the method.

5.3. Material Procurement Measures:

5.3.1. DfMA and Offsite Manufacture:

The consideration for off-site manufacture will be proposed where possible for required construction materials, this is to include pre-fabricated RC sections. Stair structure sections etc. This will reduce the number of vehicles delivering to site.

5.3.2. Re-use of Material On Site:

Due to the scope of works, which is to demolish and remove the building, it is unlikely that many arising items on site will be able to be reused on this particular site and therefore require removal. However, all waste materials removed from site are taken to Licensed Recycling Centres for further processing so that they can be recycled for use both on local construction sites and other industries. A waste recovery rate of between 90 and 95% is targeted by the recycling centres used. All waste removed will

be recorded on the Site Waste Management Plan (SWMP). Please refer to the Site Environmental Management Plan (SEMP) for further information.

Temporary works components such as decking and shuttering will be reused on a floor by floor basis. This will reduce the number of delivery and collection vehicles.

5.3.3. Smart Procurement:

All required items being procured are done so by the Toureen Group Buying or Plant department. This allows the buyers and plant controllers to source the most suitable supplier and also linking deliveries and collections with our nearby sites to overall reduce vehicle movements in the local area where possible.

5.4. Other Measures:

5.4.1. Collaboration With Other Sites in the Area:

Currently there are 2no operational construction sites in the immediate vicinity of the 202-206 Buckingham Palace Road site. These are:

- Willmott Dixon – Refurbishment Project – Corner of Semley Place and Buckingham Palace Road.
- Keltbray – Construction Project – Cundy Street.

Close liaison with these sites will be maintained for any opportunities for collaboration.

5.4.2. Implement a Staff Travel Plan:

No parking will be provided on site. There are excellent nearby transport connections which will be relayed to all personnel attending site.

6. Estimated Vehicle Movements:

Vehicles identified for the delivery of Plant, Materials and Equipment to Toureen Group sites:

- Panel Vans (Light Deliveries).
- Large Panel Vans (Light Deliveries).
- 4 Axle Rigid HGV's (Deliveries of tools / Materials and Equipment – Deliveries of plant / skips).
- 2 Axle Rigid HGV's (Deliveries of tools / Materials and Equipment).
- Articulated vehicles (Heavy Plant deliveries etc.).

Plant items anticipated for delivery & use on site during the works include:

- Excavators.
- Dumpers / Skidsteers.
- Mobile cranes.
- Tower crane.
- Piling Rig.
- Concrete Pump.

Equipment and Materials anticipated for delivery, use on site during the works include:

- Small tools.
- Site consumables.
- Site cabins and set up equipment.
- Waste skips.
- Scaffolding.
- Fuel bowsers.
- Gas oil.
- Temporary works falsework and formwork.
- Concrete.
- Rebar.
- Structural Steel.
- Infill materials.
- Misc. piling equipment.

The charts in this section are to be made using the construction logistics planning tool contained in the CLP Guidance. The following are outputs from the spreadsheet of the construction programme..

NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q3 2025 - Q4 2025	240	10
Basement excavation and piling	Q3 2025 - Q1 2026	60	3
Sub-structure	Q3 2025 - Q3 2026	60	3
Super-structure	Q1 2026 - Q3 2026	160	7
Cladding	#VALUE!	0	0
Fit-out, testing and commissioning	#VALUE!	0	0
Peak period of construction	Q4 2025 - Q1 2026	280	12

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q3 2025 - Q4 2025	280	12
Basement excavation and piling	Q3 2025 - Q1 2026	280	12
Sub-structure	Q3 2025 - Q3 2026	280	12
Super-structure	Q1 2026 - Q3 2026	280	12
Cladding	#VALUE!	#VALUE!	#VALUE!
Fit-out, testing and commissioning	#VALUE!	#VALUE!	#VALUE!

Figure 20: Estimated Construction Vehicles – Monthly And Daily.

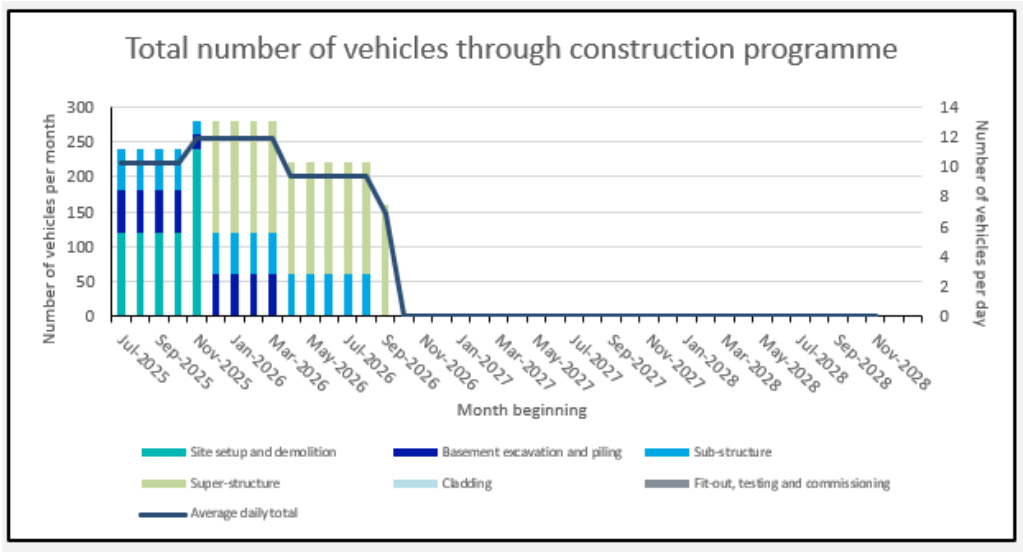

Figure 21: Estimated Construction Vehicles – Monthly And Daily.

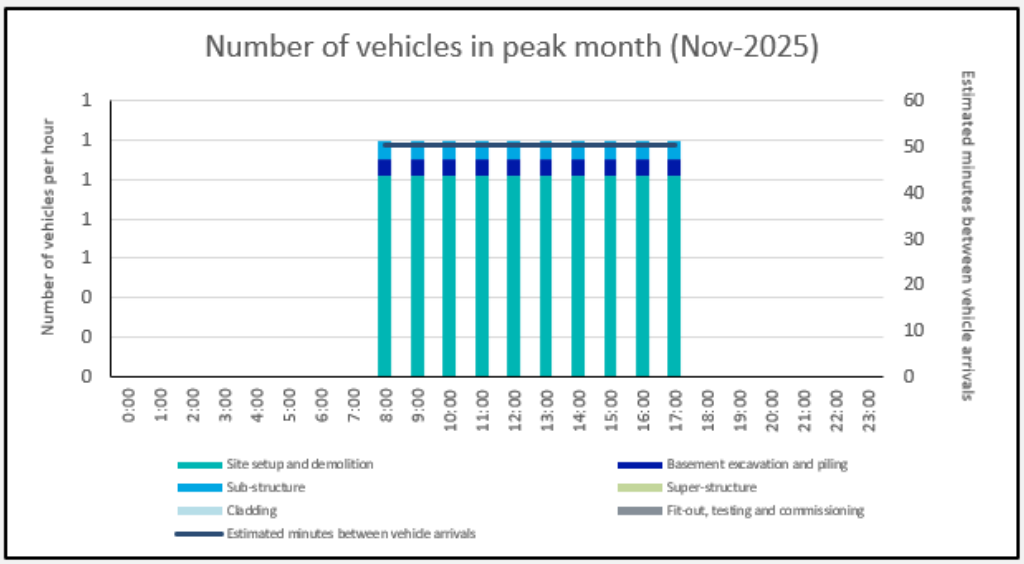

Figure 22: Hourly Arrival Profile of Vehicles During Peak

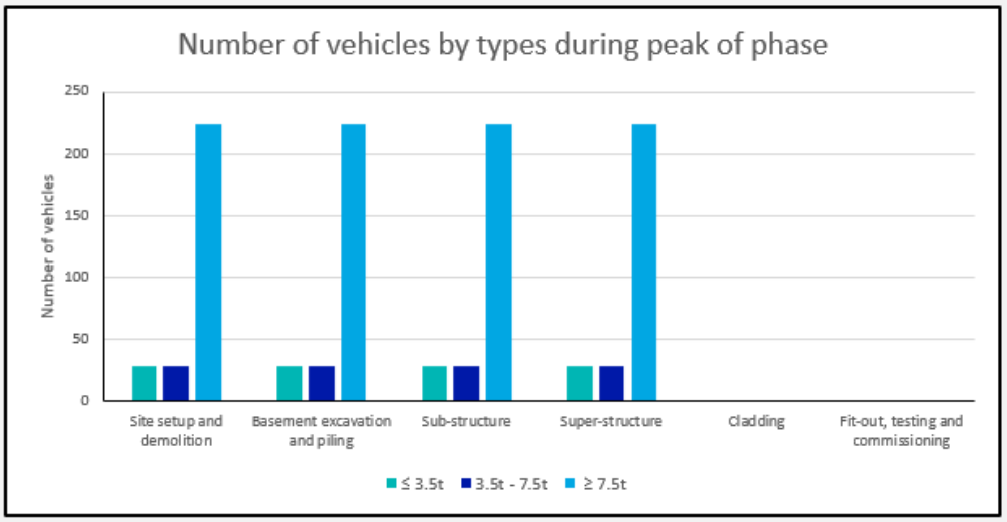

Figure 23: Number And Vehicle Type By Phase of Construction.

7. Implementing, Monitoring and Updating:

The Site Management Team will review the CLP to ensure it is appropriate and is being implemented effectively. Changes may arise from a change of scope, safety audits/comments or from opportunities for improvement. The CLP will then be updated to reflect any changes which have occurred.

This document will be reviewed ongoing throughout the contract duration.

This document and the input will be reviewed by an approved and competent person and then forwarded to the companies' respective Subcontractors the Client and relevant stakeholders as well as the site management team.

Toureen Group will maintain records of any review. Any / all changes will be agreed with the council before implementation on-site.

The following persons are responsible for the development, implementation, and monitoring of the CLP:

Title	Name	E-Mail
Project Director	Andy Fox	Andy.Fox@toureen.co.uk
Logistics Manager	TBC	TBC
SHEP Manager	Matt Gifford	Matt.Gifford@toureen.co.uk
Environmental Manager	Claire Fundrey	Claire.Fundrey@toureen.co.uk
Project Manager - Demolition	Peter Edgerton	Peter.Edgerton@toureen.co.uk
Project Manager - Construction	Shahab Din	Shahab.din@toureen.co.uk

The appointed site traffic marshals shall be responsible for the movement of vehicles on and off site including banking and reversing etc. of all plant and delivery vehicles. The team will consist of a 2/3 Traffic Marshals (TM).

7.1. Daily Checks:

The following daily briefing preparation will take place:

1. Traffic Marshals available for following day.
2. Ensure that there are stand in TM's for above operatives during break times.
3. Site Manager/Gateman/Traffic Marshals issued with the following days delivery schedule.
4. Discussions of any anticipated disruption to the following day's delivery schedule.
5. Any oversized loads or problematic deliveries discussed.
6. Any items that may need to go on the notice board or that may have a traffic management or routeing impact.

7.2. Site Vehicle Rules:

1. No passengers are permitted to ride on site vehicles unless suitable provision is made.
2. Site drivers/operators & pedestrians are to follow & comply with site safety signs & road markings at all times.
3. Site pedestrians are to keep to designated & signed footpaths & crossing points.
4. Drivers/operators to obey site speed limits (5mph).
5. Roads & footpaths are to be kept clean, tidy & free from materials & waste.
6. Reversing must be avoided when possible.
7. No reversing without the assistance of a traffic marshal.
8. No general parking on site at any time.
9. Vehicles must not be left running whilst unattended.
10. Keys must be removed & vehicles left so as to prevent unintentional movement (e.g. Handbrake on).
11. Mobile phones must not be used whilst operating plant, driving vehicles, or directing vehicles.
12. All plant certificates & plant operator's certificates to be issued to Toureen group site management.
13. All delivery drivers must wear the site required PPE when on site.
14. Vehicles must come with adequate edge protection.
15. All drivers attending site will be provided with and will comply with the details contained within this plan and take direction from the TM. When drivers need to exit their vehicle on site, a driver's induction must be completed. This will be given by the TMS or TM.

8. CLP Briefing

Names and signatures of Manager & Supervisors who will be in charge of the work and all logistics personnel: To be signed prior to any works being carried out. By signing this document, the Manager / Supervisor or logistics team member is confirming that they have read, understood, and will abide by / follow the contents of this document. If changes occur partway through the work that present additional hazards, works are to cease, and the Project Manager / Project Director is to be informed.

Print Name	Signature	Comments	Date