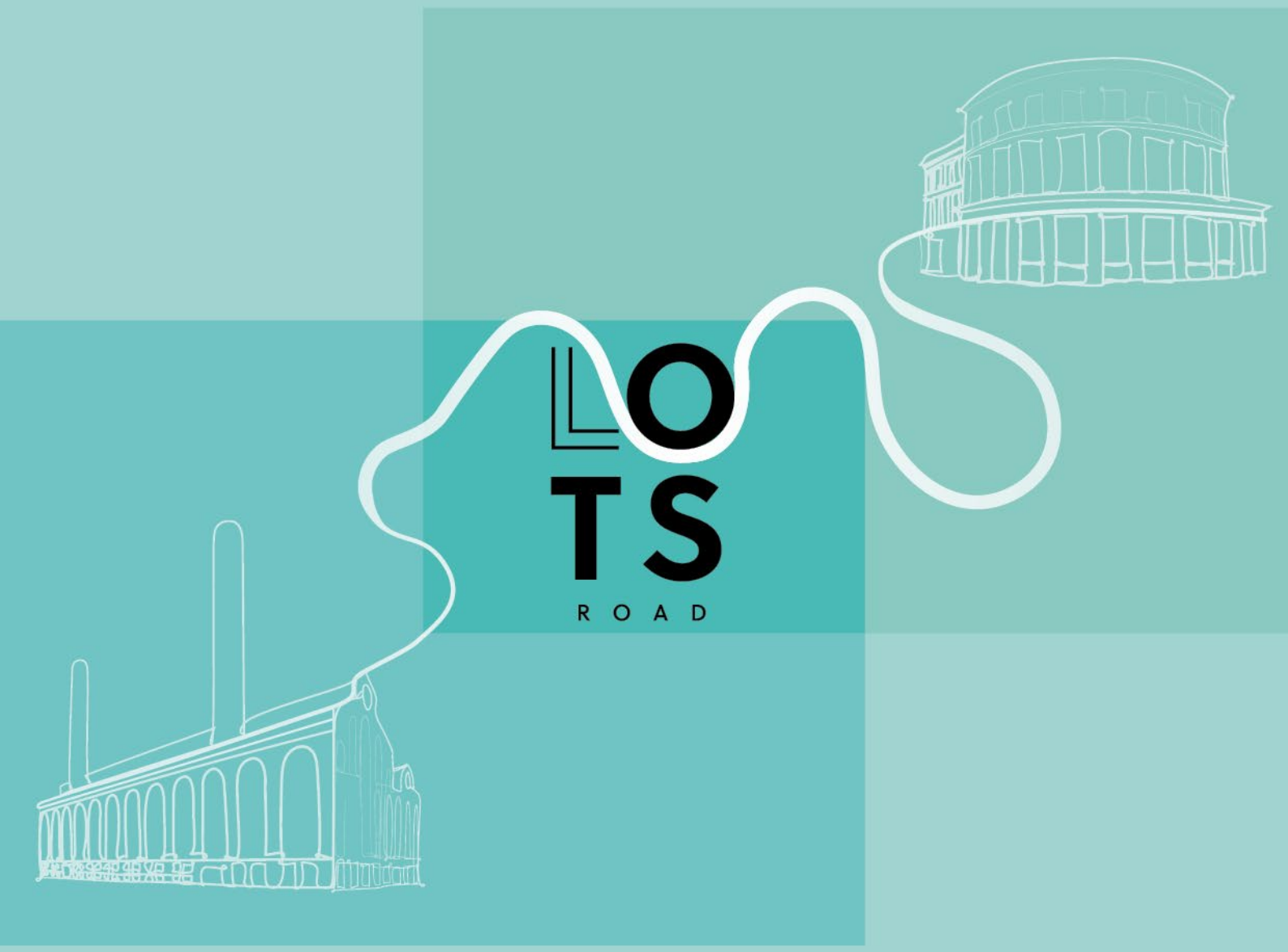

LR30
Demolition and Construction Management and Logistics Plan

Stantec

Lots Road South, Chelsea

Construction and Logistics Plan

On behalf of **Mount Anvil**

Project Ref: 332610262 | Rev: 05 | Date: July 2025

Registered Office: Buckingham Court Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire, HP11 1JU
Office Address: The Stills, 1st Floor, 80 Turnmill Street, London EC1M 5QU
T: +44 (0)203 824 6600 E: London.uk@stantec.com

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	Name	Position	Signature	Date
Prepared by:	Jemima Odom	Assistant Transport Planner	J. Odom	30/05/2025
Reviewed by:	Paul Froggatt	Senior Associate Transport Planner	P. Froggatt	30/05/2025
Approved by:	Paul Froggatt	Senior Associate Transport Planner	P. Froggatt	30/05/2025
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
	30/05/2025	Draft Report	JO	PF	PF
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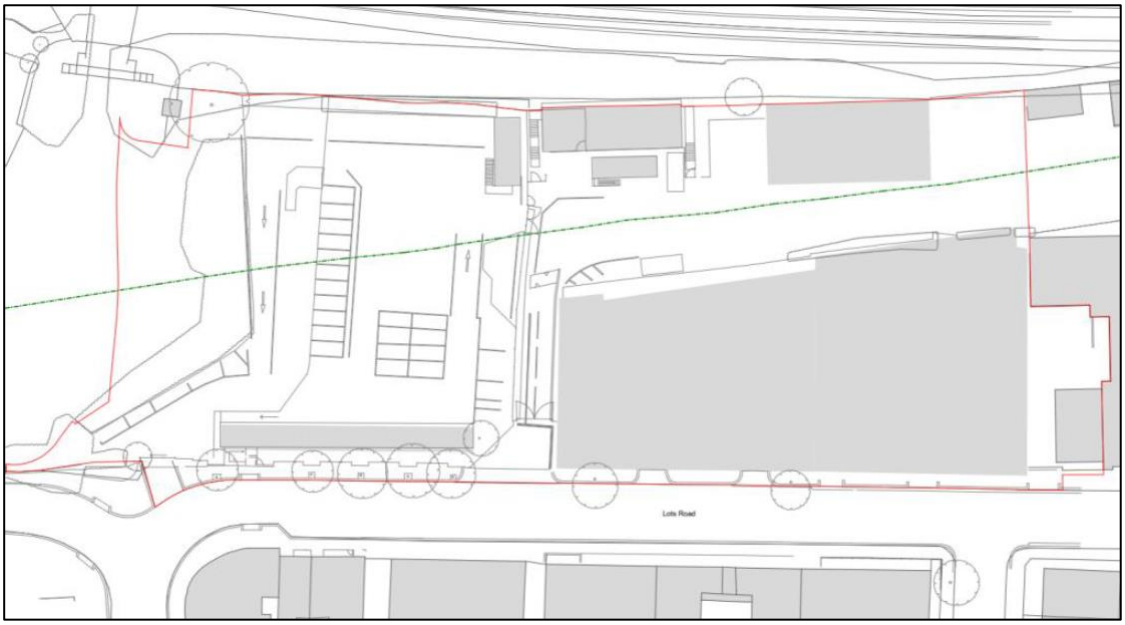
1 Introduction

1.1 Overview

1.1.1 This outline Construction Logistics Plan has been produced by Stantec on behalf of Mount Anvil (Lots Road) LLP (hereinafter referred to as the "Applicant"). The application site (hereinafter referred to as "the Site") is located within the Royal Borough of Kensington and Chelsea (RBKC) and London Borough of Hammersmith and Fulham (LBHF).



1.1.2 This CLP has been produced to support consideration of the planning application for the redevelopment Site to provide a mixed-use development that will provide 274 homes including extra care, and 2,038sqm GIA of non-residential uses. (hereinafter referred to as the "Development").

1.1.3 The full description of development is:

Detailed planning application for the demolition of existing buildings and structures and the comprehensive redevelopment to provide a mixed-use scheme comprising the erection of three new buildings forming five blocks ranging in height from 5 to 13 storeys. The development will deliver new homes, including affordable extra care homes, affordable general needs homes and market homes (Use Class C3), alongside non-residential floorspace including flexible commercial (Use Class E (a)(b)(g), education and art gallery space (Use Class F1 a/b) and community space (Use Class F2). The scheme includes provision for a basement accommodating plant and cycle storage. Vehicular, pedestrian, and cycle access will be taken from Lots Road. The scheme will be car free except for disabled car parking spaces. Long stay and short stay cycle spaces will be provided. The application also includes associated infrastructure, hard and soft landscaping works, play space and communal open space. Proposals include and enhancements to the Chelsea Creek wall comprising the construction of new retaining structures, intertidal landscaping and biodiversity improvements.

1.1.4 The purpose of this outline CLP is to provide an overview of the expected construction and logistics activity during the Development construction phase. The document has been prepared taking into consideration Transport for London (TfL) Construction and Logistics Plan Guidance, which is also adopted as the best practice guidance for CLP by both RBKC and LBHF.

1.1.5 This document only provides an initial overview and sets out the principles of the CLP. It is envisaged that a detailed CLP will be secured by condition and prepared following planning consent, once the construction activity and programme and the site contractor are known.

1.2 CLP Objectives

1.2.1 The overarching objectives of this outlined CLP are to:

- Lower emissions.
- Enhance safety – improved vehicle and road user safety.
- Reduce congestion – reduce trips overall, especially during peak periods.

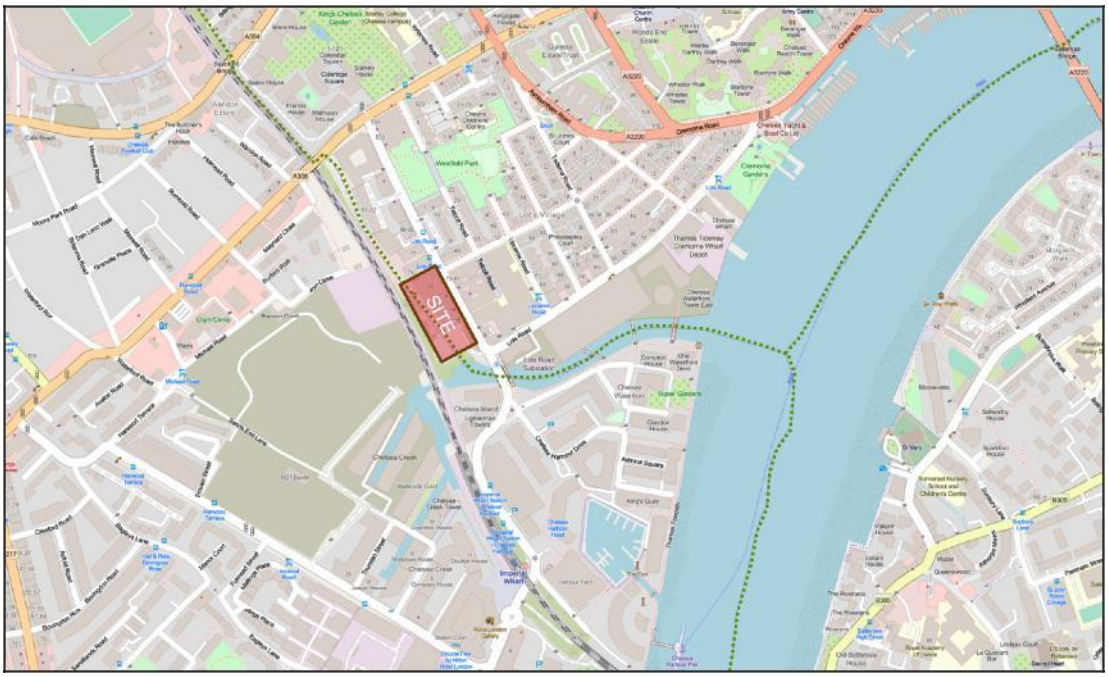
1.2.2 The following sub-objectives have been developed to achieve the overarching objectives:

- Encouraging construction workers to travel to site by sustainable modes.
- Promote smarter operations and construction methods that reduce the need for construction travel or that reduce or eliminate trips during peak periods.
- Encouraging greater use of sustainable freight modes where appropriate.
- Managing the on-going development and delivery of the CLP with contractors.
- Communication of site delivery and servicing facilities to workers and suppliers.
- Encouraging the most efficient use of construction freight vehicles.

1.3 Site Location

1.3.1 Figure 1-1 below illustrates the location of the Site. The Site sits on the boundary between Royal Borough of Kensington and Chelsea (RBKC) and London Borough of Hammersmith and Fulham (LBHF), with the authority boundary splitting the site on the north-west to south-east axis. 69% of the site is in RBKC (eastern part); 31% of site in LBHF (western part). The Site is owned by RBKC, and their land ownership extends across both boroughs.

Figure 1-1: Site Location[1]



1.3.2 The Site sits in the south-west corner of RBKC, where it meets the south east corner of LBHF.

1.3.3 It is located on the south-western side of Lots Road between Chelsea Harbour and the King's Road. The Site is located within Lots Road Employment Zone. It is immediately adjacent to the Lots Village Conservation Area and a small part of the Site in the south west corner is located in the Sands End Conservation Area.

1.3.4 The Site currently comprises the former two storey Lots Road Auction House and another two storey warehouse building accommodating Fairbank Studios, Access Self Storage and mixed retail. The Site also comprises a car pound which includes some temporary buildings, a salt store, and cabins which accommodate RBKC's street sweeping and recycling service providers. An access road runs through the Site which provides access to RBKC's highway's depot to the north. Land in the north west corner of the Site forms part of this highway depot and is used for at grade parking and material storage. The application Site also includes the outside space of Heatherley School of Fine Art.

1.3.5 The surrounding area predominantly comprises residential dwellings, commercial uses and education uses. To the north of the Site is Heatherley School of Fine Art. To the east of the Site is Worlds End Studios, Chelsea Academy, the Lots Road Public House, as well as two residential buildings with ground floor commercial units. Further east of this is predominantly terraced housing. To the south of the site is Chelsea Creek, and beyond that the residential buildings of Chelsea Harbour, as well as the Design Centre. The West London Line sits directly to the west of the site boundary, with the Kings Road Park development site beyond.

1.3.6 The Site also has a private access route to a Conway highway maintenance site (which falls outside of the Site boundary). The access to the car pound is currently via the Conway access route. This access point will be removed for the development.

1.3.7 A vehicular access is proposed off Lots Road, on the northeast of the Site which will allow access to on-site parking and loading. The southern access from Lots Road, will be prioritised for two-way pedestrian and cycle access and will route round the back of the Site to the

[1] ArcGIS Earth, 2024

northern access. However, there will also be one-way vehicle access from the southern access exclusively for emergency vehicles.

1.4 Report Structure

1.4.1 This chapter forms the introduction having outlined the background, scope and purpose of the CLP. The remaining structure of the report is set out as follows:

- Chapter 2: Construction Programme and Methods: This chapter outlines the initial development programme, as well as this the section details the type of equipment required and the construction methods involved.
- Chapter 3: Vehicle Routeing and Access: This chapter outlines the strategic construction vehicle routes to and from the Site.
- Chapter 4: Strategies to Reduce Impacts: Initial measures to effectively manage and reduce the construction impact are outlined in this section. including the need to encourage sustainable freight.
- Chapter 5: Estimated Vehicle Movements: This chapter presents the total number of construction vehicle trips by phase, the hours of operation and how the Detailed CLP will be monitored.
- Chapter 6: Summary and Conclusions: This chapter provides a summary of the Outline Construction Logistics Plan.

2 Construction Programme

2.1 Programme

2.1.1 An outline development programme has been prepared by Mount Anvil, breaking down the construction of the development into key phases. The approximate start and end dates for each stage vary by block. The durations are detailed in Table 2-1 below.

Table 2-1: Estimated Outline Construction Programme

Stages	Duration (Approximate)	Key Activities
Site Setup and Enabling Works and Demolition	12 months	Enabling works, demolition, works to Creek Wall
Substructure	13 months	Excavation and ground preparation, piling, foundation construction, installation of underground drainage, construction of concrete slabs and ground beams
Super-structure	22 months	Structural frame erection, floor slab construction, stair and lift core installation, roof structure and covering, façade installation
Fit out, Testing and Commissioning	23 months	Ground fit out, apartment fit out and inspections, external landscaping, commissioning, IST, documentation, building registration
Project Completion	46 months Note: construction stages overlap	

2.2 Abnormal Loads

2.2.1 The following abnormal loads are likely to occur:

- Delivery and collection of the mobile crusher for demolition.
- Delivery, set-up and collection of piling rigs
- Mobile cranes for erection and dismantling of the tower cranes and construction of the creek wall.

2.2.2 If abnormal or oversized loads are required to deliver materials, notice will be given to the Council, depending on the routeing, and the Police, Fire Brigade, and other emergency

services. The Electronic Service Delivery for Abnormal Loads (ESDAL) system will be used for this purpose.

2.3 Plant and Equipment

2.3.1 Table 2-2 below outlines the plant and equipment likely to be used during construction:

Table 2-2: Estimated Plant and Equipment

Plant and Equipment	Stage			
	Site Setup, Enabling Works and Demolition	Substructure, Civils and External Works	Super-structure	Fit out, Testing and Commissioning
Tracked / Wheeled 360 Excavators	✓	✓	✓	
Skid Steer Loader	✓	✓	✓	
Breakers	✓	✓	✓	
Handheld Breaker	✓	✓	✓	
Pulverisers	✓	✓	✓	
Crushers	✓	✓	✓	
Compactors	✓	✓	✓	
Dumpers	✓	✓	✓	
Plate Compactors	✓	✓	✓	
Concrete Crushing Plant	✓	✓	✓	
Scabbler	✓	✓	✓	
Mobile Craneage / Tower Cranes	✓	✓	✓	
Muck Away Trucks	✓	✓	✓	
Concrete Wagons	✓	✓	✓	
Wire Cutters	✓	✓	✓	
Burning / Cutting Equipment	✓			
Wheel Cleaning Plant	✓			
Road Sweeper	✓			
Air Compressors	✓	✓	✓	
Concrete Pump		✓	✓	
Site Mixer		✓	✓	
Vibrating Poker		✓	✓	

Plant and Equipment	Stage			
	Site Setup, Enabling Works and Demolition	Substructure, Civils and External Works	Super-structure	Fit out, Testing and Commissioning
Diamond Cutting Tools / Saws	✓	✓	✓	
Power Tools	✓	✓	✓	✓
Hand / Power Tools	✓	✓	✓	✓
Wheel Washing Plant	✓	✓		
Piling Rigs	✓	✓	✓	✓
Scaffold	✓	✓	✓	✓
Mobile Access Platforms	✓	✓	✓	✓
Hoists	✓	✓	✓	✓
Delivery Trucks	✓	✓	✓	✓
Skips and Skip Truck	✓	✓	✓	✓
Forklift Trucks	✓	✓	✓	✓

2.4 Construction Methodology

2.4.1 The information below provides an overview of the anticipated construction methodology. The build will utilise standard construction techniques such as concrete frame, bricks and blocks, dry walling, fitout, materials and flooring. Demolition of existing structures will be undertaken either manually or using an excavator with and appropriate attachment. It should be noted that the methods are only indicative, which shall be reviewed as part of subsequent detailed CLPs.

Site Setup and Enabling Works

2.4.2 Enabling works would take place in parallel with the access road construction and comprise of:

- Arboriculture works, including the protection of any trees/vegetation to be retained and removal of existing trees/vegetation where applicable.
- Ecological works, where required.
- Installation of any site hoarding and security fencing.
- Any remediation of the site and existing ground conditions.
- General clearance.
- Installation of temporary surface water management measures.
- Disconnection of existing services and Installation of new utility services.

- Works to install Creek Wall

Demolition

2.4.3 The demolition works will include removal of the existing building on Site as well as any car park materials. Demolition works will require use of excavators with an appropriate attachment, plus skip, cage or refuse lorries to remove demolition waste. There is a commitment to reuse demolition materials on the Site where feasible and appropriate. Any demolition waste removed from the Site will be sorted and taken to a recycling centre to be disposed of or recycled in accordance with all relevant legislation.

Excavation and Sub-structure Works

2.4.4 Excavation work, preparation of groundworks and installation of foundations would take place during this stage. Piling rigs will be utilised as part of the sub-structure works. Although the full extent of the proposed works is yet to be confirmed, this is likely to involve the following:

- Localised re-grading within the Site to create level platforms for the structures.
- Excavation for foundations and to allow installation of below ground services.
- Installation of slabs (ground bearing or suspended) and supporting beams.

Construction of Superstructure

2.4.5 This stage will involve the construction of the main building structure and include the pouring of concrete, installation of steel frames, brick walls, reinforced masonry, and external fabric.

Fit Out

2.4.6 Fit out of the Development will involve installation of block work party walls, internal walls and dry lining, domestic mechanical and electrical installations with fitted kitchens and bathrooms.

Landscaping

2.4.7 Landscaping works will involve some ground modelling works and the establishment of green spaces within the Site including soil preparation, tree and vegetation planting, seeding, construction of footpaths and cycle routes. The ground modelling works will be undertaken concurrently with the Site preparation and substructure works as outlined above.

3 Vehicle Routeing and Access

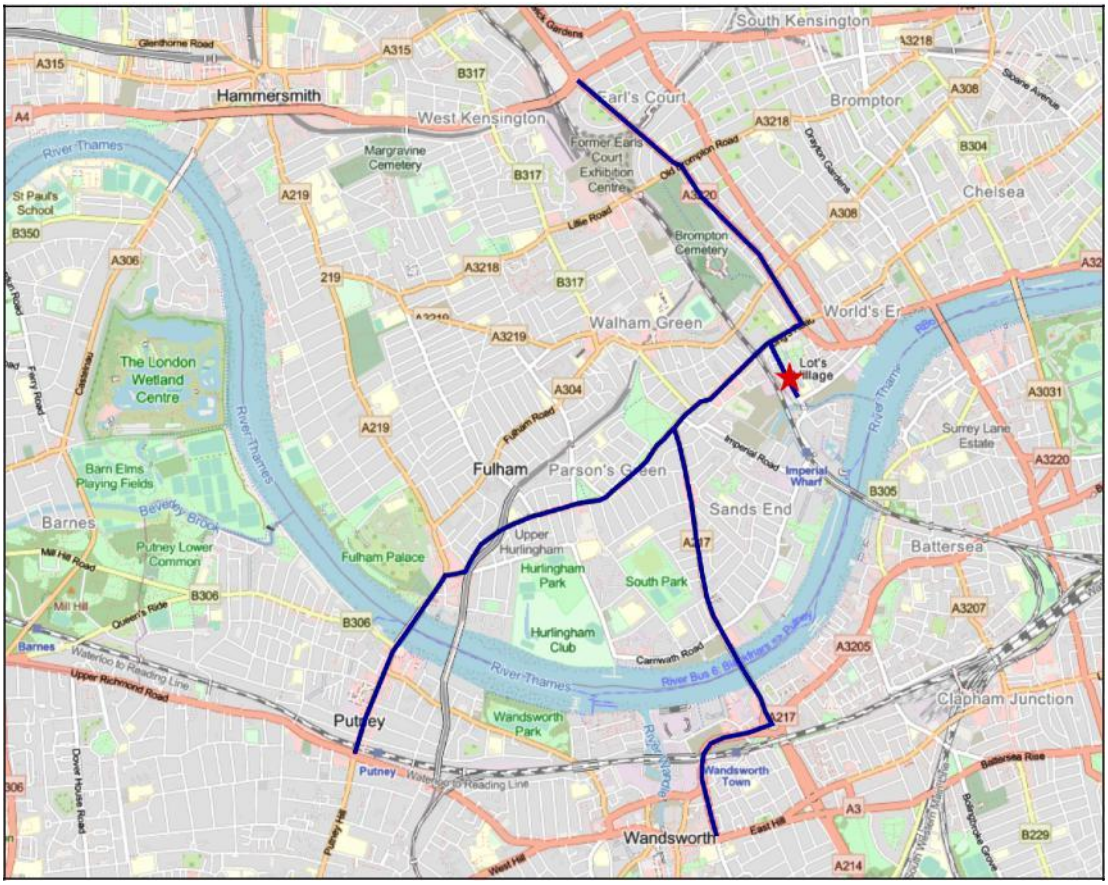
3.1 Vehicle Routeing

3.1.1 Vehicle routes will adhere to the Transport for London Road Network (TLRN) and the Strategic Road Network (SRN) wherever possible. These vehicle routes have been reviewed with respect to minimising potential impacts, conflicts and hazards with sensitive points. The supplier will be made aware that these routes are always required to be followed, unless otherwise agreed or diversions are in place. A route commentary and regional and local route plans are provided below.

3.2 Regional and Local Vehicle Route Plan

3.2.1 All construction traffic will use the strategic highway network to access Site as illustrated within Figure 3-1, with routes proposed on a regional scale.

Figure 3-1: Regional Construction Vehicle Routeing[2]



[2] ArcGIS Earth, 2024

4 Strategies to Reduce Highway Impacts

4.1 Planned Measures

4.1.1 The initial measures outlined within Table 4-1 have been identified to assist the contractor in achieving the CLP objectives and are derived from the TfL Construction Logistics Planning Guidance and adapted to the expected arrangements and opportunities for the site. These measures shall be reviewed as part of the detailed CLP.

Table 4-1: Construction Impact Reduction Measures

Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards	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
Vehicle Choice			X
Measures to encourage sustainable freight			
Freight by Rail*			X
Freight by Water*			X
Material procurement measures			
DfMA and off-site manufacture		X	
Re-use of material on site		X	
Smart procurement		X	
Collaboration amongst other sites in the area			X
Implement a staff travel plan		X	

** If consolidation centre or holding areas within 100m of foreshore navigable waterway or rail freight siding.*

4.2 Measures Influencing Construction Vehicles and Deliveries

4.2.1 The contractor will be committed to ensuring all contractor and sub-contractor vehicles comply with sufficient safety measures and requirements relating to Work Related Road Risk.

4.2.2 Industry best practice will be adopted to support the construction phase. This will be achieved by ensuring that through the procurement process the main and sub-contractors employed will be members of, or signed up to, relevant best practice schemes and initiatives including:

Considerate Constructors Scheme (CCS):

4.2.3 Promotes best practice that relates to on-site activities and those in the vicinity of the Site. It should be noted that the Site will be registered under this scheme.

Fleet Operator Recognition Scheme (FORS):

4.2.4 For suppliers that deliver to, and hauliers that visit the Site, we will mandate these businesses to be members of FORS before they are permitted to deliver to site.

Construction Logistics and Community Safety (CLOCS):

4.2.5 This scheme brings the construction logistics industry together to revolutionise the management of work-related risk and ensure a safety culture is embedded across the industry. The aim is to help protect vulnerable road users who share the roads with construction vehicles.

4.3 Adherence to Designated Routes

4.3.1 Indicative routes to/from the Site have been outlined within the 'Vehicle routeing and access' section of this document. These have been considered with respect to potential impacts, conflicts and hazards. The specific routes will be reviewed as part of the detailed CLP. This will include a review of junctions and key section of the route which may conflict with other road users, with particular attention paid to pedestrians and cyclists around access to work sites.

4.3.2 A copy of the final route plan will be given to all suppliers when orders are placed to ensure drivers are briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

4.4 Delivery Scheduling

4.4.1 Delivery scheduling is to be confirmed but there will be a delivery management system implemented to book and manage deliveries to site. This will take into consideration the likely dwell times, capacity, as well as the loading operation once confirmed.

4.4.2 The use of consolidation centres and call-off areas will be considered within the detailed CLP.

4.5 Re-timing for Deliveries

4.5.1 Re-timing deliveries out of peak time will aid the operational efficiency of the construction site and the neighbouring area. The developer is committed to timing deliveries outside of the local network peak periods where possible and appropriate without generating significant disruption. Out of hours delivery may be considered but is not expected to be appropriate due to the proximity of existing residential development.

4.6 Encouraging Sustainable Freight

Freight by Water

4.6.1 The Site will not be within 100m of the foreshore of a navigable waterway. Therefore, it is not considered that transporting freight by water is an appropriate or feasible option.

Freight by Rail

4.6.2 Although the site is adjacent to the West London rail line, this is an operational passenger and freight railway with no adjoining or nearby rail freight siding, meaning a delivery train would block the operational lines. It will not therefore be feasible for any deliveries to take place to the site by rail.

4.7 Material Procurement Measures

DfMA and Off-site Manufacture

4.7.1 The potential for the use pre-fabrication techniques will be considered by contractor to reduce the number of vehicle movements.

Re-use of Material On-site

4.7.2 Demolition materials (bricks, blocks, concrete) will be re-used where practical to level the Site and create the building platform and mat for the construction works. The material will be stored locally within the Site area until required. In addition, where possible, the project will seek to maximise the reuse of suitable soils on-site to minimise waste generated by construction.

Smart Procurement

4.7.3 The contractor will identify and appoint suppliers who commit and implement measures in line with the CLP's objectives and are members of best practice schemes e.g., FORS and CLOCS.

4.7.4 There are a number of existing facilities in close proximity to the Site including a concrete batching plant and aggregate depot, some of which are served by a dedicated rail head; therefore, offering opportunities for the use of sustainable transport modes. The developer and contractor will explore the potential to use the most local suppliers with sustainable transport connections where possible and full details will be provided in the detailed CLP.

4.8 Other Measures

Collaboration Amongst Oher Sites

4.8.1 The developer is committed to communicating with other construction contractors where they are in the Site's vicinity to identify the potential for collaboration. This could include initiatives such as the re-use of materials across sites or sharing delivery vehicle scheduling information to minimise disruption.

Implement a Staff Travel Plan

A Construction Staff Travel Plan (TP) will be prepared and implemented prior to commencement of any construction activities on-site. This will highlight how construction staff can access the application site by sustainable modes of transport, e.g. walking, cycling and public transport. The aim of the Construction Staff TP will be to minimise the need to access the site via private car.

5 Vehicle Movements

5.1 Introduction

5.1.1 To inform the preparation of the detailed CLP an estimate of construction vehicle trip generation will be produced based on previous experience and assumptions on likely vehicle payloads.

5.1.2 A 15% contingency would be added to the vehicle trip totals for each stage to ensure a robust forecast. The contingency would take into account that there would be a number of variables during the construction period and unknown factors that could influence the final construction trip generation profile.

5.1.3 Assumptions on the payloads of different vehicles likely to access the Site are outlined below:

- 32t tipper lorry = 17t payload for demolition material;
- Ready mix concrete lorry = 6m3 volume mixer for concrete;
- Rigid / articulated HGV = 12 - 15t payload for steelwork, rebar and mesh, glass, and plasterboard etc; and
- Rigid tipper lorry = 8m3 for tarmac, aggregates and finishes.

5.1.4 The contingency and payload assumptions are based on vehicle specification standards and previous experience regarding the average payload size of the different materials. Previous experience could include major construction projects such as Friary Park, Crossrail, Thames Tideway Tunnel and Battersea Power Station / Nine Elms redevelopment in London

5.1.5 Once a main contractor has been appointed, the final construction programme, methods, and material quantities can be confirmed, and the trip generation profile can be updated and finalised. This shall be undertaken and updated as part of the subsequent detailed CLP.

5.2 Hours of Site Operation

5.2.1 It is anticipated that construction works will be confined to the following working hours:

- 0800 – 1800 Monday to Friday; and
- 0800 – 1300 Saturday.

5.2.2 Construction vehicle movements associated with the Development would like to occur one hour either side of the Site working hours for mobilisation and demobilisation purposes. Works will not be planned outside of these hours or on Bank Holidays unless expressly granted.

5.3 Implementing, Monitoring and Updating

5.3.1 It is anticipated that an appointed Construction Logistics Manager will oversee the implementation of the Detailed CLP on behalf of the contractor. This person will collect data on:

- Number of vehicle movements to site collected through a delivery booking-in system.
  - Total
  - By vehicle type/size/age

  - Time spent on site
  - Consolidation centre utilisation
  - Delivery/collection accuracy compared to schedule
- Breaches and complaints
  - Vehicle routeing
  - Unacceptable queuing
  - Unacceptable parking
  - Supplier FORS accreditation
  - Low Emissions Zone (LEZ) compliance
- Safety
  - Logistics-related incidents
  - Record of associated fatalities and serious injuries
  - Ways staff are travelling to site
  - Vehicles and operations not meeting safety requirements
- Description of the contractor's handbook
- Description of the driver's handbook

6 Conclusions

6.1.1 This CLP has been prepared taking into consideration Transport for London (TfL) Construction Logistics Plan Guidance.

6.1.2 The construction programme and methods chapter details the approximate start, duration and end date of the Development.

6.1.3 A checklist of measures to assist the contractor in achieving the CLP objectives is set out in the 'strategies to reduce impacts' chapter. This includes setting up material procurement measures, consideration of whether sustainable freight is suitable; and influencing construction vehicles and deliveries. This will help with the efficiency of deliveries while promoting sustainable transportation.

6.1.4 The vehicle use chapter has identified the type of vehicles anticipated to service the site and the expected timing of vehicle and on-site operations. Estimates of total vehicle trips and likely hourly and daily volumes will be developed as part of the detailed CLP once the construction schedule has been finalised.

6.1.5 It is anticipated that an appointed Construction Logistics Manager will oversee the implementation of the Detailed CLP on behalf of the contractor. The chapter also outlines the various data that the Construction Logistics Manager will need to collect and monitor for the detailed CLP to be successful.

6.1.6 The operation of the Site during construction has been carefully considered to minimise any negative impacts through various measures including delivery scheduling and adherence to designated routes. This outline CLP sets the framework for the intended management and monitoring arrangements for the Site.