

# 1-9 SANDYCOMBE ROAD, RICHMOND

## PROPOSED MIXED USE DEVELOPMENT

### OUTLINE CONSTRUCTION MANAGEMENT PLAN – NOVEMBER 2016

#### 1. Introduction

- 1.1 COTTEE Transport Planning (CTP) are instructed by Goldcrest Land Plc to prepare an outline Construction Management Plan (CMP). The purpose of the CMP is to set out objectives in terms of commitment to best practise, details of vehicle routes, access and initial vehicle numbers associated with construction requirements to redevelop the site for residential use.
- 1.2 This outline CMP is subject to planning approval and at the appropriate time once a construction company is appointed, a detailed CMP will be prepared and submitted to London Borough of Richmond upon Thames (LBR) and Transport for London (TfL) for their agreement as appropriate.
- 1.3 This CMP has been prepared in accordance with TfL's Construction Logistics Plan Guidance For Developers and TfL's best practise guidance contained within their document entitled 'Building a better future: Construction Logistics Plans'.
- 1.4 The CMP is required in relation to a proposal for **20 residential units** and **535 sqm of ground floor B1 use**.

#### 2. Site Location and Access Arrangements

- 2.1 The site is located in a mixed residential and commercial area in North Sheen, to the north east of Richmond. It is on the eastern side of Sandycombe Road (B353) and is bound by Lower Richmond Road (A316) to the south, railway lines to the east and residential premises and commercial properties to the west and north respectively.
- 2.2 Sandycombe Road is street lit and is a north – south road providing access to Kew, the South Circular Road and the M4 Motorway around 3km to the north. However the majority of traffic travelling north – south from the M4 to Richmond will use the parallel Kew Road (A307) to the west of Sandycombe Road.
- 2.3 At the southern end of the site, Sandycombe Road (B353) forms a roundabout junction with Lower Richmond Road (A316), Lower Mortlake Road (A316) and Manor Road (B353). The A316 is an east – west red route which is a main dual-carriageway arterial road for South West London providing connections with the M3 and M25 motorways to the south west and Central London to the north east.
- 2.4 The site is located within the LBR South Kew (**KB**) Controlled Parking Zone (CPZ) where parking restrictions are in operation between the hours of 1000 – 1200 Monday – Friday. To the north, Sandycombe Road is within LBR Kew Ward (**KA**) CPZ where parking restrictions are the same as CPZ

KB. To the west of the site, Raleigh Road and Windham Road form the north east boundary of LBR CPZ North East Richmond (**N**) where parking restrictions are in operation between the hours of 1000 – 1630 Monday – Saturday.

### Public Transport

- 2.5 The site is well located in regards to public transport and is located on the boundary of a PTAL 4/5. The nearest bus stops are located within 30m of the site on Sandycombe Road, with further bus services available from stops on Lower Mortlake Road (A316) within a 3 minute walk of the site. A table indicating daytime bus routes and frequencies for services available within the vicinity of the site is provided below:

Service	Route	Midweek Frequency
190	George Street (Richmond) – West Brompton Station	15 mins
371	Kingston Hall Road (Kingston) – Manor Road (Richmond)	6 - 10 mins
391	George Street (Richmond) – Sands End	10 - 13 mins
419	George Street (Richmond) – Hammersmith Bus Station	15 mins
493	Manor Road (Richmond) – St George's Hospital	10-13 mins
H22	Manor Road (Richmond) – The Bell (Hounslow)	10-14 mins
H37	Manor Road (Richmond) – Hounslow	4 - 7 mins
R68	Kew Retail Park – Hampton Court Station	15 mins
R70	Manor Road (Richmond) – Nurserylands Shopping Centre	8-11 mins

Source - <http://www.tfl.gov.uk/buses>

- 2.6 The 9 bus services operating in the vicinity of the site provide up to 64 buses per hour Monday –Friday.
- 2.7 North Sheen rail station is within a 490m (6 minute) walk to the south of the site. The station is on the South West Trains network and provides services to London Waterloo and the south west with over 10 trains an hour available.

- 2.8 In addition, around a 970m (12 minute) walk to the north of the site is Kew Gardens rail station which is served by the London Underground District line and London Overground networks providing around 20 trains per hour Monday – Friday.

### **Pedestrians / Cyclists**

- 2.9 There is currently a pedestrian access point at the north-west corner of the site. Sandycombe Road has a good standard of footways on both sides of the road with a zebra crossing facility on Sandycombe Road to the south of the site. To the south of the site, there are zebra crossing facilities on all arms of the Sandycombe Road / Lower Richmond Road (A316) / Lower Mortlake Road (A316) and Manor Road (B353) roundabout junction providing access to the Sainsbury's superstore and North Sheen rail station to the south of the site.
- 2.10 Lower Mortlake Road / Lower Richmond Road (A316) is identified as a signed off-road cycle route within the London Cycle Guide (LCG) and provides access to Chiswick across the River Thames to the east and Richmond to the west. This cycle route also provides access to further signed and quiet routes recommended for cyclists.

### **3. CMP Objectives**

- 3.1 CMPs developed through the planning process aim to support sustainable development. This outline CMP and the detailed CMP will therefore seek to achieve the following objectives:
- Demonstrate that construction materials can be delivered, and waste removed, in a safe, efficient and environmentally friendly way;
  - Identify deliveries that could be reduced, re-timed or even consolidated, particularly during peak periods;
  - Help cut congestion on London's roads and ease pressure on the environment;
  - Improve the reliability of deliveries to the site; and
  - Reduce freight operator's fuel costs.
- 3.2 This CMP will ensure that construction and servicing to the development can be carried out efficiently whilst minimising negative impacts on the local highway network; residents; commercial occupiers and the environment within and surrounding the site.
- 3.3 In accordance with TfL best practice the detailed CMP will demonstrate the following management measures and initiatives:
- Design;
  - Procurement Strategy;
  - Operational Efficiency;
  - Waste Management; and
  - Road Trip Reduction.

### **Design**

- 3.4 Provision will be made within future contractual arrangements relating to:
- The onsite delivery and collection points of each construction phase of the development;

- Swept path analysis showing how freight vehicles will access the site;
- Risk assessment of the loading points.

3.5 Other design factors will include the following:

- Security measures, CCTV, barrier control and advance booking system; and
- Arrangements for special deliveries, such as Abnormal Indivisible and perishable loads.

#### **Procurement Strategy**

3.6 The procurement process will identify the contractor's awareness of all vehicle activity within the site, its impacts and appropriate measures to reduce it. This will be undertaken by the site management.

3.7 A strategy will demonstrate a commitment to safer, more efficient and more environmentally friendly distribution by contracting operator's registered with a best practice scheme, such as Freight Operator Recognition Scheme (FORS).

3.8 Contractors will need to demonstrate that they are able to source items locally or from the same supplier, to reduce the number of deliveries required.

#### **Operational Efficiency**

3.9 A restriction on peak hour deliveries will be encouraged to avoid non-essential deliveries during these periods. The site location ensures that deliveries will not present a significant impact on the local highway.

3.10 A noise abatement strategy will also be in place for out of hours deliveries, whereby service vehicles would be instructed by the management office to turn off their engines once parked within servicing bays, for the duration of servicing activity.

#### **Delivery Plan**

3.11 The following initiatives will be developed by the contractor:

- A plan informing freight operators where they can legally collect from and deliver to the site; and
- A vehicle booking / management system will be encouraged for the development.

#### **4. CMP Monitoring and Review**

4.1 A programme of monitoring and review will be implemented to ensure the objectives of the CMP are being achieved.

4.2 The principal contractor will be responsible for the monitoring and review of construction activity to the site. This will provide the opportunity for construction operations and procedures on the site to be reviewed and new management measures to be implemented if necessary to achieve the objectives of the CMP. This information will be made available upon request of the local authority.

#### **5. Phasing, Routing, Parking, Construction Traffic & Scope of Detailed CMP**

5.1 Construction will likely consist of a number of phases. Details of the construction programme and phasing will be provided within the detailed CMP once a contractor has been appointed as appropriate.

- 5.2 All construction traffic will access the site using principal routes locally.
- 5.3 All deliveries will be pre-arranged and booked as part of the efficient operation of construction work. This will mean that vehicles will not have to wait prior to servicing the site.
- 5.4 The construction routes discussed within this CMP avoid using minor roads specifically avoiding residential roads wherever possible.
- 5.5 Large or exceptional loads will be subject to specific guidance and permits, for example through the Construction and Use (C&U) regulations 1986.
- 5.6 Initial indicative information on potential construction traffic is set out below, however full details will be provided within the detailed CMP.
- Groundworks and Construction (16 months) – between 1-3 HGVs per day.
- 5.7 The following is a list of information which will be provided / available as part of the detailed CMP:
- Full construction works programme;
  - Access Arrangements;
  - Details of on-site parking requirements;
  - Hours of operation;
  - Detailed vehicle routes;
  - Type, number and frequency of construction vehicles for each development phase;
  - Parking, loading and unloading arrangements;
  - Swept path analysis;
  - Special measures to address any site access and exit issues;
  - Details of storage for plant and materials;
  - Details of Traffic management at each phase of development;
  - Details on waste minimisation.
- 5.8 The above list is not exhaustive and will be reviewed in consultation with TfL and LBR by the contractor as part of preparing the detailed CMP.

## 6. Summary and Conclusions

- 6.1 This outline CMP has been prepared in support of the planning application for redevelopment of land at 1-9 Sandycombe Road, Richmond, London.
- 6.2 This document has been prepared in accordance with TfL best practice and CMP guidance documents. The document outlines the key considerations and best practice that will be developed further as part of a detailed CMP which will be completed by the appointed contractor subject to planning permission being granted.
- 6.3 It is considered that the above demonstrates key commitments, objectives and best practice in managing, planning and ensuring construction site efficiencies and therefore meets TfL's requirement for a CMP to be prepared as part of the planning process.