

**Land Rear of 74 Church Road
Barnes**

**Construction Traffic
Management Plan**

115932



FAIRHURST

Control Sheet




Client: Commissioned by Turnberry Planning on behalf of The Basinghall Estate Company Limited

Project Title: Land to the rear of 74, Church Road, Barnes

Report Title: Construction Traffic Management Plan

Project Ref.: 115932

Report No.: CTMP 01

Issue & Approval Schedule	Issue 01			Name	Signature	Date	
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	Approved by			Andrew Whittingham		18/08/2016	
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	2				By		
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	3					By	
						Checked	
						Approved	

This report has been prepared in accordance with the procedure OP/PO2 of Fairhurst's integrated Quality and Environmental Management System (QEMS)

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1.0 Introduction

- 1.1 This Construction Traffic Management Plan (CTMP) has been prepared in support of the planning application relating to land to the rear of 74, Church Road, Barnes, in London.
- 1.2 The development proposals include the demolition of existing structures and the construction of five business units and six flats with associated car parking.
- 1.3 The site is surrounded by businesses and residences, with two narrow points of access, from Church Road to the north of the site, and from Elm Grove Road to the east.
- 1.4 Both accesses are narrow, at 3.2m and 2.9m respectively, and space on-site is limited.
- 1.5 The document sets out the means by which vehicular construction operations will maximise safety, both on- and off-site, and minimise disturbance and inconvenience to local residents and businesses, and other road users.
- 1.6 This report will consider routeing, timing, and other procedures that should be adopted by drivers accessing the site for work, collection or delivery, and any management relating to the impact on the local highways.

2.0 Local Context

- 2.1 Church Road, about 12m wide, is an urban thoroughfare which, in the vicinity of the primary site access, is flanked by retail and other businesses on its southern side and residential properties on its northern side whilst, towards its western end, residential and retail development occupies the northern side of the road and the southern side abuts Barnes Green. The primary site access is about 3.2m in width, flanked by narrow footways of approximately 1m in width.
- 2.2 The site's secondary access, of about 2.9m in width, gives onto Elm Grove Road which is largely residential in character and is flanked by parking on both sides, giving an effective road width of approximately 5m.
- 2.2 The two major routes running through Barnes are the B350 and the A306, both aligned north-south and situated in the west and the east of the area respectively. Church Road links with the A306 at its eastern end, and with the B350 at its western end.
- 2.3 Each of these routes ultimately connect with the South Circular Road to the south and with Great West Road (A4) to the north. Either affords easy access to the Strategic Road Network, including the M25.
- 2.4 Both of these routes have an effective road width of about 6m, and are generally residential in character. However, two schools are situated on the B350, whilst no educational establishments take access from the A306.
- 2.5 The site itself is highly constrained by the buildings surrounding it, and by the two narrow accesses described above.

3.0 Informatives

- 3.1 The site access from Church Road is limited in width to around 3.2m, whilst that from Elm Grove Road is narrower, at about 2.9m. This limits the width of HGVs entering the site.
- 3.2 The area within the site available for HGVs to turn is limited, during both the demolition and construction phases.
- 3.3 There is metered parking either side of both accesses, leaving approximately 6m across the end of each, and constraining the angle at which vehicles turn into the site.
- 3.4 The site is on a busy high street, surrounded by residential development, and is on routes to schools in the area.

4.0 The Plan

- 4.1 To minimise the impact of construction traffic on local residents and businesses, and on the highway network, the sections that follow set out the procedures and mandates which will be adopted by the appointed construction company.
- 4.2 Due to the on-site and access constraints, delivery and collection vehicles no larger than a 7.17m rigid box vehicle may be used. This is evidenced by the Swept Path Analysis which is included as **Figure 02** appended to this document. Should larger vehicles be required, arrangements **MUST** be made with the London Borough of Richmond Upon Thames (LBRUT) in advance to provide temporary parking accommodation at the Church Road site access across the existing metered parking bays. Such vehicles must not attempt to enter the site, and goods must be loaded or unloaded by hand.
- 4.3 All vehicles will enter the site via Elm Grove Road and exit via Church Road. This is to provide sufficient space for vehicles to turn into and out of the site when parking bays are occupied.
- 4.4 All vehicles will exit via Church Road. Due to heavy pedestrian movements along this route, banksmen will be in attendance to assist construction vehicles egressing the site.
- 4.5 Routeing of all construction vehicles will be via the A306. The only exceptions will be local workforce car or van trips; and any delivery or collection whose origin or destination is within the Barnes local area and whose route necessitates using local minor roads. The permitted route for non-local construction vehicles is shown as **Figure 01**.
- 4.6 The designated routes will be signed appropriately.
- 4.7 Lorry movements associated with construction will be permitted only during the period 09:30-16:00 to avoid network peak hours and to minimise noise and vibration to which residents are subjected during unsociable hours.

- 4.8 No long-stay parking of any traffic associated with the development will be permitted on Church Road or on Elm Grove Road. A designated area on-site, sufficient for a minimum of one construction-related vehicle, will be made available for construction, delivery and workforce vehicles, the route to which must be kept free of obstruction. Otherwise, the on-street parking space adjacent to the Church Street access road may be temporarily used under suitable circumstances and attended by a qualified banksman. Encroachment into the metered parking bays will not be permitted unless used as paying occupants by drivers of vehicles capable of parking within the marked parking bays and where loading or unloading will not encroach onto an adjacent parking bay. Where construction vehicles exceed the size of a metered parking bay coupled with the free space at the site egress, permission must be obtained from the local authority to temporarily occupy such spaces at a specified time.
- 4.9 A sufficient turning area must be provided and maintained within the site boundary for the largest of vehicles expected to use it.
- 4.10 When arranging deliveries or collections, the Contractor will arrange a specified time with the sub-contractor so that a parking space is available on-site; so that deliveries and collections are spaced throughout the day; and so that they do not occur when delivery or collection vehicles are parked across the Church Road access.
- 4.11 When arranging deliveries or collections, the sub-contractor will be sent an instruction leaflet stating the permitted routes, parking arrangements, procedures, maximum vehicle size and contact telephone number.
- 4.12 The on-site parking area for deliveries and collections, and for any staff vehicles, will be segregated from that for site vehicles and plant and kept clean and obstruction free. Otherwise, all vehicles and plant leaving the site will be subject to wheel-washing before joining the road network.
- 4.13 Any detritus deposited on the highway, including that resulting from carrying materials to and from vehicles parked on Church Road, will be cleared immediately. Details of wheel-washing arrangements will be submitted to LBRUT for approval prior to commencement of Works.

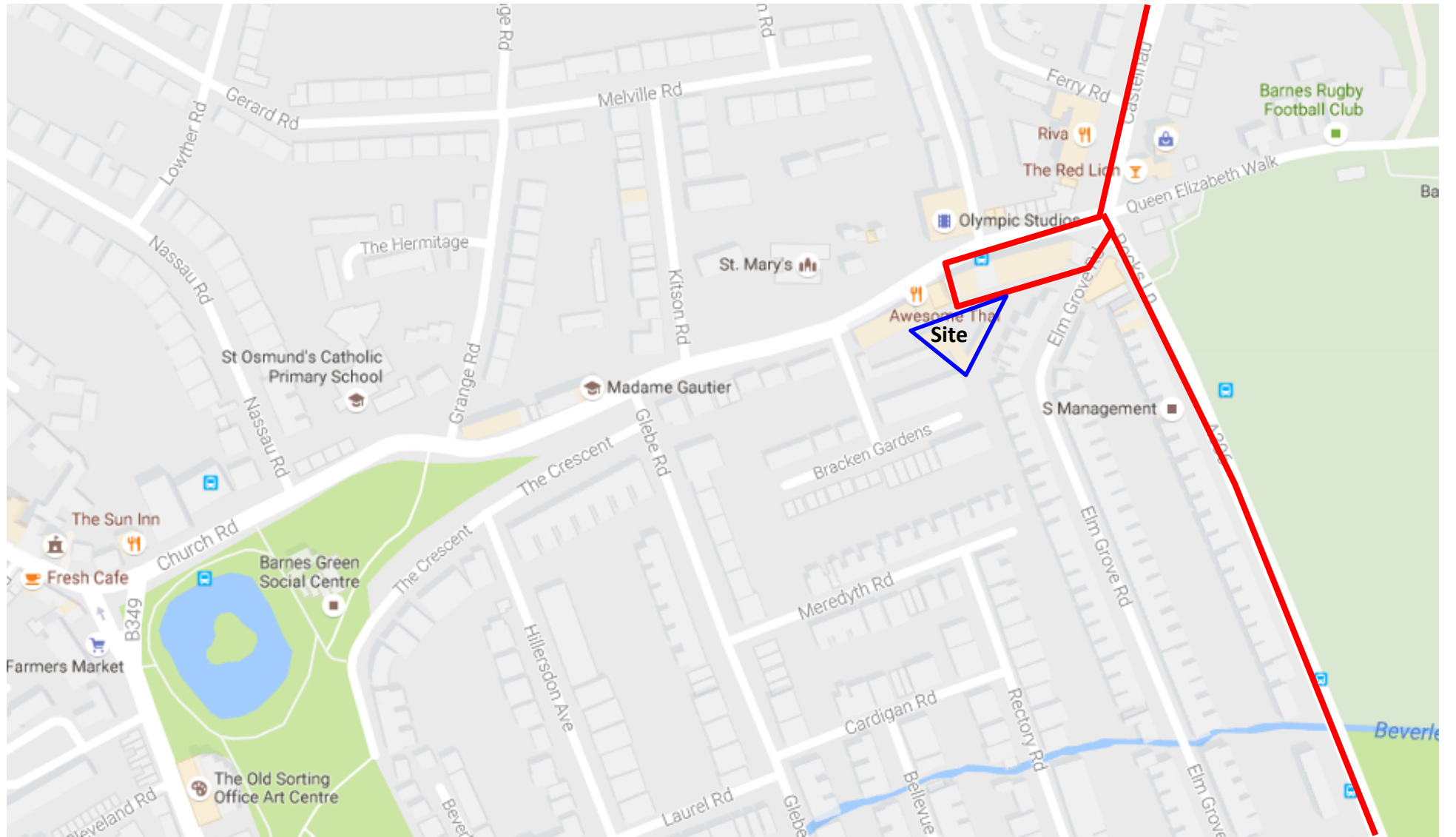
- 4.14 All plant will be housed in such a position within the site so as to minimise the amount of noise, dust and vibration that would affect the adjacent properties.
- 4.15 The Developer will provide the LBRUT with plans of not less than 1:500 showing the proposed on-site parking areas for both the demolition and construction phases.
- 4.16 Before construction commences, the Developer will also supply LBRUT with a layout plan of the site showing roads, structures, site storage, compound, pedestrian routes, etc..
- 4.17 Site access must allow vehicles to enter and leave in forward gear and, to this end, an appropriate turning area will be provided on-site. In the event that it becomes unavoidable for drivers to reverse into or out of the site, a qualified banksman must be in attendance. Signage will be erected warning drivers of pedestrian movement across the site egress.
- 4.18 Appropriate hoardings and/or gates will be erected to prevent pedestrian ingress, and segregated, well-signed, DDA-compliant pedestrian diversions will be provided wherever works encroach onto any footway. Details of these arrangements will be submitted to LBRUT for approval.
- 4.19 A regime for inspection and maintenance of signing and barriers, and any other construction-related temporary infrastructure on or adjacent to the highway will be developed and adhered to throughout the construction period, records of which will be retained by the Site Manager.
- 4.20 The Contractor will provide LBRUT with details of the management of any road closures required in the course of construction.
- 4.21 Any traffic management associated with Section 278 works on the carriageway will be carried out in accordance with the appropriate standards and procedures, details of which will be submitted to LBRUT for approval prior to the works being carried out.
- 4.22 All control measures must be included in the trade contractors' tender enquiries.

- 4.23 Under no circumstances may HGVs lay up within the Barnes area unless within designated laybys. Any attempt to do so will attract severe reprimand and may result in the Developer terminating their contract with the offending company.
- 4.24 Pre-start meetings will include regular contractors for briefing on the CTMP.
- 4.25 Church Road and Elm Grove Road must be maintained in a clean and safe condition.
- 4.26 Local residents and businesses will be provided with a leaflet giving a contact number to use should they have any queries or complaints about the construction traffic. The number must also be displayed in a prominent position on the hoardings or gates.
- 4.27 A record will be maintained of any complaints and their resolution.
- 4.28 Local residents and businesses will be informed of any significant deliveries.
- 4.29 The Developer will supply LBRUT with contact details for the Project Manager and the Site Supervisor.

Figure 01

Figure 01

Construction Vehicle Routeing




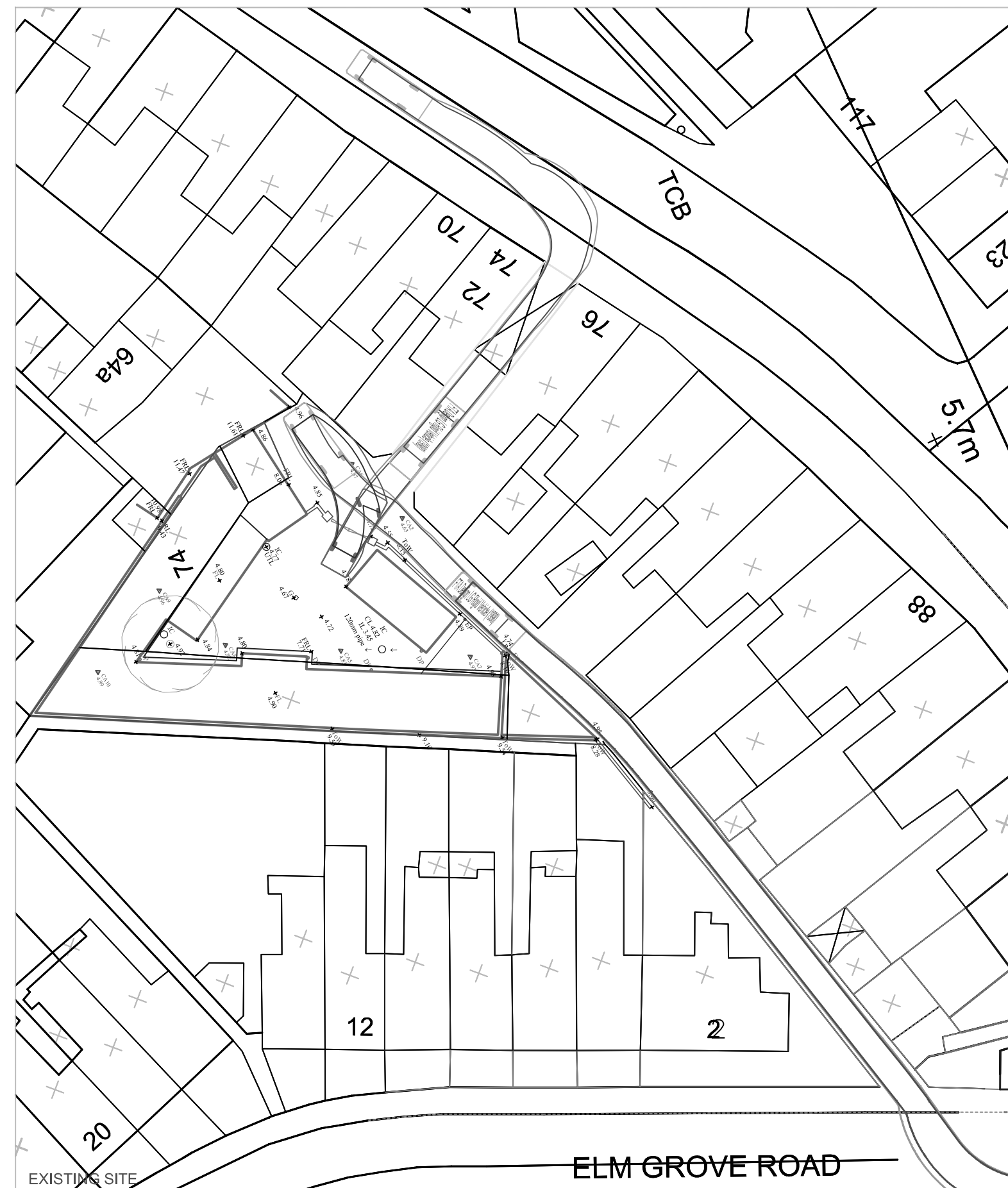
 Permitted construction vehicle route

Figure 02
Swept Path Analysis

FTA Design LG Rigid Vehicle (1998)

- Overall Length: 7.17m
- Overall Width: 2.30m
- Overall Body Height: 3.58m
- Min Body Ground Clearance: 0.375m
- Track Width: 2.120m
- Lock-to-lock time: 3.00s
- Curb to Curb Turning Radius: 7.000m



EXISTING SITE

ELM GROVE ROAD

PROPOSED SITE

ELM GROVE ROAD

- NOTES**
- DO NOT SCALE THIS DRAWING.
 - THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ENGINEERS AND ARCHITECTS DRAWINGS AND SPECIFICATIONS.

Client:
THE BASINGHALL ESTATE Co Ltd

Project Title:
CHURCH ROAD, BARNES.



Drawing Title:
VEHICLE TRACKING LAYOUT

Scale at A1: 1:200	Status: PRELIMINARY	
Drawn: MDH	Checked: -	Approved: -
Date: 08/16	Date: -	Date: -
Drawing No.: 115932	Revision: A	

Rev	Date	By	Chkd.	Revision notes
A	11-2016	MH	CS	LAYOUT AMENDED

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