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Northcutt Road

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Outline Construction Traffic Management Plan

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Lockcorp Ltd

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CONTENTS

1.0 INTRODUCTION AND SITE LOCATION

1.1 Robert West were appointed by Lockcorp Ltd in January 2017 to provide transport planning advice in relation to the proposed development of student accommodation at No.75 Norcutt Road, Twickenham, TW2 6SR within the London Borough of Richmond upon Thames (LBRuT). The site location is indicated below in **Figure 1.1**.

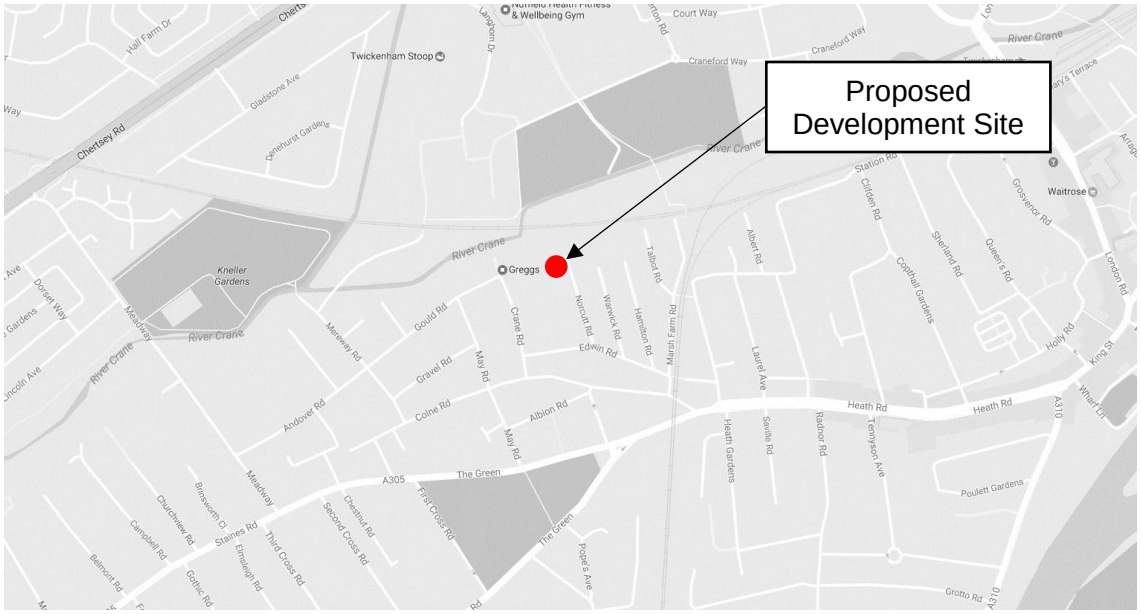

Figure 1.1: Site Location Plan

Existing Site

1.2 The application site is situated at the most northern end of Norcutt Road adjacent to the railway viaduct. It is accessed via Norcutt Road from the south, which serves a predominantly residential street of terraced properties.

1.3 The application site forms part of a larger site immediately to its south. The part of the site to the south has been fully developed comprising a scheme of seven terraced houses and four flats (open market) and a block of 11 flats (affordable housing) together with 22 off-street car parking spaces and associated access and landscaping.

1.4 The application site presently accommodates a light industrial building, which was formerly known as Unit C, The Norcutt Centre and formed one part of a series of three buildings. Units A & B were demolished as part of the implemented scheme but Unit C was allowed to remain because it was then occupied by Gregg's Bakery. This is currently occupied by one of the applicant's business on a temporary basis and is known as Lockcorp House, 75 Norcutt Road, Twickenham. The existing site plan is contained in **Appendix A** of this report.

Planning History

1.5 It is understood that the site has been subject to two previous relevant applications; the first (which included housing adjacent) was submitted in 2006 (planning ref: 06/2018/FUL). The portion of the site considered in this planning application was proposed to accommodate an office building. In 2014 (14/0157/FUL) there was a further application made on the site for affordable housing, which consisted of nine residential units and six car parking spaces. That application was granted planning permission in June 2015.

1.6 An interrogation of information available on the applications reference above identified that neither a Transport Statement (TS) / Assessment or Travel Plan (TP) were available. Information relating to transport matters was limited to that contained with the Design and Access Statements. It is unclear whether any further supporting transport information was submitted as part of those applications.

Proposed Development

1.7 The proposals are the demolition of the existing light industrial building and the erection of a five-storey building to provide student accommodation comprising shared lounge/kitchens and 49 bedrooms, together with cycle storage, landscaping and disabled car parking. The proposed site plan is provided in **Appendix B** of this report.

Scope of Work

1.8 This Construction Traffic Management Plan (CTMP) has been prepared in accordance with the TfL Construction Logistics Plan (CLP) Guidance, a document developed by TfL in order to support sustainable construction practices in London, however it is considered to be an outline plan in consideration of transport issues only at this current stage. As such, where reference is made to guidance on the production of CLP's it is considered that this can be directly replaced by the reference CTMP.

1.9 The TfL guidance identifies that there are two types of CLP's:

i. *An Outline CLP* - This type of CLP accompanies an associated application to a planning authority. It may be submitted earlier in the planning process during pre-application discussions. This CLP gives the planning authority an overview of the expected logistics activity during the construction project.

ii. *A Detailed CLP* - This type of CLP goes to a planning authority at the post-granted discharge of conditions stage, and/or at the highways design stage. This CLP provides the planning authority with the detail of the logistics activity expected during the construction stage of the project.

1.10 At this stage, full details of the construction arrangements are unknown as the principal contractor is yet to be appointed and the submission of this document is in support of the planning application. This document has therefore been produced as an Outline CTMP for the purposes of validation and identifies the future content of the detailed CTMP. The principal contractor will be responsible for complying with the detailed CTMP and will be responsible for ensuring that all sub-contractors conform to restrictions, mitigations and obligations contained within the detailed CTMP.

1.11 The detailed CTMP will set out the key methodology that the principal contractor will follow to manage construction traffic during the development. This will include the potential scope of construction works, the means by which construction vehicles will access the site, and the mitigation proposed to reduce the impact of construction vehicles on the local highway network and local residents.

1.12 The TfL CLP guidance is part of a series of documents that are designed to give specific help to transport planners and those working in the construction industry. Section 8 of the guidance document presents a checklist of the sections to include within CLP's which was followed for the completion of this CTMP.

1.13 Following this introduction, the remainder of this report is structured as follows:

i. **Section 2.0** provides information about the site and its surroundings;

ii. **Section 3.0** outlines information on details pertinent to the construction;

iii. **Section 4.0** outlines information on traffic management;

iv. **Section 5.0** outlines polices and measures to be in place during construction;

v. **Section 6.0** outlines how the CTMP will be monitored and reviewed, and

vi. **Section 7.0** outlines how the CTMP will be managed.

2.0 SITE INFORMATION

2.1 This section identifies the sites location and identifies the available opportunities for travel to and from site by construction workforce and site visitors to take place by non-vehicle modes.

Site Location

2.2 The site is located at No.75 Norcutt Road, Twickenham, TW2 6SR. It is bound by both railway lines and the River Crane to the north, an electricity sub-station to the east, Gregg's bakery depot to the west and a block of flats to the south which were implemented as part of the 2006 planning application (06/2018/FUL) which included for the site to be an office of 900sqm GFA.

2.3 The existing site consists of a single building located on the western perimeter of the site, with a parking and storage yard located on the eastern half of the site. The existing site layout is contained in **Appendix A** of this report.

2.4 The site is located at the northern end of Norcutt Road, a short (Approx. 140m) no-through road, in a predominantly residential area. Housing on either side of Norcutt Road are terraced and do not have off-street parking.

2.5 The site is located a short distance from the Twickenham Town Centre which provides access to a variety of amenities inclusive of banks, food retail and other facilities. There is a Tesco Express supermarket 400m south-east (5 minutes walk) from the site, while a Sainsbury's Local is located on Twickenham Green, 600m to the south of the site (7 minutes walk).

Parking Constraints

2.6 A Controlled Parking Zone (CPZ) exists to the east of the site in the area surrounding Twickenham High Street. This area of the CPZ is designated as Zone D (Central Twickenham), parking controls are operational from Monday-Saturday 08.30-18.30. CPZ Zone E (South Twickenham) is situated to the south-east of the site and is operational Monday-Friday 08.30-10.30 and 10.30-14.30.

Norcutt Road

2.7 Norcutt Road provides access to residential units on both sides which do not have access to off-street parking. There are no parking restrictions except for double-yellow lines present at the junction with Edwin Road, and parking by residents takes place on either side of the road.

2.8 At its northern end, the road treatment transitions to block paving which is flush with a demarcated footpath on its west side. It is noted that due to parking on either side of the road, vehicles perform a turning manoeuvre within a turning-head within the blocked paved area.

Edwin Road

2.9 Edwin Road is marked with double yellow lines at junctions and in front of industrial and commercial properties, but is otherwise unrestricted. On the northern footway, marked bays are indicated to allow vehicles to partially park on the pavement.

Knowle Road & Colne Road

2.10 Knowle Road is a one-way road with traffic able to travel northbound from its junction with The Green at its southern end. Colne Road, is a two-way road which forms junctions with Knowle Road and Edwin Road, and at its eastern end with Heath Road at the western extents of the High Street.

2.11 Knowle Road has a relatively narrow carriageway, and parking is therefore restricted along its western side to maintain a free flow of traffic. With the exception of a disabled bay and a limited waiting bay, parking is unrestricted on its eastern side.

2.12 Colne Road outside the rear entrance to the site is not subject to waiting restrictions although parking restrictions do exist to the east of the site where the road narrows. Double yellow lines are present on the northern side of the road, as are some single yellow lines under the railway bridge and up to the junction with The Heath which restrict parking Monday–Friday 8.30am–6.30pm.

2.13 It is noted that both roads are predominantly residential in nature, but do not form part of the CPZ that controls a wide area to the east (Zone D).

Site Access

Walking and Cycling

2.14 The footpaths of Norcutt Road connect with those on Edwin Road which provide access to Heath Road via a shared pedestrian and cycle route under railway lines.

2.15 On Heath Road there is a signal controlled junction which has several pedestrian crossing points and associated phases within its timings. A zebra crossing is also present on a free flowing branch of the junction which is not subject to signal control, where a large refuge island for pedestrians exists with significant storage for pedestrians seeking to cross in multiple directions. The proximity of Twickenham Green recreational ground space provides good walking connections from the south / south-west.

2.16 East of the site of Heath Road the footway is wide and uncontrolled crossings with dropped kerbs and tactile paving are present priority junctions formed with side roads. Continuing into the High Street, signalised crossings points connecting the northern and southern footpaths are present, with dropped kerbs, refuge islands and tactile paving. These provide safe and convenient crossing points which provide connections to the commercial properties located on the south side of the carriageway.

2.17 TfL Local Cycling Guide 9 highlights Edwin Road, Lion Road, Crane Road, Gould Road, Grove Avenue and Radnor Road as marked or signed cycle routes which are located on a mix of quieter and busier roads. It is noted that a large number of roads in the surrounding area are marked as having this classification and provide strong links throughout the wider area to other town centres.

2.18 Sections of Colne Road, First Cross Road and Pope's Avenue are marked as roads which have been recommended by other cyclists. These sections of road provide additional connections through the area.

Bus Routes

2.19 The nearest bus stops are located on Heath Road, to the east of the site. Both stops are located within 550m of the site (6 – 7 minutes walk). A signalised crossing facility is provided on Heath Road which allows pedestrians to safely cross to the bus stop on the far side of the carriageway.

2.20 Each stop provides a shelter, seating, a flag, timetable and refuse bin and are served by routes 110, 267, 281, 290, 490, 681, H22, N22 and R70.

2.21 It is understood that there are anywhere between 67 - 89 buses per hour in the morning and 62 – 92 buses per hour in the afternoon peak hours. Services are less frequent at the weekend although a good level of service is still provided across all routes.

National Rail Services

2.22 The nearest National Rail station is Twickenham Station, located 800m to the north-east of the site and reached with a 15-minute walk. This station is operated by South West Trains and provides services towards London Waterloo, Chiswick, Windsor & Eton Riverside, Wimbledon and Reading. The services depart every 15 – 30 minutes during the day.

2.23 The Chartered Institute of Highways and Transportation (CIHT) guidance document entitled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter trips. Given the train station is located within this 2km catchment area it is assumed that the station is within acceptable walking distance for daily commuting trips.

3.0 CONSTRUCTION OPERATIONAL DETAILS

3.1 It is proposed that the existing industrial building is demolished and replaced by a five-story building providing student accommodation within nine separate units. The proposed site layout is contained in **Appendix B** of this report.

3.2 At the time of writing a contractor has not been appointed due to current pre-planning stage of the project. As such detail on the construction methods is not defined; and where required information to be determined and included within the detailed CLP has been identified.

Programme of Works

3.3 A construction programme will need to be defined within the detailed CLP. The construction programme will include (and is not limited to) the following:

i. The key demolition and construction phases, and their overview;

ii. The period of peak construction activity; and

iii. Indicative dates for each stage of construction.

3.4 The construction programme should also seek to identify:

i. The number and type of construction vehicles for each development phase;

ii. Details of storage for plant and materials at various times within the build, and

iii. The type of construction vehicles needed, and when.

3.5 At the time of writing it is anticipated that the demolition phase would last no longer than two months, and that construction would be undertaken for a period of approximately one year.

Hours of Operation

3.6 It is anticipated that working hours will be restricted in order to minimise the impact on the surrounding area, although details of such restrictions will need to be agreed with LBRuT prior to the finalisation of the detailed CLP.

Site Security and Access Control

3.7 All security operations shall be developed and implemented in accordance with the latest British Standards applicable to the Security Industry i.e. BS 7858:2012 and BS 7499:2013; and full compliance with the Private Security Industry Act 2001.

Physical Security

3.8 Physical security of the site will be afforded by the erection of perimeter hoarding and fencing, erected by prior agreement with LBRuT.

3.9 Hoardings will incorporate lockable gates to allow access and egress for both pedestrians and vehicles. Vehicle gates may be supplemented by raising arm barriers which offer a more practical solution during the working day whereas gates will secure the site perimeter during silent hours.

3.10 Further details of the proposed arrangements for pedestrian access will be included within the detailed CLP.

3.11 Measures including closed circuit television, alarms to scaffolding (if installed at the perimeter of the site) and floodlighting to security sensitive areas during the hours of darkness will also be considered. Such enhanced security may be of particular benefit during the fit out stage of construction. Any CCTV or floodlighting will be installed in such a manner that preserves the privacy and avoids nuisance to residents/occupants of neighbouring properties.

Manned Security (during hours of construction operation)

3.12 Additional personnel may be deployed during the latter stages of the project, typically when areas are nearing completion or when high value fixtures, fittings and equipment are present on site. All operatives involved with site security will meet the requirements of British Standard 7858:2012 (security screening of individuals employed in a security environment).

3.13 All security operatives shall have minimum training standards i.e. Level 2 Certificate for Security Guards. Additional complementary training is also recommended for security personnel (e.g. Fire Marshalling, Traffic Marshalling and First Aid) in order to obtain maximum benefit from the service provided.

Material Distribution and Storage

3.14 Material distribution will be reviewed in the detailed CLP and assessed in line with the following key considerations:

i. Offloading materials close to their final location, where practicable (minimise distribution around the site);

ii. Distribution directly from off-load to workface (“just in time” deliveries to minimise storage and double handling), and

iii. Use of materials handling equipment to transport materials.

3.15 Unloading and vertical distribution for materials could take place in a number of ways. The methodology of unloading and material distribution will be defined in the detailed CLP in conjunction with the appointed contractor. It is recognised that some of the following methodologies may be adopted if deemed appropriate.

3.16 Lifting capacity / heaviest component to be lifted has yet to be determined / assessed and this will influence crane selection, and if applicable, vertical transportation of large materials.

3.17 The Principal Contractor will be required to select appropriate plant and implement a crane strategy (if necessary), incorporating any necessary control measures, to ensure its operation is in accordance with industry standards.

Storage Zones

3.18 It is anticipated that the project will operate a policy of just-in-time material deliveries as far as is practicable, but some site storage may be required. Details of proposed storage areas throughout the demolition and construction activities will be provided within the detailed CLP.

4.0 TRAFFIC MANAGEMENT

4.1 Full details on the anticipated approaches to traffic management will be included in the detailed CLP upon appointment of the Principal Contractor.

Vehicular Access

4.2 Due to the sites location, access can only take place via Norcutt Road, and therefore no modifications to the site accesses are anticipated to be required or included within the detailed CLP.

4.3 An advisory construction HGV route will be put in place to manage the arrival and departure of vehicles from the surrounding highway network. The route will be identified such that it minimises the impact both on the local highway network and considers the access requirements of local residents. It is currently anticipated that vehicles will access and egress the site from Meadway via the routes shown on **Figure 4.1**.

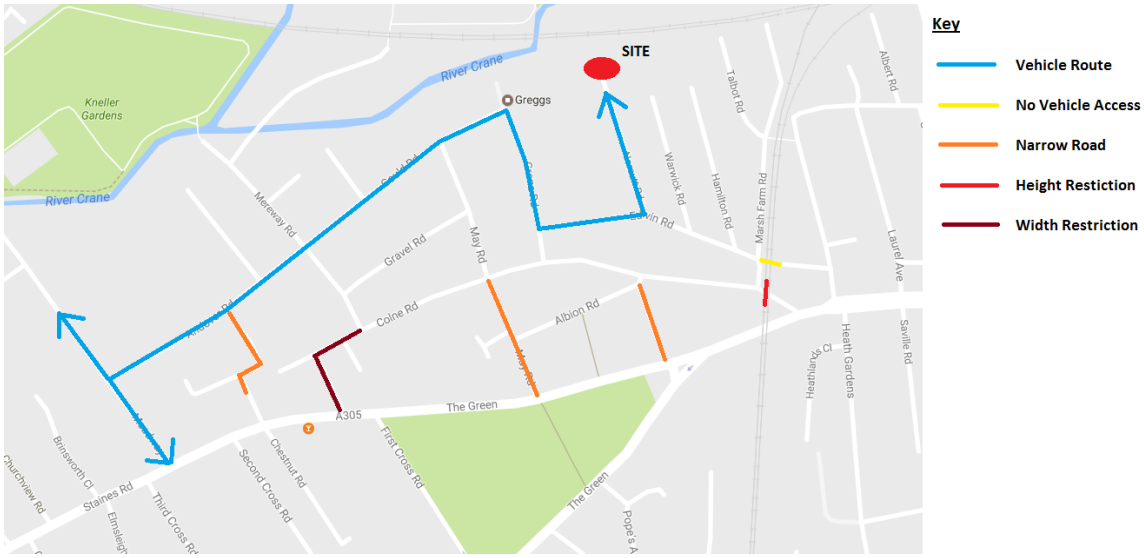

Figure 4.1: Site Location Plan

4.4 The vehicle route is based on gaining access and egress via the least constrained routes. It is understood that the route has historically been used by large goods vehicles serving the former Greggs Bakery site which was access from Gould Road and Edwin Road. It is therefore anticipated that long term parking suspensions would not be required, however the detailed CLP will include details of any parking bays to be suspended to allow access for large construction vehicles / special deliveries.

4.5 By way of a formal signage strategy the detailed CLP will also identify what traffic signs will be provided and installed by the lead contractor to guide construction traffic in and out of the site and minimise disturbance to local residents.

4.6 The detailed CLP will define the proposed vehicle access strategy at such time as a construction methodology has been agreed with the contractor. When determining vehicular access, the four primary issues to always consider are:

i. Maintaining site security;

ii. Segregation of pedestrian and vehicular traffic;

iii. Manoeuvring of Vehicles, and

iv. Delivery Co-ordination.

Traffic Management Operatives

4.7 The vehicle access and egress shall be manned by traffic marshals during construction operation hours. Duties will include checking that vehicles arrive in accordance with the planned delivery schedule, for advising drivers of site rules, issuing vehicle passes and directing to the appropriate off-loading zone (should this be required). When leaving, marshals check vehicles' cleanliness before permitting the vehicle to leave site.

4.8 Marshals will also be responsible for directing and banking vehicles to ensure that manoeuvres are executed safely, minimising the risk to the general public. In particular, marshals will ensure that pedestrians are excluded from the vehicle manoeuvring zones.

Delivery Co-ordination

4.9 Site access/egress for all materials/waste will require tight control. The development of a scheduling system will provide an efficient and effective means of controlling all deliveries. The implementation of pre-agreed delivery schedules and programmes will ensure that all deliveries arrive at the right time, with materials being efficiently dispatched to the correct offloading and storage zone.

4.10 Where possible it is proposed that delivery slot restrictions will be imposed to avoid deliveries being made during any peak traffic hours in and around the development (e.g. peak periods of general rush hour traffic and school runs). The practicability of imposing such restrictions will be reviewed once further planning analysis has identified the anticipated number of daily construction vehicle movements.

4.11 The use of delivery management software will be considered. Such systems assist with scheduling deliveries and the allocation of common user material handling equipment, thus enabling the efficient planning of material delivery and distribution from arrival on site and subsequent movement to the workface ('from gate to plate'). These systems are particularly efficient when operating in real time whereby bookings made are immediately updated and displayed.

4.12 Regular delivery meetings between all Trade Contractors will be implemented to ensure that the delivery schedules are pre-agreed with all.

Maintaining Site Security

4.13 In order to maintain site security, it is important that vehicle gates provide access to vehicular traffic only. Pedestrian access should limited to its own dedicated access. Vehicle access gates will be kept closed, opened only to receive or disperse vehicles. Vehicle access and egress points should also be manned during site operational hours.

Vehicle / Pedestrian Segregation

4.14 As previously stated, construction vehicles shall enter/exit the site at a separate location to pedestrians. Furthermore, protected pedestrian routes will be established within the site to ensure segregation from vehicles.

Vehicle Manoeuvres

4.15 Where reversing of vehicles is unavoidable, such manoeuvres will be kept to a minimum and due consideration given to, amongst others, the space required to complete such manoeuvres, the exclusion of personnel from this area and the supervision, direction and control afforded to the manoeuvre.

Cyclist Safety

4.16 In 2012 TfL commissioned an independent review of the construction sector's transport activities to understand the causes of construction related vehicle/cycle collisions and how they might be prevented. The resulting 'Construction Logistics and Cyclist Safety'(CLOCS) report was published in February 2013 by Transport Research Laboratory (TRL) which subsequently led to the development of a common national standard, the CLOCS Standard for Construction Logistics Managing Work Related Road Risk.

4.17 All construction works and associated planning shall be undertaken in accordance with this standard.

4.18 This standard incorporates The Fleet Operator Recognition Scheme (FORS), or equivalent standard, and this scheme shall apply. Currently Bronze FORS accreditation will be required for all delivery vehicles attending site but this minimum will be reviewed and may be increased to Silver or Gold.

Pedestrian Access

4.19 When considering pedestrian access, the three primary issues to consider are:

i. Appropriateness of location;

ii. Maintaining site security;

iii. Segregation of pedestrian and vehicular traffic, and

iv. Appropriateness of location

4.20 Pedestrian access points will also be in reasonably close proximity to the site welfare accommodation which will be accessible via a safe, PPE free, 'green' route.

4.21 As a further consideration, pedestrian access will be located such that site personnel, when arriving at or leaving site, do not cause undue inconvenience or nuisance to neighbouring premises or to the general public.

Maintaining Site Security

4.22 In order to maintain site security, it is important to provide the minimum practicable number of pedestrian access/egress points. In this instance it is anticipated that a single access point into the will be sufficient.

Security Access Control

4.23 It is proposed that all personnel (management, operatives, visitors, etc.) arriving on site should immediately be required to sign in, and sign out when departing. This log should be referred to should there be an emergency site evacuation. The issue of permanent passes for all personnel will be subject to satisfactory completion of the project induction. These passes will accurately record the holders' identity including name, company and photographic record. Cards will also hold relevant training information.

4.24 Having logged in, operatives will have safe passage to the welfare area where they shall change and equip themselves with appropriate PPE before proceeding on to the construction area of the site.

Pedestrian / Vehicle Segregation

4.25 Regulation 36 of the Construction (Design and Management) Regulations 2007 requires that every construction site shall be organised in such a way that, so far as is reasonably practicable, pedestrians and vehicles can move safely and without risks to health. In short, this Regulation requires the provision of safe, effective and functional pedestrian and vehicle segregation.

4.26 It is therefore proposed that pedestrians and vehicles should, wherever practicable, not share access/egress points or circulation routes within the site.

Public Pedestrian Safety

4.27 Construction activity creates a hazard to pedestrians, particularly in the vicinity of site vehicle access and egress points, and control measures will be identified and introduced via the detailed CLP to minimise the risk.

5.0 DEVELOPING AND USING POLICIES

5.1 The detailed CLP will define the policies intended to be adopted for the duration of the construction. It is anticipated that the detailed CLP will be required to provide policies on:

i. Waste minimisation;

ii. Public Consideration and Engagement;

iii. Use of alternative modes of transport;

iv. Vehicle renewal replacement, and

v. Consolidation and/or collaboration and off-site fabrication.

Waste Management

5.2 Waste Management is an integral part of the logistics service and the aim is to operate as far up the waste hierarchy as possible. It is recommended that suggested waste management measures identified in this section be put in place as part of the detailed CLP.

5.3 This starts from the moment a delivery is made to site where, in partnership with trades, the best storage solution for materials is ascertained to ensure that they do not become waste before they have been used. Effective safe storage will help eliminate damage to goods and allow the volumes and types of materials on site to be monitored.

5.4 It is this monitoring of material streams that enables the Best Practical Environmental Options and most viable routes for diverting materials for reuse to be sought. In partnership with waste contractors and other environmental programmes such as NISP, potential avenues for materials to be reused may be identified, such as in local industry or community projects, who put the materials to good use.

5.5 It is only when all reuse options have been explored that material will enter the waste stream. Once these materials have been identified as ‘useless’ specific management principles will be applied to ensure costs and other environmental impacts are reduced i.e. is there a sufficient volume of like material to warrant a dedicated skip or is the waste stream compactable so as to reduce vehicle movements.

5.6 Waste management can be considered under three broad headings:

i. Collection and transportation from the workface;

ii. Removal off site and disposal, and

iii. Environmental issues (segregation, recycling, etc.).

5.7 A proposed solution for the construction is detailed below. It should be noted that the proposal relates to 'general builders rubbish' only, structural trades typically being responsible for their own waste.

Collection and Transportation

5.8 A sufficient number of adequately sized wheeled bins will be delivered to site and distributed to all floors by logistics operatives, utilising the horizontal and vertical transportation methods adopted. Trade Contractors will be required to deposit all of their own rubbish into these bins. (This procedure will be written in to the Preliminaries section of the Trade/Sub Contract).

5.9 As Trade Contractors fill the bins, logistics labour will be deployed to exchange full bins for empties, transporting full bins to the ground floor. Full bins will be stored in bin holding areas at ground level, awaiting collection by a visiting compactor vehicle.

5.10 Once emptied, wheelie bins will be returned back to the floors for refilling. A sufficient number of bins will be held on site to ensure that bins are always available to Trade Contractors.

5.11 Where practicable and economically viable, waste streams will be segregated on site and separate arrangements made for removal/disposal.

Removal and Disposal

5.12 On a regular basis, or on demand as quantities dictate, a specialist waste management company will attend site to remove all collected rubbish, utilising a mobile compactor into which full wheeled bins are emptied.

5.13 The compacted waste is transported from site and deposited at a licensed transfer station where it will be segregated for onward transportation to various recycling houses. Residual waste is sent to landfill.

5.14 Waste segregated on site will be collected by other registered carriers and transported either to a licensed transfer station for bulking or directly for recycling/reuse.

Builders Rubbish

5.15 This collection service will be limited to the removal of 'general builders rubbish' compactable waste and excludes non-compactable waste occasioned from the groundworks, structural and envelope/cladding contractors, these trades to be responsible for removal of their own waste. Furthermore, In accordance with good environmental practice, it is expected that all trade/package contractors be required to remove their own pallets from site, usually by return to the supplier.

Waste Operatives

5.16 Waste operatives from the logistics team will undertake bin distribution and removal as described above but, in addition, will also undertake the following tasks:

i. Maintaining and keeping clear emergency escape routes and exits;

ii. Maintaining access routes;

iii. General cleaning of unallocated rubbish, and

iv. General site cleanliness (litter picking).

Segregation and Recycling

5.17 As indicated above, on-site segregation, where practicable, will be promoted. However, any mixed loads will still be subject to off-site segregation to maximise reuse, recycling or recovery.

5.18 Segregation of waste on site is subject to certain constraints i.e. available space. On Site Segregation will only be performed on wastes which are deemed to be in recyclable condition i.e. uncontaminated, and where we believe there is a sufficient volume of a single waste stream to warrant a dedicated container.

5.19 On-site segregation relies on the support of all site management to ensure unauthorised use of dedicated containers for general builder's rubbish is prohibited. Loads found to contain over 5% diversity are deemed as contaminated and are subject to increased transport and handling costs at waste transfer stations.

Domestic Waste

5.20 Waste generated within the site accommodation such as kitchen waste is to be treated separately. The use of vermin proof containers to help control the threat of pests and the implementation of regular collections to minimise odour should always be employed.

5.21 In addition, waste paper and other dry recyclables should also be treated separately as it has a high recyclable value that will be lost should it find its way into the kitchen waste stream.

Reclamation Performance

5.22 The Project Team will agree a target benchmark for waste reclamation (i.e. waste diverted from landfill). This target will be published in the Site Waste Management Plan.

Duty of Care

5.23 As a waste producer, the developer has a duty to ensure that any contractor who removes waste from the site is registered with the Environment Agency. The Principal Contractor shall be required to provide documentary evidence that all waste carriers and waste brokers employed in connection with the project are appropriately licensed. Site records including transfer notes and conveyance notes shall be collected and retained.

Environment

5.24 The Project Team will be committed to maintaining the highest environmental standards and demand the same standards throughout the supply chain. In conjunction with the logistics provider, regular audits will be conducted of preferred waste carriers, transfer stations and landfill sites. These audits are intended to confirm compliance with legislation and to ensure every effort is being made to maximise the recycling of waste generated from site.

Public Consideration and Engagement

5.25 The construction will be progressed with due and proper consideration given to the surrounding occupied premises.

Considerate Constructors Scheme (CCS)

5.26 The applicant will register with the Considerate Constructors Scheme and comply with their Site Code of Considerate Practice which commits contractors to be considerate and good neighbours, as well as clean, respectful, safe, environmentally conscious, responsible and accountable. The Principal Contractor will be required to demonstrate their commitment and compliance with the scheme, both prior to appointment and throughout construction.

Local Environmental Considerations

5.27 Construction activity has the potential to cause nuisance, or even harm, from environmental disturbance such as noise, vibration and dust. Such issues are often a cause for concern to the Local Authority, the project's neighbours and the general public.

5.28 The detailed CLP will incorporate suitable and appropriate controls and procedures that shall be implemented to help prevent, monitor and react to these potential impacts and to comply with any planning conditions set.

5.29 At this preliminary stage, a selection of potential measures are summarised below.

Maintaining Road Cleanliness

5.30 Wheel washing and/or road sweeping will help maintain an adequate level of road cleanliness. Wheel washing is likely to be required during the groundworks/substructure phase and during construction of the frame of each block. Options for jetwashing in conjunction with wheel spinner units or grid and pit systems will be reviewed and an appropriate arrangement implemented.

5.31 A visiting roadsweeper service will be implemented at a suitable frequency to ensure the cleanliness of public roads adjacent to the site. This will be supplemented by the provision of a jet wash which may be deployed for spot cleaning but should not be seen as a substitute for a proper and thorough road cleanliness regime.

Dust Suppression

5.32 Trade Contractors will be required to employ specific dust minimisation and suppression measures when undertaking activities that will generate an unacceptable level of dust migration. Measures may include isolation, encapsulation, damping down, local dust extraction or any other appropriate measure.

5.33 Any road sweeping service and/or the jet wash provision may also be utilised to provide a general dust suppression function but will not relieve trades of their obligations to provide task specific controls.

Cleanliness of Site Perimeter

5.34 Hoarding/fencing and common areas of the site generally will be regularly inspected by the logistics team to help maintain the site's tidy image, including any required action (cleaning, graffiti removal, repairs and maintenance, etc.).

Provisions for Inclement Weather

5.35 Gritting will be required to vehicle and pedestrian access routes in anticipation of and/or following any frost or snowfall.

Rodent Control

5.36 The provision of adequate means into which canteen and office waste can be deposited will greatly reduce the possibility of attracting vermin but will not entirely negate the need for a suitable rodent control regime. The placement and regular servicing of bait boxes around the project welfare facilities will help minimise any potential health risk to project personnel.

Spill Kits

5.37 Traffic management personnel shall be trained to respond to any fuel (or similar) spillages, should such an event occur. Spill kits shall be provided and placed in all locations assessed to have a spill risk so that they are readily available in the event of an incident.

6.0 FURTHER MITIGATION

6.1 This section outlines measures that will be considered for inclusion within the detailed CTMP in order to minimise the impact of construction traffic at Norcutt Road.

6.2 Mitigation measures which will be considered are, but not limited to, the following:

i. All HGV construction traffic associated with the development will follow a proposed construction traffic access route and associated signage strategy;

ii. HGV arrivals will be actively managed so that the arrival profile is spread out as far as possible throughout each day. This can be achieved by assigning drivers specific time slots for arrival at site and will be managed by communication between the site manager and the source company;

iii. All site workers will be required to attend the site by non-private vehicle;

iv. In the event that HGV's are required to reverse, a banksman will be in attendance at all times. As set out within the Health and Safety Executive (HSE) guidance, the banksman directing vehicle movements will be trained and authorised to do so;

v. In due course, the tracking of various construction vehicles (including any abnormal loads) will be provided to demonstrate the safe manoeuvring of construction vehicles accessing and egressing the site whether under temporary restrictions / prohibitions or general traffic conditions;

vi. Lockers will be provided for on-site operatives to allow storage of tools to discourage any construction workers that stay locally during the week from needing to travel by van each day, and to encourage the potential for car sharing where practical amongst the workforce. Details of any welfare facilities including changing rooms, showers and secure cycle storage will be outlined within the detailed CLP;

vii. Information will be provided to construction workers on local suitable lodgings to avoid unnecessary long daily journeys to the construction site and encourage sustainable travel, and

viii. The Principal Contractor will establish a method of regular public engagement that covers both prior to, and during construction works.

7.0 MANAGEMENT, MONITOR AND REVIEW

Management

7.1 As the local planning authority, LBRuT will be responsible for monitoring the CLP, while the developer and their contractor will have responsibility for collecting data according to a schedule agreed between them and LBRuT. LBRuT will nominate a person to be the contact for ongoing monitoring.

7.2 Targets for the CLP will be SMART (specific, measureable, achievable, realistic, timely) and easily collected and interpreted. They should be agreed between the developer, the main contractor and LBRuT, as should the indicators and data used to measure them.

Monitoring and Review

7.3 The detailed CLP may need to identify any potential construction activities within the area scheduled to coincide with the project.

7.4 If applicable, all developments should share the results of predicted vehicular activities so that the associated contractors can identify the impact of each individual development, development phases, and the numbers and the types of vehicles in use. This will help to coordinate demolition and construction activities between neighbouring developments and ensure the combined impacts are minimised as far as possible. Online delivery booking and tracking systems could also provide detailed evidence about the number and type of delivery vehicles, and the efficiency and accuracy of the deliveries made.

7.5 The exact methods for gathering information will be agreed between the developer/main contractor and the LBRuT and discussed via either review meetings or a data sharing process.

Robert West

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Appendix A – Existing Site Plan

General Notes:

Do not scale from this drawing. Use marked dimensions.
Should any discrepancies be noted, please inform this office.

N

Scale Bar:

0m 5 10 25 50m

Rev:	Description:	Date	Drn by:	Ckd by:
P01	Planning Issue	02.02.17	CS	GS

Client: **Jeremy Janion**

Project Name: **75 Norcutt Road**

Drawing Title: **Existing Site Plan**

Project No:	Drawing No:	Revision:	Scale:	Date:
JJ01	P_011	P01	1:500 @ A3	Feb 2017

Drawn By:	Checked By:	Status:
CS	GS	*Planning*

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Appendix B – Proposed Site Plan

General Notes:

Do not scale from this drawing. Use marked dimensions.
Should any discrepancies be noted, please inform this office.

N

KEY

- Boundary line
- Existing Buildings
- Student rooms
- Hall
- Communal space
- Lobby & services
- Plant
- Shared space
- Path
- Trees
- Pedestrain path
- Grass
- Hedge
- Green Wall

1. Short stay - Managment parking
2. Short stay - Managment parking
3. Disabled bay - 3.6 x 4.8m with 1.8m clear pedestrain route to one side

Rev:	Description:	Date	Drn by:	Ckd by:
P01	Issue for comment	13.02.17	CS	GS

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0m 1 2.5 5 10m

Client:
Jeremy Janion

Project Name:
75 Norcutt Road

Drawing Title:
Proposed:
Ground Floor Plan

Project No:	Drawing No:	Revision:	Scale:	Date:
JJ01	P_SK003	P01	1:100 @ A1	Feb 2017

Drawn by:	Checked by:	Drawing Status:
CS	GS	*Planning*