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THE VICAR & CHURCHWARDENS OF ALL SAINTS' CHURCH

ALL SAINTS' CHURCH, & 44 THE AVENUE, HAMPTON, RICHMOND, TW12 3RS

DRAFT CONSTRUCTION METHOD STATEMENT

December 2017

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Ref: File path P:\ P1599 All Saints' Church & 44 The Avenue Construction Method Statement December 2017

1.0 INTRODUCTION

1.1 Paul Mew Associates is instructed by The Vicar and Churchwardens of All Saints' Church in relation to the proposed development at All Saints' Church, and 44 The Avenue, Hampton TW12 3RS. The local planning authority is the London Borough of Richmond up Thames.

1.2 The site location is presented on a map in Figure 1 of this report; the application site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.

1.3 The proposal is for the demolition of the existing church hall and dwelling at 44 The Avenue, and the construction of a new church hall with flat above, a new Narthex link to the church, and the erection of four houses on the site of 44 The Avenue. Under the proposal the church's car park will be reduced to host eight on-site spaces, and the existing crossover at 44 The Avenue will be moved to more central location to provide access to four off-street parking spaces for the proposed houses.

1.4 In pre-application advice, the submission of a Draft Construction Method Statement (CMS) has been requested to be submitted with the full planning application. From our previous experiences of preparing CMS's in Richmond the following is usually requested in a CMS:

"DV49 Construction Method Statement

No development shall take place, including any works of demolition, until a Construction Management Statement (to include any demolition works) has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the construction period. The Statement shall provide for:

1. The size, number, routing and manoeuvring tracking of construction vehicles to and from the site, and holding areas for these on/off site;
2. Site layout plan showing manoeuvring tracks for vehicles accessing the site to allow these to turn and exit in forward gear;

3. Details and location of parking for site operatives and visitor vehicles (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
4. Details and location where plant and materials will be loaded and unloaded;
5. Details and location where plant and materials used in constructing the development will be stored, and the location of skips on the highway if required;
6. Details of any necessary suspension of pavement, roadspace, bus stops and/or parking bays;
7. Details where security hoardings (including decorative displays and facilities for public viewing) will be installed, and the maintenance of such;
8. Details of any wheel washing facilities;
9. Details of a scheme for recycling/disposing of waste resulting from demolition and construction works (including excavation, location and emptying of skips);
10. Details of measures that will be applied to control the emission of noise, vibration and dust including working hours. This should follow Best Practice detailed within BS5288:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites;
11. Details of any highway licenses and traffic orders that may be required (such as for licences for any structures / materials on the highway or pavement; or suspensions to allow the routing of construction vehicles to the site);
12. Details of the phasing programming and timing of works;
13. Where applicable, the Construction Management Statement should be written in conjunction with the Arboricultural Method Statement, and in accordance with British Statement 5837:2012 'Trees in relation to design, demolition and construction - recommendations', in particular section 5.5, 6.1, 6.2, 6.3 and 7;
14. A construction programme including a 24 hour emergency contact number;
15. See also TfL guidance on Construction Logistics Plans.

REASON: In the interests of highway and pedestrian safety together with the amenity of the area."

1.5 This Draft CMS has been produced in accordance with DV49 as referenced above. A full CMS would be secured by the Council as a condition of any future planning consent.

2.0 POLICY CONTEXT

LB Richmond upon Thames

2.1 Policy relating to development and transport is set out in a range of publications by the London Borough of Richmond upon Thames. Policies relevant to the demolition and construction phases of the development are set out below.

2.2 Richmond's Local Plan is used to determine planning applications, alongside any relevant material considerations. The Local Plan, which is currently under review is formed of:

- The Core Strategy,
- The Development Management Plan, and
- The London Plan.

2.3 Policy CP1 of the Council's adopted Core Strategy sets out the Council's policy on Sustainable Development. The relevant extract to this assessment is set out as follows:

> *8.1.1 CP1 Sustainable Development*
> *1.A The policy seeks to maximise the effective use of resources including land, water and energy, and assist in reducing any long term adverse environmental impacts of development. Development will be required to conform to the Sustainable Construction checklist, including the requirement to meet the Code for Sustainable Homes level 3 (for new homes), Ecohomes "excellent" (for conversions) or BREEAM "excellent" (for other types of development). This requirement will be adjusted in future years through subsequent DPDs, to take into account the then prevailing standards in the Code for Sustainable Homes and any other National Guidance, and ensure that these standards are met or exceeded.*
>
> *The following principles will be promoted:-*
> *1.B Appropriate location of land uses Facilities and services should be provided at the appropriate level locally, taking account of the network of*

town centres identified in policy CP8. Higher density residential and mixed use developments to be in town centres, near to public transport to reduce the need to travel by car.

1.C Making best use of land The use of existing and proposed new facilities should be maximised through management initiatives, such as co-location or dual use. Redevelopment of sites should normally only take place where there can be an increase in the number of housing units and/or quantity of commercial floorspace.

1.D Reducing environmental impact The environmental benefits of retaining and, where appropriate, refurbishing existing buildings, should be compared against redevelopment. Development should seek to minimise the use of open land for development and seek to maintain the natural vegetation, especially trees, where possible. Local environmental impacts of development with respect to factors such as noise, air quality and contamination should be minimised.

1.E Environmental gain to compensate for any environmental cost of development will be sought.

2.4 The Council's adopted Development Management Plan Document (DMPD) has detailed policies to ensure that the Council's overarching development and sustainability objectives can be achieved. Development Management Policies DM SD 1 'Sustainable Construction', DM TP 2 'Transport and New Development' are directly relevant to the preparation of this report. The full wording of the aforementioned policies is set out as follows for ease of reference:

"Policy DM SD 1 Sustainable Construction

All development in terms of materials, design, landscaping, standard of construction and operation should include measures capable of mitigating and adapting to climate change to meet future needs. New buildings should be flexible to respond to future social, technological and economic needs by conforming to the Borough's Sustainable Construction Checklist SPD. New homes will be required to meet or exceed requirements of the Code for Sustainable Homes Level 3. They also must achieve a minimum 25 per cent reduction in carbon dioxide emissions over Building Regulations (2010) in line with best practice from 2010 to 2013, 40 per cent improvement from

2013 to 2016, and 'zero carbon' standards (2) from 2016. It is expected that efficiency measures will be prioritised as a means towards meeting these targets. These requirements may be adjusted in future years to take into account the then prevailing standards and any other national guidance to ensure the standards are met or exceeded. New non-residential buildings over 100sqm will be required to meet the relevant BREEAM 'excellent' standards. For conversions see Policy DM SD 3 'Retrofitting'.

Policy DM TP 2 Transport and New Development
The impact of new development on the transport network will be assessed against other plan policies and transport standards. All planning applications for major developments should be accompanied by a Transport Assessment and for smaller developments should be accompanied by a Transport Statement. Matters to be included are set out in DofT/TfL guidance. Developers should also take account of the Council's SPD on Transport Standards.

Transport for London

2.5 As is referenced in the Council's decision notice, Transport for London (TfL) has developed a Construction Logistics Plan (CLP) guidance document to support sustainable construction practices in London. The document is designed to give specific help to transport planners and people working in the construction industry.

2.6 CLPs are an important management tool for planners, developers and those working in construction companies. They act as the catalyst for reducing the negative transport effects of construction work on local communities, residents, businesses and the environment.

2.7 There are two types of CLPs that are usually required to be submitted:

An outline CLP

This type of CLP accompanies an associated application to a planning authority - either a Greater London local authority or Transport for

London (TfL). 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.

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.

2.8 The main difference between an outline CLP and a detailed CLP is the level of information provided. This will usually depend on the stage of the development plans.

2.9 An outline CLP should contain a summary of the main logistics issues expected during construction and make it clear what the developer intends to do. The detailed CLP requires further information about how the proposed activities will be organised and managed.

2.10 To date a contractor is yet to be appointed. The appointed contractor will appoint a suitable construction manager and site manager before any work begins.

2.11 This report considers a range of feasible options for access to the site based upon advice from the schemes architect and our experience working on similar projects in the recent past.

2.12 Hence this CMS is akin to an 'outline' CLP.

3.0 SITE INFORMATION

3.1 TfL's CLP guidance document states that it is good practice to provide information regarding the site and surroundings and details of the proposals such as: the location of the site, the size and nature of the development, details of any parking constraints near the site, details of site access, including public transport, cycling and footways, and any changes to services during the construction phase.

Site Address

3.2 The full address of the site is All Saints' Church, and 44 The Avenue, Hampton, TW12 3RS.

Development Proposals

3.3 The proposed development will see 44 The Avenue demolished and replaced with four houses provided with four off-street parking spaces accessed from a single crossover.

3.4 The proposal will also see the church hall at All Saints Church demolished and re-provided with one flat above.

Local Transport Options

3.5 In terms of public transport, the site has a Public Transport Accessibility level (PTAL) of 2, which is a 'poor' accessibility rating as defined by Transport for London. The PTAL report produced by Transport for London is presented in Appendix B.

3.6 A total of two day time bus services with high hourly service frequencies operate from stops within 170 metres of the site.

3.7 A map and details of local bus stops and services in proximity to the site is presented in Figure 2.

3.8 The nearest train station to the site is Hampton National Rail Station which is around one kilometre to the south of the site; refer to Figure 2. The typical off-peak and on-peak service is eight trains per hour to destinations including, Shepperton and London Waterloo via Kingston or Richmond.

3.9 The walk routes to the nearby bus stops and train stations as referenced herein are straightforward. Footpaths within proximity to the site appear to be well lit, sufficiently wide and in a good state of repair.

3.10 TfL's Cycle Guide 9 encompasses the area surrounding the application site has been assessed. Cycle guide 9 demonstrates the site is well served by 'quieter roads that have been recommended by cyclists' and 'off-road cycle routes'.

3.11 The site is well connected by road. The A308 Upper Sunbury Road to the south, and the A316 Country Way to the north both connect to the M3 to the west.

Parking Constraints

3.12 The roads in proximity to the site are not subject to any parking or waiting restrictions, with the exception of some double yellow line parking restrictions on The Avenue.

Site Access

3.13 There are two vehicle accesses associated with the development, one to the front of the Church Hall, and one central crossover (to be provided as part of the proposal to the site that currently forms 44 The Avenue).

3.14 As the site has two vehicle accesses it is proposed that the vast majority of construction and delivery vehicles will enter the site. Some larger vehicles, such as for the delivery of steel beams, will occur from on-street.

3.15 Full details regarding the proposed loading area and vehicle routings will be discussed later in this report.

4.0 DEMOLITION & CONSTRUCTION DETAILS

4.1 TfL's Construction Logistics Plan (CLP) guidance document states that CLP's '*should contain a summary of the main logistics issues expected during construction. It must be clear to the planning authority what the developer intends to do'.*

4.2 The current demolition and construction programme is proposed to run for up to 52 weeks.

Proposed Construction Phasing

4.3 For ease of reference the preliminary construction programme below outlines the different phases of the development, including vehicle types and frequencies, and access arrangements to the site.

Site Setup/Mobilisation

4.4 Before demolition work can start, hoarding will be erected around the sites perimeter and remain in place during the full demolition and construction phases. Refer to Appendix C for the proposed construction plan.

Phase 1: Weeks 1-5

4.5 Initial works will involve the erection of hoarding around the whole site and the demolition of the church hall and 44 The Avenue. The hoarding will be erected to a minimum of 2.4 metres in height.

4.6 The works involved in Phase 1 will see the demolition and the removal of spoil from the site.

4.7 The site will be accessed by vehicles via the site's vehicle entrances on The Avenue. All Saints' Church currently has a crossover, and the crossover at 44

The Avenue will be relocated to a more central location under the proposed development.

4.8 At present it is anticipated that all material and spoil storage will occur on-site with small tippers (or similar vehicle) entering the site to collect spoil or deliver materials. There will be no queuing or parking on the local highway. Banksmen will be on site to assist vehicles entering and exiting the site.

4.9 All materials as much as possible will be recycled and re-used in the construction phase of the development to reduce the total amount of waste produced.

Phase 1 Volume & Type of Vehicles

4.10 Vehicles will arrive and depart the site between, 0930 till 1500 and 1600 till 1800 Mondays to Fridays to avoid the school run, and between 1000 and 1300 on Saturdays.

4.11 Vehicles will be encouraged as much as possible to access the site outside of morning and afternoon peak traffic periods.

4.12 It is estimated that on average two to three construction vehicles will require access to the site a day. During the bulk of the demolition phase, estimated to take approximately two weeks, up to six small tipper lorries (or similar) will require access to the site a day to remove spoil. Spoil will be organised to be collected at regular intervals during permitted times. No more than six spoil collections will occur a day and tipper lorries (or similar vehicles) will be organised so not to arrive simultaneously.

4.13 The largest vehicle expected to access the site at this stage will be a small tipper lorry (or equivalent vehicle) which will collect spoil from the site. The key dimensions of the small tipper lorry are as follows:

- Length = 6528mm long
- Width exc mirrors = 2500mm

- Overall body height = 2877mm

4.14 Figures 3a-b shows the small tipper entering and exiting both of the site's vehicle accesses in forward gear. During the demolition and construction phases the planting area to the front of the proposed houses will be used to manoeuvre vehicles on site and for site storage. Once the development is complete this area will be landscaped over.

4.15 The swept paths demonstrate that a small tipper is able to enter and exit the site in forward gear with some body overhanging the crossovers, but with the vehicles wheels remaining on the crossover. With the assistance of trained banks men on site, vehicles entering and exiting the site is not considered to present a concern to pedestrian or highway safety.

4.16 Vehicles will only be able to access the site at the site of 44 The Avenue once the crossover has been re-located to a more central position.

4.17 Small tippers (and similar sized or smaller vehicles) will be advised to approach the site from the south via the A312 Broad Lane and enter into the site in forward gear. Once the delivery / collection is complete the vehicle will exit the site and continue south along The Avenue to the A312 Broad Lane to complete its journey.

4.18 Any deliveries / collections made by vehicles of 6.5 metres in length or less will occur within the sites hoarding to avoid congestion on the local highway.

4.19 For Phase 1 there will be 60 minute delivery slots throughout the day, so there will be no more than eight vehicles visiting the site per day.

4.20 Preference will be given to the use of smaller vehicles where possible for the delivery and collection of materials.

4.21 The movement of demolition and construction related traffic will be managed so as to cause as minimal disruption as possible to free flowing traffic on The Avenue or adjoining roads.

4.22 Trained banks men (LANTRA or similarly qualified) will be on-site to assist lorries to enter and leave the site. The banks men will also temporarily manage any traffic on The Avenue when a vehicle is entering or exiting the site.

Phase 2: Week 5 and onwards

4.23 The works involved within this phase includes the construction of the proposed four houses, and re-construction of the church hall with flat above.

4.24 The works involved in this phase will require the erection of a full height external scaffold. The scaffolding will be contained within the site's hoarding.

4.25 As in Phase 1 all construction vehicles as much as possible will enter the site to avoid parking on the public highway. On occasions where the construction vehicle is too big to enter the site (such as eight wheeler lorries bringing in steel beams), the vehicle will stop on the adjoining highway directly outside of the site. The proposed stopping location of large vehicles is presented in Appendix C. The developer will apply for a parking dispensation to allow larger vehicles to park on the double yellow lines adjacent to the site.

Phase 2 Volume & Type of Vehicles

4.26 The majority of vehicles accessing the site are expected to be similar to those in the demolition phase. The largest vehicle expected to access the site during this phase will be an eight wheeler lorry, which will be used to deliver non-typical large loads (such as steel beams).

4.27 The key dimensions of the eight wheeler lorry are as follows:

- Length = 10201mm long

- Width exc mirrors = 2500mm
- Width inc mirrors = 3100mm
- Overall body height = 2893mm

4.28 Figure 4 shows an eight wheeler lorry (we have used a large tipper as an example of an eight wheeler lorry in the swept paths) accessing and exiting the site in forward gear.

4.29 The vehicle swept paths analysis illustrates the manoeuvres are achievable with the minimum number of manoeuvres.

4.30 Eight wheeler lorries, and larger vehicles, will be advised to approach the site from the north via Buckingham Road and will drive to the front of the site to load / unload goods or materials. Once the delivery / collection is complete the lorry will exit the site and continue south along The Avenue to the A312 Broad Lane to complete their journey.

4.31 Any deliveries / collections made by vehicles on The Avenue will be loaded and unloaded by hand as much as possible.

4.32 As in Phase 1, in Phase 2 there will be 60 minute delivery slots throughout the day, so there will be no more than eight vehicles visiting the site per day. It is expected that there will be an average of two to three vehicles a day accessing the site, the most common vehicle accessing the site being merchants truck or delivery vehicle which are expected to be the same size or smaller than a small tipper lorry as detailed earlier.

4.33 Vehicles will be entering and exiting the site during the demolition and construction phases, therefore a wheel wash facility will be required. Provisions will be in place for cleaning the road if required.

5.0 TRAFFIC MANAGEMENT

5.1 This section assesses how construction traffic will be managed in terms of routeing and other material considerations.

Vehicle Routeing

5.2 All demolition and construction related vehicles will be carefully routed so as to minimise disruption on the local and the wider highway network adjoining the site.

5.3 As illustrated in the preceding chapter, all large demolition and construction vehicles (eight wheeler lorries or similar) will be advised to approach the site from the north via Buckingham Road. This preferred routeing plan will be specified to all contractor and sub-contractor companies who will be involved in sending vehicles to the site.

5.4 Smaller construction vehicles (small tippers or similar) will approach from the south via Broad Lane, drive forward into the site, turn around within the site before exiting in forward gear. Smaller construction vehicles will then continue south along The Avenue to Broad Lane to continue their journey.

5.5 A preliminary demolition/construction vehicle routeing plan is presented in Figure 5 of this report which illustrates the route vehicles will need to take when accessing the site. Vehicles will be advised to arrive via the Broad Lane and / or Buckingham Road.

5.6 Online Freight Journey Planner tools such as http://freightplanner.tfl.gov.uk/user/freightJourneyPlanner.php and http://www.freightjourneyplanner.co.uk/ should be used to ensure that the route specific vehicles take to and from the site are as efficient as possible whilst avoiding any unsuitable/restricted roads.

Vehicle Call-Up Procedure

5.7 It is proposed that the following vehicle call-up procedures will be in place at the development;

- Deliveries / collections will be given set times to arrive.
- Delivery instructions will be sent to all suppliers and contractors.
- Trained site staff will assist when delivery vehicles are visiting the site, and parking on the highway adjacent to the site.
- Banks men will ensure the safe passage of pedestrians and vehicular traffic in the street when vehicles are being loaded or unloaded.
- The site telephone number will be given to suppliers who must confirm site arrival time at least 20 minutes prior to arrival and only to approach site once confirmation that site is clear is received.

5.8 The overall responsibility for supervising, controlling and monitoring vehicle movements to / from the site will be the logistics coordinator.

5.9 Coordination of transport / deliveries and arrivals will be supervised by the site manager to ensure that the loading/collection area is clear of vehicles and materials before any subsequent lorry arrives.

Other Material Considerations

5.10 Contractor workers will as far as possible be encouraged to arrive and leave the site by public and sustainable transport. As mentioned previously in the report there are accessible transport links near to the site including buses and over ground rail services. In addition cycling will be encouraged with a temporary cycle rack available and changing facilities.

5.11 Contractor workers who drive will be able to park on the local unrestricted kerb side. Contractor workers who are required to park their vehicle(s) on-street will be advised not to use Old Farm Road, due to the narrow nature of the road. There will be some parking provided within the site's hoarding, which

will be reserved for workers who choose to car share, and thereby minimising the traffic impact of the development.

5.12 In order to ensure the effective and safe management of demolition and construction related vehicles throughout the build programme, the contractor will hire a suitable number of trained and designated banks men.

5.13 Banks men will be LANTRA or similarly qualified to carry out the traffic management procedures required during the works.

5.14 The contractor and any sub-contractors or other suppliers sending vehicles to and from the site will be recommended to be members of the Fleet Operator Recognition Scheme (FORS). A brief introduction to FORS is presented below:

Fleet Operator Recognition Scheme (FORS)

FORS is a voluntary scheme set up by TfL. It aims to improve freight delivery in London by providing an industry quality and performance benchmark that encourages best practice. FORS increases professionalism among vehicle and fleet operators. Among the benefits are greater legal compliance, reduced supply chain disruption and improved occupational road safety.

5.15 Becoming FORS Bronze accredited means a contractor or subcontractor operating HGVs and/or fleets of vans has reached a set standard in the following areas:

- Drivers and driver management.
- Vehicle maintenance and fleet management.
- Transport operations.
- Supporting policies and procedures.

5.16 Main contractors to the development must show they and their suppliers are committed to safer and more efficient ways of working on site. This includes the use of vehicles. TfL recommends that within 90 days of an awarded contract, all contractors must have registered and gained FORS Bronze

accreditation as a minimum standard. A list of FORS Bronze accredited companies can be found at www.fors-online.org.uk.

5.17 Online delivery booking and tracking systems are the best way to record vehicle movements to and around a site. They are also a good way of controlling deliveries.

5.18 As is stipulated in TfL's Construction Logistics Plan guidance document, 'the minimum requirement is for the developer to use the free TfL online delivery booking and management system available on TfL's freight webpages'.

5.19 The contractor must also give the planning authority access to the data for monitoring and statistical analysis purposes.

5.20 Finally, a 'Contractor's handbook' will be prepared prior to any works commencing on the site. Copies of the handbook will be sent to all sub-contractors and key personnel on the site.

5.21 A well-planned handbook will support supervisors and managers in making sure the terms and conditions of the CMS are met by everyone working at the site. The handbook will include the following information:

- Communicate the aims and objectives common to all CMSs.
- Clearly explain all site-specific CMS agreements and methods of working.
- Sets out the main contractor's general practices and standards.
- A site map.
- Hours of site opening.
- Details of other related sites such as the consolidation centre.
- Health and safety information.
- The staff travel plan, or advice on how to get this information.
- Main contact details

5.22 Working hours will follow the Considerate Constructers Scheme between 8:00am to 6:00pm Monday to Friday and 8:00am to 1:00pm on Saturdays. There will be no Sunday or Bank Holiday working.

5.23 Notices will be placed on the hording providing the contact details of the site manager for any complaints or queries to be directed to.

5.24 During the setting-up phase for the development (erection of the hoarding) the site manager will organise leaflets to be distributed to local residents, church goers and any local businesses providing the site's managers contact details and advice on the work to be carried out at the site.

Hoarding, Waste and Dust Control Arrangements

5.25 All waste generated will be managed within the curtilage of the site and collected by vehicles within the site's hoarding. At present it is anticipated that spoil will be collected via a 'wait and load' method or by a grab lorry within the site's hoarding.

5.26 Recycling and deposing of waste generated by the demolition, construction and refurbishment phases will be conducted in accordance with current good practice and relevant statutory regulations and requirements.

5.27 The appointed waste management contractor will monitor the amount and type of waste that is removed and recycled from the site, and make alterations to waste disposals practices as necessary.

5.28 The Contractor will take reasonable measures to minimise the emission of dust resulting from the demolition and construction phases of the development. The measures taken will be in accordance with the Greater London Authority's Supplementary Planning Guidance document, '*The Control of Dust and Emission During Construction and Demolition*' (July 2014). The measures taken will include some or all of the following where / when appropriate:

- Covering waste / skips;

- Hosing down the site as and when required;
- Erect screens or barriers around dust activities;
- Reuse and recycle waste;
- Containment of dust within the site using industrial vacuums and filters;
- Installation of ground sheeting.

5.29 The hoarding will provide internal storage for building materials while the demolition and construction phases are occurring. The hoarding will act as a barrier to keep any mess produced by the development within the boundaries of the hoarding; keeping the streetscape tidy.

5.30 The site will be registered with the 'Considerate Constructors Scheme'.

5.31 All site operatives will be inducted and advised of the need to minimise noise. All tools will be properly maintained and positioned in a way to minimise noise.

6.0 MONITORING, COMPLIANCE, REPORTING & REVIEW

6.1 This Draft CMS has been prepared for submission to the local planning authority, London Borough of Richmond, with regards to the proposed development at All Saints' Church, and 44 The Avenue, Hampton, TW12 3RS.

6.2 A CMS Coordinator will take responsibility for the day-to-day management of the CMS and is the first point of contact for site issues. They will help the development run smoothly by making sure each construction phase complies with the CMS. It is also the Coordinator's job to oversee the effectiveness of the CMS, and prepare regular updates to the planning authority when asked.

6.3 It will be the duty of the CMS Coordinator to respond to any questions or queries about the development and put in place any mitigation measures needed to resolve traffic issues connected with the construction work. An example of the duties a Coordinator may need to carry out is illustrated as follows:

- Remind contractors and subcontractors about designated routes to and from the site.
- Check vehicles arriving at site to make sure they meet the developer's safety requirements.
- Manage the delivery booking and scheduling tool that records deliveries.

6.4 The planning authority will be responsible for monitoring the CMS, while the developer and their contractor will have responsibility for collecting data according to a schedule agreed between them and the planning authority. The LB Richmond will nominate a person to be the contact for ongoing monitoring.

7.0 CMS Management

7.1 The CMS will be managed through the appointment of a CMS Coordinator by the appointed contractor. To date a contractor has not been formally appointed.

7.2 The appointed contractor will formally appoint CMS Coordinator and a Site Manager, and their details will be provided at a later date, closer to the time of Phase 1.

7.3 At this stage the key contact details and people who have assisted in the preparation of this report is listed as follows:

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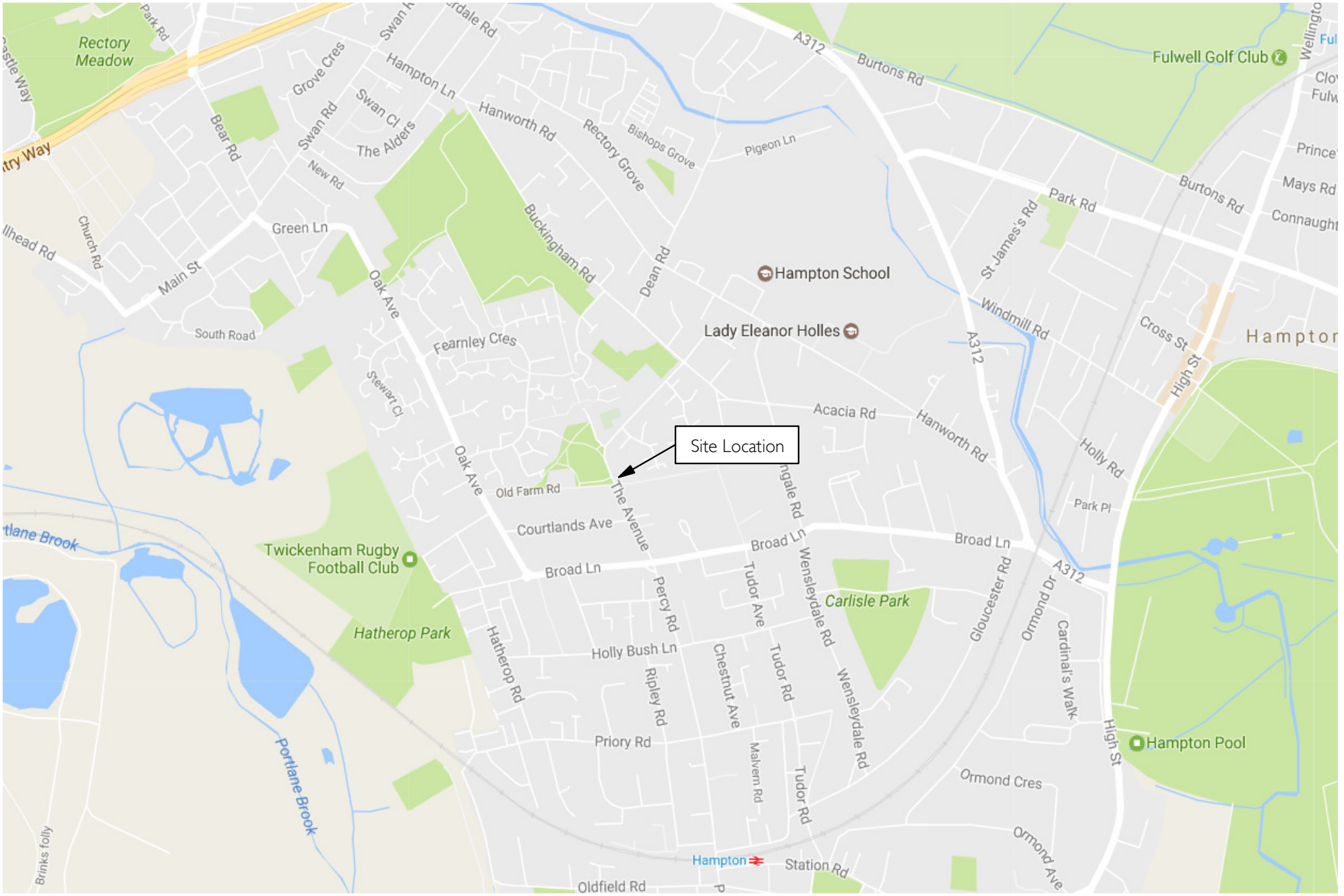
FIGURES



Date: December 2016
Scale: NTS
Source: Google Maps
Drawing No: P1599/CMS/01

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P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG

Figure 1.
Site Location

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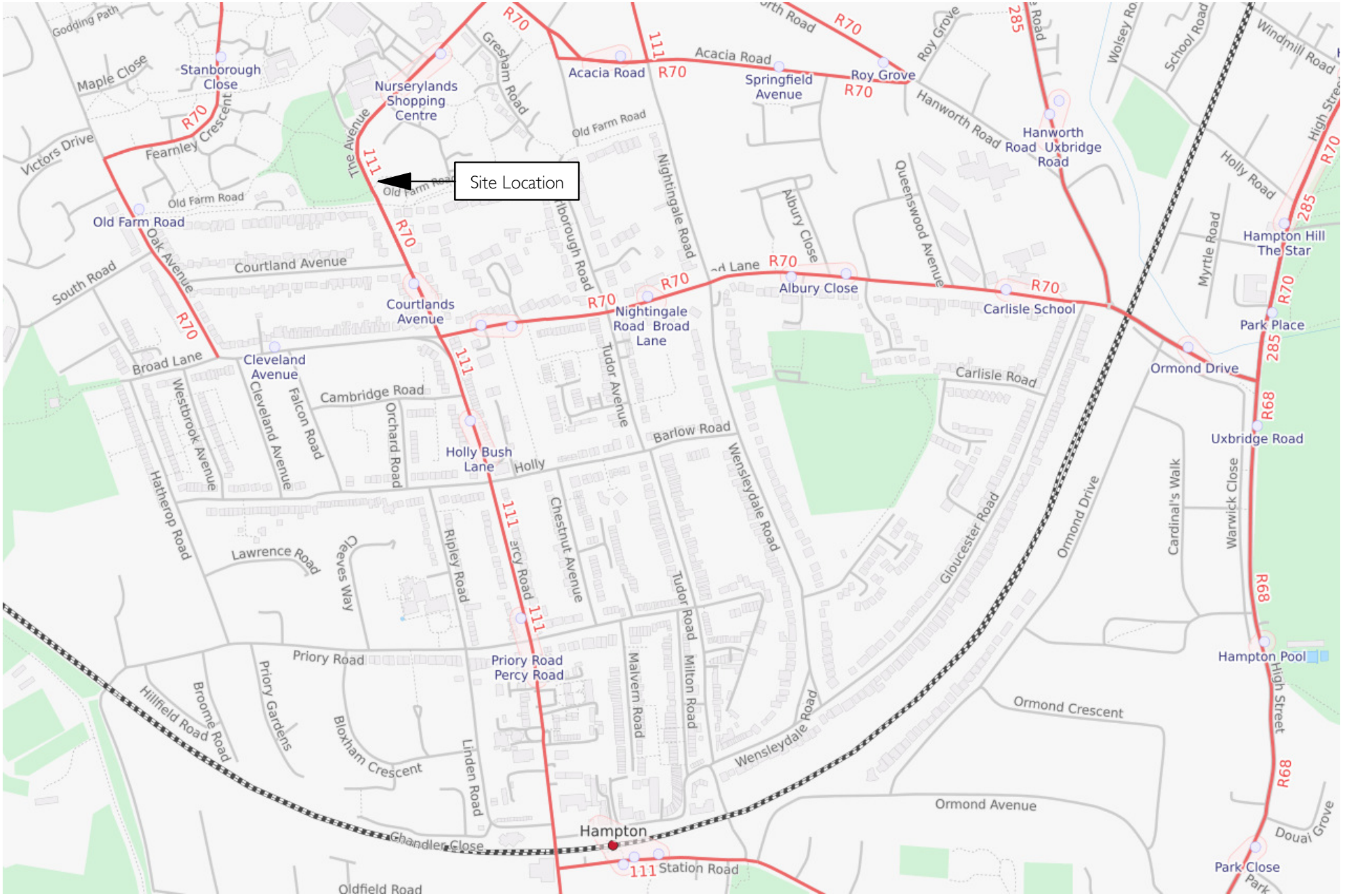

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Source: Open Street Map
Drawing No: P1599/CMS/02

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P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG

Figure 2.

Public Transport Access Map

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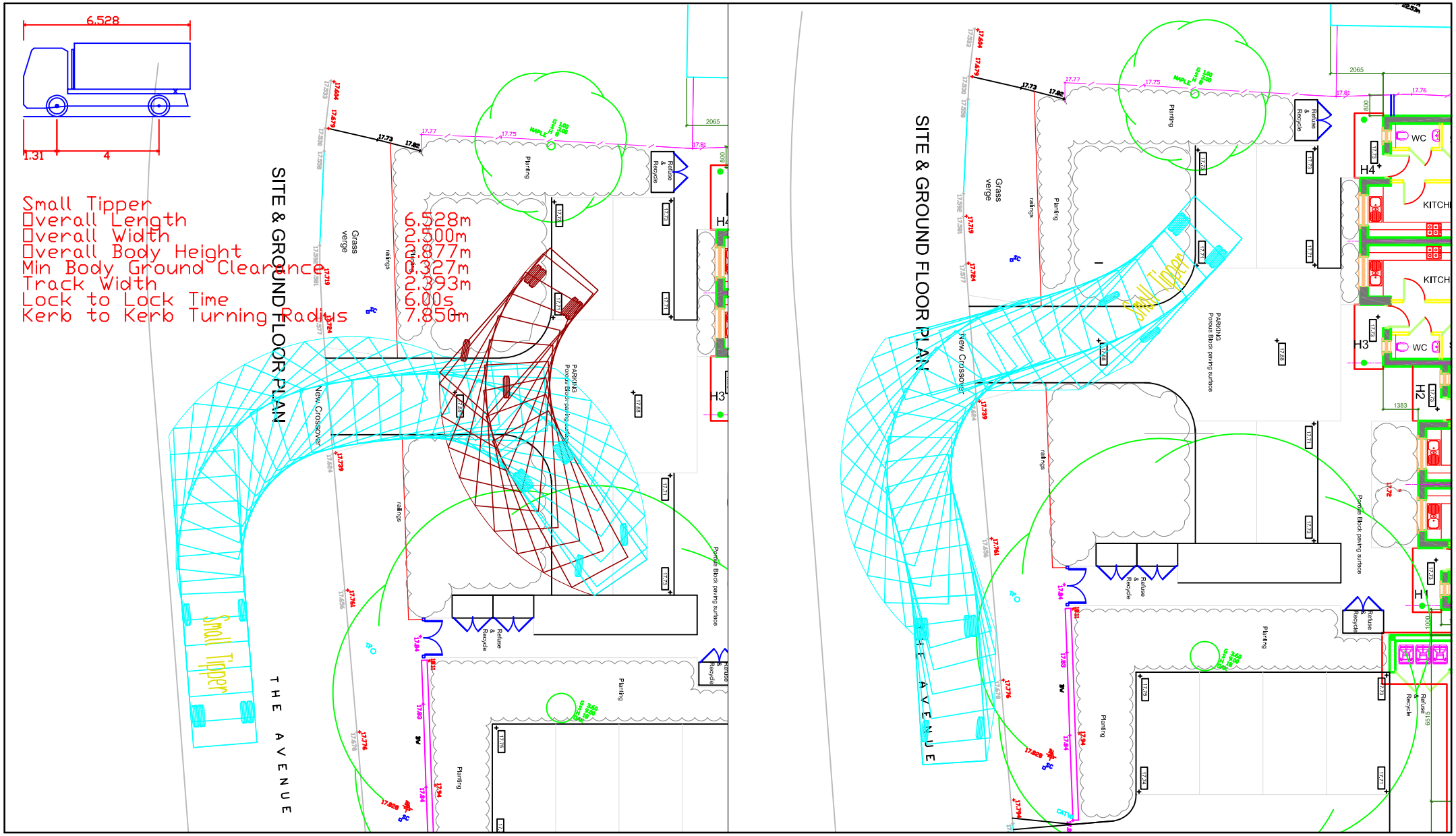

Date: December 2017
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Source: DLA / PMA
Drawing No. P1599/CMS/03

N

P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG

Figure 3a.

Swept Path Analysis - Proposed Crossover and Car Park at 44 The Avenue

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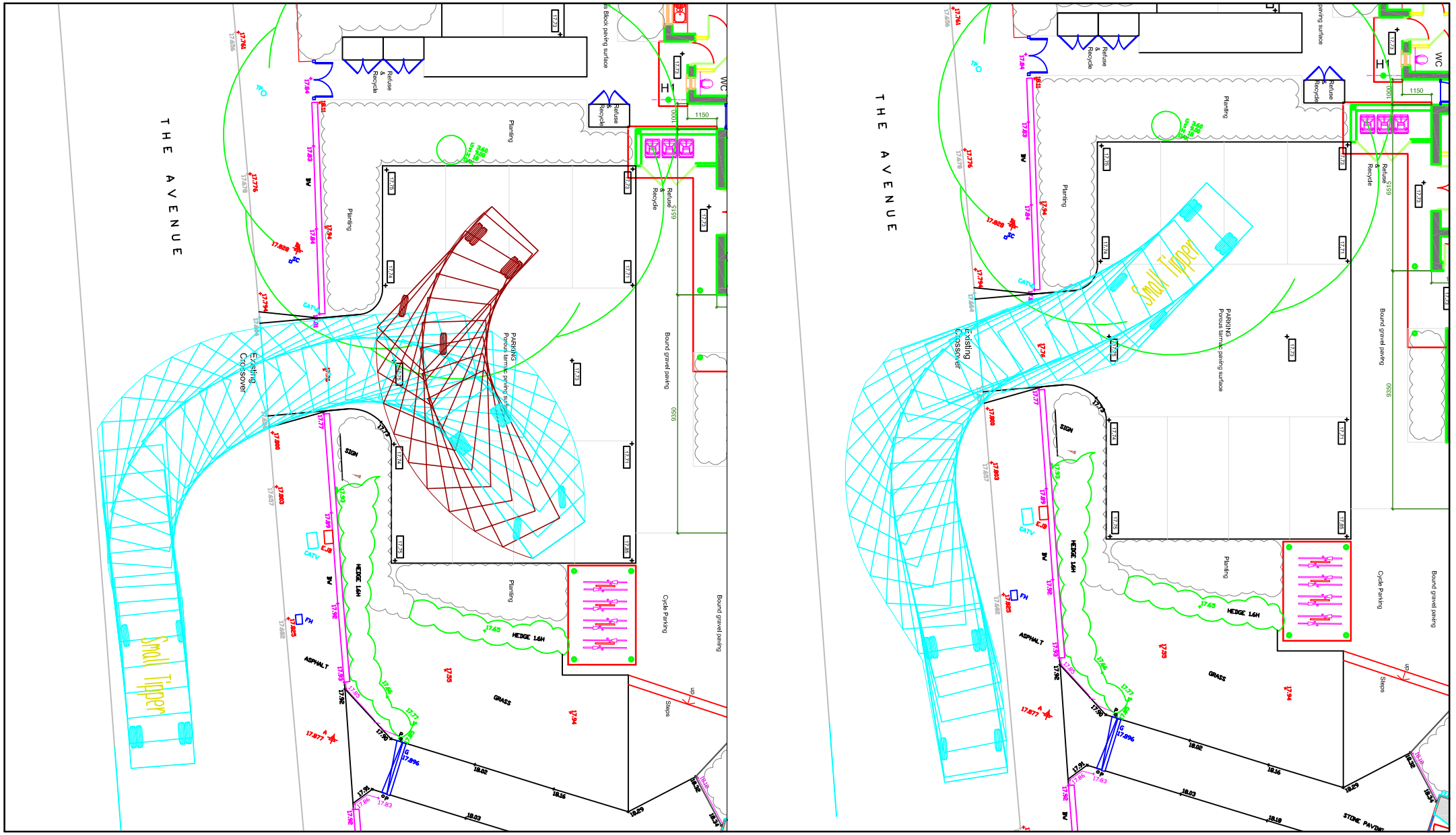

Date: December 2017
Scale: 1:200@A4
Source: DLA / PMA
Drawing No. P1599/CMS/03

N

P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG

Figure 3b.

Swept Path Analysis - Proposed Crossover and Car Park at 44 The Avenue

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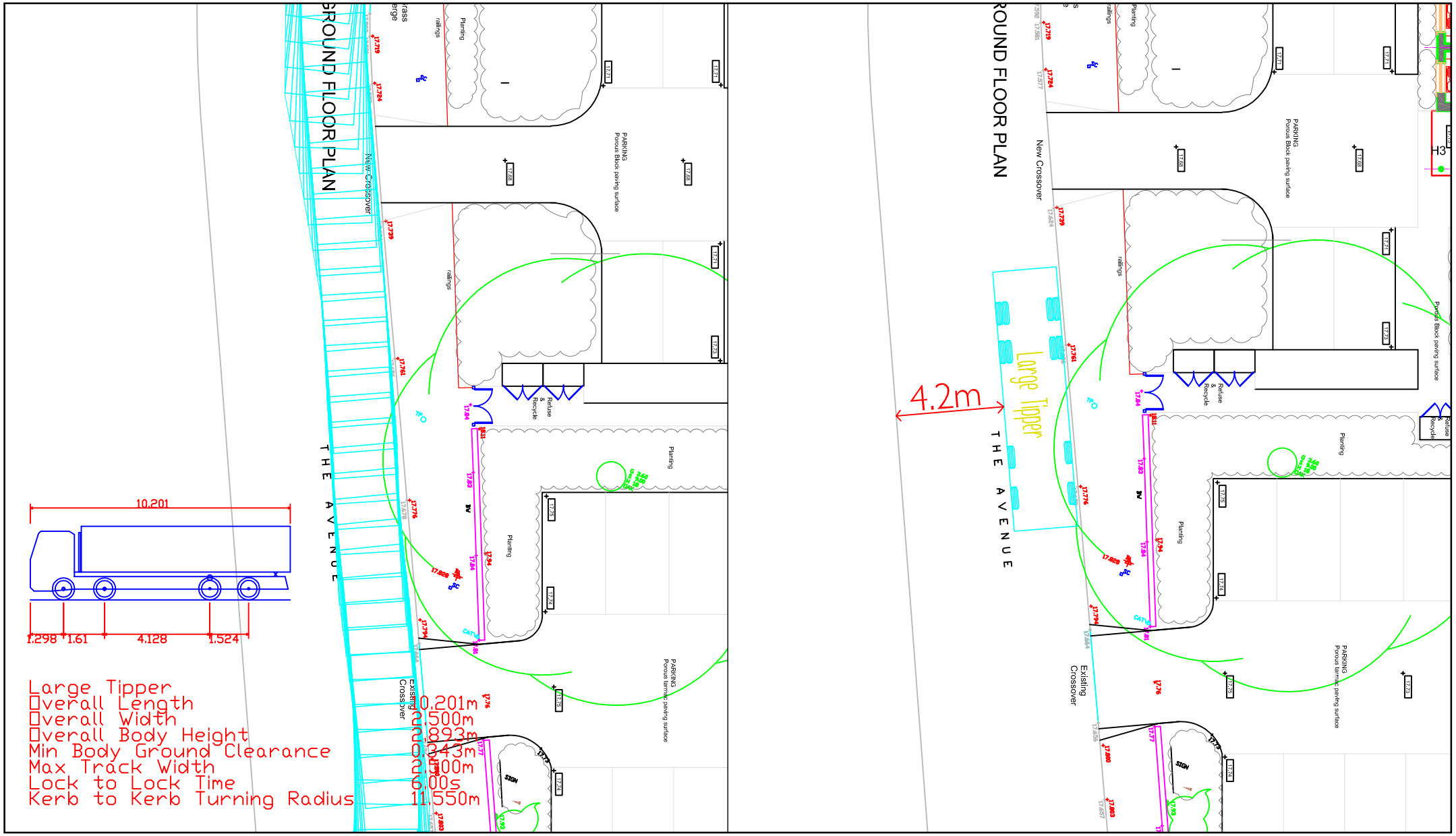

Date: December 2017
Scale: 1:200@A4
Source: DLA / PMA
Drawing No. P1599/CMS/04

N

P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG

Figure 4.

Swept Path Analysis - Eight Wheeler Lorry

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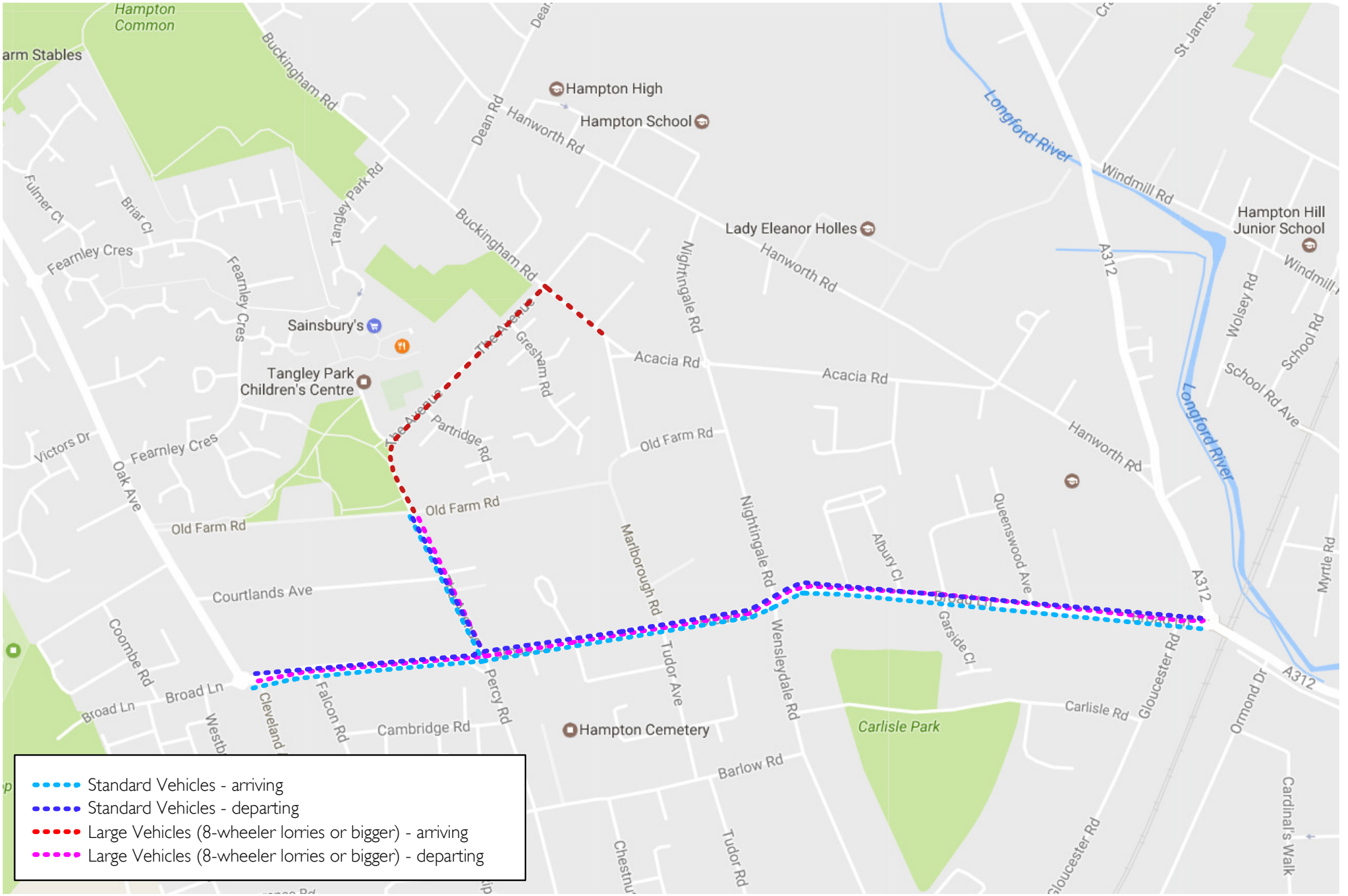


Date: December 2016
Scale: NTS
Source: Google Maps
Drawing No: P1599/CMS/05

N

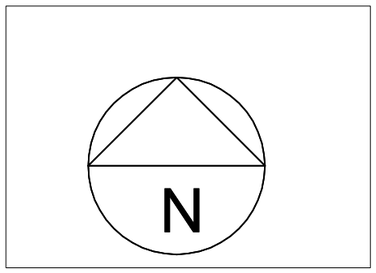
P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG

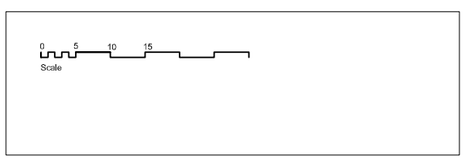
Figure 5.

Preliminary Vehicle Routeing Plan

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS

APPENDIX A
Site Boundary





date	rev	revision/author/checker
-	-	-

drawn	OS
checked	
scale	1:1250
date	MAR 16

project: All Saints' Church
The Avenue Hampton

drawing: LOCATION PLAN

purpose of issue

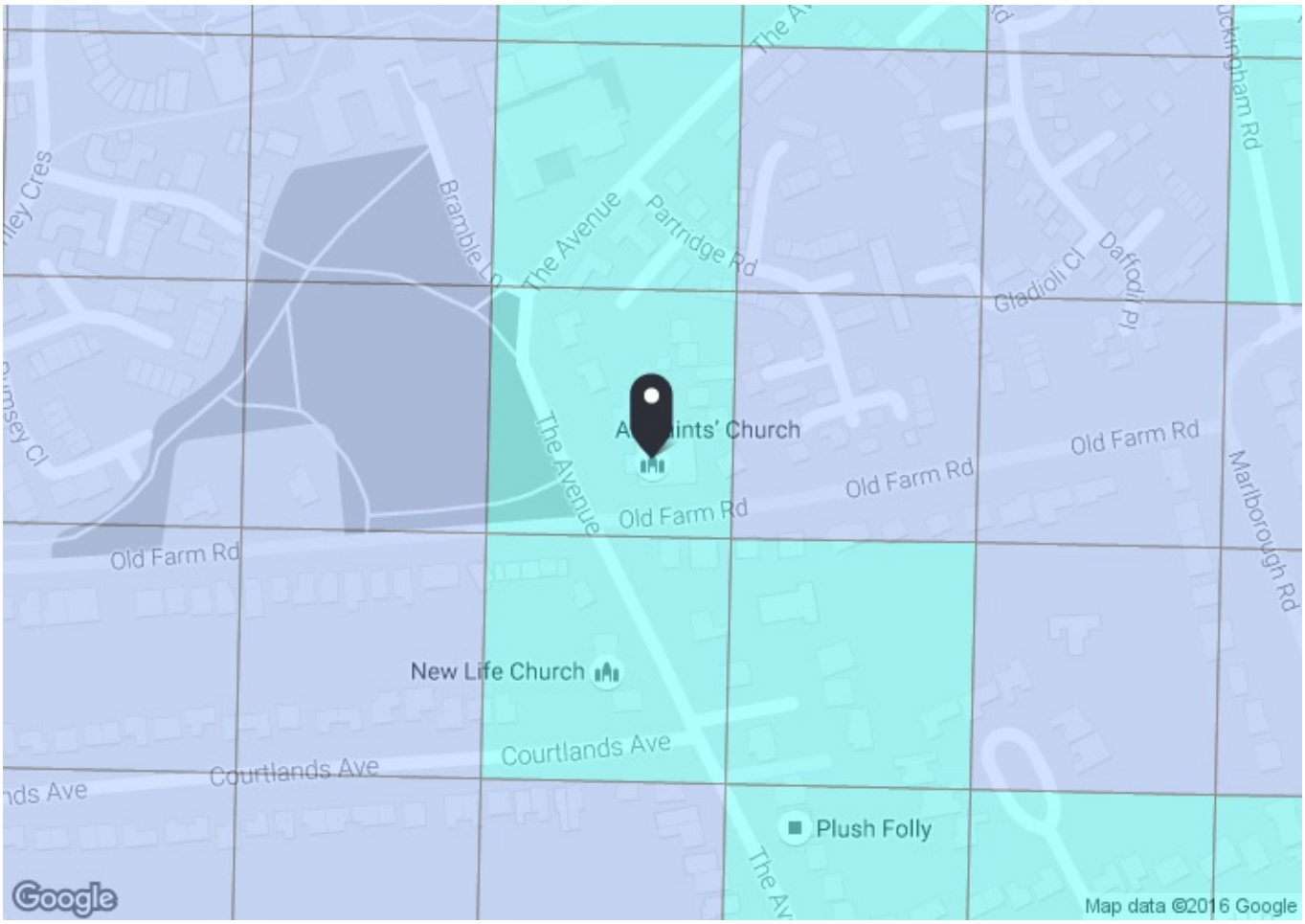
drawing no: L1137/2.4/01

rev

Loxton & Associates 1 Morland Close Hampton Middlesex TW12 3YX T : 020 8941 5631 E : david@loxtonassociates.co.uk

APPENDIX B
TfL PTAL Output Summary

TRANSPORT FOR LONDON



PTAL output for 2011 (Base year)
2

24 Old Farm Rd, Hampton TW12, UK

Easting: 512964, Northing: 170725

Grid Cell: 34929

Report generated: 01/12/2016

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

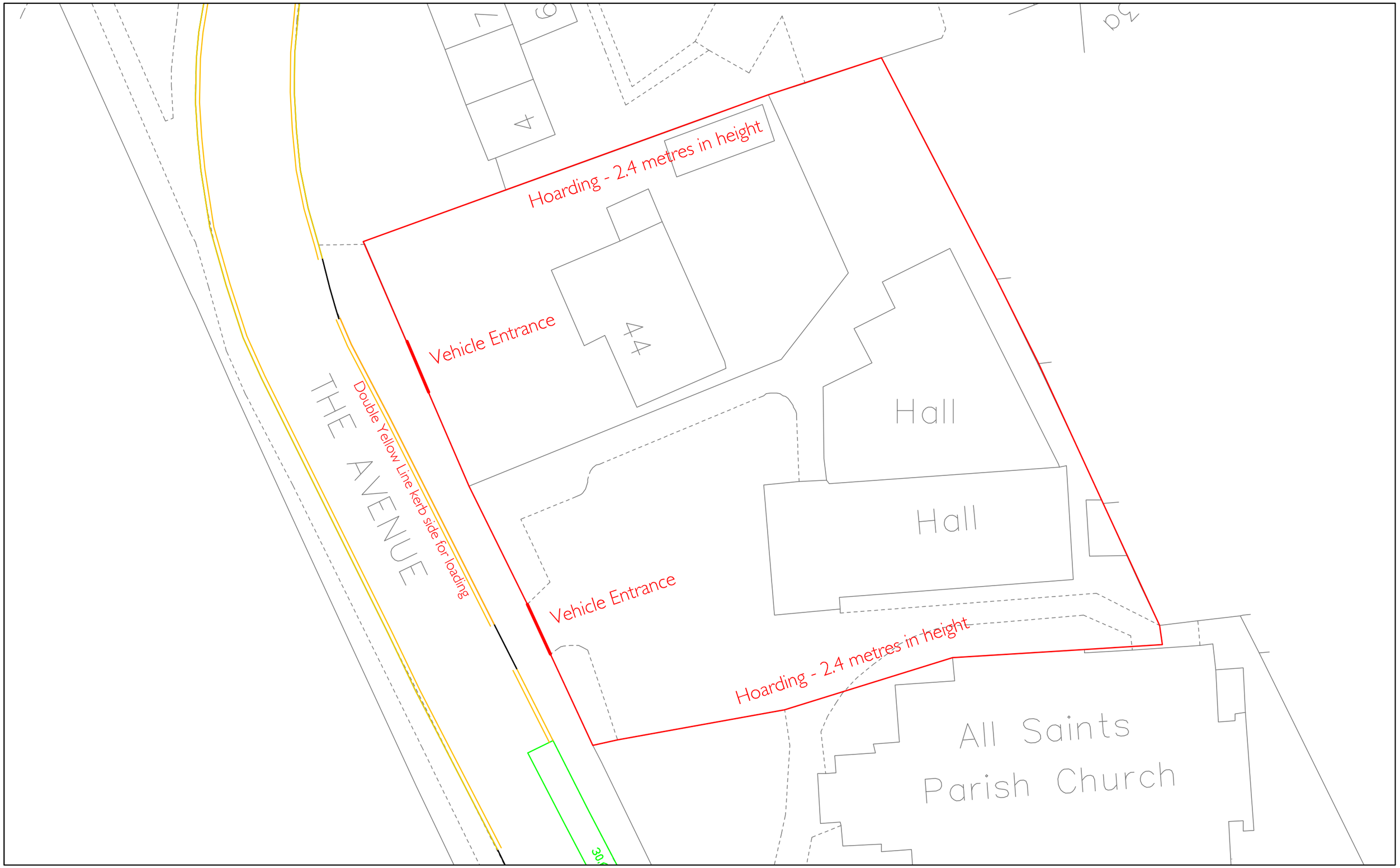
Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	THE AVENUE SAINSBURY'S	111	166.57	7	2.08	6.29	8.37	3.59	1	3.59
Bus	THE AVENUE SAINSBURY'S	R70	166.57	6	2.08	7	9.08	3.3	0.5	1.65
									Total Grid Cell AI:	**5.24**

APPENDIX C
Proposed Construction Site Plan



Date:February 2017
Scale: 1:500@A3
Source: OS / PMA
Drawing No. P1599/CMS/0C

N

P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG

Appendix C.

Proposed Construction Site Set-Up

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