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THE SONS OF DIVINE PROVIDENCE
DEVELOPMENTS LTD

LOWER TEDDINGTON AND STATION ROAD,
KINGSTON UPON THAMES, KT1 4HG

CONSTRUCTION MANAGEMENT STATEMENT

January 2019

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Ref: File path P:\ P2028 Lower Teddington Road & Station Road Construction Management Statement
January 2019

1.0 INTRODUCTION

1.1 Paul Mew Associates is instructed by The Sons of Divine Providence Developments Ltd in relation to the proposed developments at Lower Teddington Road and Station Road, Kingston Upon Thames, KT1 4HG.

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 development site currently comprises of a number of addresses with a range of land uses, a summary of the addresses and existing / permitted land uses is presented below:

- *Orione House, 12-14 Station Road, KT1 4HG* – currently comprises of a 34 one-bedroom care home provided with seven off-street parking spaces accessed from Station Road;
- *13 Lower Teddington Road, KT1 4HB* – currently comprises of office land use provided with eight ad-hoc off-street parking spaces;
- *19-21 Lower Teddington Road, KT1 4HB* – currently has planning permission for the creation of two one-bedroom flats, two two-bedroom flats and one three-bedroom flat, planning reference – 16/1145/FU2L;
- *23-25 Lower Teddington Road, KT1 4HB* – currently comprises of DI (non-residential institution) and sui generis land use comprising of a place of worship with additional residential accommodation (total of 23 bedroom spaces) for priests, students, and visitors. Currently there are four off-street parking spaces provided accessed from Lower Teddington Road;
- *27-29 Lower Teddington Road, KT1 4HB* – currently comprises of two six bedroom Houses of Multiple Occupancy (HMO) provided with six off-street parking spaces;
- *31-33 Lower Teddington Road, KT1 4HB* – currently comprises of eight two-bedroom apartments provided with 12 off-street parking spaces.

- I.4 The proposed development will see the provision of the following:
- *Orione House, 12-14 Station Road, KT1 4HG* – proposal to demolish existing building and create a new Independent Senior Living Extra Care scheme comprising of three one-bedroom units, 24 two-bedroom units; and one three bedroom unit. Once operational a total of 19 staff could be employed on site (but not all staff will be on-site at the same time, it is expected that will be between one to five staff on-site at any one time); in total the proposed development will be provided with 31 off-street parking spaces, provided from a relocated vehicle access on Station Road.
 - *13 Lower Teddington Road, KT1 4HB* – proposed conversion from office land use to provide three one-bedroom and three two-bedroom flats provided with a total of six off-street parking spaces;
 - *19-21 Lower Teddington Road, KT1 4HB* – no change from current planning permission but some refurbishment works;
 - *23-25 Lower Teddington Road, KT1 4HB* – proposed single storey extension and refurbishment works to provide a total of 11 bedroom spaces on site for priests, students, and visitors (12 less bedroom spaces than before). Under the plans an additional parking space will be provided on-site, accessed from the site's extant drop kerb.
 - *27 -29 Lower Teddington Road, KT1 4HB* – Proposal to change from two six bedroom HMOs to six two-bedroom flats (the number of bedrooms on-site is staying the same). The proposal will be provided with a total of three (retained) off-street parking spaces.
 - *31-33 Lower Teddington Road, KT1 4HB* – no change from current planning permission but some refurbishment works;
- I.5 This Construction Management Statement (CMS) has been prepared to assess the requirements and arrangement for construction vehicles accessing the development site.

2.0 POLICY CONTEXT

London Borough of 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 (July 2018) is used to determine planning applications, alongside any relevant material considerations. Policy LP10: Local Environmental Impacts, Pollution and Land Contamination prescribes when a CMS is required, the relevant extracts of which are presented below:

"Construction and demolition

G. The Council will seek to manage and limit environmental disturbances during construction and demolition as well as during excavations and construction of basements and subterranean developments. To deliver this the Council requires the submission of Construction Management Statements (CMS) for the following types of developments:

- 1. all major developments;*
- 2. any basement and subterranean developments;*
- 3. developments of sites in confined locations or near sensitive receptors; or*
- 4. if substantial demolition/excavation works are proposed.*

Where applicable and considered necessary, the Council may seek a bespoke charge specific to the proposal to cover the cost of monitoring the CMS."

"4.10.3 The Council will be preparing SPDs and/or Advice Notes to provide additional guidance on local environmental impacts, pollution, air quality, noise and construction management, which will contain further guidance and clear requirements, including methodologies, for the various assessments that may need to be submitted as part of certain types of planning applications."

"Construction and demolition

4.10.17 There is a need to ensure that occupiers are protected from environmental disturbances during the construction and demolition phase of major developments, and in particular during excavating and construction of subterranean developments such as basements.

4.10.18 The Council requires the submission of Construction Management Statements (CMS) for the types of developments as set out in the policy. In addition, the Council's Good Practice Guide on Basement Developments sets out guidance to ensure that problems relating to excavation and constructions of basements, such as highway/parking impacts, noise, dust,

vibration and disturbance to neighbours, are avoided. Developers of basements are also expected to sign up to a Considerate Construction Scheme. To manage the environmental impacts and ensure that the Construction Management Statements are adhered to, the Council will seek a charge to the applicant/developer to cover the cost of monitoring the CMS. Where an applicant/developer uses the Council's Building Control services, a discount may be applied to this charge.

4.10.19 The Council may also consider requiring a Construction Logistics Plan (CLP) in areas that are subject to high traffic congestion to ensure that vehicles entering the site do not adversely impact on local traffic."

- 2.3 Further detail is provided as to what should be included in a CMS in Richmond Council's Good Practice Guide on Basement Developments (May 2015), specifically in chapter 6: Managing Local Amenity During Construction. The relevant extracts are presented below for ease of reference (as note the below extract is also referenced within Richmond Council's Validation Checklist (October 2017)):

"6. Managing Local Amenity during Construction

- 6.1 A Construction Management Statement is required to be submitted with all planning applications for basement works. It seeks to mitigate or maintain the amenity of neighbouring residents during construction, as well as guide the use of the highway and minimise noise and air pollution.*

CONSTRUCTIONMANAGEMENTSTATEMENT

- 6.2 The Construction Management Statement (CMS) should be site-specific and include sufficient information to demonstrate that you have followed the guidance in this section including, as a minimum, the following details (where appropriate):*
- 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 programing 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.*

Transport for London

- 2.4 As is referenced in the Council's decision notice, Transport for London (TfL) has developed a Construction Logistics Plan (CLP) (which is another name for a CMS) 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.
- 2.5 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.

2.6 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.

2.7 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.

2.8 A contractor, Circ Management LLP, has been appointed for the proposed development, therefore it has been possible to discuss the development site requirements, and the options for access to the site. Hence this report is akin to a Detailed CLP as referenced above.

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 addresses contained within the development site are as follows:
- *Orione House, 12-14 Station Road, Hampton Wick, Kingston upon Thames, KT1 4HG*
 - *13 Lower Teddington Road, Hampton Wick, Kingston upon Thames, KT1 4HB*
 - *19-21 Lower Teddington Road, Hampton Wick, Kingston upon Thames, KT1 4HB*
 - *23-25 Lower Teddington Road, Hampton Wick, Kingston upon Thames, KT1 4HB*
 - *27 -29 Lower Teddington Road, Hampton Wick, Kingston upon Thames, KT1 4HB*
 - *31-33 Lower Teddington Road, Hampton Wick, Kingston upon Thames, KT1 4HB*

Development Proposals

- 3.3 The proposed development in total will see the refurbishment and modernisation of properties No. 13, 19-21, 23-25, 27, 29, 31-33 Lower Teddington Road; the demolition of existing care home at 12-14 Station Road including the excavation of a basement to provide parking, cycle storage, plant and waste storage, complete with construction of 28 apartments over three storeys and landscaped gardens.

- 3.4 The phasing plans for the proposed developments are presented in Appendix B of this report.

Local Transport Options

- 3.5 In terms of public transport, in order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and public transport accessibility level (PTAL) assessment has been undertaken.
- 3.6 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walking distances and wait times.
- 3.7 Details on how PTAL scores are calculated are set out in TfL's *'Transport Assessment best practice guidance document'*.
- 3.8 TfL provides an online GIS-based PTAL tool on their website. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's Public Transport PTAL score.
- 3.9 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAL score. The results indicate that the application site has a PTAL score of 3 which is a 'moderate' accessibility rating as defined by TfL. The full PTAL output file is presented in Appendix C.
- 3.10 Table I shows the PTAL scoring system provided by TfL.

Table 1. PTAL score table.

PTAL score	PTAI range	TfL description
1a	0.01-2.50	Very poor
1b	2.51-5.00	Very poor
2	5.01-10.00	Poor
3	10.01-15.00	Moderate
4	15.01-20.00	Good
5	20.01-25.00	Very good
6a	25.01-40.00	Excellent
6b	40.01+	Excellent

Source: Transport for London

3.11 Table 2 shows the seven London bus routes that can be accessed within 500m PTAL walk distance from the site. Refer to Figure 2.

Table 2: Local Bus Services

Route	Destinations	Vehicles per Hour
111	Heathrow Airport Central - Cranford - Heston - Hounslow - Hanworth - Hampton - Hampton Court - Kingston	7
216	Staines - Ashford Park - Ashford - Feltham Hill Road - Sunbury - Lower Sunbury - Kempton Park - Hampton Station - Hampton Court - Kingston	3
281	Tolworth - Surbiton - Kingston - Teddington - Fulwell - Twickenham - Whitton - Hounslow	7.5
285	Heathrow Airport Central - Hatton Cross - Feltham - Uxbridge Road - Hampton Hill - Teddington - Kingston	6
411	West Molesey - Hampton Court - Kingston	4
481	Isleworth <i>West Middlesex Hospital</i> - Mogden Lane - Kneller Road - Nelson Road - Whitton - Hospital Bridge Road - Fulwell - Teddington - Sandy Lane - Hampton Wick - Kingston	1
X26	West Croydon - East Croydon - Wallington Green - Carshalton - Sutton - Cheam - North Cheam - Worcester Park - New Malden - Kingston - Teddington - Hatton Cross - Heathrow Airport Central	2

Source: TfL

Rail Accessibility

3.12 The site is within 200 metre (two minute) walk of Hampton Wick National Rail Station, located to the west of the site. Hampton Wick National Rail Station is

served by South Western Railway and has up to eight services an hour (off-peak) to destinations between and including London Waterloo (via Kingston or Richmond) and Shepperton.

Cycle Accessibility

- 3.13 TfL publishes cycling guides; there are 14 guides in total covering the whole of London. All of the cycle routes presented in the guides have been ridden and recommended by cyclists.
- 3.14 TfL's Local Cycling Guide 10 covers Lower Teddington Road and Station Road and the surrounding area. Within each guide, cycle routes are categorised as follows:
- Yellow – routes on quieter roads recommended by cyclists;
 - Blue – route signed for cyclists that may be on busier roads;
 - Green – off-road cycle routes;
 - Brown – pedestrian only routes which connect cycling sections;
- 3.15 A review of TfL's Cycle Guide 10 demonstrates that the site is well served by 'yellow', 'blue' and 'green' cycle routes (refer to paragraph 2.14) cycle routes as defined by TfL.

Footpath and Road Connectivity

- 3.16 The footpaths in proximity to the site are sufficiently wide, well lit and in a good state of repair.
- 3.17 The walk routes to nearby public transport access points and local amenities are direct and straight forward.

Parking Constraints

- 3.18 Lower Teddington Road, Station Road and the roads adjoining the site are located in Controlled Parking Zone (CPZ) X, with residents only parking

enforced 24 hours a day seven days a week. In proximity to the site there are also some Pay and Display (P&D) on-street parking opportunities.

- 3.19 In close proximity to the site, within a 100 metre walk of the development site, is an Enterprise CarClub car, located on Seymour Road to the west of the site. The car comprises of a Hyundai Ioniq which can be rented from £3.45 an hour.
- 3.20 The site is well connected to the local road network being within a short travel of the A310 High Street to the west of the site. The A310 provides access to the local distributor road network, which in turn provides access to motorways and the main 'A' road network.

Site Access

- 3.21 The total development site is host to a number of vehicle accesses, all of which will be utilised during the proposed works. A summary of the site's vehicle accesses are detailed below:
- *Orione House, 12-14 Station Road, KT1 4HG* – will be provided with a 32 space car park (23 parking spaces within the basement, and eight parking spaces provided off-street at ground level), accessed from a relocated drop kerb on Station Road. Before any significant demolition or excavation works start at the site the proposed relocated drop kerb will be installed.
 - *13 Lower Teddington Road, KT1 4HB* – will be provided with six off-street parking spaces accessed from an existing extended drop kerb on Lower Teddington Road which directly serves five of the parking bays.
 - *19-25 Lower Teddington Road, KT1 4HB* – will be provided with a vehicle access on Lower Teddington Road serving a six space car park.
 - *27-29 Lower Teddington Road, KT1 4HB* – will be provided with three parking spaces accessed from Lower Teddington Road (these parking spaces are already in existence). The site also currently has a drop kerb access onto Station Road which will be utilised for construction period of the proposed works.

- *31-33 Lower Teddington Road, KT1 4HB* – will retain its two vehicle access onto Lower Teddington Road and vehicle access on Station Road to the nine space car park.
- 3.22 A copy of the proposed ground level parking provision plan (once the development is complete) is presented in Appendix D of this report, which show where the site will have vehicle accesses.
- 3.23 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, excavation and construction programme is proposed to run for approximately 24 months / 100 weeks. The full phasing of the proposed works is presented in Appendix B of this report.

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 or any works can start at any part of the development site(s), hoarding will be erected around the site's perimeter and remain in place during the full demolition and construction phases. The hoarding will be erected to a minimum of 2.4 metres in height. Refer to Figure 3 for the proposed construction plan.
- 4.5 In addition before any on-site works starts the proposed alterations to the on-street parking and drop kerbs associated with the proposed development will be implemented. This will include the relocation of the on-street pay and display parking on Station Road, in addition to the relocation of the site's drop kerb / crossover on Station Road.

12-14 Station Road

- 4.6 The initial works at 12-14 Station Road will see the demolition of the existing care home building with the removal of spoil and then the corresponding excavation of the proposed basement.
- 4.7 During this time period works will also start to be conducted on the Lower Teddington Road addresses, which comprise of mainly the internal refurbishment of the buildings with some minor internal alterations and extensions (to be discussed shortly).
- 4.8 The development site at 12-14 Station Road will be accessed via the site's relocated crossover on Station Road. For the proposed construction works the appointed contractor (Circ Management LLP) will also apply for a temporary extended crossover to accommodate the movement of large construction vehicles into and out of the site.
- 4.9 The contractor will also apply to suspend the two pay and display parking bays to the west of the site's vehicle access on Station Road to allow the movement of large construction vehicles into and out of the site.
- 4.10 During the course of the whole development the largest vehicle which could require access to the site is expected to be akin to a large tipper / a 10m flatbed lorry. This type and size of vehicle would be used to remove spoil from the site, and also to deliver materials and equipment to the site. The typical dimensions of a large tipper / 10m flatbed are presented below:
- Length = 10.2m
 - Width exc mirrors = 2.5m
 - Height = 2.9m
- 4.11 Swept path analysis of a large tipper entering and exiting the site in forward gear is presented in Figures 4 of this report. The contractor will employ a suitable number of trained banksmen to assist with the movement of construction

vehicles into and out of the site, managing any traffic or pedestrians on-street as appropriate.

- 4.12 To accommodate the movement of such large vehicles into the site there will be the requirement to suspend two pay and display parking bays on Station Road for the period of the proposed construction works. Note this this will only need to be during the site's construction hours – the parking bays can still be available for parking overnight. As the parking bays are pay and display bays it is not expected that the suspension of these bays will cause a significant disruption or inconvenience to local residents.
- 4.13 Richmond Council charge an administration fee of £112 plus a bay per day charge of £24 for parking bays located within Controlled Parking Zone (CPZ) X.
- 4.14 It is expected that during the demolition works there will be the requirement to remove 2,700m³ of spoil, and during the excavation phase (basement dig) there will be the requirement to remove 2025m³ of spoil from the site. In total the demolition and excavation works are anticipated to take 19 weeks.
- 4.15 Spoil from the site will be removed by two means: 1) spoil will be transferred by excavator / grab arm on lorry into a large tipper waiting on site (wait and load method); 2) spoil will transferred by excavators into a 40 yard skip located on site (skip exchange).
- 4.16 A large tipper is able to accommodate between 12-15m³ of payload (varies on the specific make and model and the nature of the spoil).
- 4.17 A 40 yard skip is able to accommodate up to 30m³ of spoil per load. A 40 yard skip has the following dimensions, and would be able to be delivered by a 10m flatbed lorry (akin to the large tipper as discussed above).

40 Yard Skip:

- Height = 2.72m
- Length = 6.30m

- Width = 2.40m

40 Yard Skip Lorry:

- Travel Height = 4.72m
- Length = 9.14m
- Width = 2.50m

- 4.18 Swept path analysis has been conducted to demonstrate that a 40 yard skip is able to be delivered and collected from the site, refer to Figure 4b of this report.
- 4.19 Figure 4b presents that the location of a 40 yard skip on-site will not impede large tippers from accessing the site.
- 4.20 It is expected that roughly a 50/50 split of spoil will be removed by large tipper and 40 yard skip respectively, this would equate to 90 large tippers and 45 40 yard skips being delivered and collected from the site during the demolition phase, and 68 large tippers and 34 40 yard skips being delivered and collected from the site during the excavation and basement dig.
- 4.21 It can therefore be reasonably estimated that around 135 10m flatbed lorries (large tippers or 40 yard skip lorries) will require access to the site during the demolition phase, and that around 102 10m flatbed lorries will require access to the site during the excavation works.
- 4.22 The demolition and excavation phase is anticipated to take 19 weeks. On average therefore less than one (0.62) 10m flatbed lorry would require access the site per weekday day to remove spoil from the site.
- 4.23 The process of removing spoil from the site will however most likely occur during concentrated periods of demolition / excavation. To help minimise the impact on the local highway and to neighbours no more than nine removals of spoil will be organised per day. As much as possible construction vehicles will be organised to arrive at the site during the middle of the day – outside of the

period of peak flow of traffic to minimise the development's impact on neighbours.

- 4.24 There will also be the requirement of general waste / spoil to be removed from the site over the course of the development. All general waste will be managed within the curtilage of the site and disposed on in appropriate manner. It is expected that general waste would be removed from the site in a 40 yard skip as previously discussed. Over the course of the development there is expected to be 15 40 yard skips worth of general waste removed from the site.
- 4.25 In terms of general deliveries to the site, including the delivery of building materials and equipment, this will occur in a 10m flatbed lorry (represented by a large tipper in Figures 4a-b of this report). Lorries will drive into the site in forward gear with the assistance of trained banksmen to then deposit or collect their load. The lorry will then turn around on site before re-joining Station Road in forward gear.
- 4.26 The swept paths in Figures 4a-b demonstrate that up to two 10m flatbed lorries can be on-site at any one time, however the vehicle parked / waiting in the turning head will need to leave the site first.
- 4.27 Over the course of the development, anticipated to last for 17 months it is expected that there will be the requirement for between five to nine vehicles accessing the site per day. As much as possible, deliveries will either be made in bulk or in smaller vehicles.
- 4.28 During the course of the development, primarily the basement construction and the superstructure works there will be also the requirement for concrete to be delivered to the site. Concrete will be delivered to the site in a concrete truck with an 8m³ capacity.
- 4.29 8m³ concrete trucks will access the site in the same manner as the 10m flatbed lorry as discussed above. An 8m³ concrete truck has the following dimensions (and as such is smaller than the 10m flatbed lorry):

- Length = 9.15m
- Width = 2.55m
- Height = 3.75m
- Chute length = 2.75m

4.30 It is expected that there will be the requirement for 720m³ of concrete to be delivered to the site, equating to around 90 deliveries of concrete during the total construction works.

4.31 As with the removal of spoil there will be period where owing to the nature of the work that needs to be undertaken there will be a requirement for more than one concrete lorry requiring access to the site per day. It is expected that no more than nine concrete waggons will require access to the site per day – however this will depend on the works being conducted.

4.32 When concrete is being delivered to the site there will also be the requirement for an 18 ton concrete pump on site – of which will consist of a vehicle no larger than the large tipper discussed.

4.33 As vehicles will be entering and leaving the site a wheel wash facility will be required. This will comprise of, at the very minimum a pressure hose being provided at the site's vehicle access to wash down vehicle's wheels and undercarriage to prevent dirt and detritus from being transferred onto the local highway. The local highway will be organised to be washed and swept down as appropriate by the appointed contactor.

Lower Teddington Road

4.34 The proposed phasing of the works at Lower Teddington Road are detailed as follows:

- 19-21 and 29 Lower Teddington Road – works to start as soon as possible. Estimated nine months / 35 week duration;

- 23/25 Lower Teddington Road – works to start once works at 19-21 and 29 Lower Teddington Road are completed. Estimated nine months / 35 week duration;
- 27 Lower Teddington Road – works to start once works at 23/25 and 29 Lower Teddington Road are completed. Estimated nine months / 35 week duration;
- 13 Lower Teddington Road – works to start once works at 27 Lower Teddington Road are completed. Estimated one year / 50 week duration;

4.35 The properties within the development site on Lower Teddington Road are all provided with an off-street parking area which will be utilised for the proposed works.

4.36 The proposed works on the properties on Lower Teddington Road comprise of the internal refurbishment of the dwellings, together with some minor internal alterations and extensions.

4.37 It is expected that the majority of vehicle trips to the site would be made the contractor and any subcontractor in small vans (akin to the size of a large car) and as such would be able to use the parking areas which are currently provided.

4.38 It is expected that no more than two vans a day would require access to each address being worked upon on Lower Teddington Road.

4.39 During the proposed works, there will be the requirement for some larger vehicles to access the site to deliver building materials and equipment, this is mainly anticipated for the works at 19-21 and 23-25 Lower Teddington Road of which will see some internal alterations and some extension works. It is expected that these deliveries will occur from within the parking area provided between 19-21 and 23-25 Lower Teddington Road.

- 4.40 Delivery vehicles requiring access to Lower Teddington Road would be restricted to an 8m flatbed lorry. Figure 5 of this report present the movements an 8m flatbed lorry (a 7.5ton box van has been used as an example of an 8m flatbed lorry) would conduct to access the parking area provided between 19-21 and 23-25 Lower Teddington Road.
- 4.41 As shown in Figure 5 an 8m flatbed lorry would reverse into the site from Lower Teddington Road. The lorry would then leave the site in forward gear.
- 4.42 An appropriate number of trained banksmen will be employed on site to temporarily manage the flow of traffic and any pedestrians on Lower Teddington Road whilst a vehicle in manoeuvring into or out of the site.
- 4.43 It can reasonably be expected that there will be the requirement for up to one 8m flatbed lorry accessing the site per day for the works at 19-21 and 23-25 Lower Teddington Road.
- 4.44 General waste will be managed within the curtilage of the site, and disposed of in an appropriate manner. There may be the requirement for smaller skips (up to 16 cubic yard capacity) to be located on site to remove waste from the site. The skip will be located in the parking areas provided for each building, accessed via a skip lorry reversing to place the skip in position from Lower Teddington Road, to then leave the site in forward gear.
- 4.45 Figure 6 of this report presents an example of a skip being delivered to the site at 19-21 and 23-25 Lower Teddington Road.
- 4.46 As discussed an appropriate number of trained banksmen will be employed on site to temporarily manage the flow of traffic and any pedestrians on Lower Teddington Road whilst a vehicle in manoeuvring into or out of the site.
- 4.47 During the proposed works on Lower Teddington Road it is not expected that there will be the requirement to suspended any on-street parking bays.

4.48 As vehicles will be entering and leaving the site a wheel wash facility will be required. This will comprise of, at the very minimum a pressure hose being provided at the site's vehicle access to wash down vehicle's wheels and undercarriage to prevent dirt and detritus from being transferred onto the local highway. The local highway will be organised to be washed and swept down as appropriate by the appointed contactor.

5.0 TRAFFIC MANAGEMENT

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

Volume & Type of Vehicles

5.2 Information on the volume of excavation and construction vehicles including the projected number of daily/weekly vehicle trips associated with the muck-away lorries and delivery lorries etc. is difficult to accurately estimate, even with an appointed contractor.

5.3 Vehicles will be permitted to access the site between 0930 and 1800 on a weekday, and between 0800-1300 on a Saturday. There are no schools on the route vehicles would take in the immediate vicinity of the site which need to be taken into consideration for vehicle arrival and departure times. Vehicles will however be scheduled to occur as much as possible outside of peak traffic periods.

5.4 The movement of excavation and construction related traffic will be managed so as to cause as minimal disruption as possible to free flowing traffic on the adjoining highway.

12-14 Station Road

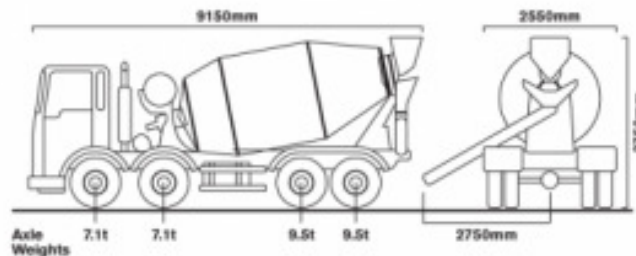
5.5 The largest and most common size of vehicle requiring access to the site during the excavation phase will be a 10m flatbed lorry which will be used to remove spoil and delivery materials / equipment to the site. Figures 4a-b presents the swept paths of a large tipper of which is an example of a 10m flatbed lorry. Examples of 10m flatbed lorries which are expected to access the site are presented below:



- 5.6 It has been reasonably estimated that around 135 10m flatbed lorries (large tippers or 40 yard skip lorries) will require access to the site during the demolition phase, and that around 102 10m flatbed lorries will require access to the site during the excavation works.
- 5.7 The demolition and excavation phase is anticipated to take 19 weeks. On average therefore less than one (0.62) 10m flatbed lorry would require access the site per weekday day to remove spoil from the site.
- 5.8 The process of removing spoil from the site will however most likely occur during concentrated periods of demolition / excavation. To help minimise the

impact on the local highway and to neighbours no more than nine removals of spoil will be organised per day. The process of collecting spoil is anticipated to take in the region of 20 minutes to an hour (depending the type of spoil and method of collection).

- 5.9 During the course of the development there will be the requirement for 15 removals of general waste from the site which will be made via a 40 yard skip as already discussed. The process of collecting or depositing a skip is expected to take in the region of 20 minutes.
- 5.10 It is expected that during the peak construction period up to nine deliveries per day / 45 per week will require access to the site. It is anticipated that on a typical daily / basis the number of large construction vehicles accessing the site will be significantly lower.
- 5.11 There will also be the requirement for deliveries of concrete to the site, made in vehicles similar to the below images:



- 5.12 The number of construction vehicles permitted access to the site per day would be limited to nine per day (with the exception of concrete lorries as discussed) to help minimise the development's impact on the local highway and to

neighbours. It is expected that up to 90 deliveries of concrete will be required to the development site over the course of the works. The delivery of concrete to the site is expected to take in the region of 20 minutes to an hour.

- 5.13 As much as possible the delivery of materials and equipment will either be made in bulk in larger vehicles for storage with the curtilage of the site.
- 5.14 Banksmen will be on hand to direct the safe flow of vehicle traffic and pedestrian movements on the adjoining highway when vehicles are entering and exiting the development site (from its various access points). The banksmen will also assist the construction vehicles to navigate the construction site in a safe manner.

Lower Teddington Road

- 5.15 It is expected that the majority of vehicle trips to the site would be made by the contractor and any subcontractor in small vans (akin to the size of a large car) and as such would be able to use the parking areas which are currently provided. It is expected that no more than two vans a day would require access to each address being worked upon on Lower Teddington Road.
- 5.16 The largest vehicles requiring access to Lower Teddington Road will be an 8m flatbed lorry of which will use the parking area between 19/21 and 23-25 Lower Teddington Road to deliver equipment and material or collect waste as detailed within the previous chapter.
- 5.17 Examples of 8m flatbed lorries which could be excepted to access the site are presented below.



- 5.18 During the course of the works there will also be the ad-hoc requirement for skips to be delivered to the site to take away spoil / waste materials / it is expected that there will be a requirement for up to one skip to be delivered per week in vehicles akin to the below:



Vehicle Call-Up Procedure

5.19 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.

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

5.21 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.

Vehicle Routing

- 5.22 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.
- 5.23 To the south of the site on Lower Teddington Road there is a rail bridge which has a vehicle height clearance of 14 foot and 3 inches (4.34 metres). This vehicle clearance height will be suitable for the majority of construction related vehicles which will be required to access the site (as detailed in the previous chapter) regardless this vehicle height restriction will be communicated to all sub-contractors accessing the site.
- 5.24 Seymour Road to the west of the site is also host to a rail bridge with a vehicle height clearance in the centre of the bridge of 13 foot (3.96 metres). Subcontractors accessing the site will also be made aware of this vehicle height clearance.
- 5.25 Large construction vehicles (equivalent to a 10m flatbed lorry) requiring access the to site will only be permitted to access the site from the north, this is due to the presence of height restrictions on Seymour Road and Lower Teddington Road to the south of the site and also the manoeuvring space required into and out of the site(s).
- 5.26 Large vehicles approaching the site would take the following route:
- Vehicles would approach the site via the A310 Upper Teddington Road;
 - Vehicles would turn eastbound onto Normansfield Avenue;
 - Vehicles would turn southbound onto Glamorgan Road;
 - Vehicles would turn southbound onto Seymour Road;
 - Vehicles would turn eastbound onto Stations Road;
 - Vehicles would arrive at the site and enter in forward gear;
- 5.27 Large vehicles departing the site would take the following route:

- Vehicles would depart the site in forward gear onto Station Road and continue westbound;
- Vehicle would turn northbound from Station Road onto Seymour Road;
- Vehicles would turn westbound onto Glamorgan Road;
- Vehicles would turn westbound onto Normansfield Avenue;
- Vehicles would turn onto the A310 Upper Teddington Road to continue their journey.

5.28 The advantage of routing vehicles along Glamorgan Road rather than Lower Teddington Road is that it means that construction vehicles will not pass directly to the front of Hampton Wick Infant and Nursery School, and St John the Baptist Church of England School located on the southern corner of the junction between Normansfield Avenue and Lower Teddington Road.

5.29 Smaller construction vehicles (low load 8m flatbed lorries and vans) would be permitted to access the site from the south. Vehicles would turn northbound from the A310 High Street onto Lower Teddington Road to then arrive at the site. Similarly smaller construction vehicles would be permitted to depart the site to the south via Lower Teddington Road and the A310 High Street.

5.30 A preliminary demolition/construction vehicle routing plan is presented in Figure 7 of this report which illustrates the route vehicles will need to take when accessing the site.

5.31 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.

Other Material Considerations

5.32 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 rail services. In addition cycling will be encouraged with a temporary cycle rack available and changing facilities.

- 5.33 There is no available unrestricted kerbside locally which contractors could park on. On-site parking will be restricted strictly for construction related vehicles – and not for vehicles used solely for the purpose of commuting to and from the site.
- 5.34 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.
- 5.35 Banks men will be LANTRA or similarly qualified to carry out the traffic management procedures required during the works.
- 5.36 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.

- 5.37 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.

- 5.38 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.
- 5.39 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.
- 5.40 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'.
- 5.41 The contractor must also give the planning authority access to the data for monitoring and statistical analysis purposes.
- 5.42 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.
- 5.43 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
- 5.44 Working hours will follow the Considerate Constructors 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.
- 5.45 Notices will be placed on the hording providing the contact details of the site manager for any complaints or queries to be directed to.
- 5.46 During the setting-up phase for the development (erection of the hoarding) the site manager will organise leaflets to be distributed to local residents 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

- 5.47 All waste generated will be managed within the curtilage of the site and collected by vehicles within the site's hoarding. General waste will be collected by a skip lorry as discussed in the previous chapter.
- 5.48 Recycling and depositing 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.
- 5.49 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.
- 5.50 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.

5.51 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.

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

5.53 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 CMS has been prepared for submission to the local planning authority, London Borough of Richmond, in relation to the proposed developments at Lower Teddington Road and Station Road, Kingston Upon Thames, KT1 4HG.

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 (The Sons of Divine Providence Developments Ltd) and their contractor (Circ Management LLP) 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, Circ Management LLP.
- 7.2 At this stage the key contact details and people who have assisted in the preparation of this report is listed as follows:

CMS Author

Emily Scott-Holt BA

Principal Consultant

Paul Mew Associates

0208 780 0426

emily.scott-holt@pma-traffic.co.uk

Contractor

Lavinia English

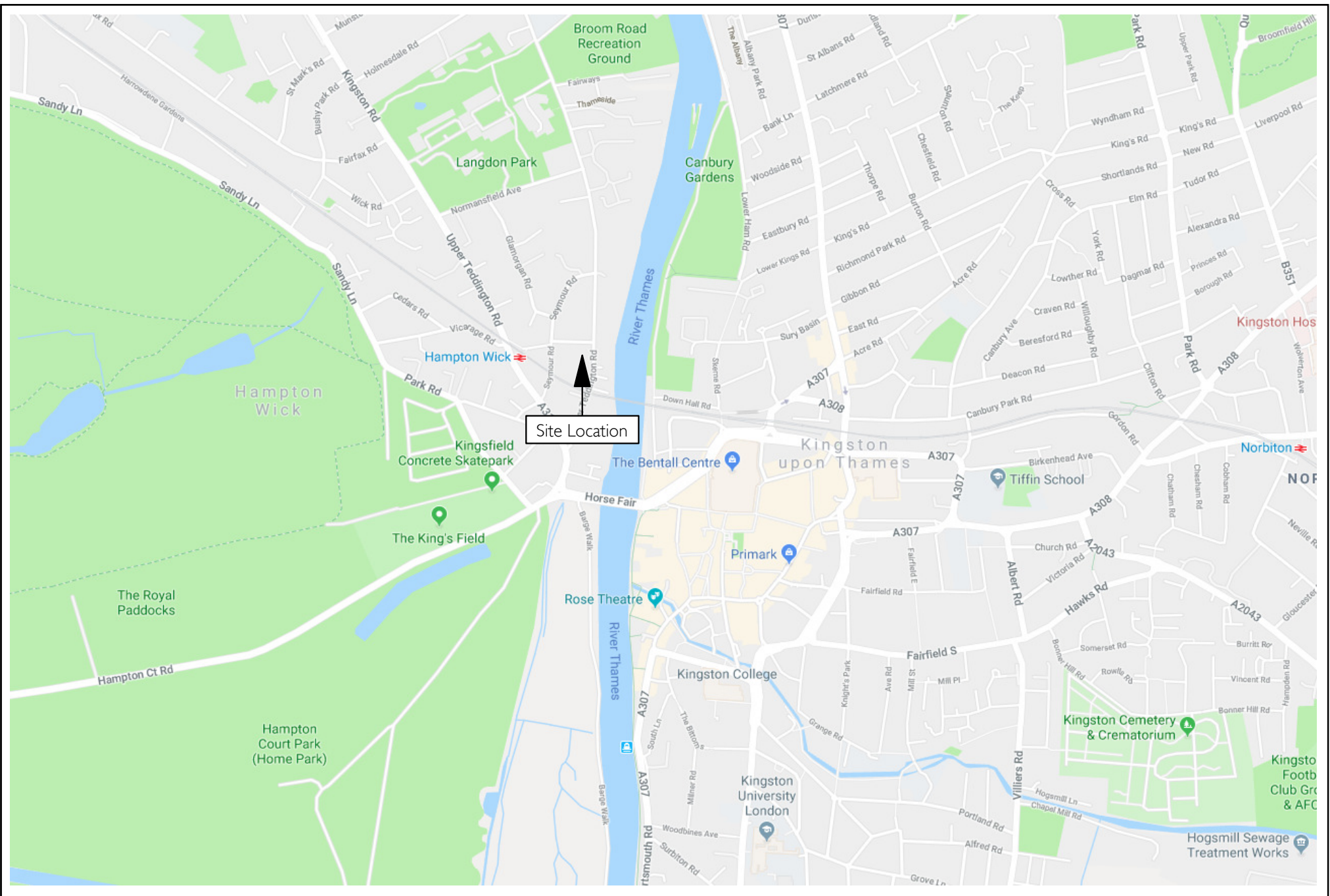
Senior Quantity Surveyor

Circ Management LLP

02071010716

lavinia.english@circmanagement.com

FIGURES



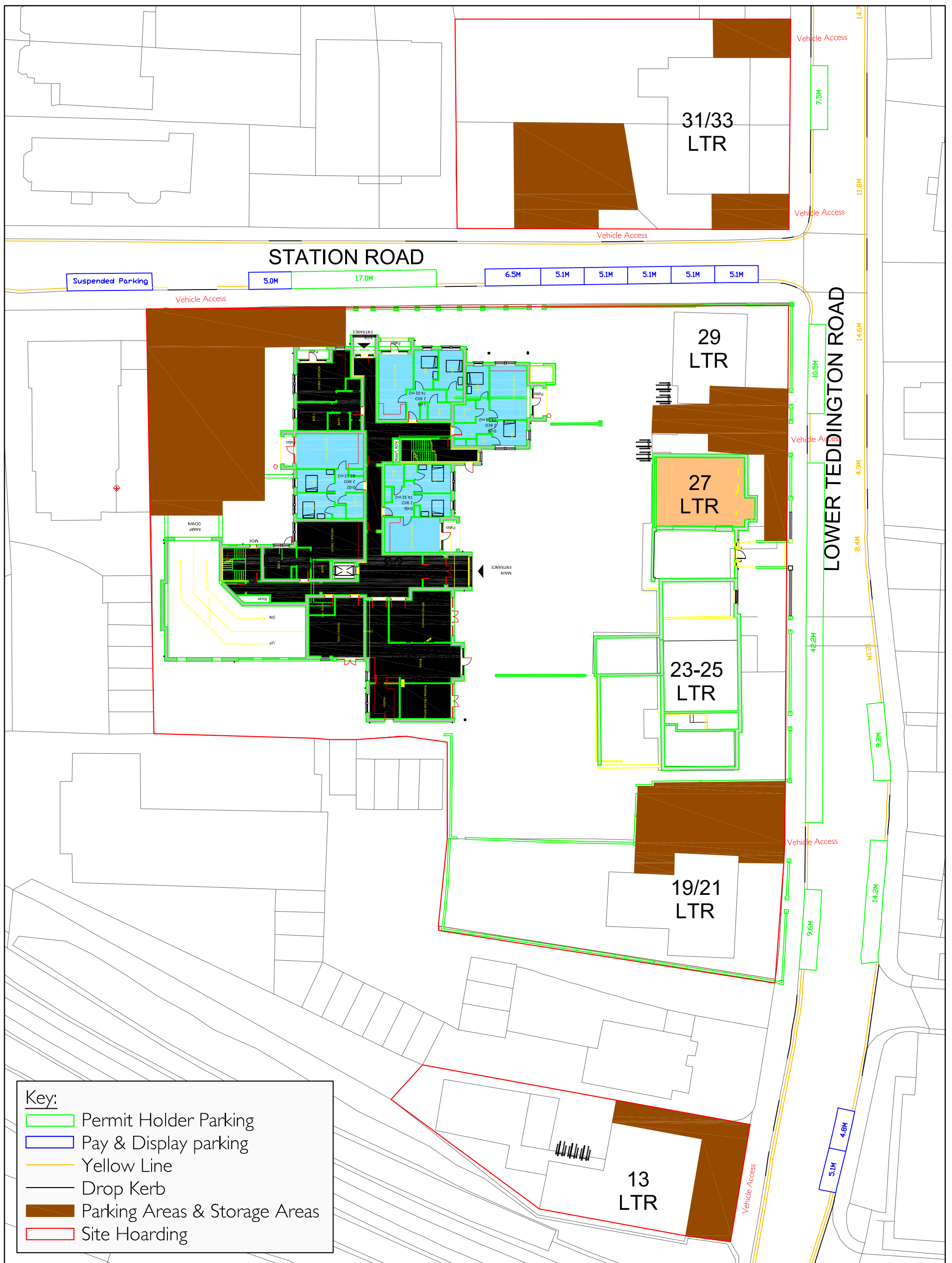
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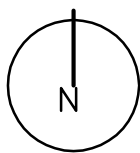
P2028: Lower Teddington Road and Station Road, Kingston Upon Thames, KT1 4HG
 Figure 1.
 Site Location



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS

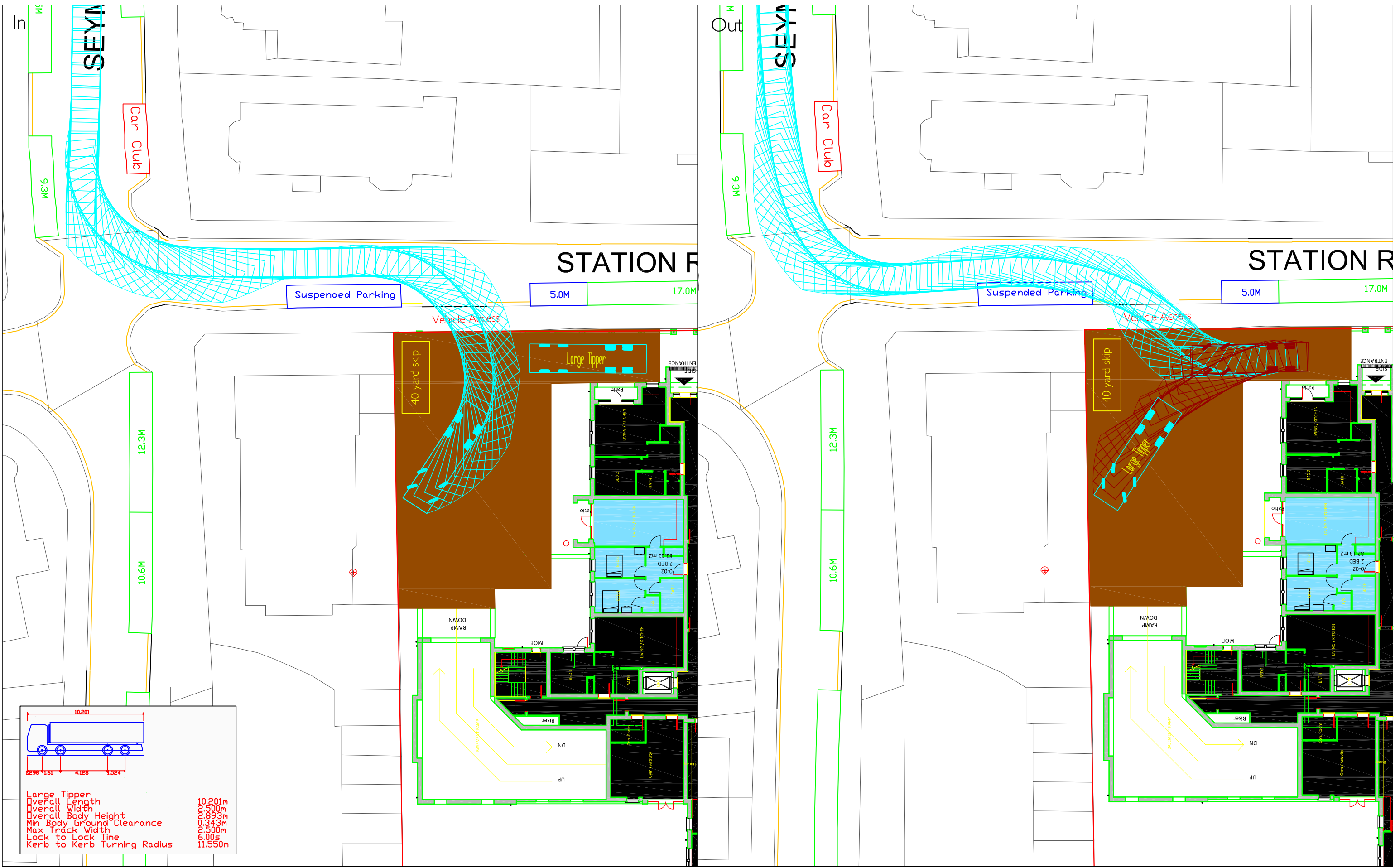


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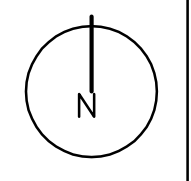


P2028: Lower Teddington Road and Station Road
 Figure 3.
 Construction Site Set-Up Plan

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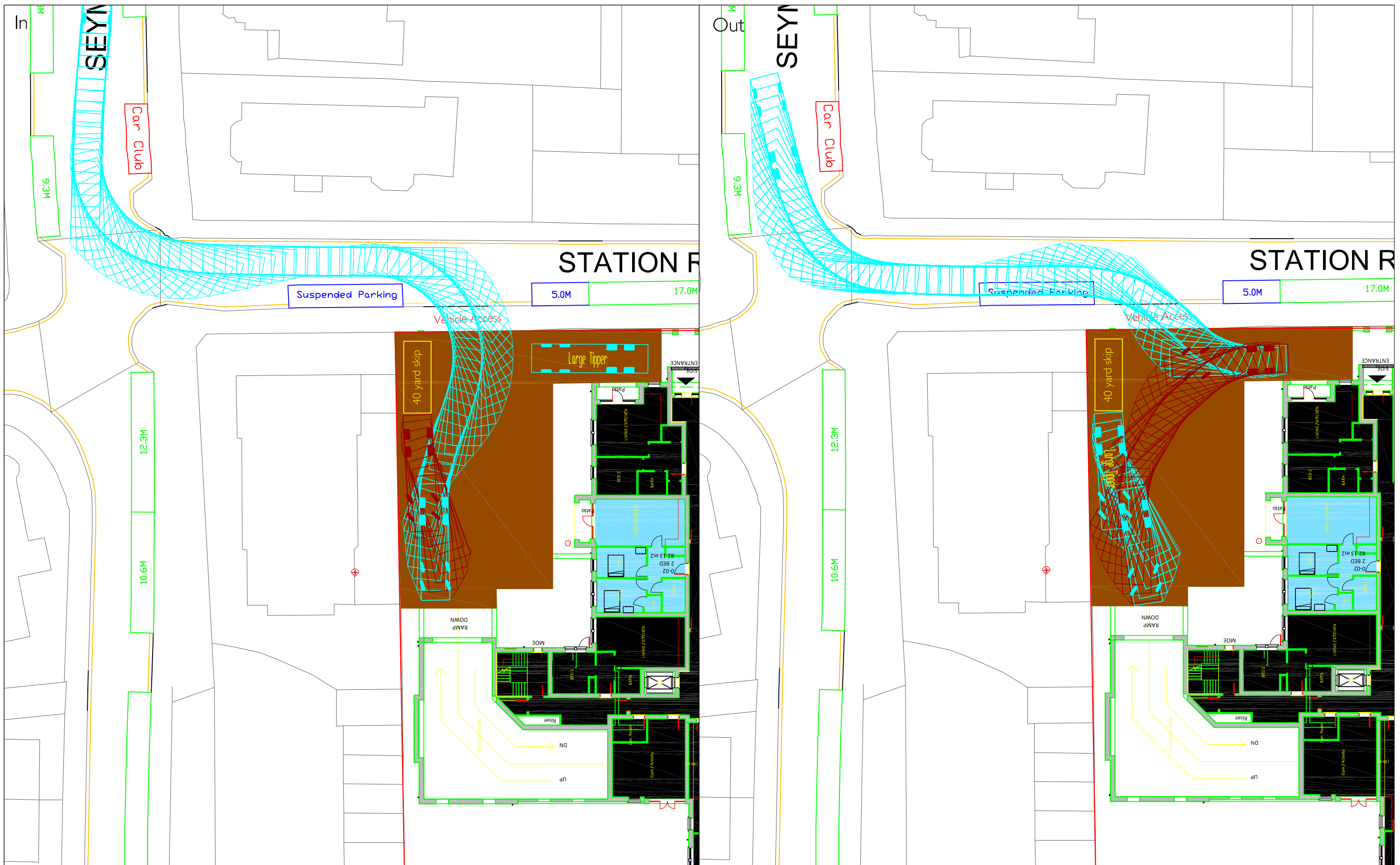


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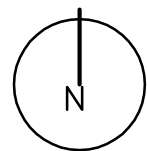


P2028: Lower Teddington Road and Station Road, Kingston Upon Thames, KT1 4HG
 Figure 4a.
 Swept Path Analysis: Large Tipper (10m Flatbed Lorry)

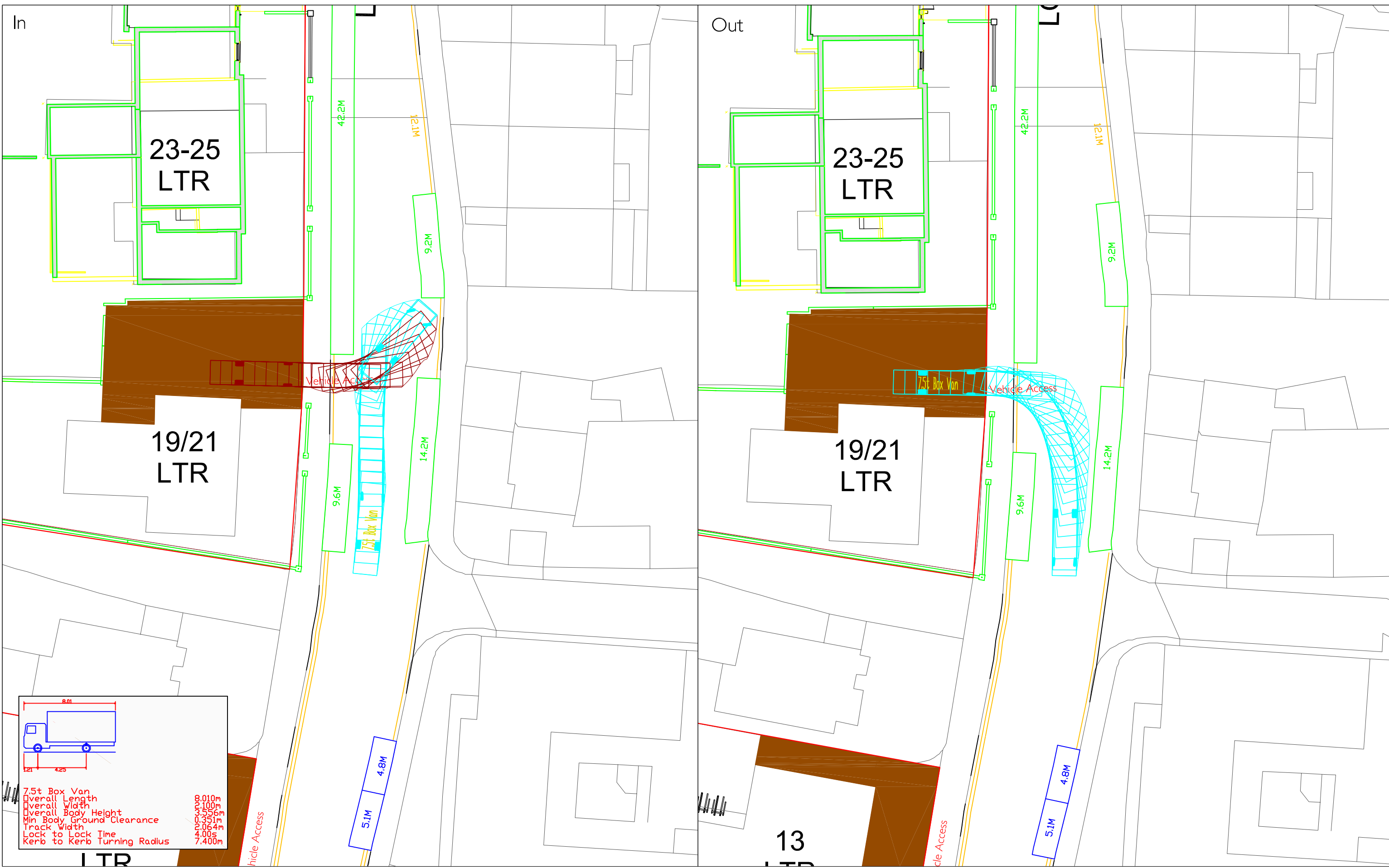
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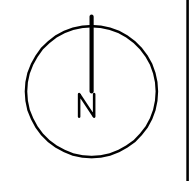
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P2028: Lower Teddington Road and Station Road, Kingston Upon Thames, KT1 4HG
Figure 4b.
Swept Path Analysis: Large Tipper (10m Flatbed Lorry)

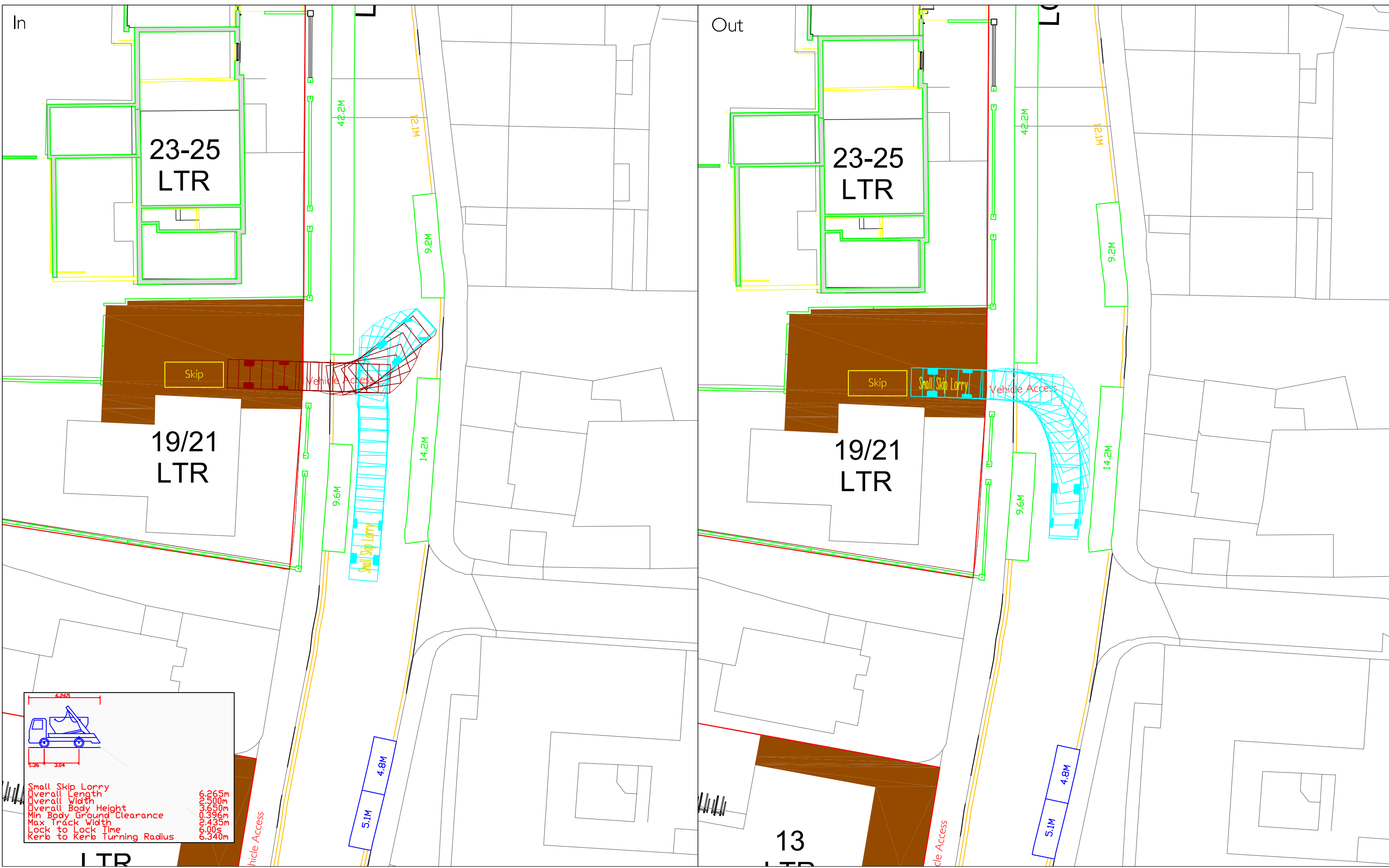


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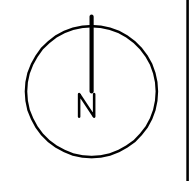


P2028: Lower Teddington Road and Station Road, Kingston Upon Thames, KT1 4HG
 Figure 5.
 Swept Path Analysis: 7.5t Box Van (8m Flatbed Lorry)

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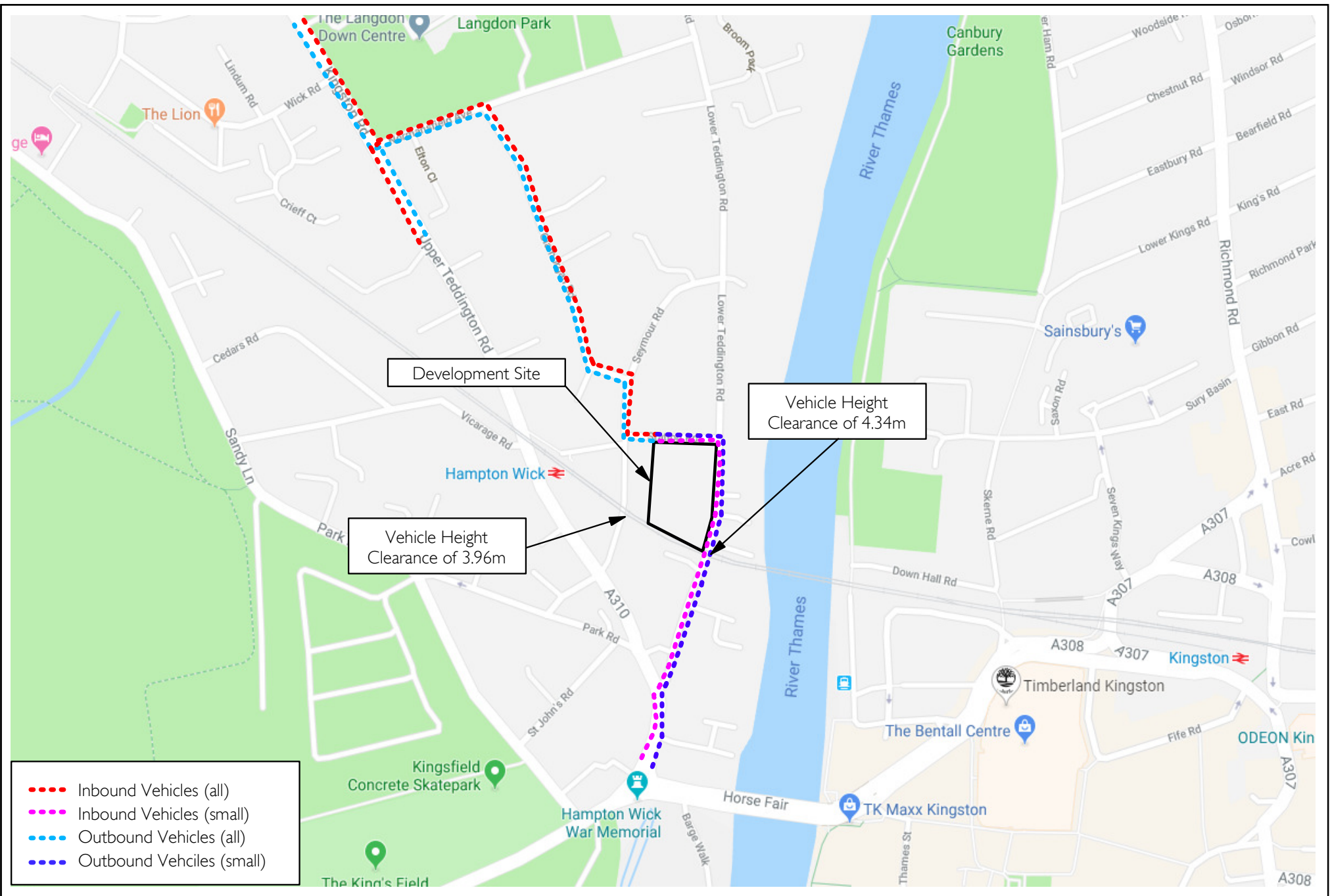


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 Drawing No. P2028/CMS/06



P2028: Lower Teddington Road and Station Road, Kingston Upon Thames, KT1 4HG
 Figure 6.
 Swept Path Analysis: Small Skip Lorry

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Date: January 2019
 Scale: NTS
 Source: Google Maps
 Drawing No: P2028/CMS/07



P2028: Lower Teddington Road and Station Road, Kingston Upon Thames, KT1 4HG

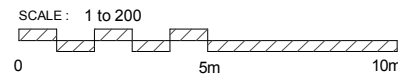
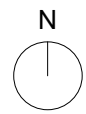
Figure 7.

Preliminary Vehicle Routing Plan



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS

APPENDIX A
Site Boundary

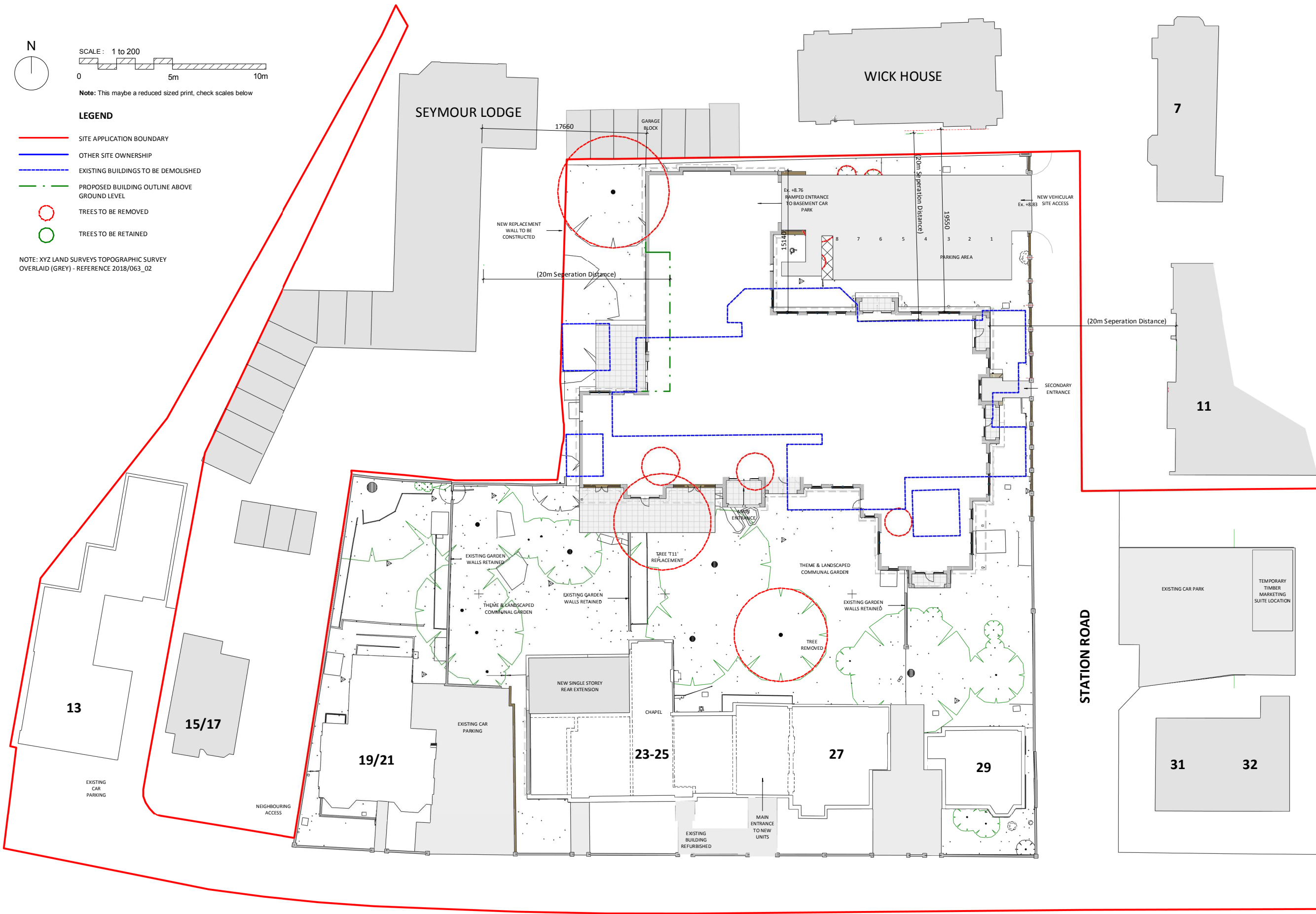


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LEGEND

- SITE APPLICATION BOUNDARY
- OTHER SITE OWNERSHIP
- - - EXISTING BUILDINGS TO BE DEMOLISHED
- - - PROPOSED BUILDING OUTLINE ABOVE GROUND LEVEL
- TREES TO BE REMOVED
- TREES TO BE RETAINED

NOTE: XYZ LAND SURVEYS TOPOGRAPHIC SURVEY OVERLAID (GREY) - REFERENCE 2018/063_02



Figured dimensions only are to be used. All dimensions to be checked onsite. Difference between drawings and between drawings and specifications or bills of quantities to be reported to the PRC Group.

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Revisions:	Drawn / Chkd:	Date:
P1 Preliminary Issue 01	-	29/11/18
P2 Preliminary Issue 02	-	29/11/18
P3 Preliminary Issue 03	-	29/11/18
P4 Updated further to pre-application meeting	MAS	29/11/18
P5 Updated to Traffic Consultants e-mail (10/12/18)	MAS	12/12/18

Preliminary Issue

Client:
The Sons of Divine Providence
Developments Ltd



Project:
12-14 Station Road & 13,
19-33 Lower Teddington Road

24 Church St. West,
Woking, Surrey,
GU21 6HT
01483 494 350

Drawing Title:
Proposed Site Plan

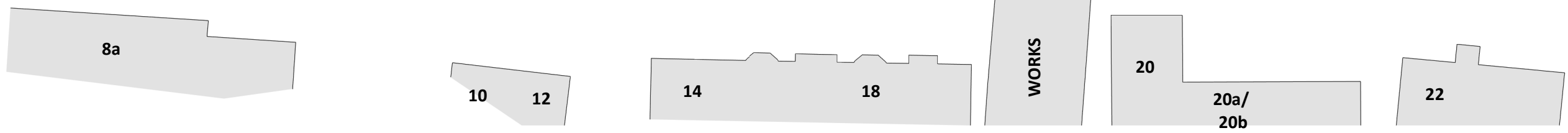
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1 : 200	MAS	May 2018

Job No:	Stage_Drawing No:	Rev:
10901	FE_100	P5

Issue Status:
Construction Preliminary
Information Approval
Tender

Architecture
Planning
Master Planning
Urban Design
Interiors
Landscape

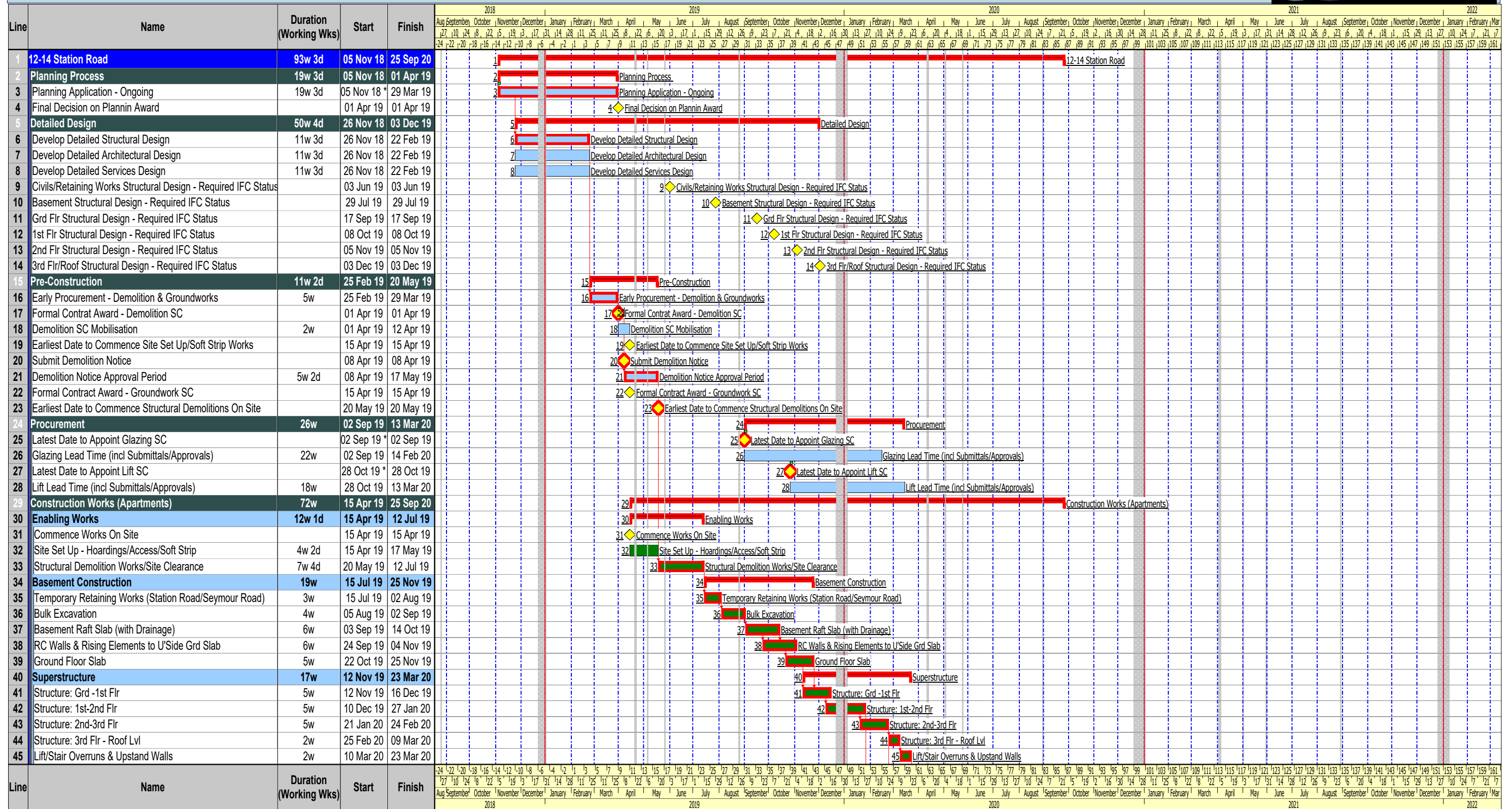
Offices
Woking
London
Milton Keynes
Warsaw



APPENDIX B

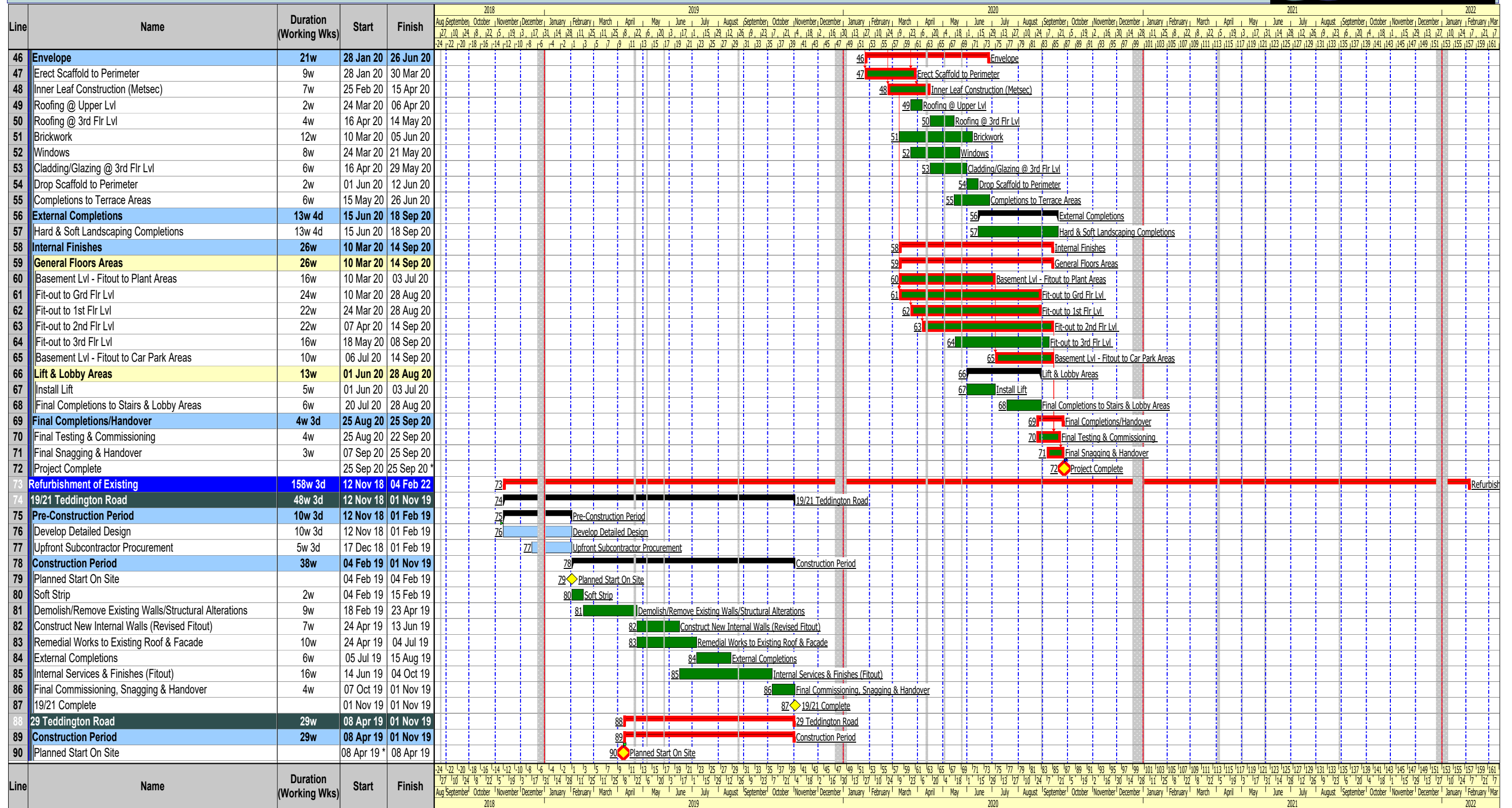
Construction Phasing Plans

Redevelopment of Lower Teddington Road & Station Road



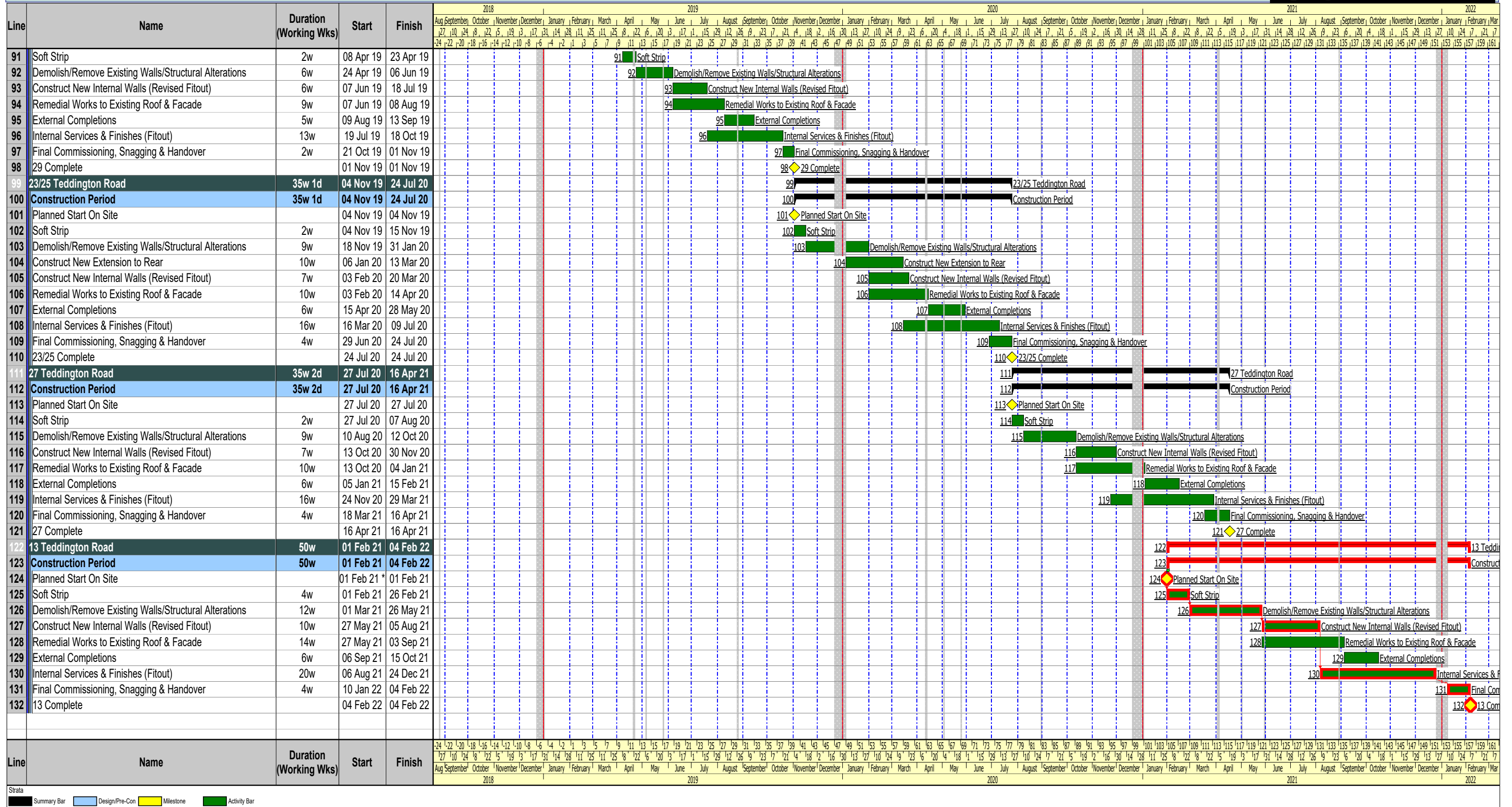
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	Page: 1 / 3	Planned Finish: 04/02/2022	"Overview" Construction Programme		

Redevelopment of Lower Teddington Road & Station Road



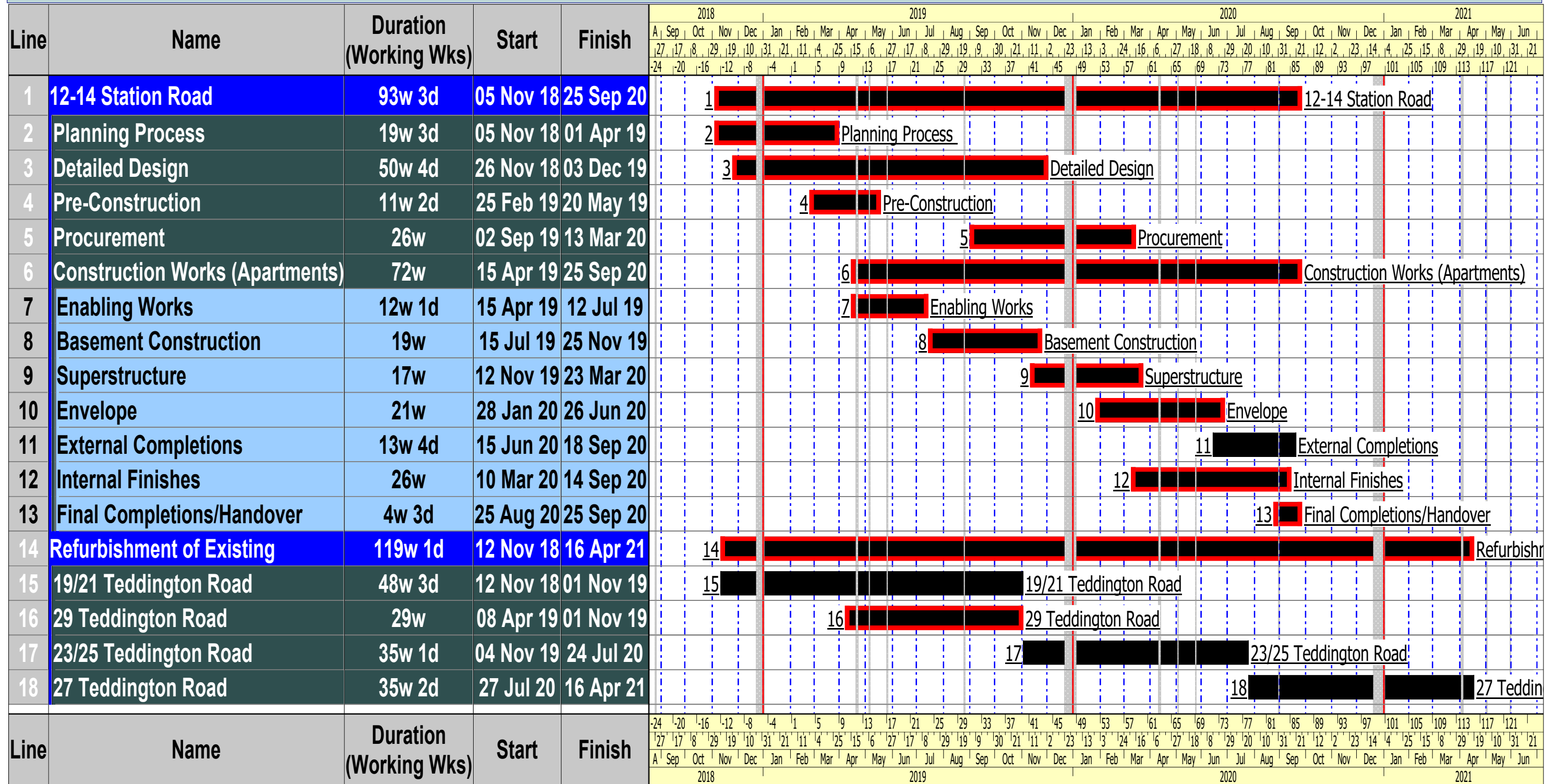
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	Page: 2 / 3	Planned Finish: 04/02/2022	"Overview" Construction Programme		

Redevelopment of Lower Teddington Road & Station Road



Date of Issue: 22/11/2018	Planned Start: 04/02/2019	Author: EG	Programme No.: 2018-OP-LTR-01	Client: Circ Management LLP
Page: 3 / 3	Planned Finish: 04/02/2022	"Overview" Construction Programme		

Redevelopment of Lower Teddington Road & Station Road



Strata
 Summary Bar

	Date of Issue: 22/11/2018	Planned Start: 04/02/2019	Author: EG	Programme No.: 2018-OP-LTR-01	Client: Lifestyle Residences & CIRC CM
	Page: 1 / 1	Planned Finish: 16/04/2021	"Overview" Construction Programme		