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HAMPTON CARE HOME LIMITED

60-68 STATION ROAD,

HAMPTON, TW12 2AX

CONSTRUCTION MANAGEMENT STATEMENT

September 2019

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Ref: File path P:\ P2170 60-68 Station Road Construction Management Statement September 2019

1.0 INTRODUCTION

1.1 Paul Mew Associates is instructed by Hampton Care Home Limited in relation to the proposed development of the former Hampton Police Traffic Unit, 60-68 Station Road, Hampton Village, London, TW12 2AX.

1.2 The site's location is presented on a map in Figure 1 of this report, the site boundary is displayed in Appendix A.

1.3 The site is located on the north side of Station Road. To the east of the site is the A3008 High Street which feeds into the A308 Upper Sunbury Road immediately to the south. The A308 is the principal road in close proximity to the site which runs between Hampton Court to the east to Sunbury to the west.

1.4 The area adjoining the site comprises of a mixture of low density residential and commercial premises. A short distance to the east of the site adjacent to Beaver Close is the Hampton and Richmond Borough Football Club ground and the Castle Business Village.

1.5 Transport for London's (TfL) public transport accessibility level (PTAL) calculator tool illustrates that the site has a rating of 2 which is 'poor'. Notwithstanding, the site is close to Hampton Rail Station as well as bus stops immediately adjacent to the site on Station Road.

1.6 This outline Construction Management Statement (CMS) document has been produced to be submitted along with a planning application for the redevelopment of the former Hampton Police traffic unit and erection of an 89 unit care facility for the elderly (compromising of 67 care bedrooms, 17 one-bedroom care suites and five two-bedroom care suites).

1.7 The proposed site plan is presented at Appendix B.

1.8 The document outlines the demolition and construction process for the proposed works. A full CMS is expected to be secured by the Council as a condition of any future planning permission.

2.0 POLICY CONTEXT

London Borough of Richmond

2.1 The London Borough of Richmond Local Validation Checklist for all applications (updated October 2017) provides information regarding Construction Management Statements (CMS). The Validation Checklist has been prepared in accordance with Town & Country Planning (Development Management Procedure) (England) Order 2015 and the Town and Country Planning Act 1990. The Construction Management Checklist for the Borough is extracted below for ease of reference;

LBRuT Local Validation Checklist — April 2015, updated October 2017

Construction Management Statement This may include: 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.	• If substantial demolition/excavation works proposed • Any basement developments • Sites in confined locations • All major development	CP1, DM DC5, DM TP2, TfL (Construction Logistics Plan), TfL (Delivery & Servicing Plan)

Transport for London

2.2 TfL has developed a Construction Logistics Plan (CLP) (otherwise known as 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.

2.3 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.

2.4 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.

2.5 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.

2.6 As this document is to be submitted along with a planning application it has been designated as an 'outline' CLP/CMS.

3.0 SITE INFORMATION

3.1 Transport for London's Construction Logistics Plan guidance document states that it is good practice to provide information regarding the site and its surroundings as well as information on 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. This chapter provides the information detailed above.

Site Address

3.2 The full address of the site is 60-68 Station Road, Hampton, TW12 2AX. The site location is shown within Figure 1.

3.3 The site is bounded by a retail shop and residential dwellings to the west, open grassland to the north, residential dwellings to the east and Station Road to the south.

Development Proposals

3.4 The proposals comprise of the redevelopment of the site to provide an 89 unit care facility for the elderly (compromising of 67 care bedrooms, 17 one-bedroom care suites and five two-bedroom care suites).

3.5 A total of 14 off-street car parking spaces will be provided inclusive of one designated Blue Badge parking bay, one enlarged parking bay, and three electric vehicle (EV) bays. In addition, 22 cycle storage spaces (compromising of 16 long-stay spaces and six short-stay spaces) will be provided within the site.

3.6 The proposed site plan is presented at Appendix B.

Local Transport Options

3.7 In terms of public transport, four bus routes are accessible within the PTAL prescribed walk distance of 450 metres. Appendix C includes the PTAL report as extracted from Transport for London's (TfL) WebCAT.

3.8 Table 1 below presents a summary of the bus services which can be accessed from the site.

Table 1: Bus Services

Route	Destinations	VPH	Distance
111	Heathrow Airport Central - Cranford - Heston - Hounslow - Hanworth - Hampton - Hampton Court - Kingston	7	10 metres
216	Staines - Ashford Park - Ashford - Feltham Hill Road - Sunbury - Lower Sunbury - Kempton Park - Hampton Station - Hampton Court - Kingston	3	10 metres
R68	Hampton Court - Hampton - Hampton Hill - Teddington - Strawberry Vale - Twickenham - Richmond - Kew Retail Park	4	450 metres

Source: TfL

3.9 Hampton rail station is located approximately 450 metres to the west of the site. Typical services from Hampton station are detailed in **Table 2 overleaf**.

Table 2. Local Rail Services

Station	Services Available	Direction	First and Last Service [1]	Typical No. Services per hour
Hampton	Rail	Shepperton	05:53 to 00:38	2
		London Waterloo	05:33 to 23:21	2

Source: Transport for London

3.10 Figure 2 includes map extracts showing local bus, rail and underground stations and routes.

Site Access

3.11 The site is not located within a CPZ.

3.12 The site's two accesses have a single yellow line along its extent. In addition marked parking bays are present along the extant of the pavement between the two accesses. The parking bays are restricted with no stopping from Monday-Friday 11:00-12:00.

3.13 On-site parking provision will be made for construction workers during the construction phase.

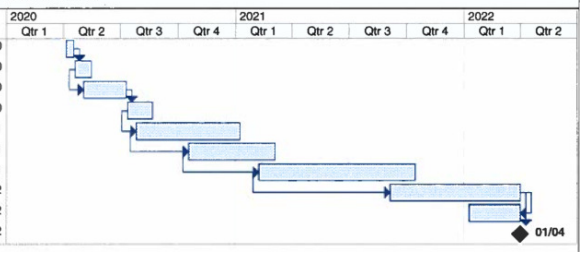
4.0 DEMOLITION & CONSTRUCTION DETAILS

4.1 This CMS gives the planning authority details of the logistics activity during the construction project. It details demolition and construction techniques and how construction vehicles will access and exit the site.

4.2 The current programme is expected to run for approximately 24 months, subject to tender and contract negotiations. A broad-brush programme for the project is set out as follows:

FORMER POLICE STATION, HAMPTON
DEVELOPMENT PROGRAMME

ID	Task Name	Duration	Start	Finish
1	Site Establishment (Stage 1)	2 wks	Mon 06/04/20	Fri 17/04/20
2	Enabling Works	4 wks	Mon 20/04/20	Fri 15/05/20
3	Demolition	10 wks	Mon 04/05/20	Fri 10/07/20
4	Site Establishment (Stage 2)	6 wks	Mon 13/07/20	Fri 21/08/20
5	Ground Works	24 wks	Mon 27/07/20	Fri 08/01/21
6	Substructure	20 wks	Mon 19/10/20	Fri 05/03/21
7	Superstructure	36 wks	Mon 08/02/21	Fri 15/10/21
8	Internal Fit Out	30 wks	Mon 06/09/21	Fri 01/04/22
9	External Works	12 wks	Mon 10/01/22	Fri 01/04/22
10	Completion	0 wks	Fri 01/04/22	Fri 01/04/22



4.3 During construction, it is proposed that vehicles will access the site.

Site set-up:-

- Erect temporary 'Heras' site fencing with debris netting attached to the inside, on the site boundary;
- Review the site access and perimeter fencing/screening to ensure that the site's boundary is secure;
- Erect temporary 2.4m high hoarding along the boundary of the site as is shown in Appendix D. This includes a gated access onto Station Road to permit vehicle movements to and from the site;
- Provide on-site welfare facilities including a site hut and a toilet. The location of welfare facilities are shown in Appendix E;
- Any asset protection measures to be agreed with LB Richmond. Fencing/hoarding/scaffolding will be designed and installed in accordance with the requirements of the local authorities; and
- Make safe all electrics, water, and gas supplies.

4.4 An outline Construction Site Plan is presented in Appendix D of this report. Details of the demolition methods are set out below:

- Check site for any utilities running through the job-site and liaise with utility companies if required;
- Demolition and construction waste will be controlled by a Waste & Recycling Action Plan, with site segregation of waste and maximum off-site recycling;
- Demolition rubble will be stored for re-use if possible;
- All demolition spoil and rubble which cannot be reused will be transferred from the site into the back of a grab lorry;
- As shown in Appendix E, waste and spoil materials will be stored on-site for collection;
- Vehicles will approach the site from either east or west on Station Road via Percy Road / the A3009 High Street. The impact on Station Road has been carefully considered and the impact on other road users has been minimised as much as possible;
- A total of 1,500 tonnes of waste materials will need to be removed from the site during the projected 10 week demolition phase. This equates to 10 large tipper trucks per week, which typically have a carrying capacity of 15 tonnes. These movements will only take place outside of peak hours (between 9am – 3pm on weekdays);
- A total of 17,500 tonnes of spoil will need to be removed from the site during the projected 24 week groundworks/excavation phase. This equates to 49 large tipper trucks per week. These movements will only take place outside of peak hours (between 9am – 3pm on weekdays);
- Vehicle swept path tracking of a typical large 4-axle muck-away truck with a payload of 15 tonnes (akin to the one proposed) accessing the site can be seen within Figure 3;
- Noise and dust will be controlled by the Considerate Contractors Code. Noisy work will be restricted as much as possible and will be conducted in areas within the construction site that will cause as little disturbance as possible to neighbours;

- General site demolition will be conducted using traditional methods; 360 excavators fitted with a selection of different attachments e.g. selector grabs, mini crusher, hydraulic breaker and standard bucket. Hand demolition will be involved in the careful dismantling of the areas locally to the Former Police Station to be retained. General excavation works will be by way of a 360 excavator fitted with standard buckets;
- A low loader truck will be required to deliver the excavator to the site. The largest excavator working on the demolition site will be the Hitachi 350. Deliveries will only take place outside of peak hours (between 9am – 3pm weekdays);
- No waste materials will be burnt on site;
- Any dust creating activities will be conducted away from neighbouring properties and sensitive areas;
- Spoil will be securely covered at all times;
- The contractor will ensure that the footpath/adjoining highway is clean at all times;
- A trained banksman will be employed by the contractor who would be on-site to safely direct vehicles when a vehicle is serving the site.

Construction

4.5 A brief summary of the construction methods and materials is presented as follows:

Construction: -

- It is expected that ready-mix concrete will be brought to the site by a 8m3 concrete mixer truck;
- A small concrete pump or a concrete 'hopper' will be used to transport concrete from the lorry to the required parts of the site;
- A total of 1,400 m^3 of concrete will need to be delivered to the site during the main 20 week substructure phase of the development. This equates to around nine ready mix lorries per week, which typically have a carrying

capacity of 8m3. These movements will only take place outside of peak hours (between 9am – 3pm weekdays);

- Materials (bricks, blocks, sand, tiles, timber etc) to be brought to site by builders merchants vehicles;
- All delivery and construction related vehicles will be pre-scheduled with reference to the site foreman;
- The new building will be constructed using traditional methods and using predominantly blockwork and timber with facing bricks; and
- The existing area of hardstanding within the perimeter of the site will be used for the temporary storage of construction materials as it is brought to site.

4.6 Further details on the size, type, frequency, routing, and management of demolition and constructed related vehicle trips is set out in Chapter 5.

Environmental Considerations

4.7 Measures will be applied to control the emission of noise, vibration and dust, including working hours as set out herein. The measures applied will follow best practice detailed within BS5288:2009 – 'Code of Practice for Noise and Vibration Control on Construction and Open Sites'.

4.8 All noisy work will be restricted as much as possible and will be conducted in areas within the construction site that will cause as little disturbance as possible to neighbours.

4.9 The perimeter of the site is already well established. The proposals involve no removal or significant changes to the existing screening, and 2.4m high hoarding will be provided along the boundary of the site to provide adequate screening and security from neighbouring properties.

4.10 Operatives will be informed that as a general rule, if they need to raise their voice when standing two metres away from a noise source, it is too loud and hearing protection must be worn. Contractors will be encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features. To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls and given information in order to reduce the risk. Should it be deemed necessary, contractors are to undertake noise and hand arm vibration monitoring and, dependent on the results, further control measures will be required.

4.11 The contractor will carry out noise level checks throughout the work to maintain the correct noise levels associated with the development. This will lower the impact of noise. The contractor will carry out a full pre-qualification check on all sub-contractors along with statements on their environmental policies to ensure compliance on maintaining noise levels and ensure mitigation measures are met.

4.12 The emission of dust from the site resulting from demolition and construction works will be managed with the following measures:

- No waste materials will be burnt on site;
- Any dust creating activities will be conducted away from neighbouring properties and sensitive areas;
- Any demolition activities will use water as a dust suppressant if necessary;
- As and when necessary the adjoining highway will be swept and washed to keep clean;
- Effective traffic management and well organised vehicle logistics will be applied resulting in less dust and mud being produced;
- Wherever practical all vehicles will switch off engines whilst in attendance, no idling of vehicle engines will be permitted;
- Open piles of spoil/waste will be securely covered;
- The contractor's site foremen will visually assess any dust emission on site and take further action to mitigate this if necessary.

4.13 All reasonable steps will be taken to minimise any disruption to adjacent occupiers by noisy and vibration causing activities on site. Where possible the contractors will employ construction methods to avoid the amount of noise generated in the first instance. The following measures will be implemented to reduce noise levels on the site:

- Where possible any noisy stationary equipment will be located away from sensitive areas;
- Drop heights of materials will also be kept to a minimum to avoid unnecessary extra noise;
- Where possible the contractor will use quiet or low noise equipment;
- Electrically operated plant will be used where practical;
- Operatives working in noisy areas will also be monitored to ensure they are wearing the necessary protective equipment and that they are not exceeding their permitted exposure periods;
- No radios or other audio equipment will be allowed on site;
- Efficient vehicle logistics ensure that vehicles arrive promptly, are off-loaded quickly and depart quickly meaning that there is less time when noise is generated and it will also prevent traffic build up noise being generated; and
- Where practical all vehicles will switch off engines whilst in attendance.

5.0 TRAFFIC MANAGEMENT

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

Volume & Type of Vehicles

5.2 Information on the volume of demolition and construction vehicles including the projected number of daily/weekly vehicle trips associated with tipper trucks, concrete deliveries and general delivery lorries etc is set out as follows and is based on the estimations of spoil and waste generation and building material requirements set out in the preceding chapter.

5.3 As explained, the removal of excavated spoil and general building waste from the site will be carried out by large tipper trucks (four-axle). It is estimated that 10 trips per week will be required for waste removal in the 10 week demolition phase of the programme and around 49 trips per week will be required for spoil removal during the main 24 week excavation phase.

5.4 The key dimensions of the large tipper truck is as follows:

- Large tipper truck – approximately 15 tonnes payload, four-axle, 10.2 metres long and 2.5 metres wide;

5.5 Figure 3 of this report presents AutoTrack generated vehicle swept path diagrams of a 15 tonne tipper truck pulling up to the site from Station Road and accessing the loading / unloading area in forward gear. Once loaded the truck is then able to exit onto Station Road in forward gear. As is shown the manoeuvres are comfortably achievable within the existing confines of the road and site. The contractor will ensure that kerb space to the front of the site is kept clear for incoming construction related vehicles such as large tipper trucks.

5.6 As explained, the delivery of excavators to the site will be carried out by a low loader (six-axle).

5.7 The key dimensions of the low loader is as follows:

- Low loader – 16.6 metres long and 2.5 metres wide;

5.8 Figure 4 of this report presents AutoTrack generated vehicle swept path diagrams of a low loader pulling up to the site from Station Road and accessing the loading / unloading area in forward gear. Once unloaded the truck is then able to exit onto Station Road in forward gear. As is shown the manoeuvres are comfortably achievable within the existing confines of the road and site. The contractor will ensure that kerb space to the front of the site is kept clear for incoming construction related vehicles such as low loaders.

5.9 The main demand for concrete delivery to the site will be carried out by 8 cubic metre concrete mixer truck (three-axle). It is estimated that nine concrete deliveries per week will be required during the 20 week substructure phase of the works.

5.10 The key dimensions of the concrete lorries is as follows:

- Concrete mixer truck – 32 tonne GVW (8 cubic metre payload), four-axle, 9.1 metres long, and 2.5 metres wide.

5.11 Figure 5 of this report presents AutoTrack generated vehicle swept path diagrams of a medium concrete mixer pulling up to the site from Station Road and entering the loading / unloading area in forward gear. However it is evident from the swept paths in Figure 3 that a four-axle concrete truck will easily be able to enter and exit the site. Once all concrete has been pumped into the site the lorry is then able to exit out onto Station Road in forward gear. As is shown the manoeuvres are comfortably achievable within the existing confines of the road and site. The contractor will ensure that kerb space to the front of the site is kept clear for incoming construction related vehicles such as medium concrete mixers.

5.12 The bulk of the deliveries to the site will be carried out by builders merchant vehicles no larger than the medium tipper truck or the concrete mixer truck that would have visited the site during the earlier demolition and ground works stage.

5.13 The principle of "just in time" deliveries will be followed strictly throughout the development process to ensure that plant, machinery and materials are not stored on site before they are actually required for the building works. When materials are kept on site, then this will always be within the site boundary and only for as long as absolutely necessary.

5.14 As shown in Appendix E, car parking for contractors and sub-contractors will be provided on-site.

5.15 The contractor and sub-contractors will not be permitted to park on any of the surrounding residential roads. The main contractor will instruct all staff and sub-contractors attending the site that they must not park on any of the residential roads.

5.16 The contractor will promote the use of the public transport and other travel options available locally which are described in Chapter 3 of this report. The main contractor will encourage all contractor staff and sub-contractors to access the site by non-vehicular modes as much as possible.

Vehicle Routing

5.17 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.

5.18 All large demolition and construction vehicles will access / egress the site from either the west or east on Station Road.

5.19 A demolition / construction vehicle routing plan is presented in Figure 6 of this report which illustrates the route large vehicles will take when accessing the site.

5.20 This plan would be explained to all suppliers and contractors/sub-contractors in order that the routing strategy is known by all drivers accessing the site.

Vehicle Call-Up Procedure

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

- Deliveries (tipper truck, concrete, builders merchants) will be given set times to arrive as far as practicable.
- Delivery instructions will be sent to all suppliers and contractors.
- Trained site staff will assist when delivery vehicles are visiting the site.
- 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.

5.22 The site manager will have responsibility for supervising, controlling and monitoring vehicle movements to / from the site.

5.23 Coordination of transport / deliveries and arrivals will be supervised by the site manager to ensure that no more than one tipper truck, concrete mixer or delivery vehicle is at the site at any one time.

Other Material Considerations

5.24 All reasonable endeavours will be made such that the contractor and any sub-contractors or other suppliers sending vehicles to and from the site will 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.

5.25 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.

5.26 Main contractors to the development must show they and their suppliers are committed to safer and more efficient ways or 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

5.27 In addition to the above, all contractors and sub-contractors operating large vehicles over 3.5 tonnes must meet the following conditions:

- All drivers must have undertaken cycle awareness training such as the Safe Urban Driver module through FORS or similar.
- All vehicles associated with the construction of the development must:

  i. Have side guards fitted, unless it can be demonstrated to the reasonable satisfaction of the employer, that the lorry will not perform the function, for which it was built, if side guards are fitted.

  ii. Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.

iii. Have a Class VI Mirror

iv. Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

5.28 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.

5.29 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 should include the following information:

- Communicate the aims and objectives common to all CMS's.
- Clearly explain all site-specific CMS agreements and methods of working.
- Sets out the main contractor's general practices and standards.
- Hours of site opening.
- Details of other related sites such as the welfare centre.
- Health and safety information, and primary contact details.
- Stipulate that parking on the adjoining residential roads is not allowed, and make available the details of the nearby public transport options and other sustainable travel modes.

6.0 MONITORING, COMPLIANCE, & REVIEW

6.1 This outline CMS has been prepared for submission to the local planning authority, London Borough of Richmond, for the works described herein.

6.2 A CMS Coordinator will be formally appointed and details of this person will be provided to the Council on request.

6.3 The 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 phase complies with the CMS. It is also the Coordinator's job to oversee the effectiveness of the CMS, and liaise with the planning authority/local resident when asked.

6.4 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:

- Liaise with local residents, businesses, and London Borough of Richmond.
- Remind contractors and subcontractors about designated routes to and from the site.
- Check vehicles arriving at site to make sure they meet safety requirements.
- Manage the delivery booking and scheduling of vehicles to the site.
- Ensure that site safety information and contact information is always clearly displayed both internally and externally.

7.0 CMS MANAGEMENT

7.1 As discussed the CMS will be managed through the appointment of a CMS Coordinator. The CMS Coordinator will be designated to a manager of the appointed contractor.

7.2 A 24 hour contact number will be provided and clearly displayed on a site information board next to the site entrance.

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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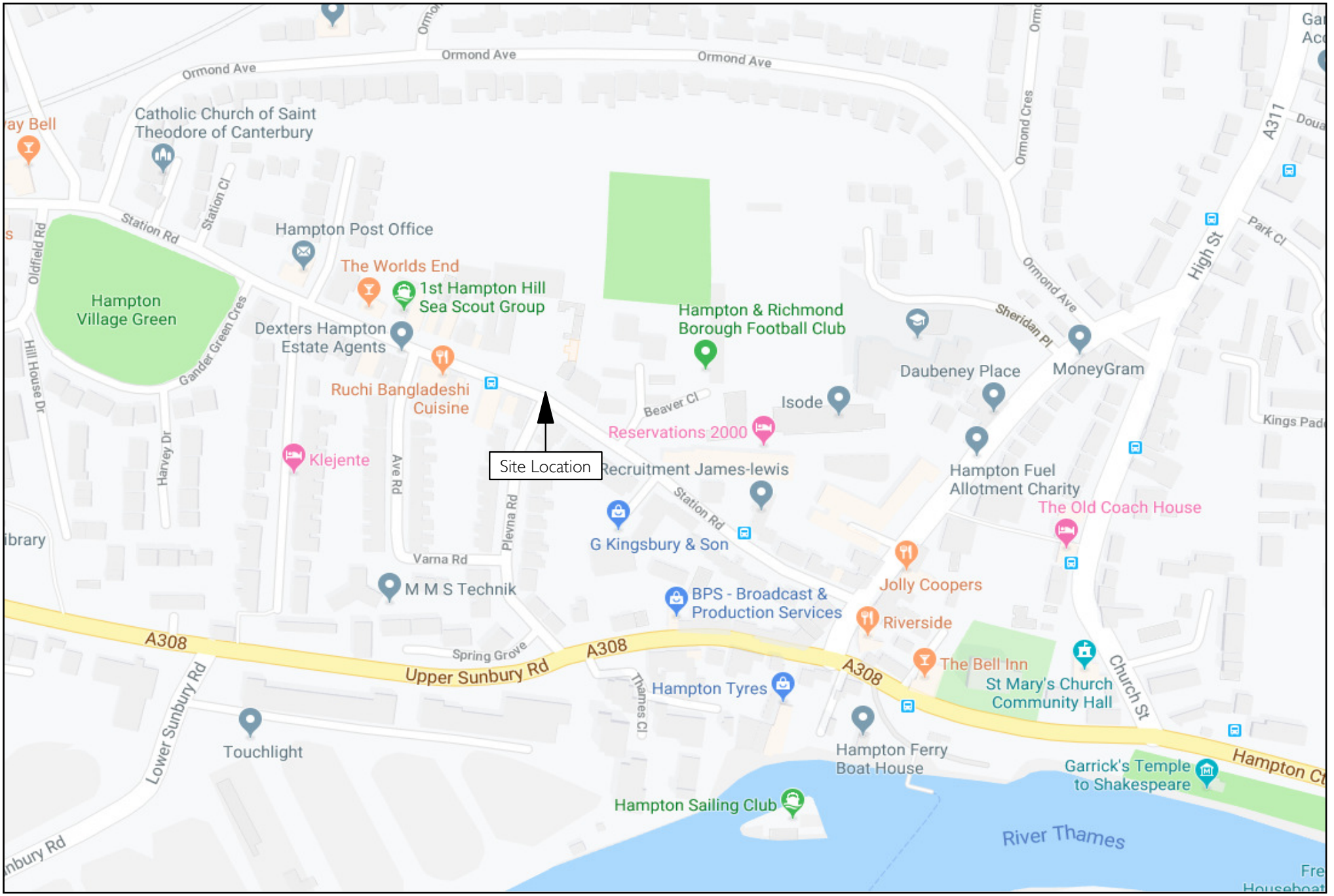
FIGURES



Date: July 2019
Scale: NTS
Source: Google Maps
Drawing No: P2170/CLP/01

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P2170: 60-68 STATION ROAD, HAMPTON, TW12 2AX

Figure 1.
Site Location.

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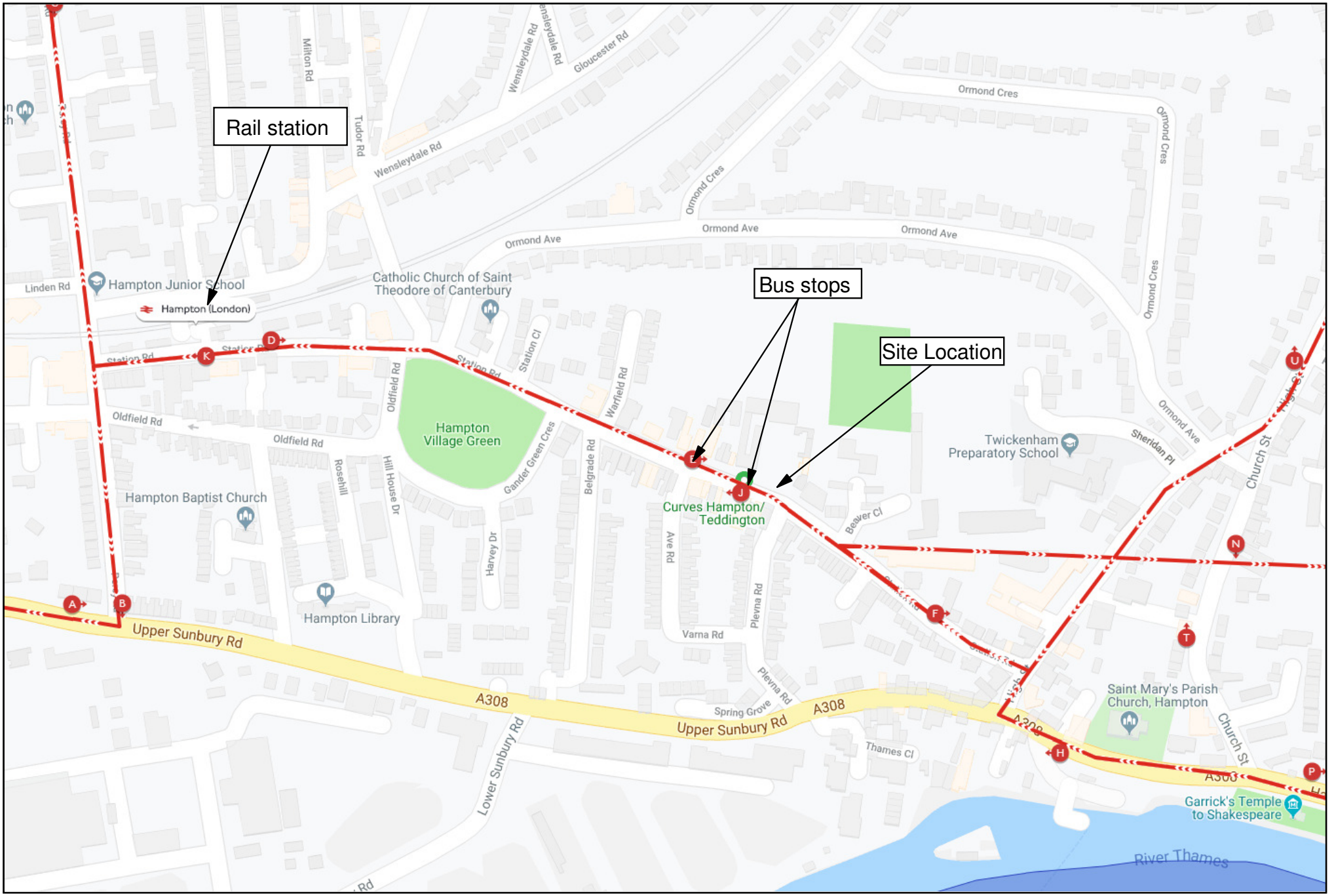

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P2170: 60-68 STATION ROAD, HAMPTON, TW12 2AX

Figure 2.

Public Transport Map.

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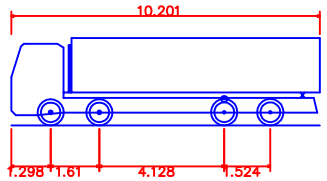
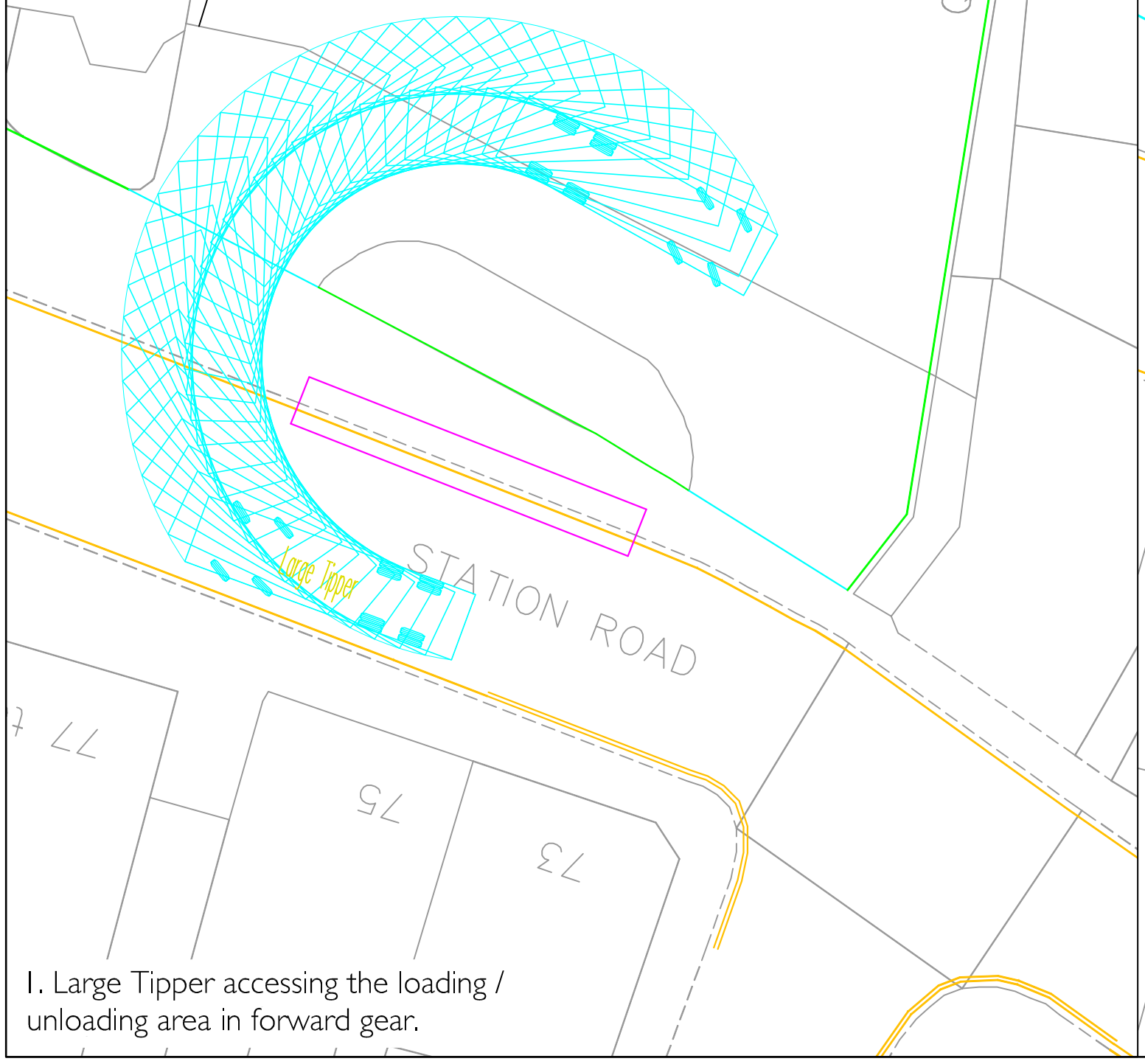
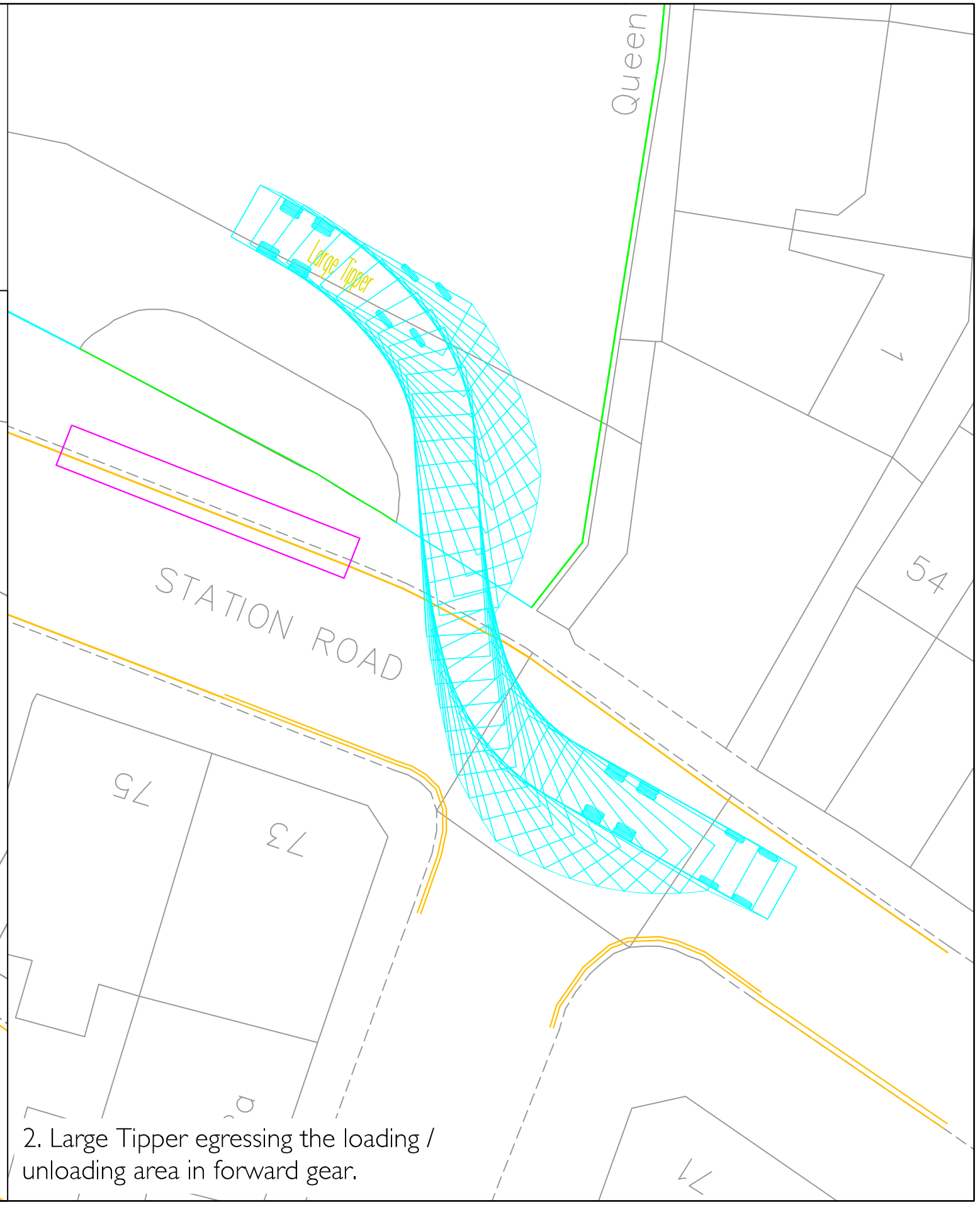
Existing wall to be demolished before collection/delivery of materials by construction vehicles.



Large Tipper	
Overall Length	10.201m
Overall Width	2.500m
Overall Body Height	2.893m
Min Body Ground Clearance	0.343m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m



1. Large Tipper accessing the loading / unloading area in forward gear.



2. Large Tipper egressing the loading / unloading area in forward gear.

Date: August 2019
Scale: 1:200@A3
Source: Ordnance Survey
Drawing No. P2170/CLP/03

N

P2170: 60-68 Station Road, Hampton, TW12 2AX

Figure 3.
Swept Path Analysis - Large Tipper Truck

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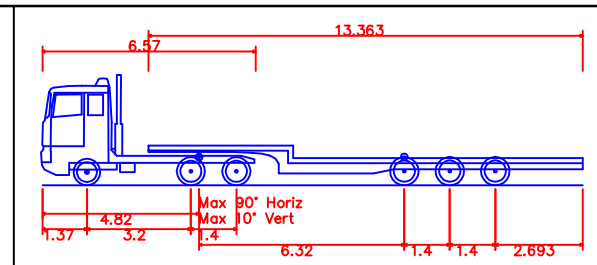
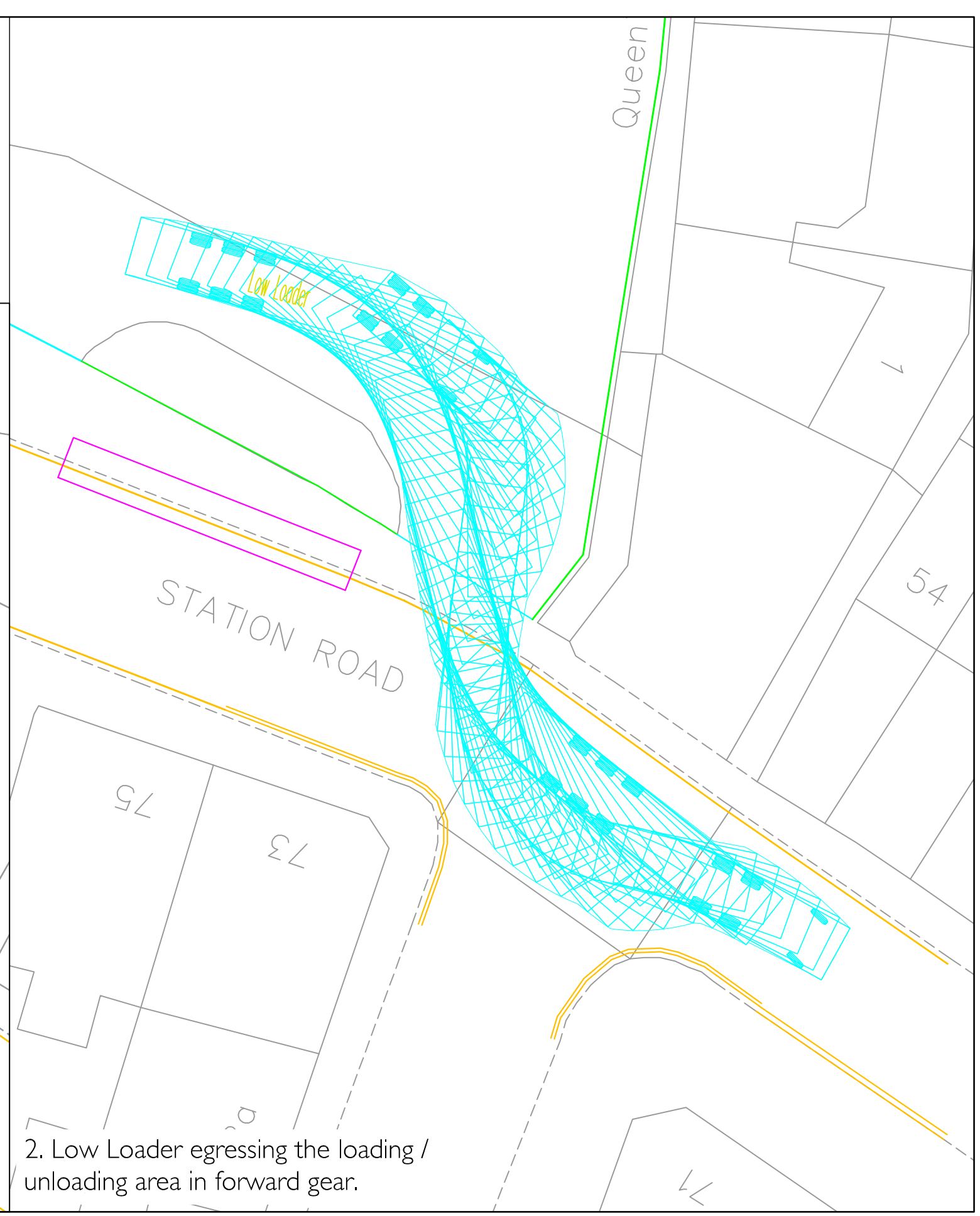
Existing wall to be demolished before collection/delivery of materials by construction vehicles.



Low Loader	
Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.396m
Min Body Ground Clearance	0.320m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.790m

1. Low Loader accessing the loading / unloading area in forward gear.



2. Low Loader egressing the loading / unloading area in forward gear.

Date: August 2019
Scale: 1:200@A3
Source: Ordnance Survey
Drawing No. P2170/CLP/04

N

P2170: 60-68 Station Road, Hampton, TW12 2AX

Figure 4.

Swept Path Analysis - Low Loader

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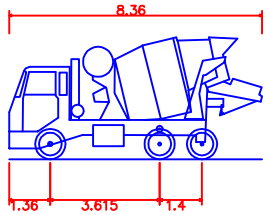
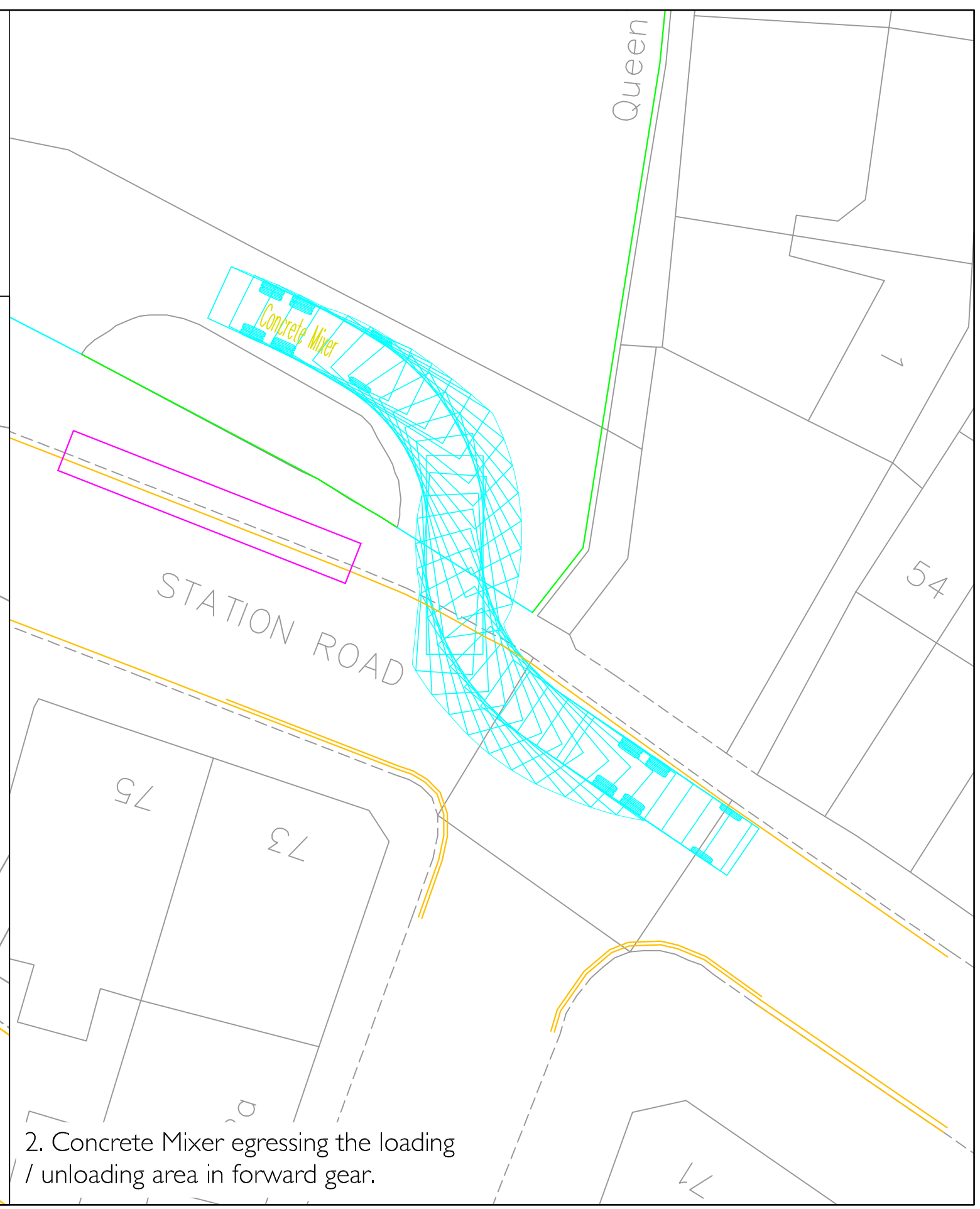
Existing wall to be demolished before collection/delivery of materials by construction vehicles.



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

1. Concrete Mixer accessing the loading / unloading area in forward gear.



2. Concrete Mixer egressing the loading / unloading area in forward gear.

Date: August 2019
Scale: 1:200@A3
Source: Ordnance Survey
Drawing No. P2170/CLP/05

N

P2170: 60-68 Station Road, Hampton, TW12 2AX

Figure 5.

Swept Path Analysis - Medium Concrete Mixer

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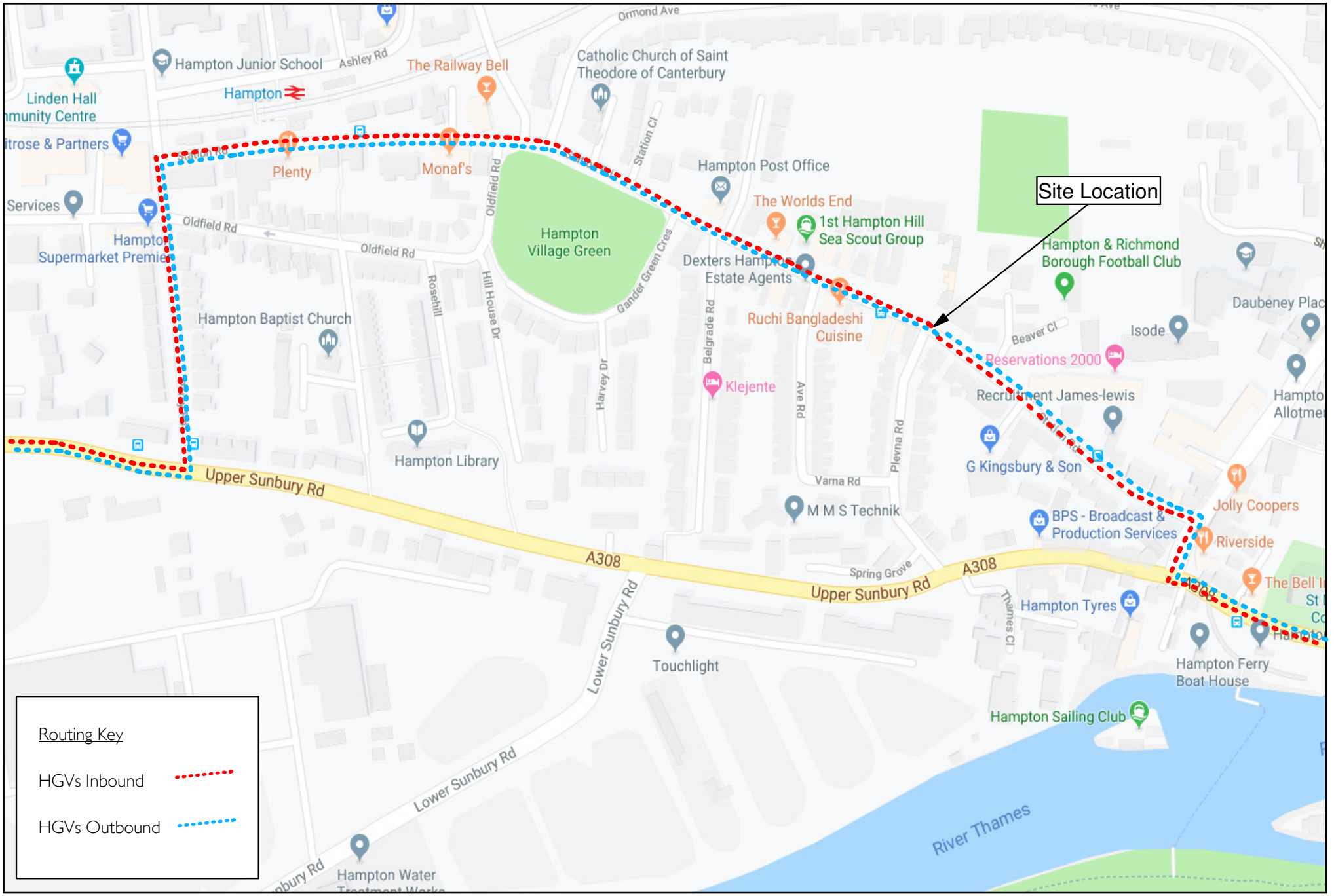


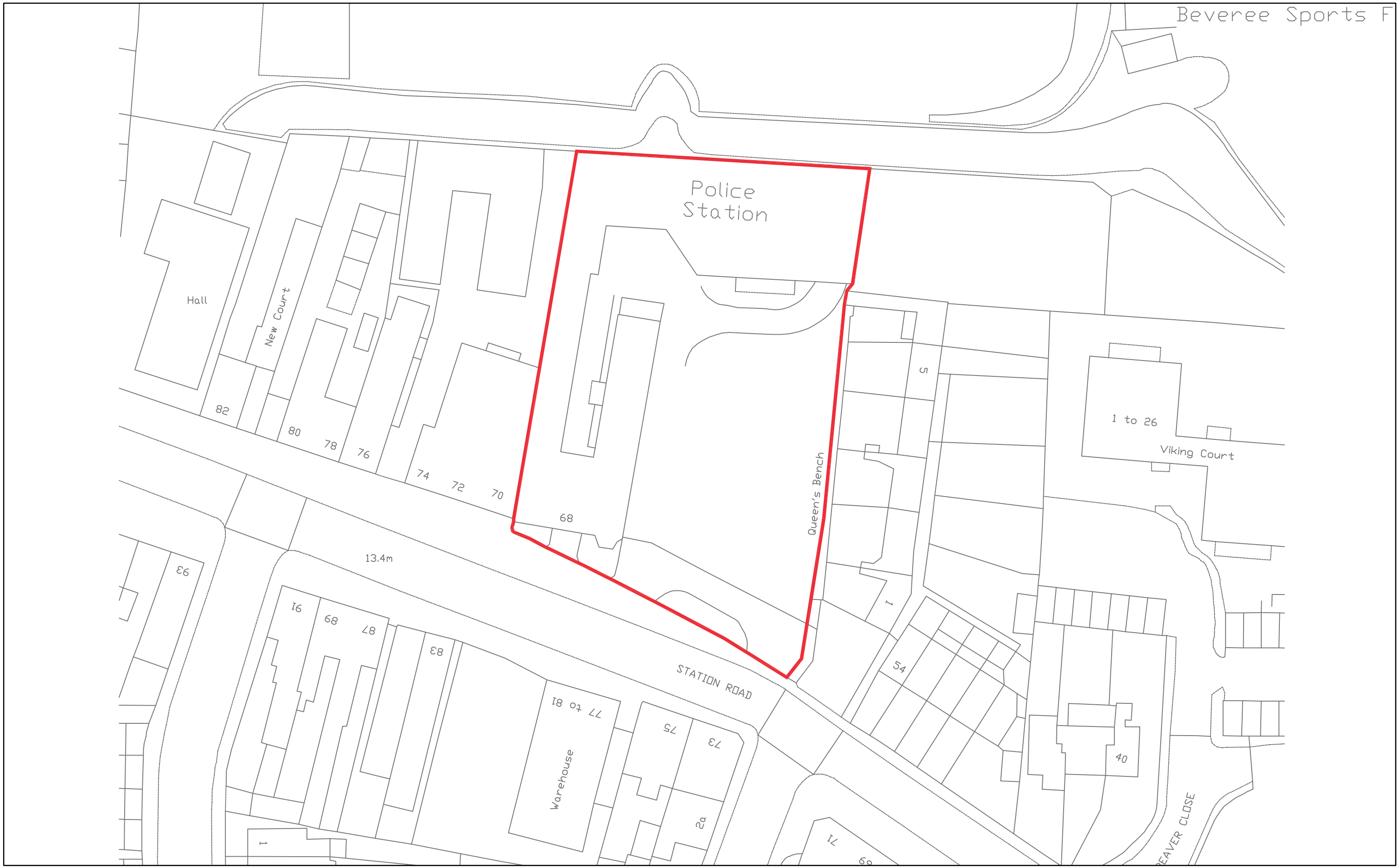
Date: July 2019
Scale: NTS
Source: Google Maps
Drawing No: P2170/CTMP/06

P2170: 60-68 STATION ROAD, HAMPTON, TW12 2AX

Figure 6.
Construction Vehicle Routing Plan

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS

APPENDIX A
Site Boundary



Date: August 2019
Scale: 1:500@A3
Source: Ordnance Survey
Drawing No. P2170/TA/01

N

P2170: 60-68 Station Road, Hampton, TW12 2AX

Appendix A.

Site Boundary

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APPENDIX B
Proposed Site Plan

Figured dimensions only are to be used. All dimensions to be checked onsite. Differences between drawings and between drawings and specification or bills of quantites to be reported to the PRC Group.

Revisions:		Drawn / Chkd:	Date:
A	Planning Issue	AM	29.08.2019
B	Parking update	AM	03.09.2019

Pedestrian footpath

Cycles storage 16 cycles

14. parking bay - future blue badge

Refuse storage

6 no. visitors cycles

Building line above

Vehicular Access

Building line above

Existing Access

Dashed line denotes approved scheme buiding line

MOE

00-20 Living / Dining 84.59 m²

servery

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13.

E electric charging

E electric charging

E electric charging

disabled parking

00-11 Admin Office 19.70 m²

8pplft

UP

00-10 Stair

00-26 WC

00-09 WC

cloaks

servery

00-08 Multi-Purpose 39.96 m²

Deliveries / Drop-off

00-07 Hair Dressing 19.31 m²

00-06 Manager's Office 15.66 m²

Existing Access

Main Entrance

lamp post

00-12 WC

Linen

8pplft

CB-00-17 Care Bed 20.27 m²

00-17 Drugs 4.21 m²

00-16 Nurse 9.72 m²

CB-00-16 Care Bed 20.23 m²

CB-00-15 Care Bed 20.23 m²

CB-00-14 Care Bed 20.23 m²

CB-00-13 Care Bed 20.23 m²

CB-00-12 Care Bed 20.23 m²

00-14 Hoist

Sluice

00-13 Asstd Bath 12.93 m²

CB-00-06 Care Bed 20.23 m²

00-12 Clnr

CB-00-05 Care Bed 20.27 m²

CB-00-04 Care Bed 20.27 m²

CB-00-03 Care Bed 20.27 m²

CB-00-02 Care Bed 20.27 m²

CB-00-01 Care Bed 20.27 m²

00-04 WC

13pplft

Kit flue

Riser

Seating

CB-00-07 Care Bed 20.23 m²

CB-00-08 Care Bed 20.23 m²

CB-00-09 Care Bed 20.23 m²

CB-00-10 Care Bed 20.23 m²

CB-00-11 Care Bed 24.30 m²

Upper garden terrace

Lower garden terrace

Lower Courtyard Garden

00-21 Stair 24.59 m²

UP

DN

Riser

Riser

CS-00-03 62.01 m² 667.7 ft²

Balcony

Living/Dining 23.54 m² 253.4 SF

Kitchen

Store

En-Suite

Hallway

Bedroom 17.91 m² 192.8 SF

Private Terrace

Private Terrace

Room

Store

Kitchen

Store

Hallway

Living/Dining 17.92 m² 191.8 SF

Kitchen

Store

Hallway

En-Suite

Bedroom 16.43 m² 176.9 SF

Lift

Corridor

CS-00-01 49.76 m² 536.3 m²

Living/Dining 20.09 m² 216.2 SF

Store

Hallway

Store

Kitchen

En-Suite

Bedroom 19.62 m² 211.2 SF

CS-00-02 59.61 m² 641.7 ft²

North

Scale 1:100

0 5 10 m

Client:
Cinnamon Care Collection

Project:
Proposed Care Development
Station Road, Hampton

Drawing Title:
Ground Floor layout

Scale @ A1:	Checked by:	Date:
1 : 100	AM	08/28/19

Job No:	Stage _ Drawing No:	Rev:
11045	PL_012	B

Issue Status:

Construction ☐ Preliminary ☐
Information ☐ Approval ■
Tender ☐

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PRC Architecture & Planning

03/09/2019 17:22:20

APPENDIX C
PTAL Output File

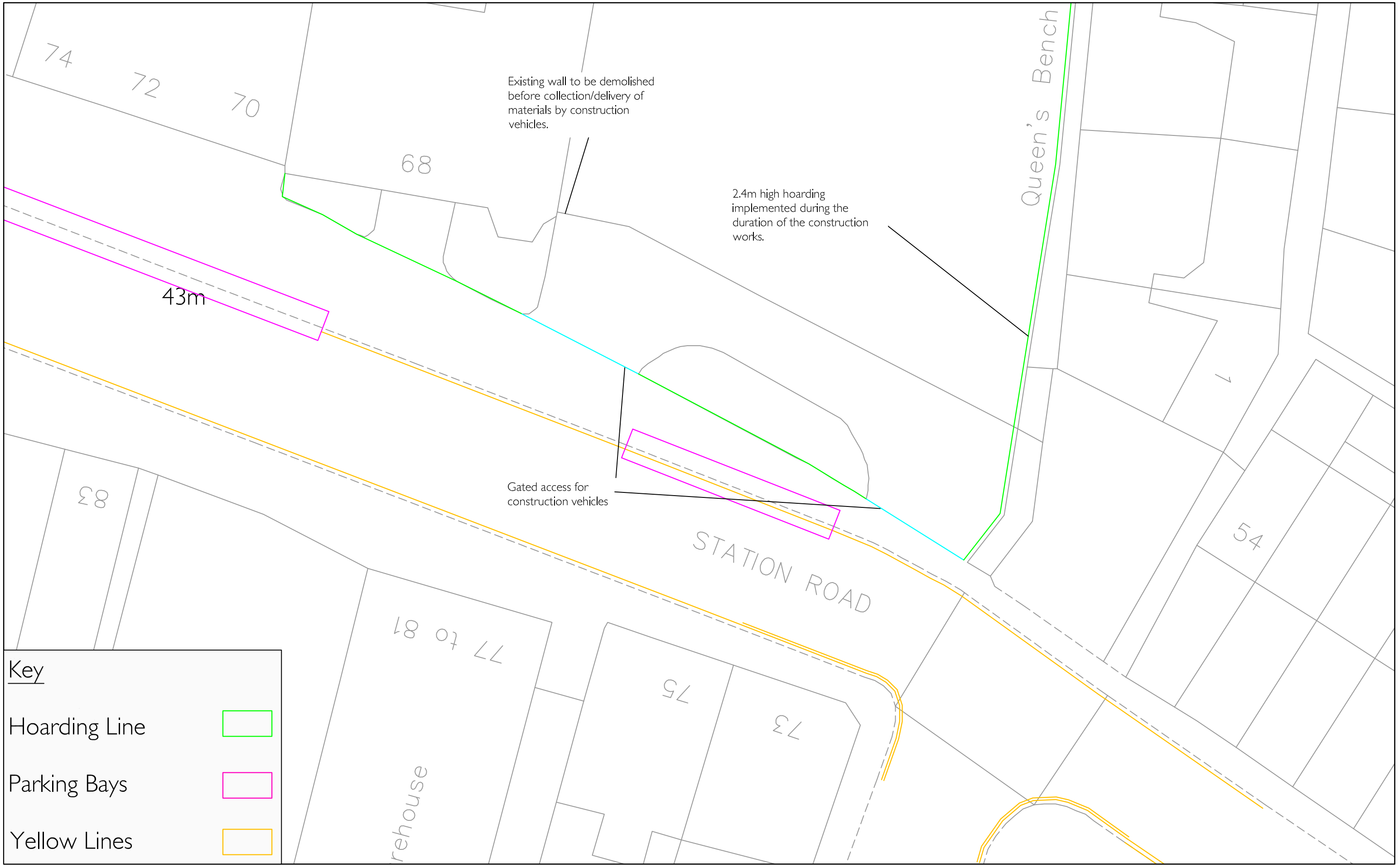
PTAL REPORT

Site Details	Station Road, London, TW12 2AX
Description:	**Standard PTAL calculation**
Coordinates	513770
	169669
Date:	16/07/2019

Calculation Parameters	
Day of Week:	M-F
Time Period:	AM Peak
Walk Speed:	4.8
Bus Walk Access Time (mins):	8
BUS Reliability Factor:	2
LU Max. Walk Access Time (mins):	12
LU Reliability Factor:	0.75
Rail Walk Access Time (mins):	12
Rail Reliability Factor:	0.75

Data					**Calculations**					
A	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**
Mode	**Stop**	**Route**	**Distance (meters)**	**Frequency (vph)**	**Walk Time (mins)**	**SWT (mins)**	**TAT (mins)**	**EDF**	**Weight**	**AI**
Bus	HAMPTON CHURCH	R68	450	4	5.63	9.50	15.13	1.98	0.5	0.99
Bus	HAMPTON POLICE STATION	111	6	7	0.08	6.29	6.36	4.72	1	4.72
Bus	HAMPTON POLICE STATION	216	6	3	0.08	12.00	12.08	2.48	0.5	1.24
Rail	Hampton	'WATRLMN-SHEPRTN 2H09'	450	2	5.63	15.75	21.38	1.40	1	1.40
Rail	Hampton	'SHEPRTN-WATRLMN 2H10'	450	2	5.63	15.75	21.38	1.40	0.5	0.70
Rail	Hampton	'SHEPRTN-WATRLMN 2H92'	450	1	5.63	30.75	36.38	0.82	0.5	0.41
								Sum of AI's		**9.47**
								PTAL		

APPENDIX D
Site Context and Set-up Plan



Date: August 2019
Scale: 1:200@A3
Source: Ordnance Survey
Drawing No. P2170/CLP/D

N

P2170: 60-68 Station Road, Hampton, TW12 2AX
Appendix D.
Demolition and Construction Site Plan

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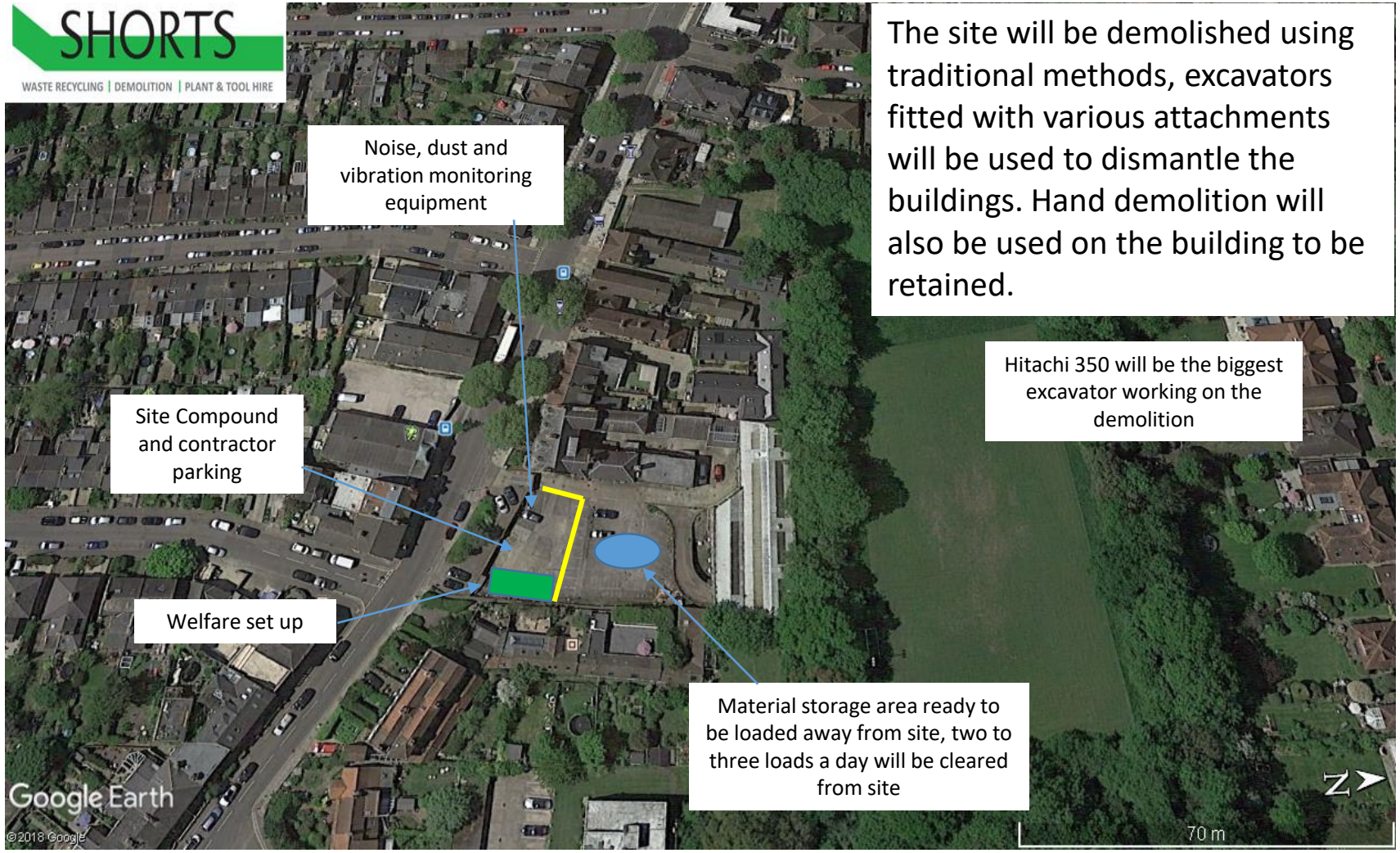
APPENDIX E
Demolition Works Site Plan

Site plan for the demolition works required at the former police station Hampton

Traffic entering and exiting the works will be escorted at all times during the demolition.

Site rules must be followed by all employees, sub contractors and visitors



The site will be demolished using traditional methods, excavators fitted with various attachments will be used to dismantle the buildings. Hand demolition will also be used on the building to be retained.