Hampton Hick Ltd

1 St James's Road
Hampton Hill

Outline Construction Logistics Plan

May 2020

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REPORT CONTROL

Document: Outline Construction Logistics Plan

Project: 1 St James's Road, Hampton

Client: Hampton Hick Ltd

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1 INTRODUCTION

1.1 Pulsar has been commissioned by Hampton Hick Ltd to prepare a Construction Logistics Plan (CLP) in support of a planning application for residential development consisting of 9 dwellings in 1 St James's Road, Hampton Hill, TW12 1DH.

1.2 The site is situated within Hampton Hill and presently comprises a two-storey dwelling surrounding by a large garden and has a total area of 0.084Ha.; refer to **Figure 1**.

1.3 The Local Planning Authority and Local Highway Authority are the London Borough of Richmond Upon Thames (LBRuT).

Figure 1 Site Location

1.4 The applicant seeks to submit a planning application for demolition of the existing building and construction of 9 residential units with associated parking and landscaping area. The proposed layout is shown on the Architect's Plans in **Appendix A**.

Objectives

1.5 A CLP (also referred to as a Construction Traffic Management Plan - CTMP) is defined in the London Mayor's Transport Strategy (2018) as:

A travel plan that aims to improve the sustainability of construction freight movements by establishing site management and procurement processes to reduce the impact of construction traffic on the street network.

1.6 The overall objectives of this CLP are to:

- Lower emissions;
- Enhance safety - Improved vehicle and road user safety; and
- Reduce congestion - Reduced trips overall, especially in peak periods.

Site Details

1.7 The Principal Contractor has not yet been appointed and the CLP will form part of the tender documentation.

1.8 The following items summarise the key information relating to the site as well as the relevant contact details:

Table 1.1: Key Information

Item	Details
CLP Manager / Approver	Charlie Barda charlieb@kingston-estates.com
Site Contact Details (in hours)	TBC
Site Contact Details (out of hours)	TBC
Hours of operation	Weekdays: 08:00 to 18:00; Saturdays: 08:00 to 13:00; and Sundays and Bank Holidays: no work.

1.9 This CLP has been prepared in accordance with the Transport for London (TfL) *Construction Logistics Plan Guidance for Developers*. It is structured as follows:

- **Section 2: Existing Context** – A review of travel and transport conditions at the site and surrounding area.
- **Section 3: Construction Programme and Methodology** – An overview of construction methods, stages and timings.
- **Section 4: Vehicle Routing and Site Access** – A description of how traffic will be managed to / from the site, vehicle routing and a review of the likely number of construction trips to be generated by the proposed development.
- **Section 5: Measures to Reduce Impact** – A description of the measures to reduce the impact of construction on the highway network.
- **Section 6: Implementing, Monitoring and Updating** – A brief description of the implementation and monitoring of the CLP and an overview of how the CLP will be co-ordinated and communicated to the authorities, staff and sub-contractors.

2 EXISTING CONTEXT

2.1 This section of the CLP references policies we have considered in the preparation of the document.

National Policy Context

National Planning Policy Framework (NPPF) - The NPPF promotes the use of sustainable transport throughout the UK, safe road design, and the efficient and sustainable delivery of goods and supplies. The NPPF sets out the long-term strategy for spatial sustainable development.

The Traffic Management Act (2004) - The act makes 'provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street'. It acknowledges that highways may be occupied due to construction activities.

Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion. Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes TfL's role to manage certain areas of the Greater London route network.

Designing for Deliveries, Freight Transport Association (2006) - Published in 2006, Designing for Deliveries, provides specifications for the size of delivery vehicles, turning radii and clearance requirements and should be used to ensure that delivery vehicles can safely and efficiently access the construction site.

Regional Policy Context

Delivering a Road Freight Legacy (2013) - This document details how stakeholders can work together to deliver a freight management legacy for London and outlines a longer-term freight plan for the capital. Seven key elements are covered:

- Better planning;
- Improving safety;
- Re-timing deliveries and collections;
- Kerbside access;
- Increasing efficiency;
- Effective communications; and
- Journey planning.

The London Plan (2016) - The London Plan pays particular attention to encouraging sustainable modes of travel. Policy 6.3 states that CTMPs should be secured in line with the London Freight Plan and should be co-ordinated with Travel Plans. In addition, Policy 6.14 stresses the need to promote movement of freight by rail and waterway. Development proposals promoting the uptake of the Fleet Operators Recognition Scheme (FORS), CTMPs and Delivery and Servicing Plans (DSP) to consolidate freight will be encouraged.

The Draft London Plan (2019) - The GLA is currently finalising a new London Plan and whilst it is not yet adopted, it has now passed through an Examination in Public. An "Intend to Publish" version was released in December 2019. Policy T4 states that Construction Logistics Plans will be required having regard to Transport for London guidance.

Policy T7 "Deliveries, Servicing and Construction" states:

Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

The draft London Plan also states:

To make the plans effective they should be monitored and managed throughout the construction and operational phases of the development.

To reduce the road danger associated with the construction of new development *and enable the use of safer vehicles, appropriate schemes such as CLOCS (Construction Logistics and Community Safety) or equivalent and FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions.*

The Mayor's Transport Strategy (2018) - The recent Mayor of London's Transport Strategy sets out the policies and proposals to reshape transport in London over the next two decades.

The Transport Strategy is built around three key themes:

- Healthy streets and healthy people;
- A good public transport experience; and
- New homes and jobs.

Construction is frequently mentioned throughout this document and there is particular support for construction consolidation centres to minimise the number of trips and to use non-road modes.

One of a range of proposals is to work with the London Boroughs, businesses and the freight and servicing industry to reduce the adverse impacts of freight and service vehicles on the street network. The Mayor aims to reduce the number of lorries and vans entering central London in the morning peak by 10 per cent by 2026.

The London Freight Plan (2007) - The vision for sustainable freight distribution in London is for: "…the safe, reliable and efficient movement of freight and servicing trips to, from, within, and, where appropriate, through London to support London's economy, in balance with the needs of other transport users, the environment and Londoners' quality of life". The Plan identifies FORS, DSPs, CTMPs and the Freight Information Panel (FIP) as key projects for delivering freight more sustainably in London.

Fleet Operator Recognition Scheme (FORS) - FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally friendly. The Mayor's Transport Strategy specifically mentions the scheme; and FORS requirements will be relayed to all operators engaged during the development.

London Borough of Richmond: (Richmond's Local Plan)

2.2 Development Management Policies are contained within the London Borough of Richmond's Local Plan July 2018.

2.3 Policy LP 45 of the Local Plan outlines the importance of assessing the 'parking standard and servicing' of new development in Richmond. The accompanying text states that:

*"**Freight and Servicing***

New major development which involves freight movements and has servicing needs will be required to demonstrate through the submission of a Delivery and Servicing Plan and Construction and Logistics Plan that it creates no severe impacts on the efficient and safe operation of the road network and no material harm to the living condition of nearby residents."

Site Context

2.4 The site is located at the junction of St James's Road, Windmill Road and Uxbridge Road, Hampton, London TW12 1DH within the London Borough of Richmond Upon Thames.

2.5 The surrounding area is predominantly residential.

2.6 **Figure 1** shows the site location plan.

Accessibility

2.7 This section provides information on access to and from the site by sustainable modes of transport.

Walking & Cycling

2.8 St James's Road benefits from footways of appropriate width along both sides of the carriageway with street lighting present at regular intervals. There is a good network of footways on surrounding roads.

2.9 The topography in the area is generally flat, which is good for walking and cycling activities.

2.10 A number of local amenities are accessible on foot including the parade of shops along A311 High Street to the east side of the site at the eastern end of the Windmill Road. There is zebra crossing at A311 High Street immediately at the junction with Windmill Road.

Public Transport

2.11 There are three locally accessible bus services in the immediate area: routes 285, R68 and R70. The nearest bus stops are located on Uxbridge Road which serve route 285. It is located approximately 150 m from the site. All three services are accessible from High Street approximately 650m from the site.

2.12 Further information on the accessible bus services is provided in **Table 2.1**.

Table 2.1 Accessible Bus Services: Typical Frequencies (Mins)

No.	Route	Week	Sat	Sun
285	Heathrow Central – Feltham Station- Cromwell Road Bus Station	10-14	11-14	11-13
R68	Kew Retail Park – Richmond Station – Hampton Court Station	12-13	13-15	13-15
R70	Nurserylands Shopping Centre- Fullwell Station- Richmond/Manor Road	10-11	7-11	15

2.13 Table 2.1 shows that that these bus routes combine to provide approximately 12 services per hour to a variety of destinations including Richmond, Heathrow Airport, Hampton Court Station, Nurserylands Shopping Centre and Cromwell Road. A bus map for Hampton Hill is contained in **Appendix B.**

Rail Services

2.14 Fulwell Station is located approximately 1300-metre walking distance northeast of the site. Rail services from Fulwell station are operated by South Western Railway (SWR) and provide regular services towards London Waterloo and Shepperton.

2.15 Typical journey times to London Waterloo and Shepperton are 40 and 16 minutes respectively. Trains run at a frequency of every 10 minutes throughout the majority of the day.

Local Highway Network

2.16 St James's Road is a 7.3-metre-wide single carriageway with two lanes running in a northeast-southwest alignment between Windmill Road to the southwest and Park Road to the northeast. There are no restrictions for on-street parking on St James's Road except the presence of double yellow lines close to the junction of Windmill Road and St James's Road.

2.17 There will be a number of parking suspensions required during construction along St James's Road adjacent to the site vehicular access. There are described in further detail.

2.18 Windmill Road is located to the south of the site. Windmill Road connects Uxbridge Road (A312) to High Street (A311). It is approximately 6.5m wide (carriageway) and has footways on both sides of the carriageway.

2.19 Uxbridge Road is located to the west of the site. It provides access to the A316 Twickenham Road (1.5km to the north) and A311 High Street which in turn provides access to Hampton Court Road A308 (2km to the south).

2.20 The nearest bus stops are located on Uxbridge Road approximately 150m from the site. A signalised pedestrian crossing is located adjacent to the site on Uxbridge Road which provides safe access to the opposite side of the carriageway.

3 CONSTRUCTION METHODOLOGY AND PROGRAMME

3.1 The project involves the demolition of the existing residential unit and construction of 9 dwellings units. Works will be carried out over five phases and are anticipated to last no longer than 10 months.

3.2 The construction of the new dwellings will be a traditional construction using brickwork, steel beams and timber joints.

3.3 The proposed dwellings will demonstrate a siting, scale and design compatible with the layout and appearance of existing dwellings in the surrounding area.

3.4 Given the constrained nature of the site and the relatively small scale of works, the construction logistics involved with the scheme is not anticipated to change significantly during the 10-month construction programme.

Construction Delivery Management

3.5 Given the site constraints, all loading and unloading activity is proposed to take place within the site. A site Plan and swept path analysis are shown in **Drawing No. 20008/001 and 20008/TR001** in **Appendix C & D,** respectively.

3.6 Parking suspensions will be required and will be applied along St James's Road to avoid blocking the site access for large construction vehicles. These are shown of **Drawing No. 20008/TR001** (in **Appendix D**). The necessary permissions and notices will be arranged by the contractor.

3.7 Banksmen will be present at the site to manage pedestrian and other road users when a construction vehicle access or egress the site.

3.8 The storage of construction materials will be contained within site, which will be hoarded off.

3.9 This process will be managed by the on-site Construction Manager, to ensure that any impact on the local network is minimised.

3.10 The largest construction vehicles expected are 9.1m long rigid vehicles (Medium Tipper). The Contractor will ensure that the use of the loading area is minimised and only in use when necessary.

3.11 The movement of all construction vehicles to and from the site will be undertaken using 'Just in Time' principles. This will ensure that deliveries do not conflict with one another and where practicable will be spread evenly during the week. The contractor will implement a pre-booking system such that the movement of vehicles can be appropriately scheduled.

3.12 All loading and unloading activity is to be managed by the on-site Construction Manager, therefore mitigating impact on the local network. Delivery drivers will be requested to provide an advance warning (30 minutes before they arrive) to the Construction Manager to ensure that the loading area and banksman are ready to accept the incoming vehicle.

3.13 The above will assist in keeping delivery vehicle dwell times to an absolute minimum, to ensure that any disruption on the local highway network adjacent to the site is kept to a minimum.

3.14 Vehicle engines will also be turned off as soon as they arrive in the loading area. Appropriate traffic management including clear and visible construction works signage will be implemented and used when required.

Construction Programme

3.15 As noted above, there are five primary stages of work. A potential timetable is summarised in **Table 3.1** below; although it is dependent on the timescales to discharge the planning condition.

Table 3.1: Construction Programme

Construction phase	Start	End
Site setup and demolition	Aug-2020	Sep-2020
Sub-structure	Sep-2020	Oct-2020
Super-structure	Nov-2020	Jan-2021
Cladding and External Works	Feb-2021	May-2021
Fit-out, testing and commissioning	Feb-2021	Jun-2021

3.16 The construction works are scheduled to take approximately 10 months in total, with a planned completion date in June 2021, assuming a construction start in August 2020.

Site operation and Access Times

3.17 During the demolition and construction phase, the anticipated working hours will be:

- Weekdays: 08:00 to 18:00;
- Saturdays: 08:00 to 13:00; and
- Sundays and Bank Holidays: no work.

3.18 During the construction works, the contractor will liaise with the highway authorities to ensure that the working hours do not result in any conflicts on the highway network. It is acknowledged that there are schools nearby (including the Lady Eleanor Holles school). As such, the contractor will ensure that there are no deliveries to the site between 08:00 - 09:00 and 1445 – 1545.

3.19 If, in an exceptional circumstance, work is required outside the above hours, an appropriate application will be made to LBRuT, and extended hours will only be used on a short-term basis, if approved in writing.

Site Boundaries

3.20 Appropriate signage will be installed to all perimeter hoarding. The boundary will be inspected daily by Site Management to ensure its integrity and quality of appearance and any deficiencies identified are immediately dealt with. During working hours, access will be controlled to allow only workers and deliveries to enter the site.

Safety of Other Road Users

3.21 A banskman will be employed to ensure all vehicle access and egress from the site is undertaken in a safe and secure manner, and to minimise conflicts with any road users (particularly pedestrians and cyclists).

4 VEHICLE ROUTING AND SITE ACCESS

4.1 This section sets out the traffic management regime that will be followed during construction.

Construction Vehicle Routing

4.2 The Contractor will advise suppliers to use strategic and main roads where possible, when accessing the site. **Figures 2 and 3** below show potential routes to/from the site, which suppliers will be expected to adhere to.

Figure 2 Construction Local Routing Plan

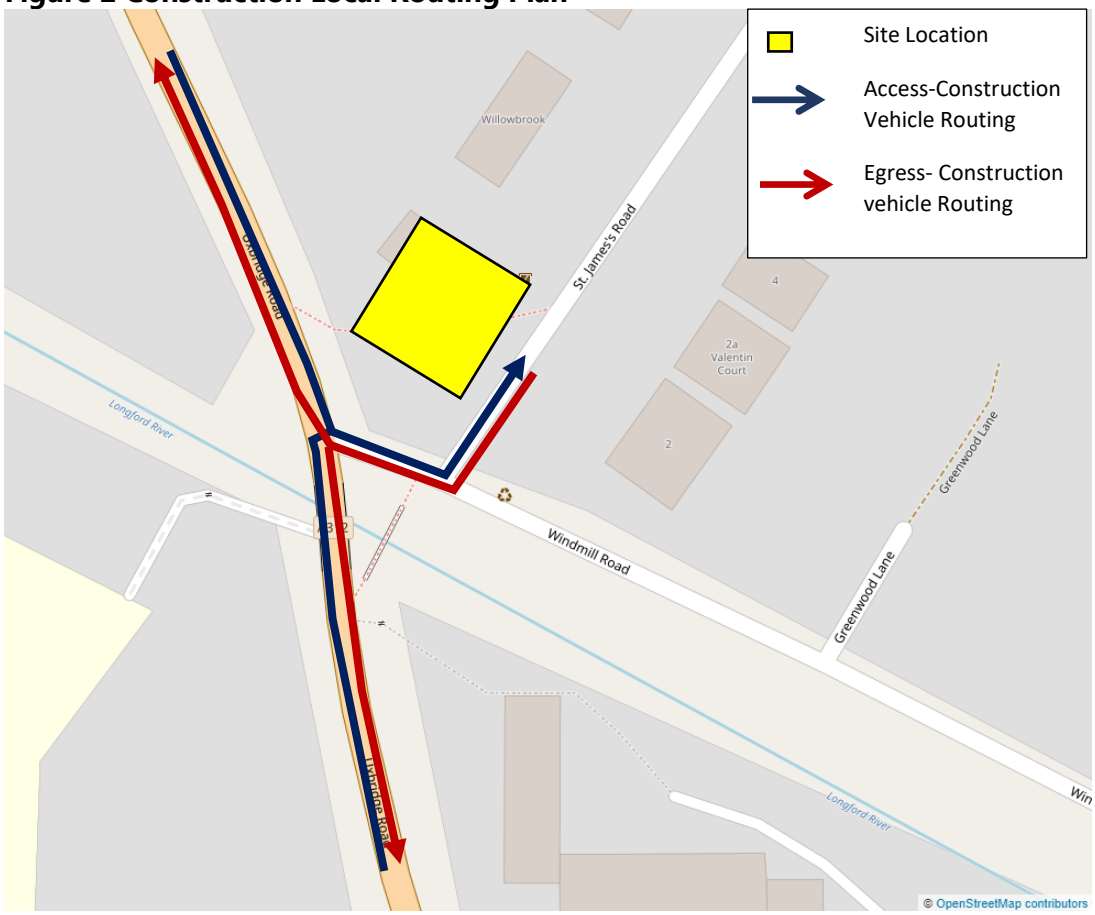
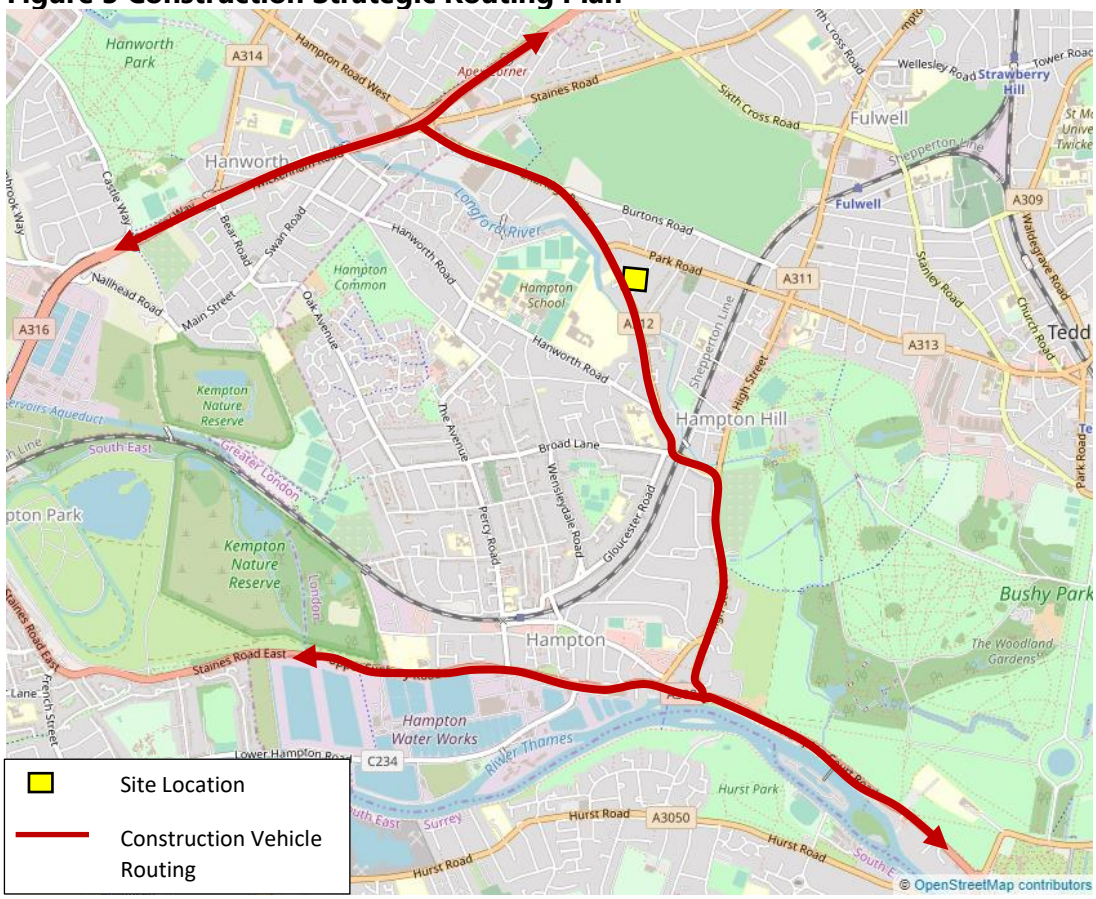


Figure 3 Construction Strategic Routing Plan



4.3 Construction vehicles accessing the site will arrive via the Uxbridge Road / Windmill Road priority junction and will turn immediately into St James's Road and will follow St James's Road to the site. Drivers will then exit the site turning right on to the St James's Road to return to Windmill Road and Uxbridge Road. From Uxbridge Road drivers can travel to the south towards A308 Hampton Court Road or to the north towards A316 Twickenham Road; construction vehicles will be encouraged to utilise strategic roads.

Site Access

4.4 All unloading/distribution and storage will be done from the proposed loading area within the site to the site storage area.

4.5 The designated storage area (as shown on **drawing no. 20008/001**) will be established for a limited amount of materials, and this will be strictly managed to control content.

4.6 The on-site banksman will be responsible for ensuring that any vehicle movements are undertaken with full supervision, so that no member of the public, site staff or operatives are put at risk during the works.

Construction Vehicle Trip Generation

4.7 The scale of the works is relatively small and therefore, the number of vehicles is anticipated to be relatively low. A better understanding of the number of construction delivery vehicle movements will be obtained following the appointment of a contractor, however, the number below provide an initial estimate:

- **Demolition and site setup**: 20 tipper lorries over 4 week period (maximum weekly trips - 7 lorries in first week).
- **Substructure:** 10 lorries over 7 week period (5 concrete mixer lorries and 5 tipper/flat bed lorries)
- **Superstructure**: 15 vehicles over 3 month period (combination of tippers, flatbed lorries and vans);
- **Cladding / External Works**: 8 vehicles over 3 month period (combination of flatbed lorries / vans for deliveries).
- **Fit-out, testing and commissioning:** 40 vehicles over 4 month period (mainly vans and occasional flatbed lorry)

4.8 In addition, there will be a handful of daily vehicle movements associated with staff working at the site.

4.9 It should be noted that construction trips will be spread throughout the working day; therefore, a significant impact on the local highway network is not anticipated.

4.10 Notwithstanding the above, the site manager will be either onsite or contactable throughout the construction process and will be in contact with LBRuT in the unlikely event that issues may arise. The Contractor will also seek to collaborate with LBRuT to minimise conflicts with other construction work in the area.

Construction Vehicle Management

4.11 Operations that are adjacent to areas such as pedestrian routes, vehicular routes, etc, will always be managed by a designated banskman.

4.12 Footways adjacent to the site will be monitored to ensure that they are not blocked by construction activity throughout each working day.

Site Staff

4.13 The number of construction workers will vary depending on the nature of the works. However, given the relatively limited scale of works, the number of construction workers will be relatively low.

4.14 The site benefits from relatively good connectivity and therefore, the majority of construction staff will be expected to arrive at the site by public transport or bicycle. Construction staff will be discouraged from travelling to the site by car.

5 MEASURES TO REDUCE IMPACTS

Safety and environmental standards and programmes

5.1 Contractors' members of the Fleet Operator Recognition Scheme (FORS) are highly recommended; FORS is a unique, industry-led, free membership scheme to help car and lorry operators in the Capital become safer, more efficient and more environmentally friendly.

5.2 As such, the contractor and suppliers will be accredited according to the Fleet Operator Recognition Scheme (FORS), to at least Bronze Level.

5.3 In particular, the on-site management team will employ banskmen to ensure that any vehicles loading / unloading and the transportation of material to/from vehicles to the site will only result in minimal conflict with the public highway. The site management team will also have cognisance of the Health and Safety Guidance Note HSG144 "Safe Use of Vehicles on Construction Sites".

5.4 No plant or delivery drivers will be permitted to use mobile phones or similar whilst driving vehicles or plant.

5.5 The on-site management team will carry out inspections of the local footways in front of the site to ensure that dust / debris and vehicular movements associated with the construction works do not disrupt the free movement of pedestrians along St James's Road and other neighbouring roads. Measures will include ensuring all vehicles carrying waste material are full sheeted or dampened where appropriate.

5.6 Engagement will take place with the transport officers at LBRuT to ensure that any issues raised during the construction works impacting upon footways or the local highway are dealt with quickly and effectively.

5.7 The Contractor will carefully maintain clean hardstanding to ensure the surrounding highways remain in a clean and acceptable condition and are not impacted on by the construction work.

5.8 The Contractor will take all necessary and reasonable steps to minimise noise and suppress dust, dirt and debris generated by the construction works; working to relevant British Standards and best working practices.

5.9 In relation to dust; water spraying techniques and road sweeping will be utilised, if necessary, to suppress dust. Wheel washing will be employed to minimise the level

of debris leaving the construction site and will be used for all vehicles entering/exiting the site.

5.10 Any environmental complaints that are made during the life of the construction programme will be held on a complaints' register. All complaints will be dealt with in a systematic and professional manner until a satisfactory conclusion that suits all parties is agreed.

5.11 Furthermore, the Contractor will also take part in the Considerate Constructor Scheme which will also allow members of the public to register complaints.

5.12 Environmental issues will also be discussed as part of the project and client progress meetings, and, where appropriate, involve other contractors or parties.

Waste Management Strategy

5.13 The amount of waste will be reduced on site through careful design and specification such as off-site manufacturing, the factory cutting of plasterboard and the reduction of packaging by specification.

5.14 Strategies including just-in-time deliveries and suitable storage of materials prior to use will also be applied to prevent spoiling. The scheduled domestic refuse collections will be unimpeded by the Site's activities.

5.15 The destination of all waste or other materials removed from the Site will be notified by the Site Manager for approval. Loads will only be deposited at authorised waste treatment and disposal sites. Waste may be collated into skips and then be separated offsite or separated at source.

5.16 Materials access and muck-away would be via the property frontage of the Site, supported by Banksmen where appropriate. No waste will be flushed into gullies.

Adherence to designated routes

5.17 As noted above, designated vehicle routes have been identified and on a strategic level follow TfL's Strategic Road Network and TLRN. The Contractor and his/her suppliers will be expected to adhere to these routes where possible / appropriate.

Delivery Scheduling and Re-Timing

5.18 All deliveries will be managed and co-ordinated by the CLP Coordinator (see below). All contractors will be required to provide details of their proposed arrival times of material deliveries to the site.

5.19 Whilst construction traffic levels are expected to be low, as a minimum, delivery schedules will be agreed to ensure deliveries are spread out throughout the day.

The delivery schedules will take account of peak traffic times on and around the site. The hours of operation are outlined in Section 3 of this CLP.

5.20 During the construction works, the Contractor will liaise with the highway authorities to ensure that the working hours do not result in any conflicts on the highway network.

5.21 Deliveries will be restricted to site working hours as defined above to reduce disruption to local residents.

6 IMPLEMENTING, MONITORING AND UPDATING

6.1 The movement of all construction related vehicles will be monitored by the Contractor to ensure that it is carried out in accordance with the details contained in this CLP.

6.2 It is envisaged that regular site meetings will be held to discuss the construction of the development. Construction traffic management will be an agenda item at regular meetings and anticipated delivery vehicle movements will be discussed. Any activities not undertaken in accordance with the detail contained in this CLP will be discussed and corrective action taken as appropriate.

CLP Coordinator

6.3 The role of the CLP Coordinator is to take responsibility for the day-to-day management of the CLP. The CLP Coordinator will be the first point of contact for site issues.

6.4 The onsite management team will continually engage with the authorities and will ensure that the site continues to operate without negatively impacting on the free flow traffic conditions within the area.

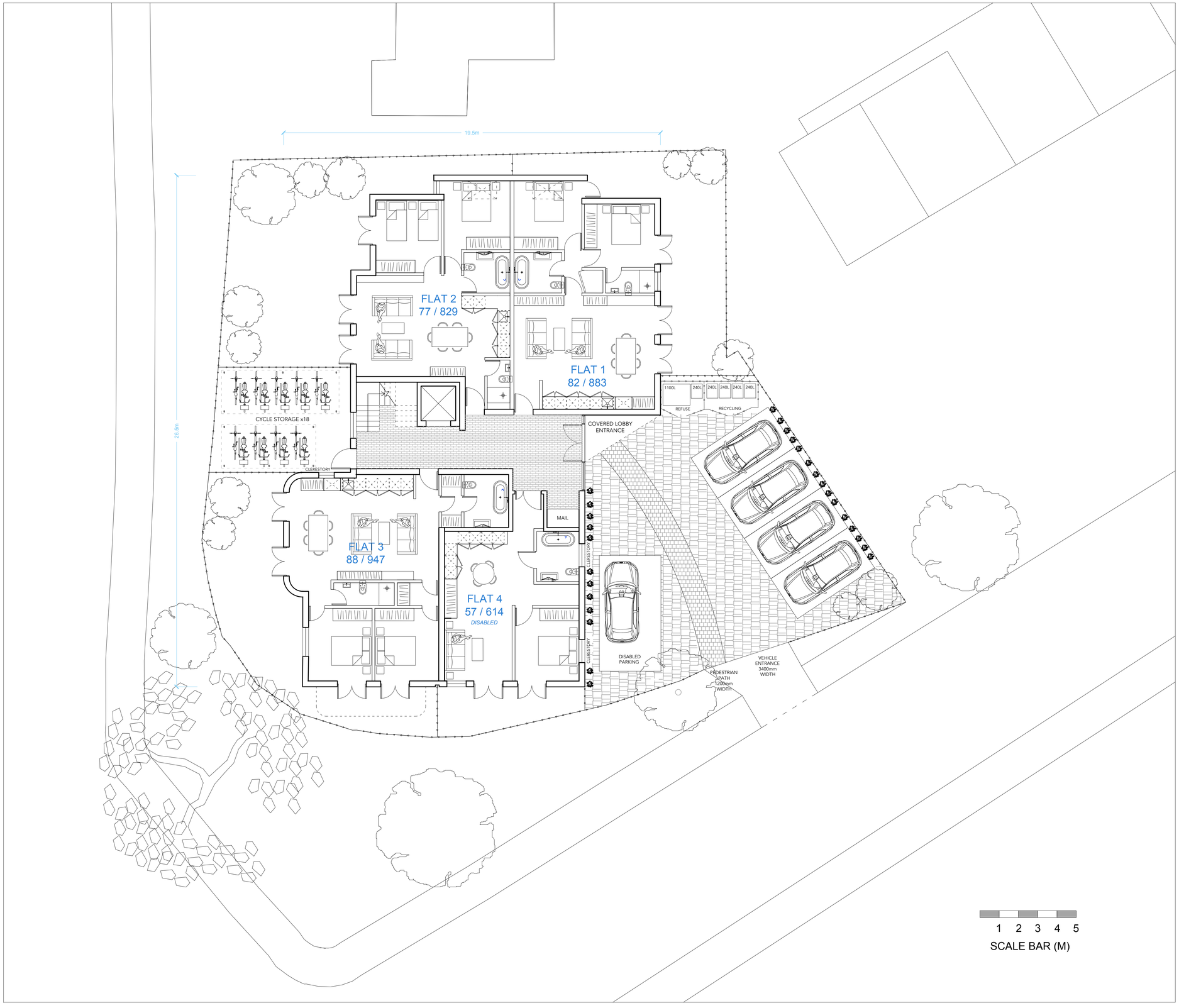
6.5 All communication with third parties not associated with the contract will only be made by the Contractor. The Contractor will prominently display their contact details.

6.6 The Contractor will be strongly encouraged to participate in the Considerate Constructors Scheme, which upholds high standards within the construction industry regarding interaction with people affected by any work.

6.7 For the duration of construction, external communications with the public, local authorities, landowners, residential and business premises owners may take place due to certain aspects and key elements of the project. Such communications will be carried out in partnership with LBRuT representatives as required.

6.8 The CLP will be a 'living document' and will be updated during construction if any significant changes to the scope or programme of construction occur. The CLP will be reviewed throughout the construction period and particularly prior to the start of a new phase of construction.

APPENDIX A – ARCHITECTS PROPOSED SCHEME LAYOUT



GROUND FLOOR PLAN

N

Workstage

PLANNING

GENERAL NOTES

1. No dimensions to be scaled from this drawing
2. Any Discrepencies found between this drawing and other documents should be referred immediately to the consultants
3. This drawing should be removed from currency immediately a revised version is issued
4. All dimensions in mm's

Job No.	Dwg No.	Rev.
1808	901	REV G

Rev	Date	Reason For Issue	Chk

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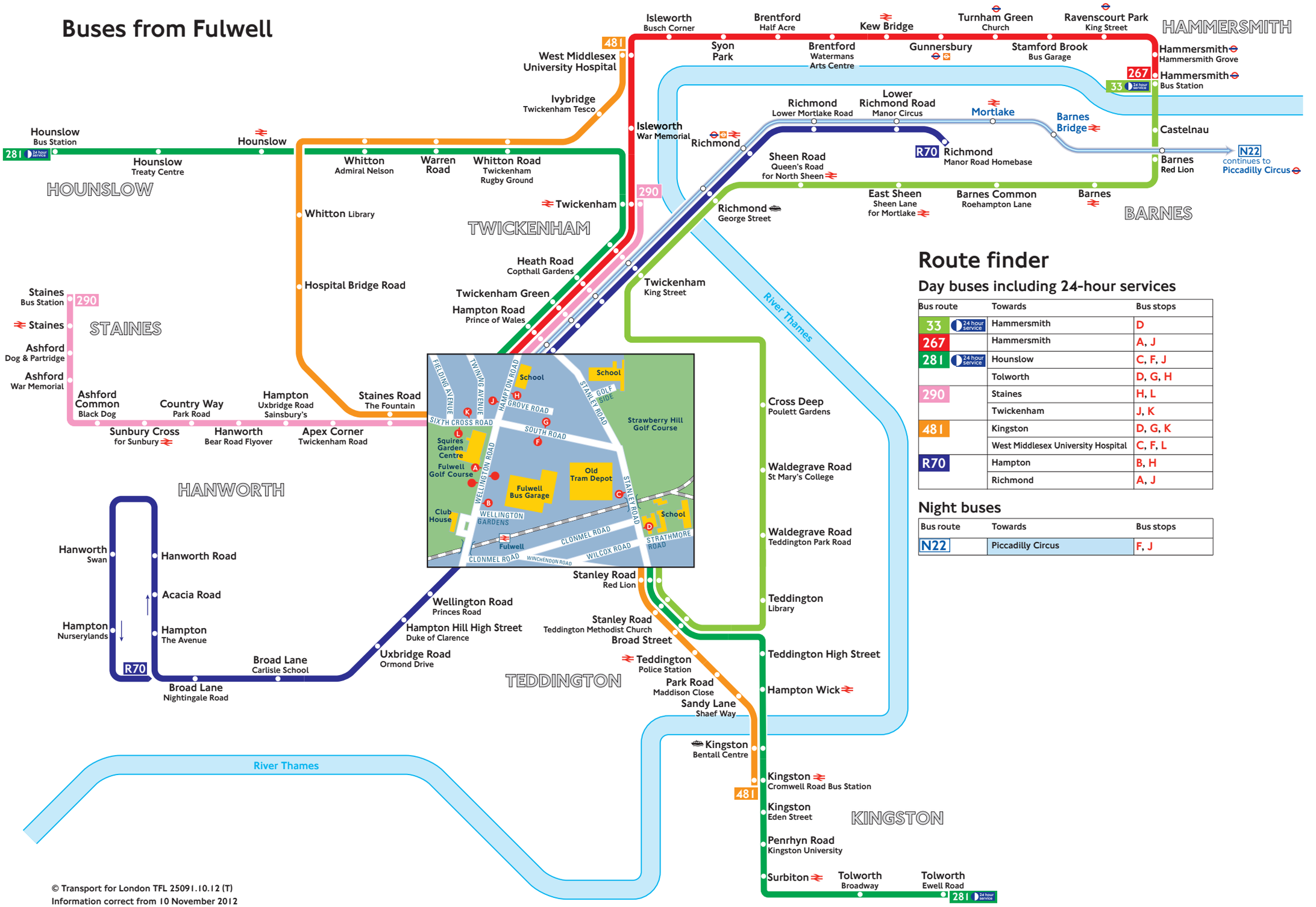
APPENDIX B – TfL BUS MAP

Buses from Fulwell



Route finder

Day buses including 24-hour services

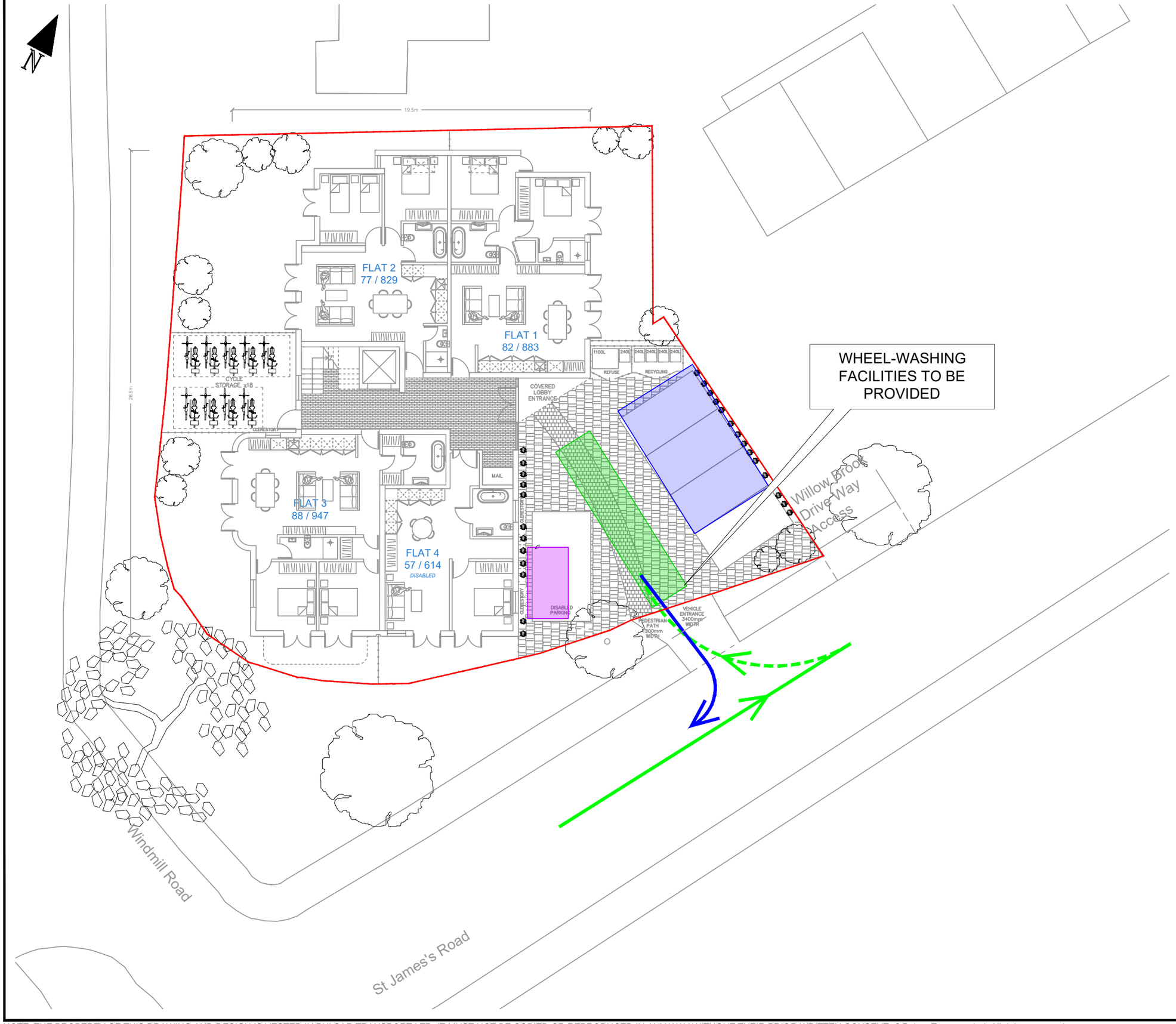
Bus route	Towards	Bus stops
33 (24 hour service)	Hammersmith	D
267	Hammersmith	A, J
281 (24 hour service)	Hounslow	C, F, J
	Tolworth	D, G, H
290	Staines	H, L
	Twickenham	J, K
481	Kingston	D, G, K
	West Middlesex University Hospital	C, F, L
R70	Hampton	B, H
	Richmond	A, J

Night buses

Bus route	Towards	Bus stops
N22	Piccadilly Circus	F, J

Information correct from 10 November 2012

APPENDIX C – CONSTRUCTION LOGISTIC PLAN



NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

KEY:

	HOARDING LINE / SITE BOUNDARY
	CONSTRUCTION VEHICLE ACCESS
	CONSTRUCTION VEHICLE EGRESS
	PROPOSED ACCOMMODATION AREA
	PROPOSED STORAGE AREA
	PROPOSED LOADING AREA

REV	DETAILS	DRAWN	CHECKED	DATE
A	Updated Layout	NJ	KH	30.04.2020

CLIENT: Hampton Hick Ltd

PROJECT: St James's Road, Hampton Hill

DRAWING TITLE: Construction Management Plan General Arrangement

SCALE	SIZE
1:200	A3

DRAWN BY	CHECKED BY	DATE
NJ	KH	24.03.2020

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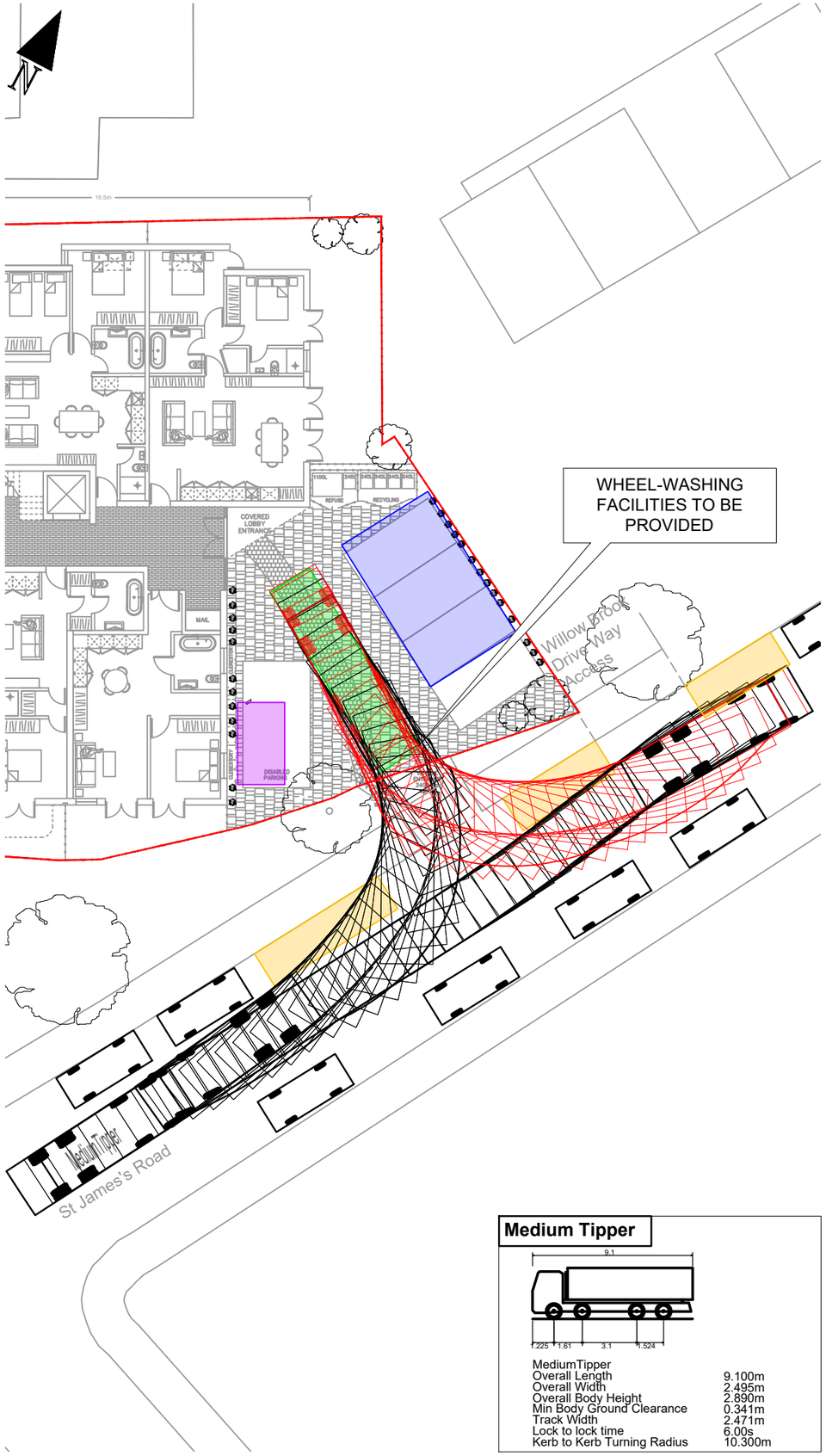
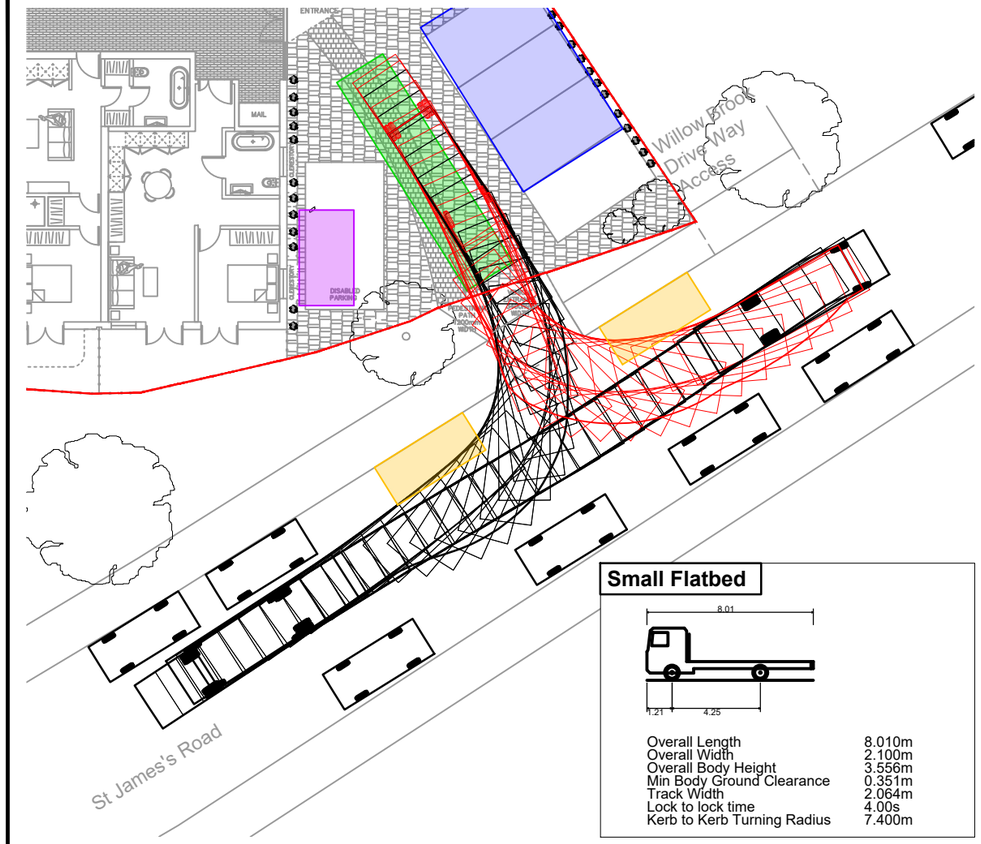
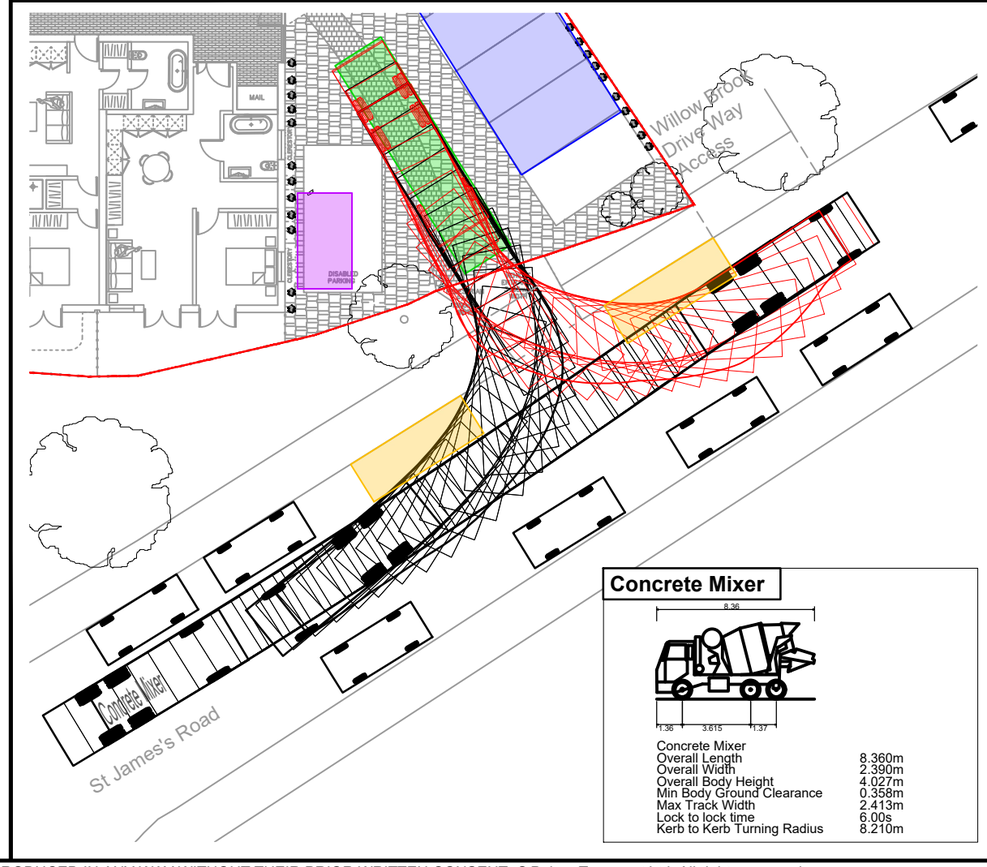
PROJECT REF	DWG NO	REV
20008	001	A

APPENDIX D – VEHICLE SWEPT PATH ANALYSIS







Medium Tipper

MediumTipper	
Overall Length	9.100m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.300m

Small Flatbed

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Concrete Mixer

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

NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

KEY:

	FORWARD MOVEMENTS *(design speed - 5kph)*
	REVERSE MOVEMENTS *(design speed - 2.5kph)*
	HOARDING LINE / SITE BOUNDARY
	PROPOSED ACCOMMODATION AREA
	PROPOSED STORAGE AREA
	PROPOSED LOADING AREA
	ON-STREET PARKING TO BE SUSPENDED IN ADVANCE OF CONSTRUCTION DELIVERY

REV	DETAILS	DRAWN	CHECKED	DATE
B	Red Line Boundary Adjusted	NJ	KH	05.05.2020
A	Updated Layout	NJ	KH	30.04.2020

CLIENT
Hampton Hick Ltd

PROJECT
St James's Road, Hampton Hill

DRAWING TITLE
Swept Path Analysis Construction Vehicles

SCALE	SIZE
1:250	A3

DRAWN BY	CHECKED BY	DATE
NJ	KH	26.03.2020

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PROJECT REF	DWG NO	REV
20008	TR001	A

Pulsar
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