Pulsar
TRANSPORT PLANNING

Client:

Mr & Mrs Frost

Project:

High Street
Hampton Wick

Construction Logistics Plan

December 2020

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Project: High Street, Hampton Wick

Client: Mr & Mrs Frost

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1 INTRODUCTION

1.1 Mr & Mrs Frost have commissioned Pulsar to prepare a Construction Logistics Plan (CLP) in support of a planning application for the conversion of an existing retail and workspace development and other dilapidated buildings to a mixed use development, including class E units and residential development.

1.2 The site is located at 29 and 31 High Street, Hampton Wick, KT1 4DA. **Figure 1** shows the location of the site.

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

Figure 1 Site Location Plan

1.4 The existing site accommodates approximately 235sqm of retail space, 296sqm of ad hoc workshop units and workspaces, one studio apartment and several dilapidated buildings, with 8 parking spaces provided. Access is provided to the parking area from High Street at a priority access, which also provides access to parking areas at the rear of 11-23 High Street.

1.5 The Applicant seeks to submit a planning application for the conversion of the existing units to a mixed-use development providing employment space and residential units. The proposed development will include five car parking spaces. The proposed layout is shown on the architect's plans in **Appendix A**.

Objectives

1.6 A CLP 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.

1.7 The overall objectives of this CMP are to:

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

Site Details

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

1.9 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
CMP Manager / Approver	Liz & Allan Frost
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.

1.10 The 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 Impacts** – A description of the measures proposed 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 coordinated and communicated to the authorities, staff and sub-contractors.

2 EXISTING CONDITIONS

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

National Policy Context

National Planning Policy Framework (NPPF)

2.2 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)

2.3 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.

2.4 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)

2.5 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)

2.6 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)

2.7 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)

2.8 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.

2.9 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.

2.10 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)

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

2.12 The Transport Strategy is built around three key themes:

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

2.13 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.

2.14 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.

Vision Zero for London

2.15 The Mayor's Transport Strategy sets out the goal, that by 2041, all deaths and serious injuries will be eliminated from London's Transport Network.

2.16 The Vision Zero Action Plan seeks safe speeds, streets, vehicles, behaviours and improvements in post-collision responses. Most pertinent to construction activity is the introduction of a new "Direct Vision Standard" for Heavy Goods Vehicles. This is described in more detail later in this link (https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/direct-vision-in-heavy-goods-vehicles).

The London Freight Plan (2007)

2.17 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)

2.18 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.

Local Policy Context

London Borough of Richmond upon Thames Local Plan (July 2018)

2.19 The LBRuT Local Plan sets out policies and guidance for the development of the borough to guide decision making on planning applications.

2.20 A key point set out in the plan states *'developers should explore ways to minimise any harmful and adverse environmental impacts of development, including during construction and demolition'.*

2.21 Policy LP 10 on local environmental impacts, pollution and land contamination includes a section on construction and demolition. It states:

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.*

2.22 The section goes on to state that 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'*.

2.23 Policy LP 45 includes reference to the requirement for a Construction and Logistics Plan to demonstrate that construction will create no severe impacts on the efficient and safe operation of the road network and no material harm will be caused to the living conditions of nearby residents.

London Borough of Richmond upon Thames Transport SPD: Environment (June 2020)

2.24 This SPD promotes the best practice in transport provision and highway design for the borough. It is intended to complement the Local Plan and offer additional advice to assist in its implementation.

2.25 Section 6 offers advice on Construction Logistics Plans and states the following:

The building of development should be carefully managed to minimise nuisance on neighbours and minimise environmental impact. Construction Logistics Plans should therefore be developed in accordance with the Local Plan and Transport for London guidance and submitted alongside the planning application.

Site Context

2.26 The site is located at 29-31 High Street, Hampton Wick, KT1 4DA. It is currently surrounded by commercial units on either side. Access to a parking area at the rear forms part of the site, however this also provides access to the parking areas of neighbouring properties on the eastern side. This access is provided in the form of a priority junction from High Street and is located adjacent to the bus stop markings

opposite the Lower Teddington Road junction. The existing access is approximately 3.38m wide at its most narrow point.

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

Accessibility

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

Walking & Cycling

2.29 The topography in the area is generally flat which is good for walking and cycling activity.

2.30 High Street has footways on both sides of the main carriageway. Dropped kerbs are located outside the site to support accessible pedestrian movement by pushchair users and the mobility and sight impaired, along with tactile paving at crossing points in the vicinity of the site. There is a pedestrian controlled crossing on High Street, approximately 65m north of the site. This crossing is located just beyond Park Road. Additionally a zebra crossing is provided to the south on High Street, approximately 100m from the site access. An informal crossing point with a central island is also provided approximately 20m to the south of the site access.

2.31 Footpaths are provided through Bushy Park and Hampton Court Park. These can be accessed from Park Road and Hampton Court Road respectively. The footpaths through Bushy Park can be used to access Hampton to the west.

2.32 There are also footpaths provided either side of the River Thames to the south of Kingston Bridge and on the eastern side to the north of it. To the north this provides a link to the northern areas of Kingston upon Thames, including many amenities such as Turks Pier. To the south this provides a connection to the southern areas of Kingston upon Thames and Surbiton.

2.33 According to the TfL Local Cycling Guide 9, there are multiple off road routes and quiet roads in the vicinity of the site that have been recommended by cyclists. Off road routes are provided on Barge Walk, along Hampton Court Road and through Bushy Park. Some sections of High Street (including the frontage of the site), Park Road, Vicarage Road, Seymour Road and Church Grove are included in those roads in the vicinity of the site recommended by cyclists. National Cycle Route 4 passes near to the site and can be connected to at Kingston Bridge. This route runs all the way from London to West Wales and offers a connection from the site to central London to the east and Weybridge, Egham and Windsor to the west.

2.34 A number of local amenities are accessible on foot, with Hampton Wick local centre available right outside the site. Kingston upon Thames town centre is also accessible

within a 350m walk on the opposite side of Kingston Bridge. This means that a number of supermarkets, cafes and retail units are accessible within a 5 minute walk.

Public Transport

2.35 A northbound bus stop is provided directly outside the site access, with the stop for the opposite direction located approximately 100m to the south. From here the 281 and 285 buses are accessible, offering connections to destinations including Hounslow, Surbiton, Feltham and Heathrow. Northbound services are accessible from a sheltered stop with seating with southbound services accessible from a stop marked by a bus flag. Further bus stops are available on Church Grove where the 481 bus can be accessed, and multiple additional services are available from Kingston upon Thames town centre on the other side of Kingston Bridge. Further information on the accessible bus services from High Street is provided in **Table 2.1**. The TfL bus map for Hampton Wick is attached to this report within **Appendix B**.

Table 2.1 Accessible Bus Services: Typical Frequencies (Mins)

No.	Route	Week	Sat	Sun
281	Hounslow Bus Station – Hounslow Station – Twickenham – Hampton Wick Station – Surbiton – Tolworth	8	10	12
285	Heathrow Central Bus Station – Hatton Cross Station – Feltham Station – Hampton – Teddington – Hampton Wick Station – Cromwell Road Bus Station	12	12	12

2.36 Hampton Wick Station is located approximately 250m to the north of the site access on High Street and is managed by South Western Railway. It is located on the London Waterloo to Shepperton branch line, which offers connections to additional direct destinations including Kempton Park, Teddington, Wimbledon, Clapham Junction, Vauxhall, Twickenham, and Richmond.

2.37 Kingston Station is located slightly further away but still within a comfortable 900m walking distance to the east. It is located on the same branch line offering the same services as Hampton Wick Station, but with a larger number of facilities and step free access.

PTAL

2.38 PTAL is a theoretical measure of the accessibility of a given point to the surrounding public transport network, taking into account walk access time and service availability. The method used is essentially a way of measuring the density of the public transport network at a particular point.

2.39 The PTAL measure, reflects:

- The walking distance from the point of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points – i.e. average waiting time.

2.40 According to TfL, the site has a public transport accessibility level (PTAL) rating of 4 (good) on a scale of 1 (very poor) to 6 (excellent). This accessibility rating is supported by local bus and National Rail services.

2.41 This good PTAL shows that there are ample opportunities for construction workers to travel to the site by non-car modes.

Local Highway Network

2.42 The A310 High Street is a single carriageway road accommodating traffic in both directions. The road operates a 30mph speed limit. Marked parking bays are provided in some areas of the carriageway with double yellow lines provided on the remaining stretches.

2.43 High Street connects to Horse Fair and the A308 Hampton Court Road to the south of the site by way of a roundabout. Hampton Court Road leads to a connection to the A309 Hampton Court Way and further to the M3. To the north the A310 High Street leads to Upper Teddington Road and on to Kingston Road. This connects to Teddington and further on to Twickenham. There is a 4.8m height limit on the A310 northbound from the site due to the low railway bridge by Hampton Wick station.

3 CONSTRUCTION METHODOLOGY AND PROGRAMME

3.1 The project involves the demolition and reconstruction of three blocks of varying height on the same footprint. Works will be carried out over six phases and are anticipated to last no longer than 12 months. The construction will likely be a traditional construction using steel beams, concrete and cladding.

3.2 Given the constrained nature of the site and the lack of space available to store materials and provide temporary on-site accommodation, the construction logistics involved with the scheme is not anticipated to change significantly during the 12-month construction programme. However, it is anticipated that the proposed building to the rear of the site will be completed relatively late in the process to provide additional working space for the majority of the construction period.

Construction Delivery Management

3.3 Given the busy nature of High Street, all deliveries will be required to take place within the site. It is proposed that the first activity on site will be the demolition of the southern delapidated buildings, which will provide a wide turning area for vehicles to turn around within the site. Vehicle tracking has shown that the majority of delivery vehicles anticipated will be able to use this turning area to access and egress the site in a forward gear. Very few construction vehicles will be too large to be able to utilise this area. On the occasion that a delivery is made by a large tipper or a flatbed lorry, the vehicle will reverse into the site from High Street and be able to egress the site in a forward gear. This manoeuvre will be supervised by trained traffic marshals. The vehicle swept path for these movements are shown in **Drawing Nos. 20085/TR05-TR10** in **Appendix C**.

3.4 The temporary site accommodation and material storage will be located in the area of the existing parking. No material will be stored off site. This will allow vehicles to still use the turning area. The construction area will be hoarded off, as well as the material storage area. The Construction Site Plan is shown in **Appendix D**.

3.5 Banksmen will be present at the site to manage pedestrian and other road users when a construction vehicle arrives of departs from the site.

3.6 The process will be managed by the on-site construction manager, to ensure that any impact on the local network is minimised.

3.7 The largest construction vehicles are expected to be 10m long large tippers or flatbed lorries. The contractor will ensure that delivery times are minimised and only used for the time necessary to minimise conflicts with neighbouring properties. All neighbouring properties using the access from High Street will be notified of any deliveries scheduled that will temporarily block the access.

3.8 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 booking system such that the movement of vehicles can be appropriately scheduled.

3.9 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.

3.10 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 and to neighbouring properties is kept to a minimum.

3.11 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

3.12 As noted above, there are six 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 and on confirmation on the appointment of a contractor.

Table 3.1 Construction Programme

Construction phase	Start	End
Site setup and demolition	April 2021	June 2021
Sub-structures	June 2021	July 2021
Super-structures	July 2021	September 2021
Cladding and External Works	September 2021	December 2021
Construction of southern block	December 2021	January 2022
Fit-out, testing and commissioning	January 2022	April 2022

3.13 The construction works are scheduled to take approximately 12 months in total, with a planned completion date in April 2022, assuming a construction start in April 2021.

Site Operation and Access Times

3.14 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.

3.15 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. The contractor will ensure that the vast majority of vehicle movements are contained within the hours of 09:30 and 16:30 Monday to Friday, in order to avoid peak times.

3.16 If, in an exceptional circumstance, work is required outside the above working 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

3.17 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, however access will be required to be maintained for access to the parking areas of neighbouring properties. This will be controlled by site management to allow vehicles to pass through the site to the neighbouring parking areas safely.

Safety of Other Road Users

3.18 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 the 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 travel to site from the A308 Hampton Court Road. This connects to the M3 to the west and also can be used to access the A309, which leads to the A3 via the Kingston Bypass. Construction vehicles will not be permitted to cross Kingston Bridge, to stop construction vehicles passing through Kingston town centre. Construction vehicles will also not be permitted to travel northbound on High Street to avoid vehicles travelling through Hampton Wick local centre and to avoid the height restriction at Hampton Wick Station.

Site Access

4.4 All unloading / distribution and storage will be undertaken within the site, as close to the storage area as possible.

4.5 The designated storage area (as shown in **Appendix B**) will be established for a limited amount of materials, and this will be strictly managed for 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 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 numbers below provide an initial estimate:

- **Demolition and site setup**: 20 tipper lorries over a 6 week period (maximum weekly trips - 7 lorries in first week);
- **Substructure:** 10 lorries over a 6 week period (5 concrete mixer lorries and 5 tipper/flat bed lorries);
- **Superstructure**: 15 vehicles over 2 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);
- **Construction of southern block**: 3 lorries and 4 vehicles over 1 month period (1 concrete mixer lorry, 2 tipper/flat bed lorries and a combination of lorries and vans); and
- **Fit-out, testing and commissioning:** 40 vehicles over 3 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, and will be made aware of the very limited parking facilities in the area.

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. In addition, from 1st March 2021, all lorries over 12 tonnes gross vehicle weight will comply with TfL's Direct Vision Standards by holding a valid HGV Safety Permit.

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 High Street 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. The Contractor will identify an appropriate location for this to take place within 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 & 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 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.

6.7 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 – ARCHITECT'S LAYOUT

Fletcher Crane Architects Ltd
3-4 Home Park Parade, Hampton Wick, Kingston upon Thames, Surrey, KT1 4BY

T +44 (0)20 8977 4693

www.fletchercranearchitects.com

Figured dimensions only are to be taken from this drawing. All dimensions are to be checked on site before any work is put in hand. Where applicable this drawing must be read in conjunction with additional information prepared by Fletcher Crane Ltd and/ or others.

Rev	Description	Drawn	Checked	Date

Client's name
Liz & Allan Frost

Scale:
1:100 @ A1 1:200 @ A3
Note: To print at A3, set print scale to 50%

Drawn Checked Date
30/10/2020

Job title
Hampton Wick High Street

Drawing title
Existing Site Plan

Job No	Drawing No	Status:	Rev
1911	TP(00)04	PLANNING	

FLETCHER CRANE ARCHITECTS

Fletcher Crane Architects Ltd
3-4 Home Park Parade, Hampton Wick, Kingston upon Thames, Surrey, KT1 4BY

T +44 (0)20 8977 4693

www.fletchercranearchitects.com

Figured dimensions only are to be taken from this drawing. All dimensions are to be checked on site before any work is put in hand. Where applicable this drawing must be read in conjunction with additional information prepared by Fletcher Crane Ltd and/ or others.

Rev	Description	Drawn	Checked	Date

Client's name
Liz & Allan Frost

Scale:
1:100 @ A1 1:200 @ A3
Note: To print at A3, set print scale to 50%

Drawn Checked Date
25/11/2020

Job title
Hampton Wick High Street

Drawing title
Proposed Site Plan

Job No	Drawing No	Status:	Rev
1911	TP(00)05	PLANNING	

FLETCHER CRANE ARCHITECTS

7 x Double Tier Cycle +1 Single =
15 Cycle secure storage slot

FFL +8.100

FFL +8.100

±0.000
+8.100

FFL +8.100

FFL +8.390

FFL +8.390

T4

T3

T5

T9

T6

T7

T8

T10

FFL +8.710

FFL +8.100

under stairs cycle
storage 1 per unit
= 2 Internal Cycle
Spaces

T1

T2

T-

m
0 0.5 1 2 3 4 5

N

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Rev	Description	Drawn	Checked	Date

Client's name
Liz & Allan Frost

Scale:
1:100 @ A1 1:200 @ A3
Note: To print at A3, set print scale to 50%

Drawn Checked Date
25/11/2020

Job title
Hampton Wick High Street

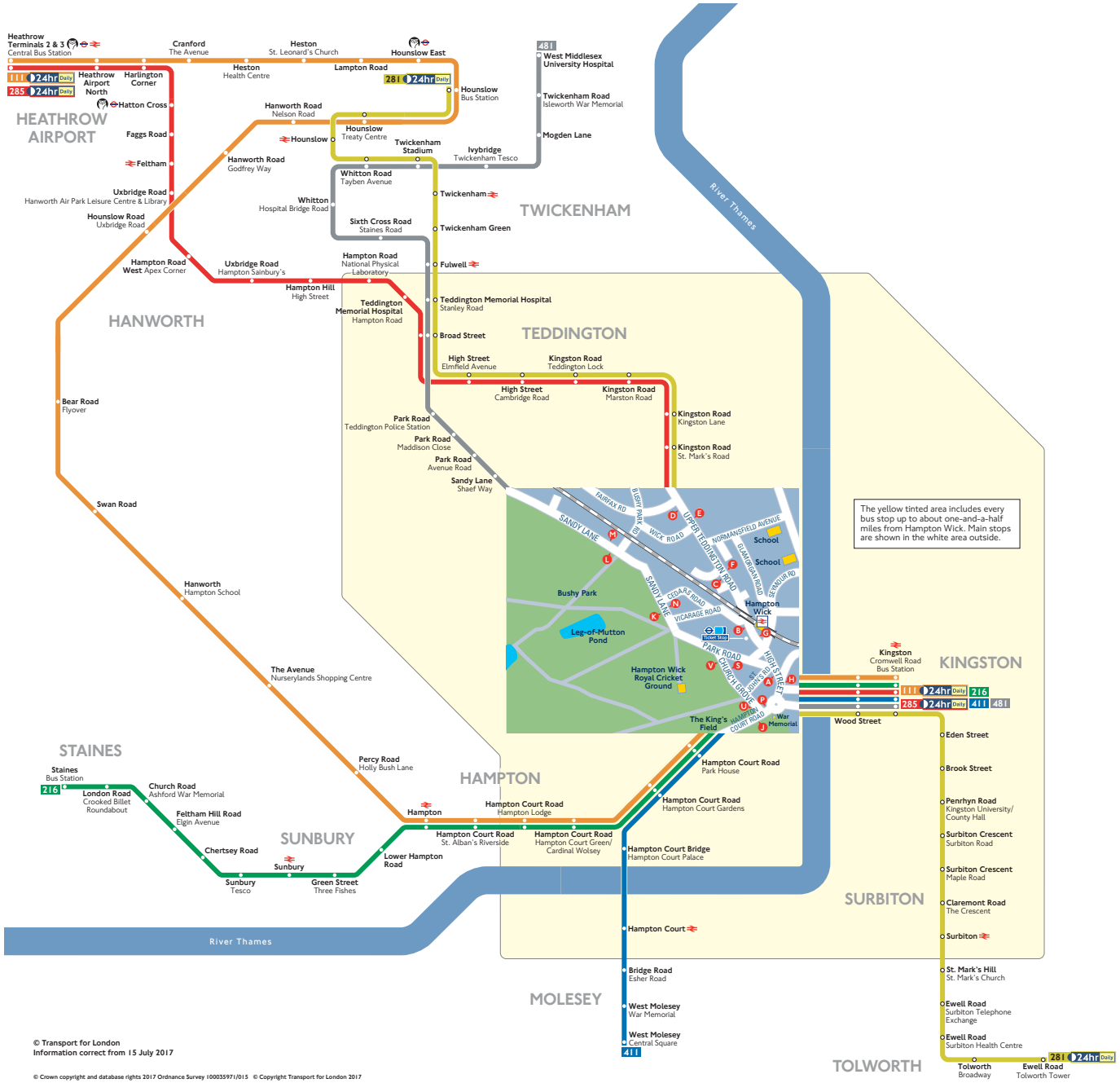
Drawing title
Proposed Ground Floor Plan

Job No	Drawing No	Status:	Rev
1911	TP(10)21	PLANNING	

FLETCHER CRANE
ARCHITECTS

APPENDIX B – TfL BUS MAP

Buses from Hampton Wick



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Route finder

Bus route	Towards	Bus stops
111 24hr Daily	Heathrow Terminals 2 & 3	J
	Kingston	P
216	Kingston	P
	Staines	J
281 24hr Daily	Hounslow	A B C D
	Tolworth	E F G H
285 24hr Daily	Heathrow Terminals 2 & 3	A B C D
	Kingston	E F G H
411	Kingston	P
	West Molesey	J
481	Kingston ✚	M N P S
	West Middlesex University Hospital ✚	K L U V

Other buses

Bus route	Towards	Bus stops
461	Addlestone	J
	Kingston	P
513	Downside ●	J
	Kingston ●	P
641 Sch	Teddington School	A B C D P
	West Molesey	F G H J
681 Sch	Hounslow	D

Key

	Connections with London Underground
	Connections with National Rail
	Tube station with 24-hour service Friday and Saturday nights
✚	Mondays to Saturdays except evenings
●	Monday to Friday daytime off-peak
Sch	School journeys

Ways to pay

Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.

Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

TFL33213.06.17 (P)

APPENDIX C – VEHICLE SWEPT PATHS

SMALL TIPPER

Overall Length	6.528m
Overall Width	2.500m
Overall Body Height	2.877m
Min Body Ground Clearance	0.327m
Track Width	2.393m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.850m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

REV	DETAILS	DRAWN	CHECKED	DATE
...	...	...	...	...

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.

PROJECT: 29-31 High Street, Hampton Wick

DRAWING TITLE: Vehicular Swept Paths Analysis using Small Tipper

CLIENT: Mr & Mrs Frost

SCALE	SIZE	DRAWN BY	CHECKED BY	DATE
1:250	A3	DW	KH	18.11.2020

PROJECT REF	DWG NO	REV
20085	TR05	

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SMALL SKIP LORRY

Overall Length	6.265m
Overall Width	2.390m
Overall Body Height	3.650m
Min Body Ground Clearance	0.396m
Max Track Width	2.435m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.340m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

REV	DETAILS	DRAWN	CHECKED	DATE
...	...	...	...	...

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.

PROJECT: 29-31 High Street, Hampton Wick

CLIENT: Mr & Mrs Frost

DRAWING TITLE: Vehicular Swept Paths Analysis using Small Skip Lorry

SCALE	SIZE	DRAWN BY	CHECKED BY	DATE
1:250	A3	DW	KH	18.11.2020

PROJECT REF	DWG NO	REV
20085	TR06	

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8m FLATBED LORRY

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

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

REV	DETAILS	DRAWN	CHECKED	DATE
...	...	...	...	...

NOTES:

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PROJECT: 29-31 High Street, Hampton Wick

CLIENT: Mr & Mrs Frost

DRAWING TITLE: Vehicular Swept Paths Analysis using 8m Flatbed Lorry

SCALE	SIZE	DRAWN BY	CHECKED BY	DATE
1:250	A3	DW	KH	18.11.2020

PROJECT REF	DWG NO	REV
20085	TR07	

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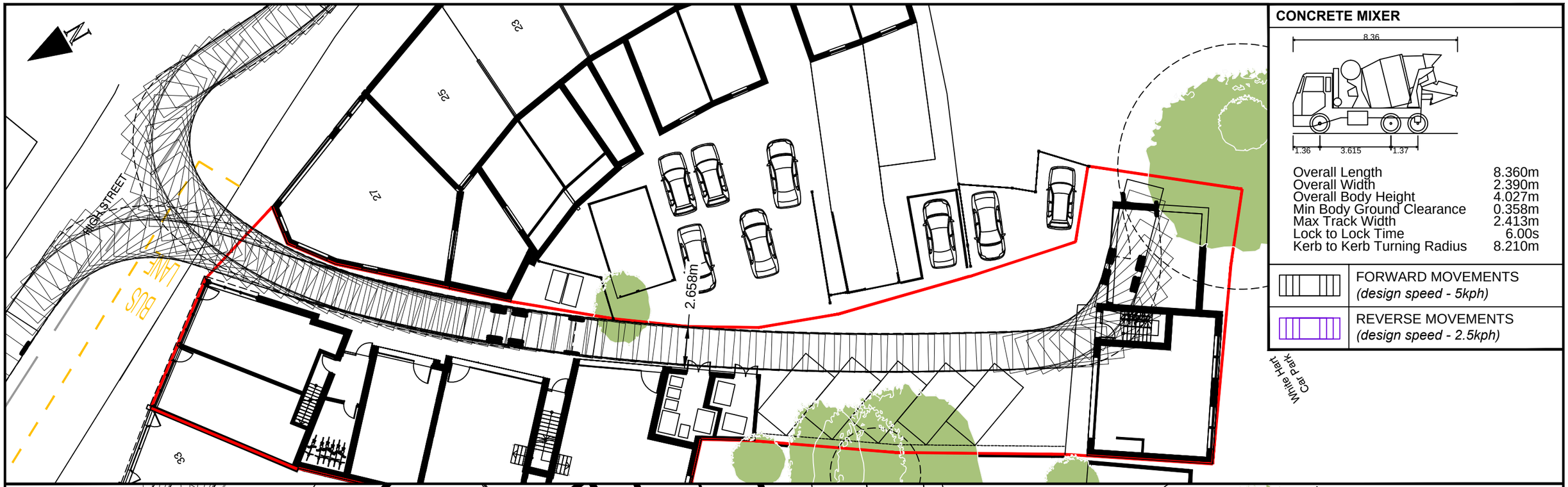

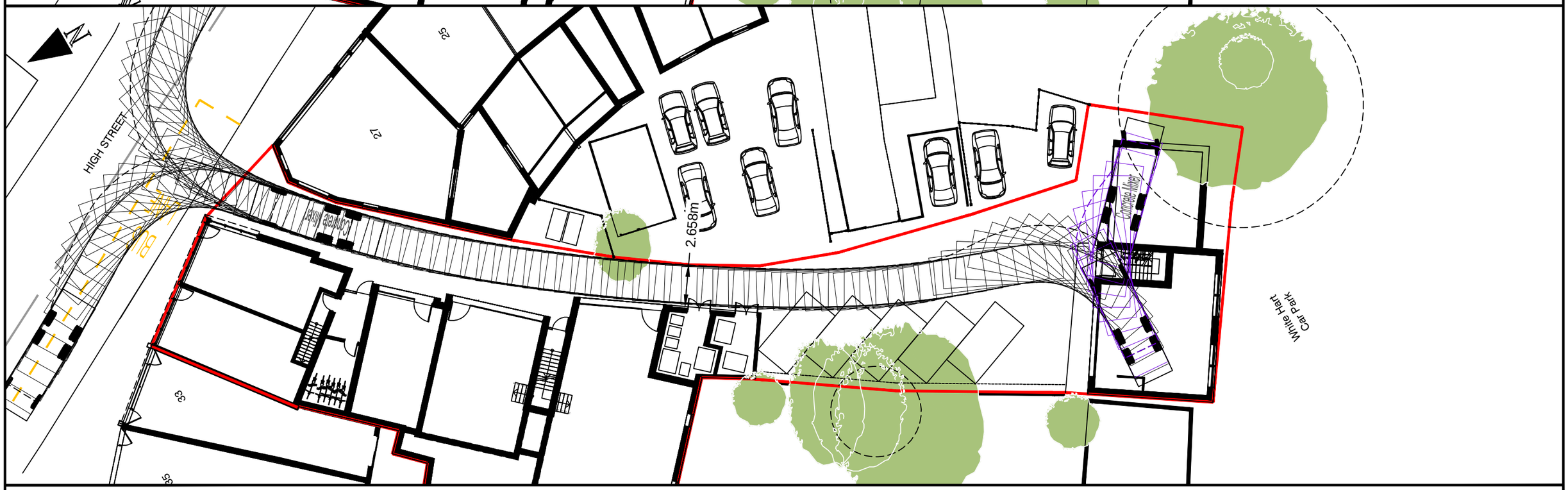

CONCRETE MIXER

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

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

REV	DETAILS	DRAWN	CHECKED	DATE
...	...	...	...	...

NOTES:

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

PROJECT: 29-31 High Street, Hampton Wick

CLIENT: Mr & Mrs Frost

DRAWING TITLE: Vehicular Swept Paths Analysis using Concrete Mixer

SCALE	SIZE	DRAWN BY	CHECKED BY	DATE
1:250	A3	DW	KH	18.11.2020

PROJECT REF	DWG NO	REV
20085	TR08	

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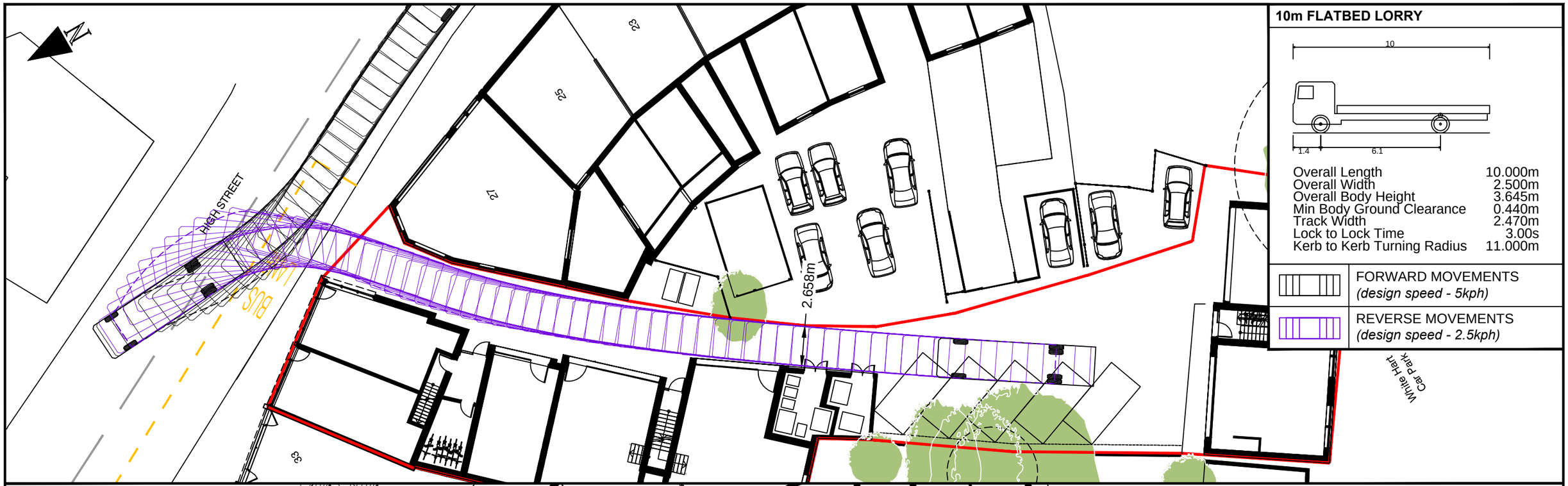

10m FLATBED LORRY

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

REV	DETAILS	DRAWN	CHECKED	DATE
...	...	...	...	...

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.

PROJECT: 29-31 High Street, Hampton Wick

CLIENT: Mr & Mrs Frost

DRAWING TITLE: Vehicular Swept Paths Analysis using 10m Flatbed Lorry

SCALE	SIZE	DRAWN BY	CHECKED BY	DATE
1:250	A3	DW	KH	18.11.2020

PROJECT REF	DWG NO	REV
20085	TR09	

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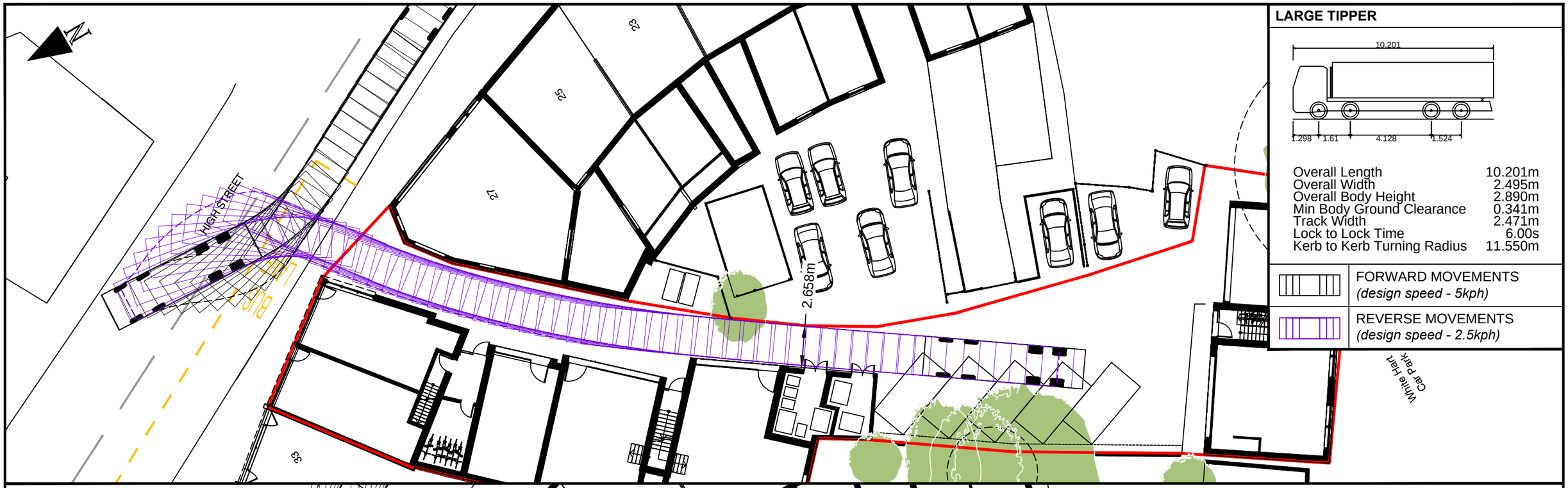

REV	DETAILS	DRAWN	CHECKED	DATE
...	...	...	...	...

NOTES:

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3. This drawing is for illustrative purposes only, and not for construction.

PROJECT: 29-31 High Street, Hampton Wick

DRAWING TITLE: Vehicular Swept Paths Analysis using Large Tipper

CLIENT: Mr & Mrs Frost

SCALE	SIZE	DRAWN BY	CHECKED BY	DATE
1:250	A3	DW	KH	18.11.2020

PROJECT REF	DWG NO	REV
20085	TR10	

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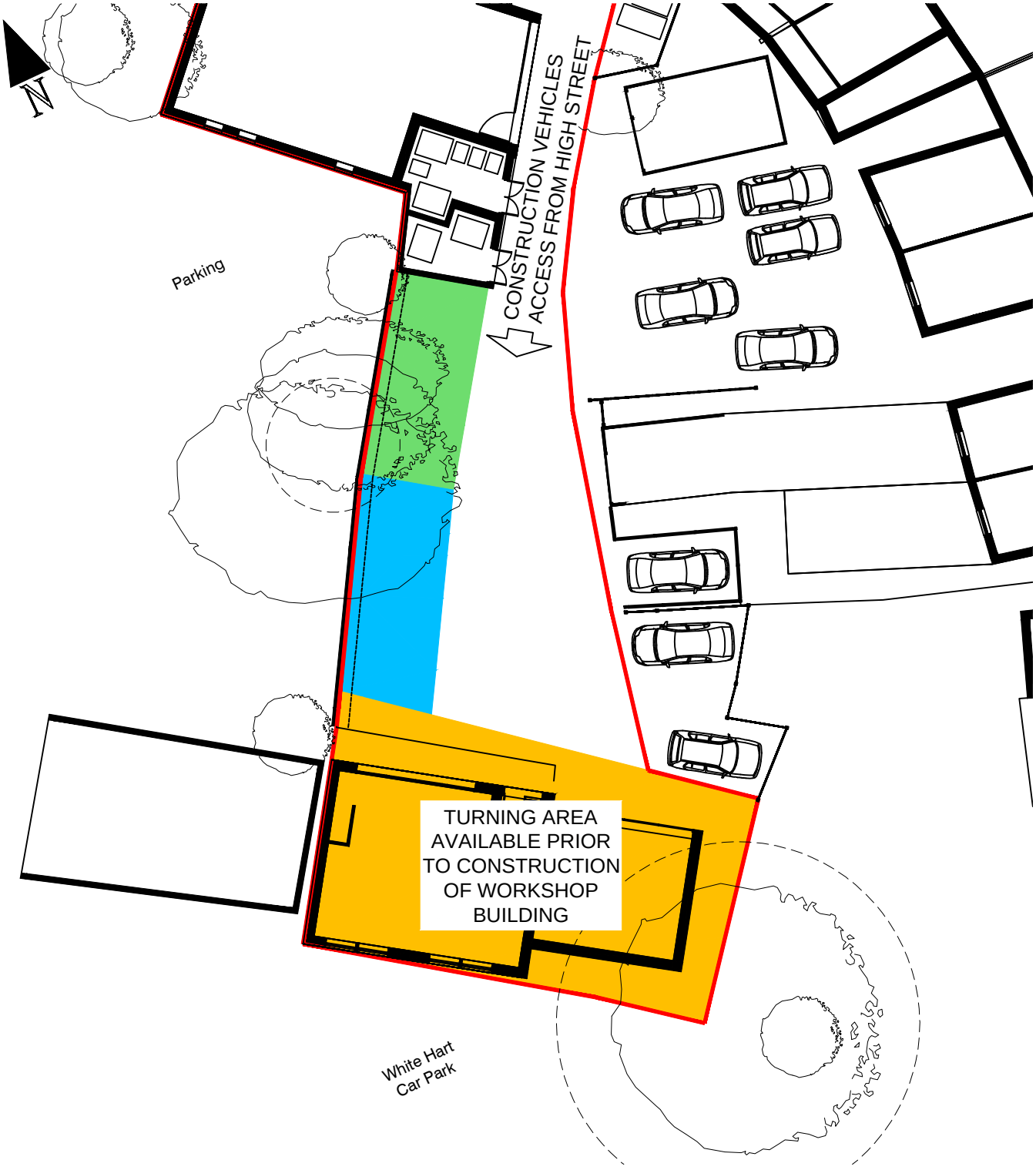
APPENDIX D – CONSTRUCTION SITE PLAN



KEY:	
	SITE STORAGE AREA
	TEMPORARY SITE ACCOMMODATION AREA
	VEHICLE TURNING / LOADING AREA

REV	DETAILS	DRAWN	CHECKED	DATE
...	...	...	...	...

CLIENT: Mr & Mrs Frost

PROJECT: 29-31 High Street, Hampton Wick

DRAWING TITLE: Site Construction Plan

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DW	KH	19.11.2020	1:250	A4	20085	001	

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