

Vehicle Tracking

We note that it is preferable to ensure that construction vehicles manoeuvre off the High Street. As a result, we have provided vehicle tracking to demonstrate that this is possible. We have used a robust analysis with vehicles of 2.5m width and we have stated that banksmen will be employed to supervise these movements. There will be numerous occasions where contractors are required to reverse vehicles within constrained areas on different sites.

It's also worth noting that there are a plethora of different construction vehicle makes and sizes. The Outline CLP includes the vehicle tracking for a wide variety of vehicles with widths ranging from 2.1 – 2.5m. There is considerable scope to ensure that suppliers, sub-contractors and other visitors to the site utilise vehicles at the narrower end of the range. This can be specified in the tender documents that are sent to the prospective contractors. [At this early stage, a contractor has not yet been appointed].

Given that there is scope for narrower vehicles to be specified and banksman will be used, all construction vehicles will be able to access the rear of the site. Therefore, the disruption / inconvenience to residents will be minimised. On this front, the contractor/applicant will communicate with residents throughout the construction process. Residents will be given ample warning of any working practices that may affect them. A good relationship with local residents will be essential for the contractor; this is no different to any constrained / sensitive site. If deemed necessary, further details of this can be provided in a Detailed CLP, i.e. when a contractor is onboard and can set out their resident liaison proposals.

Utilities / Crossover Requirements

We understand that it might be desirable to consult the utility company in advance. However, the approval of an Outline CLP as part of the planning application is a first step. Approval of this document will not allow the applicant to start the construction process. We fully expect a planning condition requiring the approval of a Detailed CLP. This can provide further details of the enabling works / utilities protection or diversions required. The Detailed CLP will state that construction vehicles are not allowed into the site until the crossover is strengthened to the satisfaction of LB Richmond.

There is a separate process for the highway works, involving a Section 50 (or S278) application that will require the applicant to submit detailed highway plans and evidence that the utilities companies are satisfied with the works. Only once LBR Highways sign this off, would the applicant be able to undertake the enabling works and then start the construction works. We fully expect LBR Highways to use their powers to request and then determine the Detailed CLP and highway works applications. It's unclear why this would put LBR in a difficult position.

There is a sequential process and approving the Outline CLP as part of the planning application is one of the earliest stages in this process. As is typically the course of action when developing a site, the grant of planning permission would allow the applicant to proceed to the appointment of a contractor and progress the Section 50 (or S278) application with the detailed highways plans. To require this information now would be unreasonable, especially given the scale of the proposed scheme.

The applicant fully appreciates the risks of not getting approval from a utility provider at this stage and consequently not being able to submit the highway works application. This will mean that they cannot access the site using construction vehicles and the measures set out in the Outline CLP will not be implementable. The Outline CLP will ultimately be superseded by the Detailed CLP and this can (if required) include details of utilities equipment and approval from BT.

If the utility company does not approve of the access widening or require protection/diversion of their services, the applicant will need to address this. This will cause them delays and potentially incur larger costs for any required utility protection / diversions costs. The applicant is fully aware of these risks. There is no risk to LBR or the utility provider.

In other words, if you approve the Outline CLP in approving the planning application (my understanding is that you have reviewed the overall methodology and accepted that the proposals are sound), the applicant will (in due course) consult the utility companies, seek agreement from them on the proposals and then submit the S50/S278 application. We are aware that this is a lengthy process but there is no reason for this to delay the approval of the Outline CLP and the planning application.

In summary, we agree that, particularly on larger and more complex schemes, it may be desirable to contact the utilities companies at an early stage, but it is not essential to do this now. As you state, these are practical construction matters that shouldn't have a bearing on the planning application. They are for the applicant to resolve in due course (and these types of issues are resolved following the grant of planning permission throughout London/UK all the time). There is no risk to LBR at this stage (or any stage if the procedures are followed correctly), and (procedurally) these actions are not required until the enabling works design and approval process.

In summary:

1. Whilst the access into the site is relatively narrow, it has been demonstrated that a wide variety of construction vehicles can manoeuvre to the rear of the site. They will be assisted by banksman. However, to minimise the risk of drivers stopping halfway, contractors will be required to utilise narrower construction vehicles. This can be confirmed in the Detailed CLP, which can be secured by planning condition.

Whilst it is agreed that the utility companies will need to be contacted, this does not need to happen at this early stage in the planning process. The applicant fully expects the requirement for a Detailed CLP and then a highway works application. Both of these processes allow LBR Highways to withhold the construction process. The utility companies will be contacted during the preparation of the Detailed CLP and evidence provided to LBR on the actions required at that stage (and definitely during the highway works application).