

# St Clare Business Park

## Construction Management Statement

Curtins Ref: 80212

Revision: 02

Issue Date: 24 June 2022

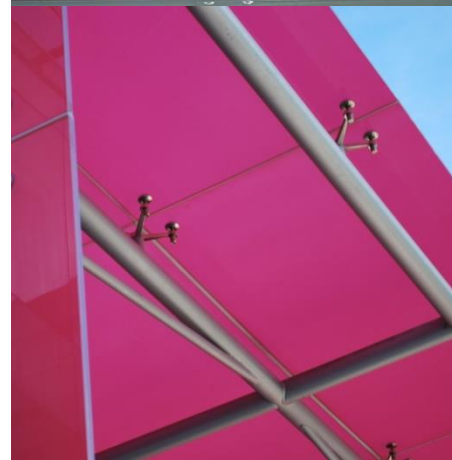
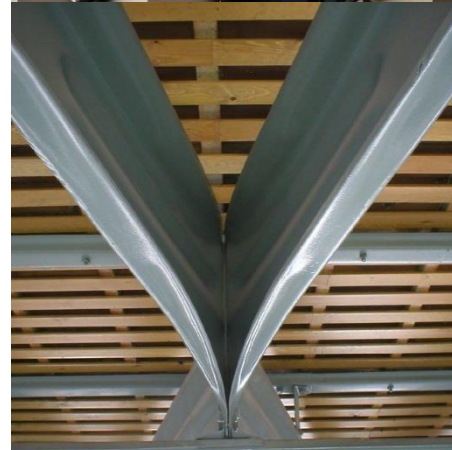
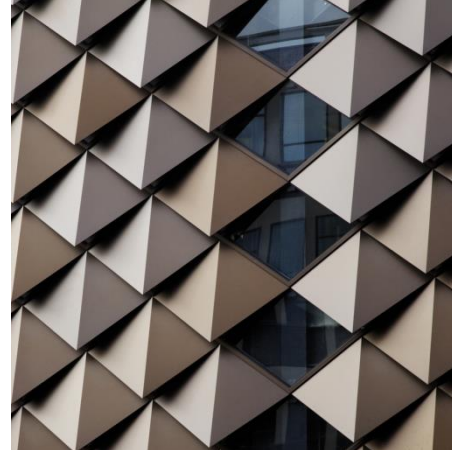
Client Name: Notting Hill Home Ownership Ltd (NHHO)

Site Address: St Clare Business Park and 7 – 11 Windmill Road, Hampton Hill,  
London, TW12

Reference: 80212-CUR-00-XX-TP-RP-0004-V02\_Construction Management Statement

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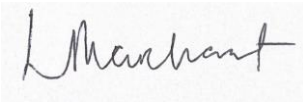


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## Construction Management Statement

Rev	Description	Issued by	Checked	Date
00	Initial Draft	LM	BD	10/06/2022
01	Comments incorporated	LM	BD	24/06/2022

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## 1.0 Introduction

### 1.1 Introduction

- 1.1.1 Curtins has been appointed on behalf of Notting Hill Home Ownership Ltd (NHHO) to prepare a Construction Management Statement (CMS) to accompany the planning application for the redevelopment of the St Clare Business Park and the adjoining commercial premises located in Hampton Hill, within the London Borough of Richmond Upon Thames (LBRuT).
- 1.1.2 The development proposals comprise the demolition of existing buildings to provide a mixed use building between three and five storeys plus basement in height comprising 98 residential flats (class C3) and 2047 m<sup>2</sup> of commercial floorspace (class B1) and 14 residential houses (class C3), access, external landscaping and car parking.
- 1.1.3 Along with this CMS, an accompanying Transport Assessment (TA), Framework Travel Plan (FTP) and a Delivery and Servicing Plan (DSP) have been prepared to support the planning application. This documentation should be read in conjunction with all relevant submitted documentation including the Arboriculture Method Statement.

### 1.2 Objectives of the CMS

- 1.2.1 The primary aim of this CMS is to reduce the impacts of construction activities and facilitate sustainable freight travel to / from the development.
- 1.2.2 The objectives are to:
- Demonstrate how construction waste will be removed safely, efficiently and sustainably;
  - Identify a strategy for reducing, retiming or consolidating deliveries, particularly during network peak hours;
  - Help cut congestion on the surrounding highway network and ease environmental pressures;
  - Improve reliability of deliveries to the site; and
  - Reduce the fuel costs of the freight operators.

### 1.3 Site Context

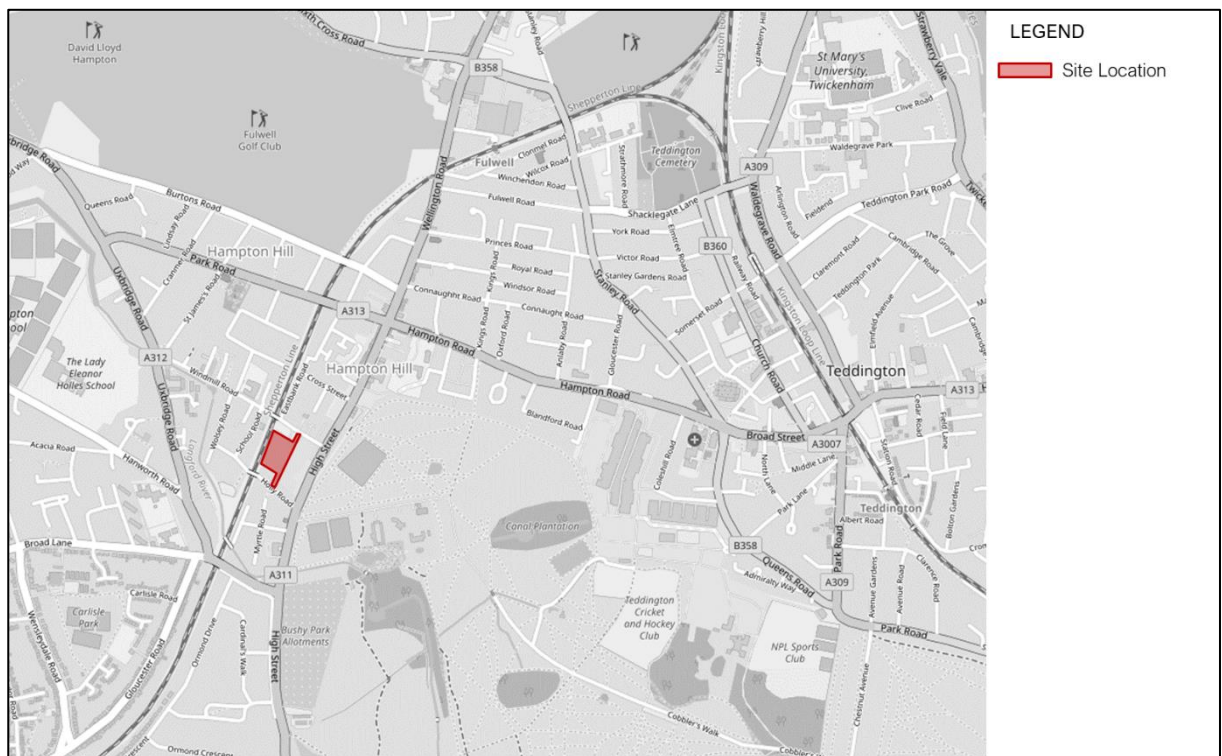
- 1.3.1 The development site comprises two parcels of land. The southern section of the main site is currently occupied by St Clare Business Park, which is made up of office and industrial warehouse units, whilst the northern section is formed of a car wash / vehicle servicing workshop.

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1.3.2 The site is bound to the northeast by Windmill Road and residential properties, to the southeast by an Electric Wholesaler, to the southwest by Holly Road and residential properties and to the northwest by the railway line.

1.3.3 **Figure 1.1** illustrates the site location in the context of the surrounding area.

**Figure 1.1 - Site Location**



**1.4 Development Summary**

1.4.1 The development proposals include the demolition of the existing buildings located on site and the construction of 112 new residential units including 14 houses and 98 apartments and commercial space located adjacent to the Windmill Road access road and in central block.

1.4.2 The site will be accessed via two points; the first from Windmill Road and the second via the existing Holly Road access. Windmill Road will provide access to the northern section of the site, seven houses, the commercial space and associated parking. The access on Holly Road will be used as a secondary access and will be used to access the undercroft car park, four houses and associated parking.

1.4.3 There will be no through route between Windmill Road and Holly Road, with access controlled by retracting bollards. Larger vehicles will be required to use the Windmill Road access for all sections of the site.

## 1.5 Construction Management Particulars

1.5.1 Proposed start and end dates for the project are highlighted in **Table 1.1**.

**Table 1.1- Construction Management Details**

<b>Site Address</b>	St Clare Business Park, Holly Road, Hampton Hill TW12 1QF
<b>Contractor</b>	To be confirmed
<b>Site Working Days</b>	Monday to Friday & Saturdays. No Bank Holidays or Sundays.
<b>Site Working Hours</b>	Monday to Friday: 08:00 – 18:00 Saturday: 08:00 – 13:00 Sunday and Bank Holidays: No works
<b>24 Hour Contact Information</b>	To be provided prior to construction

## 1.6 Report Structure

1.6.1 The remainder of the CMS is structured as follows:

- Section 2 provides a review of relevant policy, describes the existing conditions surrounding the site including accessibility and community considerations or challenges which may arise as part of the works;
- Section 3 outlines the construction programme methodology;
- Section 4 describes the vehicle routing including illustrative plans;
- Section 5 provides a set of measures that can be implemented to ensure the CMS is effective in achieving the aims of the CMS
- Section 6 provides an estimate for the level of trips anticipated as part of the construction process;
- Section 7 discusses how the CMS will implemented, monitored and updated; and
- Section 8 provides a summary to this report.

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## 2.0 Context, considerations and challenges

### 2.1 Policy Context

2.1.1 This section of the CMS provides a summary of relevant policy which has been considered during the preparation of this report.

2.1.2 A number of policies have informed the development of this CLP which seeks to minimise the impact of construction works on both local highway network and nearby communities. A non-exhaustive overview of the considered policy is included below.

#### **National Policy**

*Traffic Management Act (2004)*

2.1.3 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.

#### **Regional Policy (London)**

*The London Freight Plan, Sustainable Freight Distribution: A Plan for London (2007)*

2.1.4 The London Freight Plan, Sustainable freight distribution: A plan for London (2007) The London Freight Plan identifies four key projects for delivering freight in London more sustainably. These are:

- The Fleet Operators Recognition Scheme (FORS) which provides a quality and performance benchmark for the industry. It is an industry led membership scheme that aims to transform freight delivery in London by recognising and rewarding excellence, raising standards and promoting sustainability. Members of the FORS scheme are required to demonstrate a commitment to health and safety, effective management of work related road risk and improved efficiency against pre-determined standards;
- The introduction of DSPs, which are intended to ensure that the operational efficiency of buildings/sites is increased by reducing delivery and servicing impacts to premises, specifically in relation to CO2 emissions, congestion and collisions. DSPs aim to reduce delivery trips (particularly during peak periods);
- The introduction of Construction Logistics Plans (CMSs), which apply to the design and construction phases of developments and seek to improve construction freight efficiency by reducing CO2 emissions, congestion and collisions; and

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- A Freight Information Portal which provides a single interface for information on freight between London's public authorities and freight operators.

2.1.5 With respect to CMSs, the London Freight Plan (2007) states on Page 6 that:

- *'Construction Logistics Plans (CMSs) have similar objectives to DSPs, but will be applied to the design and construction phases of premises, specifically to improve construction freight efficiency by reducing CO2 emissions, congestion and collisions. Ultimately, they will be integrated into the travel plan process and each traffic authority's response to the Network Management Duty to increase road network efficiency by minimising congestion and therefore emissions caused directly and indirectly by construction related trips.*
- *The aim will again be for TfL and the GLA Group to take a lead in implementing such plans for their construction projects. Traffic authorities will be encouraged to review delivery arrangements for construction sites to ensure they reduce lane closures and carriageway restrictions and reduce construction duration. The approach will be integrated with the introduction of Site Waste Management Plans from 2008, in partnership with the Building Research Establishment (BRE).'*

*Construction Logistics Plan Guidance (Transport for London)*

2.1.6 The revised 'Construction Logistics Plan Guidance' (July 2017) provides a robust framework from which to produce an effective CLP and the principles set out within this document have been incorporated where appropriate to ensure a compliant plan. This guidance sets out four main goals of a logistics plan, which aims to reduce:

- "Environmental impact: Lower vehicle emissions and noise levels
- Road risk: Improving the safety of road users
- Congestion: Reduced vehicle trips, particularly in peak periods
- Cost: Efficient working practices and reduced deliveries"

2.1.7 This guidance has been used to develop this document.

*The London Plan (2021)*

2.1.8 The London Plan was produced by the Mayor of London to address the key transport challenges faced by London, with a particular focus on the need to encourage sustainable travel and road safety. Policy T7 addresses the requirement for a logistics plan to mitigate the impact of construction activities on the highway network and consider the impact of freight transport across the city.

2.1.9 Policy T7 requires the following:



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- Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. 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.
- Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.
- At large developments, facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans.
- Development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.
- During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.

*The Mayor's Transport Strategy (May 2018)*

2.1.10 The Mayor's Transport Strategy was adopted in May 2018 and sets out the transport strategy for London which is focused on the Healthy Streets approach. The document supports the policies listed in the London Plan that '*all new development proposals to demonstrate in the Construction Logistics Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes.*

### **Local Policy**

*London Borough of Richmond-upon-Thames, Local Plan (2018)*

2.1.11 Policy LP10 G of LBRuT's Local Plan states the following:

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

- All major developments;
- Any basement and subterranean developments;
- Developments of sites in confirmed locations and near sensitive receptors; or
- If substantial demolition/ excavation is proposed.

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

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2.1.12 The Local Plan also states under Section 4.10.18:

*“In addition, the Council’s Good Practice Guide on Basement development sets out guidance to ensure that problems relating to excavation and construction of basements, such as highways/ parking impacts, noise, dust, vibration and disturbance to neighbours, are avoided.”*

2.1.13 The Local Plan further states in Section 4.10.19:

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

## **2.2 Context Maps**

2.2.1 **Figure 2.1** provides a regional map showing the site in the context of Greater London and the road network. **Figure 2.2** shows the location of the site in the context of the surrounding area and illustrates the local constraints.

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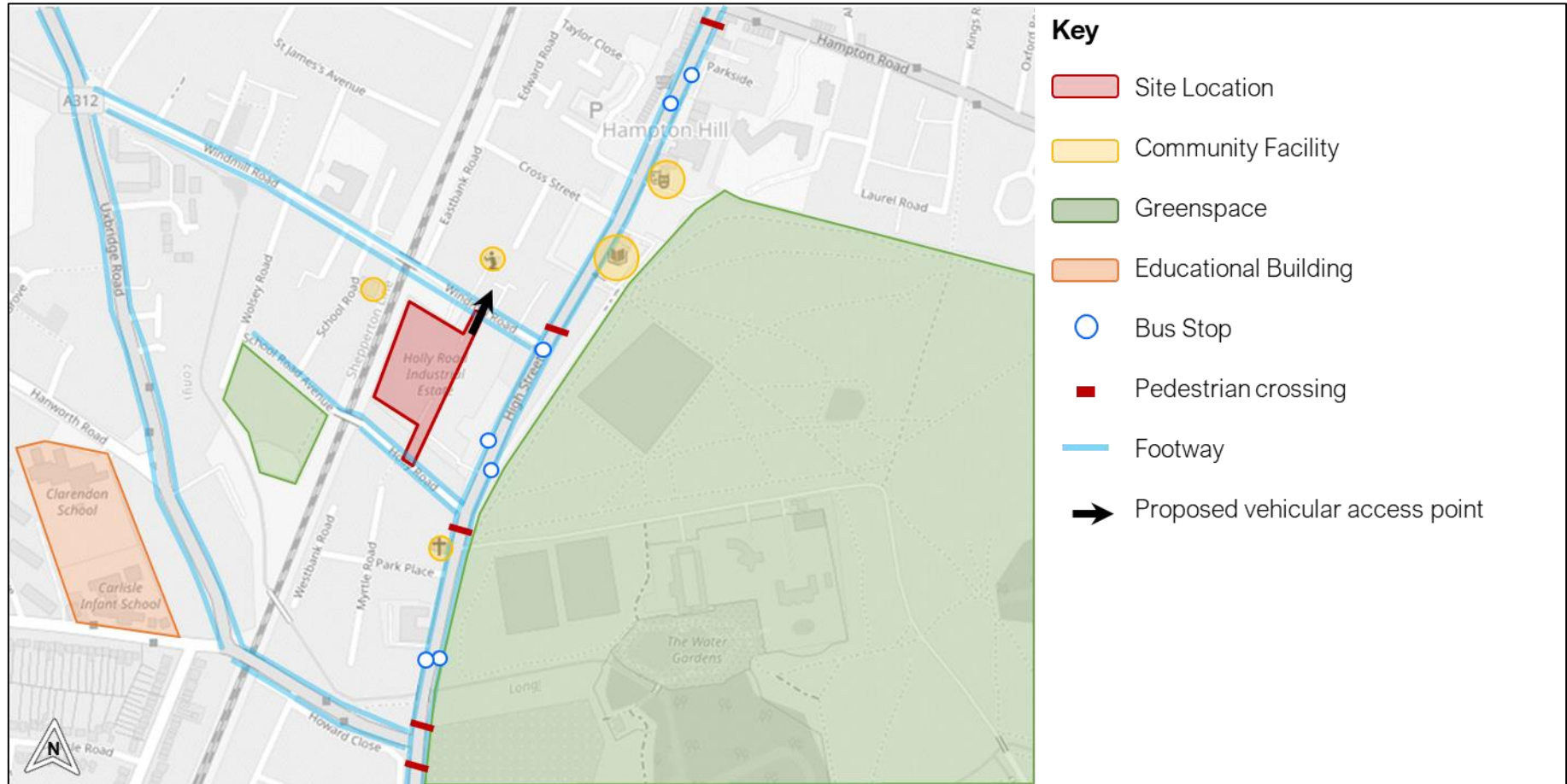
## Construction Management Statement



Figure 2.1 - Strategic Road Network and TLRN



Figure 2.2 – Local Constraints



## 2.3 Local Access

### *Holly Road*

- 2.3.1 Holly Road is residential in nature, formed of a two way single carriageway and subject to a 30mph speed restriction. Holly Road follows a southeast –northwest alignment between the High Street in the southeast, forming School Avenue in the northwest. A railway bridge is located to the southwest of the site.
- 2.3.2 No parking restrictions are present along either side of Holly Road, which allows vehicles to park along both sides of the carriageway. Holly Road measures approximately 7.0m in width, however parking reduces the effective width to 3.0m. The carriageway width reduces further over the railway bridge and is restricted to vehicles below 40 feet (12.2m) in length due to the spatial constraints.

**Figure 2.3 – Holly Road looking Northeast**



**Figure 2.4 - Railway bridge between Holly Road and School Avenue**



*Windmill Road*

- 2.3.3 Windmill Road is residential in nature, formed of a two-way single carriageway and subject to a 30mph speed restriction. Windmill Road follows a southeast / northwest alignment, connecting to the High Street to the southeast and the A312 Uxbridge Road in the northwest.
- 2.3.4 Single yellow lining is present along the southern side of the carriageway which restricts parking, whilst unrestricted parking is permitted along the northern side. Double yellow lining is present in the vicinity of the junction.
- 2.3.5 Windmill Road measures approximately 7.0m in width, which reduces to 5.0m where vehicles are parked on the northern side of the carriageway.

**Figure 2.5 – Windmill Road**



*A311 High Street*

2.3.6 The A311 High Street is a two way single carriageway road, subject to a 20mph speed restriction. The A311 provides a connection between the A308 Upper Sunbury Road in the south and Twickenham in the north. Inset car parking bays and on street loading bays are located intermittently along both sides of the carriageway, with single and double yellow lining restricting parking in areas, whilst sections of the road have no lining. There is no Controlled Parking Zone (CPZ) along the High Street, however the majority of car parking bays are restricted to a maximum of one hour.

**Figure 2.6 – High Street**



### **Strategic Highway**

- 2.3.7 The Transport for London Road Network (TLRN) is made up of London's 'red routes' which are the capital's main routes. TfL encourage all construction and HGV traffic to utilise either the strategic road network (SRN) and TLRN, avoiding local level roads where possible to reduce impact on the highway network.
- 2.3.8 The A316 is located approximately 3.0km north west of the site, accessed via the High Street and B358 via the Apex Roundabout between the A316 / A305 / A312 Hampton Road East / A312 Hampton Road West. The A316 provides a connection between the M3 in the west and Chiswick and Hammersmith in the east.
- 2.3.9 The A312 Hampton Road West also forms part of the TLRN, providing a connection to the A4 and the M4 in the north.

### **National Rail**

- 2.3.10 The closest railway station to the site is Fulwell Station, located approximately 1.2km (15 minute walk) northeast of the site.

### **Bus Route**

- 2.3.11 Bus routes operate along the High Street, which is located to the east of the site.

### **Cycle Routes**

- 2.3.12 LBRuT identifies a section of the High Street between Holly Road and Manor Gardens as a main road cycle route, providing a connection to Bushey Park.

## **2.4 Considerations and challenges**

### **Local Policy**

- 2.4.1 All construction work will be undertaken within the hours specified within **Table 1.1**.

### **On-street Car Parking**

- 2.4.2 There are no parking restrictions present on either side of Windmill Road. Unrestricted car parking on Windmill Road reduces the width of the carriageway, therefore suspension of selected parking areas will need to be undertaken to allow vehicles to manoeuvre.

### **Local Residents**

- 2.4.3 The site is located in a predominantly residential area: local residential associations will be informed of all construction plans.



- 2.4.4 Hampton Hill Spiritual Church is located to the north of Windmill Road, however, during the church's peak (Sunday) no construction work will be undertaken unless agreed with LBRuT should the application be successful.

**Local Amenities**

- 2.4.5 The northern end of the High Street provides access to a variety of different amenities including community libraries, retail units and a theatre. Bushy Park is also located on the eastern side of the High Street and a playing fields on School Road Avenue. Therefore, this generates a high level of pedestrian activity. The anticipated construction route has been developed to limit left turns to minimise conflict between construction vehicles, cyclists and pedestrians.

**Size and width restrictions**

- 2.4.6 The access into the site from Holly Road is narrow and therefore HGVs cannot be accommodated. Furthermore, unrestricted car parking along both sides of Holly Road reduces the width of Holly Road to 3.0m.
- 2.4.7 Access along Holly Road and over the railway bridge is restricted to vehicles under 40 inches. However, this route is not proposed as part of the construction logistics routing strategy.

## 3.0 Construction Programme and Methodology

### 3.1 Construction Programme

3.1.1 The construction process is expected to take approximately 24 months and will comprise that following phases:

- Site set up;
- Demolition of existing buildings;
- Basement excavation, piling and sub-structure;
- Super-structure;
- Facades and cladding;
- Fit-out; and
- External works.

3.1.2 **Table 3.1** provides an outline Gantt chart to show the construction works across approximately 24-month period.

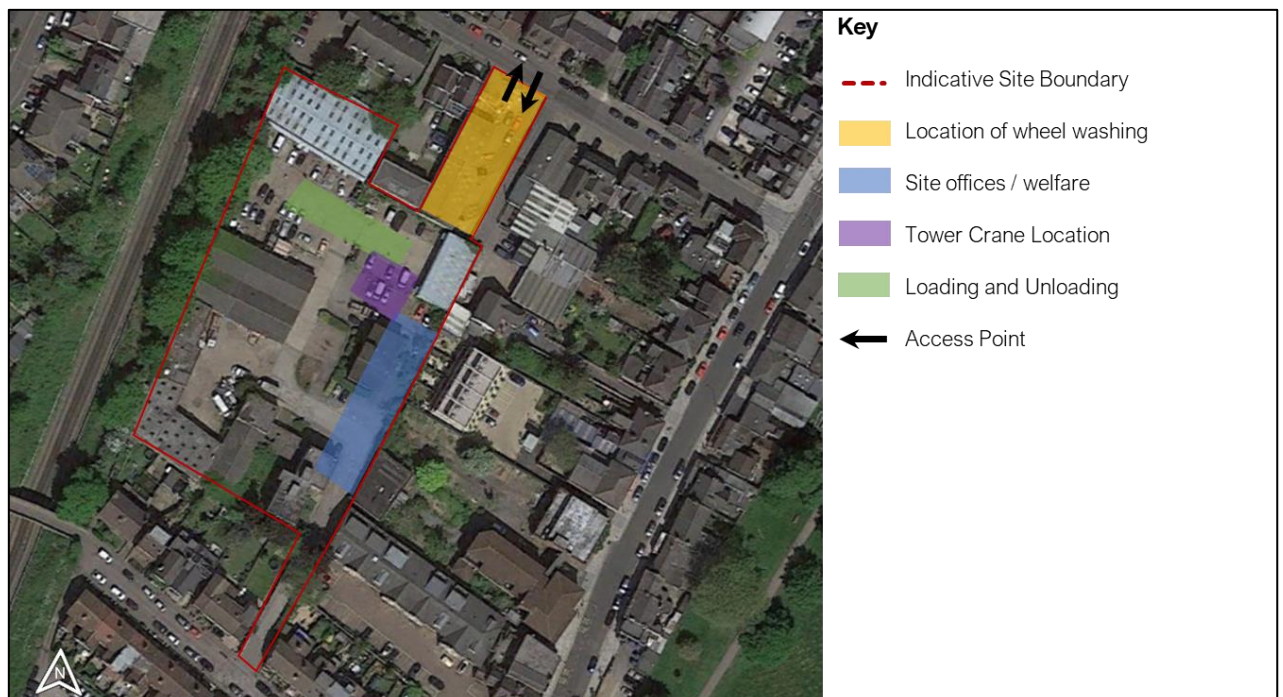
**Table 3.1 – Outline Programme**

Construction phase	Start	End
Site setup and demolition	Apr-2023	Sep-2023
Basement excavation and piling	Aug-2023	Feb-2024
Sub-structure	Dec-2023	Mar-2024
Super-structure	Dec-2023	Jul-2024
Cladding	May-2024	Oct-2024
Fit-out, testing and commissioning	Aug-2024	Jan-2025

## 3.2 Construction Compound

3.2.1 During the construction stage, a site compound, complete with welfare facilities, will be accessed directly off Windmill Road. Hoarding will be used to secure the perimeter of the site. Access will be controlled via a security checkpoint located internally adjacent to the main entrance gate. **Figure 3.2** illustrates the indicative layout of the site compound.

**Figure 3.2 - Indicative Compound Layout**



## 3.3 Welfare Units

3.3.1 Welfare units will be provided throughout the construction stages and will include facilities such as toilets and offices. It is anticipated that these will be located along the eastern boundary of the site.

3.3.2 All welfare units will be removed from site after construction is finalised to allow for the completion of external landscaping works.

## 3.4 Delivery Times

3.4.1 The following section details the restriction of delivery times imposed on “Large Construction Vehicles” and “General Construction Vehicles”. The aim of this configuration is to minimise the exposure of children to large construction vehicles when arriving at and leaving the surrounding schools.

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**Working Hours of the Site:**

*Monday to Friday* 08:00 am to 18:00

*Saturday* 08:00 to 13:00

*Bank Holidays and Sundays* No works

**Large Construction Vehicles Delivery Times:**

*Monday to Friday* 10:00 to 14:00

*Saturday* 8:00 to 13:00

*Bank Holidays and Sunday* No works or deliveries

**General Construction Vehicles Delivery Times:**

*Monday to Friday* 10:00 to 18:00

*Saturday* 8:00 to 13:00

*Bank Holidays and Sunday* No works or deliveries

3.4.2 It is anticipated that a delivery “log in” system will be put in place whereby suppliers and contractors book a time slot for arrival, delivery time period and departure. Thus, if the time slot is missed the contractor will not attempt delivery but reschedule the time slot. All deliveries will be managed by a qualified Logistics Manager & Traffic Marshal.

3.4.3 A local speed limit of 20mph for all traffic will be maintained along Windmill Road and the High Street. Construction vehicles travelling to and from site will adhere to this and drivers will be made aware of local restrictions prior to their visit to ensure the well-being of local residents and inhabitants of Windmill Road. Speed limits will be enforced on-site by clear signage to ensure the safety of workers and visitors.

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## 4.0 Vehicular Routing

### 4.1 Routing Strategy

- 4.1.1 All construction vehicles will follow pre-determined routes to ensure drivers only use routes appropriate to their vehicle type. All vehicles will enter and exit the site via the new access point on Windmill Road. The majority of construction vehicles can enter and exit via the site frontage on Windmill Road. However, when articulated / low loader vehicles are required, two sections of car parking will need to be temporarily suspended to allow vehicles to exit. This will be intermittent and assessed by the contractor.
- 4.1.2 The following maps illustrate the anticipated vehicular routing for the site. **Figure 4.1** provides vehicular routing in the context of London in terms of the TLRN which will be utilised. **Figure 4.2** considers the local area.
- 4.1.3 Due to restricted access onto Holly Road and the size restrictions on Holly Road, no HGVs will utilise Holly Road. Access from Holly Road will be limited to pedestrians and small goods vehicles during the latter stages of constructions.
- 4.1.4 It is anticipated that vehicles arriving and departing the site will use the A315, A312 or the M3. Once off the strategic road network, vehicles will use the A213 Uxbridge Road.
- 4.1.5 It is recognised by the London Cycling Campaign and within the FORs Cycle Safety Toolkit that collisions between cyclists and HGVs occur often when drivers are turning left across the path of a cyclist. Therefore, the proposed route has been developed to minimise the number of left turn manoeuvres undertaken by construction vehicles, it is anticipated that vehicles travelling from the TLRN will then travel along Park Road, the High Street and turn right onto Windmill Road.
- 4.1.6 Vehicles travelling to the TLRN will turn right out of Windmill Road onto the High Street and then turn right onto the A312 Uxbridge Road.
- 4.1.7 Loading and unloading will take place on-site to avoid disruption within the local highway network, with space also provided on-site to hold delivery vehicles where necessary. Vehicles will turn around on site and exit via the same entry point. It is anticipated that a the on site holding area will accommodate up to two articulated vehicles and will be located in the southern section of the site.
- 4.1.8 Swept path analysis for a low-loader, a 10m rigid HGV and a concrete mixer has been included in **Appendix A**. Drawing 80212-CUR-00-XX-TP-06004 illustrates the proposed temporary parking suspension which included in **Appendix B**.

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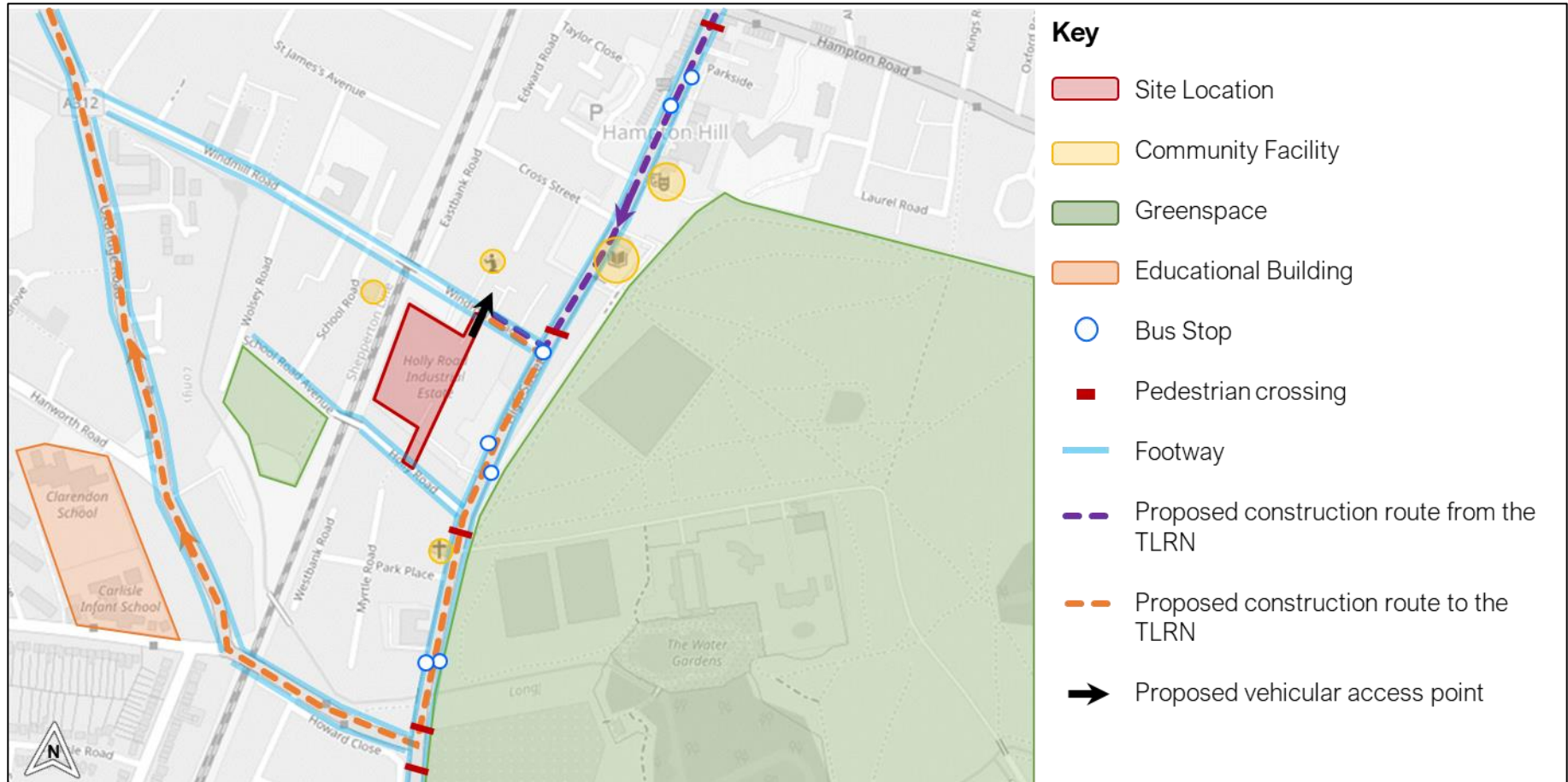
Figure 4.1 – Anticipated Vehicular Routing



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Figure 4.2 - Localised Vehicular Routes



## 5.0 Strategies to reduce impact

### 5.1 Mitigation Measures

5.1.1 This section of the report provides a suite of measures (committed, proposed and considered) which could be implemented by the contractor to achieve the objectives of the CMS and mitigate challenges outlined in Section 2. **Table 5.1** presents the committed, proposed and considered measures.

**Table 5.1 – Mitigation Measures**

Planned Measures	Committed	Proposed	Considered
<b>Measures influencing construction vehicles and deliveries</b>			
Safety and environmental standards and programmes	✓		
Adherence to designated routes	✓		
Delivery Schedule		✓	
Re-timing for out of peak deliveries		✓	
Re-timing for out of hours deliveries			✓
Use of logistics and consolidation centres			✓
FORS accredited suppliers / contractors	✓		
On site logistics manager	✓		
<b>Material Procurement Measures</b>			
Re-use material on site		✓	
Smart procurement		✓	
<b>Encouraging Sustainable Freight</b>			
Freight by river			✓
Freight by rail			✓
<b>Other Measures</b>			
Implement a staff travel plan		✓	
Dust Control	✓		
Noise Control	✓		
Site Security	✓		
Site Enclosure	✓		



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## 5.2 Measures to influence construction vehicles and deliveries

### Health and Safety

- 5.2.1 It is suggested that the appointed Contractor will be a member of the Considerate Constructors Scheme (CSS) which plays a valuable role in improving health and safety standards and working practices across the construction industry.
- 5.2.2 A qualified site Logistics Manager will be appointed to manage vehicle movements in and out of the site and record any operational incidents.

### Adherence to designated routes

- 5.2.3 All construction related traffic and deliveries will be carefully managed to ensure that journeys to and from the site adhere to agreed routes along the SRN and local roads, which can be found previously in this report. These routes have been produced to minimise the impact of the works on the surrounding highway network and local communities.
- 5.2.4 Copies of the route plan will be given to all suppliers and sub-contractors to ensure drivers are aware of the designated route. This will be supplemented by on-site briefings which will further enhance this understanding.

### Delivery Scheduling

- 5.2.5 It is anticipated that a delivery “log in” system will be implemented whereby suppliers and contractors book a time slot for arrival, delivery time period and departure. If the time slot is missed, the supplier will not attempt delivery but reschedule the time slot. All deliveries will be managed and supervised by a qualified Logistics Manager and Traffic Marshall.

### Retiming for outside peak deliveries

- 5.2.6 The operational efficiency and capacity of the site will be significantly increased if deliveries are co-ordinated to occur outside of the morning and afternoon peak periods. Therefore, where possible delivery vehicles will be retimed outside of the peak hours to prevent large vehicles from accessing the site during these periods. This will also minimise the impact of the site on the local highway network and surrounding communities at critical times.

### Retiming for out of hours deliveries

- 5.2.7 Due to the residential nature of the site, it is anticipated that out of hours deliveries will be not be appropriate and would result in a greater impact on residents in the surrounding area.

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**Use of holding and vehicle call off areas**

5.2.8 The site has sufficient area to accommodate all vehicles required as part of the construction period. Therefore, it is not envisaged that an off-site holding area will be required throughout the construction process.

**Consolidation centres**

5.2.9 The use of a construction consolidation centre will be considered. Wincanton Greenford Consolidation Centre is the closest to the site, located approximately 2.0km north.

**Fleet Operator Recognition Scheme (FORS)**

5.2.10 FORS is a voluntary, national fleet accreditation scheme designed to help improve fleet operator performance in key areas such as fuel efficiency, vehicle emissions, safety and compliance. Only FORS accredited contractors and suppliers are suggested to be employed throughout the construction phase.

**On site logistics manager**

5.2.11 The contractor will designate a member of on-site staff to assist with the management of traffic, pedestrians and cyclists when construction vehicles arriving and departing the site to ensure safety.

**5.3 Measures to encourage sustainable freight**

5.3.1 There are no opportunities in the vicinity of the site to transport freight by water or by rail.

**5.4 Material Procurement Measures**

**Re-use of material on site**

5.4.1 The re-use of materials on site will be implemented at all available opportunities to minimise the number of deliveries required at the site. The recycling of materials will also reduce the environmental impact of the site.

**Smart procurement**

5.4.2 All measures will be undertaken during the procurement stage to ensure that the impact of the works is minimised. Contractors will be partially selected upon their use of local staff who can travel to the site via public transport, walking or cycling. Suppliers within the local supply chain will also be used wherever possible to minimise the distance travelled by vehicles delivering materials to the site.

## 5.5 Waste Management, Recycling and Disposal

5.5.1 Waste will be generated at all stages of construction works with the major sources during demolition being:

**Demolition Material** – concrete, brick, glass, wood, steel, fixings etc...

5.5.2 The contractor will manage waste on the principles of reuse, recycle, recover and disposal. All recoverable or recyclable material will be soft stripped and separated prior to the start of the main demolition works. Concrete and masonry arising from the demolition will be crushed and reused on site. Excavation material will be tested and categorised prior to disposal off site, with inert and any hazardous waste being sent to the appropriate landfills. All waste will be managed and monitored in accordance with an appropriate site waste management plan.

5.5.3 It is anticipated that the following measures will be used to manage the quantum of waste generated and increase the level of material recycled:

- Material ticketing system;
- Waste reduction commitments;
- A waste champion to monitor and manage waste generation on site;
- Subcontractors will be required to document actions which have been taken relating to waste from the site;
- Use of a waste disposal business that diverts a large percentage of the waste they receive away from landfill.
- Energy usage on site will be recorded and monitored;
- The contractor will prepare a report which assesses and monitor the likely quantum of waste generated; and
- Development of a Site Waste Management Plan.

## 5.6 Nuisance and Mitigation Measures

5.6.1 The following measures will be used to control noise, dust and vibration:

- Entering into a Section 61 Agreement and informing the Local Planning Authority as to the type of plant to be used, a programme of the works, provision of manufacturer's literature and calculations of anticipated noise levels;
- Works plant and equipment will comply with the Noise at Work Regulations 1989. Noisy operations will be further reduced by use of sound reducing enclosures;
- Skips and removal vehicles will be covered when leaving site;
- All materials removed from site will be recorded via a ticket system to ensure the disposal is tracked; and

- All vehicle movements to and from the site will be to a pre-approved route to minimise air quality issues and all vehicles will be required to comply with low emissions requirements and will be registered with FORS.

## 5.7 Other Measures

### Implement a staff Travel Plan

5.7.1 The provision of a staff Travel Plan will be considered, and all staff will be given information about how to access the site by sustainable modes of travel.

### Staff Car and Cycle Parking

5.7.2 The site is easily accessible by sustainable modes of transport. The Contractor, where feasible, will seek to recruit construction workers from the local area. This will help maximise the potential for construction workers to travel sustainably to and from the site. As such it is likely that the construction workforce will reside in the Greater London area and therefore, in most instances, the majority of construction staff will have the opportunity to arrive at the site via sustainable modes.

5.7.3 Where travel by public or active modes of transport are not possible, all staff parking will be accommodated within the curtilage of the site. The size of the site is sufficient to accommodate enough staff car parking. Temporary cycle parking stands will be provided within the site. The number of car and cycle parking spaces will be determined once the contractor has been appointed.

### Community Engagement

5.7.4 A dedicated point of contact will be responsible for communication with statutory authorities including LBRuT, the Councils appoints Construction Logistics Co-ordinator, TfL's non-statutory authorities and local interest groups. This role will be designated once the contractor has been appointed.

5.7.5 The primary stakeholders which could be effected by the construction of the proposed development include:

- Local residents, businesses and community facilities (including places of worship and schools);
- LBRuT;
- Other statutory authorities;
- Building control;
- Environmental health; and
- Utilities providers.

## Construction Management Statement

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- 5.7.6 The main contractor will seek to actively engage with all relevant stakeholders prior to and throughout the construction programme. It is anticipated that the contractor will issue advisory notes and leaflets to local households, businesses and community facilities to keep them informed of upcoming and ongoing works and invite residents to an open forum to discuss any queries they may have.
- 5.7.7 All queries and complaints received will be directed to the main contractor as the dedicated point of contact. Local stakeholders will be provided with the contact details and site office location of the main contractor. A register of all complaints will be maintained. The contractor will commit to signing up to CCS throughout the construction programme.
- 5.7.8 The main contractor will provide a regular site induction course, which will ensure all site personnel are aware of requirements regarding health, safety and pollution and minimising the effect of the works on all adjoining owners and residents.

### **Vehicle wheel wash**

- 5.7.9 It is anticipated that vehicle wheel wash facilities will be provided on-site, as it is the responsibility of the contractor to ensure that mud/detriment originating from the site is not deposited on the public highway. Mist-spray facilities will also be provided as required to minimise the impact of dust from construction vehicles. Alongside this, all vehicular loads will be covered when entering/egressing the school site, to reduce the risk of dust/debris on the local roads.

### **Compliant Safe Urban Driving course**

- 5.7.10 All drivers of delivery vehicles who will be required to access the site will undertake a compliant Safe Urban Driving course to ensure the safety of vulnerable road users such as cyclists, pedestrians and motorcyclists. The training fully aligned to meet the requirements of FORs and CLOCs standards. A full on-site induction will also be provided for all drivers prior to making any deliveries.

### **Footway Management and Hoarding Arrangements**

- 5.7.11 Each phase of the works will be secured with plywood hoarding, approximately 2.4m in height, around the boundaries of the project and painted in the Notting Hill colours and logo. Perspex viewing panels will be incorporated to allow the public to view site progress. Hoarding will also be designed to prevent collapse in adverse weather.
- 5.7.12 Hoarding will be adequately lit in order to maintain suitable movement for pedestrians and discourage antisocial behaviour / petty crime, whilst minimising obstruction to visibility splays. The width of footways along Windmill Road will be maintained.
- 5.7.13 All hoarding will be inspected regularly and maintained throughout the construction programme. All repairs and graffiti will be dealt with immediately.

---

## 5.8 Minimising Waste

5.8.1 All reasonable measures will be employed to reduce waste produced by construction operations, following are the main controls:

- Packaging take back schemes will be used with major material suppliers (cladding, steel etc.);
- Good material storage facilities will be provided away from plant and vehicle movements;
- Off cuts will be stored to be considered for reuse before being placed in skips;
- Detailed designs will consider the use of standard sizes of materials wherever practicable; and
- Water will be recycled and allowed to evaporate as far as possible.

5.8.2 The project is currently subject to final design and specification so not all detailed waste types are known at this stage, however the following is expected:

- Packaging (metal, cardboard, paper, timber and plastic);
- Empty CoSHH material containers (detail to be confirmed following final design);
- Timber;
- Concrete wash water;
- Plasterboard;
- Material off cuts (metal, insulation, concrete, brick); and
- Office waste (paper, ink cartridges, food and packaging, metal, glass).

5.8.3 All waste will be stored in appropriate containers (skips, 1100 litres bins or sealed metal containers for special waste) and sited on hard standing away from vehicle movements and drain gullies. Wherever practicable, containers will be provided to segregate the following waste types:

- Mix of dry recyclable waste (paper, cardboard, plastics);
- Glass;
- Metal;
- Timber;
- Plasterboard;
- Concrete wash water;
- Hazardous Waste (containers with hazardous residues, aerosols, ink cartridges); and
- Mixed residual waste (insulation, brick, concrete, containers with non-hazardous residues).

## 6.0 Construction Vehicle Trip Generation

### 6.1 Introduction

- 6.1.1 This section of the report sets out the anticipated level of construction vehicle activity and the type of vehicles which will be utilised.
- 6.1.2 The maximum number of vehicles arriving and departing the site during the construction programme has been calculated by Curtins and JRP, using TfL's Construction Vehicle Estimation methodology based on build costs.

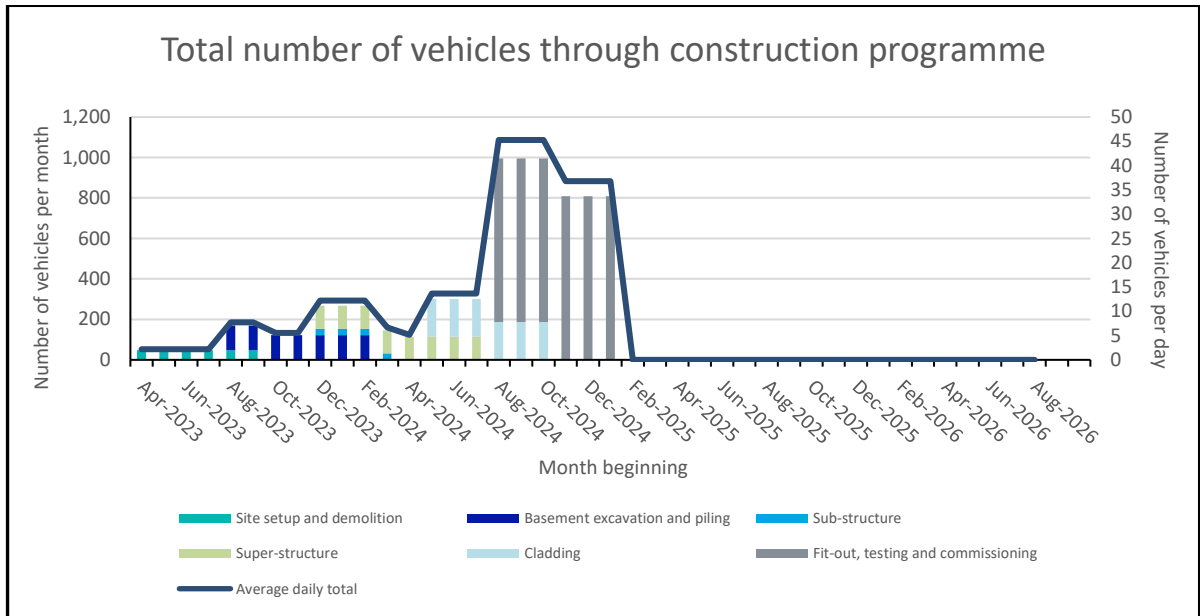
### 6.2 Construction Vehicle Schedule

- 6.2.1 **Table 6.1** details the typical Large Construction Vehicles expected to access the site directly via Windmill Road and the average daily number of vehicles by phase. Such vehicles will generally be limited to the delivery times set out in **Section 1.3**.
- 6.2.2 "Large Construction Vehicle" is herein defined as any vehicle larger than a long wheel base transit type van (length 4.1m, width 1.7m, height 1.8m, payload 1200 – 1500kg). Vehicles below these specified dimensions will be defined as "General Construction Vehicles".

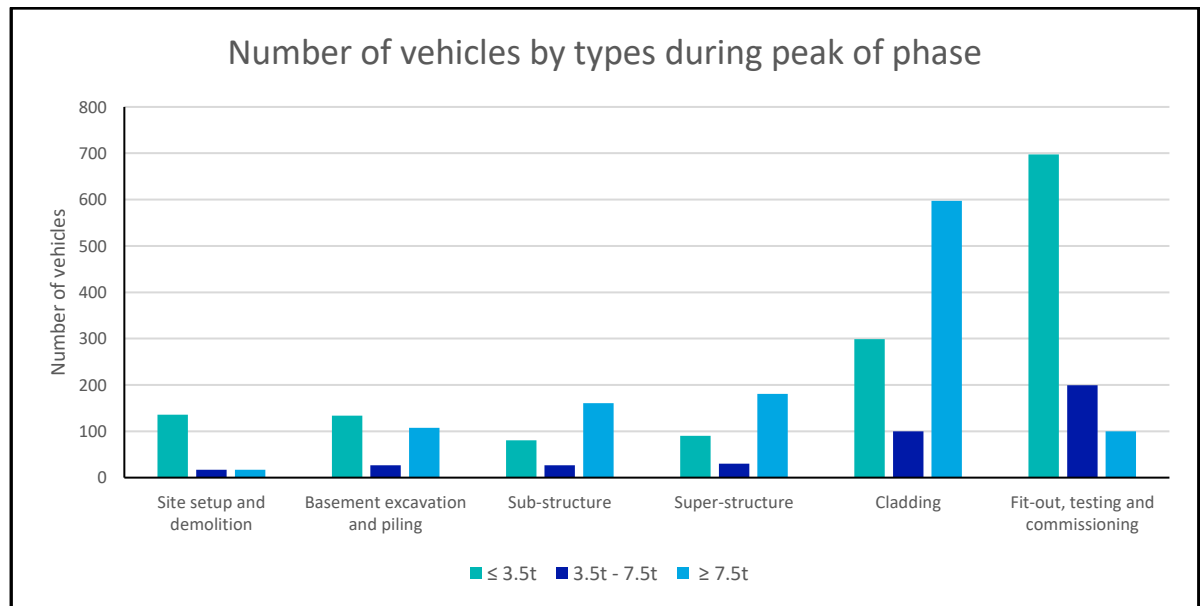
**Table 6.1 - Typical Large Construction Requirements**

Construction Phase	Period (Months)	Monthly Trips	Average No. of vehicles per day	% over 7.5 tonnes
Site Set up & demolition	6	48	2	10%
Basement and piling	7	122	6	40%
Sub structure	4	32	1	60%
Super structure	8	114	5	60%
Cladding	6	187	9	60%
Fit out	6	809	37	10%

**Figure 6.1 – Estimated Construction Vehicles through construction programme**



**Figure 6.2 – Number of Vehicles per Phase**



6.2.3 During the peak construction phase (August 2024 when Cladding and Fit-out, testing and commissioning overlap), 996 vehicles are expected during the month (193 HGVs). Based on a 5.5 working week, this equates to 45 vehicles arriving and departing the site, equating to 90 two-way vehicle movements across the day during the peak. This is deemed as a negligible amount across the working day and the majority of trips will utilise smaller vehicles.



## 7.0 Implementing, monitoring and updating

### 7.1 Logistics Manager

7.1.1 The contractor will appoint a member of staff to be responsible for the day-to-day origination and monitoring of construction logistics for the site, likely this will only require a part time commitment. The responsibilities of the Logistics Manager role will include the implementation and management of the CMS for the lifetime of the construction project.

7.1.2 As well as the planning and coordinating of the day-to-day site deliveries, on-site arrangements to accommodate delivery vehicles and the arrangements for the special deliveries, the Logistics Manager will include the implementation and management of the CMS for the lifetime of the construction project.

7.1.3 The Logistics Manager will also be responsible for liaison with local residents and groups and will be required to collect the following information throughout the construction process:

- **Number of vehicle movements to site**
  - Total
  - Vehicle size, type and age
  - Time spent on site
  - Deliver/ collection accuracy compared to schedule
- **Breaches and complaints**
  - Vehicle routing
  - Unacceptable queuing and parking
  - Adherence to safety and environmental standards and programmes
  - LEZ compliance
- **Safety**
  - Logistics related incidents
  - Record of associated fatalities and series injuries
  - Ways that staff are travelling to site
  - Vehicles and operators not meeting safety requirements
- Description of the contractor's handbook
- Description of driver's handbook

7.1.4 The collected data will be utilised to inform the ongoing implementation of this CMS and minimise the impact of the associated construction works on the local highway network and neighbouring communities.

7.1.5 No construction related equipment, structures or activities on or over the public highway which would require authorisation, however temporary parking suspensions will be agreed with the Council.

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## 7.2 Compliance

- 7.2.1 This plan will be updated in accordance with any conditions of the planning consent which must be adhered to. This will subsequently determine the level of reporting and monitoring required to ensure the site is compliant with all local authority and TfL requirements. Contracts with suppliers and sub-contractors will be managed to ensure that all third parties associated with the works adhere to all standards set out
- 7.2.2 A programme of monitoring and review will be implemented to generate information by which the success of this CMS can be evaluated. Monitoring and review of construction activity to the site will be the responsibility of the contractor, who will monitor and report performance.

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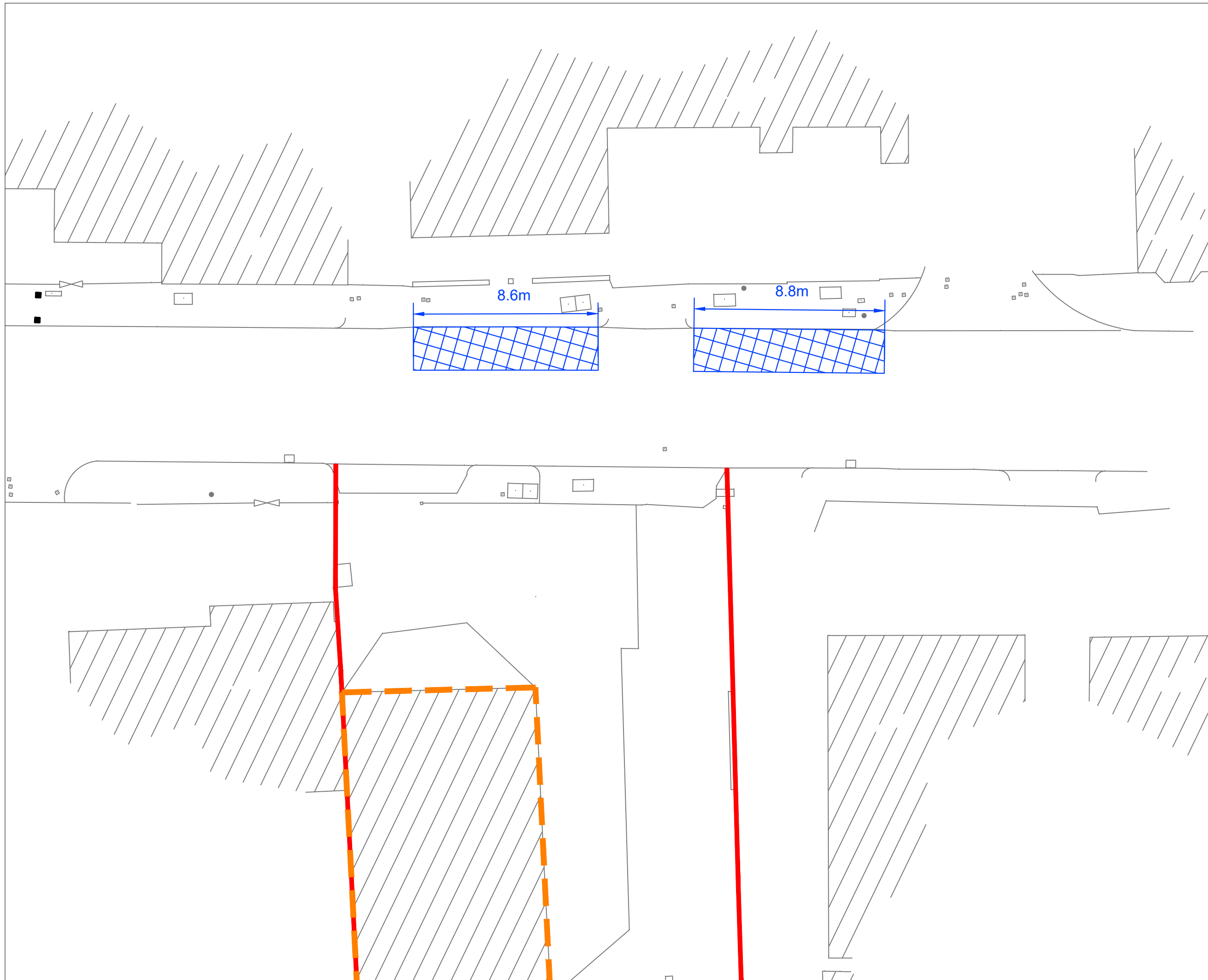
## 8.0 Conclusion

### 8.1 CMS Summary

- 8.1.1 All HGVs will access the site directly from the existing access onto Windmill Road. Access from Holly Road will be limited to small goods vehicles in the latter stages of construction and pedestrians.
- 8.1.2 It is anticipated that, at its peak, 45 two-way vehicle movements will be generated across the day, a negligible amount across the working day and the majority of trips will utilise smaller vehicles. It is therefore considered that there will be no detrimental impact on the local highway network.
- 8.1.3 Deliveries will be well co-ordinated and will occur during off-peak times wherever operationally feasible. Unrestricted parking along Windmill Road will need to be suspended to allow vehicles to manoeuvre into and out of the site.
- 8.1.4 The CMS will be well managed and monitored by a number of processes outlined above with an ongoing dialogue with the local community and other local stakeholders to minimise any potential disruption.
- 8.1.5 In addition, a number of sensible mitigation measures have been proposed to reduce the risk of any nuisance occurring, these include:
- Leaflet drop will take place for local residents;
  - Vehicle wheel wash facilities will be provided on site;
  - Mist sprays to reduce dust as required; and
  - Vehicular loads will be covered up.
- 8.1.6 It is therefore considered that construction traffic will not have a significant adverse impact on the local roads network during the construction process and as such this CMS is compliant with TfL CMS guidance.

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## Appendix A: Swept Path Analysis





GENERAL NOTES

1. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
3. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
4. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
5. FOR GENERAL NOTES REFER TO DRAWING.

SOURCE: ???

KEY

-  PROPOSED TEMPORARY SUSPENSION OF CAR PARKING BAYS
-  BUILDINGS TO BE DEMOLISHED

P1	INITIAL DRAFT ISSUE.	19	EF	BD
Rev:	Description:	Date:	By:	Chkd:



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Project: ST CLARE BUSINESS PARK

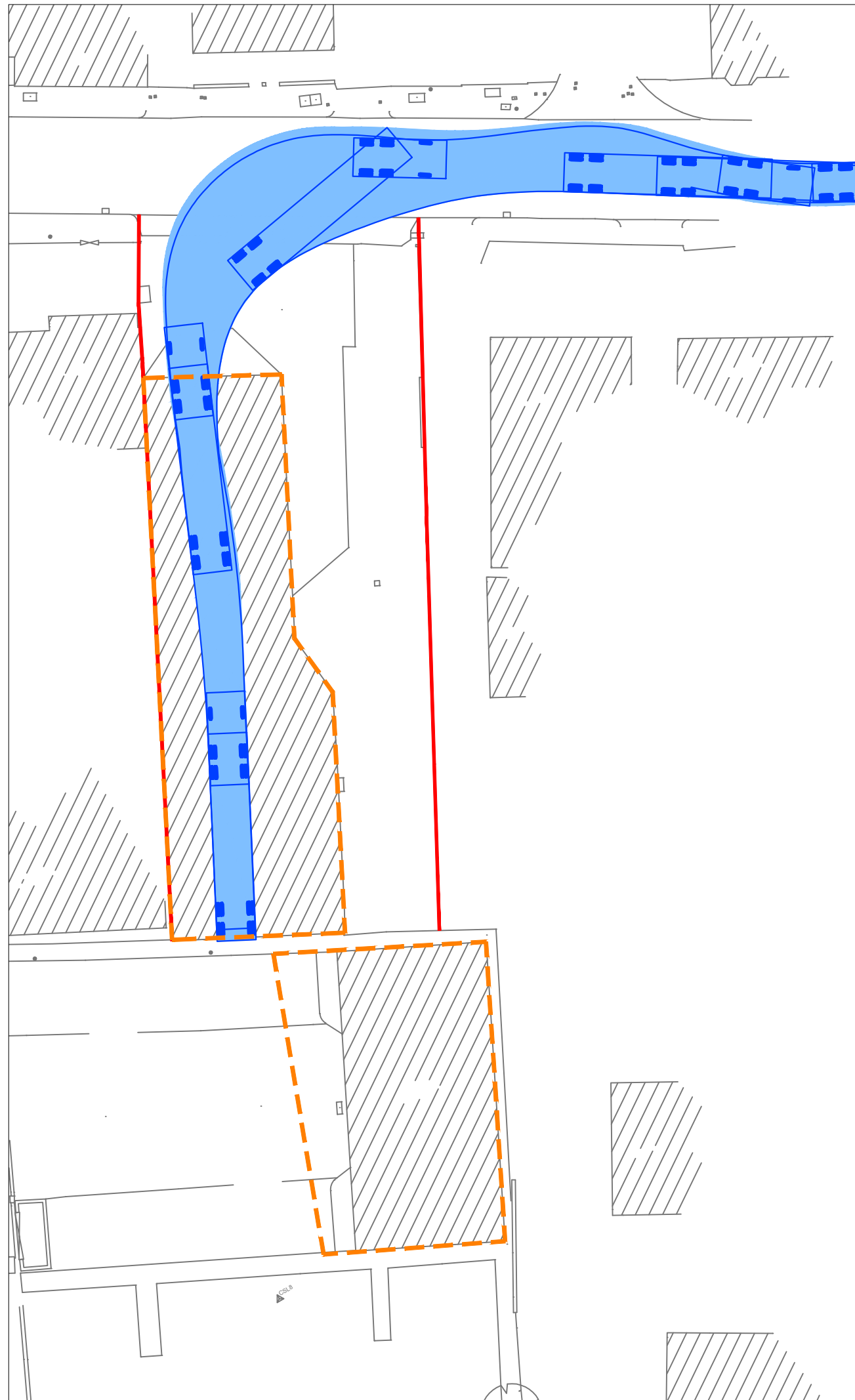
Drq Title: PROPOSED CAR PARKING TEMPORARY SUSPENSION

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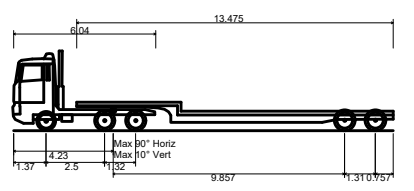
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SOURCE: ???

KEY

- FORWARD GEAR
- REVERSE GEAR
- SITE BOUNDARY
- BUILDINGS TO BE DEMOLISHED

VEHICLE PROFILE



Low Loader	
Overall Length	16.154m
Overall Width	2.520m
Overall Body Height	3.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.990m

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INFORMATION

Project: ST CLARE BUSINESS PARK

Drwg Title: SWEEP PATH ANALYSIS  
 CONSTRUCTION LOGISTICS  
 LOW LOADER

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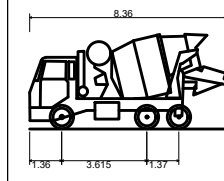
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SOURCE: ???

KEY

- FORWARD GEAR
- REVERSE GEAR
- SITE BOUNDARY
- BUILDINGS TO BE DEMOLISHED

VEHICLE PROFILE



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

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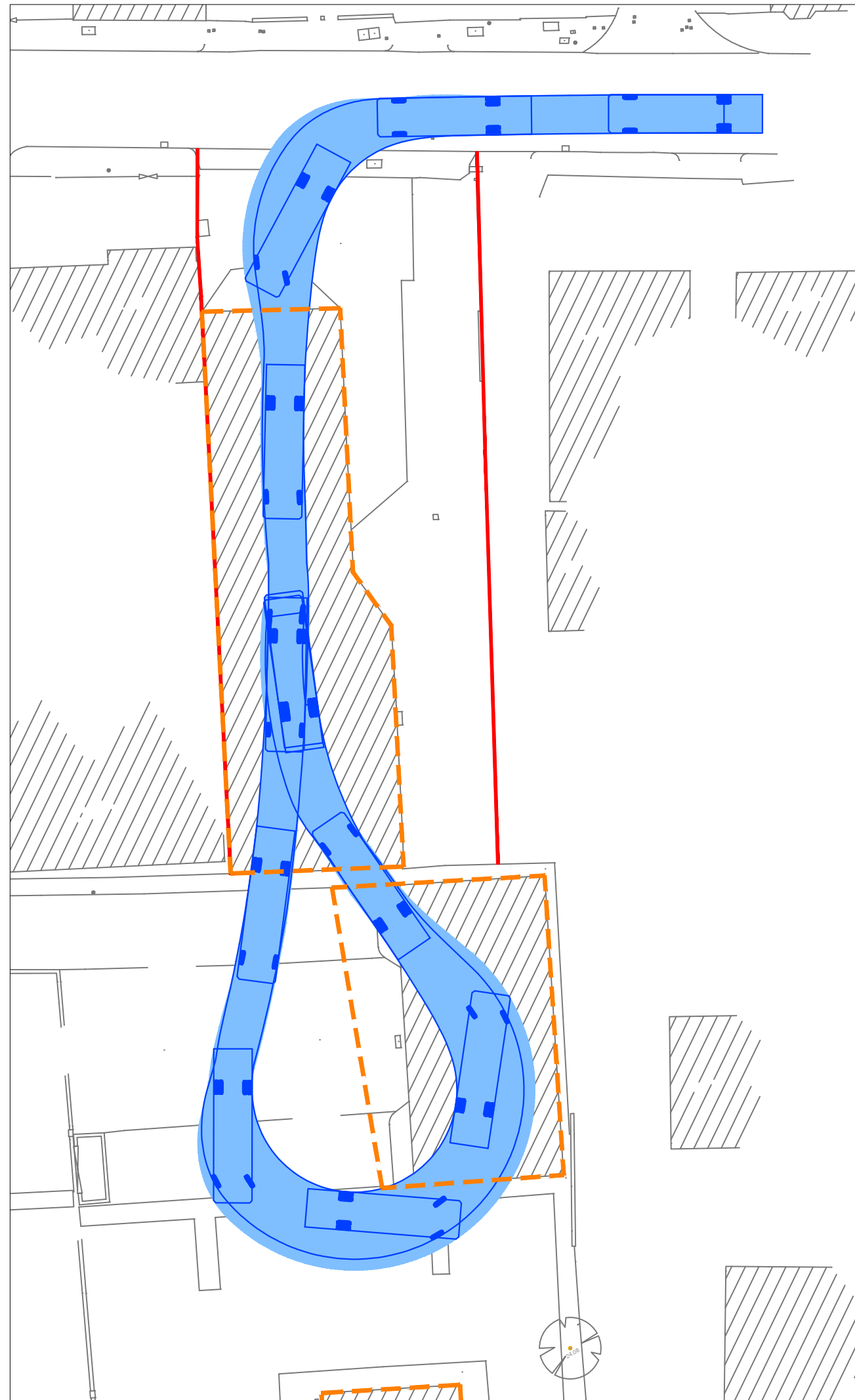
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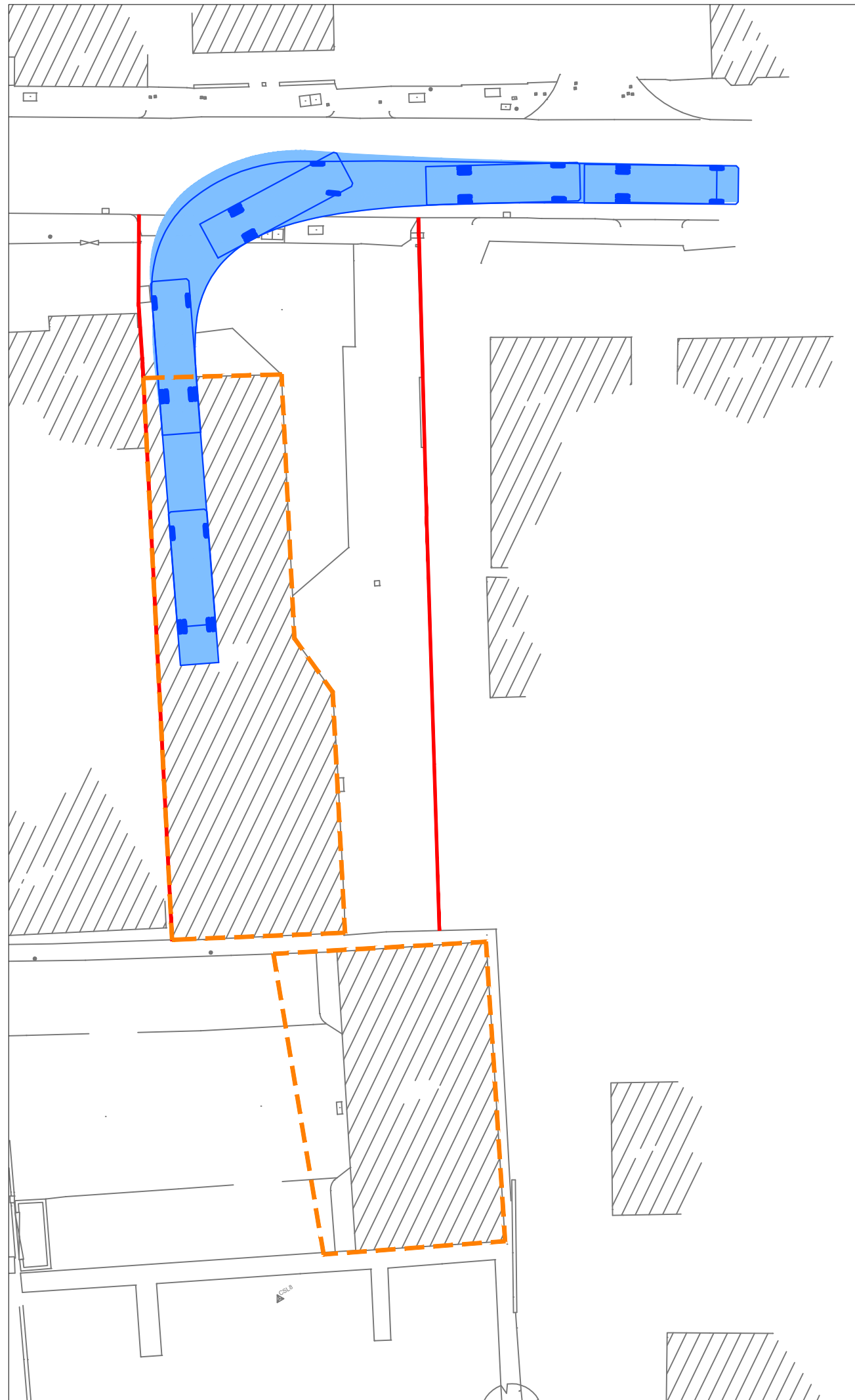
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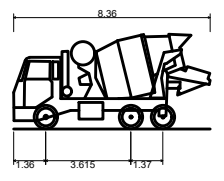
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VEHICLE PROFILE



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INFORMATION

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Drwg Title:  
**SWEPT PATH ANALYSIS  
 CONSTRUCTION LOGISTICS  
 10m RIGID VEHICLE**

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