Greggs Bakery / Twickenham

Outline Construction Logistics Plan

Prepared by Velocity

05 August 2022

FORMER GREGGS FACTORY, TWICKENHAM
RESIDENTIAL & INDUSTRIAL
OUTLINE CONSTRUCTION LOGISTICS PLAN

PROJECT NO. 3760/1180 DOC NO. D006

DATE: JULY 2022

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CLIENT: LONDON SQUARE DEVELOPMENTS LTD

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1 INTRODUCTION

1.1 INTRODUCTION

1.1.1 This Outline Construction Logistics Plan (CLP) has been prepared by Velocity Transport Planning on behalf of London Square Developments Ltd to accompany a detailed planning application for the redevelopment of the former Greggs Bakery Site and No.2 Gould Road, Twickenham, TW2 6RT.

1.1.2 This CLP has been prepared in accordance with Transport for London's best practice guidance.

1.2 CLP OBJECTIVES

1.2.1 The overall objectives of this Outline CLP are to reduce:

- Environmental impact: Lower vehicle emissions and noise levels;
- Road risk: Improve vehicle and road user safety;
- Congestion: Reduce trips overall and retime where possible, especially in peak periods; and
- Cost: Efficient working practices and reduce deliveries.

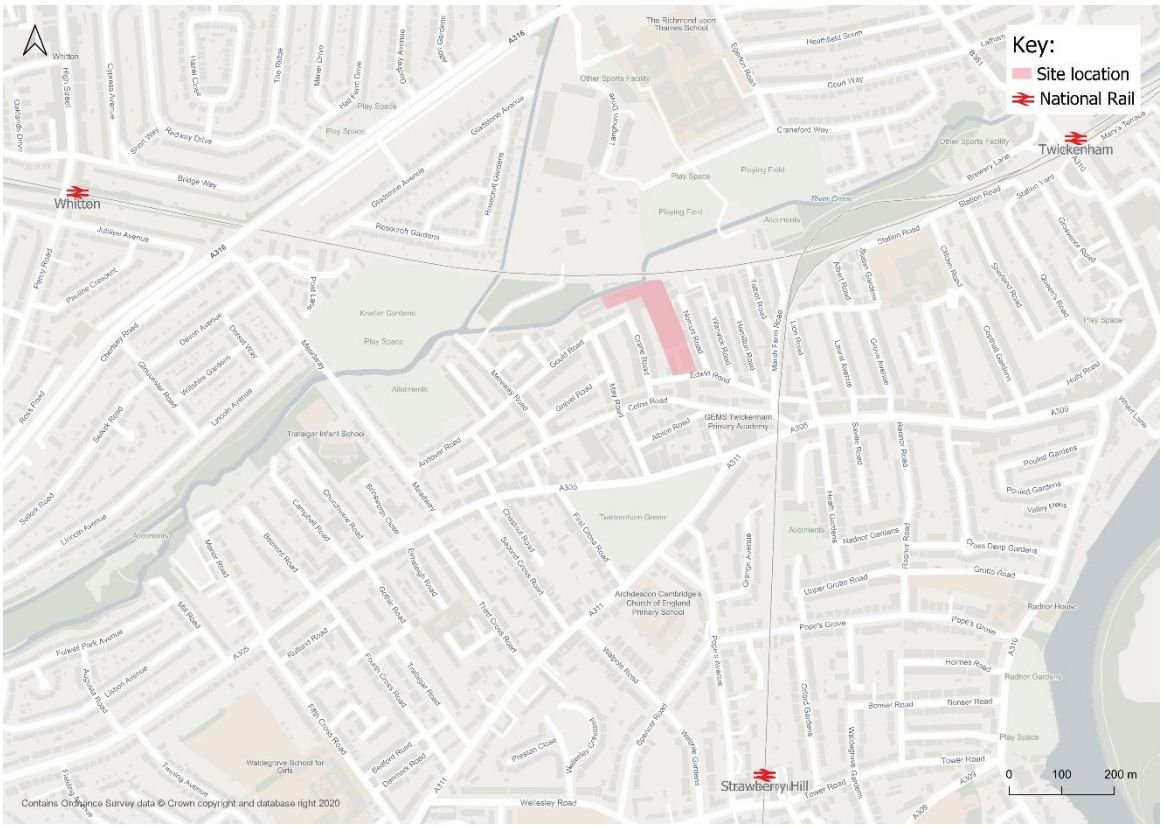
1.2.2 To support the realisation of these objectives, several sub-objectives have been set out and include:

- Encouraging construction workers to travel to the site by non-car modes;
- Promoting smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Managing the ongoing development and delivery of the CLP with construction contractors;
- Communicating site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction freight vehicles.

1.3 SITE CONTEXT

1.3.1 **Figure 1-1** illustrates the location of the site. The existing Site comprises the former Greggs Bakery Site in Twickenham and no.2 Gould Road, within the London Borough of Richmond Upon Thames. The Site is L shaped and is bound by the River Crane to the north and railway line beyond, residential properties on Norcutt Road to the east, Edwin Road to the south, residential properties on Crane Road to the west and further residential properties on Crane Road/ Gould Road and at Crane Mews to the north west.

Figure 1-1: Site Location



1.3.2 The surrounding area is predominantly residential in character comprising rows of terraced streets. Crane Mews to the west comprises as mixed-use building of small commercial units and residential. To the south of the Site there is a small workshop in light industrial use.

1.3.3 Lockcorp House on Norcutt Road to the east of the Site comprises an office building which has been the subject of various applications and have resulted in planning permission being granted for residential use. The most recently received approval for 15 affordable flats (mix of one, two and three bedroom units). Norcutt Road comprises mews type properties with small rear gardens with adjoin the Site. Craneford Way Depot to the north of the Site beyond the River Crane and railway line comprises a large, underdeveloped waste Site.

1.3.4 The north of the Site is adjacent to the River Crane. The river and land beyond to the north of the Site is designated as Metropolitan Open Land (MOL). The Hamilton Road Conservation Area is located to the east of the Site with the boundary running between the back gardens of the properties on the east side of Norcutt Road.

1.3.5 Twickenham Railway Station, operated by Southwestern Railway, provides a number of services to and from London Waterloo and destinations in the southwest. In addition, several bus services are accessible within 550m walk of the site along Heath Road.

1.3.6 The site has a PTAL of 2, indicating a poor level of public transport accessibility. As a result of the site being situated within an Outer London area with lower-than-average accessibility to public transport services, higher maximum car parking standards apply, as set out in the London Plan (March 2021).

1.3.7 The site and its surrounding road network are situated within Controlled Parking Zone (CPZ) WT (West Twickenham), which restricts parking from Monday to Saturday between 08:30 to 18:30.

1.4 EXISTING SITE USE

1.4.1 The existing Site comprises the former Greggs Bakery Site in Twickenham and no.2 Gould Road, within the London Borough of Richmond Upon Thames. The Site is L shaped and is bound by the River Crane to the north and railway line beyond, residential properties on Norcutt Road to the east, Edwin Road to the south, residential properties on Crane Road to the west and further residential properties on Crane Road/ Gould Road and at Crane Mews to the north west.

1.4.2 There are a range of buildings covering the majority of the Site which comprises an area of 1.1ha. The majority of the Greggs Bakery Site is covered by a single storey industrial shed alongside large extract equipment. There are also a number of associated two and three storey commercial buildings across the remainder of the Site which have developed in a piecemeal way over time. The existing buildings have reached the end of their life cycle. The application site also includes no. 2 Gould Road, a two-storey end of terrace house.

1.4.3 Due to the current plot coverage, the total floorspace across the Site is 9,051 sqm existing Greggs industrial GIA and 75 sqm existing residential house GIA. The existing structures are built up to the boundaries with the gardens of the properties at Norcutt Road and Crane Road.

1.4.4 The Site is highly constrained and is accessed via Edwin Road to the South and via Gould Road at the north of the Site. There is a small yard to the south of the Site accessed from Edwin Road which is where HGVs access the Site. A limited amount of car parking associated with the existing bakery is located within the Site accessed off Gould Road to the north of the Site. Staff from Greggs Bakery were previously able to park on the surrounding streets prior to parking restrictions associated with to the introduction of the 'West Twickenham CPZ' which came into force in May 2018.

1.4.5 The existing use of the site is for industrial purposes and includes ancillary office floorspace associated with the bakery operations that previously operated from the Site. The bakery operation is now redundant, and Greggs ceased the bakery use on the Site in 2018. Greggs have been unable to sell the facility despite a marketing exercise which commenced in February 2018.

1.4.6 Greggs operated on the Site since the acquisition in 1994. Agents for Greggs have advised that throughout this period it has proven problematic from an operational and asset management perspective. The buildings gave rise to an unsustainable maintenance cost resulting in the business beginning a search for alternative premises in the late 1990s as the Site was considered unfit for purpose. The business operated from the Site, unsatisfactorily and inefficiently, maintaining a difficult relationship with neighbouring residents. Alternative premises were identified in Enfield and the Bakery production and distribution has now relocated outside of the Borough to a purpose-built facility which is more operationally efficient than the Bakery premises at Gould Road.

1.5 DEVELOPMENT PROPOSALS

1.5.1 The description of the proposed development is as follows:

> *'Demolition of existing buildings (with retention of a single dwelling) and redevelopment of the site to provide up to 97 residential units, 883 sqm industrial floorspace (Use Class E) and 117 sqm*

commercial floorspace with associated hard and soft landscaping, car parking and highways works and other associated works'

SUMMARY OF WORKS

1.5.2 Works consist of:

- Enabling, demolition and foundation works (pre-superstructure);
- Superstructure works including fit out; and
- External works.

1.6 CLP STRUCTURE

1.6.1 The remainder of this CLP is structured as follows:

- **Section 2** – describes the current situation on and around the site;
- **Section 3** – provides a description of the vehicle routing and access;
- **Section 4** – outlines the construction programme and methodology;
- **Section 5** – describes measures that can be implemented to ensure the CLP is effective in achieving the aims of reducing environmental impact, road risk, congestion, and cost;
- **Section 6** – sets out the estimated vehicle movements; and
- **Section 7** – describes the implementation, monitoring and updating of the CLP.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 PLANS

2.1.1 The following maps show the area around the development site. The plans are included in full at **APPENDIX A**.

2.1.2 **Figure 2-1** shows a regional plan with the location of the site in the context of the highway network.

2.1.3 **Figure 2-2** shows the location of the site in relation to the surrounding local area.

2.1.4 **Figure 2-3** shows the site boundary in relation to the local highway network.

Figure 2-1: Regional Plan

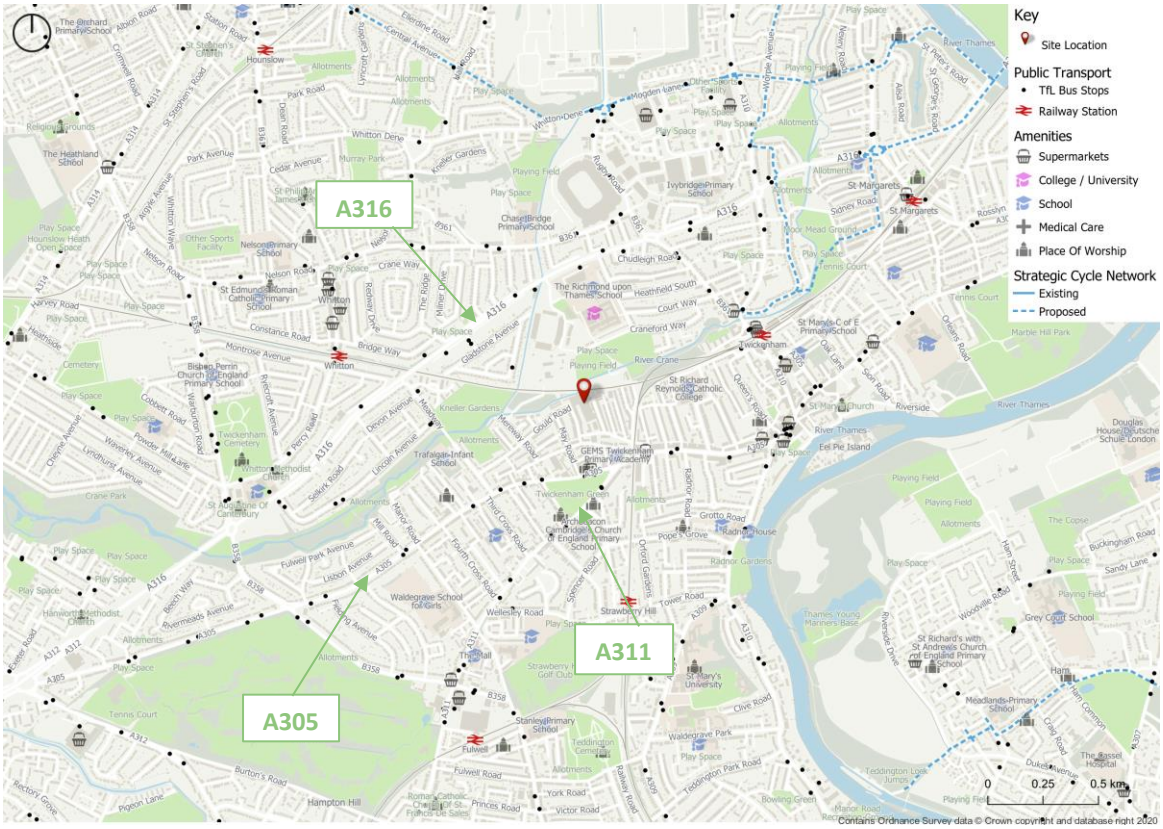


Figure 2-2: Local Context Plan

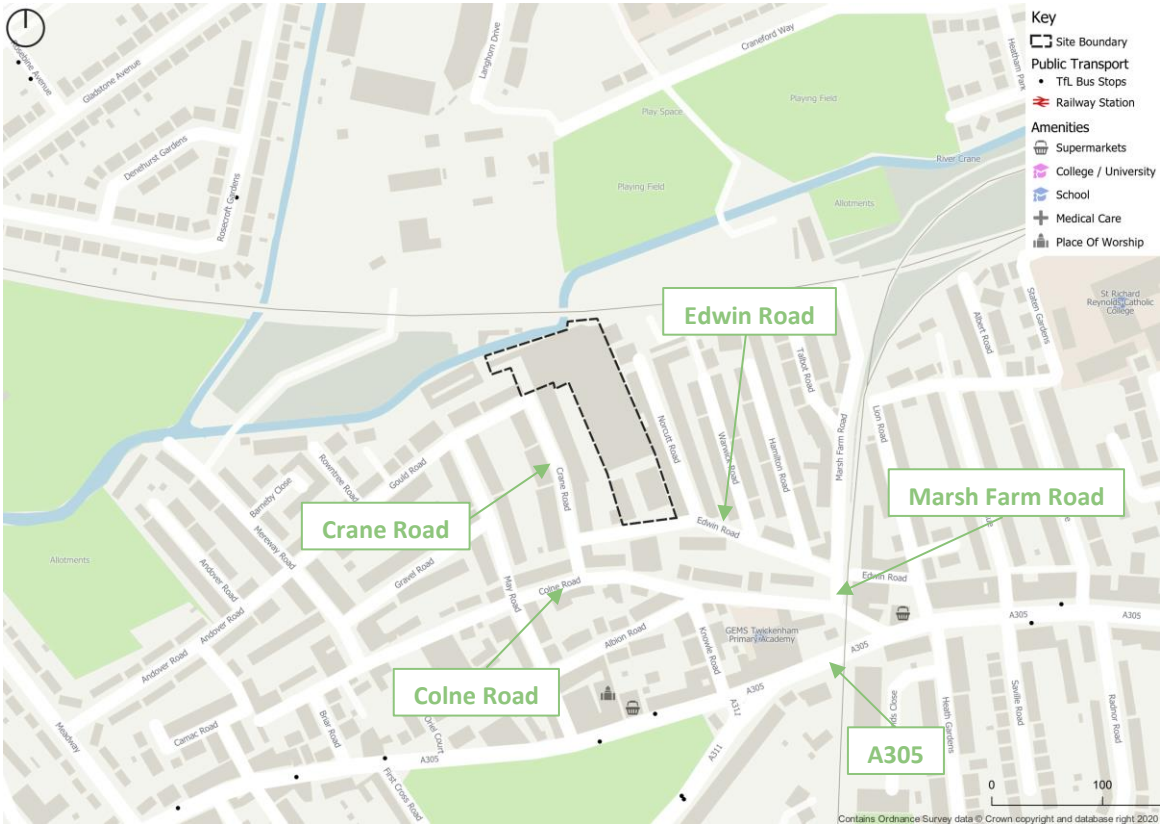
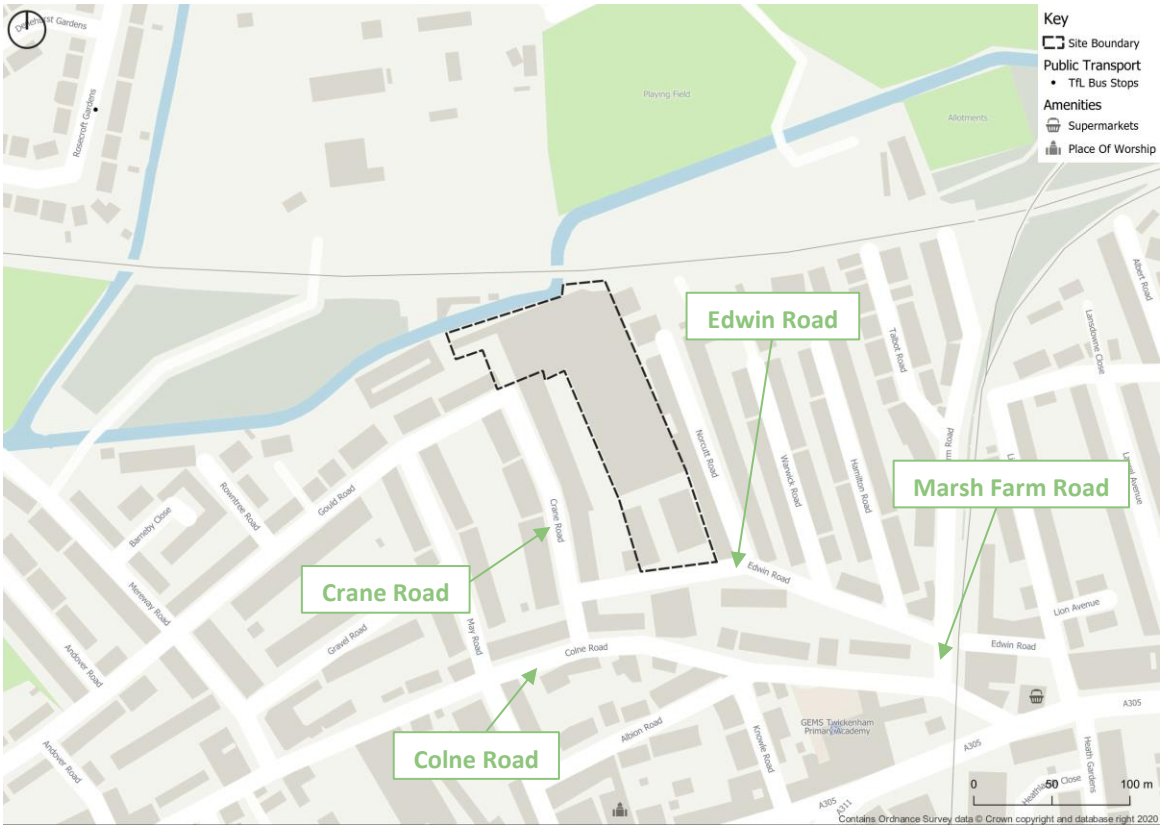


Figure 2-3: Site Boundary Plan



2.2 LOCAL ACCESS

HIGHWAY LAYOUT

2.2.1 There are currently two vehicular access points to the site: one from Edwin Road to the south and one to the north from the corner of Gould Road and Crane Road. The former was primarily used to accommodate larger operational HGVs associated with the site's former industrial use, with the latter generally used for employee and visitor parking.

2.2.2 Both Edwin Road and Gould Road are well connected to the wider road network. To the south of the site, Edwin Road connects through Marsh Farm Road or Colne Road to The Green/Heath Road (A305), carrying traffic between the centres of Richmond and Twickenham from Chertsey Road (A316) to the west, which in turn connects to the M3 to the west or Hampton Hill Road towards Heathrow. To the west of the site, traffic can access and egress Chertsey Road (A316) from Meadway, which in turn provides access towards Gould Road and the adjoining residential areas.

PUBLIC TRANSPORT

2.2.3 Public Transport Accessibility Level (PTAL) is a theoretical measure of the accessibility of a location-based on the distance from frequent public transport services. The site has a PTAL of 2, which is deemed to be 'poor'; however, this only accounts for two local bus stops (providing access to seven routes) and not the nearby railway stations, i.e., Strawberry Hill Station and Twickenham Station. The stations are situated just outside the 12-minute PTAL walking catchment but are still within reasonable walking distance.

2.2.4 The site benefits from a number of bus routes in the area, with the closest bus routes situated along with Twickenham Green (stops GC, GL, GT and GM), all of which are situated within a six-minute walk to the south of the site. There are additional stops on Heath Road Grove Avenue (Stop GS) (an eight-minute walk) to the southeast of the site providing services towards Hounslow, Fulwell, Tolworth and Heathrow Airport.

2.2.5 The closest railway station to the site is Strawberry Hill, situated a 13-minute walk (1.1km) to the south of the site. Twickenham Railway Station located approximately 1.6km to the east of the site along Station Road, provides more train services to destinations including London Waterloo, Reading, Clapham Junction, Chiswick and Wimbledon.

CYCLE NETWORK

2.2.6 There is no dedicated cycling infrastructure (i.e., cycleways and cycle lanes) in the vicinity of the site, and cyclists share the site's surrounding road network with vehicles. Edwin Road, Crane Road and Gould Road form part of Cycle Route 37 which is an unmarked on-street route. Cycle parking stands are provided along Heath Road (A305), and a further 30 cycle racks are provided at Twickenham Railway Station.

2.3 COMMUNITY CONSIDERATIONS

SCHOOLS

2.3.1 Twickenham Primary Academy is located to the southeast, with pedestrian access provided from both Colne Road and Heath Road. The access on Colne Road is located approximately 300m (3-minutes' walk) southeast of the site.

2.3.2 Trafalgar Infant School and Bright Horizons Nursery are located on Meadway approximately 500m (6-minute walk) to the west of the site.

2.3.3 St Richard Reynolds Catholic College is located on Clifden Road, approximately 550m (7-minutes' walk) east of the site.

2.3.4 Archdeacon Cambridge's Church of England Primary School is located on The Green (A311), approximately 550m, or 7-minute, walk south of the site.

2.3.5 Twickenham Primary Academy and Trafalgar Infant School are located on the proposed construction vehicle access route, so local children may be walking alongside and across the construction access routes in order to travel from their homes to the school.

COLNE ROAD – SCHOOL STREET

2.3.6 In September 2021 The School Street scheme was approved and made permanent for Twickenham Primary Academy for part of Colne Road between the junction of March Farm Road and Albion Road.

2.3.7 School Streets do not operate during school holidays or at weekends and the signs will be closed when not operational for holidays and half term breaks.

2.3.8 Th operating hours for Colne Road are Monday to Friday 08:20 to 09:00 and 15:30 to 16:15.

2.3.9 People walking, scooting, using wheelchairs, mobility scooters and cycles (including adapted cycles) are not restricted. All other motor vehicles are restricted during the operating times displayed on the signs, subject to exemptions.

2.3.10 The following motorised vehicles are automatically exempt:

- Emergency vehicles
- Council waste trucks serving properties within the School Street zone
- Postal service vehicles serving post boxes within the School Street zone
- Statutory undertakers (such as water and gas companies) attending emergency works within the School Street zone
- School buses serving the school or properties within the School Street zone
- Public transport and taxis (Hackney Carriage) serving properties within the School Street zone

2.3.11 The following vehicles are also exempt, but they must apply for exemption using LBRuTs online exemption form or contact LBRuT:

- Residents and businesses within the School Street zone
- Blue badge holders (when their destination is within the School Street zone)
- Carers and healthcare workers serving properties within the School Street zone
- Private hire taxis serving properties within the School Street zone
- Tradespeople/service providers serving properties within the School Street
- Delivery vehicles serving properties within the School Street

SHOPS AND SERVICES

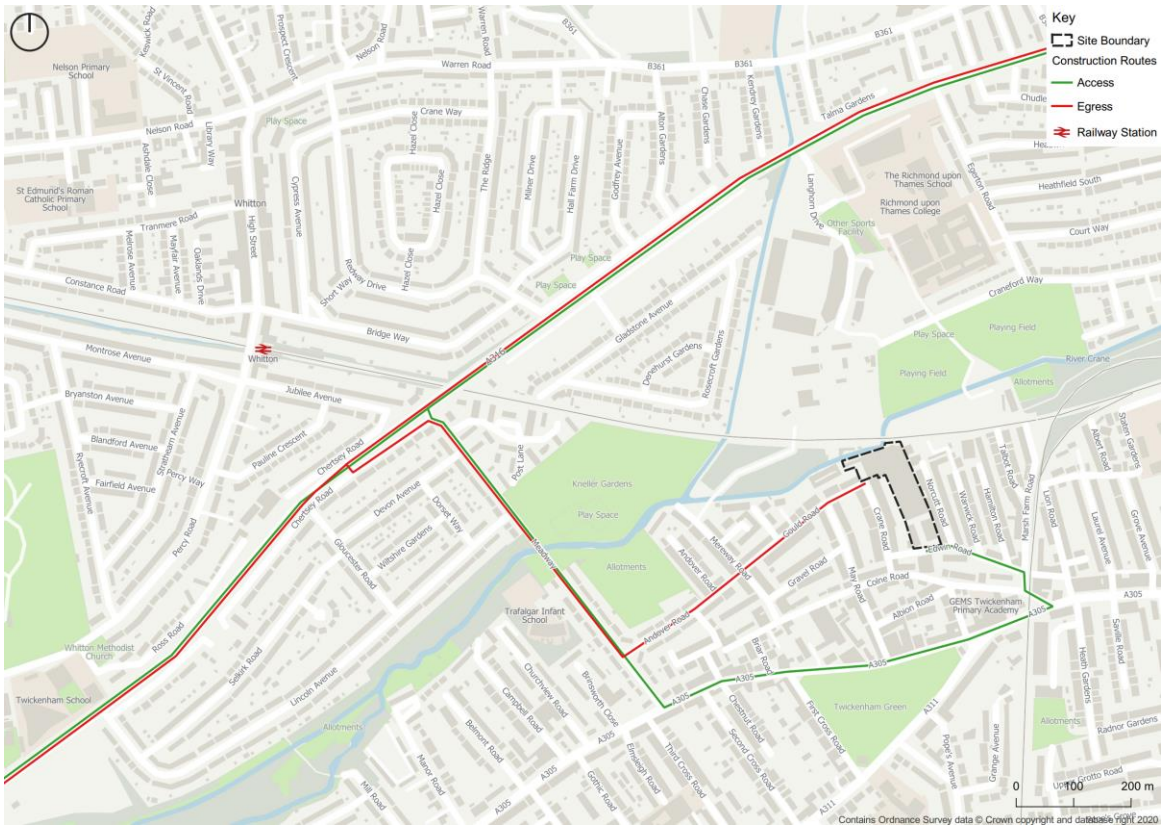
2.3.12 The Green Surgery is located on The Green (A311), approximately 350m (4-minutes' walk) south of the site. By its nature, the surgery will be visited by ill, infirm and vulnerable road users with reduced mobility. Many of these patients will need to cross Heath Road and The Green (A311) to access the surgery.

2.3.13 A number of local shops and other commercial premises are available on The Green (A305) to the south of the site, including Sainsbury's Local, Tesco Express and a pharmacy. As such, local residents may be walking alongside and across the construction access routes in order to reach their destination.

3 VEHICLE ROUTING AND SITE ACCESS

3.1.1 The vehicle routing plan is reproduced in **Figure 3-1** and provided in full at **APPENDIX B**.

Figure 3-1: Routing Plan



3.1.2 Deliveries will route to/from the site via the A316 whether they are coming from Central London to the east or the M25 to the west. To access the site, vehicles will route south on Meadway before continuing east on The Green (A305). Vehicles will then route north on Colne Road and Marsh Farm Road before travelling west on Edwin Road. To egress the site, vehicles will route west on Gould Road and Andover Road before turning north on Meadway and accessing the A316. Sufficient clear signage to ensure construction vehicles only use designated routes will be provided.

3.1.3 This provides the most appropriate routing for access to the site, given the location of the site in a largely residential area and avoids TfL identified cycle routes. It is noted that Andover Road is signed as unsuitable for HGVs however access is not restricted so is deemed to be the most appropriate egress route for the site. It is also pertinent to note that a 13'6" height limit is in place on Colne Road as shown in **Figure 3-2**. As such, abnormal loads will instead be required to access the site from the west using Colne Road before routing north on Marsh Farm Road and continuing on the access route set out above.

Figure 3-2: Colne Road Height Limit

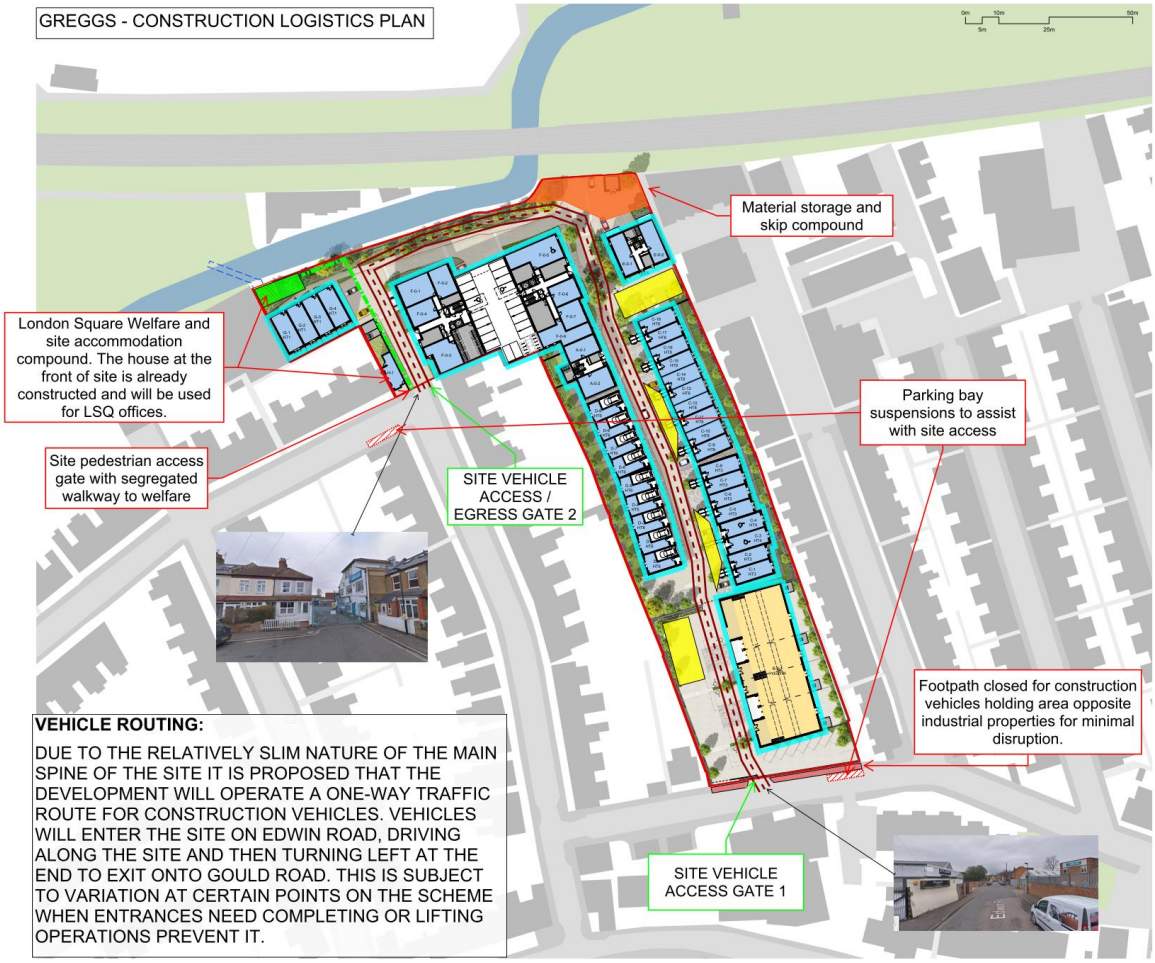
3.1.4 OpenStreetMap identifies local cycle routes on Meadway, Gould Road and Edwin Road, which form part of the vehicle access routes. Therefore, all drivers and subcontractors will be briefed that increased numbers of cyclists may be found in this location and traffic marshals will ensure safe discharge of vehicles from the site.

3.1.5 There is no turn back routes but a lorry holding area is proposed on Edwin Road through the temporary suspension of parking bays. There will also be a vehicle holding area within the construction site.

3.1.6 Routes that are not identified in the routing plans are off-limits to site traffic over 3.5 tonnes.

3.1.7 **Figure 3-3** sets out the site routing plan, which is included in full at **APPENDIX B**. Due to the site layout, a one-way system through the site is proposed with vehicle ingress from Edwin Road and egress onto Gould Road.

Figure 3-3: Site Routing Plan



3.1.8 Qualified traffic marshals will be present at all times at each of the site accesses, will ensure the deliveries are unloaded safely, and vehicles exit the site in a safe manner to ensure Gould Road is not blocked in any way.

3.1.9 The marshals and the drivers will be expected to know and understand the relevant safety procedures and correct signalling systems. Traffic and pedestrians will be given priority with management at all times using 'stop-works' paddles.

3.1.10 Vehicles will enter and exit the site in a forward gear where possible, minimising the need for reversing. The access gates will remain closed at all times other than for deliveries.

3.1.11 All delivery drivers will be required to wear full PPE when on-site and will be provided with a summary of site rules when they sign in.

3.1.12 Swept path analysis has been undertaken to ensure construction vehicles can safely access and egress the site. The drawings are included in **APPENDIX C**.

3.2 SCREENING AND HOARDING

3.2.1 Where necessary to ensure safety, individual locations within the site where hazardous activities are being carried out will be secured with the installation of herras fence panels or similar. The site perimeter will be delineated and will be provided with warning signs to inform of the dangers of construction sites and advise against unauthorised access.

3.2.2 Site hoarding will be located at the unsecured areas of the site boundary, mainly at the entrances. Existing boundary treatments will be maintained in all other areas.

4 CONSTRUCTION PROGRAMME AND METHODOLOGY

4.1 PROGRAMME

4.1.1 Construction is expected to last for approximately 119 weeks (28 months).

- **Enabling, demolition and foundation work (pre-superstructure)** – The period to carry out these works (subject to the discharge of pre-commencement planning conditions) is 58 weeks (14 months).
- **Superstructure** – The period to carry out the superstructure works will be a period of 50 weeks (12 months).
- **External works** – The period to carry out external works, including cladding, fit-out, testing and commissioning, is 88 weeks (20 months).

4.1.2 Once planning has been granted, and the pre-commencement planning conditions have been discharged, the development works would commence on-site.

4.1.3 For the purpose of the indicative construction programme, the works are assumed to commence in January 2024 and be completed around April 2026. **Table 4-1** and **Figure 4-1** outline the main activities to be undertaken and the approximate duration of the works. Some activities will occur concurrently.

Table 4-1: Indicative Sequence of Works and Estimated Duration

ACTIVITY	PROGRAMME	
	START DATE	END DATE
Site setup and demolition	January 2024	August 2024
Sub-structure	July 2024	February 2025
Super-structure	August 2024	July 2025
Cladding	August 2024	November 2025
Fit-out, testing and commissioning	October 2024	April 2026

Figure 4-1 Construction Programme

Activity	2024											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Setup and Demolition												
Sub-Structure												
Super-Structure												
Cladding												
Fit-Out, Testing and Commissioning												

Activity	2025											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Setup and Demolition												
Sub-Structure												
Super-Structure												
Cladding												
Fit-Out, Testing and Commissioning												

Activity	2026			
	Jan	Feb	Mar	Apr
Site Setup and Demolition				
Sub-Structure				
Super-Structure				
Cladding				
Fit-Out, Testing and Commissioning				

4.2 CONSTRUCTION METHODOLOGY

4.2.1 Prior to the commencement of any site works, all occupiers surrounding the site will be notified in writing of the nature and duration of works to be undertaken. The name and contact details of the person responsible for the site works will be included in the introductory letter, and this will be used for all enquiries and complaints about the entire duration of the works. Updates of work will be provided regularly, and any complaints will be properly addressed as quickly as possible as part of the Contractor's commitment to the Considerate Contractors Scheme.

4.2.2 The safety of the public and protection of pedestrians will be ensured at all times by having the construction area, materials storage areas and waste storage areas either hoarded or fenced with lockable access. Relevant signage will be erected to ensure adequate warning/information regarding the health and safety of the public.

SITE SETUP AND DEMOLITION

4.2.3 The enabling works will comprise of:

- Establishment of secure site hoarding and access/egress gates.
- Establishment of temporary site offices and welfare facilities.
- Disconnection/diversion of services.

4.2.4 The demolition works will comprise of:

- Asbestos removal.
- Demolition of the south of the site.
- Breaking up hardstanding and reduce level dig.
- Excavate and backfill below ground tanks.
- Ground remediation Block A.
- Diverting existing sewers.
- Demolition of the north of the site.

- Removing ground floor slabs and reduce level dig.

4.2.5 The early construction of the final roads will allow for surfaced haul roads to facilitate the construction of the development and will comprise of:

- Construction of the road between houses to the base course, including services, ducts and drainage.
- Construction of the road north of the site to the base course, including services, ducts and drainage.

SUB-STRUCTURE

4.2.6 The foundation construction methodology is still to be confirmed but is anticipated to be either mass concrete strip foundations for the terraced housing or shallow reinforced pad foundations for the apartment blocks.

4.2.7 Under-slab drainage and service ducts will then be installed prior to the construction of the ground floor slab. It is intended to form the ground floor slab in precast block and beam on the ground bearing foundations to provide for the remainder of the structural frame.

4.2.8 The foundation sequence shall reflect an entry and exit strategy for ease of access and egress. The foundations shall commence at the southern side of the site and be complete on the northern side of the site.

SUPERSTRUCTURE

4.2.9 The frames construction methodology is still to be confirmed but is anticipated to be brick & block with timber upper floors and roof for the terraced houses.

4.2.10 The frame construction of the apartment blocks will comprise an RC precast slab solution up to 4 storeys, excluding the uppermost floor. The pitched roofs lend themselves to lightweight prefabricated steel trusses supported off steel posts to frame out the upper floor.

4.2.11 The requirement for any concrete slab or steels placement will be assisted by a Manitou 360 Telehandler or mobile site cranes.

CLADDING

4.2.12 London Square will become the principal Contractor for the development upon commencement of the façade works. The detailing of the envelope, faces and roof is still to be confirmed.

4.2.13 The installation of private oversailing balconies will complete the final stages of the façade works.

FIT-OUT, TESTING AND COMMISSIONING

4.2.14 Following the apartment block becoming watertight, works will commence to the formation of the security and acoustic apartment demise walls, with each new apartment then is primarily formed. Fit-out works will also commence to the terrace houses once watertight has been achieved.

4.2.15 External works comprising of hard and soft landscaping will be the final activities to commence to each block, completing before the internal fit-out of the block.

5 STRATEGIES TO REDUCE IMPACT

5.1.1 A number of strategies and measures are planned to reduce the impacts of the construction and construction traffic on the local area. The planned measures can be categorised as follows:

- Committed – Measures that will be implemented as part of the CLP.
- Proposed – Measures that are feasible and likely to be implemented. Once a contractor is appointed, these measures will be studied further and confirmed within the Detailed CLP.
- Considered – Measures that are unlikely to be implemented or feasible but could be investigated or become relevant in the future.

5.1.2 **Table 5-1** summarises the planned measures for the construction of the Proposed Development, based on the checklist provided in TfL's CLP guidance.

Table 5-1: Construction Planned Measures

PLANNED MEASURES	COMMITTED	PROPOSED	CONSIDERED
MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES			
Safety and environmental standards and programmes	✓		
Adherence to designated routes	✓		
Delivery scheduling	✓		
Re-timing for out of peak deliveries		✓	
Re-timing for out of hours deliveries			✓
Use of holding areas and vehicle call off areas			✓
Use of logistics and consolidation centres			✓
MEASURES TO ENCOURAGE SUSTAINABLE FREIGHT			
Freight by water			✓
Freight by rail			✓
MATERIAL PROCUREMENT MEAURES			
Design for Manufacture and Assembly and off-site manufacture			✓
Re-use of material on site	✓		
Smart procurement		✓	
OTHER MEASURES			
Collaboration with other sites in the area			✓
Implement a Staff Travel Plan	✓		

5.2 CLOCS AND FORS

5.2.1 The CLOCS (Construction Logistics and Community Safety) standard will be signed up to, which will ensure that the construction contractor (as well suppliers and sub-contractors) follow safe practices in the management of their operations, vehicles, drivers and construction sites.

5.2.2 Fleet Operator Recognition Scheme (FORS) accreditation confirms that a fleet operator can demonstrate that appropriate systems and policies exist to ensure drivers are suitably fit, qualified and licenced to operate vehicles that are properly maintained, equipped and insured.

5.2.3 All construction vehicle operators will be required to detail how they will adopt the ethos of FORS and CLOCS and register for membership. FORS Silver accreditation will be required for all construction vehicles.

5.3 DELIVERY SCHEDULING

5.3.1 A delivery scheduling system is planned to allow for the control and management of the timings of deliveries. Booking availability will be determined by unloading space available as well as activities on-site, so it will be managed carefully to minimise impacts on the local transport network. A comprehensive daily logistics schedule will be maintained, and unauthorised deliveries will be turned away until the approved procedure has been followed.

5.3.2 Construction staff on-site will be prepared for the arrival of all vehicles to prevent vehicles from needing to wait on the public highway. Deliveries will be made 'just in time' to minimise the amount of space required on-site for construction materials. Hard copies of daily delivery schedules will be displayed at prominent locations, e.g., provided at the gate/offloading points, at hoists and also issued to drivers, forklift drivers and any other materials handling equipment operators, all of whom need to be in constant radio communication with one another. All radio users will be trained on correct radio procedures and protocols.

5.3.3 There will be a rota system requiring all deliveries to be pre-booked at least 24 hours in advance to avoid on-site and off-site congestion by spreading the resulting traffic over a longer period. Whenever possible, there will be no major vehicle movement during "rush hours", defined as 07:30 – 10:00 and 16:30 – 18:30 Monday to Friday.

5.3.4 Where possible, vehicles will be fully loaded, thereby minimising the number of vehicle trips made by tipper trucks and concrete mixing trucks.

5.4 INTERACTION WITH THE PUBLIC HIGHWAY

5.4.1 Contractors will be required to take all necessary measures to ensure that public roads are kept clear from construction debris. Measures include:

- Vehicles carrying loose aggregate and workings to the site will always be sheeted;
- At the point of entry and exit from the site onto the public highway, wheel washing facilities will be provided. No vehicle that is likely to deposit mud or other material on the road surface will be permitted onto the public highway. Wheel cleaning facilities will be regularly monitored and maintained to ensure they remain fit for purpose; and
- On and off-site routes will be inspected daily, with road sweepers employed as necessary.

5.4.2 The need for lorries to reverse onto public highways will not normally be allowed, but if it is required, this will be carried out under the strict control of a traffic marshal.

5.5 PROTECTION MEASURES FOR PEDESTRIANS AND CYCLISTS

5.5.1 The site access and egress will be manned by a banksman who will ensure that vehicles entering and exiting the site consider pedestrians and cyclists using the public highway.

5.6 ABNORMAL LOADS

5.6.1 Any abnormal loads will be planned in advance and agreed upon with the Highway Authority.

5.7 CONSTRUCTION PERSONNEL

5.7.1 No construction staff car parking will be provided on-site, and no construction workers are expected to travel by car. A Construction Staff Travel Plan will be prepared by the Contractor to encourage the use of sustainable modes considering the good level of public transport accessibility. Pedestrian access to the site will be provided from a turnstile/gate on Gould Road. Staff cycle parking facilities will be provided.

5.8 RE-USE OF MATERIALS ON-SITE

5.8.1 To minimise the demand for primary agreements, it is intended to recycle suitable demolition material for use on-site in the redevelopment works wherever possible. For example, the inert materials from the demolition works will be crushed on site and re-used in the permanent works to form hard surfaces for haul roads or fill material.

5.9 VEHICLE ROUTING

5.9.1 No construction vehicles will be allowed to travel off the identified inbound, and outbound routes and no waiting will be permitted on the access or egress routes. It is recognised that neighbours and residents along the routes are often best placed to advise if drivers are not complying with these requirements.

5.9.2 Residents will be able to contact the Site Manager to report any non-compliance. For a first offence, suppliers will be reminded of the site access route requirements. For a second offence, suppliers will have a 5% proportion of their load fee withheld. For a third offence, suppliers will be replaced.

5.10 LORRY HOLDING

5.10.1 A thorough review of opportunities to implement a lorry holding has demonstrated that there may be an opportunity to incorporate a holding area on Edwin Road with the use of parking bay suspensions.

5.11 COORDINATION WITH OTHER CONSTRUCTION SITES

5.11.1 Investigation of the opportunity to collaborate with other construction sites in the area will be undertaken.

5.12 SUSTAINABILITY

5.12.1 Off-site manufacture and re-use of material will be investigated and proposed if practical. Smart procurement will be maximised where practical.

5.13 RAIL AND WATER FREIGHT

5.13.1 The use of water and rail modes to transport freight is unlikely to be practical due to the lack of local facilities and relatively low amount of waste materials to be removed, and the need for supplies to arrive 'just in time'.

6 ESTIMATED VEHICLE MOVEMENTS

6.1 CONSTRUCTION TRAFFIC MOVEMENTS

6.1.1 The number of vehicles accessing the site summarised in **Table 6-1** has been estimated based on our previous experience, proposed programme and construction methodology.

Table 6-1: Estimated Construction Vehicles

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2024 – Q3 2024	150	7
Sub-structure	Q3 2024 – Q1 2025	125	6
Superstructure	Q3 2024 – Q3 2025	150	7
Cladding	Q3 2024 – Q4 2025	125	6
Fit-out, testing and commissioning	Q4 2024 – Q2 2026	200	9

6.1.2 **Figure 6-1** illustrates the peak hourly volumes of construction vehicles anticipated during construction based on estimations of construction material volumes and the programme within **Table 4-1**.

Figure 6-1: TfL CLP Tool Graphs