



Proposed Residential and Commercial
Development
Fitzgerald Avenue, Richmond, London

Construction Transport Management Plan

For

Hestia Homes

Document Control Sheet

Proposed Residential and Commercial Development

Fitzgerald Avenue, Richmond, London

Hestia Homes

This document has been issued and amended as follows:

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05/03/2024	1 st Draft	MS	AW
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Motion
84 North Street
Guildford
GU1 4AU
T 01483 531300
F 01483 531333
E info@motion.co.uk
W www.motion.co.uk

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1.0 Introduction

- 1.1 This Construction Traffic Management Plan (CTMP) has been prepared on behalf of Hestia Homes in support of a proposed residential and commercial development at Grosvenor Garage, East Sheen (herein referred to as 'the site').
- 1.2 The current land use was a car garage used for MOT / servicing vehicles, but trading stopped in November 2023. It is proposed that the existing site will be demolished and the erection of 3 houses and 5 apartments and a commercial unit of 107sqm will be built to replace the existing. The site is located within the administrative authority of The London Borough of Richmond.
- 1.3 The purpose of this CTMP is to outline the strategy for the efficient movement and management of demolition and construction traffic associated with the site.
- 1.4 This CTMP is a 'live' document, and given that no contractor has yet been appointed, the information contained within may be subject to changes / amendments, which would be agreed, in advance, with The London Borough of Richmond.
- 1.5 The aim of this CTMP is to minimise the impacts of demolition and construction on the local road network and to minimise any environment impact of the works. The principal issues addressed by the CTMP are:
 - ▶ Loading and unloading of plant and materials;
 - ▶ Hoarding provision;
 - ▶ Site compound layout and access; and
 - ▶ HGV deliveries and hours of operation
- 1.8 Following this introduction, the remainder of this report comprises the following sections:
 - ▶ Section 2 – Site Management Contact Details and Considerate Contract Scheme;
 - ▶ Section 3 – Site and Policy Context;
 - ▶ Section 4 – Construction Programme and Layout;
 - ▶ Section 5 – HGV Activity;
 - ▶ Section 6 – Other Measures; and,
 - ▶ Section 7 – Monitoring and Management.

2.0 Considerate Contractors

Site Management Contact Details

- 2.1 The Construction Project Manager (CPM) will be responsible for implementing the measures contained in the CLP and will be the point of contact for local residents.
- 2.2 The 24-hour contact details of the CPM will be displayed on the frontage of the site. The CPM will liaise local residents when necessary to ensure that they are aware of the program of works taking place and to give advance notice of any noisy or disruptive works.
- 2.3 The CPM will be responsible for the monitoring and reviewing of the CLP and will deal with any concerns of local residents and businesses.
- 2.4 At this stage the CPM has not been appointed. The applicant will act as a temporary contact, with their details as follows:
 - ▶ Company: Hestia Homes
 - ▶ Name: Damian Aziz
 - ▶ Phone Number: 01483 971081
 - ▶ Address: 4B Kings Court, Burrows Lane, Gomshall, GU5 9QE

3.0 Site and Policy Context

3.1 The site is located on Fitzgerald Avenue on the corner of the junction with Fitzgerald Avenue and Buxton Road. The surrounding area can be characterised as mainly residential in nature. The site location is illustrated in below in Figure 3.1.

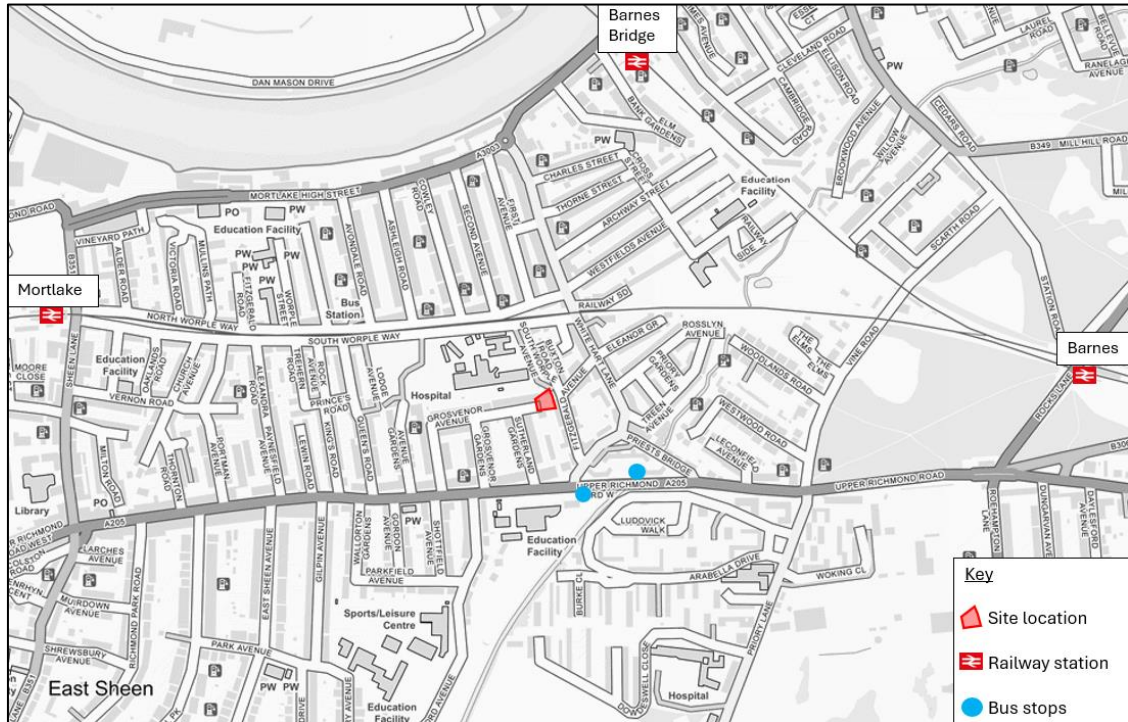


Figure 3.1: Site Location

Accessibility

- 3.2 Fitzgerald Avenue is a two-way carriageway road subject to a 30 miles per hour speed limit across the site frontage. Fitzgerald Avenue connects northeast to White Hart Lane and south to Priests Bridge which is a one-way road. White Hart Lane also connects south to Priests Bridge and north to the A3003 (Mortlake High Street).
- 3.3 Fitzgerald Road and Buxton Road are within a Controlled Parking Zone (CPZ) B2 which has a Monday – Friday 10:00 to Noon parking restriction. Grosvenor Avenue and Grosvenor Gardens are not within a CPZ.
- 3.4 There are footways on both sides of Fitzgerald Avenue connecting south to the nearest bus stops. There are two signalised pedestrian crossing located on the A205 (Upper Richmond Road West) which can be utilised by pedestrians when using both bus stops. There is a Public Right of Way (PROW) footpath which runs from the south of White Hart Lane northwest across Fitzgerald Avenue past the proposed site connecting to South Worple Way, adjacent to Barnes Hospital.
- 3.5 Approximately 500 metres east of the site is National Cycle Network (NCN) 4 which is a long-distance cycle route from London to Fishguard in West Wales. Locally it connects north to Putney Bridge to gain access across the River Thames and south to Richmond Park.

4.0 Construction Site Layout and Programme

4.1 This section of the CTMP sets out the overall construction programme and provides information for the construction phase.

Overall Programme

4.2 The overall duration of the construction works is estimated at 16 months. This includes the shell of the buildings, and the internal fitout. Table 4.1 below summarises the estimated work dates.

Description	Length (weeks)
Demolition Works/Clearance on Site	4-6 weeks
Foundation	4-6 weeks
Foundation Brickwork	8-10 weeks
Sub Drainage	4-6 weeks
Beam & Block Floor	4 weeks
Structure & Internal Fitout	20-22 weeks

Table 4.1: Construction Programme Outline

Delivery Vehicles

4.3 It is proposed that vehicles will arrive and depart the site between the hours of:

- ▶ 09:00-15:00 hours Monday-Friday; and,
- ▶ 08:00-13:00 hours on a Saturday.

4.4 The above avoids the network peak periods, where no vehicles will be permitted to navigate on the local road network. A record will be kept indicating all anticipated vehicles and their arrival time daily. This will be maintained by a relevant site manager to ensure that drivers are aware of when they are permitted on site.

4.5 On a weekly basis the site co-ordinator will evaluate details of the daily profile of deliveries proposed for the upcoming week. Hauliers will be required to contact the site on a daily basis and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the site co-ordinator to ensure deliveries are controlled and vehicles are not waiting on local roads, thereby ensuring that there is always space at the site to accommodate the necessary deliveries.

Construction Signs

4.6 Throughout the duration of construction, temporary signage indicating the movement of construction vehicles will be installed. At the site access a sign stating 'Caution Site Access' will be installed and 45 metres east and west of the access along Fitzgerald Avenue a sign stating 'Site Access Ahead' will be installed.

Access and Parking

4.7 The site will be hoarded off for the duration of the construction works.

4.8 Construction vehicles will access the site via Priests Bridge from South Circular Upper Richmond Road (A205). The site frontage is approximately 17.5 metres in length, therefore this allows for a medium flat bed vehicle to stop temporarily on Fitzgerald Road to unload without interfering with anything else on the highway whilst it is unloading. Swept Path Analysis has been undertaken and shows construction

vehicles accessing the site by pulling up adjacent to the site on Fitzgerald Road from the south and leaving the to the north of Fitzgerald Road. This drawing can be seen within **Appendix A**. Smaller construction vehicles will be able to entre and exist the site in forward gear.

- 4.9 There is scope for staff car parking on site however, this will be determined when a contractor is appointed. Staff will be encouraged to travel sustainably to site.
- 4.10 All vehicles will be required to telephone ahead to the full time Site Manager. A plan showing the route construction vehicles will take to the Application Site can be seen below in Figure 4.1.

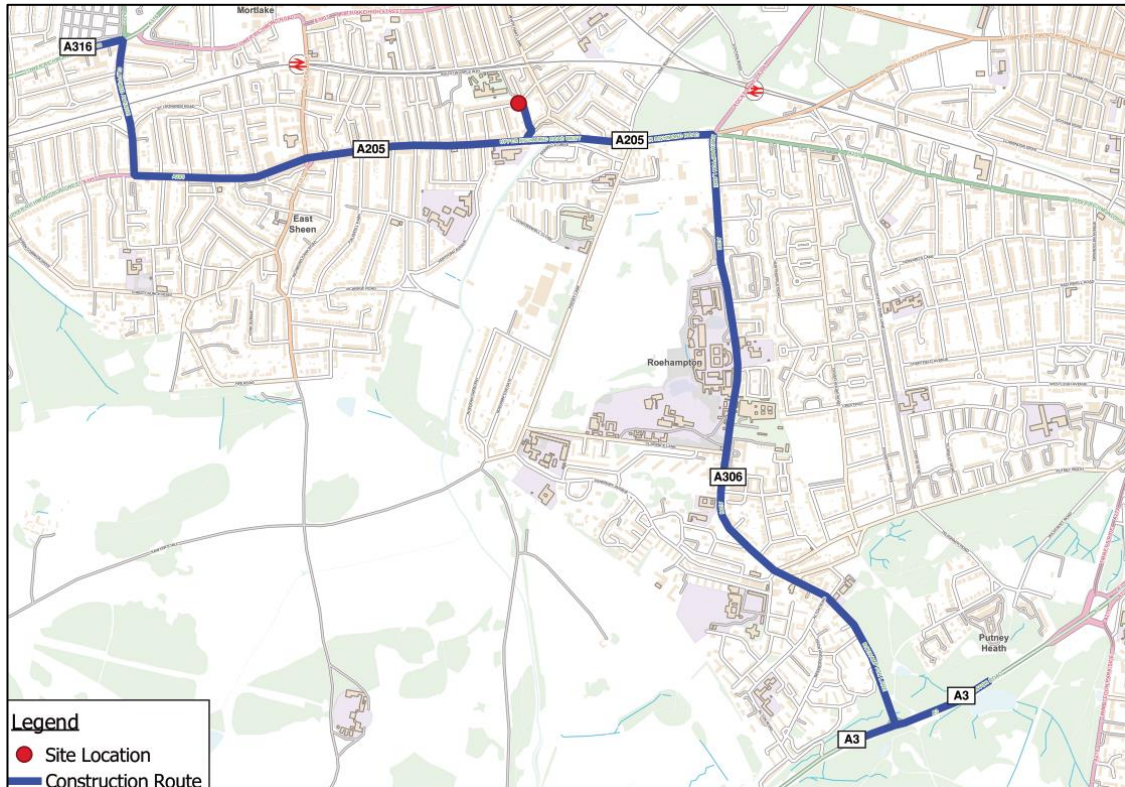


Figure 4.1: Construction Traffic Route

Materials Storage and Security

- 4.11 Storage of plant will be provided on site in a secure location. The proposed site set-up plan for the construction phase is shown in **Appendix B**. This illustrates the material and storage area and hoarding.
- 4.12 Noisy plant will be sited as far away as is practicable from neighbouring buildings. The use of barriers, such as acoustic sheds or partitions to deflect noise away from noise sensitive areas will be employed wherever practicable. Other measures relevant to plant operation include:
 - ▶ All plant and equipment will be powered by mains electricity in preference to locally powered sources such as diesel generators;
 - ▶ Plant will be maintained in good workmanlike condition so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum; and,
 - ▶ Plant will be well maintained and measures taken to ensure that it is shut down in the intervening periods between work.

Mechanical plant will be fitted with effective exhaust silencers, maintained in good and efficient working order and operated to minimise noise emissions. All plant will comply with the relevant statutory and manufacturers requirements.

Hoarding

- 4.13 Hoarding will surround the site boundary to ensure that all materials and noise will be confined within the site.

5.0 HGV Activity

- 5.1 Safe and legal loading will take place on Fitzgerald Road adjacent to the site, adhering to the Code of Considerate Practice and following best practice such as accreditation to the Fleet Operators Recognition Scheme (FORS).
- 5.2 Proactive management of deliveries will be required to reduce the number of vehicle movements. All material unloading will be undertaken on Fitzgerald Road as there is sufficient space for vehicles to access the development and temporarily park. All construction vehicle movements will be undertaken with the assistance of qualified banksman.

Routes to the Site

- 5.3 Figure 4.1 above demonstrates the construction route. Construction vehicles will arrive at the site from either the north or the south. From the south, construction vehicles will travel along the A3 (Kingston Road) and turn onto the A306 (Roehampton Lane) and continue north until the junction of the A306 and the A205 where construction vehicles will turn left onto the A205 (Upper Richmond Road West). Construction vehicle will then use the west access of Priests Bridge, due to it being a one way road, where they will then turn left onto Fitzgerald Avenue until the site is reached.
- 5.4 If construction vehicles arrive from the north, they will use the A316 (Lower Richmond Road) and make a left/right turn from the A316 to the A205 southbound to the junction of Upper Richmond Road West where construction vehicles will turn left and continue east towards the site. At the junction of Upper Richmond Road West and Priests Bridge construction vehicles will turn left onto Priests Bridge. They will then turn left onto Fitzgerald Avenue where they will travel north to the site.

Construction Phase Vehicle Activity

- 5.5 The construction phase is set to take up to 70 weeks from start until handover. It is anticipated that there will be no more than 10-12 deliveries per day during the construction phase. It is envisaged that vehicular activity associated with the construction operations will comprise a mix of the following:
 - ▶ Ready-mix concrete deliveries during construction; and,
 - ▶ Deliveries of construction materials and fixtures and fittings.
- 5.6 Anticipated vehicles during the construction phase are set out in Table 5.1 below. This is indicative at this stage and may vary due to alterations to the programme or particular aspects of construction.

Vehicle Type	Frequency
3-axle tipper (7.6 metres long, 2.5 metres wide, and 3.0 metres high)	4-6 per day
Concrete Lorries (8.3 metres long, 2.5 metres wide, and 4.0 metres high)	3-4 per day
Skip Lorries (6.5 metres long, 2.5 metres wide, and 3.9 metres high)	2 per day
Flat-bed Truck/Panel Van (7.1 metres long, 2.2 metres wide)	3-4 per day

Table 5.1: Construction Phase Vehicle Activity

- 5.7 Although there will be a number of movements to and from the site, there is to be no HGV movements between the hours of 08:00-09:00 and 17:00-18:00 from Monday to Friday so as not to displace noise and dust and interfere with local network peak times.

6.0 Other Measures

Wheel Washing

- 6.1 The contractor will operate a hose at to prevent any dirt/dust leaving the site. Any overspill will be washed off the road surface at regular intervals.
- 6.2 Vehicles will be cleaned prior to leaving the site to minimise deposits of spoil or debris on the local highway network.
- 6.3 A road sweeper will be used as required on the surrounding highway.

Consultation with Local Residents

- 6.4 The contractors Project Manager will ensure that local residents and other interested parties are kept informed of progress of construction and to be able to raise any issues that may arise throughout the development. A contact number should also be included to allow any issues to be reported when appropriate.
- 6.5 Any complaints will be reported to the Local Planning Authority within 24 hours by telephone and/or email, investigated and where appropriate measurements taken. All site staff will be regularly briefed regarding the complaint's procedure.
- 6.6 The Contractor's site board, which will be affixed to the hoarding at the entry to the site, will include the contact details of the Contractor's Community Liaison Manager in case any member of the public has cause to contact the Contractor.

Training of Site Operatives

- 6.7 The contractor will use the skills of local sub-contractors and tradesmen as appropriate and whenever possible. The workforce will be encouraged to use public transport wherever possible.
- 6.8 The contractor will designate the person(s) who will have responsibility for ensuring adherence to good practice measures. The designated person will be on site at all times to ensure that operations are taking place and have the necessary authority to initiate changes to work practices and/or mitigation as appropriate.
- 6.9 Contractors will be required to comply with all relevant environmental legislation and to take account of published standards, accepted industry practice, national guidelines and codes of practice appropriate to the scheme.
- 6.10 Contractors will ensure that all employees are aware of the site rules and their environmental responsibilities, to identify training needs for personnel and to provide appropriate training. The training will include talks for site operatives to maintain an appropriate level of awareness of environmental issues.

Dust and Noise Suppression

Dust Suppression

- 6.11 The contractor will take reasonable steps to suppress dust, dirt and debris generated by the scheme, working to the relevant British Standards and best working practices.

Site Set-Up

- 6.12 The site will be set up in such a way as to mitigate dust. The developer when planning construction works will consider and where appropriate shall:

- ▶ Locate machinery and dust generating activities away from off-site sensitive receptors;
- ▶ Create a physical distance and/or barriers between dust/emission generating activities and receptors;
- ▶ Install solid screens/barriers around dust generating activities and stockpiles. These should be as high as the relevant stockpiles in question as a minimum;
- ▶ Cover, seed, fix, or compact and profile stockpiles to prevent wind whipping; and,
- ▶ Remove loose small grain materials as soon as possible.

Site Maintenance

- 6.13 The contractor will maintain the site to ensure it is kept in good working order. Measures required include:
- ▶ Run off and mud will be contained and managed on site;
 - ▶ Hoardings, fencing, barriers and scaffolding will be regularly cleaned using wet methods to prevent resuspension of particulate matter;
 - ▶ Regular checks for soiling due to dust of buildings should be carried out with cleaning, using wet methods, carried out where and when visible dust deposition can be seen to be occurring;
 - ▶ Require a change of shoes and clothes by staff and visitors before going off-site; and,
 - ▶ Provide personal cleaning facilities on site.

Transport to Site

- 6.14 The contractor will carry out the following controls:
- ▶ All vehicles should switch off engines when not in use – no idling vehicles;
 - ▶ Fixed wheel and/or vehicle washing on leaving site e.g. drive through, under vehicle jets or hand-held jet washers;
 - ▶ All loads entering and leaving site to be covered;
 - ▶ Hard surfacing and effective wet cleaning of haul routes; and,

Site Activities

- 6.15 Wherever possible, renewable, mains or battery powered plant items will be used.
- 6.16 Cutting, grinding and sawing should not be conducted on-site and pre-fabricated, pre-cut materials and modules should be brought to site. In cases where on site cutting, grinding and sawing must take place on site this must be done using equipment fitted with functional dust arrestment/suppression.
- 6.17 Crushing plant and the discharge from crushers and grading screens should be enclosed in a temporary shed and have a fine spray of water fed into the top of the crusher hopper at all times whilst in use.
- 6.18 The contractor will notify the local authority if a concrete batcher is to be used on site; use best available techniques identified in the Process Guidance note; and carry out these processes in an enclosure, wherever possible.
- 6.19 Skips, chutes and conveyors should be completely covered or enclosed to ensure that dust does not escape. Drop heights should be minimised to control the fall of materials.

Damping Down

- 6.20 The contractor will commit to the following:

- ▶ Wash or dampen haul routes both within and outside the site. Where possible the source of water should be sustainable and the re-use be optimised;
- ▶ Clean road edges and pavements using wet cleaning methods;
- ▶ Use wet cleaning methods and mechanical road sweepers on all roads within 100m of the site entrance at least once a day;
- ▶ Consider using fixed or mobile sprinkler or irrigator systems;
- ▶ Where possible, use a sustainable source of water;
- ▶ Contact the Environment Agency for advice regarding recycling any collected material or handling run-off water according to their legal requirements; and,
- ▶ Provide hard-standing areas for vehicles and inspect and clean these areas daily.

Stockpiles and Storage Mounds

6.21 The contractor will avoid long-term stockpiles on site unless they are designed and planned to perform the function of visual or noise screening. If they are necessary, the following measures should be in place:

- ▶ Make sure that stockpiles exist for the shortest possible time;
- ▶ Do not build steep sided stockpiles or mounds or those that have sharp changes in shape. Profile to minimise wind whip;
- ▶ Whenever possible site stockpiles away from the site boundary, sensitive receptors, watercourses and surface drains;
- ▶ Wherever possible, enclose stockpiles, keep them securely sheeted or employ irrigators;
- ▶ When siting stockpiles take into account the predominant wind direction to reduce the likelihood of affecting off-site receptors;
- ▶ Seed, re-vegetate or turf long term stockpiles to stabilise surfaces or use surface binding agents that have been approved by the Environment Agency;
- ▶ Re-use hardcore material to avoid unnecessary vehicle trips;
- ▶ Erect fences or use windbreaks such as trees, hedges and earth-banks of similar height and size to the stockpile to act as wind barriers and keep these clean using agreed wet methods regularly; and,
- ▶ Store fine or powdery material (under 3mm in diameter) inside buildings or enclosure.

Sand Blasting

6.22 The work area will be close-sheeted to reduce dust nuisance from grit. Routine checking is required to ensure that the sheeting remains sound and sealed during the operation. Particular attention should also be given to the working platform to ensure that it is properly sheeted and sealed to contain dust. Non-siliceous grit will be used to prevent long-term irreversible lung damage from silica dust to workers.

6.23 In addition, the following points will be adhered to:

- ▶ Adequate PPE and sheeting will be provided when sand blasting any structure painted with lead-based paint; and,
- ▶ All grit will be prevented from falling into or ending up in rivers or watercourses.

- 6.24 The contractor will take all necessary precautions to prevent the occurrence of smoke emissions or fumes from site plant or stored fuel oils to prevent the emissions or fumes drifting off-site. Plant shall be well maintained and measures taken to ensure that it is throttled down or turned off when not in use.

Noise Suppression

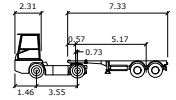
- 6.25 Before works commence, the site workforce will be fully briefed on the need to keep all noise generated to a minimum. Shouting and raised voices are not permitted other than in cases where warnings of danger must be given. Noise monitoring will be undertaken at the start of each new activity. A record of noise monitoring results will be maintained.
- 6.26 Construction noise is predominantly controlled by restricting the hours of work to:
- ▶ Monday–Friday, 08:00 – 18:00 hours;
 - ▶ Saturdays, 08:00 – 13:00 hours; and,
 - ▶ No work on Sundays or bank holidays.
- 6.27 All plant and equipment, including any on hire, is checked to ensure it is in good working order and conforms to the manufacturer’s standards.
- 6.28 Wooden hoardings will surround the site to reduce visual and noise intrusion.
- 6.29 Noise suppression measures include:
- ▶ Plant will be maintained in good workmanlike condition so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum;
 - ▶ Plant will be well maintained and measures taken to ensure that it is shut down in the intervening periods between work;
 - ▶ Before works commence, the site workforce will be fully briefed on the need to keep all noise generated to a minimum. Shouting and raised voices are not permitted other than in cases where warnings of danger must be given;
 - ▶ Noise monitoring will be undertaken at the start of each new activity. A record of noise monitoring results will be maintained;
 - ▶ When working within a building, wherever possible, all openings (i.e. windows and doors) are closed;
 - ▶ Plant, equipment, site offices, storage areas and worksites will be located away from the adjacent residential properties; and,
 - ▶ Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use.

7.0 Monitoring and Review

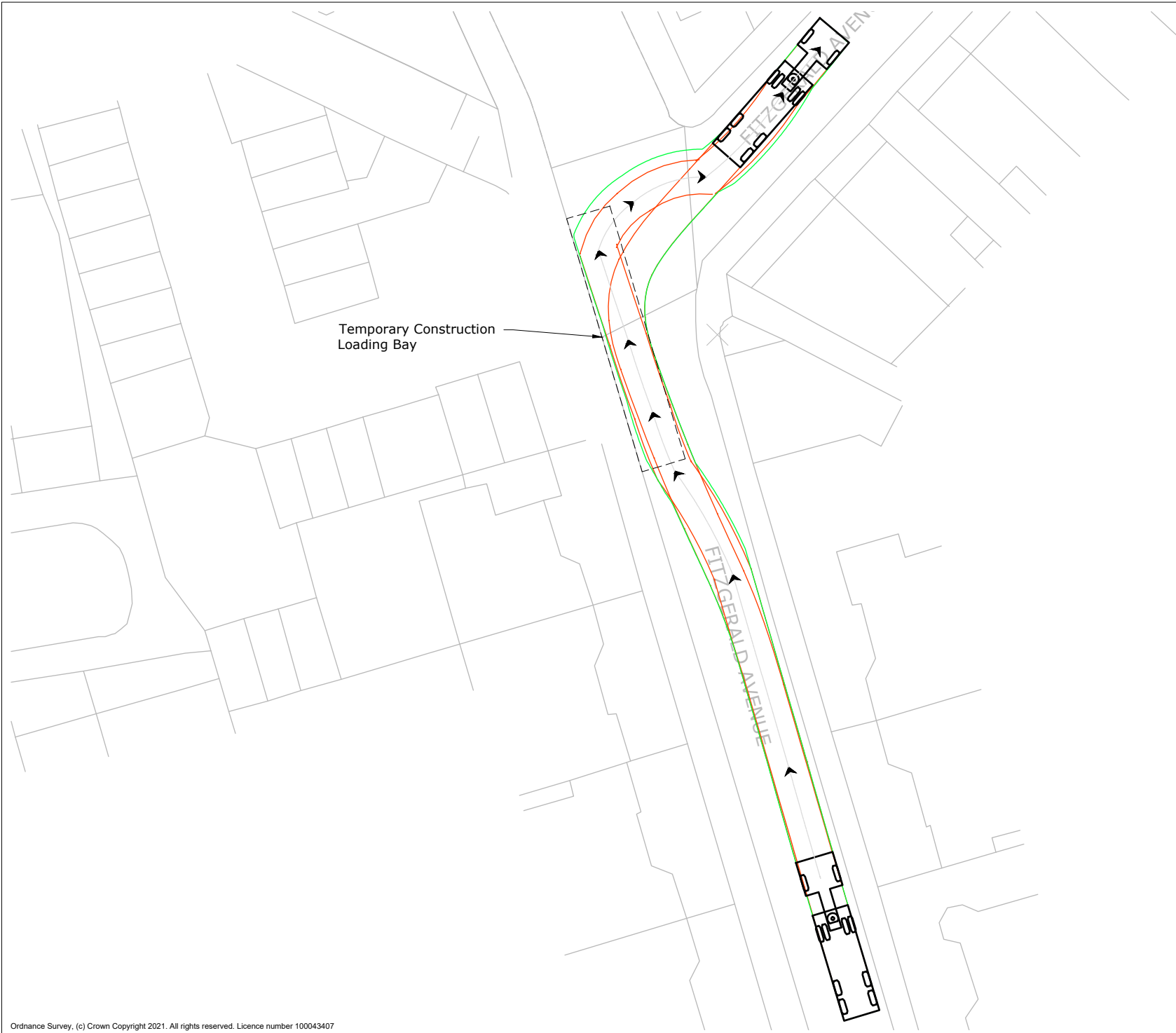
- 7.1 As a live document, the CTMP will be reviewed and updated by the CTMP Co-ordinator on a regular basis. The CTMP Co-ordinator will be the first point of contact regarding the CTMP and its implementation on site.
- 7.2 The CTMP Co-ordinator will liaise with Surrey County Council, where appropriate to provide regular updates on the implementation of the CTMP and its effectiveness.

Appendix A

Swept Path Analysis – Construction Vehicles



Krone BoxLiner SZC 18 eL20 FRT
meters
Tractor Width : 2.55 Lock to Lock Time : 6.0
Trailer Width : 2.45 Steering Angle : 35.5
Tractor Track : 2.55 Articulating Angle : 70.0
Trailer Track : 2.42



84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF
T: 020 8065 5208

www.motion.co.uk

Project:
Grosvenor Garage, East Sheen

Title:
Swept Path Analysis
Construction Vehicle

Scale: 1:250 (@ A3)

Drawing: 2401114-TK01
Revision: -

Appendix B

Proposed Site Set-Up



— Hoarding



84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF
T: 020 8065 5208

www.motion.co.uk

Project:
Grosvenor Garage, East Sheen

Title:
Construction Site Set-Up

Scale: 1:200 (@ A3)

Drawing: 2401114-02
Revision: -



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