

# Outline Construction Logistics Plan

Hampton Waterworks

7 February 2024

Prepared for  
Waterfall Planning Ltd



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## Contents

1.	INTRODUCTION .....	3
2.	CONTEXT, CONSIDERATIONS AND CHALLENGES.....	5
3.	CONSTRUCTION PROGRAMME AND METHODOLOGY .....	12
4.	VEHICLE ROUTEING AND SITE ACCESS.....	14
5.	STRATEGIES TO REDUCE IMPACT .....	16
6.	PLANNED MEASURES.....	17
7.	ESTIMATED VEHICLE MOVEMENTS.....	20
8.	IMPLEMENTATION, MONITORING AND UPDATING.....	22

## Tables

Table 2.1	Bus Service Provision.....	10
Table 2.2	Train Service Provision .....	<b>Error! Bookmark not defined.</b>
Table 3.1	Construction Stages, Start and End Dates.....	13
Table 5.1	Strategies to Reduce Impacts.....	16

## Figures

Figure 1.1	Site Location
Figure 2.1	Regional Plan
Figure 2.2	Local Context Plan
Figure 2.3	Site Boundary Plan
Figure 3.1	Number of Vehicles through Construction Programme
Figure 4.1	Vehicle Routeing – Regional Plan
Figure 4.2	Vehicle Routeing – Local Context Plan
Figure 4.3	Vehicle Routeing – Site Plan
Figure 7.1	Construction Programme and Vehicle by Phase
Figure 7.2	Vehicles through Construction Programme

## Figures

Local Context
Regional Context
Local Context Routeing
Regional Context Routeing

## Appendices

Appendix A – Proposed Site Layout
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## 1. Introduction

### 1.1 Preamble

1.1.1 Markides Associates (MA) have been commissioned by Waterfall Planning Ltd to prepare this Outline Construction Logistics Plan (CLP) in relation to the development of a site known as Hampton Waterworks at Upper Sunbury Road, Hampton, TW12 2DS. The site is located within the authority boundary of the London Borough of Richmond upon Thames (LBRT).

### 1.2 Objectives of the CLP

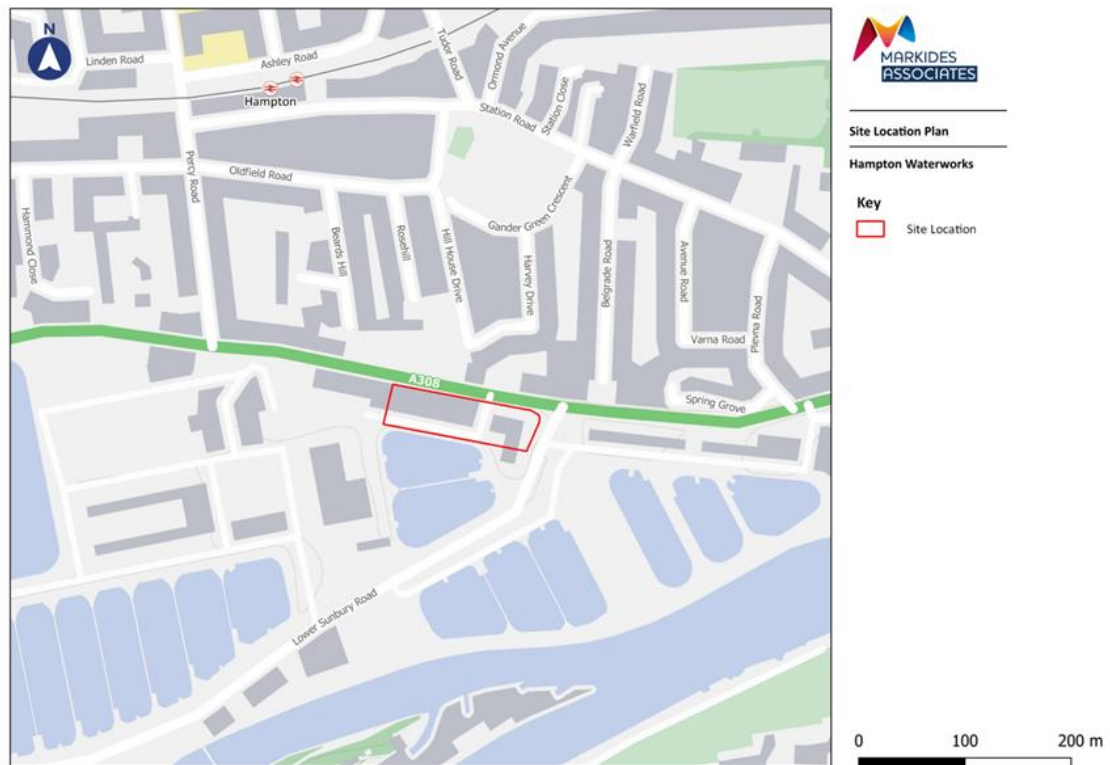
1.2.1 The objectives of the CLP are:

- to set an outline strategy for construction logistics, following a scope that is commensurate with the scale of development;
- to describe and assess the routes to be used by construction vehicles, including referencing community considerations in terms of vehicle impact;
- to demonstrate the vehicular access arrangements during construction and make adjacent occupants aware of access arrangements; and
- any mitigation measures necessary to ensure safety if other road users is maintained, including pedestrian and cyclist safety.

### 1.3 Site Context

1.3.1 The site is located off Upper Sunbury Road. It is currently accessed via a simple priority junction on Lower Sunbury Road which forms the main access to the Hampton Waterworks. The southern boundary of the site is formed by a pond which is part of the water treatment site. To the north, the site is bounded by Upper Sunbury Road and to the east it is bounded by Lower Sunbury Road. To the west, the site is bounded by a residential property. A site location plan is shown in **Figure 1.1**.

Figure 1.1 Site Location



## 1.4 Development Proposals

- 1.4.1 The development proposals are for the conversion of two waterworks buildings into residential buildings with part of one building retained for commercial use. The existing semi-detached cottages and storehouse are proposed to be retained and will be in residential use.
- 1.4.2 In summary, the proposed development includes 36 residential units, 318.8m<sup>2</sup> of commercial use (Use Class E(g)) and 39 parking spaces. The proposed layout is included in **Appendix A**.

## 1.5 CLP Structure

1.5.1 Following this Introduction, this Outline CLP is set out as follows:

- **Section 2** provides context, considerations and challenges;
- **Section 3** provides a construction programme and methodology;
- **Section 4** gives details of vehicle routeing and site access;
- **Section 5** gives details of strategies to reduce impact;
- **Section 6** identifies planned measures;
- **Section 7** identifies estimated vehicle movements; and
- **Section 8** finishes with details of implementation, monitoring and updating of the CLP.

## 2. Context, Considerations and Challenges

### 2.1 Policy Context

#### National Planning Policy Framework (NPPF) (December 2023)

- 2.1.1 The NPPF promotes the use of sustainable transport, safe road design and the efficient and sustainable delivery of goods and services.

#### Traffic Management Act

- 2.1.2 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, which this CLP supports.

#### The London Plan, 2021

- 2.1.3 **Policy T7, Deliveries, servicing and construction**, mentions that Construction Logistics Plans will be required and should be developed in accordance with Transport for London Guidance and in a way that reflects the scale and complexities of developments. Additionally, during the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.
- 2.1.4 Furthermore, the supporting narrative to the policy states that schemes such as FORS (Freight Operator Recognition Scheme) and CLOCS (Construction Logistics and Community Safety) should be implemented to reduce road danger associated with construction. Consideration should also be given to the Direct Vision Standard, which rates Heavy Goods Vehicles based on how much the driver can directly see through the cab windows.

#### Mayor's Transport Strategy

- 2.1.5 The Mayor's Transport Strategy promotes the use of CLPs to establish site management and procurement processes to reduce the impact of construction traffic on the street network.

#### Vision Zero

- 2.1.6 Transport for London (TfL) promote the Vision Zero approach for London, which seeks to remove all deaths and serious injuries from London's transport network by 2041. This includes measures such as the use of safe vehicles and safe behaviours, which this CLP supports.

#### Healthy Streets

- 2.1.7 TfL's Healthy Streets document makes specific reference to CLPs stating that the construction phase of any development will have an impact on the surrounding community, including safety, environmental and congestion impacts on the road network. The document does however acknowledge that the impact varies depending on the size, timescale and location of the development.

## TfL Construction Logistics Plan Guidance

2.1.8 TfL have produced Construction Logistics Plan Guidance, to ensure that such documents assist in reducing:

- Environmental impact, with lower vehicle emissions and noise;
- Road risk; improving the safety of road users;
- Congestion; reducing vehicle trips, particularly in peak periods; and
- Cost; adopting efficient working practices and reduced deliveries.

2.1.9 The Guidance identifies the suggested structure and required content of a submission document.

## LB Richmond Local Plan, 2018

2.1.10 With reference to construction and demolition, the Local Plan notes that there is a need to ensure that occupiers are protected from environmental disturbances during the construction and demolition phase of major developments and the requirement for Construction Logistics Plan (CLP) in areas that are subject to high traffic congestion to ensure that vehicles entering the site do not adversely impact on local traffic.

## 2.2 Regional, Local and Site Boundary Context

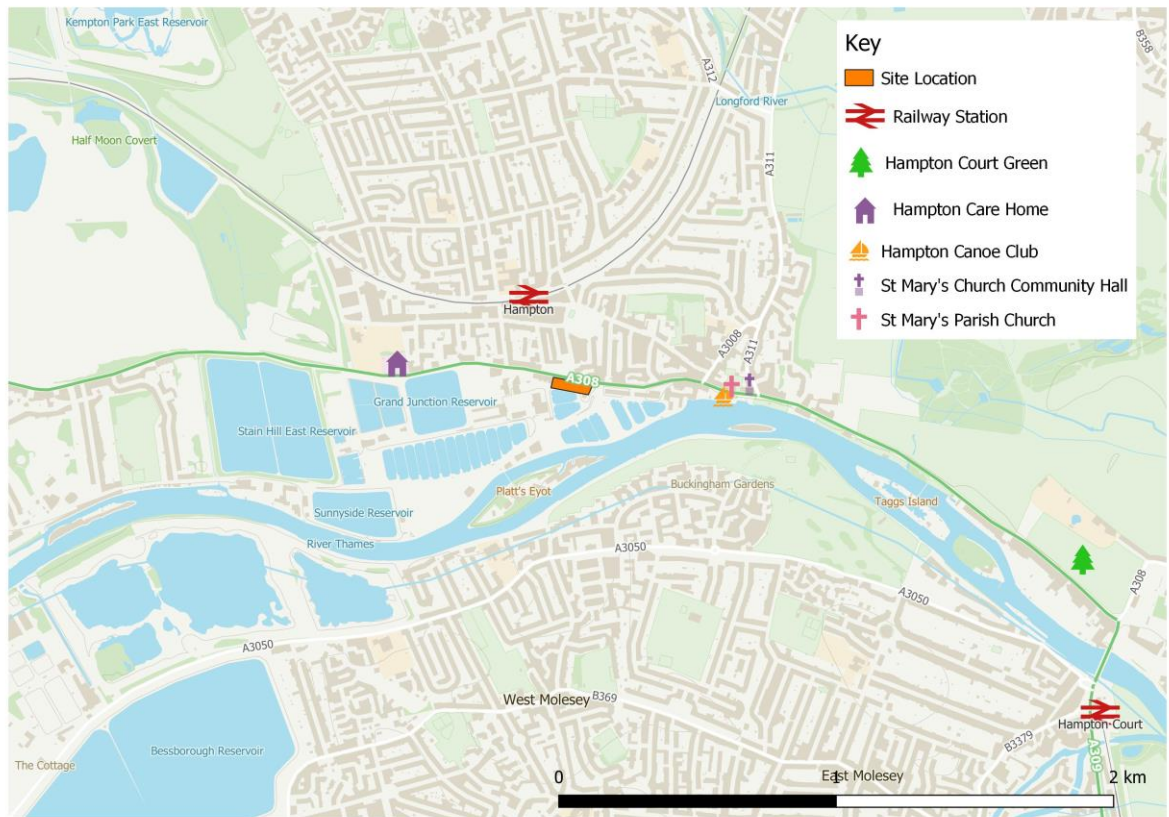
### Regional Context

2.2.1 **Figure 2.1** shows the regional context of the site, with reference to key transport infrastructure. The site is located approximately 12km east of the M25 Motorway, with regional connections to the site via the M3 Motorway and the A308, whilst the site is also located approximately 400m south of Hampton railway station which provides direct connections to London Waterloo and Shepperton, as well as other regional destinations in between. The River Thames lies approximately 200m to the south.

2.2.2 Figure 2.1 below also shows community considerations within a regional context which are adjacent to potential construction vehicle routes, with these comprising:

- Hampton Court Green, adjacent to the A308 at Hampton;
- Hampton Care Home, adjacent to the A308 at Hampton.

Figure 2.1 Regional Plan



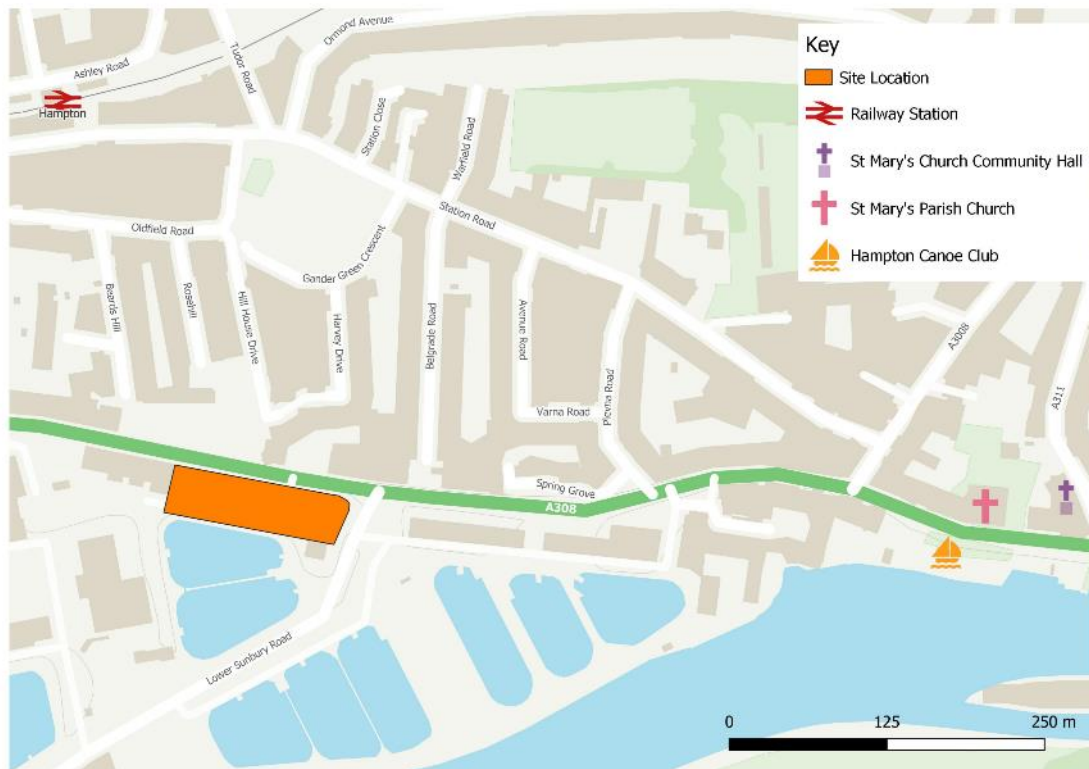
## Local Context

- 2.2.3 Locally, the site lies immediately to the south of the A308 Upper Sunbury Road.
- 2.2.4 To the west of the site access, there are footways on both sides of Upper Sunbury Road, ranging in width between 1.2m-1.8m. There is a public footpath located approximately 130m to the west of the proposed site access and on the north side of Upper Sunbury Road. The footpath has three steps and connects to Beard's Hill to the north. There are footways on both sides of Beard's Hill which are approximately 2m wide. A public footpath is also provided at the northern end of Beard's Hill which connects to Station Road to the north. The eastbound and westbound bus stops on Station Road are located 30m-40m to the west of the footpath along Station Road. The Hampton Rail Station entrance is located within 10m of the bus stops to the west.
- 2.2.5 South of the site, Lower Sunbury Road, with adjacent footway provision, provides a route towards the River Thames.
- 2.2.6 **Figure 2.2** shows the local context of the site, including key local community considerations, with these comprising:
- St. Mary's Church Community Hall, adjacent to the A308 at Hampton;
  - St. Mary's Parish Church, adjacent to the A308 at Hampton; and



- Hampton Canoe Club, adjacent to the A308 at Hampton.

**Figure 2.2 Local Context Plan**



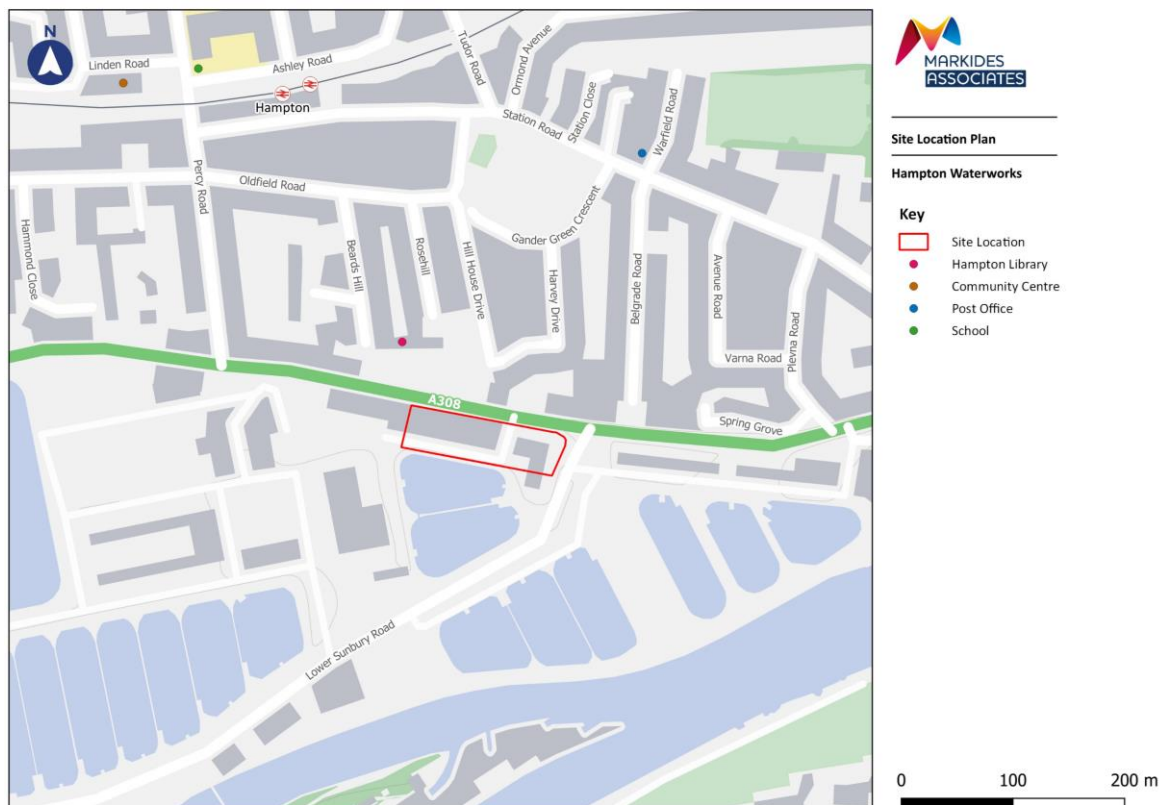
### Site Context

2.2.7 **Figure 2.3** provides a site boundary plan showing the context of the site within the local area. It shows a fine level of detail around the site, including footway provision, adjacent buildings, and the characteristics of Upper Sunbury Road.

2.2.8 Key community facilities shown on this plan include:

- Hampton Library on the north side of the A308 opposite the site.

**Figure 2.3 Site Boundary Plan**



## 2.3 Local Access

2.3.1 Further to the plans and descriptions provided above, the information below considers the access options via different modes for construction workers.

### Walking

2.3.2 To the east and west of the site access, there are footways on both sides of Upper Sunbury Road, ranging in width between 1.2m-2m. There is a pedestrian crossing on Lower Sunbury Road at its junction with Upper Sunbury Road, with dropped kerbs and tactile paving being provided. Further to the east, at a distance approximately 25m from the junction, a pedestrian refuge island is provided with dropped kerbs and tactile paving, enabling safe crossing of Upper Sunbury Road.

2.3.3 To the west of the site access, there are footways on both sides of Upper Sunbury Road, ranging in width between 1.2m-1.8m. There is a public footpath located approximately 130m to the west of the proposed site access and on the north side of Upper Sunbury Road. The footpath has three steps and connects to Beard's Hill to the north. There are footways on both sides of Beard's Hill which are approximately 2m wide. A public footpath is also provided at the northern end of Beard's Hill which connects to Station Road to the north. The eastbound and westbound bus stops on Station Road are located 30m-40m to the west of the footpath along Station Road. The Hampton Rail Station entrance is located within 10m of the bus stops to the west.

2.3.4 In addition, there are dropped kerbs and tactile paving on Percy Road at its junction with Upper Sunbury Road. Further to the north, dropped kerbs are provided on Oldfield Road. Further dropped kerbs are provided on Station Road, at its junction with Percy Road.

## Cycling

2.3.5 Off-road cycle routes are located to the west and north of the site on Oldfield Path, Oldfield Road, Hatherop Road, Tudor Road and Tudor Avenue. Broad Lane is classified as a Main Cycle Road connecting Hatherop Road to the west and High Road to the east. High Road connects to off-road paths in Bushy Park, linking to the High Street / Hampton Court Road / Horse Fair roundabout. Horse Fair is classified as a quiet cycle road and it connects to Kingston via main local cycle routes, namely Wood Street.

2.3.6 Furthermore, the local cycle routes described above connect to the National Cycle Route (NCR) 4 which runs to the south of the Royal Paddocks and along the northern side. NCR 4 is located approximately 3.3km to the east of the site access and connects to Kingston-upon-Thames, Roehampton and Parsons Green. Further to the northeast it connects to central London. In addition, NCR 4 runs along Hampton Court Bridge connecting to the southern side of River Thames. To the south of the bridge, NCR 4 connects to Hurst Park, Walton-on-Thames, Weybridge, Meadowlands and Staines.

## Buses

2.3.7 The site is served by two bus routes stopping within easy walking distance of the site. A bus stop is located on Upper Sunbury Road, approximately 250m to the west of the site access. An additional bus stop is located on Percy Road with the two bus stops being located 50m apart.

2.3.8 Further bus stops are located by Hampton Rail Station, approximately 400m from the site access.

2.3.9 Services that stop at the bus stops closest to the site are summarised in **Table 2.1**.

**Table 2.1 Bus Service Provision**

Bus	Route	Peak Hour Frequency			Weekday Services	
		Weekday	Saturday	Sunday	First	Last
<b>Nearest Stops: Percy Road (Stop A) and Oldfield Road Percy Road (Stop B)</b>						
<b>216</b>	Staines – Ashford – Sunbury – <b>Hampton Stn.</b> – Hampton Wick – Kingston	3-4 services per hour	3-4 services per hour	2 services per hour	06:47	00:03
<b>Nearest Stop: Hampton (Stops K and D)</b>						
<b>111</b>	Heathrow – Cranford – Hounslow – <b>Hampton Stn.</b> – Hampton Wick - Kingston	Every 7-12 minutes	Every 9-21 minutes	Every 11- 21 minutes	24-hour bus	24-hour bus

## **Rail**

- 2.3.10 The nearest rail station to the site is Hampton, which is located approximately 400m from the site and sits on the rail service from Shepperton to Waterloo that serves Teddington (8 mins), Kingston (12 mins), New Malden (19 mins), Wimbledon (25 mins), Clapham Junction (33 mins) and Vauxhall (38 mins). The service runs every 30 mins.
- 2.3.11 Clapham Junction and London Waterloo provide frequent services to a range of locations including Basingstoke, Woking, Guildford, Portsmouth, Reading, Epsom and Egham.

## **Highways**

- 2.3.12 A308 Upper Sunbury Road is a 30mph road which runs from its junction to the M3 (3.5km to the west of the site access) to its junction to the A309 Hampton Court Way (2.3km to the southeast of the site access). It is a single carriageway road varying in width between 5.5m and 9.5m.
- 2.3.13 The Transport for London Road Network in the vicinity of the site comprises the A316 (southwest-northeast) and the A312 (south-north). The A316 is a dual carriageway road which connects the Kempton Park area to Chiswick, ending at the A316 / A4 junction. The A4 then connects to central London to the east ending at Hyde Park Corner and it connects to the M4 to the west. The A316 also connects to the A312 which links to the M4 to the north and ends at its junction with the A40 further to the north.

## **3. Construction Programme and Methodology**

### **3.1 Introduction**

- 3.1.1 The construction programme set out within this Outline CLP is commensurate with the scale of development.
- 3.1.2 The build programme is envisaged to a maximum of 25 months.
- 3.1.3 The expected construction phases are as follows:

### **3.2 Setup and Demolition**

- Establishment of welfare accommodation;
- Identification of heritage assets to remain in situ and protection as necessary;
- Protection to trees;
- Roof and external wall scaffolding installation;
- Careful removal of heritage assets for redeployment within scheme or elsewhere as appropriate; and
- Strip out of all non-heritage elements not utilised within approved proposals.

### **3.3 Excavating and Piling and Sub-structure**

- Basement dewatering and waterproofing;
- Substructure for two extensions formed within dig zone; and
- Site drainage installation.

### **3.4 Super-structure**

- Remedial works to existing structure ongoing whilst new structures built for ground and roof extensions;
- Form stairs and lift shafts;
- Unit division walls and floors;
- Room partitions; and
- First fix services installation.

### **3.5 Cladding and Roofs**

- Brickwork, fenestration and fabric to ground level extensions built sequential to new foundations; and
- Roof extensions established

### **3.6 Fit Out**

- Interior installations;
- Wall, floor & ceiling finishes;

- 2<sup>nd</sup> fix services;
- Decoration and finishing; and
- Commissioning of services.

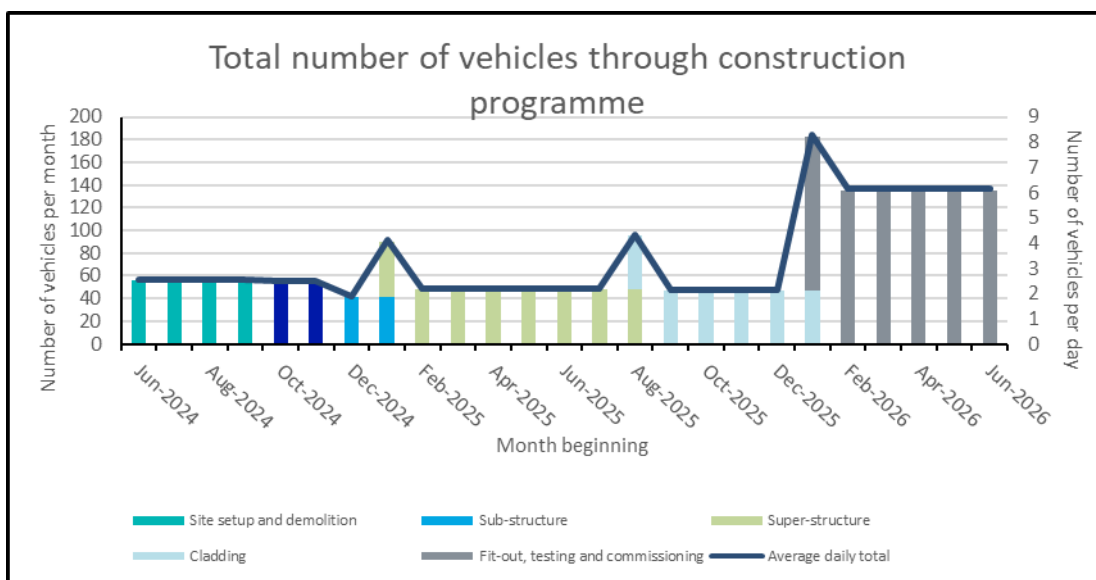
3.6.1 Construction stages end estimated start dates are set out in **Table 3.1** below.

**Table 3.1 Construction Stages, Start and End Dates**

Construction Stage	Start	End
Site Setup and demolition	Jun-2024	Sep-2024
Piling and sub-structure	Dec-2024	Jan-2025
Super-structure	Jan-2025	Aug-2025
Cladding and Roofs	Aug-2025	Jan-2026
Fit-out, testing and commissioning	Jan-2026	Jun-2026

3.6.2 On this basis, **Figure 3.1** provides an indication of the proposed construction programme, using the TfL CLP tool.

**Figure 3.1 Number of Vehicles through Construction Programme**



Source: TfL CLP Tool Output

## 4. Vehicle Routeing and Site Access

- 4.1.1 Vehicle routeing to and from the site will be via the strategic and principal road network. Residential streets will be avoided.
- 4.1.2 The site currently has two historic points of vehicular access onto the A308 Upper Sunbury Road, which are proposed to be used for the purposes of vehicular access once the development is operational.
- 4.1.3 In terms of construction vehicle access, it is proposed that vehicles approach from the east and enter via the eastern access, subsequently departing via the western access and proceeding westbound along Upper Sunbury Road.
- 4.1.4 Assessing this route in further detail, it is expected that vehicles arriving from locations further afield would do so via the M25, exiting onto A243 in order to access the A308 Upper Sunbury Road via the A3 and A309.
- 4.1.5 Upon departure, a route westbound along the A308 Upper Sunbury Road leads to either the M3 or A30, both of which connect with the M25.
- 4.1.6 Whilst some vehicles may be more local, those vehicles from further afield are expected to use the strategic road network, with suggested vehicle routeing described above shown on **Figure 4.1**, **Figure 4.2** and **Figure 4.3** below at regional, local and site plan levels and referencing local infrastructure and community considerations.

**Figure 4.1 Vehicle Routeing – Regional Plan**



Figure 4.2 Vehicle Routeing – Local Context Plan

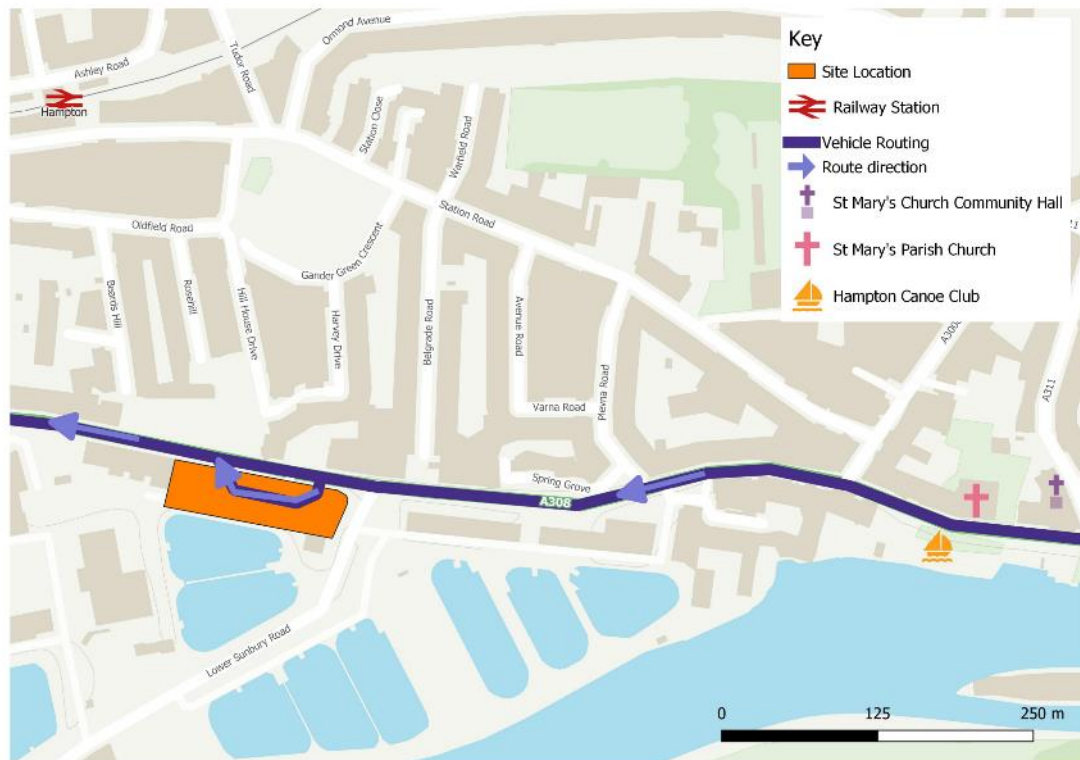


Figure 4.3 Vehicle Routeing – Site Plan

Source: Extract of MA Drawing 17200-MA-XX-XX-DR-C-0100

- 4.1.7 In terms of vehicle access at the site, it is envisaged that both waste removal and material delivery can adopt a 'wait and load' and 'just-in-time' strategy, with any reliance on the public highway therefore minimised.
- 4.1.8 Construction staff will ensure all material requiring removal will be made ready prior to the vehicle arriving on site and will remove any deliveries as soon as a delivery vehicle arrives, ensuring the vehicle set down is minimum.
- 4.1.9 The Principal Contractor will ensure that a suitably trained traffic marshal is employed to manage the movement of vehicles on and off the site and ensure no pedestrian and cyclist conflict.
- 4.1.10 No parking suspensions are therefore necessary to facilitate this access strategy.



## 5. Strategies to Reduce Impact

5.1.1 Table 5.1 sets out strategies to reduce impacts.

**Table 5.1 Strategies to Reduce Impacts**

Medium Impact Site Planned Measures Checklist	Committed	Proposed	Considered
<b>Measures influencing construction vehicles and deliveries</b>			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries	X		
Re-timing for out of hours deliveries	X		
Use of holding areas for vehicle call off area		X	
Use of logistics and consolidation centres			
Vehicle choice	X		
<b>Measures to encourage sustainable freight</b>			
Freight by water			Yes – N/A
Freight by rail			Yes – N/A
<b>Material procurement measures</b>			
DfMA and offsite manufacture			Yes
Re-use of material on site	Yes		
Mart procurement			Yes
<b>Other measures</b>			
Collaboration with other sites in the area	Yes		
Implement a staff travel plan	Yes		

## 6. Planned Measures

6.1.1 Based on the strategies previously identified, the planned measures are therefore:

- **Safety and environmental standards programmes** – a commitment to CLOCS (Construction and Logistics and Community Safety) and FORS (Fleet Operators Recognition Scheme) to minimise the impact of construction vehicles to prevent vehicle collisions and impact upon vulnerable road users, with fewer vehicle journeys and reduced emissions.
- **Adherence to designated routes** – approaching the site from Upper Sunbury Road from the east and departing via Upper Sunbury Road to the west, which is aimed at minimising impact on the operation of Upper Sunbury Road for other vehicles and other road users. The aim of using designated routes is to reduce the impact upon the local road network of construction vehicles when travelling to and from the wider strategic network and eliminate any impact upon local residential streets.
- **Delivery scheduling** – taking place outside of peak hours, between 09:30 and 15:30, thereby avoiding peak hours and also ensuring individual vehicles are timed to arrive and depart the site at certain times so that they can readily gain access to and from the site and remove potential queuing of vehicles waiting to gain access to the site from Upper Sunbury Road.
- **Re-timing for out of hours deliveries** – a commitment to manage deliveries that avoids the most congested times of the day to reduce impact upon the operation of the local highway network and taking account of impact upon community considerations.
- **Vehicle choice** – vehicles specified that can be accommodated within the constraints of the site, so as to minimise impact on pedestrian, cycle and vehicle movement on Upper Sunbury Road. Therefore, in accordance with delivery scheduling, it is planned that vehicles will be able to fully access the site (and not wait on the highway) on arrival, in order to minimise any traffic delay and impact upon pedestrian and cycle movement, notably on the south side of Upper Sunbury Road.
- **Re-use of Material on Site** – this should be considered, since the re-use of material on the site has the potential to reduce construction-related vehicle trips, through reducing the need to transport material off the site and reducing the need to transport new material onto the site.
- **Collaboration with other sites in the area** – collaboration with other sites is also planned, where possible, such that deliveries can be shared between sites, in order to reduce impact upon the wider road network.
- **Implement a Staff Travel Plan** – the implementation of a Staff Travel Plan will encourage construction workers and other visitors to the site to travel sustainably to the site wherever possible. It will highlight the sustainable travel options (walking, cycling and public transport) which are available in travel to and from the site. The site will not accommodate parking on site during construction, which will reduce the potential for construction worker trips to and from the site to be vehicle-based. Where there is a need for these to be undertaken by car/van to the site, movements will need to be scheduled to avoid delivery times and car/van-sharing opportunities will be explored.

## **6.2 Measures Influencing Construction Vehicles and Deliveries**

6.2.1 The construction will generate demand for a range of vehicle types, including the following:

- Small skip lorry (for wait and load waste removal) – 6.26m in length
- Concrete mixer – 8.36m in length
- Rigid truck – 10m in length
- 10.7m Articulated vehicle

6.2.2 The Principal Contractor will also seek to employ sub-contractors that use construction vehicles with alarm systems and protection devices for cyclists.

6.2.3 The Principal Contractor will ensure that fleet operators achieve the Fleet Operator Recognition Scheme Silver standard.

## **6.3 Measures to Encourage Sustainable Transport**

6.3.1 The construction workforce will be provided with public transport information as part of their staff induction, detailing the various methods of travel that are available to access the site, so as to reduce any inherent reliance on travel by car. Temporary cycle parking will also be provided for the construction workforce.

6.3.2 To assist with this requirement, the Principal Contractor will make reasonable endeavours to employ a local workforce.

## **6.4 Material Procurement Measures**

6.4.1 The Principal Contractor will make reasonable endeavours to procure locally.

## **6.5 Other Measures**

### **Pedestrian Access and Security**

6.5.1 Appropriate hoarding/fencing will be introduced along the site perimeter to secure the site.

6.5.2 Suitable signage and licenses will be secured to formalise this strategy should the hoarding partially extend into the footway around the site frontage.

### **Deliveries and Storage**

6.5.3 All material and plant storage can be accommodated within the site.

### **Considerate Contractors Scheme and Residents Liaison**

6.5.4 The Principal Contractor will subscribe to the Considerate Contractors Scheme.

6.5.5 In addition, the Principal Contractor will appoint a Residents Liaison Officer and will circulate contact details to the residents/businesses surrounding the site, via which any concerns can

be raised and delivery schedule/waste removal schedules shared so that access to the existing off-site parking areas can be forward planned.

- 6.5.6 In accordance with TfL guidance, adherence to the FORS (Fleet Operator Recognition Scheme) Silver standard will be a requirement as part of the procurement process of fleet operators associated with the development, in order to ensure the required levels of environmental, safety and efficiency attainment in operations.

### **Cumulative Development**

- 6.5.7 If required, the Principal Contractor will engage with their peer on any adjacent site so that construction programmes can be considered together as much as reasonably possible, with peak periods of activity avoided and collaboration embraced as much as possible for activities such as waste removal etc.

## 7. Estimated Vehicle Movements

- 7.1.1 The consideration of construction vehicle quantum's within this Outline CLP is commensurate with the scale of development.
- 7.1.2 It is envisaged that no more than 4-5 vehicle movements per day would be generated, with maximum set down periods of 30 minutes within the site, so any disruption will be minimal. However, it is likely that the site will generate on average 2-3 vehicles movements per day for the majority of the build, amounting to a just-in-time rubbish removal or just-in-time materials delivery, such as bricks and blocks, timber, tiles, steels as well as fit out materials.
- 7.1.3 Vehicle movements will be timed so as to be outside of network peak hours.
- 7.1.4 TfL's CLP Tool Outputs are detailed below.

**Figure 7.1 Construction Programme and Vehicle by Phase**

CONSTRUCTION PROGRAMME OVERVIEW			
Construction phase	Start	End	
Site setup and demolition	Jun-2024	Sep-2024	
Piling and Sub-structure	Dec-2024	Jan-2025	
Super-structure	Jan-2025	Aug-2025	
Cladding	Aug-2025	Jan-2026	
Fit-out, testing and commissioning	Jan-2026	Jun-2026	

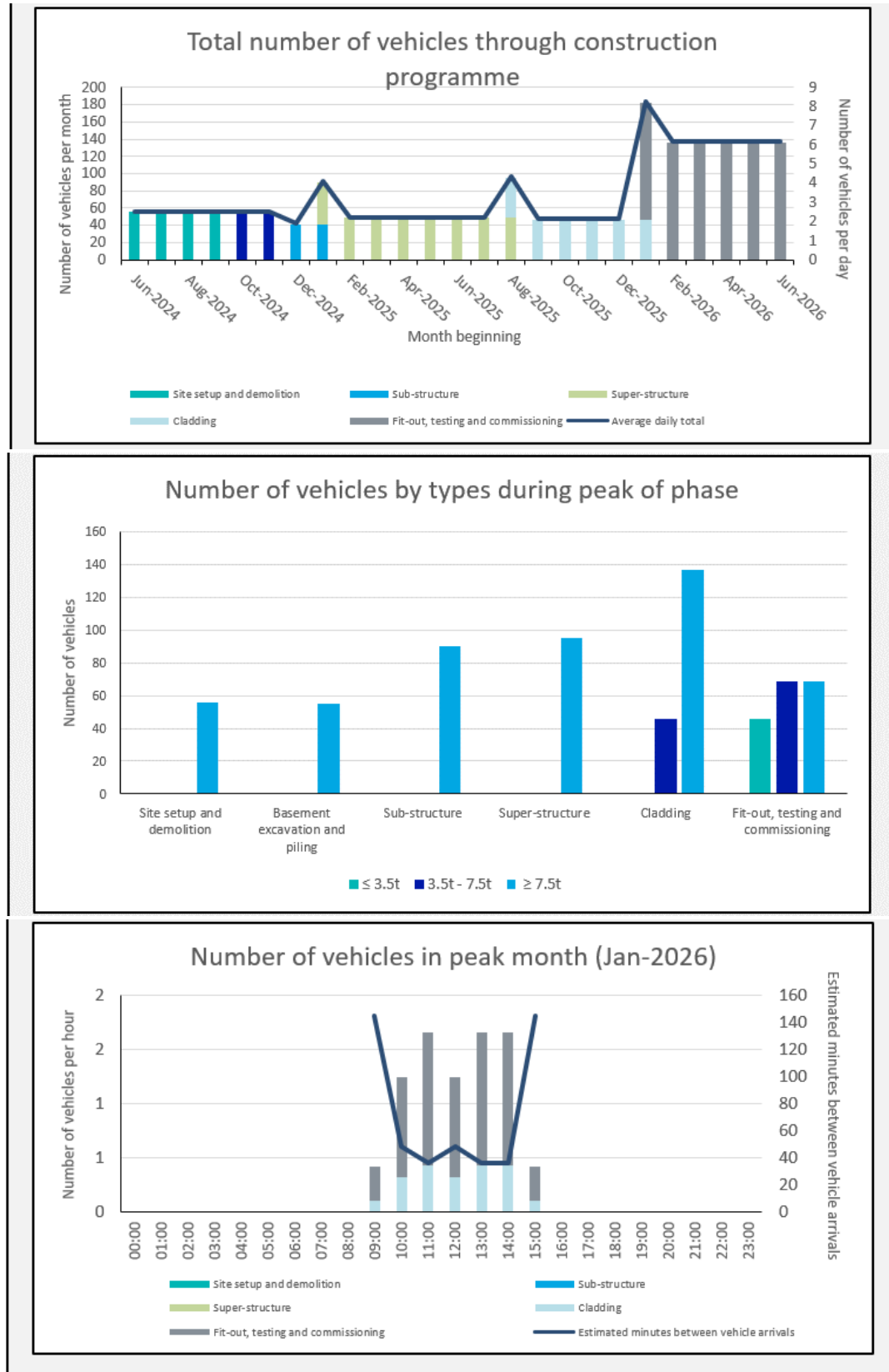
  

NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)			
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q2 2024 - Q3 2024	56	3
Piling and Sub-structure	Q4 2024 - Q1 2025	42	2
Super-structure	Q1 2025 - Q3 2025	49	2
Cladding	Q3 2025 - Q1 2026	47	2
Fit-out, testing and commissioning	Q1 2026 - Q2 2026	135	6
Peak period of construction	Q1 2026 - Q1 2026	182	8

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)			
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q2 2024 - Q3 2024	56	3
Piling and Sub-structure	Q4 2024 - Q1 2025	90	4
Super-structure	Q1 2025 - Q3 2025	95	4
Cladding	Q3 2025 - Q1 2026	182	8
Fit-out, testing and commissioning	Q1 2026 - Q2 2026	182	8

Figure 7.2 Vehicles through Construction Programme



## **8. Implementation, Monitoring and Updating**

- 8.1.1 The appointed Principal Contractor will implement this outline CLP or prepare a revised strategy within a detailed CLP should they propose any material changes in access strategies.
- 8.1.2 The Principal Contractor is not yet named at this stage of the planning application and so details cannot be provided within this outline document.
- 8.1.3 Where the Principal Contractor proposes significant changes to the adopted access strategies, they will inform LBRT officers prior to implementation.
- 8.1.4 A photographic record of access strategies will be kept and made available to LBRT officers should they request it. The Principal Contractor will also take a record of any complaints.
- 8.1.5 The principles included within TfL's Temporary Traffic Management Handbook will be implemented where access to the site is impacting upon the public highway, such as managed vehicle access from Upper Sunbury Road.
- 8.1.6 The Principal Contractor will maintain a Contractors Handbook. In accordance with TfL guidance, this will include:
- Safety toolbox talk;
  - Anti-idling toolbox talk;
  - Vehicle routeing and delivery scheduling system
  - Driver training; and
  - Safety and environmental standard
- 8.1.7 The Principal Contractor will brief all staff as part of their safety briefing on any element of the CLP relevant to their work.
- 8.1.8 The Principal Contractor will also prepare a Drivers Handbook, which will be shared with regular suppliers and waste removal contractors. The Drivers Handbook will detail the following in accordance with TfL guidance:
- Authorised routes to and from the site;
  - Site opening times;
  - Booking and scheduling information;
  - Site entry and exit points, and other information relating to access;
  - Anti-idling; and
  - Vulnerable road user safety.

# APPENDIX A – PROPOSED SITE LAYOUT



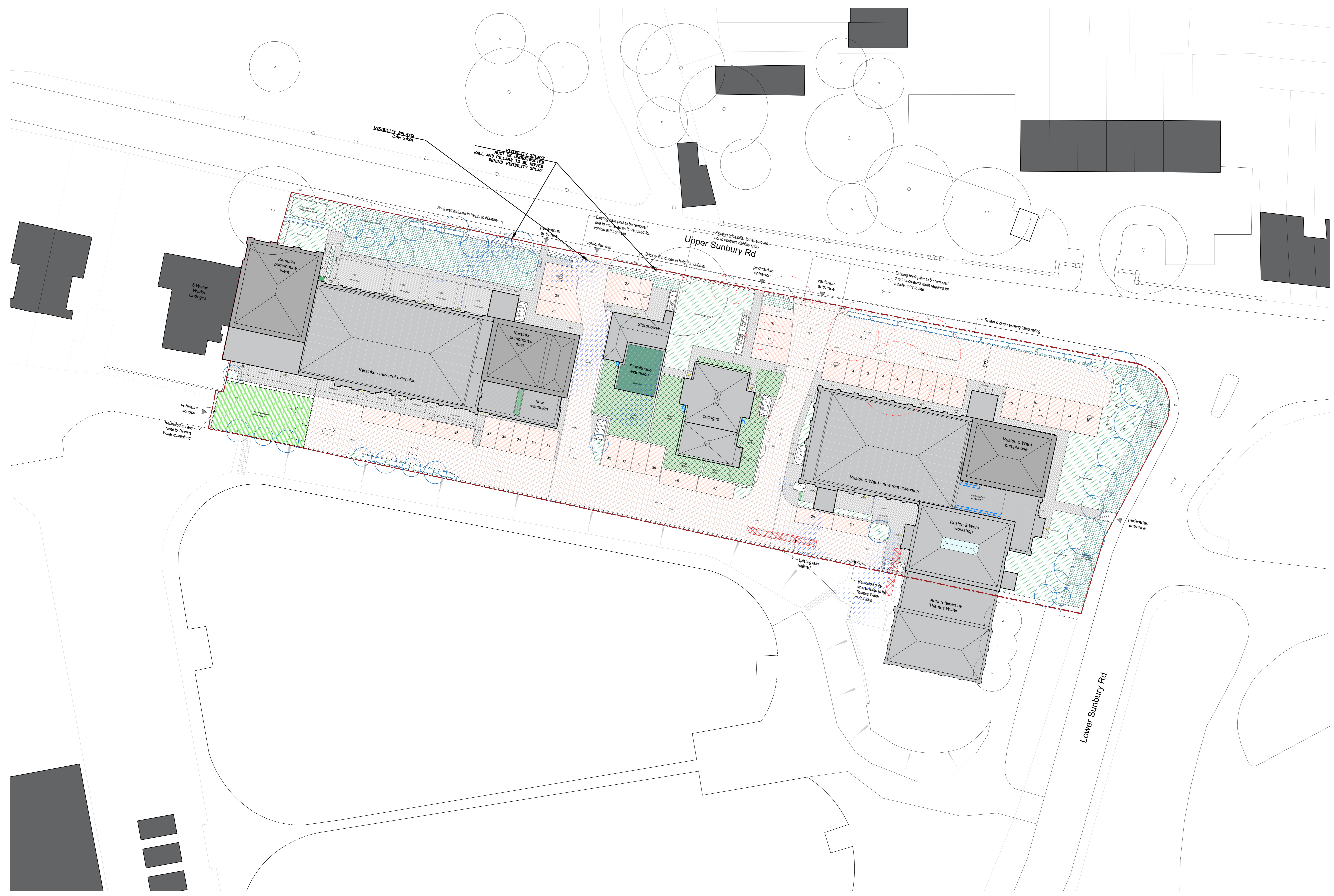
**USE OF DRAWINGS**  
 DO NOT SCALE FROM THIS DRAWING. USE WRITTEN DIMENSIONS AND CHECK ON SITE. THIS DRAWING IS BASED ON SITE INFORMATION SUPPLIED BY THIRD PARTIES AND ACCURACY OF EXISTING FEATURES IS NOT GUARANTEED. ANY ERROR, OMISSION OR DISCREPANCY NOTED ON OR BETWEEN DRAWINGS AND OTHER DOCUMENTS MUST BE REPORTED IN WRITING IMMEDIATELY. ALL MECHANICAL, ELECTRICAL AND STRUCTURAL LAYOUTS (COMPONENTS ARE INDICATIVE AND MUST BE CHECKED AND CHECKED BY SPECIALISTS. DO NOT START WORK ON SITE BEFORE CONFIRMING THAT ALL NECESSARY STATUTORY AND OTHER CONSENTS HAVE BEEN OBTAINED. THIS DRAWING IS COPYRIGHT AND MUST NOT BE DISTRIBUTED WITHOUT PERMISSION. ELECTRONIC CAD FILES MUST NOT BE ALTERED OR COPIED.

REV.	DATE	DESCRIPTION	DESIGNED	CHECKED
-	11.10.2019	INITIAL ISSUE	MC	KW
A	04.11.2019	LEVEL ADJUSTMENTS	MC	KW
B	04.06.2020	LEVEL ADJUSTMENTS, ADDITIONAL TREES TO GATEWAY BOUNDARY	SJ	RH
C	06.05.2020	MAIN VEHICULAR EXIT AMENDED	SJ	RH
D	15.05.2020	AMENDMENTS TO TREES AND LANDSCAPING	SJ	RH
E	27.05.2020	HABITAT PLANTING (SHOWN)	SJ	RH
F	25.07.2022	DESIGN REVIEW AMENDMENTS	DC	JF
G	04.11.2022	PLANT ENCLOSURE ADDED; AMENDMENT TO PLAY AREA	LW	JF
H	26.05.2023	HISTORIC ENGLAND FOR COMMENT	JF	JF
I	06.12.2023	UPDATE TO TREE SURVEY	LW	JF
J	19.02.2024	UPDATE TO HIGHWAYS COMMENTS	LW	JF

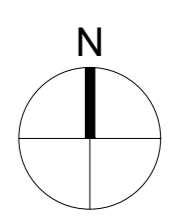
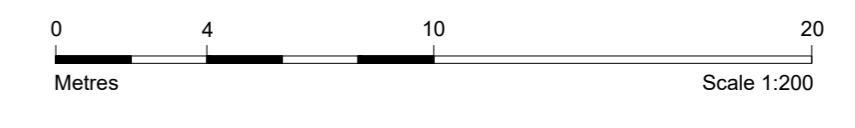
**NOTE:**  
 - DRAWINGS ARE DESIGN INTENT FOR THE PURPOSE OF PLANNING APPROVAL.  
 - ALL DRAWINGS ARE SUBJECT TO FURTHER DESIGN DEVELOPMENT AND COORDINATION WITH ENGINEERS INFORMATION.  
 - ALL LIGHTING AND WATERWORKS ARE INDICATIVE AND SUBJECT TO DETAILED DESIGN.  
 - EXISTING HISTORIC BRICK AND STONE FACADES TO BE CLEANED AND RESTORED.  
 - INTERNAL VOLUMES TO BE STRIPPED OUT, REMOVING 20TH C WORK AND RESTORING ORIGINAL FABRIC.  
 - INDUSTRIAL HERITAGE DETAILS: BRICK, ELECTRICAL SWITCHES, LIFTING CRANES, ETC. TO BE CLEANED AND RETAINED.  
 - ALL EXISTING ORIGINAL WINDOWS TO BE RETAINED AND RESTORED, WITH NEW HIGH PERFORMANCE SECONDARY GLAZING INSERTED BEHIND.  
 - ALL EXISTING WINDOWS WHICH ARE NOT ORIGINAL TO THE BUILDING TO BE REPLACED WITH HIGH PERFORMANCE WINDOWS TO MATCH EXISTING DESIGN.

**Key**

[Pattern]	Asphalt
[Pattern]	Shared surface paving
[Pattern]	Pedestrian paving
[Pattern]	Car parking bays
[Pattern]	Private amenity space
[Pattern]	Shared soft landscaping
[Pattern]	Children's play area/ shared access surface
[Pattern]	Habitat planting
[Symbol]	Trees:
[Symbol]	Existing & retained
[Symbol]	Removed
[Symbol]	New
[Symbol]	Existing cobbles to be retained & relocated
[Symbol]	Existing cobbles to be retained in situ
[Symbol]	New location of retained cobbles



SCALE 1:200  
 Proposed Site Plan



IN PROGRESS



client: WATERFALL PLANNING LTD

project: HAMPTON WATERWORKS

drawing title: PROPOSED SITE PLAN

sheet size: A1  
 scale: 1:200 @ A1

status: PLANNING  
 drawing no: 1685-A-P100  
 revision: J

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