Roehampton Café
Richmond Park

Outline Construction Logistic Plan

On behalf of **The Royal Parks**

Project Ref: 332110545/5500 | Rev: P02 | Date: July 2024

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1 Introduction

1.1 Overview

1.1.1 This Outline Construction Logistics Plan (CLP) has been prepared by Stantec on behalf of The Royal Park (TRP) to accompany the detailed planning application for the redevelopment of the existing Roehampton Café located within Richmond Park, London.

1.1.2 This CLP has been produced to provide the Local Planning Authority (LPA) with an overview of the expected construction and logistics activity that is to take place during the construction phase of the development. This report has been produced in accordance with the relevant Transport for London (TfL) Construction Logistics Plan Guidance (July 2017) and London Borough of Richmond upon Thames (LBRuT) Construction Code of Practice (January 2022).

1.1.3 Given the development is currently in the planning and design stage, the CLP has been developed as an 'Outline Construction Logistics Plan' and is intended to provide a provisional understanding of the logistics of the construction process. As the development progresses through planning process into the pre-construction / construction stage, a Detailed CLP will be produced once planning permission has been granted and a contractor has been appointed. It is expected that this will be conditioned.

1.2 CLP Objectives

1.2.1 The overall objective of this CLP is to:

- Lower emissions;
- Enhance safety – Improved vehicle and road user safety; and
- Reduce congestion – Reduced trips overall, particularly during peak periods.

1.2.2 To support in achieving these objectives, several sub-objectives have been agreed and include the following:

- Encouraging construction workers to travel to the site by non-car modes;
- Promote 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 on-going development and delivery of the CLP with construction contractors;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction freight vehicles.

1.3 Site Context

Location

1.3.1 The Roehampton Café site is located in the northeast of Richmond Park, within the London Borough of Richmond-upon-Thames (LBRuT). The site is situated adjacent to Priory Lane, c.180m south of Roehampton Gate. The land is situated within private land owned by TRP.

Existing Land Use

1.3.2 The existing site includes the following facilities:

- Temporary café building;
- Bike hire hub;
- Toilets;
- Recreational area;
- Car parking;
- Cycle parking; and
- Associated landscaping.

1.3.3 The café is located within Richmond Park which is frequently used by local residents and for leisure/tourism trips. The café is used throughout the year with busier periods during the summer months.

1.3.4 The unique nature of this site means the visitor demand to the café is predominantly generated during the off-peak weekday time periods and throughout the day on weekends. Visitor demand can also be dependent on weather conditions.

Access

1.3.5 The existing café has one formal vehicle access point with Priory Lane at approximately the centre of the site boundary along its western edge. The access takes the form of wide priority junction. It provides access for cars to the car park, and for delivery and servicing vehicles to serve the café.

Parking

1.3.6 The existing car park includes a total of 245 car parking spaces with approximately 60% formal surfaced spaces (of which 4 spaces are accessible/disabled spaces), 25% informal gravel spaces and the remaining 15% informal overflow parking. There are a total of 10 Sheffield stands at the front of the café for cycle parking, providing space for 20 bicycles.

1.4 Development Proposals

1.4.1 The development proposals for the Roehampton Café include the re-development of the existing café unit to regenerate the site and improve the facility for visitors to Richmond Park. The proposals include the following key elements:

- A new café building with associated toilets and bike hire hub;
- Increased level of cycle parking;
- Formalisation of existing car parking area; and
- New site access.

1.4.2 The proposals seek to demolish the existing café building a construct a new, modern style building in its place with improved facilities. The new café will be as per the existing use class, E(b). The proposals also include a re-developed Bike Hire Hub and toilets which are located in a smaller purpose-built facility adjacent to the new café building.

1.4.3 Further details of the development proposals can be found in the associated Transport Statement included in the planning submission. The proposed site plan is included in **Appendix A**.

Construction Impact

1.4.4 The construction of the new café is anticipated to have a low impact given the small scale of proposals. In addition, with the site being is located within Richmond Park which is privately owned land manged by TRP (not public highway), the works can be managed appropriately to ensure low impact and maintain safety throughout.

1.5 Report Structure

1.5.1 The structure of this report seeks to encompass the topics identified in relevant guidance documents. The structure of this report is as follows:

- **Section 2 – Site in Context:** This section provides details of the existing site with respect to its land uses, parking provision and daily accumulation, and access proposals.
- **Section 3 – Contractor's Amenities & Provisions:** This section summarises the amenities that will be provided on-site during the construction phases.
- **Section 4 – Construction Programme & Methodology:** This section outlines the expected construction methodology for the redevelopment proposals.
- **Section 5 – Vehicle Routing & Site Access:** The section outlines the forecast vehicle routing for construction vehicles accessing and egressing the site.
- **Section 6 – Estimated Vehicles Movements:** This section provides an estimation of construction vehicle movements and the appointment Construction Logistics Manager
- **Section 7 – Noise & Vibration:** This section outlines the possible measures that could be implemented to control noise and vibration levels
- **Section 8 – Consultation:** This section summarised the consultation process that the developer should engage in prior to construction works commencing

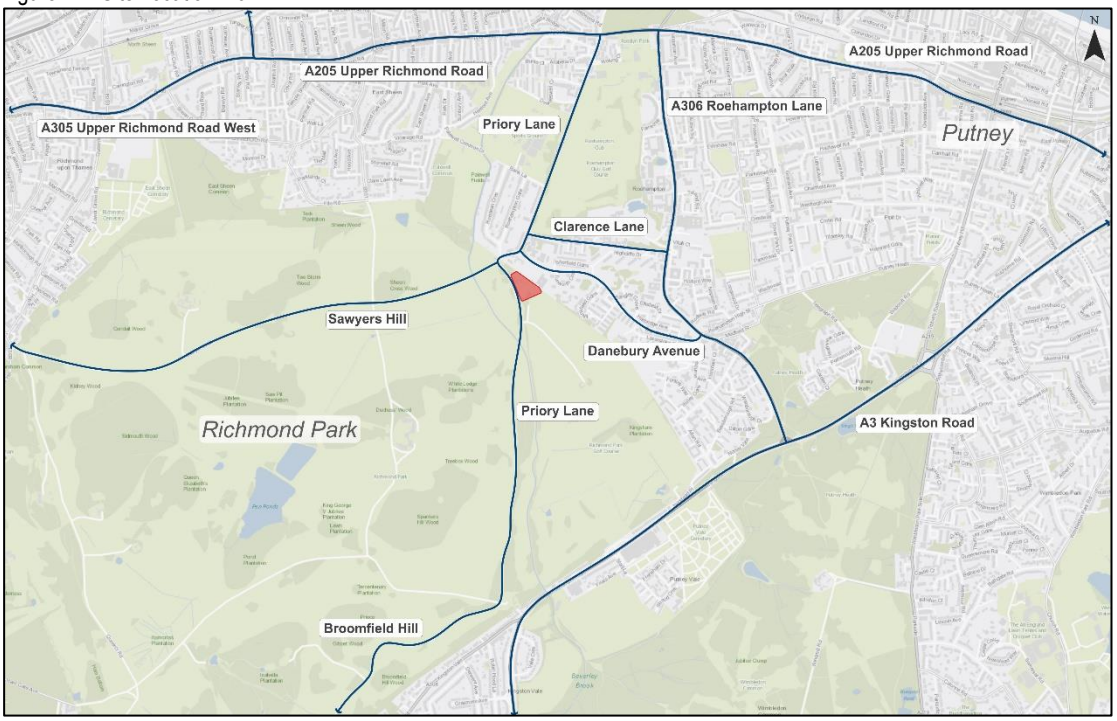
2 Site in Context

2.1 Site Location and Description

2.1.1 The Roehampton Café site is located in the northeast of Richmond Park adjacent to Priory Lane, c.180m south of Roehampton Gate. The site is located within the LBRuT.

2.1.2 Richmond Park is owned and managed by TRP, with the internal park road network not part of LBRuT's highway network. The location of the site in context with surrounding area is shown in **Figure 2.1**.

Figure 2.1: Site Location Plan



2.2 Local Access

2.2.1 The existing café has one formal vehicle access point with Priory Lane at approximately the centre of the site boundary along its western edge. The access takes the form of wide priority junction. It provides access for cars to the car park, and for delivery and servicing vehicles to serve the café.

2.2.2 A shared pedestrian and cycle route referred to as 'The Tamsin Trail' runs parallel to Priory Lane, offset from the carriageway by a verge. This trail provides pedestrian and cycle access to the café and crosses the vehicle access junction with an informal crossing.

Walking & Cycling

2.2.3 Richmond Park includes a number of walking and cycling routes which are predominantly used for leisure trips. The park contains a mixture of formal and informal pedestrian and cycle routes around the perimeter and across the park.

2.2.4 The main pedestrian and cycle route within Richmond Park is the 'The Tamsin Trail'. The route is c.11.8km in length (7.35miles) and forms a circuit around the park connecting all five park entrance gates. The route takes c.2.5 to 4 hours to walk, or c.40 to 60 minutes to cycle.

2.2.5 The Tamsin Trail is recognised as part of the Sustrans National Cycle Network (NCN). The route is almost entirely car-free with majority of the route offset from the carriageway and separated by landscaping.

Public Transport

2.2.6 A number of bus services are accessible from Richmond Park with the key bus stops in proximity to the café located along Upper Richmond Road West (to the north), and Roehampton Lane (to the east).

2.2.7 The closest bus stop to the site located by the Danesbury Avenue / Minstead Gardens junction, c.510m to the east equating to a 7-minute walk. This bus stop provides access to the 170, 430, 639, 670 and N74 services.

2.2.8 The site is located within a Transport for London (TfL) PTAL rated 0 area. This is due to the context of the site's location with limited public transport opportunities within Richmond Park.

2.2.9 Given the location of the site within Richmond Park and the site being primarily a leisure facility, it is recognised that public transport it unlikely to be the main mode of localised travel to/from the site as walking, cycling, or private car is likely to be favoured.

2.2.10 More strategic routing to the site can be undertaken by various rail and bus services available within the surrounding area. Richmond Rail Station is located c.3.5km (as the crow flies) to the northwest of the Roehampton Café which is 15-minute cycle (4.3km). This rail station provides connection to the TfL tube network via the District Line providing wider connection to the rest of London. The station also runs Overground and National Rail services.

2.2.11 Other railway stations in the area which only run National Rail services include the following:

- **Barnes Station** 2.2km Northeast, c.8-minute cycle;
- **Mortlake Station** 2.4km Northwest, c.9-minute cycle;
- **North Sheen Station** 3.4km Northwest, c.12-minute cycle; and
- **Putney Station** 3.9km Northwest, c.14-minute cycle.

Vehicle

2.2.12 Richmond Park includes a number of different access gates into the Park. The café can be accessed via any of the vehicular access gates, however based upon its close proximity to Roehampton Gate, it is assumed that the majority of vehicular traffic enters via this gate. Each of the Richmond Park entrance open to vehicles at 7:00am and close at dusk each day. Pedestrians and cyclists can still access the park outside of these times.

2.3 Community Considerations

2.3.1 With the site being located within Richmond Park, the level of pedestrian and cycle activity around the site needs to be considered, managing the arrival and departure of delivery and collection vehicles. This will be managed by TRP.

2.3.2 The location of sensitive community facilities along the identified construction traffic routes (see **Section 5** for more details) in context to the site is presented in **Figure 2.2** with a summary provided in **Table 2.1** Table.

Figure 2.2: Location of Community Facilities in Context

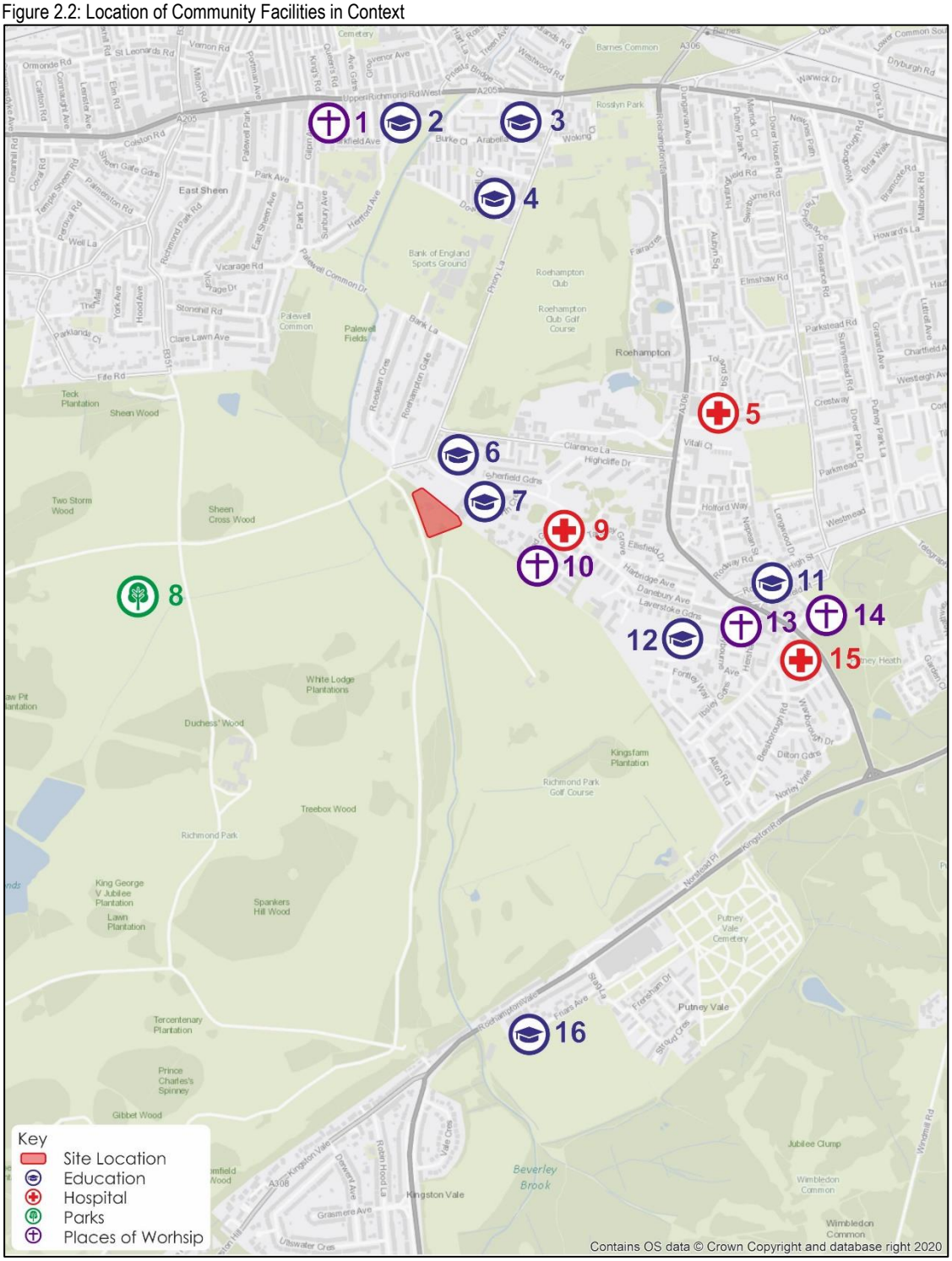


Table 2.1: Community Facilities Summary

Reference No.	Type of Facility	Name of Facility	Road Name	Proximity to Site (km)*
1	Place of Worship	Elim Church	Upper Richmond Road West (A205)	1.40
2	Education	East Sheen Primary School	Upper Richmond Road West (A205)	1.40
3	Education	Paddock School	Upper Richmond Road West (A205) / Priory Lane	1.35
4	Education	Roehampton Gate School	Priory Lane	1.10
5	Medical	Queen Mary's Hospital	Roehampton Lane (A306)	1.00
6	Education	Ibstock Place School	Danbury Avenue	0.20
7	Education	The Alton Primary School	Danbury Avenue	0.15
8	Park	Richmond Park	n/a	n/a**
9	Medical	The Danebury Avenue Surgery	Danbury Avenue	0.45
10	Place of Worship	Methodist Church	Danbury Avenue	0.40
11	Education	Roehampton Day Nursery	Roehampton Lane (A306)	1.05
12	Education	Whitelands College	Danbury Avenue	0.95
13	Place of Worship	St Joseph's RC Church	Roehampton Lane (A306)	1.10
14	Place of Worship & Education	Holy Trinity Church (& school)	Roehampton Lane (A306)	1.30
15	Medical	Mayfield Surgery	Roehampton Lane (A306)	1.30
16	Education	Kingston University London Roehampton Vale Campus	Kingston Road (A3)	1.70

**Approximate distance measured as the crow flies from the site.*
***Roehampton Café Site located within Richmond Park*

2.3.3 The Alton Primary School on Danbury Avenue is located adjacent to the northeastern boundary of the site and should therefore be considered during the construction process to ensure minimal disruption is caused and safety is retained.

3 Contractor's Amenities & Provisions

3.1.1 The contractor will be requested to provide the provisions and amenities outlined in **Table 3.1** during the construction of all phases. Further details of each will be provided as part of the detailed CLP prepared once the chosen contractor has been selected.

Table 3.1: Contractor's Amenities & Provisions

Provisions / Amenities	Details
House of Work	Construction vehicle movements would take place during a typical day shift consisting of 10 hours on weekdays (08:00–18:00) and 5 hours on Saturdays (08:00–13:00). These are the typical hours identified by LBRuT in their Construction Code of Practice (Jan 2022) in relation to construction activity. Heavy goods construction vehicle movements would not access the site outside of these hours referred to unless agreed in advance with LBRuT. No construction vehicle movements would arise at the site on Sundays or Bank Holidays.
Hoardings	Hoardings will be a requirement under the construction contract to provide a secure working environment for staff, visitors, and members of the public. Construction hoardings will be placed around the construction sites with the exact location and layout to be determined by the appointed Contractor.
Site Crane	It is anticipated that site cranes will be located within the site area. These may be provided by either using a traditional tower crane with a fixed jib, or by using a luffing jib crane
Statutory Requirements	During construction of the project, the Contractor shall be required to comply with all Statutory Requirements regarding the control of pollution (including noise pollution). The Contractor will be required to obtain all necessary Local Authority, Police, and all other necessary approvals in respect of access to the sites and any necessary diversions and traffic control systems. It will be the responsibility of the Contractor to obtain any necessary consent for means of access, loading/unloading and diversions.
Highways & footways	With the site being located with Richmond Park (privately managed by TRP), disruption to the highways and footpaths operations during the construction phase will be manged by TRP and the Contractor. Although not anticipated given the location of the site, if public highway is required to be temporarily obstructed, the Contractor will be required to seek the approval of the appropriate Authority and will be responsible for the payment of any changes in connection with such closures.
Site Storage	The exact location of the site storage will be the responsibility of the Contractor, but this will need to be located within the perimeter of the site boundary. The Contractor will be required to co-operate with the Local Authority and comply with any requirements relating to the delivery of materials to the sites.
Existing Services	The Contractor will be required to identify existing services and shall ensure that service pipes, cables, ducts, and the like are protected and maintained during the execution of the project.
Adjacent Occupiers	The Contractor will be required to take precautions to protect occupiers of adjacent land or buildings and the general public from any danger, discomfort, disturbance,

Provisions / Amenities	Details
	trespass or nuisance arising by reason of the project. Such precautions shall include the provision of temporary screens and notices as and when deemed necessary.
Site Offices, Toilets, Washing & Welfare Facilities	Each Contractor will be required to provide all necessary temporary site welfare facilities to properly undertake the works. The Contractor will determine the location of such these facilities and ensure they are cleared away on completion of the works.
Inspection of Signage	The Site Supervisor, or somebody appointed by them, will check the temporary signing on a regular basis to ensure certain signs are in the correct place and are not creating a hazard to road users. A regular inspection programme of signs will be devised and undertaken to ensure that they are maintained and kept in proper order once sign and barrier requirements have been confirmed.
Security	Hoarding or protective fencing will be provided to the external perimeter of the works being carried out and will be inspected by the site supervisor regularly.
Tree Protection	Site enabling works would include the protection of any retained trees / vegetation and removal of trees / vegetations where included within the development proposals.

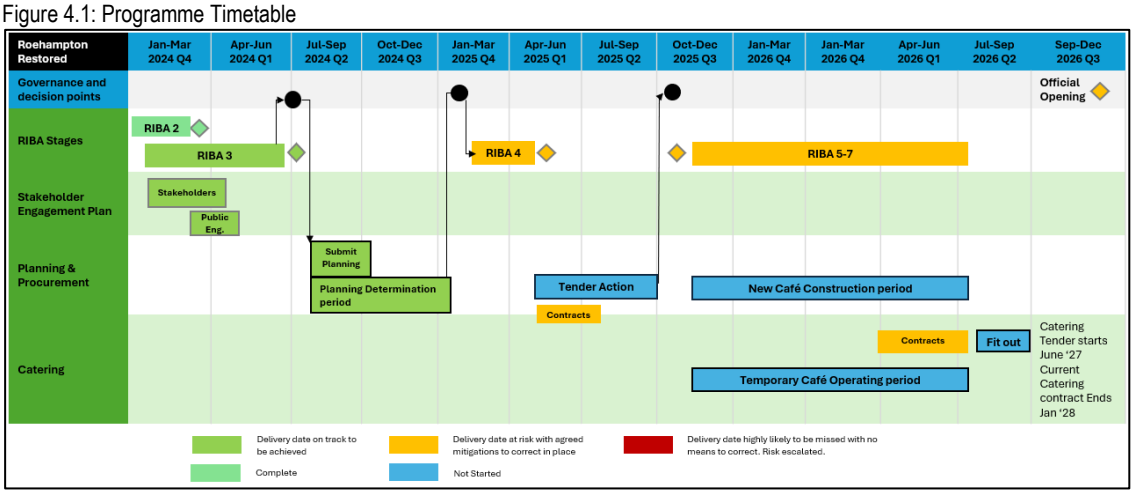
4 Construction Programme & Methodology

4.1 Construction Programme

4.1.1 The construction works are programmed to last approximately 36 weeks. Subject to finalising contracting arrangements between the developer, its contractor and LBRuT. The works are scheduled to start in November 2024.

4.1.2 The programme timeline is outline in **Figure 4.1**.

Figure 4.1: Programme Timetable



4.2 Construction Methodology

4.2.1 The information provided in this section provides an overview of the anticipated construction methodology. This information is intended as a guide to the sequence and methods of work and may be liable to change due to design and employer's amendments. More details will be provided as part of the detailed CLP produced at pre-construction stage.

4.2.2 The build will utilise standard demolition and construction techniques and will involve the removal of excavation and construction waste, and the delivery of materials such as concrete, timber, bricks and blocks, dry walling, and fitout materials. Removal of all waste and delivery of construction materials will all be undertaken by road vehicles.

Demolition

4.2.3 The existing structure comprising of the existing café building and associated buildings will be demolished. There would be a commitment to reuse demolition material on the site where this is considered appropriate. Any demolition waste removed from the site would be sorted and taken to a recycling centre to be disposed of or recycled in accordance with all relevant legislation.

Enabling Works

4.2.4 Site enabling works would take place and comprise of the following:

- Arboriculture works – including the protection of any trees / vegetation to be retained and removal of trees / vegetation where applicable;
- Installation of site hoarding and security fencing;

- Ground modelling works including topsoil stripping and stockpiling for later use;
- General clearance;
- Installation of temporary surface water management measures; and
- Installation of initial utility services.

Excavation & Sub-structure

4.2.5 Excavation work, preparation of ground works and installation of foundations would take place at this stage. Piling rigs will be utilised as part of the sub-structure works. Sub-structure works may involve the following but will be subject to Contractor confirmation:

- Localised re-grading within the site to create level development platforms for the structures;
- Excavation for foundations and to allow for installation of any below ground services; and
- Installation of ground slabs (ground bearing or suspending block) and supporting beams.

Super-structure

4.2.6 This stage will involve the construction of the main building structure and will include pouring of concrete, the installation of steel frames, load bearing brick walls, reinforced masonry, and the external building cladding.

Fit-out

4.2.7 Fit out of the development will involve the installation of block work walls, dry lining to internal walls, internal walls, and mechanical and electrical installations with fitted bathrooms.

Landscaping

4.2.8 Landscaping works will involve soil preparation, tree, and vegetation planting, seeding and installation of cycle parking. The ground modelling works will be undertaken concurrently with the site preparation and substructure works outlined above.

5 Vehicle Routing & Site Access

5.1.1 It is anticipated that there will be two main routes of vehicle access to and from the site, these being categorised as 'from the north', and 'from the south'. These will comprise of two HGV routes connecting the Strategic Road Network (SRN) to/from the site. Construction routes will be confirmed as part of the detailed CLP.

5.2 Strategic Routing

5.2.1 The majority of construction traffic will route to the site from the M25; The motorway junction used will be dependent on desired entry to/from the north or south.

5.2.2 Vehicles that enter the site from the North will likely exit the M25 at junctions 12, 13 or 15, routing from there via either M4 or M3 (dependent on exit junction). Vehicles will pass through either Brentford or Twickenham towards Richmond and then onto the A205 Upper Richmond Road West.

5.2.3 Vehicles that enter the site from the South will likely exit the M25 at junctions 9 or 10, routing from there via the A243 or A3 (dependent on exit junction). Vehicles will pass through Wimbledon then onto the A3 Roehampton Vale.

5.3 Local Routing

5.3.1 Local routing to the site is dependent on the strategic routing choice as outlined above. These routes seek to minimise impact on the local highway network and other sensitive community facilities where possible.

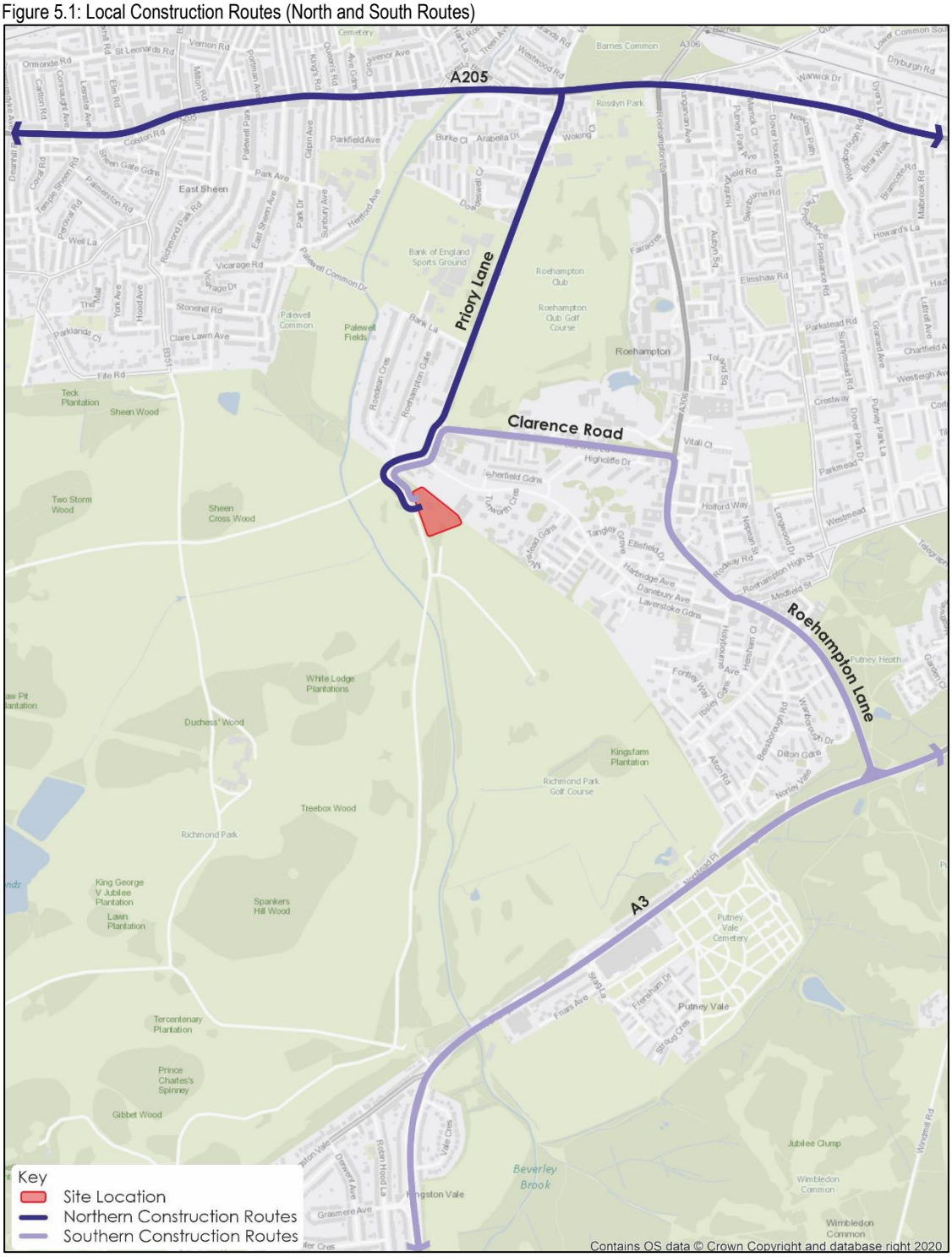
5.3.2 As highlighted in **Section 2.3**, a number of educational and medical facilities are located in the vicinity of the site. On this basis, construction related HGV movements to/from the site will take these facilities into consideration and seek to avoid school drop-off and pick-up times.

5.3.3 Vehicles arriving from the north will route to the site via A205 Upper Richmond Road West and Priory Lane where vehicles will then enter Richmond Park through Roehampton Gate. Vehicles departing the site to the north will undertake the same localised route in reverse.

5.3.4 Vehicles arriving from south will route to the site via A3 Roehampton Vale and A306 Roehampton Lane, then using Clarence Lane and Priory Lane where vehicles will then enter Richmond Park through Roehampton Gate. Vehicles departing the site to the south will undertake the same localised route in reverse.

5.3.5 The anticipated construction routes to/from both the north and south are demonstrated in **Figure 5.1** overleaf.

Figure 5.1: Local Construction Routes (North and South Routes)



5.4 Site Access

5.4.1 All loading and deliveries will be undertaken from Priory Lane adjacent to the site boundary within Richmond Park. This will be managed by the Contractor and TRP. No loading and deliveries are to be undertaken from the public highway.

5.5 Strategies to Reduce Impacts

Planned Measures

5.5.1 The following Planned Measures within **Table 5.1** have been identified to assist in the achieving of the CLP objectives outlined in **Section 1.0**.

Table 5.1: Proposed Planned Measures

Planned Measures Checklist	Proposed
Construction vehicles & deliveries measures	
Delivery Scheduling	✓
Adherence to Designated Construction Routes	✓
Re-timing for out of hours deliveries	✓
Safety and environmental standards and programmes	✓
Material procurement measures	
DfMA (Design for Manufacture and Assembly) and off—site manufacturer	✓
Re-use of material on site	✓
Smart procurement	✓
Other measures	
Collaboration amongst other sites in the area	✓
Implement a staff travel plan	✓

5.6 Construction Vehicles & Deliveries measures

Delivery Scheduling

5.6.1 Delivery scheduling is to be confirmed, but it is expected a web-based delivery management system will be implemented to book and manage deliveries to site, accounting for the likely dwell times and capacity. Measures to reduce impact of deliveries include the following:

- **Re-timing for off-peak Deliveries** – Where possible, deliveries will be scheduled for off-peak times which will in turn aid operational efficiency of the construction site and also the neighbouring area. The developer will commit to attempting to re-time as many deliveries as possible out of the morning peak period (07:00–10:00). Management of this will need to be undertaken with consultation with TRP to ensure off-peak deliveries can access the site given gate restrictions for Richmond Park.

- **Use of Holding and Vehicle Call Off Areas** – The use of holding and vehicle call off areas will be considered to minimise disruption and ensure safety is retained in Richmond Park. Details will be included within the detailed CLP if this measure is progressed.

- **Use of Logistics and Consolidation Centres** – The use of consolidation centres will be considered. Details will be included within the detailed CLP if this measure is progressed.

Adherence to Designated Routes

5.6.2 Construction vehicles will be required to adhere to the specified routes to ensure potential impacts, conflicts, and hazards are reduced. Construction routes will be confirmed as part of the detailed CLP with a copy of the route plan given to all suppliers when orders are placed to ensure drives are fully briefed on the required route to take. Chosen suppliers will be made aware that they are required to follow these specified routes at all times unless agreed otherwise or alternative diversions are in place. This will be manged by the Contractor.

Safety and Environmental Standards and Programmes

5.6.3 The contractor will be committed to ensuring all contractor and sub-contractor vehicles arriving at the site comply with sufficient safety measures ad requirement relating to Work Related Road Risk.

5.6.4 Industry best practice will be adopted wherever possible to support the construction phase of the development. This will be achieved by ensuring that through the procurement process, the main and sub-contractors employed will be members or have signed up to the relevant best practice schemes and initiatives. Some examples are as follows:

- **Considerate Constructors Scheme (CCS)** – promotes best practice that relates to the on-site activities and those within the vicinity of the site. It is recommended that the site is to be registered under this scheme.

- **Fleet Operator Recognition Scheme (FORS)** – for suppliers that deliver to, and hauliers that visit the site, it is mandated for these businesses to be members of FORS before they deliver to the site.

- **Construction Logistics and Community Safety (CLOCS)** – CLOCS brings the construction logistics industry together to reinvigorate the management of work-related road risk and ensure a road safety culture is implemented across the industry. The aim is to ultimately help protect vulnerable road users who share the roads with construction vehicles.

5.7 Material Procurement Measures

Design for Manufacture and Assembly (DfMA) and Off-Site Manufacture

5.7.1 The potential for the use of pre-fabrication techniques will be considered by contractor to reduce the number of vehicle movements. Details will be included within the detailed CLP if this measure is progressed.

Re-use of Material On-Site

5.7.2 Demolition materials (bricks, blocks, concrete) will be re-used where practical to level the site and create the building platform and mat for construction works. The material will be stored locally within the site area until required.

5.7.3 Where possible, the project will seek to maximise the reuse of on-site to minimise waste disposal.

Smart Procurement

5.7.4 Identify suppliers who have been recognised to implement measures in line with the CLP's objectives and are members of best practice schemes such as FORS and CLOCS.

5.7.5 The developer and contractor are expected to conduct local research in order to identify the locations of local material suppliers. The suppliers and details of this will be provided in the detailed CLP.

5.8 Other Measures

Collaboration Amongst other sites in the Area

5.8.1 The developer is expected to commit to working with other construction site contractors in the site's vicinity to understand the potential for collaboration. This could include initiatives such as the re-use of materials across different sites or sharing delivery scheduling information in order to minimise disruption.

Implement a Staff Travel Plan

5.8.2 A Staff Travel Plan will be included within the detailed CLP. This will include a list of measures to ensure staff practice sustainable travel where possible and reduce congestion.

6 Estimated Vehicles Movements

6.1.1 The material volumes for both demolition and construction phases are not currently known as a main contractor has not yet been appointed. Material quantity information and a full construction vehicle trip generation will provide in the detailed CLP post planning.

6.1.2 For the purpose of this outline CLP, an estimated construction vehicle trip generation profile has been produced based on previous experience and by making assumptions based on the likely vehicle payloads for the different materials based on floor areas and proposed retention rates of materials on site.

6.1.3 At this stage there are still a number of unknown factors that could influence the final construction trip generation profile but for now this trip generation is felt to provide a reasonable assessment. The average number of vehicles on site would vary according to the phase of construction, but it is considered that at the peak there will be an average of 20 – 30 vehicles per day.

6.2 Hours of Site Operation

6.2.1 In accordance with guidance from LBRuT, it is expected that construction works will take place during the following hours:

- 08:00–18:00 on Monday to Friday;
- 08:00–13:00 on a Saturday; and
- No construction works on Sundays or Bank Holidays.

6.2.2 Construction vehicle movements associated with the development will also occur one hour either side of the start and finish of the working hours as part of a mobilisation and demobilisation process. Works will not be permitted outside of these hours unless expressly granted.

6.2.3 If work should be required outside of these hours including any traffic management full agreement will be sought with the LBRuT prior to this being undertaken.

6.3 Implementing, Monitoring and Updating

6.3.1 It is anticipated that an appointed Construction Logistics Manager will be in charge of implementing the detailed CLP on behalf of the developer. This person will collect data on the following:

- Number of vehicle movements to site; collected through a delivery booking-in system:
  - Total;
  - By vehicle type / size / age;
  - Time spent on site;
  - Consolidation centre utilisation; and
  - Delivery / collection accuracy compared to schedule.

- Breaches and Complaints:
  - Vehicle routing;
  - Unacceptable queuing;
  - Unacceptable parking;
  - Supplier FORS accreditation; and
  - Low Emissions Zone (LEZ) compliance.
- Safety:
  - Logistics related accidents;
  - Record of associated fatalities and serious injuries;
  - Ways staff are travelling to site; and
  - Vehicles and operations not meeting safety requirements.
- Description of the contractor's handbook.
- Description of the driver's handbook.

6.3.2 The data collected will be reported back to the contractor with full transparency to LBRuT and TfL. The final implementation and monitoring will be confirmed in the detail CLP post planning.

7 Noise and Vibration

7.1.1 The following measures could be implemented to limit and control noise and vibration levels so that disturbance to local residents, businesses, and other sensitive receptors are minimised during the construction period:

- If necessary and practicable, fixed items of construction plant will be electrically powered rather than diesel or petrol driven;
- All engines of all vehicles and plant on site are not left running unnecessarily;
- Regular maintenance and servicing of vehicles, equipment and plant – up-to-date records to be kept on site;
- Appropriate handling and storage of materials;
- Where practicable, rotary drills and bursters actuated by hydraulic or electrical power will be used for excavating hard material;
- Use of temporary acoustic barriers where appropriate; and
- Breaking out of the concrete structures would be undertaken, where possible, using low noise impact methods including bursting and splitting rather than percussive breaking.

7.1.2 Whilst there is no law in place in regard to specific times for construction work, LBRuT have recommended that the hours for noise-intensive construction, demolition, renovation or associated works are:

- 08:00–18:00 on Monday to Friday
- 08:00–13:00 on a Saturday
- No construction works on Sundays or Bank Holidays

7.1.3 Quiet work can be carried out outside of these hours, for example painting, wiring, plastering, and plumbing that don't involve loud mechanical or impact noise.

7.1.4 Where noisy work outside of these hours is unavoidable due to extenuating circumstances, the site manager must inform the LBRuT's Environmental Protection Team and neighbouring residents in advance providing details of the date and duration of the proposed works.

7.1.5 Good practice and best available technology will be utilised to ensure that noise and vibration emissions are kept to a minimum and will be in accordance with the advice provided within BS 5228: 2009 – Code of practice for noise and vibration control on construction and open sites.

7.1.6 Contact details will be provided to neighbouring businesses so they know who to speak to if complains or queries arise and noise control measures will be agreed with neighbours, such as quiet periods at an agreed time and duration to minimise disturbance and distress.

8 Consultation

8.1 Local Consultation

8.1.1 The developer of the site should recognise that it is important to ensure neighbouring businesses are made aware of construction traffic activities and the progress of the development. With this in mind, local businesses will be provided with information on the following:

- When construction work will commence and end;
- The likely times of construction and deliveries;
- The number of daily HGV vehicles;
- Any dates and times of abnormal loads; and
- A contact number for queries or complaints.

8.1.2 A complaint / feedback procedure will be implemented to ensure that the local community can raise concerns and receive reassurance that they are resolved in an acceptable manner.

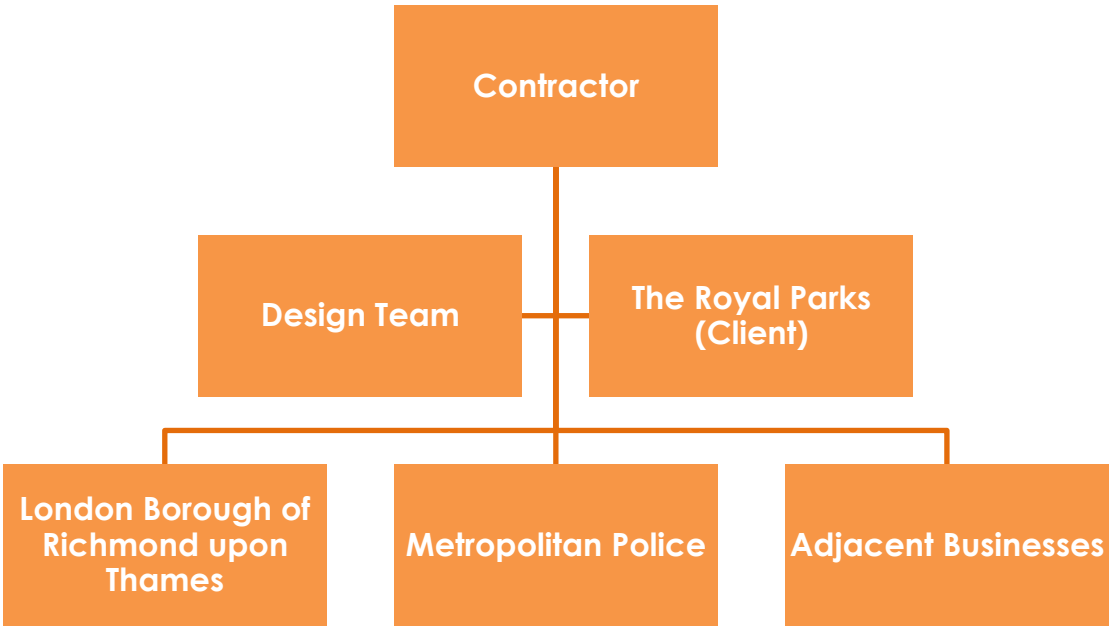
8.2 Contractor Responsibilities

8.2.1 The CLP will be updated when a suitable contractor has been commissioned to undertake the works but before construction commences at the site. The contractor will sign up to the requirements of this CLP and update / re-brand the document where necessary in accordance with any defined planning conditions.

8.2.2 Any liability for not undertaking the requirements outlined in this CLP will therefore lie with the contractor.

8.2.3 Before the work commences, a final version of the detailed CLP will be submitted to LBRuT for approval. This final version will include details for the client, the site Project Manager, the Site Supervisor, and the point of contact for residents and LBRuT. **Figure 8.1** is a provisional contacts list which will form the basis of the communication strategy between the development team and the identified stakeholders.

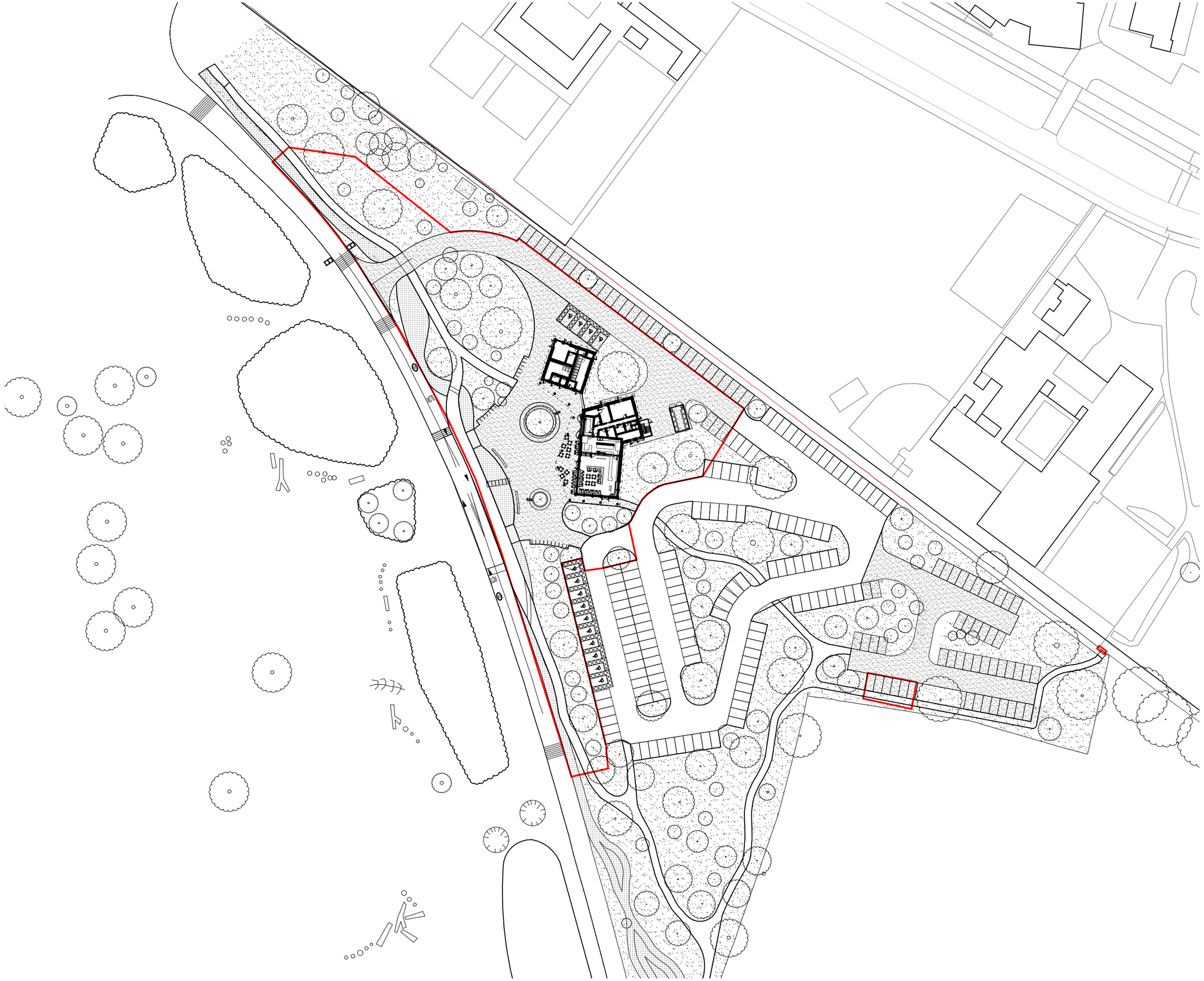
Figure 8.1: Development and Stakeholder Hierarchy



8.2.4 The CLP will be communicated to all suppliers, subcontractors, and stakeholders by the following means;

- Subcontract orders;
- Pre-let meetings;
- Pre-start meetings;
- Site induction;
- Health and Safety Meetings for the subcontractors' supervisors;
- Toolbox talks; and
- Presentations.

Appendix A Roehampton Café Site Plan



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Key

Rev.	Date	Description
P3	03/07/24	Issue for information
P2	01/07/24	Issue for information
P1	12/04/24	Draft Issue for Planning

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Project
Roehampton Gate, Richmond Park

Client
The Royal Parks

Title
Site Plan

Project and Drawing Number
732-15-001

Revision
P3

Date
12/04/2024

Scale
1 : 1000 @ A3