Sevenoaks, 101a High Street, Hampton, London, TW12 2SX

CONSTRUCTION METHOD STATEMENT & MANAGEMENT PLAN

Proposed Residential Development

on behalf of James and Charlie Bradley Ross

24/8151/CMS01

October 2024

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DOCUMENT CONTROL

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KEY PERSONNEL CONTACT INFORMATION

Developer Name:	James and Charlie Bradley Ross
Site Address:	101a High Street, Hampton, London, TW12 2SX
Summary of Works:	Demolition of existing house and outbuildings and erection of new eco family home, alongside associated works including driveway alterations and landscaping.

Main Contractor:	TBC
Construction Manager:	TBC
Phone number:	TBC
Email address:	TBC

EXECUTIVE SUMMARY

This Construction Method Statement and Management Plan (CMS) demonstrates the applicant's commitment to ensuring that all proposed demolition and construction activities are safely and responsibly conducted within the curtilage of the worksite at all times. This CMS also ensures compliance with relevant standards and best practice guidance for the initiation of demolition and construction works.

The methodology set out within this CMS offers an outline management strategy for adoption by the Main Contractor once appointed, following any forthcoming planning consent granted by the Local Planning Authority. Details of this CMS will be confirmed and updated where necessary by the Main Contractor prior to the commencement of the development.

The findings of this CMS confirm that all works could be carried out safely and efficiently within the curtilage of the worksite, resulting in minimal impact on neighbouring properties and the operation of the public highway. Suitable measures have been defined to mitigate against any potential impact associated with construction traffic, dust, noise, vibration, contaminations and other environmental considerations. Key hazards and risks have been identified and appropriately assessed in the preparation of this CMS to maintain the safety of appointed operatives and members of the public.

Assessments conducted as part of this CMS confirm that all construction traffic would be provided with suitable access to the work site from the A311 (High Street), without the need for footway closures, road closures or carriageway suspensions. All loading and offloading of waste and materials would be accommodated within the confines of the worksite and no materials would be stored on the public highway at any time. An indicative construction schedule is presented within this document, detailing the anticipated scope of works associated with each phase of development and the corresponding management procedures for adoption by the appointed Main Contractor.

1 INTRODUCTION

1.1 Background

1.1.1 This Construction Method Statement (CMS) has been prepared by RGP Consulting Engineers Ltd and incorporates a management plan in support of the proposed demolition and construction works associated with a proposed redevelopment of the property known as Sevenoaks, located at 101a High Street, Hampton, London, TW12 2SX ("the site").

1.1.2 The site is located within the administrative boundaries of the London Borough of Richmond upon Thames (LBRuT). The site's location and extent are shown in **Figure 1**, below.

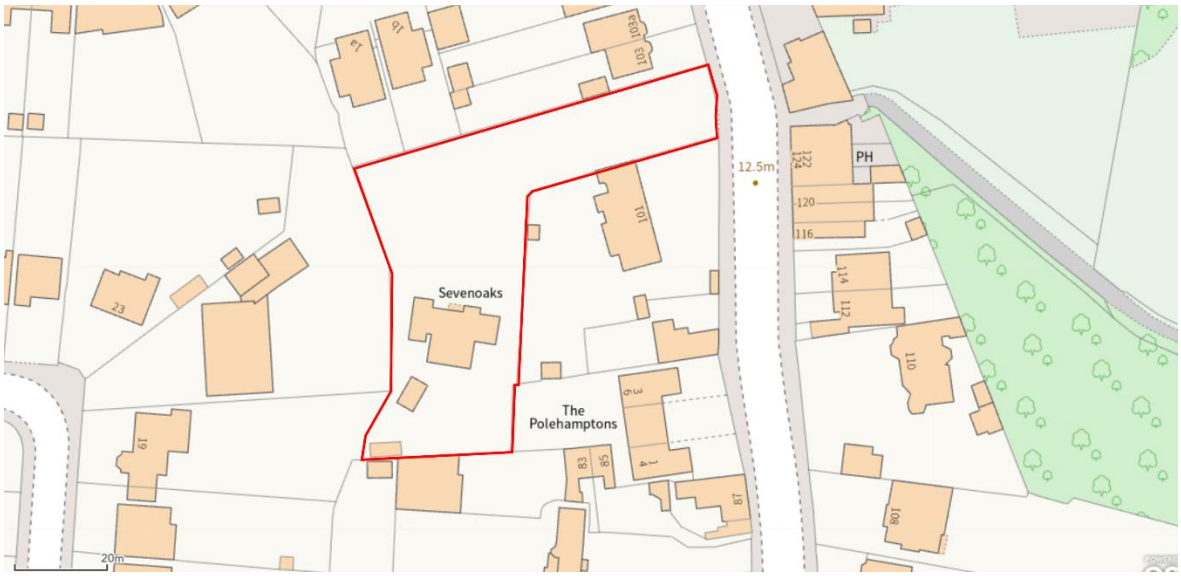


Figure 1 Site Location Plan

1.1.3 The existing site comprises a single detached house known as 'Sevenoaks' and is accessed directly from the A311 (High Street). The site is provided with off-street parking and also benefits from good access to sustainable modes of transport.

1.1.4 The proposed redevelopment involves the demolition of the existing house and associated structures to facilitate the construction of a new 5-bedroom detached house over two storeys, plus a basement. The property's vehicular access would be retained but resurfaced as part of the works. Private off-street parking would be re-provided within the site for the use of future residents. The plans attached at **Appendix A** provide an illustration of the proposed site layout.

1.1.5 This CMS has been prepared to support the planning application submission pertaining to the proposed works and confirms the Applicant's commitment to ensuring safe and efficient practices are upheld throughout demolition and construction activities within the site.

1.1.6 Until the appointment of the Main Contractor, this document represents an 'outline' construction methodology, setting out the key management principles to be adopted by operatives on-site. Further detailed construction process that are specific to the site may be identified the appointed Main Contractor as part of pre-commencement survey undertaken at the site.

1.1.7 This document also incorporates a management plan, providing a strategy to ensure construction vehicles can be safely received at the site, as well as measures to mitigate against the impacts of dust, noise, vibration and other pollutants on neighbouring properties and the public highway.

1.1.8 It is recognised that Richmond Council offers contractors a pro-forma Construction Management Plan (CMP) document for completion and approval prior to the commencement of works. RGP has therefore completed a copy of the pro-forma CMP, which is appended to this report at **Appendix B** for further reference. As noted above, some details pertaining to the construction programme are not yet known at this stage of planning. Any outstanding details within the CMP pro-forma will be updated following the appointment of the Main Contractor.

1.1.9 This preparation of this CMS gives careful consideration to the content of the Arboricultural Method Statement (AMS) prepared to accompany the planning application in support of the proposed development. All demolition and construction activities conducted by the appointed Main Contractor must comply with the requirements set out in the AMS document, to ensure suitable arrangements are established for the protection of tree species identified within the AMS.

1.2 CMS Management & Objectives

1.2.1 Elements of this CMS serve as a live document that will be updated as the demolition and construction programme evolves. The CMS will be subject to regular review and monitoring to incorporate input from the Main Contractor following their appointment, and prior to the commencement of works. It will then be the ongoing responsibility of the Main Contractor to regularly update the construction methodology and ensure that all site personnel are made aware of its contents.

1.2.2 This document will be updated to provide details of the following activities/responsibilities:

i) Survey the conditions of the adjacent road network, including the A311 High Street, to identify any issues regarding the integrity of the highway;

ii) Establish site logistics, access and welfare facilitates;

iii) Set out site management protocols and health and safety practices;

iv) Prepare a demolition audit;

v) Re-assess site activities which may give rise to environmental impacts;

vi) Confirm responsibilities for actioning and reporting;

vii) Develop a communications strategy, including a log of liaison and feedback from the public and actions made in response.

1.2.1 The main objectives of this CMS are as follows:

i) Lower vehicle emissions associated with construction vehicles arriving at and departing from the site;

ii) Improve the efficiency of construction methods by establishing the construction site set-up and the procedures to accommodate construction deliveries at the worksite;

iii) Preserve the safe operation of the public highway;

iv) Review of potential risks to health and safety;

v) Provide an overview of the expected plant and equipment required, including any use of MRMM machinery for demolition or construction activities;

vi) Site management procedures and contingency plans;

vii) Staff training, precautions and personal protective equipment (PPE);

viii) Identification of specialist activities or equipment, such as those required for asbestos and chemical waste removals;

ix) Emergency protocols and site evacuation;

x) Details of the handling of materials and storage of waste;

xi) Environmental management by establishing a range of management measures to protect local air, soil and water quality during the construction period;

xii) Reduce congestion of overall construction vehicle trips, especially in peak periods;

xiii) An assessment of all matters as are likely to cause nuisance to adjoining occupiers (including but not limited to; noise, vibrations, smoke, road cleaning, odour control) accompanied by mitigation measures addressing all matters relevant to the site.

1.3 CMS Structure

1.3.1 This document comprises the following sections:

(i) **Section 2:** Site Context;

(ii) **Section 3:** Site Risks and Hazard Identification;

(iii) **Section 4:** Construction programme;

(iv) **Section 5:** Construction Access;

(v) **Section 6:** Traffic Management;

(vi) **Section 7:** Environmental Management; and

(vii) **Section 8:** Implementing, monitoring and updating.

2 SITE CONTEXT

2.1 Site Description

2.1.1 The site comprises a single detached house, with a private access from the western side of the A311 High Street within Hampton. The site is bounded by residential properties on all sides, except for the point of vehicle access.

2.1.2 The local area is characterised predominantly by residential suburbs, although Bushy Park and associated attractions, such as Hampton Pool, are situated on the eastern side of the A311 and will require consideration as part of the construction methodology to preserve the safe operation of these land uses.

2.1.3 The site is currently provided with gated access from High Street, which is set back from the edge of the carriageway, enabling vans to wait at the gates without obstructing the through-flow of traffic along the A311.

Figure 2 Existing Site Access [Source: Google Street View]

2.1.4 This existing point of access would be retained for the use of construction operatives throughout the duration of works on-site, although the existing entry gates would be widened, affording improved manoeuvrability for large vehicles.

2.1.5 There is not a high density of local commercial/retail uses in the vicinity of the site that may otherwise generate large volumes of footfall past the site access.

2.2 Local Highway Network

2.2.1 The A311 comprises a single-carriageway route between the A308 Hampton Court Road to the south (c. 650 metres) and the A305 Heath Road to the north (c. 3.25 kilometres). High Street also provides access to other major roads close to the site, including the A312 Uxbridge Road and the A313 Park Road.

2.2.2 High Street (A311) is subject to a 20mph speed limit in the vicinity of the site and permits unrestricted parking along both sides of the carriageway in either direction of the site access.

2.2.3 A good level of visibility is afforded onto High Street from the site's access in each direction.

2.2.4 As noted above, the site benefits from convenient access to several major highway links in the locality, therefore enabling access by construction operatives with minimal deviation away from these routes, thereby reducing the level of associated impact on surrounding residential areas.

2.3 Walking & Cycling Connections

2.3.1 A good standard of pedestrian infrastructure is provided throughout the local area, with wide, well-lit footways continuing along High Street in each direction from the site access. A signalised pedestrian crossing with dropped kerbs and tactile paving is provided across High Street, approximately 75 metres to the north of the site. This facility affords safe and convenient pedestrian access to the local bus stops on either side of the High Street.

2.3.2 Uncontrolled pedestrian crossing points are also provided at all local road junctions, providing a good level of access to nearby retail and leisure land uses, as well as other key infrastructure such as Hampton rail station.

2.3.3 The local area is well-suited to cycling, with several designated cycle routes provided close to the site. Cycle lanes are marked along the High Street carriageway to the north of the site, forming routes towards Hampton Hill and Teddington.

2.3.4 Other local cycle routes are provided through Bushy Park to the east and along the A308 Lower Sunbury Road to the southwest. A traffic-free cycle trail is also provided along the southern bank of the River Thames to the south of the site.

2.3.5 It is therefore considered that the site is conveniently accessible via active modes of transport, such as walking and cycling, that could be used as a primary means of transport for construction operatives residing locally.

2.4 Public Transport Connections

2.4.1 The nearest bus stops to the site are located on the A311 High Street, approximately 100 metres (a 1-minute walk) to the north of the site. These stops are served by bus route R68, which calls every 15 minutes in each direction towards Kew and Hampton Court. This service serves surrounding residential areas where some staff would be likely to reside, as well as providing a convenient connection to/from Hampton Court rail station.

2.4.2 In addition to Hampton Court station, Hampton (London) rail station is located within a 15-minute walk or 5-minute cycle journey from the site. Hampton station is operated by South Western Railway and provides half-hourly services towards London Waterloo and Shepperton. Secure and sheltered cycle parking is available at the station.

2.4.3 The extract below illustrates the public transport infrastructure serving the local area of Hampton, whilst the full accessibility map is appended to this CMS at **Appendix C**.

Figure 3 Public Transport Accessibility Map [Source: Transport for London]

2.4.4 RGP therefore concludes that there are good opportunities for construction operatives to complete regular journeys to/from the site via local public transport services.

2.5 Considerations and Challenges

2.5.1 There are some notable constraints associated with the construction works at the site. The following challenges are noted for this site:

- The avoidance of significant impact on neighbouring properties along High Street;
- Ensuring unobstructed access is maintained into the worksite and to neighbouring properties;
- The operation of the bus and cycle routes along the A311 High Street;
- The impact on local residential parking capacity;
- Presence of visitors to local attractions such as Bushey Park and Hampton Pool;

2.5.2 The management measures defined in the remainder of this CMS therefore give particular site-specific consideration to these local sensitivities, ensuring that all construction activities are conducted responsibly within the worksite without causing unnecessary impact.

3 SITE RISKS AND HAZARD IDENTIFICATION

3.1.1 The following summary outlines all general matters with respect to the safety of operatives undertaking works on-site throughout the course of the programme. These measures should be reviewed and upheld by the appointed Main Contractor to ensure the well-being of staff, neighbouring residents and other users of the public highway in the vicinity of the site.

3.1.2 The following details are included as an indicative overview of the anticipated site operations and these details will be confirmed in due course by the appointed Main Contractor, prior to the commencement of works.

3.2 Employees involved during Demolition and Construction Phases

- Construction Manager;
- Plant Operatives;
- General Operatives;
- Delivery / Freight Operatives;
- Site Supervisor.

3.3 Expected Equipment to be Used during Demolition and Construction Phases

- 3.5t small Excavator / JCB backhoe, or similar;
- 1,200mm tandem roller, or similar;
- 155Kw bulldozer, or similar;
- Handheld chipping hammers and angle grinders etc.

3.4 Site Specific Training

- All Non-Road Mobile Machinery (NRMM) operators shall have CSCS certification and relevant CITB certification for the equipment being operated;
- General operatives to have CSCS certification or equivalent H&S certification under supervision of experienced qualified foreman;
- Site operatives will be given an induction to the specific operation of the work site. Only qualified operatives will be permitted to operate machinery within the site;
- Should an ecological clerk of works be appointed during the construction period, they will be CIEEM accredited and will be tasked with the following key responsibilities.

3.5 Documentation

- All new operatives must have their CITB CSCS card validated before being delegated specialist tasks on the worksite;
- Receipts of all relevant highways or scaffolding licencing must be maintained by the Site Manager for presentation to the Local Planning Authority if required;
- A delivery schedule will be prepared and kept up to date by the Construction Manager. The delivery schedule will detail the anticipated time of the delivery, contact details for the supplier, the type of materials delivered and the size of the vehicle (i.e. Light or Heavy Goods Vehicles);
- Contact details of the Site Manager will be clearly posted at the site entrance;
- This Construction Method Statement & Management Plan will be implemented through contractual agreements held with any sub-contractors appointed throughout the construction period;
- Copies of other relevant documentation prepared to support the proposed works, such as the Construction Phase Plan (CPP) and Arboricultural Method Statement (AMS) must be retained for use of operatives on-site at all times, ensuring compliance with their associated construction requirements.

3.6 Considerate Constructors Scheme

- The Main Contractor is encouraged to commit to enrolment with the Considerate Constructors Scheme (CCS) in order to further reduce the impact of works on neighbouring properties and the local community;
- Enrolment in the CCS will enable the public to actively engage with the construction team, with the relevant contact details of the Construction Manager clearly outlined on signage displayed on the construction hoardings;
- The Construction Manager will respond to any public comments promptly, setting out what mitigating measures will be undertaken to address concerns raised;
- The Construction Manager is also encouraged to cooperate with CCS audits should they be requested, thereby contributing to the responsible monitoring of construction activities conducted in the worksite.

3.7 Site Security

- A 24-hour CCTV camera presence will be considered within the worksite for the duration of work to enhance the security of the site during both working and non-working hours;
- Temporary lighting will be installed as necessary throughout the duration of work. The use of a solar generator is encouraged for such use where no power mains power supply is readily available;

- Any visitors to the worksite must be pre-approved and provided with adequate personal protective equipment (PPE);
- Any keys required for access to the worksite will not be shared with any unauthorised persons;
- Any tools, materials, equipment or personal belongings left on the works site will be done so at the risk of the Construction Manager and/or individual operatives.

3.8 Personal Protective Equipment (PPE)

- The Construction Manager will check that operatives are equipped with the appropriate PPE before commencing any activities that carry risk to health;

Safety Gloves	Hearing Protection	Eye Protection	Respiratory Protection
			
Required	Required	Required	Required
Protective Clothing	**Hi-Vis Vest**	**Hard Hats**	**Foot Protection**
			
Required	Required	Required	Required
Welding Mask	**Breathing Apparatus**	**Safety Harness**	**Dust Mask**
			
Not Required	Not Required	Not Required	Required

- All personnel entering the site shall be required to wear suitable Personal Protective Equipment (PPE), which will be provided by the Main Contractor, if not available. Any persons not wearing suitable PPE may be asked to leave the site.

3.9 Site Control

- Trained operatives / banksmen present throughout the scheduled delivery slots;
- No unauthorised persons allowed on site at any time;

- Demolition, excavations and construction to be inspected before, during and after works, also after inclement weather;
- Excavations and unstable structures to be fenced off at the end of each working day;
- The site is to be secured with existing boundary walls, temporary fencing and/or hoardings as determined by the Main Contractor;
- Materials to be store at least 1.5m away from boundary walls or areas of excavation;
- Warning signage to be posted at the site entrance at all times;
- The operations of the site will be regularly inspected to ensure that all procedures are in compliance with this document. Daily inspections by the Construction Manager will ensure that the setup of the site is concurrent with the construction phases and there are no potential hazards. Any adverse impacts shall be recorded and immediately rectified if they arise;
- All records of logistic-related and staff-related incidents or injuries will be held on file onsite at all times.

3.10 Institute of Civil Engineers (ICE) Demolition Protocol (2003 & 2008)

- The Main Contractor is encouraged to commit to managing waste in accordance with the recommendations set out in the ICE Demolition Protocol;
- As part of the ICE Demolition Protocol, it is required that the waste streams and arisings generated during the demolition phase are identified within the pre-demolition audit prepared prior to the commencement of works;
- The protocol identifies the potential procurement of high-value resources through the demolition process, which can be reused as part of the new-build development. It should therefore be advised within the pre-demolition audit that high-value items such as timber, joists, kitchen fittings and some ceramics are retained for re-use at the site. Masonry should also be reused subject to the condition of any brickwork post-demolition and the type of mortar used for the existing/proposed build.

3.11 Waste Management

- Priority should be given to the Waste Hierarchy defined by the Department for Environment, Food & Rural Affairs (DEFRA). The use of reusable and recyclable materials will serve to reduce the volume of waste generated throughout the demolition and construction periods;
- Waste materials should be stored within the worksite at all times with the use of rubble sacks. Waste should be continually removed by site operatives at the earliest opportunity throughout the construction phase;

- If the Construction Manager deems the use of a skip container necessary for larger volumes of waste, the relevant skip licensing must be obtained from LBRuT, in addition to any suspension license if skip placement is required on the public highway. However, it is expected that space will be reserved for skip placement within the curtilage of the worksite;

- Bonfires will not be permitted at any stage during the construction period.

3.12 Asbestos and Chemical Waste

- Prior to the commencement of any demolition works, the building will be screened for asbestos as the initial extensions were built prior to the blue and white asbestos bans in 1985 and 1999, respectively;

- If asbestos is found to be present within the building, a suitably approved licensed Asbestos Removal Contractor will be appointed to undertake removals;

- Any chemical waste generated at the site, including de-icing liquids, should be suitably stored in secure containers and clearly labelled to ensure appropriate disposal is arranged;

- Any chemical spillages should be immediately reported to the local Environmental Officer, or the Environmental Agency for further evaluation;

- Any contaminated materials generated during demolition or construction works will be removed from the site in line with guidance set out in British Standards publication BS EN 14899:2005.

3.13 Pest Control

- All food items must be appropriately stored by site operatives in sealed containers, to prevent the attraction of pests;

- If pests are identified within the site, the Main Contractor will commit to appointing a licenced pest control team to examine the site. All works will be halted and only resumed once considered safe to do so by the pest control team.

3.14 Site Evacuation

- In the event that site evacuation is required, the Construction Manager will halt works and conduct all staff to leave via the site's main entrance;

- It is therefore imperative that clear passage to the site entrance is maintained at all times with any potential obstacles removed;

- The Construction Manager is advised to designate a nearby assembly point within Bushy Park;

- If any potential risk to neighbouring properties is identified, the Construction Manager you seek to warn residents and alert the necessary authorities.

4 CONSTRUCTION PROGRAMME

4.1 Overview

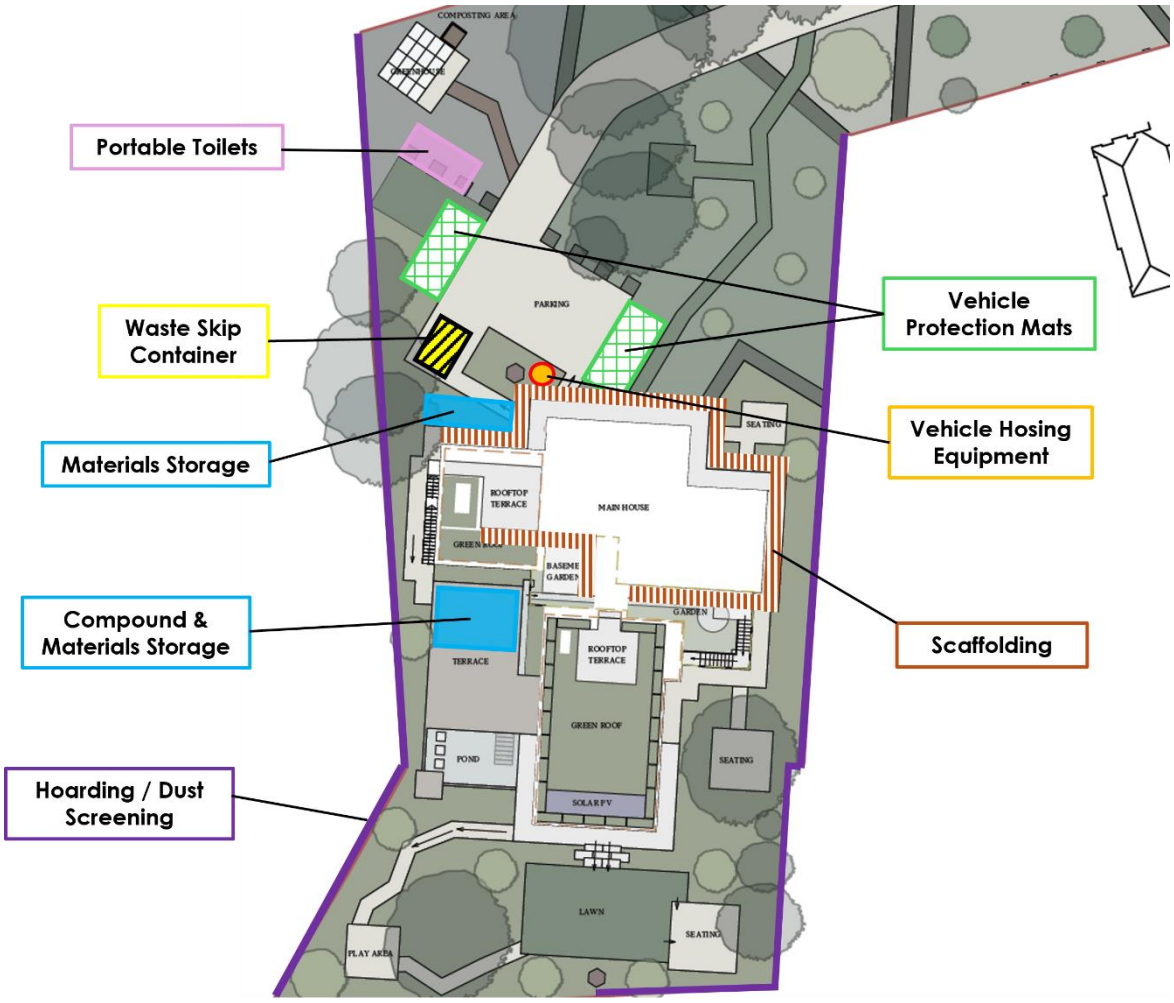
4.1.1 A detailed construction programme, including the phasing of works and key commencement dates will be provided by the Main Contractor following their appointment. The indicative schedule of construction activity is expected to include the following key aspects:

i) Site set-up, demolition and clearance;
ii) Site Access;
iii) Basement excavation and substructure
iv) Superstructure;
v) Cladding;
vi) Fitouts;
vii) Landscaping works.

4.1.2 At the current stage of panning, works are anticipated to commence from September 2025, with the programme lasting approximately 18 months through to March 2027. Accurate timings and phasing will be established following the appointment of the Main Contractor.

4.1.3 A detailed Phasing Plan will be developed by the Main Contractor, setting out the works that entail under each development phase. Until confirmation of the schedule of works is given, the following summary provides an indicative overview of the anticipated phasing of works.

4.1.4 The figure below provides an illustrative overview of the setup of the site, including means of access, potential hoarding lines, materials / waste storage and staff welfare facilities. This plan is indicative only and changes to the site set-up may be recommended by the appointed Contractor as part of the pre-commencement survey.



4.1.5 The above plan is not a definitive arrangement and will be adapted by the Contractor as the works progress. Temporary materials and waste storage may be allocated within the shell of the building once erected. Should the waste skip container need to be moved off the hardstanding to a different location, suitable protection mats must first be laid to prevent soil compaction. All construction activities will be conducted within the worksite, eliminating the need for highways licences related to skip container or scaffolding placement. If a water supply is not readily available to the property, a temporary dust suppression bowser / water buttress should be used by the Contractor to ensure wheels of delivery vehicles can be hosed down.

4.2 Indicative Construction Phasing and Methodology

Pre-Commencement Survey

- The Contractor will survey the site and adjacent public highway to ensure conditions are suitable to commence works. The contractor will compile a pre-start record of site conditions on the adjoining public highway and commit to repair or pay for any repair works due to any damage caused by construction-related activities;

- Conditions of the public highway will also be surveyed following the completion of works to establish the extent of any potential damage caused.

Site Set-up

- Hoarding panels shall be installed along the exposed site boundaries to prevent unauthorised access to the work site and to warn of the potential dangers of construction zones and to protect neighbouring properties and the public highway;
- The site's existing boundary walls will also be retained and suitably protected throughout the construction phases;
- A secure entrance will be maintained to the worksite for authorised construction operatives and sub-contractors;
- Temporary protective fencing will be erected around any areas allocated for the protection of trees, tree roots and other ecological sources, as defined in the accompanying AMS document. This fencing will be maintained for the duration of works and no works will be permitted under any circumstances within these defined zones, except where identified and approved prior to the commencement of works. It is anticipated that a single pad foundation (measuring circa 1m x 1m x 0.8m deep) will need to be dug manually within one tree root protection zone, as specified within the AMS document;
- Waste materials that cannot be reused will be stored within the site using skip containers;
- A small compound area will be established within the site to accommodate materials/waste storage, welfare facilities and deliveries;
- Under no circumstances will the storage of materials be permitted outside the curtilage of the work site;
- The placement of materials, waste, compound facilities, welfare facilities, vehicle access, NRMM or any other construction equipment will not be permitted within the defined areas of tree protection as detailed within the accompanying AMS document. No demolition or construction activities are permitted to take place within these restricted areas, with exemption for the pad foundation to be manually dug within one specified tree root protection zone, as defined in the accompanying AMS report;
- Basic hosing equipment will be provided to ensure wheels of delivery vehicles can be washed before departure onto the public highway, thereby preventing the spread of dust and debris;
- If no water supply is readily available, a temporary water bowser will be used;
- All works would be contained within the curtilage of the site, ensuring that the adjacent footways and carriageways are not impacted;
- No footway or road closures will be necessary to conduct activities within the site. Suitable traffic management measures are set out within Section 6 of this CMS to ensure the safety of the public highway during construction deliveries;

- Temporary lighting will be provided across the site, as and when necessary;

- The positioning of cranes must not encroach on any protected areas defined within the AMS report. Tree canopies must be taken into account within the crane arcs, which must also be contained within the boundaries of the worksite.

- Monitoring of the site set-up arrangements will be undertaken by the Main Contractor throughout the programme of works to ensure the safety of operatives and users of the public highway at all times.

Demolition Method

- Demolition will be carried out using a top-down approach, applying manual demolition methods and the use of non-road mobile machinery (NRMM) such as small excavators;

- The demolition phase will involve the dismantlement of the existing detached house and associated structures. The property's internal driveway and forecourt parking area would also be replaced with new surfacing;

- Prior to the commencement of any demolition works, the building will be screened for asbestos as the initial build of the existing house was prior to the blue and white asbestos bans in 1985 and 1999, respectively. If asbestos is found to be present within the building, a suitably approved licensed Asbestos Removal Contractor will be appointed to undertake removals;

- Temporary fencing and heavy-duty tarpaulin will be erected around the approved areas of demolition to prevent the spread of dust and debris further into the site;

- All demolition operatives will be CPCS approved and must have their card present for inspection before the commencement of works;

- Manual demolition methods would principally be applied to remove the existing structures. Following the removal of piping and electrical cables, soft strip demolition of the building's interior will commence, including the removal of furnishings, carpet, doors, windows, timber, plasterboard and insulation;

- Electrical supply into the demolition site must first be isolated or disconnected before cables are stripped from the building. Cable stripping will be carried out manually using cutting tools by hand. Services will not be fully disconnected from the site;

- Tiling will be removed with metal sheet cladding cut using manual methods. Heavy materials will be lowered from the roof level using a pulley or gantry. The outer brickwork of the demolition site will be dismantled using a chipping hammer. Bricks, tiles and metal sheets that are left in good condition will be reused, recycled or sold to a builder's merchant to reduce waste materials that may arise from demolition;

- Any steel frames, steel trusses or aluminium joists will be dismantled and cut without the use of an excavator;

- Subject to confirmation from the appointed Main Contractor, there is an opportunity for demolished materials to be crushed on-site, with recycled aggregate used as fill behind the retaining wall within areas of excavation. Loose materials must be kept clear of tree root protection zones, unless sufficient precautions are agreed and put in place.

- Waste skip containers will be placed within the curtilage of the work site. As such, the skip provider will not be required to obtain a highway licence or suspension for the placement of a skip on the public highway.

Site Access

- The scheduling of the site access works will confirmed by the appointed Main Contractor. These works may take place at an later phase of development;

- The existing internal driveway will be removed with a small excavator and levelled where necessary using surplus spoils stored on-site;

- The driveway will be re-provided and resurfaced either using asphalt or as a metalled finish. The use of a roller would be deployed if asphalt is used to surface the new driveway;

- Following the completion of the new driveway, any temporary vehicle protection mats used for temporary access will be removed from the site;

- The entrance gate would be widened as part of the development proposals, for operational use of the new residential property, continuing to provide controlled private access from the A311 High Street.

Basement Excavation & Substructure

- Excavation works would be carried out within the site to level out the proposed basement area. NRMM, including small excavators, would be utilised during this phase, with waste concrete and topsoil stored and removed with the use of a skip;

- Under no circumstances will spoil be stored on top of any tree root protection zones. All excavation and construction works will take place at a minimum distance of 1.0 metres away from any identified tree root protection zones. Exemption is to be made for a foundation pad to be manually dug within a single tree root protection zone as specified in the AMS. this area of excavation would be carefully managed, adhering to the anticipated dimensions of 1m x 1m x 0.8m deep;

- It is anticipated that the substructure phase would largely comprise concrete deliveries for the construction of a foundation and floor assembly, as well as any sections of retaining wall potentially required within the basement level of the site;

- Where necessary, temporary drainage gulleys will be installed during the substructure works to prevent flooding to the basement during this phase.

- As noted above, should any demolished materials be crushed on-site, the residual aggregate could be used as fill behind the retaining wall. Any aggregates stored on-site would be placed outside of tree root protection zones, unless suitable precautions are made first.

Superstructure & Cladding

- The main deliveries during this phase are anticipated to be concrete and steel deliveries. A decking system may be applied to construct the frames of the house with the decking being re-used on site to progress the upper floor. There will be some initial deliveries of scaffolding;

- All scaffolding will be erected within the curtilage of the worksite, eliminating the need to install scaffolding above the public highway;

- The frequency of waste collections would significantly reduce during construction of the building's superstructure, as well as following phases. The majority of waste materials during these phases of development could be suitably stored using skip containers within the curtilage of the work site.

Building Services, Fit Out and Finishes

- It is anticipated that elements of the fit-out will be manufactured off-site and brought to the site ready for final installation, as far as reasonably possible, to improve delivery efficiency and minimise construction activity and subsequent noise and emissions levels on the site;

- Small volumes of materials will be transported by the various sub-contracted trades using vans for plastering, furnishing and electrical finishes, for example;

- Waste materials generated during this final phase will generally comprise packaging and other small loose materials cleared internally from the building.

Landscaping Works

- The final phase of development is expected to involve landscaping works comprising various planters, trees and finishes to the private amenity space;

- Deliveries of these materials and items will be undertaken using a range of small and medium-sized vehicles that will drop off goods and materials from the newly constructed forecourt parking area.

4.3 Working Hours

4.3.1 Construction works on the site will typically commence and finish at the following times:

Monday to Friday: 08:00 – 18:00;

Saturday: 08:00 – 13:00; and

No Sunday, Bank Holiday or Public Holiday working.

4.3.2 Under no circumstances will works outside of these hours be undertaken, unless otherwise agreed in advance with LBRuT. Consideration will be given to any imposed vehicular restrictions on the local road network, ensuring disruption during these times is limited where possible.

4.3.3 The term 'working' shall, for clarification of this condition, include the use of any plant or machinery (mechanical or other), the delivery of construction material and the carrying out of any maintenance/cleaning work on any plant or machinery.

5 CONSTRUCTION ACCESS

5.1 Delivery Vehicles

5.1.1 The developer is fully committed to taking safety measures to ensure the safety of all highway users, including cyclists and pedestrians, at the site access and in the site's vicinity.

5.1.2 Throughout the demolition and construction phases, vehicles would enter the site from the A311 High Street. As part of the development proposals, the existing entrance gate would be widened, affording improved access to the site by large vehicles. The entrance gate would therefore be widened during the early construction phases, ensuring efficient manoeuvring of heavy goods vehicles (HGVs) throughout the schedule of demolition and construction works.

5.1.3 It is anticipated that both transit-type vans and heavy goods vehicles (HGVs) would generally be used by the various trades employed and throughout the various phases of construction to reduce the frequency of deliveries, which would be managed appropriately to avoid excessive impact on the local highway network.

5.1.4 The majority of deliveries would comprise small building tools and materials. Goods of this nature would generally be transported to the site each day by staff, using light goods vehicles (LGVs) such as 4.6t light/transit vans.

5.1.5 The following list provides an indication of the types of vehicles anticipated during the construction process.

Construction Vehicle	Operation	Dimensions
Skip Lorries	Waste Removal	Length: 6.3m Width: 2.9m Height: 2.9m
Small Tipper Lorries	Transporting small volumes of loose material to/from the site.	Length: 6.5m Width: 2.5m Height: 2.9m
Medium Tipper Lorry	Transporting large volumes of loose material to/from the site.	Length: 8.2m Width: 2.5m Height: 2.9m
Concrete Lorries	Mixing components and materials	Length: 8.4m Width: 2.4m Height: 4.0m
Flat-bed Trucks	Transport Materials, Steel, Scaffolding etc	Length: 8.0m Width: 2.1m
Transit Vans	It is anticipated that these will be used for the majority of finishing materials and sanitary ware	Length: 5.3m Width: 2.0m Height: 2.5m

Figure 4 Summary of Construction Vehicle Specifications

5.1.6 To demonstrate the access procedure associated with large construction vehicles required during the construction phases, RGP has undertaken a series of swept path assessments. The drawings appended to this CMS include a swept path analysis of the following vehicle types that would be used to deliver materials to the worksite:

2024/8151/001 – Skip lorry
2024/8151/002 – Flatbed lorry
2024/8151/003 – Concrete mixer
2024/8151/004 – Medium tipper lorry

5.1.7 For reference, the access procedure for the largest vehicle (an 8.4m concrete mixer) is shown in the following extract:

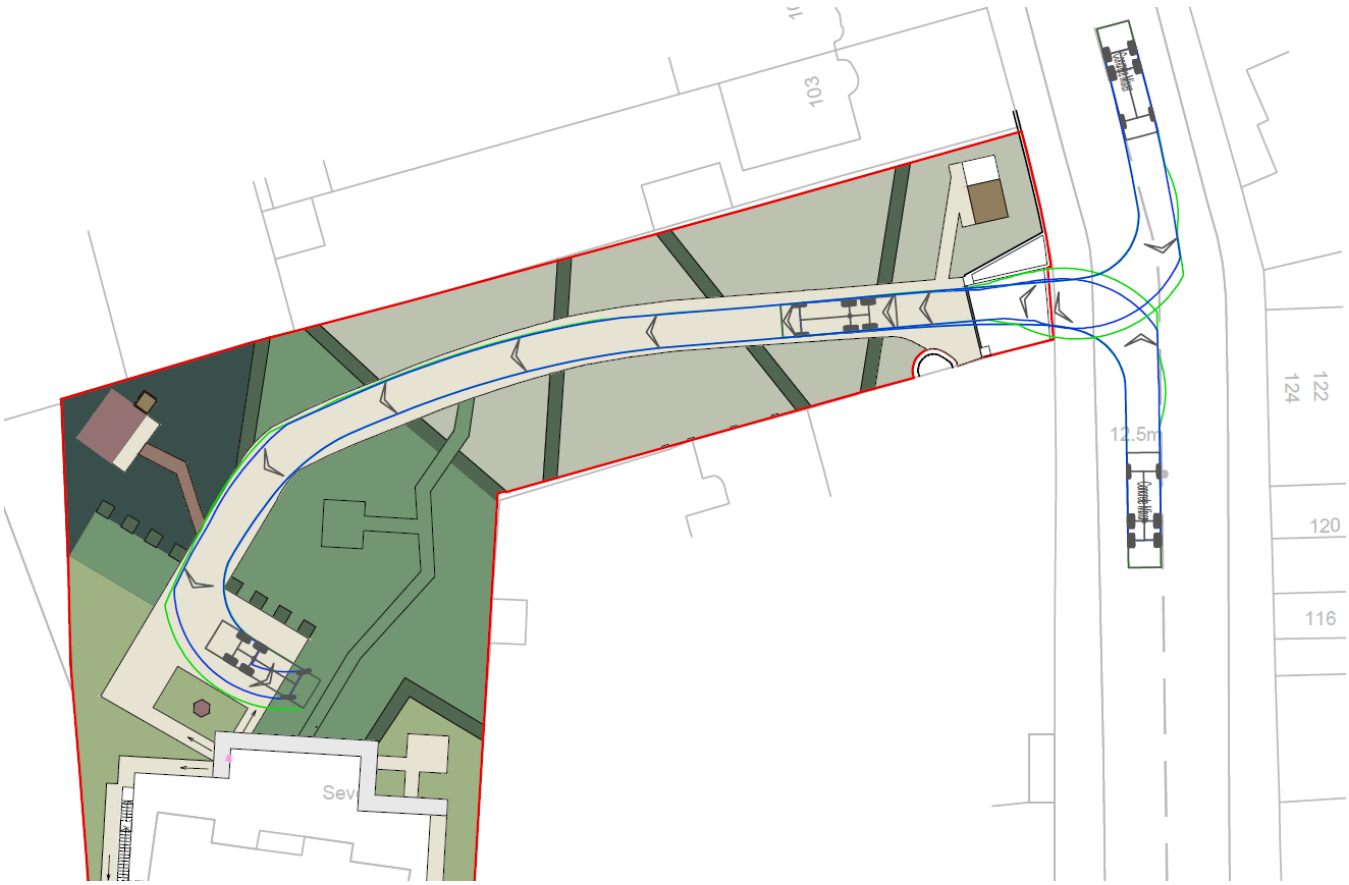


Figure 5 Construction Vehicle Swept Path Analysis – Concrete Mixer

5.1.8 As confirmed on the appended drawings, each of these vehicles would be afforded sufficient space to manoeuvre into the site access from the High Street under the supervision of a trained banksman. As shown, the entrance gate would be sufficiently widened to enable access by all regular construction vehicles.

5.1.9 The angle of approach into the site ensures that the presence of parked vehicles along the edge of the carriageway does not obstruct construction vehicle access into the site.

5.1.10 Where vehicles are required to turn maneuverer on any areas of grass within the site, vehicle protection mats should be laid out to reduce soil degradation / compaction and to prevent the spread of mud within the worksite.

5.1.11 All goods and materials will be offloaded within a designated loading area with the location to be determined by the Construction Manager. The placement and storage of materials storage must accord with the restricted areas for tree root and ecological protection.

5.1.12 Following the completion of deliveries/waste removals, a banksman would guide the vehicle back through the access gates onto High Street, ensuring that pedestrians, cyclists and motorists are suitably marshalled whilst the vehicle manoeuvres onto the carriageway.

5.1.13 The following access procedures would be followed for all construction deliveries to minimise impact in and around the site:

- Delivery drivers would notify the Construction Manager when the delivery is 5 minutes away;
- Operatives / banksmen will greet the delivery driver on arrival and will assist with guiding the vehicle into position prior to loading / unloading. The operative would halt any pedestrian, cycle or vehicle movements past the site frontage during arrivals and departures;
- Safe provision for pedestrians must be ensured by two site operatives/banksmen during the loading/unloading of goods from within the site's designated loading area;
- The arrival process is anticipated to take no longer than 60 seconds in duration;
- When the vehicle has finished loading / unloading at the site, the delivery vehicle would depart in a forward gear safely and conveniently under the guidance of the site operative.

5.1.14 Monitoring of the above elements will be undertaken by the Main Contractor throughout the programme of works to ensure the safety of all those staff associated with the works and users of the public highway at all times. The above elements will be amended, with additional mitigation processes put in place, as required.

5.2 Temporary Vehicle Holding

5.2.1 As all construction vehicle arrivals will be scheduled beforehand, the Contractor will ensure that no overlap of deliveries occurs at the site. It is expected that no more than 2 deliveries will be scheduled with an external supplier on any given day, with their arrival times allocated appropriately. It is therefore not considered necessary to provide a designated vehicle holding area for construction vehicles. Notwithstanding this, it should be noted that multiple vans could be accommodated simultaneously within the site.

5.3 Vehicle Routing Strategy

5.3.1 The site benefits from convenient access to the wider strategic highway network with major routes accessible locally such as the A312, A316, A309 and A3 (Kingston Bypass). It is anticipated that the majority of construction delivery vehicles arriving from the north (via the A316) would access the site from Uxbridge Road, affording a convenient link onto High Street.

5.3.2 Vehicles arriving from the south/west are anticipated to arrive at the locality from the A3 Kingston Bypass via the A309 Hampton Court Way.

5.3.3 These are considered to be the shortest distances necessary to reach the site from the strategic road network, whilst also representing a suitable option for any HGVs required to complete trips to the site.

5.3.4 Delivery vehicles would depart the local area via these designated routes. **Figure 6**, below, illustrates the primary vehicle routing strategy for the site.

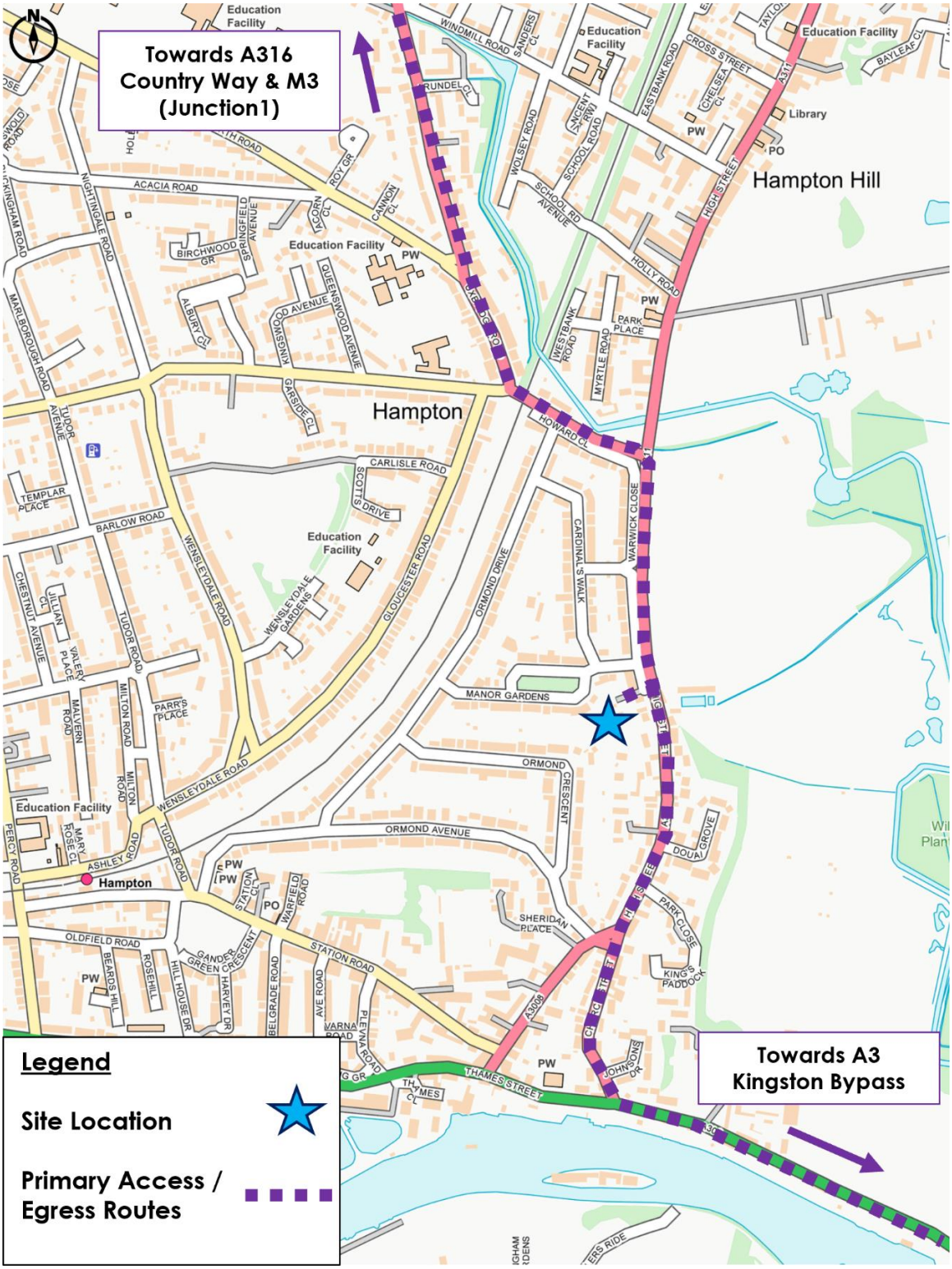


Figure 6 Local Routing Plan

5.3.5 Delivery drivers will be notified of the proposed routing strategy before their scheduled delivery slot, to ensure vehicles adhere to the agreed routes and access arrangements. Traffic Marshals shall be on hand at all times to assist vehicle manoeuvring as required.

5.4 Estimated Vehicle Movements

5.4.1 The TfL Construction Logistics Planning (CLP) tool has been used to provide an estimate of construction traffic associated with each phase of construction, based on RGP's experience of similar construction works.

5.4.2 This information is indicative and would be updated with more accurate timings and frequencies at each stage of demolition and construction. A summary of these delivery frequencies is shown on **Figure 8**. It should be noted that this assessment includes small materials brought to the site by staff in their vans during a typical work day.

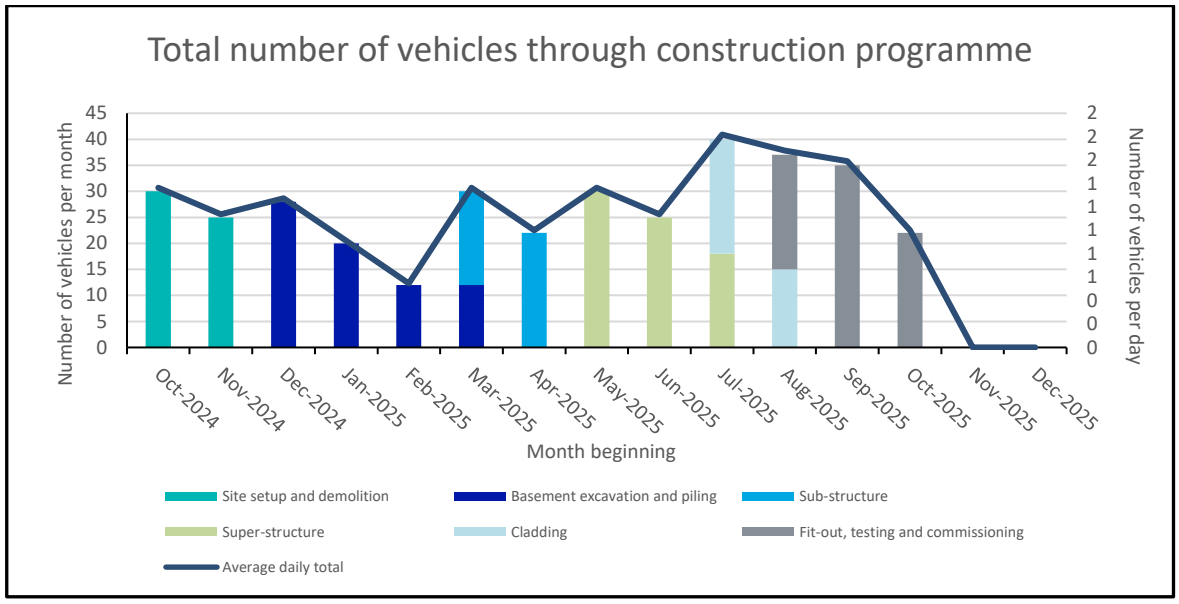


Figure 7 Proposed Construction Vehicle Movements (TfL CLP Tool)

5.4.3 As shown, the proposed development is anticipated to generate between 1-2 daily construction vehicle deliveries during peak construction periods, with up to approximately 40 deliveries generated per month during the super-structure and cladding works, which is not a significant quantity. The proposed works would therefore offer minimal impact on the local highway network and to adjacent properties. All construction deliveries would be managed by the Construction Manager to ensure that simultaneous deliveries do not occur.

5.5 Parking for Operatives

5.5.1 Space for between 2-3 vans would be available within the site, depending on the current phase of works, with all other operatives directed to local public car parking.

5.5.2 It is recommended that operatives utilise the Taylor Close Car Park in Hampton Hill, accessible via a 15-minute walk or 8-minute bus trip. It should be noted, however, that a maximum stay of 4 hours is permitted between 8 am and 6.30 pm. Parking is charged as per the following tariff:

Up to 1 hour: £0.95
2 hours: £1.65
4 hours: £3.30

6 TRAFFIC MANAGEMENT

6.1 Management of Deliveries

6.1.1 The Construction Manager will ensure that all vehicles accessing and egressing the site adhere to the agreed strategies and specifications highlighted within this CMS. In order to minimise congestion on local roads and inconvenience to third parties the following principles are proposed:

- All scheduled deliveries would take place outside of the peak hours on the highway network where possible to do so (08:00-09:00 and 17:00-1800), with none on Sundays and Public Holidays. This will ensure construction deliveries do not result in additional cumulative impact on local peak hour traffic flows;
- Deliveries will be on a 'just in time' basis with all deliveries needing to be booked at least 48 hours prior to the day of delivery. This will assist in the minimum volume of materials being stored within the site at any one time and improve delivery efficiency;
- All delivery vehicles would broadly align with the vehicle specifications outlined in this document;
- All deliveries will be booked in advance and managed by the Construction Manager, in liaison with the relevant supplier/construction company, in order to ensure that only one delivery vehicle arrives and/or departs the site at any given time;
- All construction deliveries would be booked with 30-minute time slots allocated to each delivery vehicle (unless greater time is needed);
- A delivery schedule will be prepared and kept up to date by the Construction Manager. The delivery schedule will detail the anticipated time of the delivery, contact details for the supplier, the type of goods/materials and the size of vehicle anticipated.
- Any deliveries not booked in advance may be turned away at the Contractor's expense;
- Vehicles being off-loaded with goods at the site shall switch off their engines to avoid nuisance to the adjacent uses and to prevent dust generation;
- The contractor will sweep the roads and footpaths on the local highway network as required on a daily basis to remove any spoil or debris deposited on the highway resulting from the construction period;
- Wheels of construction vehicles should be hosed as and when required prior to departure to prevent the spread of dust or debris onto the adjacent road network. Where no water supply is readily available, a temporary water bowser should be installed within the worksite;

- Coordination will take place with other local construction sites/businesses if found to be necessary when larger vehicles are required to deliver to the site;
- The Main Contractor will request all delivery drivers to telephone ahead of arrival to the site so that the necessary steps can be made to enable a smooth and efficient operation;
- Site operatives will be informed and will be ready for the arrival of the delivery, anticipating the type of delivery and the unloading method to be utilised so that vehicles can be marshalled into the designated loading point;
- Safe provision for pedestrians must be ensured by site operatives/banksmen during the arrival and departure of goods vehicles at the site;
- A weekly review of forthcoming deliveries will be undertaken and the deliveries for the coming week will be agreed upon with the Construction Manager in advance;
- The Construction Manager is encouraged to appoint delivery companies that are signed up to TfL's Freight Operators Recognition Scheme (FORS). This is a voluntary industry-led membership scheme which aims to raise the standard of the fleet and freight industry by improving operators' performance with regards to safety, fuel efficiency, economical operation and vehicle emissions. It seeks to provide a quality and performance benchmark for the freight industry;
- The operation of the construction site will comply with the Construction Logistics and Community Safety (CLOCS) initiative, details of which are included at **Appendix D** of this report.

6.1.2 For clarity **Figure 8** summarises the points made above, splitting them into committed, proposed and considered measures, in line with TfL's requirements for a 'medium' impact scheme.

Planned Measures Checklists	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
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 and vehicle call-off areas			x
Use of logistics and consolidation centres			x
Vehicle Choice			x
Measures to encourage sustainable Freight			
Freight by Water			x

Fright by Rail			x
Material Procurement Measures			
DfMA and off-site manufacture			x
Re-use of Materials on site		x	
Smart Procurement		x	

Figure 8 TfL Planned Measures Checklist (Medium Impact Schemes)

6.1.3 In contrast to the TfL guidance (**Figure 8**) it is noted that the production of a '*delivery schedule*' will be a committed measure to ensure that there is no overlap with delivery vehicles, no unscheduled deliveries and the public highway is kept as free-flowing as possible. As a result of this the '*use of a holding area or vehicle call off area*' will be considered but not proposed given that there is unlikely to be any unscheduled deliveries.

6.2 Staff Travel Plan

6.2.1 While limited parking will be available on-site, operatives are encouraged to travel via sustainable modes of transport to alleviate any potential parking pressure on local residential roads.

6.2.2 This is considered appropriate given the availability of public transport services within the local area. As discussed in Section 2 of this report, there are frequent bus and rail services available in the vicinity of the site. There are also excellent pedestrian and cycle connections to the site.

6.2.3 In order to encourage the use of sustainable travel modes and reduce reliance upon private car use by staff, a number of travel planning measures will be considered by the Main Contractor. The following principles will be followed:

- Use of local suppliers, as far as reasonably possible, to reduce distance travelled and associated vehicle emissions;
- Use of local labour/operatives who are more likely to reside within the local area and therefore travel by sustainable modes, as far as reasonably possible;
- Providing operatives with timetable bus/rail information, if requested;
- Secure overnight storage for tools and materials will be allocated by the Main Contractor to make sustainable travel more convenient;
- An induction programme for all staff, making them aware of the limited parking available and convenient access via sustainable modes.

7 ENVIRONMENTAL MANAGEMENT

7.1.1 The control of dust and debris is of significant importance due to the potential hazards associated with human health, air quality, water contamination, soil degradation and wider ecological stress. In terms of localised impact, it is also essential to prevent contaminants and other nuisances from impacting neighbouring properties and the operation of the local highway network.

7.2 Dust Control and Air Quality Management

7.2.1 Where Dusk Risk Assessments are required, an analysis should be carried out as per the methodology defined by the Institute of Air Quality Management (IAQM). The following reflect the aspirations of the IAQM's '*Guidance on the assessment of dust from demolition and construction (Version 2.2)*', issued in January 2024.

Communications

- Display the name and contact details of the person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager;
- Display the head or regional office contact information.

Site Management

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken;
- Make the complaints log available to the local authority when asked;
- Record any exceptional incidents that cause dust and/or air emissions, either on- or off-site, and the action taken to resolve the situation in the logbook.

Monitoring

- Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked;
- Increase the frequency of site inspections by the person accountable for air quality and dust issues on-site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

Preparing and Maintaining the Site

- Plan site layout so that machinery and dust-causing activities are located away from receptors, as far as possible;

- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site;
- Avoid site runoff of water or mud.

Operating Vehicle / Machinery and Sustainable Travel

- Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone and the London NRMM standards, where applicable;
- Ensure all vehicles switch off engines when stationary - no idling vehicles;
- Avoid the use of diesel or petrol-powered generators and use mains electricity or battery-powered equipment where practicable;
- Ensure vehicle loads are suitably covered in transit.

Operations

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
- Use enclosed chutes and conveyors and covered skips;
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate;
- Use of protection plates and mobile screens.

7.3 Non-Road Mobile Machinery (NRMM)

7.3.1 NRMM refers to mobile machines, and transportable industrial equipment or vehicles which are fitted with an internal combustion engine and not intended for transporting goods or passengers on roads (such as excavators, rollers and drilling rigs). NRMM will be used and managed responsibly to reduce the impact on neighbouring properties, including the following measures:

- The NRMM Low Emission Zone uses the Mayor and London Borough's planning powers to control emissions from NRMM used on construction sites. Within this zone, construction teams are required to use NRMM engines with a power rating between 37 kW and 560 kW to meet an emission standard based on the engine emission "stage";

- The emissions standards associated with Stage IIIB for non-road diesel engines are summarised in **Figure 9**, as outlined by the engineering consultancy Ecopoint UK;

Cat.	Net Power	Date†	CO	HC	HC+NOx	NOx	PM
	kW		*g/kWh*				
Stage III A							
H	130 ≤ P ≤ 560	2006.01	3.5	-	4.0	-	0.2
I	75 ≤ P < 130	2007.01	5.0	-	4.0	-	0.3
J	37 ≤ P < 75	2008.01	5.0	-	4.7	-	0.4
K	19 ≤ P < 37	2007.01	5.5	-	7.5	-	0.6
Stage III B							
L	130 ≤ P ≤ 560	2011.01	3.5	0.19	-	2.0	0.025
M	75 ≤ P < 130	2012.01	5.0	0.19	-	3.3	0.025
N	56 ≤ P < 75	2012.01	5.0	0.19	-	3.3	0.025
P	37 ≤ P < 56	2013.01	5.0	-	4.7	-	0.025
† Dates for constant speed engines are: 2011.01 for categories H, I and K; 2012.01 for category J.							

Figure 9 Stage III A/B emission standards for nonroad diesel engines

- At any stage the use of NRMM is required during the demolition and construction phases at the site, the contractor will operate machinery in accordance with the above emissions standards;

- It is also important to note that for construction works undertaken beyond January 2025, all NRMM will be required to meet Stave IV emissions standards, in line with commitments defined by the Major of London;

- The Main Contractor is encouraged to commit to enrolling on the NRMM register if any such machinery is required for use at the site. The register will allow the Main Contractor to log all machinery used and is the only way that site operators can obtain an exemption or approval to use retrofitted or specialist equipment. Registration can be completed online at: https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/non-road-mobile-machinery-register/login.

- For further queries regarding the NRMM registration, the Main Contractor should seek assistance by contacting the following email address: NRMM@london.gov.uk.

7.4 PM10 Emissions

- When using NRMM within the site, the Construction Manager should aim for compliance with Stage IV emissions standards;

- The Contractor is encouraged to make use of local suppliers, as far as reasonably possible, to reduce the distance travelled and associated vehicle emissions;

- The Contractor should appoint delivery companies that are signed up to TfL's Freight Operators Recognition Scheme (FORS);

- Due to the small scale of development, a PM10 monitor is not considered necessary. The Contractor is nevertheless encouraged to install a monitoring device at the site boundary and devise an Action Plan for any unexpected high emissions.

7.5 Noise Mitigation

- This CMS gives consideration to the requirements set out in the British Standards document BS5228 to protect against noise and vibrations;
- A portable decibel reader / sound level meter should be used by the contractor to monitor noise levels generated during intensive phases of construction;
- If the measured noise level rises more than 3dB (A) above the predicted noise level, or in the event that a noise complaint is received locally, the Construction Manager shall investigate the cause and noise levels shall be reduced, if it is reasonably practicable to do so:
- The Site Manager will ensure that all work is undertaken within the restricted working hours;
- 'Silenced' plant and/or equipment and low vibration construction methods will be used, wherever possible. The use of mains power instead of generators will be applied wherever possible;
- Delivery drivers will be instructed to turn off their engines upon arrival and when loading/unloading goods;
- Protection plates and mobile screens will be used around those parts of the site likely to generate significant levels of noise. Such screens will have sufficient mass to be able to resist the passage of sound;

7.6 Vibration Levels

- In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228:2009 part 2 (i.e. 1mms^{1-} PPV for potential disturbance in residential properties and using a suggested trigger criterion of 2mms^{1-} for commercial properties);
- Operatives will be instructed to minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment;
- Rubber padding or mounts should be used beneath stationary machinery;
- The number of plant items in use at any one time will be restricted by the Site Manager.

7.7 Run-Off Pollution

- Ensure chemical waste is securely stored and disposed of in a safe and lawful manner;

- Should significant soil degradation be identified in close proximity to the worksite, the Main Contractor should consider the necessity to develop an Erosion Control Plan;
- Site management should prevent any damage to existing soil or land formation outside of the designated construction site;
- Any temporary drainage facilities implemented during construction must connect to an established drainage route or basin;
- Electric machinery and vehicles should be used where possible on-site to prevent the expulsion of chemical particles or oils;
- Any temporary drainage gullies and basins should be lined with a non-permeable material where possible;
- The use of any de-icing chemicals on vehicles or equipment in winter months must be contained, with nearby ground surfaces appropriately protected.

7.8 Ecological Management

- Prior to the commencement of works, the Main Contractor will screen the site to identify if any nesting or hibernating species are present;
- Should any population of notable animal species (i.e. bats, birds, reptiles, burrowing mammals etc.) be discovered within the site, particularly during the initial site clearance works, the Environmental Agency should be contacted and works halted until an ecologist is scheduled to remove the species;
- A sensitive lighting strategy should be maintained on-site during the construction phases to prevent disturbance to local species;
- Suitable protection of retained trees will be maintained by the Contractor throughout the scheduled works, including the use of temporary fencing and dust screening, for example. Consideration must be given to the storage of materials, waste and equipment to avoid soil compaction and tree root protection zones, unless appropriately assessed and approved beforehand;
- The appointed Main Contractor will comply with the recommendations set out in the AMS document prepared for adoption at the site. The site set-up arrangements must ensure that all designated tree root protection zones are not encroached by the placement of the site compound, materials, waste, NRMM or any associated demolition / construction activities. It is important to note, however, that exemption is made for permitted works to form a manually dug pad foundation (measuring circa 1m x 1m x 0.8m deep) within one tree root protection zone, as allocated within the accompanying AMS report.

8 IMPLEMENTATION, MONITORING AND UPDATING

8.1 Overview

8.1.1 The Construction Manager will own and manage the implementation of this document. Their job description will include keeping data on:

- Delivery frequencies (collected through the delivery booking system);
- Types of vehicles on-site – compliance with required sizes in this document;
- Approximate time spent on site;
- Delivery accuracy compared to schedule;
- Vehicle routing, unacceptable queueing or parking;
- FORS accreditation;
- Staff travel modes;
- Noise levels monitored;
- Dust control measures established;
- Air quality control measures established;
- Driver inductions and briefings including accreditation/qualification checks where required;
- Distributing Contractor and Driver Handbooks, as appropriate, to ensure all staff are aware of their obligations and the procedures which are set out in detail throughout this report. These would be provided to staff by the Main Contractor in advance.

8.1.2 The Construction Manager will review this document regularly and as conditions change. Records of any updated/revisions will be maintained by the Construction Manager. Records will be held on file, onsite, including all certificates and inspection records for all plant, equipment, lifting etc. that are required for traffic management and construction purposes.

8.2 Breaches and Complaints

8.2.1 The contact details of the Construction Manager including an emergency out-of-hours contact will be published at the front of the site and will seek to respond to any formal complaint received within 7 business days with respect to community concerns, vehicle routing issues and unacceptable parking by staff, for example.

8.2.2 The Construction Manager will be expected to develop a constructive relationship with those in the immediate vicinity of the development. A forum for consultation with the public will be set up, where feedback will be encouraged and updates on the development will be posted to keep the community up to date with activities on site. A letterbox drop to inform local residents of construction timing, work duration and what works are occurring at what times will also be considered.

RGP

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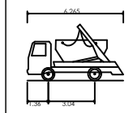
DRAWINGS

NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



Small Skip Lorry	
Overall Length	6.265m
Overall Width	2.390m
Overall Body Height	3.650m
Min Body Ground Clearance	0.396m
Max Track Width	2.435m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.340m

Rev.	Drawn	Comments	Date
P3	GE	LAYOUT & SWEPT PATHS UPDATED	10/09/24
P2	GE	ENTRANCE GATES NOTE ADDED	27/08/24
P1	GE	FIRST ISSUE	15/08/24

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Client: HollandGreen Ltd

Project: Sevenoaks, Hampton

Drawing Title: Swept Path Analysis Skip Lorry

Drawing No.	Rev.
2024/8151/001	P3

Scale	Drawn By	Checked By	
1:500	GE	JF	A3

NOTES

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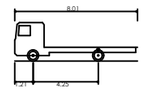


Flatbed Lorry	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	2.513m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.006
Kerb to Kerb Turning Radius	7.400m

Rev.	Drawn	Comments	Date
P3	GE	LAYOUT & SWEPT PATHS UPDATED	10/09/24
P2	GE	ENTRANCE GATES NOTE ADDED	27/08/24
P1	GE	FIRST ISSUE	15/08/24

RGP
Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
10 York Road, London, SE1 7ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

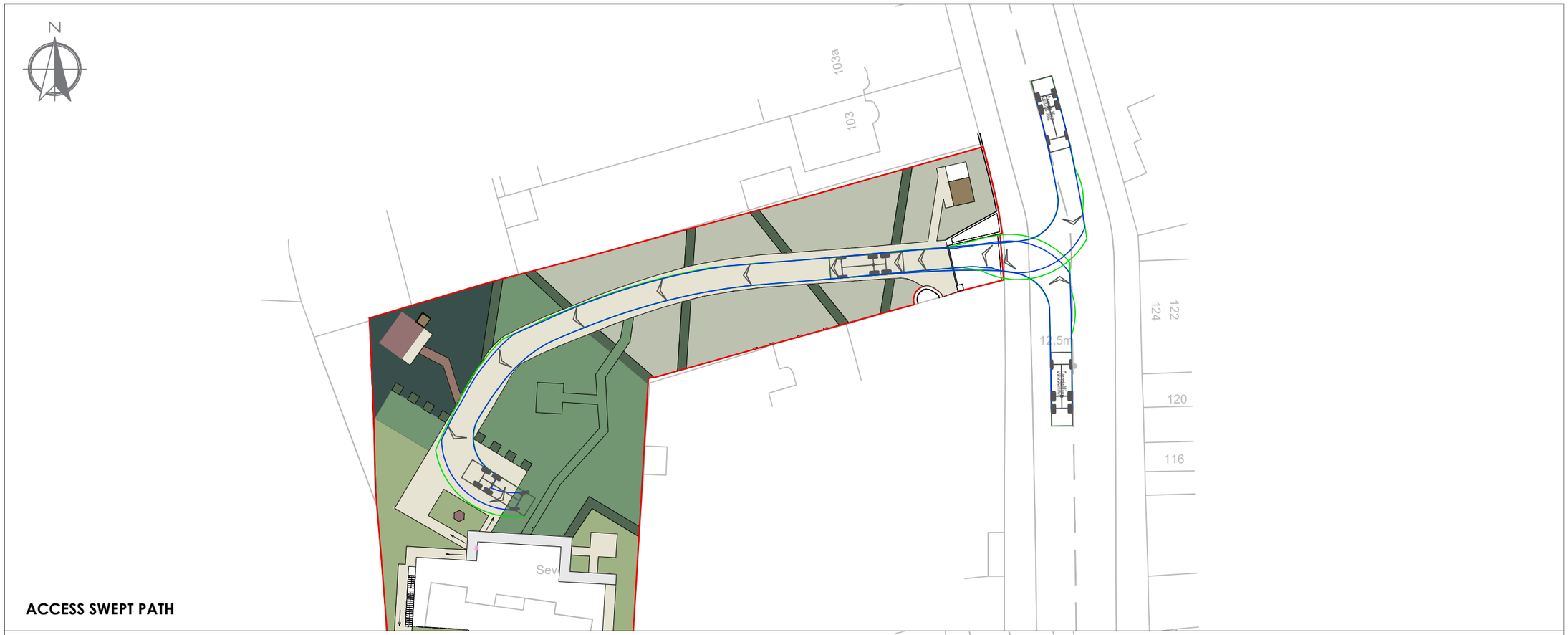
Client: HollandGreen Ltd

Project: Sevenoaks, Hampton

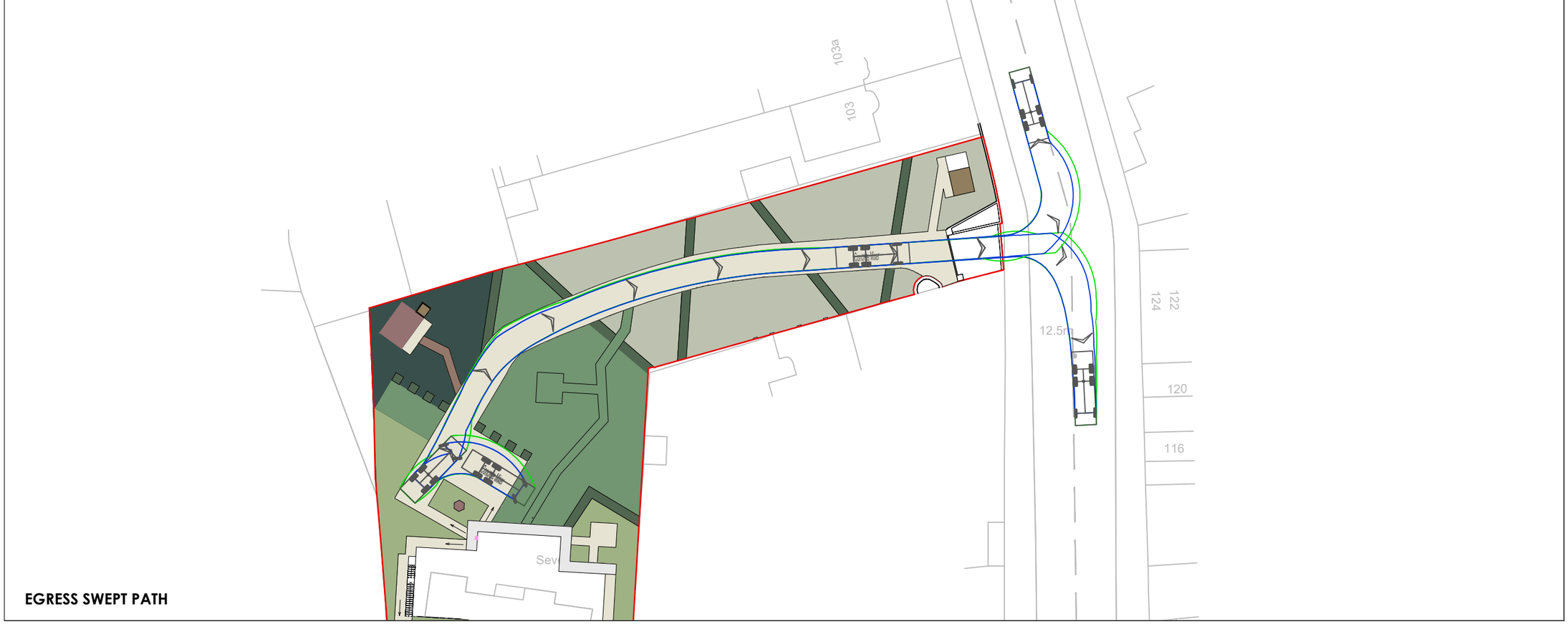
Drawing Title: Swept Path Analysis Flatbed Lorry

Drawing No.	Rev.
2024/8151/002	P3

Scale	Drawn By	Checked By	
1:500	GE	JF	A3



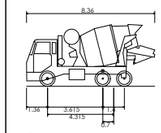
ACCESS SWEPT PATH



EGRESS SWEPT PATH

NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.210m

Rev.	Drawn	Comments	Date
P3	GE	LAYOUT & SWEPT PATHS UPDATED	10/09/24
P2	GE	ENTRANCE GATES NOTE ADDED	27/08/24
P1	GE	FIRST ISSUE	15/08/24

RGP
Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
10 York Road, London, SE1 7ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

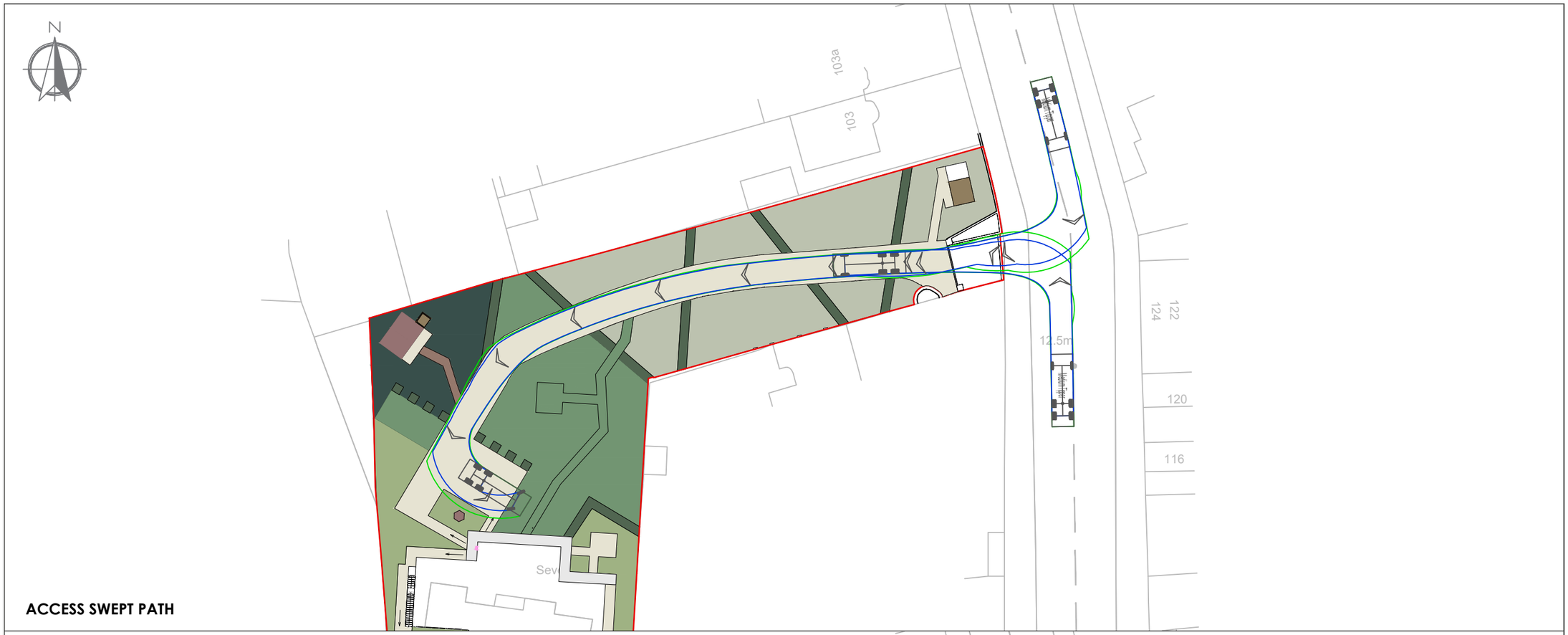
Client: HollandGreen Ltd

Project: Sevenoaks, Hampton

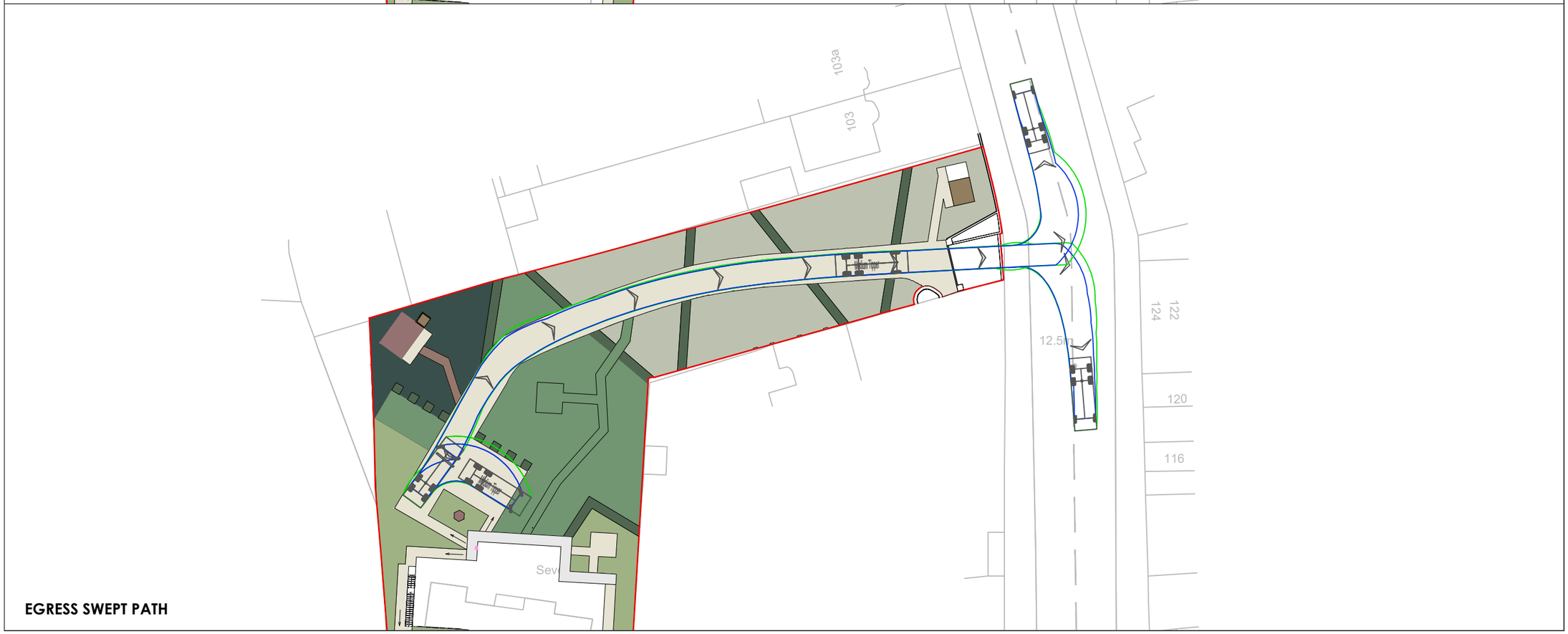
Drawing Title: Swept Path Analysis Concrete Mixer

Drawing No.	Rev.
2024/8151/003	P3

Scale	Drawn By	Checked By	
1:500	GE	JF	A3



ACCESS SWEPT PATH



EGRESS SWEPT PATH

NOTES

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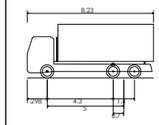

Medium Tipper	
Overall Length	8.230m
Overall Width	2.500m
Overall Body Height	3.500m
Min Body Ground Clearance	0.337m
Track Width	2.450m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.850m

Rev.	Drawn	Comments	Date
P3	GE	LAYOUT & SWEPT PATHS UPDATED	10/09/24
P2	GE	ENTRANCE GATES NOTE ADDED	27/08/24
P1	GE	FIRST ISSUE	15/08/24

RGP
Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
10 York Road, London, SE1 7ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client: HollandGreen Ltd

Project: Sevenoaks, Hampton

Drawing Title: Swept Path Analysis Medium Tipper

Drawing No.	Rev.
2024/8151/004	P3

Scale	Drawn By	Checked By	
1:500	GE	JF	A3

APPENDIX A

NOTES

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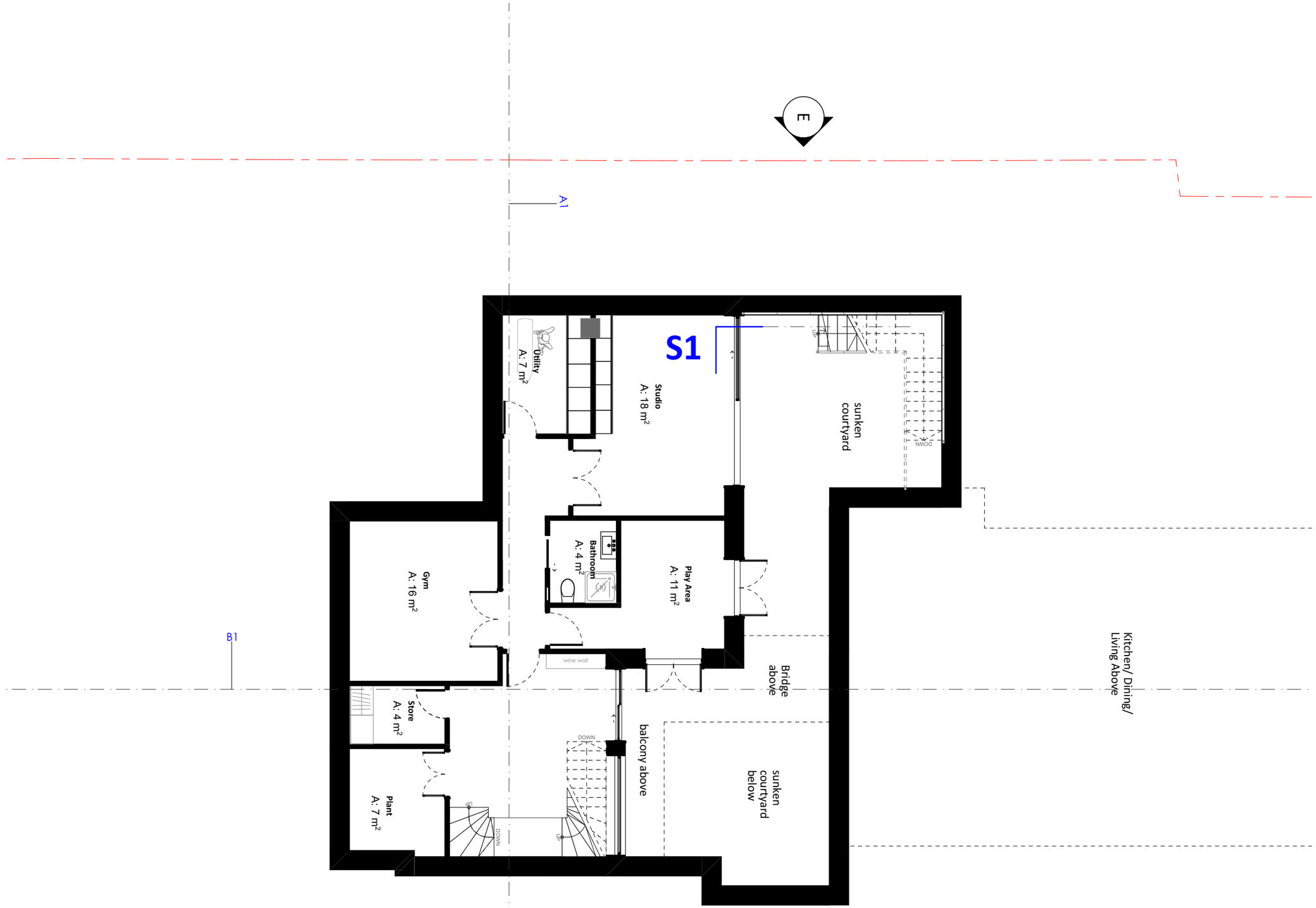

1:100
0 2 4m

N

Proposed Basement
1:100

Stage: **PLANNING**

Drawing: Proposed Basement

Revision	Date	Details
PL-1	19/08/2024	Issued to Consultants
PL-2	29/08/2024	Issued to Consultants
PL-3	04/09/2024	Issued to Consultants
PL-4	09/09/2024	Issued to Consultants

Project
Ross - Sevenoaks

Project Address
Sevenoaks, 101a High Street Hampton Middlesex London TW12 2SX

Project Number
1553

Project Leader
Laira Piccinato

Scale
1:100 @ A3

Date
10 September 2024

Drawing Number
051-106

Revision
PL-4

The Old Grammar School
Church Road
Thame
OX9 3AJ

hello@hollandgreen.co.uk
hollandgreen.co.uk

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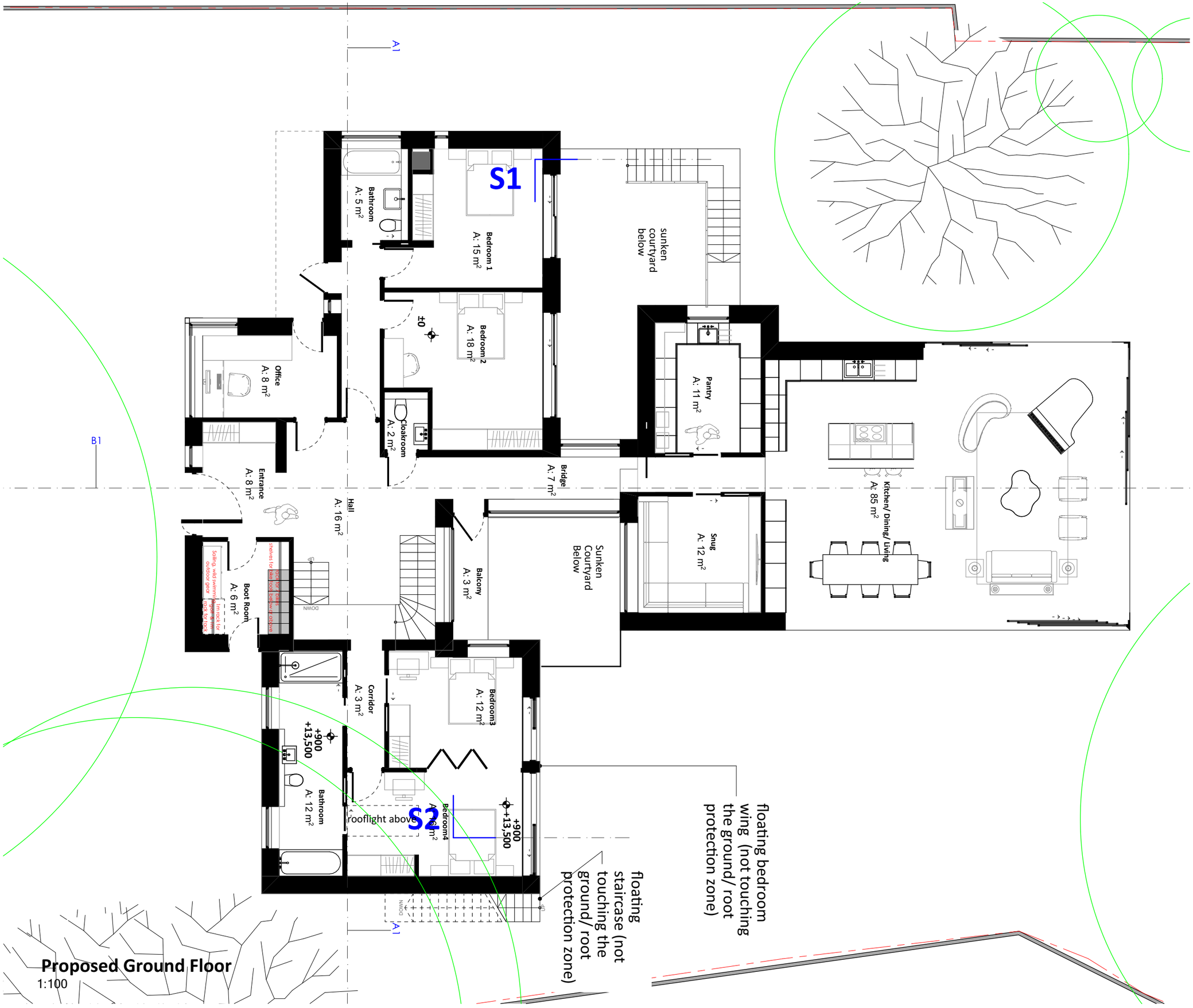

Proposed Ground Floor
1:100

NOTES

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1:100
0 2 4m

N

Stage: **PLANNING**

Drawing: Proposed Ground Floor

Revision	Date	Details
PL-1	19/08/2024	Issued to Consultants
PL-2	29/08/2024	Issued to Consultants
PL-3	04/09/2024	Issued to Consultants
PL-4	05/09/2024	Issued to Consultants
PL-5	09/09/2024	Issued to Consultants

Project
Ross - Sevenoaks

Project Number
1553

Project Leader
Laira Piccinato

Scale
1:100 @ A3

Drawing Number
051-107

Site Address
Sevenoaks, 101a High Street Hampton Middlesex London TW12 2SX

Date
10 September 2024

Revision
PL-5

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Church Road
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OX9 3AJ

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hollandgreen.co.uk

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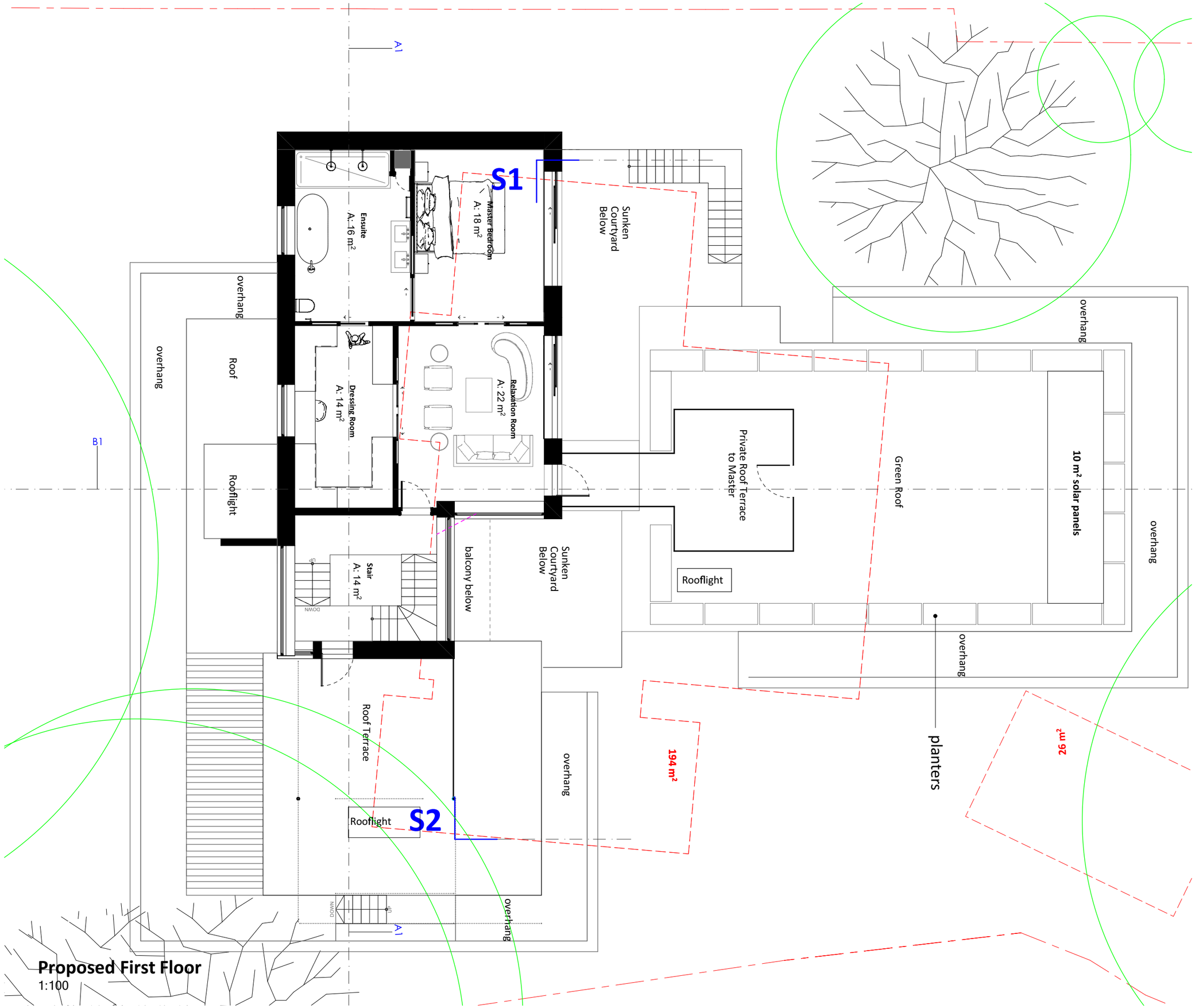

Proposed First Floor
1:100

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1:100
0 2 4m

N

Stage: **PLANNING**

Drawing: Proposed First Floor

Revision	Date	Details
PL-1	19/08/2024	Issued to Consultants
PL-2	29/08/2024	Issued to Consultants
PL-3	04/09/2024	Issued to Consultants
PL-4	05/09/2024	Issued to Consultants
PL-5	09/09/2024	Issued to Consultants

Project
Ross - Sevenoaks

Sevenoaks, 101a High Street
Hampton Middlesex London
TW12 2SX

Project Number
1553

Project Leader
Laira Piccinato

Scale
1:100 @ A3

Date
10 September 2024

Drawing Number
051-109

Revision
~~PL-1~~ **PL-5**

The Old Grammar School
Church Road
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hollandgreen.co.uk

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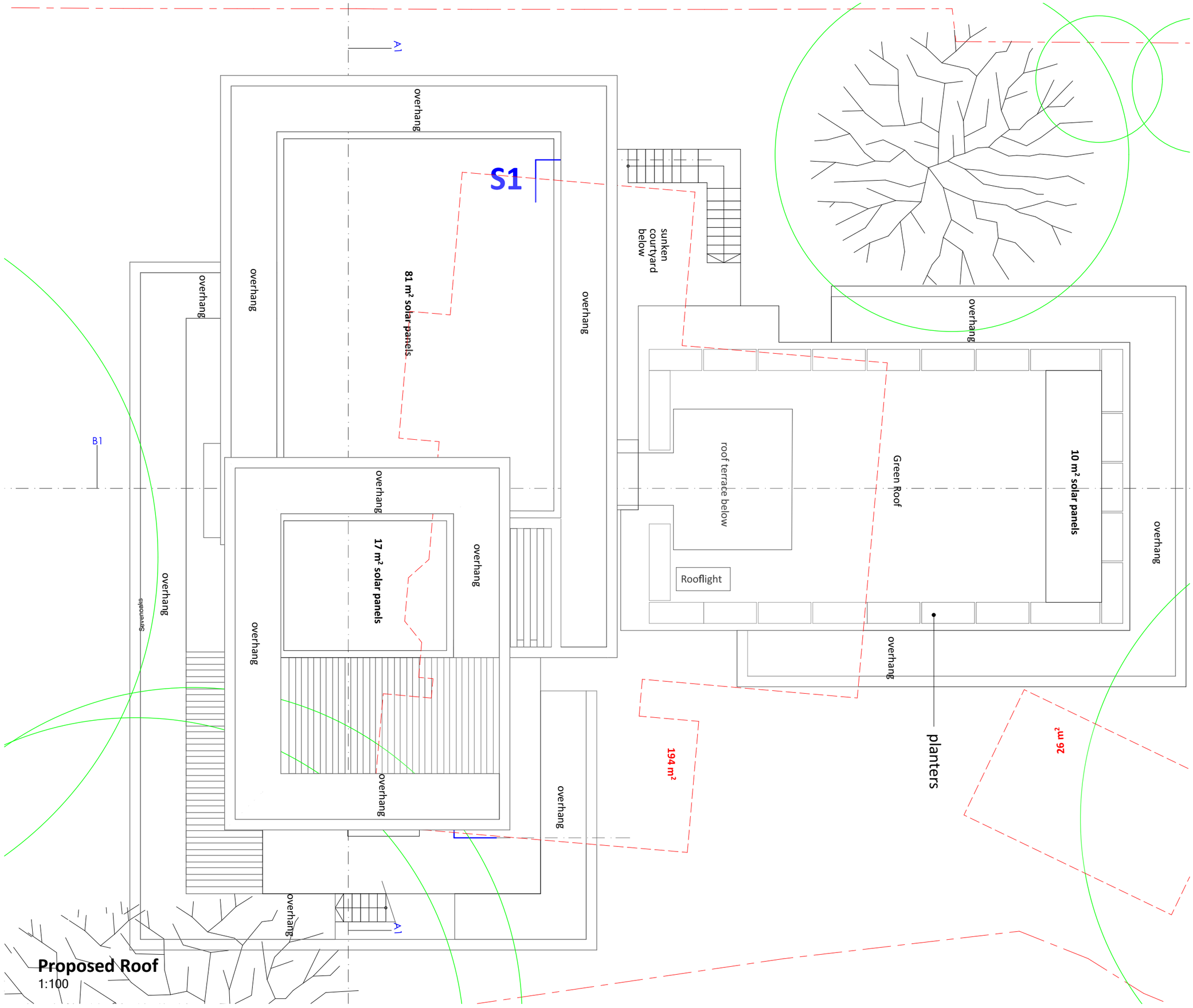

Proposed Roof
1:100

NOTES

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1:100
0 2 4m

N

Stage: **PLANNING**

Drawing: Proposed Roof

Revision	Date	Details
PL-3	04/09/2024	Issued to Consultants
PL-4	09/09/2024	Issued to Consultants

Project
Ross - Sevenoaks

Project Number
1553

Project Address
Sevenoaks, 101a High Street Hampton Middlesex London TW12 2SX

Project Leader
Laira Piccinato

Scale
1:100 @ A3

Date
10 September 2024

Drawing Number
051-110

Revision
PL-4

The Old Grammar School
Church Road
Thame
OX9 3AJ

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hollandgreen.co.uk

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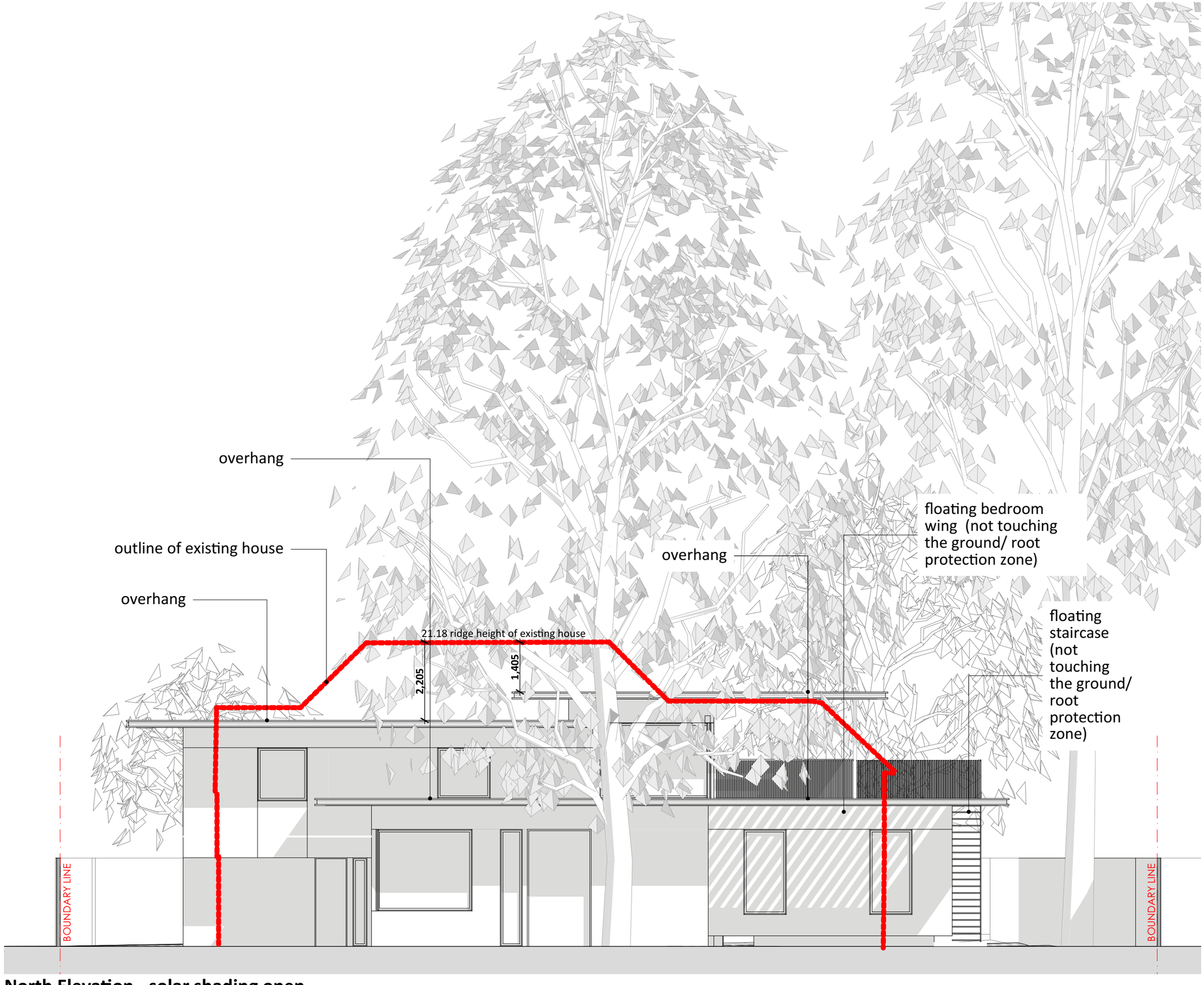

North Elevation - solar shading open
1:100

NOTES

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1:100
0 2 4m

Stage: **PLANNING**

Drawing: Proposed North Elevation - solar shading open

Revision	Date	Details
PL-1	19/08/2024	Issued to Consultants
PL-2	29/08/2024	Issued to Consultants
PL-3	03/09/2024	Issued to Consultants

Project
Ross - Sevenoaks

Project Address
Sevenoaks, 101a High Street Hampton Middlesex London TW12 2SX

Project Number
1553

Project Leader
Laira Piccinato

Scale
1:100 @ A3

Date
04 September 2024

Drawing Number
052-102

Revision
PL-3

The Old Grammar School
Church Road
Thame
OX9 3AJ

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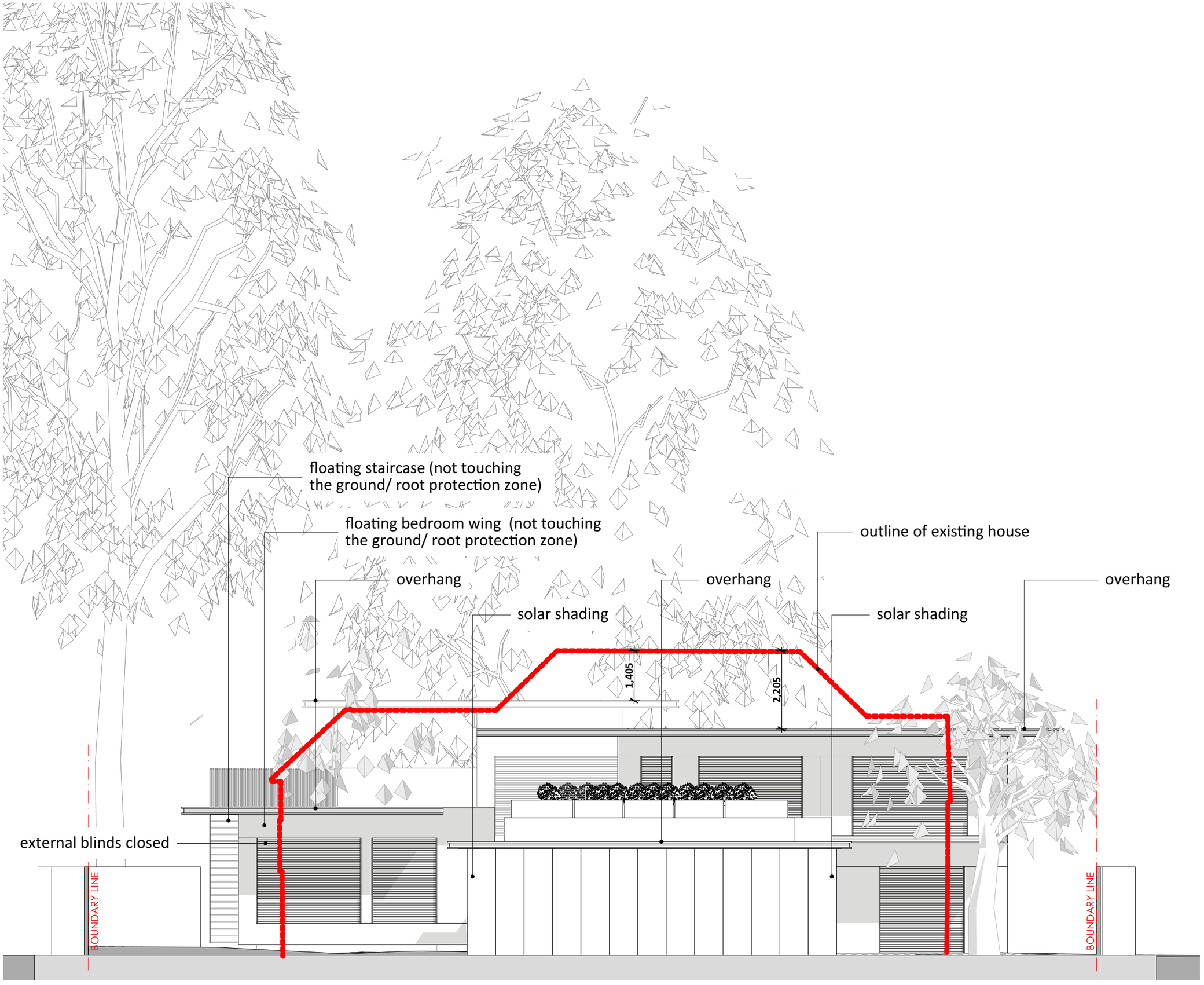

South Elevation - solar shading closed
1:100

NOTES

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1:100
0 2 4m

Stage: **PLANNING**

Drawing: Proposed South Elevation - - solar shading closed

Revision	Date	Details
PL-3	04/09/2024	Issued to Consultants

Project
Ross - Sevenoaks

Project Number
1553

Project Leader
Laira Piccinato

Scale
1:100 @ A3

Drawing Number
052-106

Sevenoaks, 101a High Street
Hampton Middlesex London
TW12 2SX

Date
04 September 2024

Revision
PL-3

The Old Grammar School
Church Road
Thame
OX9 3AJ

hello@hollandgreen.co.uk
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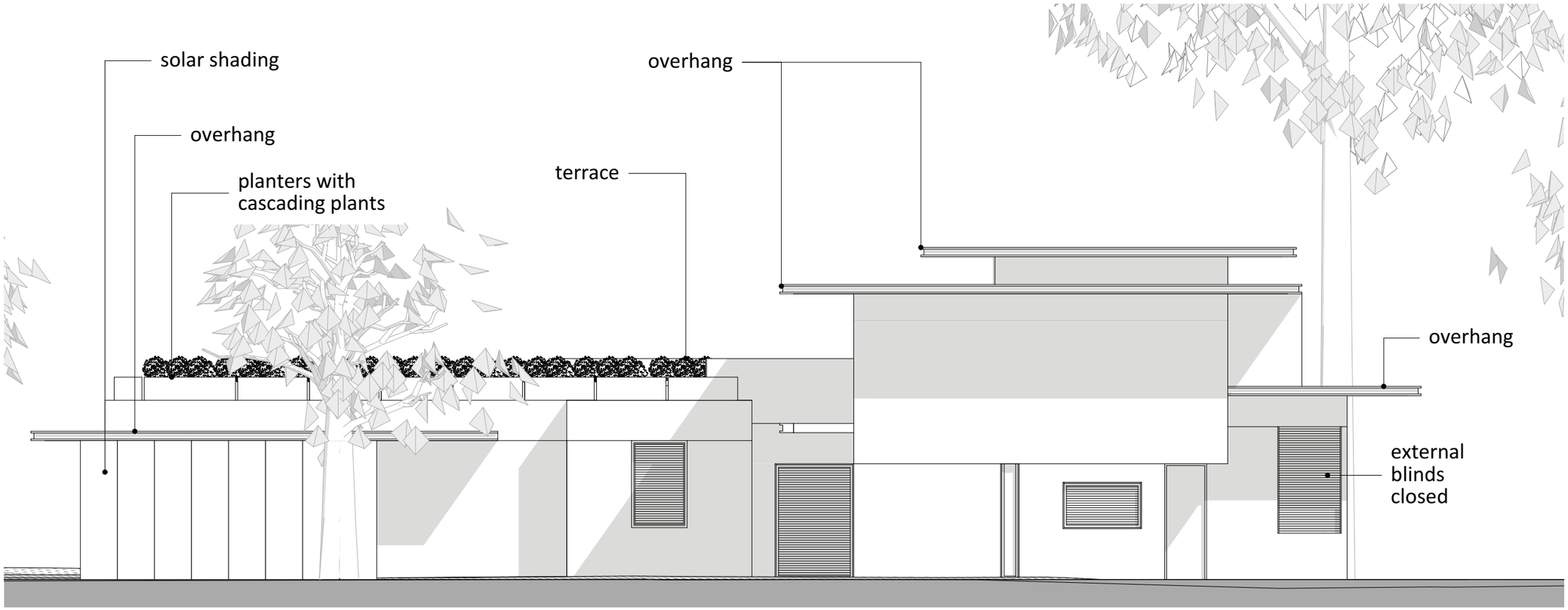
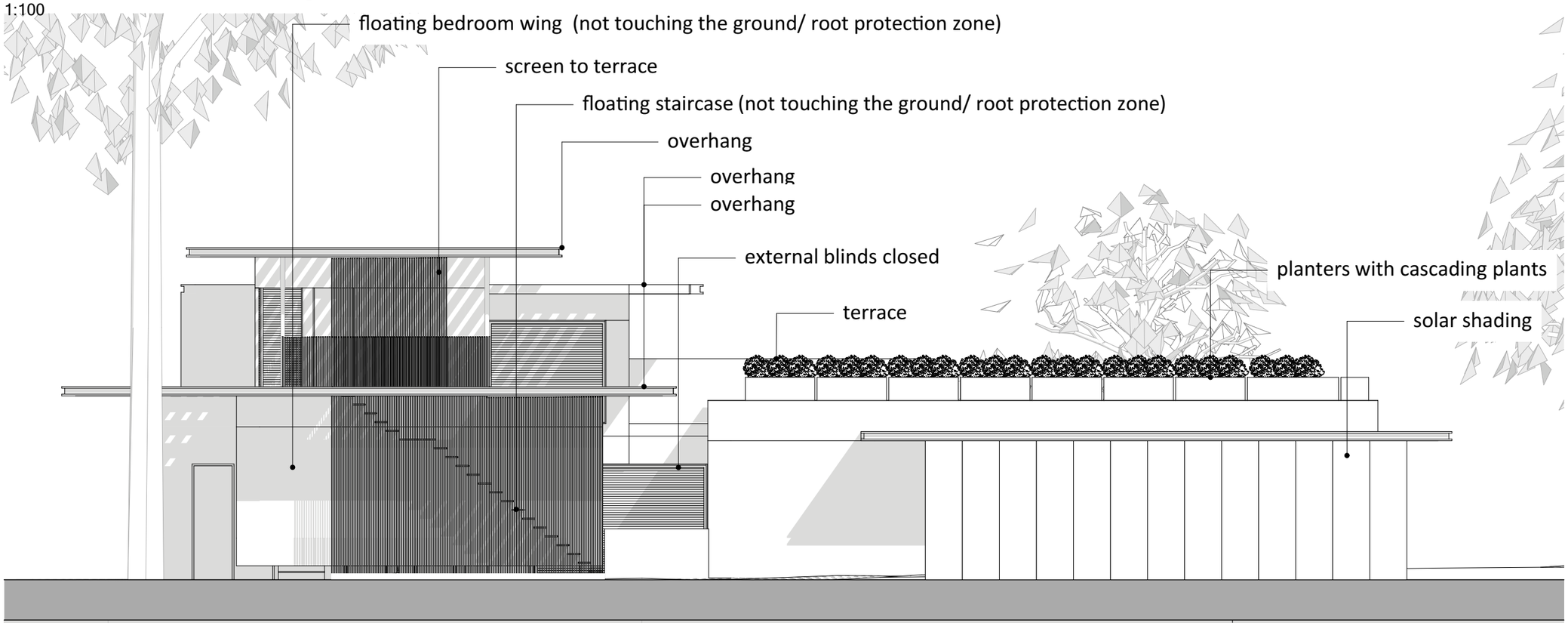


East Elevation - solar shading closed

1:100



West Elevation - solar shading closed

1:100

NOTES

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1:100
0 2 4m

Stage: **PLANNING**

Drawing: Proposed East & West Elevations - solar shading closed

Revision	Date	Details
PL-3	04/09/2024	Issued to Consultants

Project: **Ross - Sevenoaks**

Project Number: **1553**

Project Leader: Laira Piccinato

Address: **Sevenoaks, 101a High Street Hampton Middlesex London TW12 2SX**

Scale: 1:100 @ A3

Date: 04 September 2024

Drawing Number: **052-107**

Revision: **PL-3**

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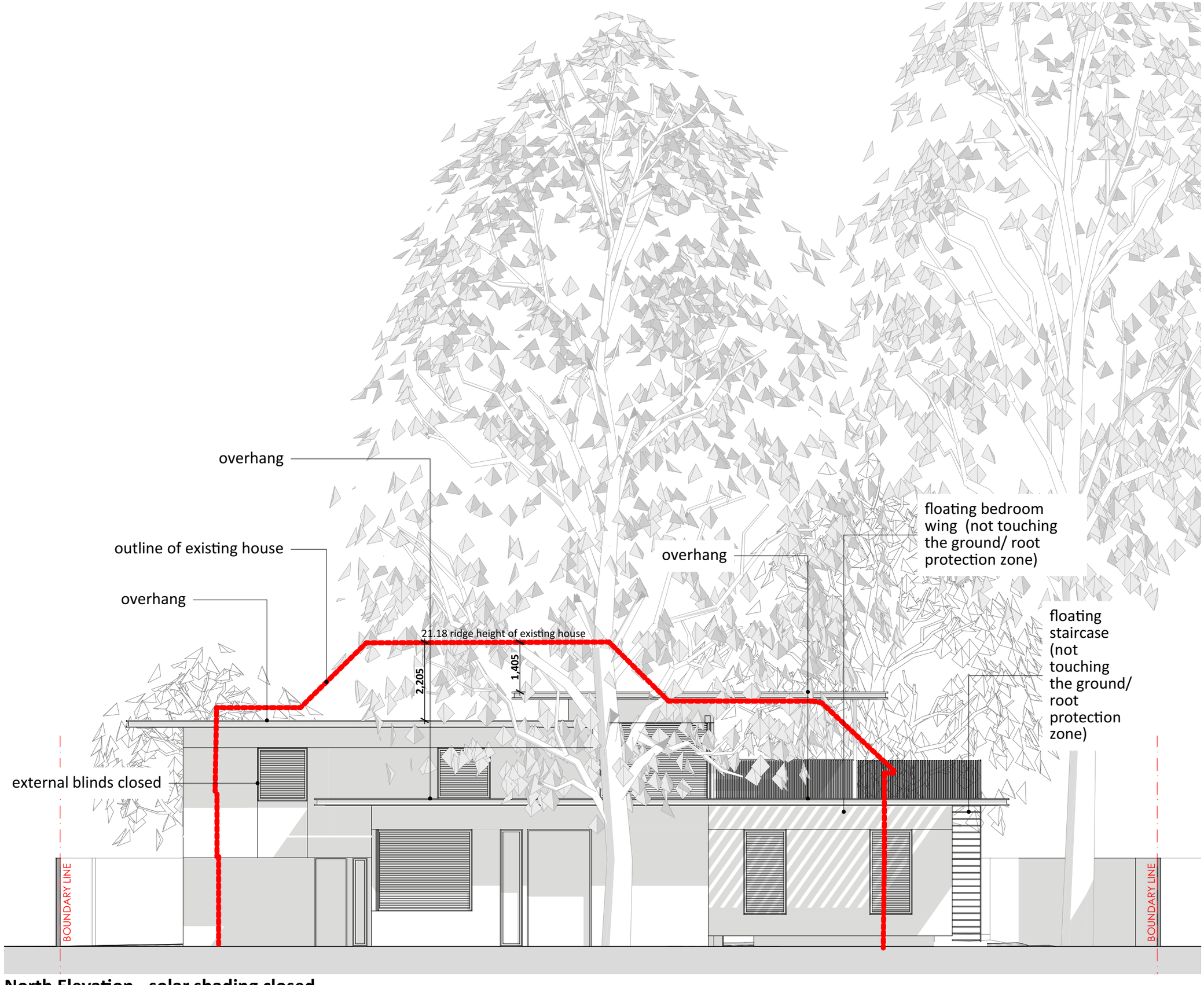

North Elevation - solar shading closed
1:100

NOTES

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1:100
0 2 4m

Stage: **PLANNING**

Drawing: Proposed North Elevation - solar shading closed

Revision	Date	Details
PL-3	04/09/2024	Issued to Consultants

Project
Ross - Sevenoaks

Project Address
Sevenoaks, 101a High Street Hampton Middlesex London TW12 2SX

Project Number
1553

Project Leader
Laira Piccinato

Scale
1:100 @ A3

Date
04 September 2024

Drawing Number
052-105

Revision
PL-3

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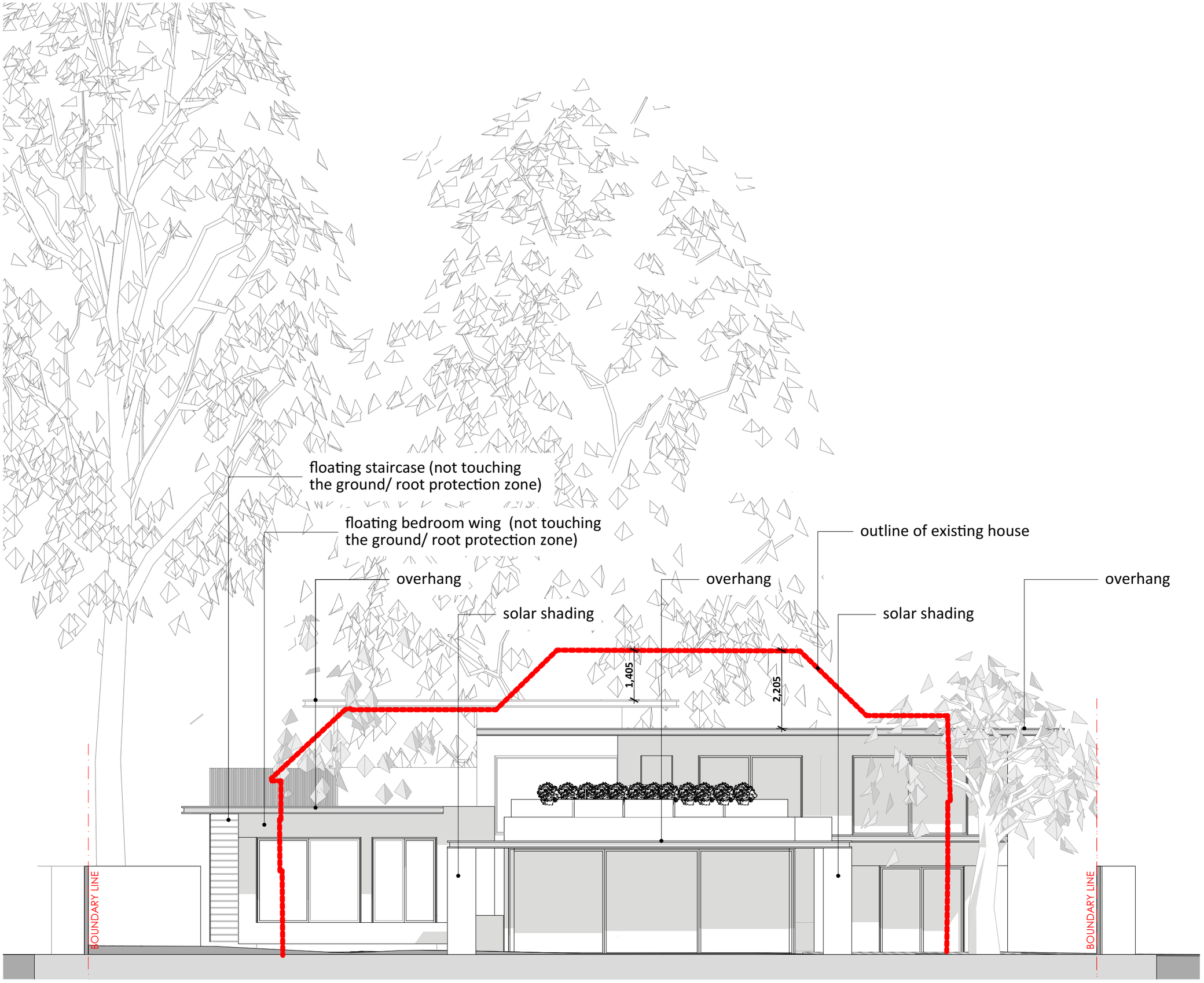

South Elevation - solar shading open
1:100

NOTES

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1:100
0 2 4m

Stage: **PLANNING**

Drawing: Proposed South Elevation - solar shading open

Revision	Date	Details
PL-1	19/08/2024	Issued to Consultants
PL-2	29/08/2024	Issued to Consultants
PL-3	03/09/2024	Issued to Consultants

Project
Ross - Sevenoaks

Project Number
1553

Sevenoaks, 101a High Street Hampton Middlesex London TW12 2SX

Project Leader
Laira Piccinato

Scale
1:100 @ A3

Date
04 September 2024

Drawing Number
052-103

Revision
PL-3

The Old Grammar School
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OX9 3AJ

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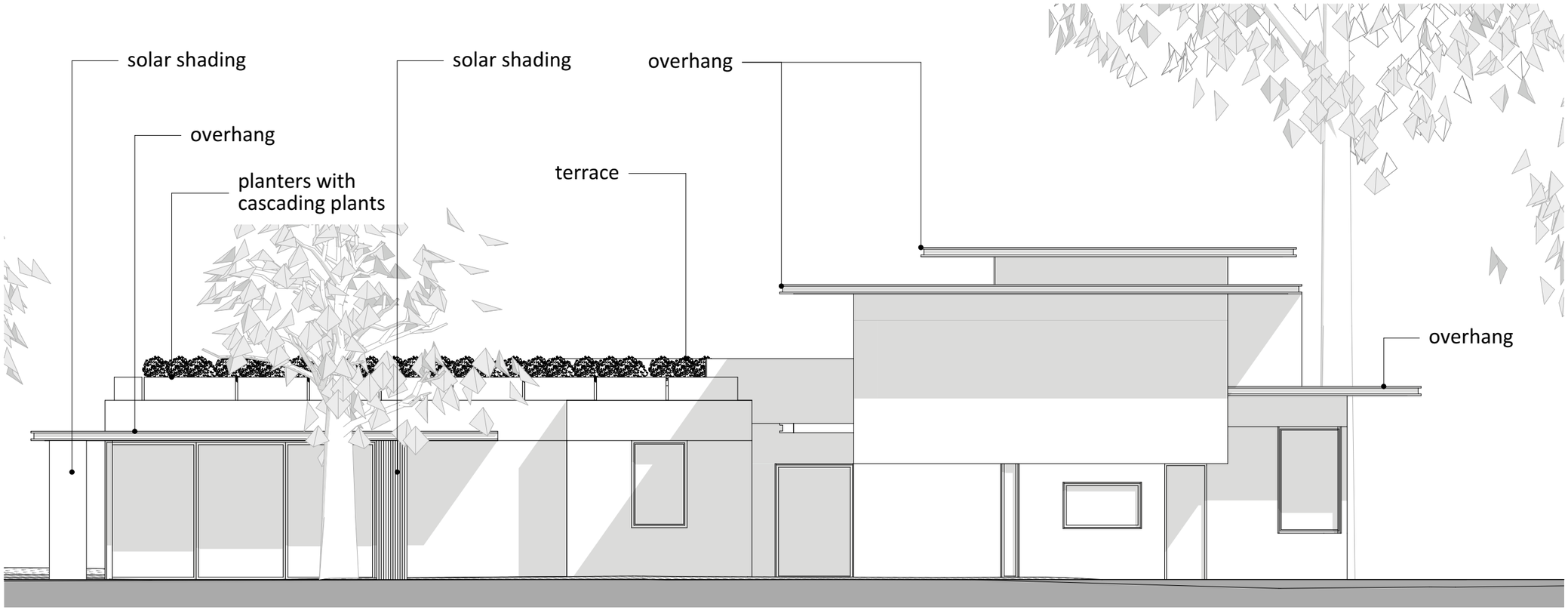
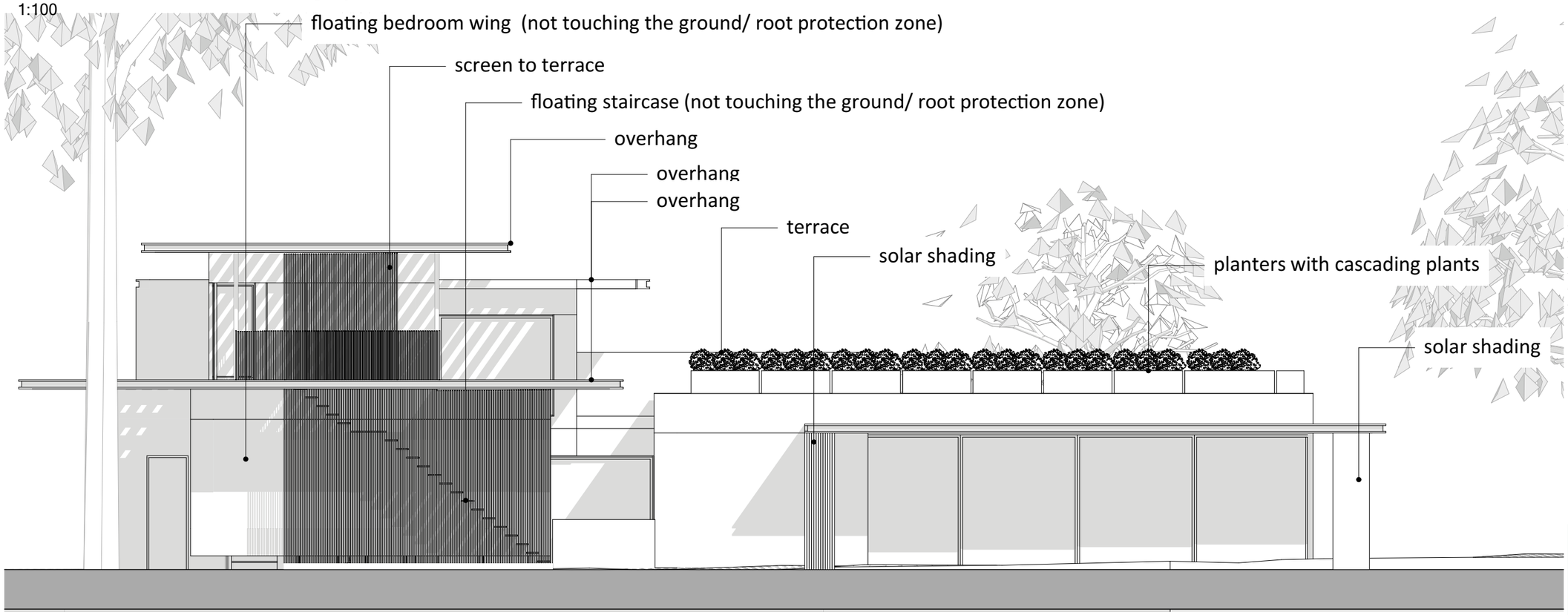


East Elevation - solar shading open

1:100



West Elevation - solar shading open

1:100

NOTES

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7. All windows and doors shown on schedules and drawings are indicative only and no manufacturing should be carried out until a site survey has been conducted by manufacturer.
8. The survey information shown on this drawing is based on a survey prepared by a third party. HollandGreen accept no responsibility for the accuracy or completeness of the survey.

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Stage: **PLANNING**

Drawing: Proposed East & West Elevations - solar shading open

Revision	Date	Details
PL-1	19/08/2024	Issued to Consultants
PL-2	29/08/2024	Issued to Consultants
PL-3	03/09/2024	Issued to Consultants

Project
Ross - Sevenoaks

Project Number
1553

Sevenoaks, 101a High Street
Hampton Middlesex London
TW12 2SX

Project Leader
Laira Piccinato

Scale
1:100 @ A3

Date
04 September 2024

Drawing Number
052-104

Revision
PL-3

The Old Grammar School
Church Road
Thame
OX9 3AJ

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hollandgreen.co.uk

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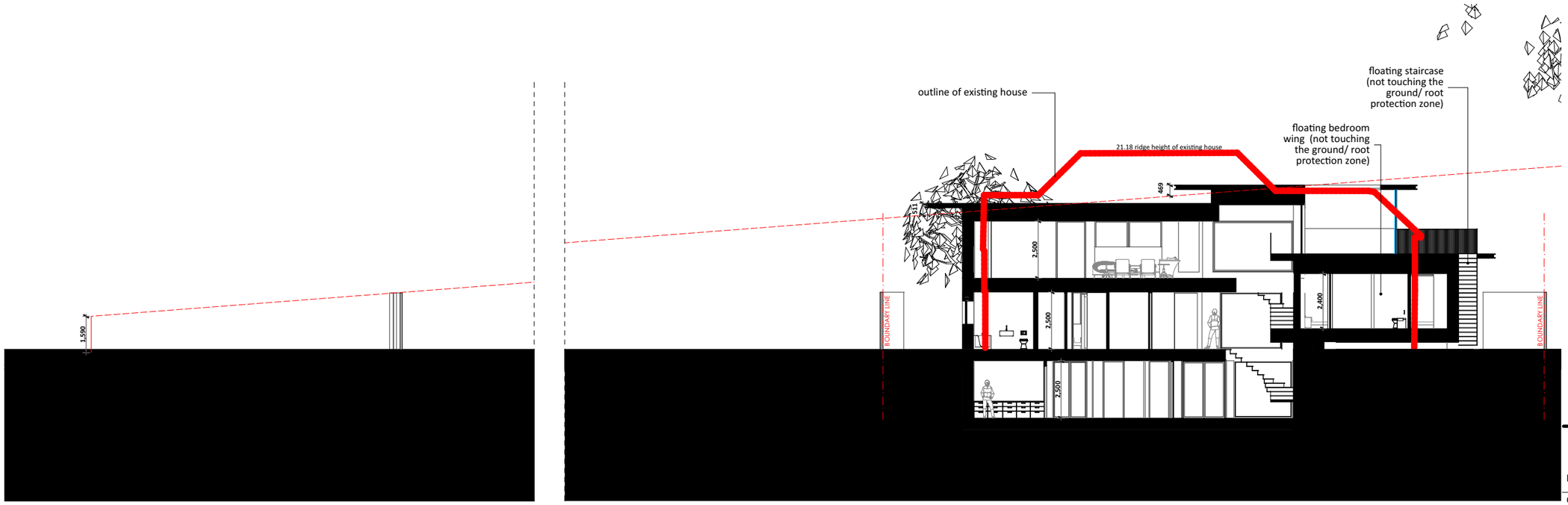

Section A1

1:200

1:200
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NOTES

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Stage: **PLANNING**

Drawing: Proposed Section A1 - 1:200

Revision	Date	Details
CD-1	22/07/2024	Issued to Client
PL-1	19/08/2024	Issued to Consultants
PL-2	29/08/2024	Issued to Consultants
PL-3	04/09/2024	Issued to Consultants

Project
Ross - Sevenoaks

Project Address
Sevenoaks, 101a High Street Hampton Middlesex London TW12 2SX

Project Number
1553

Project Leader
Laira Piccinato

Scale
1:200 @ A3

Date
04 September 2024

Drawing Number
053-103

Revision
PL-3

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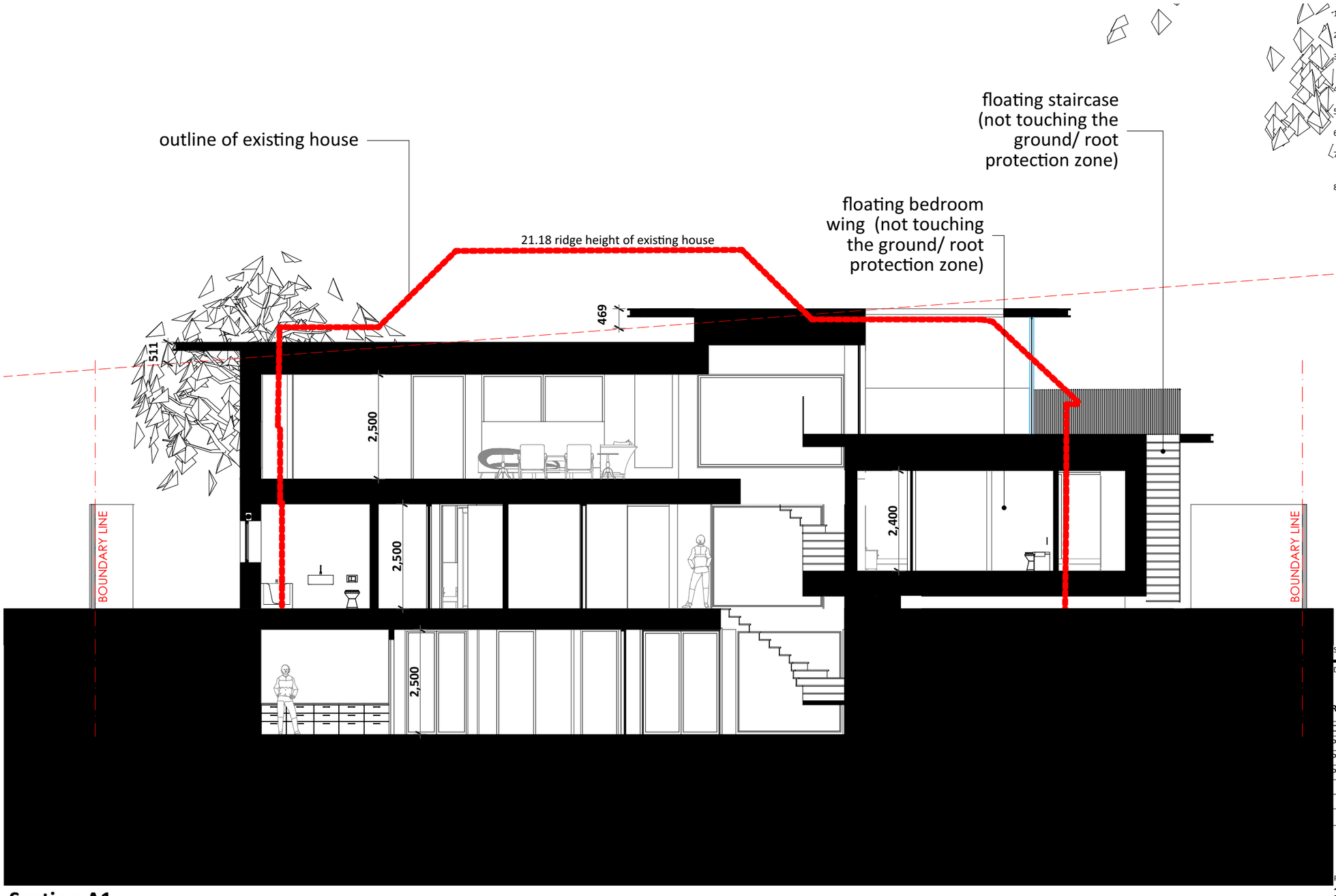

Section A1
1:100

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Stage: **PLANNING**

Drawing: Proposed Section A1 - 1:100

Revision	Date	Details
CD-1	22/07/2024	Issued to Client
PL-1	19/08/2024	Issued to Consultants
PL-2	29/08/2024	Issued to Consultants
PL-3	04/09/2024	Issued to Consultants

Project
Ross - Sevenoaks

Project Address
Sevenoaks, 101a High Street
Hampton Middlesex London
TW12 2SX

Project Number
1553

Project Leader
Laira Piccinato

Scale
1:100 @ A3

Date
04 September 2024

Drawing Number
053-104

Revision
PL-3

The Old Grammar School
Church Road
Thame
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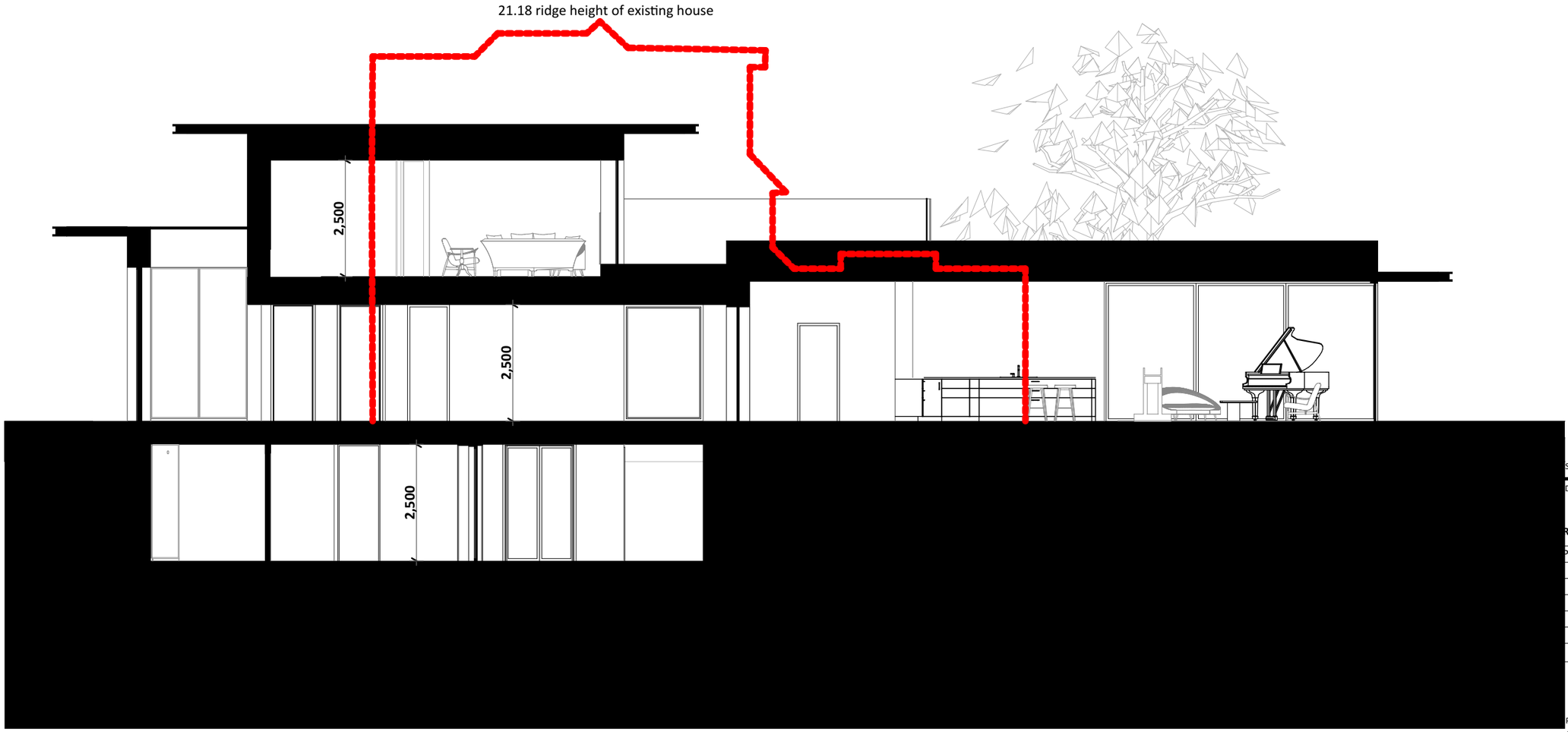

Section B1
1:100

NOTES

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1:200
0 2.5 5 7.5

Stage: **PLANNING**

Drawing: Proposed Section B1 - 1:100

Revision	Date	Details
PL-3	04/09/2024	Issued to Consultants

Project
Ross - Sevenoaks

Project Address
Sevenoaks, 101a High Street Hampton Middlesex London TW12 2SX

Project Number
1553

Project Leader
Laira Piccinato

Scale
1:100 @ A3

Date
05 September 2024

Drawing Number
053-105

Revision
PL-3

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APPENDIX B

LONDON BOROUGH OF RICHMOND UPON THAMES

Construction Management Plan

Guidance Notes

1. In order to ensure developments are carried out safely the London Borough of Richmond upon Thames (as the local Planning & Highways Authority) require a Construction Management Plan is submitted for the project that demonstrates how the works are to be carried out

2. Construction traffic may have a disproportionate impact on a street, the highway network and neighbours; therefore you must clearly demonstrate proposals that mitigate this impact as far as possible

3. This pro-forma document has been prepared to ensure the council's key concerns in relation to construction traffic, site and highway network management are addressed

4. A CMP once approved, becomes an enforceable planning condition and enforcement action may be taken against sites that do not adhere to the methodology approved in a CMP

5. Wording must be precise, and ambiguous phrases such as, "generally", "normally", "roughly", "anticipated", "intended", "approximate" or "likely to be" must be avoided, otherwise the CMP will be rejected. Where exact details are not known at the time of preparing the CMP, a robust worst case should be stated

6. The relevant planning condition relating to this CMP will need to be formally discharged by the Council before any licences for temporary structures on the highway & any parking suspensions granted. Further approvals will be required for any skips, temporary structures on the highway, parking suspensions, road closures or Temporary Traffic Orders

7. You should be aware that developments on or adjacent to the Transport for London (TfL) Road Network (red routes) or other infrastructure may require additional liaison and some licences may need to be issued through TfL. Confirmation of these will be required and details should be appended

8. In addition you should familiarise yourself with the requirement to use clean, safe vehicles with good levels of direct vision, safety bars and advisory signage: https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely

9. Please ensure you read through the CMP template and only provide information relevant to each section in a clear and concise way

10. Drawings should be at a minimum scale of 1:200, be properly drawn (CAD, not by hand) and appended to the CMP document

11. Before works commence on-site you should check to see if there are any nearby planning applications or potential conflicts with roadworks or road closures

INTRODUCTION

1. Date of this document

10th September 2024

2. Site / Property address

101a High Street, Hampton, London, TW12 2SX

3. Planning reference (if known)

Not yet known

4. Brief description of the work

Demolition of existing house and outbuildings and erection of new eco family home, alongside associated works including driveway alterations and landscaping.

5. Contact details (name & mobile number)

Property Owner / Client:	James and Charlie Bradley Ross
Project Manager / Contractor	TBC
Emergency Contact	TBC
Person responsible for completing this document	Joe Farquharson RGP Consulting Engineers Ltd j.farquharson@rgp.co.uk

6. Estimated Start Date and Programme Length

Estimated Start Date on site: September 2025 – March 2027 (programme lasting approx. 18 months)
Programme: i) Site set-up, demolition and clearance ii) Site Access; iii) Basement excavation and substructure iv) Superstructure; v) Cladding; vi) Fitouts; vii) Landscaping works.

LOGISTICS & SITE SETUP

7. Vehicle routing (*Please provide a description of the local routing via the nearest major A roads. Please note construction vehicles are generally expected to approach a site so it is on the left hand side, to avoid excessive manoeuvring, and to exit in forward gear. (Routing drawings should be appended to the end of this document*)

To site:

The site benefits from convenient access to the wider strategic highway network with major routes accessible locally such as the A312, A316, A309 and A3 (Kingston Bypass). Construction delivery vehicles arriving from the north/east (via the A316) would access the site from Uxbridge Road, affording a suitable link onto High Street.

Vehicles arriving from the south/west would arrive at the locality from the A3 Kingston Bypass via A309 Hampton Court Way.

These are considered to be the shortest distances necessary to reach the site from the strategic road network, whilst also representing a suitable option for any HGVs required to complete trips to the site.

Away from site:

Vehicles would depart via the routes outlined above (towards either the A316 or the A3). Drivers will be encouraged to depart towards the A316 in order to complete left-turns out of the site.

Notwithstanding this, the vehicle swept path drawings appended to the Construction Method Statement (CMS) document confirm that HGVs could safely and conveniently manoeuvre in / out the site in a forward gear and in either direction onto the A311 (High Street) carriageway.

*Note: The routing plan is illustrated within the accompanying CMS document.

8. Please list any nearby Sensitive Receptors (schools, hospitals, care homes, major shopping areas, large offices, etc.) In some circumstances, the council may require permitted hours for construction vehicles to be restricted to between **09:30 and 15:00 Mon to Fri**, to avoid cumulative impacts on the highway network during peak periods, particularly where there are nearby schools. (Section 8 below)

- Hampton Pool
- Sainsbury's (St Clares Superstore)
- Hampton Court Palace
- Our Lady of Lourdes Catholic Church & St Paul's Primary School

9. Working hours (*no works of any kind permitted prior to 8am or after 6pm at any time*)

Site Hours:

Monday to Friday: 08:00 – 18:00;
Saturday: 08:00 – 13:00; and
No Sunday, Bank Holiday or Public Holiday working

Construction Vehicle hours:

Mon-Fri: 10:00 – 16:00
Sat: 10:00 – 13:00
Sun & Bank Holidays: No deliveries

10. Please confirm you understand and agree to the following items:

a. No more than one vehicle to attend the site at any time (*mandatory*)	**Y**
b. Vehicles will not be permitted to stack outside the site or on local roads & a proper call-up procedure will be used	**Y**
c. Construction vehicles will not block the road (where this is unavoidable, justification must be provided in Section 20)	**Y**
d. You will provide qualified Traffic Marshals to oversee vehicle movements on the public highway if required. (The minimum requirement is the possession of the Site Access Traffic Marshal qualification)	**Y**
e. Any signage or barriers will conform to Chapter 8 of the Traffic Signs Regulations and General Directions 2019 and NRSWA requirements	**Y**

11. Please describe how spoil / waste is to be removed (*vehicles must be shown on drawings*)

Spoil will be backfilled where possible / appropriate to do so, in order to reduce waste materials.

Small volumes of waste will be stored in rubble sacks and transported off-site in staff vans.

Medium volumes of waste will be stored within a skip container, placed within the curtilage of the worksite.

Large volumes of spoil will be loaded directly into a medium tipper lorry to be transported off-site.

The swept path drawings appended to the accompanying CMS document confirm safe access by a skip lorry (6.3m x 2.9m) and a medium tipper lorry (8.2m x 2.5m).

12. If required, how will concrete be supplied to the site

a. Standard Ready-Mix vehicles (*must be included on drawings*)	Y
b. Bagged material delivered and mixed on site	Y

*Note: The swept path drawings appended to the accompanying CMS document confirm safe access by a concrete mixer lorry (8.4m x 2.4m).

13. Please confirm you can maintain a clear carriageway passing width of **3.0** m for other vehicles when construction vehicles are in position **Y**

a. If not, then in streets where there is restricted width for large construction vehicles, you will be expected to use **Narrow-Bodied Vehicles**. These are defined as having a body width -excluding wing mirrors- of 2.0m or less (*An example would be a Mitsubishi Fuso or Nissan Cabstar style, flatbed tipper truck or LWB Transit*)

14. Please describe the measures you will use to ensure pedestrians and vulnerable highway users will be protected during the works

- All works and deliveries will be contained within the site hoarding boundary;
- Delivery drivers would notify the Construction Manager when the delivery is 5 minutes away;
- Operatives / banksmen will greet the delivery driver on arrival and will assist with guiding the vehicle into position prior to loading / unloading. The operative would halt any pedestrian, cycle or vehicle movements past the site frontage during arrivals and departures;
- Safe provision for pedestrians must be ensured by two site operatives/banksmen during the loading/unloading of goods from within the site's designated loading area;
- When the vehicle has finished loading / unloading at the site, the delivery vehicle would depart in a forward gear safely and conveniently under the guidance of the site operative.
- All scheduled deliveries would take place outside of the peak hours on the highway network where possible to do so (08:00-09:00 and 17:00-1800), with none on Sundays and Public Holidays. This will reduce cumulative impact on local peak hour traffic flows;
- Deliveries will be on a 'just in time' basis with all deliveries needing to be booked at least 48 hours prior to the day of delivery. This will assist in the minimum volume of materials being stored within the site at any one time and improve delivery efficiency;
- All delivery vehicles would broadly align with the vehicle specifications outlined in the CMS document;
- All deliveries will be booked in advance and managed by the Construction Manager, in liaison with the relevant supplier/construction company, in order to ensure that only one delivery vehicle arrives and/or departs the site at any given time;
- All construction deliveries would be booked with 30-minute time slots allocated to each delivery vehicle (unless greater time is needed);
- Vehicles being off-loaded with goods at the site shall switch off their engines to avoid nuisance to the adjacent uses and to prevent dust generation;
- The contractor will sweep the roads and footpaths on the local highway network as required on a daily basis to remove any spoil or debris deposited on the highway resulting from the construction period;
- Wheels of construction vehicles will be hosed as and when required prior to departure to prevent the spread of dust or debris onto the adjacent road network. Where no water supply is readily available, a temporary water bowser should be installed within the worksite;
- The Contractor will request all delivery drivers to telephone ahead of arrival to the site so that the necessary steps can be made to enable a smooth and efficient operation;
- Site operatives will be informed and will be ready for the arrival of the delivery, anticipating the type of delivery and the unloading method to be utilised so that vehicles can be marshalled into the designated loading point;
- A weekly review of forthcoming deliveries will be undertaken and the deliveries for the coming week will be agreed upon with the Construction Manager in advance;
- The Construction Manager is encouraged to appoint delivery companies that are signed up to TfL's Freight Operators Recognition Scheme (FORS).
- The operation of the construction site will comply with the Construction Logistics and Community Safety (CLOCS) initiative, details of which are included at Appendix C of this report.

15. Programme schedule and vehicles

(*Please provide a breakdown per Phase of the project, of the type, dimensions (L&W) and expected weekly number of vehicles expected to attend the site. e.g. Excavation – Tipper truck – 9m x 2.5m – 5 vehicles per week; transit van - 5m x 1.9m – 10 vehicles per week, etc.*)

PHASE	VEHICLE TYPES & DIMENSIONS	EXPECTED NUMBER PER WEEK
Demolition & Clearance	Transit van – 5.3m x 2.0m Skip lorry – 6.3m x 2.9m Flatbed truck – 8.0m x 2.1m	6-8
Basement excavation & substructure	Transit van – 5.3m x 2.0m Skip lorry – 6.3m x 2.9m Flatbed truck – 8.0m x 2.1m Medium tipper lorry – 8.2m x 2.5m Concrete lorry – 8.4m x 2.4m	3-8
Superstructure	Transit van – 5.3m x 2.0m Skip lorry – 6.3m x 2.9m Flatbed truck – 8.0m x 2.1m Concrete lorry – 8.4m x 2.4m	5-8
Cladding	Transit van – 5.3m x 2.0m Skip lorry – 6.3m x 2.9m Flatbed truck – 8.0m x 2.1m	9-10
Fit-out	Transit van – 5.3m x 2.0m	7-15
Site access works	Transit van – 5.3m x 2.0m Flatbed truck – 8.0m x 2.1m Medium tipper lorry – 8.2m x 2.5m Skip lorry – 6.3m x 2.9m	4-6
Landscaping	Transit van – 5.3m x 2.0m Flatbed truck – 8.0m x 2.1m	6-12

16. Are there any planned exceptional loads required (i.e. crane or plant deliveries using a low-loader; mobile crane lifts; piling rigs, steel beams, etc.) Provide details and vehicle dimensions. A site setup drawing will be required, as will swept path analysis drawings where necessary

NRMM equipment (small excavators and rollers) expected to be transferred to the site on flatbeds, low-loaders or trailers with maximum vehicle length predicted to be 10 metres. Truck mounted cranes to be used unless otherwise determined by the Contractor & agreed with Richmond Council. No other abnormal loads expected.

Vehicle swept path analysis is presented on the drawings appended to the accompanying CMS document.

17. Will a Footway closure be required? **N**

If yes please provide a drawing showing the pedestrian diversion route and safety measures that conform to Chapter 8 of the Traffic Signs Regulations and General Directions 2019 and NRSWA requirements

18. Will a Road closure be required? **N**

If yes please provide a drawing showing the diversion route and safety measures and written/email confirmation this has been agreed with the LBRuT network management team

19. Please confirm you understand & agree to the following site protection measures **Y**

a.	All road gulleys to be protected & no site waste to enter public drainage systems
b.	All vehicle engines to be switched off when on stand
c.	The public highway to be kept clean at all times during the works
d.	Any damage to the public highway will be reported immediately

20. Will you require a parking suspension? If so what length and for how long? *(a standard bay is 5m in length*)

No Parking Suspensions expected

21. **DRAWINGS**. These must be CAD drawn at a minimum scale of **1:200**, show the position of vehicles and show the site in the context of its surroundings, including any street trees, lighting columns, street furniture, gulley positions, etc. Drawings must be attached or appended to this CMP document. (*Please tick which ones are included*)

a.	Site Setup, Skips, Vehicle positions etc.	TBC
b.	Concrete Vehicle positions	Y
c.	Swept Path Analysis	Y
d.	Abnormal Loads – low loaders, cranes, etc.	N
e.	Vehicle Routing	Y

22. ADDITIONAL DOCUMENTS - Please attach the following and tick where necessary

a.	Noise, Vibration and Dust mitigation measures statement	Included in CMS
b.	Additional Licences (TfL etc.)	N
c.	(Other)	N

23. ADDITIONAL INFORMATION (if required above)

APPEND DRAWINGS BELOW

V

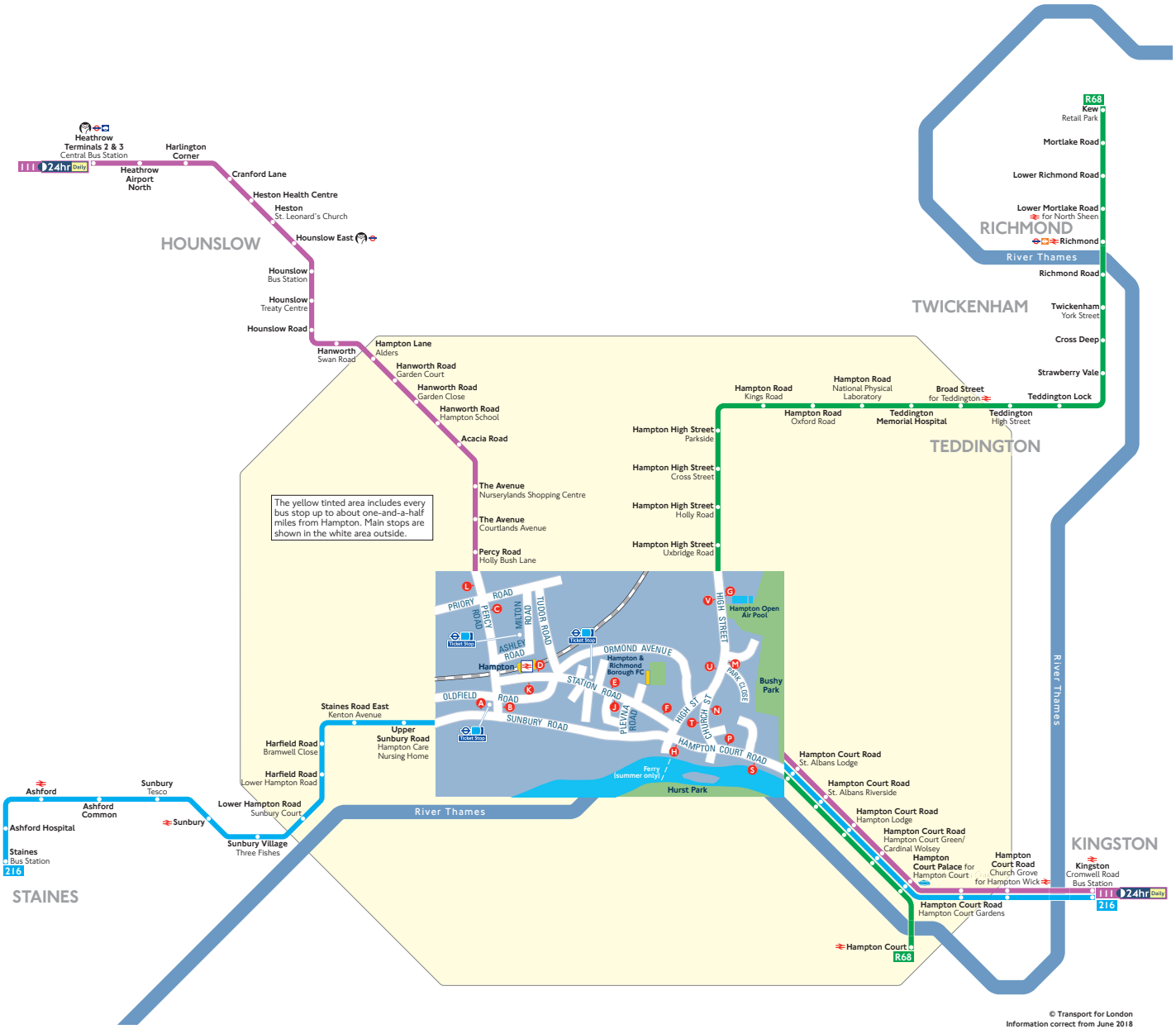
APPENDIX C

APPENDIX: CLOCS Standard for construction logistics: Managing work related road risk (WRRR)

CLOCS Requirement	Further Information
Operations	
Quality operation – current certification with the Fleet Operator Recognition Scheme (FORS) Bronze accreditation (or equivalent)	www.fors-online.org.uk
Collision reporting - Conduct collision reporting, investigation and analysis	Included as part of FORS: CLOCS Manager is a free collision reporting tool available to all operators: www.clocs-manager.org.uk Free **collision reporting toolkit** available: www.clocs.org.uk/clocs-guides/
Traffic routing – adhere to any client specified routes	Follow client instruction
Vehicles	
The following **vehicle safety equipment** shall be fitted to vehicles over 3.5 tonnes:	CLOCS Guide: Vehicle safety equipment www.clocs.org.uk/clocs-guides/
Prominent signage warning other road users not to get too close to the vehicle **Side-guards** on both sides of exempt vehicles **Class V and VI ' close proximity' mirrors** to exempt vehicles **Close proximity warning system and/or camera system and/or vision-aid fitted to HGVs** Left turn **audible vehicle manoeuvring warnings**	Further information and discounts on stickers and other equipment available through FORS: www.fors-online.org.uk/cms/contractors/fors-offers/ www.fors-online.org.uk/cms/discount-equipment/ Other services: www.fors-online.org.uk/cms/discount-services/
Drivers	
Approved driver training in vulnerable road user safety	**SUD courses** and other approved courses detailed on FORS website: www.fors-online.org.uk/cms/training-discounts/
Driver licences checked through DVLA	Free through **DVLA online check** **Discounts** on DVLA license checking services available through FORS: www.fors-online.org.uk/cms/discount-services/

APPENDIX D

Buses from Hampton



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Route finder

Bus route	Towards	Bus stops
24hr Daily	Heathrow Terminals 2 & 3	H J K L S
	Kingston	C D E F P
216	Kingston	A D E F P
	Staines	B H J K S
R68	Hampton Court	G M N P
	Kew	S T U V

Key

	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
	Connections with river boats
	Tube station with 24-hour service Friday and Saturday nights

Ways to pay

	Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
Ticket Stop	Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.
	Sign up for an online account to top up online and see your travel history and spending.

TfL 442.06.18 (P)