



Proposed Residential Development
2-4 Ennerdale Road, Richmond

**Framework Construction Traffic
Management Plan**

For

The Park Property Group (Friars Lane) Ltd

Document Control Sheet

Proposed Residential Development

2-4 Ennerdale Road, Richmond

The Park Property Group (Friars Lane) Ltd

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 Motion has been appointed by The Park Property Group to provide highways and transportation advice with regards to development proposals for 2-4 Ennerdale Road, Richmond (herein after referred to as 'the site'). This documents outlines the Framework Construction Traffic Management Plan to be adopted by contractor during the construction phase of the development. It is envisaged that a more detailed Construction Traffic Management Plan/Construction Logistics Plan will be conditioned as part of any future granting of planning permission.
- 1.2 The site comprises of a former care home set across a number of linked buildings. The development proposals seek the partial conversion and re-development of the existing buildings to provide seven residential dwellings. Access to the dwellings is to be achieved via new crossovers fronting the north of Ennerdale Road, which have been designed in accordance with Richmond-Upon-Thames crossover design guidance.
- 1.3 The purpose of this Framework Construction Traffic Management Plan is to outline the strategy for the efficient movement and management of all demolition and construction traffic associated with the site. This report will consider the residential nature of the surrounding area, in addition to sensitivities including noise and disturbance. This report will also factor in the presence of parked vehicles on the surrounding highway network.
- 1.4 This Framework Construction Traffic Management Plan considers the Transport for London (TfL) 'Construction Logistics Plan Guidance' (2021) document. As the site is not located on or adjacent to the TfL road network, the structure identified within the applicable guidance has not been followed in full. It has however been acknowledged where relevant.
- 1.5 The aim of this Construction Traffic Management Plan is to minimise the impacts of construction on the local road network and to minimise any environmental impacts of the works. The principle issues addressed by the Framework Construction Traffic Management Plan are:
 - ▶ Programme of works;
 - ▶ Loading and unloading of plant and materials, and how this affects surrounding residents and passing vehicle flows;
 - ▶ HGV deliveries and hours of operation and how this fits in with the residential setting; and
 - ▶ Construction traffic routing between the site and the strategic road network.
- 1.6 It is acknowledged that London Borough of Richmond has prepared a Construction Traffic Management Pro-Forma. It is envisaged that a Construction Traffic Management Plan will be conditioned to future planning consent and, as such, will be discharged using the London Borough of Richmond Pro-Forma.

Construction Traffic Management Plan Structure

- 1.7 The remainder of this Construction Traffic Management Plan is arranged as follows:
 - ▶ Section 2 – Site Management Contact Details;
 - ▶ Section 3 – Baseline Conditions
 - ▶ Section 4 – Construction Programme and Methodology;
 - ▶ Section 5 – Mitigation Measures; and
 - ▶ Section 6 – Monitoring and Review.

2.0 Site Management Contact Details

- 2.1 The Construction Project Manager (CPM) will be responsible for implementing the measures contained in the Construction Traffic Management Plan and will be the point of contact for local residents.
- 2.2 The 24-hour contact details of the CPM will be displayed on the frontage of the site. The CPM will liaise with local residents when necessary to ensure that they are aware of the program of works taking place and to give advance notice of any noisy or disruptive works.
- 2.3 The CPM will be responsible for the monitoring and reviewing of the CTMP and will deal with any concerns of local residents and businesses. The CPM will be established following planning consent, and as such is not detailed in this framework CTMP.

3.0 Baseline Conditions

Site Location

- 3.1 The site is situated in a residential area within the northeast built-up area of Richmond and has direct frontage access onto Ennerdale Road. The site benefits from close proximity to bus stops to east on B353 Sandycombe Road, in addition to a number of on-street parking opportunities within the vicinity of the site. The site location is illustrated below in Figure 2.1.

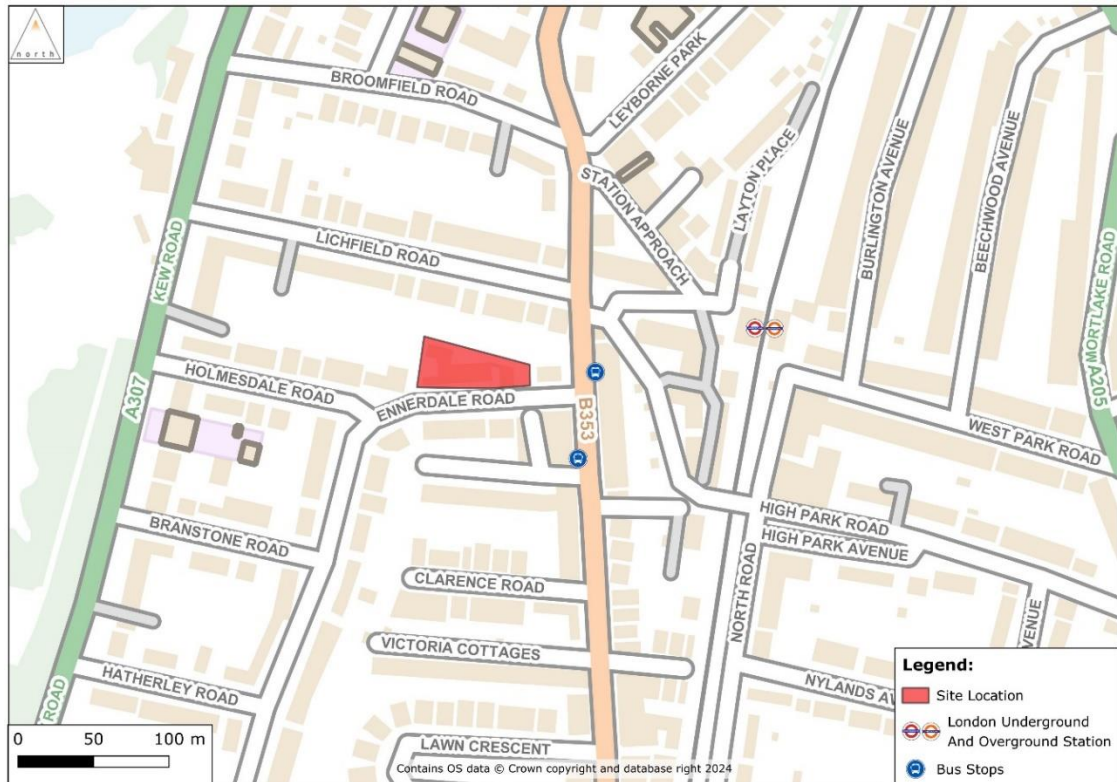


Figure 3.1 - Site Location

Public Transport Accessibility

- 3.2 Transport for London has published guidance on Public Transport Accessibility Levels (PTAL), providing criteria for the identification of public transport access points (e.g. stops and station) that are within walking distance of an application site.
- 3.3 It is noted that PTAL provides a score which reflects access to public transport services (as opposed to accessibility by public transport) assuming a threshold of 640 metres to a bus stop and 940 metres to a railway or tube station. It does not consider:
- ▶ The speed or utility of accessible services;
 - ▶ Crowding, including the ability to board services; or
 - ▶ Ease of interchange.
- 3.4 PTAL ratings range from 1-6, with 6 being high and 1 being low. The TfL PTAL calculator indicates that the site achieves a PTAL of 2/3, demonstrating that the site has reasonable access to public transport. The PTAL output is illustrated below in Figure 2.3.



Figure 3.2 - Public Transport Accessibility Level (PTAL) of the Site

Accessibility by Bus

3.5 The nearest bus stops to the site are the Kew Gardens Station bus stops located on Sandycombe Road approximately 85 metres north of the site. The bus stops service the 110 bus route from School Road, Hounslow to Hammersmith Bus Station via Hanworth, Richmond and Chiswick. A summary of the 110 bus route is provided below in Table 2.1 below.

Bus Service	Route	Frequency of Services		
		Monday-Friday	Saturday	Sunday
110	School Road – Simpson Road – Whitton Corner – Ryecroft Avenue – Whitton Station – Twickenham Stadium – Poplar Court – George Street – Kew Gardens Station – Kew Bridge – Turnham Green Church – Ravenscourt Park – Hammersmith Bus Station	1 Service every 20 minutes	1 Service every 20 minutes	1 Service every 20 minutes

Table 3.1 - Local Bus Services

Accessibility by Rail

- 3.6 The nearest railway station to the site is Kew Gardens station located to the east of Station Parade approximately 200 metres east of the site, equivalent to a 3-minute walk or a 1-minute cycle. Kew Gardens railway station provides both overground and underground services to a number of destinations within London. Overground services include frequent services to Richmond and Stratford, whereas the underground services operate on the District Line and provide frequent services between Richmond and Upminster. A summary of the rail services available at Kew Gardens station is provided below in Table 2.2.

Rail Service	Route	Frequency of Services		
		Monday-Friday	Saturday	Sunday
Overground				
Richmond	Kew Gardens – Richmond (Direct Route)	10 services per hour	1 service every 15 minutes	1 service every 15 minutes
Stratford	Kew Gardens – Gunnersby – South Acton – Acton Central – Willesden Junction – Kensal Rise – Brondesbury Park – Brondesbury – West Hampstead – Finchley Road & Frognal – Hampstead Heath – Gospel Oak – Kentish Town West – Camden Road – Caledonian Road – Highbury & Islington – Canonbury – Dalston Kingsland – Hackney Central – Homerton – Hackney Wick – Stratford	1 service every 15 minutes	1 service every 15 minutes	1 service every 15 minutes
Underground				
District Line	Richmond – Kew Gardens – Gunnersbury Park – Turnham Park – Hammersmith – Gloucester Road – South Kensington – Victoria – St. James' Park – Embankment – Blackfriars – Whitechapel – Mile End – West Ham – Barking – Upminster	5 services per hour	5 services per hour	5 services per hour

Table 3.2 - Local Rail Services

Sensitive Receptors

- 3.7 The site is located north of Ennerdale Road which is located within a predominantly residential area. As such, neighbouring properties have been identified as sensitive receptors. Further details pertaining to mitigation of construction works on surrounding properties is provided in Sections 4 and 6 of this Framework Construction Traffic Management Plan.
- 3.8 In addition to the above, a review of local amenities, including schools and nurseries, has assisted in determining a practicable delivery route for all vehicles anticipated to visit the site.

4.0 Construction Programme and Methodology

4.1 This section of the Construction Traffic Management Plan sets out the overall construction programme and provides information for the construction phase.

Overall Programme

4.2 The Construction Programme has been determined using the Construction Logistics Planning Tool and the Programme is illustrated in Figure 4.1.

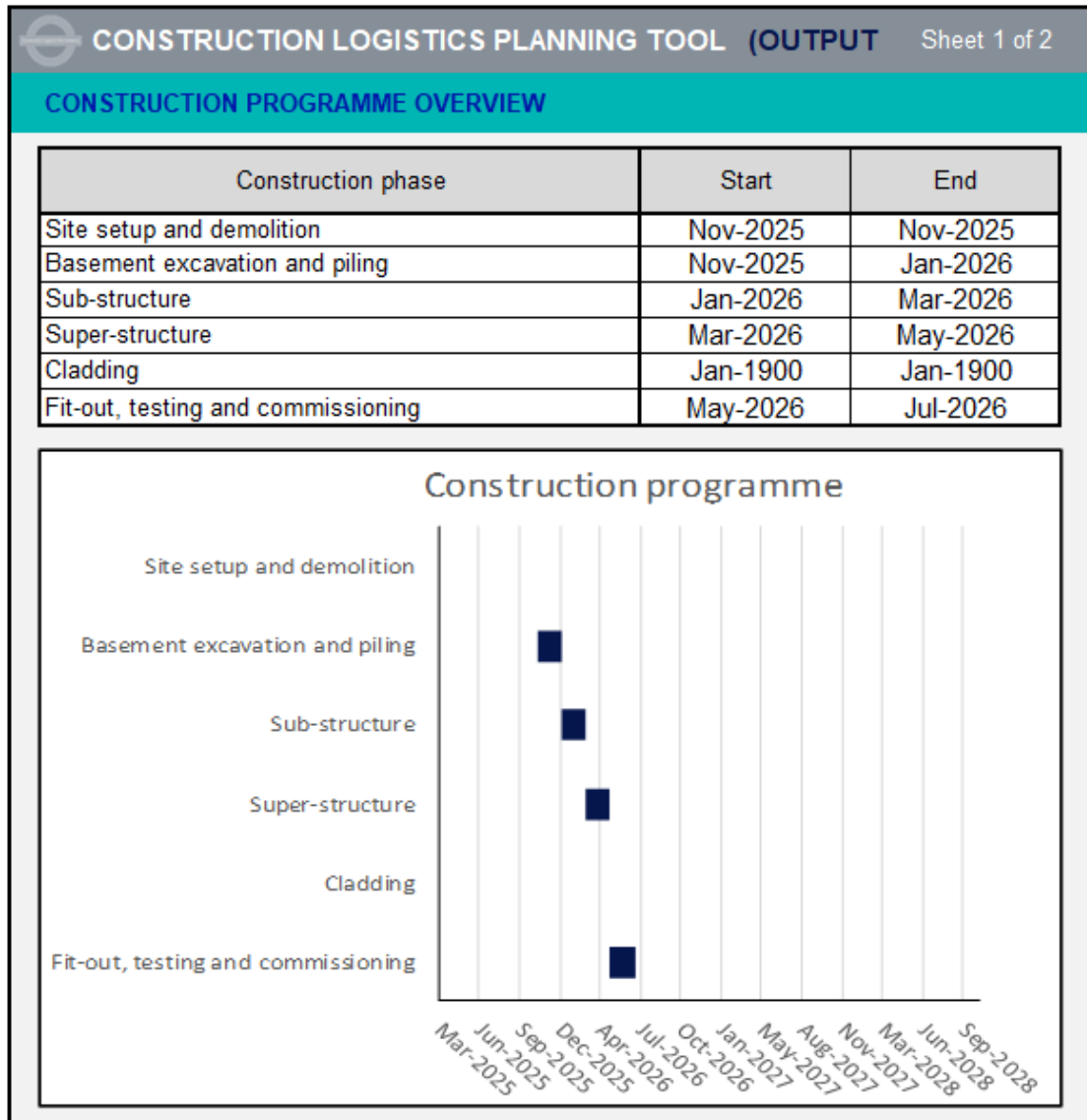


Figure 4.1 - Construction Programme

- 4.3 The overall duration of the construction works is estimated at 12 months. The programme includes the following key phases:
- ▶ Site set-up and demolition – 1 month;
 - ▶ Basement excavation and piling – 2 months;
 - ▶ Sub-structure – 3 months. This includes concrete foundations and ground drainage;
 - ▶ Super-structure – 3 months. This would comprise of brick wall construction and timber roof construction finished with tiles;
 - ▶ Cladding – Not Applicable; and
 - ▶ Fit-out- testing and commissioning – 3 months. This also includes external landscaping.

Site Setup

- 4.4 The site will be secured with a hoarding at the site frontage, adjacent to the building façade. It is acknowledged that existing hedging and fencing abuts the highway and it is envisaged that the hoarding will reinforce the existing hedging and fencing. Hoarding will accord with the following principles:
- ▶ The standard hoarding will be a minimum of 2.4 metres in height;
 - ▶ Hoarding will be illuminated as required;
 - ▶ The hoarding will include decorative displays and facilities where appropriate;
 - ▶ The hoarding will be increased in height and possible altered in form to enhance acoustic or visual considerations for specific locations;
 - ▶ Where reasonably practicable existing walls, fences, hedges and earth bank will be retained; and
 - ▶ Notices will be displayed on all site boundaries to warn of hazards on site such as deep excavations, construction access etc.

Materials Storage and Security

- 4.5 Noisy plant will be sited as far away as is practicable from neighbouring buildings. The use of barriers, such as acoustic sheds or partitions to deflect noise away from noise sensitive areas will be employed wherever practicable. Other measures relevant to plant operation include:
- ▶ All plant and equipment will be powered by mains electricity in preference to local powered sources such as diesel generators;
 - ▶ Plant will be maintained in good workmanlike condition so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum; and
 - ▶ Plant will be well maintained and measures taken to ensure that it is shown down in the intervening work periods.
- 4.6 Mechanical plant will be fitted with effective exhaust silencers, maintained in good and efficient working order and operate to minimise noise emissions. All plant will comply with the relevant statutory and manufacturers equipment. The contractor will notify the local authority prior to the movement of any plant on site.
- 4.7 It is anticipated that a large majority of concrete and hardcore demolition arising from the demolition works will be crushed on site and remain on the site for reuse during the construction phase.

Access Arrangements

- 4.8 As there is no suitable vehicle access to the site, it is proposed that a temporary loading area will be provided on street and a stretch on-street parking bays adjacent to the site frontage will be temporarily suspended to provide a vehicle loading area. All vehicle movements to and from the loading area will be supervised by trained banksmen in order to manage the interaction between pedestrians, cyclists and other road users.
- 4.9 A temporary parking bay suspension will be required via a Temporary Management Order (TMO) which will provide a temporary loading bay and parking area for construction vehicles. The temporary loading bay will measure approximately 15 metres in length, providing sufficient space for two construction vehicles in addition to a skip should one be required. The site setup arrangements and temporary loading bay arrangements are included in **Appendix A**.
- 4.10 When construction vehicles are transferring materials to or from the development site, the footway fronting the site will be inaccessible. It is proposed to introduce temporary barriers to accord with the Traffic Signs Manual to the east and west of the site. Marshalls will be present to manage pedestrian movements and will ask pedestrians to divert their route to the footway present on the opposite side of the carriageway. Given that Ennerdale Road is residential in nature and benefits from both clear pedestrian visibility in each direction and low speed limits, there are ample opportunities for pedestrians to informally cross the carriageway.
- 4.11 The Site setup also illustrates five contractor parking spaces towards the east of the site to assist in minimising any wider impact from contractor parking.

Delivery Vehicles

- 4.12 It is envisaged that vehicles will arrive and depart from the site within the following hours;
- ▶ 08:00-18:00 Monday – Friday;
 - ▶ 09:00-13:00 on Saturday; and
 - ▶ No work shall occur on Sundays or Bank Holidays.
- 4.13 In addition to the above, The London Lorry Control Scheme (LLCS) is administered by the London Councils to control the movement of all HGVs exceeding 18 tonnes maximum gross weight at night and at weekends. All local roads surrounding the site form part of the restricted LLCS network. The permitted road network or Excluded Road Network (ERN) is not subject to such restrictions.
- 4.14 The London Lorry Control Scheme (LLCS) is administered by the London Councils to control the movement of all HGVs exceeding 18 tonnes maximum gross weight at night and at weekends. All local roads surrounding the site form part of the restricted LLCS network. The permitted road network or Excluded Road Network (ERN) is not subject to such restrictions.
- 4.15 The control of HGV movements within the LLCS restricted network applies between 21:00 hours and 07:00 hours, Monday to Friday (including 21:00 hours on Friday to 07:00 hours on Saturday) as well as 13:00 hours on a Saturday to 07:00 hours on a Monday.
- 4.16 Journeys off the ERN require the approval of the Lorry Control Unit and routes need to be specified and submitted with a permit application. In the event that there is such requirement, a permit would be applied for from London Lorry Control Scheme (www.londonlorrycontrol.com).
- 4.17 The movement of all construction vehicles to/from the construction site will be the subject of a rigorous 'turn up, load and go' management regime. The contractor will implement a pre-booking system such that the movement of vehicles can be appropriately scheduled. It will be the responsibility of the Construction Project Manager to ensure that this system, together with the entire Construction Traffic

Management Plan, is promoted to all workers and delivery personnel. All companies delivering goods to the site will be made aware of the contents of the Construction Traffic Management Plan in advance.

- 4.18 A record will be kept indicating all anticipated vehicles and their arrival time daily. This be maintained by a relevant site manager to ensure that drivers are aware of when they are permitted on-site.
- 4.19 The site co-ordinator will evaluate details of the daily profile of delivered proposed for the upcoming week. Hauliers will be required to contact the site on a daily basis and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule and will be overseen by the site co-ordinator, who will ensure deliveries are controlled and vehicles are not congesting local road. This ensures that there is sufficient spatial capacity at the site to accommodate necessary deliveries.
- 4.20 Proactive management of deliveries will be required to reduce the total number of vehicle movements associated with the construction phase. It is envisaged that the following vehicles presented in Table 4.1 below will be required to visit the site during the initial construction phase.





Classification	Vehicle Type Description	Typical Vehicle
Cars and Light Goods Vehicles	Saloon, hatchback, estate, 4WD, pick-up	
	Light vans	
Tipper Lorry	6 metre tipper lorry	
Rigid HGVs	8 metre rigid HGV, 7.5t flat-beds	

Table 4.1 - Construction Vehicles Anticipated to Visit the Site

- 4.21 To demonstrate that the construction vehicles anticipated to visit the site can access and egress the temporary loading bay appropriately, swept path analysis of the aforementioned vehicles included within Table 4.1 has been prepared and is included within **Appendix B**.

Vehicle Routing

- 4.22 To manage construction traffic and ensure that traffic does not travel on inappropriate roads, construction vehicle access routes have been identified. The identified routes have been informed by the existing highway conditions, including any restrictions which may impact on the movement of HGVs to be used during construction.

4.23 It is envisaged that vehicles will approach the site from the A316 Lower Mortlake Road to the south. Vehicles will approach northbound from Lower Mortlake Road via the priority junction formed with Raleigh Road, providing a direct route to Ennerdale Road to the north east. Vehicles will be required to exit eastbound on the B353 Sandycombe Road for further northbound travel on the B353 Kew Gardens Road before exiting onto the A307 to the west. A vehicle routing plan is provided in Figure 4.2 below.

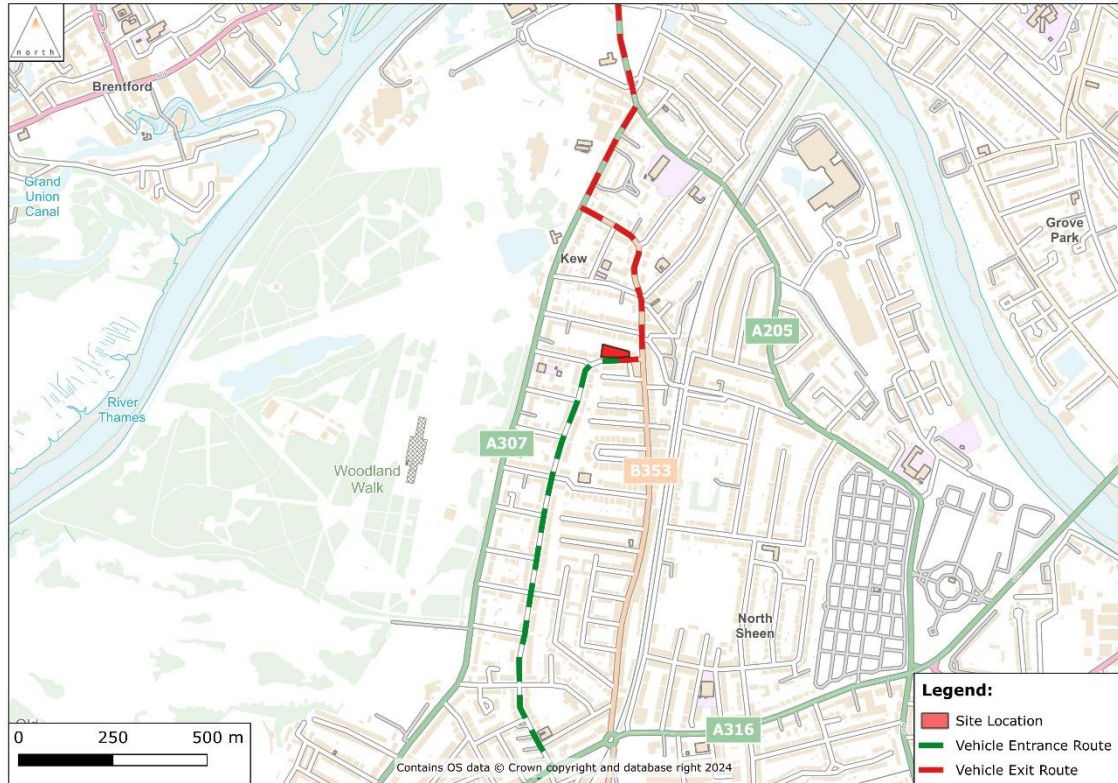


Figure 4.2 - Construction Vehicle Routing Plan

4.24 Contractors and suppliers will be advised on the construction access routes and construction loading bay arrangements prior to arrival at the site, Drivers will be advised to ensure that engines are switched off while vehicles are stopped on-site and being unloaded.

5.0 Mitigation Measures

Overview

- 5.1 This section details mitigation measures to minimise the impact of construction traffic on the surrounding local highway network. These measures would be expected to be implemented by the appointed Construction Project Manager at the appropriate time in the construction programme.
- 5.2 The following mitigation measures will be implemented to manage the movement of vehicles to and from the site, minimising the impact on the local highway network.

Delivery Route Compliance

- 5.3 The delivery routes will be communicated in advance by the Construction Project Manager to all individuals and companies involved in the transport of materials and plant to and from the site. Information signs will be placed at the site, which includes a telephone number for the public to report any concerns. The displayed telephone number will also be provided to the local Council.

Recycling Materials

- 5.4 The following on-site measures will be adopted:
- ▶ Promotion of the reuse, recycling and recovery of waste, rather than disposal;
 - ▶ Reduce fly-tipping by keeping a full audit trail of waste removed from sites and complying with waste duty of care regulations; and,
 - ▶ Increase environmental awareness on the part of staff and management. Environmental management performance is likely to improve the more staff are aware of their responsibilities.

Wheel Washing Facilities

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

Dust Separation

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

Site Maintenance

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

Transport to Site

5.9 The contractor will ensure the following transport-related controls:

- ▶ All vehicles will switch off engines when not in use i.e. no idling engines;
- ▶ Fixed wheel and/or wheel washing on leaving the curtilage of the site, i.e. hand held jet washers;
- ▶ All loads entering and exiting the site are to be covered; and
- ▶ Hard surfacing and effective wet cleaning of haul routes.

Damping Down

5.10 The contractor will commit to the following:

- ▶ Clean road edges and pavements using wet cleaning methods;
- ▶ Use wet cleaning methods and mechanical road sweepers at the site access is specifically required;
- ▶ Consider using fixed or mobile sprinkler or irrigator systems;
- ▶ Where possible, use a sustainable source of water;
- ▶ Contact the Environment Agency for advice regarding recycling any collected material or handling run-off water according to their legal requirements; and
- ▶ Provide hard-standing areas for vehicles and inspect and clean these areas daily.

Noise Suppression

5.11 Before works commence, the site workforce will be fully briefed on the need to keep all noise generated to a minimum. Shouting and raised voices are not permitted other than in cases where warnings of danger must be given. Noise monitoring will be undertaken at the start of each new activity. A record of noise monitoring results will be maintained.

5.12 Construction noise is predominantly controlled by restricting the hours of work to the following:

- ▶ 08:00-18:00 Monday – Friday;
- ▶ 09:00-13:00 on Saturday; and
- ▶ No work shall occur on Sundays or Bank Holidays.

5.13 All plant and equipment, including any on hire, is checked to ensure it is in good working order and conforms to the manufacturer's standards. Noise suppression measures to support the aforementioned Noise and Vibration Assessment include:

- ▶ Plant will be maintained in good workmanlike condition so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum; and
- ▶ Plant will be well maintained and measures taken to ensure that it is shown down in the intervening work periods;
- ▶ Before works commence, the site workforce will be fully briefed on the need to keep all noise generated to a minimum;
- ▶ Noise monitoring will be undertaken at the start of each new activity. A record of noise monitoring results will be maintained;
- ▶ When working within a building, wherever possible, all openings (i.e. windows and doors) are closed;

- ▶ Plant, equipment, site offices, storage areas and worksites will be located away from the adjacent residential properties; and
- ▶ Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use.

Consultation with Local Residents

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

Training of Site Operatives

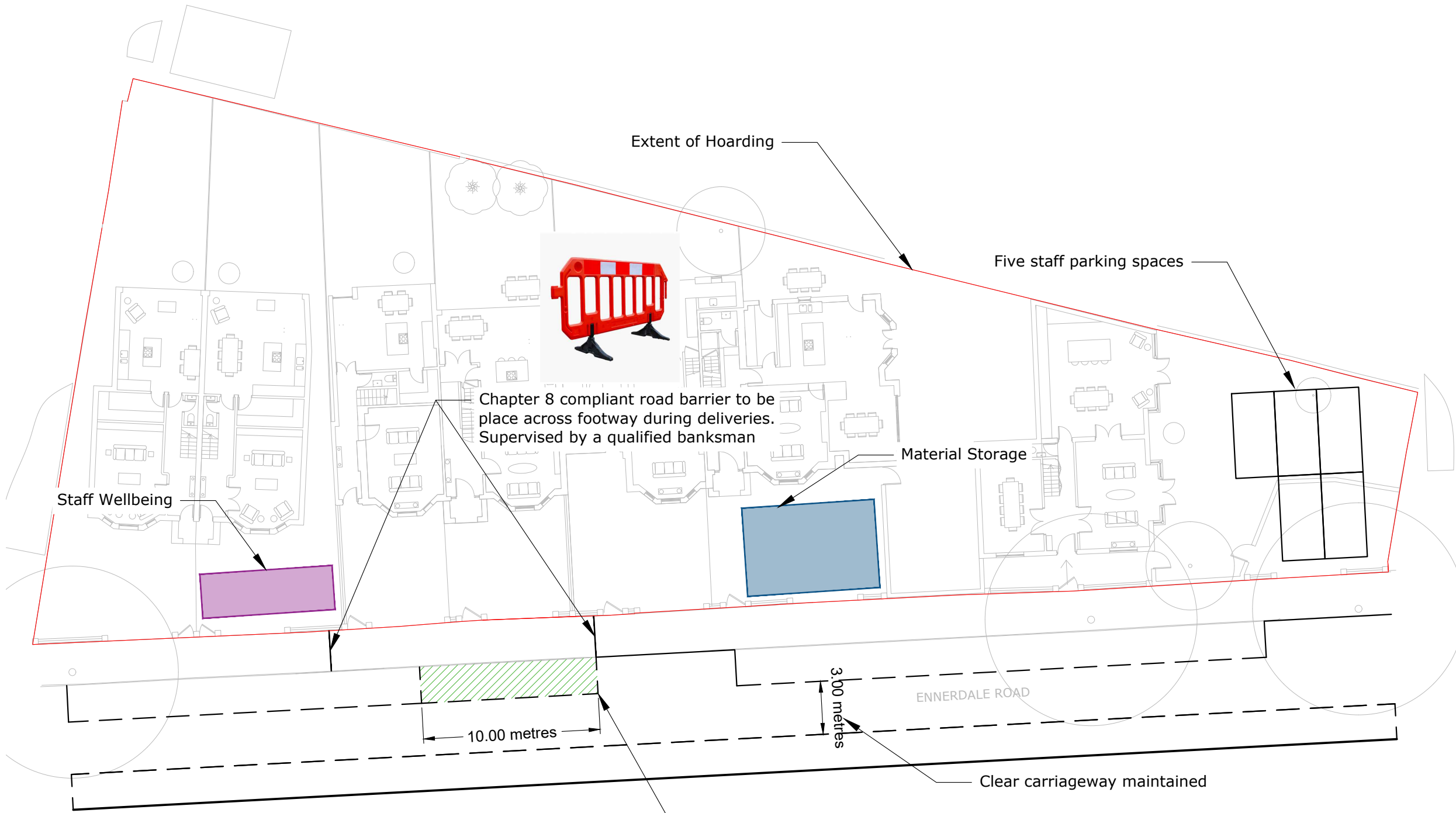
- 5.17 The contractor will use the skills of local sub-contractors and tradesmen as appropriate and whenever possible. The workforce will be encouraged to use public transport wherever possible.
- 5.18 The contractor will designate the person(s) who will have responsibility for ensuring adherence to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

6.0 Monitoring and Review

- 6.1 As a live document, the Framework Construction Traffic Management will be reviewed and updated by the Construction Project Manager on a regular basis. The Construction Project Manager will be the first point of contact regarding the Framework Construction Traffic Management Plan and its implementation on site.
- 6.2 The Construction Project Manager will liaise with London Borough of Richmond-Upon-Thames where appropriate to provide regular updates on the implementation of the Framework Construction Traffic Management Plan and its effectiveness.

Appendix A

Site Set-Up Arrangements



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.

Legend:

- Extent of Hoarding
- On-Street Parking Bays
- Suspended Parking Bays
- Material Storage
- Staff Wellbeing

Rev.	Description	Drm	Chk	App	Date
A	Added Staff Parking	WMC	DM	DM	18/11/2024
-	First Issue	WMC	DM	DM	08/11/2024

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The Park Property Group

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2-4 Ennerdale Road, Richmond

Title:

Site Set-Up Arrangements
Demolition and Construction Phases

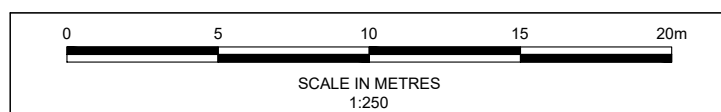
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Drawing:

2409024-101

Revision:

A



Appendix B

Swept Path Analysis



Small Skip Lorry

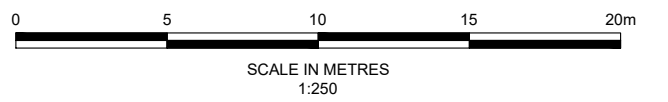
ENNERDALE ROAD

Mercedes Sprinter

ENNERDALE ROAD

8 Metre Rigid

ENNERDALE ROAD

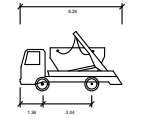


Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 5mph / reversing 5mph.

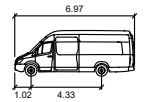
Legend

— Site Boundary



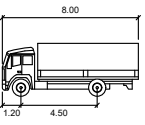
Small Skip Lorry

Height	2.30
Track	2.40
Lock to Lock Time	6.0
Steering Angle	34.8



Mercedes Sprinter- drive thru vehicle

Width	2.02
Track	1.99
Lock to Lock Time	5.9
Steering Angle	39.5



8.0m Rigid

Width	2.30
Track	2.12
Lock to Lock Time	6.0
Steering Angle	42.7

-	First Issue	WMC	DM	DM	08/11/2024
Rev.	Description	Dm	Chk	App	Date

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FOR PLANNING
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Client:
The Park Property Group

Project:
2-4 Ennerdale Road, Richmond

Title:
Swept Path Analysis
Construction Vehicles

Scale: 1:250 (@ A3)

Drawing: 2409024-TK01 Revision: -

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