

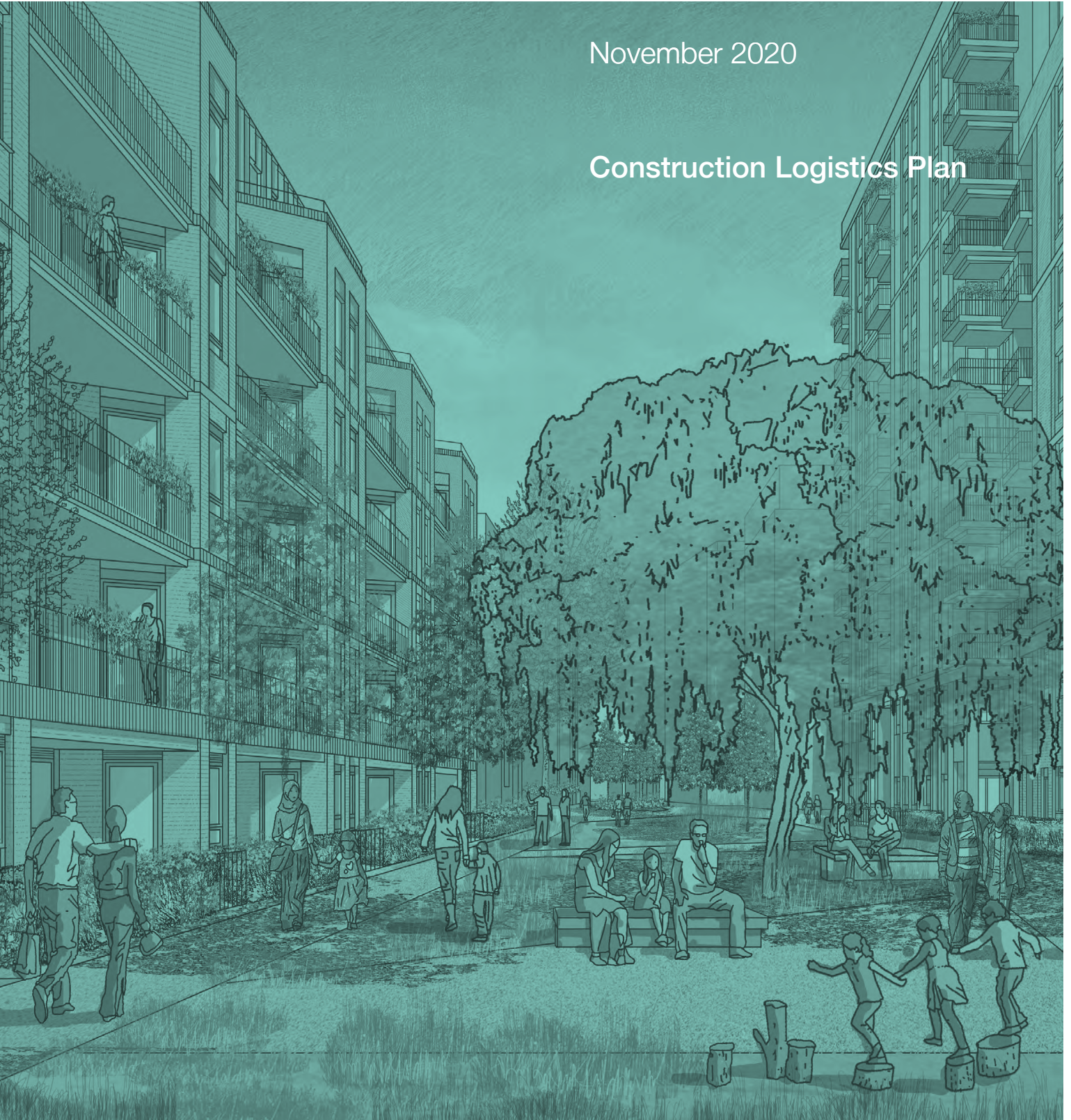
CAMBRIDGE ROAD ESTATE – PLANNING APPLICATION 20/02942/FUL

CONSTRUCTION LOGISTICS PLAN

****NO AMENDMENT TO DOCUMENT SINCE SUBMISSION OF
APPLICATION IN NOVEMBER 2020 – ORIGINAL SUBMISSION DOCUMENT****

November 2020

Construction Logistics Plan



The Applicant

Cambridge Road (Kingston) Ltd

c/o Countryside Properties
Aurora House
71-75 Uxbridge Road
Ealing
London W5 5SL

The project site

Cambridge Road Estate Project hub

2 Tadlow
Washington Road
Kingston Upon Thames
Surrey
KT1 3JL

Application forms

Covering letter

Application Form and Notices

CIL Additional Information Form

Design proposals

Planning Statement

Design and Access Statement

- Vol.1 - The Masterplan
- Vol.2 - The Detailed Component

The Masterplan

- Parameter Plans
- Illustrative Plans
- Design Guidelines

Phase 1 Architecture and Landscape

- GA Plans, Sections and Elevations

Supporting information

Statement of Community Involvement

Rehousing Strategy

Financial Viability Appraisal

Draft Estate Management Strategy

Transport Assessment

Phase 1 Travel Plan

Car Parking Management Plan

Servicing and Delivery Management Plan

Construction Logistics Plan

Construction Method Statement and Construction
Management Plan

Sustainable Design and Construction Statement
(Including Circular Economy Statement)

Environmental Statement

- Non Technical Summary
- Vol.1 – Technical Reports
- Vol.2 – Technical Appendices
- Vol.3 - Townscape and Visual Impact
Assessment

Energy Statement (Including Overheating

Assessment and Whole Life Cycle Assessment)

Daylight and Sunlight

Internal Assessment of the Detailed Component

External Assessment of the Illustrative Masterplan

Extraction and Ventilation Strategy

Noise Impact Assessment

Arboricultural Report and Tree Conditions Survey

Arboricultural Impact Assessment & Method
Statement

Preliminary Ecological and Bat Survey Report

Biodiversity Net Gain Assessment

Archaeology and Heritage Assessment

Ground Conditions Assessment

Utilities Report

Flood Risk Assessment

Phase 1 Drainage Statement

Fire Strategy Report

Accessibility Audit

Health Impact Assessment

Equalities Impact Assessment

Outline Construction Logistics Plan

Cambridge Road Estate

29 September 2020

Prepared for
Cambridge Road (RBK) LLP



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C	FINAL	EJ	MH	EJ	MH	12/11/20

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Introduction

1.1 Preamble

- 1.1.1 This Outline Construction Logistics Plan (CLP) has been prepared by Markides Associates on behalf of Cambridge Road (RBK) LLP. This Plan will set out the basis of site access and operation throughout the duration of the construction period and will be the reference document for the appointed contractor; it will be updated as more detailed information becomes available and maintained as a live document throughout the construction period.
- 1.1.2 The Applicant will have overall responsibility for the CLP throughout planning, design and construction.
- 1.1.3 The site falls within the authority boundary of the Royal London Borough of Kingston upon Thames (RBK).

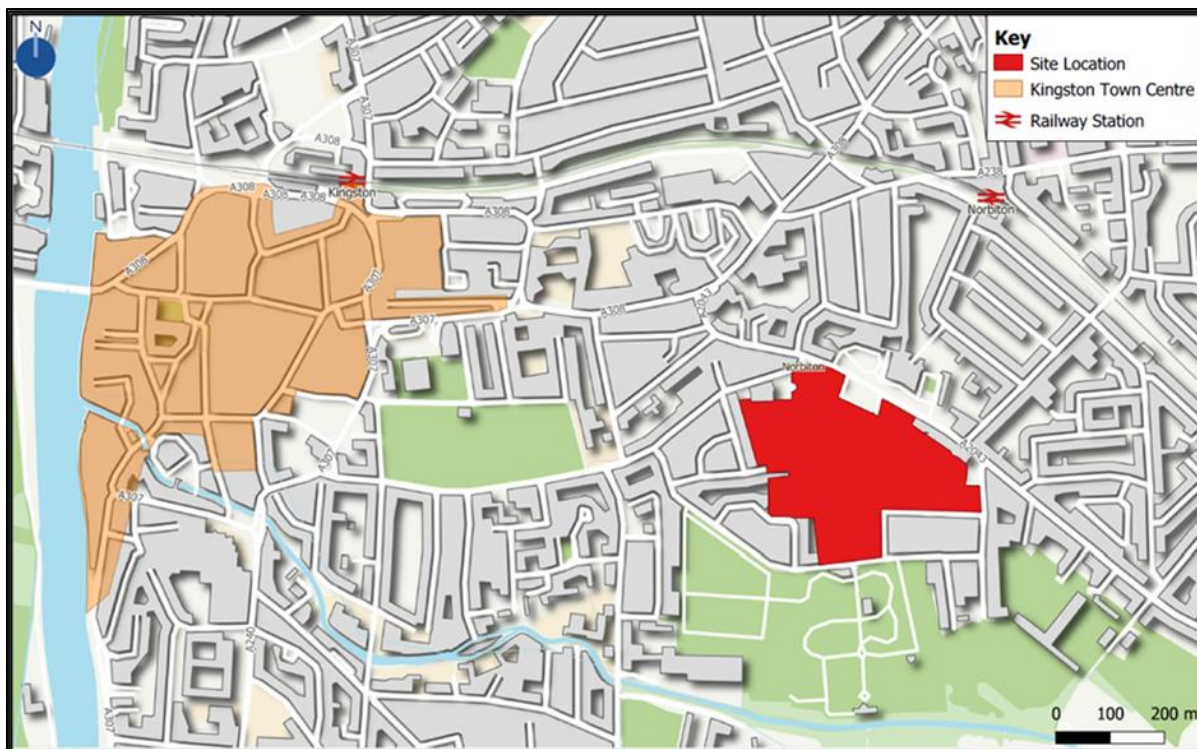
1.2 Objectives of the CLP

- 1.2.1 The overall objectives of this CLP are to:
- Lower emissions.
 - Enhance safety - Improved vehicle and road user safety.
 - Reduce congestion - Reduced trips overall, especially in peak periods.
- 1.2.2 To support the realisation of this objective, several sub-objectives are included:
- Encouraging construction workers to travel to the site by non-car modes.
 - Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods.
 - Encouraging the use of greener vehicles.
 - Managing the on-going development and delivery of the CLP with construction contractors.
 - Communication of site delivery and servicing facilities to workers and suppliers; and
 - Encouraging the most efficient use of construction freight vehicles.

1.3 Site Context

- 1.3.1 The Cambridge Road Estate (CRE) indicated in **Figure 1.1** is located approximately 1km to the east of Kingston and is surrounded by largely residential development to the north, east and west, with Kingston Cemetery to the south.

Figure 0.1 Site Context Plan



1.4 Development Proposals

1.4.1 The proposed application is for:

“Hybrid Planning Application for a mixed use development, including demolition of existing buildings and erection of up to 2,170 residential units (Use Class C3), 290sqm of flexible office floorspace (Use Class E), 1,395sqm of flexible retail/commercial floorspace (Use Class E/Sui Generis), 1,250sqm community floorspace (Use Class F2), new publicly accessible open space and associated access, servicing, landscaping and works.

Detailed permission is sought for Phase 1 for erection of 452 residential units (Use Class C3), 1,250sqm community floorspace (Use Class F2), 290sqm of flexible office floorspace (Use Class E), 395sqm of flexible retail/commercial floorspace (Use Class E/Sui Generis), new publicly accessible open space and associated access, servicing, parking, landscaping works including tree removal, refuse/recycling and bicycle storage, energy centre and works

Outline permission (with appearance and landscaping reserved) is sought for the remainder of the development (“the Proposed Development”).”

Site Access

1.4.2 Staff pedestrian and cycle access will be via Hawks Road. Vehicle access will be from Hawks Road, which will be separate to the pedestrian cycle access.

Car Parking & Disabled Parking

- 1.4.3 There will be no/limited parking on site for construction staff, except for accessible parking spaces.

Construction Proposals

- 1.4.4 Countryside will provide construction services under a Construction Management Agreement with Cambridge Road (RBK) LLP and the appropriate site contact details will be forwarded to RBK.
- 1.4.5 Prior to commencement of the development, details of the site engineer will be provided to RBK to allow for coordination with any other construction projects that may be occurring at the same time.
- 1.4.6 In summary the works will comprise the demolition of existing structures on the site, subsequent phases will comprise the construction of the new estate layout and new structures, associated utility electrical and pipework. The final phases of construction will be associated internal fittings, landscaping and snagging.
- 1.4.7 The proposed hours of construction are: 0700 to 1900 Monday to Sunday.
- 08:00 to 18:00 Monday to Friday.
 - 08:00 to 13:00 Saturday (only if required as per the construction programme)
 - No work will be permitted on Sundays and Bank Holidays.
- 1.4.8 At this stage It is not anticipated that any amendments to Traffic Regulation Orders will be required during the construction phase of the project. If this changes they will be requested through the appropriate policies and procedures required RBK.

1.5 CLP Structure

- 1.5.1 This CLP is structured as follows:

- **Section 2** outlines the site location, it's access by mode of transport, the site constraints and community considerations, and gives consideration to relevant government policy.
- **Section 3** provides a description of the outline construction phasing and build methodology.
- **Section 4** provides details of the proposed routing and access for construction traffic to the site during the construction period.
- **Section 5** provides a description of the proposed strategies to reduce the impact of construction.
- **Section 6** gives details of the expected level of construction traffic movements.
- **Section 7** outlines the proposed implementation of the CLP, how the CLP will be monitored and how it will be updated.

Context, Considerations and Challenges

2.1 Preamble

2.1.1 This section describes the national and local policy context and issues identified that need to be considered and addressed during construction.

2.2 Policy Consideration

The London Plan (2015)

2.2.1 Policies 6.3, 6.11, 6.14, 7.14 and 7.15 of the London Plan set out the requirement for CLPs and include measures for smoothing traffic and easing congestion; manage freight and promote the Fleet Operators Recognition Scheme (FORS); manage air quality; and mitigate for noise disturbance as a result of construction.

RBK Supplementary Sustainable Planning Guidance (Adopted 2013)

2.2.2 The council adopted the Sustainable Transport SPD in 2013 which states that:

- Applicants will be required to submit a Construction Logistics Plan where the development involves significant or disruptive construction activities, particularly where a strategic transport route will be affected.
- Construction Logistics Plans contain a range of measures that outline how the development will minimise the impact of delivery and servicing activities during the construction stage.

2.2.3 The document also states that CLPs should be based on the TFL Construction Logistics Plan Guidance.

Traffic Management Act (2004)

2.2.4 Part 2 sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion.

2.2.5 Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes TFL's role to manage certain areas of the Greater London route network. Again, the requirement for efficient use of the network and the requirement to avoid congestion are made clear.

London Freight Plan (2008)

2.2.6 The London Freight Plan acknowledges the important role of the movement of goods in supporting future growth of London's economy. The Plan also recognises that such transport can have negative impacts on the local environment.

Designing for Deliveries, Freight Transport Association (2006)

- 2.2.7 Published in 2006, Designing for Deliveries, provides specifications for the size of delivery vehicles, turning radii and clearance requirements and should be used to ensure that delivery vehicles can safely and efficiently access the construction site.

Delivering a Road Freight Legacy (2013)

- 2.2.8 This document details how stakeholders can work together to deliver a freight management legacy for London and outlines a longer-term freight plan for the capital. Seven key elements are covered:

- (a) Better planning.
- (b) Improving safety.
- (c) Re-timing deliveries and collections.
- (d) Kerbside access.
- (e) Increasing efficiency.
- (f) Effective communications.
- (g) Journey planning.

- 2.2.9 This report has been prepared in accordance with TFL's Construction Logistics Plan Guidance (July 2017) and the GLA's Best Practice Guidance 'The Control of Dust and Emissions from Construction and Demolition (2006). BS5228- 1:2009 Code of practice for noise & vibration control on construction and open sites – Part 1: Noise'.

2.3 Access to the Site

- 2.3.1 The site is bound by Bonner Hill Road to the south, the A2043 Cambridge Road to the east, Hawks Road to the north and the site is also bound by Piper Road and Washington Road to the west.
- 2.3.2 The A2043 Cambridge Road is a single carriageway, two-way road which forms a main arterial road through Norbiton towards New Malden which is located to the south east of the development site. This route has a speed limit of 30mph. The A2043 also provides direct access to Hawks Road which lies to the north of the development site, a two-way vehicular road with a 20-mph speed limit.
- 2.3.3 There is no on-street parking located along the A2043 due to the fact that this is a main route for buses and therefore, bus lanes are situated along both the northern and southern carriageway. There is also no provision of on-street parking along Hawks Road.
- 2.3.4 Both Cambridge Road and Hawks Road are suitable to accommodate construction vehicles.
- 2.3.5 The accompanying Transport Assessment submitted as part of the Hybrid Application has detailed information regarding access to the site by all modes of transport.

2.4 Community Considerations

- 2.4.1 Notable building uses, such as schools nursing homes and schools, nearby have been considered in order to identify any sites that require special attention.
- 2.4.2 No other construction sites are considered to be significantly affected by the proposed construction works.
- 2.4.3 A Community Liaison Officer will be appointed to mitigate and resolve any issues and difficulties in the local community. A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours. This CLP has prepared a strategy for preventing potential issues, however any difficulties encountered during construction will be reported/recorded in a log. A quarterly newsletter will be delivered to all residents to keep them informed of issues such as late night works, site boundaries and hoardings, construction vehicle congestion and general community disruption.
- 2.4.4 Further information regarding engagement with the local community can be found in the Statement of Community Involvement which accompanies this planning application.

Construction Programme and Methodology

- 3.1.1 The construction phasing has been determined and the anticipated programme spans 10-15 years in duration. As part of the redevelopment, significant demolition and construction works will be undertaken.
- 3.1.2 The redevelopment is envisaged to be undertaken in five phases, with Phase 1 (the detailed element of the hybrid application) being the first. **Table 0-1** shows the currently phasing of the redevelopment as advised by the applicant.

Table 0-1 Construction Phases

Construction Phase	Work Start	Work End
Phase 1	Jun-21	May-25
Phase 2	Sep-23	Aug-27
Phase 3	May-25	Sep-29
Phase 4	Oct-27	Dec-30
Phase 5	Apr-29	Apr-33

- 3.1.3 The construction phasing programme for Phase 1 (the detailed element of the application) have been outlined according to TfL guidance, and consist of the following:
1. Site setup and demolition – Includes establishing welfare accommodation, setting-up hoarding, demolishing existing buildings and clearing the site of debris.
 2. Basement excavation and piling –Typically includes removing excavated material from the site and excavating the basement. As the basement is being dug, piling is required to form the basement walls and structural footings of the building.
 3. Sub-structure – Below ground works include foundations and basement walls. Plant installation can also occur.
 4. Super-structure – Above ground works including the structural elements of the building including floors.
 5. Cladding – Cladding includes the external elements of the building including the façade, roof and glazing.
 6. Fit-out, testing and commissioning – This stage includes all mechanical, electrical, and plumbing installation and testing of newly installed systems.
- 3.1.4 The detailed breakdown of Phase 1 is shown below in **Table 0-2**.

Table 0-2 Phase 1 Proposed Construction Programme

Project Stage	Block B	Block C	Block E
Site Setup & Demolition	Month 1-2	Month 8-14	Month 11-16
Basement Excavation & Piling	Month 2-3	Month 12-15	Month 16-21
Sub-structure	Month 3-6	Month 14-17	Month 20-24
Super-structure	Month 5-10	Month 16-32	Month 22-37
Façade / Cladding	Month 8-15	Month 19-34	Month 24-44
Fit-out, testing & commissioning	Month 11-19	Month 25-40	Month 32-48

3.1.5 Further details of the expected quantum of vehicles and the proposed vehicle types required to undertake the work have been assessed by phase and the information is included in **Section 6**.

Vehicle Routeing and Site Access

4.1 Preamble

4.1.1 This section provides the details of the routeing to and from the site for construction traffic and the details of the Phase 1 access arrangements.

4.2 Routing

Strategic Routeing

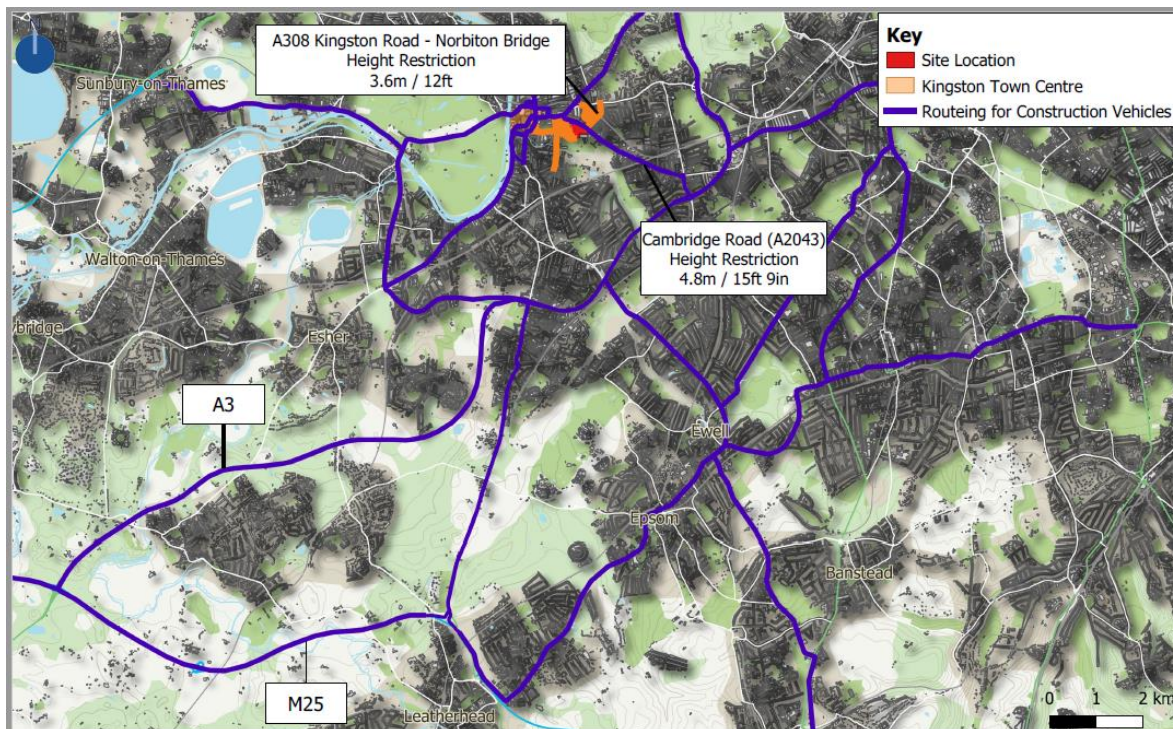
4.2.1 The most likely origin of construction workers means that they will arrive using the M25 and subsequent 'A' road network, the routeing to the site has taken this into consideration and the route planned accordingly to follow the TFL Road Network until accessing the Site where local roads will be used.

'Last Mile' Routeing and Access

4.2.2 The routing within the immediate vicinity of the site is determined by the location of the access and the constraints of the local highway, including height restrictions on rail bridges.

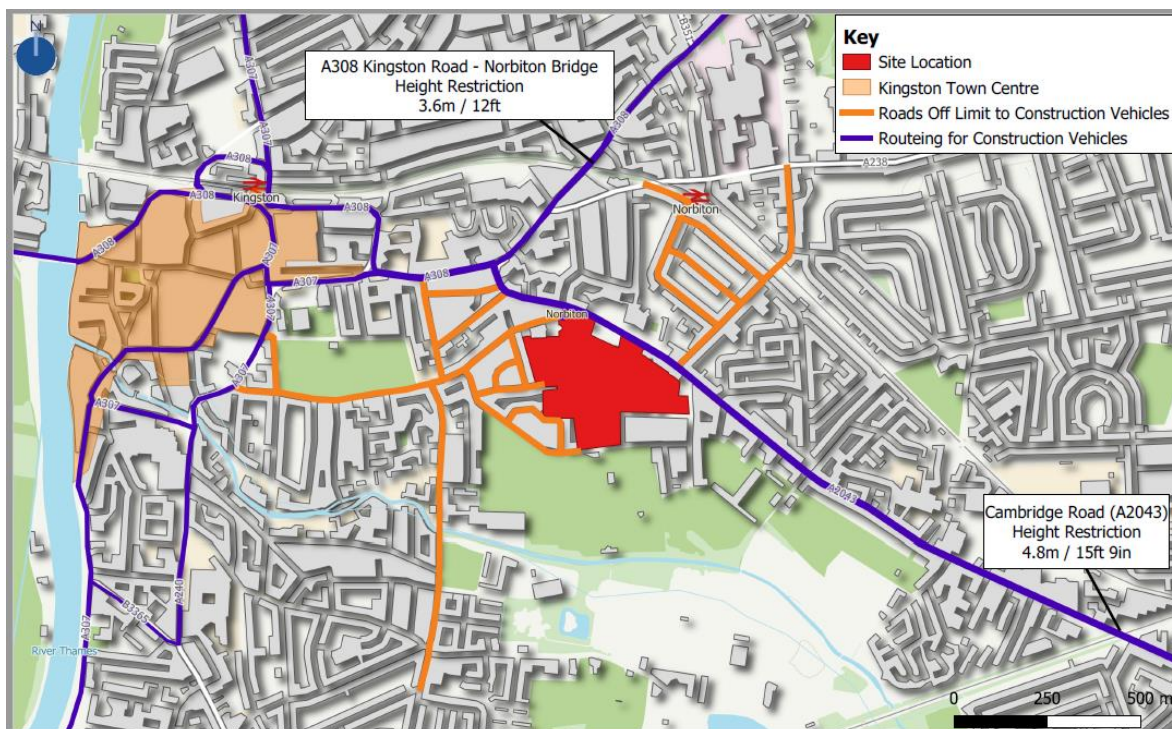
Figure 4.1 shows the wider construction traffic routing to the site.

Figure 0-1 Construction Traffic Local Routeing and Access Plan



4.2.3 Figure 4.2 provides the local context for vehicle routeing.

Figure 0-2 Construction Traffic Local Routeing and Access Plan



4.2.4 Both figures are duplicated at the end of this report.

4.3 Site Access

4.3.1 Access to the site during Phase 1 will be from Hawks Rd to the south of the Hawks Rd / Cambridge Rd signalised junction. This access is shown below in **Image 0.1** and in full on Drawing 19157-MA-XX-XX-DR-C-0045.

4.3.2 Drawing 19157-MA-XX-XX-DR-C-0045 shows swept path vehicle analysis for the following vehicles:

- 16.5m articulated lorry
- Large Tipper
- Skip

Image 0.1 Phase 1 Hawks Rd Access – Swept Path Analysis



- 4.3.3 It can be seen from the extract above that all vehicles can enter and exit from Hawks Road in a forward movement without obstructing the opposing lane of traffic.
- 4.3.4 Vehicles will use the access with left in and right out only movements. Only in exceptional circumstances will vehicles turn left out of the Washington Road access. It can be seen that there is no conflict with the opposing lane with vehicles entering the access.
- 4.3.5 Where any activity at the vehicle entrance occurs suitably qualified banksman will manage traffic. The banksman will additionally be tasked with ensuring that pedestrians are kept managed when vehicles are entering / exit the site access.

Strategies to Reduce Impacts

5.1 Preamble

5.1.1 This section of the report details the expected impacts of construction associated with the construction traffic and access needs, and the strategies to mitigate the effect on the local area. Overall, the CLP aims to reduce the impact of the construction in terms of environmental impact, road risk, congestion and cost relating to construction traffic.

5.2 Strategy Categories

5.2.1 It should be noted that some measures will be subject to further research and information and as such will only be fully defined as the CLP is updated as per its role as a live document.

5.2.2 The measures outlined in this report are categorised as following:

- **Committed** - indicates a measure that will be implemented as part of the CLP and have been secured through the Section 106 agreement. It is understood that if the developer's contractors do not comply with these requirements, it will be classified as a material breach of their contract and could lead to them being refused access to the site. It is also understood that it will be the developer's responsibility to ensure their requirements are part of the main contractor and subcontractor contracts. The main contractor is responsible for ensuring that all subcontractors conform to these contractual requirements.
- **Proposed** – indicates a measure that is considered feasible and will be studied further to determine its practicality. Proposed measures should be discussed with potential contractors during the procurement stage with a view to including them in the contract and agreeing to them in the Detailed CLP, which will be an updated version of this report to be issued in due course.
- **Considered** – indicates a measure that is not currently relevant but may be in the future.

5.3 Committed Measures

Safety and Environmental Standards and Programmes

5.3.1 Control of pedestrians and vehicular movements when in conflict will be marshalled, both on and off site, to ensure the safety of all members of the general public and workforce at all times throughout the construction work period in accordance with all requisite Acts and Regulations, including, but not exhaustive, the:

- Health and Safety at Work etc Act 1974
- Management of Health and Safety at Work Regulations 1999
- Construction (Design and Management) Regulations 2007
- Supply of Machinery (Safety) Regulations 1992
- Provision and Use of Work Equipment Regulations 1998

Adherence to Designed Routes

- 5.3.2 A designated route has been determined which utilises TfL freight roads and is acceptable for HGV traffic.

Delivery Scheduling

- 5.3.3 Deliveries will be scheduled and managed so that no more vehicles access the site than can be safely accommodated. Scheduling is designed so as to have minimum impact on peak hours and the local highway network.
- 5.3.4 Once finalised, the contractor will be expected to adhere to the agreed scheduling programme.
- 5.3.5 Drivers will be required to communicate with site management so that mistimed arrivals to the site or delayed departures from the site can be mitigated and conflicts reduced. This will also enable the site management to respond to live traffic conditions.
- 5.3.6 A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

Fleet Operator Recognition Scheme (FORS) and Construction Logistics and Community Safety (CLOCS)

- 5.3.7 FORS is a voluntary compliance scheme designed to promote best practice for commercial vehicle operators. FORS includes all facets of vehicle safety, efficiency, and environmental protection by encouraging operators to measure, monitor and improve the performance of their vehicle or fleet so they can achieve a competitive advantage to stand out from others in the industry.
- 5.3.8 CLOCS is a national Standard that requires all stakeholders in construction to take responsibility for health & safety. It demands collaborative action to prevent fatal or serious collisions between vehicles servicing construction projects and vulnerable road users: pedestrians, cyclists, and motorcyclists.
- 5.3.9 The Contracts Manager will give priority to contractors able to demonstrate FORS and CLOCS compliance or compliance to similar schemes.

Staff Travel

- 5.3.10 Staff travel to the site is anticipated to be undertaken by public transport unless operating construction vehicles. Certain vehicles will be parked on site overnight, others will have drivers that will take them away to their appropriate holding area or home depot and continue their personal homeward bound journey from there.

- 5.3.11 The site has good access to public transport by bus and rail, including evening and night services.
- 5.3.12 It is proposed that all staff be provided with travel information options by public transport to the site.

5.4 Proposed Measures

Re-timing for Out-of-Peak Deliveries

- 5.4.1 Re-timing deliveries to out of peak time will aid the operational efficiency of the construction site and the neighbouring area. The developer commits to attempting to re-time as many deliveries as possible outside typical morning and evening peak hours (8am to 9am and 5pm to 6pm respectively).
- 5.4.2 However, recognising that certain activities are required for an efficient construction programme there will be a small number of vehicles arriving and departing the site in peak hours. This is anticipated to be within 5% of the total daily vehicles on site at any one day, and therefore not considered significant.

Pedestrian and Cycle Access Strategy

- 5.4.3 Staff pedestrian and cycle access will be from the existing accesses. In any event, the accesses will be managed to prevent staff entering/egressing from coming into conflict with pedestrians and cyclists.
- 5.4.4 Banksmen will be used for larger vehicles when accessing the site. However as demonstrated by swept path analysis the overwhelming majority of vehicles can safely access and exit the site in forward gear without the need for additional marshalling.
- 5.4.5 Relevant signage will be erected to ensure adequate warning/information regarding the health and safety of the public.

Ecological Impact Measures

- 5.4.6 All construction vehicles are required to comply with relevant European standards. Suppliers and drivers are required to:
- Switch off their vehicle's engine when stationary to prevent exhaust emissions.
 - Maintain vehicles including engines in tune and catalysts working efficiently.
 - All vehicles used by contractors must comply with MOT emission standards at all times.

Noise and Nuisance Measures

- 5.4.7 Measures to mitigate noise and vibration may include the use of hoarding to screen and secure the site, which will be maintained by site management and inspected regularly. Instances of damage or graffiti will be dealt with promptly.

- 5.4.8 Best Practicable Means (BPM) will be used, including low vibration methods and silenced equipment and machinery, in accordance with the Approved Codes of Practice of BS5228:2009 for noise and vibration control on construction and open sites.
- 5.4.9 Site management shall employ the best practicable means to minimise noise and vibration produced by the operations and will have regard to the recommendations in BS 5228 “Noise Control on Construction & Demolition Sites”. All mechanical plant and vehicles will be fitted with effective exhaust silencers and will be maintained in good and efficient working order.
- 5.4.10 All compressors and generators will be sound reduced with acoustic covers which will be kept closed whilst in operation. Any ancillary pneumatic equipment will be fitted with mufflers of the type recommended by the manufacture.
- 5.4.11 Deliveries will be phased across the working hours, in order to reduce impact.
- 5.4.12 Best Practicable Means (BPM) will be used in controlling dust emissions, in accordance with the Best Practice Guidance by the GLA 2006 for The Control of Dust and Emissions from Construction.
- 5.4.13 Where operations will create a large amount of dust, appropriate actions will be taken to keep it to a minimum. Operations to be controlled in this way include: Rubbish dumping in skips – sheeting shall be used to prevent the escape of dust, particularly during transportation.
- 5.4.14 All existing highways used by vehicles entering and exiting from the site shall be kept clean and clear of all dust and debris. All dust spread onto footways and carriageway shall be immediately cleared.

5.5 Considered Measures

Re-use of material on site

- 5.5.1 The exact extent of possible re-use is as yet unknown, pending further information from the Main Contractor.

Collaboration with other Sites and Staff parking

- 5.5.2 There may be some potential for shared off-road parking for staff; however, the feasibility has yet to be fully determined and on this basis, this CLP has assumed that this is not possible.
- 5.5.3 **Table 0-1** below contains the headline mitigation measures.

Table 0-1 Headline Mitigation Measures

Issue	Potential Impacts	Mitigation
Noise	Increased road noise levels from vehicles. Increased noise levels from plant during fit out, and general construction works (e.g. from the use of air compressors and diamond cutters).	Defined working hours, baffles to certain plant, local acoustic screening. Vehicle routeing. Radios etc. to be silenced. Engines turned off.
Vibration	Increased vibration levels from vehicles. Increased vibration levels from plant during general construction works. Defined working hours. Selection of appropriate plant and work procedures.	Phased deliveries to minimise numbers of vehicles attending site. Vehicle routeing. Engines to be switched off when vehicles are idle or on site.
Dust / air quality	Windblown dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding of materials. Exhaust emissions from lorries and plant delivering and removing materials including dust and particulates.	Cover all open backed vehicles, 'water down' demolition activities; switch off vehicle engines when parked.
Waste	Waste generation and its disposal.	Instigate Site Waste Management Plan and re-cycling programme.
Water	Increased sediment loadings to storm water system. Potentially contaminated storm-water runoff. Pollution into the River Thames	Do not allow direct discharge of water into sewerage collection system. Ensure any material stored externally is covered if liable to be windblown.
Traffic	Traffic congestion caused by site traffic. Increased vehicle movements mainly consisting of Heavy Goods Vehicles (HGV's). Nominal levels Disruption from abnormal or hazardous loads. Exhaust emissions. Disruption from abnormal or hazardous loads.	Phased deliveries to minimise numbers, switch off vehicle engines when parked, minimise abnormal loads. Wheel washing located on access road. Vehicle routeing. Undertake street cleaning to remove dirt deposited as the result of vehicle movements, albeit likely to be limited as construction vehicles will be using a hard surfaced compound area and existing access road.
Storage of Fuels and Construction materials	Accidental spills, discharges to drains/storm-water systems. Contamination to ground.	All fuel tanks etc. to be bunded, no discharge allowed into the sewerage collection system.
Pedestrian access	Restriction on pedestrian access to walkways, footpaths and roads.	Erect barriers and signage.
Hazardous and contaminated materials	Exposure of the workforce to deleterious/hazardous materials and contaminated land, mobilisation of any source contaminants and creation of pathway from source to ground water receptor.	CASHH assessments and careful implementation of associated working method statements to ensure that no hazardous materials find a path to groundwater source.

Issue	Potential Impacts	Mitigation
Ecology	Water / mud run off into the drains.	Do not allow direct discharge of water into sewerage collection system, utilise interceptors where necessary.
Energy usage	Indirect impacts associated with energy consumption such as CO2 emissions, depletion of natural resources, air pollution etc.	Site environmental plan to be implemented if relevant/ required.

Estimated Vehicle Movements

6.1 Preamble

6.1.1 The number of vehicles accessing the site has been estimated for each of the 5 phases of construction. This section details the number of trips across the construction timeline and the typical daily profile of vehicle trips to and from the site.

6.2 Vehicle Trips

6.2.1 At this stage the level of vehicular movement has not yet been determined, because of the early stage of the development. Once this is done the level of vehicular activity will be updated.

6.2.2 The number of HGV movements will vary day to day depending upon the activities. The typical daily movement are expected to be between:

- 660-1100 vehicles a month – based on a 4-week month (1320-2200 movements a month)
- 165 and 275 vehicles per week (330-550 Movements a week)
- 30-50 vehicles a day (60-100 movements a day)
- 4-6 vehicles per hour (8-12 movements an hour)

6.2.3 As stated above the numbers provided are typical movements, on particular days there could be higher numbers depending upon circumstances. Equally on other days there will be less.

6.2.4 **Table 0-1** summarises the phasing and types of construction vehicle.

Table 0-1 Plant Type by Construction Stage

Plant and Equipment	Enablement Works	Demolition and Site Clearance	Earthworks and substructure	Superstructure	Roofing and Cladding	Fitout & Lift Install
Tower cranes				✓	✓	
Passenger/goods hoists				✓	✓	✓
Excavators and breakers	✓	✓	✓			
Cutters, drills and small tools	✓	✓	✓	✓	✓	✓
Crushers		✓	✓			
Floodlights		✓	✓	✓	✓	
Fork lift truck			✓	✓	✓	✓
Hydraulic benders and cutters			✓	✓		
Lorries and vans	✓	✓	✓	✓	✓	✓
Mobile cranes			✓	✓	✓	✓
Mobile lorry mounted concrete pump			✓	✓		
Poker vibrator			✓	✓		
Ready mixed concrete lorry			✓	✓		
Concrete splitters/concrete saws			✓	✓		

Implementing, Monitoring and Updating

7.1 Preamble

7.1.1 This section outlines how the CLP will be implemented, monitored and updated, and the persons responsible for doing so. It includes the relevant descriptions of the contractors' and drivers' handbooks and the data that will be collected throughout the construction process.

7.2 Methodology

7.2.1 Monitoring and review of the procedures proposed in this plan will be carried out monthly or as required during the Health and Safety inspection carried out by the Safety Advisor. The inspection report will identify failures to comply with this plan and in consultation with the Project Manager detail actions and responsibilities to ensure ongoing compliance.

7.2.2 The relevant authorities at TFL as the highway authority and RBK will approve the CLP, with Countryside acting as construction manager and delivering the construction works and who will ultimately be responsible for implementing the CLP.

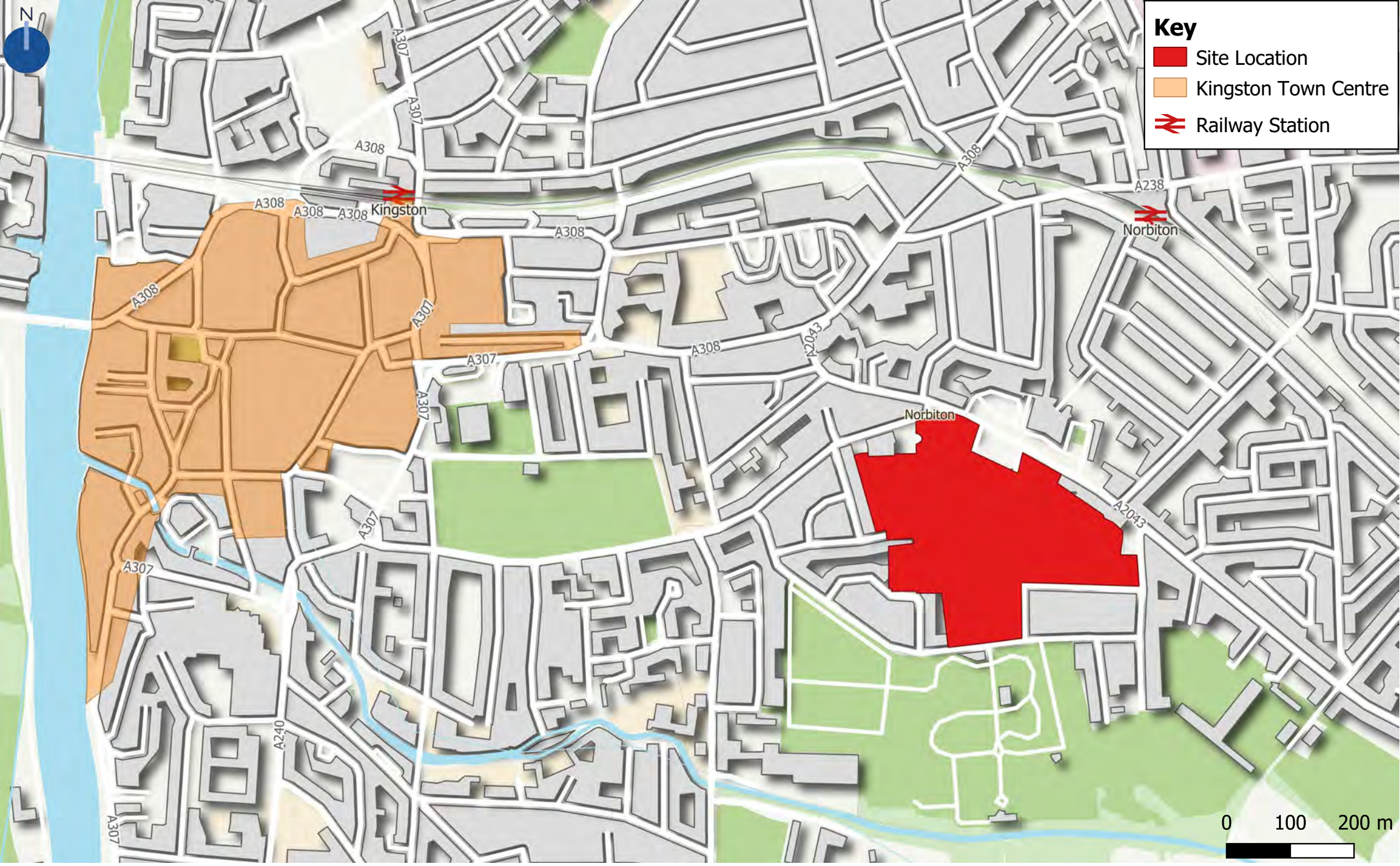
7.2.3 Data that will be recorded throughout the construction process and if required to do so reported back to RBK include the following items:

- Number of vehicle movements to site in total
- By vehicle type/size
- Time spent on site
- Delivery/collection accuracy compared to schedule
- Any reported breaches or complaints
- Any reported community concerns about construction activities
- Vehicle routeing
- Instances of any unacceptable queuing
- Instances of any unacceptable parking
- Compliance with safety and environmental standards and programmes
- Low Emissions Zone (LEZ) compliance
- Anti-idling
- Safety
- Logistics-related incidents
- Record of associated fatalities and serious injuries
- Methods by which staff are travelling to site
- Any instances of vehicles and operators failing to meet safety requirements
- Details of Driver and Contractors Handbook

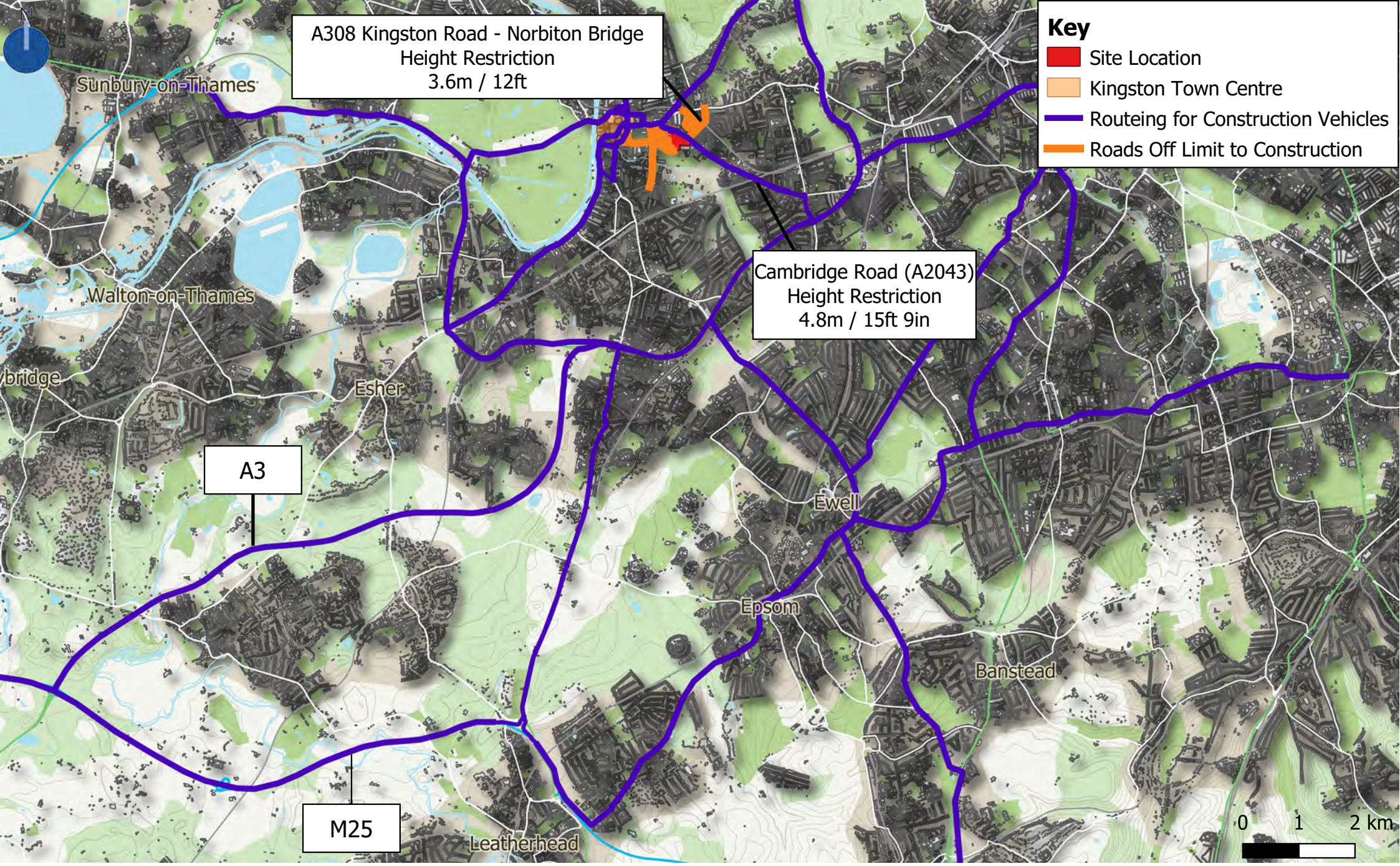
FIGURES

Optional Subtitle

- Figure 1.1 Site Context Plan
- Figure 4-1 Construction Traffic Local Routeing and Access Plan
- Figure 4-2 Construction Traffic Local Routeing and Access Plan

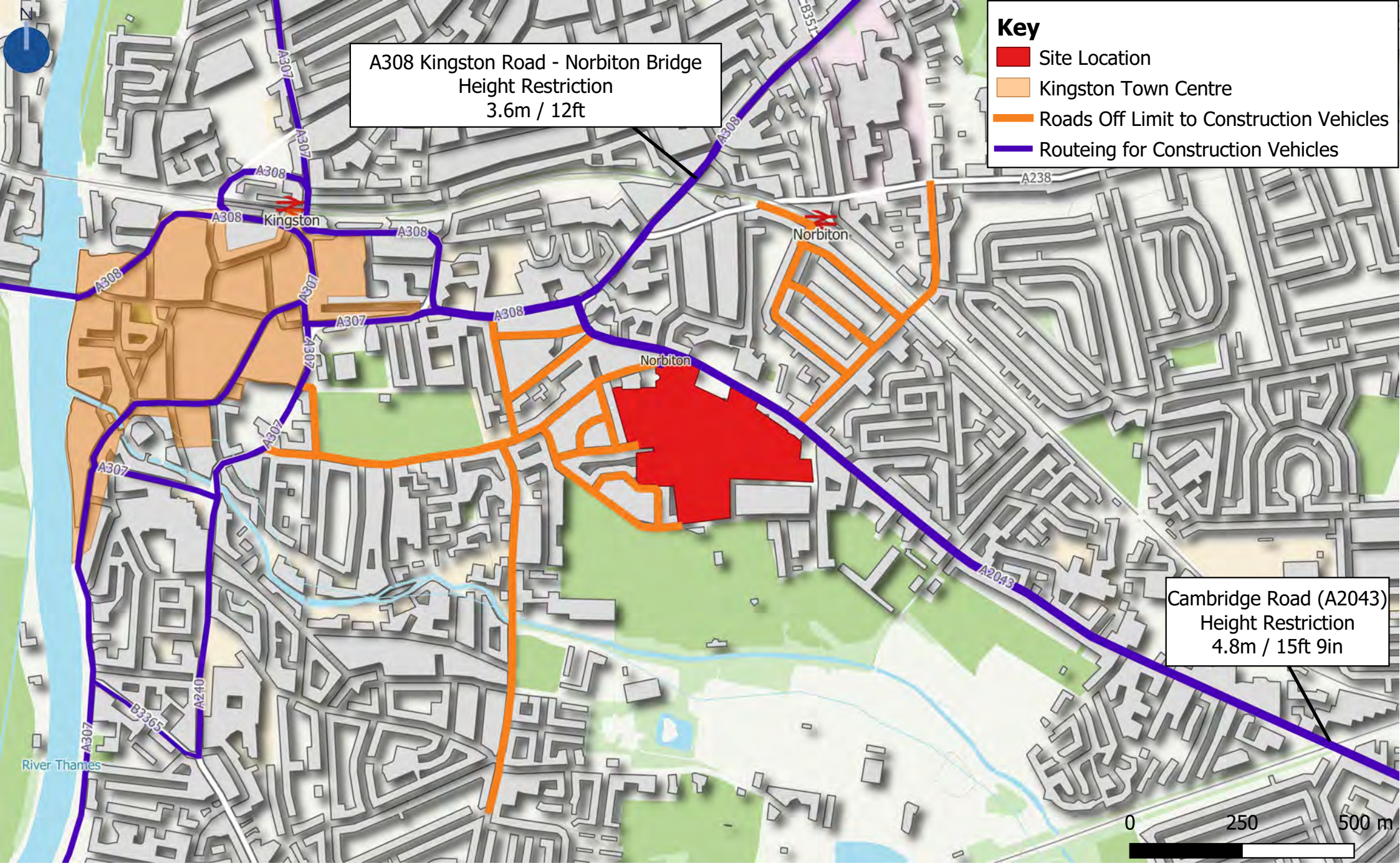


Cambridge Road Estate
Figure 1.1: Site Context Plan



Cambridge Road Estate

Figure 4.1 Wider Vehicle Construction Routeing Plan



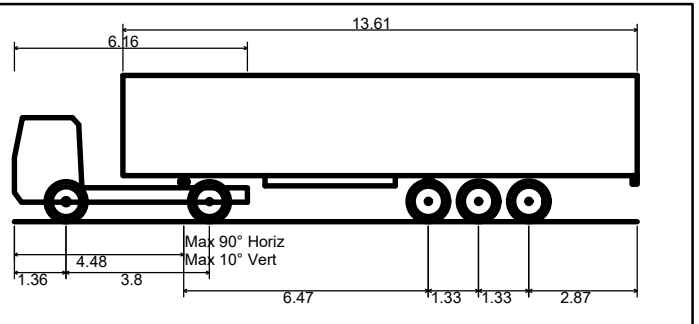
Cambridge Road Estate
Figure 4.2 Local Vehicle Construction Routeing Plan

DRAWINGS

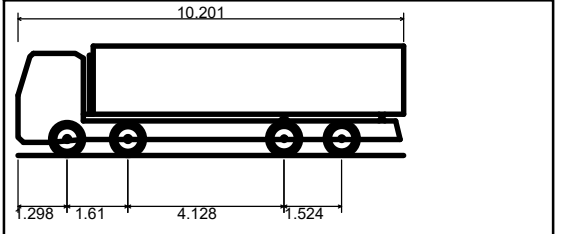
**Drawing 19157-MA-XX-XX-DR-C-0045 – Phase 1 Construction Articulated Vehicle Swept
Path Analysis**



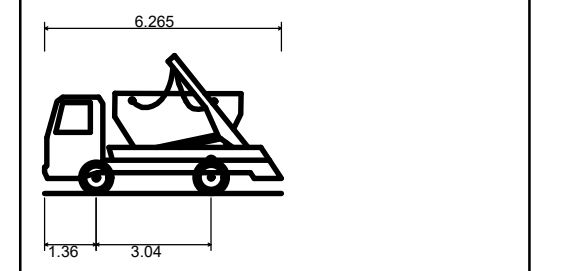
DO NOT SCALE OFF THIS DRAWING



FTA Design Articulated Vehicle (1998)
 Overall Length 16.480m
 Overall Width 2.550m
 Overall Body Height 3.870m
 Min Body Ground Clearance 0.515m
 Max Track Width 2.470m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 6.550m



Large Tipper
 Overall Length 10.201m
 Overall Width 2.500m
 Overall Body Height 2.893m
 Min Body Ground Clearance 0.343m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 11.550m



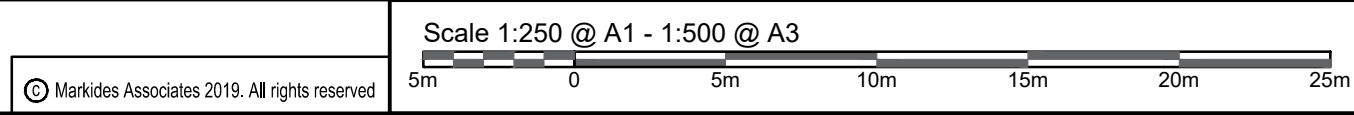
Small Skip Lorry
 Overall Length 6.265m
 Overall Width 2.500m
 Overall Body Height 3.650m
 Min Body Ground Clearance 0.396m
 Max Track Width 2.435m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.340m

Revision History						
Rev	Comment	By	Chkd	Appr	Date	
P01	FOR INFORMATION		CDT	EJ	EJ	12.10.20
Current Revision						
P01	FOR INFORMATION		CDT	EJ	EJ	12.10.20
Rev	Comment	By	Chkd	Appr	Date	

S2 - FOR INFORMATION
CAMBRIDGE ROAD (RBK) LLP



Project: **CAMBRIDGE ROAD ESTATE, KINGSTON**
 Drawing Title: **CONSTRUCTION ACCESS**



Markides Associates reference: 19157-MA-XX-XX 1:250@A1
 19157-MA-XX-XX-DR-C-0045 - P01

The Design Team

ACD Environmental

Arboricultural consultant

Architecture in Perspective

Visualisation artist

AWA Consulting

MEP engineer

Base Models

Physical modelmaker

Barton Willmore

Planning consultant

Environmental Impact Assessment

Townscape Impact Assessment

Countryside Properties

Developer

CTP Consulting

Structural & Civil engineer

David Bonnett Associates

Access and Inclusive Design consultant

Ensafe

Air Quality consultants

GIA

Daylight / Sunlight / RoL consultant

Greengage Environmental

Ecology and biodiversity consultant

Hodkinson Consulting

Sustainability / Energy consultant

H+H Fire

Fire consultant

Markides

Transport consultant

Patel Taylor

Architect / Landscape Architect

Pipers

Physical modelmaker

Realm

Visualisation and verified views

Royal Borough of Kingston Upon Thames

Project Joint Venture partner

Soundings

Community engagement consultant

SRE

Wind and microclimate consultant

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