



Proposed Redevelopment of Welling FC  
Park View Road Football Stadium and 1-3  
Park View Road, Welling DA16 1SY

**Construction Traffic Management Plan**

For

Woolwich Road Limited

## Document Control Sheet

Proposed Redevelopment of Welling FC

Park View Road Football Stadium and 1-3 Park View Road, Welling DA16 1SY

Woolwich Road Limited

This document has been issued and amended as follows:

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## 1.0 Introduction

- 1.1 This Construction Traffic Management Plan (CTMP) has been prepared to accompany a planning application by Woolwich Road Limited for the redevelopment of Welling United Football Club, located at Park View Road Football Stadium and 1-3 Park View Road, Welling DA16 1SY (herein referred to as 'the site').
- 1.2 The site is located to the east of Welling town centre and benefits from close proximity to the A207, A221 and A2 as well as a number of bus stops and Welling railway station. The site falls within the administrative boundary of the London Borough of Bexley (LBB), who act as both the planning and highways authority.
- 1.3 The proposal seeks planning permission for the following mixed-use scheme consisting of:
- ▶ 104 New homes;
  - ▶ New sports facility for Welling United FC & Academy;
  - ▶ Multi Purpose 3G Pitch - FIFA Approved;
  - ▶ Approximately 4,000 Ground capacity - combination of seating and standing;
  - ▶ New hospitality areas (for hire) and classrooms for community use;
  - ▶ New club shop/ticket space;
  - ▶ New changing, physio and admin/ management areas;
  - ▶ 6x Blue Badge spaces on site, with a further 2x Blue Badge spaces on the highway;
  - ▶ Introduction of a Car Club with two spaces; and
  - ▶ Independent grade level commercial space.

### CTMP Objectives

- 1.4 The purpose of this CTMP is to outline the strategy for the efficient movement and management of demolition and construction traffic associated with the site. This will take into account the partial residential nature of the surrounding area, as well as sensitivities to noise and disturbance. It also factors in the presence of parked vehicles on the surrounding highway.
- 1.5 This CTMP considers the Transport for London (TfL) 'Construction Logistics Plan Guidance for Developers' document, updated in July 2017. As the site is not located on or adjacent to the TfL road network, the structure identified within the new guidance had not been followed in full. It has however been acknowledged where relevant.
- 1.6 The aim of the CTMP is to minimise the impacts of demolition and construction on the local road network, including Penrhyn Crescent, and to minimise any environmental impact of the works. The principal issues addressed by the CTMP are:
- ▶ Programme of works;
  - ▶ Loading and unloading of plant and materials, and how this affects passing vehicle flow;
  - ▶ HGV deliveries and hours of operation and how this fits in with the residential setting; and
  - ▶ Construction traffic routing between the site and the principle road network.
- 1.7 This CTMP should be read in tandem with the Construction Phase Plan submitted as part of the planning application.

### Site Context

- 1.8 The site is located to the east of Welling town centre, approximately 1.4km from Welling railway station. The surrounding area can be characterised as mainly residential in nature, with a number of local amenities within a short walk from the site.
- 1.9 Park View Road is a two-way single carriageway subject to 30 miles per hour speed limit. Park View Road connects west to Welling town centre and east to Bexleyheath.

### Site Management Contact Details

- 1.10 The main point of contact in relation to the content of this CTMP and during construction will be the onsite Construction Manager. Until such time as a contractor is appointed, the client has been assigned as the appropriate contact. Their details are as follows:
- ▶ Company: Woolwich Road Limited
  - ▶ Contractor: Muhammad Shahid
  - ▶ Phone Number: 0208 8533123
  - ▶ Address: 107-115 Eastmoor Street, London, SE7 8LX
- 1.11 The above construction manager should be used both during working hours as well as out of hours.

### CTMP Structure

- 1.12 The remainder of this CTMP is arranged as follows:
- ▶ Section 2 - Context, Considerations and Challenges;
  - ▶ Section 3 - Construction Programme and Methodology;
  - ▶ Section 4 - Vehicle Routing and Access;
  - ▶ Section 5 - Strategies to Reduce Impacts;
  - ▶ Section 6 - Estimated Vehicle Movements; and
  - ▶ Section 7 - Implementing, Monitoring and Updating.

## 2.0 Context, Considerations and Challenges

### Policy Context

#### National Planning Policy Framework

2.1 The updated National Planning Policy Framework (NPPF) was published in September 2023. The document sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development. It also indicates that planning decisions should have regard to local circumstances.

2.2 In promoting sustainable transport, the document identifies at paragraph 105 that:

*"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes."*

2.3 With regard to transport and development, paragraph 110 of the NPPF states that:

*"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- ▶ *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- ▶ *Safe and suitable access to the site can be achieved for all users;*
- ▶ *The design of streets, parking areas, other transport elements and the content of associated standards refer current national guidance, including the National Design Guide and the National Modal Design Code; and*
- ▶ *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.4 Paragraph 111 continues to state:

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe."*

2.5 The above guidance sets the overarching framework within which the suitability of all planning applications should be considered and forms the basis for designing and assessing the Proposed Development.

#### Mayor's Transport Strategy

2.6 The Mayor's Transport Strategy published in March 2018 sets out the Mayor's vision for transport and outlines policies and proposals for transport for the next twenty years based around the Healthy Streets Approach and three key themes of:

- ▶ Healthy streets and healthy people;
- ▶ A good public transport experience; and
- ▶ New homes and jobs.

2.7 The relevant policies in Mayor's Healthy Streets for London document seek to identify the health benefits of active travel. Policy 1 within the document states:

*"Policy 1 - The Mayor through TfL and the boroughs, and working with other transport providers, will seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by bike, and promoting the benefit of active travel. The Mayor's aim is that by 2041, all Londoners do at least 20 minutes of active travel they need to stay healthy each day."*

2.8 The Policy will be delivered via a number of proposals that will enhance street environment, cycling infrastructure, the 'Walk London' & 'Legible London' networks, the Santander cycle hire network and the closure of some streets to motorised traffic.

2.9 On 13th March 2018, the Mayor of London published a new Mayor's Transport Strategy. The Transport Strategy states;

▶ *Policy 1: The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.*

▶ *Policy 2: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by cycle, and promoting the benefits of active travel. The Mayor's aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.*

▶ *Policy 21: The Mayor, through TfL and the boroughs, and working with stakeholders, will ensure that new homes and jobs in London are delivered in line with the transport principles of Good Growth for current and future Londoners by using transport to: a) Create high-density, mixed-use places, and b) Unlock growth potential in underdeveloped parts of the city.*

2.10 The measures to implement the improvements to public transport include enhancing step-free access for buses and LUL (London Underground Limited) stations, improvement to journey planning, review of bus priority infrastructure and promotion of Crossrail 2.

#### **The London Plan – March 2021**

2.11 The London Plan state that development plans and development proposals should facilitate sustainable freight movement by rail, waterways and road. Policy T7 Deliveries, servicing and construction states the following:

*"B Development Plans, Opportunity Area Planning Frameworks, Area Action Plans and other area-based plans should include freight strategies. These should seek to:*

▶ *reduce freight trips to, from and within these areas*

▶ *coordinate the provision of infrastructure and facilities to manage freight at an area-wide level*

▶ *reduce road danger, noise and emissions from freight, such as through the use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.*

*G Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.*

*J Development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.*

*K During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times."*

#### **London Freight Plan – November 2007**

- 2.12 The current London Plan refers to the London Freight Plan which sets out the steps that have to be taken to identify and address the challenge of delivering freight sustainably in London.
- 2.13 The Plan has no statutory force, but has been developed to implement the Mayor's Transport Strategy, and is a material consideration for planning. The same principles underpin the Mayor's Transport Strategy.
- 2.14 The specific policy aims are to:
- ▶ Ensure that London's transport networks allow for the efficient and reliable handling and distribution of freight and the provision of servicing in order to support London's economy;
  - ▶ Minimise the adverse environmental impact of freight transport and servicing in London;
  - ▶ Minimise the impact of congestion on the carriage of goods and provision of servicing; and
  - ▶ Foster a progressive shift of freight from road to more sustainable modes such as rail and water, where this is economical and practicable.
- 2.15 Several main projects have been identified to achieve the above objectives, these are 1) Freight Operator Recognition Scheme; 2) Delivery and Servicing Plans; 3) Construction Logistics Plan; and 4) Freight Information Portal. The London Freight Plan provides further details of the Construction Logistics Plan. It states that these plans will be integrated into the travel planning process. They cover:
- ▶ The design of buildings to maximise benefits of implementation; and
  - ▶ Delivery operations during the construction stage.
- 2.16 The plans will consider consolidation and other techniques to help minimise trips (particularly in peak times), lane closures and illegal waiting/loading activities. This will in turn reduce congestion and emissions.
- 2.17 The plans also link supply and site servicing contracts to Freight Operator Recognition Scheme membership with the associated benefits of reduced emissions, collisions, congestion and costs this brings.
- 2.18 In July 2017, TfL published Guidance for Construction Logistics Plans to help developers and contractor to produce high quality plans for new sites to minimise impacts on the road networks. The guidance has been considered as part of the preparation of this CTMP.

#### **Healthy Streets**

- 2.19 TfL define the Healthy Streets Approach as:
- "...the system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more."*
- 2.20 The ambition is to create welcoming places based on 10 indicators:
- ▶ Pedestrians from all walks of life;
  - ▶ People choose to walk, cycle and use public transport;



- ▶ Clean air;
- ▶ People feel safe;
- ▶ Not too noisy;
- ▶ Easy to cross;
- ▶ Places to stop and rest;
- ▶ Shade and shelter;
- ▶ People feel relaxed; and,
- ▶ Things to see and do.

2.21 TfL aim to ensure that:

- ▶ "...new development and regeneration embeds the Healthy Streets Approach from the outset. Policies for regeneration, new developments and growth areas that reduce car dependency and promote active travel will ensure that the Capital grows in a sustainable way."

#### **Vision Zero**

2.22 Vision Zero is the Mayor's strategy to eliminate death and serious injuries from London's Road network. The Vision Zero Action Plan consists of five measures as follows:

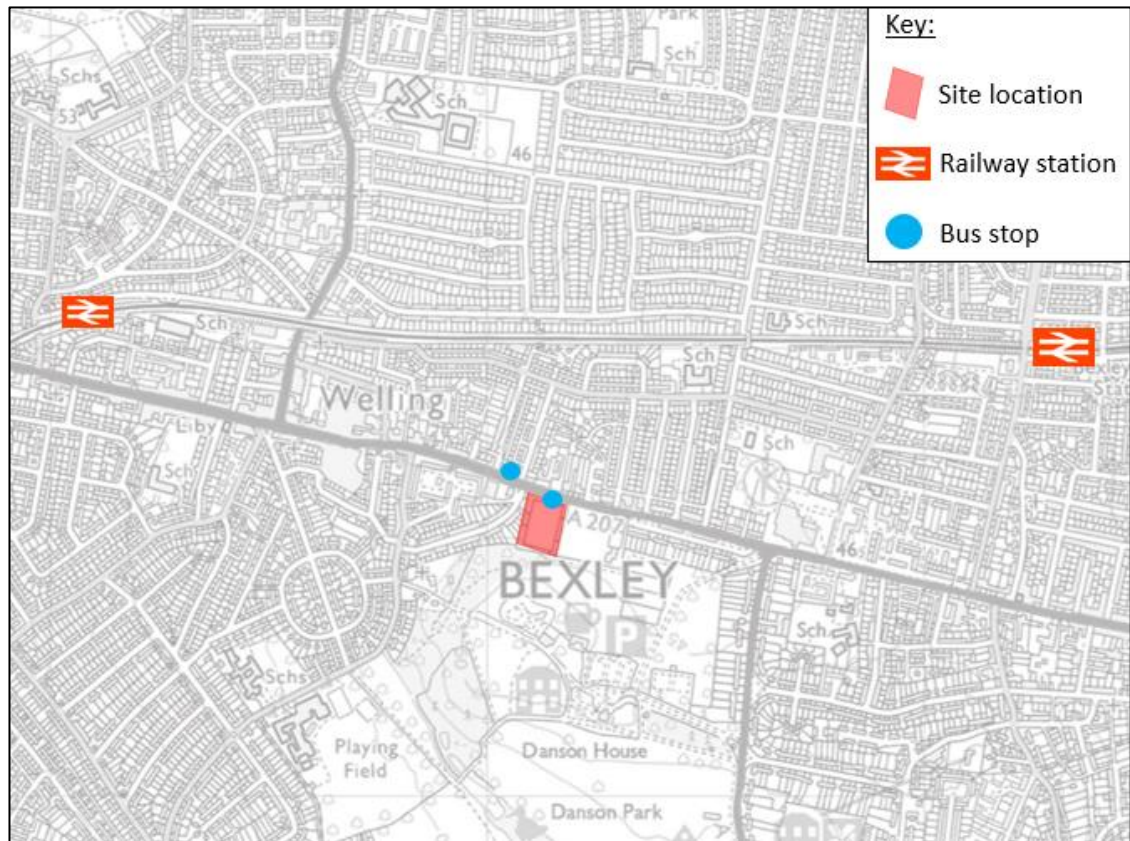
- ▶ **Safe Speeds:** Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits;
- ▶ **Safe Streets:** Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes;
- ▶ **Safe Vehicles:** Reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles;
- ▶ **Safe Behaviours:** Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders;
- ▶ **Post-collision Response:** Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents.

2.23 Of particular relevance to this CTMP are the measures relating to vehicle safety and street design, given that the site will attract HGVs.

### **Local Access including Highway, Public Transport, Cycling and Walking**

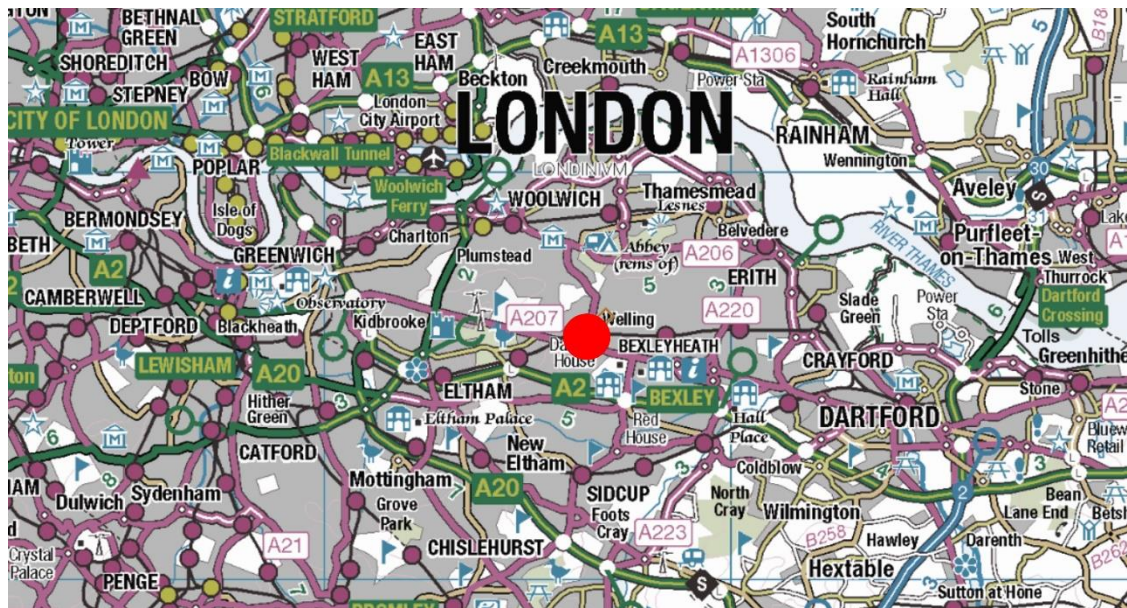
#### **Highways, Carriageways and Footways**

2.24 The site is located to the east of Welling town centre, approximately 1.4km from Welling railway station. The surrounding area can be characterised as mainly residential in nature, with a number of local amenities within a short walk from the site. The location of the site is shown in Figure 2.1 below.



**Figure 2.1: Site Location**

- 2.25 The site benefits from close proximity to major roads such as the A2, A20 and the M25, with the strategic site location shown in Figure 2.2 below.



**Figure 2.2: Strategic Site Location Plan**

- 2.26 Park View Road is a two-way single carriageway subject to 30 miles per hour speed limit. Park View Road connects west to Welling town centre and east to Bexleyheath.
- 2.27 Vehicular access to the site is currently achieved from Park View Road with two crossovers. On-street parking bays are present on both sides of the road near the site, albeit not directly fronting the site.

**Accessibility on Foot and by Cycle**

- 2.28 The site is accessible on foot via footways on both sides of the A207 providing a continuous lit route to both Welling and Bexleyheath town centres. There are dropped curbs and tactile paving are present at crossing points to aid with accessibility. A pedestrian refuge crossing is provided approximately 24 metres East of the site entrance with dropped curbs and tactile paving. An additional pedestrian refuge crossing is provided 90 metres west of the site entrance with tactile paving and dropped curbs.
- 2.29 No footways will be blocked or closed during the construction. Vehicles will not block the carriageway for extended periods and any turning will be guided by a banksman. No TROs are required as part of the construction works.
- 2.30 There are on-road cycle lanes provided on Park View Road across the site frontage. The local highway network is also considered suitable for cycling due to the relatively low speed limit and flat topography. National Cycle Route 1 is located 7 kilometres north of the site along the Thames Path. The London Cycle Network Route 19 is located north of the site upon Westbrooke Road running parallel to Park View Road.

**Accessibility by Public Transport**

- 2.31 As illustrated in Figure 2.1 the nearest bus stops are located on Park View Road approximately 50 metres (1 minute walk) east and west of the site. A summary of the frequent bus services from these stops are displayed in Table 2.1 below.

Service	Destinations Served	Approximate Frequency		
		Mon-Fri	Sat	Sun
89	Lewisham – Blackheath – Vanbrugh Park – Welling – Bexleyheath – Barnehurst – Slade Green	1 every 15 minutes	8 an hour	1 every 20 minutes
96	Bluewater Shopping Centre – Dartford – Bexleyheath – Welling – Plumstead – Woolwich	1 every 10 minutes	1 every 10 minutes	1 every 11 minutes
486	North Greenwich – Greenwich – Woolwich – Welling – Bexleyheath	1 every 10 minutes	1 every 15 minutes	1 every 15 minutes
B16	Bexleyheath – Welling – Falconwood – Eltham – Blackheath	1 every 15 minutes	1 every 15 minutes	2 an hour
N89 (Night Bus)	Trafalgar Square – Covent Garden – Temple – Blackfrairs – Elephant and Castle – Walworth – Camberwell – Peckham – Deals Gateway – Lewisham – Blackheath – Welling – Bexleyheath – Barnehurst – Slade Green – Erith	Night Bus service between 23:45-04:45		

Table 2.1 – Local Bus Services

2.32 Welling railway station is the nearest train station located approximately 1.4 kilometres (18 minute walk) west of the site. Welling railway station benefits from 28 cycle spaces, located in a secure lockable cycle storage and 117 car parking spaces with 2 accessible spaces. A summary of the direct rail services is shown below in Table 2.2.

Service	Destinations Served	Approximate Frequency		
		Weekday AM	Weekday PM	Saturday Daytime
Dartford	Welling – Bexleyheath – Barnehurst – Dartford	5 an hour	5 an hour	5 an hour
Dartford	Welling – Bexleyheath – Barnehurst – Slade Green – Dartford	Every 30 minutes	Every 30 minutes	Every 30 minutes
London Victoria	Welling – Falconwood – Eltham – Kidbrooke – Blackheath – Lewisham – Nunhead – Peckham Rye – Denmark Hill – London Victoria	Every 30 minutes	Every 30 minutes	1 every hour
London Bridge	Welling – Falconwood – Eltham – Kidbrooke – Blackheath – Lewisham – St Johns – New Cross – London Bridge	No service	No service	1 every hour
London Cannon Street	Welling – Falconwood – Eltham – Kidbrooke – Blackheath – Lewisham – St Johns – New Cross – London Bridge – London Cannon Street	Every 30 minutes	Every 30 minutes	Every 30 minutes
London Charing Cross	Welling – Falconwood – Eltham – Kidbrooke – Blackheath – Lewisham – London Bridge – London Waterloo (East) – London Charing Cross	Every 30 minutes	Every 30 minutes	1 every hour
Woolwich Arsenal	Welling – Bexleyheath – Barnehurst – Slade Green – Erith – Belvedere – Abbey Wood – Plumstead – Woolwich Arsenal	Every 30 minutes	Every 30 minutes	Every 30 minutes

Table 2.2 – Local Rail Services

### *Other Considerations*

- 2.33 The surrounding local area can be characterised as largely residential in nature, although a number of retail and commercial uses are located within close proximity to the site. Surrounding business owners and residents will be consulted on the works and schedule of the construction in advance of the works starting.

### *Community Considerations*

- 2.34 This CTMP seeks to consider the impact of construction activity on the local community including schools, nurseries, places of worship and other focal points. The access route from the A2 does not pass any particularly sensitive sites however there are schools located nearby so the presence of school children on the local network at certain times of day will be considered.

### 3.0 Construction Programme and Methodology

3.1 This section of the CTMP sets out the overall construction programme and provides information for the two main phases of the programme; the demolition phase and the construction phase.

#### Overall Programme

3.2 The overall duration of the construction works is estimated at 24 months. The programme includes the following key phases:

- ▶ Site Setup and Demolition – 3 months;
- ▶ Basement excavation and piling – 3 months;
- ▶ Sub-structure – 3 months. This would include concrete foundations and ground drainage;
- ▶ Superstructure – 9 months. This would comprise of construction and roof construction;
- ▶ Fit-out, Testing and commissioning – 6 months. This phase would also include external landscaping.

#### Site Setup

3.3 The proposed site set-up for both the demolition and initial construction phases is shown in **Appendix A**. This illustrates the material and plant storage area, as well as the staff cabin/toilets. It also demonstrates the space kept clear for vehicles on site and proposed hoarding surrounding the site. Storage of plant will be provided on site in a secure location. This is also shown in Figures 3.1 and 3.2 below.

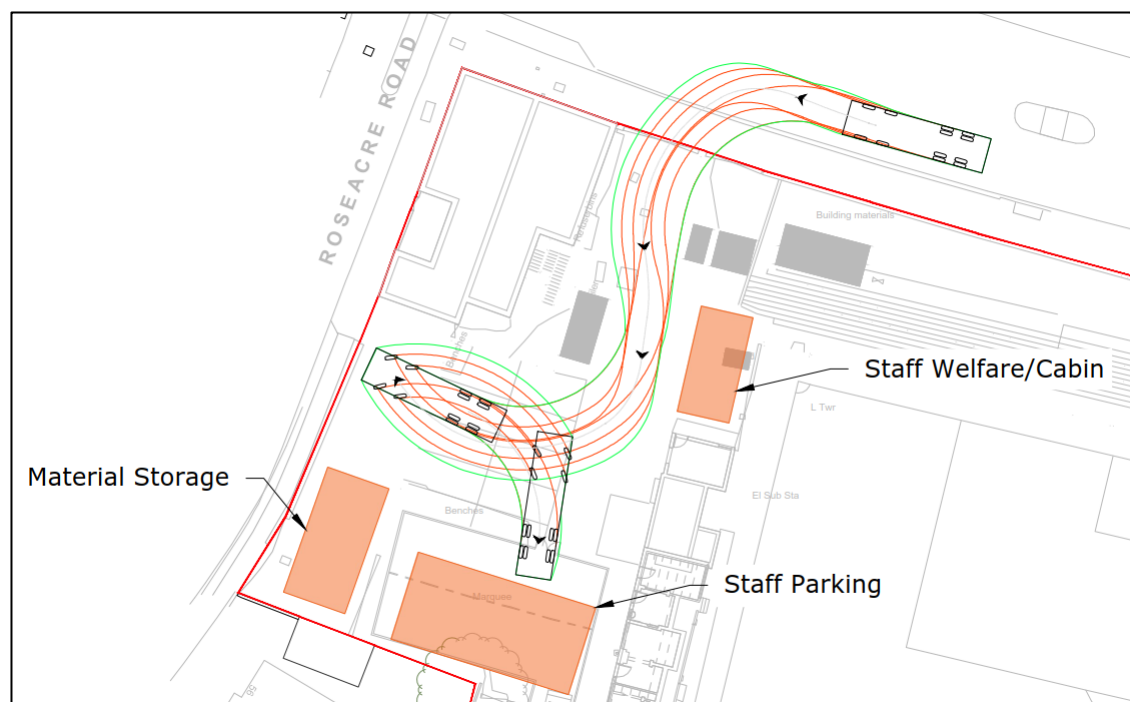


Figure 3.1 – Site Setup During Demolition/Initial Construction

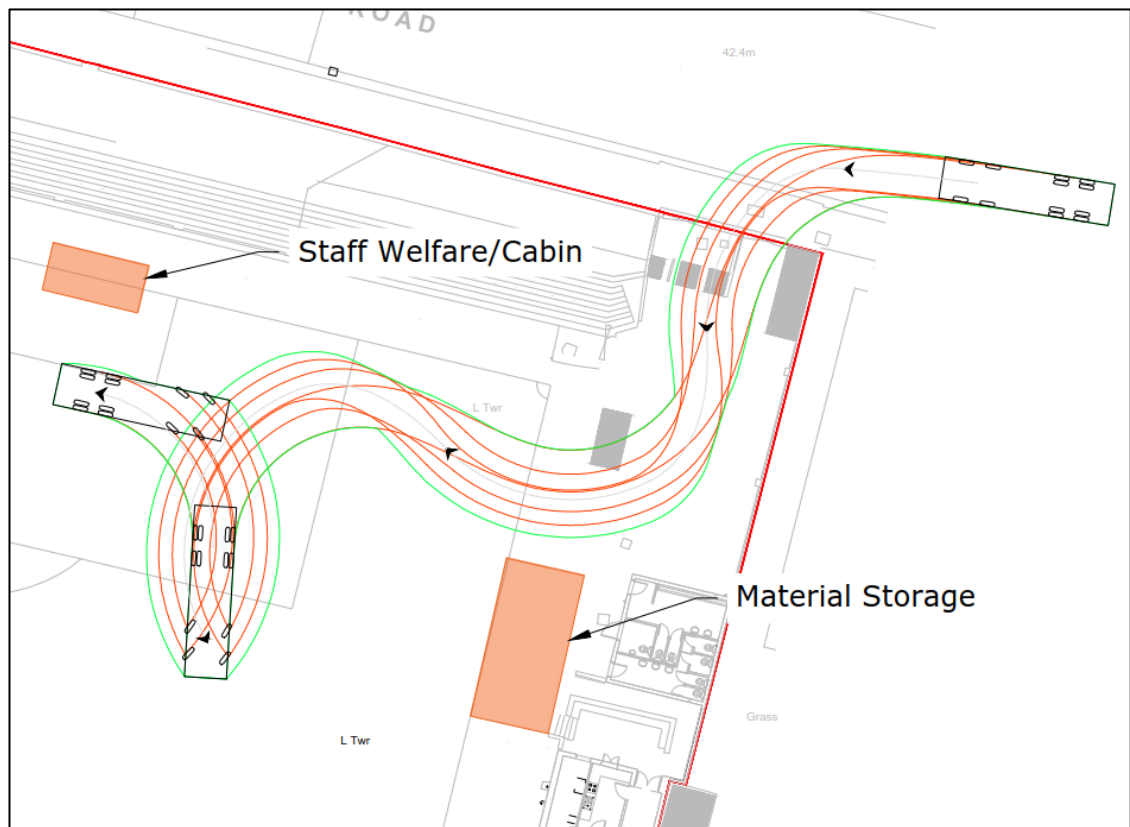


Figure 3.2 – Site Setup During Demolition/Initial Construction

3.4 As the project progresses, the two existing crossovers will be inaccessible. However the new car park will be constructed early in the construction process to provide some loading/staff parking/material storage. This arrangement is illustrated at **Appendix B**, and illustrated in Figure 3.3 below. However access will also be provided onto the pitch for larger vehicles (before the stands are constructed) to avoid the need for larger construction vehicles to use Roseacre Road, which is shown within Figure 3.4.

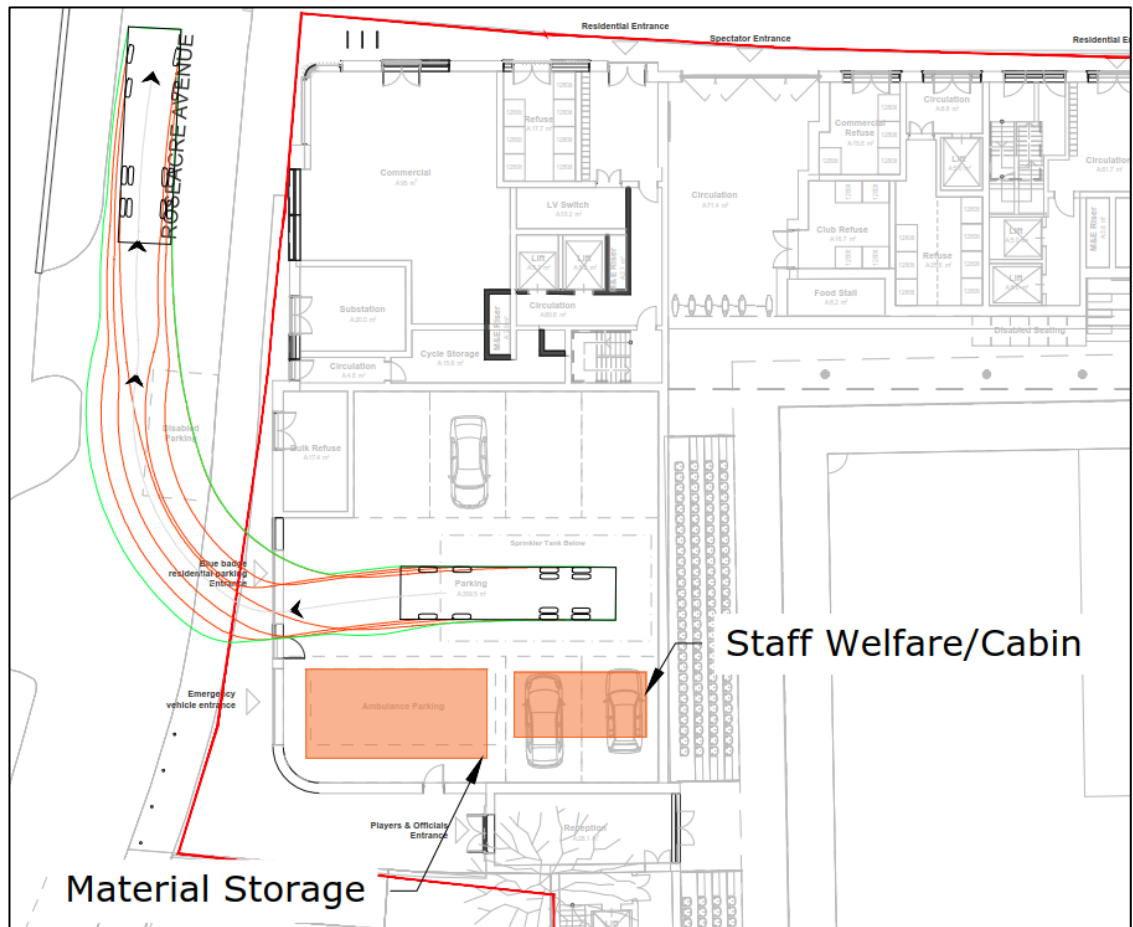


Figure 3.3 – Site Setup During Construction



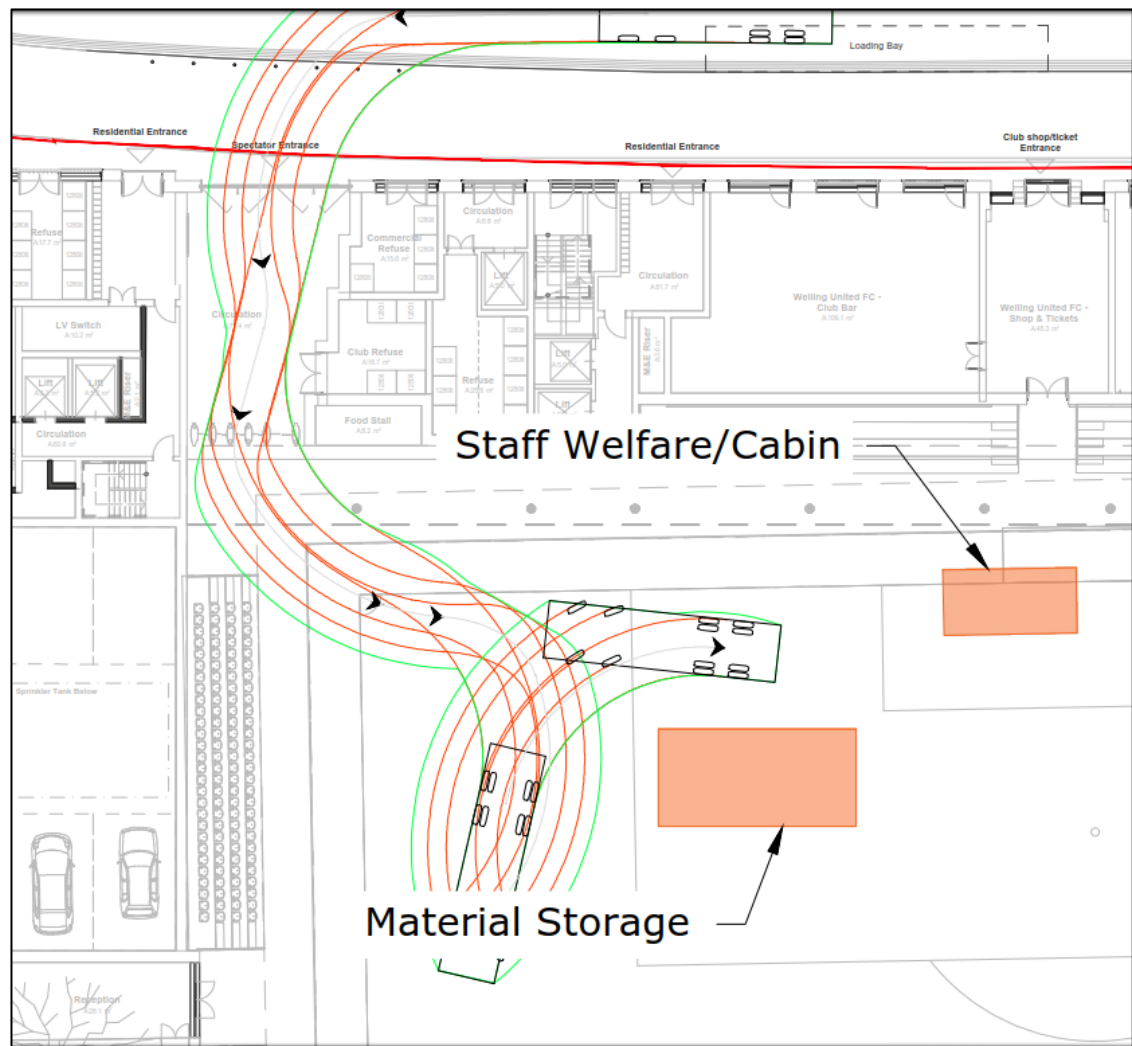


Figure 3.4 – Site Setup During Construction

3.5 The contractor will endeavour to ensure that as much material as possible is delivered via Park View Road and then stored to the rear of the site in order to minimise the impact on Roseacre Road.

**Materials Storage and Security**

3.6 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 locally 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 shut down in the intervening periods between work.

3.7 Mechanical plant will be fitted with effective exhaust silencers, maintained in good and efficient working order and operated to minimise noise emissions. All plant will comply with the relevant statutory and manufacturers requirements.

- 3.8 The contractor will notify the local authority prior to the movement of any plant on site.
- 3.9 It is anticipated that a large majority of concrete and hardcore demolition arisings from the demolition works will be crushed on site and remain on the site for reuse during the construction phase.

#### **Hoarding**

- 3.10 The site will be secured with a hoarding at the front of the site. Existing boundary fencing will be retained where appropriate to avoid the need for excessive hoarding. Hoarding will accord with the following principles:
- ▶ The standard hoarding will be 2.4 metres in height;
  - ▶ Hoarding will be illuminated as required;
  - ▶ The hoarding will include decorative displays and facilities for public viewing where appropriate;
  - ▶ The hoarding will be increased in height and possibly altered in form to enhance acoustic or visual considerations for specific locations;
  - ▶ Where reasonably practicable existing walls, fences, hedges and earth banks 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.
- 3.11 The hoarding will also include a pair of lockable gates.

#### **Access and Parking**

- 3.12 The site will be hoarded off for the duration of the demolition and construction phases and there will be limited vehicle access into and out of the site itself other than for certain demolition vehicles and specific vehicles delivering construction materials.
- 3.13 Vehicle movements will be managed to ensure that no more than two vehicles will require access to the site at one time, with two vehicles able to be accommodated within the site within both the demolition and construction phases.
- 3.14 Pedestrian access to the site will be via both Roseacre Road and Park View Road, with pedestrians able to access the site in designated areas. All staff and visitors will be encouraged to travel via public transport, where possible. Given the location of the site, it is considered that travel by public transport is both feasible and realistic. Some staff parking will however be provided on site. This can be extended where necessary since the existing football pitch is available for parking for the majority of the construction programme.

#### **Demolition**

- 3.15 Table 3.1 below summarises the anticipated type and frequency of vehicle operating on site during the demolition phase. This is indicative at this stage, and may vary due to alterations to the programme or particular aspects of construction.

Vehicle Type	Frequency
Van/pick-up (6.97 metres)	On average 10 per day
3.5 Tonne tipper (6.53 metres)	One per day on average
18 Tonne Scaffold lorry (8.0 metres)	More towards start and end of works
32 Tonne roll on/off (8.55 metres)	On average 10 per day
32 Tonne Tipper (8.55 metres)	On average 10 per day

Table 3.1: Demolition Phase – Vehicle Activity

- 3.16 Vans, pickups tippers and scaffold lorries will both enter and exit the site through the use of banksmen. Banksmen will be employed to control arrivals and departures.

### Basement Excavation and Piling/Sub-Structure/Superstructure

- 3.17 It is anticipated that there will be no more than 30-35 deliveries per day during the construction phase, excluding vans and pick up trucks. It is envisaged that vehicular activity associated with the construction operations will comprise a mix of the following:

- ▶ Ready-mix concrete deliveries during construction; and
- ▶ Deliveries of construction materials and fixtures and fittings.

- 3.18 Anticipated vehicles during the construction phase are set out in Table 3.2 below. This is indicative at this stage, and may vary due to alterations to the programme or particular aspects of construction.

Vehicle Type	Frequency
Van/pick-up	On average 20 per day
3-axle tipper (8.0 metres long, 2.5 metres wide, and 3.5 metres high)	On average 10 per day
Large tipper (10.2 metres long, 2.5 metres wide, and 3.5 metres high)	On average 5 per day
Concrete Lorries (8.3 metres long, 2.5 metres wide, and 4.0 metres high)	On average 2 per day
Skip Lorries (6.3 metres long, 2.5 metres wide, and 3.7 metres high)	On average 5 per day
Flat-bed Truck/Panel Van (7.0 metres long, 2.4 metres wide)	On average 10 per day

Table 3.2 – Construction Phase – Vehicle Activity

### Fit-Out, Testing and Commissioning

- 3.19 Anticipated vehicles during the fit-out phase are set out in Table 3.3 below

Vehicle Type	Frequency
Van/pick-up	On average 30 per day
Skip Lorries (6.3 metres long, 2.5 metres wide, and 3.7 metres high)	On average 10 per day
Flat-bed Truck/Panel Van (7.0 metres long, 2.4 metres wide)	On average 10 per day

Table 3.3 – Fit-out, Testing and Commissioning – Vehicle Activity

## 4.0 Vehicle Routing and Access

### Vehicle Routing

- 4.1 It is proposed to implement a routing strategy that minimises impact on local roads surrounding the site that identifies the shortest, useable route to and from the A2. The HGV routing is illustrated in Figure 4.1 below.

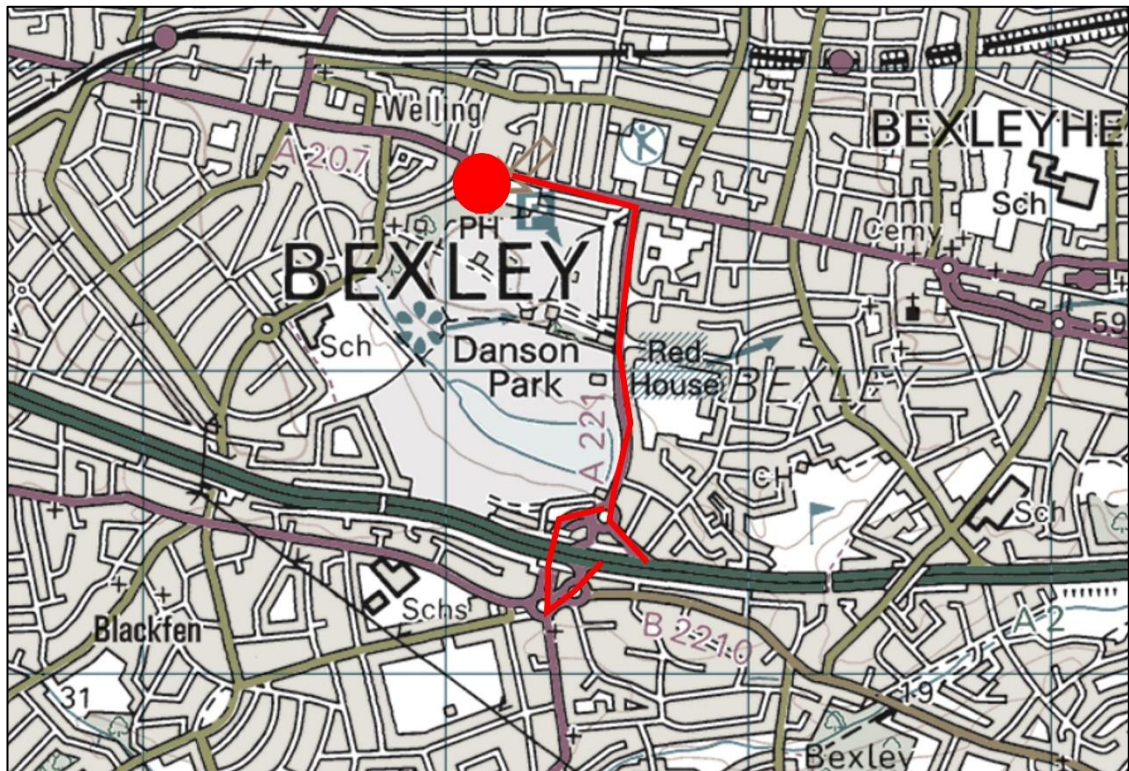


Figure 4.1: Proposed HGV Routes

- 4.2 All vehicles will access the site to and from the east, via the A221, which links directly with the A2 to the south.

### Loading/Unloading Activity

- 4.3 Proactive management of deliveries will be required to reduce the number of vehicle movements. Most material unloading within the site while vehicular access is still possible, although larger HGVs (low loaders) will park on-street adjacent to the site. Everything up to a large tipper (10.2 metres in length) will deliver from within the site.
- 4.4 During the demolition phase, vehicles will make use of the existing staff car park as well as utilising the existing pitch. This will be aided by banksmen.

Various construction vehicles will need to access the site at various stages throughout the demolition and construction schedule. An overview of the swept paths of a large tipper (for robustness) accessing the site are included for reference at **Appendices A** and **B** for both the demolition and construction phases.

- 4.5 The low loader will be infrequent, being used to deliver and collect construction vehicles utilised as part of the build process. It will also be used towards the start and end of the demolition phase. Other vehicles would be more frequent.

- 4.6 Further vehicle tracking may be required if the construction contractor seeks to utilise alternative vehicles.
- 4.7 Once the demolition phase is completed and works on site start, vehicles will be required to utilise the new car park to the west of the site, as well as delivering on-pitch.

#### **Vehicle Access**

- 4.8 No on-street parking bays will need to be suspended, as construction vehicles are able to access the site to unload.
- 4.9 A section of the footway may need to be resurfaced on both Park View Road and Roseacre Road due to the presence of regular HGV movements.

#### **Signage**

- 4.10 No highway direction signs are anticipated to be placed on the public highway during works.

## 5.0 Strategies to Reduce Impacts

### Measures influencing construction vehicles and programmes

#### *Safety and environment standards and programmes*

- 5.1 Safe and legal loading will take place either within the site or on highway land, adhering to the Code of Considerate Practice and following best practice such as accreditation to the Fleet Operators Recognition Scheme (FORS). All vehicles will be required to be FORS Silver accredited, use of vehicles that do not meet this standard will be in breach of this CTMP and enforcement measures will be taken as necessary.

#### *Adherence to designated routes*

- 5.2 All vehicles will be required to telephone ahead to the full time Site Manager. All operators will be informed on the route they must take to and from the site as per the previous section. All vehicles will be guided into the designated unloading area by a banksman to ensure that vehicles are parked appropriately. Equipment will be able to be brought onto the site via gates in the hoarding where parked on-street.
- 5.3 It is considered that all HGV drivers delivering to the site will be experienced professionals. As such, they will be expected to be aware of vulnerable road users at all times, and with the assistance of the on-site banksman, ensure that manoeuvring into and out of the site is undertaken as safely as possible, with particular awareness of cyclists and pedestrians during the turning manoeuvres.
- 5.4 The numbers of HGV movements to and from the site are expected to vary between the differing phases of construction. Throughout each phase, the HGV routing will remain the same, providing the shortest distance travelled on local roads.

#### *Delivery Scheduling*

- 5.5 The site will operate between the hours of 08:00 -18:00 Monday to Friday, and the hours of 08:00 to 13:00 on Saturdays which accords with the standard working hours for construction sites. This applies to both the demolition and construction phases.
- 5.6 To reduce the potential for noise and disruption from the site upon local residents, it is not intended to regularly carry out noisy works on Saturdays or on Public or Bank Holidays. In addition, the programme allows for the site to shutdown over the Christmas and New Year period.
- 5.7 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.
- 5.8 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.
- 5.9 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](http://www.londonlorrycontrol.com)).
- 5.10 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 CTMP Co-ordinator to ensure that this system, together with the entire CTMP, is promoted to all workers and delivery personnel. All companies delivering goods to the site will be made aware of the contents of the CTMP in advance.

- 5.11 To avoid increasing peak traffic flow and to limit the effect of the construction activity on the local residents and local road network, construction vehicle servicing traffic movements will be restricted to the following hours:
- ▶ 09:00 – 17:00 Monday to Friday; and
  - ▶ 09:00 – 13:00 Saturdays.
- 5.12 Delivery and removal of larger items of construction equipment will be scheduled as above to minimise disruption to neighbouring properties. The proposed dates and times of these movements will be notified to all local residents and occupiers at the earliest opportunity. Comments and feedback received will be considered before finalising dates and times.
- 5.13 All sub-contractors and suppliers will be required to plan for and provide a schedule of deliveries to the CTMP Co-ordinator. The CTMP Co-ordinator will then collate these and co-ordinate an overall delivery schedule to ensure as far as is practicable:
- ▶ Deliveries are made with the smallest size of the vehicle required;
  - ▶ Opportunities to combine deliveries can be explored to reduce vehicle movements; and
  - ▶ The identity of the delivery vehicle can be established in case of any incidents.

#### ***Re-timing for out of peak deliveries***

- 5.14 Deliveries will be scheduled through the booking system to avoid peak hours. If a delivery cannot be accommodated on any given day outside of peak hours it will be delayed and re-assigned a slot on another day.

#### ***Re-timing for out of hours deliveries***

- 5.15 Deliveries will be scheduled through the booking system to avoid peak hours. If a delivery cannot be accommodated within the agreed delivery hours it will be delayed and re-assigned a slot on another day.

#### ***Use of logistics and consolidation centres***

- 5.16 All sub-contractors and suppliers will be required to plan for and provide a schedule of deliveries to the CTMP Co-ordinator. The CTMP Co-ordinator will make use of consolidation wherever practicable. All reasonable efforts will also be made to consolidate orders from individual suppliers in order to minimise the number of deliveries made.

### **Measures to Encourage Sustainable Freight**

#### ***Freight by Water***

- 5.17 The nearest navigable waterway is the River Thames. There are no existing loading facilities on this waterway in close proximity to the site and it is not viable to construct temporary facilities given the scale of the development. It is therefore considered that serving the site by water is not practical.

#### ***Freight by Rail***

- 5.18 There are no rail freight facilities in close proximity to the site and the volume of materials needed for this scale of development would not make efficient use of rail freight. Use of rail freight is therefore considered to be impractical.

## Material Procurement Measures

### *DfMA and off-site manufacture*

- 5.19 Opportunities for DfMA and off-site manufacture will be taken up, where possible. Due to the scale of the scheme these opportunities will likely be limited to doors, windows and internal joinery.

### *Re-use of material on site*

- 5.20 The site is currently occupied by garages constructed from brick. Bricks will be salvaged and reused if their condition allows it.

### *Smart procurement*

- 5.21 All opportunities will be taken to minimise waste during procurement. The primary way this will be achieved is through minimising the volume of materials stored on-site. Materials will be ordered as required, thereby minimising over-ordering. Materials will also be ordered in the largest practicable format, minimising the volume of packaging.

## Other Measures

### *Collaboration amongst other sites in the area*

- 5.22 The CTMP Co-ordinator will make all reasonable efforts to collaborate with other nearby construction sites. Arrangements could include timing deliveries from the same supplier to coincide, thereby reducing the total number of delivery vehicles or sharing loading/holding facilities if appropriate.

### *Implement a staff travel plan*

- 5.23 A staff travel plan will operate at the construction site, with a view to reducing the number of vehicles trips made. Measures will include the following:
- ▶ Provision of a staff travel pack detailing local public transport routes;
  - ▶ Provision of a parking area for cycles;
  - ▶ Management of parking within the site to the minimum necessary for operation reasons; and,
  - ▶ Promotion of car sharing should any staff drive to the site.

### *Wheel Washing Facilities*

- 5.24 Wheel washing facilities will be accommodated. The contractor will operate a hose and pressure washer at the entrance/exit to prevent any dirt/dust leaving the site. This will also apply to vehicles parking on the section of highway land to the south of the site. Any overspill will be washed off the road surface at regular intervals.
- 5.25 Vehicles will be cleaned prior to leaving the site to minimise deposits of spoil or debris on the local highway network.

### *Committed Measures*

- 5.26 The following measures are committed to be implemented at the site, which comprise key principles of the DfT's Quiet Deliveries Good Practice Guidance will be adopted, which would include:

#### *General Servicing Best Practice:*

- ▶ Making sure all equipment is in good working order and maintained to minimise noise;
- ▶ Ensuring all staff involved in delivery activity are briefed and trained appropriately, in accordance with the code of practice; and



- ▶ Ensuring all construction supply chain providers receive copies of the code and are aware of its importance.

#### *The Delivery Area:*

- ▶ Identify timings for deliveries in advance so both the driver and site operatives are prepared for the arrival;
- ▶ Seek to ensure that delivery vehicles spend as little time as possible attempting to access the loading/unloading area, possibly tasking site staff to ensure that manoeuvring can be accomplished quickly and safely; and
- ▶ Engines should be switched off immediately when not manoeuvring.

5.27 In addition, the site will adhere to relevant safety and environmental standards and programmes.

#### **Site Waste Management Plan (SWMP)**

5.28 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. Including SWMP information in induction training or as part of environmental awareness training can help with this.

5.29 This CTMP should be read in tandem with the Construction Phase Plan submitted as part of the planning application. The Construction Phase Plan includes further detail relating to Site Waste Management.

#### **Dust and Noise Suppression**

##### **Dust Suppression**

5.30 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. This includes reference to Appendix 7 of the Mayor of London's SPG on 'The Control of Dust and Emissions During Construction & Demolition'.

##### **Site Set-up**

5.31 The site will be set up in such a way as to mitigate dust. The developer when planning construction works will consider and where appropriate shall:

- ▶ Locate machinery and dust generating activities away from off-site sensitive receptors;
- ▶ Create a physical distance and/or barriers between dust/emission generating activities and receptors;
- ▶ Install solid screens/barriers around dust generating activities and stockpiles. These should be as high as the relevant stockpiles in question as a minimum;
- ▶ Cover, seed, fix, or compact and profile stockpiles to prevent wind whipping; and
- ▶ Remove loose small grain materials as soon as possible.

##### **Site Maintenance**

5.32 The contractor will maintain the site to ensure it is kept in good working order. Measures required include:

- ▶ Run off and mud will be contained and managed on site;

- ▶ 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**

5.33 The contractor will carry out the following controls:

- ▶ All vehicles should switch off engines when not in use – no idling vehicles;
- ▶ Fixed wheel and/or vehicle washing on leaving site e.g. drive through, under vehicle jets or hand held jet washers;
- ▶ All loads entering and leaving site to be covered;
- ▶ Hard surfacing and effective wet cleaning of haul routes; and
- ▶ Enforced a 5mph speed limit on site.

#### **Site activities**

5.34 Wherever possible, renewable, mains or battery powered plant items will be used.

5.35 Cutting, grinding and sawing should not be conducted on-site and pre-fabricated, pre-cut materials and modules should be brought to site. In cases where on site cutting, grinding and sawing must take place on site this must be done using equipment fitted with functional dust arrestment/suppression.

5.36 Crushing plant and the discharge from crushers and grading screens should be enclosed in a temporary shed and have a fine spray of water fed into the top of the crusher hopper at all times whilst in use.

5.37 The contractor will notify the local authority if a concrete batcher is to be used on site; use best available techniques identified in the Process Guidance note; and carry out these processes in an enclosure, wherever possible.

5.38 Skips, chutes and conveyors should be completely covered or enclosed to ensure that dust does not escape. Drop heights should be minimised to control the fall of materials.

#### **Damping Down**

5.39 The contractor will commit to the following:

- ▶ Wash or dampen haul routes both within and outside the site. Where possible the source of water should be sustainable and the re-use be optimised;
- ▶ Clean road edges and pavements using wet cleaning methods;
- ▶ Use wet cleaning methods and mechanical road sweepers on all roads within 100m of the site entrance at least once a day;
- ▶ 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.

#### **Stockpiles and Storage Mounds**

- 5.40 The contractor will avoid long-term stockpiles on site unless they are designed and planned to perform the function of visual or noise screening. If they are necessary, the following measures should be in place:
- ▶ Make sure that stockpiles exist for the shortest possible time;
  - ▶ Do not build steep sided stockpiles or mounds or those that have sharp changes in shape. Profile to minimise wind whip;
  - ▶ Whenever possible site stockpiles away from the site boundary, sensitive receptors, watercourses and surface drains.
  - ▶ Wherever possible, enclose stockpiles, keep them securely sheeted or employ irrigators;
  - ▶ When siting stockpiles take into account the predominant wind direction to reduce the likelihood of affecting off-site receptors;
  - ▶ Seed, re-vegetate or turf long term stockpiles to stabilise surfaces or use surface binding agents that have been approved by the Environment Agency;
  - ▶ Re-use hardcore material to avoid unnecessary vehicle trips;
  - ▶ Erect fences or use windbreaks such as trees, hedges and earth-banks of similar height and size to the stockpile to act as wind barriers and keep these clean using agreed wet methods regularly; and
  - ▶ Store fine or powdery material (under 3mm in diameter) inside buildings or enclosure.

#### **Sand Blasting**

- 5.41 The work area will be close-sheeted to reduce dust nuisance from grit. Routine checking is required to ensure that the sheeting remains sound and sealed during the operation. Particular attention should also be given to the working platform to ensure that it is properly sheeted and sealed to contain dust. Non-siliceous grit will be used to prevent long-term irreversible lung damage from silica dust to workers.
- 5.42 In addition, the following points will be adhered to:
- ▶ Adequate PPE and sheeting will be provided when sand blasting any structure painted with lead based paint;
  - ▶ In cases where water is used for large scale cleaning and blasting projects the requirements of Environment Agency and Thames Water Utilities Ltd will be complied with;
  - ▶ All grit will be prevented from falling into or ending up in rivers or watercourses; and
- 5.43 The contractor will take all necessary precautions to prevent the occurrence of smoke emissions or fumes from site plant or stored fuel oils to prevent the emissions or fumes drifting off-site. Plant shall be well maintained and measures taken to ensure that it is throttled down or turned off when not in use.

#### **Noise Suppression**

- 5.44 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.
- 5.45 Construction noise is predominantly controlled by restricting the hours of work to:

- ▶ Monday–Friday, 08:00 – 18:00 hours;
  - ▶ Saturdays, 08:00 – 13:00 hours; and
  - ▶ No work on Sundays or bank holidays.
- 5.46 All plant and equipment, including any on hire, is checked to ensure it is in good working order and conforms to the manufacturers standards.
- 5.47 Wooden hoardings will surround the site to reduce visual and noise intrusion from deliveries.
- 5.48 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;
  - ▶ Plant will be well maintained and measures taken to ensure that it is shut down in the intervening periods between work;
  - ▶ 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;
  - ▶ 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.

#### Highway Condition Survey

- 5.49 A highway condition survey will be conducted in the immediate vicinity of the site. The survey will cover Park View Road and Roseacre Road.
- 5.50 A second survey will be conducted once construction is complete, and any damage deemed to be a result of construction activity will be repaired at the expense of the developer.

## 6.0 Implementing, Monitoring and Updating

- 6.1 As a live document, the CTMP will be reviewed and updated by the CTMP Co-ordinator on a regular basis. The CTMP Co-ordinator will be the first point of contact regarding the CTMP and its implementation on site.
- 6.2 The CTMP Co-ordinator will liaise with LBB, and Transport for London, where appropriate to provide regular updates on the implementation of the CTMP and its effectiveness.
- 6.3 The primary responsibilities of the CTMP Co-ordinator will be to manage the delivery booking system, supervise loading and manoeuvring to ensure they are carried out in accordance with the CTMP and maintain an up-to-date record of deliveries and HGV movements. This will be made available to LBB within 14 days upon request.
- 6.4 The CTMP co-ordinators details are as set out in Section 1 of this CTMP.
- 6.5 Data collected by the CTMP Co-ordinator would include:
- ▶ Number of vehicle movements to site;
  - ▶ Total vehicle movements by vehicle type/size/age;
  - ▶ Time spent on site;
  - ▶ Origin and destination of vehicle arriving at or leaving site;
  - ▶ Delivery/collection accuracy compared to schedule Breaches and complaints;
  - ▶ Community concerns about construction activities;
  - ▶ Vehicle routing;
  - ▶ Unacceptable queuing or parking;
  - ▶ Adherence to safety & environmental standards & programmes;
  - ▶ Low Emissions Zone (LEZ) and Ultra Low Emissions Zone (ULEZ) compliance ;
  - ▶ Anti-idling Safety;
  - ▶ Logistics-related incidents;
  - ▶ Record of associated fatalities and serious injuries;
  - ▶ Methods staff are travelling to site;
  - ▶ Vehicles and operators not meeting safety requirements; and
  - ▶ Personal safety surrounding the site.
- 6.6 All relevant feedback will be provided to the council as appropriate.

### **Considerate Contractors Scheme**

- 6.7 All the demolition and construction contractors will be signed up for the Considerate Scheme upon appointment.
- 6.8 The Considerate Contractors Scheme is a non-profit scheme which encourages best practice beyond statutory requirements. Contractors follow a 'Code of Considerate Practice' requiring adherence to the following topics to improve the image of construction:
- ▶ Care about Appearance;

- ▶ Respect the Community;
- ▶ Protect the Environment;
- ▶ Secure Everyone's Safety; and
- ▶ Value their Workforce.

6.9 The scheme provides information, advice and e-learning for the aforementioned topics in relation to real world scenarios through a 'Best Practice Hub'. This uses previous projects as example of best practice, leading to future improvement.

### Stakeholder Input

6.10 Contact numbers will be on display at the site entrance for the general public to raise any concerns with the Developer directly. All enquiries will be recorded and responded to within five working days if contact details are provided. The enquirer will receive a written response (copied to LBB) detailing what action has been taken, if necessary.

### Corrective Measures

6.11 A three-stage correction process is proposed:

- ▶ Stage one – LBB highlights a potential breach and requests the Developer to review the data and concerns. The Developer and LBB will then agree the extent of the breach of controls, if it is material, and agree action. This is likely to be a Contractor warning at this stage.
- ▶ Stage two – If a further material breach is identified, the Contractor will be given a further warning and required to produce an action plan to outline how the issue will be rectified and any additional mitigation measures proposed.
- ▶ Stage three – Should further breaches still occur, the Contractor will be required either to remove the offender from site or to stop using an offending supplier.

## **Appendix A**

Site Set up – Demolition Phase

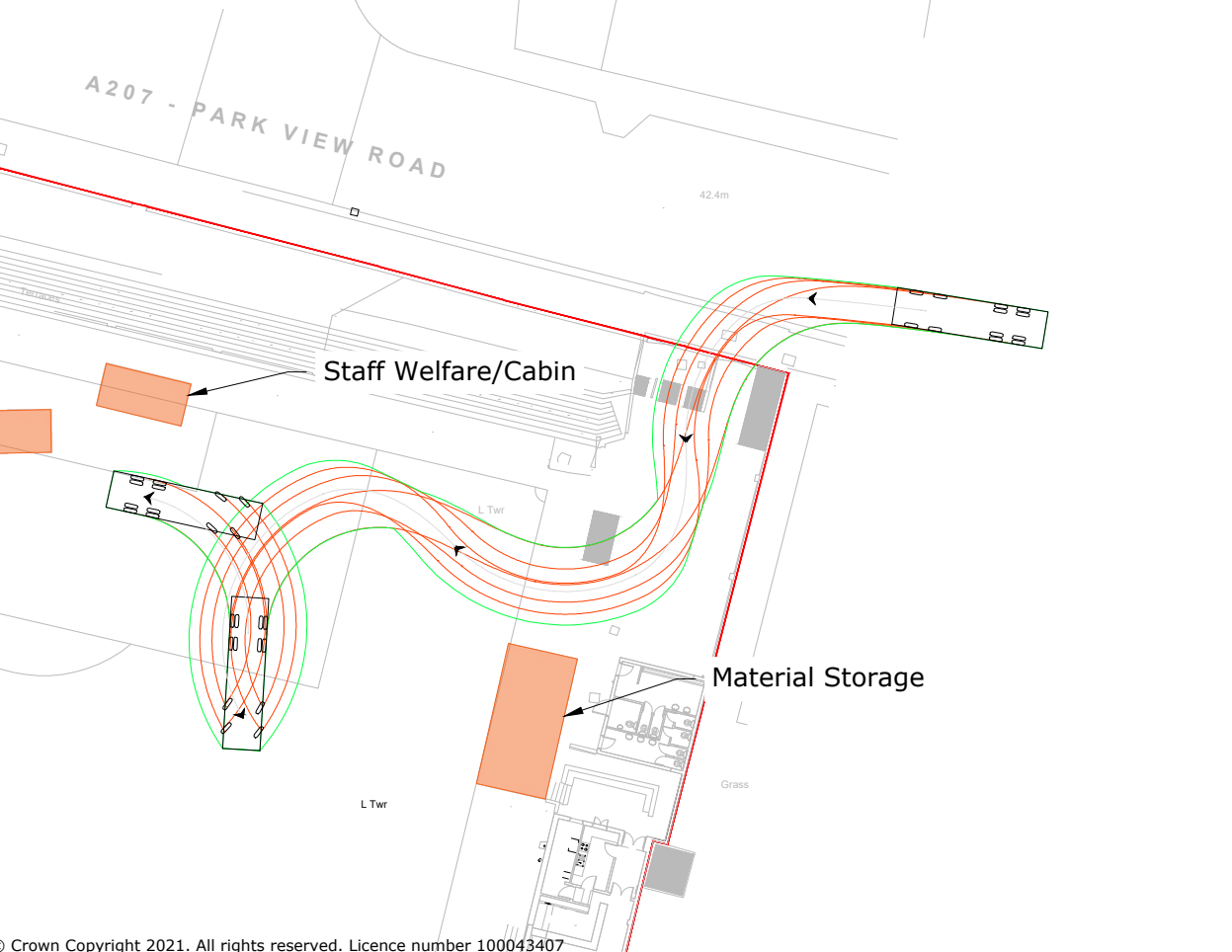
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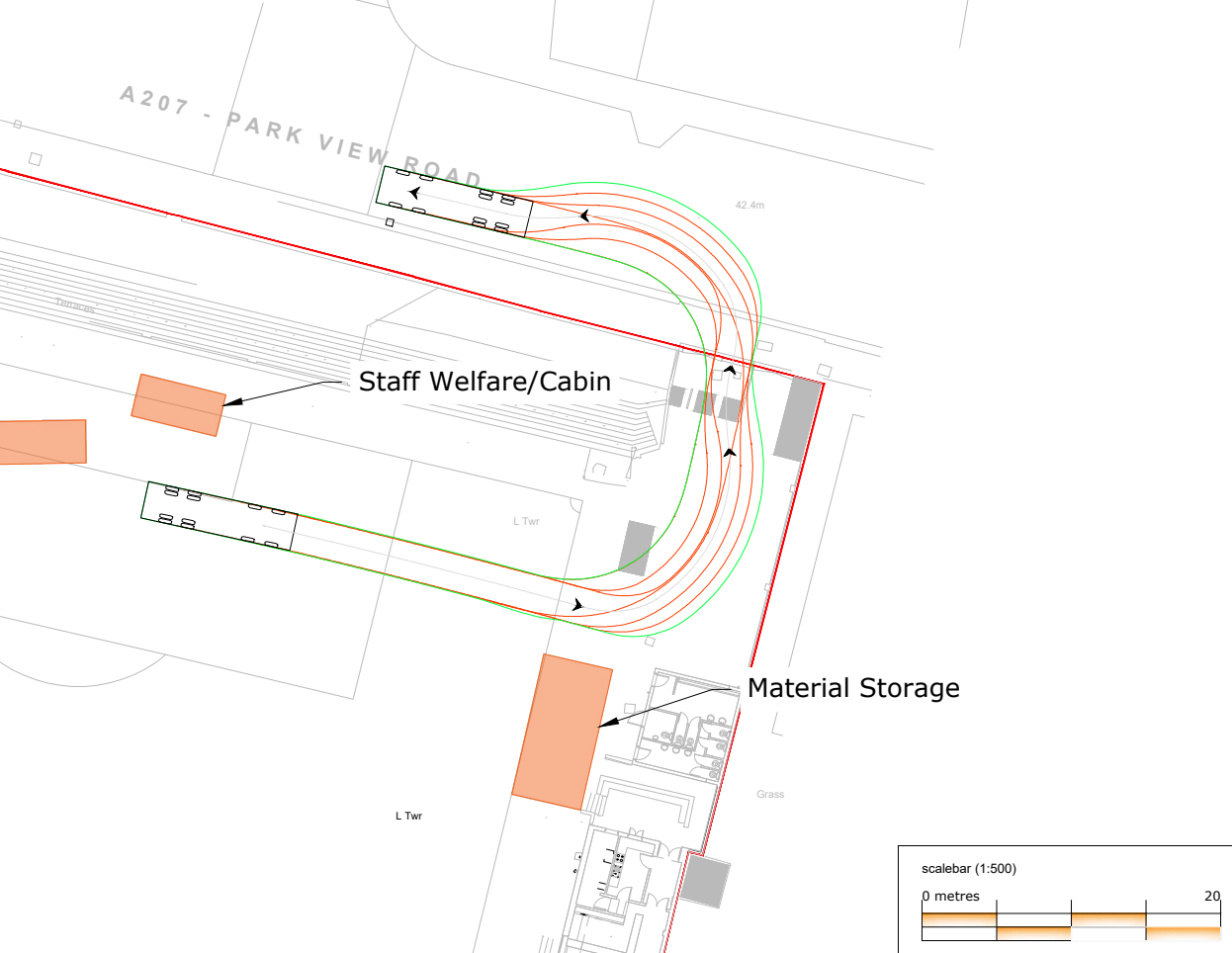
### Exit Manoeuvre



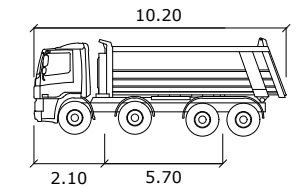
### Entry Manoeuvre



### Exit Manoeuvre



Rev: Description: Date: Rev By: Chk'd:



Large Tipper		units
Width	: 2.50	meters
Track	: 2.47	
Lock to Lock Time	: 6.0	
Steering Angle	: 32.9	



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Project:  
**Welling United Football Club**

Title:  
**Swept Path Analysis  
Construction Vehicle**

Client:  
**Access Building Contractors Ltd**

Drawing Status:

Scale: 1:500 (@ A3) Date: 24/11/23

Drawn: DR Checked: DM Approved: DM

Drawing:  
**2208030-TK08** Revision:

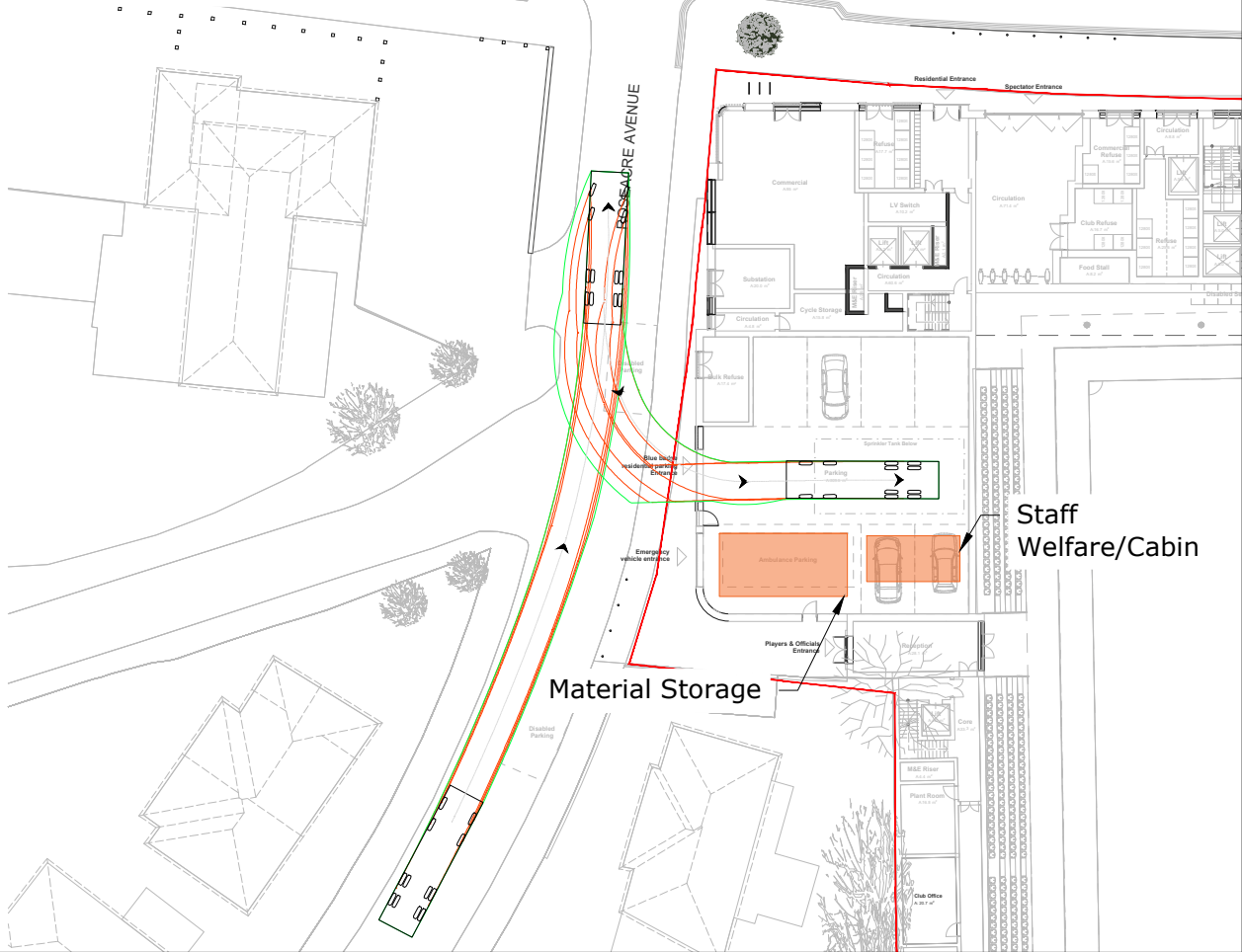
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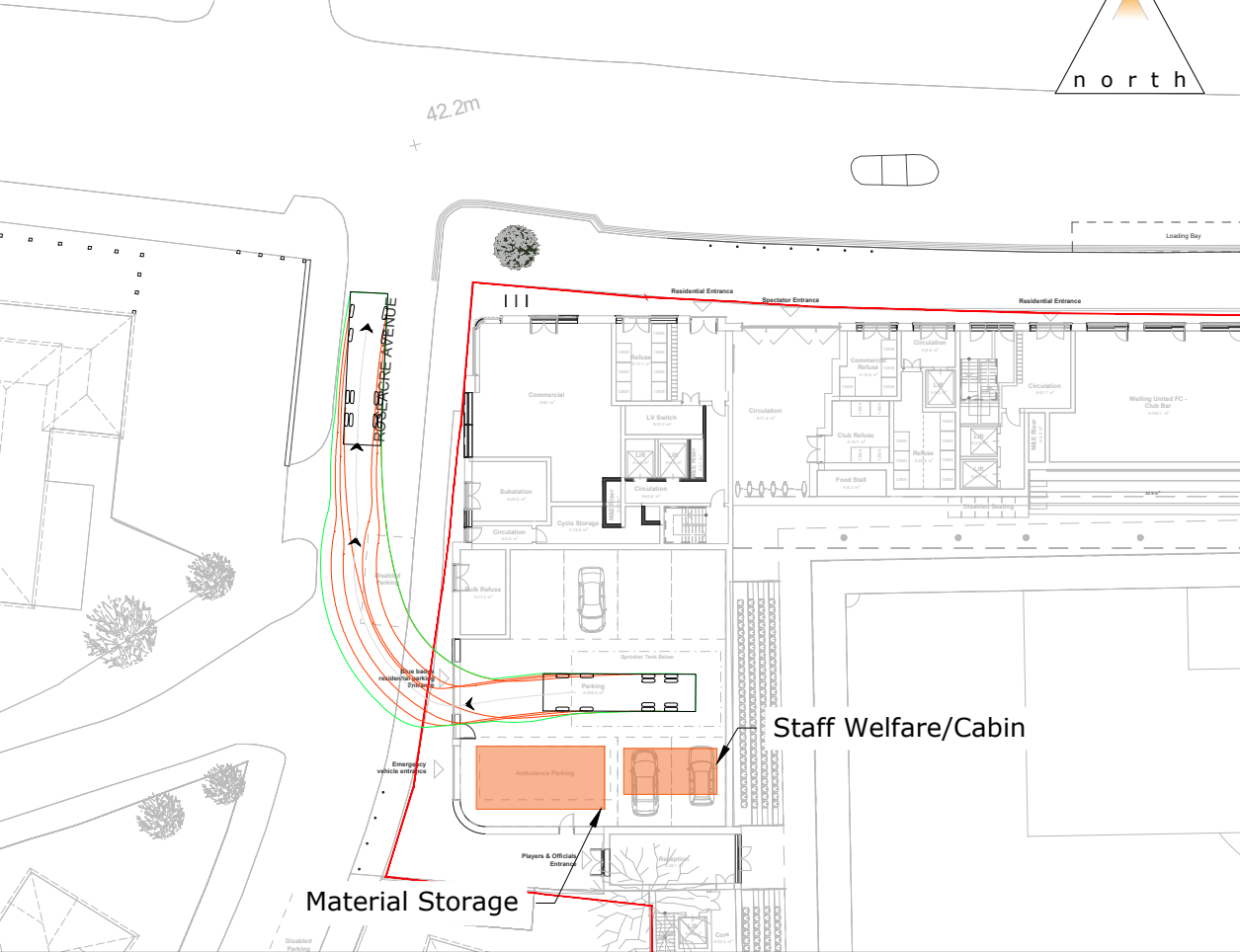
## **Appendix B**

Site Set up – Construction Phase

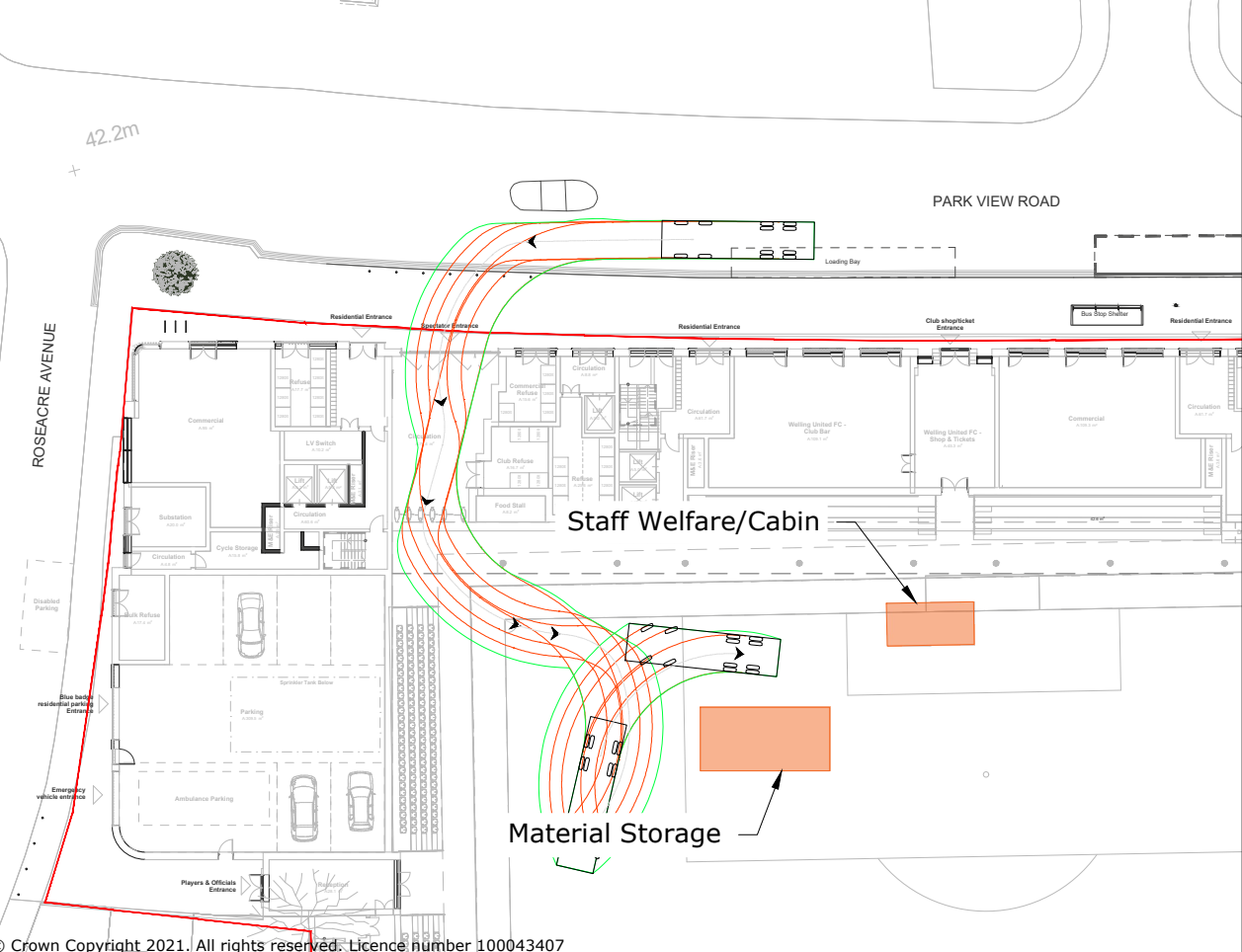
Entry Manoeuvre



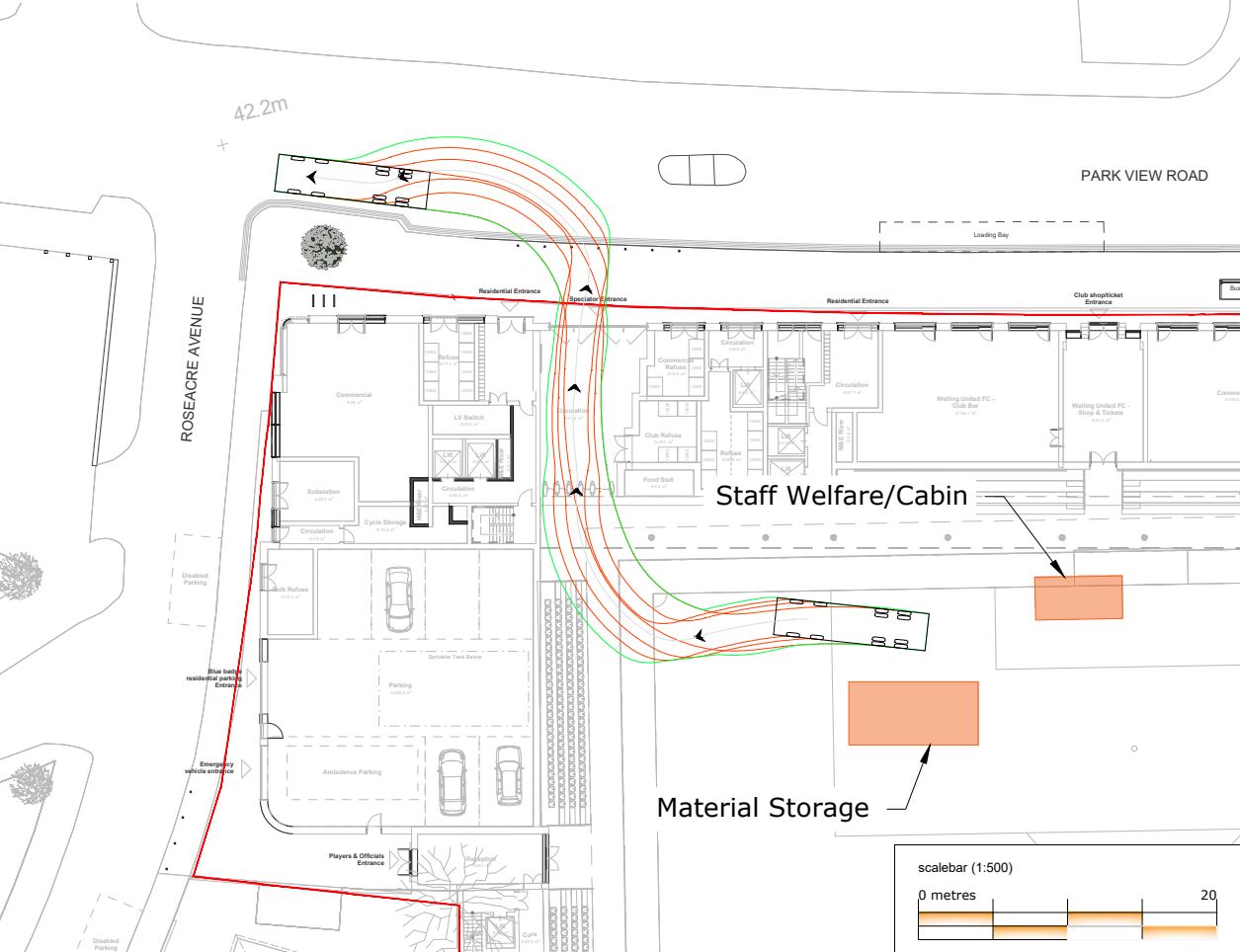
Exit Manoeuvre



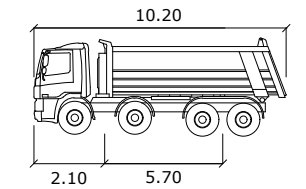
Entry Manoeuvre



Exit Manoeuvre



Rev: Description: Date: Rev By: Chk'd:



Large Tipper	width	2.50	meters
	Track	2.47	
	Lock to Lock Time	6.0	
	Steering Angle	32.9	

KEY

Potential Materials Storage Location



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Project:  
Welling United Football Club

Title:  
Swept Path Analysis  
Construction Vehicle

Client:  
Access Building Contractors Ltd

Drawing Status:

Scale: 1:500 (@ A3) Date: 24/11/23

Drawn: DR Checked: DM Approved: DM

Drawing: 2208030-TK09 Revision: