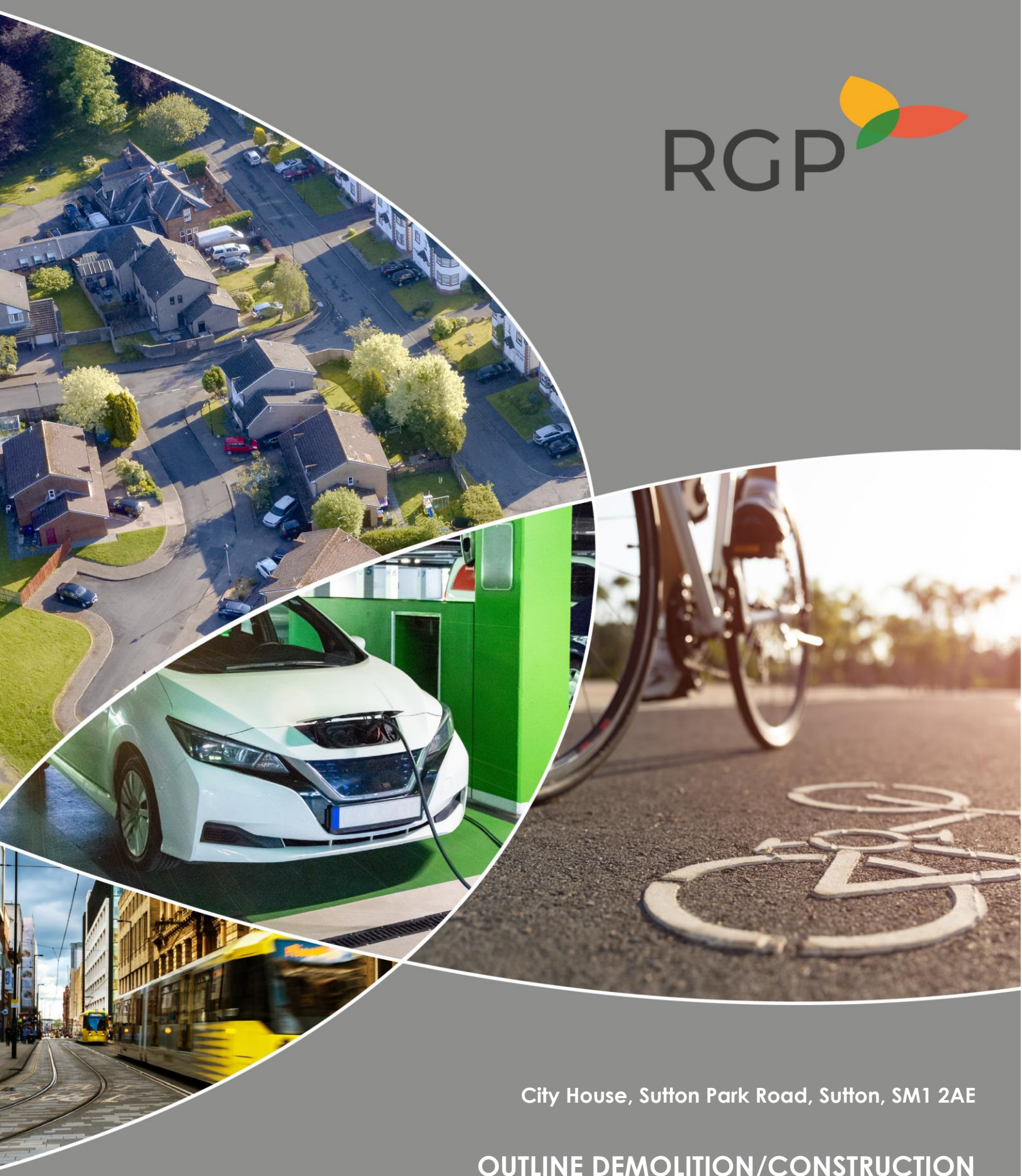

City House, Sutton Park Road, Sutton, SM1 2AE

OUTLINE DEMOLITION/CONSTRUCTION LOGISTICS PLAN (INCLUDING SWMP)

for Proposed Mixed Use Development

on behalf of Macar Living (City House) Ltd

2022/6805/CLP06

February 2024

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DOCUMENT CONTROL

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1 INTRODUCTION

1.1 Background

1.1.1 RGP is instructed by Macar Living (City House) Ltd to provide highway and transport planning advice in relation to a proposed mixed-use development at City House, Sutton Park Road, Sutton. The site lies within the London Borough of Sutton (LBS).

1.1.2 The site is located on the eastern side of the one-way section of the A232 gyratory within the town centre of Sutton and currently comprises an office building with a total floor area of approximately 1,117 sqm. Vehicular access to the site is provided from the eastern side of the A232 Sutton Park Road via a shared service road with the adjacent Morrisons, over which the applicant has suitable rights of access.

1.1.3 The development proposals comprise the redevelopment of the site in order to re-provide circa 220 sqm of office space at ground floor level and 70 residential flats, including a mix of 1-3 bedroom units, on the upper floors. A copy of the latest proposed site plan is attached hereto at **Appendix A**.

1.1.4 The proposed development would be car-free (except for 2 disabled spaces), owing to the site's highly accessible location via public transport (PTAL 6a), its town centre location and reflective of the London Plan (2021) parking standards. Cycle parking would also be provided on the site, in accordance with London Plan 2021 standards and LCDS.

1.1.5 A dedicated delivery bay would be provided on the site, allowing sufficient turning space on the site to accommodate a typical goods online delivery van. It is anticipated that refuse collection would continue to be undertaken from the shared service road, which would be no different from the existing and established arrangement for City House, thereby allowing all delivery and servicing vehicles to enter and egress the site in a forward gear to avoid any impact on Sutton Park Road.

1.1.6 A separate Transport Assessment, Travel Plan, Delivery & Servicing Management Plan (DSMP) and Waste Management Plan have been prepared by RGP to accompany this planning application and it is therefore recommended that these documents are read in conjunction with this outline Demolition & Construction Logistics Plan (DCLP).

1.1.7 This Outline Demolition & Construction Logistics Plan has been prepared following pre-application discussions with LBS, which identifies the need to prepare a suitable Outline DCLP to accompany the planning application. This report also provides a demolition and construction site waste management plan as detailed in Section 7 (i.e. SWMP).

1.1.8 This Outline DCLP has therefore been prepared to provide high level information on the demolition and construction management and logistics. It is anticipated that once a contractor has been appointed, any outstanding details would be provided within a Detailed DCLP which is likely to be conditioned as part of any planning consent. The approved DCLP would be implemented during demolition and construction works and would be strictly adhered to.

1.1.9 A CLP provides a considered approach to how the potential impact of construction related traffic would be minimised and mitigated against. In preparing this report particular consideration has been given to TfL's 'Construction Logistics Plan Guidance' document published in April 2021, given that the application site is located on a TfL red route.

1.2 Objectives of the DCLP

1.2.1 The main objectives of this DCLP are to:

(i) Lower vehicle emissions associated with construction vehicles arriving and departing the site.

(ii) Enhance safety – improved vehicle, cyclist and pedestrian safety around the site on Sutton Park Road, on the shared service road with Morrisons and the surrounding highway network; and

(iii) Reduce congestion – reduced construction vehicle trips overall, especially in peak periods.

1.3 Proposed Working Hours

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

(i) Monday to Friday 8am – 6pm

(ii) Saturday 8.00am - 1.00pm

(iii) No Sunday, bank holiday or public holiday working

1.3.2 The applicant is committed to minimising the impact of construction traffic on the local highway network, given the proximity of the site to the adjacent Morrisons, for example. It is therefore proposed that all construction deliveries would take place Monday to Friday between 9.30am-4pm only to ensure all construction deliveries take place outside of peak hours, thereby minimising the impact of construction deliveries on the local highway network and on Morrisons delivery requirements. Under no circumstances will deliveries outside of these timings be acceptable, unless otherwise agreed between the Main Contractor and LBC.

1.3.3 Under no circumstances will works or construction deliveries outside of these hours be undertaken, unless otherwise agreed in advance with the LBS.

1.4 DCLP Structure

1.4.1 This DCLP comprises the following sections, which is in general accordance with TfL's guidance document.

(i) Section 2: Context, considerations and challenges;

(ii) Section 3: Construction programme and methodology;

(iii) Section 4: Vehicle routing and site access;

(iv) Section 5: Strategies to reduce impact;

(v) Section 6: Estimated vehicle movements;

(vi) Section 7: Site Waste Management Plan;

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

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 Policy Context

2.1.1 This document has been produced in consideration of a number of supporting planning policy documents.

National Planning Policy Framework (NPPF)

2.1.2 The NPPF promotes the use of sustainable transport through the UK, safe road design and the efficient and sustainable delivery of goods and supplies, therefore the production of a DCLP would align with this.

London Plan (2021)

2.1.3 The London Plan (2021) states the following at Policy T7 (F):

"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."

2.1.4 Furthermore, paragraph 10.7.6 of the London Plan states:

"Transport for London's guidance on Construction Logistics and Delivery and Servicing Plans should be adhered to when preparing planning applications. Plans should be developed in line with this guidance and adopt the latest standards around safety and environmental performance of vehicles. The plans should be monitored and managed throughout the construction and operational phases of the development. TfL's freight tools including CLOCS (Construction Logistics and Community Safety) should be utilised to plan for and monitor site conditions to enable the use of vehicles with improved levels of direct vision. This should be demonstrated through a Site Assessment within a Construction Logistics Plan. Development proposals should demonstrate 'good' on-site ground conditions ratings or the mechanisms to reach this level."

2.1.5 This DCLP has been prepared in accordance with TfL's Construction Logistics Plans guidance document and in accordance with these London Plan policies.

The Mayor's Transport Strategy (2018)

2.1.6 Freight and servicing are frequently mentioned throughout this document which contains a strategy considering all methods of freight delivery including road, rail, pipeline, water, bicycles and air. The document especially highlights the importance of DSPs efficiency and provide a framework for incentivisation and regulation.

2.1.7 In particular policies 3, 6, 9 and 16 have impacts on construction activity and should be reviewed when undertaking a DCLP.

Healthy Streets

2.1.8 Healthy Streets is the framework of the Mayor's Transport Strategy, putting human health and experience at the heart of planning the city. The proposed development and measures outlined within this DCLP have been considered with respect to the Healthy Streets approach and indicators.

Vision Zero for London

2.1.9 Major cities around the world are taking a stand to end the toll of deaths and injury seen on their roads and transport networks by committing to Vision Zero. The Mayor's Transport Strategy sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network.

2.1.10 This DCLP has been prepared to ensure that all construction traffic adhere to the Vision Zero Action Plan strategy, in order to enhance highway safety.

TfL Freight and Servicing Action Plan (2019)

2.1.11 The vision for construction is set out in Actions one, two and nine of this document, which puts safety at the heart of this policy. These policies have been considered when preparing this DCLP.

Fleet Operator Recognition Scheme (FORS)

2.1.12 FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally friendly. It's relevance to the DCLP is via its mention in the Mayor's Transport Strategy and requirements will be relayed to all operators engaged during the development.

2.1.13 It is a requirement that Fleet Operators comply and adhere to the FORS Silver standard.

2.2 Local Access including Highway, Public Transport, Cycling and Walking

Local Highway Network

2.2.1 The location of the site in the context of the surrounding area is illustrated on **Figure 2.1** below. As shown, the site lies within the town centre of Sutton where a wide range of commercial uses and high street retailers can be found.

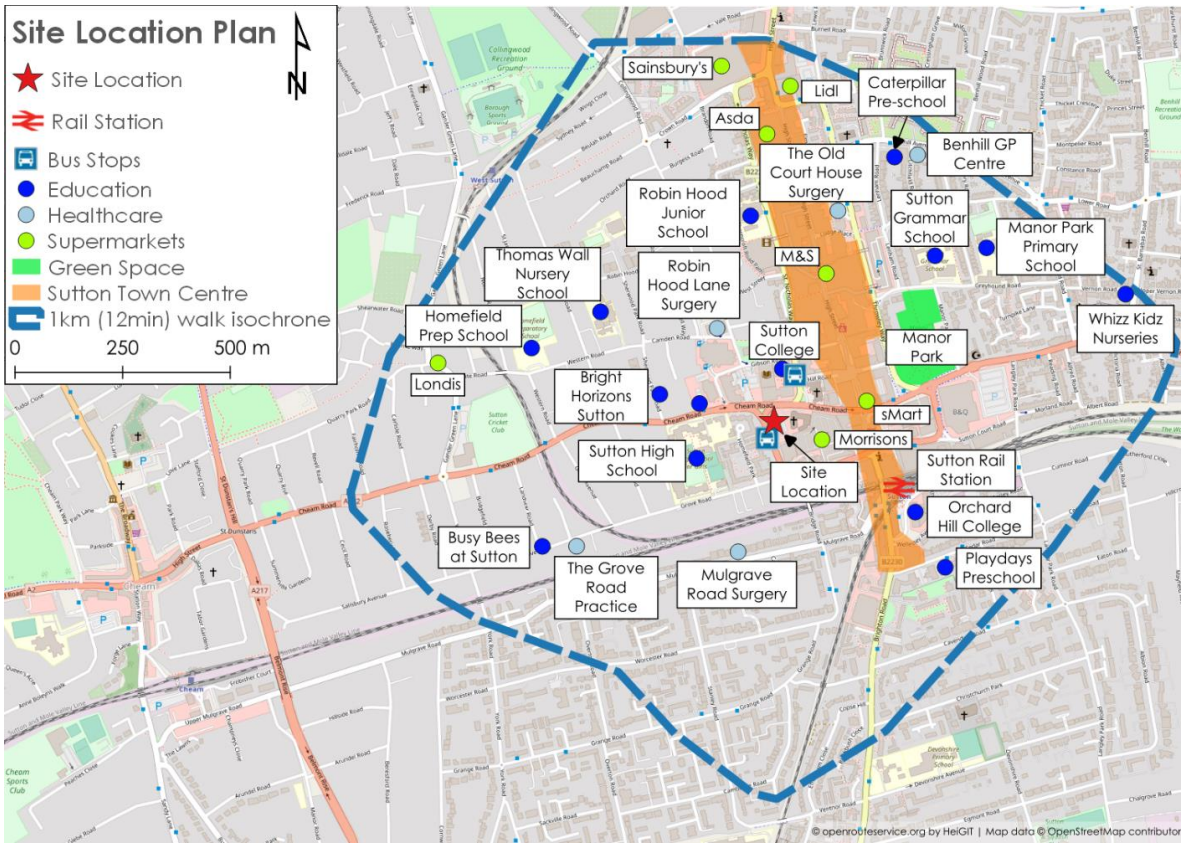


Figure 2.1: Site Location Plan

2.2.2 The site is bound by the A232 Sutton Park Road which loops around the eastern and northern boundary of the site, Sutton Baptist Church on its eastern side and the shared service road with Morrisons to the south of the site.

2.2.3 Vehicular access to the site is provided from the eastern side of the A232 Sutton Park Road. The service road serves two loading bays associated with the Morrisons supermarket as well as gated entrance to City House. The applicant has suitable rights of access over the access road.

2.2.4 There are also two additional points of pedestrian access from the site's northern boundary with the A232, providing a good level of permeability across the site.

2.2.5 The A232 Sutton Park Road forms part of Transport for London's Red Route Network (TLRN) with double red line markings located along both sides of the carriageway which prohibit stopping at any time.

2.2.6 The A232 Sutton Park Road provides a one-way route which operates in a clockwise direction through the town centre of Sutton. At the north-western corner of the site, the A232 gyratory meets via a signalised junction, facilitating access west towards the A217 and Cheam.

Accessibility Credentials

2.2.7 The site benefits from a good standard of pedestrian infrastructure in the vicinity of the site, which continue throughout the town centre of Sutton.

2.2.8 A number of designated crossing points can also be found throughout the local area, including at the north-western corner of the site via the A232 gyratory.

2.2.9 In terms of cycle infrastructure, the local highway network is considered conducive to on-road cycling for cyclists. Sutton High Street is also a cycle friendly route.

2.2.10 The nearest bus stop to the site is located on Sutton Park Road (Stop T) directly opposite the serving bus routes 151, 213, 413, 613 and 627, which provide a combined frequency of approximately 15 services per hour to a number of destinations such as Kingston, Worcester Park and Morden, for example.

2.2.11 Furthermore, additional bus services can be accessed from the Sutton Civic Centre (Stop V) bus stop located just to the north of the site on St Nicholas Way. This stop is served by bus routes 80, 151, 164, 213, 280, 407, 413, 420, 470, 613, N44, S1, S3 and S4. A detailed summary of the bus services that can be accessed from both of these stops, is illustrated below in **Figure 2.2**.

Route Summary	Typical Frequency	Hours of operation
80: Downview and Highdown Prisons –Sutton Civic Centre –Reynolds Close	Mon-Fri: Every 6-10 mins Sat: Every 7-10 mins Sun: Every 14-15 mins	Mon-Fri: 04:55-01:05 Sat: 04:56-01:05 Sun: 06:41-01:05
151: Worcester Park Station - Shotfield	Mon-Fri: Every 8-12 mins Sat: Every 9-13 mins Sun: Every 19-22 mins	Mon-Fri: 05:46-00:38 Sat: 05:45-00:40 Sun: 06:25-00:38
164: Sutton Station – Francis Grove	Mon-Sat: every 9-11 mins Sun: Every 15 mins	Mon-Sun: 04:41-01:07
213: Fairfield Bus Station - Sutton Bus Garage	Mon-Fri: every 7-12 mins Sat: Every 8-12 mins Sun: Every 11-13 mins	Mon-Sun: 24 hrs service
280: Belmont Station/Brighton Road – Blackshaw Road	Mon-Fri: Every 8-12 mins Sat: Every 9-12 mins Sun: Every 10-12 mins	Mon-Fri: 05:11-00:27 Sat and Sun: 05:10-00:27
407: Caterham Valley Station –Sutton/Marshall's Road	Mon-Fri: Every 9-12 mins Sat: every 11-14 mins Sun: every 20 mins	Mon-Fri: 05:56-01:28 Sat: 05:47-01:28 Sun: 07:52-01:28
413: Sutton Bus Garage – Morden Tube Station	Mon-Sat: Every 15 mins Sun: Every 30 mins	Mon-Fri: 05:21-01:00 Sat: 05:21-01:01 Sun: 06:56-01:00
420: Crawley Bus Station - Sutton Bus Garage	Mon-Fri: hourly Sat: Hourly Sun: Every 2 hrs	Mon-Fri: 06:45-19:40 Sat: 07:25-19:03 Sun: 09:34-17:33
470: Epsom Clock Tower – Colliers Wood Tube Station	Mon-Sat: Every 30 mins	Mon-Sat: 06:44-20:54
N44: Sutton Station/The Quadrant– Aldwych/Drury Lane	Mon-Fri morning: roughly every 30 mins Sat and Sun morning: every 30 mins	Mon-Fri morning: 00:37-04:38 Sat and Sun morning: 00:38-04:38

S1: Banstead/M&S –Victoria Road/Lavender Fields	Mon-Sat: Every 15 mins Sun: Every 20 mins	Mon-Fri: 05:39-00:02 Sat: 05:38-00:03 Sun: 06:59-00:03
S3: Belmont Station – Malden Manor Station	Mon-Sat: every 20 mins	Mon-Fri: 06:17-21:36 Sat: 06:26-21:36
S4: Wilson's School – St Helier Station	Mon-Fri: Roughly every 30 mins Sat: Every 30 mins	Mon-Fri: 06:41-00:37 Sat: 06:37-00:37

Figure 2.2: Summary of bus services from vicinity of the site

2.2.12 The site lies approximately 400m (a circa 5 minute walk) from Sutton Station which is served by both Southern and Thameslink. A range of destinations can be reached from Sutton including London Victoria, London Bridge, Clapham Junction, Dorking, Epsom and locations further afield such as St Albans City. A detailed of summary of the services that can be accessed from this station is illustrated in **Figure 2.3**.

Destination	Typical Frequency	Typical duration
London Victoria	4 trains per hour	48 mins
London Bridge	2 trains per hour	32 minutes
St Albans City	4 trains per hour	1 hour 21-33 minutes
Epsom	2 trains per hour	10 minutes
Epsom Downs	2 trains per hour	10 minutes
Dorking	2 trains per hour	27 minutes

Figure 2.3: Summary of Rail Services from Sutton Rail Station

PTAL Assessment

2.2.13 The site has an Accessibility Index of 33.53, which corresponds to a PTAL rating of 6a. This reflects sites with excellent accessibility to the public transport network which would be suitable to accommodate ones daily travel needs.

Baseline Conditions Summary

2.2.14 The accessibility credentials of the proposed site are of an excellent standard, as highlighted by the site's access to frequent and convenient public transport services locally, providing construction staff with numerous opportunities to travel by sustainable modes.

2.3 Community Considerations

2.3.1 **Plans 01-03**, attached hereto, illustrate the location of the site in the context of the surrounding area as follows:

(i) Plan 01 - Regional Plan;

(ii) Plan 02 – Local Context Plan; and

(iii) Plan 03 – Site Boundary Plan.

2.4 Potential Constraints

2.4.1 There are some notable constraints associated with the construction works at the site, including the following:

(i) Sutton Park Road – TfL Red Route (no stopping restrictions apply at all times) and one-way route;

(ii) The service road serving the application site is shared with the adjacent Morrisons loading bays.

2.4.2 The applicant is therefore committed to carrying out these works in the most practicably sustainable manner and the need to minimise impact is fully recognised.

2.4.3 The Main Contractor will be responsible for the monitoring of all construction works and traffic movements and ensuring the safety of all staff and local residents, as well as passing vehicles and pedestrians at all times.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 Overview

[This section is to be updated further once a Main Contractor has been appointed].

3.1.1 The construction works are proposed to commence in Spring 2025 *[date to be confirmed]*, lasting for approximately 18-24 months *[duration to be confirmed]*.

3.1.2 The broad schedule of construction activity is expected to be as follows:

(i) Site setup and demolition

(ii) Excavation and piling

(iii) Sub-structure

(iv) Super-structure

(v) Cladding

(vi) Fit out, testing and commissioning.

3.1.3 The contact details for the Main Contractor (once appointed) and Construction Manager (an individual appointed by the Main Contractor) shall be clearly detailed at the front of the site for the duration of the works.

3.2 Construction Programme

3.2.1 **Figure 3.1** below summarises the anticipated programme of works. This information is indicative and would be updated with more accurate information at a later stage as part of a Detailed DCLP which is likely to be conditioned as part of any planning consent and once a Main Contractor is appointed.

Construction Phase	Start	End
Site setup and demolition	Apr-2025	Jul-2025
Excavation and piling	Aug-2025	Oct-2025
Sub-structure	Nov-2025	Mar-2026
Super-structure	Apr-2026	Apr-2027
Cladding	May-2027	Jul-2027
Fit out, testing and commissioning	Aug-2027	Oct-2027

Figure 3.1. Construction Programme

4 VEHICLE ROUTING AND ACCESS

4.1 Construction Vehicle Access

4.1.1 Prior to any works commencing it is anticipated that hoarding would be installed along the curtilage of the site works to prevent unauthorised access to the site and to help warn of the potential dangers of construction zones.

4.1.2 The site would be securely locked at the end of each working day and managed during working hours by the Construction Manager to ensure access is permitted by authorised personnel only. As set out later in this report, contact details for the Construction Manager would be made available to the public at the front of the site for emergency purposes.

4.1.3 Appropriate signage will be erected on the hoarding and at the vehicle entrance to the site to give clear instruction for safe routes of passage by both vehicles and pedestrians which will be continually adapted to suit any varied stages of construction.

4.1.4 Temporary lighting would also be provided across the site, as necessary. The site would be designed appropriately to ensure that there is no requirement for skips to be located on the public highway with all goods and materials stored on the site.

4.1.5 All necessary licences would be applied for by the Main Contractor in advance.

Demolition Phase

4.1.6 **Drawing 2025/6805/008** attached illustrates the proposed construction setup plan for the site during demolition of the site.

4.1.7 The site currently benefits from a large forecourt car parking area at the front of the building and therefore it is anticipated that all construction vehicles during the demolition phase of work would be undertaken on the site, away from the local highway network and clear of the service road.

4.1.8 As shown on the attached **drawing 2022/6805/008**, construction vehicles can access the site in a forward gear, turn around on the site and egress the site in a forward safely and conveniently, given that the car park would be vacant during construction. Under no circumstances would vehicles reverse to or from Sutton Park Road.

4.1.9 All vehicle manoeuvres and loading/unloading on the site would be assisted by traffic marshals. Traffic marshals would be located at the front of the site all times during delivery hours to manage vehicle arrivals.

Main Construction Phase

4.1.10 **Drawing 2025/6805/009** attached illustrates the proposed construction setup plan for the site during the main building phase.

4.1.11 During the main building phase of work, construction deliveries would continue to be received on the site. Due to the footprint of the proposed building, there would be limited opportunity for large construction vehicles to turn around on the site and therefore large construction vehicles would be required to reverse into the site from the service road.

4.1.12 The attached **drawing 2025/6805/009** confirms that a large construction vehicle can safely enter and egress the site even during the rare occasions that both loading bays associated with the Morrisons were to be in use. Under no circumstances would vehicles reverse to or from Sutton Park Road.

4.1.13 All vehicle manoeuvres onto the service road and into the application site would be assisted by traffic marshals. Traffic marshals would be located at the front of the site all times during delivery hours to manage vehicle arrivals as appropriate.

4.1.14 Further information regarding the management of deliveries is detailed later in this report, however, all construction deliveries would be booked in advance with the Construction Manager and undertaken in a timely fashion to ensure only one delivery vehicle arrives at the site at any given time. This would be maintained via a delivery schedule which would be enforced by the Construction Manager each day and construction deliveries would be undertaken during specified hours only to minimise the impact of construction traffic on Morrisons servicing requirements.

4.1.15 A traffic survey was undertaken of the existing Morrisons to understand current servicing habits, full details of which are set out in the Transport Assessment and DSMP. The survey identified that most deliveries take place during the early morning period, when no construction deliveries would take place.

4.1.16 The proposed construction access arrangements represent the best case with regard to highway, cyclist and pedestrian safety in the locality. The proposed strategy would also minimise impact on the operation of the Morrisons servicing needs.

4.2 Types of Vehicles

4.2.1 The following list in **Figure 4.1** provides an indication of the types of vehicles anticipated during the construction process. This would be managed on a weekly basis by the Main Contractor with relevant subcontractors and suppliers.

Construction Vehicle	Operation	Dimensions
Small Tipper Lorries	Transporting loose material to/from the site.	Length: 6.5m Width: 2.5m Height: 2.9m
Skip Lorries	Waste Removal	Length: 6.3m Width: 2.9m Height: 2.9m
6-Wheeler Tipper Lorries	Transporting loose material to/from the site.	Length: 7.9m Width: 2.5m Height: 2.9m
Flat-bed Trucks	Transport Materials / Steels etc	Length: 8.0m Width: 2.1m Height: 3.0m

Transit Vans	It is anticipated that these will be used for the majority of hand held tools, equipment, finishing materials and sanitary ware	Length: 5.3m Width: 2.0m Height: 2.5m
Box Vans	Transport Materials, hand held tools, equipment, finishing materials and sanitary ware	Length: 7.5m Width: 2.0m Height: 3.5m

Figure 4.1: Types of Construction Vehicles

4.3 Loading/Unloading & Storage of Materials

4.3.1 Deliveries will be on a 'just in time' basis with all deliveries needing to be booked in 48 hours prior to the day of delivery. This will assist in the minimum number of materials being stored on the site at any one time and will improve delivery efficiency.

4.3.2 The delivery of the materials and goods will be received on the site and immediately transferred into the dedicated storage location. All plant and materials would be stored within designated storage areas on the site, as illustrated on drawings **2022/6805/008** and **2022/6805/009** attached, given that the external areas would be vacant during demolition and the external areas would be built following completion of the main building works, when such large machinery and materials would no longer require storage at the site.

4.3.3 Any storage of materials on-site will need to be constantly reviewed as work progresses and as the site conditions change to ensure that all materials are accommodated on the site and not on the public highway. Loading or unloading at any other time on weekdays or at other locations not stated within this document will in no instance be acceptable, unless otherwise agreed with the Council in advance.

4.4 Cycle and Pedestrian Routes

4.4.1 Whilst the number of deliveries to the site will be low, it is vital that safe pedestrian routes are retained on the public highway.

4.4.2 It is not anticipated that any other footway closures would be required during any part of the construction programme without the prior agreement with LBS.

4.4.3 All construction deliveries would be undertaken on the site only. Traffic marshals would be on hand at all times to assist vehicle arrivals and departures, as well as to assist any pedestrians in the locality as necessary. As outlined previously, signage would also be displayed on the hoarding to increase awareness of the construction works amongst the public.

4.5 Routing Strategy

4.5.1 The site lies on the A232 Sutton Park Road which provides a one-way, strategic route operating through Sutton and provides connections to numerous other strategic routes across south London.

4.5.2 The plan attached hereto at **Appendix B** illustrates the proposed construction vehicle routing strategy to/from the site, which is consistent with other approved construction programmes in the town centre of Sutton.

4.5.3 All construction traffic would access and egress the site via the A232 gyratory only, owing to the one-way restrictions. Traffic marshals would be located at the front of the site during scheduled delivery times in order to direct delivery drivers as appropriate.

4.5.4 The proposed routing strategy is considered to provide the safest but also the only practical means for completing journeys to / from the construction site.

4.5.5 The A232 and other strategic routes are currently utilised by a number of larger servicing vehicles and therefore these routes would be suitable to accommodate the low level of construction deliveries for the purposes of these temporary construction works at the site.

5 STRATEGIES TO REDUCE IMPACT

5.1 Planned Measures Checklist

5.1.1 All traffic management measures will be managed by the Construction Manager on site who will enforce compliance and monitor any change in circumstances that may arise. The Construction Manager will be the key point of contact with LB Sutton, with regard to all issues relating to construction traffic management.

5.1.2 **Figure 5.1** summarises the committed, proposed and considered measures, in line with TfL's requirements for a 'medium' impact scheme. Each of these measures are discussed in this section.

Planned Measures Checklists	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling	x		
Re-timing for out of peak deliveries	x		
Re-timing for out of hours deliveries		x	
Use of holding areas and vehicle call off areas			x
Use of logistics and consolidation centres			x
Vehicle Choice			x
Measures to encourage sustainable Freight			
Freight by Water			x
Freight by Rail			x
Material Procurement Measures			
DfMA and off-site manufacture		x	
Re-use of Materials on site		x	
Smart Procurement		x	
Other Measures			
Collaboration with other sites in the area	x		
Implement a Staff Travel Plan	x		
FORS	x		
DVS and safety permit	x		
Utilities	x		

Figure 5.1. Planned Measures Checklist Table (TfL CLP Guidance for Medium Impact Schemes)

5.1.3 In contrast to the TfL guidance (**Figure 5.1**) it is noted that the production of a '*delivery schedule*' will be a committed measure to ensure that there is no overlap with delivery vehicles, no unscheduled deliveries and the public highway is kept as free flowing as possible. As a result of this the '*use of a holding area or vehicle call off area*' will be considered but not proposed given that there is unlikely to be any unscheduled deliveries.

5.2 Committed Measures

Safety and environmental standards and programmes

5.2.1 The Main Contractor is committed to ensuring all staff and sub-contractor vehicles arriving at site comply with the details outlined in this document.

5.2.2 These include requirements for all vehicles and driver management practices to comply with the FORS accreditation and Construction Logistics and Community Safety (CLOCS), details of which are included at **Appendix D** of this report.

Adherence to designated routes

5.2.3 The proposed construction vehicle routing strategy is outlined at **Appendix B** of this document. All vehicles would be required to adhere to these routes in order to minimise impact on the local highway and to reduce associated emission levels.

5.2.4 Delivery drivers will be notified of the proposed access arrangements prior to their scheduled delivery time, in order to ensure vehicles are aware of these one-way access restrictions and are aware of the access arrangements during each phase (i.e. demolition access requirements and main build phase requirements).

5.2.5 Any vehicles which fail to comply with these access requirements and routing strategy may be turned away.

5.2.6 All deliveries will be supported by marshals to ensure the safe passage of materials to and from the site, without impacting on highway or pedestrian safety.

5.2.7 Vehicles being off-loaded with goods at the site shall switch off their engines to avoid nuisance to the adjacent uses and to prevent dust generation.

Delivery scheduling

5.2.8 All construction deliveries would take place within the specified hours set out in this document (Monday to Friday 9.30am-4pm) to minimise the impact of construction traffic on the local highway network during peak times and on the existing servicing operation of the Morrisons.

5.2.9 All deliveries will be booked in advance and managed by the Construction Manager, in liaison with the relevant supplier/construction company, in order to ensure that only one delivery vehicle arrives and/or departs the site at any given time.

5.2.10 A delivery schedule will be prepared and kept up to date by the Construction Manager. The delivery schedule will detail the anticipated time of the delivery, contact details for the supplier, the type of delivery (i.e. plant, materials, scaffolding) and the size of vehicle anticipated.

5.2.11 All construction deliveries would be booked in advance with the Construction Manager, with 30-minute time slots allocated to each delivery vehicle (unless greater time is needed) and undertaken in a timely fashion to ensure only one delivery vehicle arrives at the site at any given time. Through the use of a delivery schedule and specified delivery hours, the number of construction deliveries each day would be restricted and controlled in order to minimise impact on the adjacent highway network and to pedestrians/cyclists.

5.2.12 Traffic survey data has been collected by RGP as part of the Transport Assessment which confirms that most Morrisons deliveries are undertaken during the early morning period and therefore the proposed construction delivery hours and delivery scheduling procedure outlined would offer minimal impact on the operation of the Morrisons loading bays.

5.2.13 All deliveries must be booked at least 48 hours in advance with the Construction Manager and made in accordance with the specified workings hours outlined in this document.

5.2.14 The Main Contractor will request all delivery drivers to telephone ahead of arrival to site so that the necessary steps can be made to enable a smooth and efficient operation.

5.2.15 Traffic marshals will be informed and will be ready for arrival of the delivery, anticipating the type of delivery and the unloading method to be utilised.

5.2.16 Any deliveries not booked in may be turned away at the Contractor's cost.

Re-timing for out of peak deliveries

5.2.17 Re-timing for out of peak time deliveries will aid the operational efficiency of the construction site and also the neighbouring area.

Collaboration with other sites in the area

5.2.18 Co-ordination will take place with other construction sites / businesses if found to be necessary when larger vehicles are required to deliver to site, in order to reduce the number of vehicle movements, length of journeys and subsequent vehicle emissions.

Implement a Staff Travel Plan

5.2.19 Car parking would be provided on the site for some staff/operatives. As discussed in Section 2 of this report, there are frequent public transport services available from within proximity of the site (PTAL 5). In order to encourage the use of sustainable travel and reduce reliance upon private car use by staff, a number of travel planning measures will be applied by the Main Contractor. The following principles will be followed:

(i) Use of local suppliers, as far as reasonably possible, to reduce distance travelled and associated vehicle emissions;

(ii) Use of local labour / operatives who are more likely to reside within the local area and therefore travel by sustainable modes, as far as reasonably possible;

(iii) Providing operatives with timetable bus/rail information, if requested;

(iv) The potential to provide lockers on-site for tools and materials of construction staff will be explored by the Main Contractor to make sustainable travel more convenient for staff. This could be provided in a designated area within the construction storage area proposed, for example;

(v) An induction programme for all staff, making them aware of the limited parking available and convenient access via sustainable modes.

5.2.20 The above measures would be implemented to reduce private car travel, although this list is not exhaustive and so the appointed Construction Manager would consider further measures, as necessary and as conditions on-site change.

FORS

5.2.21 Delivery companies will be encouraged to sign up to TfL's Freight Operators Recognition Scheme (FORS). This is a voluntary industry-led membership scheme which aims to raise the standard of the fleet and freight industry by improving operators' performance with regards to safety, fuel efficiency, economical operation and vehicle emissions. It seeks to provide a quality and performance benchmark for the freight industry.

5.2.22 It is a requirement that Fleet Operators comply and adhere to the FORS Silver standard.

Direct Vision Standard and HGV Safety Permit

5.2.23 All HGVs over 12 tonnes would be required to meet TfL's DVS and safety permit requirements. The Direct Vision Standard measures how much an HGV driver can see directly through their cab windows, thereby indicating the level of risk to vulnerable road users, such as people walking and cycling, for example. Any vehicles over this weight and not in possession of a valid safety permit before entering and operating in most of Greater London may receive a Penalty Charge Notice (PCN).

Utilities Coordination

5.2.24 In the event of multiple utilities requiring new connections to be made, coordination would take place between the different companies so that any utility road works are undertaken simultaneously, as far as reasonably possible, in order to minimise disruption to residents and to improve efficiency during the construction process. Where multiple utilities are required a collaborative permit would be applied for to enhance efficiency.

5.3 Proposed Measures

Re-timing for out of hours deliveries

5.3.1 The delivery schedule would ensure that there are no unscheduled deliveries however in such an event any unscheduled delivery arrival out of hours will be turned away and re-timed as appropriate.

DfMA and off-site manufacture

5.3.2 Options for off-site manufacture will be explored wherever possible and discussed with each contractor prior to appointment.

Re-use of Materials on site

5.3.3 The proposed construction works would adopt the principles applied by DEFRA with respect to the management of waste at the site. This gives top priority to re-using materials on the site, wherever possible, and these principles would be adhered to throughout the construction process in order to minimise the environmental impact of the proposed works and to minimise the level of construction deliveries.

Smart Procurement

5.3.4 The site will look to source materials form local suppliers where possible as well as from the same suppliers as other local sites if appropriate to reduce the number of vehicle movements and length of journeys for materials to arrive on-site.

5.4 Considered Measures

Use of holding areas and vehicle call off areas

5.4.1 As discussed previously, this measure will be considered by the Main Contractor but not committed, since a delivery schedule will be prepared and there are unlikely to be any unscheduled vehicles, given the limited number of construction deliveries anticipated on a daily basis.

Use of logistics and consolidation centres

5.4.2 This will be considered and encouraged by the Main Contractor, where possible, in order to retain an efficient logistical operation at the site.

Vehicle Choice

5.4.3 Figure 4.1 above outlines the types of vehicles anticipated at the site. The Main Contractor would ensure that the level and type of vehicles used are consistent with those outlined in this document.

5.4.4 The Main Contractor would also seek to ensure that smaller construction vehicles are used wherever practically possible through liaison with suppliers / sub-contractors, given the site's constraints and to minimise impact on the service yard.

Freight by Water / Rail

5.4.5 Due to the location of the site, these represent unlikely and impractical opportunities for goods to be transferred to / from the site, however this would be explored by the Main Contractor throughout the construction process to establish if feasible at any point during construction.

6 ESTIMATED VEHICLE MOVEMENTS

[This section is to be updated further once a Main Contractor has been appointed].

6.1.1 Ascertaining likely levels of construction traffic for house-building is not an exact science with a number of logistical factors linked to construction techniques and project management affecting the daily traffic volumes. As such, there is little guidance that sets out how many HGV trips are required to build 'x' number of units.

6.1.2 Information obtained from other implemented schemes in the town centre of Sutton has been used to provide an estimate of construction traffic, as well as RGP's experience of similar proposals.

6.1.3 This information is indicative and would be updated further as part of a Detailed DCLP, which is likely to be conditioned following any planning approval, at which point in time a Contractor would be identified.

6.1.4 The approved CLP prepared for the scheme at Sutton Park House comprising 149 units and commercial space (planning ref. CLC2022/00172) suggested up to 6 construction deliveries per day (based on a total of 2,026 vehicles over a 16 month period / 126 vehicles per month). When converted to the proposed scheme at City House, the proposed scheme is likely to generate between 3-5 construction deliveries per day, which is not significant.

6.1.5 All construction deliveries would be managed by the Construction Manager to ensure that simultaneous deliveries do not occur in order to minimise the impact of construction traffic on the local highway network and on the service yard.

6.1.6 The proposals would therefore offer minimal impact on the operation of the loading bays associated with the Morrisons, given the low level of construction deliveries each day and given that all deliveries would be received on the application site and under traffic marshal supervision at all times.

7 SITE WASTE MANAGEMENT PLAN

7.1 Waste Tonnage

7.1.1 Estimated demolition waste quantities are based on site quantity take-offs as described in Expedition Engineering's pre-demo audit, with conversion of some material quantities (m^3, m^2) to mass units through OneClick LCA. Estimated construction waste quantities are based on the early-stage BOM (included in the appendix of Useful Projects' Circular Economy Statement), with standard construction waste rates from RICS WLC guidance applied per material through OneClick LCA.

7.1.2 **Figure 7.1** below summarises the anticipated waste generated during demolition/construction based on information provided by the Sustainability Consultant (Useful Simple Trust). These figures should therefore be treated as an outline assessment and will be revised following further input from the Main Contractor once appointed.

7.1.3 It is also estimated at this stage that excavation waste would be 200m3 (soil and stone - EWC 17 05 04), based on information submitted by Useful Simple Trust, however this would be subject to further site investigation at a later stage.

Material	EWC	Demolition Waste (tonnes)	Construction Waste (tonnes)
Concrete insitu	17.01.01	420	992
Concrete precast	17.01.01	555	4
Structural steel	17.04.05	71	56
Mixed metals	17.04.07	0	0.6
Asphalt	17.03.02	0	1
Tiles and ceramics	17.01.03	11	2
Glass	17.02.02	10	0.2
Plasterboard	17.08.02	7	11
Aluminium	17.04.02	6	0
Blockwork	17.01.07	157	0
Vinyl	17.02.03	0.5	1
Plywood (Timber)	17.02.01	9	6
Aggregate	17.05	128	37
Brickwork	17.01.02	0	50
Plastics	17.02.03	0	3
Non-hazardous insulation	17.06.04	0	4
Hazardous material (paint)	17.09.03	0	0.0002
Total		**1375**	**1168**

Figure 7.1: Indicative Demolition/Construction Waste Tonnage

7.2 Waste Management

7.2.1 The Main Contractor (when appointed) will be responsible for the careful management of waste as a result of construction works at the site. This will be achieved by adopting the key principle of the Waste Hierarchy, as outlined by the Department for Environment Food and Rural Affairs (DEFRA) and illustrated in **Figure 7.2** below.

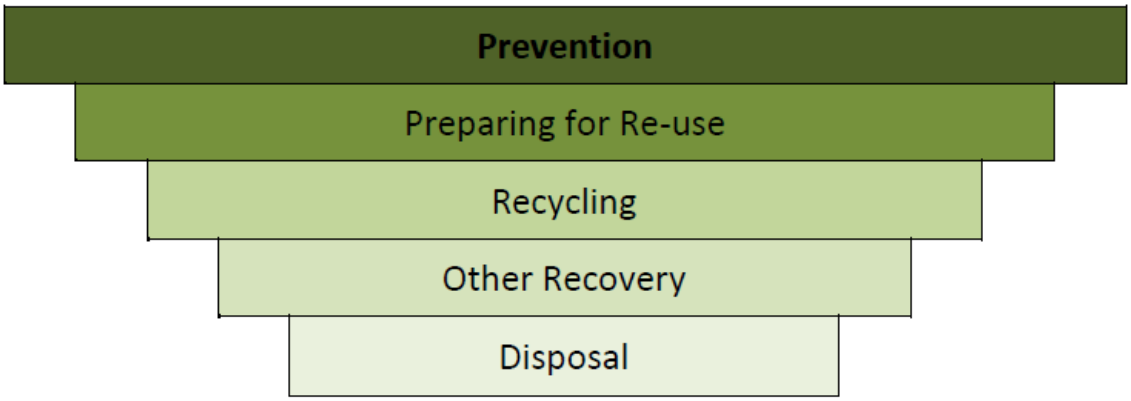


Figure 7.2: DEFRA Waste Hierarchy (Preferred to Least Preferred Option)

7.2.2 This gives top priority to preventing waste in the first instance and provides a procedure to follow when waste is created, including re-suing, recycling, recovery and the disposing of waste as a worst case.

7.2.3 Reusable waste materials should be retained and stored separately by the contractor to reduce the level of residual waste generated during construction. These materials may be stored off-site for reuse in future construction works.

7.2.4 A wide range of materials can be stored and reused, such as bricks, tiles, soil, asphalt, concrete, timber and plasterboard. If these unused materials are no longer required by the construction teams, they can often be sold to building suppliers or online services. Additionally, packaging and refuse sacks should be reused where possible to limit the volume of waste.

7.2.5 The reuse of materials would reduce the number of skip removals generated, representing a benefit to the local highway network and limiting overall vehicle emissions. A target to reduce materials waste would also result in notable financial savings to the contractor.

7.2.6 Where it is not practical to reuse materials, they should be recycled where possible. Many building supplies can be recycled at the appropriate processing facilities, including metals, wood, card, glass and some plastics.

7.2.7 Recyclable waste should be sorted from general residual waste and stored in separate containers to be disposed of at an appropriate recycling facility. Storage provisions should be made by the contractor to accommodate the anticipated level of recyclable waste, including designated rubble sacks or bins, for example. These containers should be identified prior to the commencement of works and labelled where necessary to indicate their intended use to staff.

Prevention

7.2.8 The primary aim with regards to the management of waste during the construction process is prevention, wherever possible, by way of utilising materials which are more durable, and which are less hazardous to the environment, staff and the local community.

7.2.9 Once the Main Contractor is appointed it is anticipated that the site will operate on a 'just-in-time' basis for all goods and waste, to ensure the minimum amount of goods and waste are stored on the stie at any given time.

Re-use and Recycling

7.2.10 Opportunities for on-site re-use and recycling of materials will be sought wherever practicable. It is acknowledged that there will be limitations on re-use of existing materials already on the site given that the subject site currently comprises a car park with little in the way of physical structures.

7.2.11 Prior to commencement, a pre-clearance / demolition audit will be carried out which will consider the potential for recovering as much material as possible. This will be summarised into a bill of quantities, setting out the anticipated quantities of surplus materials, for example.

7.2.12 Where it is not practical to re-use existing materials on the site, recycling will be sought as a suitable alternative ahead of the possibility of disposal. This could include, but is not limited to, turning waste into a new substances or material such as composting, for example.

Other Recovery

7.2.13 Other opportunities for recovering products and goods will also be considered in the event that recycling cannot be utilised. This may include using different forms of energy recovery technologies such as combustion with energy or anaerobic digestion, for example.

Circular Economy Approach

7.2.14 A 'Circular Economy' refers to where materials are retained in use at their highest value for as long as possible and are then reused or recycled, leaving a minimum of residual waste. The principal objective is to transform the way builds are designed, built, operated and demolished in such a way that no residual waste is generated.

7.2.15 The concept of a circular economy opposes the current linear system whereby materials are mined, manufactured, used and thrown away. A Circular Economy approach is therefore prepared to demonstrate how developments can aid the transition from the linear to a circular economy.

7.2.16 The 3 clear principles of the Circular Economy to be applied to the built environment and achieve the objectives of the circular economy are summarised below:

Principle	**Develop commitments to…**
1. Conserve resources, increase efficiency and source sustainably	1.1 Minimise the quantities of materials used
	1.2 Minimise the quantities of other resources used
	1.3 Specify and source materials and other resources responsibly and sustainably
2. Design to eliminate waste (and for ease of maintenance)	2.1 Design for longevity, adaptability or flexibility and reusability or recoverability
	2.2 Design out construction, demolition, excavation and municipal waste arising
3. Manage waste sustainably and at the highest value	3.1 Manage demolition waste
	3.2 Manage excavation waste

	3.3 Manage construction waste
	3.4 Manage municipal waste (and industrial waste, if applicable)

Figure 7.3: Core Principles of the Circular Economy

7.2.17 The strategy for waste management defined in this document therefore gives consideration to each of the core principles outlined above.

Waste Disposal

7.2.18 The disposal of waste will by no means be encouraged and will only be sough where disposal is the only option.

7.2.19 At no time will the dumping of waste be permitted both on the site or off the site. Any waste must be collected from the site and disposed of by a registered licensed contractor at a licensed landfill site suitable for the type of waste generated.

7.2.20 Burning of surplus material or material arising from the site will not be permitted within the site.

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

7.2.22 All refuse / skip collections will be scheduled within the allocated delivery hours set out in this document, in order to further reduce any impact of servicing on the local highway network. Additionally, any collection contractors used will be instructed to not carry out overnight collections to prevent disturbance to neighbouring properties.

7.2.23 To assist in minimising the duration of skip collections, the Main Contractor will ensure that a member of staff is available to greet the collection team and ensure clear access is available to the skip in preparation for scheduled collections.

7.2.24 Where separate containers are used for hazardous or recyclable waste, staff will ensure that all signage and information stickers on the containers are clear. Replacement signage will be ordered by site management when necessary. This includes labelling on bins to assist with the correct sorting of waste on-site.

7.2.25 The Construction Manager will be instructed to inform employees of the construction refuse / recycling processes to ensure that they are fully aware of the requirements. Staff would be fully trained for the use of any machinery required to transfer waste from the worksite into the removal vehicle.

7.3 Waste Targets

7.3.1 Targets are necessary to promote the sustainable processing of waste materials throughout the demolition and construction phases. In compliance with Circular Economy guidance, the following targets should be set as a minimum starting point:

(i) 95% reuse / recycling / recovery of construction and demolition waste;

(ii) 95% beneficial use of excavation waste.

7.3.2 As outlined in the indicative waste tonnage assessments above, it is envisaged that over 98% of all construction, demolition and excavation waste will be either reused, recycled or recovered. This proportion of sustainable waste processing is also expected during the later construction phases as a minimum target.

8 IMPLEMENTING, MONITORING AND UPDATING

8.1 Overview

Main Contractor – *TBC*.
Construction Manager – *TBC*.

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

(i) Number of vehicle movements on site - collected through the delivery booking system;

(ii) Types of vehicles on site – compliance with required sizes in this document;

(iii) Time spent on site;

(iv) Delivery accuracy compared to schedule;

(v) Vehicle routing, unacceptable queueing or parking;

(vi) FORS accreditation;

(vii) Low Emissions Zone (LEZ) compliance;

(viii) Non-Road Mobile Machinery compliance (NRMM) of plant on site;

(ix) Staff travel modes to site;

(x) Enforcement and management of demolition/construction waste management;

(xi) Driver inductions and briefings including accreditation/qualification checks where required. No workers will be allowed to undertake activities on the site without a professional induction;

(xii) Distributing Contractor and Driver Handbooks, as appropriate, to ensure all staff are aware of their obligations and the procedures which are set out in detail throughout this report. These would be provided to staff by the Main Contractor in advance.

8.1.2 The Construction Manager will review this document regularly and as conditions change. Records of any updated/revisions will be maintained by the Construction Manager.

8.1.3 All records will be held on file, onsite, including all certificates and inspection records for all plant, equipment, and lifting etc. that are required for traffic management and construction purposes.

8.2 Breaches and Complaints

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

8.2.2 As outlined in this document, it is a requirement for vehicles and contractors to adhere to the FORS and CLOCS initiatives, as well as other vehicle management schemes and initiatives. Any contractors who are in breach of these schemes and requirements shall be notified and any disciplinary issues dealt with as appropriate.

8.2.3 All construction vehicles would be required to demonstrate compliance with the Low Emissions Zone (LEZ) and Ultra Low Emissions Zone (ULEZ) throughout the process, further information for which is available at: https://tfl.gov.uk/modes/driving/low-emission-zone and https://tfl.gov.uk/modes/driving/ultra-low-emission-zone.

8.2.4 The Construction Manager will be expected to develop a constructive relationship with those residents in the immediate vicinity of the development. Feedback will be encouraged and updates on the development will be posted to keep the community up to date with activities on site.

8.3 Safety

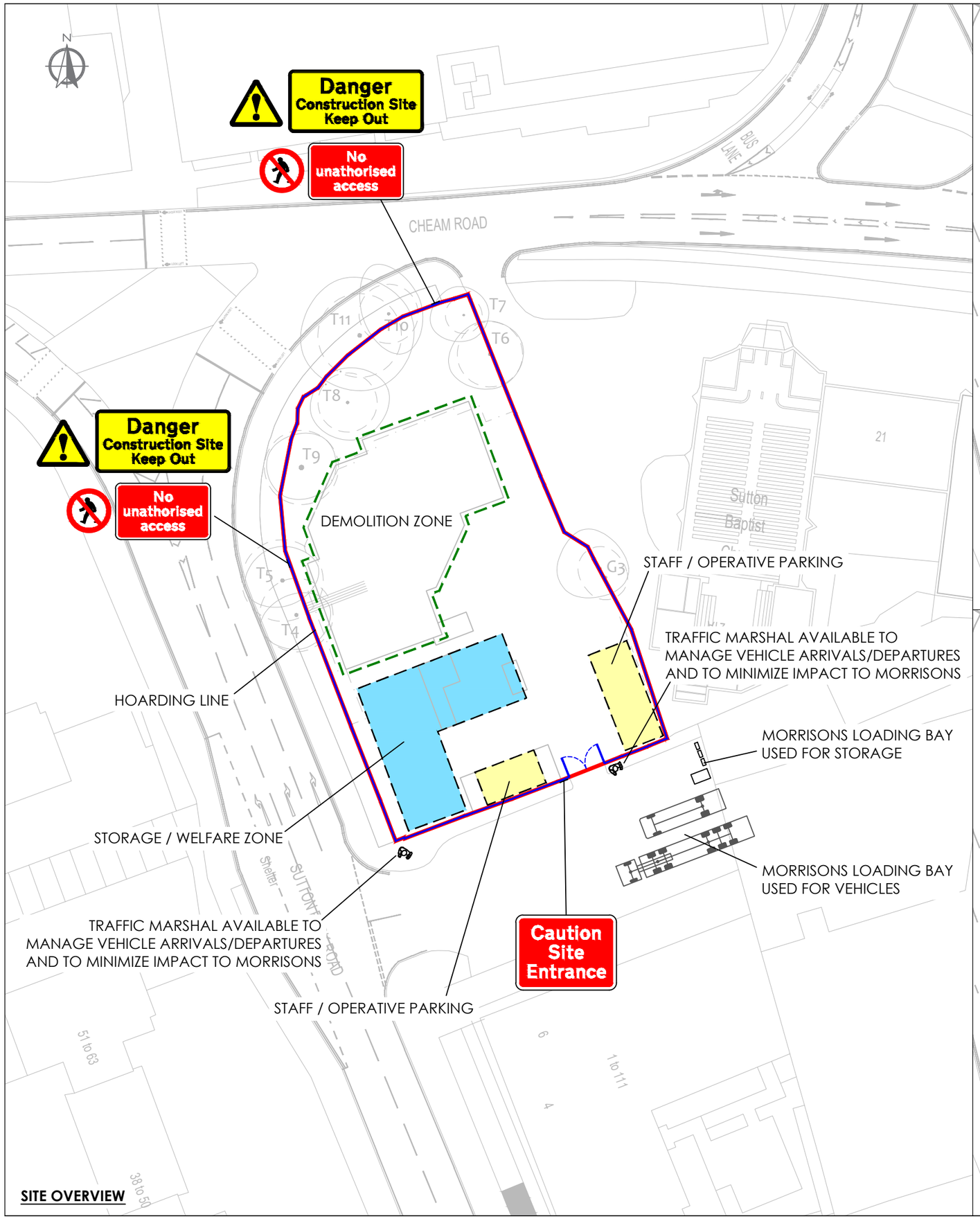
8.3.1 Anyone entering the site will be required to undergo a site induction. The induction will include access routes, parking, deliveries and emergency procedures.

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

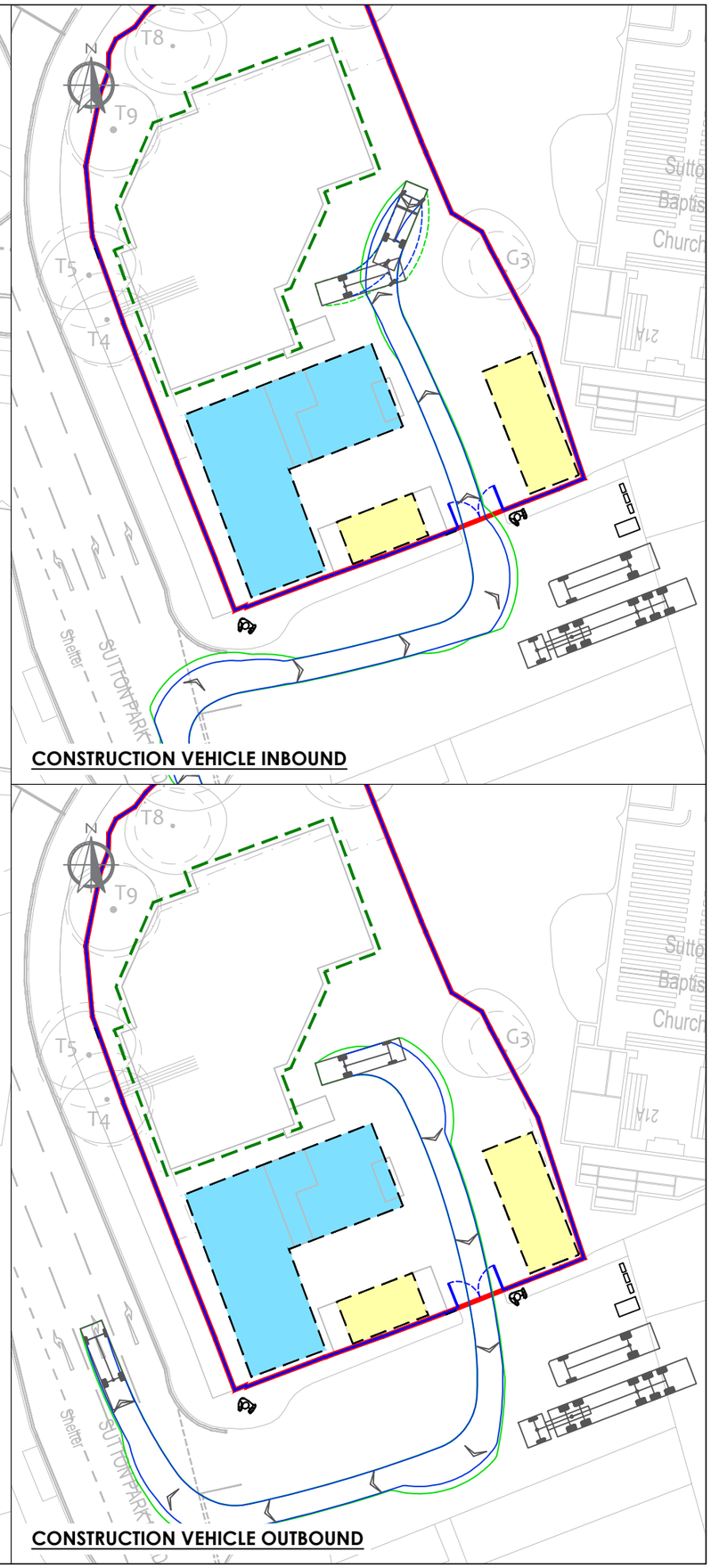
8.3.3 The operations of the site will be regularly inspected to ensure that all procedures are in compliance with this document. Daily inspections by the Construction Manager will ensure that the setup of the site is concurrent with the construction phases and there are no potential hazards. Any adverse impacts shall be recorded and immediately rectified if they arise.

8.3.4 All records of logistic-related and staff-related incidents or injuries will be held on file onsite at all times.

DRAWINGS



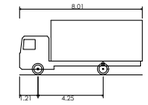
SITE OVERVIEW



NOTES

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

- SITE BOUNDARY
- HOARDING LINE
- DEMOLITION ZONE
- STORAGE / WELFARE AREA
- STAFF PARKING
- TRAFFIC MARSHAL



8m Flatbed Lorry

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

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RESIDUAL HAZARDS

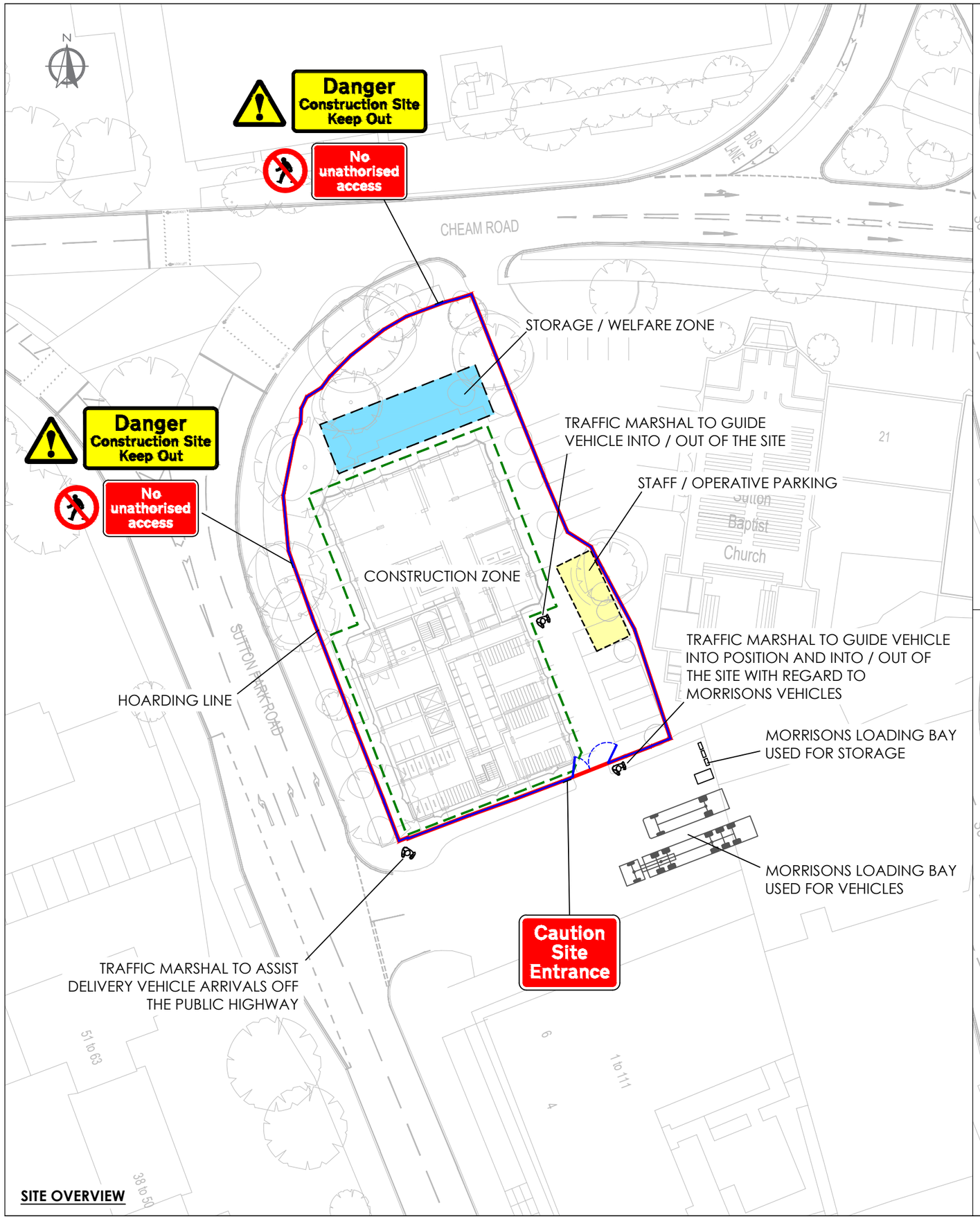
In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

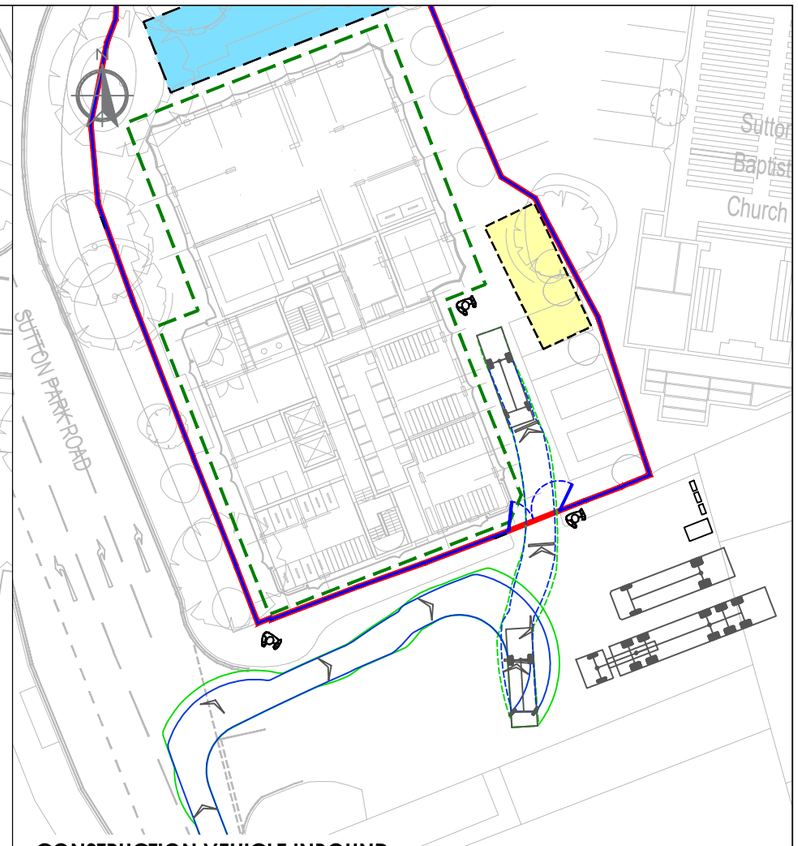
Rev.	Drawn	Comments	Date
P2	DLH	DETAIL AMENDMENT	15/12/23
P1	DLH	FIRST ISSUE	08/12/23

RGP
Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
1-2 Paris Garden, London, SE1 8ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

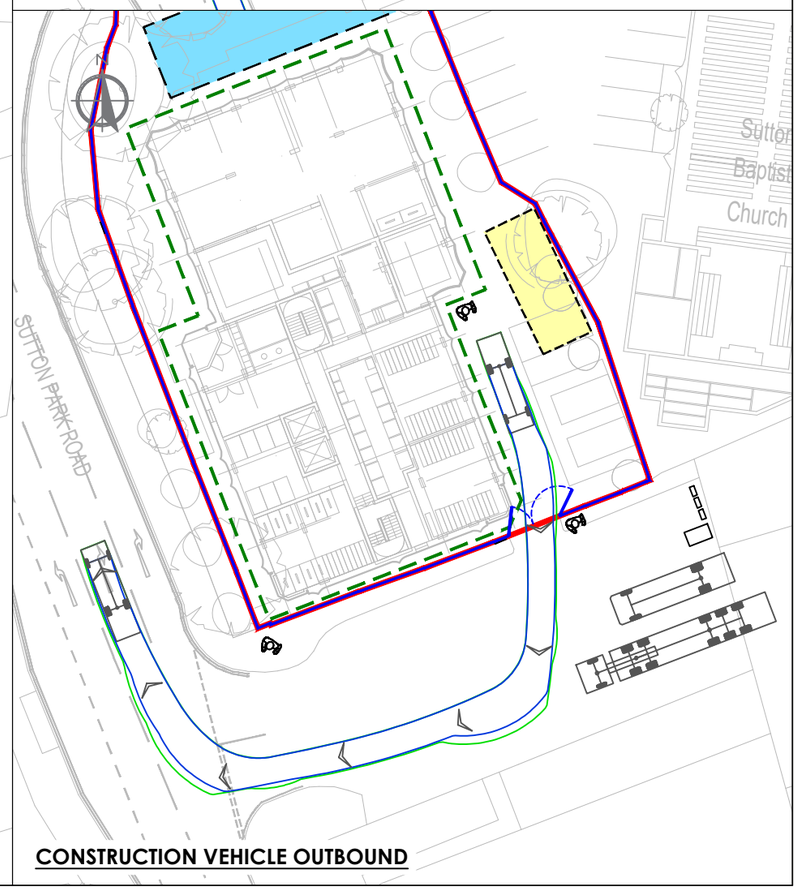
Client	Macar Living (City House) Ltd
Project	City House, Sutton Park Road
Drawing Title	Construction Setup Plan - Demolition Phase
Drawing No.	2022/6805/008
Rev.	P2
Scale	1:500
Drawn By	DLH
Checked By	WTT
	A3



SITE OVERVIEW



CONSTRUCTION VEHICLE INBOUND



CONSTRUCTION VEHICLE OUTBOUND

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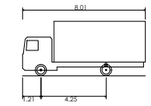
- TRAFFIC MARSHAL



8m Flatbed Lorry	
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P2	DLH	DETAIL AMENDMENT	15/12/23
P1	DLH	FIRST ISSUE	08/12/23

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Client: Macar Living (City House) Ltd

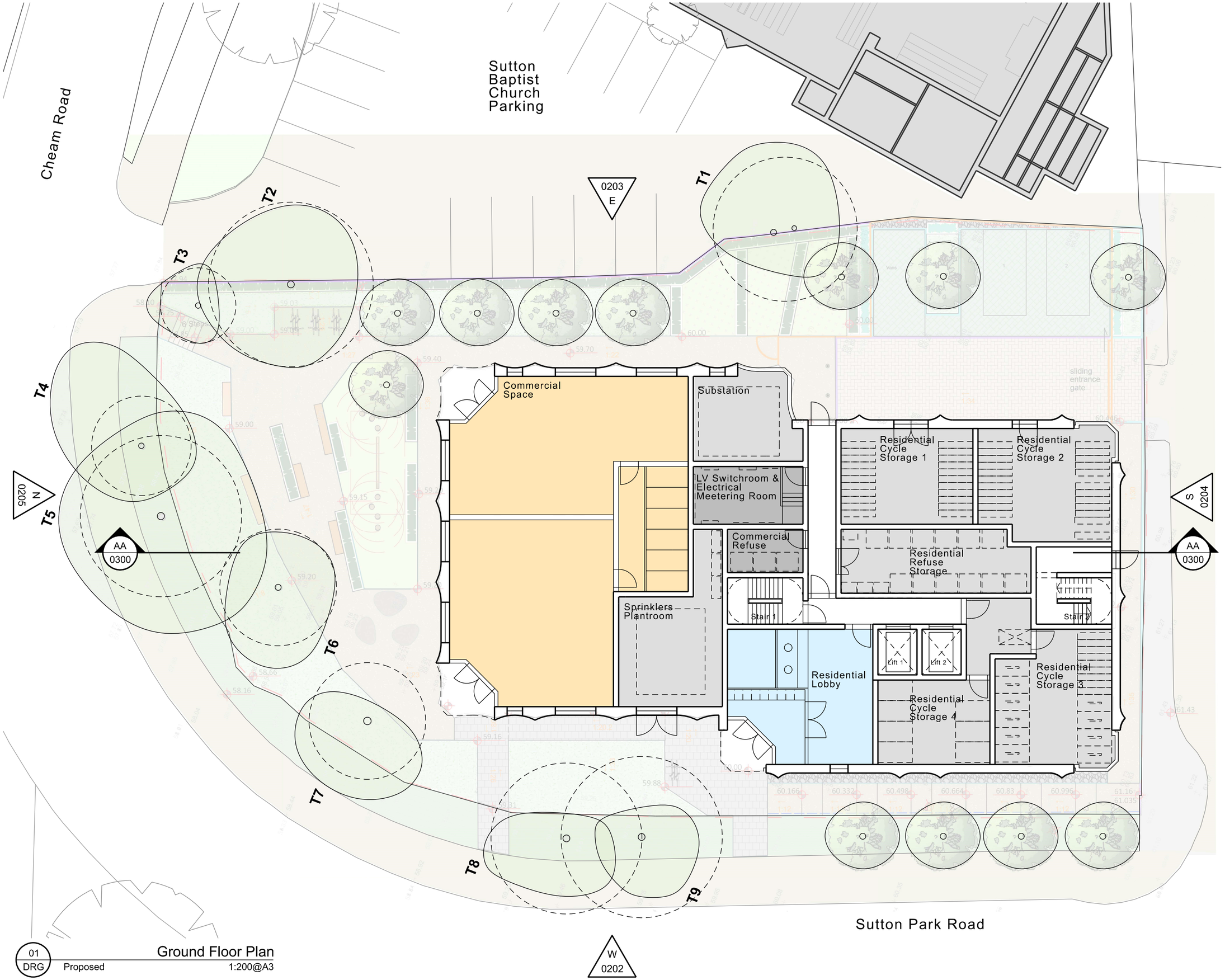
Project: City House, Sutton Park Road

Drawing Title: Construction Setup Plan - Construction Phase

Drawing No.	Rev.
2022/6805/009	P2

Scale	Drawn By	Checked By	
1:500	DLH	WTT	A3

APPENDIX A



01 DRG — Ground Floor Plan — Proposed — 1:200@A3

0 1m 5m

N

Key :
- Residential Lobby
- Residential BOH
- Commercial Space
- Commercial BOH

Revision	Date	Description
P0	XX/01/24	Planning Issue

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The sizing of all structural and service elements must always be checked against the relevant engineers drawings. No reliance should be placed upon sizing information shown on this drawing.

Project
City House, Sutton
Sutton Park Road, SM1 2AE

Drawing Title
Ground Floor Plan
Proposed

Drawing Number	Revision
0816-WPA-0110	P0
Scale @ A3	**Revision Date**
1:200	

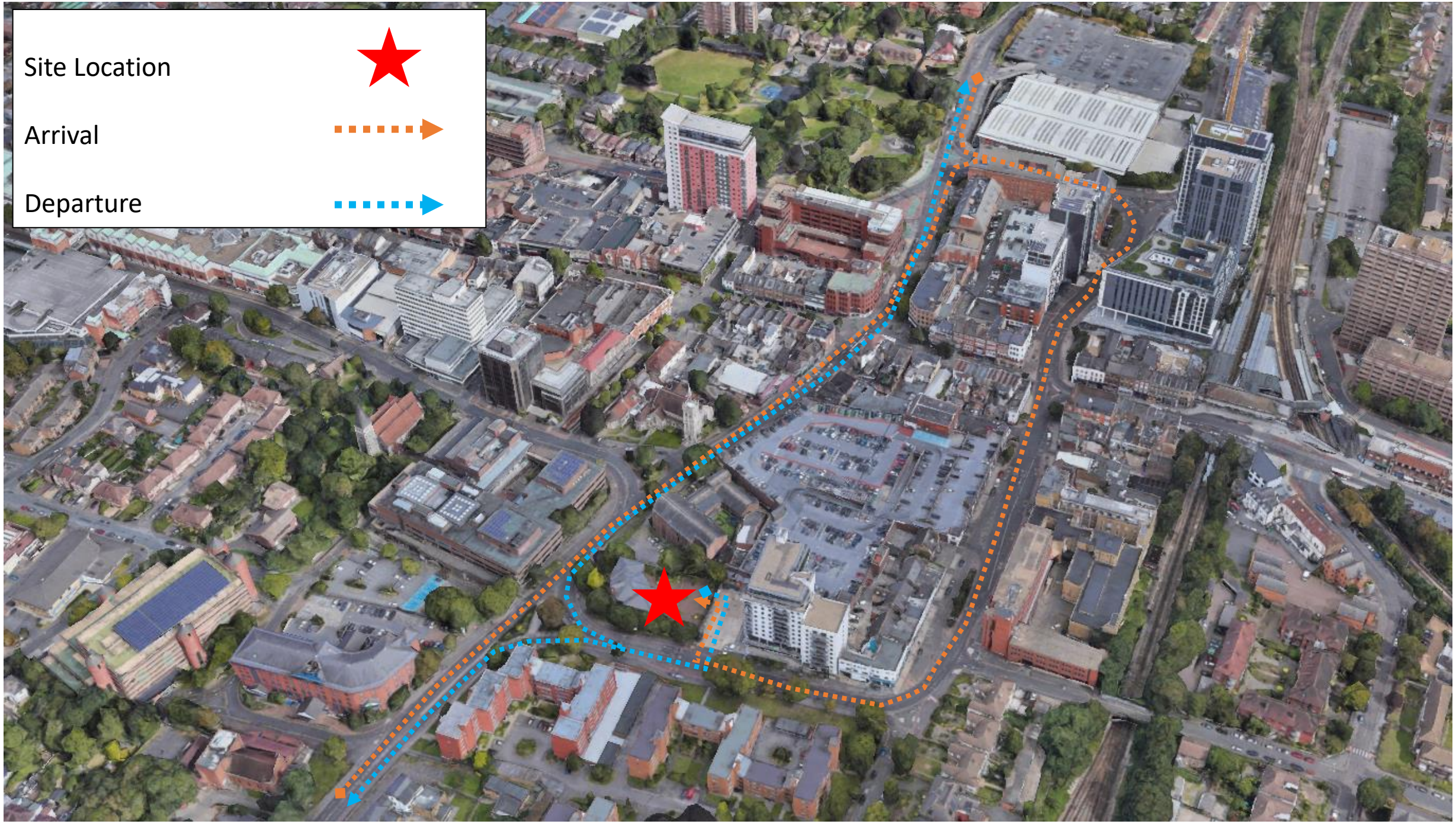
Drawing Purpose
PLANNING

WIMSHURST PELLERITI

The Mews,
6 Putney Common, SW15 1HL

0208 780 2206
info@wp.uk.com
wimshurst-pelleriti.com

APPENDIX B


Site Location
Arrival
Departure

APPENDIX C

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

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

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