



441-447 Ewell Road, Surbiton, KT6 7ES
Appeal Ref: APP/Z5630/W/23/3321649

CONSTRUCTION MANAGEMENT

For Approved Residential Developer
On behalf of RAA1 LTD
7490/CMP01
September 2023

DOCUMENT CONTROL

Project: 441-447 Ewell Road, Surbiton, KT6 7ES
For Approved Residential Development




Appeal Ref: APP/Z5630/W/23/3321649

Report Type: Construction Management Plan

Client: RAA1 LTD

Reference: 7490/CMP01

Document Checking

	Name	Date	Signature
Author:	WT	22/09/2023	
Checked by:	CMB	22/09/2023	
Approved by:	CMB	22/09/2023	

Status

Issue	Date	Status	Amendment	Issued by
1	22/09/23	Draft	-	WT
2	25/09/23	Final	Design comments	WT
3				
4				
5				

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APPENDICES

Appendix A	Appeal Ref. APP/Z5630/W/23/3321649 – Decision Notice & Site Layout
Appendix B	TfL Construction Logistics Planning Tool
Appendix C	Construction Vehicle Routing Strategy
Appendix D	CLOCS Information

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1 INTRODUCTION

1.1 Background

1.1.1 RGP is instructed by RAA1 Ltd to provide highway and transport planning consultancy services in relation to the proposed residential development at 441-447 Ewell Road, Surbiton, KT6 7ES. The site lies within the Royal Borough of Kingston upon Thames (RBKUT) which also acts as the Highway Authority.

1.1.2 The site was recently granted planning permission at Appeal under reference: APP/Z5630/W/23/3321649 (RBKUT planning ref. 23/00567/OUT) for the following:

'Outline application for demolition of vacant former dance studio and erection of a new three storey building housing 9 x 3 bedroom flats with associated bins and cycle provision and formation of drop kerbs to provide 6 parking spaces (landscape reserved matter).'

1.1.3 A copy of the Appeal Decision Notice and approved site plan is attached hereto at **Appendix A**.

1.1.4 This Construction Management Plan has been prepared to discharge planning condition 9 of the attached appeal decision notice, which states:

'No development shall take place (including any works of demolition) until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the construction period. The statement shall provide for:

- (i) *How the proposed development will be built;*
- (ii) *Hours of working (which shall be limited to 08.00 to 18.00 Mondays to Fridays and between 08.00 to 13.00 on Saturdays and not at all on Bank Holidays and Sundays);*
- (iii) *The procedure for loading/unloading materials;*
- (iv) *The route to and away from site for muck away and vehicles;*
- (v) *The protocol for managing deliveries to one vehicle at restricted access or space;*
- (vi) *The protocol for managing vehicles that need to wait for access to the site;*
- (vii) *Whether any reversing manoeuvres are required onto or off the public highway into the site and whether a banksman will be provided;*
- (viii) *Temporary site access;*
- (ix) *Signing system for works traffic;*
- (x) *Whether site access warning signs will be required in adjacent roads;*
- (xi) *Whether it is anticipated that statutory undertaker connections will be required into the site;*
- (xii) *The storage of plant, materials and operatives vehicles;*
- (xiii) *The potential for impacts from dust and emissions during the demolition and/or construction phase upon local air quality and surrounding residents;*
- (xiv) *Measures for the laying of dust, suppression of noise and abatement of other nuisance arising from development works;*
- (xv) *The location of all ancillary site buildings;*
- (xvi) *The means of enclosure of the site, its erection and maintenance;*

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- (xvii) *Wheel washing equipment;*
- (xviii) *The parking of vehicles of site operatives and visitors;*
- (xix) *Meeting the requirements of the Low Emission Zone for Non-Road Mobile Machinery (where relevant plant or vehicles are being used);*
- (xx) *The method of recycling and disposing of waste resulting from and/or construction phases; and*
- (xxi) *Deliveries/collections to and from the site shall use a route that is agreed with the highway authority and the agreed route shall be signposted accordingly.'*

1.1.5 This Construction Management Plan provides information on the proposed construction management and logistics in order to discharge the above planning condition and to ensure the construction works are undertaken in a safe and secure manner. This CMP provides the 'live' document and the chosen Main Contractor (once appointed) will be responsible for implementing the measures within this CMP and managing the logistics during the various phases of construction.

1.1.6 The Construction Manager, (an individual appointed under the Main Contractor), will own and manage the implementation of this document. Personnel contact details are provided at Section 8 of this report.

1.1.7 This CMP is an evolving document and its procedures would be regularly monitored and updated by the Main Contractor, in liaison with RBKUT, throughout the construction process to ensure that safe and secure practices are maintained.

1.2 Objectives of the CMP

1.2.1 The main objectives of this CMP 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 Ewell Road, Fairmead 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 Under no circumstances will works outside of these hours be undertaken, unless otherwise agreed in advance with the LBH.

1.3.3 The applicant is committed to minimising the impact of construction traffic on the local highway network, given the residential nature of Fairmead and the proximity to Tolworth Ambulance Station, 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. Under no circumstances deliveries outside of these timings be acceptable, unless otherwise agreed between the Main Contractor and RBKUT.

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1.4 CMP Structure

1.4.1 This CMP 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: Environmental management strategy;
- (vii) Section 8: Implementing, monitoring and updating.

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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 CMP 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 with Construction Logistics Plan. Development proposals should demonstrate ‘good’ on-site ground conditions ratings or the mechanisms to reach this level.”

2.1.5 This CMP has been prepared in accordance with TfL’s Construction Logistics Plan 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 CMP.

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 measures outlined within this CMP have been considered with respect to the Healthy Streets approach and indicators.

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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 CMP 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 CMP.

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. relevance to the CMP 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 site is located at the northern corner of the junction of Ewell Road and Fairmead within Surbiton. The site previously operated as a dance studio however the site has been vacant a number of years. The site benefits from an existing vehicle crossover from the northern side of Fairmead.
- 2.2.2 There are single yellow line markings on the northern side of Fairmead and Ewell Road respectively across the site's frontage, which restrict parking between the hours of 8am-6.30pm. On the southern side of Fairmead there are two dedicated disabled parking bays. Fairmead provides a two-way residential road serving dwellings on both sides of the carriageway. Fairmead meets Ewell Road at the southern corner of the site and connects users with Tolworth Rise North / the A3 (northbound) at its northern extent.
- 2.2.3 Ewell Road provides a one-way road operating in a south-north direction only, from Tolworth Rise North to the south and connecting users with the roundabout junction of Ewell Road and Warren Drive north to the north of the site. Directly opposite the site on Ewell Road is Tolworth Ambulance Station which benefits from Keep Clear carriageway markings on Ewell Road in order to ensure access to the Ambulance Station is unimpeded at all times.
- 2.2.4 The site therefore benefits from convenient access to/from the strategic road network in the form of the A3 which is accessible via both Fairmead and Ewell Road.

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Walking and Cycling

- 2.2.5 The site benefits from a good standard of pedestrian infrastructure in the immediate vicinity of the site. There are footways located on both sides of Fairmead which continue along its length. There are also good quality footways located on both sides of Ewell Road. Tolworth Ambulance Station provides a wide crossover on Ewell Road and hence there is no delineated footway across its frontage.
- 2.2.6 The site is also highly accessible by cycling amongst construction staff, providing wide suburban streets which are conducive to on-road cycling.

Public Transport

- 2.2.7 The nearest bus stop to the site is located on Ewell Road, immediately the south of the site. This bus stop, known as Tolworth Tower serves bus route 281 which provides a regular bus service (every 10 minutes or so) towards Hounslow.
- 2.2.8 There are more frequent bus services available from the Tolworth Tower Tolworth Station bus stop on Tolworth Rise North. This bus stop is located within 150 metres of the site serving bus routes 265, 613, 662 and 665 which provide a combined frequency of approximately 6 buses per hour towards Putney for example.
- 2.2.9 The site also lies within 500 metres of Tolworth rail station which provides a high frequency of National Rail services. The station is operated by South Western Railway with regular services northbound to London Waterloo and southbound to Chessington South.
- 2.2.10 On the basis of the above, it is apparent that public transport would be an attractive option amongst construction staff.

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:

Plan 01 - Regional Plan;

Plan 02 – Local Context Plan; and

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) The residential nature of the local area;
 - (ii) The proximity of Tolworth Ambulance Station opposite the site on Ewell Road;
 - (iii) The presence of Keep Clear markings on Ewell Road, reduces the effective carriageway width particularly for construction vehicles to load/unload;
 - (iv) One-way restrictions on Ewell Road.
 - (v) Access constraints into the site for larger vehicles
- 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 for surrounding residents.

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- 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.

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3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 Construction Description

- 3.1.1 The construction works are proposed to commence in January 2024, lasting for approximately 15 months.
- 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 based on information provided by the application which would be adhered to by the Main Contractor (once appointed) as far as reasonably possible.

Construction Phase	Start	End
Site setup and demolition	Jan 2024	Feb 2024
Excavation and piling	Feb 2024	April 2024
Sub-structure	Mar 2024	May 2024
Super-structure	Mar 2024	Oct 2024
Cladding	Sep 2024	Nov 2024
Fit out, testing and commissioning	Nov 2024	Mar 2025

Figure 3.1. Construction Programme

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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 around the curtilage of the site and will 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.
- 4.1.5 All necessary licences would be applied for by the Main Contractor in advance.

Demolition Phase

- 4.1.6 Drawing 2023/7490/001 attached illustrates the proposed construction setup plan for the site during the demolition of the existing site, an extract of which is shown in **Figure 4.1** below.

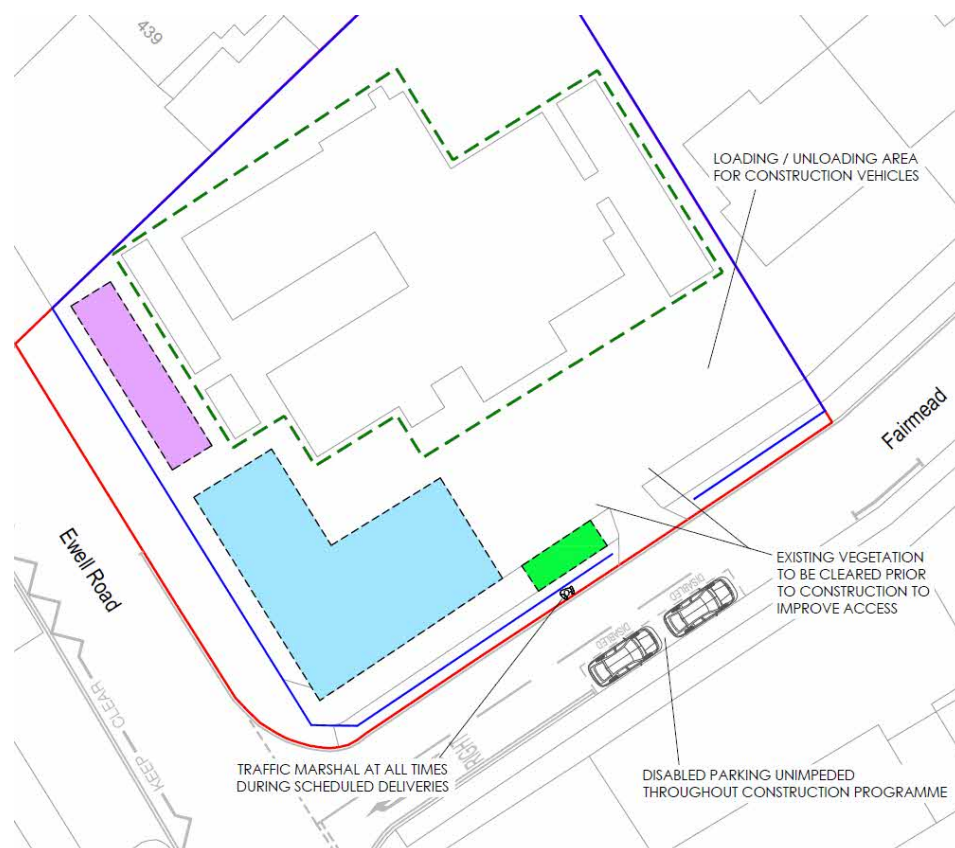


Figure 4.1: Construction Site Setup – Demolition Phase

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- 4.1.7 As shown, 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, in order to minimise on-street loading/unloading activity and impact to local residents.
- 4.1.8 Construction vehicles would utilise the existing vehicle crossover from Fairmead in order to access the site. The site benefits from a generous turning area in order to enable vehicles to turn around and egress the site in a forward gear safely and conveniently, as illustrated on **drawing 2023/7490/001** attached.
- 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 During the main building phase of work, all construction deliveries would be undertaken on the site.
- 4.1.11 **Drawing 2023/7490/003** attached illustrates the proposed construction setup plan for the site during the main building phase, an extract of which is shown in **Figure 4.2** below.



Figure 4.2: Construction Site Setup – Main Build Phase

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- 4.1.12 As shown, prior to the main building phase of works taking place it is anticipated that the proposed crossover / driveway, adjacent to the existing access, would be constructed in order to create a wide open site frontage to enable all vehicles to safely enter and egress the site.
- 4.1.13 This arrangement would enable delivery vehicles to turn around on the site safely and egress in a forward gear, as illustrated on **drawing 2023/7490/003** attached.
- 4.1.14 Given that the proposed bin storage, areas of landscaping and the marking out of parking bays would be constructed during the latter stages of the construction programme, when such large vehicles no longer require access to the site, the proposal would ensure all vehicles can safely load away from the public highway.
- 4.1.15 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.
- 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 to local residents and to ensure that emergency vehicle access is not impeded to Tolworth Ambulance Station on Ewell Road.

4.2 Types of Vehicles

- 4.2.1 The following list in **Figure 4.3** provides an indication of the types of vehicles anticipated during the construction process.
- 4.2.2 Given the access constraints, the Main Contractor would seek to limit the requirement for large construction vehicles wherever possible. This would be managed on a weekly basis by the Main Contractor with relevant subcontractors and suppliers to ensure adherence to this CMP.

Construction Vehicle	Operation	Dimensions
Skip Lorries	Waste Removal	Length: 6.3m Width: 2.5m Height: 2.9m
Small Tipper Lorries	Transporting loose material to/from the site.	Length: 6.5m Width: 2.0m 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 4.3: Types of Construction Vehicles

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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 or on Fairmead and immediately transferred into the dedicated storage location. All plant and materials would be stored within a designated storage area on the site, as illustrated on drawings **2023/7490/001** and **2023/7490/003** attached, given that the external areas and landscaping 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. This will be done with the use of Traffic Marshals at the front of the site at all times when a delivery vehicle is expected to direct pedestrians and deliveries, as appropriate, as illustrated on the drawings attached hereto.
- 4.4.2 It is not anticipated that any footway closures would be required during any part of the construction programme without the prior agreement with the RBKUT.

4.5 Routing Strategy

- 4.5.1 The site benefits from convenient access to the strategic road network in the form of the A3 to the south of the site, which is directly accessible via Fairmead and Ewell Road respectively.
- 4.5.2 The plans attached hereto at **Appendix C** illustrate the proposed construction vehicle routing strategy for the site.
- 4.5.3 As shown, it is anticipated that all vehicles would arrive at the site from the A3 Tolworth Roundabout before accessing the site via Tolworth Rise North and Ewell Road respectively, owing to the one-way nature of Ewell Road.
- 4.5.4 All construction vehicles would depart to the north on Fairmead in order to ensure that all vehicles depart on the same side of the carriageway and in order to prevent any considerable reversing manoeuvres on the public highway, for example. Fairmead provides convenient access to the A3 at its northern extent.
- 4.5.5 The proposed routing strategy is considered to provide the safest and most convenient route for completing the construction works, in the context of the surrounding community.
- 4.5.6 These routes are currently utilised by a number of larger servicing vehicles and emergency service vehicles and therefore these routes would be suitable to accommodate the low level of construction deliveries for the purposes of temporary construction works at the site.

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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 RBKUT, 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)

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- 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 in Section 4.5 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 the scheduled delivery time, in order to ensure vehicles adhere to the agreed routes and access arrangements.
- 5.2.5 Any vehicles which fail to comply with this 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.
- 5.2.8 All vehicles would adhere to the vehicle access arrangement outlined in this document.

Delivery scheduling

- 5.2.9 All construction deliveries would take place within the specified hours, thereby minimising the impact of construction deliveries on the local highway network. All deliveries would be undertaken between 9.30am-4pm to minimise the impact of construction traffic on the local highway network during peak times.
- 5.2.10 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.
- 5.2.11 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.

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- 5.2.12 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 a pedestrians/ cyclists.
- 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 As discussed in Section 2 of this report, there are frequent public transport services available from within proximity of the site. Parking on Fairmead and Ewell Road is unrestricted and would permit parking by some operatives where the use of a car is essential, however 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.

Construction Management Plan

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 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 from 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.

Construction Management Plan

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 4.3 above outlines the types of vehicles anticipated at the site. The 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.

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.

Construction Management Plan

6 ESTIMATED VEHICLE MOVEMENTS

- 6.1.1 The TfL Construction Logistics Planning tool has been used to provide an estimate of construction traffic associated with each phase of construction, based on information provided by the applicant and RGP's experience of similar proposals.
- 6.1.2 A summary is provided in **Figure 6.1** below, whilst the full TfL CLP Tool and outputs are attached at **Appendix C**.

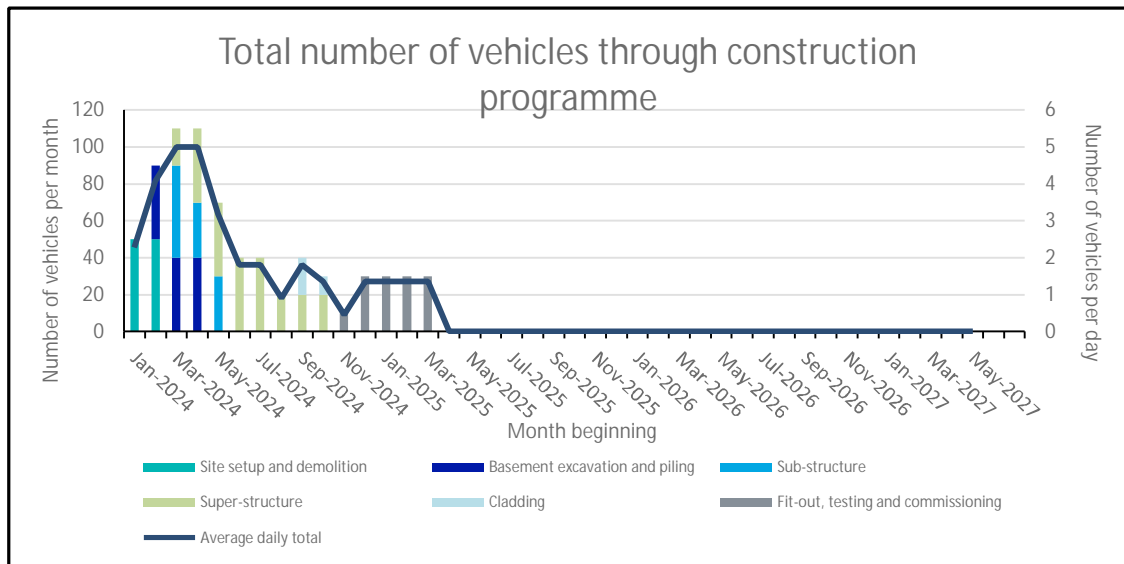


Figure 6.1: Proposed Construction Vehicle Movements (TfL CLP Tool)

- 6.1.3 The proposed works are anticipated to generate a maximum of up to 5 deliveries over the course of a typical day (10 two-way trips) which is not significant and reflects the scale construction works proposed. On average there would be approximately 2-3 construction deliveries per day.
- 6.1.4 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.

Construction Management Plan

7 ENVIRONMENTAL MANAGEMENT STRATEGY

7.1 Noise and Vibration Activities

- 7.1.1 Construction works are generally highly noise generating sources of activity and so a number of mitigation measures will be enforced and/or considered to suppress noise and vibration generated on the site.
- 7.1.2 The Construction Manager will be responsible for the monitoring and management of noise at the site and adhering to the Noise Working Standards set out by the Local Authority Environmental Health Department.
- 7.1.3 Annex E of the Code of Practice as set out in 'BS 5228-1:2009+A1:2014 Control of Noise and Vibration on Construction and Open Sites', provides guidance on noise levels for dwellings with regard to construction traffic. The proposed construction works would be undertaken with respect to these suggested noise level thresholds, which are summarised in Figure 7.1 below.

Assessment category and threshold value period	Threshold value, in decibels (dB) $L_{Aeq,T}$ A_1		
	Category A ^{A)}	Category B ^{B)}	Category C ^{C)}
Night-time (23.00–07.00)	45	50	55
Evenings and weekends ^{D)}	55	60	65
Daytime (07.00–19.00) and Saturdays (07.00–13.00)	65	70	75

A₁) NOTE 1 A potential significant effect is indicated if the $L_{Aeq,T}$ noise level arising from the site exceeds the threshold level for the category appropriate to the ambient noise level.

NOTE 2 If the ambient noise level exceeds the Category C threshold values given in the table (i.e. the ambient noise level is higher than the above values), then a potential significant effect is indicated if the total $L_{Aeq,T}$ noise level for the period increases by more than 3 dB due to site noise. A_1

NOTE 3 Applied to residential receptors only.

^{A)} Category A: threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are less than these values.

^{B)} Category B: threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are the same as category A values.

^{C)} Category C: threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are higher than category A values.

^{D)} 19.00–23.00 weekdays, 13.00–23.00 Saturdays and 07.00–23.00 Sundays.

Figure 7.1: BS 5228-1:2009+A1:2014 Control of Noise and Vibration on Construction and Open Sites

- 7.1.4 If the measured noise and vibration level rises above the appropriate category value set out above during the relevant time period, or in the event that a noise complaint is received locally, then a potential significant effect is indicated. The Construction Manager shall then investigate the cause, the potential level of receptors affected and the duration of the cause in order to establish the significance of the noise impact. The noise levels shall then be reduced, if it is reasonably practicable to do so.
- 7.1.5 The proposed construction works would be undertaken during the daytime only and hence there is unlikely to be any significant disturbances during the night time and weekend period.
- 7.1.6 The following list provides an indication of anticipated sources of activity which are likely to generate significant noise and vibration disturbances:
- (i) Site setup, demolition and clearance;
 - (ii) Vehicle movements;
 - (iii) Use of plant and materials;

Construction Management Plan

- (iv) Cutting and grinding.
- 7.1.7 A number of mitigation measures will be considered to suppress noise and vibratic generated on the site and to ensure noise and vibration levels do not exceed the outlined in **Figure 7.1** above, as follows:
- (i) Ensuring that all work is undertaken within the restricted working hours;
 - (ii) Using 'silenced' plant and/or equipment and low vibration constru methods, wherever possible;
 - (iii) Using mains power instead of generators, wherever possible;
 - (iv) Ensuring all operatives are professionally trained and provided with ear and eye protection;
 - (v) Ensuring delivery drivers turn off their engines upon arrival and when loading/unloading goods;
 - (vi) Using protection plates and mobile screens around those parts of the site likely to generate significant levels of noise. Such screens will have sufficient mass as to be able to resist the passage of sound;
 - (vii) Strategically placing noise generating plant as far as possible from sensitive receptors and the general public;
 - (viii) Ensuring all deliveries are scheduled and assisted by a Traffic Marshals to ensure deliveries do not need to wait to park. Idling will in no instances be acceptable.
- 7.1.8 Furthermore, this list of mitigation measures is not exhaustive and the Constructio Manager is encouraged to investigate other potential measures throughout the construction process.
- 7.1.9 Noise monitoring is to be carried out at the start and at regular intervals during each task period to ensure compliance with the above suggested levels and the local authorities' noise regulations. It is anticipated that noise monitors would be installed on the site in a safe, professional manner, and would be continuously logged and monitored automatically. The data would record and capture noise levels through these monitors. It would be the responsibility of the Construction Manager to log in online and manage noise levels of at the site at all times.
- 7.1.10 Any exceedance of noise or vibration limits shall initiate a review of works by the Main Contractor and to enforce changes of methodology or equipment, in order to keep within reasonable levels outlined above.

7.2 Potential Impacts on Air Quality

- 7.2.1 Impacts on air quality can arise as a result of construction activities, particularly th annoyance of dirt, dust and debris. A number of mitigation measures which are to be enforced at the site are detailed below:
- (i) Using water spray to reduce dust generation.
 - (ii) Using protection plates and mobile screens.
 - (iii) Materials/waste stored on the site should be covered, particularly outside of working hours. The storage of materials or waste on the public highway and at other locations will in no instances be acceptable.
 - (iv) All vehicles carrying materials to / from the site should be covered to reduce the likelihood of spillages or leaks.
 - (v) The road edges and footways around the site on Ewell Road and Fairmead will be swept by hand by staff at the end of the day.

Construction Management Plan

- (vi) All construction vehicles will follow the designated routes set out in this document, to reduce the impact of vehicle emissions.
- (vii) Special provisions are to be provided and agreed with the Highway Authority for any materials containing asbestos, as appropriate.

7.3 Waste Management

- 7.3.1 The Main Contractor 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 principles of the Waste Hierarchy (Figure 7.2, below), as outlined by DEFRA.

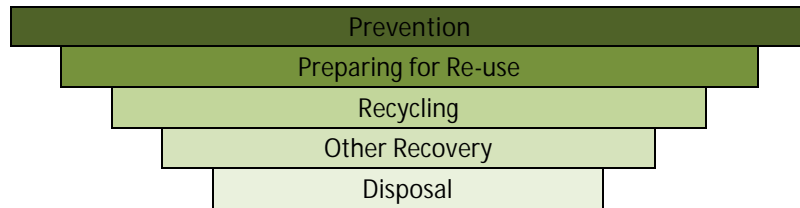


Figure 7.2 DEFRA Waste Hierarchy (Preferred to Least Preferred Option)

- 7.3.2 This gives top priority to preventing waste in the first instance and provides a procedure to follow when waste is created, including re-using, recycling, recovery and the disposing of waste as a worst case.
- 7.3.3 All waste storage would be contained within the construction storage area proposed (drawings 2023/7490/001 and 2023/7490/003 attached) and will be emptied from the loading areas proposed at regular intervals throughout the construction process to ensure the minimum amount of waste is stored on the site. All waste would be loaded onto waste removal vehicles.

Prevention

- 7.3.4 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 community.
- 7.3.5 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 site at any given time.

Re-use and Recycling

- 7.3.6 Opportunities for on-site re-use and recycling of materials will be sought wherever practicable.
- 7.3.7 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.
- 7.3.8 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 substance or material such as composting, for example.

Construction Management Plan

Other Recovery

- 7.3.9 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.

Disposal

- 7.3.10 The disposal of waste will by no means be encouraged and will only be sought where disposal is the only option.
- 7.3.11 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 designated loading areas and disposed of registered licensed contractor at a licensed landfill site suitable for the type of waste generated.
- 7.3.12 Burning of surplus material or material arising from the site will not be permitted within the site.

Construction Management Plan

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) 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;
- (xi) 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 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>.

Construction Management Plan

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 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.

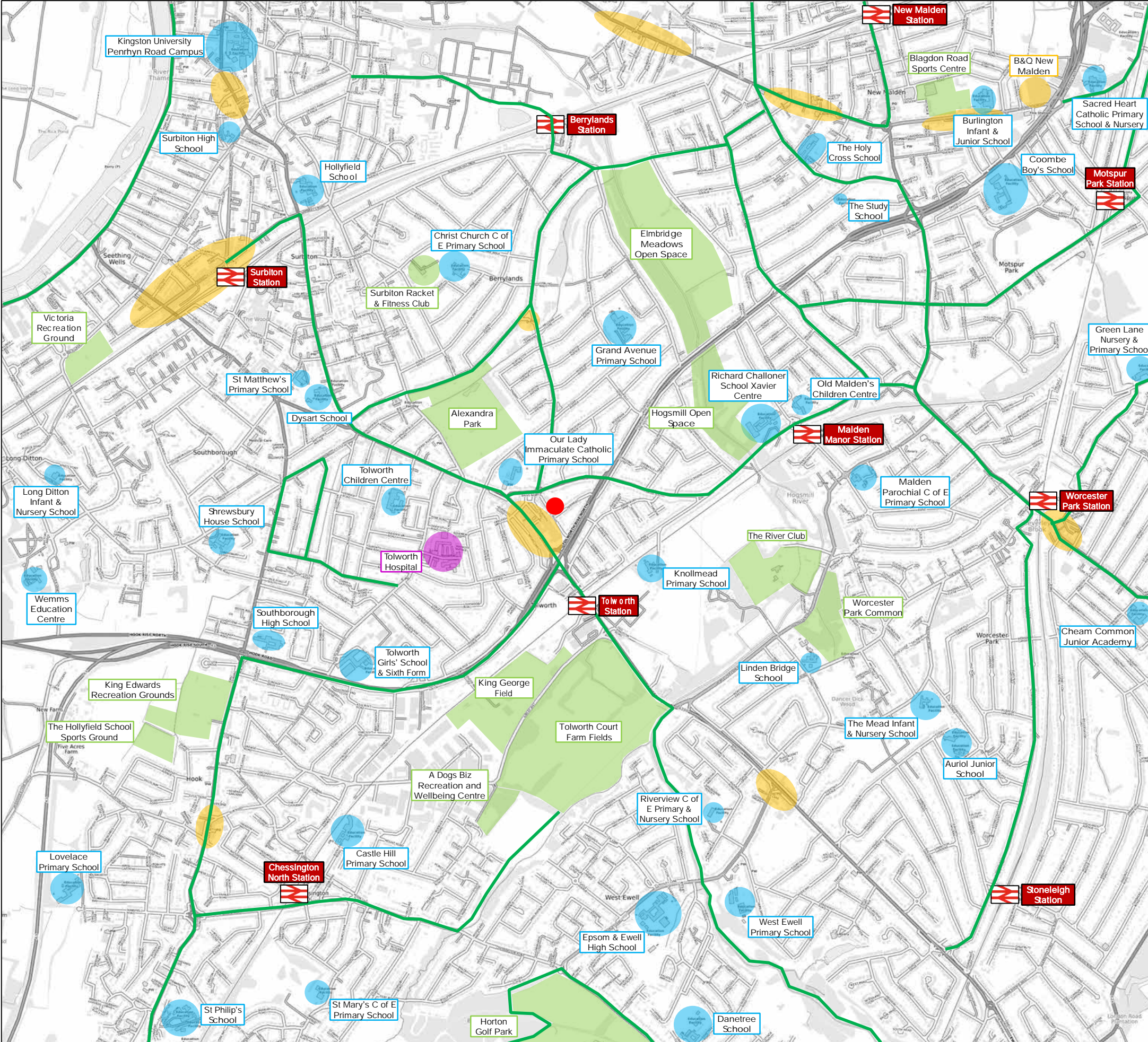
8.3.2 All personnel entering the site shall be required to wear suitable Personal Protective Equipment (PPE), which will be provided by the Contractor, if not available. Any persons not wearing suitable PPE may be asked to leave the site.

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.



PLANS







LEG END	
	SITE LOCATION
	NATIONAL RAIL STATION
	CYCLE ROUTES
	RETAIL / LOCAL CENTRES
	EDUCATION
	LEISURE / OPEN SPACES
	HEALTH CARE

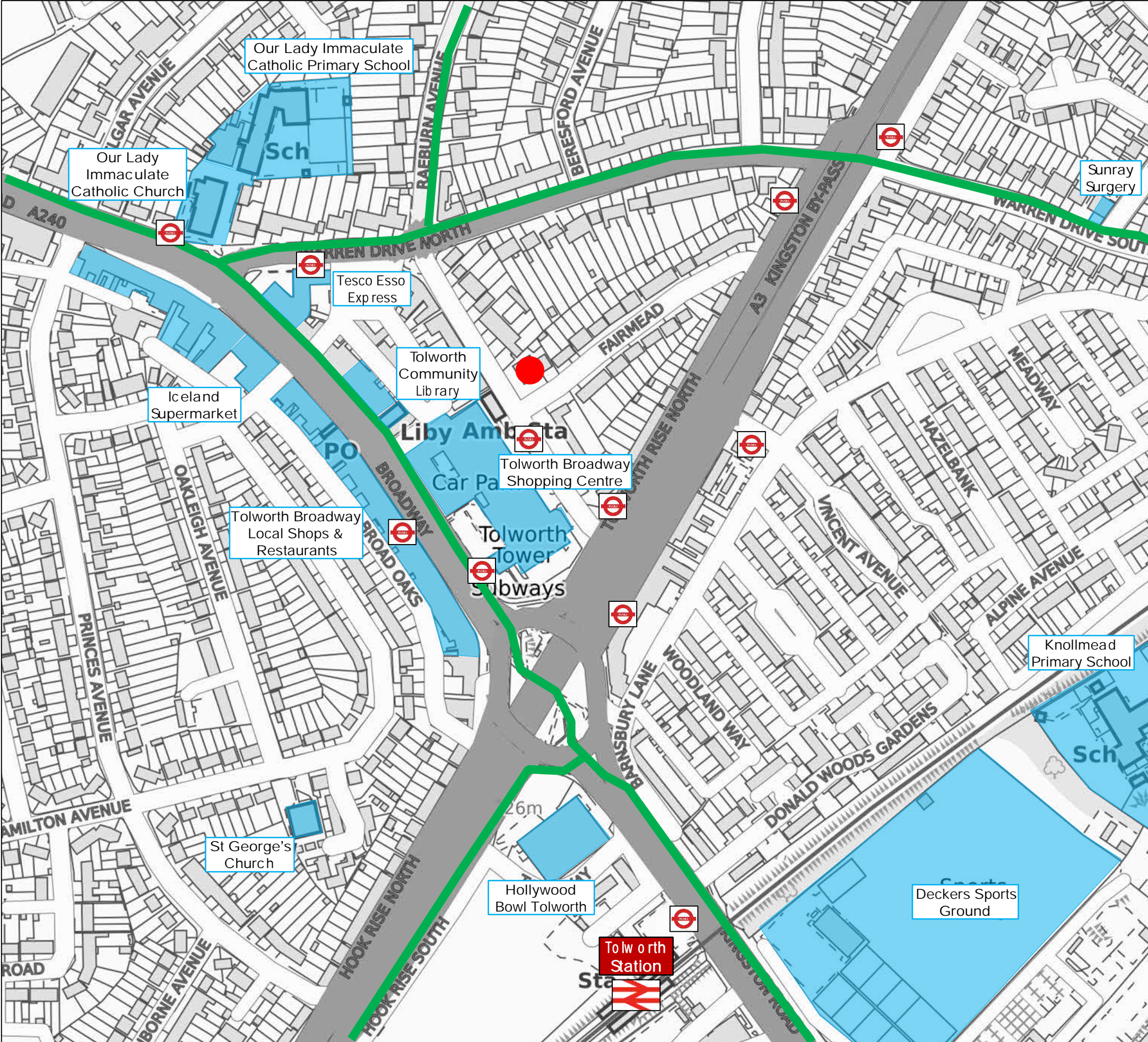


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Client:		RAA1 Ltd	
Project:		441-447 Ewell Road, Surbiton	
Title: Regional Context Plan			
Plan No: Plan 01	Job No: 23/7490	Date: September 2023	
Drawn By: GE	Checked By: WT	Rev: -	A3

LEG END

-  SITE LOCATION
-  RAIL STATION
-  BUS STOPS
-  CYCLE ROUTES
-  COMMUNITY CONSIDERATIONS




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Client:		RAA1 Ltd	
Project:		441-447 Ewell Road, Surbiton	
Title:		Local Context Plan	
Plan No:	Job No:	Date:	
Plan 02	23/7490	September 2023	
Drawn By:	Checked By:	Rev:	A3
GE	WT	-	

LEG END



SITE LOCATION



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Client: RAA1 Ltd

Project: 441-447 Ewell Road, Surbiton

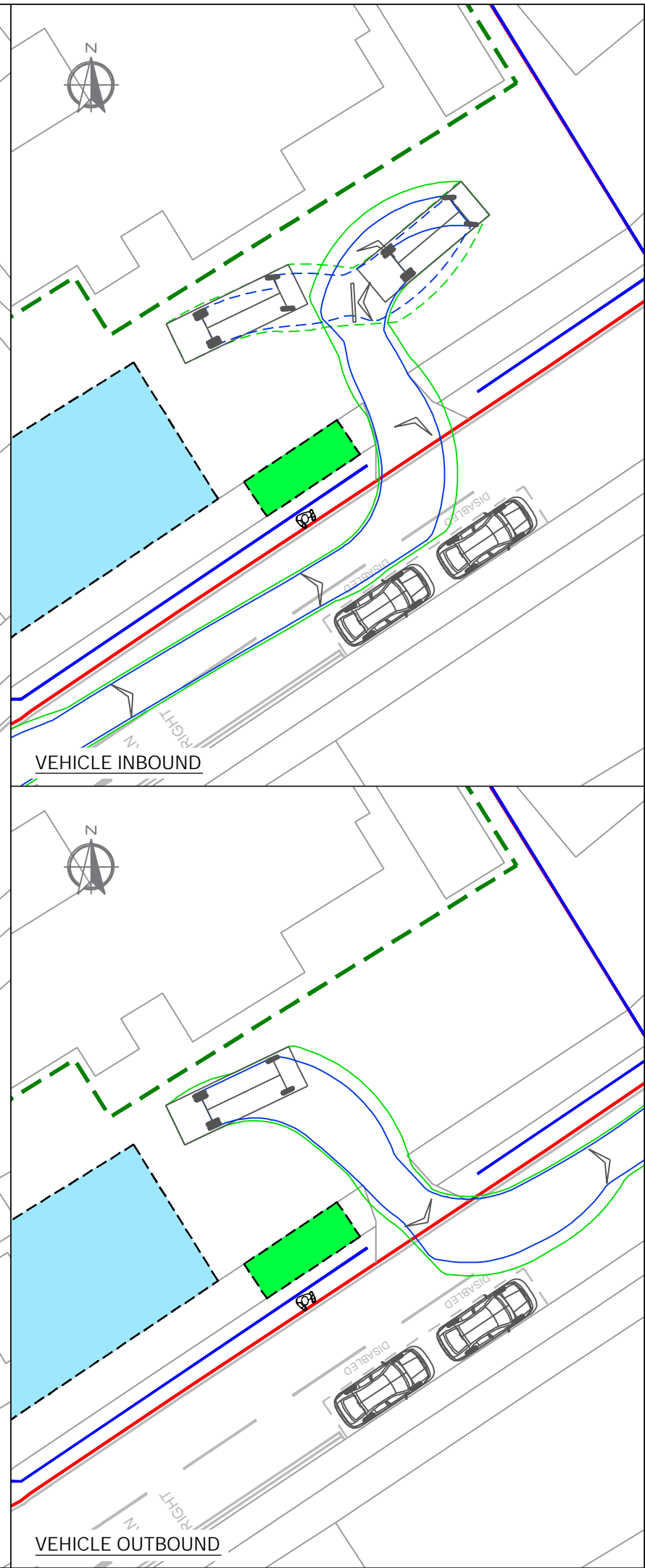
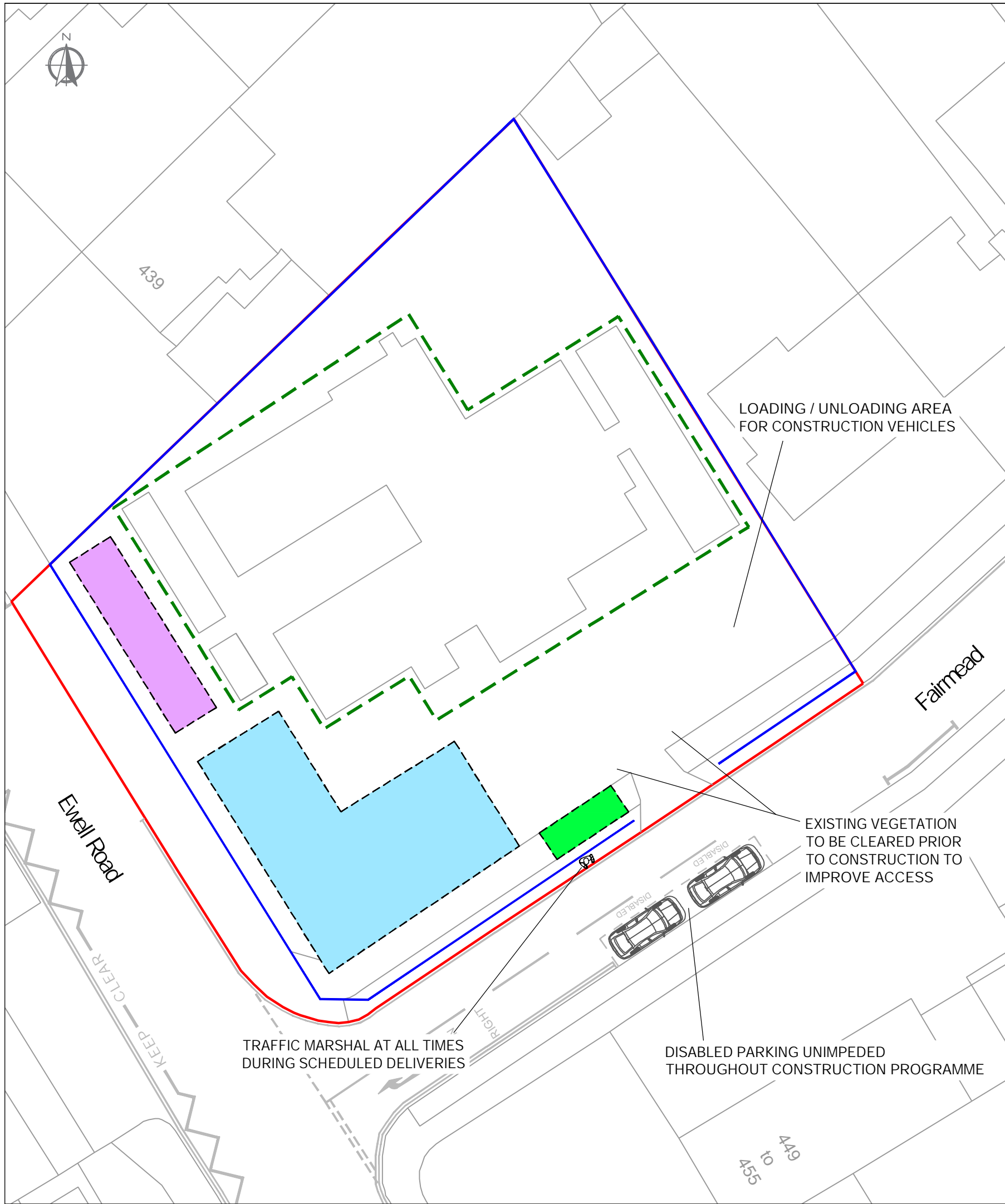
Title: Site Boundary Plan

Plan No: Plan 03	Job No: 23/7490	Date: September 2023
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Drawn By: GE	Checked By: WT	Rev: -	A3
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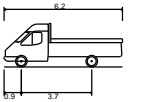
DRAWINGS



NO TES

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 will have been designed out. This is available upon request.

- SITE BOUNDARY
- SITE HOARDING
- DEMOLITION ZONE
- STAFF WELFARE ZONE
- STORAGE AREA
- WHEEL WASHING FACILITY
- TRAFFIC MARSHAL



Tipper Lorry
 Overall Length 6.200m
 Overall Width 2.000m
 Overall Body Height 2.300m
 Min Body Ground Clearance 0.299m
 Track Width 1.765m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 6.000m

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RESIDUAL HAZARDS

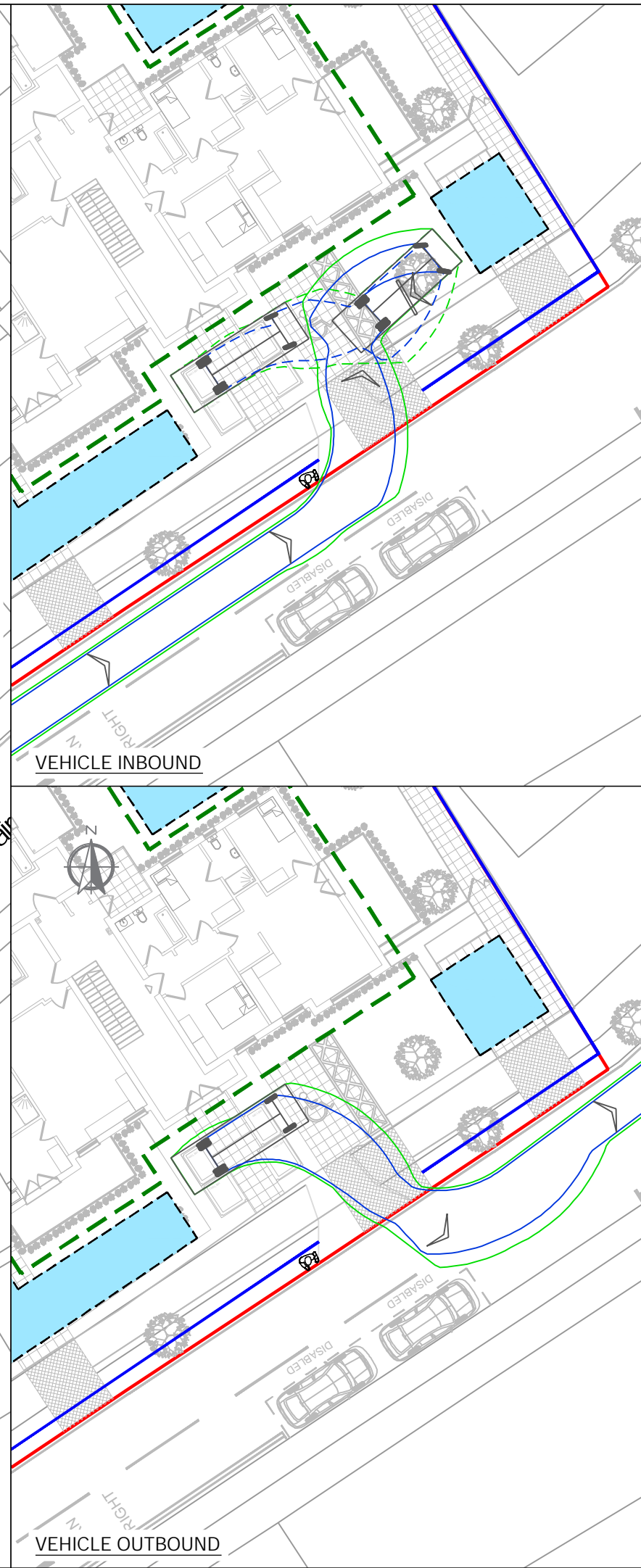
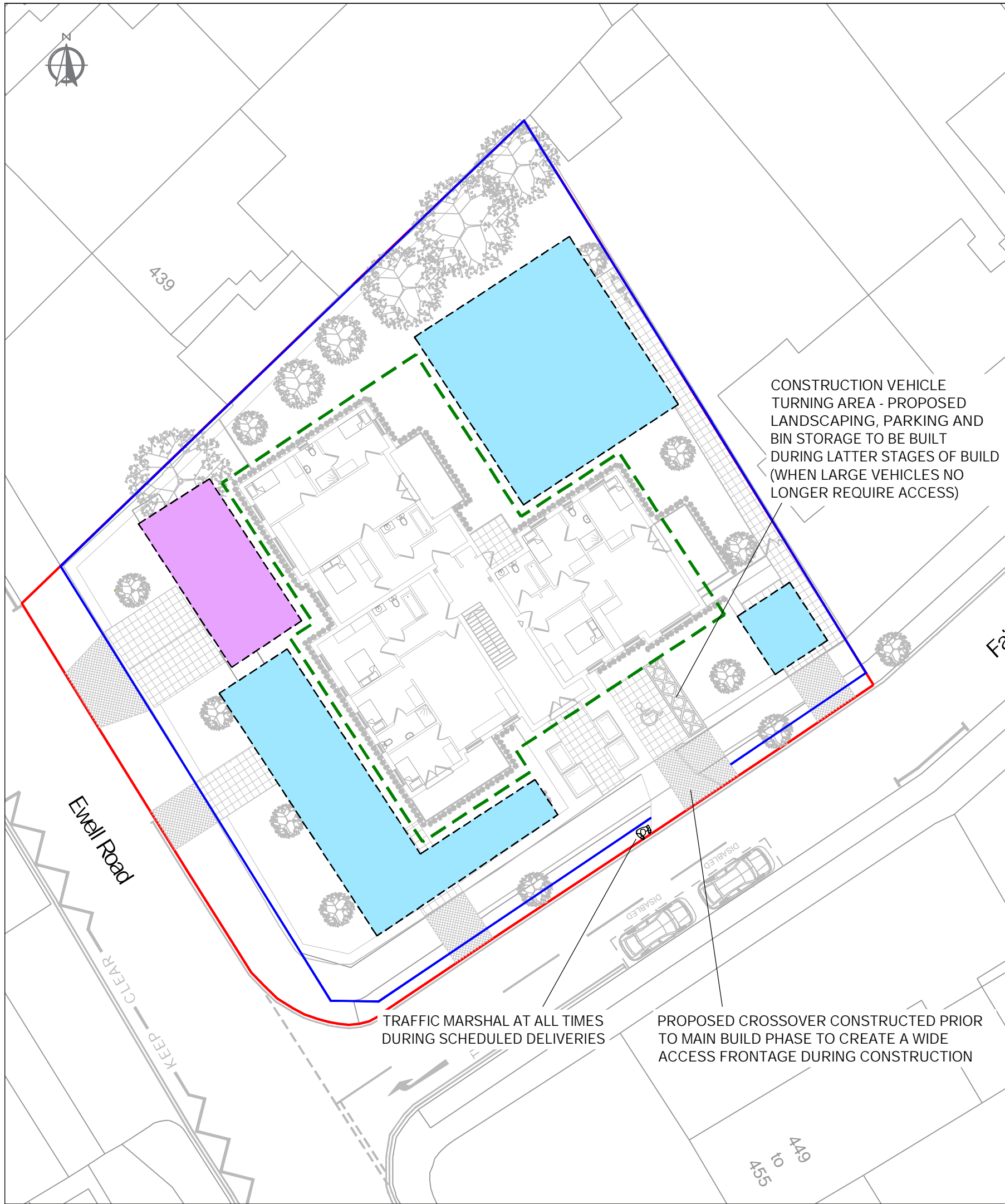
In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

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 AMENDMENTS	25/09/23
P1	DLH	FIRST ISSUE	13/09/23



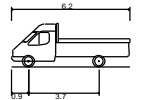
Client	RAA1 Ltd		
Project	Ewell Road, Surbiton		
Drawing Title	Demolition Phase - Setup Plan		
Drawing No.	2023/7490/001	Rev.	P2
Scale	1:250	Drawn By	DLH
		Checked By	WTT
			A3



NO TES

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- SITE BOUNDARY
- SITE HOARDING
- CONSTRUCTION ZONE
- STAFF WELFARE ZONE
- STORAGE AREA
- TRAFFIC MARSHAL



Tipper Lorry
 Overall Length 6.200m
 Overall Width 2.000m
 Overall Body Height 2.300m
 Min Body Ground Clearance 0.299m
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 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 6.000m

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RESIDUAL HAZARDS

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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 AMENDMENTS	25/09/23
P1	DLH	FIRST ISSUE	13/09/23



Client	RAA1 Ltd		
Project	Ewell Road, Surbiton		
Drawing Title	Construction Phase - Setup Plan		
Drawing No.	2023/7490/003	Rev.	P2
Scale	As shown	Drawn By	DLH
		Checked By	WTT
			A3



APPENDIX A