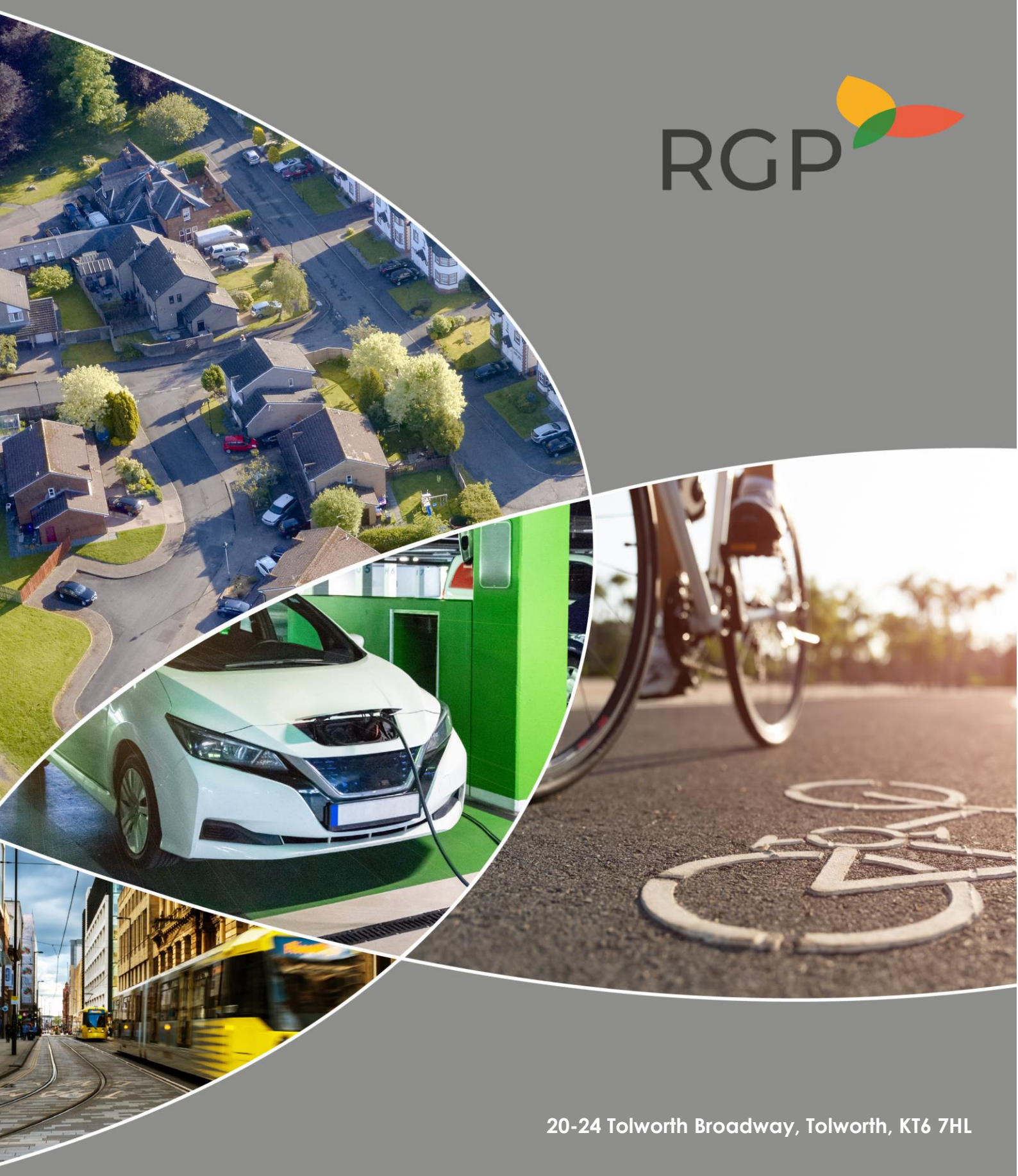

20-24 Tolworth Broadway, Tolworth, KT6 7HL

OUTLINE CONSTRUCTION MANAGEMENT PLAN

Mixed-use Development

on behalf of Jessona Investments Ltd

24/7712/CMP01

February 2024

www.rgp.co.uk

DOCUMENT CONTROL

Project:	20-24 Tolworth Broadway, Tolworth, KT6 7HL1 Mixed-use Development
Report Type:	Outline Construction Management Plan
Client:	Jessona Investments Ltd
Reference:	24/7712/CMP01

DOCUMENT REVIEW

Author:	JDF	Date:	29/02/2024
Checked by:	SAJ	Date:	29/02/2024
Approved by:	SAJ	Date:	29/02/2024

DOCUMENT STATUS

Issue	Date	Status	Issued by
1.	26/02/2024	1st Draft	SAJ
2.	29/02/2024	Revision A	JDF
3.			
4.			
5.			
6.			

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1 INTRODUCTION

1.1 Background

1.1.1 RGP is commissioned by Jessona Investments Limited to provide highways and transport planning advice in relation to the proposed redevelopment of the property located at 20-24 Tolworth Broadway ("the site"). The site is located within the Royal Borough of Kingston upon Thames (RBKT).

1.1.2 The existing site comprises a three-storey building containing 1,214m^2 of commercial space (Class E commercial use) at ground floor and first floor levels . The second floor is occupied by one existing flat.

1.1.3 The development proposals include the construction of a second and third floor extension, along with the conversion of the first floor commercial space, to provide a total of 9 residential apartments. The existing ground floor commercial space would be retained with a reduced area of 461m^2 to allow for access to the residential dwellings and general servicing provisions. Copies of the existing and proposed floorplans are contained within **Appendix A**.

1.1.4 This 'Outline' Construction Management Plan (CMP) is prepared to provide high-level information with respect to the proposed construction strategy and management procedures. It is anticipated that once a contractor has been appointed and the exact nature of the building structure established, full details would be provided within a 'full' CMP, to be secured by condition as part of any planning consent. The approved 'full' CMP would be implemented prior to the commencement of any demolition or construction works and will need to be strictly adhered to through the process.

1.2 Objectives of this outline Construction Management Plan

1.2.1 The overarching objectives of this outline document are as follows:

i) Identify measures to lower vehicle emissions associated with construction vehicles arriving at and departing from the site.

ii) Improve efficiency of construction methods by establishing the construction site set-up and the procedures to accommodate construction deliveries at the site.

iii) Preserve road user safety on the local highway network.

iv) Mitigate the environmental impacts by establishing a range of management measures to protect local air, soil and water quality during the construction period.

v) Reduce congestion of overall construction vehicle trips, especially in peak periods.

1.2.2 Detailed objectives of this document are required to ensure the safety of site operatives and users of the public highway. The following site-specific objectives are therefore summarised to further preserve the local environment for all persons that may otherwise be impacted by the proposed construction works:

(i) To reduce impact of construction activities on neighbouring residential and commercial properties, particular consideration given to noise, dust and air pollution control;

(ii) To ensure that goods deliveries and waste collections to the neighbouring premises off Burwood Close are not obstructed;

(iii) To prevent disruption caused by traffic passing through the local commercial centres of Tolworth by implementing a routing strategy to ensure minimal impact on the local high streets;

(iv) To maintain safe pedestrian and cycle passage along Tolworth Broadway;

(v) To comply with any parking and loading restrictions implemented locally;

(vi) To prevent use of local parking bays by site operatives with the aim to subsequently reduce any potential overspill associated with existing residential and retail parking activity;

2 SITE LOCATION AND & SUSTAINABLE TRAVEL CHOICES

2.1 Site location & Extents

2.1.1 The site is located on the southern side of Tolworth Broadway and extends to the rear as far as Burwood Close. **Figure 1**, below, illustrates the site's location in context of the adjacent road network and neighbouring properties.

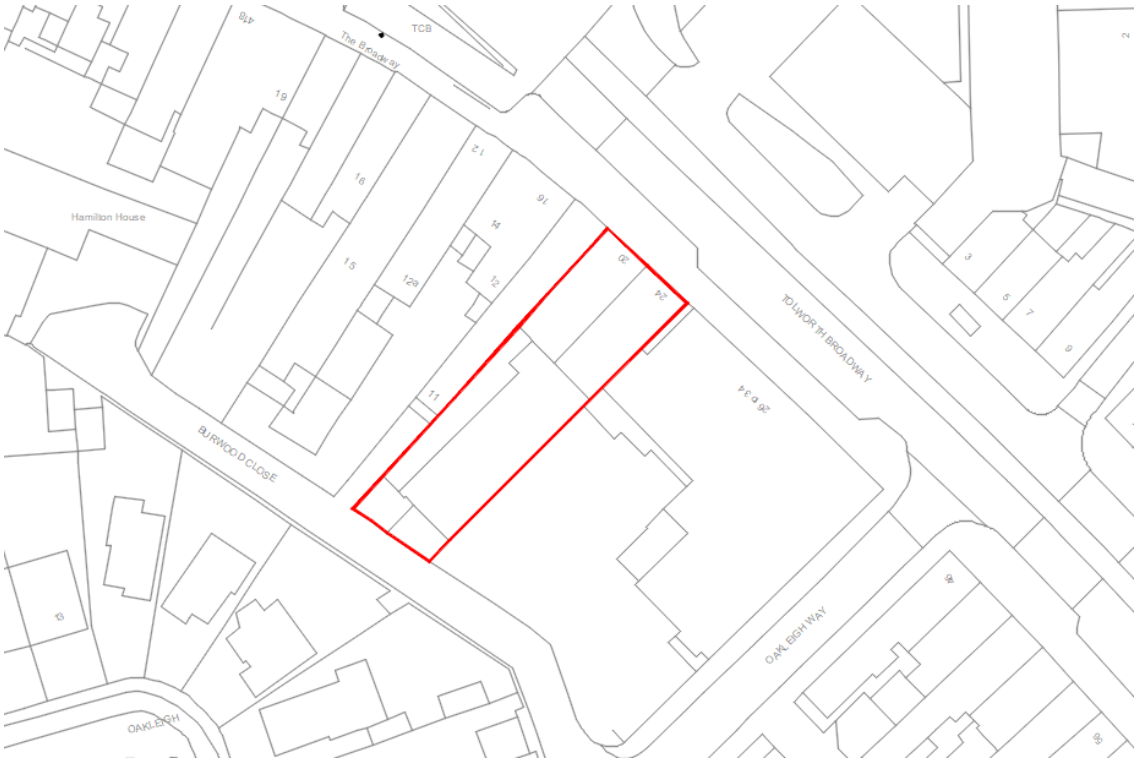


Figure 1 Site Location & Extents

2.1.2 The majority of the ground floor of the building is divided between two vacant retail units, which were most recently occupied by a 'Cash Converters' pawnbrokers and a furniture shop which have since ceased trading. A separate entrance leads from Tolworth Broadway to a single residential unit (20a Tolworth Broadway) at second floor level via an internal staircase. The first floor of the building currently comprises ancillary floorspace associated with the retail unit at 20 Tolworth Broadway.

2.1.3 Pedestrian access to the site is primarily provided from Tolworth Broadway, although a secondary service entrance is provided to the rear of the building from Burwood Close. An area of hardstanding is located adjacent to Burwood Close, which accommodates informal servicing and storage for waste and deliveries for the site and a number of commercial units along Tolworth Broadway.

2.2 Local Highway Network

2.2.1 Tolworth Broadway comprises a dual-carriageway in the vicinity of the site and is subject to a 20mph speed limit. To the south, Tolworth Broadway joins the Tolworth Roundabout junction, providing a major interchange with the A3 Kingston Bypass and A240 Kingston Road. To the north, Tolworth Broadway forms a signalised junction with Ewell Road before continuing north west towards Surbiton and Kingston.

2.2.2 Oakleigh Way provides a route from Tolworth Broadway onto Burwood Close (adjacent to the site's south-western boundary), which comprises a service road to the rear of the commercial properties fronting Tolworth Broadway.

2.2.3 Burwood Close forms a cul-de-sac to the west of the site with no through-route onto the local road network, and as such, traffic volumes are very low with only occasional vehicle movements generated along Burwood Close associated with delivery / servicing vehicles and access to off-street parking.

2.2.4 Both sides of Burwood Close are marked by single yellow line carriageway restrictions. A sign-plated restriction stipulating no waiting between the hours of 08:00 and 18:30, Monday to Saturday, is located on the southern side of the carriageway (opposite the site). No waiting by vehicles with a weight of greater than 5 tonnes is permitted on this section of the carriageway overnight. Short-stay loading activity is permitted on Burwood Close adjacent to the site.

2.2.5 The site is not situated in any Controlled Parking Zone. Parking is therefore permitted on surrounding streets in accordance with existing carriageway restrictions in place on the local road network.

2.2.6 **Figure 2** provides an extract of the existing loading restrictions (extracted from RBKT mapping). Further details are provided on drawing **2024/7712/001** attached hereto.

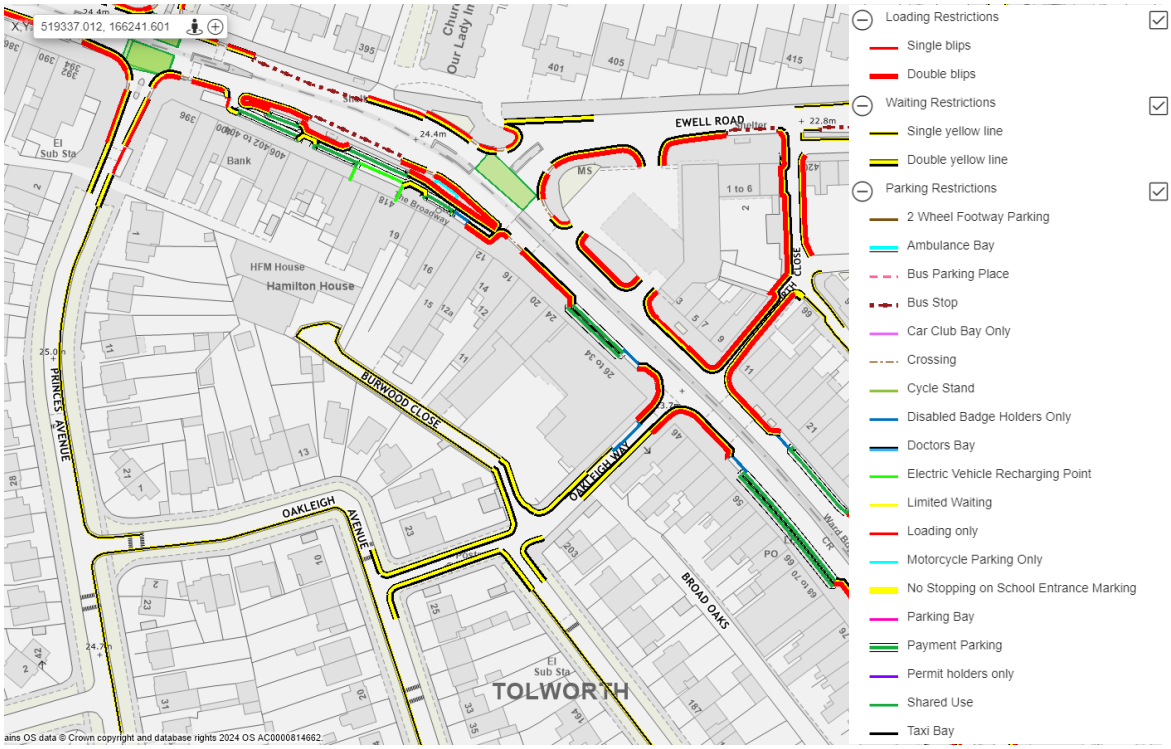


Figure 2 Existing Parking & Loading Restrictions

2.3 Footways and Cycle Routes

2.3.1 Tolworth Broadway is equipped with wide and well-lit footways on both side with signal-controlled crossing points at regular intervals. The Broadway also provides areas of public realm space, benches and cycle parking.

2.3.2 The network of footways provides safe and convenient pedestrian routes from local bus stops and Tolworth rail station to the site's main entrance on Tolworth Broadway. This infrastructure would facilitate sustainable travel made by site operatives throughout the construction period. No footway closures would be required during any scheduled phase of development.

2.3.3 Tolworth Broadway forms part of Cycleway C29 of the Transport for London Cycle Network, providing a designated route north to Surbiton and Kingston and linking to other designated routes (such as Cycleway C) towards Central London.

2.4 Public Transport

2.4.1 A wide range of bus and rail services are available in close proximity to the site that would provide construction operatives with good opportunities to travel to / from the site via public transport. Sustainable travel will be encouraged by the Construction Manager to ensure car-reliance is reduced, thereby preventing unnecessary parking pressure on local roads during the construction period.

2.4.2 The site benefits from excellent access to bus services, with the closest bus stops located on Ewell Road approximately 90 metres (a 1-2 minute walk) to the north of the site.

2.4.3 A TfL bus spider map of the area is appended hereto at **Appendix B**, whilst further information is available at www.tfl.gov.uk/modes/buses. **Figure 3** provides a summary of local bus services.

Bus Service/Route		Typical Frequency	Hours of Operation
265	Tolworth, New Malden, Barnes, Putney, Putney Bridge	Mon-Sat: 9-13 mins Sun: 15 mins	Mon-Fri: 06:35-01:06 Sat: 06:34-01:07 Sun: 07:20-01:04
281	Hounslow, Twickenham, Fulwell, Hampton Wick, Kingston, Surbiton, Tolworth	Mon-Fri: 10-12 mins Sat: 8-12 mins Sun: 10-12 mins	Mon-Sun: 24 hrs
406	Kingston, Surbiton, Tolworth, Ewell, Epsom	Mon-Sat: 20 mins Sun: 30 mins	Mon-Sat: 05:48-00:29 Sun: 06:58-00:29
418	Kingston, Surbiton, Tolworth, Ewell, Epsom	Mon-Sat: 20 mins Sun: 30 mins	Mon-Fri: 05:58-00:14 Sun: 07:44-00:14
K1	Kingston, Surbiton, Tolworth, Malden Manor, New Malden	Mon-Fri: 11-12 mins Sat: 15 mins Sun: 15 mins	Mon-Sat: 05:42-00:03 Sun: 06:56-00:03
K2	Norbiton, Kingston, Surbiton, Berrylands, Tolworth, Hook	Mon-Sat 10-13 mins Sun: 15 mins	Mon-Sat: 06:32-00:40 Sun: 07:20-00:40

Figure 3 Summary of Bus Routes/Services

2.4.4 Tolworth railway station is situated approximately 600 metres (an 8 minute walk) to the southeast of the site. The station is operated by South Western Railway with regular services northbound to London Waterloo and southbound to Chessington South, as summarised in **Figure 4.**

Key Destinations (Journey time (mins))	Typical Frequency
Chessington South (5), Chessington North (3), **Tolworth**, Malden Manor (2), Motspur Park (6), Raynes Park (10), Wimbledon (14), Earlsfield (18), Clapham Junction (22), Vauxhall (27), London Waterloo (31)	30 mins

Figure 4 Summary of Rail Services

2.4.5 As summarised above, the typical travel by from Tolworth to London Waterloo is 31 minutes. Further information including live arrival/departure times and station facilities can be found at: www.nationalrail.co.uk.

2.5 Staff Travel Plan

2.5.1 No general car parking provision will be allocated on-site for staff, except for essential parking by staff vans within the designated loading area when not occupied by a skip container. This is considered appropriate given the availability of public transport services within the local area and the constraints of the site. As discussed above, there are frequent bus and rail services available in the locality. There are also excellent pedestrian and cycle connections to the site.

2.5.2 Where regular parking is required for operational needs of the construction process, the Main Contractor should advise operatives to utilise local public parking provisions, which are outlined in section 4.7 of this report.

2.5.3 In order to encourage the use of sustainable travel modes and reduce reliance upon private car use by staff, a number of travel planning measures will be considered 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) Secure overnight storage for tools and materials will be allocated by the Main Contractor to make sustainable travel more convenient.

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

3 CONSTRUCTION PROGRAMME

3.1 Overview

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

3.1.1 For the purposes of the assessments undertaken in this report, it is assumed that following any forthcoming planning approval granted by RBKT, construction works could begin by Spring 2024 *[date to be confirmed]*, lasting for up to approximately 8 months.

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

i) Site set-up and enabling works;

ii) Superstructure;

iii) Cladding;

iv) Building services, fit-out and commissioning;

3.1.3 The contact details of the chosen Main Contractor and management personnel, when appointed, shall be made available to all. These details shall be clearly detailed at the front of the site for the duration of the development

3.2 Construction Programme

[A full detailed programme of works shall be provided by the Main Contractor prior to commencement of construction and monitored regularly throughout the process.]

3.2.1 **Figure 5,** below, summarises an indicative programme of works based on the TfL Construction Logistics Planning Tool (attached at **Appendix C**), highlighting the approximate duration of key phases of the project. Following any forthcoming planning approval, key construction dates will be added.

Construction Programme	Duration
Site setup and Enabling Works	4 weeks
Externals	2 months
Internals	3 months
Fit-out, testing and commissioning	2 months

Figure 5 Indicative Construction Programme

3.3 Working Hours

3.3.1 Construction works on the site are expected to commence and finish at the following times:

i) Monday to Friday 8.00am - 6.00pm

ii) Saturday 8.00am - 1.00pm

iii) No Sunday, bank holiday or public holiday working

3.3.2 These hours are enforceable through the Control of Pollution Act 1974 and are recommended by RBKT as part of any construction code of practice to mitigate the impacts of noise. Under no circumstances will works outside of these hours be undertaken, unless otherwise agreed in advance with RBKT.

3.3.3 The term 'working' shall, for the purpose of clarification of this condition include the use of any plant or machinery (mechanical or other), the delivery of construction material and the carrying out of any maintenance/cleaning work on any plant or machinery.

3.4 Delivery Hours

3.4.1 Small deliveries carried out using LGVs would be scheduled to arrive outside of the conventional peak hours on the highway network, with deliveries to be made between 09:30 and 16:30 hours only on Monday to Saturday, none on Sundays and Public Holidays.

3.4.2 Occasional HGV arrivals should be scheduled to also take place outside of peak school hours (i.e. between 09:30 and 14:00 hours).

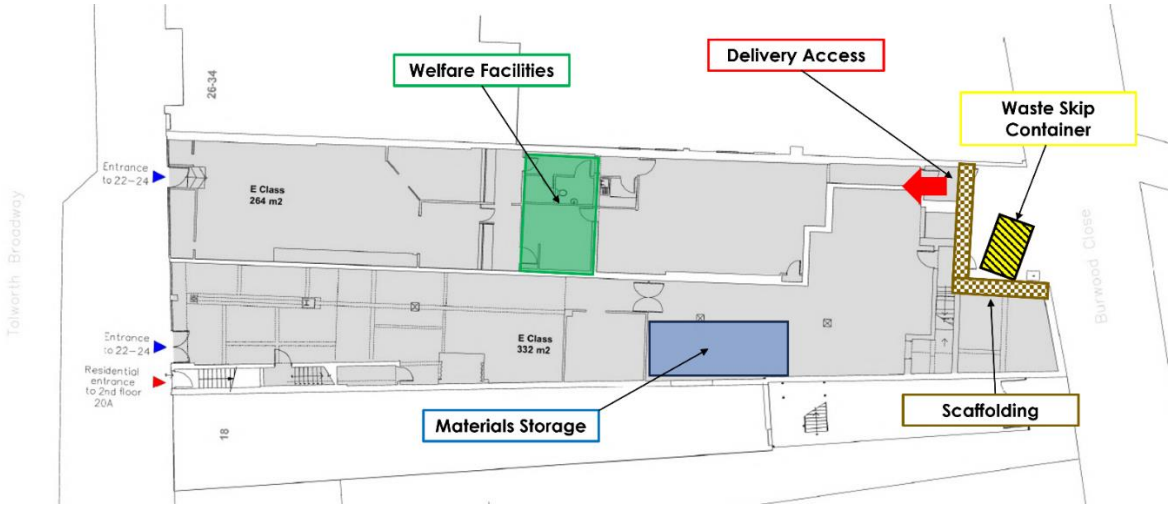
3.4.3 No deliveries shall take place outside of these times without prior approval from RBKT. The restriction on delivery times will reduce potential conflict with busy periods on the road network and prevent any potential conflict with the operation of local business and schools.

4 SITE SET-UP AND VEHICLE ACCESS

4.1 Site Set-Up Arrangements

4.1.1 **Figure 6** illustrates the indicative site set-up once the construction works have commenced. This arrangement will evolve during each phase of work. The below illustration is not a definitive site arrangement, and the site will be screened by the appointed Main Contractor prior to the commencement of works to establish the final set-up arrangements. The Main Contractor is expected to prepare a Construction Phase Plan (CPP) to support the worksite arrangements as they progress throughout the development.

Ground Floor Example:



Third Floor Example:

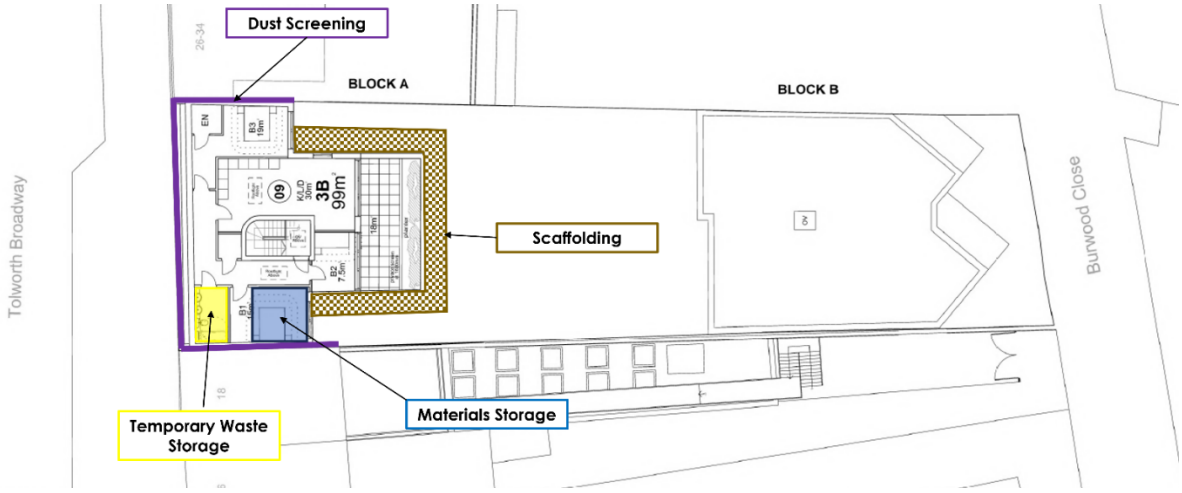


Figure 6 Indicative Site Set-Up Arrangements

4.1.2 No substantial structural changes will take place at ground floor level, with refurbishments works required only in the rear section of the building. The existing commercial units at the Tolworth Broadway frontage will be retained as part of the development. Therefore, it is not expected that hoarding panels will be necessary on the basis that the site is provided with secure points of entry and no works are impacting the public highway.

4.1.3 Materials, welfare facilities and temporary waste storage areas will be designated within the shell of the retained building. These arrangements will be reviewed and will evolve as the vertical extension works progress. Suitable dust screening will be applied to the upper floors of the building as works progress to protect the public highway along Tolworth Broadway.

4.1.4 If it is established by the Main Contractor that materials and machinery will need to be stored externally to the building at the rear of the site, hoarding will be erected along this exposed site boundary to prevent unauthorised access.

4.1.5 All works would be contained within the curtilage of the site, ensuring that the adjacent footways and carriageways are not impacted. A scaffold hoist will likely be used within the site to the rear of the building. If a scaffold gantry is required above the footway along Tolworth Broadway, the Main Contractor will ensure that the correct scaffold licencing is obtained from RBKT. In any such event, the footways is expected to remain open following the installation of the gantry.

4.1.6 Construction materials delivered to the site will generally be stored within the shell of building. If large / bulky goods or valuable equipment needs to be stored externally, hoarding will be erected along the Burwood Close Boundary for the duration of time required to store such items.

4.1.7 Small volumes of waste will typically be held on-site within rubble sacks and removed by site operatives using staff vans at the end of the working day. A skip container will be provided on-site adjacent to Burwood Close for periods of intensive works that generate high volumes of waste, such as during initial clearance and enabling works.

4.1.8 Dust screening (i.e. heavy duty tarpaulin) should be placed within the building adjacent to the site boundaries whilst dust-emitting works are being carried out.

4.1.9 Temporary lighting will be provided across the site, as and when necessary.

4.1.10 Monitoring of the above elements will be undertaken by the Main Contractor, throughout the programme of works to ensure the safety of all those staff associated with the works and users of the public highway, at all times. The above elements will be amended, with additional mitigation processes put in place, as required, as the construction programme evolves.

4.2 Construction Delivery Vehicle Access

4.2.1 The contractor is fully committed to taking measures to ensure the safety of all highway users, including cyclists and pedestrians, at the site access and in the site's vicinity.

4.2.2 The majority of deliveries would comprise small building tools and materials. Goods of this nature would generally be transported to the site each day by staff, using light goods vehicles (LGVs) such as 4.6t light / transit vans.

4.2.3 Space for a single van will be available to park on-site, accessible to the rear of the building from Burwood Close. For Any period of works that requires hoarding to be placed at the Burwood Close site boundary, site operatives will be required to park off-site.

4.2.4 Skip collections would be undertaken from the site via Burwood Close. The skip lorry would enter Burwood Close from Oakleigh Way and traverse to the end of the cul-de-sac to turn and arrive at the site access in an eastbound direction. The vehicle would then reverse into the site access to load the skip and depart in a forward gear back towards Oakleigh Way.

4.2.5 To demonstrate this required access procedure, RGP has undertaken a swept path assessment to illustrate the arrival and departure of a skip lorry undertaking collections from the site. This is shown on the below extract (**Figure 7**) and the full drawing is appended to this report, referenced **2024/7712/002.**

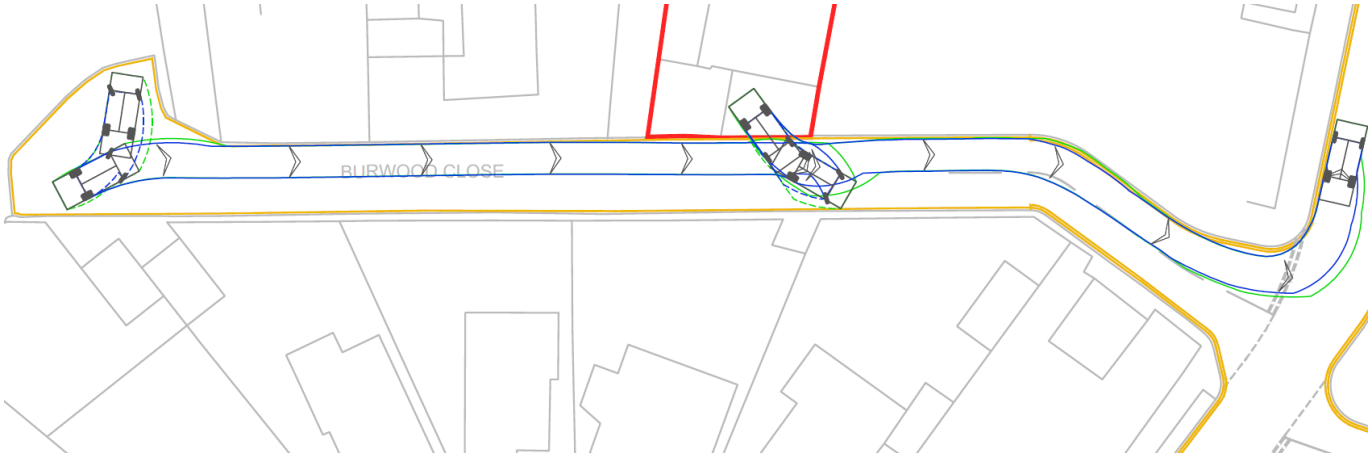


Figure 7 Skip Lorry Access

4.2.6 In addition to the manoeuvring of a skip lorry, the appended drawing (**2024/7712/002**) also confirms that an 8.0m flatbed truck could also safely arrive at the site to offload scaffold and steel deliveries from Burwood Close.

4.2.7 Owing to the small scale of works, there would not be any intensive need for delivery vehicle arrivals at the site. The vast majority of supplies would be dropped of by staff using LGVs such as light transit-type vans and larger 7.5t panel vans. Goods would typically be picked up from a builder's merchant by the contractor on their way to the site in the mornings.

4.2.8 No more than 1-2 deliveries / drop-off would be required during a typical working day. Skip collections are expected to take place every 1-2 days during initial clearance works, with the frequency of collections reducing to once per week during later stages of the development.

4.2.9 The following procedures would be followed for all construction deliveries to minimise impact:

i) Delivery drivers would notify the Construction Manager when the delivery is 5 minutes away;

ii) A site operative will greet the delivery driver on arrival and will assist with guiding the vehicle through into position on Burwood Close prior to loading / unloading. The operative would halt any pedestrian, cycle or vehicle movements past the site access during arrivals and departures. The vehicle would enter the loading area under the supervision of a site operative;

iii) The arrival process is anticipated to take no longer than 60 seconds in duration;

iv) When the vehicle has finished loading / unloading at the site, the delivery vehicle would depart in a forward gear safely and conveniently under the guidance of the site operative.

v) The banksmen will halt any pedestrians and cyclist on Burwood Close during the departure of vehicles from the site;

4.2.10 There will be no requirement for the suspension of any on-street parking bays in the vicinity of the site. Sufficient space is available for vehicles to turn at the end of Burwood Close without impacting neighbouring properties or the public highway. Nevertheless, the Contractor is committed to covering the costs for any accidental damage to the public highway in the rare event that it should occur.

4.2.11 Monitoring of the above elements will be undertaken by the Main Contractor throughout the programme of works to ensure the safety of all those staff associated with the works and users of the public highway at all times. The above elements will be amended, with additional mitigation processes put in place, as required.

4.3 Vehicle Specifications

4.3.1 It is anticipated that transit type vans would be used primarily to transport materials to the site, whilst occasionally heavy goods vehicles (HGVs) would be used by various trades in order to reduce the frequency of deliveries, which would be managed appropriately to avoid excessive impact on the local highway network.

4.3.2 The following list provides an indication of the types of vehicles anticipated during the construction process.

Construction Vehicle	Operation	Dimensions
Skip Lorries	Waste Removal	Length: 6.3m Width: 2.9m Height: 2.9m
Small Tipper Lorries	Transporting loose material to/from the site.	Length: 6.5m Width: 2.5m Height: 2.9m
Flat-bed Trucks	Transport Materials / Steels etc	Length: 8.0m Width: 2.1m
Transit Vans	It is anticipated that these will be used for the majority of finishing materials and sanitary ware	Length: 5.3m Width: 2.0m Height: 2.5m

Figure 8 Summary of Construction Vehicle Specifications

4.3.3 If any larger vehicles are required, the Local Planning Authority should be notified, and the Construction Management Plan updated to ensure safe access can be achieved prior to scheduling the delivery.

4.4 Routing Strategy

4.4.1 All construction deliveries and waste collections will take place from the rear of the site via Burwood Close, as per the vehicle access strategy detailed above. Vehicles would arrive on Burwood Close from Tolworth Broadway (via Oakleigh Way).

4.4.2 To reach Tolworth Broadway initially, it is proposed that all construction vehicles arrive via the A3 / A240 grade-separated junction to the east of the site. The close proximity of this major interchange minimises any need to deviate away from the strategic highway network and thereby limits any potential disturbance to surrounding residential areas.

4.4.3 The proposed routing plan, incorporating the major access / egress routes to the site, is illustrated by **Figure 9**, below.

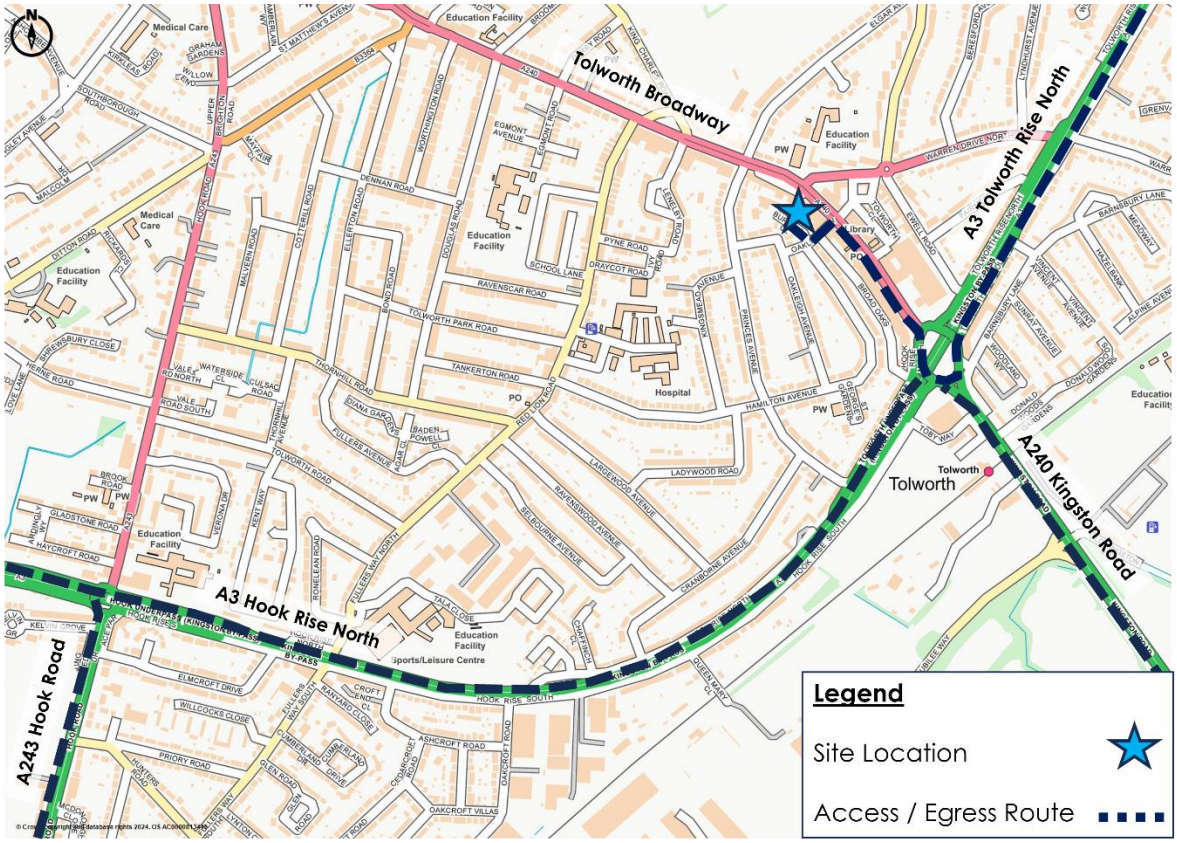


Figure 9 Construction Vehicle Routing Plan

4.4.4 Following the completion of deliveries at the site, all vehicles would egress in a forward gear towards Tolworth Broadway. Vehicles would then depart the local area via the major highway links illustrated above.

4.4.5 Delivery drivers will be notified of the proposed access and routing strategy prior to their scheduled delivery time, in order to ensure vehicles adhere to the agreed routes and access arrangements at all times

4.5 Materials Storage

4.5.1 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 volume of materials being stored within the site at any one time and improve delivery efficiency.

4.5.2 Small volumes of building materials delivered by LGVs would be transferred into the site manually from the van into the site via Burwood Close. The majority of supplies would comprise materials such as plasterboard, cement bags, Styrofoam, aluminium and glass, for example. These materials would be carried a short distance from the drop-off point into the site.

4.5.3 Larger goods such as scaffolding, timber, steel and pallets of bricks would also be delivered to the site from Burwood Close. Where the carriageway widens immediately to the eats of the site, sufficient space would be retained for cars to pass the stationary delivery vehicle. Where large goods are being transferred into the site, an accompanying site operative should be present at all times to marshal vehicles and pedestrians, keeping a clear route into the site.

4.5.4 As illustrated in **Figure 9**, above, goods would be transferred into the ground floor level of the site where materials would be stored. These building materials would then be carried to the upper floors of the site when required during the extension works.

4.5.5 Any storage of materials on-site will need to be constantly reviewed as work progresses and 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.

4.6 Temporary Vehicle Holding

4.6.1 As all construction vehicle arrivals will be scheduled beforehand, the Contractor will ensure that no overlap of deliveries occurs at the site. It is expected that no more than 1 delivery will be scheduled with an external supplier on any given day.

4.6.2 It is therefore not considered necessary to provide a designated vehicle holding area for construction vehicles.

4.6.3 Sufficient space is provided adjacent to the site for loading activity to take place from two vehicles in any rare event that scheduled delivery vehicle arrivals overlapped.

4.7 Contractor Parking

4.7.1 No car parking would be provided within the site, except provisions for a single van to be held to the rear of the building for operational purposes. Any other parking required by operatives will need to be accommodated off-site.

4.7.2 The nearest car park to the site is located at the Marks & Spencer Foodhall at Tolworth Broadway, 150 metres to the southeast of the site, which offers general pay & display parking to non-customers. This car park is accessible via a 2-minute walk and car parking is charged as per the following tariff:

1 hour: £free
2 hours: £1.00
43 hours: £3.00
Day ticket: £5.00

4.7.3 This car park contains capacity for up to 148 vehicles and would represent the most suitable location for daily parking by site operatives.

5 STRATEGIES TO REDUCE TRAFFIC IMPACT

5.1 Management of Traffic and Deliveries

5.1.1 The Main Contractor will ensure that all vehicles accessing and egressing the site adhere to the agreed strategies highlighted within the full CMP document once it is adopted. The Outline strategies suggested to minimise congestion on local roads and inconvenience to third parties include the following principles:

i) All deliveries would take place outside of the peak hours on the highway network, with deliveries to be made during the scheduled times in this CMP. This will ensure all construction deliveries take place outside of peak highway and HGV trips avoiding school hours, thereby minimising the impact of vehicular traffic on the local road networks.

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

iii) Any vehicle attempting to deliver outside these hours will be moved on and will only be permitted to return to site within the delivery hours noted above.

iv) The Main Contractor should liaise with management of the neighbouring commercial properties to understand their operational requirements in order to avoid scheduling an overlap in delivery vehicle arrivals around the site.

v) All deliveries will be booked in advance and managed by the Site 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.

vi) All construction deliveries would be booked with 30-minute time slots allocated to each delivery vehicle (unless greater time is needed).

vii) A delivery schedule will be prepared for any major deliveries carried out by HGVs 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 and the size of vehicle anticipated.

viii) Any deliveries not booked in may be turned away at the Contractor's expense.

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

x) The contractor will sweep the roads and footpaths on the local highway network as required on a daily basis to remove any spoil or debris deposited on the highway resulting from the construction period.

xi) Wheels of construction vehicles should be hosed prior to departure from the site to prevent the spread of dust or debris onto the adjacent road network. Where no

water supply is readily available, a water bowser should be installed within the worksite.

xii) The contractor will compile a pre-start record of site conditions on the adjoining public highway and commits to repair any damage caused by construction related activities;

xiii) Co-ordination will take place with other construction sites / businesses if found to be necessary when larger vehicles are required to deliver to site.

xiv) Site operatives will be informed and will be ready for arrival of the delivery, anticipating the type of delivery and the unloading method to be utilised so that vehicles can be marshalled into the designated loading point.

xv) Safe provision for pedestrians must be ensured by site operatives/banksmen whilst vehicles manoeuvre into position on Burwood Close.

xvi) A weekly review of forthcoming deliveries will be undertaken and the deliveries for the coming week will be agreed with the Construction Manager in advance.

xvii) The Main Contractor should appoint delivery companies are signed 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.

xviii) The Main Contractor will commit to enrolment with the Considerate Constructors Scheme (CCS) in order to further reduce the impact of works on neighbouring properties and the local community.

xix) The operation of the construction site will comply with the Construction Logistics and Community Safety (CLOCS) initiative, details of which are included at **Appendix D** of this report.

6 ENVIRONMENTAL IMPACT MANAGEMENT

6.1 Waste Storage

6.1.1 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 10**, below), as outlined by the Department for Environment, Food & Rural Affairs (DEFRA).

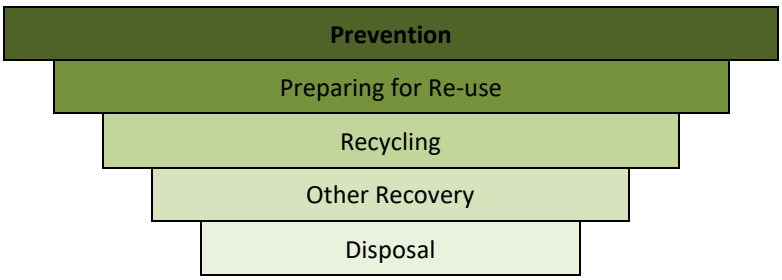


Figure 10 DEFRA Waste Hierarchy (Preferred to Least Preferred Option)

6.1.2 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.

6.1.3 It is anticipated that waste materials generated during the construction phases of the site would be held within the curtilage of the site using rubble sacks / small containers.

6.1.4 Where larger volumes of waste are generated, such as during the initial site clearance phase and during intensive construction works, the use of skip containers will be necessary. The skips will be covered at all times when not in use.

6.1.5 Should any chemical waste arising occur during construction, such as asbestos, oil or de-icing spillages, it must be stored within a separate secure container with clear labelling to notify staff of the nature of waste being contained. The type of chemical waste must be recorded and indicated on the container to ensure the correct disposal procedures are arranged.

6.1.6 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.

6.1.7 Recyclable waste should also 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.

6.2 Waste Removals

6.2.1 Waste removals would typically take place using a staff van with rubble sacks used to dispose materials at local waste centres as necessary.

6.2.2 when skip containers are used at any stage during the development, collections would be arranged with the supplier accordingly, with removals taking place from the rear of the site via Burwood Close.

6.2.3 Any chemical waste generated during construction would be kept within secure containers and removed by a contractor that provides qualified services to undertake such removals.

6.2.4 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.

6.2.5 The appointed waste contractor will dispose of materials at the nearest commercial waste recycling centre available, in order to reduce the proportion of vehicle miles required to complete skip removals.

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

6.3 Dust Control and Air Quality Management

6.3.1 Following any forthcoming approval of this Outline CMP, the projected dust risk arising from construction activities at the site will be reviewed in compliance with the Institute of Air Quality Management (IAQM) standards and methodology. This review will be carried out as part of the full CMP document prepared to support works at the site.

6.3.2 Until the site-specific dust risk is reviewed, it is expected that a range of management measures will be adopted by the Main Contractor in order to mitigate any adverse impact to air quality. These measures include the following commitments, in line with IAQM recommendations:

Communications

i) Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager;

ii) Display the head or regional office contact information.

Site Management

i) Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken;

ii) Make the complaints log available to the local authority when asked;

iii) Record any exceptional incidents that cause dust and/or air emissions, either on- or off-site, and the action taken to resolve the situation in the logbook.

Monitoring

i) Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked;

ii) Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

Preparing and Maintaining the Site

i) Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible;

ii) Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site;

iii) Avoid site runoff of water or mud;

Operating Vehicle / Machinery and Sustainable Travel

i) Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone and the London NRMM standards, where applicable;

ii) Ensure all vehicles switch off engines when stationary - no idling vehicles;

iii) Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.

Operations

i) Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;

ii) Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;

iii) Use enclosed chutes and conveyors and covered skips;

iv) Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.

Waste Management

i) Avoid bonfires and burning of waste materials.

6.4 Non-Road Mobile Machinery (NRMM)

6.4.1 NRMM refers to mobile machines, and transportable industrial equipment or vehicles which are fitted with an internal combustion engine and not intended for transporting goods or passengers on roads (such as excavators, rollers and drilling rigs). It is not anticipated that an intensive use of NRMM will be required at any stage during the site's development, however, the following section gives consideration to the impacts associated with the use of such machinery.

6.4.2 The site falls outside of the Mayor of London's defined NRMM Low Emission Zones, however, since September 2020, it is required that NRMM used on any site within Greater London will be required to meet Stage IIIB of the Directive as a minimum. It is also important to note that in any event construction works are undertaken at the site involved with the development past January 2025, all NRMM will be required to meet Stage IV emissions standards, in line with commitments defined by the Major of London.

6.4.3 Although the site is located outside of the NRMM low emissions zone, the Main Contractor is nevertheless encouraged to commit to enrolling on the NRMM register. The register will allow the Main Contractor to log all machinery used and is the only way that site operators can obtain an exemption or approval to use retrofitted or specialist equipment. Registration can be completed online at: https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/non-road-mobile-machinery-register/login.

6.4.4 For further queries regarding the NRMM registration, the Main Contractor should seek assistance by contacting the following email address: NRMM@london.gov.uk.

6.5 Noise

6.5.1 Construction works are noise generating sources of activity and a number of mitigation measures will be enforced and/or considered to suppress noise and vibration generated on the site. 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.

6.5.2 If the measured noise level rises more than 3dB (A) above the predicted noise level, or in the event that a noise complaint is received locally, the Construction Manager shall investigate the cause and noise levels shall be reduced, if it is reasonably practicable to do so.

6.5.3 RGP has also taken into consideration the requirements set out in the British Standards document BS5228 to protect against noise and vibrations. Based on the anticipated nature of works and scale of development, RGP has identified a number of mitigation measures will be considered to suppress noise generated on the site, including:

i) Ensuring that all work is undertaken within the restricted working hours;

ii) Using 'silenced' plant and/or equipment and low vibration construction methods, wherever possible;

iii) Drop heights of materials from lorries and other plant will be kept to a minimum;

iv) Using mains power instead of generators, wherever possible;

v) Ensuring all operatives are professionally trained and provided with ear and eye protection;

vi) Ensuring delivery drivers turn off their engines upon arrival and when loading/unloading goods;

vii) 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;

viii) Strategically placing noise generating plant as far as possible from sensitive receptors and the general public;

ix) Ensuring all deliveries are scheduled and assisted by a traffic marshal to ensure deliveries do not need to wait to park. Idling will in no instances be acceptable.

6.5.4 This list of mitigation measures is not exhaustive, and the Construction Manager will be encouraged to investigate other potential measures throughout the construction process.

6.6 Vibration Levels

6.6.1 In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228:2009 part 2 (i.e. 1mms^{1-} PPV for potential disturbance in residential properties and using a suggested trigger criterion of 2mms^{1-} for commercial properties).

6.6.2 Lower limits must be agreed with the Council if there is a risk that vibration levels may interfere with vibration sensitive equipment or other vibration sensitive objects.

6.6.3 The above noise reduction measures would also assist in preventing excessive vibration levels. Further measures to be considered by the Construction Manager, deemed appropriate based on guidance issued in British Standards publication BS 7385-2:1993, include the following:

i) Drop heights will be minimised when loading vehicles with rubble;

ii) Ensure that operations are designed to be undertaken with any directional noise emissions pointing away from noise-sensitive receptors;

iii) Restrict the number of plant items in use at any one time;

iv) Rubber padding or mounts should be used beneath stationary machinery;

v) Hours of operation should be strictly enforced and any deviations other than those previously identified will be with the consent of the local authority.

7 ESTIMATED VEHICLE MOVEMENTS

7.1.1 The TfL Construction Logistics Planning (CLP) tool has been used to provide an estimate of construction traffic associated with each phase of construction, based on RGP's experience of similar construction works.

7.1.2 This information is indicative and would be updated with more accurate timings and frequencies at each stage of demolition and construction. A summary is shown on **Figure 11**, whilst a copy of the generated outputs from the CLP tool is attached at **Appendix C**.

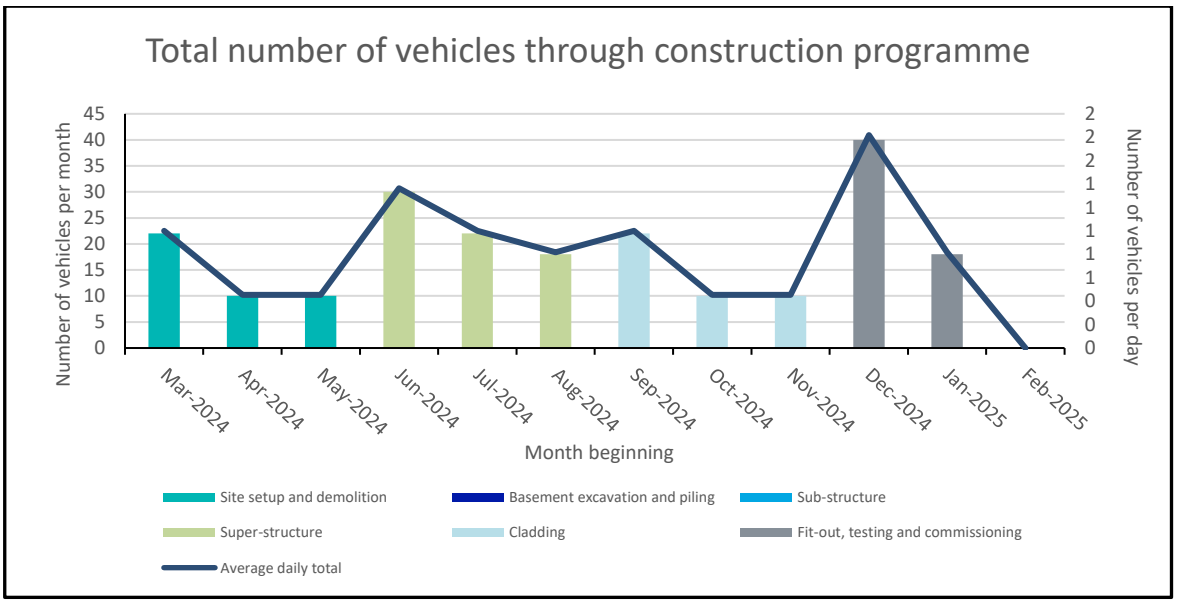


Figure 11 Proposed Construction Vehicle Movements (TfL CLP Tool)

7.1.3 As shown, the proposed development is anticipated to generate up to a maximum of between two daily construction vehicle deliveries during the most intensive phases of development, with up to approximately 40 deliveries generated per month during peak periods, which is not a significant quantity. Many of these deliveries would comprise small volumes of goods dropped off using staff vans. The proposed works would therefore offer minimal impact on the local highway network and to adjacent properties. All construction deliveries would be managed by the Construction Manager to ensure that simultaneous deliveries do not occur.

8 IMPLEMENTATION, 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) Staff travel modes to sites;

viii) Noise levels monitored;

ix) Dust control measures established;

x) Air quality control measures established;

xi) Driver inductions and briefings including accreditation/qualification checks where required;

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 initiative. Any contractors found in breach of this scheme and requirements shall be notified and any disciplinary issues dealt with as appropriate.

8.2.3 The Construction Manager will be expected to develop a constructive relationship with those in the immediate vicinity of the development. A forum for consultation with the public will be set up, where feedback will be encouraged and updates on the development will be posted to keep the community up to date with activities on site. A letterbox drop to inform local residents of construction timing, work duration and what works are occurring at what times will also be considered.

8.3 Safety

8.3.1 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.

8.3.2 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.

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

RGP – Transport Planning and Infrastructure Design Consultants

enquiries@rgp.co.uk

www.rgp.co.uk

Surrey Office Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY

T: 01483 861 681

London Office 1-2 Paris Garden, London, SE1 8ND

T: 020 7078 9662

DRAWINGS

ELECTRIC VEHICLE CHARGING

DISABLED PARKING

NO LOADING AT ANY TIME

CYCLE PARKING

SEATING

NO LOADING AT ANY TIME

CYCLE PARKING (8 SPACES)

PAY AND DISPLAY PARKING. 30-MINS FREE. (2 HOURS MAX. STAY)

DISABLED PARKING

SINGLE YELLOW LINES
NO LOADING
(MIDNIGHT - 8AM
6.30PM - MIDNIGHT)

NO LOADING AT ANY TIME

EXISTING DELIVERY/
SERVICING AREA

REFUSE COLLECTION POINT

SINGLE YELLOW LINES
NO STOPPING 8AM - 6.30PM

DISABLED PARKING

DISABLED PARKING

NO PARKING RESTRICTIONS

Hamilton House

The Broadway

TOLWORTH BROADWAY

OAKLEIGH WAY

BURWOOD CLOSE

OAKLEIGH AVENUE

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

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
P1	SJ	FIRST ISSUE	08/02/24

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: Jessona Investments Limited

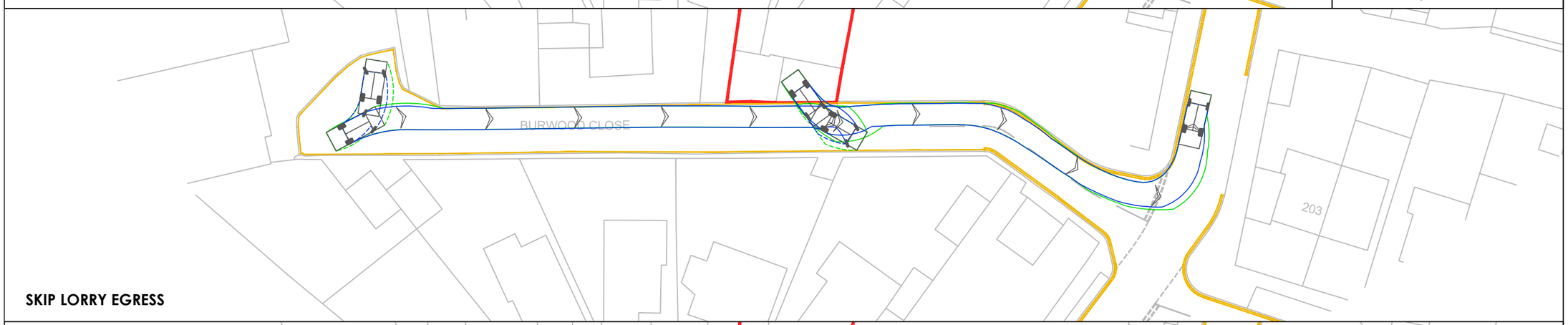
Project: 20-24 Tolworth Broadway, Tolworth, KT6 7HL

Drawing Title: Existing Access & Servicing Arrangements

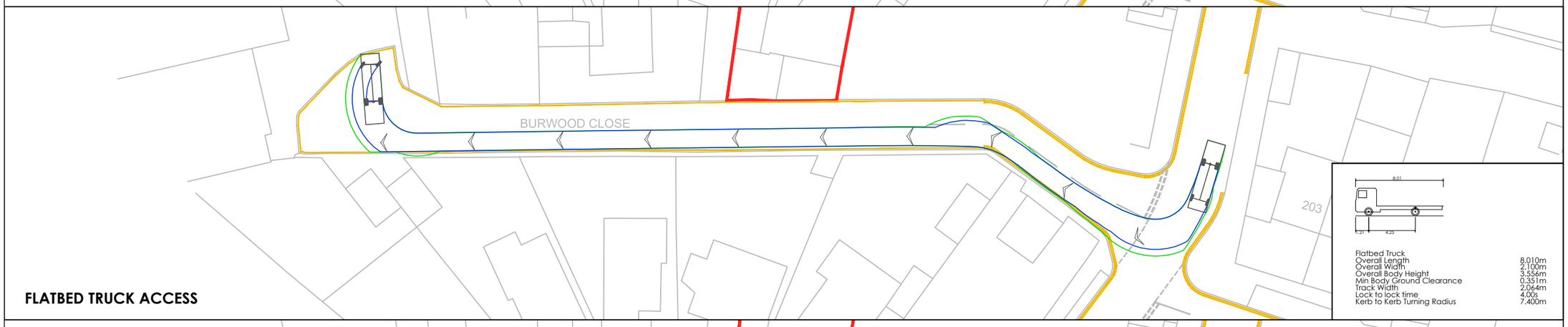
Drawing No.	Rev.
2025/7712/001	P1

Scale	Drawn By	Checked By	
1:500	SJ	CB	A3

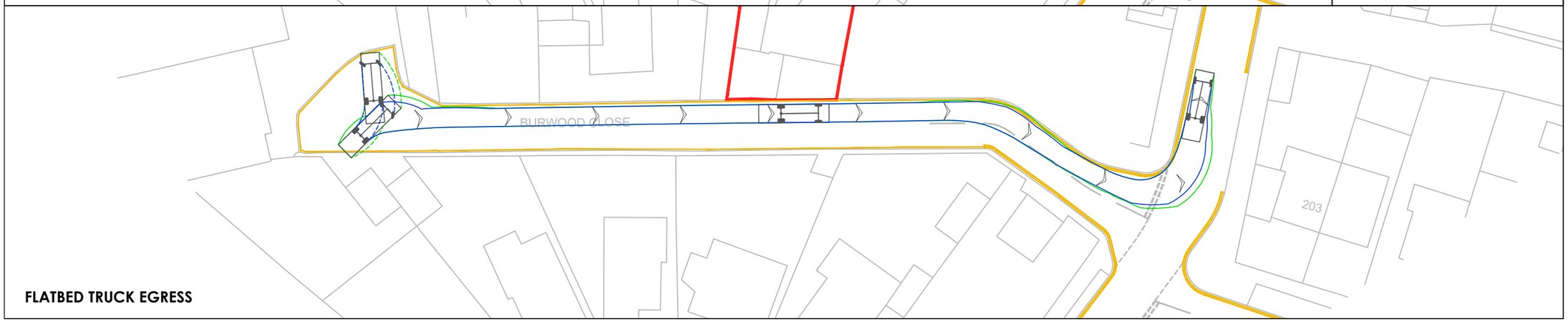
SKIP LORRY ACCESS



SKIP LORRY EGRESS



FLATBED TRUCK ACCESS



FLATBED TRUCK EGRESS

NOTES

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Rev.	Drawn	Comments	Date
P1	GE	FIRST ISSUE	08/02/24

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: Sartorio Limited

Project: 20-24 Tolworth Broadway, Tolworth, KT6 7HL

Drawing Title: Construction Vehicle Swept Path Analysis

Drawing No.	Rev.
2025/7712/002	P1

Scale	Drawn By	Checked By	
1:500	GE	JF	A3

APPENDIX A

01. Existing Site Plan
Scale 1:500

0 5 10 15 25 N

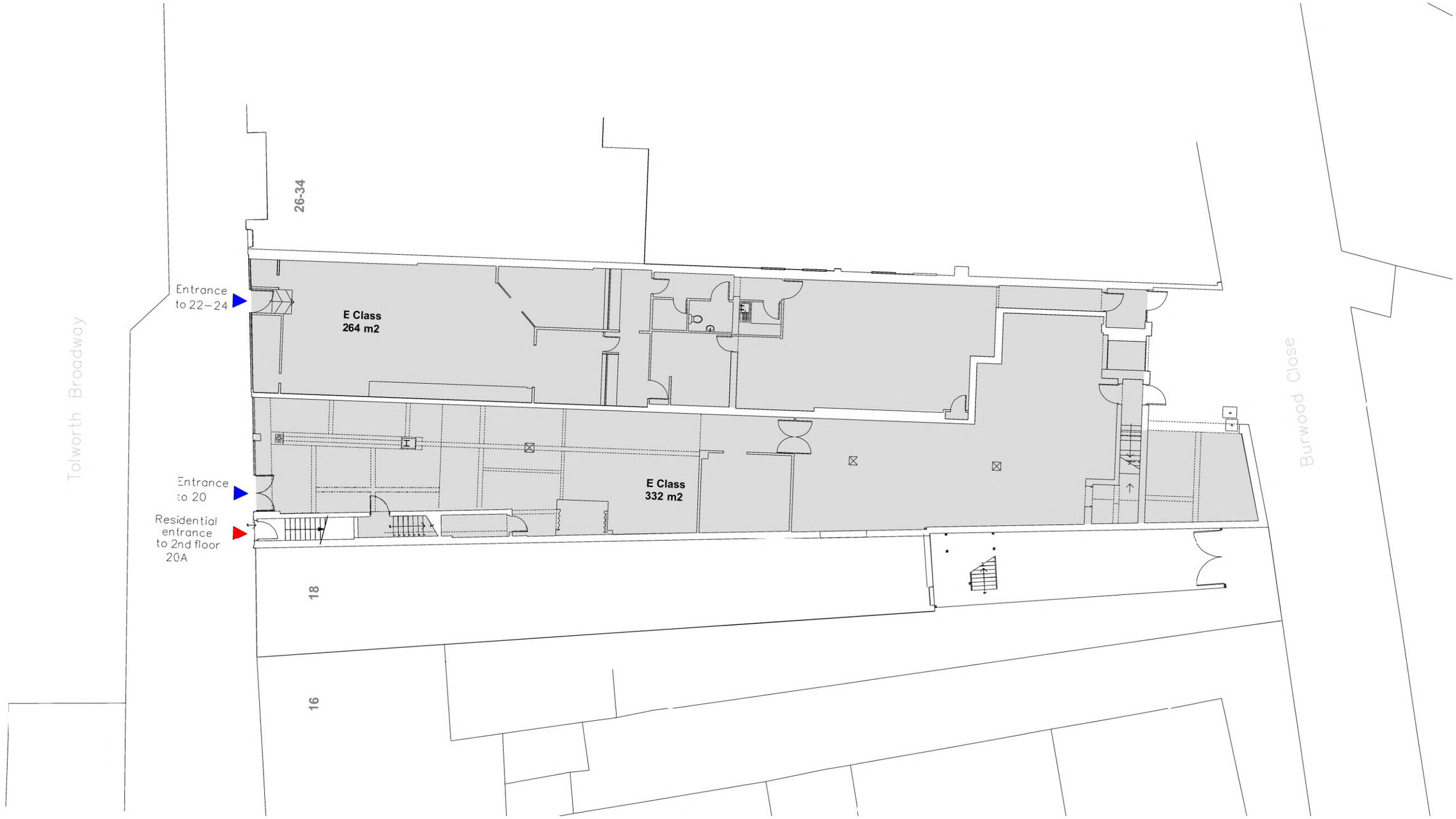
20-24 TOLWORTH BROADWAY KT6 7HL

Existing Site Plan

G M L A r c h i t e c t s
UNIT 3,1-4 Christina Street, London, EC2A 4PA
Tel: 020 7729 9595 Fax: 020 7729 1801 info@gmlarchitects.co.uk

SCALE: 1:100@A1 1:500@A3
ISSUED FOR: PLANNING
FIRST ISSUED: 13/02/2024
DRAWN BY: MG CHECK BY: NM

5062/PA/02



20-24 TOLWORTH BROADWAY KT6 7HL

Existing Ground Floor Plan

G M L A r c h i t e c t s
UNIT 3,1-4 Christina Street, London, EC2A 4PA
Tel: 020 7729 9595 Fax: 020 7729 1801 info@gmlarchitects.co.uk

SCALE: 1:100@A1 1:200@A3
ISSUED FOR: PLANNING
FIRST ISSUED: 13/02/2024
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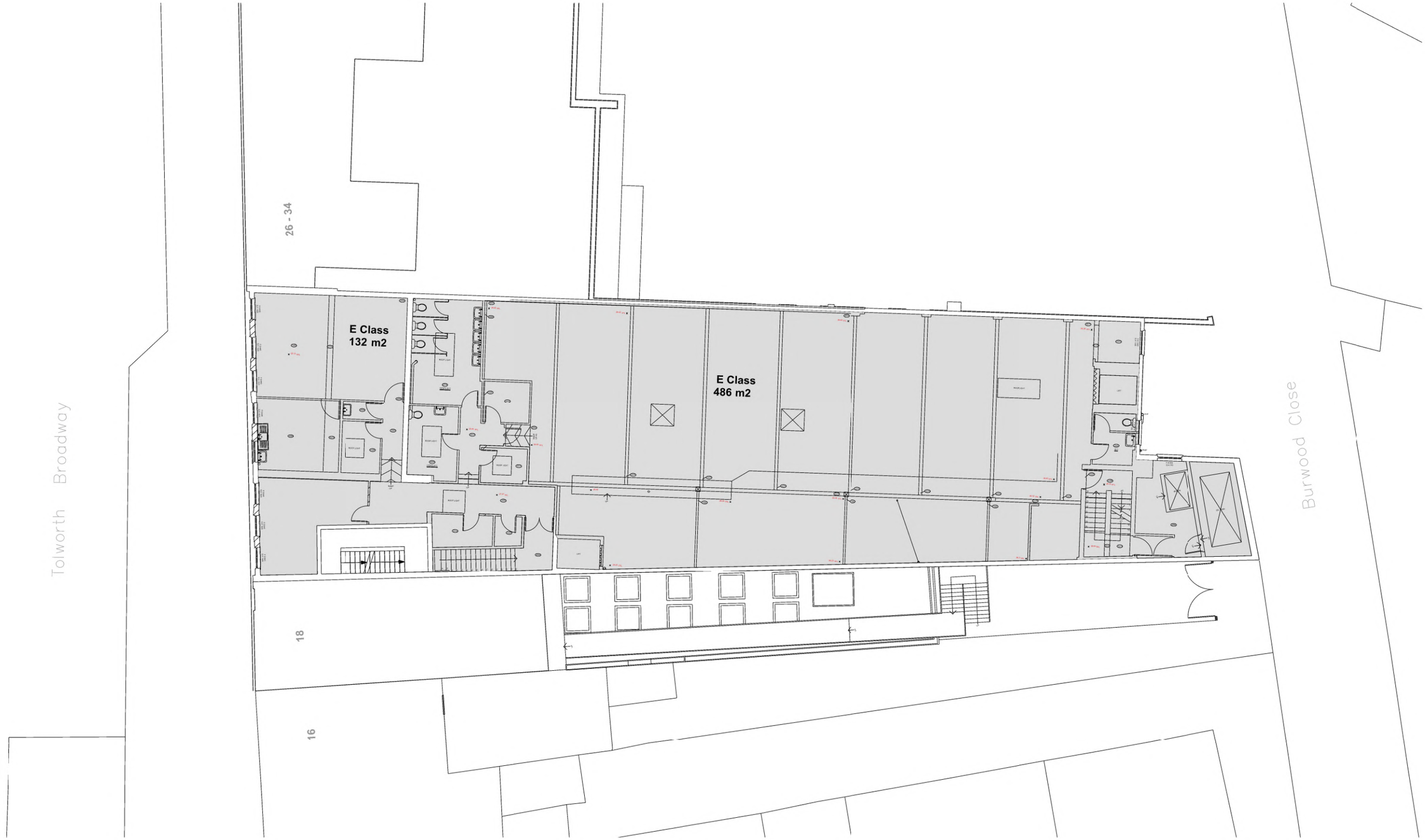
5062/PA/03.0



20-24 TOLWORTH BROADWAY KT6 7HL

Existing First Floor Plan

0 2 4 6 10

N

G M L A r c h i t e c t s
UNIT 3,1-4 Christina Street, London, EC2A 4PA
Tel: 020 7729 9595 Fax: 020 7729 1801 info@gmlarchitects.co.uk

SCALE: 1:100@A1 1:200@A3
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FIRST ISSUED: 13/02/2024
DRAWN BY: MG CHECK BY: NM

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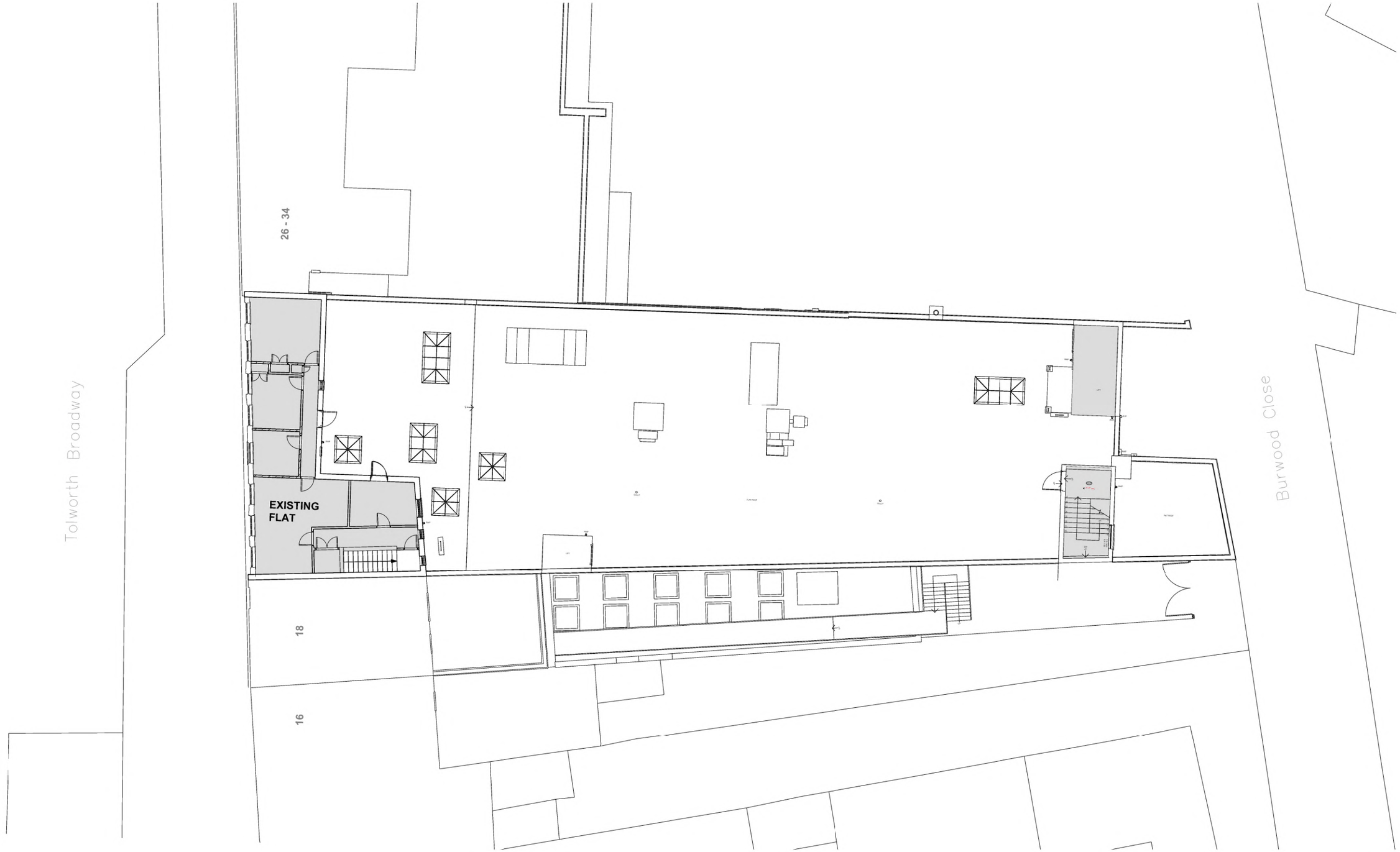

0 2 4 6 10

N

20-24 TOLWORTH BROADWAY KT6 7HL

Existing Second Floor Plan

G M L A r c h i t e c t s
UNIT 3,1-4 Christina Street, London, EC2A 4PA
Tel: 020 7729 9595 Fax: 020 7729 1801 info@gmlarchitects.co.uk

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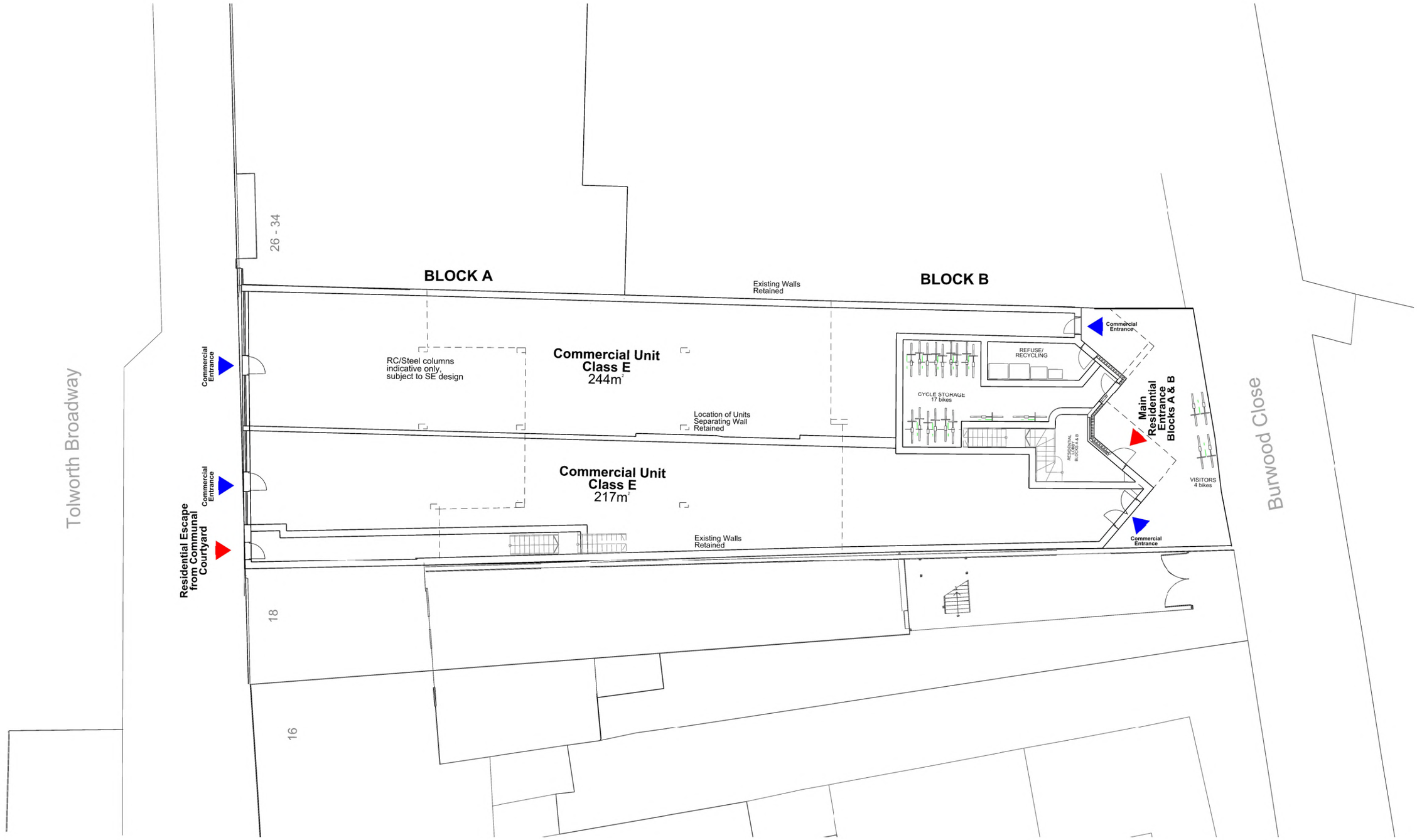

0 2 4 6 10 N

20-24 TOLWORTH BROADWAY KT6 7HL

Proposed Ground Floor Plan

G M L A r c h i t e c t s
UNIT 3,1-4 Christina Street, London, EC2A 4PA
Tel: 020 7729 9595 Fax: 020 7729 1801 info@gmlarchitects.co.uk

SCALE: 1:100@A1 1:200@A3
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FIRST ISSUED: 13/02/2024
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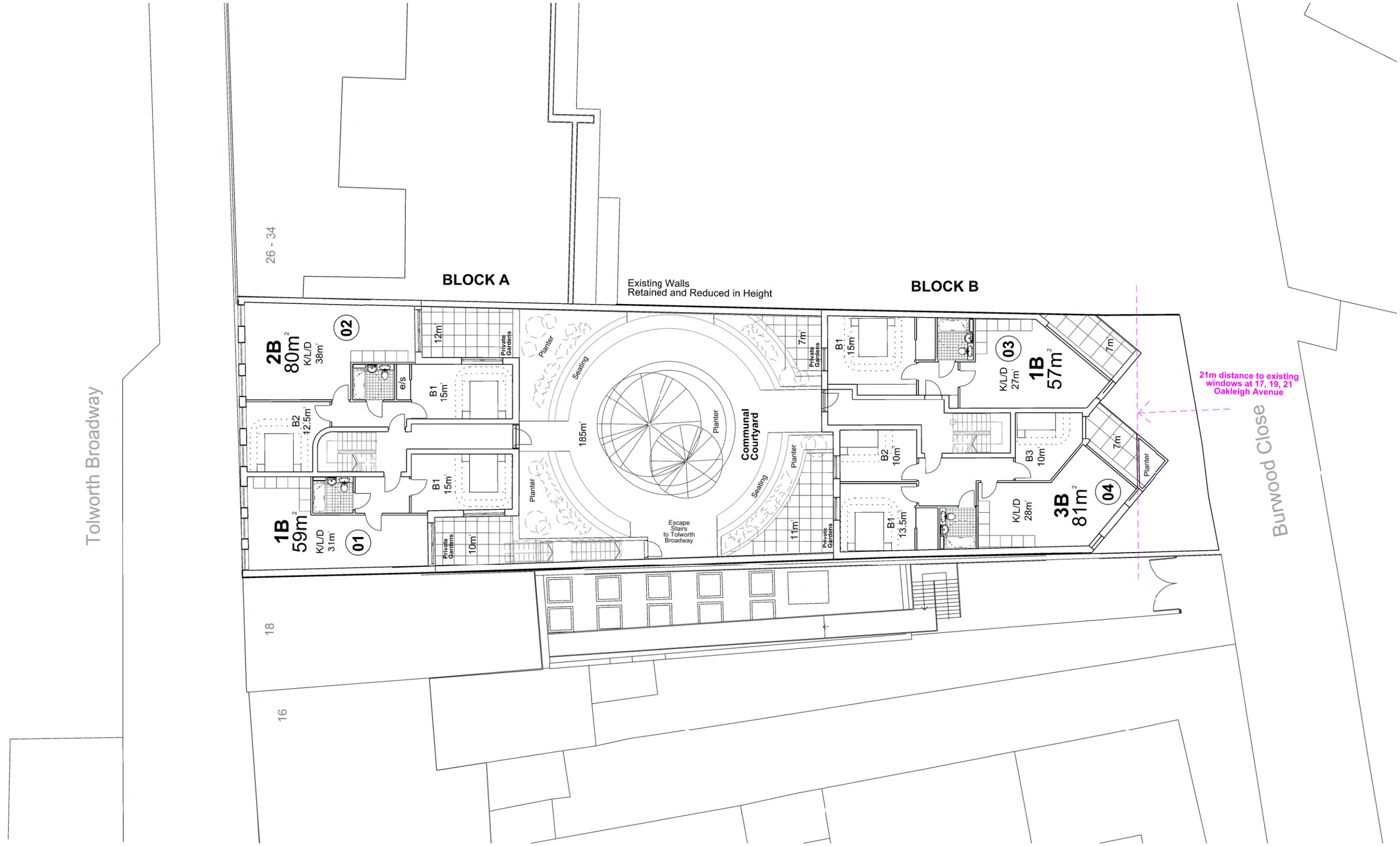


0 2 4 6 10 N

20-24 TOLWORTH BROADWAY KT6 7HL

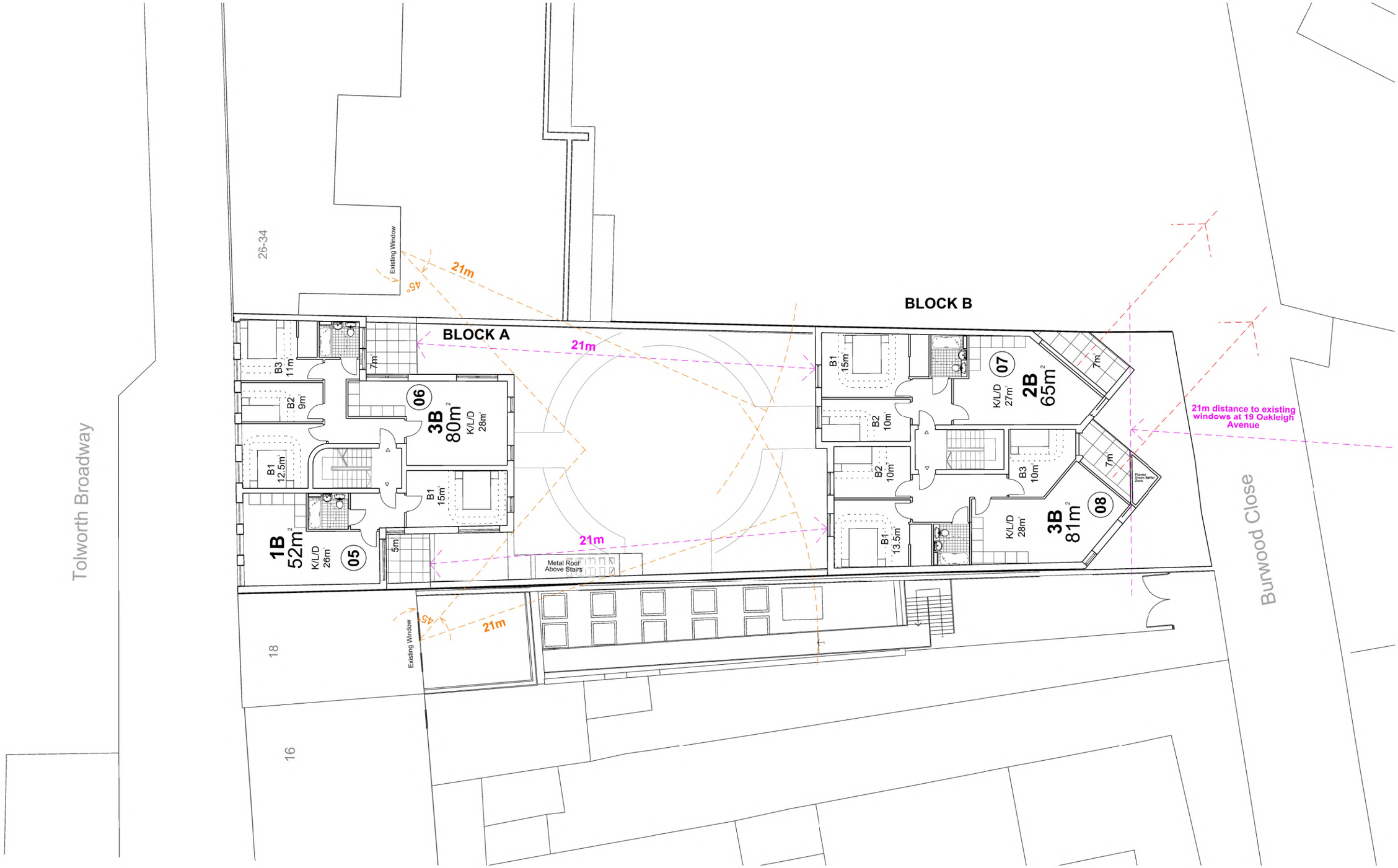
Proposed 1st Floor Plan

GML Architects

UNIT 3,1-4 Christina Street, London, EC2A 4PA
Tel: 020 7729 9595 Fax: 020 7729 1801 info@gmlarchitects.co.uk

SCALE: 1:100@A1 1:200@A3
ISSUED FOR: PLANNING
FIRST ISSUED: 13/02/2024
DRAWN BY: MG CHECK BY: NM

5062/PA/11



20-24 TOLWORTH BROADWAY KT6 7HL

Proposed 2nd Floor Plan

G M L A r c h i t e c t s

UNIT 3,1-4 Christina Street, London, EC2A 4PA
Tel: 020 7729 9595 Fax: 020 7729 1801 info@gmlarchitects.co.uk

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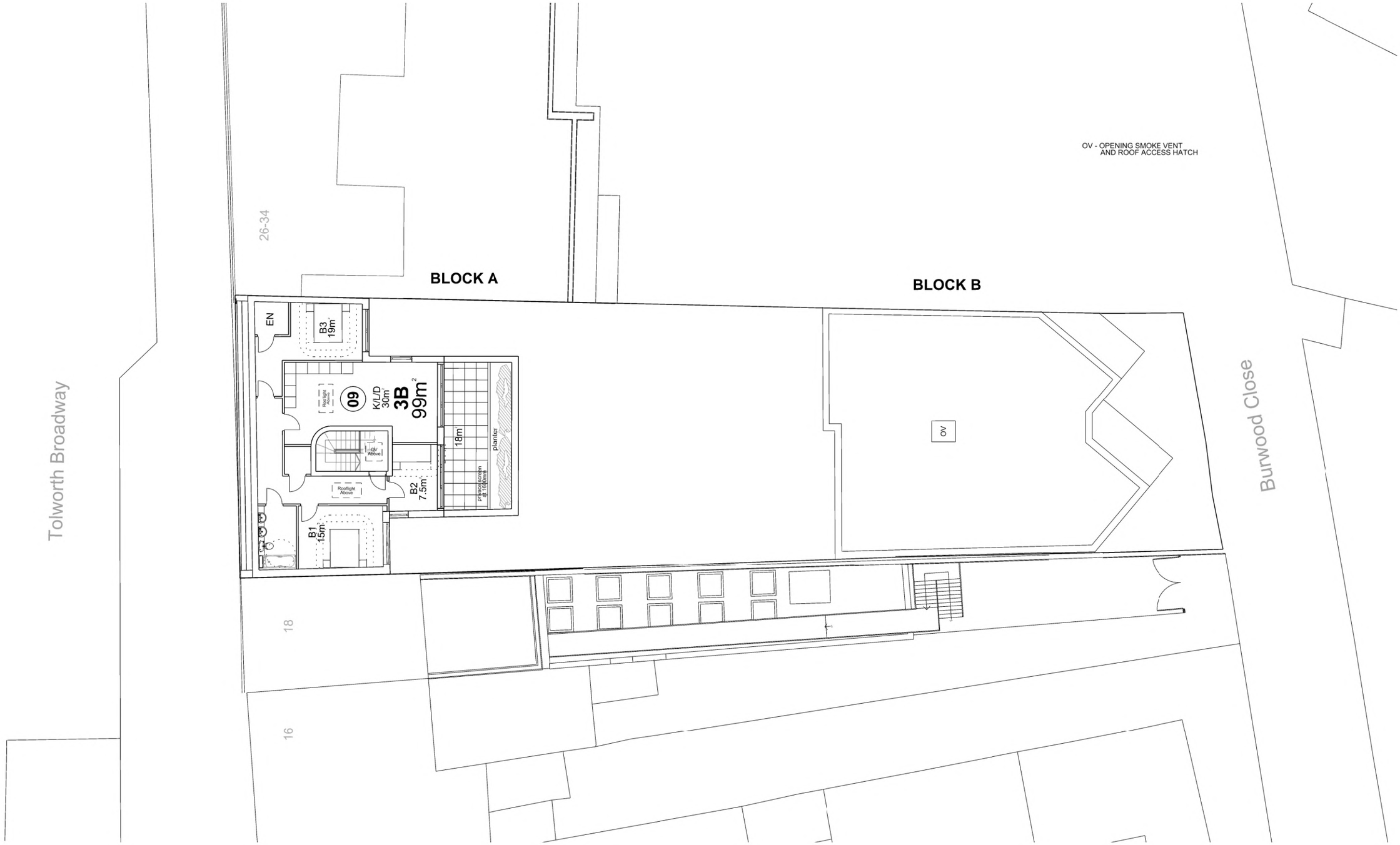
5062/PA/12



0 2 4 6 10 N

20-24 TOLWORTH BROADWAY KT6 7HL

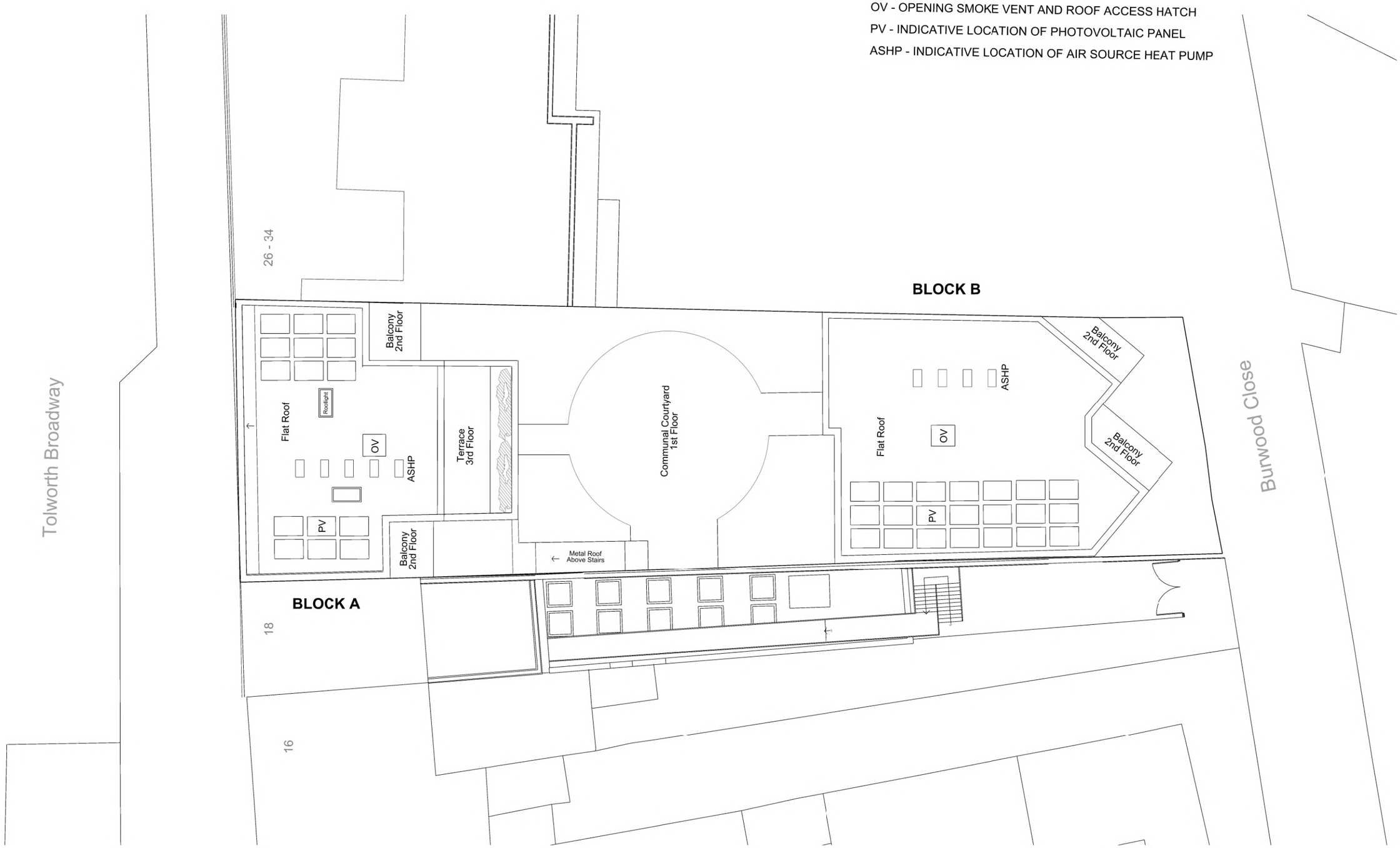
Proposed 3rd Floor Plan

G M L A r c h i t e c t s
UNIT 3,1-4 Christina Street, London, EC2A 4PA
Tel: 020 7729 9595 Fax: 020 7729 1801 info@gmlarchitects.co.uk

SCALE: 1:100@A1 1:200@A3
ISSUED FOR: PLANNING
FIRST ISSUED: 13/02/2024
DRAWN BY: MG CHECK BY: NM

5062/PA/13

OV - OPENING SMOKE VENT AND ROOF ACCESS HATCH
PV - INDICATIVE LOCATION OF PHOTOVOLTAIC PANEL
ASHP - INDICATIVE LOCATION OF AIR SOURCE HEAT PUMP



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20-24 TOLWORTH BROADWAY KT6 7HL

Proposed Roof Plan

G M L A r c h i t e c t s
UNIT 3,1-4 Christina Street, London, EC2A 4PA
Tel: 020 7729 9595 Fax: 020 7729 1801 info@gmlarchitects.co.uk

SCALE: 1:100@A1 1:200@A3
ISSUED FOR: PLANNING
FIRST ISSUED: 13/02/2024
DRAWN BY: MG CHECK BY: NM

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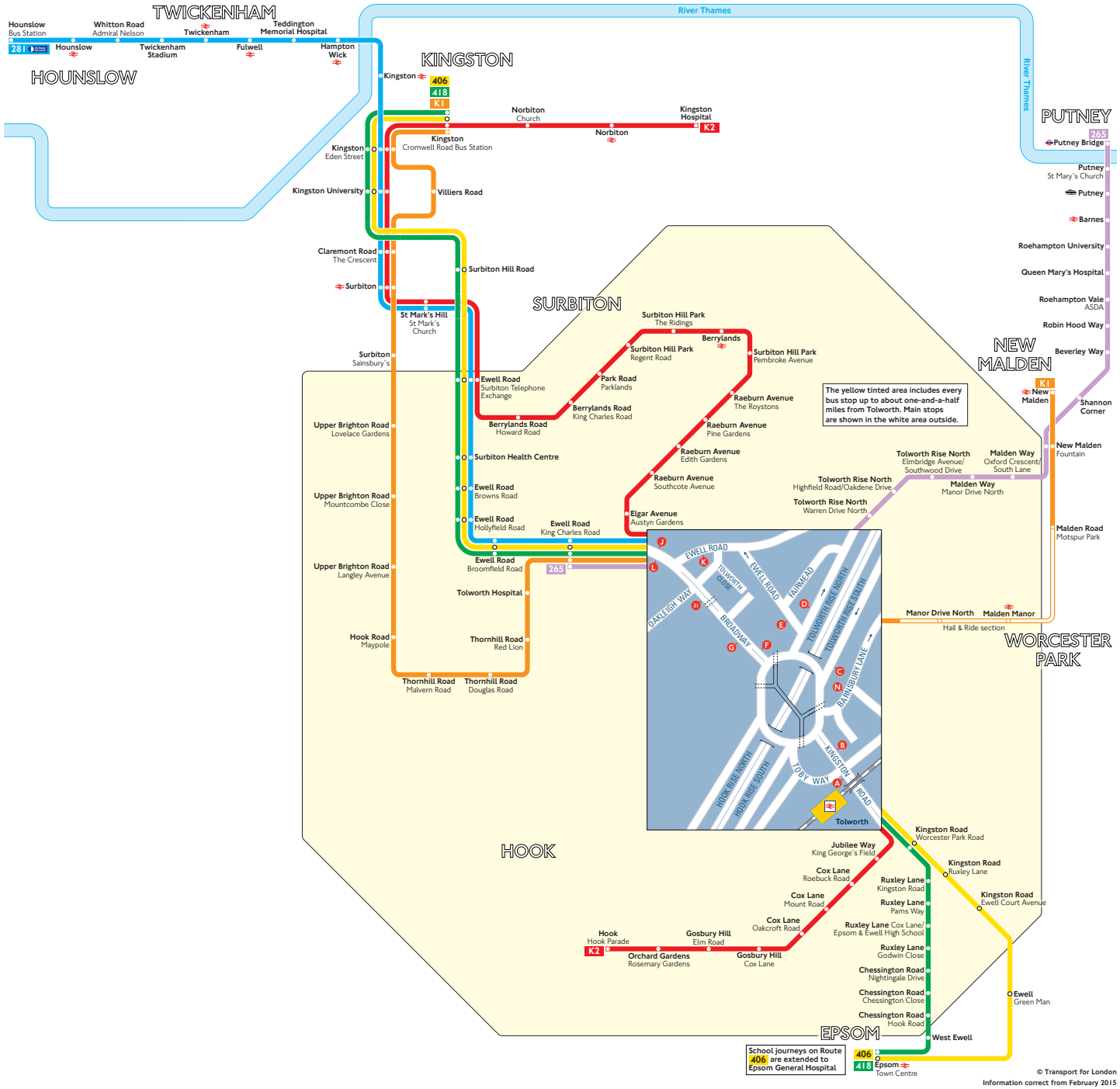
APPENDIX B

Buses from Tolworth



Key

- Connections with London Underground
- Connections with National Rail
- Connections with river boats
- ■ Mondays to Fridays only

Sch School journey

Red discs show the bus stop you need for your chosen bus service. The disc (A) appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
265	Putney	D F J
	Tolworth Ewell Road	C G L
281 (24 hour service)	Hounslow	E K L
406	Epsom	B F J
	Kingston	A G L
418	Epsom	B F J
	Kingston	A G L
K1	Kingston	C G L
	New Malden	F N J
K2	Hook	B F J
	Kingston	A G L

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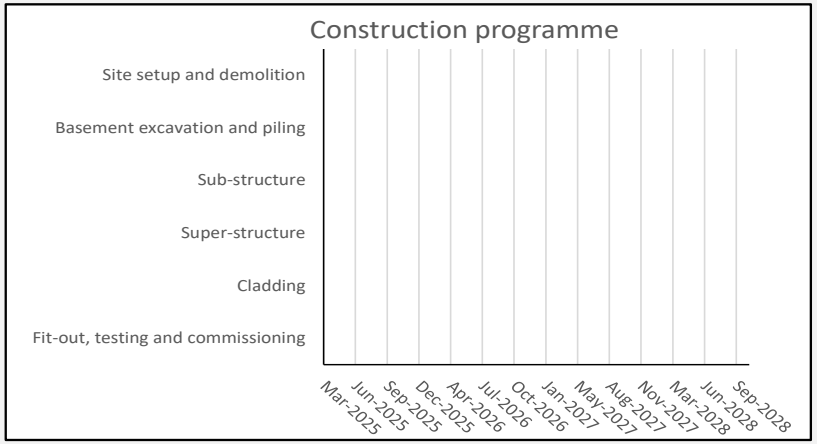
APPENDIX C

CONSTRUCTION PROGRAMME OVERVIEW

Construction phase	Start	End
Site setup and demolition	Mar-2024	May-2024
Basement excavation and piling	Jan-1900	Jan-1900
Sub-structure	Jan-1900	Jan-1900
Super-structure	Jun-2024	Aug-2024
Cladding	Sep-2024	Nov-2024
Fit-out, testing and commissioning	Dec-2024	Jan-2025

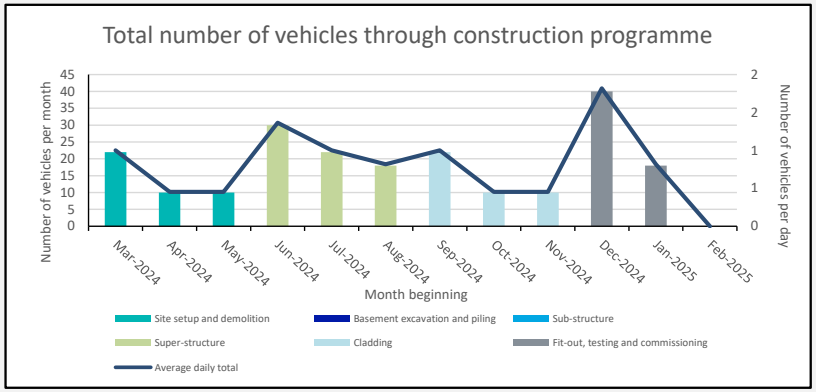


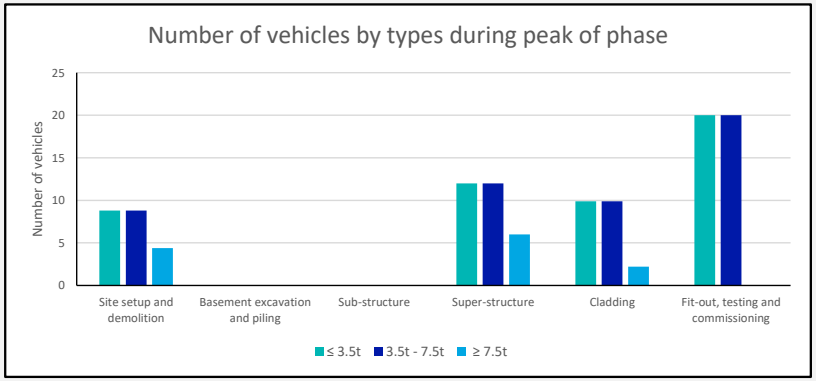
NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

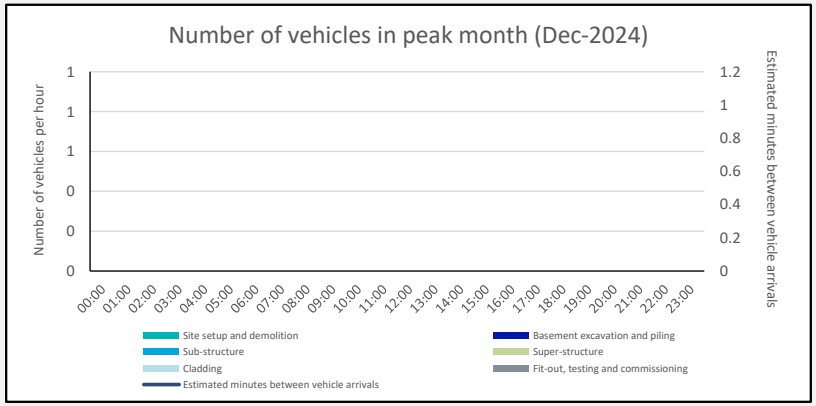
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2024 - Q2 2024	22	1
Basement excavation and piling	Q1 1900 - Q1 1900	0	0
Sub-structure	Q1 1900 - Q1 1900	0	0
Super-structure	Q2 2024 - Q3 2024	30	1
Cladding	Q3 2024 - Q4 2024	22	1
Fit-out, testing and commissioning	Q4 2024 - Q1 2025	40	2
Peak period of construction	Q4 2024 - Q4 2024	40	2

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2024 - Q2 2024	22	1
Basement excavation and piling	Q1 1900 - Q1 1900	#REF!	#REF!
Sub-structure	Q1 1900 - Q1 1900	#REF!	#REF!
Super-structure	Q2 2024 - Q3 2024	30	1
Cladding	Q3 2024 - Q4 2024	22	1
Fit-out, testing and commissioning	Q4 2024 - Q1 2025	40	2







APPENDIX D

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/