

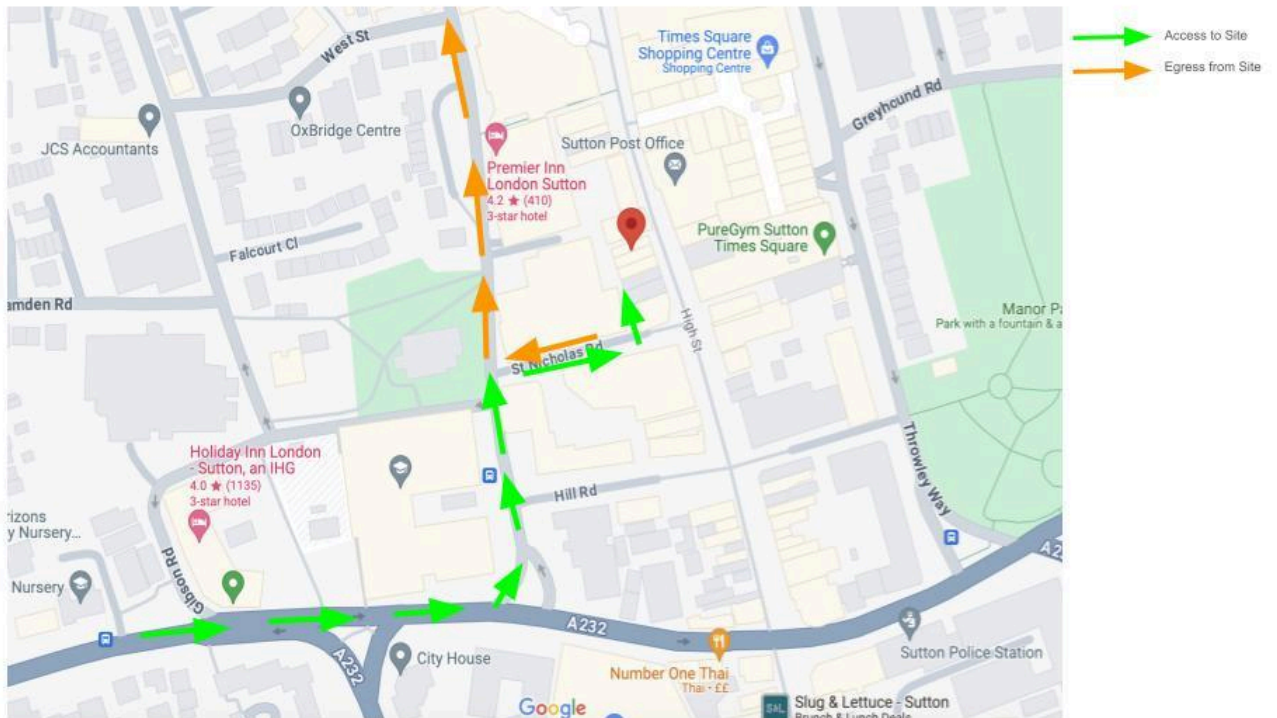
# HABTEC

14/03/24

Prepared by: DD

## Traffic Management and Logistic Plan

1. The main aim of this document is sign off the traffic management condition which identifies the principles of how the site may be delivered, focussing primarily on matters relating to access arrangements and highways interface. This document forms part of the planning condition approval to be approved prior to commencement of works.
2. The application is *DM2023/01594 Change of use of first and second floors from Class E (Retail) to Class C3 (Residential) to provide four self contained residential units with provision of cycle and refuse stores, rooflights to front and rear roofslopes and relocation of external staircase at rear.*
3. The property is located in Sutton which forms part of the London Borough of Sutton and is within the administrative boundary of Greater London. The scheme will deliver 4 residential units.
4. This is considered a minor development which will provide 4 residential units, with the works consisting of internal fit out and repairs to the external fabric of the building. There will be a Traffic Marshal who will be given responsibility by the Site Manager for the control of movement of vehicles approaching and leaving the site. He will also inform the relevant site personnel of visitors and deliveries and direct them to the loading bay behind the site, via the ear access route. He will be a competent Traffic Marshall (given suitable training and instruction). The TM will be identified by wearing a yellow hardhat and an orange Hi-Viz vest.

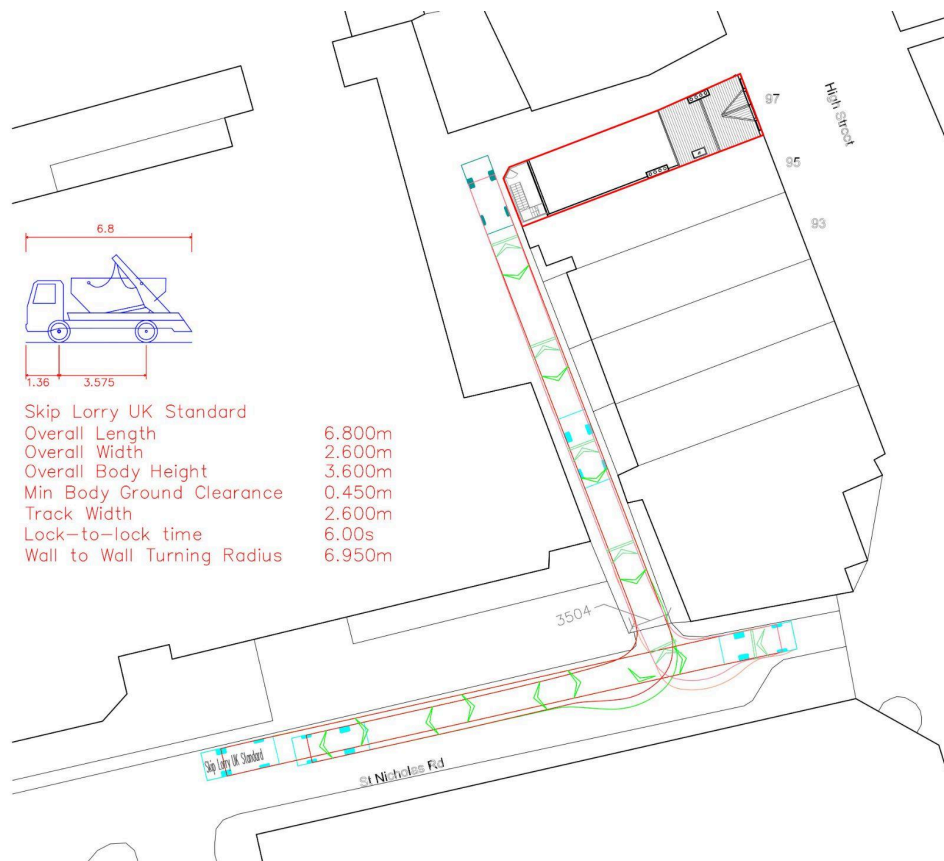


5. Vehicles will approach the site from site onto St Nicholas Way before approaching the A217 for dispersal back onto the road network. As per the swept path analysis all vehicles will exit site in the forward direction. Deliveries will also be subject to appropriate traffic management measures.

6. To prevent bunching, deliveries will be booked 24 hours in advance to allow for delivery slots with gaps between. Deliveries will be restricted to times out of rush hour to avoid large vehicles on local roads during busy periods which may affect pedestrians. Delivery times will be limited to the periods of 9:30am and to 3:30pm

7. Pedestrian access or egress is sufficiently separated from vehicle routes as will enable the pedestrian to see any approaching vehicle or plant.

8. Deliveries vehicles will be limited to 7m in length. Suppliers will be notified that there is a size restriction on vehicles and the correct size vehicle will be used. The below swept path analysis shows a standard UK skip lorry approaching the site. The vehicle will drive forward past the access route then reverse down the alleyway of St Nicholas road with the guidance of the Traffic Marshal. Materials will be offloaded to the rear of the site and once complete the vehicle will drive forwards and directly exit onto St. Nicholas Road.



9. As part of the approved application, repair and restoration of the front facade is proposed. This will include replacement of the roof tiles, new windows and cleaning of the facade all of which requires scaffolding to provide a safe working environment to carry out this work. The scaffold will need to be installed from the front of the building on the High Street. Access for the scaffold lorry will be in the morning within the approved access times which are 6am-10am. Access will be from St Nicholas Road through the metal access barrier when open.



10. Details of condition items '(a) loading and unloading of plant and materials; (b) storage of plant and materials; (c) programme of works (including measures for traffic management); (d) provision of boundary hoarding, behind any visibility zones of construction traffic routing; (e) hours of operation; (f) means to prevent deposition of mud on the highway' can be found on the separate document (PL)\_003 Construction Logistics Plan.

Please note: Hours of operation for the site will be 8am-6pm. Deliveries will be restricted to 9:30am-3:30am.

