GOLDSWORTH ROAD, WOKING

CONSTRUCTION TRANSPORT MANAGEMENT PLAN

SYSTRA

GOLDSWORTH ROAD, WOKING

CONSTRUCTION TRANSPORT MANAGEMENT PLAN

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1. INTRODUCTION

1.1 General

1.1.1 SYSTRA Ltd (SYSTRA) has been commissioned by EcoWorld London Ltd. (the Client) to provide transport and highways consultancy services in support of a planning application for the redevelopment of 20-32 Goldsworth Road, 15-29 Goldsworth Road and 8 Church Street West, Woking, GU21 6JT (the Site).

1.1.2 The Local Planning Authority is Woking Borough Council (WBC) and the Local Highway Authority is Surrey County Council (SCC).

1.2 Planning Consent

1.2.1 Planning application PLAN/2020/0568 was granted on appeal (ref. APP/A3655/W/21/3276474) on 10 January 2022. The consented development incorporates the demolition of existing buildings and construction of a phased, mixed-use development comprising 929 residential units (C3 use), ground floor retail / commercial uses (A1-A4, B1a, D1-D2 use) and a homeless shelter (sui generis use), within five blocks of between 9 and 37 storeys, alongside public realm works, highway alterations to Goldsworth Road, car and cycle parking, bin storage, ancillary facilities and plant (the Consented Development).

1.2.2 Condition 24 of the planning consent requires that:

"No development of each phase shall commence until a Construction Transport Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority for that phase. Each CTMP shall include details of:

a. loading and unloading of plant and materials within the site and/or to/from the public highway;

b. storage of plant and materials within the site and/or on the public highway;

c. provision of any boundary hoarding on the public highway frontage(s) of the site;

d. the routing of heavy goods vehicles to/from the site;

e. measures to prevent the deposit of earth or other construction-related materials from the site onto the public highway;

f. turning for heavy goods vehicles clear of the public highway; and

g. any proposed temporary occupation of the public highway, associated with the construction of the development together with proposals to temporarily divert public highway users during any such highway occupation.

Development shall be carried out in accordance with the approved CTMPs.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users."

1.3 CTMP Scope

1.3.1 This Construction Transport Management Plan (CTMP) seeks to meet the requirements of Condition 24 insofar as it relates to Phase 0 (Phasing as approved by Condition 2 of the planning permission) which is the demolition of all existing buildings across the site. Works will commence with demolition of 8 Church Street West. Demolition of the remaining buildings across the site will happen in sequence as the buildings are made available and as construction of the blocks commences in parallel in accordance with the approved Phasing Plans referenced in Condition 2 of the planning permission.'

1.3.2 The CTMP will also set out the wider principles for managing the logistics of the whole of the demolition works. However, it is expected that the demolition methodology will evolve over time and not be finalised until such time as a Principal Contractor has been appointed. As such, the CTMP will be treated as a 'live' document, to be updated as necessary as each phase of the works progresses.

1.4 CTMP Objectives

1.4.1 The aim of the CTMP is to set out the principles of the logistics for the demolition of the Consented Development. It has been prepared to allow SCC and WBC to assess the impact and suitability of demolition of the Consented Development from a transport and highways perspective.

1.4.2 The objectives of this CTMP are to:

- Set out the principles for demolition of the Consented Development;
- Ensure that all works at the Site are organised and delivered in a manner that minimises impact on Goldsworth Road and the local highway network, local amenities as detailed in **Section 2**, pedestrians, cyclists, local residents and local businesses; and
- Ensure that safety is maintained throughout the works, both on-site and for other users in the vicinity, including pedestrians and cyclists on Goldsworth Road and Victoria Way.

1.4.3 It sets out the proposed demolition vehicle routing strategy, indicative details concerning the type of vehicles required to serve the Site daily and operating procedures to be employed at the Site to help mitigate the impact of development on the local highway network. Clear routes and procedures are outlined that will be adhered to at all times as a means of limiting the effect of demolition. It addresses the practical considerations of demolition, including the proposed methodology and anticipated timescales, and more importantly assesses the impact of demolition on the local community giving consideration to issues such as traffic congestion, air quality impacts associated with vehicle emissions, noise, dust, hours of operation and site security.

1.5 CTMP Structure

1.5.1 Following this introductory section, the remainder of this CTMP is structured as follows:

- **Section 2: Context, Considerations & Challenges** – Sets out information concerning transport conditions prevailing at the Site and in the immediate surrounding area, and identifies community considerations.
- **Section 3: Demolition Programme & Logistics** – Sets out details concerning the logistics of demolition, including the anticipated demolition programme, methodology, and site set up information.
- **Section 4: Vehicle Routing & Site Access** – Details the proposed vehicle access and routing strategy for the duration of the demolition programme.
- **Section 5: Estimated Vehicle Movements** – Provides an overview of estimated vehicle movements and sizes for the demolition programme.
- **Section 6: Strategies to Reduce Impacts** – Sets out the mitigation measures that will be employed during demolition to minimise impact on local residents, businesses, the surrounding highway network and all road users, including pedestrians and cyclists.
- **Section 7: Implementing, Monitoring & Updating** – Outlines the monitoring strategy for the CTMP.

2. CONTEXT, CONSIDERATIONS & CHALLENGES

2.1 General

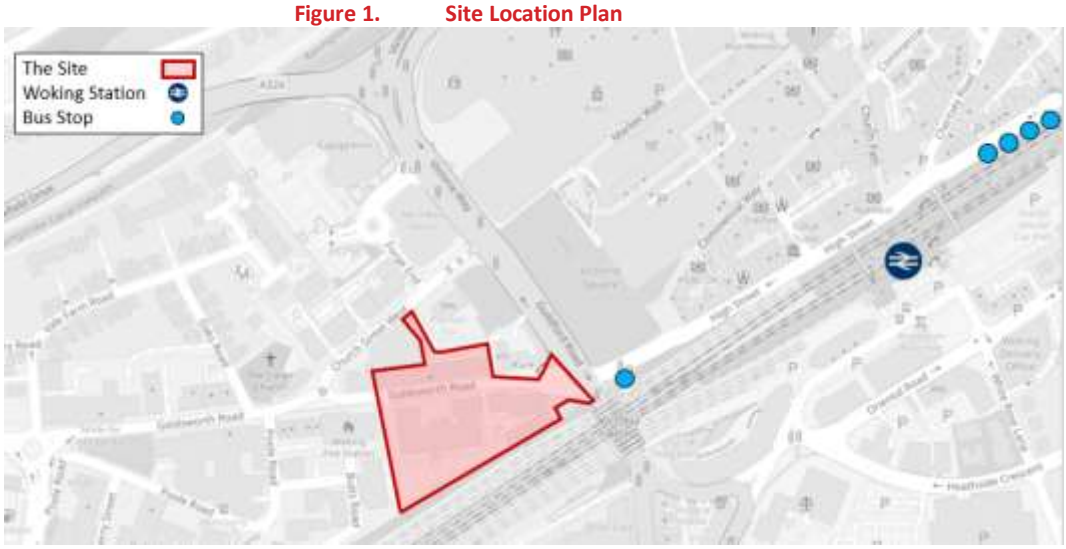
2.1.1 This section describes the existing transport conditions in the area surrounding the Site, and is informed by desk-based research undertaken by SYSTRA. Transport baseline conditions are identified so that the context of demolition of the existing buildings and its potential impact on the local highway and transport network can be fully understood.

2.2 Site Location

2.2.1 The Site is located within the centre of Woking, to the west of the pedestrianised central area. It is bound by Victoria Way to the east, railway tracks to the south, Woking Fire Station and Cavendish House (office use) to the west and Church Street West / properties fronting Church Street West to the north. Goldsworth Road runs through the Site on an east-west axis.

2.2.2 A plan detailing the location of the Site in the context of the surrounding area is shown in 2.3 below.

Figure 1. Site Location Plan



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2.3 Local Highway Network

Goldsworth Road

2.3.1 Goldsworth Road separates the northern and southern blocks of the Site and is adopted by SCC as the Local Highway Authority. It is formed of a single carriageway in either direction and connects to Victoria Way at its eastern end and Parley Drive / St Johns Road at its western end. However, it is not possible for vehicles (except for emergency vehicles) to turn from Goldsworth Road onto Victoria Way, with a turning head provided for general vehicles.

Church Street West

2.3.2 Church Street West is located to the north of the Site and is also adopted by SCC as the Local Highway Authority. It connects to Victoria Way at its eastern end and Goldsworth Road at its western end and is subject to a 30mph speed restriction. Church Street West provides access to a number of office and commercial units, alongside a Premier Inn hotel and Synergy House, which forms part of the Site.

Victoria Way (A320)

2.3.3 Victoria Way is located to the east of the Site and is also adopted by SCC. The A320 is a strategic route that runs through Woking, running from Guildford to Staines-upon-Thames through Woking and Chertsey. Immediately to the south of Victoria Arch, the A320 forms a one-way gyratory system.

2.3.4 To the north of Victoria Arch, between its junctions with Goldsworth Road and Church Street West, the road is formed of dual carriageways in either direction, with double yellow lines restricting parking, loading and waiting.

2.3.5 The Victoria Arch is subject to a vehicle height restriction of 4.1 metres.

2.4 Public Transport Accessibility & Services

Bus Services

2.4.1 The Site is currently served by a total of 22 daytime bus services. An accessible bus service is defined as being reached within a maximum walk distance of 640m (an eight minute walk at 4.8kph). As shown in Figure 1, the closest bus stop to the Site is located on High Street (Link Road, Stop A), immediately to the east of the junction with Victoria Way and approximately 150m to the east of the centre of the Site.

National Rail Services

2.4.2 The Site is located approximately 450m to the west of Woking National Rail station. The station is served by South Western Railway services running to destinations in London and southern England, including Alton, Bournemouth, Exeter, Guildford, Poole, Portsmouth, Southampton, Weymouth and Winchester. All northbound services terminate at London Waterloo, with a number also stopping at Clapham Junction. The station is also a terminus for stopping services that run between Woking and London Waterloo. A total of 752 cycle parking spaces are provided at the station. It is noted that step-free access is available between street-level and services at Woking.

2.5 Pedestrian & Cycling Facilities

2.5.1 The area in the vicinity of the Site has good pedestrian facilities with footways providing access to a wide range of facilities within the town centre. The majority of the town centre including retail, leisure, employment, health and education facilities, alongside Woking station and local bus stops are located within a 10 minute walk of the Site, whilst a large proportion of the wider residential area is accessible within a 30 minute walk. The majority of junctions in the local vicinity are also supported by tactile paving and dropped kerbs.

2.5.2 The Site is located in close proximity to a number of cycle routes. In the vicinity of the Site, marked cycle routes are provided on Goldsworth Road, Church Street West and through

the town centre, with additional recommended and 'off road easy' routes provided on Lockfield Drive, Victoria Way and through the town centre via Commercial Way.

2.6 Parking

2.6.1 Goldsworth Road and Church Street West are located within Controlled Parking Zone (CPZ) Woking Area 1 whilst streets to the west and north of the site fall within CPZ Woking Area 3. Both CPZ areas have parking restrictions operational between the hours of 08:30 and 18:30, Monday to Sunday.

2.6.2 There are several on-street Pay & Display / Voucher parking bays in the vicinity of the Site, including on the northern side of the Goldsworth Road carriageway which provides capacity for eight vehicles.

2.6.3 There are five public car parks within the vicinity of the Site that provide both short and long-stay parking. These provide a total of 3,818 standard spaces including 108 marked and sized for use by Blue Badge holders. The closest is Victoria Place (Blue), located approximately 400m walk distance to the northeast. Vehicular access to and egress from the car park is provided from Victoria Way. A height restriction of 2.1m is operational.

2.7 Community Considerations

2.7.1 The impacts of construction projects and construction-related traffic are a key concern, particularly at a local level. The Client recognises the importance of communication between the Site and local residents and businesses.

2.7.2 A review has been undertaken of local amenities, facilities and sensitive receptors in the vicinity of the Site that may be particularly impacted by demolition nof the existing buildings, allowing the resultant logistics strategy to be developed in a way that minimises impact. These include:

- Residential properties to the west of the Site on Goldsworth Road and surrounding properties;
- Woking Fire Station, located immediately to the west of the Site;
- Coign Church, located at the junction of Goldsworth Road and Church Street West to the northwest of the Site;
- Commercial properties fronting Goldsworth Road and Victoria Way;
- Premier Inn hotel, located to the north of the Site on Church Street West;
- The commercial area in the town centre, including pedestrianised area on Commercial Way to the east of the Site.

2.7.3 The logistics strategy set out within this CTMP has been developed taking into consideration community considerations in the vicinity of the Site, including sensitive receptors and key pedestrian and cycle routes, with the objective of minimising impact.

3. DEMOLITION PROGRAMME & METHODOLOGY

3.1 General

3.1.1 Local transport and traffic impacts are primary issues and concerns for all construction projects. As such, managing the potential transport impacts of demolition is a key priority. Potential impacts of demolition include on-street congestion resulting in traffic delays, increased road hazards, noise associated with vehicles and demolition works, and air quality impacts related to vehicle emissions and dust generation.

3.1.2 The following sections provide an overview of the logistics of demolition at Goldsworth Road. Details are set out concerning the anticipated demolition and construction programme and timescales, vehicle access routes, the location for access and egress to the Site, and anticipated vehicle sizes and frequencies.

3.2 Consented Development

3.2.1 As previously detailed, the Consented Development incorporates the demolition of existing buildings and construction of a residential-led mixed use phased development providing 929 residential units alongside ground floor commercial uses and a series of public realm and pedestrian environment improvement works. These include the pedestrianisation of the eastern end of Goldsworth Road, removal of the vehicular junction connecting Goldsworth Road and Victoria Way and landscaping improvements.

3.3 Demolition Works Duration

3.3.1 Works for Phase 0 will commence with the site preparation and the initial demolition of 8 Church Street West, which are expected to take up to 6 months.

3.3.2 Demolition of the remaining buildings across the site will happen in sequence as the buildings are made available and as construction of the blocks commences in accordance with the approved Phasing Plans referenced in Condition 2 of the planning permission.

3.4 Construction Phases & Programme

3.4.1 It is anticipated that demolition and construction of the Consented Development will be split into six phases:

- Phase 0 – Demolition works
- Phase 1 – Construction of Block BB
- Phase 2 – Construction of Block BA
- Phase 3 – Construction of Tower 1
- Phase 4 – Construction of Tower 2
- Phase 5 – Construction of Tower 3

3.4.2 As with the majority of construction projects, it is noted that there will be periods of overlap between elements of the works contained within the stages detailed above. However, no construction works will take place until all demolition works are completed.

3.4.3 Overall, the construction phases of the development are expected to take a total of 329 weeks over a period of 80 months.

3.4.4 Plans showing the approved phasing of the works, as required by Condition 2 of the planning permission, are provided in Appendix A for information

3.4.5 Whilst the duration of the demolition and construction programme (number of weeks per phase) is not anticipated to significantly change, the start times will change depending on timescales for the discharge of planning conditions.

3.5 Working Hours

3.5.1 All demolition and construction works will be carried out between the hours of 08:00 and 18:00, Monday to Friday, and between the hours of 08:00 and 13:00 on Saturdays. No construction works will be undertaken at the Site on Sundays or bank holidays, unless agreed in advance with WBC / SCC.

3.5.2 Any noisy works required on-site will not commence until 09:00, Monday to Friday, with such works not permitted to be undertaken on Saturdays. For any noisy works where there is a direct impact upon surrounding properties within the specified times, the Site Manager(s) will make contact with the neighbours to consult on the duration, extent and impact of the works to see if an informal agreement can be reached to minimise the impact of these works.

3.6 Site Office & Welfare Facilities

3.6.1 Welfare facilities for site personnel will be provided within the Site boundary during all stages of the works. Such facilities will be secured to ensure they are not accessible by the general public. A green accommodation policy will be implemented for site cabins and welfare facilities.

3.6.2 Site offices will comprise a number of cabins which may be double stacked in order to minimise their footprint. Cabins will be connected to electricity and water supplies and an existing on-site foul sewer.

3.6.3 At commencement of demolition works, a small site office will be set up at the rear of 8 Church Street West. The size of this office will be kept to a minimum due to the constrained nature of the site, but the facilities will meet all prevailing standards.

3.7 Site Set Up & Boundary Treatment

3.7.1 Site setup will be crucial to mitigating the impact of demolition on surrounding residents, businesses and road users.

3.7.2 Throughout the demolition programme the frontage of the Site will be kept tidy and presentable. Hoarding will be erected up to a height of 2.44m along the lengths of the Site frontage on Goldsworth Road and Church Street West. The purpose of such hoarding is to provide security and prevent unauthorised personnel from accessing the Site. Hoarding also provides suitable segregation between pedestrians and demolition works being undertaken.

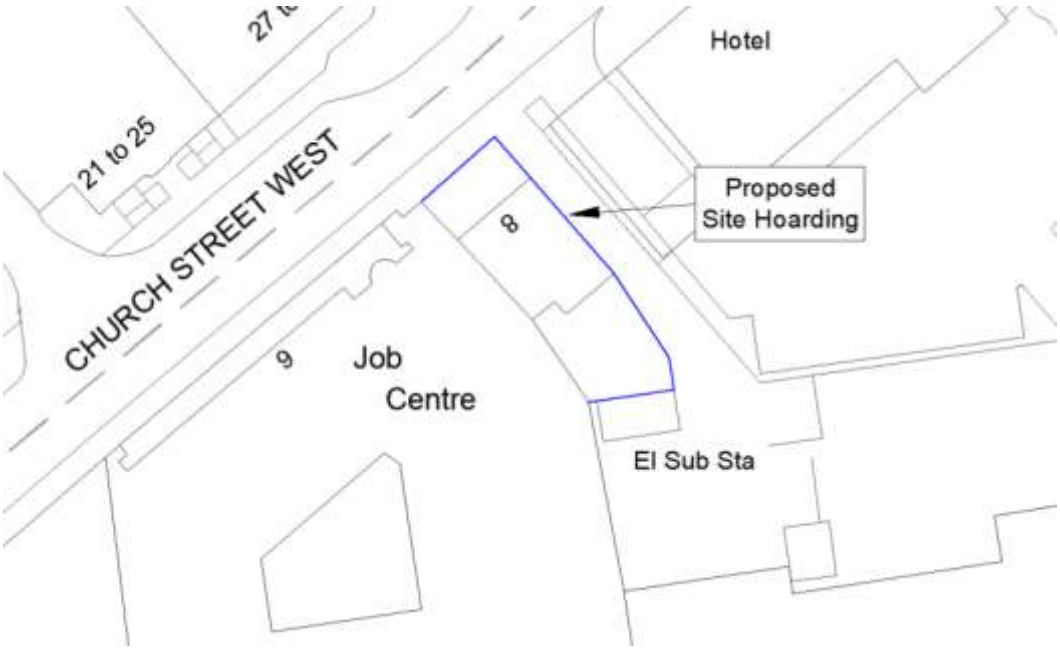
3.7.3 It is expected that the area of works will change as the demolition progresses and thus the site boundary may also change to facilitate public access to existing premises on Goldsworth Road and completed development buildings.

3.7.4 Access for site personnel will be provided via a controlled entry point, anticipated to be managed via a biometrically operated turnstile.

Demolition of 8 Church Street West

3.7.5 The initial works will comprise the demolition of 8 Church Street West. During these works access will need to be maintained to the parking area to the rear of 15-29 Goldsworth Road. Thus, the boundary of the demolition site will be secured by a hoarding placed around its perimeter as shown in Figure 2.

Figure 2. Proposed Hoarding Alignment - 8 Church Street West



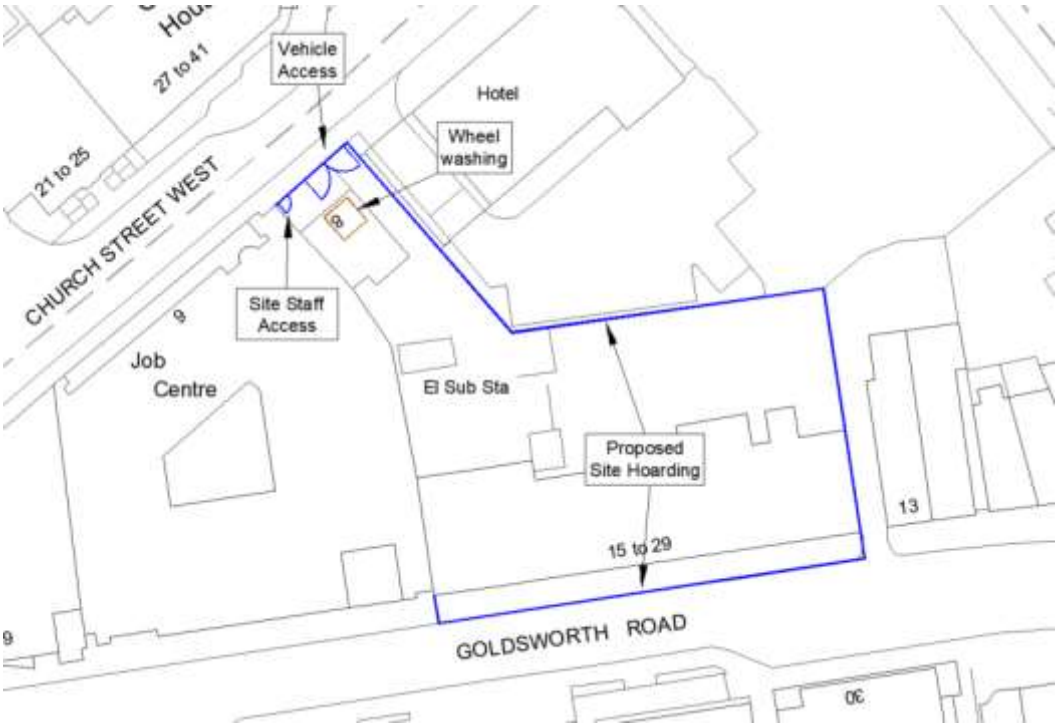
Demolition North of Goldsworth Road

The second building to be demolished will be 15-29 Goldsworth Road. It is proposed that the demolition of this building is serviced from Church Street West, through the vacant Synergy House site.

Hoarding will be erected around the site as shown in Figure 3. This arrangement will allow Goldsworth Road to remain open to traffic throughout the second stage of demolition works.

The footway on Goldsworth Road fronting the site will be suspended throughout the demolition, with pedestrians directed to cross to the southern side by temporary signage.

Figure 3. Proposed Hoarding Alignment – North of Goldsworth Road

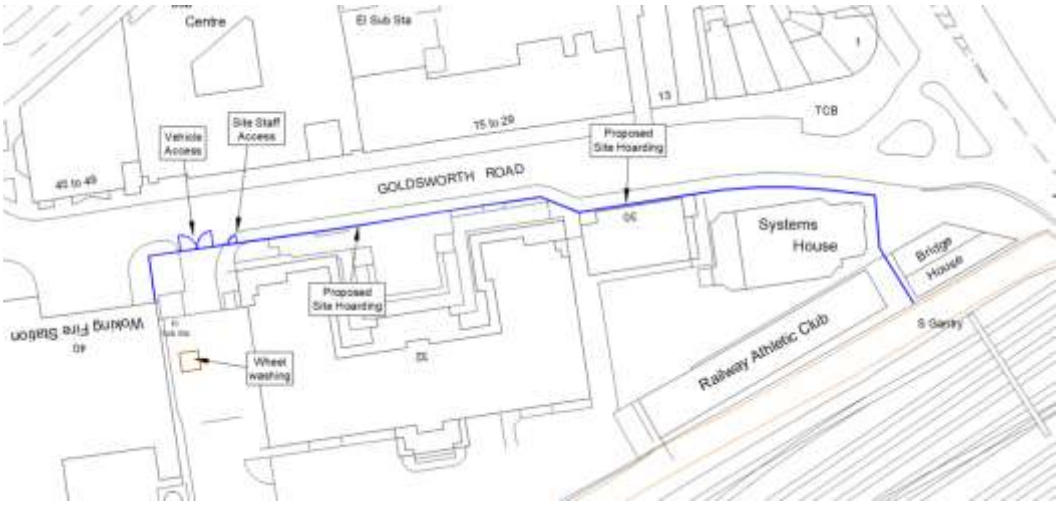


3.7.6 This arrangement will allow vehicle movements associated with the demolition to be segregated from public areas and give the demolition contractor an area of sufficient size to facilitate vehicle manoeuvres and allow a flexible approach to the works.

Demolition South of Goldsworth Road

3.7.7 For the final stage of demolition works, it is proposed that the demolition of buildings to the south of Goldsworth Road will also be serviced from within the site. Vehicles will access the site through the existing entrance to the parking area for 32 Goldsworth Road, with loading or unloading taking place at the rear of the building. For the duration of these works the demolition site will be secured by hoarding as shown in Figure 4.

Figure 4. Proposed Hoarding Alignment – South of Goldsworth Road



3.7.8 Site staff will also enter the site from Goldsworth Road via a pedestrian entrance adjacent to the vehicle access. The footway on both sides of Goldsworth Road will remain open to pedestrians during the demolition.

3.7.9 These arrangements will ensure that Goldsworth Road will remain open to traffic, cyclists and pedestrians throughout the duration of the demolition works.

4. VEHICLE ROUTING & SITE ACCESS

4.1 Vehicle Routing

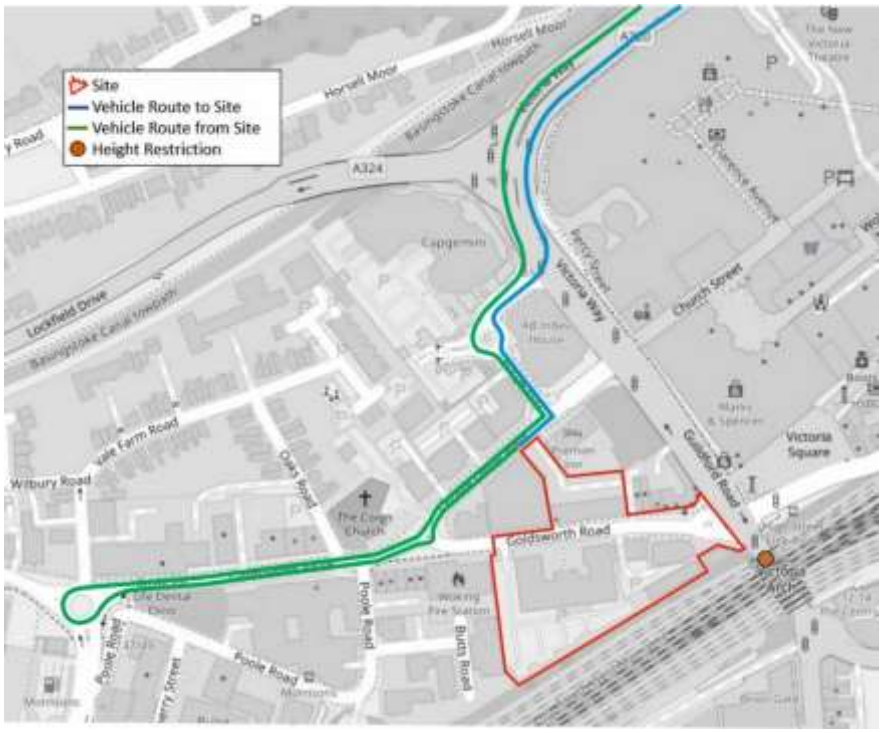
4.1.1 The proposed vehicle routing strategy to be employed for the duration of the work programme is described in this section. The routing strategy has been developed taking into consideration highway routes in the vicinity of the Site, sensitive receptors, community considerations identified in **Section 2** and key pedestrian and cycle routes.

4.1.2 It is noted that the Client is a Construction Logistics & Cyclist Safety (CLOCs) Champion, and so has given significant consideration to community safety in developing the logistics strategy for construction of the development.

4.2 Access via Church Street West

4.2.1 As Synergy House is located on Church Street West, vehicles servicing the site during its demolition works will need to route along Church Street West rather than Goldsworth Road. The proposed access and egress routes for the works are shown in Figure 5.

Figure 5. Church Street West - Vehicle Routing Plan



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4.2.2 Vehicles will approach the site from the north-west along Victoria Way before turning right into Forge End, which leads onto Church Street West. Vehicles will turn right into Church Street West before stopping at the kerbside in front of the site. A vehicle swept path analysis of a 10 metre rigid truck making this movement has been undertaken and is presented as Appendix B.

4.2.3 To leave the site, vehicles will travel westbound along Church Street West, over the mini-roundabout by Woking Fire Station and on to the next roundabout by the Morrison's

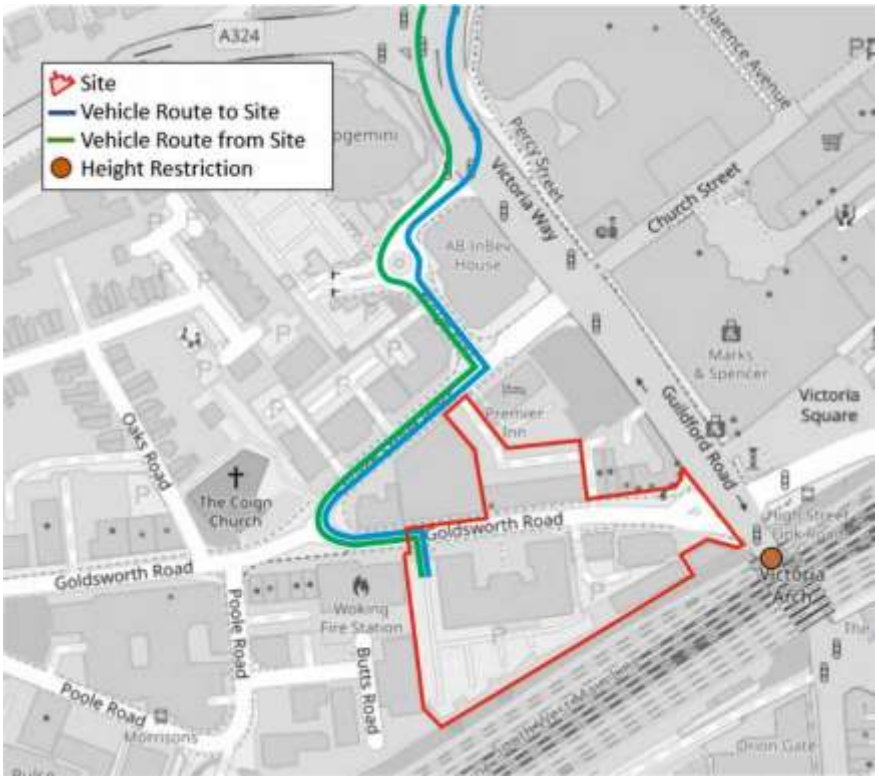
petrol station. At this roundabout they will make a U-turn before returning to Forge End and back onto Victoria Way.

4.2.4 For the demolition of 15-29 Goldsworth Road, vehicles will approach the site as described above and enter the parking area to the rear of the building through the vacant Synergy House site. All servicing of these works will be done by vehicles within the site.

4.3 Access via Goldsworth Road

4.3.1 It is anticipated that the demolition works to the south of Goldsworth Road will be serviced via the existing access to the parking area behind 32 Goldsworth Road, adjacent to Woking Fire Station. The proposed access route is shown in Figure 6.

Figure 6. Goldsworth Road - Vehicle Routing Plan



4.3.2 Again, construction vehicles will travel to the Site via the A320 (Victoria Way) and the strategic highway network before entering Forge End and Church Street West. They will then continue past the Synergy House site to the mini-roundabout outside Woking Fire Station where they will turn left into Goldsworth Road before entering the site on the right. On leaving the site, vehicles will travel along the same route to return to the A320 Victoria Way.

4.3.3 Whilst this is intended to be the primary route to the southern demolition site, it is noted that vehicles will also be able to approach the site from the west along Goldsworth Road as this route is also suitable for use by HGVs.

4.3.4 The proposed routing strategy ensures that, as far as reasonably practicable, vehicles travel to and from the Site on strategic routes that are suitable for use by construction

vehicles, avoids vehicles reversing or turning directly outside the Site and minimises travelling on local roads of a residential nature that are subject to low vehicle speeds and potential high pedestrian footfall.

4.3.5 It is noted that the precise routes that vehicles will utilise to travel to and from Victoria Way is not known at this stage. The Client is committed to providing this information to SCC and WBC when is available, prior to any demolition activity commencing, if required. However, indicative routes that could be utilised to access Victoria Way include:

- M25 motorway (exiting at Junction 11);
- M3 motorway (connecting with the M25 at Junction 2);
- Chertsey Road / Guildford Road from the north and east (including from M25); and
- A3 and A247 to the south.

4.4 Route Compliance

4.4.1 During the demolition programme, all traffic associated with the Site will be advised of the appropriate transport routes that should be used, with all regular visitors provided with written notification of the agreed access and routing strategy.

4.4.2 A requirement to use the agreed construction vehicle routes as set out in Figures 5 and 6 will be included as a contractual requirement of all contractors travelling to and from the Site. It is envisaged that this information will be communicated in the form of a leaflet or email and will include information with regard to times of operation, delivery routes, the call up procedure and delivery slot information. Any repeated non-compliance with the construction routing strategy could result in disciplinary procedures or the termination of the contract of workers and/or suppliers.

4.4.3 The appointed Site Manager will keep up-to-date with regards to scheduled roadworks, events and incidents in the area. Where feasible, any required changes to the routing strategy due to significant roadworks or events taking place on the proposed construction vehicle route will be agreed with SCC and WBC in advance.

4.5 Loading Location

Demolition - 8 Church Street West

4.5.1 Synergy House is a small two-storey office building with parking to the rear. The size of the site is such that vehicles are unlikely to be able to make turnaround manoeuvres within the site boundary.

4.5.2 Servicing of the demolition works will therefore either need to be done from the kerbside or by vehicles reversing into the site to be loaded or unloaded. In either instance, vehicle movements will be overseen by qualified traffic marshals and banksmen to ensure the safety of pedestrians, cyclists and other road users.

4.5.3 In both instances, temporary footway closures will be effected during these operations, with the footway cordoned off by retractable barriers. Pedestrians will be directed to cross Church Street West either at the traffic signal junction with Victoria Way or at a suitable point to the west of the site.

4.5.4 For servicing operations at the kerbside, it is noted that Church Street West is subject to no loading restrictions on Monday – Friday between 8:30-9:30 a.m. and 4:30-6:00 p.m. All loading activity will therefore take place between 9:30 a.m. and 4:30 p.m.

4.5.5 Car park access for users of the neighbouring Premier Inn hotel will be maintained at all times.

Demolition North of Goldsworth Road

4.5.6 All loading and unloading activity during the demolition of the remaining building to the north of Goldsworth Road will take place within the boundary of the site, in what is currently a parking area for the building.

4.5.7 Access to the parking area will be through the site of 8 Church Street West, as this site will now be vacant.

Demolition South of Goldsworth Road

4.5.8 All loading and unloading activity associated with the demolition of buildings to the south of Goldsworth Road will also take place within the boundary of the Site, with vehicles entering and exiting the Site via a gated vehicular access point at the western end of the site.

4.5.9 Vehicle turning manoeuvres will take place in the parking area behind 32 Goldsworth Road. The location for loading of demolished materials may change dependent on which building is being demolished.

4.5.10 The logistics and access strategy has been developed with consideration given to access, egress and material unloading points. During working hours, the vehicular access and egress gates will be manned by trained traffic marshals who will be responsible for ensuring that only authorised vehicles and site personnel are provided with access to the Site. All vehicles will be checked by the traffic marshal at the main vehicular access point prior to being allowed to proceed to the designated on-site unloading area. On exiting, the traffic marshal will guide vehicles onto the highway safely and will record their departure.

4.5.11 Additional banksmen will be present throughout demolition hours to ensure pedestrian safety and the safe arrival and departure of vehicles, and to minimise conflict with pedestrians, cyclists and other road users.

4.6 Materials Storage

4.6.1 The storage of materials and spoil from the demolition works will be carefully managed with a view to minimising the need to store materials for extended periods. Materials will be stored within the curtilage of the site and removed off-site for recycling or disposal at the earliest opportunity in order to minimise the need for on-site storage area.

4.6.2 Vehicles carrying loose loads will be sheeted to prevent dust and debris from entering the highway.

4.7 Wheel Washing & Road Sweeping

4.7.1 As demolition vehicles will be loaded and unloaded from within the Site boundary, it is possible that wheels and chassis may come into contact with dirt and debris associated with demolition activities. It is therefore proposed that wheel washing facilities are provided on-site adjacent to the vehicular access points on Church Street West and Goldsworth Road.

4.7.2 Mud and debris on the road is regarded as one of the main environmental nuisances and safety problems arising from demolition works. All vehicles removing any spoil and debris from the Site will be fully sheeted to minimise the risk of any debris over spilling onto the highway.

A mechanical road sweeper will be employed as required to clear dirt and debris from the surface of roads fronting and in the near vicinity of the Site if required.

4.8 Impact on Neighbouring Properties

4.8.1 The impacts of the demolition works on neighbouring properties will be minimised as far as is practicable at all times. Vehicular access to the back-of-house parking area associated with Co-Op Funeral Care and Carter & Shields will be maintained throughout demolition. Similarly, access to the existing on-street loading bay at the eastern end of Goldsworth Road will be maintained to enable servicing activity associated with commercial units on Goldsworth Road, including Café Lisboa, Gammage's News, SOYA, Sokury and the Woking Local convenience store. SYSTRA has previously consulted with these properties during preparation of the planning application to fully understand current operations and servicing requirements.

4.8.2 Goldsworth Road also provides car park access to the office block at 6 Church Street West. Access will be maintained throughout demolition, with vehicles required to route from the west via the junction of Goldsworth Road and Church Street West.

4.8.3 SYSTRA has consulted with Woking Fire Station regarding the impact of the closure of Goldsworth Road. These discussions have confirmed there will be no issue with fire tender vehicles rerouting via Church Street West in place of Goldsworth Road.

5. ESTIMATED VEHICLE MOVEMENTS

5.1 Demolition Vehicles

5.1.1 It is noted that demolition vehicle frequencies are likely to vary between different periods of the works, with a range of vehicles anticipated to require access to the Site during the demolition programme. Vehicles requiring access to the Site are anticipated to include excavators, crushers, fork lift trucks, tipper and flatbed lorries and grab and skip lorries. It is anticipated that a large proportion of vehicles accessing the Site will be less than 10m in length.

Demolition - 8 Church Street West

5.1.2 It ius forecast that a maximum of 35 vehicles per week will be generated by the demolition of 8 Church Street West, this being at the end of the 6-month demolition period. Of these, 32 are expected to be HGV movements.

5.1.3 More typically, the works will generate between 10-13 vehicle movements per week, almost all of which will be HGVs.

Demolition – North of Goldsworth Road

5.1.4 During the demolition works for the remaining building on the northern side of Goldsworth Road, it is forecast that a maximum of 28 vehicles per week will require to visit the site, of which 23 will be HGVs. As these works progress, the total numbers of demolition vehicles will be slightly lower but the percentage of HGVs will reduce, with HGV numbers typically in the range of 12-18 vehicles.

Demolition – South of Goldsworth Road

5.1.5 Weekly vehicle movements required for the demolition of buildings to the south of Goldsworth Road are expected to be similar in number to those required for the demolition on the northern side. However, the period over which these movements will need to be made will be extended to reflect the larger scale of these demolition works.

5.1.6 Details concerning vehicle types and numbers for the construction phases of the project will be included in future versions of this CTMP at an appropriate stage, following the appointment of a Principal Contractor.

5.1.7 As detailed in **Section 4**, a 4.1m height restriction operational under the Victoria Arch railway bridge means all vehicles above this height will not be able to travel to and from the Site from the south, and so will travel via the A320 from the north.

6. STRATEGIES TO REDUCE IMPACTS

6.1 General

6.1.1 This section of the CTMP sets out the mitigation measures that will be employed to minimise the impact of demolition and construction of the Consented Development on local residents, businesses, the highway network in the vicinity of the Site and all road users, including pedestrians and cyclists.

6.1.2 This section ensures that the CTMP is effective in achieving aims of reducing road risk, environmental impact, cost and congestion.

6.2 Measures Checklist and Planned Measures

6.2.1 A planned measures checklist is detailed in Table 3, with measures identified as committed, planned or considered. Further information on relevant measures is provided within this section of the CTMP.

Table 1. Planned Measures Checklist

MEASURE	COMMITTED	PROPOSED	CONSIDERED
Safety & Environmental Standards / Programmes	x		
Adherence to Designated Routes	x		
Delivery Scheduling	x		
Re-Timing of Deliveries (Out of Hours / Peaks)	x		
Use of Holding Areas		x	
Use of Consolidation Centres		x	
Freight by Water / Rail			x
Re-use of Materials on-site		x	
Smart Procurement		x	
Staff Travel Plan	x		

6.3 Site Manager(s)

6.3.1 Contact details for the Site Manager(s) (including a 24 hour phone number) will be provided to WBC and SCC prior to demolition works commencing. The Site Manager(s) will take responsibility for deal with any enquiries, comments and complaints from local residents, the general public and any other parties.

6.3.2 Until such a time as the Site Manager(s) are appointed queries, comments and complaints should be addressed to :

- Doris Lam – EcoWorld London Ltd. – Email: Doris.Lam@ecoworldlondon.com

6.3.3 The Site Manager(s) will be responsible for undertaking the transport co-ordination role for the duration of the works. Their main responsibilities are anticipated to include, but not be limited to:

- Managing the implementation of the CTMP;
- Demolition and delivery vehicle scheduling and booking;
- Informing local residents, businesses, WBC and SCC about the commencement of demolition works and anticipated demolition programme;
- Checking for scheduled road works, special events and incidents on the One Network Roadworks website;
- Handling any complaints and responding to questions or concerns from WBC, SCC, local residents, businesses and the general public; and
- Acting as a point of contact for employees, contractors, WBC, SCC and the general public.

6.3.4 The Site Manager(s) will ensure that there is adequate liaison between key stakeholders throughout the demolition period, including the Principal Contractor, any appointed subcontractors, local residents, businesses, WBC, SCC, and other local parties.

6.3.5 Regular review meetings and telecommunication will be held between the Site Manager(s) and WBC / SCC, if required. It is envisaged that update meetings will be held on an ad-hoc basis, with updates provided to WBC and SCC via email or telephone at agreed intervals.

Construction Working Group

6.3.6 It is anticipated that, given the extent of construction activity committed or proposed in the centre of Woking and the vicinity of the Site that a construction working group may be organised with all contractors working in the vicinity of the Site. Construction activity associated with the Consented Development would be discussed at this working group, which the Site Manager(s) would attend.

6.4 Safety & Environmental Standards

6.4.1 The Client will implement a number of environmental initiatives for the demolition and construction of the Consented Development, including an Environmental Risk Assessment, Environmental Management Plan, Environmental Aspects & Impacts and Materials Management Plan.

6.4.2 A range of Environmental Key Performance Indicators (KPIs) will be introduced for demolition, including:

- Diversion of waste from landfill;
- Setting and monitoring of energy, water, and carbon usage targets from on-site activities;
- Use of waste recycling schemes on-site, as far as possible; and
- Completion of a Pre-Demolition Audit.

Construction Logistics & Cyclist Safety (CLOCS)

6.4.3 The Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics is the direct result of collaboration between developers, construction logistic operators and industry associations. CLOCS aims to achieve a visionary change in the way the construction industry manages work related road risk. This is being achieved through three industry-led workstreams, as follows:

- Improving vehicle safety through design and manufacture of safer new vehicles and fitment of appropriate safety equipment to existing vehicles;
- Addressing the safety imbalance in the construction industry through ensuring road safety is considered as important as health and safety on site; and
- Encouraging wider adoption of best practice across the construction logistics industry through taking best in class examples, developing a common national standard and embedding a new cultural norm.

6.4.4 The Client is a CLOCs Champion, and has agreed a Memorandum of Understanding to ensure all projects implement CLOCS standards.

6.4.5 The Site Manager(s) will ensure that all contractors and fleet operators at the site sign up to the CLOCS standards for managing work related road risk (WRRR). All construction vehicles over 3.5 tonnes travelling to and from the Site will be required to carry a vulnerable road user safety kit.

6.4.6 The Site Manager(s) or banksmen will undertake spot checks of demolition and delivery vehicles travelling to and from the Site. In the event that a vehicle arrives at the Site and is not fitted with the above safety kit then the vehicle may be sent away and a non-conformance report completed.

6.4.7 It is noted that the CLOCS measures detailed above to be installed on all vehicles travelling to and from the Site will also have added pedestrian safety benefits.

Fleet Operator Recognition Scheme (FORS)

6.4.8 All contractors and suppliers employed at the Site will be members of the Fleet Operators Recognition Scheme (FORS). FORS is a voluntary national fleet accreditation scheme designed to help improve fleet operator performance in key areas such as environmental performance, safety and operational efficiency.

Safety & Control of Substances Hazardous to Health (COSHH)

6.4.9 All personnel will be required to wear safety helmets whilst on-site, and safety instructions will be strictly adhered to. All precautions will be taken to ensure the safety of working personnel, visitors and the general public.

6.4.10 All relevant COSHH regulations will also be enforced, and manual handling regulation will also be implemented. Plant operatives will be made fully aware of all potential hazards, including but limited to uneven ground and other site personnel nearby.

6.5 Delivery Scheduling & Vehicle Movements

6.5.1 The Site will operate a delivery booking schedule to control deliveries to ensure, as far as reasonably practicable, that there are no demolition vehicles held waiting in the vicinity of the Site, and to ensure the number of deliveries taking place at a time can be accommodated within the on-site loading areas. Such a booking system will enable vehicle movements to be distributed across the week and across working hours. The booking schedule will be strictly enforced and managed by the Site Manager(s).

6.5.2 It is anticipated that all deliveries to the Site will be organised to take place between the hours of 09:30 and 15:00, Monday to Friday, and 09:30 to 13:00 on Saturdays. No deliveries or collections would be permitted on Sundays.

6.5.3 Final delivery hours will be agreed in advance with WBC and SCC.

6.5.4 Deliveries will not be accepted outside of their designated time-slot, unless there is capacity to accommodate vehicles within the proposed loading area. Unplanned vehicles will be turned away and advised to return to the Site at a rearranged delivery time, and will not be permitted to wait at any other location on the highway network in the vicinity of the Site.

6.5.5 The Client and Principal Contractor will consider potential methods to reduce the number of vehicle movements to the Site, including investigating the potential for consolidation of deliveries. When planning deliveries, the Contractor will consider the following:

- All deliveries to the Site will be restricted to the timings set out within this CTMP;
- Deliveries will be permitted only in the specified loading area;
- A delivery booking schedule will be employed to avoid vehicles queuing or waiting on the highway network in the vicinity of the Site; and
- Material storage areas will be prepared on-site in advance of deliveries to minimise loading and unloading times.

6.5.6 With proper planning and an efficient delivery schedule, unnecessary vehicle trips to the Site will be kept to a minimum.

6.6 Vehicle Dwell Times

6.6.1 Demolition delivery vehicles are not anticipated to be required on-site for a period longer than 60 minutes, depending on materials being delivered or collected. The delivery booking system will allow sufficient times between deliveries to ensure that no vehicles arrive or depart at the same time, to minimise potential disruption to traffic flow on the surrounding local highway network.

6.7 Subcontractors

6.7.1 Individual subcontractors will be required to incorporate the relevant requirements from the Final CTMP into their activities as well as statutory requirements. Any potential subcontractors will be required to demonstrate the ways in which they will comply with the contents of the CTMP.

6.8 Good Neighbours Policy

6.8.1 The Client recognises the importance of communication between the Site and local residents and businesses. The Client and Principal Contractor will strive to be '*Good Neighbours*' throughout and prior to construction, and as such will employ systems to ensure that any local issues and concerns are understood.

6.8.2 A Community Liaison Manager (CLM) will be appointed for the duration of demolition works. In line with best practice guidance, the CLM will undertake letter drops to neighbours in the vicinity of the Site (including residents, businesses and Woking Fire Station) to ensure all parties are kept informed on demolition activities. This will provide information concerning demolition, including timescales, working hours and delivery scheduling, alongside contact details for the Site Manager(s). This will help to minimise the impact demolition may have on the surrounding community and ensure that residents and businesses are fully informed at all times.

6.8.3 A regular newsletter will be produced, and will include contact details for both the Site Manager(s) and CLM. Neighbours will be encouraged to report back any comments or concerns to the CLM or Site Manager(s). The CLM will be responsible for meeting with any concerned party regarding demolition works and potential impacts.

6.8.4 The appointed Principal Contractor will be signed up to and approved by the Considerate Constructor Scheme (CCS), and will be compliant with all associated elements.

6.8.5 An induction programme specific to Goldsworth Road will be provided to all demolition personnel before works commence. This will incorporate health and safety, on-site demolition works and issues and sensitivities in the context of the surrounding area and local community. Operatives will be advised on how to behave on-site and whilst interacting with the local area, businesses and residents.

6.8.6 As with all construction projects, there is potential for extenuating circumstances to occur that may require work to extend beyond core working hours; for example, the breakdown of plant machinery or other equipment. Such instances are beyond the usual control of the Principal Contractor.

6.8.7 Whilst considered unlikely, should this situation occur, the appointed Principal Contractor would speak to WCC and SCC's Environmental Health Officers in order to obtain their guidance on how best to approach out of works working in extenuating circumstances. Where possible, any work that is anticipated to occur outside of the core working hours will be discussed and agreed in advance with WBC and SCC.

6.9 Pedestrian & Cyclist Safety Measures

6.9.1 Maintaining pedestrian and cyclist safety throughout the demolition programme is of great importance. Traffic marshals and banksmen will be present throughout demolition hours to ensure pedestrian and cyclist safety and the safe arrival and departure of vehicles, and to minimise conflict and potential disruption for pedestrians, cyclists and other road users.

6.9.2 Warning signage will be provided in the vicinity of the Site to ensure that vehicles, pedestrian and cyclists are aware that demolition activity is taking place. The hoarding of the Site will help to ensure that unauthorised access to the Site is not possible.

6.9.3 Retractable fencing will be used by traffic marshals to temporarily close the footway at the junction of Goldsworth Road and Victoria Way when demolition vehicles are entering and exiting the Site. During the temporary footway closures pedestrians will be advised to either wait whilst vehicle manoeuvring takes place or cross and walk on the footway on the northern side of the Goldsworth Road carriageway.

6.10 Noise & Vibration Control

6.10.1 The Contractor will endeavour to keep noise levels to a minimum at all times. Best practicable means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce and control noise and vibration.

6.10.2 The quietest and lowest impact processes that are reasonably practicable will be employed on-site in the undertaking of all demolition works. Measures that will be implemented as a means of minimising noise include:

- The quietest vehicles, tools and machinery shall be used as far as is reasonably practicable;
- Use of sound reduced compressors and sealed acoustic covers for noisy works;
- All pneumatic and percussive tools to have shrouding and/or silencers;
- No machinery will be permitted to start up on-site before the designated core working times;
- Include within material and subcontractor requisitions details of permitted vehicle arrivals (i.e. during designated hours);
- Minimal use of radios and other noise-generating devises on-site;
- Use of ear protection where noise levels exceed 85db(A);
- Keep voices and conversation outside of the perimeter of the Site to a minimum and low in volume;
- No engines left running whilst vehicles are stopped on-site;
- Site personnel to carefully place waste into muck away trucks and skips, where required, to minimise noise; and

- Local residents will be advised of the start and finishing dates and times of particularly noisy works (such as site clearance) and these will be timed to minimise the disruption to local residents as far as possible.

6.10.3 In the event that a complaint or concern is raised by a local resident, business, WBC or SCC, an immediate review will be carried out to establish the degree of noise created and to establish how to best develop a solution.

6.10.4 The Principal Contractor will carry out predictions of noise and vibration levels before demolition activities commence. Noise monitoring will be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods at the boundaries of the Site.

6.11 Air Pollution, Dust & Dirt Control

6.11.1 The control of dust is a prime concern for all demolition projects, particularly during periods of dry and windy weather. Best practice set out within the '*Dust and Air Mitigation Measures*' (July 2014) guidance provided by the Institute for Air Quality Management will be employed to control dust generation.

6.11.2 Dust emissions will be monitored visually throughout working hours. If dust is observed either in the air or deposited on vehicles or other sensitive receptors, works will be immediately suspended and working practice reviewed to determine a method to prevent the issue reoccurring.

6.11.3 All spoil and waste materials stored temporarily within skips and muck away trucks on-site will be covered at all times.

6.11.4 Mud and debris on the road is regarded as one of the main environmental nuisances and safety problems arising from demolition works. All vehicles removing spoil and debris from the Site will be fully sheeted to minimise the risk of any debris over spilling onto the highway. Manual cleaning will be undertaken if required.

6.11.5 Wheel washing facilities will be provided on-site. The requirement for such facilities will be discussed and agreed with WBC and SCC prior to the commencement of any demolition works.

6.11.6 The Site Manager(s) will undertake daily inspections of the Site and surrounding roads to ensure that dust control measures are complied with. All complaints regarding dust and air quality pollutant emissions will be recorded and responded to, with the Site Manager(s) maintaining a log of such complaints and any action taken to resolve them.

6.12 Consolidation

6.12.1 Consolidation centres are distribution centres at which loads are consolidated and from which a lower number of consolidated loads are delivered to a site. The most common objectives of consolidation centres relate to reducing congestion, traffic disruption and vehicle emissions within the area served by the centre. Such centres are increasingly promoted as a tool to help achieve improvements in local air quality and greater efficiency through optimisation of land use, faster deliveries and in the case of the construction industry reduced material and time wastage.

6.12.2 Objectives of consolidation can include:

- Reduce congestion by decreasing the number of delivery vehicles required;
- Reduce conflicts between delivery vehicles and other road users, including pedestrians;
- Improve the delivery service provided to retailers;
- Reduce costs to retailers, both in terms of transport and staff; and
- Contribute to reductions in traffic pollution / vehicle emissions and improvements in air quality.

6.12.3 Consolidation centres can significantly reduce the volumes of construction traffic generated by up to 70%. However, this benefit needs to be offset against the need to set up parallel logistics facilities at a consolidation centre.

6.12.4 The potential for the use of a construction consolidation centre will be fully investigated by the Principal Contractor.

6.13 Fuel Consumption / Emissions

6.13.1 The Contractor will strive to procure local contractors for all elements of demolition at the Site, thereby minimising transport costs and impact on the local environment. The use of a booking system for deliveries will also help to ensure that the Site is serviced in an efficient manner, helping to minimise the number of demolition vehicle movements generated.

6.13.2 Machinery exhaust emissions will be kept as low as is practicable by using well maintained vehicles and machinery at all times.

6.13.3 No demolition -related vehicle engines will be left running when not in use. If a vehicle or piece of equipment is not being used, then it will be turned off to reduce both emissions and on-site noise levels.

6.14 Waste Management

6.14.1 Waste will be stored in covered skips or muck away trucks, and will sorted off-site by an external specialist company. Contractors will be required to minimise waste at source and maximise recycling and re-use of site clearance and demolition materials wherever possible and practicable.

6.14.2 All waste material that cannot be reused or recycled, including contaminated soils and materials, will be disposed of in accordance with legislation and best practice. All waste materials will be collected and stored in suitable receptacles before they are taken offsite. Waste materials will not be allowed to accumulate on-site.

6.14.3 Whenever delivery activity is taking place, banksmen will be used to ensure pedestrian safety and to ensure that no dirt or rubbish is left on the highway.

6.15 Fire Precautions

6.15.1 A fire marshal will be appointed prior to the commencement of demolition. The fire marshal will ensure that a fire escape plan is produced and the appropriate extinguishers

are in place. It is anticipated that the fire marshal will inspect all areas of the Site at least once a day and report and put right any deficiencies.

6.15.2 An assembly point will be designated prior to commencement of each stage of work and will be clearly identified to all site personnel.

6.16 Demolition Personnel & Travel Patterns

Demolition Personnel Numbers

6.16.1 The number of site personnel need on site for demolition works will vary dependent on the scale of the operations in progress.

6.16.2 It is estimated that up to 10-15 personnel will be required to be on-site during the demolition of 8 Church Street West and that this will increase to 25-30 for the demolition of the larger building on the north side of Goldsworth Road.

6.16.3 Demolition on the south side of Goldsworh Road will require the highest numbers od site personnel, estimated at up to 50 during the busiest periods of the works.

6.16.4 All contractors and suppliers employed at the Site will be members of the Fleet Operators Recognition Scheme (FORS). As such all contractors and suppliers working on the Site will be committed to safer and more efficient ways or working.

Travel Patterns

6.16.5 It is anticipated that the majority of demolition personnel will travel to and from the Site by public transport. As identified in **Section 2**, the Site is located within an accessible distance of 22 bus services, with Woking National Rail station located approximately 450m to the east of the Site. Information on public transport services that operate within an accessible distance of the Site will be provided to all site personnel at the commencement of their contract.

6.16.6 Due to the sustainable location of the Site in terms of its access to public transport services, no car parking will be provided on-site for demolition personnel. Furthermore, on-street parking restrictions limit the opportunity for site personnel to park on-street and personnel will be discouraged from using on-street parking bays located in the vicinity of the Site.

6.16.7 The Contractor, where feasible, will seek to recruit demolition workers from the local area. This will help maximise the potential for demolition workers to travel sustainably to and from the Site. It is considered that, in most instances, site staff will have the opportunity to arrive at the Site via sustainable modes.

7. IMPLEMENTING, MONITORING & UPDATING

7.1.1 The CTMP will be regularly reviewed and monitored, with feedback provided to WBC and SCC where necessary. Further reviews will be discussed with WBC and SCC as appropriate.

7.1.2 The CTMP is considered a 'live' document, and as such will be updated throughout the lifespan of construction if any significant changes occur to the scope or programme of construction.

7.1.3 Regular review meetings and telecommunication will be held between the Site Manager(s) and WBC / SCC, if required. It is envisaged that update meetings will be held on an ad-hoc basis, with updates provided to WBC and SCC via email or telephone at agreed intervals.

7.2 CTMP Implementation

7.2.1 The Site Manager(s) will be responsible for implementing the CTMP and will ensure information is provided to all contractors, demolition personnel and sub-contractors (as set out in **Section 6**) through a Contractor's Handbook and Driver's Handbook.

7.3 Data Collection

7.3.1 It is anticipated that the following information will be collected during the demolition programme:

- Vehicle movements (including arrival and departure time, frequency, dwell time, size);
- Details of complaints and concerns;
- Non-compliance with vehicle routing and loading locations;
- Staff travel patterns; and
- Health & Safety concerns and near-misses / close-calls.

7.4 Contractors' Handbook

7.4.1 The Principal Contractor will prepare a Contractors' Handbook to distribute information to those undertaking demolition works at the Site. The Handbook will ensure contractors are aware of the duties and obligations they are required to follow throughout the demolition process. It is anticipated that the Handbook will include details of:

- **Vehicle Routing / Delivery Scheduling System**: an explanation of the routing and delivery system in use, and the requirement to utilise these;
- **Driver Training**: Details of any driver training to be provided as part of the contract (if considered applicable); and
- **Demolition Specifics**: including site opening times, entry and exit points, vehicle loading locations, anti-idling procedure and road user safety; and
- **Safety & Environmental Standards**.

7.5 Complaints Procedure

7.5.1 Although the measures set out within this CTMP are intended to minimise the impacts of demolition and ensure that neighbouring residents are informed of the demolition programme and timescales, it is possible that complaints may be raised concerning demolition.

7.5.2 As previously detailed, contact details and information concerning demolition will be provided to local residents and businesses, and the CLM and Site Manager(s) will be available to meet and explore issues with concerned parties directly via appointment. Neighbours will be encouraged to report back any comments or concerns to the CLM or Site Manager(s).

7.5.3 The procedure for logging and recording complaints will be standardised through the use of a proforma complaint record and a complaints log that will be kept on-site for auditing and tracking purposes. This file will also be presented to the Considerate Constructors Scheme Inspectors.

7.5.4 Any complaints received will be taken seriously and addressed immediately by the demolition team and designated Site Manager(s). All complaints that are received will be reviewed in regular site meetings to ensure that any required actions are communicated to all employees, as appropriate.

Appendix A

APPROVED PROJECT PHASING PLANS

GOLDSWORTH ROAD

TCB

Proposed Phasing Plan - Phase 0
1 : 250

Notes

Do not scale from this drawing.
All contractors must visit the site and be responsible for taking and checking dimensions.
All construction information should be taken from figured dimensions only.
Any discrepancies between drawings, specifications and site conditions must be brought to the attention of the supervising officer.
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KEY :

- Application Red Line Boundary
- Phase 0 - Demolition (10.11.20 - 31.03.21)
- Phase 1 - Construction (01.04.21 - 01.04.24)
- Phase 2 - Construction (01.04.21 - 01.02.24)
- Phase 3 - Construction (01.04.21 - 01.04.24)
- Phase 4 - Construction (01.05.23 - 01.06.26)
- Phase 5 - Construction (01.01.26 - 01.11.29)

Rev	Date	Description	Drawn	Chkd
P1	26.06.20	PLANNING SUBMISSION	ALL	KM

Drawing Status
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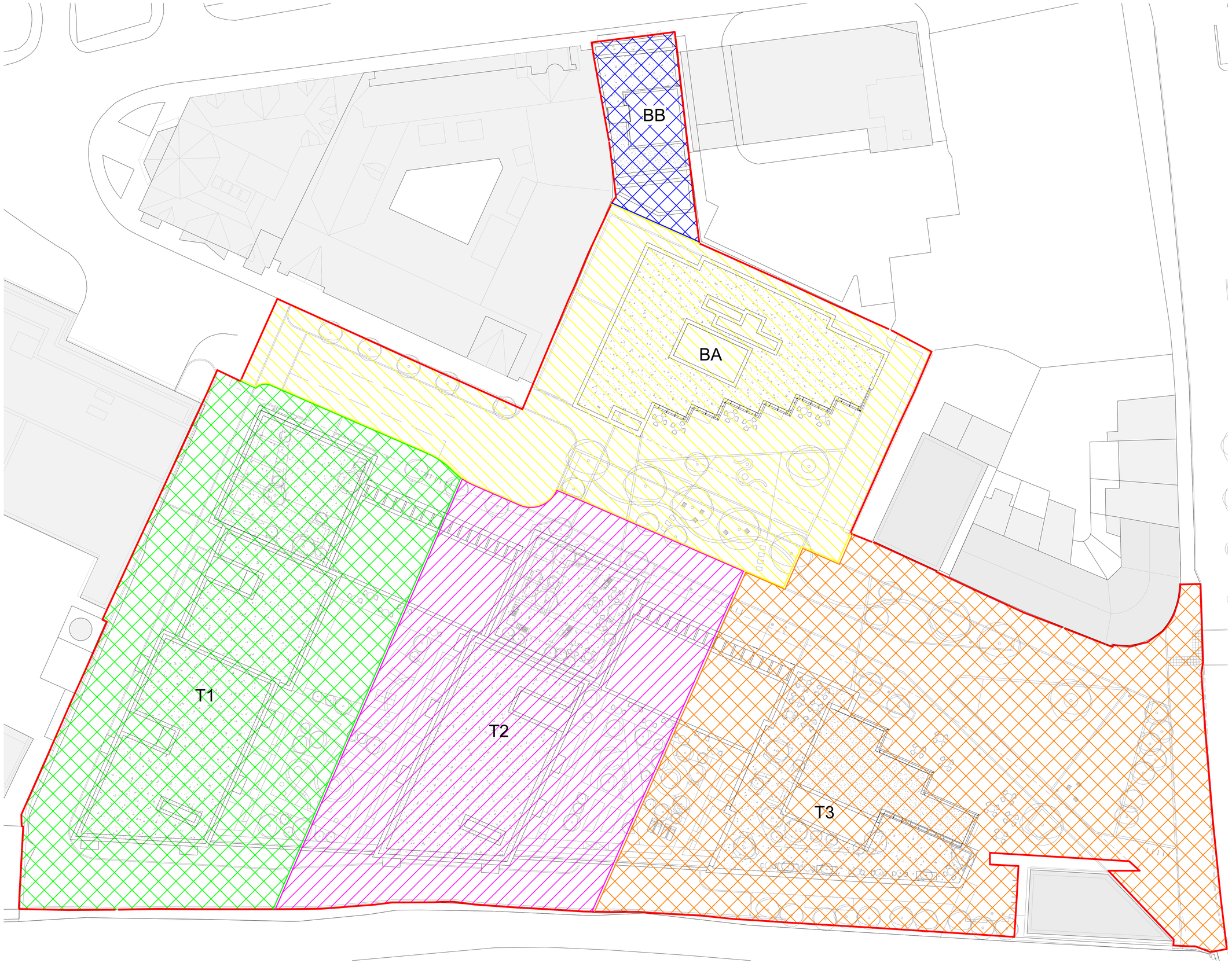
Drawing Title
Proposed Phasing Plan

Scale @A1 1 : 250 Job Ref. 01597
Drawing No. DR_MP_PH_A_1700 Revision. P1
Scale Bar 0 2 4 6 8 10 m

Sheet Code
01597_JTP_DR_MP_PH_A_1700 - Proposed Phasing Plan _P1



Notes

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KEY :

- Application Red Line Boundary
- Phase 0 - Demolition
- Phase 1 - Construction
- Phase 2 - Construction
- Phase 3 - Construction
- Phase 4 - Construction
- Phase 5 - Construction

Rev	Date	Description	Drawn	Chkd
P1	26.06.20	PLANNING SUBMISSION	ALL	KM

Drawing Status
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Drawing Title
Proposed Phasing Plan 1-5

Scale @A1 1 : 250 Job Ref. 01597
Drawing No. DR_MP_PH_A_1701 Revision. P1
Scale Bar 0 2 4 6 8 10 m
Sheet Code
01597_JTP_DR_MP_PH_A_1701 - Proposed Phasing Plan 1-5 _P1

Proposed Phasing Plan - Phases 1-5
1 : 250

Appendix B

VEHICLE SWEPT PATH ANALYSIS

Capgemini House

1

VICTORIA WAY

FORGE END

Goldvale House

27 to 41

Hogan Business Centre

21 to 25

Premier House

15 to 19

CHURCH STREET WEST

9

Job Centre

8

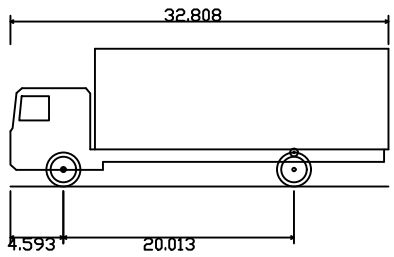
Hotel

El Sub Sta

Site Sta

Notes:

1. Do not scale from this drawing. If in doubt refer to the project manager for clarification.
2. All dimensions are shown in metres unless otherwise stated.
3. Layout based on Ordnance Survey MasterMap, © Crown Copyright 2022. All rights reserved.



FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	32.808ft
Overall Width	8.366ft
Overall Body Height	11.957ft
Min Body Ground Clearance	1.444ft
Track Width	8.104ft
Lock-to-lock time	3.00s
Curb to Curb Turning Radius	36.089ft

Scale 1:500 (m)

0 5 10 15 20 25

Rev	Date	Revision details	Drawn	Check.	Review	Appr.
-	-	-	-	-	-	-
-	-	-	-	-	-	-
P0	04/03/24	Initial issue	MH	JS	JS	JS

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Client: **EcoWorld London Ltd.**

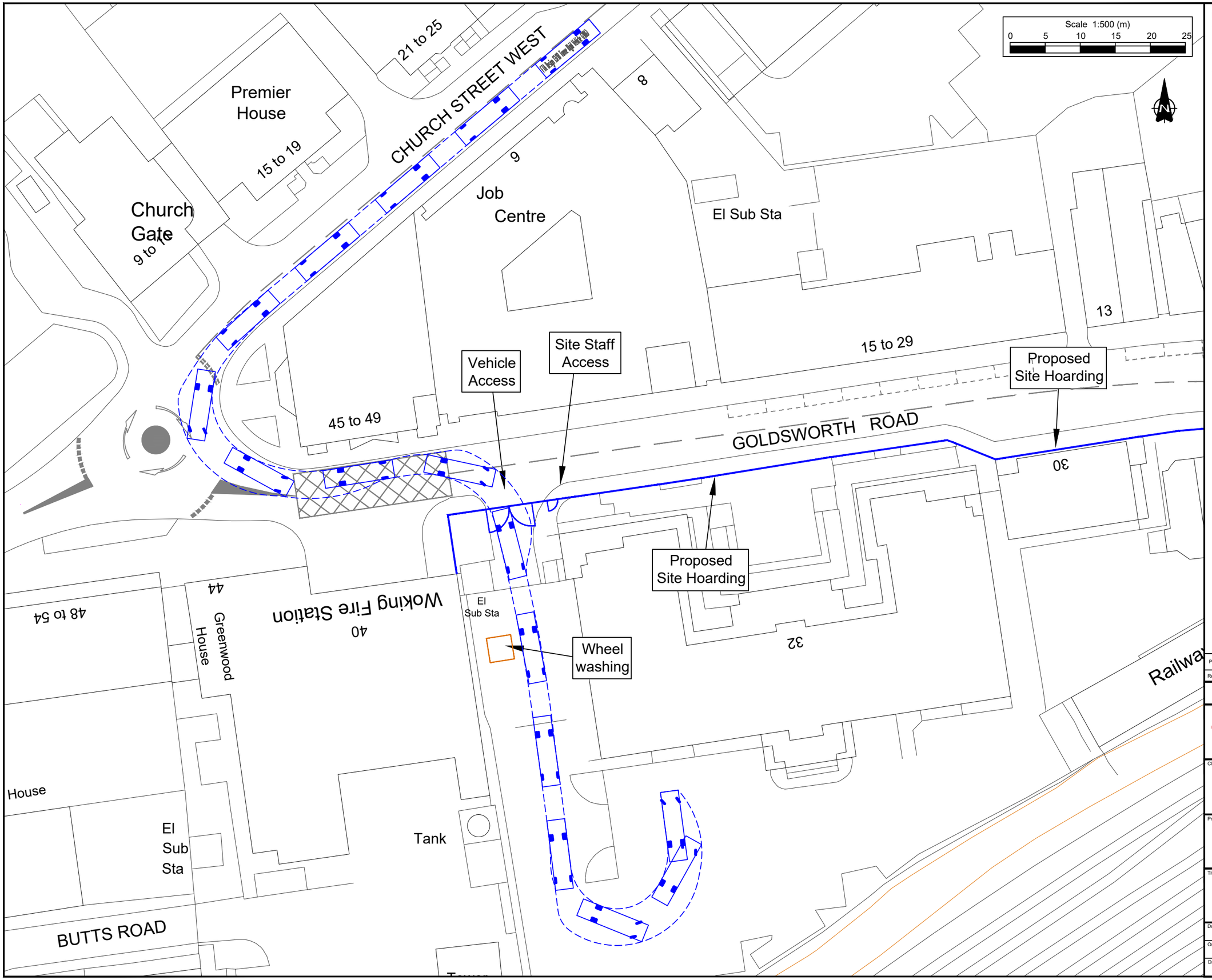
Project: **20-32 Goldsworth Road, Woking**

Title: **Vehicle Swept Path Analysis 10m Rigid Truck Routing to Site**

Drawn	Checked	Reviewed	Approved
MH	JS	JS	JS
Original drg. size	Date of Issue	Scale	Drawing Status
A3	04/03/2024	1:500	Preliminary

Drawing Number: GB01T23I32 - DGN - 001

Rev.: P1



Notes:

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2. All dimensions are shown in metres unless otherwise stated.
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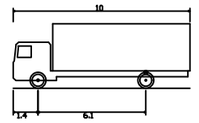
Swept Path Details:

1. Vehicle forward speed: 5kph
2. Vehicle reverse speed: 2.5kph

No dry steering has been used



FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock-to-lock time	3.00s
Curb to Curb Turning Radius	11.000m

FTA Design HG Rigid Vehicle (1998) — Forward movement

FTA Design HG Rigid Vehicle (1998) — Reverse movement

Vehicle body envelopes

Rev	Date	Revision details	Drawn	Check	Review	Approv
P0	30/06/23	Initial issue	MH	JS	JS	JS

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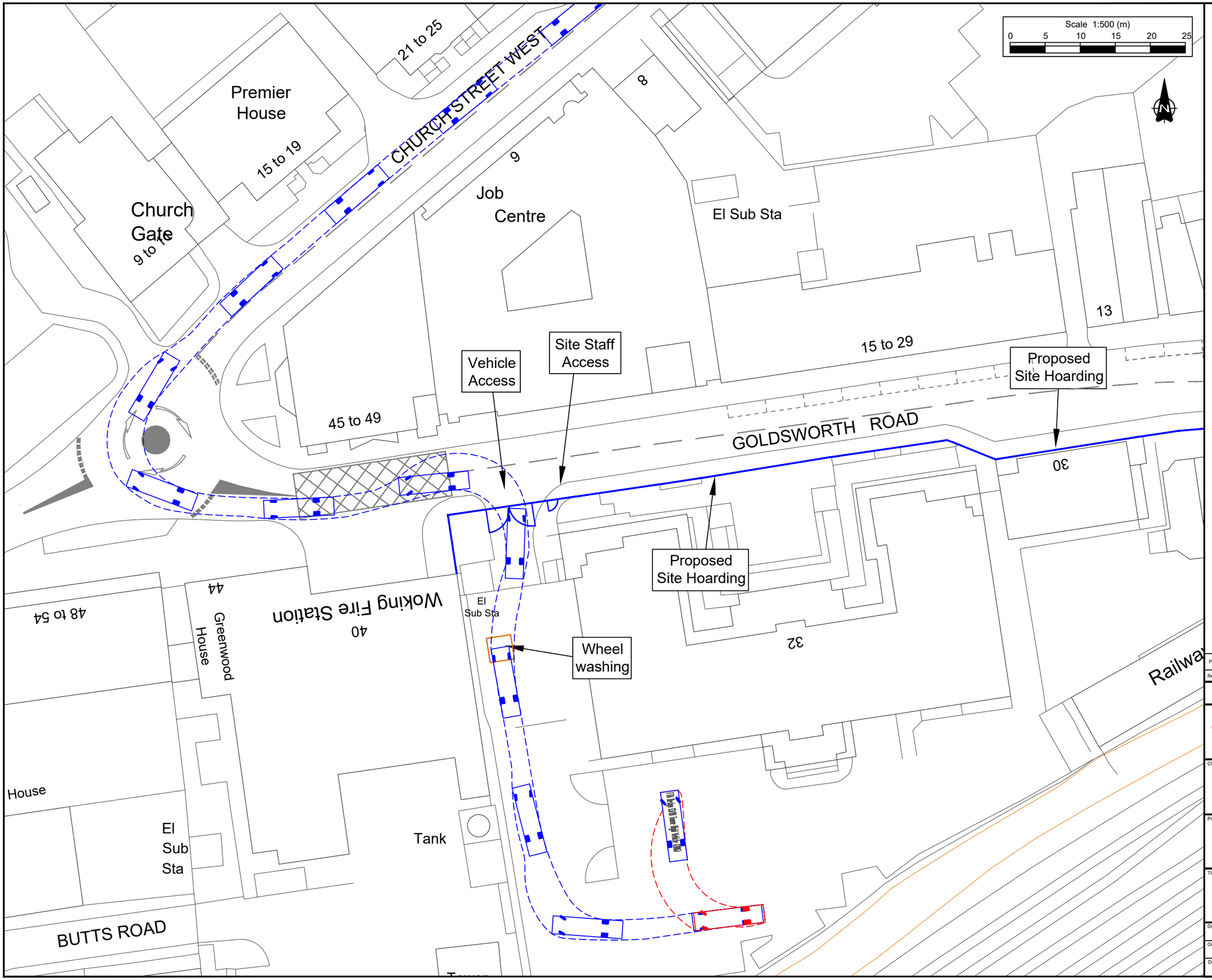
Project: **20-32 Goldsworth Road, Woking**

Title: **Swept Path Analysis, 10m Rigid Truck inbound to Site**

Drawn	Checked	Reviewed	Approved
MH	JS	JS	JS
Original drg. size	Date	Scale	Drawing Status
A3	20/03/24	1:500	Preliminary

Drawing Number: GB01T24I32-DGN-005 Rev. P0



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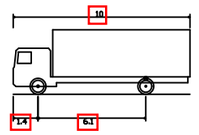

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Forward movement

Reverse movement

Vehicle body envelopes

Rev	Date	Revision details	Drawn	Check.	Review	Approv
P0	30/06/23	Initial issue	MH	JS	JS	JS

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Drawn	Checked	Reviewed	Approved
MH	JS	JS	JS
Original drg. size	Date	Scale	Drawing Status
A3	20/03/24	1:500	Preliminary

Drawing Number: GB01T24I32-DGN-006 Rev. P0

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