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# HEYTHROP

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**After 70 hours of public consultation in Autumn 2017, including two public exhibitions and meetings with stakeholders and community members, we submitted a planning application to the Royal Borough of Kensington and Chelsea at the beginning of this year.**

Following additional feedback, we are now amending our proposals to further reduce the impact of construction works on residents.

Having received feedback from residents about construction traffic we responded by:

- Reducing the basement and volume of construction across the site
- Reducing the overall number of construction vehicles required
- Reducing the number of vehicle movements during the peak period
- Reducing the length of the construction programme

#### **Deck level reduction:**

In response to comments from the Council and the GLA regarding the difference between the proposed landscaped deck and existing open space, we are lowering the deck by 1.5 metres.

#### **Basement reduction:**

Having taken on board feedback from residents and the Royal Borough of Kensington and Chelsea, we will reduce the proposed basement size by circa 25%. This will result in a series of benefits in relation to construction traffic and the construction programme.

The changes are as follows:

- 25% reduction in excavation which will mean that fewer muck-away vehicles are required
- 41% reduction in concrete volume (piles and slabs) needed to construct the basement, significantly decreasing the impact and duration of works
- 20-30% reduction in construction traffic during the basement works – 1,400 fewer vehicle movements
- Overall duration of construction will be cut by 4 months
- Peak vehicle numbers will decrease by 20-30%. The peak period for vehicles will only be for 2 quarters of the construction cycle.
- The period of peak vehicle movements will be reduced by 2 months
- There will be fewer vehicles for the majority of the construction

**The overall decrease in the duration of works and vehicle numbers will significantly reduce the impact of construction.**

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As a responsible developer we are giving careful consideration to those living and working close to the site to respect our neighbours during construction.

We have appointed construction logistics experts to produce a Construction Traffic Management Plan (CTMP) and Construction Environmental Management Plan (CEMP), taking into consideration the guidance from the Code of Construction Practice published by RBKC in April 2016.

**Neighbourhood engagement:**

We are committed to working with our neighbours throughout construction and

we will maintain ongoing communications, including newsletters and neighbourhood liaison meetings. This will provide the community with the opportunity to meet regularly with the construction team and ensure a two-way dialogue is maintained.

**Working Hours:**

Working hours will be agreed with RBKC in consultation with Transport for London, stakeholders and the community.

Permitted hours are typically **8am to 6pm Monday to Friday**. Works outside of these hours will require advance permissions from RBKC.





### **Dust and noise monitoring:**

Equipment will be set up at key locations across the site to monitor noise and dust. Works that exceed noise limits will be halted dust will be suppressed through damping down and screening.

### **A joined up approach:**

We will identify and work with other development sites locally to ensure that a joined up and well managed approach is taken.

### **Supporting local communities:**

We will support the communities where we work by providing local employment opportunities, apprenticeships and training

schemes, and will work with RBKC to maximise opportunities for local people. We believe it's essential to pass on our skills and expertise to the next generation.

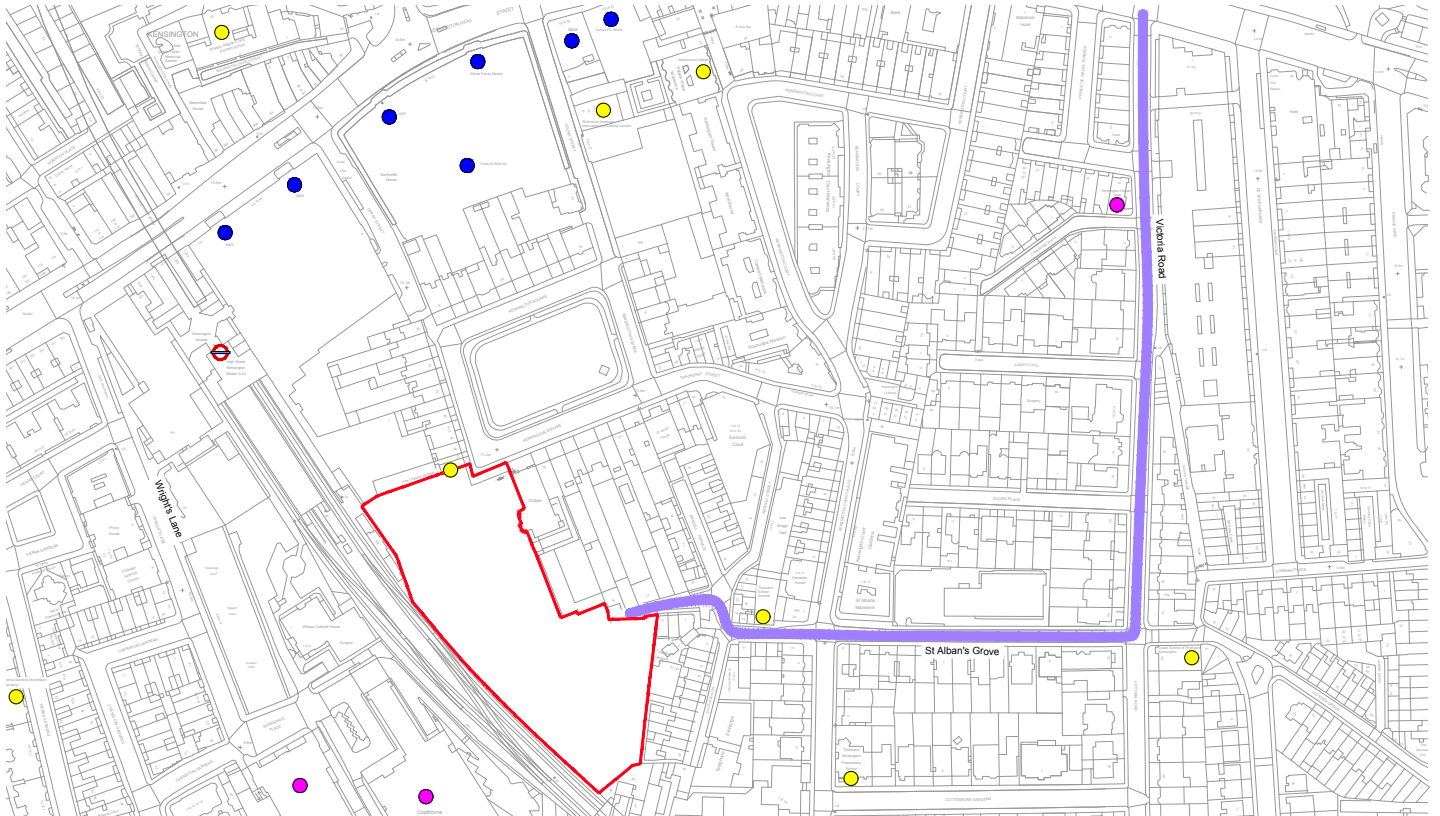
### **Considerate Constructors' Scheme**

The site will sign up to the Considerate Constructors' Scheme, a national initiative set up by the construction industry to improve its image and implement a code



of conduct designed to encourage best practice beyond statutory requirements.





**Construction traffic routes:** The proposed traffic route to the site has been selected to minimise impact on surrounding roads and provide the most direct route to the site:  
**Kensington High Street > Victoria Road > St. Alban's Grove > South End > Heythrop**

#### **Road and site access management:**

Construction traffic will enter and exit the site from the existing access at South End. All loading and unloading will take place inside the site and vehicles will be required to turn within the site before exiting. Wheel washing will be in place to minimise dirt on local roads.

Site deliveries will take place between **9.30am and 3pm Monday to Friday** during term time. No deliveries will take place out of hours without prior permission from RBKC.

Traffic Marshals will be posted at the site access and along the agreed route. These marshals give safe direction to school children, pedestrians, vulnerable users and other road users passing along the routes.

All vehicles visiting the site will be controlled using GPS tracking and traffic management systems to ensure that all movements, loading/unloading are carried out safely.

#### **Vehicle tracking and parking suspensions:**

Swept path analysis has been undertaken to evaluate how construction vehicles will interact with local roads. The study has identified that only a small number of parking suspensions may be required to allow passage for some larger vehicles along the route.

**Please do not hesitate to contact us if you have any questions.**

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