



FRAMEWORK CONSTRUCTION MANAGEMENT STATEMENT
St Michael's Convent, Ham Common, Richmond

Document History

Issue	Date	Description	Prepared By	Checked By
1	12 Aug 16	Draft for comment	O Smith	T Foxall
2	06 Sept 16	Issue 2	O Smith	T Foxall

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1.0 Introduction

- 1.1 This Framework Construction Management Statement (FCMS) has been prepared by Glanville Consultants on behalf of Beechcroft Developments Ltd in support of two planning applications for the re-development, for residential purposes, of St Michael's Convent, Ham Common, Richmond.
- 1.2 The combined applications seek permission for a total of 28no. new retirement dwellings achieved through a combination of conversion and new build. 26no. of these dwellings would achieve access via Ham Common, while two would achieve access from Martingales Close. However, for construction purposes access will be achieved from Ham Common for both applications.
- 1.3 Upon appointment of a contractor, a full Construction Management Plan (CMP) will be prepared. The full CMP will set out how the contractor will implement measures to minimise construction impacts on local residents and the public highway in the vicinity of the development site as well as targeting the use of 'green' construction vehicles.
- 1.4 The CMP will be implemented to ensure that the construction of the proposed development is undertaken in an efficient and sustainable way.
- 1.5 This FCMS provides a framework around which the full CMP will be prepared and outlines how all types of freight vehicle movement to and from the site will be managed.

2.0 Objectives

- 2.1 The main objective of this FCMS is to minimise the impacts of construction related traffic and facilitate sustainable construction travel to and from the proposed development.
- 2.2 In order to achieve this objective, several goals have been set:
- i. to encourage construction workers to travel to the development site by non-car modes;
 - ii. to reduce the need for construction travel during peak periods and if possible reduce the need for construction travel overall by encouraging the most efficient use of construction freight vehicles;
 - iii. to encourage the use of greener/sustainable vehicles; and
 - iv. to manage the delivery of the CLP with construction contractors.

3.0 Construction Traffic

- 3.1 All deliveries will access the development site from Ham Common. The routes to the development site, which the construction traffic will take, will be made clear upon appointment of the contractor.
- 3.2 Due to the constraints of the width of the access points into the site, in order for large construction vehicles to access the site it is envisaged that a section of wall at the western access will be required to be carefully taken down and re-built in its current form once construction is complete. It is estimated that circa 1.2m of the existing wall will need to be temporarily removed to allow construction vehicles to enter the site. An alternative would be to service construction vehicles on-street on Ham Common.
- 3.3 Trained, qualified and certificated Banksman wearing high visibility jackets/vests will be used to direct vehicle manoeuvres when at the development site to ensure safe turning of construction traffic to access the site.
- 3.4 With regards to vehicle routing, appropriate signage will be erected to instruct construction and delivery vehicles of the direction to take to and from the development site. All signage related to the construction works will be maintained and regularly inspected and removed on completion of works.
- 3.5 Prior to the construction phase commencing, the contractor will enter into a routing agreement with LBRuT to ensure that all heavy construction traffic to and from the development site follows the appropriate routes as set out in paragraph 3.2.
- 3.6 The arrival and departure of all construction vehicles will be co-ordinated by the Project Manager and / or Site Supervisor. The contact details for both will be provided to LBRuT prior to the commencement of construction works.
- 3.7 All deliveries will be carefully managed to minimise disruption to local residents, local businesses and users of the public highway throughout the construction period and therefore, construction traffic will not be permitted to access or egress the site during the network peak hours (08:00 – 09:00 and 17:00 – 18:00).
- 3.8 Prior to their arrival at the site, suppliers or drivers will notify the Site Supervisor to indicate their anticipated arrival time. If, in the rare event that a problem with access to the site is identified while a delivery is in transit, the driver will be instructed to wait at the closest safe location to the site for further instruction.
- 3.9 All sub-contractors and material suppliers will be provided with details of the proposed vehicle routes to and from the site. They will be expected to conform to these routes.
- 3.10 Final details regarding traffic management will be agreed with LBRuT prior to the onset of any works. The Principal Contractor will co-ordinate all deliveries to and from the site and ensure that:
- all delivery and collection vehicles are aware of the proposed routing;
 - prior to a delivery of collection, hauliers will notify the relevant authorities (TfL, Police, Highways Authority etc.) in accordance with the Road Vehicles (Authorisation of Special Types) Order 2003, if required; and
 - Larger vehicles will be scheduled to avoid network peak hours.

Site Management

- 3.11 A 'before-work commencement' highway condition survey will be undertaken prior to commencement of the works at which time the condition of existing highway infrastructure, including carriageway, footway, street furniture and vegetation, will be recorded and agreed in writing with LBRuT. Any damage to the highway proven to be as a result of construction activities will be fully reinstated to at least the original condition as agreed between LBRuT and the contractor.
- 3.12 Throughout construction, appropriate signage, which accords with necessary standards and requirements, will be provided around the development site along Ham Common, to protect and warn pedestrians, cyclists and motorists of all construction activities. It is envisaged that the scheme will include a monitoring regime to repair or replace any damaged or lost signage as necessary.
- 3.13 Throughout construction, it may be necessary to implement appropriate pedestrian diversion routes away from the site to ensure safety for those on foot. Any such diversion routes will be designed to give priority to pedestrians, being mindful of the elderly and less able-bodied in the area and put into practice in accordance with a scheme to be submitted to, and approved in writing by LBRuT.
- 3.14 Measures to protect the public highway from dust and debris as a result of construction activity, such as sheeting, scaffolding and construction vehicles, will be implemented. Further, upon departing the development site, construction vehicles will be inspected and washed down.
- 3.15 There will be no unnecessary parking of vehicles related to the development in the vicinity of the site. All vehicles associated with the development will not be permitted to park on the public highway in the vicinity of the site.

Public Consultation

- 3.16 Local residents will be kept informed of the progress of the works throughout the construction process. In addition, they will be informed of dates and times of significant deliveries. In the event of issues being raised, LBRuT will be provided with contact details of the person to liaise with. The contact details will also be posted on the site hoarding for the benefit of local residents.

4.0 Framework Construction Management Statement Targets

4.1 The FCMS targets should align with the objectives and measures set out previously in this Statement. Examples of targets that could be developed include:

- restriction of construction trips to be undertaken outside of network peak hours;
- limits on the number of daily construction trips to site; and
- a target percentage of construction vehicles to be 'green' vehicles.

5.0 Summary

- 5.1 This Framework Construction Management Statement has been prepared to demonstrate how construction traffic will be appropriately managed during the construction phase.
- 5.2 Upon appointment of a contractor, a full Construction Management Plan (CMP) will be prepared which builds upon the content of this FCMS. The full CMP will set out how the contractor will implement measures to minimise construction impacts on local residents and the public highway in the vicinity of the development site as well as targeting the use of 'green' construction vehicles.
- 5.3 Given the content of this report, it is considered that provision of a full CMP should be subject to an appropriately worded planning condition.



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