

The Firs, Church Grove
London Borough of Richmond

Framework Construction Traffic
Management Plan

For

Charities Aid Foundation

Document Control Sheet

Framework Construction Traffic Management Plan

The Firs, Church Grove

Charities Aid Foundation

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
12/12/2016	Draft	Kathryn Lewis	David Lewis

Contents

1.0	Introduction	1
2.0	Construction Project Manager	2
3.0	Access	3
4.0	Programme of Works	4
5.0	Nuisance Control	5
6.0	Summary	6

Appendices

- A Existing Highway Arrangement
- B Proposed Site Setup
- C Vehicle Routeing Plan
- D Swept Path Analysis

1.0 Introduction

- 1.1 Motion has been appointed by the Charities Aid Foundation to produce this Framework Construction Traffic Management Plan (Framework CTMP) in relation to the development proposals at the Firs, Church Grove, within the London Borough of Richmond.
- 1.2 The site is located on the eastern side of Church Grove which runs on a broadly north to south alignment from Hampton Court Road to Park Road. The site is bound by residential units to the north, Bushy Park Pre-School to the south and Saddlers Mews to the east.
- 1.3 The development proposals comprise the demolition of the existing building and construction of a new building providing 9 residential apartments including basement car parking area.
- 1.4 The purpose of a CTMP is to ensure that the impact of construction work on local residents and the immediate highway network is kept to a minimum. The Construction Project Manager (CPM) will be responsible for implementing measures contained in the CTMP and will be the point of contact for local residents. The CPM will also ensure that all contractors working on the site have public liability cover in place prior to the commencement of works.
- 1.5 At this stage of the process, prior to the appointment of a contractor, some information relating to the CTMP is unknown. This document therefore provides a Framework CTMP which provides an initial assessment of the likely construction access strategy and arrangements. The CTMP is a live document and will be updated by the contractor, once appointed, to include relevant information and if necessary address issues that may be identified through consultation with local residents as the project progresses. Any revisions made to the CTMP will be submitted to the Council for approval.

2.0 Construction Project Manager

- 2.1 The Construction Project Manager (CPM) will be responsible for implementing measures contained in the CMP and will be the point of contact for local residents.
- 2.2 The 24 hour contact details of the CPM will be displayed on the frontage of the site. The CPM will liaise with local residents when necessary to ensure that they are aware of the programme of works taking place and to give advanced notice of any noisy or disruptive works.
- 2.3 The CPM will be responsible for the monitoring and reviewing of the CMP and will deal with any concerns of local residents and businesses. The details of the CPM will be added to this report once appointed.

3.0 Access

- 3.1 The site is bound by residential dwellings to the north, Bushy Park Pre-School to the south and Saddlers Mews to the east. There is a vehicle crossover at the frontage of the providing access to the site from Church Grove. The existing highway arrangement in the vicinity of the site is shown on Drawing 161043-01, attached at [Appendix A](#).
- 3.2 The access is considered large enough to accommodate construction vehicles and as such a temporary vehicle loading area will be located on-site. It is intended that spoil from the demolition of the existing property will be stored in a skip on site to be collected by a grab lorry. This proposed site setup is shown on Drawing 161043-02, attached at [Appendix B](#).
- 3.3 When larger vehicle area stopped on site they will extend over part of the footway directly in front of the property. In order to maintain a pedestrian route past the site when the vehicle is in place a temporary footway route will be put in place within the verge adjacent to the site, as show on Drawing 161043-02.
- 3.4 It is proposed that construction vehicles will approach the site from Hampton Court Road turning into Church Grove and approaching the site from the south. Vehicles will continue to the north of the site and proceed to reverse into the temporary vehicle loading area. Vehicles will exit the site in a forward gear proceeding southbound on Church Grove before turning eastbound onto Hampton Court Road and joining the strategic highway network. A vehicle routeing plan is attached at [Appendix C](#).
- 3.5 Swept path analysis of a tipper/grab lorry, concrete mixer and box van accessing and exiting the loading area is attached at [Appendix D](#).
- 3.6 All deliveries will be pre-booked and allocated set arrival times. Suppliers shall call the CPM a minimum of 20 minutes before their vehicle arrives at the site to confirm that the loading area is available. If loading space is unavailable, vehicles will be turned away and given an alternative delivery time.
- 3.7 All vehicle movements to and from the site will be supervised by trained banksmen who will manage the interaction between construction vehicles, pedestrians, cyclists and other road users.

4.0 Programme of Works

- 4.1 In advance of the granting of planning permission and the appointment of a construction contractor it is not possible to provide a detailed programme of works. The programme of works will be updated with the dates envisaged for each phase of works once planning permission has been granted and following appointment of a contractor.

Phase	Weeks
Site Setup	[TBC]
Demolition/ Excavation/ Structural Works	[TBC]
Non-Structural Works	[TBC]
Internal Fit Out	[TBC]
Site Clear Up	[TBC]
Total	[TBC]

Table 4.1 Programme of Works

Description of Works

Site Set-up

- 4.2 A hoarding will be installed along the frontages of the site. The hoarding will assist in making the site secure and creating a safe working area whilst ensuring that unsightly construction works are screened from the public.
- 4.3 The CPM will liaise with LB Richmond to agree the exact extent of the hoarding and lighting requirements in accordance with their licensing procedure.
- 4.4 The expected temporary arrangement during construction, including the location of the hoarding is shown at Drawing 161043-02, attached at [Appendix B](#).

Structural/Non-Structural Works/ Internal Fit Out

- 4.5 Construction vehicles will approach the site from the south and reverse into the temporary vehicle loading area to load/unload materials. In order to maintain the safety of other road users, banksmen will be in place to supervise construction vehicle movements at the site.
- 4.6 During the fit-out, smaller vehicles will be visiting the site such as plasterer's/electrician's/plumber's Transit type vans. Contractors will be advised that there limited parking on site and will be encouraged to travel by sustainable modes of transport.

Material Storage and Transfer

- 4.7 Materials will be stored within the site and an indicative material storage area is shown at Drawing 161043-02, attached at [Appendix B](#).

5.0 Nuisance Control

- 5.1 A range of measures will be implemented to ensure that the potential impact of the works on local residents and neighbours will be minimised. These measures are discussed in turn below.

Dust Control

- 5.2 A hoarding bordering the frontage of the property will help contain any dust. If required, scaffolding and sheeting can be erected to contain any further dust. Water dampening measures can also be used if considered necessary.

Site Waste Management Plan

- 5.3 All waste will be dealt with in accordance with the duty of care Section 34 of the Environmental Protection Act 1990 and the Environmental Protection (Duty of Care) Regulations 1991. Where hazardous waste is identified, it will be controlled and disposed of following the Environment Agency approved procedures.
- 5.4 A Site Waste Management Plan will be prepared by the contractor and will be agreed with the authority prior to commencement of work on site.

Work Hours

- 5.5 Demolition and building work which can be heard at the boundary of the site will be restricted so as to reduce noise. Due to the proximity of Bushy Park Pre-School, working hours will be further limited to reduce potential conflicts.
- 5.6 The site will be restricted to between the following hours:
- ▶ 09:30 to 15:00 Monday to Friday
 - ▶ 08:00 to 13:00 on Saturday; and
 - ▶ Not at all on Sundays, bank holidays and public holidays.

Site Security

- 5.7 All construction materials will be stored within the hoarded area. The CPM will be responsible for site security and emergency procedures. Once the CPM has been appointed, residents will be advised of appropriate procedures and contact information for out of hour's incidents. This information will be displayed on the site hoarding.

Consultation

- 5.8 The CPM will liaise with immediate neighbours to ensure that residents are aware of how the construction works are progressing and provide them with the opportunity to raise any issues that may arise as they occur.

6.0 Summary

- 6.1 Motion has been appointed by the Charities Aid Foundation to produce this Construction Traffic Management Plan (CTMP) in relation to the development proposals at the Firs, Church Grove, within the London Borough of Richmond.
- 6.2 The development proposals comprise the demolition of the existing building and construction of a new building providing 9 residential apartments including basement car parking area.
- 6.3 The purpose of a CTMP is to ensure that the impact of construction work on local residents and the immediate highway network is kept to a minimum. The Construction Project Manager (CPM) will be responsible for implementing measures contained in the CTMP and will be the point of contact for local residents. The CPM will also ensure that all contractors working on the site have public liability cover in place prior to the commencement of works.
- 6.4 The CTMP is a live document and will be updated by the contractor, once appointed, to include relevant information and if necessary address issues that may be identified through consultation with local residents as the project progresses. Any revisions made to the CTMP will be submitted to the Council for approval.