

# EXISTING ENVIRONMENT

## SITE CONTEXT

The Site is located within Teddington, in the LBoRuT. The Site is broadly trapezoid in form, with the exception of its south-west edge, covers 12.8 acres and is bordered by residential development on:

- Fullerton Court (to the north);
- Kingston Lane (to the east);
- Cromwell Road (to the south); and
- Udney Park Road (to the west).

Teddington High Street is 160m to the north of the Site, beyond which there is a continuous settlement pattern extending to Twickenham. The Site is part of a townscape which consist of a mixture of Victorian, Edwardian, post 1950s and contemporary buildings.

To the south of the Site, Teddington's residential settlement pattern extends to border the walled grounds of Bushy Park, 375m to the south of the Site. Hampton Court is to the south of Bushy Park and adjacent to the River Thames, 2.25km to the south of the Site.

To the west of the Site Teddington's settlement pattern continues towards Hampton Hill, with Fulwell Park and Golf Course forming a notable break in the settlement pattern, 1.9km to the north-west of the Site.

## TOPOGRAPHY AND HYDROLOGY

The River Thames meanders to the south, east and north of the Site, and at its closest point is 560m to the north-east of the Site. The Site is therefore within the plains of the River Thames situated across flat landform between 5 - 15m Above Ordnance Datum (AOD).

The landform remains consistently flat adjacent to both sides of the River Thames, before rising across Hampton Hill (15-25m AOD), to the west of the Site, and Sawyer's Hill to the north-east of the Site (50-55m AOD).

Other waterbodies within the area include Longford River to the west of the Site which flows through Bushy Park (with a number of large ponds) to the River Thames and the Long Water, a 1km long rectangular water body within Hampton Court.



## OUTLINE PROPOSALS

The proposed scheme will see the former Imperial College London Private Ground on Udney Park Road, Teddington, London, TW11 9BB, regenerated for a mixed-use development that will deliver high-quality sports and community facilities, alongside new public open space, affordable care led accommodation for Older People and a new GP surgery . This triple approach secures a sustainable, inclusive future for the site, the benefits of which underpin national and local planning policy.

With the creation of the Teddington Community Sports Ground Community Interest Company, three areas will be established :

- Assisted living, extra care, residential development and new GP surgery;
- Open parkland with community Orchard and outdoor gym;
- Community sports facilities.

The proposed community sports facilities will comprise of the following:

- A full-size Third Generation artificial grass pitch (3G AGP)
- Natural grass playing pitch provision
- Tennis Courts / MUGA
- Community pavilion containing changing rooms, kitchen, bar and server, flexible-use community rooms and crèche





# CONSTRUCTION MANAGEMENT

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## **ON SITE PARKING PROVISIONS (CONSTRUCTION STAFF/ MANAGEMENT STAFF/VISITORS)**

Adequate on-site parking will be provided for construction staff (work related vehicles) management staff (company/private vehicles) and visitors (company/private vehicles) to ensure there is no additional parked vehicles on the surrounding public roads. The designated parking areas will have provisions for vans, cars, motorcycles and bicycles.

## **SITE STORAGE**

All materials, waste and general supplies will be stored on site in designated areas within the secure site compound. Storage containers will house smaller materials and supplies. Larger materials will be stored within designated hoarded areas.

A waste/recycling area will house a selection of skips to effectively store waste prior to collection.

## **DELIVERIES AND VEHICLE MOVEMENT**

Construction/delivery vehicle movements to and from the site will be scheduled during off-peak times where possible. To minimise disruption a pull in waiting area will be provided on site, to ensure construction vehicles are not effecting the general flow of traffic along the surrounding roads. A banks man will meet all construction traffic and deliveries, directing them to the relevant areas to ensure the entrance to the site is never congested.

On-site vehicular movement will be controlled by the use of vehicular access routes which are to be designated using vehicle barriers. Designated turning and material drop off zones will also be provided to allow deliveries to unload efficiently. Separate pedestrian access gates will be provided for construction workers to enter and leave site on foot. Refer to the site set up plan for further information.

## **HAULAGE & DEBRIS REMOVAL**

Haulage and debris removal will be carried out by qualified personal in a controlled manor, in accordance with relevant legislation, regulations and policies.

Any hazardous debris removal (if applicable) will be carried out by approved specialists.

## **TEMPORARY SUSPENSION OF HIGHWAYS RELATED ASPECTS**

The site does not require the temporary suspension of any highways related aspects.

## **SITE AND BOUNDARY SECURITY**

The site is to be secured with a 2.4m tall engineered hoarding system, designed to withstand all anticipated loads in accordance with BS 5975:2008. Appropriate signage will be made visible to pedestrians and vehicle users of any potential hazards and construction vehicle movements.

Security lighting will also be provided where appropriate as well as security patrols. All equipment is to be stored in a locked compound overnight to protect against theft.

## **SITE DEBRIS CONTROL**

The site vehicle routes and compound will be constructed to a base course, greatly reducing the accumulation of soil on construction vehicles and therefore reducing the amount of soil spread on local roads. There is however still the potential for soil and other debris to leave the site particularly during the ground works stage. Methods to reduce site debris will be employed where appropriate, these could include:

- Use of approved mechanical road sweeper

- Vehicle wash down stations surrounding the site gates to wash vehicles before they leave site
- Controlled vehicle routes

## DUST MANAGEMENT

In order to prevent and minimise the generation of dust, a number of control measures will be implemented during the construction phases of the project. This can be done by firstly eliminating the source of dust generating activities by specifying pre-fabricated building components where possible. The following methods will be used to control the production of dust during construction:

- Selection of dust minimising methods and tools/plant
- Local Extract Ventilation (LEV) fitted to all power tools where possible
- Wet cutting, sawing, drilling & grinding
- Concrete production to be carried out off-site or in shielded areas
- Damping down dry soil during excavation
- Vacuum cleaning and damp sweeping
- Good site housekeeping

Training will be required to ensure the above control measures are implemented. Dust control will form part of the site induction for site staff and will focus on:

- Health benefits of dust minimisation
- Cleaning regime
- Method statement briefing including dust control measures



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## WASTE MANAGEMENT

The removal of waste products from site will be minimised by the recycling of excess materials, wherever possible. A materials handling procedure will ensure that all usable materials are stored in the site materials store overnight and work areas are cleared at the end of every shift. The following measures will be implemented to ensure effective waste management:

- Segregation of waste materials and recycling groups
- Incentives for sub-contractors to follow the Waste Management Plan
- Monitoring of waste performance against the Waste Management Plan

## NOISE MANAGEMENT

Construction personal will be encouraged to eliminate noisy processes or substitute them for a less noisy processes where possible. Any unavoidable excessively loud tasks will be carried out during limited time slots, to reduce any potential impact on the surrounding environment.

Various proactive noise management solutions will be implemented throughout the building design and construction process. For example:

- Building Design - Installing service ducts built into the structure to reduce the need for chasing channels in walls using noisy equipment.
- Substituted Tasks - Use a hydraulic block splitter rather than a cut-off saw to cut blocks.
- Prior Assessment - Compare noise levels from power tools before buying/hiring equipment using the information from the manufacturer or supplier, then select the quietest tools that are effective for the job.

## VIBRATION CONTROL

Vibration control measures will be enforced in accordance with HSE recommendations. This will involve an assessment of staff and the tasks in which they are carrying out so that relevant measures can be put in place to ensure their safety.

An 'Assess > Control > Review' method will be used to maintain a safe working environment.

## OPERATIONAL WORKING HOURS

The standard operational working hours are to be:

Monday to Friday 08:00 – 17:00

Saturday: 08:00 - 13:00

## CONSTRUCTION PROGRAMMING

A detailed construction programme will be prepared at the start of the project so that all aspects of the construction process can be managed effectively. The programme will be updated throughout the project and assist with many aspects, most importantly in creating a more efficient and safe construction site. The below points are the key points in which the detailed construction programme will assist the general workings of the site.

- Time Lines/Critical Path- Help manage and coordinate when aspects and milestones should be reached and what tasks can safely and effectively happen alongside each other.
- Progress - Ensure that the project is constructed in the most effective manor and to the shortest time line possible, minimising the extent of disruption time to the local environment and public.

- Staff Management - Ensure that the construction trades are managed and coordinated effectively, ultimately creating a more efficient and safer environment.
- Material Management - Materials can be pre-ordered in advanced. Deliveries can be pre-booked/scheduled delivery dates scheduled, to avoid additional deliveries during busy periods on site.

## WELFARE PROVISIONS

Welfare provisions are to be provided in accordance with the requirements of the Construction (Design and Management) Regulations 2015. These are to include:

- Site Office
- Site Toilets (with wash hand basins)
- Site Meeting Room
- Site Canteen







# TRAFFIC MANAGEMENT

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## PREDICTED CONSTRUCTION TRAFFIC VOLUME

Quantum Group recognises that there will be an increased volume of traffic on local roads as a consequence of the construction works. Site staff, sub-contractors and delivery vehicles will be entering and leaving site on a daily basis. Based upon previous schemes of this nature we expect that during the most labour intensive periods of construction the number of vehicles travelling to site would be in the region of 30-40 per day.

## TRAFFIC IMPACT MITIGATION MEASURES

By encouraging certain behaviour site traffic can be reduced for those coming to site to work. Car sharing is an effective way of reducing site related traffic and this will be encouraged where possible. There will be a number of parking spaces available for on-site parking to ensure local roads are not filled with parked construction related vehicle. A proportion of the parking spaces will be allocated exclusively to car sharing groups. There is a number of ways in which car sharing will benefit workers which includes:

- Reduced travel costs
- Allocated car parking spaces for participants
- Reduced travel stress
- Reduces workers vehicle mileage

These benefits will be reminded to workers during their site induction.

### Alternative methods to reduce site traffic include:

- Incentivising cycling and walking by providing on site washing and changing facilities and secure cycle storage. It is appreciated however that only a small number of construction workers will live within walking or cycling distance of the site.

- Use of public transport will be encouraged by making information of public transport options and routes available on the site notice boards. All new sub-contractors will be provided with alternative travel option information as part of their site induction.





# PROPOSED MASTER PLAN

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- 1.** Courtyard Garden.
- 2.** Extra Care Apartments.
- 3.** GP Surgery & Car Park (15 spaces).
- 4.** Public Park.
- 5.** Converted Clubhouse.
- 6.** Extra Care Apartments.
- 7.** 3G Pitch.
- 8.** Turf Pitch.
- 9.** Multi-use Games Area.
- 10.** Car Park (60 spaces).
- 11.** Pavilion and Community Space.
- 12.** Playground.
- 13.** New pedestrian crossing.
- 14.** Community Orchard.