



Draft Construction Management Plan

Sontan Court, Churchview Road, Twickenham

Version No.1B

Table of Contents

- 1. Introduction**
 - 1.1. Background
 - 1.2. Construction Management Plan
- 2. Scope of Works**
- 3. Site Constraints**
- 4. Logistics**
 - 4.1. General
 - 4.2. Traffic Access and Egress
 - 4.3. Road/Pavement Closures
 - 4.4. Construction Logistics
 - 4.5. Plant and Equipment
 - 4.6. Potential Impacts During Construction
 - 4.7. Mitigation Measures
 - 4.8. Site Security
 - 4.9. Accommodation
- 5. Good Neighbour Policy**
- 6. Programme**

Appendix A – Logistics Plan

Appendix B – Site Photos

1 Introduction

1.1 Background

This draft Construction Management Plan (CMP) has been prepared in respect of a revised planning application for the site known as Garages Adjacent to 72-75 Sontan Court, Churchview Road, Twickenham.

The previous proposal was the subject of a full planning application refused by the London Borough of Richmond Upon Thames in September 2017 (17/2759/FUL), and a subsequent planning appeal determination in November 2018 (L/5810/W/18/3196558).

As part of the previous proposal, the development team carried out a process of pre-application engagement with local residents, with formal statutory consultation carried out by the Council during the application and appeal stages.

1.2 Construction Management Plan

This Construction Management Plan (CMP) is intended to set out the procedures and measures that will be put in place to ensure that there is no material impact on adjoining owners, neighbours or stakeholders during and after construction works.

The CMP has been based on current available information and will be updated and developed as more information is available.

The CMP considers analysis of the current scope of works, site and project constraints, how the critical construction activities will be undertaken, and specifically covers the environmental and public health and safety aspects of the proposed development.

2 Scope of Works

The general Scope of Works is identified below:

- Demolition works of existing garage block
- Excavations/forming new foundations
- Utilities installations/diversions
- Masonry framework/building envelope
- Roofing
- Services installations
- New doors/windows
- Fit out and finishes
- Landscaping

3 Site Constraints

The proposed new development is located at the north end of Churchview Road, which is south of the River Crane in Twickenham.



To the north of the development site there are existing grasslands and the River Crane. Residential properties and garages are located to the south and west of the proposed development. Trafalgar Infant School is to the east of the development.

The site has good links to the M3 and M4 motorways via the A316 Chertsey Road which is located to the South of the development.



The main vehicular entrance to the site is via Churchview Road which branches off from the main A305 Staines Road.

The site working hours are 08:00 – 18:00 Monday to Friday & 08:00 – 13:00 Saturday.

4 Logistics

4.1 General

The Logistics plans included within Appendix A are in the draft stage and will be developed further by the appointed Principal Contractor.

4.2 Traffic Access and Egress

There are good road links to the site. The A316 Road which links with the M3, M4 and M25 motorways, as well as the north and south circulars, runs closely along the north of the site.

Where possible peak time (rush hour) will be avoided for deliveries.

The flow of vehicles and deliveries on site will be managed by the Principal Contractor

The following measures will be implemented;

- Traffic marshalling of vehicles entering and exiting construction areas
- The setting of specific delivery and collection times
- Consolidation off deliveries wherever possible
- Prior authorisation to be scheduled with a logistics manager when visiting the site via vehicle
- Just in time delivery system

4.3 Road/Pavement Closures

Road closures are not currently envisaged at this time but closure of the adjacent pavement may be necessary to provide access for cranes – when installing the services plant and equipment – and also for cherry pickers / scissor lifts when working at height. If any closure is required this will have to be by prior agreement with the relevant third parties.

4.4 Construction Logistics

Prior to commencement of works on site, a period of pre-construction planning and activities are required to ensure works can commence.

- Production of a Site Environmental Management Plan and Construction Traffic Management Plan
- Mobilisation of selected plant and operators
- Formulation of project health and Safety Plan and risk assessments
- Formulation of Site Waste Management Plans and Environmental plans as per the current DEFRA guidelines
- Production of detailed works programmes and sequencing
- Surveys of existing services and structures to confirm demolition methodology
- Highways condition surveys to be carried out prior to commencement on site
- Services investigations/surveys for decommissioning purposes
- CCTV surveys of existing drainage if desired
- Neighbour liaison before the commencement on site to explain the nature of works

4.5 Plant and Equipment

Consideration has been given to the type of plant that is likely to be used during the construction works. The anticipated vehicle type and use, as well as the anticipated plant and equipment associated with the construction process are set out in the table below.

Vehicle Type	Use	Distribution
Rigid Heavy Goods Vehicle	Excavated material Removal	Strategic road network to motorway
Small Articulated Vehicle	Plant, steel bar, concrete and building construction materials	Strategic road network to motorway
Specialised Articulated HGV	Steel frame, Mechanical & electrical Plant, roofing materials	Strategic road network to motorway
Specialised Equipment Low Loader	Occasional Delivery of Plant, including piling rigs, cherry pickers, etc...	Strategic road network to motorway
Vans	Plant service, materials, other Suppliers.	Distributed to local and strategic network
Cars	Site workers, occasional deliveries, Couriers etc...	Distributed to local and strategic network

Plant	Substructure	Superstructure	Fit Out
Rotary Bored Piling Rigs	✓		
Excavators	✓		
Compressors	✓	✓	✓
Muck Away Lorries	✓		
Goods Hoist		✓	✓
Mobile Crane		✓	
Mobile Concrete Pump		✓	
General Waste Skips	✓	✓	✓
Power Tools	✓	✓	✓
Delivery Vehicles	✓	✓	✓
Forklifts	✓	✓	✓
Scaffold Access Platforms		✓	✓
Mobile Towers		✓	✓

4.6 Potential Impacts during Construction

A review has been undertaken of the potential source of adverse impacts, which can be associated with carrying out demolition and construction works. The results of this are presented in the table below;

Issue	Potential Impacts	Mitigation
Noise	<ul style="list-style-type: none"> Increased road noise levels from vehicles. Increased noise levels from plant during excavation, piling and general construction works (e.g. from the use of 	<ul style="list-style-type: none"> Vehicle routed to holding area. Engines switched off in holding area Defined working hours, baffles to certain plant, local acoustic screening.

	air compressors and diamond cutters).	<ul style="list-style-type: none"> • Beepers, radios etc. to be silenced.
Vibration	<ul style="list-style-type: none"> • Increased vibration levels from vehicles. • Increased vibration levels from plant during piling and general construction works. 	<ul style="list-style-type: none"> • Phased deliveries to minimise numbers of vehicles attending site, • Engines to be switched off when vehicles are idle or on site • Defined working hours. Selection of appropriate plant and work • procedures.
Dust/Air Quality	<ul style="list-style-type: none"> • Windblown dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding of materials. • Exhaust emissions from lorries and plant delivering and removing materials including dust and particulates. 	<ul style="list-style-type: none"> • Cover all open backed vehicles • 'Water down' structural modification activities • Switch off vehicle engines when parked.
Waste	<ul style="list-style-type: none"> • Waste generation and its disposal. 	<ul style="list-style-type: none"> • Instigate Site Waste Management Plan
Water	<ul style="list-style-type: none"> • Increased sediment loadings to storm water system. • Potentially contaminated storm-water runoff. 	<ul style="list-style-type: none"> • Do not allow direct discharge of water into sewerage collection system.
Traffic	<ul style="list-style-type: none"> • Potential traffic congestion caused by site traffic. • Increased vehicle movements mainly consisting of Heavy Goods Vehicles (HGVs). • Nominal levels of transfer of mud and material from vehicles onto the public highway. • Disruption from abnormal or hazardous loads. • Exhaust emissions. 	<ul style="list-style-type: none"> • Phased deliveries to minimise numbers of vehicles attending site • Switch off vehicle engines when parked, minimise abnormal loads. • Wheel washing
Storage of Fuels and Construction Materials	<ul style="list-style-type: none"> • Accidental spills, discharges to drains/storm-water systems. • Contamination to ground. 	<ul style="list-style-type: none"> • All fuel tanks etc. to be bunded • No discharge allowed into the sewerage collection system.
Pedestrian Access	<ul style="list-style-type: none"> • Restrictions on pedestrian access to walkways, footpaths and roads. 	<ul style="list-style-type: none"> • Clear demarcation signage and barriers.
Hazardous and Contaminated Materials	<ul style="list-style-type: none"> • Exposure of the workforce to deleterious / hazardous materials and contaminated land, • Mobilisation of any source contaminants and creation of pathway from source to groundwater receptor. 	<ul style="list-style-type: none"> • Site investigation report to indicate if any contaminated fill is present. • COSHH assessments and careful implementation of associated working method statements to ensure that no

		hazardous materials find a path to groundwater source.
Ecology	<ul style="list-style-type: none"> • Water / mud run off into the drains. 	<ul style="list-style-type: none"> • Do not allow direct discharge of water into sewerage collection system • Utilise interceptors where necessary.
Energy Usage	<ul style="list-style-type: none"> • Indirect impacts associated with energy consumption such as CO2 emissions, depletion of natural resources, air pollution etc. 	<ul style="list-style-type: none"> • Site environmental plan to be implemented.

4.7 Mitigation Measures

- Industry accepted practical means of preventing, reducing and minimising noise generation will be adopted in agreement with LBRuT.
- Appropriate procedures need to be followed in order to mitigate noise, vibration and air pollution (e.g. through dust and fume generation) impacts.
- Measures currently planned include:
 - No works will be undertaken outside the specified working hours; except in cases of emergency, where safety is an issue, or where conditions of dispensation apply.
 - The contractor will comply with the relevant statutory regulations.
 - All plant and equipment to be used for the works will be properly maintained, silenced where appropriate to prevent excessive noise and switched off when not in use and where practical.
 - Hydraulic machinery and plant will be used in preference to percussive techniques where practical.
 - The contractor will erect and maintain throughout the construction period temporary hoarding around all working areas to assist in the screening of noise and dust generation from low-level sources.
 - Plant will be certified to meet relevant current legislation and Noise and Vibration Control on Construction and Open Sites (BS 5228).
 - Loading and unloading of vehicles, dismantling of equipment such as scaffolding or moving equipment or materials around the site will be conducted in such a manner as to minimise noise generation.
 - Noise complaints, or exceeding of agreed levels will be reported to the contractor and immediately investigated.
 - Vehicles transporting materials capable of generating dust to and from site will be suitably sheeted on each journey to prevent the release of materials and particular matter.

4.8 Site Security

The Principal Contractor will implement security procedures that complement site set up.

The contractor compound will be secured with a 2.4m high holding.

Access for deliveries into the holding area will be controlled by the contractor.

4.9 Accommodation

The contractor's facilities will be located in a designated site compound area. These facilities will stay in-situ throughout the duration.

Facilities will include:

- A management office
- Tea/coffee stations
- Canteen
- Toilets

5 Good Neighbour Policy

A key aspect of the successful management of the project will be to establish and maintain good relationships with all site neighbours. Once a contractor has been appointed, a construction liaison group will need to be established with the closest neighbours and interested parties who would be affected by the demolition and construction works. All relevant parties will be kept updated, advising of construction progress and future activities that may impact on the surrounding areas and neighbours

Formal and informal meetings may be arranged to communicate to all relevant parties when specific high intensity or high risk activities are to be undertaken. Prior to commencement of work, a single point of contact (usually the contractor's Construction or Logistics Manager) will be established as the neighbours point of contact. This person will be named at the site entrance with a telephone number for queries/complaints.

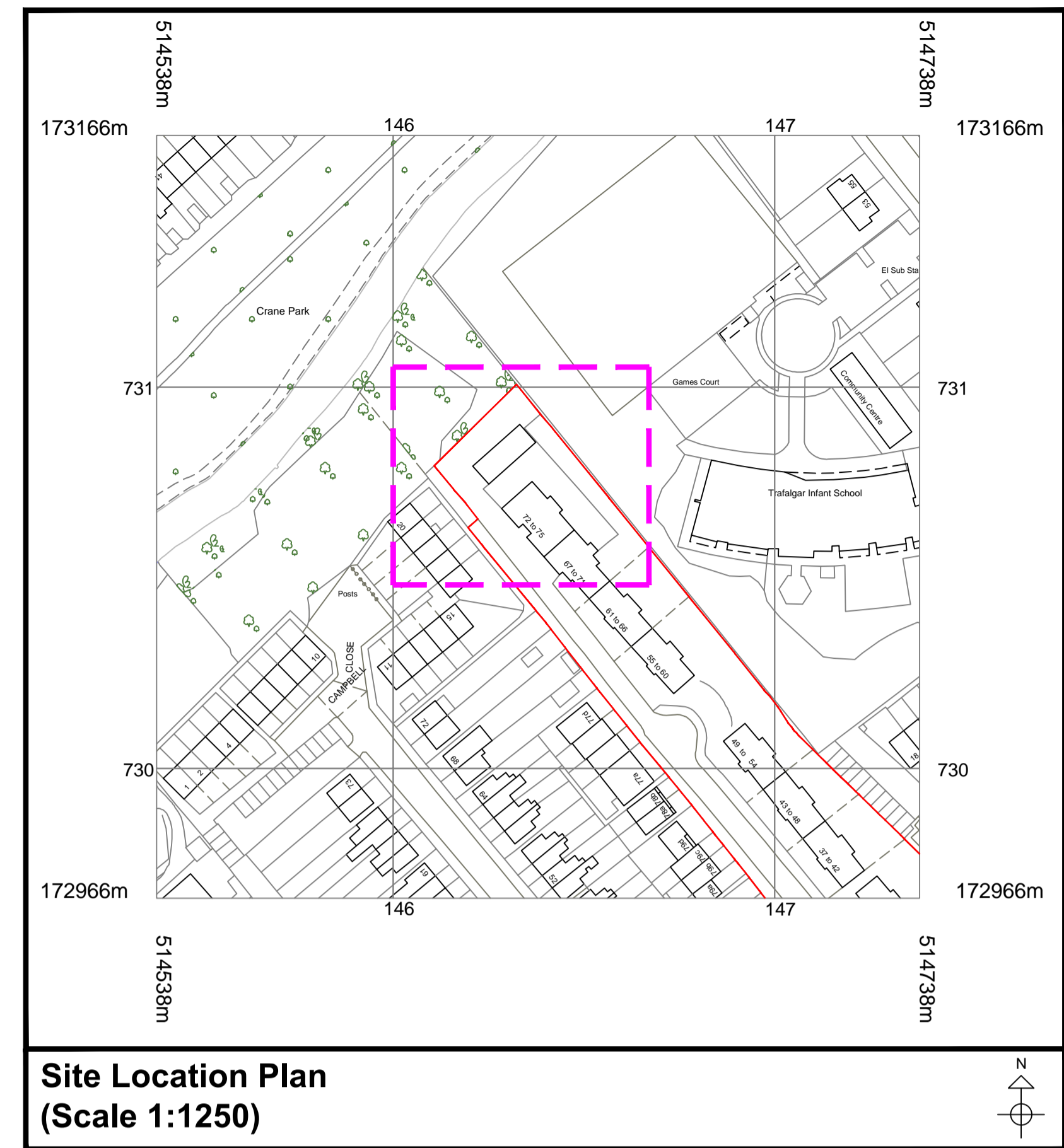
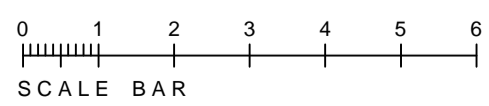
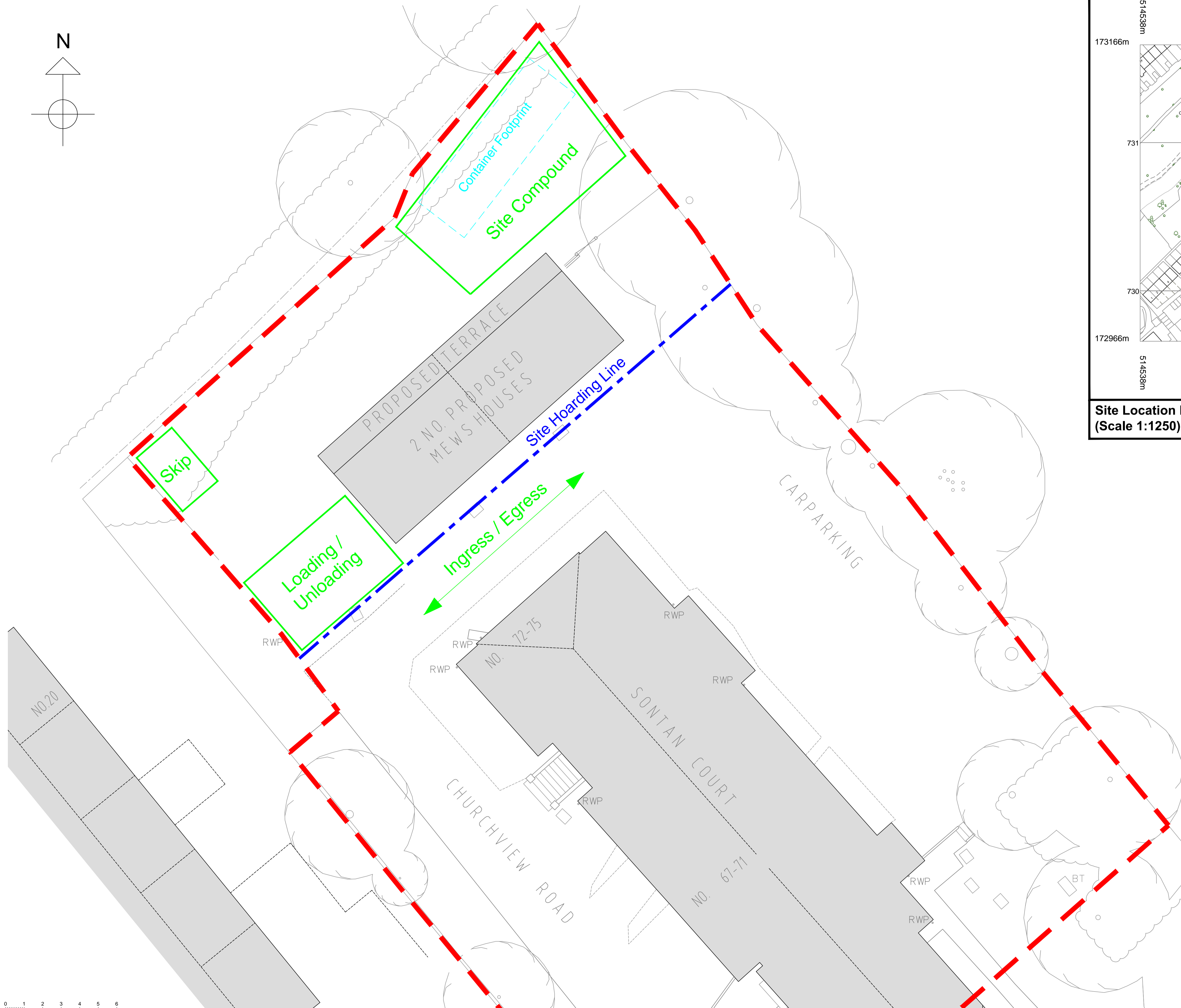
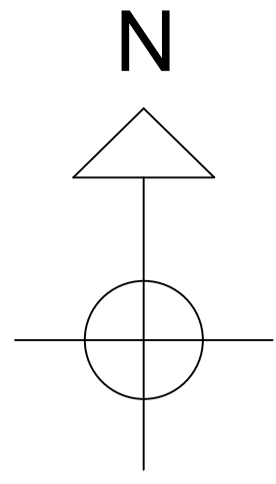
The Construction or Logistics Manager will keep accurate records of complaints received, which will be made available to LBRuT for inspection.

6 Programme

A copy of the Project Programme will be included within Appendix B (TBC when Principal Contractor appointed)

Estimated duration of the works is 6 – 9 months, subject to confirmation by the appointed Principal Contractor

Appendix A – Logistics Plan



Site Location Plan
(Scale 1:1250)

Revisions	
A	Site compound relocated - 15/06/17 - RS
B	Loading / Unloading & skip relocated - 09/03/19 - RS
C	Loading / Unloading & skip relocated - 13/03/19 - RS

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Client

Project

Churchview Road
Twickenham
London
TW2 5BT

Title

Proposed Site Set Up

Job No.	Dwg No.		
WH RS67	001C		
Scale	Date	Drawn	Checked
A1@1:100	Mar 19	RS	NM

Appendix B – Site Photos



Existing Garages



View from Churchview Road



Proposed site set up area will be located to rear, following demolition of the garages