ttp consulting

transport planning specialists

Westlake Property Ltd

47a Lower Mortlake Road, Richmond, London Borough of Richmond Upon Thames

Construction Management Statement

October 2019

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Registered in England: 09931399

Contents

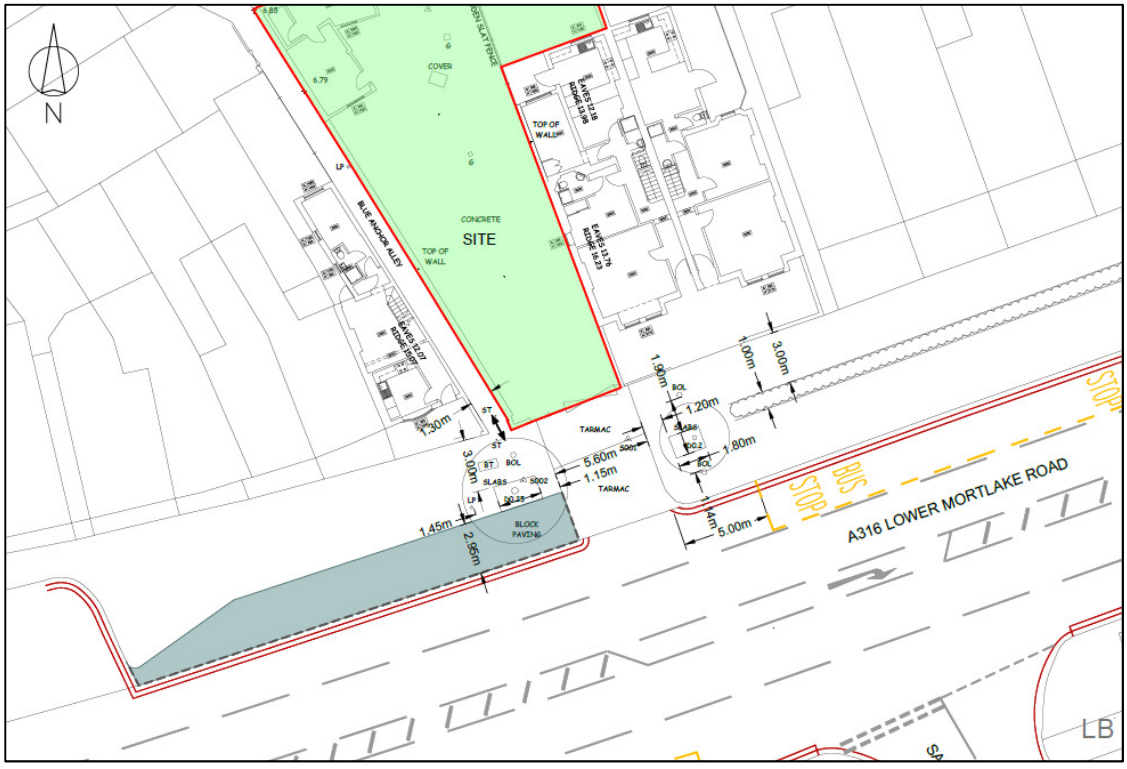
Appendices

1 INTRODUCTION

1.1 TTP Consulting has been appointed by Westlake Property Ltd ("the Applicant") to prepare a Construction Management Statement (CMS) to accompany a planning application for the construction of a 16 bedroom co-living building at 47a Lower Mortlake Road, located in the London Borough of Richmond upon Thames (LBRuT).

1.2 The application site is located on the northern side of Lower Mortlake Road (A316) which is orientated east to west and provides access through Richmond and onto Twickenham to the west and Hammersmith to the east. Lower Mortlake Road is a red route and forms part of Transport for London's Local Road Network (TLRN). It currently provides vehicular access into the site via an existing crossover which is located adjacent to an on-street loading bay, as shown in **Figure 1.1**.

Figure 1.1: Site Location Plan



1.3 The proposed construction works seek to create a 3 storey building and lower ground floor level to accommodate 16 bedrooms and communal living spaces. The existing unused yard will be cleared prior to construction. The construction works are anticipated to last approximately 12 months and begin in June 2020, subject to planning permission and the discharge of all relevant pre-commencement conditions.

1.4 This CMS seeks to outline the management of traffic during the construction works and provide a strategy that will minimise the potential for disruption to local residents and other users of the adjacent highway network. At this stage, the document is provided as a draft until a contractor has been appointed.

1.5 The contents of the CMS will be complied with unless otherwise agreed with the Council. The CMS is a live document that will be updated as necessary to include relevant information and address issues that may be identified as the project progresses. Any revisions made to the CMS document will be submitted to the Council for approval.

1.6 The applicant will be responsible to the CMS until a contractor has been formally appointed. The contractor will then take full responsibility and amend the document as required.

2 LOCAL HIGHWAY NETWORK

2.1 Lower Mortlake Road forms part of the TLRN and is one of the main west to east routes into the centre of London from the southwest. It is a dual carriageway with right turning lanes, bus stops and on-street parking through sections. Richmond gyratory is located to the west whereby the A307 and A316 cross. The speed limit passing the site is restricted to 30mph, whilst an on-street loading bay is located immediately west of the existing site access.

2.2 **Figure 2.1** shows the local highway network in the vicinity of the site, whilst an existing highway arrangement drawing is included at **Appendix A**.

Figure 2.1: Local Highway Network

2.3 Lower Mortlake Road is within Controlled Parking Zone (CPZ) N which operates parking controls Monday to Saturday between 10:00 and 16:30 for permit holders only or vouchers for a maximum stay of 4hours. CPZ A1 which covers some roads on the southern side of Lower Mortlake Road opposite the site is active 24/7 for resident permit holders only.

2.4 The loading bay immediately west of the site prevents stopping Monday to Saturday between 07:00 and 19:00, except for loading for 20 minutes.

3 CMS STRATEGY

Overview

3.1 The remainder of this CMS provides an overview of the construction process, the type and size of vehicles expected to visit the site, access arrangements and any necessary highway works and traffic management orders. In particular, it considers and addresses the following:

- Project Manager;
- Programme;
- Working hours;
- Site arrangement;
- The access arrangements for vehicles;
- Proposed routes of vehicles to and from the site;
- Sizes and numbers of construction vehicles;
- Details of how pedestrian and cyclist safety will be maintained, including any Banksmen arrangements;
- Details of how traffic associated with the construction process will be managed in order to reduce congestion;
- Details of any other measures designed to reduce the impact of associated traffic;
- Proposed noise, dust and vibration measures that will be implemented; and,
- Monitoring and review process.

Project Manager

3.2 The applicant will be responsible for the CMS until a contractor has been appointed. Once appointed, a Project Manager will assume all responsibility for implementing the measures within the CMS. They will also seek to comply with all relevant legislation.

3.3 The appointed contractor will be contactable during office hours. Information boards will be displayed on the site hoarding highlighting the key personnel on site including their contact details. A 24 hour emergency contact number will also be provided.

3.4 The Project Manager will liaise with local residents and the Project Managers for other construction activity in the local area when and where it is relevant to do so. They will act as a point of contact so that in the event of issues / concerns arising during the construction process, action can be taken as quickly as possible.

3.5 The Project Manager will keep a record of any comments or complaints and will ensure that they are resolved quickly.

3.6 The Project Manager will also be responsible for monitoring and reviewing this CMS on an ongoing basis to reflect the changing needs of the project and/or any changes to the local road network.

3.7 The Project Manager will register with the Considerate Constructors Scheme in order to minimise any negative impact that construction activity may have on the local area. Participation in the scheme will ensure and commit the construction project and its workers to providing competent management, efficiency and awareness of environmental issues. In addition, appropriate monitoring will be undertaken to review practices and assess performance.

3.8 The Project Manager will be responsible for undertaking a pre-commencement highway condition survey of Lower Mortlake Road in front of the site.

Programme / Phasing

3.9 The construction works will take approximately 12 months in total and is anticipated to start in June 2020, subject to planning permission. A broadbrush programme of works is set out in **Table 3.1** highlighting the duration of works by phase and the maximum number of daily vehicles that will be expected to attend the site. A detailed programme would be provided by the contractor, once appointed.

Table 3.1 – Programme of Works

Construction Phase	Programme (Number of Weeks)	Max Number of Vehicles Per Day
Site set up	2	2
Strip out	4	4
Excavation	16	5
Structures	14	5
Fit out	14	3
Site closure	2	2

Note: The phases and works set out above will overlap throughout construction thereby reducing overall timescales.

Hours of Operation

3.10 The proposed hours of operation will be between:

- Weekdays: 08:00 – 18:00;
- Saturday: 08:00 – 13:00 (no noisy works); and,
- Sunday: No activity unless agreed with the Council.

3.11 Deliveries and collections will be arranged and scheduled to avoid network peak periods and minimise disruption. Vehicle activity would only take place between the hours of 09:30 and 15:30 Monday to Friday.

Site Arrangement

3.12 The proposed site arrangement drawing is shown at **Appendix B**.

3.13 The arrangement seeks to accommodate vehicles in front of the site across the existing site access and within the loading bay situated on Lower Mortlake Road. A Temporary Traffic Regulation Order would be required and applied for by the contractor. The loading area would maintain routes for passing traffic along Lower Mortlake Road as existing.

3.14 A site hoarding will be erected around the perimeter of the site to contain all works. The hoarding will provide a pedestrian entrance at the western end of the site frontage. An

overhead hoarding will cross the footway maintaining a minimum of 1.2m footway underneath. This will double as a loading gantry for deliveries to the site, allowing materials to enter and exit the site without disrupting the footway.

3.15 Spoil and material arising from the strip out and excavation phases will be stored onsite at the front of the site within the confines of the site hoarding. Spoil and material will be removed from the site via conveyor utilising a wait & load methodology.

3.16 A conveyor is proposed to remove spoil from the site into a waiting tipper lorry. This process is expected to last 30-45 minutes at a time and therefore, during this process, pedestrians will be unaffected and able to pass underneath the overhead hoarding.

3.17 Materials and plant being delivered to the site will be off-loaded either manually or via a Hi-Ab directly onto the loading gantry, whereby it will be transferred by hand into the site. All plant and material associated with construction will be stored on-site and not left on the public highway.

3.18 Pedestrian activity will be managed to ensure that there is no conflict between construction activity and pedestrian movements.

3.19 Concrete will be pumped directly into the site with concrete lorries positioned within the proposed loading area. Hoses will be set over the footway utilising the overhead gantry. Banksmen will monitor all concrete deliveries and pumping throughout construction.

Site Access

3.20 All construction vehicle activity will be undertaken outside the frontage of the site across the existing site access and within the loading bay to the west of the site. This arrangement will require a Temporary Traffic Regulation Order (TTRO) and an agreement with TfL. No vehicles will access the site during construction as the development will occupy the entire plot.

3.21 All construction vehicle arrivals and departures will be managed by qualified banksmen at the site to ensure appropriate safety and traffic management measures are adhered to. Banksmen will also monitor the loading area to make sure it is kept free from debris and material.

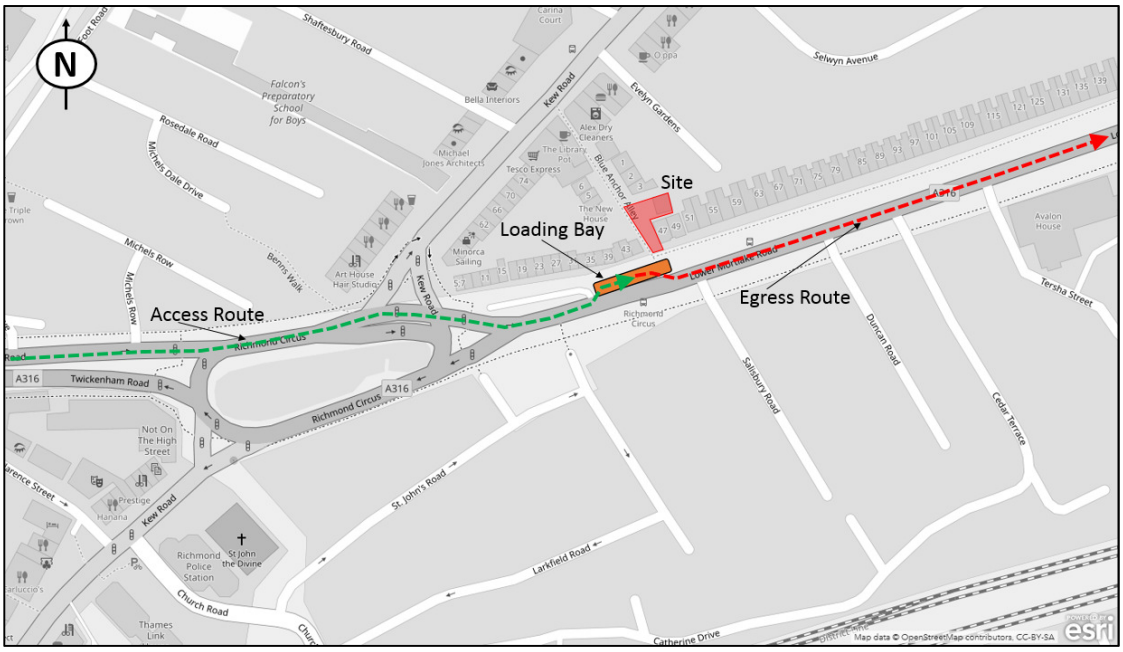
3.22 Traffic marshals shall be employed throughout the contract to manage the flow of construction vehicles to ensure that public and pedestrian safety is maintained at all times, and that the highway is kept open for normal traffic and to ensure satisfactory access and movement for existing occupiers of neighbouring properties during the construction.

Access Arrangements for Vehicles

Proposed Route

3.23 Construction vehicles have direct access to and from the strategic road network to access the site. Vehicles would arrive at the site from the west along the A316 Lower Mortlake Road and pull into the loading bay on the northern side of Lower Mortlake Road outside of the site. Vehicles will exit to the east by leaving the loading bay and continuing along the A316 Lower Mortlake Road. A copy of the proposed vehicle route is shown at **Figure 3.1**.

Figure 3.1: Proposed Vehicle Route



3.24 All construction vehicle arrivals and departures will be managed by banksmen at the site to ensure appropriate safety and traffic management measures are adhered to. Any requirement for reverse manoeuvres would be strictly under the control of qualified banksmen.

3.25 All personnel responsible for delivering material to and / or transporting material away from the site will be advised of the proposed / agreed vehicular access route.

3.26 Vehicle arrivals / departures will be programmed and staggered to reduce the potential for unnecessary delay and congestion at the site. The scheduling of materials, deliveries and waste collection will be managed in order to avoid more than one construction vehicle seeking access to the site at any time.

3.27 Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the site is ready to receive a vehicle. In addition, verbal briefings of the access route will be provided to all suppliers, contractors and visitors prior to them undertaking a journey.

3.28 All site operatives and visitors will be encouraged to travel to and from the site by public transport, however, in the event operatives are required to bring vehicles to site, operatives will be expected to unload any materials or equipment first before finding a pay and display parking opportunity in the local area.

3.29 Emergency access will be maintained at all times. In the event access is restricted, construction vehicles will be instructed to move immediately.

Vehicle Types and Numbers of Movements

3.30 A range of vehicles will attend the site including the following:

- 10.2m length 4 axle Tipper Lorry;
- 10m length 2 axle flat-bed lorry;
- 9.7m length 4 axle concrete mixer;
- 9.1m length 4 axle hi-ab; and,
- Light Goods Vehicles.

3.31 As set out previously, **Table 3.1** provides details of the maximum number of vehicles expected to attend the site each day. The average dwell time for each vehicle is unlikely to exceed 40 minutes.

3.32 Swept path analysis for the proposed vehicles are included at **Appendix C**. The proposed arrangement would not obstruct access to neighbouring properties, including not blocking or reducing the active width of Lower Mortlake Road.

Pedestrian and Cyclist Safety

3.33 Construction traffic poses a potential risk to pedestrian and cyclist safety. As such, vulnerable road users' safety will be paramount. The use of banksmen during all periods of operation at the site will manage the interaction between vehicles and pedestrian/cyclist with, regard to safety.

3.34 Professional banksmen will supervise all arrivals and departures at the site and assist with any reverse manoeuvres and the transfer of material.

3.35 Appropriate signage will be provided to warn pedestrians and other road users of the construction site and expected activity. Furthermore, temporary barriers will be used

necessary when material is being transferred between the site and a construction vehicle. This will reduce any conflict between pedestrians and construction activity.

Utility Connections

3.36 Should the development require any new utility connections the project manager will make contact with the relevant utility companies in order to co-ordinate any scheduled work.

Tree Protection

3.37 There are a number of trees placed along Lower Mortlake Road within the footway, with one positioned adjacent to the proposed loading area. This tree will be trimmed/pruned and protected for the duration of the project, where necessary.

Recycling

3.38 Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the construction process. Furthermore, material will be re-used on-site where feasible.

3.39 All waste materials will be deposited into containers held on site with each trade responsible for clearing their own waste. All site waste will be collected by a licensed waste carrier and will be taken to a registered waste transfer station for sorting and recycling and re-use.

Refuse Collections

3.40 The Project Manager will ensure that construction activities do not impede the movement of the waste vehicles.

Control of Noise, Dust and Vibrations

3.41 The following measures will be introduced to control noise, dust and vibrations.

3.42 Vehicles will be checked to ensure that wheels are clean and that vehicles are appropriately loaded and sheeted. All construction vehicles will be inspected prior to leaving the site.

3.43 All loading, unloading, deliveries of materials and removal of waste material will be carried out within normal site working hours where possible.

3.44 Drivers will be required to turn off engines when stationary to ensure vehicles are not left idling.

3.45 The Project Manager will ensure that Lower Mortlake Road will be kept clear of any construction debris with regular inspections undertaken throughout the programme.

3.46 Water spray techniques will be used to control dust associated with the construction process.

3.47 All works will be undertaken during the daytime to reduce any impacts with noise. In addition, no works will be undertaken on a Sunday.

3.48 Offloading will generally be direct from vehicles onto the site. Materials will not be stored on public footpaths or roads.

3.49 Welfare facilities will be provided on-site to discourage workers from congregating in public areas.

3.50 A site hoarding will be erected to contain construction noise and vibrations. In addition, works will be undertaken in a considerate and sensitive manner.

Review and Monitoring

3.51 The CMS will be 'live' document and regularly reviewed and updated as necessary by the Project Manager.

3.52 The Project Manager's details will be available at all times in the event someone wishes to make a complaint or suggestion.

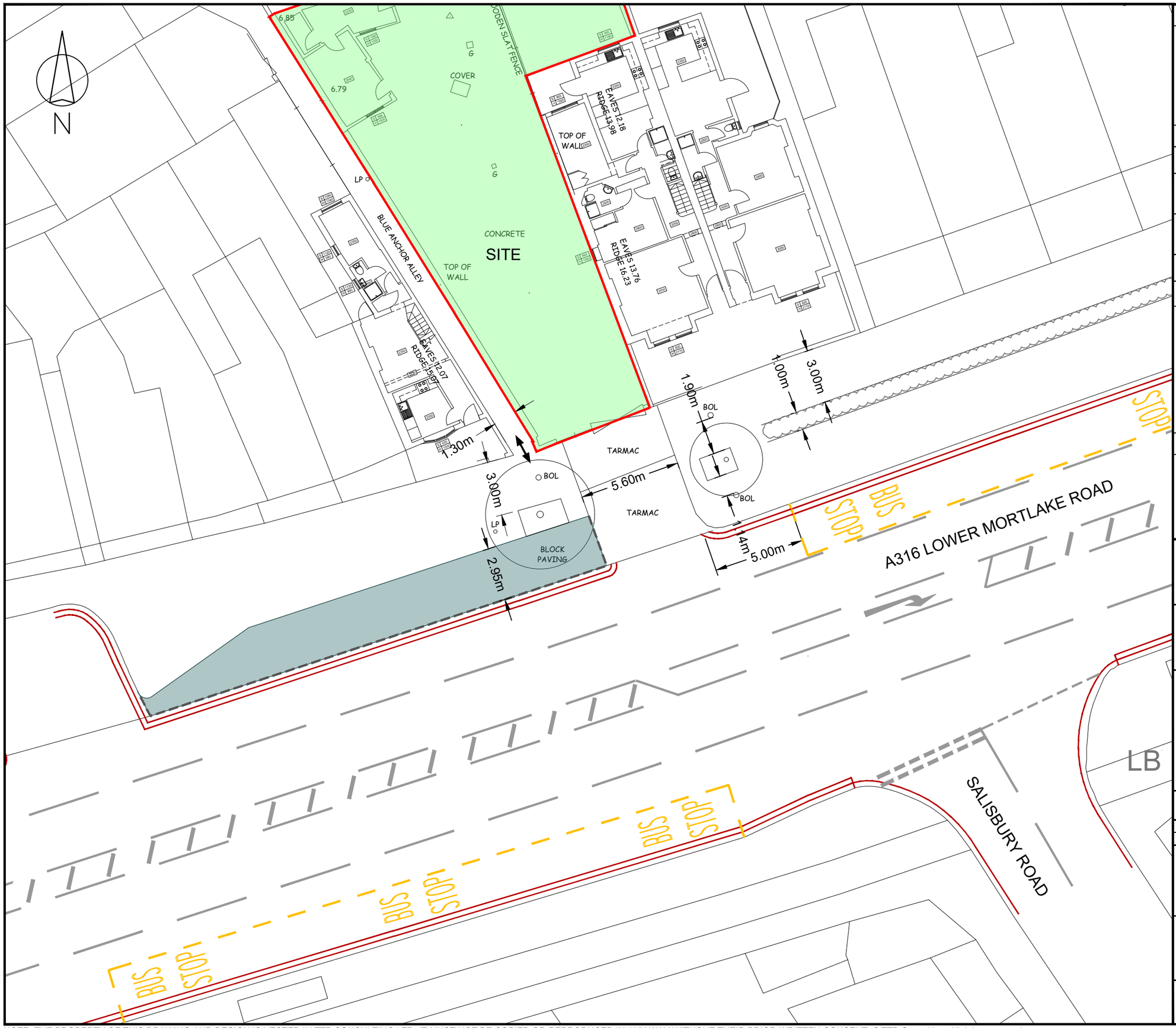
4 SUMMARY

4.1 TTP Consulting has been appointed to prepare a 'Construction Management Statement' in relation to the proposed development at 47a Lower Mortlake Road, located in the London Borough of Richmond upon Thames.

4.2 The document sets out the key principles associated with construction with regards to the construction programme, vehicle movements, traffic management measures, loading areas and storage.

4.3 The CMS is a live document that will be updated as necessary to include relevant information and address issues that may be identified through consultation with local residents. Any revisions made to the CMS document will be submitted to the Council for approval.

Appendix A



Rev	Details	Drawn	Checked	Date
...	...	...	...	...

KEY:

	SITE BOUNDARY
	EXISTING SINGLE RED LINES
	EXISTING DOUBLE RED LINES
	LOADING ONLY BAY
	PEDESTRIAN ACCESS

NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

Client

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Project

47A Lower Mortlake Road

Drawing Title

Existing Highway Arrangement

Scale	1:200	Size	A3
Drawn	AS	17.09.2019	
Checked	EH	17.09.2019	

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London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2019-3657-001	...

C:\USERS\ANDREW\BOX\DATA\002038-TTP\3657 47A LOWER MORTLAKE ROAD\2019-3657-001 - EXISTING HIGHWAY ARRANGEMENT.DWG

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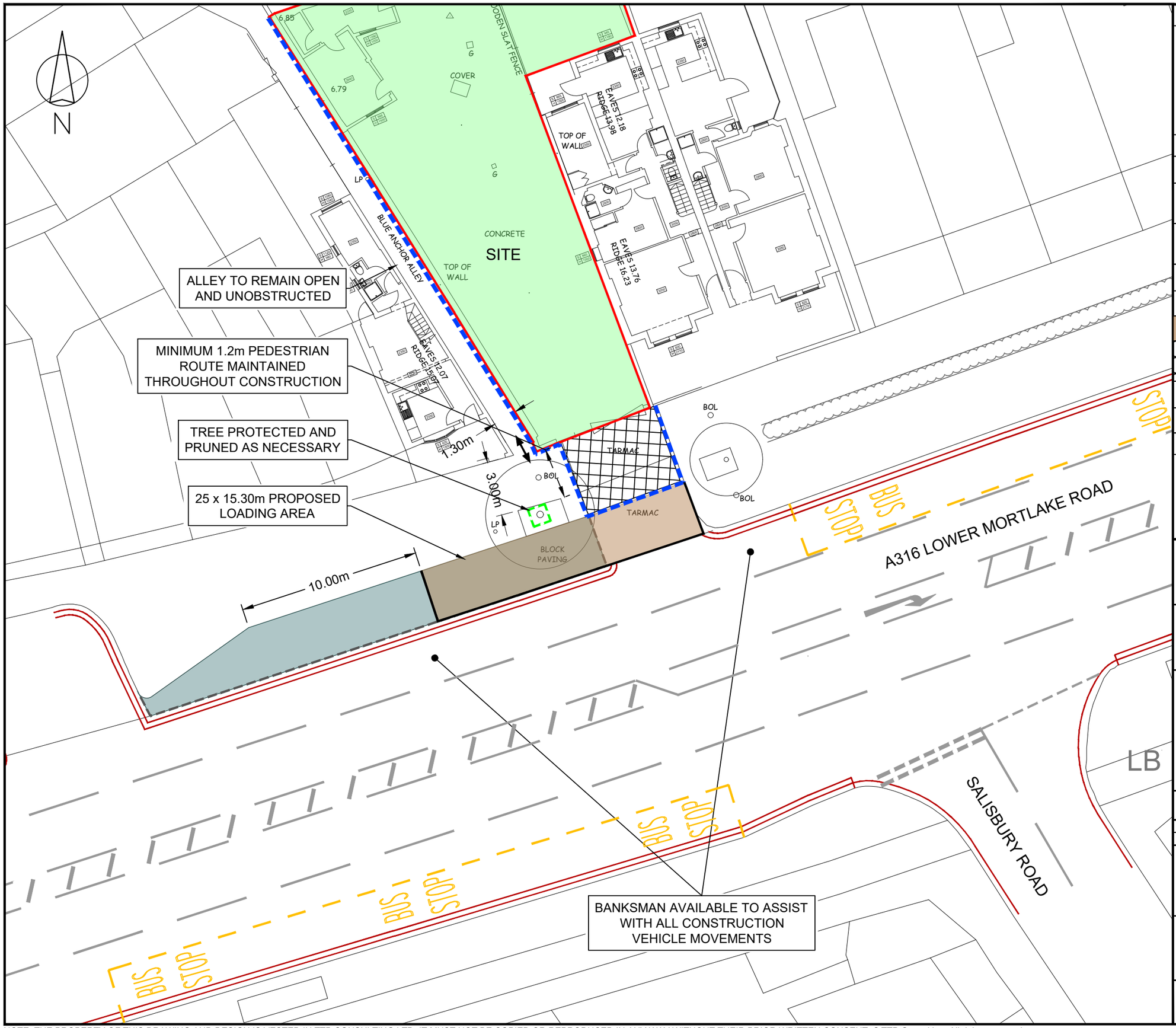
Appendix B



Rev	Details	Drawn	Checked	Date
...	...	...	...	...

KEY:

	SITE BOUNDARY
	EXISTING SINGLE RED LINES
	EXISTING DOUBLE RED LINES
	LOADING ONLY BAY
	PEDESTRIAN ACCESS
	PROPOSED LOADING AREA
	PROPOSED COVERED WALKWAY
	SITE HOARDING
	TREE PROTECTION BOX

NOTES:

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Client

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Project

47A Lower Mortlake Road

Drawing Title

Proposed Highway Arrangement

Scale	1:200	Size	A3
Drawn	AS	17.09.2019	
Checked	EH	17.09.2019	

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Drawing Number	Rev
2019-3657-002	...

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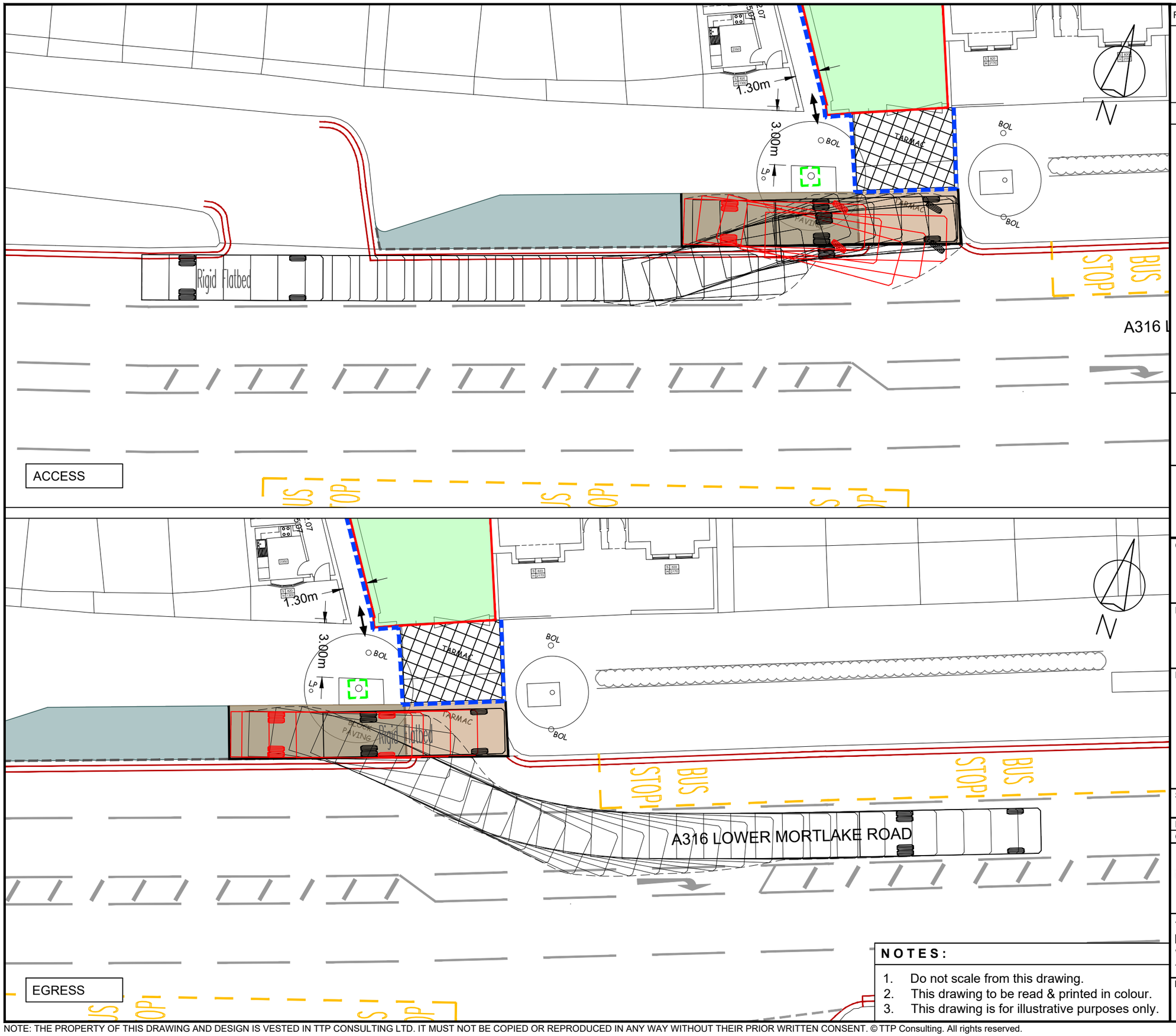
Appendix C



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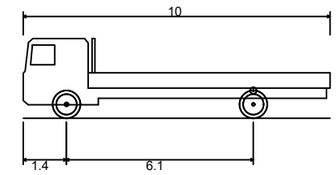

RIGID FLATBED

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	2.602m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

FORWARD MOVEMENTS ARE SHOWN IN BLACK
(design speed for all forward movements - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN RED
(design speed for all reverse movements - 2.5kph)

Client

...

Project

47A Lower Mortlake Road

Drawing Title

Swept Path Analysis using a 10m Flatbed

Scale	1:200	Size	A3
Drawn	AS	17.09.2019	
Checked	EH	17.09.2019	

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Drawing Number	Rev
2019-3657-003	...

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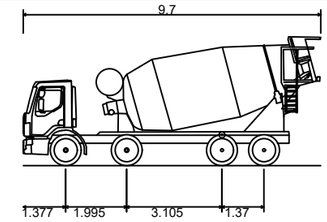

CONCRETE MIXER 8X4

Overall Length	9.700m
Overall Width	2.550m
Overall Body Height	4.200m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	10.204m

FORWARD MOVEMENTS ARE SHOWN IN BLACK
(design speed for all forward movements - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN RED
(design speed for all reverse movements - 2.5kph)

ACCESS

Concrete Mixer 8x4

1.30m

3.00m

BOL

LP

TARMAC

PARKING

BUS STOP

A316 LOWER MORTLAKE ROAD

CONCRETE PUMP LOCATION, PUMPED ACROSS FOOTWAY WITH APPROPRIATE RAMPS AND BARRIERS

EGRESS

NOTES:

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Client
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Project
47A Lower Mortlake Road

Drawing Title
Swept Path Analysis using a 8x4 Concrete Mixer

Scale	1:200	Size	A3
Drawn	AS	17.09.2019	
Checked	EH	17.09.2019	

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Drawing Number	Rev
2019-3657-004	...

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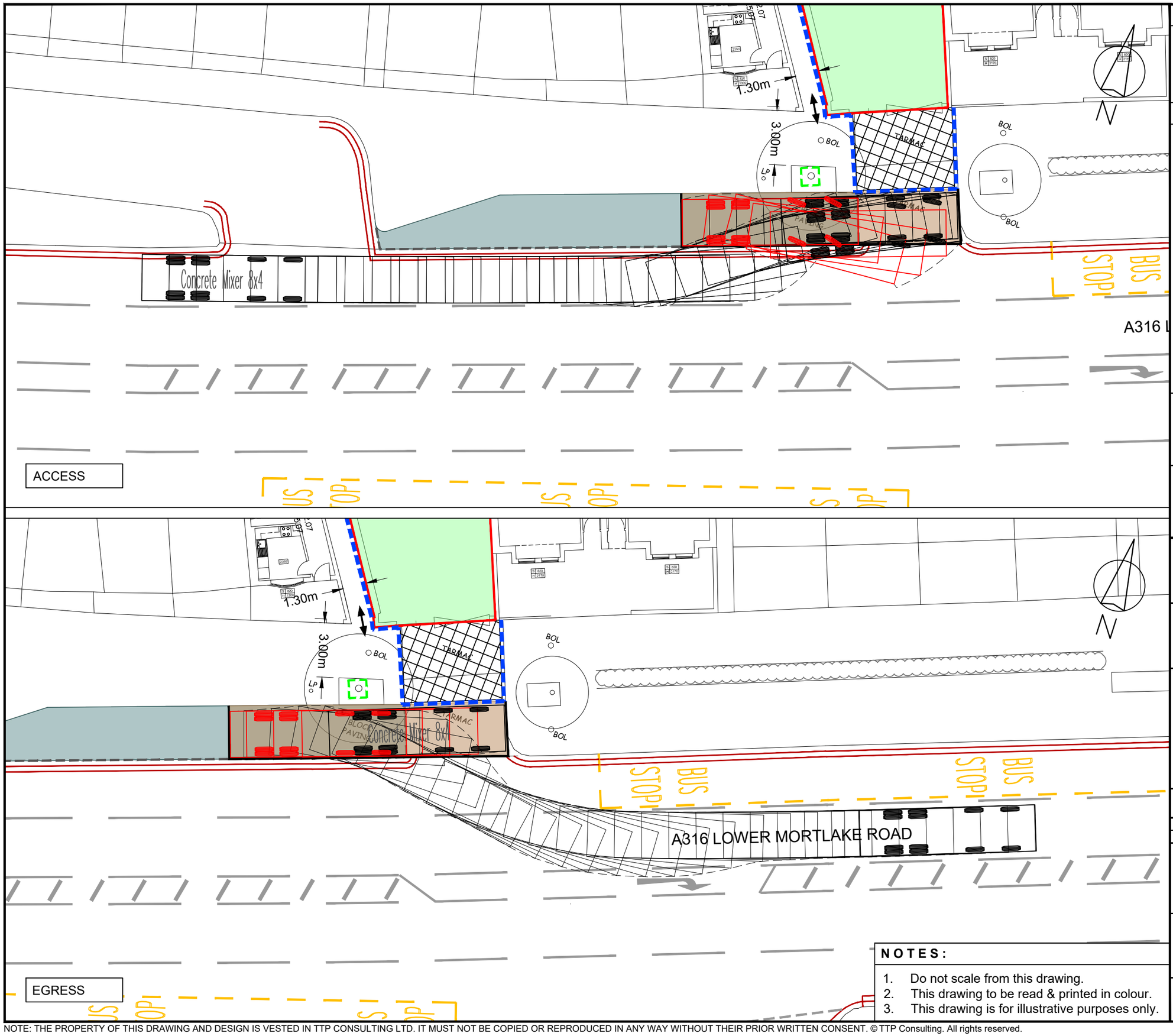

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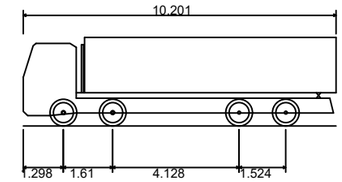

LARGE TIPPER

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m

FORWARD MOVEMENTS ARE SHOWN IN BLACK
(design speed for all forward movements - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN RED
(design speed for all reverse movements - 2.5kph)

Client

...

Project

47A Lower Mortlake Road

Drawing Title

Swept Path Analysis using a Large Tipper

Scale	1:200	Size	A3
Drawn	AS	19.09.2019	
Checked	EH	19.09.2019	

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Drawing Number: 2019-3657-005

Rev: ...

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