



Civil Engineers & Transport Planners

38-42 Hampton
Road, Teddington

Construction
Management
Plan

October 2019

191213/CMP/JR/RS/01



Civil Engineers & Transport Planners

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1 INTRODUCTION

1.1 General

1.1.1 Lanmor Consulting Ltd has been commissioned to prepare a Construction Management Plan (CMP) in respect of development proposals 38-42 Hampton Road, Teddington, TW11 0EN.

1.2 Scope of Plan

1.2.1 As part of the planning submission for the proposed development, a CMP will be prepared for approval by the local planning authority. The appointed contractor will subsequently be obliged to undergo the construction of the development in strict accordance with the approved CMP.

1.2.2 This CMP provides an informative/recommended strategy for the efficient movement and management of construction traffic, materials and personnel during the construction of the proposed development.

1.2.3 The key aim of the CMP is to minimise any potential negative impacts of construction on the local environment, road network and upon local businesses and occupants. The CMP sets out measures that manage and consolidate construction activity and also mitigate against potential impacts in order to meet this key aim.

1.2.4 A plan has been included in Appendix A to highlight the recommended set up for the proposed site.

2 ABOUT THE SITE

2.1 Existing Site

2.1.1 The proposed site is located to the west of Teddington, between Hampton Road and Anlaby Road. The site is approximately 0.161ha in size and comprises of open green space. The site is located within a residential area surrounded by a combination of single dwellings and residential apartment’s blocks. Millwood house is directly east of the site and is currently under development to provide new residential apartments.

2.1.2 Figure 2.1 located below shows the location of the site.



Figure 2.1 – Site Location Plan

2.2 Proposed Development

2.2.1 The proposed development will seek to provide a total of 14 residential units consisting of the following breakdown in Table 2.1 below.

Plot No.	No. of Beds	No. of Bicycles	Total Sq. Metres.
1	1	1	59.6 m ²
2	1	1	73.5 m ²
3	1	1	51.7 m ²
4	1	1	51.7 m ²
5	1	1	73.5 m ²
6	1	1	54.3 m ²
7	2	2	83.5 m ²

8	2	2	73.5 m²
9	1	1	51.7 m²
10	1	1	51.7 m²
11	2	2	72.5 m²
12	1	1	59.3 m²
13	1	1	59.9 m²
14	1	1	68.8 m²

Table 2.1 – Accommodation Schedule

2.2.2 As well as a new residential apartment block car parking for 14 vehicles will also be provided. A cycle store will also be constructed to the front of the site. Drawing L1000 in Appendix A shows the proposed development.

3 CONSTRUCTION MANAGEMENT

3.1 Consultation and Community Liaison

3.1.1 The main point of contact in relation to the content of the CMP during construction will be confirmed upon appointment of a contractor and will be referred to as the CMP Coordinator.

3.1.2 Contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses will be:

Project Manager Contact Details (CMP Coordinator)

Name: TBA
Address: TBA
Email: TBA
Phone: TBA

Community Liaison Officer Contact Details

Name: TBA
Address: TBA
Email: TBA
Phone: TBA

Main Contractor Contact Details

Name: TBA
Address: TBA
Email: TBA
Phone: TBA

3.1.3 Prior to works commencing onsite, the CMP Coordinator will ensure that local businesses and occupants located in the area are informed of the works programme and have contact details for any concerns.

3.1.4 In order that the works on site are undertaken in a safe and efficient manner the contractor would be an affiliate to the 'Considerate Contractors Scheme'. The non-profit scheme encourages best practice beyond statutory requirements. Contractors follow a 'Code of Considerate Practice' requiring adherence to the following topics to improve the image of construction:

- i) Care about Appearance;
- ii) Respect the Community;
- iii) Protect the Environment;
- iv) Secure Everyone's Safety; and
- v) Value their Workforce.

3.1.5 The scheme provides information, advice and e-learning for the aforementioned topics in relation to real world scenarios through a 'Best Practice Hub'. This uses previous projects as examples of best practice, leading to future improvement.

3.2 Programme

3.2.1 The construction duration is expected to take approximately 10-12 months following receipt of planning consent and permitting consents/discharge of planning conditions. The detailed programme will be developed and finalised when the main contractor has been appointed.

3.3 Construction Phasing

3.3.1 The development will involve the construction of new residential block of 14 apartments. The proposed building will be 3 storeys.

Description of Construction Works

The main construction stage will comprise of the 1) Site clearance and set up stage, 2) Foundation Construction, 3) Construction of the Superstructure, 4) Fit-out.

The duration of the works will last approximately 10-12 months, the site clearance stage will take approximately 2 weeks to complete, the construction of the foundations will take 8-10 weeks, the superstructure 4-5 months and the fit-out will be 3-4 months.

3.3.2 The nearest local receptors to the site are the residential property to the east.

3.3.3 Other residential properties also exist in the area that could be affected by the construction activities on site suitable mitigation measures will be implemented to minimise the impact on local residents, these will include the following.

3.3.4 Measures Proposed to Mitigate Impact of Construction Activities

- The use of quieter alternative methods or mechanical plant, where reasonably practical.
- Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical.
- Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use;
- The use of site hoardings or portable acoustic enclosures/screens where practical.
- Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- All temporary site lighting will be faced into the site, and not directed towards any neighbouring properties.
- During works the main air pollution emissions are the dust generated when building materials are broken up and the fumes from machinery, high pressure hoses will be used to saturate all bulk materials with water during the process and whilst loading the waste materials for disposal.
- Machinery exhaust emissions will be kept as low as is practical by using well maintained vehicles and machinery at all times.
- Hoarding will be erected around the site. Along with reducing the visual impact and providing protection for the construction workers and public, this will also act as a barrier for dust and dirt originating from within the site.
- All HGV's removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway. The excavated

material being loaded will be directly from conveyors into a lorry or for off road, so the wheel washing requirement is minimised, any overspill will be washed off the Road surface.

- The area around the site including the public highway is to be regularly and adequately swept to prevent any accumulation of dust and dirt.
- Burning of materials on site will not be permitted in order to prevent smoke emissions.

3.4 Working Hours

3.4.1 The working hours allowable on site will likely be specified within any planning consent, it is anticipated that the standard hours of work would be as set out below:

Site Working Hours

- 08:00-18:00hrs Monday to Friday;
- 08:00-13:00hrs Saturday; and
- No working on Sunday and Bank Holidays.

3.4.2 Although work would not normally be permitted outside these hours, it is possible that certain works may have to be undertaken outside these periods. If necessary, the hours of operation for such works would be subject to prior agreement and reasonable notice with Richmond Borough Council, except in emergency conditions.

3.5 Control of Noise, Vibration and Dust

3.5.1 The appointed contractor will confirm details of compliance with British Standard BS5288: 2009 'Code of Practice for Noise and Vibration Control on Construction and Open Sites'.

3.5.2 The following best practice mitigation measures would be included within the CMP:-

- The contact details for the individual(s) responsible for air quality and dust issues and/or the CMP Coordinator should be displayed at the site boundaries.
- Complaints regarding air quality should be logged by the CMP Coordinator, and the log made available to the local authority on request.
- The site should at least be visually monitored for dust on a daily basis, with the frequency of monitoring increased during dry and windy conditions.
- The site should be organised so that:
 - physical barriers or screens are installed around the site to limit the dispersal of dust emissions; and
 - loose materials are covered as soon as possible.
- Access routes should be kept free from dust as far as possible, and swept regularly (water assisted). No dry sweeping of large areas will be carried out.
- All vehicles carrying loose or potentially dusty material to or from the working areas will be fully sheeted.
- Materials will not be burnt on site.
- Minimum drop heights will be used from conveyors, loading shovels and loading equipment.
- Provision of adequate water will be supplied to the working areas.
- Suitable dust suppression techniques such as water sprays or local extraction will be used when cutting, grinding or sawing materials onsite.

- Dust soiling checks at sensitive receptors and automatic monitoring of PM10 at the site boundary should be undertaken to ensure that the mitigation measures are being effective.
- PM10 concentration thresholds should be implemented at these locations, with exceedance alerts being sent to the individual responsible for air quality on the site. Where the site threshold is being significantly exceeded, work should cease on site until the source of the dust emissions is identified and negated.

3.6 Waste Disposal

3.6.1 The appointed contractor will be required to provide a Site Waste Management Plan (SWMP) as part of their proposals. It is anticipated that the appointed contractor will incorporate into their plan the use of waste removal systems. The contractor will be responsible for:

- Ensuring the site is kept clean and safe;
- The collection of waste from a central point; and
- Segregation of waste on site.

3.6.2 The contractor is to be aware of their responsibilities regarding waste disposal and recycling in terms of current legislation as well as the client's requirements.

3.6.3 As well as construction material waste the appointed contractor will be responsible for any excavation waste. The contractor will be required to grade all excavated material and reuse selected and appropriate excavated materials and aggregates for sub bases and the like where practicable.

3.7 Condition Survey

3.7.1 A condition survey prior to commencement of any construction works would be carried out. This would consist of a photographic aided report on the existing environment including existing structures, boundaries, footpaths, carriageways, access points, fence lines, walls, buildings, hedge lines, kerb lines, lighting columns, street furniture and road signs. The findings of the survey will be documented and stored within the project offices.

3.8 Materials Storage and Security

3.8.1 The majority of materials and other resources are to be delivered to site as and when needed. The confined space on site means there is limited opportunity to store materials on site therefore all deliveries will be coordinated to ensure delivery vehicles do not arrive at the same time causing traffic congestion.

3.8.2 Deliveries will be monitored by the site team, with a banksman to guide the delivery vehicles to the unloading point where necessary. Delivery drivers will not be allowed to park on the surrounding roads before delivering or after. Any waiting vehicles will be moved on by the site management team.

4 CONSTRUCTION TRAFFIC MOVEMENTS

4.1 Construction Traffic Type

4.1.1 The construction activities that may take place during construction will require the use of a wide range of vehicle types, consisting of mainly the type of identified below.

- Car/pick up/3.5 ton van
- 7.5 ton box van/panel van
- Low loader and articulated Heavy Goods Vehicle (HGV)
- Ready mix concrete truck
- Mobile crane
- Skip lorry
- 32 ton tipper truck

4.2 Frequency of Construction Traffic

4.2.1 At this stage in the project, without an appointed contractor we can only undertake a preliminary estimate of the number and classification of vehicle movements that can be expected to and from the development site during the construction process.

4.2.2 The construction periods is likely to be in the order of 12 months and there will be busier periods when construction traffic will be at its highest and quieter periods when very little construction is expected.

4.2.3 Based on evidence collected elsewhere it is estimated the volume of construction traffic for each phase of the construction works will be:-

Phase 1 (Excavation)

The initial stage of construction involves site clearance and ground levelling, excavations across the site will be required to level the site for the new development. There are no demolition works, so it is expected that the majority of excavated earth will be collected and taken away in tipper trucks. A total of 5-6 movements are expected during this phase, with the peak being 1 or 2 movements per day.

Excavations works and site clearance should take approximately 2 weeks to complete and prepare for the following phase.

Phase 2 (Foundation Construction)

The foundation construction will involve the excavation of footing and installing concrete foundations. This phase will take approximately 8-10 weeks to complete excavations from the footing will be removed by tipper trucks with a maximum of vehicles 3 per day. These activities will be spread over a period of time and there will be some days where no vehicles movement to the site occur.

The final stage of the phase will be the concreting of the foundation, these will happen over a period of time starting after the first excavations commence. There will be deliveries of reinforcement possibly 2 or 3 large HGV movements over this phase. Concrete will also be required in the foundations and could involve 3 to 4 cement mixers movements at its peak, but these will be spread out over the course of the and will not occur at the same time as other vehicle movements.

Phase 3 (Superstructure)

The third phase will consist of the erection walls, floors and roof. There will be deliveries of bricks, blocks, timber and concrete planks these are likely to come on 10m rigid lorries and be on days when on other deliveries are made to site. The majority of deliveries during this period will be concrete deliveries which could reach a high of 1-2 per day, but these will be 2 or 3 times per day.

There will also be other smaller deliveries of items during this period, but these are likely to be via Transit type vans. This phase will aim to be completed within 4-5 months.

Phase 4 (Fit-Out)

This stage will involve the finishing of each apartment including the electrics and plumbing. Bathrooms and kitchens will also be installed and external parking and landscaping will also be completed.

At this stage there are likely to more subcontractors on site, which will require smaller deliveries typically by transit and small vans. It is expected that there would a maximum of 4-6 sub-contractor vehicles on site during the busiest days, with an occasional 10m rigid. This phase should be completed within 3-4 months.

4.3 Hoarding Requirements

4.3.1 Hoardings will be required along the frontages of the site with Hampton Road and Anlaby Road during the demolition and parts of the construction phase. Any hoarding affecting the public highway will require a licence from the council and will need to comply with their requirements. This is likely to remain for the duration of the works and will allow safe passage along both footways.

4.4 Parking Suspension

4.4.1 There is no available parking on Hampton road, to the south of the site, however parking is allowed with no restrictions on Anlaby Road. Anlaby Road will be used for deliveries, but it is possible to access the site so no suspension of parking should be required.

4.5 Management of Access Routes

4.5.1 Defined traffic management procedures will be implemented for the efficient handling of materials and waste for the project, but also to ensure effective management of vehicles, passing traffic and pedestrians. Where practicable, the appointed contractor/sub-contractors will source items locally, and where possible amalgamate deliveries in order to reduce the overall number of vehicle movements taking place.

4.5.2 The traffic management plan will be controlled by a Project Manager and reviewed regularly. The material deliveries and waste disposal will be from within the controlled zones on site. Vehicles will turn off engines when delivering.

4.5.3 The Project Manager will manage the traffic and working within the unloading area, all deliveries will be booked electronically in advance to ensure only a single delivery is made to site at one time and co-ordination with waste removal.

4.5.4 Sizes of deliveries will be restricted and kept to a 'just in time'. All suppliers and contractors will be given prior instruction for the route and procedure for deliveries and vehicle details. All materials will be delivered and off loaded by crane or material handling equipment. A lifting plan will be implemented in relation to all lifting operations involving lifting equipment. All lifting operations will be undertaken in accordance with Lifting Operations and Lifting Equipment Regulations 1998 (LOLER).

4.5.5 Delivery timing of materials and waste collections will be out of the peak rush hour periods. Every effort will be made to ensure the deliveries occur during the periods set out below, however it may not be possible to always achieve this.

Deliver Hours

Delivery hours: Mon-Fri 9.30am to 4.30pm

Sat 8.00am to 1.00pm

4.6 Access Routes

4.6.1 Delivery routes to and from the site will use the strategic road network in the area. Deliveries will not be allowed to use local residential roads when accessing the site and will be directed to use the major strategic routes in the area.

Deliver Routes

It is expected that the vast majority of deliveries to the site will be made from the west on Hampton Road (A313). Vehicles will be able to travel to the site from various areas located to the north, west and south.

Vehicles travelling from the north can use Chertsey Road (A316) southbound before using the roundabout at Apex Corner to take the second exit on Hampton Road East (A312). Hampton Road East provides a route to Uxbridge Road before taking the first exit at the roundabout onto Park Road. From there, park road provides a direct route to Hampton Road thus providing access to the site.

Vehicles travelling from the east, for example the M25, can use the A30 northbound, before existing at the cross roads onto Faggs Road. Faggs road provides a southbound access to Harlington Road East, to Uxbridge Road and from there to Hampton Road W. Hampton Road West then allows access to Apex Corner. From there, the journey has been stated in the paragraph above.

Vehicles travelling from the south will use the M3, before continuing their journey upon the A316 northbound. The A316 provides a direct route to Apex Corner.



4.7 Pedestrian Safety Routes

- 4.7.1 Safe access routes for pedestrian will be maintained around the works at all times. If it is necessary to close the footway to allow delivery vehicles to enter the site pedestrians will be directed to wait until the route is clear. Traffic management will be installed to indicate the route for pedestrians and also to indicate to driver the presence of pedestrians.

- 4.7.2 Suitable crossing points will be provided for pedestrians to allow them to cross the access and these will be signed as appropriate.

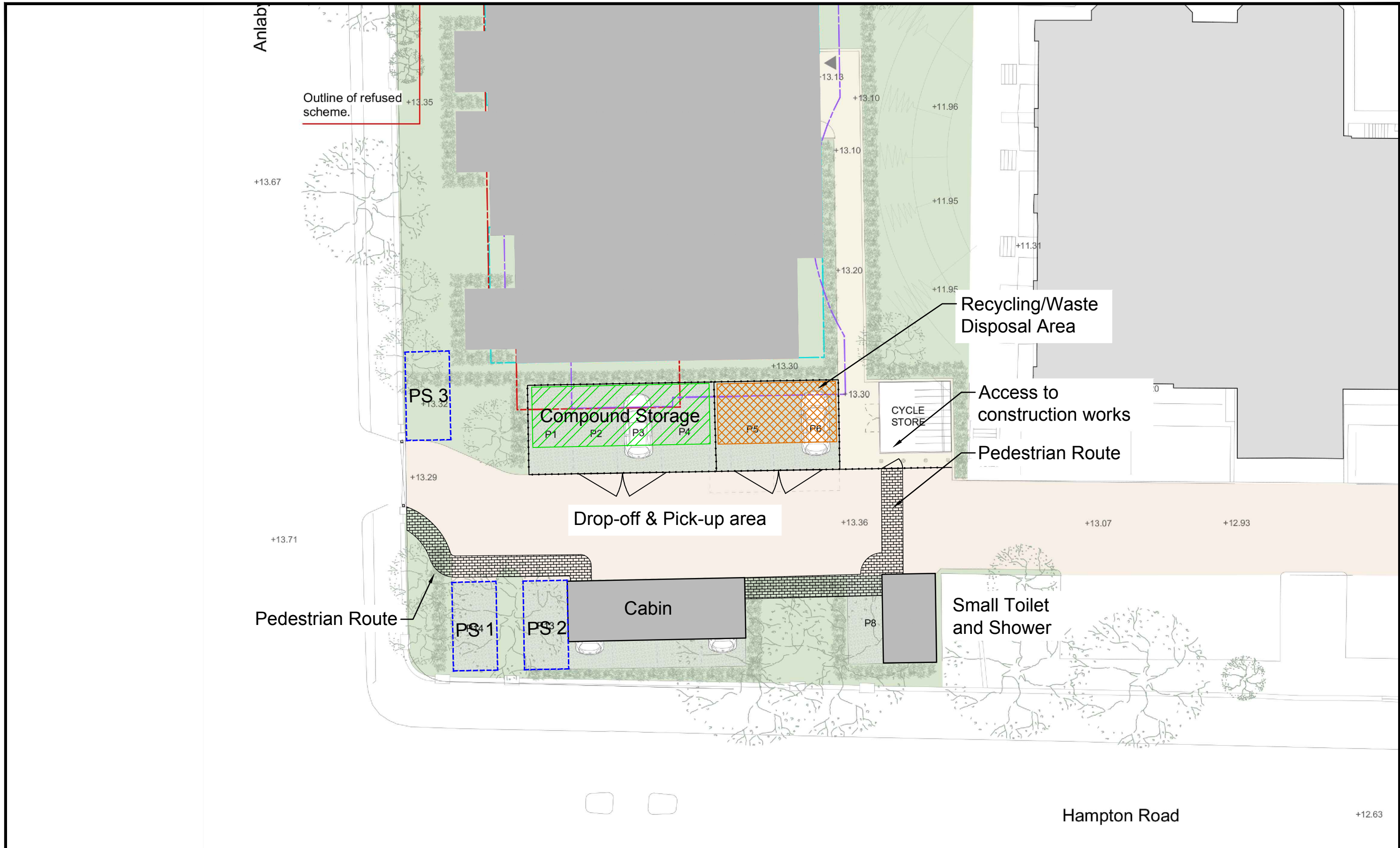
5 MONITORING AND REVIEW

- 5.1.1 As a live document, the CMP would be reviewed and updated by the CMP Coordinator on a regular basis. The CMP Coordinator will be the first point of contact regarding the CMP and its implementation on site.

- 5.1.2 The CMP Coordinator will liaise with local business occupants and the Council officers and any other affected parties where appropriate, in order to provide regular updates on the proposed works, updates on the construction programme and the effectiveness of the CMP.

APPENDIX A

191213/CMP/01 – Construction Management Plan



Howarth Homes

38-42 Hampton Road
Teddington
Construction Management
Plan

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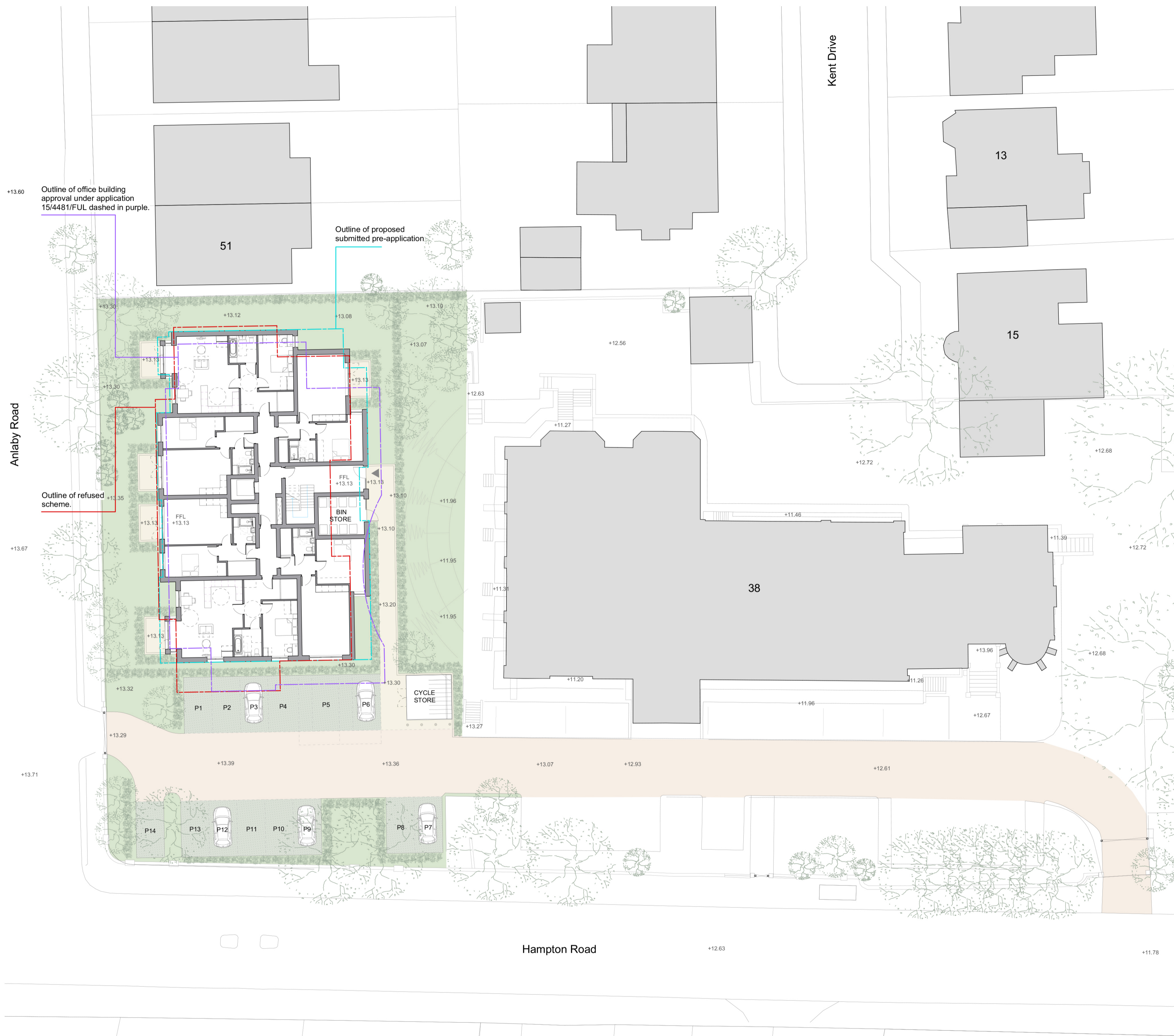
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DRAWN BY JR

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Proposed Site Plan



1 Proposed Site Plan
Scale: 1:200



2 Proposed Block Plan
Scale: 1:500



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Rev	Date	Reason for Issue	Chk

PROGRESS PLANNING
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