



# Stag Brewery, Mortlake, London SW14

Construction Management Statement –  
Chalkers Corner (App C)

March 2018

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## 1. Introduction

This document is known as the Construction Management Statement (CMS) for Chalkers Corner. This CMS is to be read in conjunction with the Framework Construction Management Statement (FCMS). This CMS provides an indicative summary and methodology for the works within Application C – Chalkers Corner.

This CMS has been prepared by AECOM Construction Services on behalf of Reselton Properties Limited ('the Applicant') in support of three linked planning applications for the comprehensive redevelopment of the former Stag Brewery Site in Mortlake ('the Site') within the London Borough of Richmond upon Thames ('LBRuT'). Full details and scope of all three planning applications are described in the submitted Planning Statement, prepared by Gerald Eve LLP.

This document has been prepared to communicate the proposed high level construction strategy for the road improvement works at Chalkers Corner.

## 2. Description of the Project

Reconfiguration of Chalkers Corner traffic junction and existing landscaped and informal parking area to facilitate amendments to lane configuration, a new cycle lane, works to existing pedestrian and cycle reservoirs and provision of landscaping and trees.

## 3. High Level Construction Programme

As per the high level outline construction programme developed for the Stag Brewery scheme, it is anticipated that road improvement works would be completed by 11<sup>th</sup> April 2022. This is based on a commencement date of 15<sup>th</sup> April 2021.

The programme duration will be subject to change following the appointment of a specialist contractor to carry out these works.

## 4. Outline Scope of Works – Chalkers Corner

Junction improvement at the junction between Lower Richmond Road and Clifford Avenue is currently being progressed with highways engineers and through close liaison with LBRuT and TfL.

The current proposals are as follow:

- The alignment of the Lower Richmond Road arm is moved approximately 16 metres to the North East. This allows:
  - The provision of a short additional left turn lane (flare) from Lower Richmond Road into the junction (26 metres long or about 5 car lengths);
  - Provision of an extended queuing reservoir between the main junction of Lower Richmond Road (this will accommodate about 9 extra cars South Westbound) and also provides extra storage for North East bound vehicles including those waiting to turn right into Lower Richmond Road);
  - Provision of a wider pedestrian island within the Lower Richmond Road arm – this is 4 metres wide which is now sufficient to cater for cyclists crossing as well as pedestrians.
- The scheme also includes an extended, dedicated lane for traffic turning left from Clifford Avenue into Lower Richmond Road

## 5. Outline Construction Method Statement

The methodology outlined within this document will be further developed in line with final designs and the appointment of specialist contractors.

Any necessary suspensions will be achieved through Early Contractor Involvement (ECI) and Stakeholder management and consultation and cannot be defined in detail at this stage.

During ECI, Traffic Management Plans and an outline programme will be produced for discussion with all relevant stakeholders affected by the proposals and detailed requirements for the suspension of pavement, road space and bus stops, amongst others, will be discussed.

Work elements will consist of:

- Initial site clearance - .Delivery of hoarding for Chertsey Court, removal of trees and existing wall. – this will be a short phase (say 2 weeks) Diversion of statutory services - will generate very limited HGV trips
- This will be followed by preparation of the site for the new road – digging out and removing material
- Delivery of new base material and construction of temporary running surface
- Construction of new scheme – generally quite low HGV movements – delivery of new paving, signal equipment, new semi mature trees etc. The road surfacing will involve further HGV movements but over a short period.

There will be daily spoil collections by grab lorry from the active work area within the site. All spoil/construction waste will be removed from site in accordance with the Waste Management Plan and removed to offsite recycling/disposal areas.

Currently, it is not envisaged that there will be more than two gangs working on a daily basis. One of the gang's vehicles will be a combi mobile welfare unit.

During works, the public will be protected at all times by the use of suitable protection barriers.

## 6. Logistics

A dedicated site logistics team will be mobilised to; dress the site, facilitate HGV movements, manage spoil collections, monitor traffic management and maintain a clean and tidy site at all times.

### 6.1 Deliveries

#### 6.1.1 Schedule of Deliveries

All deliveries to site should be undertaken through an electronic Delivery Management System (DMS) that will be managed from a central control centre with all deliveries allocated a specific time slot.

#### 6.1.2 Vehicle Loading and Unloading

As a general principle, all deliveries to site will be off-loaded within the site boundary.

Plant to be offloaded will typically include:

- 360degree 3 tonne excavator complete with hydraulic breaker, all trailer mounted, portable hydraulic breaker pack, vibrating plate compactor, tandem roller for road construction

Materials to be offloaded will typically include:

- Kerbing, paving slabs, bituminous surfacing, ducting, sand, cement and street furniture (if required)

### 6.2 Plant/Material Storage

Local depot and builders merchants will be used to facilitate 'just in time deliveries' to the respected work areas. This also minimises the site footprint and the need for materials to be stored on site.

There will be a need for minimal materials to be stored within the active areas of the site and this will be within the established protected work areas.

### 6.3 Parking on Site

There will be no on-site parking provided for operatives working on Stag Brewery. Parking should not be allowed on site and all Contractors and Sub-Contractors on site should be advised through their contract documentation that no parking is available on site and that site personnel and visitors should use public transport.

## 6.4 Wheel Wash Management

The nature of the works and the location of the site do not necessitate or facilitate the use of wheel washing facilities. The site will be serviced by road going vehicles operating off the existing highway surfacing.

## 6.5 Operative Access

Operatives will travel to site on a daily basis in gangs, carrying small tools, etc, which will park within the traffic management closure established for the duration of the working shift.

As mentioned in section 8.4 – *Parking on Site* of the FCMS, it is anticipated that the majority of construction workers will travel to the site by public transport and personnel will be given detailed information on travel options.

## 6.6 Hoarding & Maintenance

An early activity to take place will be to protect and enclose the site and buildings where access is to be provided to the contracting team and where external works are to take place adjacent to public areas.

The hoarding arrangement will reflect the construction methodology, which will need to be further developed by the appointed Contractor(s) and agreed with LBRuT prior to commencing the works.

All site perimeters will be fully protected with strongwall fencing, or similar. A dedicated site logistics team(s) will be deployed to dress the site, facilitate

A solid hoarding will be employed to the whole perimeter of the site that will be agreed in advance with the relevant authorities to ensure that it is compliant with their needs. The hoarding will be in alignment with the all statutory guidelines and policies.

Signage will be displayed on the hoarding for health and safety purposes, advertising, and general site signage. All signage will be agreed with the local authority in advance of installation.

## 6.7 Waste Management

The Specialist Contractor will produce a detailed 'Waste Management Plan'.

The Contractor will coordinate and lead the role of collating and reporting waste produced by both the SWIC team and the Sub-Contractors. The Sub-Contractors are responsible for providing the information to the Contractor in the format provided. The Waste Management Plan shall set out aspirations for waste management activities that should be achieved.

The Contractor will be responsible for managing/cleaning non-attributable wastes from common-user areas only. Common areas include, but are not limited to, roads and footpaths.

## 6.8 Potential Environmental Impacts during Construction

Strategies to mitigate potential sources of noise and vibration generated during the enabling, demolition and construct phases will be developed with consideration of local residents and neighbours whilst maintaining a safe, sustainable and efficient construction methodology.

A specific Environmental Management Plan will be produced in consultation with key stakeholders during mobilisation to reflect the sensitive nature of site. Measures will include:

- Defined noise and dust protection zones, with echo barriers used for all cutting operations
- Noisy works will be completed outside of key trading, wherever possible
- Comprehensive dust suppression and cleaning regime implemented on site
- All vehicles servicing the site will be EURO 6 & fully compliant with Ultra Low Emission Zone



