LONDON BOROUGH OF RICHMOND UPON THAMES

Construction Management Plan

Guidance Notes

1. In order to ensure developments are carried out safely the London Borough of Richmond upon Thames (as the local Planning & Highways Authority) require a Construction Management Plan is submitted for the project that demonstrates how the works are to be carried out

2. Construction traffic may have a disproportionate impact on a street, the highway network and neighbours; therefore you must clearly demonstrate proposals that mitigate this impact as far as possible

3. This pro-forma document has been prepared to ensure the council's key concerns in relation to construction traffic, site and highway network management are addressed

4. A CMP once approved, becomes an enforceable planning condition and enforcement action may be taken against sites that do not adhere to the methodology approved in a CMP

5. Wording must be precise, and ambiguous phrases such as, "generally", "normally", "roughly", "anticipated", "intended", "approximate" or "likely to be" must be avoided, otherwise the CMP will be rejected. Where exact details are not known at the time of preparing the CMP, a robust worst case should be stated

6. The relevant planning condition relating to this CMP will need to be formally discharged by the Council before any licences for temporary structures on the highway & any parking suspensions granted. Further approvals will be required for any skips, temporary structures on the highway, parking suspensions, road closures or Temporary Traffic Orders

7. You should be aware that developments on or adjacent to the Transport for London (TfL) Road Network (red routes) or other infrastructure may require additional liaison and some licences may need to be issued through TfL. Confirmation of these will be required and details should be appended

8. In addition you should familiarise yourself with the requirement to use clean, safe vehicles with good levels of direct vision, safety bars and advisory signage: https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely

9. Please ensure you read through the CMP template and only provide information relevant to each section in a clear and concise way

10. Drawings should be at a minimum scale of 1:200, be properly drawn (CAD, not by hand) and appended to the CMP document

11. Before works commence on-site you should check to see if there are any nearby planning applications or potential conflicts with roadworks or road closures

LONDON BOROUGH OF RICHMOND UPON THAMES

CMP PRO-FORMA (July 2021)

INTRODUCTION

1. Date of this document

18/05/2022

2. Site / Property address

25 Ham Farm Rd, Richmond, TW10 5NA

3. Planning reference (if known)

4. Brief description of the work

It is proposed that a residential dwelling is constructed following the demolition of an existing dwelling within the application site.

5. Contact details (name & mobile number)

Property Owner / Client:	
Project Manager / Contractor	
Emergency Contact	
Person responsible for completing this document	

6. Estimated Start Date and Programme Length

Estimated Start Date on site:	**JUNE 2022**
Programme:	**SITE DEMOLITION - JUNE 2022 - AUGUST - 2022** **BASEMENT EXCAVATION & PILING - N/A** **SUB STRUCTURE - SEPTEMBER 2022 - NOVEMBER 2022** **SUPERSTRUCTURE - NOVEMBER 2022 - JANUARY 2023** **CLADDING - JANUARY 2023 -** **FIT-OUT, TESTING AND COMMISIONING - FEBRUARY 2022 - APRIL 2023**

LOGISTICS & SITE SETUP

7. Vehicle routing (*Please provide a description of the local routing via the nearest major A roads. Please note construction vehicles are generally expected to approach a site so it is on the left hand side, to avoid excessive manoeuvring, and to exit in forward gear. (Routing drawings should be appended to the end of this document*)

To site:	It is proposed that the primary route for construction vehicles would be to approach the site from the north. Construction vehicles would approach the site from the Strategic Road Network, in this case either the A316.
Away from site:	Vehicles would leave Twickenham Road (A316) at the Richmond Circus roundabout before heading southbound on Kew Road (A307). Vehicles would turn left on to Church Road (B322) and continue southbound across the junctions of Paradise Road and Mount Ararat Road and turn left onto Friars Stile Road (B322). Vehicles would then turn left onto Richmond Hill (B321) and continue southbound until reaching the roundabout of Star and Garter Hill and Sawyer's Hill. Vehicles would continue across the roundabout and continue southbound on Star and Garter Hill (B353). Vehicles would continue southbound on Petersham Road (A307) until reaching the junction with Ham Farm Road. Vehicles would turn left from Petersham Road (A307) onto Ham Farm Road and arrive at the site. It is proposed that construction vehicles would leave the site and head towards the strategic road network in the same route as arrival.

8. Please list any nearby Sensitive Receptors (schools, hospitals, care homes, major shopping areas, large offices, etc.) In some circumstances, the council may require permitted hours for construction vehicles to be restricted to between **09:30 and 15:00 Mon to Fri**, to avoid cumulative impacts on the highway network during peak periods, particularly where there are nearby schools. (Section 8 below)

No sensitive receptors.

9. Working hours (*no works of any kind permitted prior to 8am or after 6pm at any time*)

Site Hours:	**08:00 to 18:00 hours Monday to Friday & 08:00 to 13:00 hours Saturday**
Construction Vehicle hours:	**08:00 to 18:00 hours Monday to Friday & 08:00 to 13:00 hours Saturday**

10. Please confirm you understand and agree to the following items:

a.	No more than one vehicle to attend the site at any time (*mandatory*)	Y / N
b.	Vehicles will not be permitted to stack outside the site or on local roads & a proper call-up procedure will be used	Y / N
c.	Construction vehicles will not block the road (where this is unavoidable, justification must be provided in Section 20)	Y / N
d.	You will provide qualified Traffic Marshals to oversee vehicle movements on the public highway if required. (The minimum requirement is the possession of the Site Access Traffic Marshal qualification)	Y / N
e.	Any signage or barriers will conform to Chapter 8 of the Traffic Signs Regulations and General Directions 2019 and NRSWA requirements	Y / N

11. Please describe how spoil / waste is to be removed (*vehicles must be shown on drawings*)

Vehicles associated with spoil and waste will reverse into the dedicated loading area
and will be loaded manually by site operatives and contractors. Please refer to construction site plan in Appendix.

12. If required, how will concrete be supplied to the site

a.	Standard Ready-Mix vehicles (*must be included on drawings*)	
b.	Bagged material delivered and mixed on site	X

13. Please confirm you can maintain a clear carriageway passing width of 3.0m for other vehicles when construction vehicles are in position Y / N

a. If not, then in streets where there is restricted width for large construction vehicles, you will be expected to use **Narrow-Bodied Vehicles**. These are defined as having a body width -excluding wing mirrors- of 2.0m or less (*An example would be a Mitsubishi Fuso or Nissan Cabstar style, flatbed tipper truck or LWB Transit*)

14. Please describe the measures you will use to ensure pedestrians and vulnerable highway users will be protected during the works

A good quality site hoarding will be erected prior to any demolition activities and will remain in place until the final stages of the build, fit out and landscaping. It will be subject to regular check and maintenance as required. The hoarding will advertise the hazards associated with the demolition and construction work.

Separate inward opening gated vehicle and pedestrian access is will be established at existing dropped curb positions. Gates will be kept closed at all times except when deliveries/waste removals are occurring. Vehicles and pedestrians will be segregated. Vehicle entrances will be guarded by traffic marshals to protect the public using the pedestrian pavement outside the property.

Safety procedures at gates will include the following:
•No unsupervised vehicles to access the site;
•No unloading of vehicles will be permitted in the road.

15. Programme schedule and vehicles

(*Please provide a breakdown per Phase of the project, of the type, dimensions (L&W) and expected weekly number of vehicles expected to attend the site. e.g. Excavation – Tipper truck – 9m x 2.5m – 5 vehicles per week; transit van - 5m x 1.9m – 10 vehicles per week, etc.*)

PHASE	VEHICLE TYPES & DIMENSIONS	EXPECTED NUMBER PER WEEK
SITE DEMOLITION	Flatbed - 2.5m x 10m 7.5tn Box Van - 2.3m x 7.9m Small Skip Lorry - 2.4m x 6.3m	5
BASEMENT EXCAVATION & PILING	N/A	N/A
SUB-STRUCTURE	Flatbed - 2.5m x 10m 7.5tn Box Van - 2.3m x 7.9m	10
SUPER-STRUCTURE	Flatbed - 2.5m x 10m 7.5tn Box Van - 2.3m x 7.9m	8
CLADDING	Transit Vans - 2.4m x 5.5m	5
FIT-OUT, TESTING AND COMMISIONING	Transit Vans - 2.4m x 5.5m	5

16. Are there any planned exceptional loads required (i.e. crane or plant deliveries using a low-loader; mobile crane lifts; piling rigs, steel beams, etc.) Provide details and vehicle dimensions. A site setup drawing will be required, as will swept path analysis drawings where necessary

NO EXCEPTIONAL LOADS EXPECTED

17. Will a Footway closure be required? **Y / (N)**

If yes please provide a drawing showing the pedestrian diversion route and safety measures that conform to Chapter 8 of the Traffic Signs Regulations and General Directions 2019 and NRSWA requirements

18. Will a Road closure be required? **Y / (N)**

If yes please provide a drawing showing the diversion route and safety measures and written/email confirmation this has been agreed with the LBRuT network management team

19. Please confirm you understand & agree to the following site protection measures **(Y) N**

a.	All road gulleys to be protected & no site waste to enter public drainage systems
b.	All vehicle engines to be switched off when on stand
c.	The public highway to be kept clean at all times during the works
d.	Any damage to the public highway will be reported immediately

20. Will you require a parking suspension? If so what length and for how long? *(a standard bay is 5m in length*)

NO PARKING SUSPENSIONS REQUIRED

21. **DRAWINGS**. These must be CAD drawn at a minimum scale of **1:200**, show the position of vehicles and show the site in the context of its surroundings, including any street trees, lighting columns, street furniture, gulley positions, etc. Drawings must be attached or appended to this CMP document. (*Please tick which ones are included*)

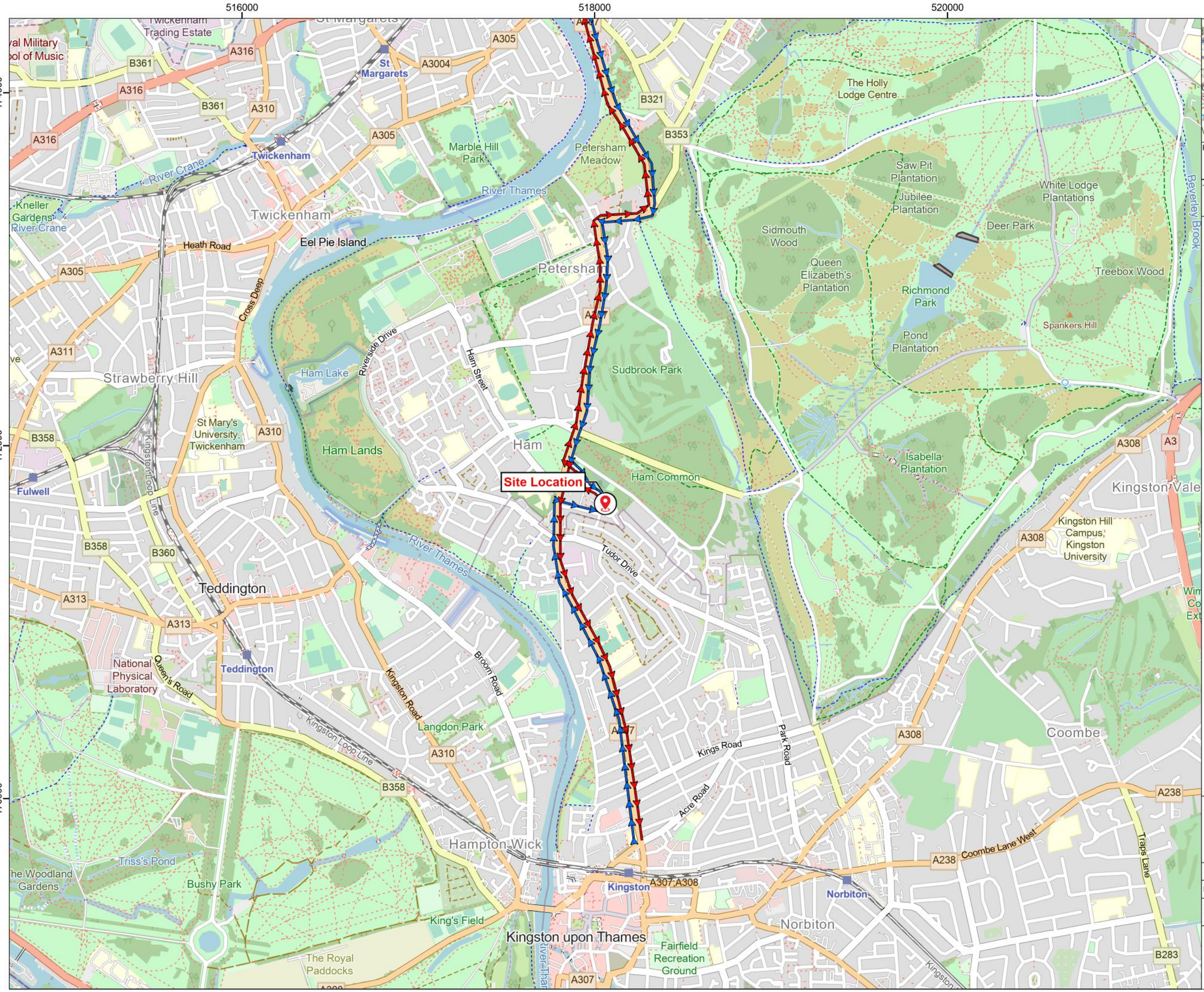
a.	Site Setup, Skips, Vehicle positions etc.	**APPENDED**
b.	Concrete Vehicle positions	**N/A**
c.	Swept Path Analysis	**APPENDED**
d.	Abnormal Loads – low loaders, cranes, etc.	**N/A**
e.	Vehicle Routing	**APPENDED**

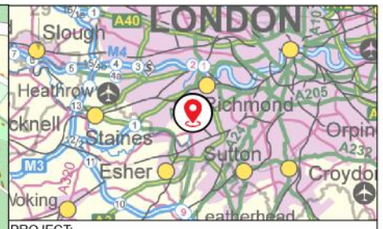
22. ADDITIONAL DOCUMENTS - Please attach the following and tick where necessary

a.	Noise, Vibration and Dust mitigation measures statement	**APPENDED**
b.	Additional Licences (TfL etc.)	**N/A**
c.	(Other)	

23. ADDITIONAL INFORMATION (if required above**)**

APPEND DRAWINGS BELOW





PROJECT:

25 Ham Farm Road, TW10 5NA

TITLE:

Regional Plan with Construction Vehicle Routing

Legend:

- Site Location
- Arrival Route
- Departure Route

Capital Transport Planning
Email: michael@capitaltp.co.uk

Rev	Date	Purpose of Revision	Drawn
A	20/02/2022	Initial Issue	DR

Drawing Reference:
702464

0 125 250 500 Metres

SCALE: 1:20,000

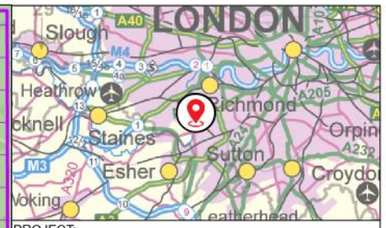
ISO A3

DO NOT SCALE

517600 517800 518000 518200 518400

172000 171800 171600 171400

Site Boundary



PROJECT:

25 Ham Farm Road, TW10 5NA

TITLE: **Local Context Plan with Construction Vehicle Routing**

Legend:

- Site Location
- Departure Route
- Arrival Route
- Cycle Routes
- Community Considerations

Capital Transport Planning
Email: michael@capitaltp.co.uk

Rev	Date	Purpose of Revision	Drawn
A	20/02/2022	Initial Issue	DR

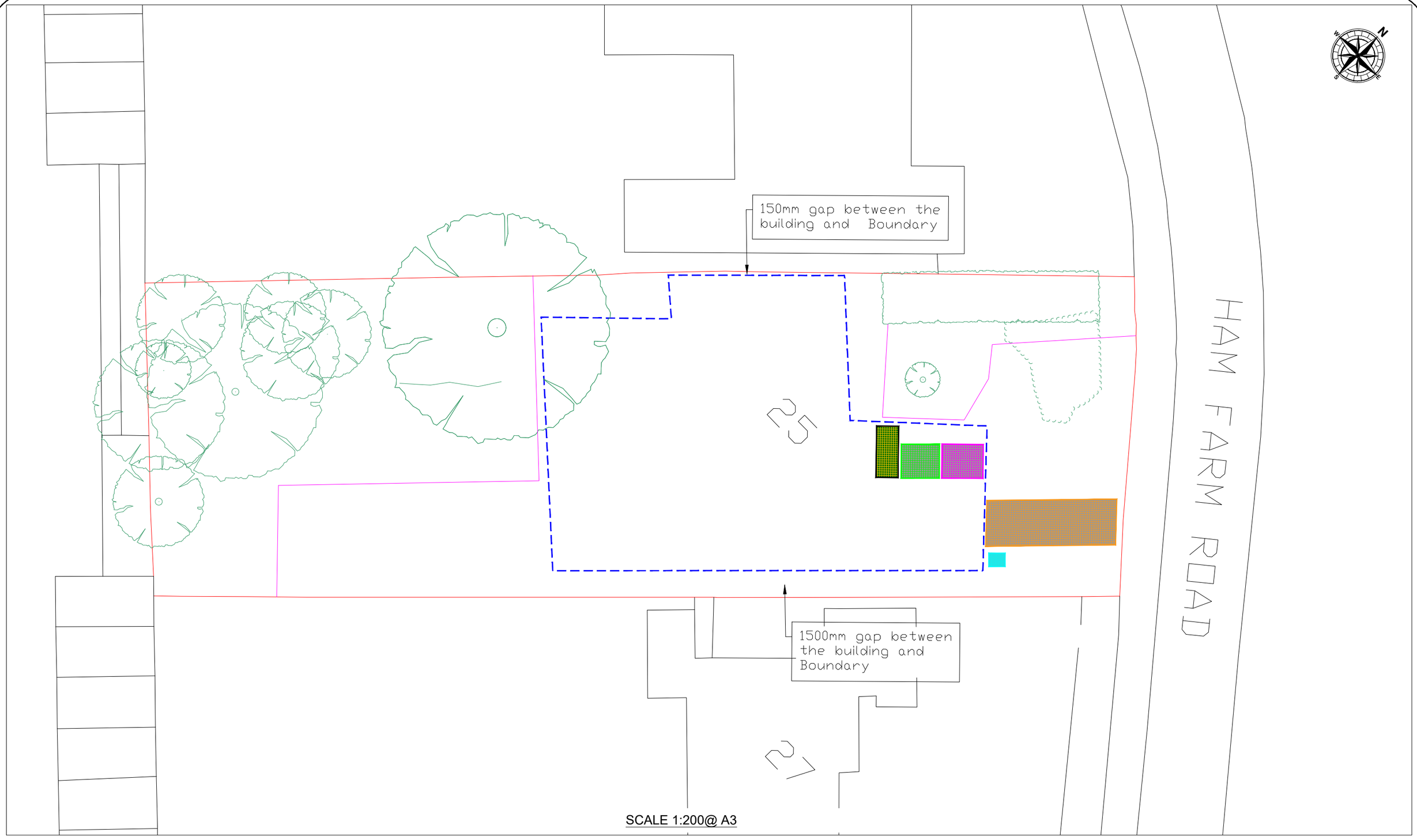
Drawing Reference: 702464

0 25 50 100 Metres

SCALE: 1:3,000

ISO A3

DO NOT SCALE



KEYS:

- Site Boundary
- Proposed Hoarding
- Loading Bay
- Storage of plant and materials
- Site Welfare
- Wheel Washing Facility
- Recycling Area
- Temporary Tree Protection Barrier

0 10 20

TRANSPORT PLANNING SPECIALISTS

PROJECT: 25 Ham Farm Road, TW10 5NA

DRAWING TITTLES: Site Construction plan

DRAWN BY: SA

DATE: FEB 2022

Rev	Date	Description
-	-	-

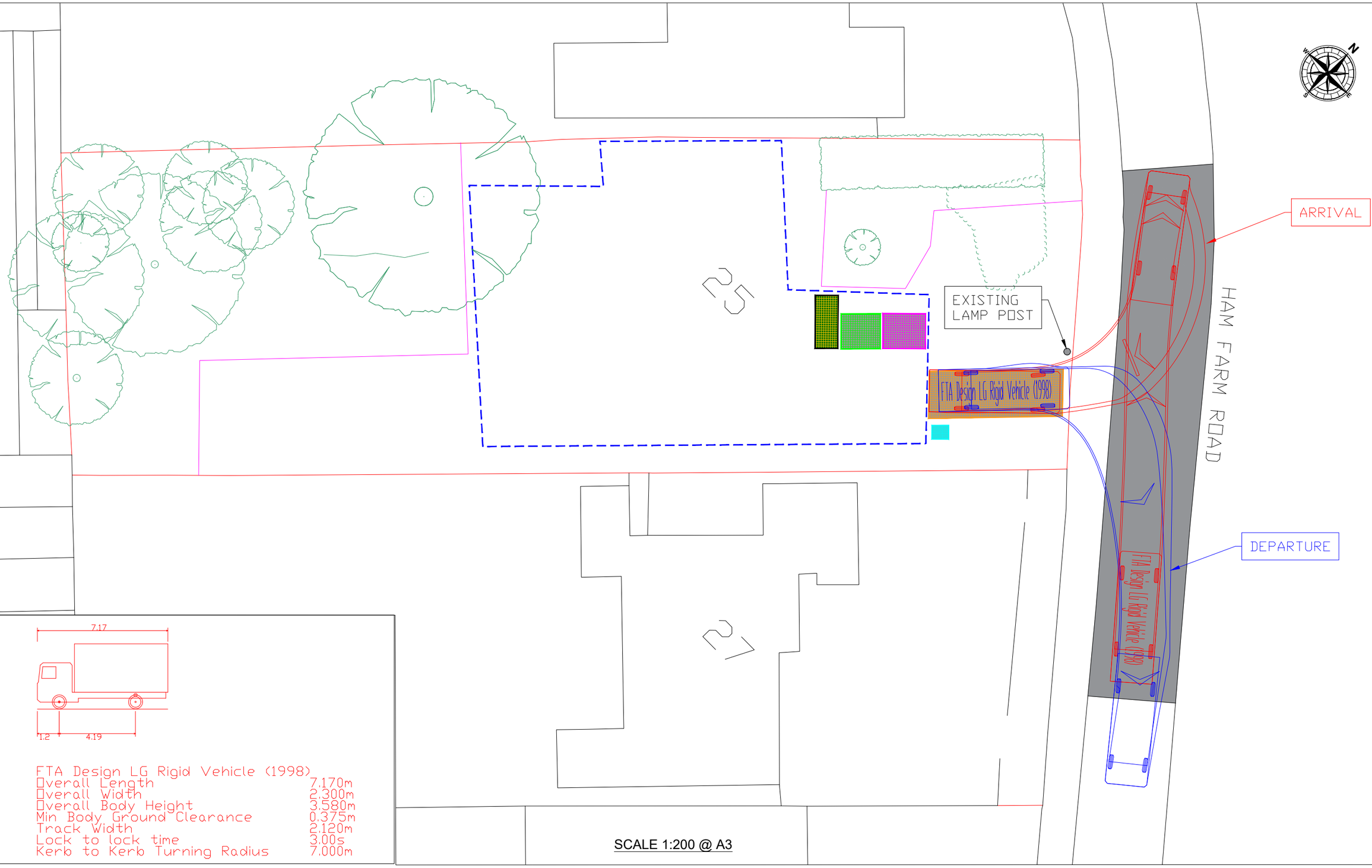
SCALE: AS SHOWN

SHEET: 1 of 1

DRAWING No: XXXXXXXX

REVISION: - - -

A3



FTA Design LG Rigid Vehicle (1998)

Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

KEYS:

30m Long Parking Suspension

0 10 20

TRANSPORT PLANNING SPECIALISTS

PROJECT: 25 Ham Farm Road, TW10 5NA

DRAWING TITLE: SWEPT PATH ANALYSIS

DRAWN BY: SA

DATE: FEB 2022

Rev	Date	Description
-	-	-

SCALE: AS SHOWN

SHEET: 1 of 1

DRAWING No: --------

REVISION: - - -

A3

CAPITAL TRANSPORT PLANNING

Framework Noise, Vibration and Dust Mitigation Statement

25 Ham Farm Road, Ham

May, 2022

1. NOISE DUST VIBRATION CONTROL MEASURES

1.1. Control Measures

1.2. The control measures detailed in this section have been developed in accordance with the proposed site program and Construction Management Statement respectively. Deviation from the approved method statements will be permitted only with prior approval from the supervising engineer following a formal review.

1.3. Site Personnel

1.4. All operatives on site will be trained to ensure that noise minimisation and best practicable means (BPM) are implemented at all times. Works will be checked regularly by the Site Supervisor to ensure that BPM is being implemented throughout the program of works.

1.5. The site crew and sub-contractors will be made aware of the importance of giving due consideration to the residential neighbours, and will be instructed through induction and signage not to generate unnecessary noise whilst in the proximity of the previously identified receptors.

2. NOISE, DUST AND VIBRATION CONTROL MEASURES

2.1. Noise, dust and vibration control measures include:

- suitability in the choice of methodology/technique for operations (including site layout) will be considered to eliminate or reduce emissions at sensitive locations;
- fixed items of construction plant will be electrically powered in preference to diesel or petrol driven;
- wherever practicable fabrication will be undertaken off site;
- noisy plant will be kept as far away as possible from sensitive areas;
- each item of plant used will comply with the noise limits quoted in the relevant European Commission Directive 2000/14/EC/United Kingdom Statutory Instrument (SI) 2001/1701 [4] where reasonably available;
- equipment will be well-maintained and will be used in the mode of operation that minimises noise;
- equipment will be shut down when not in use or throttled down to a minimum during waiting period;
- vehicles shall not wait or queue on the public highway with engines running (unless the engine is required to power the operation of the vehicle e.g. concrete wagon);
- all materials will be handled in a manner that minimises noise; and
- where possible deliveries will be arranged on a just-in-time basis to prevent vehicles queuing outside site.

3. SITE SPECIFIC NOISE AND VIBRATION CONTROL MEASURES

3.1. Control measures detailed below will be implemented:

- plant which is considered to introduce the risk of potential noise effects to be limited to working between 08:00 – 16:30 hrs. and not permitted on weekends; site breaks will be between 10.00 and 10.30, 13.00 – 13.30 and finally at 15.00 – 15.15 and no noisy works will be carried out.
- breaker usage to be limited to only where absolutely necessary; where practicable concrete slabs to be cut, drilled and burst;
- all fixed plant (conveyor) is to be kept within the demise of No.15 St Georges Avenue to reduce potential effects on neighbouring properties and is to be acoustically enclosed;
- a hoarding is to be installed around the site boundary to minimise noise emitted when loading;
- where possible rebar will be cut to the required lengths prior to site delivery to minimise any necessary site trimming;
- hydraulic or pneumatic shears will be used in preference to angle grinders when trimming rebar where practicable; and
- all HGV movements associated with the worksite will only take place during normal working hours, unless otherwise agreed and approved by the council.

4. SPECIFIC DUST CONTROL MEASURES

- Dust generated by the construction process will be suppressed via a fine directional spray jet of water aimed at the source;
- wetting down of material to be transported by conveyor;
- skips to be covered when not in use;
- cutting equipment to be used with water suppressant and/or suitable extract system;
- no burning of waste wood or other materials on site;
- the stockpiling of dust generating materials on site will be minimised;
- powders will be sealed when not in use;
- immediate clean-up of spillages of dusty materials in place;
- wet brushing techniques will be used for cleaning;
- regular checks for visual observation of dust and soiling within 50m of site;
- all mobile vehicles should comply with the standards of the Low Emission Zone;
- dust deposition and/or soiling monitoring during construction phase;
  • no vehicle idling (unless required e.g. concrete wagon); and
- use of mains or battery powered plant where practicable.

5. NOISE RISK ASSESSMENT

5.1. Overview

5.1.1. This section presents an assessment of the risk of construction noise generated by the proposed works at 25 Harm Farm Road, and the associated potential adverse effects on the surrounding area.

5.1.2. An assessment of the potential noise effects has been undertaken based upon the plant and equipment, scheduled construction activities and the programme of works as presented in this document.

5.2. Baseline Conditions

5.2.1. Although no site-specific baseline information is available for the site, initial observations indicate that the main noise sources in the locality of the proposed development are from local traffic and other neighbourhood developments.

5.2.2. Taking into consideration the number of dwellings potentially affected, the programme of works, and the scale of the development, a level of 75 dB is to be adopted to assess acceptability of this short-term project.

5.3. Predicted Noise Risk

5.3.1. Predicted receptor noise risks been determined based on the plant listed for each activity in accordance with the Construction Management Statement.

5.3.2. Appropriate screening from buildings and other local barriers will be installed and maintained for the duration of the project, however, it is understood that barriers will not always screen noise sources from upper storeys as these may overlook the barriers. Worse case levels are presented.

6. DUST RISK ASSESSMENT

6.1. Overview

6.1.1. The purpose of this assessment is to identify the level of risk of dust emission associated with the construction activities, and to propose a suitable mitigation strategy to ensure negative impacts are controlled.

6.2. Baseline Conditions

6.2.1. No baseline information is available for the site; however, it is understood that the baseline airborne particulate dust environment will be influenced by road traffic and dust from other sources.

6.3. Site Evaluation

6.3.1. It is recognised that the level of risk attached to a construction site is dependent not only on the size and scale of a development, but also the activities, the timing of works (seasonality) and the sensitivity of the surrounding area. As the works are in the main confined to below ground activity and the relatively short duration of the proposed works the risk of dust nuisance is LOW.

6.3.2. Sensitive dust receptors are those where the public may be exposed to dust from the worksite. Locations with high sensitivity to dust and within 100m of the proposed site include residential properties.

6.3.3. A list of sensitive receptors and the approximate distances to the worksite will be drawn up prior to the commencement of works. A plan showing the location of receptors in relation to the site is to be maintained at the site office for the duration of the works.

6.3.4. The distance from source to sensitive receptor is a key factor for determining the potential dust effects from a construction site. As a general guide, the main effects are at distances of less than 100 m. The distances from source that dust effects are felt is dependent the extent and nature of mitigation measures, prevailing wind conditions and the presence of natural screening by, for example, vegetation or existing physical screening such as boundary walls and buildings.

6.3.5. There are 10-25 receptors of 'high sensitivity' within 50 m of the worksite. No special ecological receptors are located near to the site and ecological air quality impacts are considered negligible.

6.4. Dust Risk Assessment Summary

6.4.1. Generic dust mitigation has been discussed in Section 3 and will be followed during the works. The risk to ecological receptors is negligible, the risk of health effects is low risk and the risk of dust soiling is medium risk during construction activities involving concrete and low risk during other activities. Mitigation and BPM is detailed in Section 3.5 and visual monitoring of dust will be maintained throughout the works.

7. VIBRATION RISK MANAGEMENT

7.1. Overview

7.1.1. This section presents an assessment of the potential risk regarding vibration generated by the construction works detailed in this document, and the associated adverse effects on the surrounding area. The surrounding area is residential and it is unlikely that these residential buildings will contain sensitive equipment at risk of adverse vibration effects.

7.2. Guidance Vibration Limits

7.2.1. Vibration levels will be evaluated against guidance presented in BS 5228 Part 2 in order to assess the likelihood of both structural damage to neighbouring buildings and the human response of the occupants.

7.3. Vibration Control Plan

7.3.1. To control and minimise vibration effects caused by construction activity, the vibration mitigation measures listed in Section 3 of this report will be adopted at all times.

7.3.2. At the commencement of any potentially disturbing phases of works such as breaking out that are likely to cause complaints it is proposed that attended vibration measurements will be undertaken to ensure receiver levels remain below appropriate thresholds. and prior warning and explanation of the works is to be given to residents.

7.3.3. Works will be controlled on a risk-based approach with attended monitoring used to judge the acceptability of the works, and safe working distances going forward.

8. SUMMARY & CONCLUSIONS

8.1. Due the enclosed nature of the site and the fact that the majority of the works are to be carried out below ground suggests that the risk of excessive disturbance caused by Noise is low. It is suggested that vibration monitoring be undertaken to ensure that threshold criteria is not exceeded at sensitive receptors.

8.2. The outcome of dust risk assessment shows the risk to ecological receptors is negligible, consequently the risk of health effects is low risk and the risk of dust soiling during construction activities involving is low risk.

8.3. The control measures described in this NVDMP, the potential for significant noise, dust and vibration adverse effects will be minimised.