PAUL MEW ASSOCIATES

TRAFFIC CONSULTANTS 020 8780 0426

THE RICHMOND CHARITIES

ST MARY'S GROVE GARAGES SITE

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

August 2022

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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

INTRODUCTION

1. Date of this document

25th August 2022

2. Site / Property address

St Mary's Grove Garages, Richmond, TW9. Refer to Figure 1 for Site Location.

3. Planning reference (if known)

N/A – Initial planning application

4. Brief description of the work

The proposal seeks to demolish the existing garages to provide five x one bedroom / two-person dwellings. One wheelchair accessible parking space is proposed, which will have E.V. charging. The dwellings will be provided for the over 65s with limited mobility. The proposal drawings can be found within Appendix A.

5. Contact details (name & mobile number)

Property Owner / Client:	The Richmond Charities, 95 Sheen Road, Richmond, TW9 1YJ
Project Manager / Contractor	Andrew Gilbert – Clive Chapman Architects 020 8891 4837 To be updated with Contractor details once appointed
Emergency Contact	Contractor yet to be appointed
Person responsible for completing this document	Paul Mew Associates – 0208 780 0426 Jack Thompson – jack.thompson@pma-traffic.co.uk

6. Estimated Start Date and Programme Length

Estimated Start Date on site: 1st June 2023	
Programme:	
a. Site set up and demolition	2 Months
b. Excavation & Piling	1 Month
c. Sub-structure	3 Months
d. Super-structure	5 Months
e. Fit-out	3 Months
f. External Works	2 Months

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*)

Details of the vehicle route can be seen within Figure 2.

To site:

- Vehicles will approach the site via A305 Sheen Road, turning into St Mary's Grove.
- Vehicles will then turn left into the garage site (Grena Gardens).

Away from Site:

- Vehicles will exit, turning right out of the site, onto St Mary's Grove.
- Vehicles will then turn onto A305 Sheen Road and proceed onto their destination.

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)

Refer to Figure 2, which also displays local sensitive receptors.

The receptors have also been outlined herein:

1) Marshgate Primary School
2) Chapel of St Francis School
3) Dental Care (Dentist)
4) The Mitre (Pub)
5) Cycle Lane on A305

Whilst there is a school and church located on A305, they are not in close proximity to the site, hence why construction vehicle hours have not been restricted.

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
Construction Vehicle hours: 08:00 to 18:00

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

Figure 3 shows the site set-up / management plan.

Figure 4, a-b shows vehicle swept path analysis of the largest vehicles intending to access the site. Smaller 7.5 ton and skip lorries will also access the site.

Hoarding will be erected as per the plan.

Existing private parking within the site (five parking spaces) will be temporarily suspended and this area used for storage / welfare.

Neighbouring tree root protection areas marked/safeguarded from demolition works and avoidance of machinery/building material storage.

Existing brick walls and profiled metal roofing of single storey garages demolished with JCB Mini Excavator (Model 8035 ZTS). Existing rear wall and piers of garages to be retained and temporary supports added.

Existing tarmac surface grubbed-up with JCB Mini, and existing drainage disconnected.

Strip foundation trenches excavated with JCB Mini, together with utility trenches.

Demolition will be disposed via eight yard skips. Existing bricks shall be retained for hardcore wherever possible.

Approximately 337 tonnes of demolition is required to be removed from the site.

Vehicles will enter the site in forward gear, as per the tracking diagrams.

In order to exit, vehicles will need to reverse back onto the road. This will be done with the aid of a banksman, as shown within the tracking diagrams.

a. No more than one vehicle to attend the site at any time (*mandatory*)	Yes
b. Vehicles will not be permitted to stack outside the site or on local roads & a proper call-up procedure will be used	Yes
c. Construction vehicles will not block the road (where this is unavoidable, justification must be provided in Section 20)	Yes
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)	Yes

e. Any signage or barriers will conform to Chapter 8 of the Traffic Signs Regulations and General Directions 2019 and NRSWA requirements	Yes

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

Spoil will be removed via skip lorries accessing the site, as per the diagrams shown within Figure 4a.

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

a. Standard Ready-Mix vehicles (*must be included on drawings*)	Yes (See Fig 4b)
b. Bagged material delivered and mixed on site	N/A

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

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

See Figure 3 for the Site Set-up Plan.

- 2.4metre high temporary timber hoarding will be erected around the sites boundary and around the welfare / storage unit. This will protect the site from unauthorised entry. Signs will be displayed along the front of the hoarding with site safety information as well as information about site management personnel.
- A trained and qualified Banksman will be present on site when HGV Vehicles are entering/ exiting the site so that they can guide vehicle manoeuvres into the site in a safe manner.
- The Banksman will also be responsible to allow pedestrians to cross safety across the site's drop kerb when HGV activity is going on, either by telling vehicles to stop or telling pedestrians to wait.
- A trained and qualified Traffic Marshall will be present to communicate with any nearby oncoming traffic on St Mary's Grove when HGV activity is taking place.
- Appropriate warning signage and information about the site, including contact information of the site manager and contractor will be available along the hoarding should it be required.

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 set up and Demolition (2 Months)	Large Tipper Truck: • 10.20m length x 2.50m width Small Skip Lorry: • 6.26m length x 2.50m width	5 per total week
Excavation/Foundation (1 Month)	Large Tipper Truck: • 10.20m length x 2.50m width	2 per week
Sub-Structure (3 Months)	Medium Concrete Mixer Truck: • 8.36m length x 2.39m width	2 per week
Super-structure (5 Months)	Large Delivery Truck: • 10.20m length x 2.50m width	2 per week
Fit Out (3 Months)	Large Delivery Truck: • 10.20m length x 2.50m width 7.5 Tonne Deliveries: • 6m length x 2.50m width	2 per week
External Works (2 Months)	Large Delivery Truck: • 10.20m length x 2.50m width 7.5 Tonne Deliveries: • 6m length x 2.50m width	2 per week
Additional dimensions provided within vehicle profile shown on vehicle swept path analysis Fig 4. Number of trips will be reassessed when a contractor is appointed.		

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 planned exceptional loads. The largest vehicles accessing the site will be the large, eight wheel tipper lorries and the concrete mixers as per the swept path analysis shown.

17. Will a Footway closure be required? **No**

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? **No**

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 **Yes**

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.

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.	Fig 3
b.	Concrete Vehicle positions	Fig 4b
c.	Swept Path Analysis	Fig 4
d.	Abnormal Loads – low loaders, cranes, etc.	N/A
e.	Vehicle Routing	Fig 2

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

a.	Noise, Vibration and Dust mitigation measures statement	See Section 23 (next page)
b.	Additional Licences (TfL etc.)	N/A
c.	(Other)	N/A

23. ADDITIONAL INFORMATION (if required above)

Noise, Vibration and Dust Mitigation:

The borough's guidelines 'Construction Code of Practice' (January 2022) which is in line with wider London practices, will be observed to follow the best practice regarding noise, vibration, and dust matters. All staff working on the site will be aware of the site's specific noise, vibration, and dust procedure and practices.

The project contains a relatively straightforward demolition and construction process in terms of noise, vibration and dust. Due to the sites surroundings being mostly residential in character, any work involving excessive noise, vibration or dust impact will be restricted between the hours of 8am to 6pm Monday Friday and 8am to 1pm on Saturdays. No Construction will take place on Sundays and Bank Holidays. Contact details for the person responsible for emissions generated from site (site manager) will be displayed on the frontage of the site, so that they are reachable by local residents & businesses.

The following measures will be implemented to reduce noise and vibration levels on the site:

- Where possible any noisy stationary equipment will be located away from sensitive areas;
- Drop heights of materials will also be kept to a minimum to avoid unnecessary extra noise;
- Where possible the contractor will use quiet or low noise equipment;
- Electrically operated plant will be used where practical;
- Operatives working in noisy areas will also be monitored to ensure they are wearing the necessary protective equipment and that they are not exceeding their permitted exposure periods;
- No radios or other audio equipment will be allowed on site;
- Efficient vehicle logistics ensure that vehicles arrive promptly, are off-loaded quickly and depart quickly meaning that there is less time when noise is generated and it will also prevent traffic build up noise being generated; and
- Where practical all vehicles will switch off engines whilst in attendance.

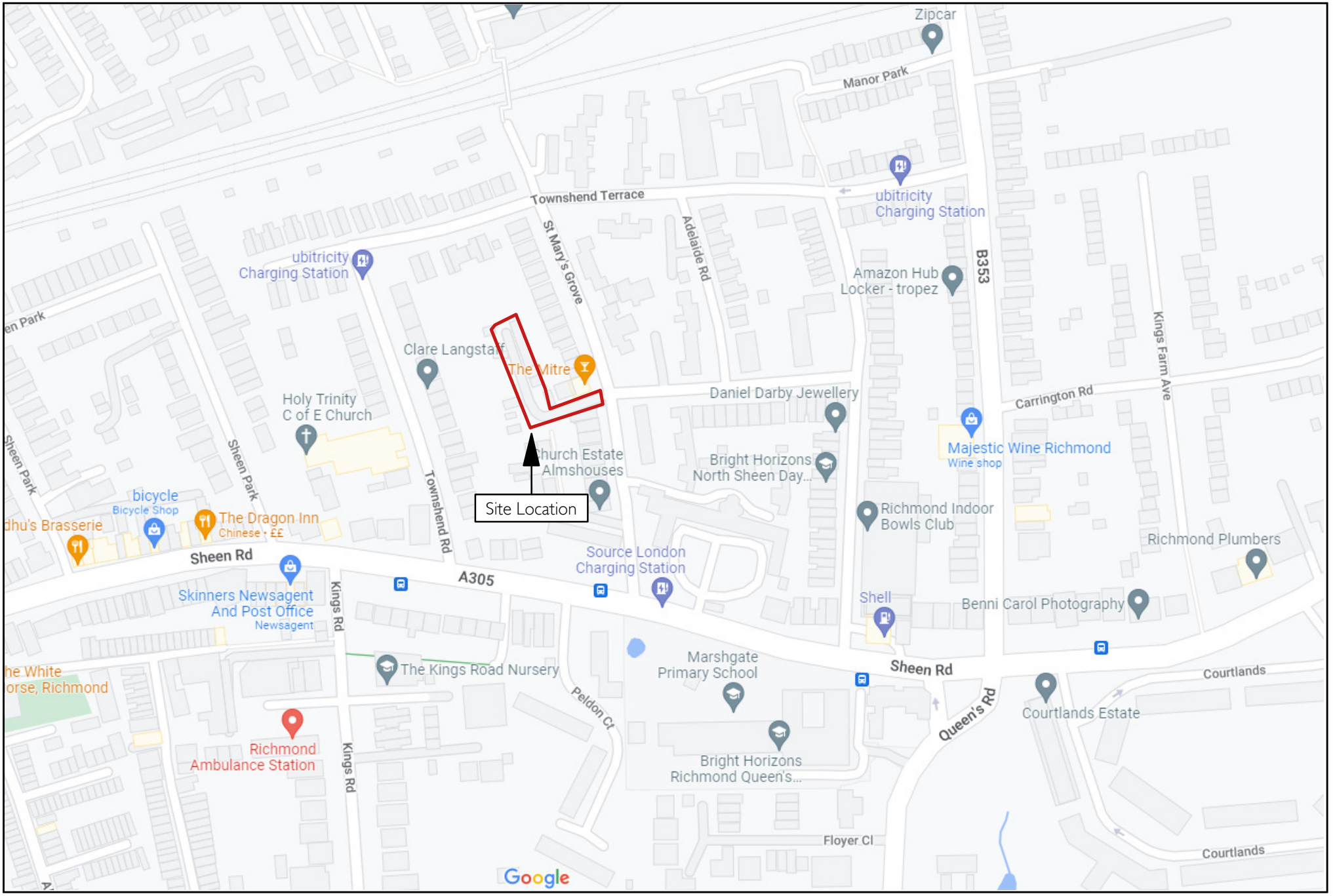
Alongside the council's 'Construction Code of Practice', the contractor will comply with the latest version of the Mayor of London's Planning Guidance on "The Control of Dust and Emissions during Construction and Demolition" and will work in such a way that emissions to the air of dust and pollutants are minimised and that measures are in place to avoid creating a statutory nuisance.

The emission of dust from the site resulting from demolition and construction works will be managed with the following measures;

- No waste materials will be burnt on site;
- Locating machinery and dust generating activities away from receptors.
- Creating physical distance and/or barrier between dust/emission generating activities and receptors
- Installation of solid screens or barriers around dust generating activities. This includes hording to be placed around the site that should be at least as high as any stockpile on site.
- Cover or seed stockpiles to prevent wind whipping and remove loose materials as soon as possible.
- Any dust creating activities will be conducted away from neighbouring properties and sensitive areas;
- Any demolition activities will use water as a dust suppressant if necessary;
- As and when necessary the adjoining highway will be swept and washed to keep clean;
- Effective traffic management and well organised vehicle logistics will be applied resulting in less dust and mud being produced;
- When practical the driver will switch off vehicle engine whilst in attendance, no idling of vehicle engines will be permitted;
- Any open piles of spoil/waste will be securely covered;
- The contractor's site foremen will visually assess any dust emission on site and take further action to mitigate this if necessary.

The measures mentioned above should mitigate the impacts of noise and dust on site. It will be the responsibility of the site manager to contact and inform local residents and sensitive receptors of any particularly impactful noise or dust activity and to find an informal agreement within them around the issues.

FIGURES



Date: Aug 2022
Scale: NTS
Source: Gmaps
No: P2689/CMP/01

P2689: ST MARY'S GROVE GARAGES, GRENA GARDENS, RICHMOND, TW9

Figure 1.
Site Location

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS

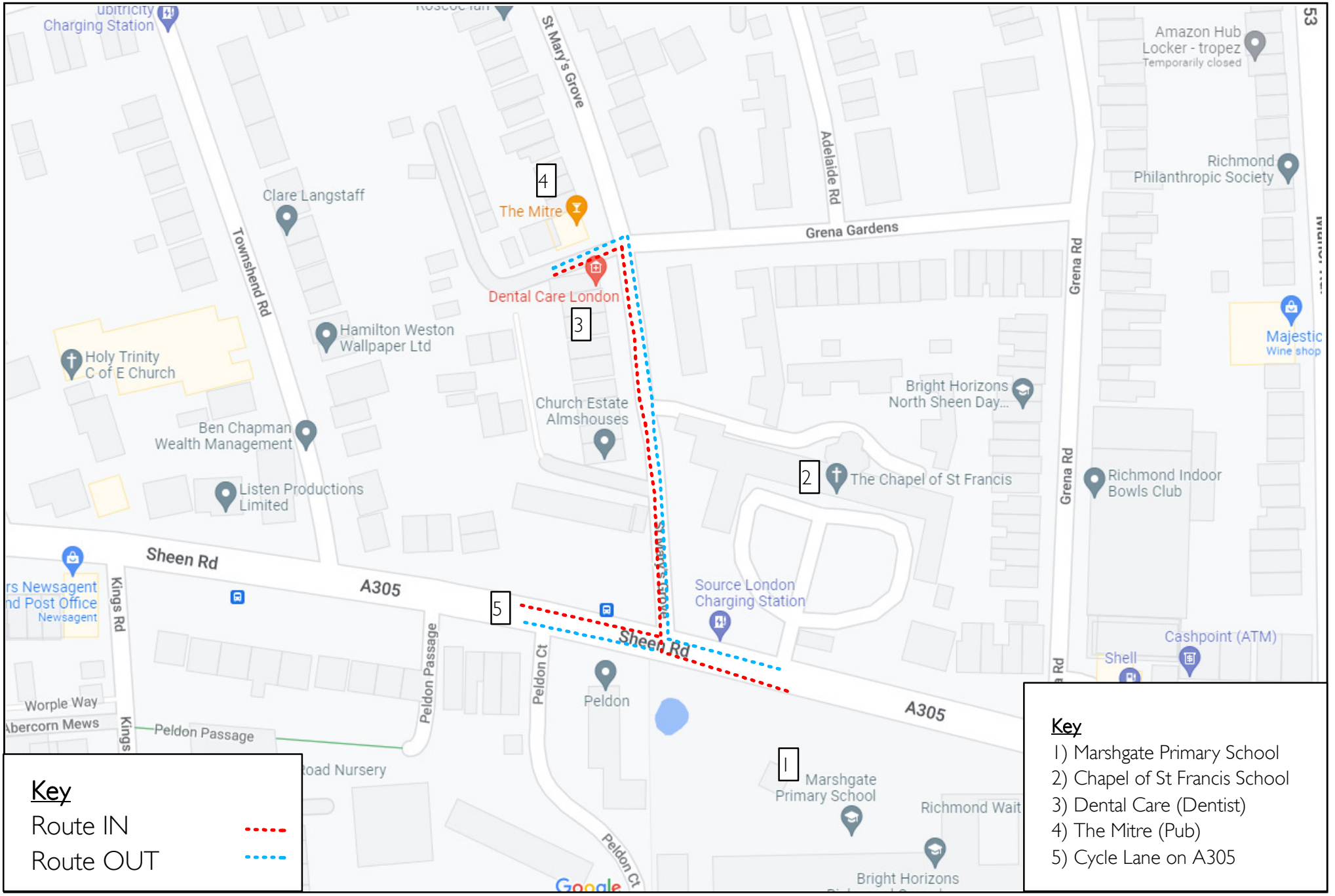


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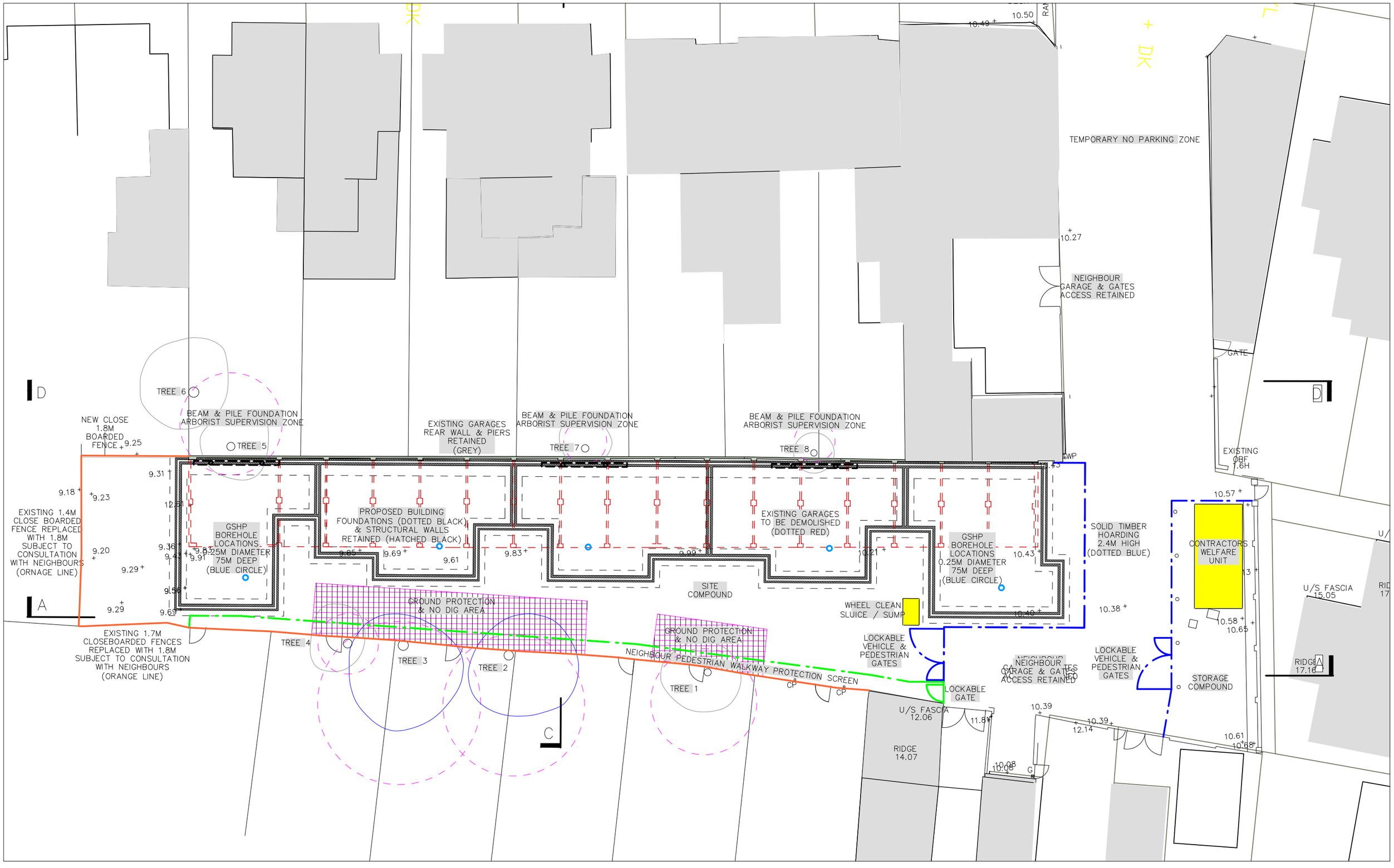
Figure 2.
Vehicle Routing and Local Receptors

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



Date: Aug 2022
Scale: 1:200@A3
Source: OS/PMA
Drawing No. P2689/CMP/3

N

P2689: ST MARY'S GROVE GARAGES

Figure 3.
Site Set-up Plan

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IN

ST MARY'S GROVE

QUT

ST MARY'S GROVE

Large Tipper

10.201m
2.500m
2.893m
3.343m
2.500m
6.005
11.550m

Large Tipper
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

TEMPORARY NO PARKING ZONE

NEIGHBOUR GARAGE & GATES ACCESS RETAINED

GSHP BOREHOLE LOCATIONS 0.25M DIAMETER 75M DEEP (BLUE CIRCLE)

SOLID TIMBER HOARDING 2.4M HIGH (DOTTED BLUE)

CONTRACTORS WELFARE UNIT

EXISTING GARAGES TO BE DEMOLISHED (DOTTED RED)

WHEEL CLEAN SLUICE / SUMP

LOCKABLE VEHICLE & PEDESTRIAN GATES

EXISTING OBF 1.6H

U/S FASCIA 15.87

U/S FASCIA 15.05

RIDGE 17.17

RIDGE 17.16

DECK 10.50

RAMP

GATE

TREE 8

Date: Aug 2022 Scale: 1:200@A3 Source: OS/PMA Drawing No. P2689/CMP/4	N	P2689: ST MARY'S GROVE GARAGES Figure 4.a Vehicle Swept-Path Analysis: Large Tipper. B = Banksman

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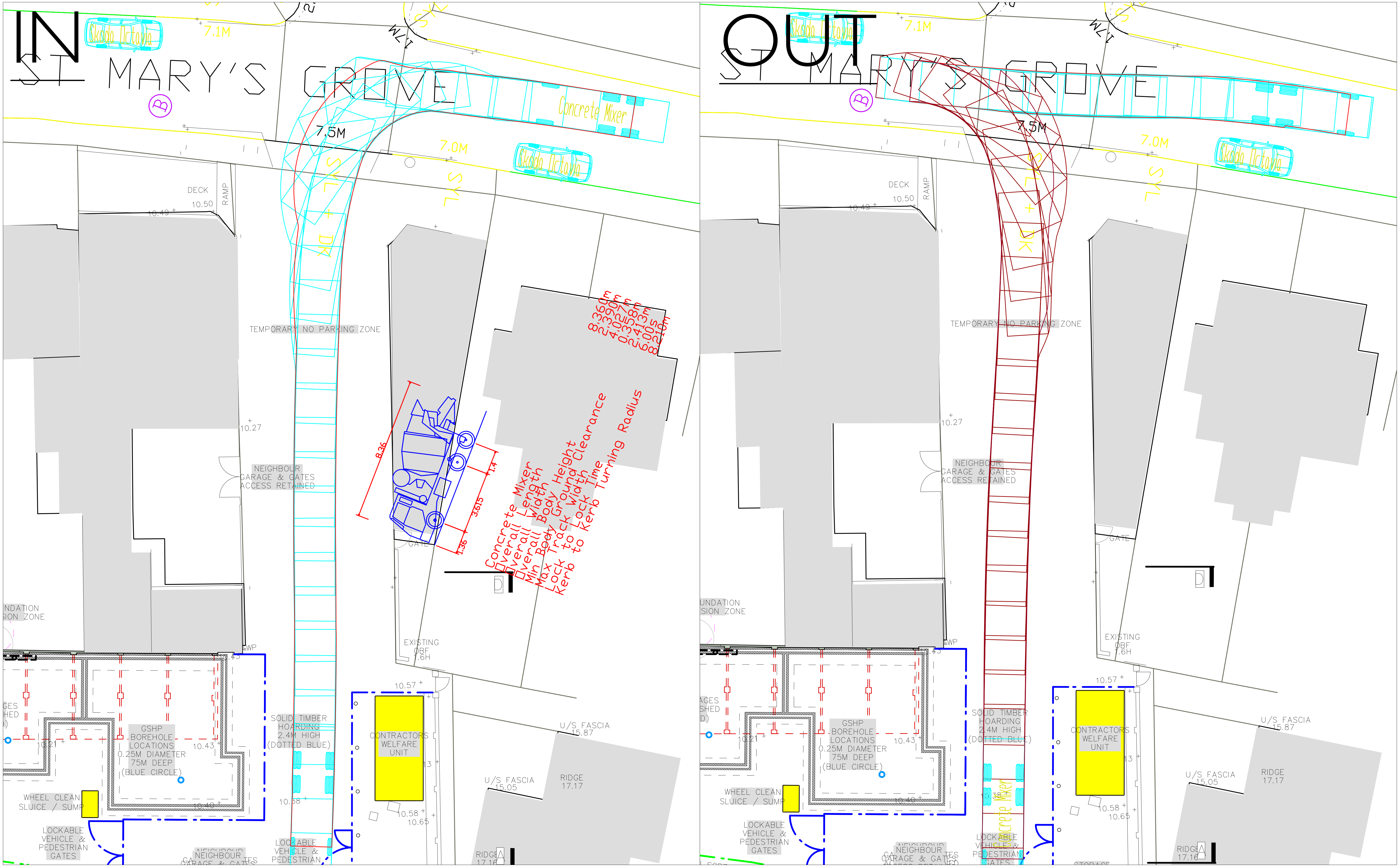
IN
OUT
ST MARY'S GROVE
7.1M
7.5M
7.0M
Skoda Octavia
Concrete Mixer
SYL + DK
DECK
RAMP
10.50
10.49
TEMPORARY NO PARKING ZONE
10.27
NEIGHBOUR GARAGE & GATES ACCESS RETAINED
Concrete Mixer
Overall Length 8.360m
Overall Width 2.390m
Overall Body Height 4.025m
Min Body Ground Clearance 0.358m
Max Track width 2.413m
Lock to lock Time 6.00s
Kerb to Kerb Turning Radius 8.210m
8.36
1.4
3.615
1.36
GATE
EXISTING OBF 1.6H
SOLID TIMBER HOARDING 2.4M HIGH (DOTTED BLUE)
GSHP BOREHOLE LOCATIONS 0.25M DIAMETER 75M DEEP (BLUE CIRCLE)
CONTRACTORS WELFARE UNIT
WHEEL CLEAN SLUICE / SUMP
LOCKABLE VEHICLE & PEDESTRIAN GATES
NEIGHBOUR GARAGE & GATES
10.57
10.43
10.58
10.65
U/S FASCIA 15.87
U/S FASCIA 15.05
RIDGE 17.17
RIDGE 17.16

Date: Aug 2022
Scale: 1:200@A3
Source: OS/PMA
Drawing No. P2689/CMP/4

N

P2689: ST MARY'S GROVE GARAGES

Figure 4.b

Vehicle Swept-Path Analysis: Concrete Mixer. B = Banksman

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APPENDIX A
Proposed Drawings

SITE LAYOUT & GROUND FLOOR PLAN

ST MARY'S GROVE

ACCOMMODATION SCHEDULE

SELF-CONTAINED DWELLINGS FOR THE OVER 65s
4 No. 1 BED / 2 PERSON WHEELCHAIR ACCESSIBLE M4(3) UNITS @ 60M²
1 No. 1 BED / 2 PERSON ACCESSIBLE & ADAPTABLE UNIT WITH WET ROOM M4(2) @ 50M²
5 No. UNITS TOTAL

PARKING:
1 No. BLUE BADGE DISABLED PARKING BAY (ELECTRIC CHARGING)
2 No. VISITOR BAYS

NOTE:
DRY RISER REQUIRED FOR FIRE BRIGADE ACCESS.
EXISTING NEIGHBOUR GATE AND GARAGE ACCESS RETAINED.
BOUNDARY FENCE REPLACEMENT SUBJECT TO CONSULTATION WITH NEIGHBOURS.

NORTH

BAR SCALE
0 1 2 3 4 5M

34

20

'THE MITRE' PUBLIC HOUSE

18

OVERHEAD CABLES

CATV

POMH

DECK

RAMP

MAIN ENTRANCE

SIDE ENTRANCE

BAY 1

BAY 2

REFUSE & RECYCLING PICKUP POINT FOR COLLECTION DAYS (TO BE MOVED BY CARETAKER)

GATES

CL10.35 IL9.30

GATE

GARAGE

EXISTING HIGH LEVEL WINDOW

DEMARKED FOOTPATH

EXISTING IOBF 1.6H

EXISTING GATE TO ALMSHOUSES & COMMUNAL GARDEN RETAINED

EXISTING PARKING RETAINED

GARAGE ACCESS RETAINED

SEMI-PRIVATE PATIO GARDEN & PLOT 5 SCOOTER CHARGING

PLOT 3 COVERED CHARGING SPACE FOR MOBILITY SCOOTER

SEMI-PRIVATE PATIO GARDEN FOR PLANT POTS & SEATING

PLOT 3 COVERED CHARGING SPACE FOR MOBILITY SCOOTER

PLOT 2 COVERED CHARGING SPACE FOR MOBILITY SCOOTER

SEMI-PRIVATE PATIO GARDEN & PLOT 1 SCOOTER CHARGING

EXISTING GARAGE WALL 2.75M - 2.9M REPLACED WITH NEW BRICK WALL 2.85 - 3.35M SIMILAR TO EXISTING GARAGE WALL

BENCH SEATING

NEW CLOSE 1.8M BOARDED FENCE

EXISTING 1.4M CLOSE BOARDED FENCE REPLACED WITH 1.8M SUBJECT TO CONSULTATION WITH NEIGHBOURS

PRIVATE GARDEN

1B/2P M4(2) LOBBY

1B/2P M4(3)

LIVING / DINING 27.0M²

LIVING / DINING 25.5M²

LIVING / DINING 26.5M²

BEDROOM 14.5M²

BEDROOM 15.0M²

BEDROOM 16.5M²

KITCHEN 6.13M WORKTOP

KITCHEN 5.9M WORKTOP

KITCHEN 6.4M WORKTOP

WET ROOM

ROOFLIGHT

RAMP

ACTIVITY LAWN & MOUND

EXISTING 1.7M CLOSEBOARDED FENCES REPLACED WITH 1.8M SUBJECT TO CONSULTATION WITH NEIGHBOURS

EXISTING GATE No.27 RETAINED

LINE OF EXISTING GARAGES TO BE DEMOLISHED

EXISTING GATE No.25 RETAINED

EXISTING GATE No.23 RETAINED

EXISTING GATE No.21 RETAINED

EXISTING GATE No.19 RETAINED

EXISTING GATE No.17 RETAINED

EXISTING GATE No.15 RETAINED

EXISTING GATE No.11 RETAINED

SEATING & RAISED BRICK BED 'SHADE PLANTING'

RAISED BRICK BED 'VEG PATCH'

COMMUNAL ROTARY DRYERS

STEEL WIRES & WALL CLIMBERS

BIKE STAND

BIN STORE ENCLOSURE 3 x 240L 1 x 360L

U/S FASCIA 12.06

RIDGE 14.07

DRIVE & GARRAGE No.13 RETAINED

U/S FASCIA 15.05

RIDGE 17.16

EV

CP

6000

A

B

C

D

E

Project	ST MARY'S GROVE GARAGES, RICHMOND, TW9		
Drawing	SITE LAYOUT & GROUND FLOOR PLAN		
Drawing No.	SMGG21-03	Scale	1:100 @ A1
		Date	11.05.2022

CLIVE CHAPMAN
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