

**OUTLINE CONSTRUCTION MANAGEMENT PLAN  
PROPOSED CONVERSION OF EXISTING BUILDING  
INTO TWO DWELLINGS  
10 ORLEANS ROAD, TWICKENHAM, TW1 3BL  
MAGNA REF: 23/307/CMP/08A, JANUARY 2024**

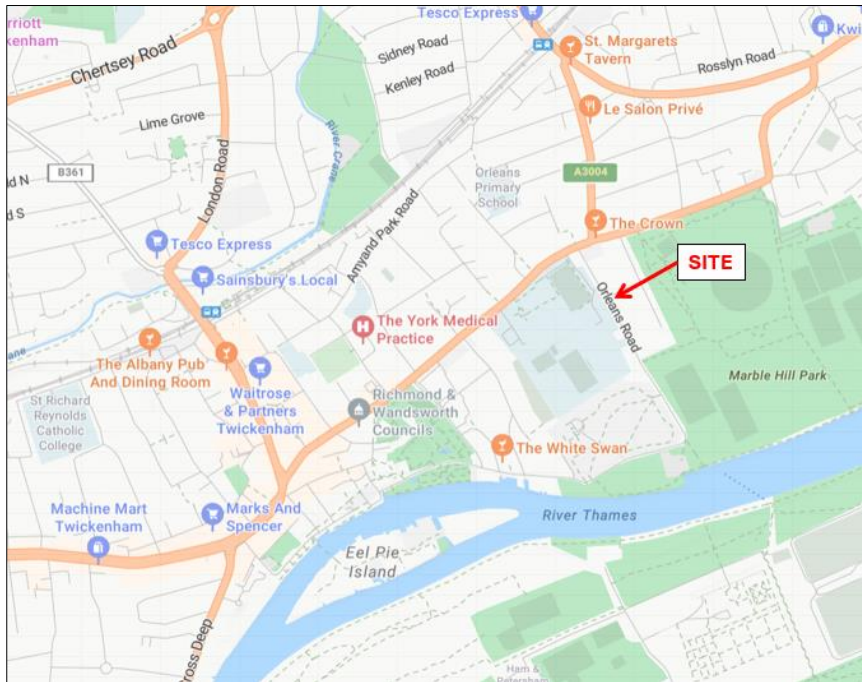
## **1.0 Introduction**

- 1.1 Magna Transport Planning Ltd has been appointed by Jacqui Vincent to prepare this Outline Construction Management Plan to support a planning application to convert an existing building into two residential dwellings at 10 Orleans Road, Twickenham, London, TW1 3BL.
- 1.2 As such, the proposal comprises change of use from Storage or Distribution building (Class B8) to dwelling houses (Class C3).
- 1.3 This TS has been prepared in accordance with the Department for Transport's (DfT) Overarching principles on Travel Plans, the National Planning Policy Framework (2023), the London Plan (2021) and the London Borough of Richmond upon Thames (LBRuT) Local Plan (2018).
- 1.4 The purpose of this report is to describe the proposed scheme in terms of traffic impact. The report concludes that the proposed development will not have any adverse traffic or parking impact on the local highway network.

## **2.0 The Site**

- 2.1 The application site is located at the corner of Orleans Road and Chapel Road, at approximately one kilometre east of Twickenham town centre.
- 2.2 The site location in its wider context is shown in Figure 2A.

**Figure 2A Site Location in Wider Context**



2.3 It comprises a two storey warehouse dating from the 19th century. It is constructed from stock brick, green painted timber casement windows and pantile roof. It has a single entrance door and is accessed from Orleans Road. The building sits directly on the pavement edge.

2.4 The entrance into the building is via Orleans Road. The building has a total floor area of approximately 195 sqm.

2.5 The streets around the site, including Orleans Road and Chapel Road are part of Controlled Parking Zone, where the marked on-street parking spaces are restricted to resident permit holders only all year from Monday to Friday (10am – 4:30pm); and from April to October from Saturday and Sunday (10am – 04:30pm).

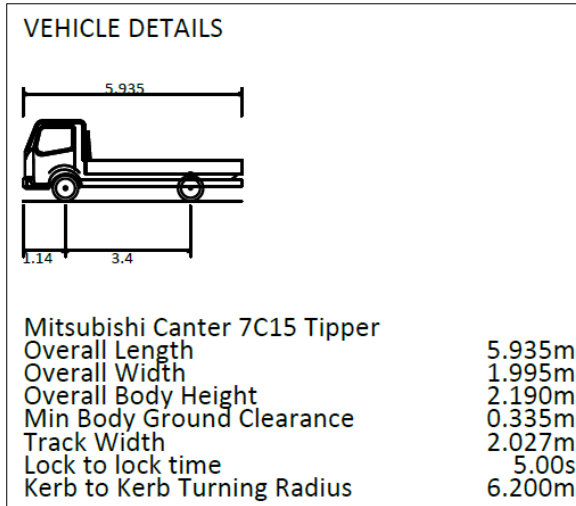
### **3.0 The Proposal**

3.1 It is proposed to convert the existing building into two residential dwellings. Each dwelling will comprise two bedrooms. The development does not provide any on-site car parking spaces; no different to the existing building. There will a total of four cycle parking spaces provided, i.e., two spaces per dwelling.

#### 4.0 Outline Construction Logistics Plan

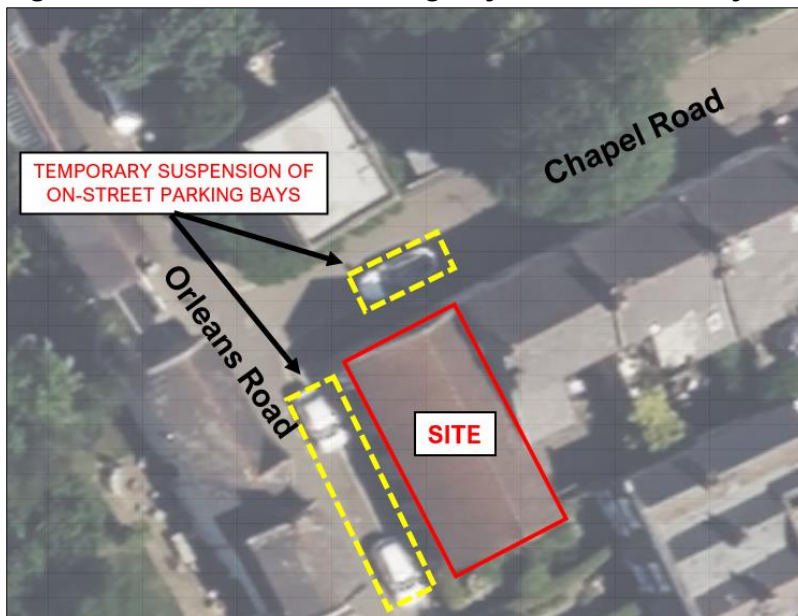
4.1 Given the nature of local highway network, the Contractor will ensure that only small-sized narrow width construction vehicles will be used when carrying out the construction works. An example of such vehicle is shown in Figure 4A.

**Figure 4A Compact Sized Construction Vehicle**



4.2 There will be a need to temporarily suspend some of the on-street parking spaces along the site boundary on Orleans Road and/or Chapel Road to allow construction vehicles to wait out the site to load / unload, as shown in Figure 4B.

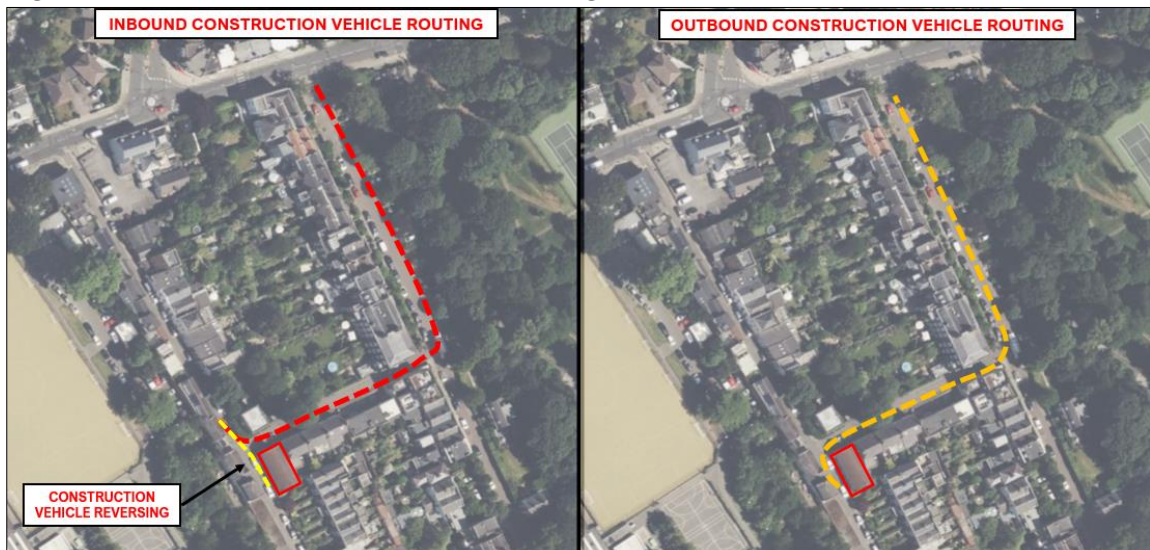
**Figure 4B On-street Parking Bays to be Potentially Suspended**



4.3 The temporary suspension will be applied by the Contractor, along with appropriate license for hoarding/scaffolding around the site, as necessary.

- 4.4 Montpelier Row which runs in parallel with Orleans Road is approximately 4.8 metres wide and connects to Richmond Road. It is therefore a more appropriate street for construction vehicles to use. Once on Montpelier Road, the construction vehicles will turn right onto Chapel Road. At the junction with Orleans Road, the vehicles will turn right and then reverse towards the site.
- 4.5 Qualified traffic marshals will be present on Orleans Road and Chapel Road at all times when the construction vehicles are attending the site.
- 4.6 The construction vehicle routing plan is shown in Figure 4C.

**Figure 4C Construction Vehicle Routing Plan**



- 4.7 A detailed Construction Traffic Management Plan (CTMP) will be prepared by a Contractor upon appointment, which will be once this planning application is granted permission. The Applicant would be willing to accept a condition which requires a CTMP to be prepared prior to commencement of the development.