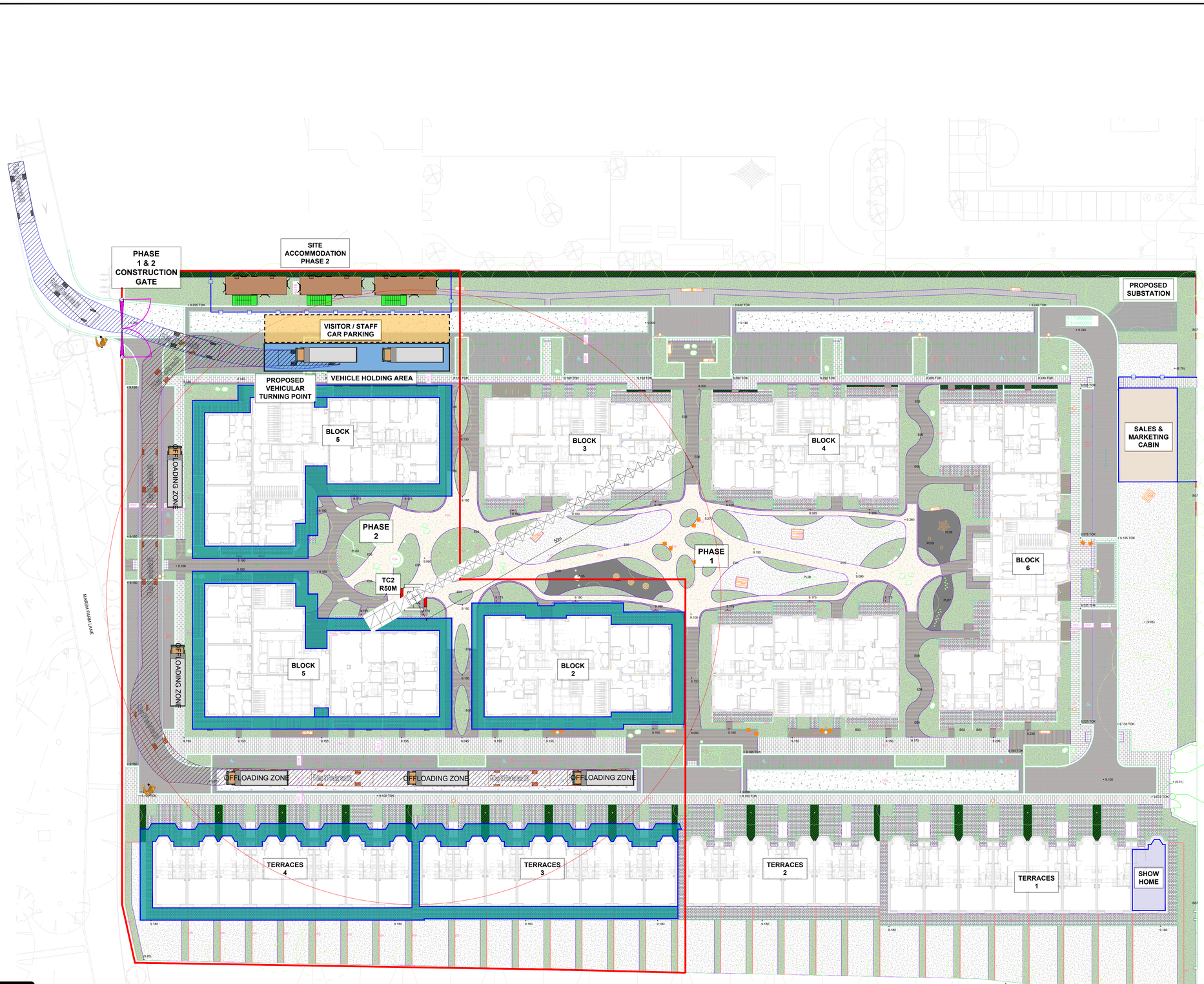
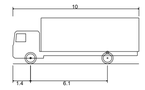


Traffic Management

Vehicle Details



FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.845m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Traffic Management

Vehicles, tower crane and hoist bookings co-ordinated via web based delivery management system operated by Logistics manager.

Offloading areas managed via DMS
Pre booked deliveries only
"Just in time" deliveries

NOTES:

KEY:

- 2.4m Solid hoarding
- Traffic Marshall
- Double leaf gate
- Haki stair
- Assumed scaffold (depth 2m)

REV:	DESCRIPTION:	BY:	DATE:

STATUS: FOR COMMENTS

DESIGNED BY: O'Neill Brennan Site Services & Logistics

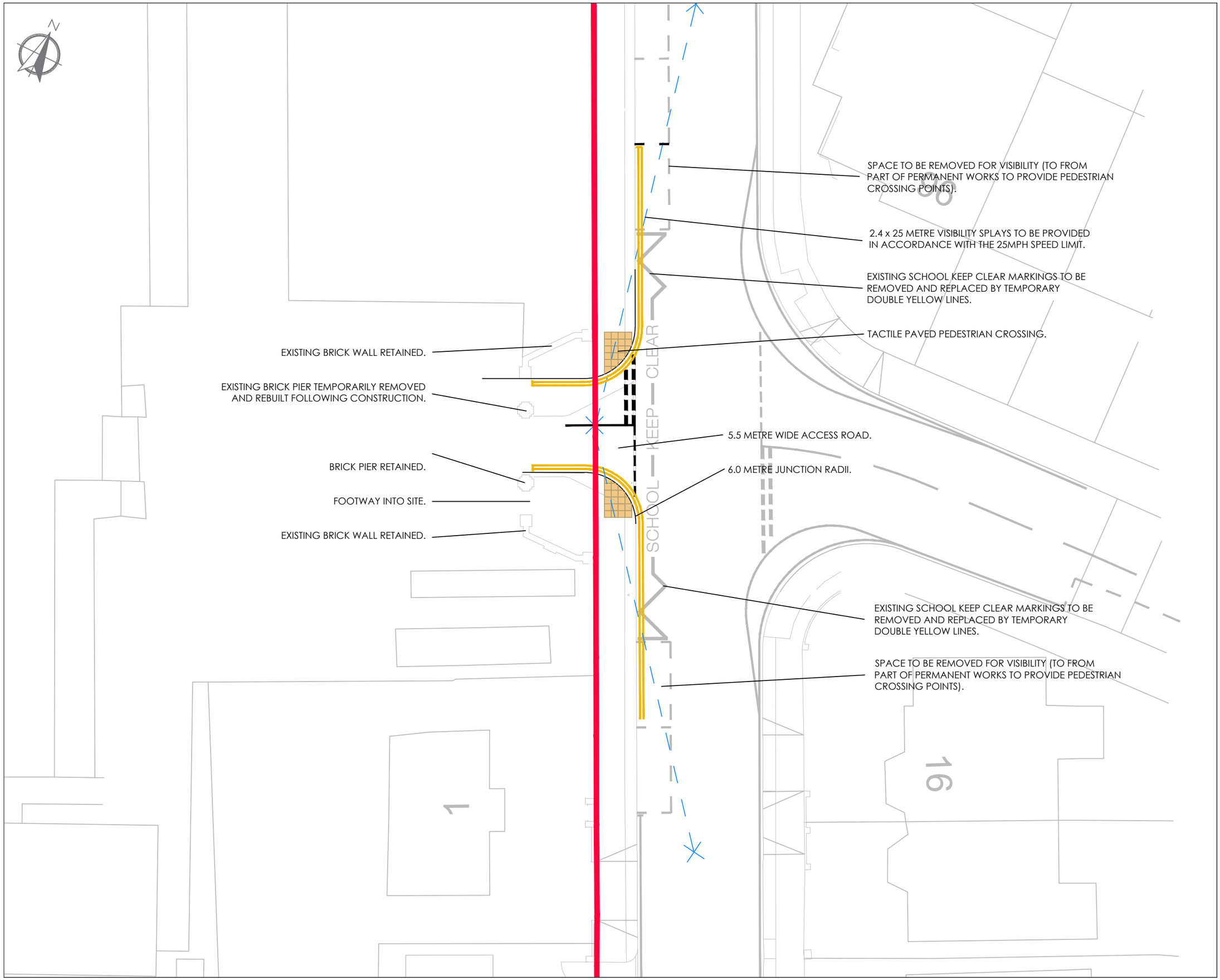
CLIENT: LONDON SQUARE

PROJECT: RICHMOND COLLEGE

TITLE: LOGISTICS PROPOSAL PHASE 2 UNDER CONSTRUCTION

SCALE AT A1:	DATE:	DRAWN:	CHECKED:
NTS	23.11.23	J.M.	G.W.
PROJECT NO:	DRAWING NO:		REVISION:
N/A	RC-LP-P2UC		003

Appendix E: Egerton Road Temporary Access Layout



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

SITE BOUNDARY

VISIBILITY SPLAYS

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P1	SJ	FIRST ISSUE	10/02/21

RGP
Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
1 Fellmongers Path, London Bridge, London SE1 3LY
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client: Clarion Housing Group

Project: Richmond College Residential Development Zone

Drawing Title: Temporary Resident Vehicle Access during Construction

Drawing No.	Rev.
2020/5453/004	P1

Scale	Drawn By	Checked By	
1:250	SJ	NR	A3

Appendix F: Construction Management Statement

CONSTRUCTION MANAGEMENT STATEMENT

RICHMOND UPON THAMES COLLEGE

CONTENTS

1.0 INTRODUCTION

1.1 Background

1.1.1 The Construction Management Statement (CMS) is to be submitted to the *London Borough of Richmond upon Thames* in support of the application by London Square Developments Limited and Clarion to redevelop the Richmond upon Thames College site for a residential development scheme.

1.1.2 The CMS outlines a series of strategies, standards, best practice techniques and procedures that will be observed through the construction process in order to ensure compliance with environmental legislation, regulation and London Square policies.

1.2 Site Description and the Proposed Development

Application Site and Setting

1.2.1 The Site is located at Richmond upon Thames College in the *London Borough of Richmond upon Thames*.

1.2.2 The Site itself comprises the 'Residential Development Zone' of the wider mixed-use redevelopment of the REEC site. In August 2016, Outline planning permission 15/3038/OUT was granted for the demolition of the Richmond upon Thames College (RuTC) to provide a new consolidated College campus in the north and west area of the site, enabling the remainder of the site to be redeveloped to provide a mixed-use scheme including a new Secondary School, Special Educational Needs School, Tech Hub, STEM building and Sports Centre, with the residential development to the south.

1.2.3 The Site forms park of the wider REEC development site, bound by the A316 Cherstey Road to the north and the Harlequins 'Stoop' Rugby Stadium to the west. The site is bounded by the new College buildings and schools to the north (recently constructed) and residential neighbours to the east and south served from Egerton Road and Craneford Way respectively.

The Proposed Development

1.2.4 The proposed residential development is for; Demolition of existing college buildings, removal of hard-surfacing, site clearance and groundworks together with redevelopment of the site to provide new residential units; together with associated parking, cycle parking, open space and landscaping.

1.2.5 Subsequent to the Outline scheme, CMS's were also prepared for the Phase 1 and Phase 2 works to the 'School Development Zone', secured through planning applications 15/3038/DD01 and 15/3038/DD19 respectively. The methodologies set out in these documents have also been considered to ensure consistency in construction delivery practices, for example.

1.3 Construction Works

1.3.1 The construction works associated with the development site will include, but are not limited to, the following:

- *Site Establishment & Welfare Facilities*
- *Disconnection of Utilities*
- *Demolition of the Existing Building*
- *Earthworks, Piling, Foundations*
- *Substructure*
- *Superstructure*
- *Facades*
- *Fit Out and External Works*

1.4 Management Plan Aims

1.4.1 The aims of this CMS is to consider the key issues of the development site and to provide a series of strategies, standards, best practice techniques and procedures that will be observed through the construction process to ensure compliance with environmental legislation and regulations. This will ensure minimal disruption and nuisance from the construction process to the existing communities and facilities in the surrounding area.

1.4.2 The standards, procedures and programmes set out in the CMS will be reviewed and updated as the design and the scheme progresses.

1.4.3 This document should be read in conjunction with the following documents:

- "Construction Environmental Management Plan (CEMP): Biodiversity" by Delta Simons, which details the significant effects of sensitivity receptors which are predicted to arise from the REEC development.
- "Construction Management Statement" by Beard Construction, which details the construction management proposals of the wider REEC development.
- "Project No 23/023 Doc No D013 - Outline Site Waste Management Plan" by Velocity, which details the site waste management proposals of the residential development.
- "Arboricultural Method Statement for Enabling and Construction Phases of Work" by Delta Simons, which details the trees in relation to design, demolition and construction recommendations.

1.5 The Approach to the CMS

1.5.1 The CMS is structured into five sections which follow Section 1 - Introduction.

Section 2 Construction Site Layout

A review of the location of the main site compound facilities including the provision of a secure compound to enable deliveries of construction materials.

Section 3 Construction Activities

Provide a strategy for ensuring that the adverse effects of construction activity on residential amenity and the environment are minimised.

Section 4 Environmental Issues

Describes the best construction practices and methods that will be used in executing the construction works so as to minimise the impact of the works on the environment.

Section 5 Construction Methods

Sets out the sustainable approach to construction that will be adopted in the development.

2.0 CONSTRUCTION SITE LAYOUT

2.1 Contractor's Site Compound

2.1.1 The location of all site compounds (London Square and Subcontractors), plant and machinery will be located, designated and operated to minimise noise, smell, dust, visual or other adverse impacts on existing residents and surrounding buildings.

2.1.2 It is anticipated that the site accommodation will be located on the northern side of the site for the majority of the construction phase.

2.1.3 Regular inspections will be carried out to ensure that good housekeeping measures are maintained at all times.

2.1.4 The welfare facilities will be located within the application site boundary.

2.1.5 The facilities will comprise of offices, drying room, toilets and canteen facilities.

2.1.6 Foul sewerage from contractor's compounds will be disposed of by suitable and approved means.

2.1.7 The site welfare facilities for London Square Development staff will be procured in line with the London Square Standards, to ensure our facilities meet the group requirements.

2.2 Screening and Hoarding

2.2.1 Where necessary to ensure safety, individual locations within the site where hazardous activities are being carried out will be secured with the installation of herras and timber hoarding fence panels. The site perimeter will be delineated and will be provided with warning signs to inform of the dangers of construction sites and advise against unauthorised access.

2.2.2 Hoarding on the site may be altered or relocated on the site as the development progresses to ensure the safety of the new residents from site operations.

2.2.3 Regular inspections of the hoarding will be carried out by the site team and any defects will be repaired immediately.

2.3 Wheel Washing

2.3.1 In line with our best practice initiatives on site, the point of entry and exit from site onto a public highway suitable wheel washing facilities will be provided. No vehicle that is likely to deposit mud or other material on the road surface will be permitted onto the public highway.

3.0 CONSTRUCTION ACTIVITIES

3.0.1 London Square Developments Limited acknowledge the neighbouring REEC development which is being constructed during the same period as the residential site. All construction activities will consider the neighbouring development.

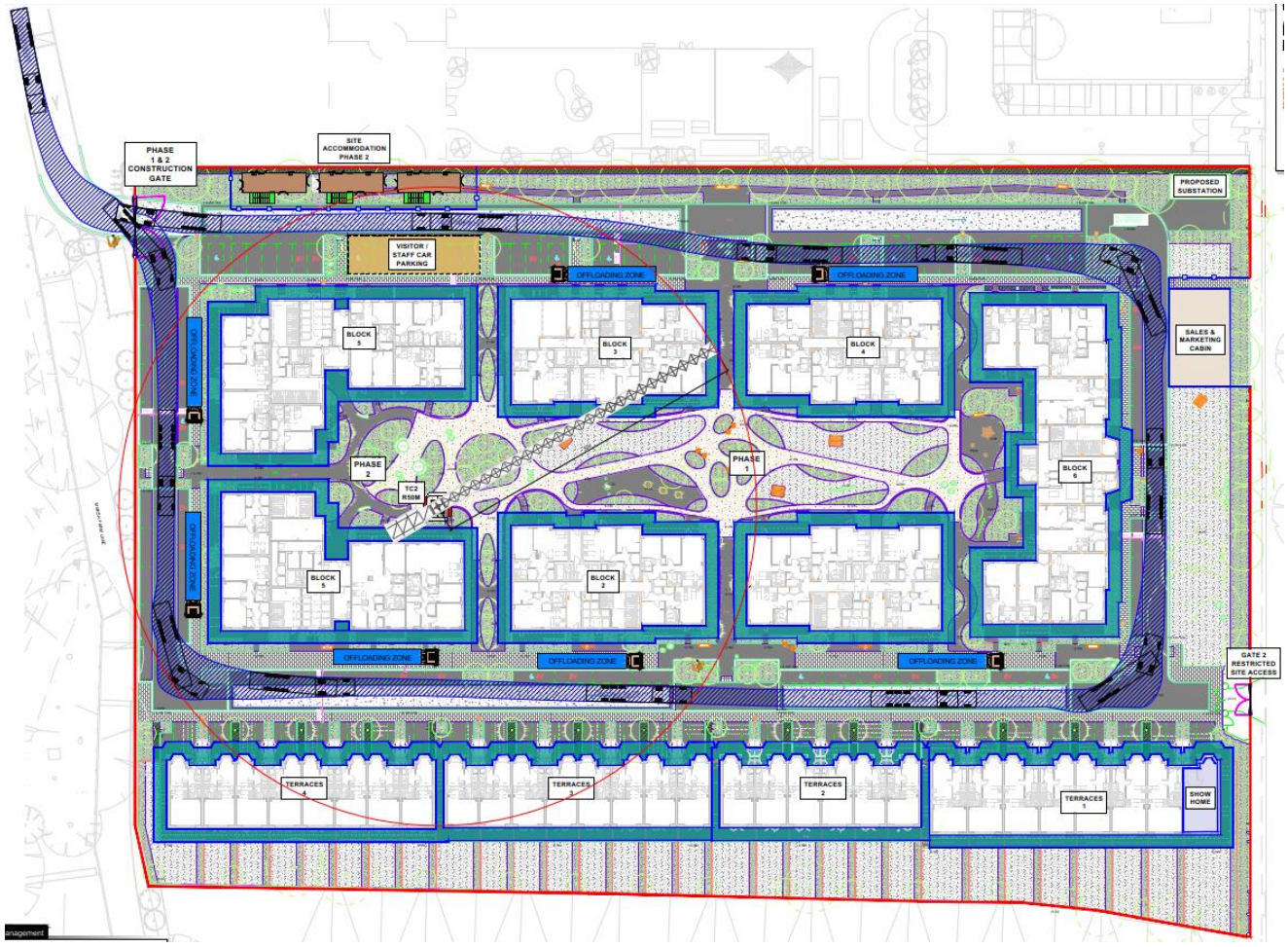


Fig 1.1 Proposed Site Plan (Phase 2 commenced)

3.1 Interaction with Public Highways

3.1.1 Contractors will be required to take all necessary measures to ensure that public roads are maintained clear from construction debris. Measures will include:

- Vehicles carrying loose aggregate and workings to the site are always to be sheeted;
- Vehicles carrying contaminated material to off-site licenced hazardous waste facilities are to be fully sheeted;
- The provision of wheel washing facilities for all construction vehicles;

- ❖ Regular monitoring and maintenance of the wheel cleaning facilities;
- ❖ The daily inspection of the on and off-site routes and employing road sweepers.

3.1.2 The need for lorries to reverse on public highways will not normally be allowed, but if it is required it will be carried out under the strict control of a traffic marshal.

3.1.3 All construction deliveries will be coordinated with the site delivery booking management system. All contractors and suppliers will be required to book a slot on the online system to ensure a flow of deliveries and to avoid congestion on the local road network.

3.1.4 To reduce the road danger associated with the construction of new development and enable the use of safer vehicles, appropriate schemes such as CLOCS (Construction Logistics and Community Safety) or and FORS (Fleet Operator Recognition Scheme) or equivalent will be utilised to plan for and monitor site conditions.

3.1.5 There will be no provision for on-site parking for construction site operatives. There will be limited availability for site management and visitors to park on site. A Travel Plan will be developed to support and encourage sustainable staff travel.

3.1.6 The delivery of the materials will be received within the site boundary, and immediately transferred to the appropriate location on the site. Dedicated storage areas are also provided during construction for materials requiring longer term storage.

3.2 Protection Measures for Pedestrians and Cyclists

3.2.1 The site access will be manned by a gateman who will ensure that vehicles entering and leaving site, all of which will be Work Related Road Risk (WRRR) compliant, are considerate of pedestrians and cyclists using the public highway.

3.3 Existing Access

3.3.1 During demolition, construction access to the site will be from Langhorn Drive, with a gate for commercial deliveries (All deliveries will be booked in on the sites online system) and a pedestrian access to site offices from a turnstile.

3.3.2 There will be limited access for site management and visitors to access the site from Egerton Road.

3.3.3 During construction, access to the site for construction vehicles will be from Langhorn Drive, then entering straight into the wider REEC site gate. Vehicles will then follow the temporary haul road south until they reach the residential development site gate.

3.3.4 All construction vehicle access to the site will be in a forward gear, and will be able to turn within the site residential boundary.

3.3.5 All construction vehicle egress from the site will be in a forward gear onto Langhorn Drive.

3.4 Public Liaison

3.4.1 Procedures will be implemented to ensure effective liaison with the neighbouring developments, neighbouring properties, adjacent residents and local community through the utilisation of such means:

- Any circulated newsletters will be displayed outside the site entrance, along with letter drops to nearby residents when construction activities are likely to affect the local residents.
- Information boards mounted at the site entrance which will provide details of the following information:

    - Developer/ Contractor details
    - Local Authority details (*London Borough of Richmond upon Thames)*
    - Nature and duration of the project
    - Principal milestones of the project
    - Site operating time and
    - Site management names and contact details

3.5 Complaints Procedure

3.5.1 Any site person receiving a concern or complaint from adjacent properties or passing pedestrians shall refer the matter immediately to the site manager, who will record the fact and refer the matter to the management team who will subsequently carry out an investigation.

3.5.2 Any complaints will be recorded and categorised by the site management team into the following categories: Noise; Dirt and Dust; Parking; Safety; Inconsiderate Behaviour; Road Conditions and Vehicle Movements; Environmental Concerns; Pedestrian Access Obstruction; Property Damage; Site Lighting; Working Hours and Other Issues.

3.5.3 The site management team will record the date, time and reason for the complaint and what action has been taken to investigate and respond to the complaint.

4.0 ENVIRONMENTAL ISSUES

4.0.1 All contractors and sub-contractors shall be provided with an appropriate induction and ongoing briefings and tool box talks (TBT) regarding management of environmental issues (i.e. dust mitigation measures required from the works they are carrying out, etc.).

4.0.2 Potential effects to Construction workers will be mitigated by adhering to mandatory health and safety requirements under the Construction (Design and Management) Regulations 2015, Control of Substance Hazardous to Health (COSHH) Regulations 2002, the Confined Space Regulations 1997 and the Control of Asbestos Regulations 2012. Site workers will therefore be required to use appropriate personal protective equipment (PPE) and respiratory protective equipment (RPE), thereby minimising the risk of exposure to potentially contaminated soils, dust, ground gas and vapours. Adherence to legislative requirements and good practice will significantly reduce the potential health and safety risk posed to construction workers from ground contamination and elevated concentrations of ground gas and vapours.

4.0.3 Protocols will be implemented on site in stances of emergencies and environmental incidences.

4.1 Air Quality

4.1.1 During the construction phase, suspended and re-suspended fugitive dust emissions from construction activities and vehicular emissions from construction traffic, including re-suspended dust from HGV movements may affect the air quality around the site.

4.1.2 It is noteworthy that a Dust Management Plan was prepared to accompany the previous reserved matters application for the residential development under planning reference: 18/4157/RES) and a number of the measures below have been considered in line with this approved document.

4.1.3 The site will be following 'best practice' measures in accordance with GLA Guidance which will be agreed with the *London Borough of Richmond upon Thames* prior to the commencement of construction works as appropriate.

General Management

- Solid barriers in the form of hoarding to be erected around the site boundaries
- No unauthorised burning of any material anywhere on site
- Hard surface to be provided to haul roads
- A trained and responsible manager on site during working hours to maintain a logbook and carry out site inspections
- Increase of site inspections frequency by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions are being carried out and during prolonged dry or windy conditions
- Automatic monitoring of particulate matter and ensure they are checked regularly

Construction Traffic

- Use wheel washers and other appropriate means for vehicles leaving the site where appropriate to minimise the amount of mud and debris deposited on the roads
- All vehicles carrying contaminated material to off-site tips to be fully sheeted
- Use of dust-suppressed tools for all operations
- Ensuring that all construction plant and equipment is maintained in good working order and not left running when not in use
- On-road vehicles to comply to set London Low Emission Zone standards
- Non-road mobile machinery (NRMM) to comply to set to emission standards set within the GLA's Control of Dust and Emissions During Construction and Demolition SPG. NRMM shall meet Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments, unless it can be demonstrated that Stage IIIB equipment is not available; that an inventory of all NRMM shall be registered on the NRMM register https://nrmm.london/usernrmm/register; that all NRMM should be regularly serviced and service logs kept on site for inspection; and records shall be kept on site which details proof of emission limits for all equipment.
- Hard surfacing and effective cleaning of haul roads and appropriate speed limit around site
- Regular water spraying and sweeping on surfaced and unsurfaced roads to minimise dust and remove mud and debris
- All construction deliveries are pre-booked in using an online delivery management system implemented by our chosen logistics contractor

Earthworks and Stockpiles

- Completed earthworks will be covered or vegetated as soon as is practicable
- Dampening of exposed soil and material stockpiles, if necessary using sprinklers and hoses avoiding at sufficient levels to avoid excess run off water
- Minimise surface areas of stockpiles to reduce area of surfaces exposed to wind pick-up
- Appropriate siting, storage, bunding, and covering of waste materials

Cutting, Grinding and Sawing

- Dust extraction techniques to be used where appropriate
- All equipment to be fitted with water suppressant systems
- Local exhaust ventilation to be used as necessary and
- All fans and filters to be regularly serviced to ensure that they are properly maintained

Chutes and Skips

- All skips are to be securely covered during construction and the transportation of skips
- Drop heights are to be minimised to control the fall of materials by use of chutes

- Areas where skips are to be stored are to be on a hard surface
- Skips will be labelled according to segregated waste streams on site consisting of; metal, timber, plasterboard and general waste

4.2 Noise Controls

4.2.1 The preferred approach for controlling construction noise is to reduce source levels where possible, but with due regard to practicality. The simplest and most effective method of reducing noise at nearby receptors is to ensure that noisy plant is located as far from receptors as practicable and screened using temporary barriers.

4.2.2 Noise experienced by receptors can also be reduced by limiting the daily time that noisy equipment is operated; however, it is acknowledged that sometimes a greater noise level may be acceptable if the duration of the activity, and therefore length of disruption, is reduced.

4.2.3 Noise shall be minimised by adopting Best Practicable Means (BPM) as standard working practices across the site to ensure that noise is reduced whenever practicable. The following provisions are examples of BPM and will be adhered to where practicable throughout the construction programme:

- Plant is to be properly maintained and operated in accordance with manufacturer's recommendations. Electrically powered plant is preferred, where practicable, to mechanically powered alternatives
- Where feasible, all stationary plant would be located so that the noise effect at all occupied residential and commercial properties is minimised and, if practicable, every item of static plant when in operation is to be sound attenuated using methods based on the guidance and advice given in BS 5228
- Trade contractors would at all times apply the principle of BPM as defined in Section 72 of the COPA and carry out all work in such a manner as to reduce any disturbance from noise and vibration to a minimum
- The timing of building operations will be critical in avoiding noise and vibration nuisance to surrounding areas and premises. The contractor would identify particularly sensitive periods in the works so that the potential problems can be minimised and that early and good public relations with the adjacent occupants of buildings are maintained.

Construction Traffic

4.2.4 The following measures are to be employed as best practice to ensure that construction traffic noise effects remain insignificant:

- Vehicles employed for any activity associated with the construction works will, where reasonably practicable, be fitted with effective exhaust silencers and shall be maintained in good working order and operated in a manner such that noise emissions are controlled and limited as far as reasonably practicable;

- ❖ Time slots are adopted for deliveries to ensure that convoys of vehicles do not arrive simultaneously and avoid unnecessary idling on-site;
- ❖ Strict control to prevent temporary parking on kerbsides in the vicinity of noise sensitive receptors; and
- ❖ The use of sufficient clear signage to ensure that construction vehicles use only designated routes.

4.2.5 Consideration will be given to monitoring of ambient noise levels at particular points in the works programme, where it is felt that there is the potential for most disturbance.

4.2.6 Where noise levels are exceeded London Square will review the operation taking place and what alternative plant and equipment measures can be utilised. London Square will also review the timings that activities are taking place and liaise with neighbours and nearby developments to ensure disruption is kept to a minimum.

4.2.7 It is anticipated that medium/large delivery vehicles would generally be used by the various trades employed and throughout the various phases of construction in order to reduce the frequency of deliveries, which would be managed appropriately to avoid excessive impact on the local highway network.

4.3 Vibration

4.3.1 British Standard 5228:2009 Part 2 provides guidelines on the acceptable vibration levels during the construction works. Construction works will be carried out in such a manner as to minimise the likelihood of vibration levels which may cause disturbance.

4.3.2 To reduce potential vibration impacts due to piling, the contractor will use a piling technique that is least likely to cause adverse vibration impacts, to ensure that the likely effect of vibration is reduced or avoided at nearby receptors.

4.4 Pollution Control

4.4.1 To eliminate the risk of any potential ground, water course or drainage contamination from the various liquids which are used on site and from generated effluents, the following control measures and best practice will be implemented on site;

- ❖ All diesel fuel for the site plant will be stored on hard-standing areas, with 110% double bunded bowsers. They will be located at prearranged points for easy access and a refuelling procedure will be communicated to all site operatives to prevent any pollution incidents. Lorries and other vehicles normally used on public roads will not be refuelled on site.
- ❖ The plant refuelling areas will have spill kits readily available in case of any diesel spillage, which will be cleaned up immediately. Any spill over 5 litres will be reported to the Sustainability Advisor for an investigation and review.

- Other items requiring storage on site such as hydraulic oils etc. will be stored in a fuel storage area with a 110% surrounding bunded area, secure fixings and the contents name and capacity labelled on it.
- All site welfare facilities and sewerage discharge will be disposed of and collected by suitable and approved means, to a sewerage treatment facility.
- All active drainage points within and adjacent to the site will be clearly identified and where necessary drain protection will be installed.
- At no time will any dust control water sprays be allowed to generate a flow of runoff water into surrounding drains. All such water spray operations will be controlled and managed by appointed site personnel at all times.
- Dust suppression water run-off and all other waste washers will be disposed of in accordance with the requirements of the Environment Agency and appropriate licences will be obtained.
- All on-site drainage systems and those adjacent to the site boundary will be regularly inspected to ensure that they are maintained in an efficient state of repair and remain free of contamination and are not providing a potential means of wildlife access.
- All hazardous waste will be segregated and stored in a COSHH area on site. A specialist waste contractor will be employed to dispose of any hazardous wastes found on site and disposed of in accordance with regulations.
- The piling methodology and design will be such that there will be no risk of polluting underground water sources. This will be incorporated into the piling design to be submitted.

Whilst developing this document London Square has reviewed and ensured compliance with the BRE four-part Pollution control guides 'Controlling particles and noise pollution from construction sites' and the BRE four part Pollution control guide, Part 1 Pre-Project planning and effective management; 'Controlling particles, vapour and noise pollution from construction sites'.

4.5 Temporary Lighting

4.5.1 To ensure the impact of visual intrusion from temporary lighting on adjacent areas is controlled; lighting of the site will be kept at the minimum luminosity necessary for adequate security and safety. In addition, lighting will be located and directed such that it does not cause undue intrusion to adjacent properties or habitats.

4.5.2 All working areas and emergency escape routes will be lit to ensure there is adequate lighting sufficient for the site operative to safely carry out the site activities.

4.5.3 When the site is closed all unnecessary site lighting will be turned off and only adequate security lighting will be maintained.

4.6 Ecology

4.6.1 Areas of vegetation, in particular trees or shrub, should not be cleared outside of the nesting bird season (March – August inclusive). Should clearance be required during these times, the

Project Ecologist should be consulted and vegetation must first be inspected by a suitably qualified ecologist (SQE) who's further advice must be complied with.

4.6.2 The trees referred to as T1, TG4/2, TG4/3, TG4/4, TG5, TG7/1,TG7/3, TG7/4, T8, TG13, T14, T15, TG17, T18, T19, T20 and TG21 in the Aboricultural Method Statement will be removed in line with the recommendations of the Delta Simons report.

4.6.3 Tree protection measures will be installed in line with the recommendations of the Delta Simons report.

4.6.4 Additional ecological measures will be implemented in line with the Construction Environmental Management Plan (CEMP) by Delta Simons.

5.0 CONSTRUCTION METHODS

5.0.1 The proposed development at *Richmond upon Thames College* will adhere to the *London Borough of Richmond upon Thames* Code of Practice for Construction Sites.

5.1 Sustainability

5.1.1 The proposed development at *Richmond upon Thames College* will adhere to the sustainable principles outlined in the London Square Sustainability Policy, which will involve;

- Creating a sustainable community in *Richmond upon Thames* that incorporates a range of uses and tenure appropriate to local socio-economic needs.
- The regeneration and development of a brown field site, to provide more homes and community space for the town.
- Enhancing the local environments by incorporating amenity and landscapes areas.
- Making efficient use of natural resources and consider the long-term environmental impacts.
- Developing successful partnerships with our stakeholders and engaging with them in our work towards sustainability.
- Working with our suppliers and subcontractors to develop sustainable relationships.
- Managing the construction site in a manner that mitigates environmental impact.

5.1.2 One of London Square's commitments is to undertake site sustainability assessments that will formally assess the site by monitoring:

- Waste Management
- Ground and Water Pollution Prevention
- Fuel/COSHH Storage and Handling
- Materials Storage and Housekeeping
- Energy and Water Efficiency

- Dust and Noise
- Ecology
- Transport Management
- CCS and Community Involvement
- Sustainability Paperwork

5.1.3 During construction, regular visits will be made by the sustainability advisor to monitor the sites performance against these criteria and advise the site management team on improvements or innovative ideas.

5.2 Reduction, Re-Use and Recycling of Construction Waste

5.2.1 The disposal of waste, including excess soil, will be managed to maximise the environmental and development benefits from the use of surplus material and to reduce any adverse effects of disposal.

5.2.2 A Site Waste Management Plan (SWMP) has been produced by Velocity "Project No 23/023 Doc No D013 - Outline Site Waste Management Plan" and will be implemented to encourage the principles of the waste hierarchy which are to reduce, reuse and recycle waste. Our commitment as a division is to recycle waste. Our commitment as a division is to recycle a minimum of *95%* of the waste that will be removed from site. The following measure will be implemented;

- Ensuring that all contractors are contractually obliged to participate in reducing waste from site, which is included in our Sustainability Policy
- Reduction of materials wastage through efficient buying, good storage and handling
- Use of *Modern Methods of Construction for a significant proportion* of the development, allowing significant reductions in waste and facilitating greater recycling
- Entering into agreements with suppliers for recovery and disposal of their products including plasterboard offcuts, insulation offcuts and timber pallets
- Ensuring that all suppliers of materials provide returnable practicably recyclable packaging
- Providing sustainability training, including waste minimisation, for all of the London Square site team
- Regular toolbox talks throughout the construction phase to raise awareness of the importance of minimising; segregating and recycling wastes during the construction process
- Ensuring adequate waste storage facilities are provided for both raw materials and waste streams generated (e.g. Timber, Metal, Plasterboard and General Waste)
- Ensuring adequate security measures are in place

5.3 Plant

Plant	Site Enabling Works	Demolition	Piling (Excavation)	Substructure	Superstructure	Fit Out	Roads and Landscaping
Bulldozers	✓	✓	✓	✓			
Compaction plant				✓			
Cranes and hoists	✓	✓	✓	✓	✓	✓	
Cutters, drills and small tools	✓	✓		✓	✓	✓	✓
Crushers		✓	✓				
360º excavators		✓	✓				
Floodlights	✓	✓	✓	✓	✓	✓	
Fork lift truck		✓		✓	✓	✓	✓
Generators	✓	✓	✓	✓	✓	✓	✓
Hydraulic benders and cutters		✓		✓	✓	✓	
HGVs/lorries/vans	✓	✓	✓	✓	✓	✓	✓
Piling rigs	✓		✓	✓			
Scaffolding and mobile hydraulic access platforms	✓	✓			✓	✓	✓
Ready-mix concrete lorry				✓	✓	✓	
Concrete pump				✓	✓	✓	
Mortar batching plant					✓	✓	
Water Pump			✓	✓			
Temporary Supports			✓	✓	✓	✓	

6.0 CONCLUSION

6.0.1 The Construction Management Statement (CMS) will be submitted to the *London Borough of Richmond upon Thames* in support of the application by London Square Developments (Ltd) and Clarion to redevelop the site for a residential scheme.

6.0.2 The CEMP outlines the construction site layout, construction activities, environmental issues and construction methods that will occur during the redevelopment of the *Richmond upon Thames College* for the site to dutifully manage the environmental responsibilities.

APPENDIX