Outline Construction Management Plan

Avalon House, 72 Lower Mortlake Road, Richmond TW9 2JY

Iceni Projects Limited on behalf of

Barings Real Estate

May 2024

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ICENI PROJECTS LIMITED ON BEHALF OF BARINGS REAL ESTATE

Outline Construction Management Plan
AVALON HOUSE, 72 LOWER MORTLAKE ROAD, RICHMOND TW9 2JY

CONTENTS

1. INTRODUCTION

1.1 Iceni Projects has been instructed by Barings Real Estate ('the Applicant') to provide an outline Construction Management Plan (CMP) for the proposed redevelopment of the existing Avalon House, 72 Lower Mortlake Rd, Richmond TW9 2JY ('the Site'). This TS supports a planning application for the development proposals, which include an increase in the amount of office floor space provided within the Site.

1.2 The Applicant will maintain overall responsibility for the CMP throughout planning, design and construction. Iceni has prepared this outline CMP to support the planning application and will form the basis for subsequent detailed CMP documents to be developed upon appointment of a contractor.

CMP Objectives

1.3 The overall objectives of this Outline CMP are to:

- Lower emissions;
- Enhance Safety – improve vehicle and road user safety; and
- Reduce congestion – reduced trips overall, especially in peak periods

1.4 In order to meet the above objectives a number of measures will be required which include encouraging construction workers to travel to the site by non-car modes, encouraging the use of green vehicles and reduce the number of trips in the peak periods among others.

Site Context

1.5 A site location plan is provided in **Figure 1.1**.

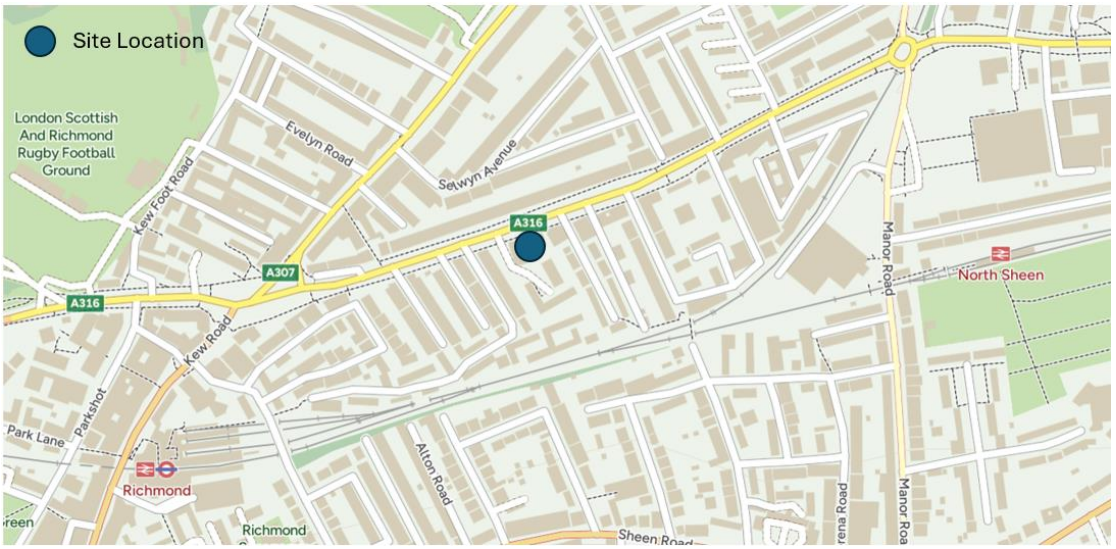


Figure 1.1 – Site Location Plan

Development Proposals

1.6 The proposed development comprises 997sqm of additional office space (GIA) with a new roof. This will be provided by replacing the existing roof and adding an additional storey to the building. There are to be no changes to the existing structure of the building.

Report Structure

1.7 Following this introduction chapter, the remainder of this CLP is structured as follows:

- Chapter 2 – Context, considerations and challenges
- Chapter 3 – Construction programme and methodology
- Chapter 4 – Vehicle routing and access
- Chapter 5 – Strategies to reduce impacts
- Chapter 6 – Estimated vehicle movements
- Chapter 7 – Implementing, monitoring and updating

2. CONTEXT, CONSIDERATIONS AND CHALLENGES

Policy Context

National Planning Policy Framework (NPPF)

2.1 The NPPF encourages a shift towards more sustainable travel including for deliveries of good and materials used in construction. This is the long-term strategy for promoting sustainable development across the UK.

Traffic Management Act (2004)

2.2 The Traffic Management Act outlines the role of local authorities in managing highway networks within their jurisdiction. This entails improving safety and efficiency across networks.

Highways Act (1980) & Road Traffic Act (1991)

2.3 Under the Highways Act and Road traffic Act any construction works proposed to enter into the highway or footway will need permission under this act.

Construction Logistics Planning Guidance, TfL (2021)

2.4 The purpose of the Construction Logistics Plan (CLP) guidance is to ensure that CLPs of high quality are implemented to minimise the impact of construction logistics on the road network.

2.5 The guidance is set out to ensure that TfL requirements are met and that planning applications can be reviewed and assessed comprehensively. The guidance is designed to integrate with all activity undertaken throughout the planning process and construction programme.

Site Plans

Figure 2-1 Regional Site Plan

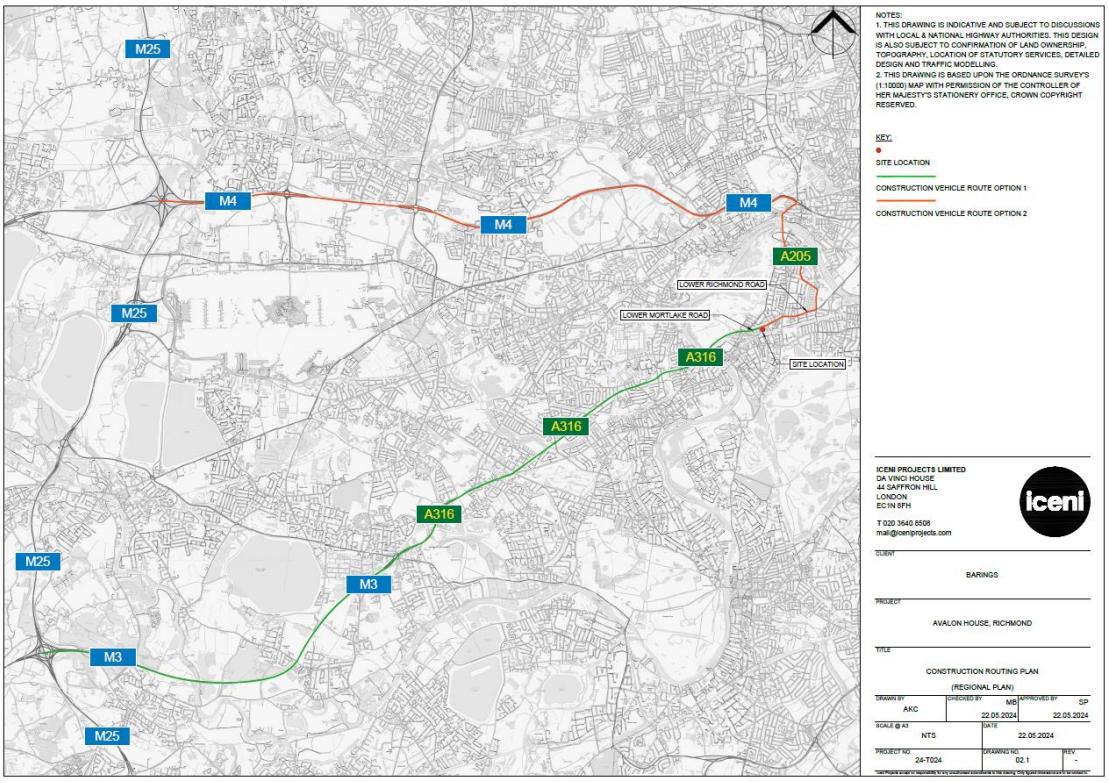
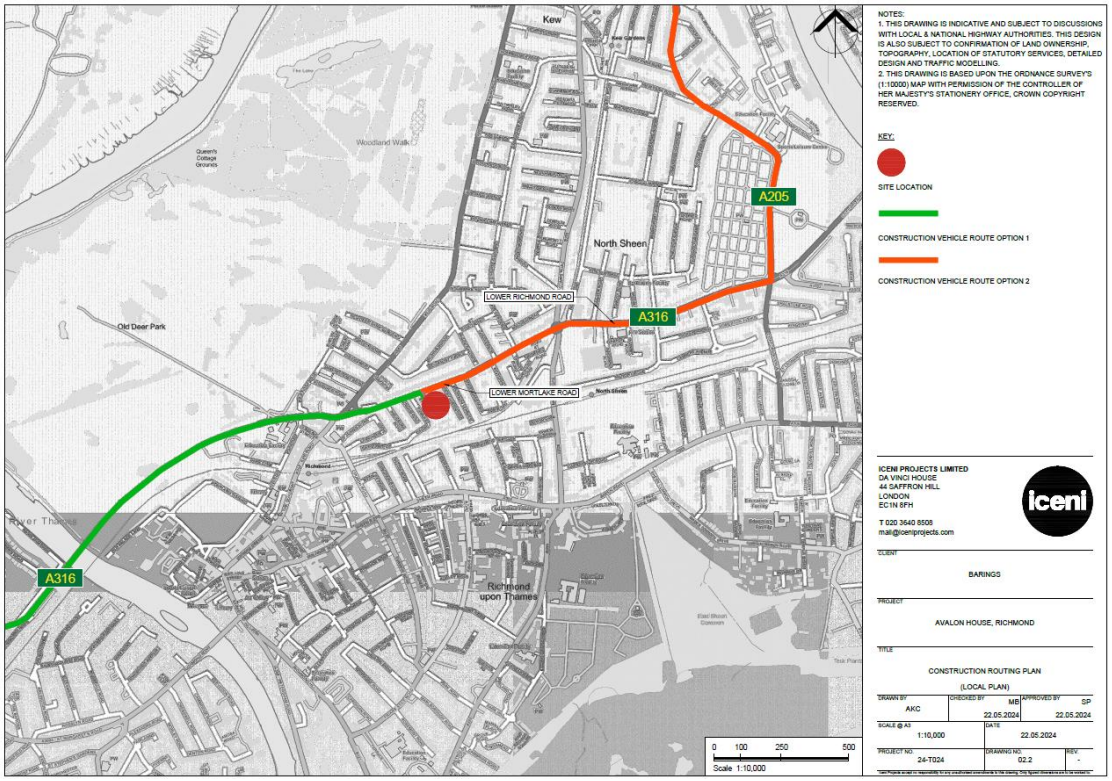


Figure 2-2 Local Site Plan



Local Access including Highway, Public Transport, Cycling and Walking

2.6 This section considers local access to give context to staff accessing the site during the construction period, that is both existing office staff and construction staff.

Walking

2.7 The primary pedestrian access points to the Site are from Lower Mortlake Road, although there are access points for employees to the rear of the building via Tersha Street. Lower Mortlake Road has wide footways with raised crossing points over side streets that indicate a higher priority for pedestrians. There is also a dropped kerb crossing with pedestrian refuge island outside the site allowing pedestrians to cross Lower Mortlake Road.

2.8 The route along Lower Mortlake Road provides a route south west into Richmond Town Centre, including towards the station, bus stops, the river and all the town centre amenities. To the north east it then provides a route towards North Sheen and further retail and leisure amenities. The route itself is well lit and separated from traffic flows by the cycle lane and a landscape buffer. This landscape buffer has several mature trees and therefore also provides an element of protection from extreme weather such as heat and rain.

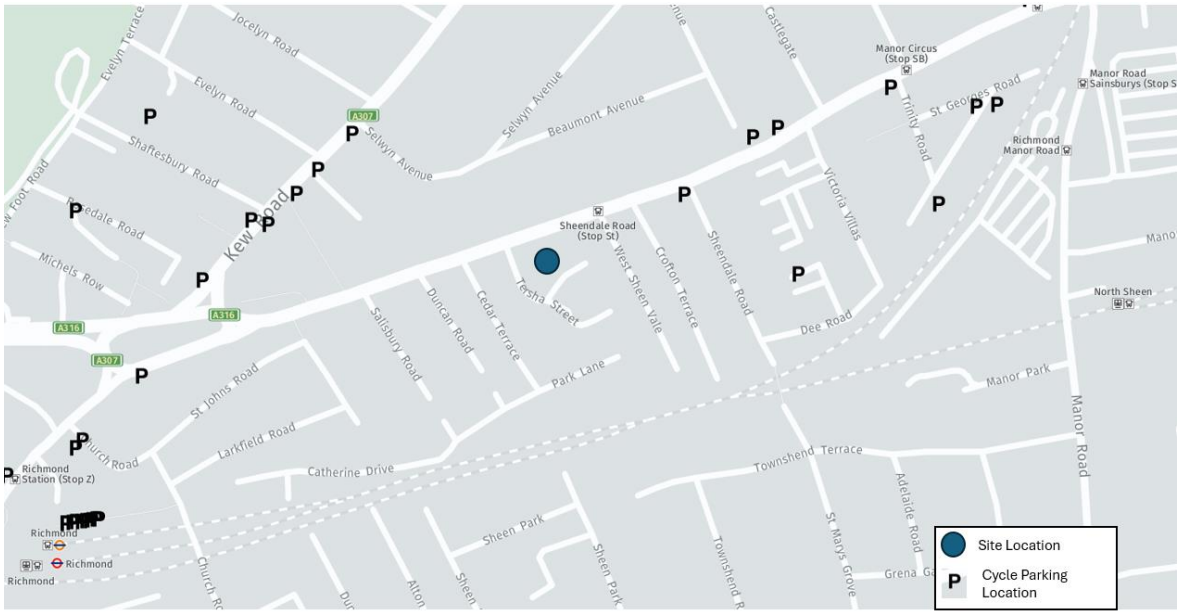
Cycling

2.9 A segregated cycle route runs along the length of Lower Mortlake Road. This connects Richmond in the southwest with Mortlake and Chiswick Bridge in the northeast. The route is off

road and separated from traffic by the landscape buffer mentioned in the previous paragraph. This route then connects in with other routes both north and south of the river and provides a high-quality link to and from the Site.

2.10 Cycle parking is provided on site, but the plan below also demonstrates the level of cycle parking in the area. The presence of a large number of spaces in the area and the provision of a segregated route away from the road indicates there should be a high propensity to cycle in the area.

Figure 2-1 - Cycle Parking near to the Site (Source: Stolenride.co.uk)



Public Transport Accessibility

2.11 Public transport accessibility can be measured using WebCATs PTAL (Public Transport Accessibility Level) tool. The tool gives a score between 0 and 6b with 0 being the worst and 6b being the best. The score is based on walking times from a given point to the TfL network including buses, underground / overground and national rail.

2.12 Figure 2-2 shows the PTAL for the Site is a 6a which indicates an “excellent” level of access to public transport. From a BREEAM perspective the Accessibility Index as calculated by PTAL is 28.99 which significantly exceeds the required amounts (18) for full BREEAM credits.

Figure 2-2 - PTAL (Source WebCAT)

2.13 The score of 6a is predominantly driven by the presence of Richmond station and a number of local high frequency bus services.

Rail and Underground Services

2.14 The closest station to the Site is Richmond station, which is approximately 550m walk from the Site. Walking routes to both stations include roads with footways and pedestrian crossings.

2.15 Richmond Station is served by South Western Railway, London Overground and District Line Services. **Table 2.1** shows the journey times towards each of the rail, overground and underground destinations for the services outlined above. In addition to these locations there are interchange points along these routes including the following:

- South Western Railway: Putney (District Line (East Putney), Clapham Junction (Other London Overground Branches, other rail services) and Vauxhall (Victoria Line).
- London Overground: Willesdon Junction (Other London Overground Branches, Bakerloo Line), Gospel Oak (Other London Overground Branches), Highbury and Islington (Other London Overground Branches, Victoria Line), Canonbury (Other London Overground Branches) and Hackney Central (Other London Overground Branches).
- District Line: Turnham Green (other District Line Branches), Hammersmith (Hammersmith and City Line, Circle Line, Piccadilly Line), Earls Court (other District Line Branches), South Kensington (Circle Line, Piccadilly Line), Victoria

(National Rail, Victoria Line, Circle Line), Westminster (Jubilee Line, Circle Line), Embankment (Northern Line, Bakerloo Line), Blackfriars (Thameslink), Monument (Circle Line, Northern Line (Bank)), Aldgate East (Hammersmith and City Line), Whitechapel (Elizabeth Line, Hammersmith and City Line, London Overground), Mile End (Central Line), West Ham (DLR, Jubillee Line)

Table 2.1 - Rail and Tram Journey Times

Destination	AM Peak Hour Journey Time	Destination	AM Peak Hour Journey Time
Rail			
London Waterloo	25 minutes	London Waterloo via Hounslow	58 minutes
Windsor & Eton Riverside	33 minutes	Reading	1 hour 10 minutes
London Waterloo via Kingston	53 minutes		
District Line			
Barking	1 hour 12 minutes	Upminster	1 hour 32 minutes
London Overground			
Stratford	1 hour 1 minute		

Buses

2.16 There are a number of bus services that serve stops within close proximity of the Site on Lower Mortlake Road. A summary of the bus services available from the stops immediately outside the Site (Sheendale Road), are provided in Table 2.2.

Table 2.2 - Local Bus Services

Bus Stop	Service	From	To	Frequency
Sheendale Road	110	School Road, Hounslow	Hammersmith	Every 15 minutes
	190	West Brompton	Richmond	Every 15 minutes
	371	Kingston	North Sheen	Every 9-12 minutes
	419	Roehampton	Richmond	Every 9 – 13 minutes
	H37	Hounslow	North Sheen	Every 6-8 minutes
	N22	Oxford Circus	Fulwell	Every 30 mins (Night time only)
	R68	Kew	Hampton Court	Every 15 minutes
	R70	North Sheen	Hampton	Every 8-12 minutes

Highway Network

2.17 The Site is located immediately south of the A316 Lower Mortlake Road and accessed via Tersha Street. The A316 is part of the strategic road network in southwest London and connects to the south west at Richmond Circus with the A307 whilst also continuing southwest- past Richmond and Twickenham before eventually becoming the M3 at Sunbury on Thames.

2.18 To the northeast the A316 connects with the A205 South Circular at Chalkers Corner as well as continuing over Chiswick Bridge towards Hogarth Roundabout and the A4 / M4.

CONSIDERATIONS AND CHALLENGES

2.19 The London Borough Richmond upon Thames (LBRuT) Construction Code of Practice (2022) sets out a requirement to improve construction practices across the borough. The document was produced to ensure that surrounding residents and businesses are protected from environmental disturbance during construction and demolition works. The contents of this code of practice will need to be adhered to during the construction process of this development.

2.20 Other considerations and challenges include access to the Site. The A316 is a red route which will prevent any vehicles from loading or unloading from this side of the building. As a result, when the construction vehicle types are known, they will need to be assessed for access via Tersha Street.

2.21 Impacts on local residents will also need to be considered as there are residential properties on both the A316 and Tersha Street. Vehicles will also have to be mindful of crossing the raised footway / cycle way crossing that is intended to give priority to pedestrians and cyclists.

3. CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 This chapter sets out the anticipated programme and methodology for construction. In addition to the car park infilling, the majority of works to the building are assumed to be fit out and cladding works. As the existing structure is being retained there is not anticipated to be any significant “building” actually required and as a result the programme does not include for any excavation or piling.

Construction Programme

3.2 The main contractor has not been appointed at this stage however in consultation with the Applicant an approximate programme for construction has been provided below.

Figure 3-1 Construction Programme Overview

Construction phase	Start	End
Site setup and demolition	Jul-2025	Aug-2025
Basement excavation and piling	N/A	N/A
Sub-structure	N/A	N/A
Super-structure	Sep-2025	Feb-2026
Cladding	Mar-2026	Jul-2026
Fit-out, testing and commissioning	Jun-2026	Sep-2026

Site Setup and Demolition

3.3 Site setup will be required at the beginning of the construction period to ready the Site for development. As the building is being refurbished there is no demolition planned. The site setup will include the erection of necessary hoardings and scaffolding across the Site. This is most likely to be undertaken by light vans and rigid vehicles.

Basement Excavation and Piling

3.4 There is no basement excavation as part of these works and as this is an infill development there is not anticipated to be any piling required.

Sub Structure and Super Structure

3.5 The sub structure and super structure phases of development are the main construction period. There are no anticipated changes to the sub structure and therefore all works will fall in the super structure phase. This will include the removal of the roof, the construction of an additional storey and other modifications to the building as required. Collectively these phases will last from September 2025 to February 2026 and will be the most vehicle intensive phase of the

construction process. These phases will predominantly require the use of rigid vehicles and low loaders.

Cladding

3.6 Cladding will take place approximately between March 2026 and September 2026. This effectively includes the provision of the new roof and any external changes to the building. The cladding phase will involve the use of light vans, rigid vehicles and low loaders.

Fit out, Testing and Commissioning

3.7 Fit out will be the final stage of construction and will take place from June 2026 to September 2026. Although there is a possibility that this stage could run concurrently with the cladding stage. This stage is more likely to involve electricians, plumbers and other tradesmen and will therefore involve mostly light vans with only the occasional HGV.

4. VEHICLE ROUTING AND ACCESS

4.1 Vehicle routing will attempt to use the Strategic Road Network wherever possible and where it needs to deviate from this to use 'A' roads as much as possible. Routes for the site have been planned assuming access from the M3 via the A316 and the M4 via the A205 and A316. Using these routes will keep construction vehicles on main roads for as long as possible.

4.2 Plans showing the proposed route for vehicles is shown below including how it is proposed to bring materials to the Site.

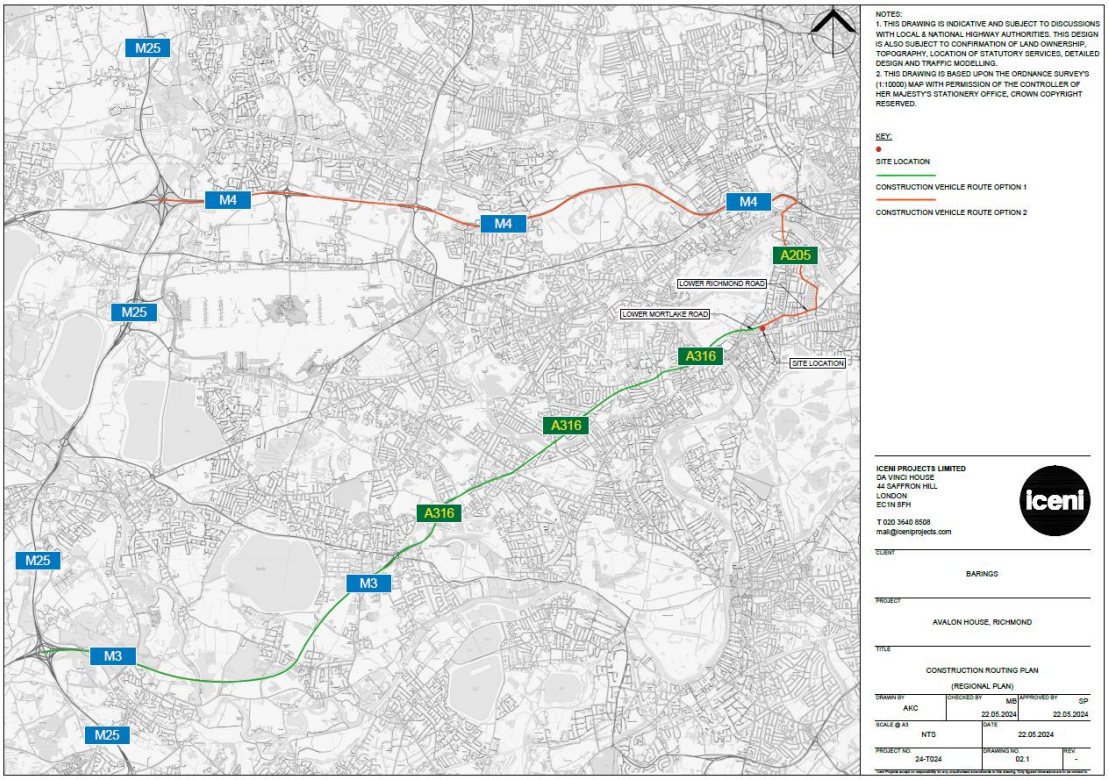
Regional Routing Plan

4.3 The regional routing plan below shows the strategic roads that are likely to be used to access the Site.

4.4 The route assumes traffic is coming from the M25 via the M3 / A316. Vehicles will head northeast from the M25 junction 12 and onto the M3 towards Central London. Vehicles will then continue onto the A316 following this road until reaching the Site where they will turn right into Tersha Street.

4.5 For vehicles from the M4, they will head eastbound towards Central London before heading south at the Hogarth Roundabout onto the A205 South Circular Road. At the Chalkers Corner junction they will then turn right onto the A316 before turning left into Tersha Street once they have reached the Site.

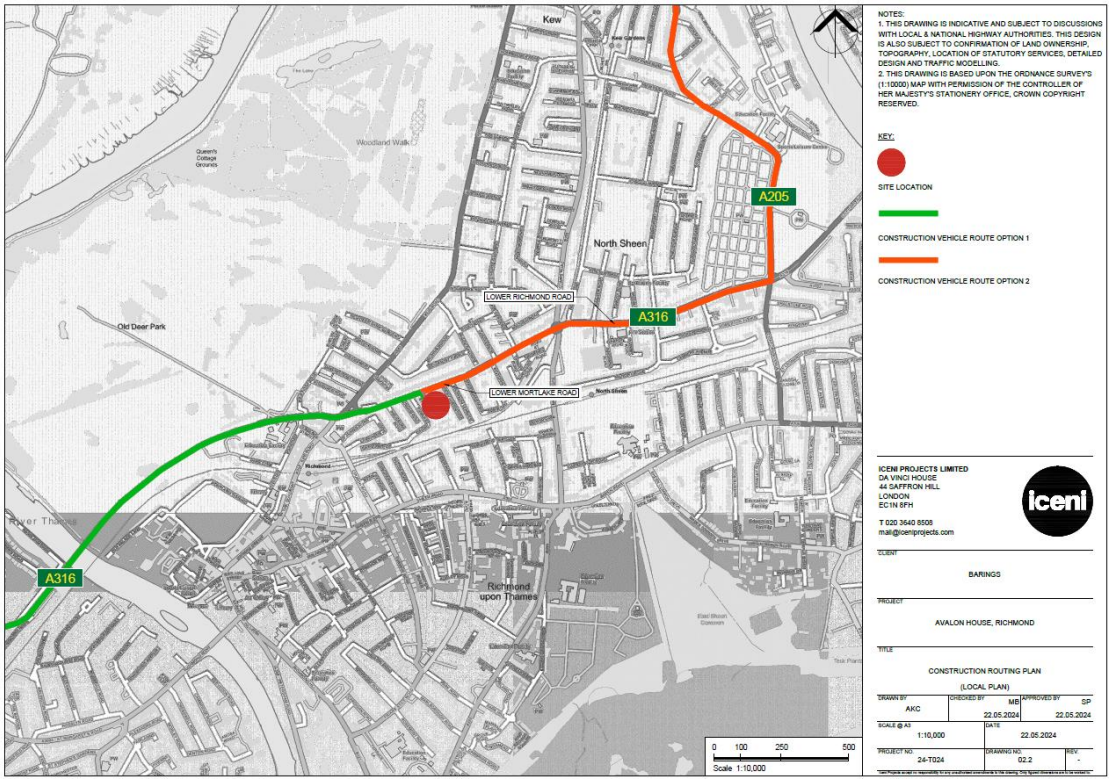
Figure 4 – 1 Regional Routing Plan



Local Routing Plan

4.6 The local routing plan shows the likely local access roads to be used. This includes the A316 and Tersha Street. As there is a right turn lane provided on the A316 vehicles will be able to enter the site from either direction. There are no height or weight restrictions that have been noted on the route.

Figure 4 – 2 Local Routing Plan to and from the Site



Site Access

4.7 There is an existing access to the site from Tersah Street and it is envisaged that vehicles will use the existing car park as a loading and unloading area. This car park will need to be temporarily closed during construction. Vehicles will be able to enter the car park in forward gear and then reverse back onto Tersha Street with the use of banksperson.

4.8 It is likely that parking will need to be temporarily suspended within the car park during the construction period. This will enable vehicles to enter the site without risking collisions with parked cars. Full details of alternative parking locations will be discussed and agreed with LBRuT and outlined in the Final CMP to be agreed prior to commencement if required.

4.9 Swept Path Analysis has been carried out to ensure that construction vehicles can turn into the car park and subsequently exit back onto Tersha Street. This is shown in **Appendix A1.**

Worker Access

4.10 All workers, except those delivering materials or heavy machinery to site, are anticipated to use public transport. There will be no separate parking provided for construction workers and therefore they are expected to arrive on foot, cycle, bus or underground / rail. This will be made clear to all contractors appointed on the construction project.

5. STRATEGIES TO REDUCE IMPACTS

Overview

5.1 This section identifies appropriate measures to mitigate any negative effects of construction traffic with respect to the following:

- Reducing the effects of congestion on the local highway network;
- Reducing the effects of the construction phase on the amenity of the local area and in particular on local residents; and
- Preventing adverse safety impacts on the local highway network.

5.2 In addition to the above, space is given over to address any additional issues and topics if not already covered previously in this document.

Reducing the Effects on Congestion on the Local Highway Network

Safety and Environmental Standards and Programmes

5.3 Where possible, the contractor will use companies with FORS accreditation when selecting companies to make deliveries to the site and give preference to those who also exhibit meeting the CLOCS standard for construction logistics through further detailed route and delivery planning following acceptance of this CMP.

Adherence to Designated Routes

5.4 Proposed vehicle routes have been set out in Chapter 4. This route plan will be shared, with all suppliers and drivers briefed to follow these routes. Drivers will be made aware of the fact that following routes is a requirement and changes to routes should only occur if a diversion is in place.

Delivery Scheduling

5.5 Construction Deliveries and HGV movements to and from the site will predominantly occur between 09:30 — 14:30 hours, and wherever practicable, allocated delivery times will be secured, taking note of journey times to the site. This will minimise any impact these vehicles may have on peak hour congestion on the local highway network, as well as improving site safety both within the site and the surrounding local area. It is anticipated that a Delivery Management System (DMS) will be used in order to plan for deliveries and reduce the need for vehicles to be turned away. Companies selected by the contractor will be required to contact the site manager ahead of their delivery to ensure that sufficient space within the site is

available. Deliveries will be received by a banksperson and the Site Manager and supported by traffic marshals where/when necessary.

Retiming for out of hours deliveries

5.6 As a result of the DMS and the need to book all deliveries in advance there are not anticipated to be any out of hours deliveries. If any are required for unavoidable reasons, neighbours will be notified in advance.

Measures to encourage sustainable freight

5.7 Construction materials will be sourced from local suppliers, where practically possible, in order to reduce the length of vehicle trips to the site.

5.8 As there is no watercourse nearby with freight facilities it is not possible to bring materials to Site using waterways. There is also no nearby rail siding to allow materials to be delivered by rail.

Construction Workforce

5.9 The site will actively discourage construction personnel from travelling to/from the site by private car.

5.10 The site benefits from excellent accessibility to public transport (see Section 2) and hence opportunities exist for construction personnel to travel to/from the site by sustainable modes.

5.11 Prior to construction commencing, the appointed Contractor will advise its personnel as to how to travel to the site by non-car modes and share details of public transport maps and timetables with personnel at initial site briefings and tool box talks. Where vehicular travel is absolutely necessary, personnel will be encouraged to car/van share with colleagues.

5.12 The majority of construction personnel will arrive and depart before the traditional network peak hours. The low volume of traffic associated with the construction workforce is not expected to have a noticeable impact on either the operation of the highway network or on neighbouring residents' amenity. Traffic associated with the construction workforce will however be monitored by the Site Manager and should evidence arise of any negative effects, the Site Manager will liaise with LBRuT to agree any necessary mitigation measures.

Reducing Impacts on Local Residents' Amenity

5.13 Construction will take place on Monday to Friday between the hours of 08:00 – 18:00. Work would only take place on Saturdays between 08:00 – 13:00. There will be no working outside of these hours, including Sundays or Bank Holidays unless otherwise agreed with the LBRuT.

This mitigates the potential adverse effects which construction traffic can have on residential amenity.

5.14 Where possible, delivery vehicles will not use local residential side streets. All construction vehicles will follow a pre-determined route to ensure vehicles only use routes appropriate to their vehicle types. Vehicle routes will be provided to all delivery firms and contractors prior to arrival and relayed to site personnel via tool box talks. The routing strategy will minimise the impact that construction traffic will have on residential amenity. The final stop for construction vehicles will be within the site via Tersha Street. This is to avoid impacts on the residential amenity of those living within the existing residential surrounding the Site. Final clarity on how this will work will be confirmed in the detailed Construction Traffic Management Plan.

5.15 A banksperson will be responsible for keeping crossovers on the footway between the site boundary and the highway clean. Tersha Street in particular will be regularly inspected for any deposits of spoil or debris deposited by construction traffic or personnel associated with the site. If necessary, the road will be cleaned by mechanical sweeper or manually by bankspeople.

Other Matters

5.16 During the construction period, the building will be secure at all times and will not allow any access for unauthorised personnel. Access gates will also be securely locked at the end of the working day. The details of these will be included in the final version of the document.

5.17 Waste removal will be undertaken by an appointed party. Where feasible the appointed company will remove all material from the site to waste recycling stations and separated for recycling where possible. The frequency of LBRuT refuse collection will be identified and factored into the delivery planning schedule.

5.18 Access for the emergency services will continue to be possible along Tersha Street and the A316 with no obstructions to the public highway at any time. A banksperson will be utilised at the site access to ensure that safe access routes are always maintained for the emergency services to pass the site.

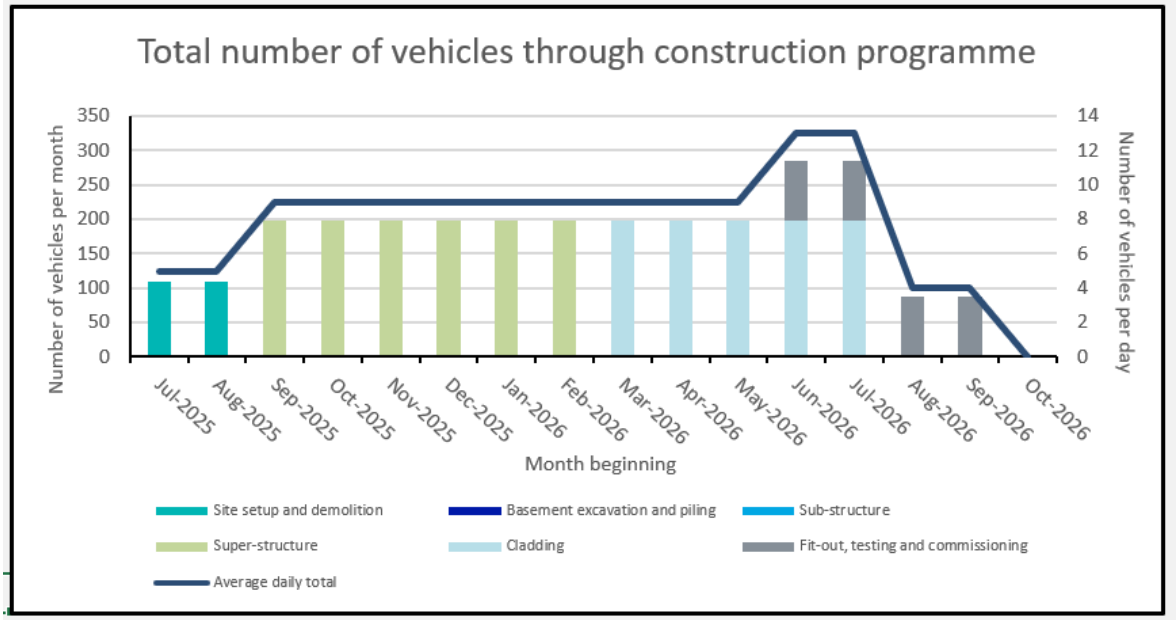
5.19 The developer and its Contractor(s) will liaise as far as possible with contractors undertaking other approved developments in the vicinity in order to minimise impact upon amenity and safety.

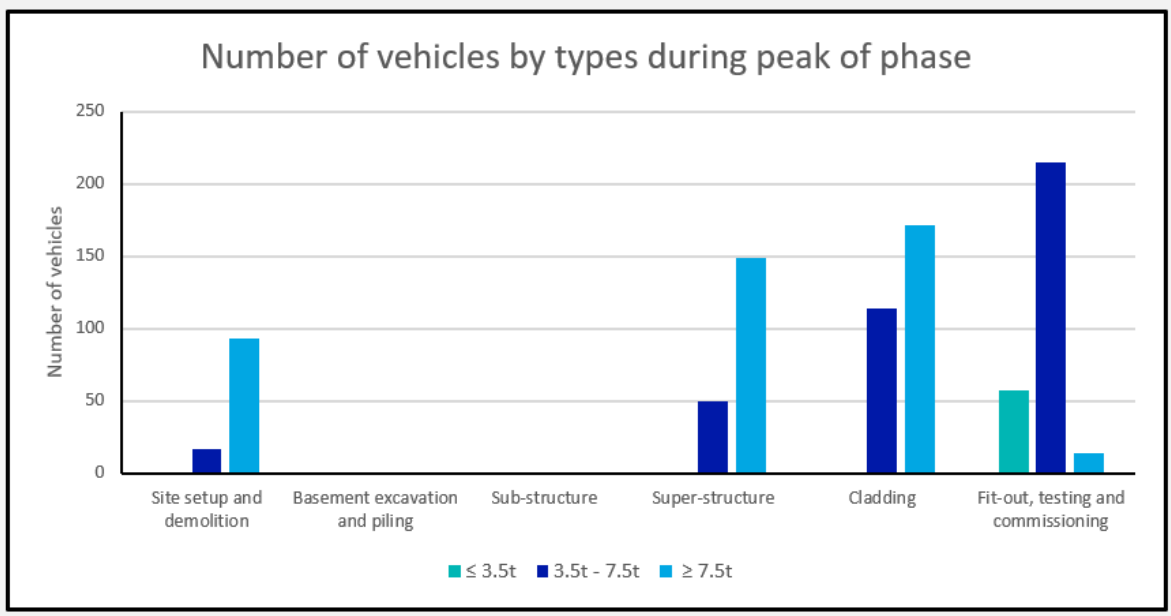
5.20 The implementation, monitoring and any necessary review of the CMP will be the responsibility of the appointed Contractor. Any complaints should be directed to the appointed Contractor.

6. ESTIMATED VEHICLE MOVEMENTS

6.1 The below sets out the estimated construction vehicles to be anticipated to and from the Site across the anticipated construction programme.

Construction phase	Start	End
Site setup and demolition	Jul-2025	Aug-2025
Basement excavation and piling	N/A	N/A
Sub-structure	N/A	N/A
Super-structure	Sep-2025	Feb-2026
Cladding	Mar-2026	Jul-2026
Fit-out, testing and commissioning	Jun-2026	Sep-2026





6.2 The peak month during construction will see a total of 13 vehicles per day into the Site. The methodology for this was based on anticipated pit lane capacity and how many vehicles will be able to enter the Site at any one point. A dwell time of 30 minutes per vehicle has been assumed with there likely being only one vehicle per hour during the peak, although additional vehicles have been added to be robust, with fit out vans likely to use the existing car park rather than pit lane. The 13 vehicles per day will be made up of predominantly HGVs, but with some lighter vans (3.5t – 7.5t). This provides an anticipated number of trips based on the information available at this stage and will be updated once a contractor is appointed.

7. IMPLEMENTING, MONITORING AND UPDATING

7.1 This chapter sets out how the CMP will be implemented, monitored and updated.

7.2 The Applicant will retain responsibility for implementing the CMP including all the measures listed previously within this document.

7.3 Full contact details will be displayed on the hoardings should any issues arise that residents and neighbouring occupiers need to make the Applicant or contractor aware of.

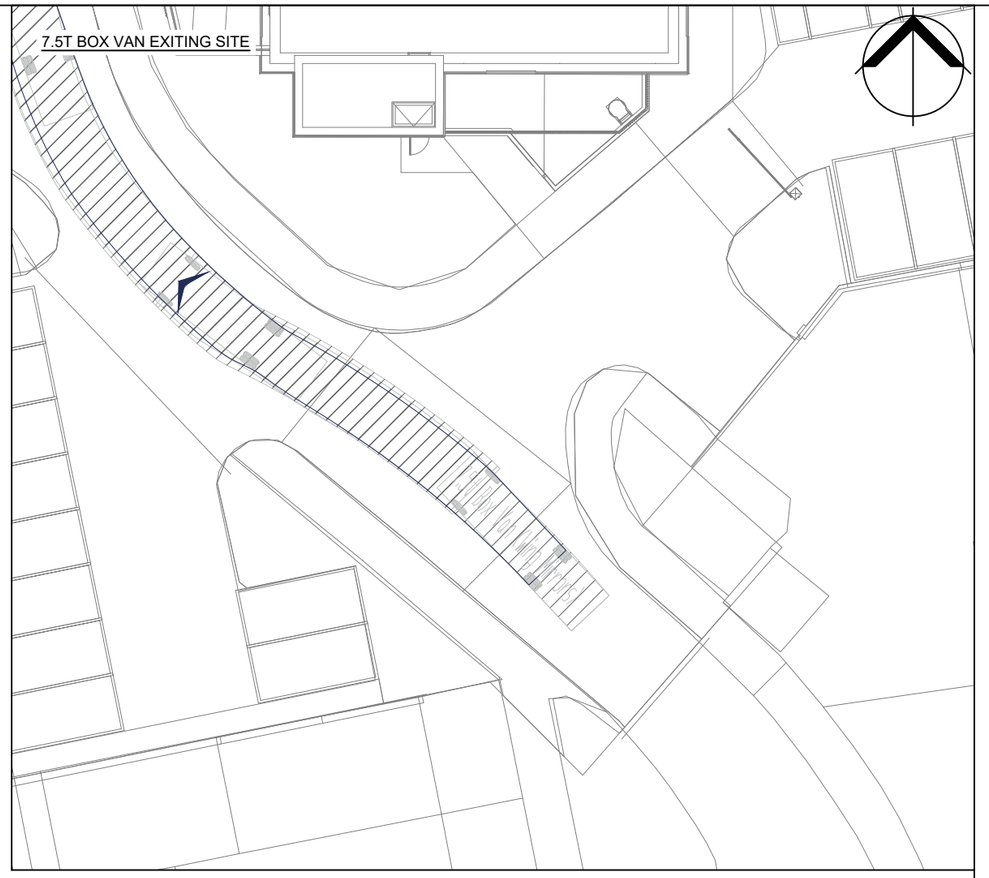
7.4 Monitoring will be undertaken on Site by the site manager / main contractor including the number and type of vehicles as well as any safety issues caused by construction vehicles.

7.5 This will also include recording all complaints made by local residents. Should updates be required to the CMP based on any complaints this will then be the responsibility of the applicant.

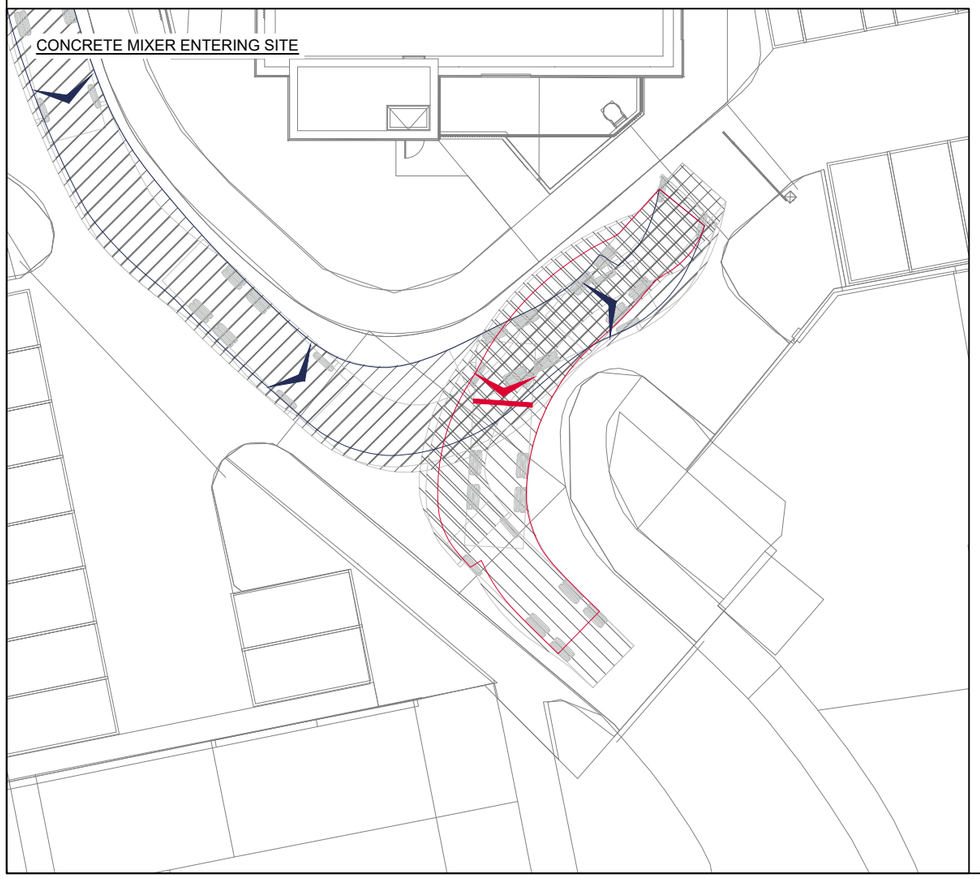
A1. CONSTRUCTION VEHICLE TRACKING

7.5T BOX VAN ENTERING SITE

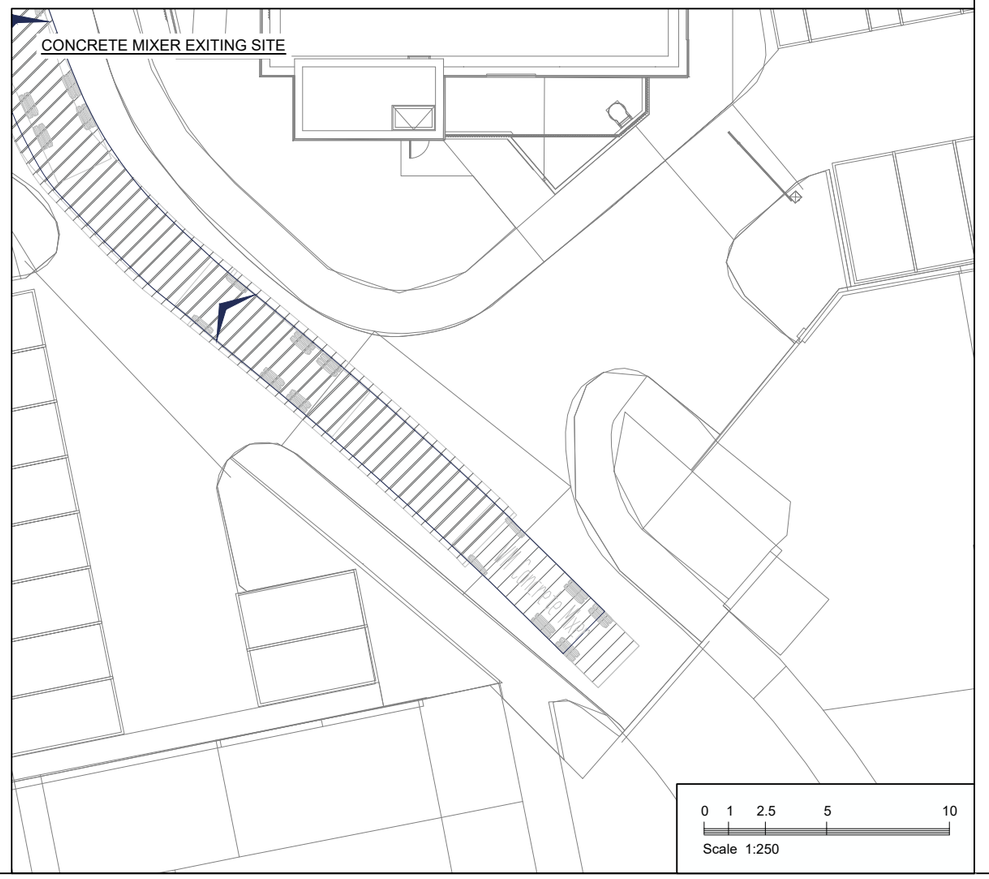
7.5T BOX VAN EXITING SITE



CONCRETE MIXER ENTERING SITE



CONCRETE MIXER EXITING SITE



Scale 1:250

NOTES:

1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
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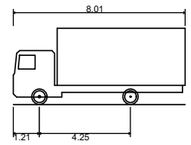
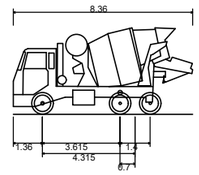
VEHICLE PROFILE:



7.5t Box Van (Wing Mirrors)	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m



WM Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.210m

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CLIENT

BARINGS

PROJECT

AVALON HOUSE, RICHMOND

TITLE

SWEPT PATH ANALYSIS

(7.5T BOX VAN AND CONCRETE MIXER)

DRAWN BY	CHECKED BY	APPROVED BY
AKC	MB 23.05.2024	SP 23.05.2024

SCALE @ A3	DATE	
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