

# 81 High Street Hampton Wick, Kingston upon Thames KT1 4DG,

## CONSTRUCTION MANAGEMENT PLAN 24.033 CMP

July 2024

### 1.00 Introduction

- 1.01 This document describes the proposed methods of construction to support the development of 81 High Street Hampton Wick, Kingston upon Thames KT1 4DG, UK.
- 1.02 This Construction Management Plan (CMP) will govern the Contractor's undertakings during the redevelopment of the site. The CMP may require revision during the course of the development to comply with changes in legislation or other issues, for which the approval of London Borough of Richmond will be sought.
- 1.03 The Site Management team will be inducted in the content of this Construction Management Plan. All Construction personnel will be inducted in general, such that they have an understanding of the conditions at the site and the procedures, management, etc that are necessary and will be inducted specifically in aspects that are relevant to their particular works.
- 1.04 A copy of this document will be held on site at all times along with all other associated documentation and information.

### 2.00 Location and Site Access

- 2.01 The site is located on Hampton Wick High Street, close to the station and site between Bushey Park and the river Thames. The site is a mixed use property consisting of a commercial unit on ground floor with a residential dwelling and above and to the rear.
- 2.02 Access to the site for construction traffic will be via the High Street which can be accessed via Kingston Bridge or The Kingston Road.
- 2.03 All deliveries will be made directly to the site via the High Street as this is the only vehicular access point into the site. The existing access road is to be used where possible however it is assumed that the bulk of the deliveries will need to take place via the parking bays in front of no.77 High Street subject to licences and suspensions.



Figure 1: Ariel Photograph indicating site location

- 2.04 The site office accommodation will be located within the existing basement. This area is to only be handed over on completion of the project, therefore the site set-up can remain for the main duration of the project. Staff, operatives & visitors will access the site via the existing site entrance from the High Street. The entrance door is retained, managed using CCTV and intercom systems, and access will be strictly controlled to separate pedestrian and vehicular access to the site. Deliveries and collections will be coordinated with the site manager to ensure that multiple vehicles do not arrive at the same time. Drivers will be provided contact details for the site management to ensure communication lines are maintained and vehicle movement can be coordinated.
- 2.05 3no. Parking bays are to be suspended to facilitate lorry deliveries and waste removal via skips. Outside of the parking bay suspensions operatives will be bringing materials to site and remove waste in their own vans. The Vans will be parked on the street in paid parking bays or within the station parking area again within paid parking bays.
- 2.06 Lorries will be used to deliver materials to site and to remove demolition material. 3 Parking Bays are to be suspended for 1 week at a time to fit in with required deliveries and skips. The timings will be agreed with the local authority.
- 2.08 The anticipated plant on site will be minimal due to the constraints of the site. Materials will be moved by hand with operatives working within the recommendations and constraints set out by the HSE.
- 2.09 Banksmen will be deployed as necessary to ensure the safe movement of all construction traffic. They will also be involved in small scale van deliveries from near by parking bays to ensure safe transit of operatives and materials.
- 2.10 Construction deliveries will be scheduled and co-ordinated to avoid peak hours (8-9.30am)(4-5.30pm). Collection of waste material from the site and deliveries will be carried out in a controlled manner and reasonable measures will be used to avoid vehicles waiting on the surrounding roads. If specialist delivery times are required then the site manager will coordinate these with the transit company and will inform / discuss with the local residents / businesses on Barnsley road prior to the delivery day / time.
- 2.11 All waste will be taken to licensed tips and only carriers who are licensed will be employed. Waste certificates are to be collected and filed for inspection on request.
- 2.12 The anticipated maximum daily number of deliveries will not exceed 4 vehicles for the demolition works. Construction traffic is anticipated to be lower for the remaining works.
- 2.13 There is controlled parking at present on the High Street. The contractor will ensure safe stopping for delivery vehicles and the management of on street parking in the vicinity of the existing site access. The developer's contractor will seek to minimise the amount of road space to be utilised by the site works and period over which the existing on street parking is occupied by construction vehicles. The road outside of the site is generally in sound condition and will be inspected regularly to ensure that no undue wear and tear is being caused by the use of construction traffic.
- 2.14 The condition of the road will be maintained as necessary, with any contamination from site, being cleared as necessary to ensure road safety.
- 2.15 Safe pedestrian access will be provided and maintained at all times. It may be necessary on isolated occasions to direct pedestrians to the opposite footway to comply with Health & Safety requirements.

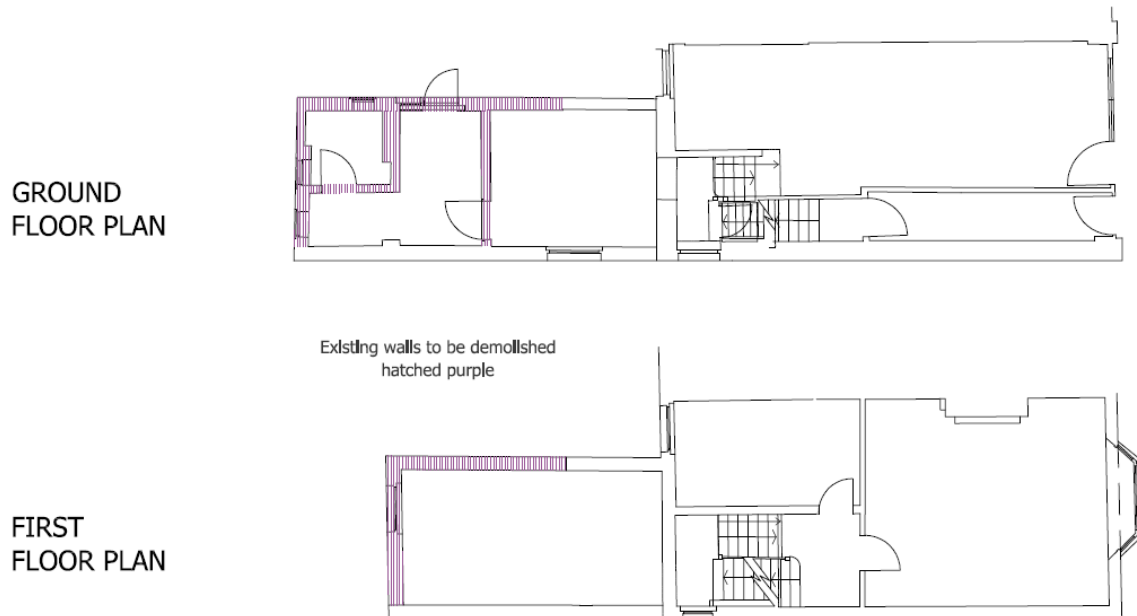
### **3.00 Construction Sequence**

- 3.01 The Construction Sequence is as follows;
- Demolition
  - New Drainage
  - Reinforced Concrete Slab
  - New Traditional Facing Brickwork Cavity Walls

- New Roof
- Internal Works
- External Landscaping

### 3.02 Temporary work, strip out and demolition – The existing residential

The following image shows the proposed demolition.



3.04 **Construction of New Build** - The construction of the new build comprises strip foundations with traditional upper construction of cavity walls consisting of blockwork (or Timber frame) and brick work outer skin to the elevations and precast concrete ground and Timber upper floors, timber roof structure.

3.05 **Internal finishes, fixtures and fittings** – Internal finishes will be the same throughout. All materials will be sourced locally where possible and will be of high quality. The habitable units and common areas will be of high quality in line with the enhanced requirements of the proposed occupants.

3.06 **External works** - The external works is a combination of hard and soft landscaping to the garden area.

3.07 **Fail Safe Use of Crane and Plant**- All operations, including the use of cranes or other mechanical plant working adjacent to property, must at all times be carried out in a “fail safe” manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest adjacent property, or within 3.0m of overhead electrical equipment or supports. A crane is not being considered for this project.

### 4.00 Programme of Works

4.01 The demolition, temporary, enabling works and construction of the development are expected to be completed with an overall programme of approximately initial 3 week enabling package, then a separate 9 month build programme

4.02 The Development will comprise three main Phases namely:

Phase I - Demolition, site clearance and enabling 3 weeks

Phase II – New build (approx. durations provided, programme awaited)

- 2a – Substructure (2 weeks)
- 2b – Superstructure (12 weeks)
- 2c – Internal Fit Out ( 18.5weeks)
- 2d – External works (1.5 weeks)

- 4.03 The details of the construction phasing and duration of the works will be finalised once the contractor has been appointed.
- 4.04 The exact details of site clearance and construction methodologies have not been finalised at this stage, however, the information available is sufficient to undertake the assessment of potential impacts.

## 5.00 Potential Impacts

- 5.01 Whilst there are statutory controls relating to nuisance, health and safety and pollution control, the site clearance and construction works have the potential to cause significant environmental impacts and nuisance to neighbours if not correctly managed. Potential impacts during the construction works are summarised in Table 1.1 as follows.

**Table 1.1: Potential impacts during the Works**

Topic	Potential Impacts	Remedy
Visual impact	Impacts from an active construction site i.e. changes in the levels of activity on site, craneage, partly constructed buildings, poor housekeeping resulting in an untidy site and surrounds etc.	Contractor will be required to keep site clean at all times and generally follow the guidance laid down by the considerate contractors scheme
Traffic and travel	Traffic congestion and delay caused by site traffic, particularly from slow moving abnormal or hazardous loads.  Transfer of mud and material from vehicles onto the public highway.  Potential disruption to pedestrians around the site due to vehicles accessing/exiting the site, and restriction on pedestrian access to local walkways and roads.	The Contractor will be required to produce a Traffic Management Plan. Proposed traffic route Appendix C  To be locally managed by Banksmen and warning notices.
Dust/Air Quality	Nuisance due to windblown dust from temporary road surfaces and work faces, stockpiles, deliveries of materials, earth moving vehicles and cutting and grinding of materials.  Effects on local air quality from construction plant exhaust emissions e.g. lorries delivering and removing materials.	re-vegetate earthworks and exposed areas; minimise dust generating activities on windy and dry days with dampening down carried out where required; cover seed and fence stockpile to prevent wind whipping  No bonfires on site; carry out main dust causing activity in spring/autumn; plan site layout minimise movement of construction traffic, locate dust activity away from sensitive receptors
Noise	Disturbance to local residents.	A liaison officer will be designated on site.

	<p>Increased noise levels from plant during piling and general construction works.</p> <p>Increased noise levels from vehicle movements within the site and on the local road network.</p>	<p>Please refer to section 10.0 and paragraphs 16.01 and 16.02.</p>
Vibration	<p>Increased vibration levels from vehicles and plant during construction works may impact local residents.</p>	<p>A liaison officer will be designated on site and contact details will be prominently displayed</p>
Waste	<p>Unnecessary waste generation and disposal to landfill.</p>	<p>The Contractor will be required to use an approved waste disposal company and operate a Site Waste Management Plan (SWMP) for the control of waste.</p>
Water Quality	<p>Reduction in quality of groundwater through accidental spills and/or pollution incidents, or poor management of waste water or surface water run-off.</p>	<p>Refer to Resources and Waste, Section 14.0</p> <p>Hazardous materials to be banded to avoid spillage, with spill kits to be available on site.</p>
Hazardous materials and contaminated land	<p>Exposure of the workforce to contaminated soils and/or ground water.</p> <p>Mobilisation of contamination that may currently be contained or present in stable form, and creation of pollution linkages e.g. through removal of hardstanding and increasing infiltration.</p>	<p>Refer to section Resources and Waste</p>

## 6.00 Highways Works

6.01 Highways works, if required, will be undertaken by a licensed contractor from the Council's framework.

## 7.00 Service Diversions

There are no anticipated service diversions required within the curtilage of the site however there is potentially a Western Power diversion required to the existing cross-over. This has been quote and will be managed by the clients appointed utilities consultant.

## 8.00 Hours of Work

8.01 The working hours for demolition and construction are Monday to Friday 08:00am – 18.00pm and Saturday 08:00am to 13:00pm, Sunday no noisy works which is in accordance with Birmingham city Council's advice taken from Control of Pollution Act 1974. Advanced warning will be given to neighbours and the nearby school will be notified in order to restrict traffic at sensitive times of the day for school run pick up and drop off.

8.02 Any work required to be undertaken outside of these hours, such as delivery of abnormal loads, highways works or erection of tower cranes, will be subject to prior agreement with Birmingham city Council. Sufficient notice will be given to the Council to allow them to consider the proposed works. Night working will be restricted to exceptional circumstances.

## **9.00 Training and Sub-Contractor Management**

- 9.01 The Contractor(s) will be encouraged to adopt an incident and injury free approach to the construction works and include talks or a presentation on the relevant environmental issues at the site as part of the site induction. All sub-contractors will be required to be aware of environmental matters and their respective roles and responsibilities.

## **10.00 Community Liaison**

- 10.01 A senior member of staff will be identified by the Contractor for the works, as a dedicated point of contact to deal with the public and all related enquiries and concerns. This individual will be named at the Site entrance, and a contact number provided and will be introduced to Rochdale Council and any local community interest groups prior to the start of Site activities. Where appropriate job vacancies will be advertised in the local newspapers to attract operators from the local areas.

## **11.00 Site Security and Lighting**

- 11.01 Hoardings / secure boundaries will be erected/maintained around the areas of the Site under construction and gates will be manned to prevent unauthorised access. Prior to the commencement of works, security measures will be reviewed with Rochdale Council / Police in order that an appropriate provision of security is maintained; 24-hour CCTV or site security will be provided if, after consultation, it is deemed necessary. All access and egress to the Site will be controlled.
- 11.02 Security of the existing boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the local residents will be contacted by the main contractor to discuss the works.

## **12.00 Traffic Management**

- 12.01 Short term closures of roads around the Site may be required in order to deliver large building materials. Notice of planned closures and diversions of roads, footpaths and parking, forming part of the Site shall be provided by the Principal Contractor to Rochdale Council, the Police, the Fire Brigade and other emergency services. Notice will be provided sufficiently in advance of the required closure or diversion dates, to allow all necessary consents for the closures to be obtained.
- 12.02 All reasonable measures will be taken to ensure that deliveries to the site and collection of material from the site are carried out in a controlled manner to avoid peak hours and avoid vehicles waiting on the surrounding roads.
- 12.03 Vehicles observed not to comply with this or the agreed routing will not be accepted at site and will be banned until compliance is undertaken.
- 12.04 All reasonable endeavours will be made to have materials delivered by rigid-backed lorries whenever possible, to minimise the use of large number of articulated vehicles.
- 12.05 During demolition and construction the parking areas on High Streett will be used by associated vehicles, following adequate parking suspension notice application to the local authority. A program of works will be formed to give advanced notice of when parking suspensions will be required. Applications will then be made to the council in line with the program and adequate notice will be provided to the local residents and users of High Street. Where possible the required suspensions will be kept to a minimum and construction traffic will be kept on site where possible.
- 12.06 Construction and other relevant staff will be encouraged to use other modes of transport than the private car e.g. cycling, walking or public transport. Where agency staff and local trades are used they will be chosen from within a 6 mile radius of the site. Secure cycle parking will be

provided within the site extents and in view of CCTV cameras installed on the cabins. The workforce will be provided local transport timetables as part of their site inductions. Where possible the site induction will also be used to establish if car sharing could be implemented to reduce the number of car movements.

### **13.00 Pedestrian Access**

13.01 Pavements and pathways around the perimeter of the Site will be maintained for public access, wherever safe to do so. Any pedestrian diversions will be well surfaced, lit and clearly signed.

### **14.00 Resources and Waste**

14.0 Construction materials will be responsibly and locally sourced as far as practicable. Over ordering of materials will be avoided. Materials will be stored in clearly designated and demarcated areas, in order to avoid damage by vehicles, and will be protected to avoid damage by weather or theft. Care will be taken to ensure items that are of high value, fragile or hazardous are securely stored. Packaging will only be removed from goods immediately prior to use. Liaison will be undertaken between the contractors and suppliers to manage the schedule of deliveries on a 'just in time' basis. This will reduce potential stockpiling on Site, damage from vehicles and other causes of wastage.

14.01 Energy and water consumption will be monitored during the construction works.

14.02 Waste will only be disposed to authorised waste treatment and disposal sites, in accordance with current waste management legislation.

14.03 No burning of demolition or construction waste will be undertaken on the Site. A demolition and refurbishment survey has been carried out by the existing owners and all material removed in observance of current legislation and regulations.

14.04 The procedure for the removal of any contaminated soils from the Site will be detailed in the Contractors Method Statement if any is encountered

14.05 The area around the site, including the public highway, is regularly and adequately swept to prevent any accumulation of dust and dirt.

### **15.00 Control of Noise, Vibration and Air Quality During Construction**

15.01 The Contractor's Site Manager contact details will be displayed at the entrance to the construction site, and will be the individual responsible for dust complaints and/or issues at the time. Any complaints received will be recorded in the complaints register (see template in Appendix D) and investigated accordingly. Following the investigation feedback of any actions taken will be provided to the complainant. Should the actions taken not be satisfactory to the complaint and they feel they want to escalate to the local authority, then a meeting will be arranged with the Developer's Agent, Site Manager and Rochdale's Environmental Health Officer to agree a suitable resolution.

15.02 Assessments of the potential impacts of the construction works on air quality and noise and vibration will be undertaken. Likely mitigation measures are given below, these are to be agreed with Rochdale Council and implemented include:

- Use of netting/hoardings to provide visual screening;
- Construction methodologies and selection of plant to minimise generation of noise, vibration and dust;
- Locations of any noisy static plant and the site compound and offices (as far from sensitive receptors as possible);
- Measurement of noise levels at the beginning of the construction works to establish the base conditions at and around the Site. Noise levels on the site will be within the limits laid down by the Noise at Work Regulations 2005. All noisy working will be in accordance with the Rochdale Council Code of Practice, a copy of which will be on site.

- Damping down of work faces, internal roads, stockpiles etc with water in order to reduce dust generation, as and when conditions dictate. Use of sheeting where necessary to control dust.;
- Use of wheel washes by vehicles leaving the site when necessary and use of a road sweeper when the need for road cleaning arises; and
- Vehicles carrying materials to or from the Site with the potential for dust generation will be sheeted.
- Where practicable, equipment powered by mains electricity shall be used in preference to equipment powered by internal combustion engine or locally generated electricity.
- Neither any part of the works nor any maintenance of plant shall be carried out in such a manner as to cause unnecessary noise or vibration except in the case of an emergency when the work is absolutely necessary for the saving of life or property or the safety of the works.
- Plant shall be maintained in good working order so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum. Plant will only run when operationally required. Defective items will not be used. Equipment which breaks concrete, brickwork or masonry by bending or by bursting will be used in preference to percussive tools as far as practicable. Pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers.
- Cutting of New Concrete and Masonry Materials/Products – Concrete, masonry and paving cutting will be controlled by use of wet suppression and / or vacuum extraction. Vibrating of Concrete: The specific contractor undertaking this task will ensure that the equipment used meets current regulations, and where the operation is likely to impact on adjacent residences, that advanced warning is given
- All large concrete pours are started as early as possible, within normal & permitted hours to avoid overruns.
- When working within a building, wherever possible all openings (i.e. windows and doors) will be sealed.
- Before works commence, the site workforce will be fully briefed on the need to keep all noise generated to a minimum. Shouting and raised voices will not be permitted other than in cases where warnings of danger must be given. Radios should not be played at a volume that is likely to disturb local residents.
- Where safe to do so, all vehicles sirens and alarms will be disengaged.

## **16.00 Pollution Control**

- 16.01 The assessment of the potential effects of the development proposals on water will be undertaken. All liquids and solids of a potentially hazardous nature (for example diesel fuels, oils, solvents etc) will be stored on bunded areas of hardstanding, in accordance with Environmental Agency pollution prevention guidelines. Construction vehicle parking areas may need to be paved and drainage collected and passed through an interceptor prior to discharge.

## **17.00 Ecology and Nature Conservation**

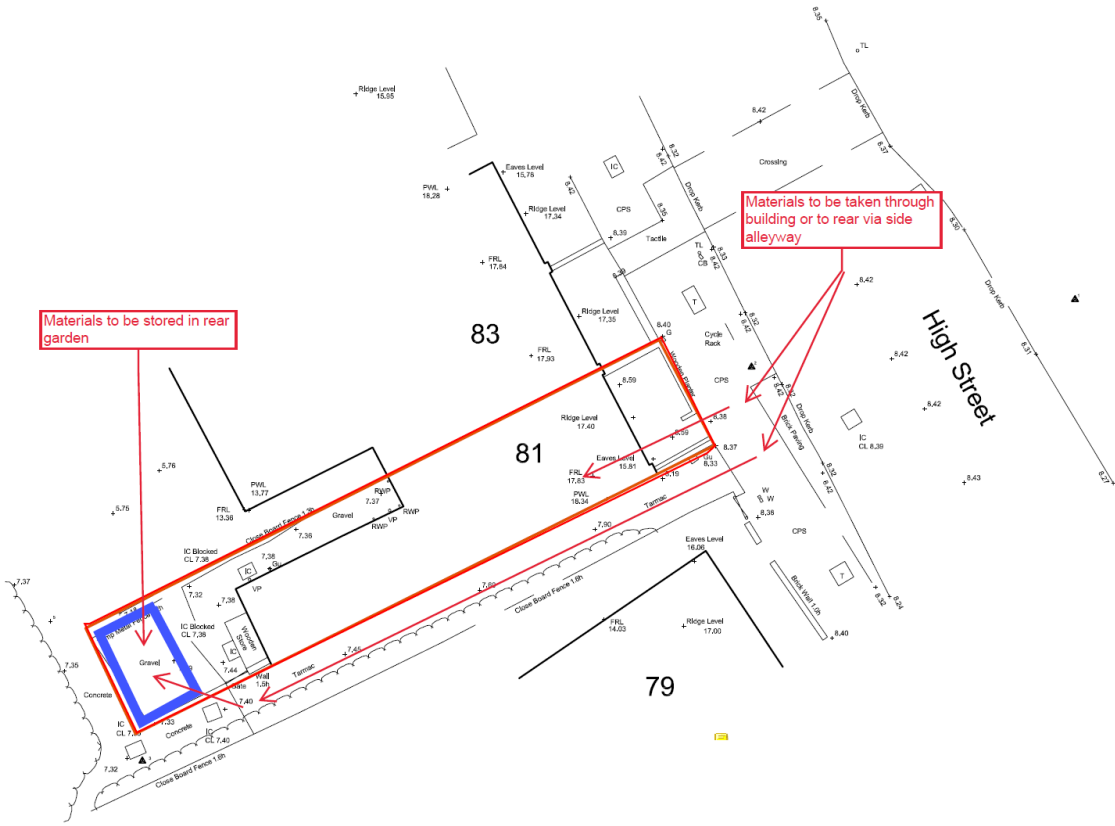
- 17.01 Basic site Ecology assessments have been carried out to assess whether there were any endangered species on the site along with nesting birdlife. The surveys established there was nothing to consider but any vegetation removal should take place outside of nesting season.

## **18.00 Employment Opportunities**

- 19.01 Where employment opportunities arise either outside of the primary contractor's remit or sub-contracted for the primary contractor, local newspapers / publications and potentially Job Centres will be contacted to advertise any vacancies.



# APPENDIX A – PRELIMINARY SITE LOGISTICS PLAN



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**APPENDIX B – EXISTING IMAGES OF THE BUILDING AND THE EXISTING SITE ACCESS**



