



## Hampton Wick Royal Cricket Club



### Construction Management Plan

June 2024

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This Construction Management Plan describes the anticipated construction works for development of Hampton Wick Royal Cricket Club Pavilion and describes the nature of the activities to be undertaken. The purpose of this CMP is to minimize the impact of construction works on the park and the immediate surroundings. It identifies the environmental considerations associated within work activities and outlines appropriate measures that might be implemented for their mitigation.

The proposed work is the construction of a new two-story pavilion creating a new social space and club training and matchday facilities. Constructed from a timber frame (SIPS), the external envelope will be clad in timber with pitched roofs with a viewing gallery at first floor level.

As the park is a public space and the temporary club house is to remain operational for the duration of the build, consideration to ensure relevant segregation is in place is the highest priority.

The site set up and how the planned scheme will be developed through the involvement of all stakeholders including meeting representatives from RPA.

This is a live document and can evolve to incorporate specific needs of the project as they arise. Planning for the alteration and construction works will be subject to modification during the subsequent reserved matters applications, the CMP is therefore indicative as part of the outline planning application.

### **Enabling Work**

- Commence: 2025
- Duration: 2 weeks

### **Main Contract Works:**

- Commence: 2025
- Duration: 34 weeks

### 2.1. Site Logistics

Prior to commencing the construction works, some logistics work will be undertaken. This will include:

- Establishing a hoarding line to secure the site from unauthorised entry.
- Establishing welfare within the site boundaries.
- Installation of any temporary protection to neighboring properties / boundary walls where required.
- Installation of tree protection.
- Positioning of all appropriate site safety signage to required areas including perimeter of the site.

### 2.2. Working Hours

To respect the surrounding residents and to comply with the working conditions from London Borough of Richmond, the site working hours will be limited from:

- 8:00am to 17:00pm Monday-Friday (or dusk whichever is earlier, as per Agreement For Works.)
- 8:00am to 13:00 pm Saturday.

There will not be any works being undertaken on Sundays and Public Holidays. All works will be carried out in accordance with the following principles:

- All equipment will be maintained in good mechanical order.
- For any particular job, the quietest plant and/ or material will be used.
- Where appropriate equipment will be fitted with the appropriate silencers, mufflers or acoustic covers.
- Any stationary noises such as generators or compressor will be situated in locations as far away from the neighboring properties as possible.
- The movement of vehicles to and from the site will be controlled and will not take place outside the permitted hours without prior approval from the relevant authorities.

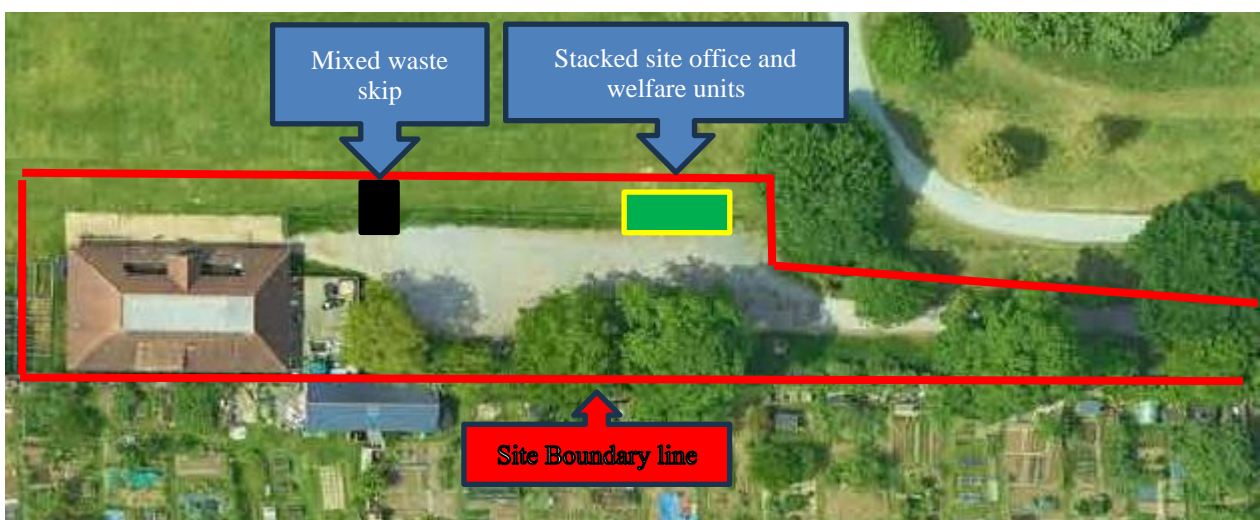
- Employees will be supervised to ensure compliance with the noise control measures adopted and all times while the site is operational.
- All deliveries will be carefully managed using 'just in time' principles.
- The site and access roads will be kept tidy and fully maintained throughout the project.

### 2.3. Hoarding

The site itself will be fully enclosed with 2m Heras panels, installed to the entire perimeter of the site; included in this will be a set of double leaf gates positioned to open into site, allowing access into the site for vehicular movements and a pedestrian gate to ensure site operatives and vehicles remain segregated. A dedicated gateman will be contacted by phone for all comings and goings to the site commencing from the Bushy Park entrance on Park Road / Sandy Lane.

### 2.4. Site Welfare

The proposed location for site welfare and office is adjacent to the proposed new building. Site accommodation will consist of Offices, Canteen and WC's. GPF Lewis will ensure these areas are well maintained and kept clean for the duration of our works in addition to complying with all relevant legislation. The welfare will be situated to ensure enough space to access the fire exit doors on the side of the existing pavilion.



## 2.5. Scaffolding

Scaffolding will be installed around the entire building; each elevation will be sheeted in Mono-flex to reduce dust emissions from site activities. The scaffold will be alarmed at the first-floor level.

Access the scaffold will be via a Haki staircase to the rear of the building which will be tied to the scaffold. Materials will be distributed via telehandler / or mobile crane.

## 2.6. Programme Methodology

The programme has been split into various phases as follows:

- Enabling works – this will include site establishment, undertaking surveys and tree projection (Cut and prune existing bushes/shrubs for access. Liaison with The Royal Parks will be required to ensure procedures are in place prior to commencing works.
- Sub-structure & Superstructure – comprising all build elements to form the structure.
- Landscaping – this includes groundworks, car park and new road works
- Fit Out works – comprising all internal fit out activities including MEP services installations, partitions, ceiling floor finishes.

## 2.7. Programme Narrative

Following the enabling works, activities on site will follow the construction programme. These works will include, but are not limited to the following task:

- Protection to existing structures and finishing's
- The reduction of ground levels within the building's footprint
- Excavations for drainage and services ducts are carried out with material being backfilled and compacted upon satisfactory testing of new installations.
- The ground beneath the proposed building receives a type 1 sub-base.
- Formwork, reinforcement and concrete is then laid completing the ground floor slab, followed with DPM & Blockwork.

- An external independent scaffold is erected around the slab following striking of formwork ready for the timber structure.
- Once the frame is completed all roof framework and decking will be installed
- On completion of the super-structure including the roof our attention immediately turns to the waterproofing of same. Followed by the roof coverings.
- Installations of roof light and hatches render the upper-level roofs watertight.
- The above works run concurrent with the installation of external frames / external windows & doors and cladding.
- Wood-staining, aluminium flashings and installation of rainwater goods allow scaffolds to be struck completing works externally.
- Internal works are therefore dictated to by the structure becoming watertight.
- Installation of the staircase will aid access to the upper floor.
- Insulation to the ground floor area will allow the screed to be laid.
- Services installations, ceiling and wall voids are all created allowing for services themselves to be installed within
- Plasterboards and plywood boards are fixed upon satisfactory completion of 1st fix services installations within the voids, including all fire-stopping.
- Completion of boarded ceilings allows all dry lining works to be undertaken.
- All remaining doors, ironmongery, architraves and skirtings are fixed allowing decorations to be undertaken.
- Installation of the appropriate floor finishes would aid the installation of the kitchen / cold room and bar.
- All remaining floor finishing's and fixtures and fittings to be installed prior to handover.
- With regards to External works and landscaping we see all available works being worked on from the earliest opportunity
- Therefore, protection to existing street furniture, removals of existing grass and hard standings when completed allow excavation works to be done.
- New drainage and services installations are carried out in conjunction with formation of new manholes.
- Trenching for the new power cable.
- Handover to the end user
- Testing & Commissioning, witnessing & demonstration will be arranged and coordinated with the end users.
- Removal of site set-up. Building Control sign off and Royal Park sign off.

### 3.1. Access routes existing arrangements

The site is situated within Bushy Park and is located.

The Hampton Wick Royal Cricket Club is located at the southeast corner of Bushy Park, with the King's Field to the south and the Royal Paddocks Allotments to the east within the London Borough of Richmond. Access will be via Park Road to the site compound. All operatives and visitors will enter their details into the signing-in book which will be kept in with the GPFL site office. From the site compound, site staff and operatives will follow designated routes to the work areas.

Emergency access and escape routes will be maintained at all times and regularly checked by our Project Manager. From the site accommodation, site staff and operatives will follow designated routes to the work areas. Emergency access and escape routes will be maintained at all times and regularly checked and finding recorded.

Vehicles will approach the site from the east via Sandy Lane then turning into the park and complete the final approach to the site. No vehicles will be permitted to enter from Park Road direction due to the tight turning circle. Once the vehicle has reached the site, they will stop adjacent to the site welfare in a designated off-loading area that is of sufficient size to allow for turning to enable the vehicles to exit the site in a forward gear.

Storage location will be allocated in the designated compound with no material stored on any public highway or in any area outside the site compound.

In all cases, access/egress for delivery and removal of materials will be planned, scheduled and coordinated by the Project Manager and all vehicle movement both in and around the site will be controlled by Contractor Staff.



### 3.2. Current Traffic & Pedestrian Movement

The Park allows for the free movement of pedestrians therefore careful consideration will be made to ensure that the site is completely secure with designated access points controlled by GPF Lewis. In addition to this is the temporary club facilities will be used throughout, so deliveries will be coordinated with the relevant facilities/ grounds managers.

## Section 4: Traffic Management Plan

### 4.1. Proposed Access Routes for Vehicles between the site and TFL Network

Routes for construction traffic involved in the delivery of goods and materials to and from the Site will be agreed with the local authorities and TFL where necessary.

The proposed access route to the site is shown below and has not been designated as a Part of the Strategic Road network.

The level of activity resulting from these construction works is not expected to cause a transfer of traffic to another route.

### 4.2. Vehicle Sizes

The following list provides details of the type of vehicles that will need to gain access to the site during the construction process. The vehicles proposed have been checked to ensure that they are of a size that can be accommodated on the approach roads, whilst minimising the potential number of traffic movements to and from the site.

- Skip Lorry 2 axle, 17 Tonne, G.V.W
- Concrete Delivery Vehicle 4 axle, 30 Tonne, G.V.W Concrete Pumping Vehicle 3 axle, 25 Tonne, G.V.W. Building Deliveries 2axle, 17 Tonne, G.V.W Panel body
- General Building Materials 4 axle, 30 Tonne, G.V.W, HIAB Flat Bed
- Conveyor (different sizes) Tracked Mini Excavator, 13 Tonne
- Mobile Crane, 30 Tonne

### 4.3. Vehicle Movement

During delivery/removal times, traffic and pedestrians will be managed and assisted by dedicated banksman. All relevant signage, physical barriers and other protection measures will be in place to ensure the safety and segregation of pedestrians from the construction works.

During the works all the site personnel will be easily identifiable via their high visibility PPE clothing. All personnel will be advised of the correct delivery times and procedures and will report any complaints back to the Site Manager immediately.

Any complaints should initially be directed to the site manager, whose number will be detailed at the site access point, with points raised considered and alterations made where possible. Any further complaints should be directed to the head office to be dealt with, this number also detailed at the site entrance.

### 4.4. Working Practices

- All Banksmen and Traffic Marshall work under the direct supervision of the Traffic Supervisor
- Traffic Marshalls dressed orange hi visibility jackets will escort all lorries into the site, particular care will be taken during reversing operations
- To keep other contractors and visitors away from the excavation works an excavation exclusion zone will be formed separating it from the remainder of the site works by a Heras Fenced barrier at a distance in accordance with BS 6187:2011, carrying signs indicating that excavation work is being carried out within it
- Warning signs will be displayed in prominent positions around the site and work area indicating "CAUTION CONSTRUCTION SITE TRAFFIC"
- Prior to works starting all personnel will be given a site-specific induction and orientation to the site, this will be conducted by the site manager who will advise personnel on specific safety requirement that are required during the course of the project
- All drivers will be given a site-specific induction on first arrival on site; this is to ensure that everyone understands the site traffic requirements and precaution to prevent injury
- All vehicular traffic will take due regard to all other road users and pedestrians
- A 5mph speed restrictions will be used while vehicles are on site
- Plant equipment will be offloaded within site area only.
- Site plant i.e. excavators, diggers etc., will only be driven by persons that are trained and competent with the appropriate qualifications

- All flat back lorries will have edge protection for operative's safety should they have to mount the back of the lorry
- Audible reversing warning devices will be fitted to all vehicles and be directed by a Banksman when reversing
- All vehicles loaded with arising's will be fully sheeted before leaving site
- All walkways/ pavements will be kept clear of debris and/or material to prevent slips, trips and fall hazards
- Should the need arise a road sweeper will be utilised to clean the exit to the site and surrounding roads. Owing to the size of the site, a Full-Size Wheel wash may be utilized.
  - A Skip is to be located in the site compound near to the new building. Due to the tight confines of the site, mixed waste skips will be provided by Powerday. Powerday divert 100% of waste from landfill.
- The delivery of heavy plant is typically during 'out of hours' to avoid presenting disruption to local traffic.
- Should there be a requirement for emergency vehicular access, these vehicles will be given priority right of way either on or off site
- The Site Manager and supervisors will regularly walk the site to see if there are any other nearby works that may be going on that may clash or cause disruption to our own TM signs / Chapter 8 barriers
- Currently the speed outside the site is restricted to 20mph and is in place under the current Highway Authority conditions
- Should any pedestrian barriers be put in place, the correct barriers with taping rails for the 'visually impaired' shall be installed as standard
- Chicanes, tapers and cones will be put in place should any work be done on the road
- A Contact Number shall be put in place for out of hours contact and will be clearly visible to report all out of hours concerns over any Temporary Pedestrian Crossing Points and Signage for when the Traffic Supervisor is not available

#### 4.5. Footpath Closures

No footpath closures will be required during the course of the works, however public will be segregated from site demise as detailed previously.

### 5.1. Dust Control

Appropriate measures will be taken at each stage of the construction process to control the generation of dust and the associated nuisance. The nature of the project means that most of the construction work will be dust free as pre-assembled timber panels are to be employed for the main superstructure and with that the spread of dust is more easily controlled.

There are small amounts of works to the internally which have the potential to create dust. Dust created by internal works will be mitigated by using damping down and local dust extraction / filtration on abrasive wheel tools if used.

Dust can also be generated during excavation works, soil and dirt on the road caused by deliveries etc; this will be mitigated by ensuring that all the wheels will be washed and checked if necessary. Banksman will maintain the cleanliness of the highway with periodic sweeping and washing.

### 5.2. Noise Control

Noise is another area where construction work can have a negative impact on members of the public using the park. We will at all times strive to minimise the noise created during construction work by adhering to the guiding principles of BS5228 Part 1: 2009

Noise creation can also be mitigated by selection of the correct machinery and tools for the job, hydraulic crunching of concrete slabs instead of percussive equipment for example.

Again, the formation of the ground floor slab is the area of work most likely to cause noise and the associated nuisance. This area of works will be given special consideration before works commence.

### 5.3. Separation of Construction Works from Public

There will be full separation between the site and general public. Full hoarding will be constructed as previously detailed.

Trained Banksmen will control all site deliveries and also ensure that both neighbours and the general public are fully cared for during deliveries and muck away works.

### 5.3. Protection of local Wildlife

All site personal, suppliers and contractor's accessing to the park for construction works will be briefed prior to arrival on the specific Park Regulations and Royal Parks and Other Open Spaces Regulations 1997as well as being provided with information regarding the safe movement around the local deer population.

Signage will also be displayed throughout the site.

### 5.3. Protection of Trees

All trees that are to be retained on the site will be protected by the use of tree protection barrier erected in the location shown on the TPP drawing number contained with the Tree Survey Report. The fence will consist of a Heras type panels, braced at appropriate intervals and secured to keep in place. Tree protection barrier will be erected prior to the occupation of the site by GPFL and will only be removed once the construction phase is complete.

**This Construction Management Plan** has been prepared in relation to the proposed development works to Hampton Wick Royal Cricket Club.

The purpose of the CMP is to highlight the steps that should be taken, and the consideration given to ensure that the impact of construction works on the local residents and users of Bushy Park is as low as possible.

These identified mitigation measures with this report will be reviewed regularly to ensure that the best practice is being used at each stage of the work.

Key Staff from GPFL include:

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