



118 HIGH STREET, HAMPTON HILL

Construction Management Plan

August 2024

Blue Alpine Planning Ltd

RESIDENTIAL SCHEME
118 HIGH STREET
HAMPTON HILL

CONSTRUCTION MANAGEMENT PLAN

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Contents

1. INTRODUCTION	2
2. LOGISTICS AND SITE SET UP.....	4
3. MANAGEMENT AND MITIGATION	11

Figures

- Figure 1: Site Location
- Figure 2: Vehicle Routing
- Figure 3: Loading Bay
- Figure 4: Delivery Loading Bay (Source Google Streetview)

Tables

- Table 1: Contact Details
- Table 2: Operational Hours
- Table 3: Drawings

Appendices

- Appendix A: Site Set-up Plan

1. INTRODUCTION

- 1.1 This Construction Management Plan (CMP) has been prepared to discharge a condition associated with an approved planning application for an additional storey to add two single bed dwellings at 118A and 118B High Street, Hampton Hill (application reference: 22/3061/FUL). The site is located on High Street and is bordered by a flatted residential development to the south, High Street to the west, and other residential/retail units to the north and east. The site location is shown within Figure 1 below with a site set up plan in Appendix A.

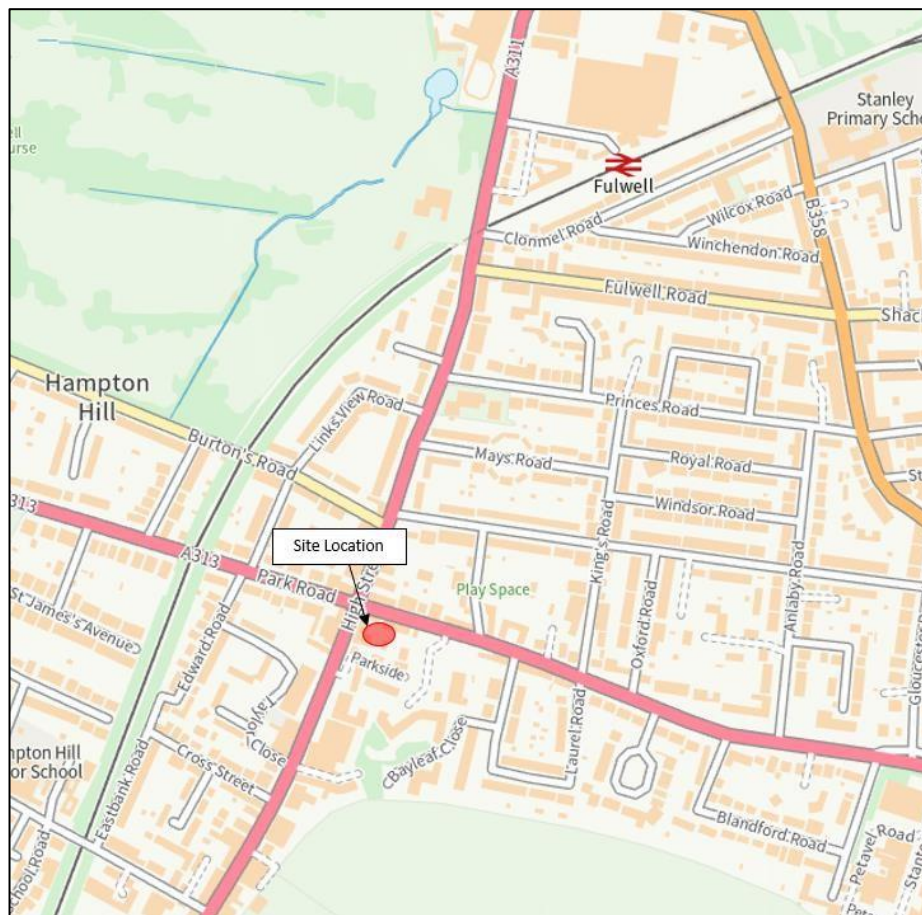


Figure 1: Site Location

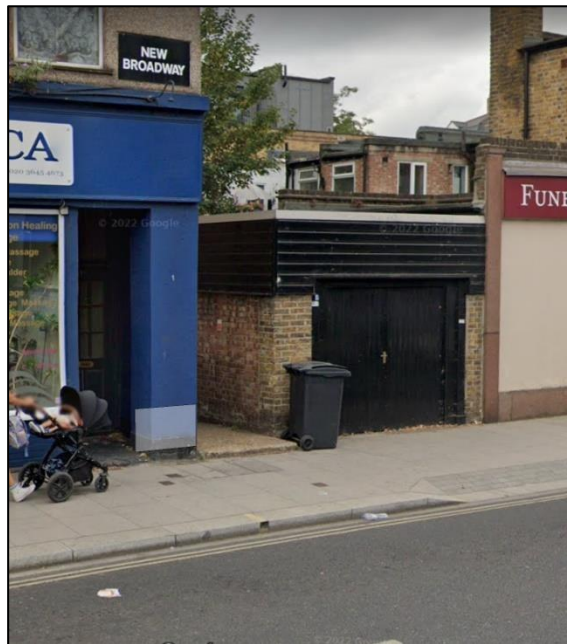
- 1.2 This CMP has been written in line with the requirements set out in the London Borough of Richmond-Upon-Thames Construction Management Plan Guidance Notes (July 2021) as well as the Greater London Authority's (GLA) 'The control of dust and emissions during construction and demolition' (2014) document.

Purpose of a CMP

- 1.3 The purpose of the CMP is to help the developer minimise construction impacts, in terms of all construction activity on and off site which affects the wider environment. This plan outlines the anticipated building works to be undertaken and how the impact on the surrounding area will be minimised.

Existing Site

- 1.4 The existing site comprises the area to the rear of a food retail / restaurant at the ground floor and a flat above. The site is currently accessed from the rear via A313 Hampton Road. This access is located c.30m east of the High Street/Hampton Road junction and is shown below in Photograph 1.



Photograph 1: Site Access (source: Google Streetview)

Development Proposals

- 1.5 The proposed development comprises of an additional storey to add two single bed dwellings at 118A and 118B High Street, Hampton Hill (application reference: 22/3061/FUL).

Construction Details

- 1.6 The proposed construction details for the project are set out in Table 1. At this stage the contractor, and in turn their contact information, is not known, however this information will be available prior to construction commencing.

Client	Jose Mayorga-Williams Blue Alpine Planning jmw@bluealpine.com
Project Manager / Contractor	Albert Gherman GV Design and Build LTD Albert@gherman-group.com
Emergency Contact	Albert Gherman GV Design and Build LTD Albert@gherman-group.com
Person Responsible for completing this document	Adam Ford Paul Basham Associates a.ford@paulbashamassociates.com

Table 1: Contact Details

2. LOGISTICS AND SITE SET UP

Site Set Up

- 2.1 Prior to construction, as shown within the site set-up plan (Appendix A) hoarding, in the form of a Heras Fence will be erected around the perimeter of the site.
- 2.2 The Heras Fencing will be 2m in height with double Heras doors in the fence to allow for material deliveries. A gate will provide pedestrian access to the site with the condition of this access inspected on a daily basis. This gate will be locked with a code padlock required for access.
- 2.3 Signage for Health and Safety and emergency contact numbers will be placed adjacent to the fence at the entrance.
- 2.4 The area to the south of the site immediately adjacent to the site but within the Heras Fence line will be used as a site compound and will contain areas for skip and material storage, temporary utility supplies and welfare for the construction workers. A mobile WC with Saniflo system will be implemented. The site set up plan has been submitted under separate cover.

- 2.5 All utilities such as temporary water supply and electrical services are to be provided to the working area via utility connections within the compound.

Construction Phase

- 2.6 Due to the lack of demolition works and small scale of the development, the construction programme will consist of one phase and last 6 months. Construction will commence as soon as practically possible following the successful discharge of conditions associated with the planning application. Operational hours associated with the construction phase are shown in Table 2 below.

Contractor	GV Design and Build LTD
Site Working Days	Monday to Friday, and Saturdays
Site Working Hours	Monday – Friday: 08:00 – 18:00 Saturday: 08:00 – 13:00 Sundays / Bank Holidays: No noisy activities on site at any time
Construction Vehicle Hours	Maximum of 2 deliveries per day between 10:00 – 15:00
24 Hour Contact Information	Albert Gherman 07842 006572 Albert@gherman-group.com

Table 2: Operational Hours

Parking Arrangements

- 2.7 No more than three site operatives/contractors will be working on-site at any one time. No parking will be provided on site for these operatives as it is envisaged that all site operatives will travel to work via public transport. The closest bus stops are located c.100m south of the site at the Parkside (Stop HA) (southbound), whilst there is also a northbound stop on the western side of the High Street. Frequent services are provided from these stops towards Hampton Court, Hanworth and Nurserylands.
- 2.8 Fulwell Railway Station is a 9-minute walk from the site via Wellington Road. It provides regular services to Shepperton (15-minute journey) and London Waterloo (30-minute journey, which includes stops at Clapham Junction, Wimbledon, and Kingston).
- 2.9 Fulwell Railway Station has 32 bike storage spaces in the form of stands which are under CCTV coverage. The bus service R70 also provides a travel link to the rail station with a five-minute journey time.
- 2.10 The site is therefore considered to be appropriately located to require site operatives to travel to the site by sustainable means.

2.11 On the rare occasion where operatives are required to drive, the Taylor Close Car Park (72 spaces) located c.350m from the site location can provide occasional parking, ensuring there is no parking on the highway.

Construction Vehicle Trip Generation

2.12 All construction works would occur on site in one 6-month long phase. Deliveries and collection of materials/equipment to the site would be on an “as-required” delivery basis. Deliveries will be undertaken using a standard Ford Transit Van with the following dimensions: 6704mm x 2474mm x 2790mm.

2.13 Deliveries will not exceed a maximum of 2 deliveries per day or 5 per week. Deliveries will be assisted by a pre-booking regime to ensure vehicles do not stack outside the site or on local roads. This will also allow on-site storage to be kept to a minimum and occur outside the vehicular and pedestrian peak periods where practicable. No more than one vehicle will attend the site at any time.

2.14 Traffic cones and vehicle hazard warning lights will be implemented to indicate the temporary parked vehicle. All vehicle engines will be switched off during the delivery process with vehicles to be stopped for no more than 20 minutes with only one vehicle undertaking a delivery at a time.

2.15 The public highway will be kept clean at all times during and after deliveries. Any damage or defects to the highway will be reported immediately to the local highway authority.

2.16 To minimize the potential for conflict with vulnerable highway users:

- Deliveries will be coordinated to avoid pedestrian peak hours a minimize the potential for conflict with vulnerable users.
- Qualified Traffic Marshals will be provided to oversee vehicle movements on the public highway (Hampton Road). These marshals will be in possession of a Site Access Traffic Marshal qualification.
- Banksmen will be utilised to assist in guiding materials safely through the pedestrian zone (the Hampton Road footway) and into the site. They can communicate with delivery personnel and pedestrians to prevent any potential accidents.
- All workers involved in the delivery process will wear high-visibility clothing and equip delivery vehicles with reflective markings to increase visibility.

- 2.17 Any signage or barriers will conform to Chapter 8 of the Traffic Signs and Regulations and General Directions 2019 and NRSWA requirements.
- 2.18 No exceptional loads, parking suspensions, road closures or footway closures are required.
- 2.19 All road gulleys are to be protected and no site waste will enter any public drainage systems.
- 2.20 No standard Ready-Mix concrete vehicles are proposed with all concrete material bagged and delivered on site ready to mix.
- 2.21 No exceptional load vehicles will be required.

Construction Vehicle Routing

- 2.22 Due to the narrow width of the existing site access, construction vehicles are unable to access the site. It is therefore proposed that the designated delivery and unloading zone will be on the southern side of Hampton Road close to the existing site access, with the appropriate permit, a dispensation, for this arrangement obtained. Materials will then be wheelbarrowed into the site using the site access. This delivery and unloading zone is located approximately 50m east of the Hampton Road/Park Road/High Street signalised junction.
- 2.23 Hampton Road (A313) which runs along the northern boundary of the site is subject to a 20mph speed limit, with double yellow lines used to present parking restrictions for the majority, with some small sections of on-street parking. The carriageway allows for two-way traffic, with a separate lane to turn left onto the High Street at the High Street/Hampton Road/ Park Road/Wellington Road junction.
- 2.24 Vehicles will arrive from the west to ensure they can stop on the southern side of the carriageway and leave the site to the east and through the signalised junction in a forward gear towards the strategic road network and TfL red route A316. This vehicle routing is shown in Figure 2 below. There are no height or weight restrictions on the road network in vicinity of the site.

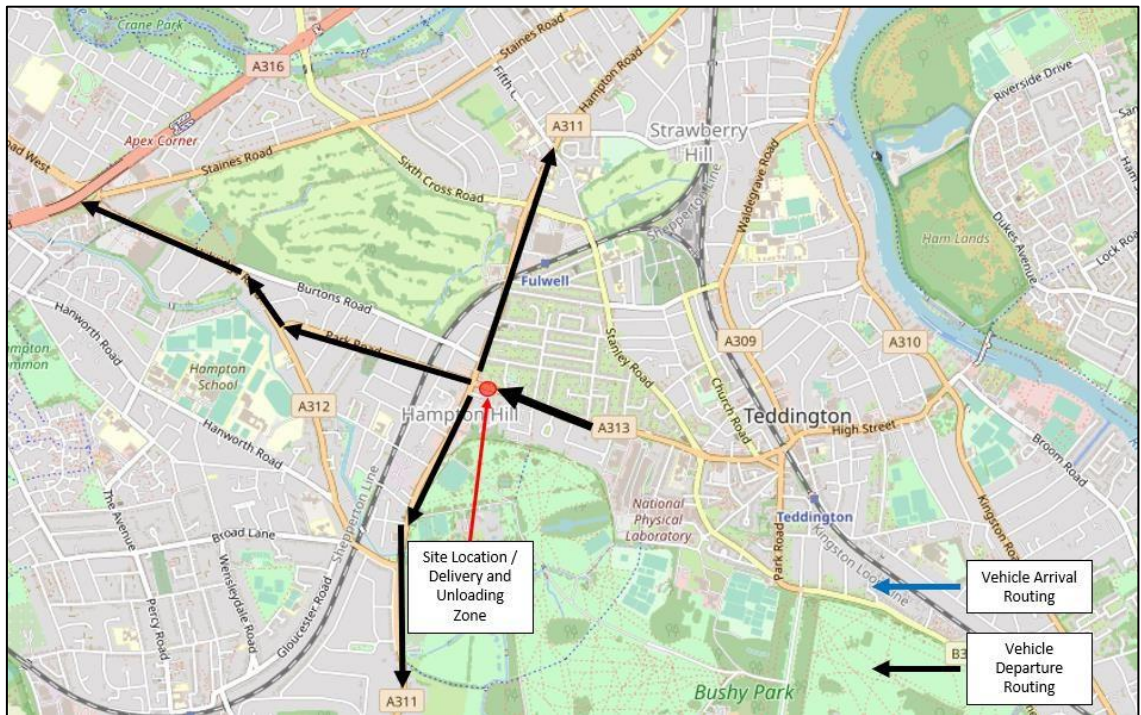


Figure 2: Vehicle Routing

2.25 Vehicles will therefore occupy the left turn lane on Hampton Road enabling a clear carriageway passing with of 3m when the construction vehicle is in place utilising the forward/right turn lane The area in which vehicles will stops is shown in Figure 3 and 4 below.



Figure 3: Delivery Bay



Figure 4: Delivery Loading Bay (Source Google Streetview)

Sensitive Receptors

- 2.26 A number of sensitive receptors are located in the vicinity of the site location including Laurel Dene Care Home located on Hampton Road c.125m from the proposed loading bay location, Clarence House Preparatory School located on High Street and c.250m from the proposed loading bay location and Teddington Memorial Hospital on Hampton Road located c.900m for the proposed loading bay location. Consideration will be given to these receptors and the vulnerable highway users, particularly those associated with Laurel Dene Care Home who may be using the Hampton Road footway.
- 2.27 Access to the local retail and restaurants in the vicinity of the site will be maintained through the whole of the construction period. Gates are installed on the site set up plan to ensure that refuse collection can be suitably collected on collection days.
- 2.28 It is noted that the loading bay location will inconvenience traffic intending to take a left turn from Hampton Road onto High Street. This includes the R68 and 286 bus services. However due to the infrequent stops and ample passing space in the forward and right turn lane adjacent to the loading zone, it is not considered that the loading zone would have unacceptable impact on the flow of traffic into the Hampton Road/Park Road/High Street signalised junction.

3. MANAGEMENT AND MITIGATION

Waste Management

- 3.1 Minor waste will be generated during the construction phase, however the usual major source (demolition) is not required.
- 3.2 All waste will be managed and monitored in accordance with an appropriate site waste management plan. The following measures will be considered:
- Waste reduction commitment;
 - Subcontractors required to document actions which have been taken relating to waste;
 - Use waste disposal businesses that diverts a large percentage of waste they receive away from landfill;
 - Energy usage on site will be recorded and monitored; and
 - The contractor will document amount of waste expected and generated.
- 3.3 Removal of site waste will be undertaken by a reputable license carrier.

Environmental Management

Dust and Dirt

- 3.4 Water will be available on-site to spray affected areas of the access, vehicles and loading bay to prevent dust or dirt from becoming airborne.
- 3.5 The site manager will ensure there is no discharge of surface run-off arising from the water spray onto the public highway.
- 3.6 No demolition works are required on-site and as such it is assumed the likely source of any dust will be from vehicles transporting materials to and from the site. Dust levels will be constantly monitored.

Noise and Vibration Mitigation

- 3.7 The following measures will be used to minimize noise emissions and vibration where possible:
- Any piling will utilize continuous flight auger (CFA) methods.
 - Using best practice which may include the use of quiet equipment or methods of works, switching plant off when not being used.
 - Training staff to avoid shouting or slamming vehicle doors
 - Advising residents before any particularly noisy works are being undertaken.

- Not undertaking any noisy works early in the morning, in particular on Saturdays. No works will be undertaken outside the hours specified within this CMP.
- Utilising only modern, quiet and well-maintained equipment.
- Regularly inspecting and maintaining power tools for wear and damage which could increase vibration and noise.

Health and Safety

- 3.8 The Contracts Manager will have overall responsibility for Health & Safety on site for the duration of the programme.
- 3.9 All site operatives will receive a site briefing prior to starting work on site.
- 3.10 PPE Kits will be supplied to all site operatives with High Viz vest to be worn at all times.
- 3.11 Welfare facilities will be provided on site for the duration of the construction programme – including:
- Access to adequate toilet and washing facilities with hot water;
 - A place for preparing and consuming refreshment with provision of drinking water; and
 - An area for storing and drying clothing and personal protective equipment.

Complaints

- 3.12 Should the above measure prove insufficient, and problems arise, the Site Manager will be available to deal with complaints, be available on site and ensure their availability is made known to all relevant parties.
- 3.13 The Contract Manager's name, address, e-mail and mobile telephone contact details will be printed and clearly displayed at the boundary of the property in line with industry best practice.
- 3.14 In the event of an emergency the site contractor should be contacted on the emergency contact details which will be clearly displayed on the hoarding. This will be shown to all site operatives as part of their initial site briefing.

Drawings

a. Site Setup, Skips, Vehicle positions etc.	Appendix A
b. Concrete Vehicle positions	Not Required
c. Swept Path Analysis	Not Required
d. Abnormal Loads – low loaders, cranes, etc.	Not Required
e. Vehicle Routing	Figure 2

Table 3: Drawings

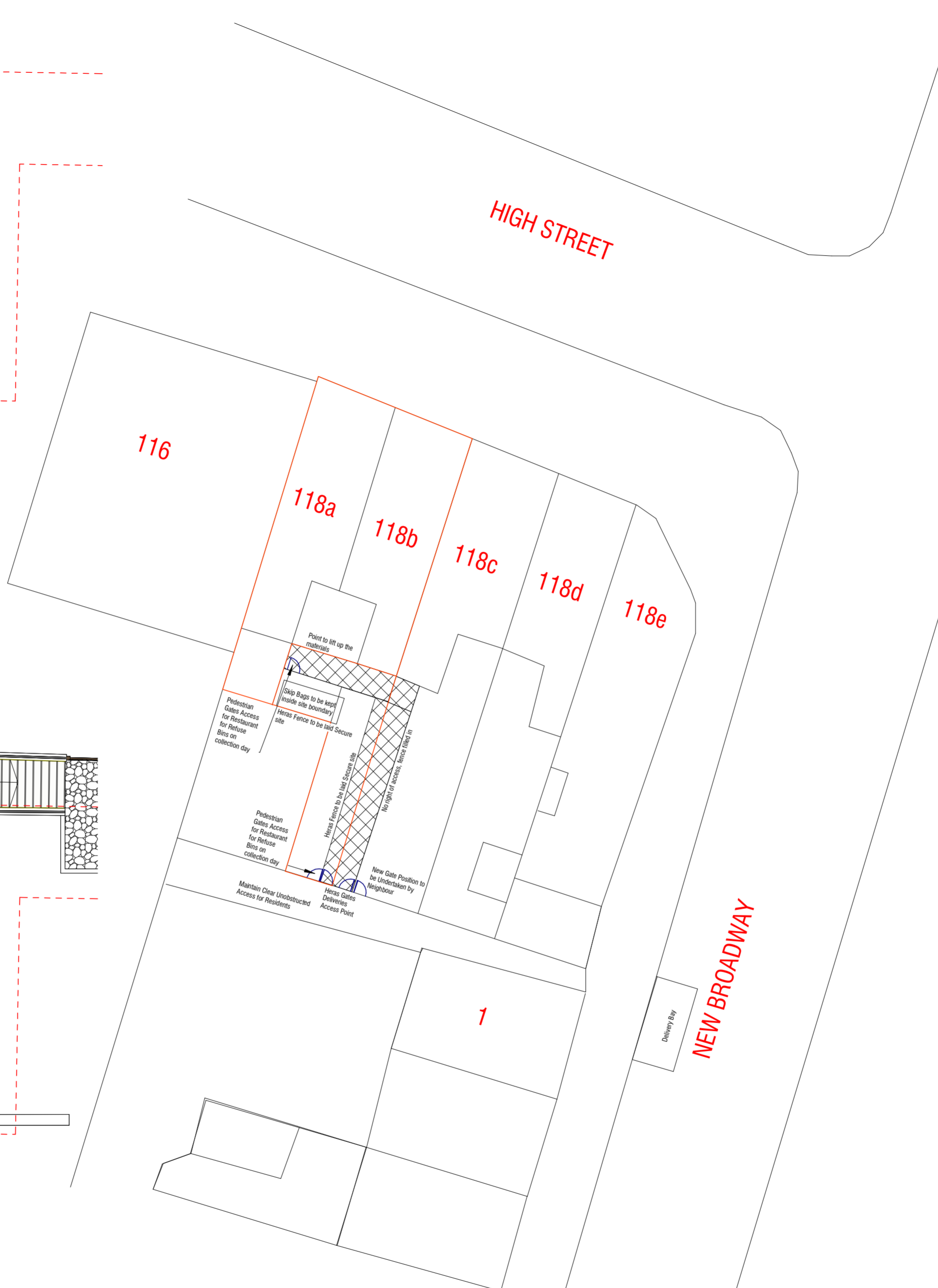
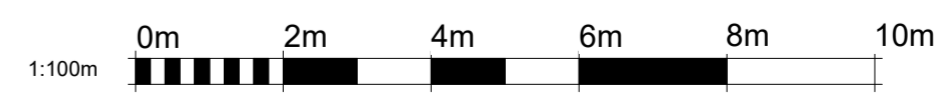
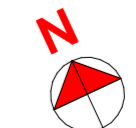
THIS DRAWING IS COPYRIGHT and must not be traced or copied in any way of form in part or whole by any means whatsoever without prior written consent and may only be used by the present owner, being our current client in relation to the property as referred to on the drawing.

- GENERAL NOTES**
- CHECK ALL DIMENSIONS ON SITE.
 - ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 - ALL VERTICAL MEASUREMENTS ASSUME GROUND TO BE LEVEL UNLESS OTHERWISE STATED.
 - THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE GENERAL NOTES.
 - WORKS TO BE CARRIED OUT WITH MATERIALS AND WORKMANSHIP IN COMPLIANCE WITH APPROVED DOCUMENT FOR REGULATION 7 (THE AMENDED BUILDING REGULATIONS 2010)
 - WORKS TO BE CARRIED OUT IN A SAFE MANNER IN ACCORDANCE WITH CDM REGULATIONS 2015.
 - OPEN UP EXISTING STRUCTURE AS REQUIRED BY THE BUILDING INSPECTOR
 - ALL THIRD PARTY SUPPLIER TO MEASURE ON SITE AND SIGN OFF DRAWINGS WITH ARCHITECT/CLIENT BEFORE MANUFACTURING.
 - GENERAL CONTRACTOR TO VERIFY FIELD CONDITIONS PRIOR TO COMMENCEMENT OF EACH PORTION OF THE WORK.
 - ANY DISCREPANCIES IN THESE DRAWINGS SHOULD BE NOTIFIED TO US PRIOR TO ANY WORKS PROCEEDING.
 - UNLESS OTHERWISE INDICATED, PLAN DIMENSIONS ARE TO COLUMN GRID ON CENTERLINES, NOMINAL SURFACE OF MASONRY, FACE OF STUDS AND FACE OF CONCRETE WALLS AND BEAM CENTRE TO CENTRES.
 - "FLOOR LINE" REFERS TO TOP OF CONCRETE SLABS. FINISH FLOORING IS INSTALLED ABOVE THE FLOOR LINE. FOR DEPRESSED FLOORS AND CURBS, SEE STRUCTURAL DRAWINGS.
 - REPETITIVE FEATURES ARE NOT ALWAYS DRAWN IN THEIR ENTIRETY AND SHALL BE COMPLETELY PROVIDED AS IF DRAWN IN FULL.
 - WHERE A DOOR IS LOCATED NEAR CORNER OF ROOM AND IS NOT LOCATED BY DIMENSION ON PLAN OR DETAILS, DIMENSION SHALL BE 100MM FROM FACE OF STUD (WALL).
 - LINE OF EXISTING FLOOR SLABS, AS SHOWN ON THE BUILDING ELEVATIONS AND SECTIONS ARE APPROXIMATE.
 - FLOOR LEVELS AND BOUNDARIES ASSUMED WHERE NOTED, DEPICTED BY LINE DASH LINES.
 - REFER TO ARCHITECTURAL, STRUCTURAL, MECHANICAL, ELECTRICAL, GENERAL SPECIFICATION AND OTHER CATEGORIES OR DRAWINGS FOR ADDITIONAL NOTES.
 - VERIFY SIZE/LOCATION/FINISH/FIRE-RATINGS, ETC. AND PROVIDE COMPLETE AND REQUIRED OPENINGS THROUGH FLOORS AND WALLS, ACCESS DOORS, FURRING, CURBS, ANCHORS & INSERTS.
 - CONTRACTOR TO CARRY OUT MOST LOGICAL SOLUTION BUT TO CHECK WITH ARCHITECT OR ENGINEER IF UNSURE. REQUESTS BY CLIENTS THAT DEVIATE FROM DESIGN VOIDS THE DESIGN LIABILITY.
 - SEE STRUCTURAL GENERAL NOTES AND PLANS TO COMPLETE ARCHITECTURAL PLANS AT ALL TIMES. DO NOT ASSUME ANYTHING.
 - CONTRACTOR TO CHECK HEIGHT OF THE ROOFS WHEN DOING FIRING FALLS TO NOT BE IN BREACH OF PLANNING. TO NOTIFY ARCHITECT IF CHANGING FROM COLD TO WARM DECK ROOF. COLD DECK TO HAVE CORRECT VENTILATION AND SIGNED OFF BY BC
 - CONTRACTOR TO GET SIGN OFF ON ALL FOUNDATION DEPTHS AND NOTIFY THE ENGINEER IF ANY CHANGES.
 - CLIENT AND THE CONTRACTOR TO AGREE LOFT FLOOR STARTING POSITION/ TOTAL FLOOR BUILDUP (INFORM ARCHITECT BEFORE COMMING JOB TO CHECK STAIR DESIGN/HEAD HEIGHTS)

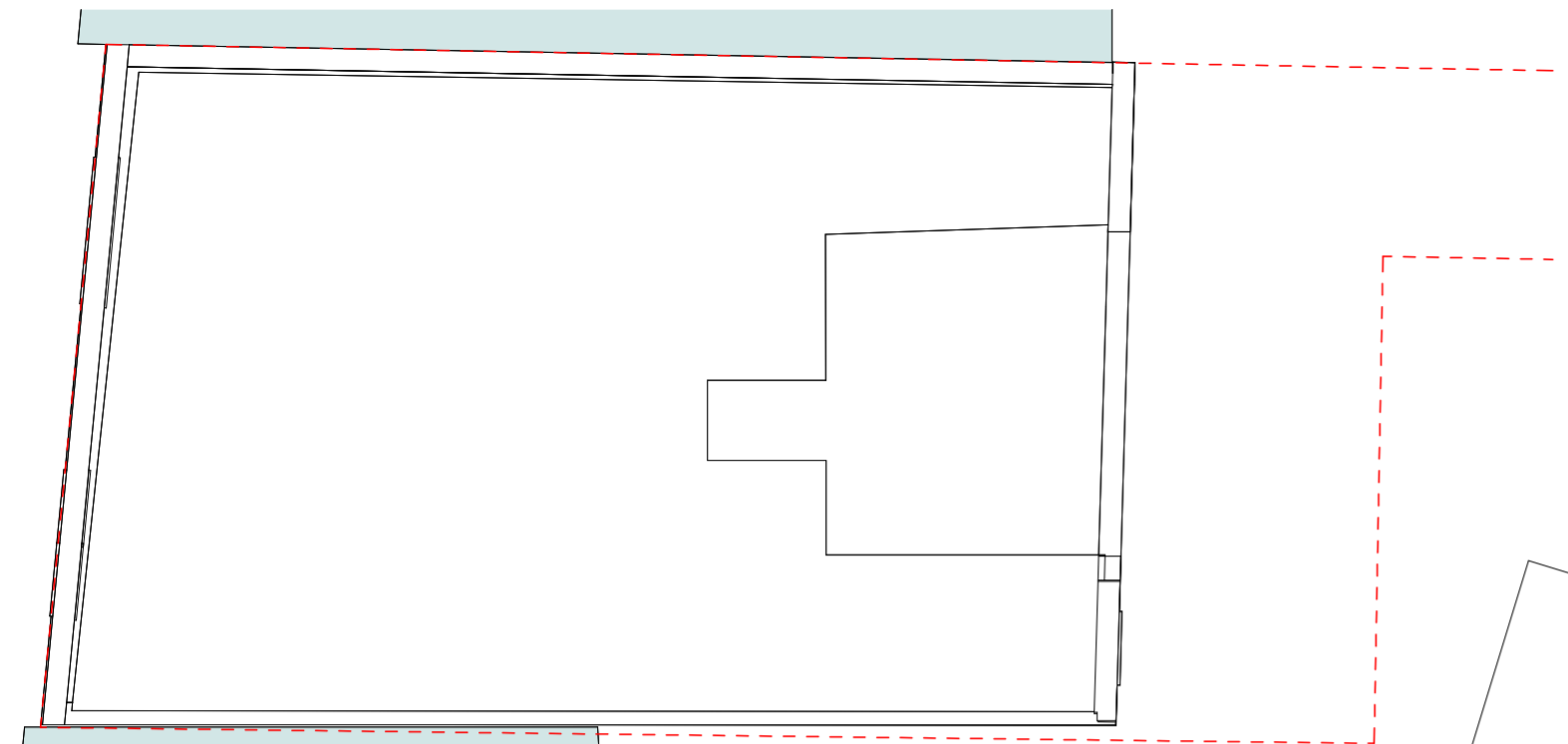


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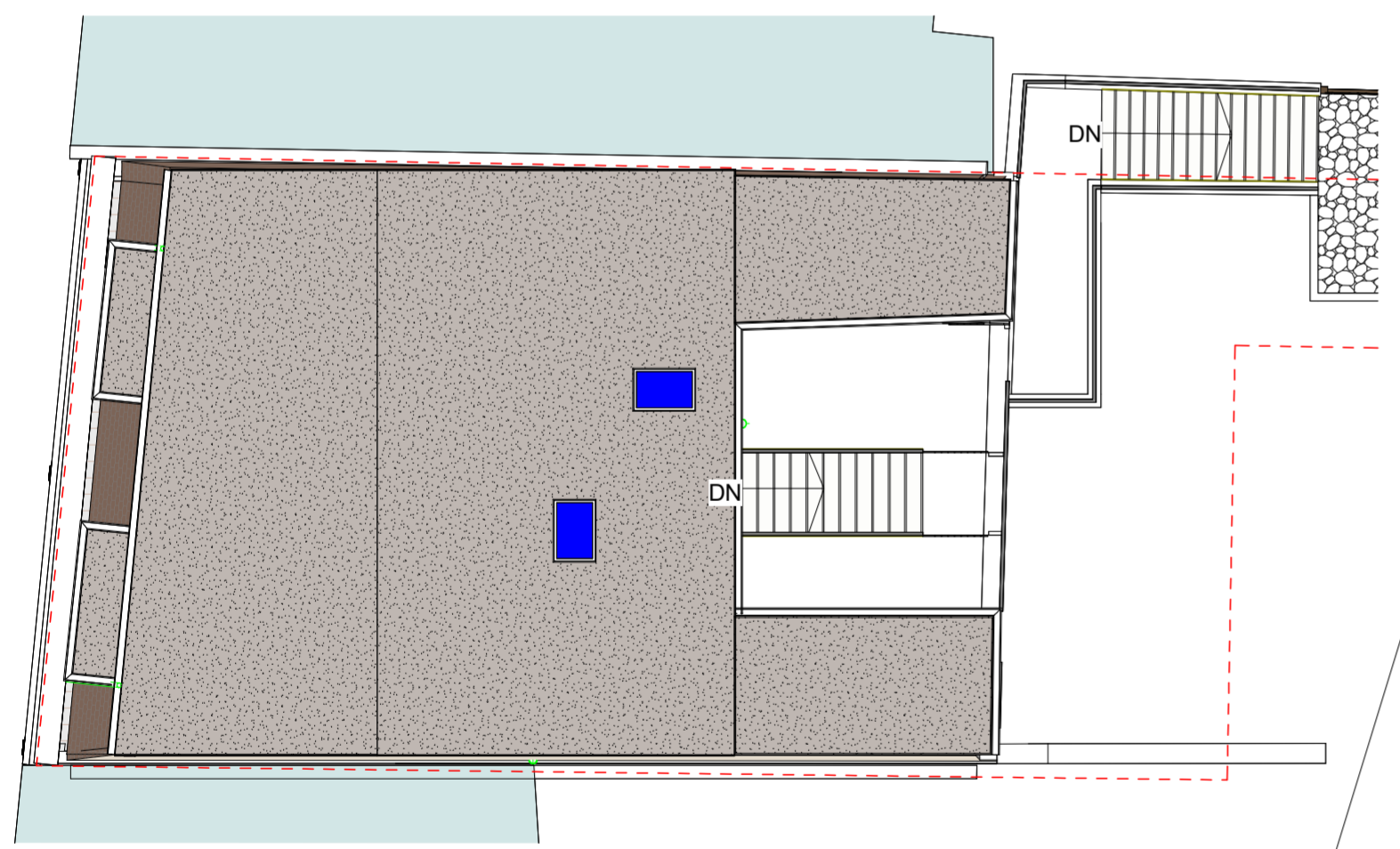
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Scale: As indicated @A2	Proj.I.Date: 27/05/2024	Drawn By: AK
Drawing No.: 14	Sheet.I.Date: 08/08/2024	Rev:



3 Site Setup Plan
1 : 200 (Proposed)



1 Site Plan
1 : 100 (Existing)



2 Site Plan
1 : 100 (Proposed)