



ST MARY'S UNIVERSITY
CONSTRUCTION MANAGEMENT PLAN
30 October 2024



ST MARY'S UNIVERSITY

CONSTRUCTION MANAGEMENT PLAN

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Table of contents

1.	Introduction	1
1.2.	Pre-Application Consultation	1
1.3.	Objectives	2
2.	Logistics and Site Setup	3
2.1.	Highway Network Vehicle Routing	3
2.2.	Sensitive Receptors	4
2.3.	On Campus Routing	4
2.4.	Maintaining Normal Carriageway Access	4
2.5.	Site Plan	5
2.6.	Local Constraints	5
2.7.	Working Hours	6
2.8.	CLP Tool	6
2.9.	Agreement with LBRuT Requirements	6
2.10.	Waste Removal	7
2.11.	Mud and Dust Controls	7
2.12.	Noise and Vibration Protection	9
2.13.	Programme Schedule and Vehicles	9
2.14.	Site Protection Measures	11
3.	Supplementary Documentation	12
3.1.	CAD Drawings	12
3.2.	Additional Reports	12
4.	Summary and Conclusions	13

List of Figures

Figure 1 – Local Road Network	3
Figure 2 – Vehicle Routing Patterns	4
Figure 3 – Construction Site Plan	5
Figure 4 – Estimated Construction Vehicle Numbers	10
Figure 5 – Vehicle Sizes per Phase	11
Figure 6 – Anticipated Vehicle Dimensions	11

List of Tables

Table 1 – Site Details	1
Table 2 – Sensitive Receptors by Route	4
Table 3 – Construction Vehicles	10

Appendices

Appendix A – Proposed Layout Plans
Appendix B – Swept Path Analysis

1. Introduction

- 1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by St Mary’s University Twickenham to produce a Construction Management Plan (CMP) to support the proposed development of a new teaching block (‘Proposed Development’) to replace the existing Block R building, in the main St Mary’s University (SMU) Campus.
- 1.1.2. The Local Planning Authority (LPA) and Local Highway Authority (LHA) are the London Borough of Richmond upon Thames (LBRuT). A summary of the key details for the site are provided in Table 1.

Table 1 – Site Details

Status			
Date of Document:	15 October 2024		
Site Address:	St Mary’s University, Waldegrave Rd, Twickenham, TW1 4SX		
Planning Reference:	Not Confirmed		
Description of Work:	Demolition of existing R Block and the erection of a replacement teaching block (Use Class F1) comprising 1419 sqm of floorspace to provide facilities appropriate for the operation of a new School of Medicine at the Strawberry Hill Campus, with associated landscaping.		
	Name:	Organisation:	Contact Details:
Client:	Gavin Hindley	St Mary’s University	gavin.hindley@stmarys.ac.uk
Contractor:	TBC	TBC	TBC
Document Writer:	David Fletcher	Evoke Transport	d.fletcher@evoketransport.co.uk
Estimated Start Date:	w/c 19 th May 2025		
Estimated Programme:	12 months		

- 1.1.3. The proposed layout plans are attached at **Appendix A**.
- 1.1.4. This report has been prepared in conjunction with a Transport Statement (Evoke ref: R-24-0120-01-TS) and a Travel Plan (Evoke ref: R-24-0120-02-TP).

1.2. Pre-Application Consultation

- 1.2.1. A pre-application request was made to LBRuT on 7th August 2024, which was supported by a Transport Pre-Application Letter produced by Evoke. A formal written response was received on 11th October 2024, with the relevant Highways comments summarised below:

- “Except for the flats at 31 Waldegrave Road, the proposed building is some distance from the boundary of the site and is unlikely to have a significant impact on the amenity of external neighbours. However, the construction would disturb neighbours due to traffic movement, noise, etc., and this should be taken into account when preparing a Construction Management Statement, more of which is said below.
- Policy 10 of the Local Plan requires the submission of a Construction Management Statement in certain cases including: all major developments; any basement and subterranean developments; developments of sites in confined locations or near sensitive receptors; or if substantial demolition/excavation works are proposed. Policy 53 of the Draft Local Plan also contains similar requirements. The CMS should address the following points:
 - 1. The size, number, routing and manoeuvring tracking of construction vehicles to and from the site, and holding areas for these on/off site;

- 2. Site layout plan showing manoeuvring tracks for vehicles accessing the site to allow these to turn and exit in forward gear;
 - 3. Details and location of parking for site operatives and visitor vehicles (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
 - 4. Details and location where plant and materials will be loaded and unloaded; 5. Details and location where plant and materials used in constructing the development will be stored, and the location of skips on the highway if required;
 - 6. Details of any necessary suspension of pavement, roadspace, bus stops and/or parking bays;
 - 7. Details where security hoardings (including decorative displays and facilities for public viewing) will be installed, and the maintenance of such;
 - 8. Details of any wheel washing facilities;
 - 9. Details of a scheme for recycling/disposing of waste resulting from demolition and construction works (including excavation, location and emptying of skips);
 - 10. Details of measures that will be applied to control the emission of noise, vibration and dust including working hours. This should follow Best Practice detailed within BS5288:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites & Best Practice produced by the Greater London Authority (GLA);
 - 11. Details of any highway licences and traffic orders that may be required (such as for licences for any structures / materials on the highway or pavement; or suspensions to allow the routing of construction vehicles to the site);
 - 12. Details of the phasing programming and timing of works;
 - 14. A construction programme including a 24 hour emergency contact number;
 - 16. Communication strategy; and
 - 17. Confirmation deliveries will avoid morning and afternoon pick up times at local schools.
- The servicing of the new building should be carefully considered, including deliveries and waste collection. A future application would be expected to demonstrate that the new building can be serviced and that there would be sufficient waste storage on site for the building. Details of refuse and recycling storage, including any special provision for medical waste, should be included with an application. If chemicals need to be delivered and stored on site, details of this should be provided with an application.”

1.2.2. The above advice has been taken into account throughout the production of this CMP.

1.3. Objectives

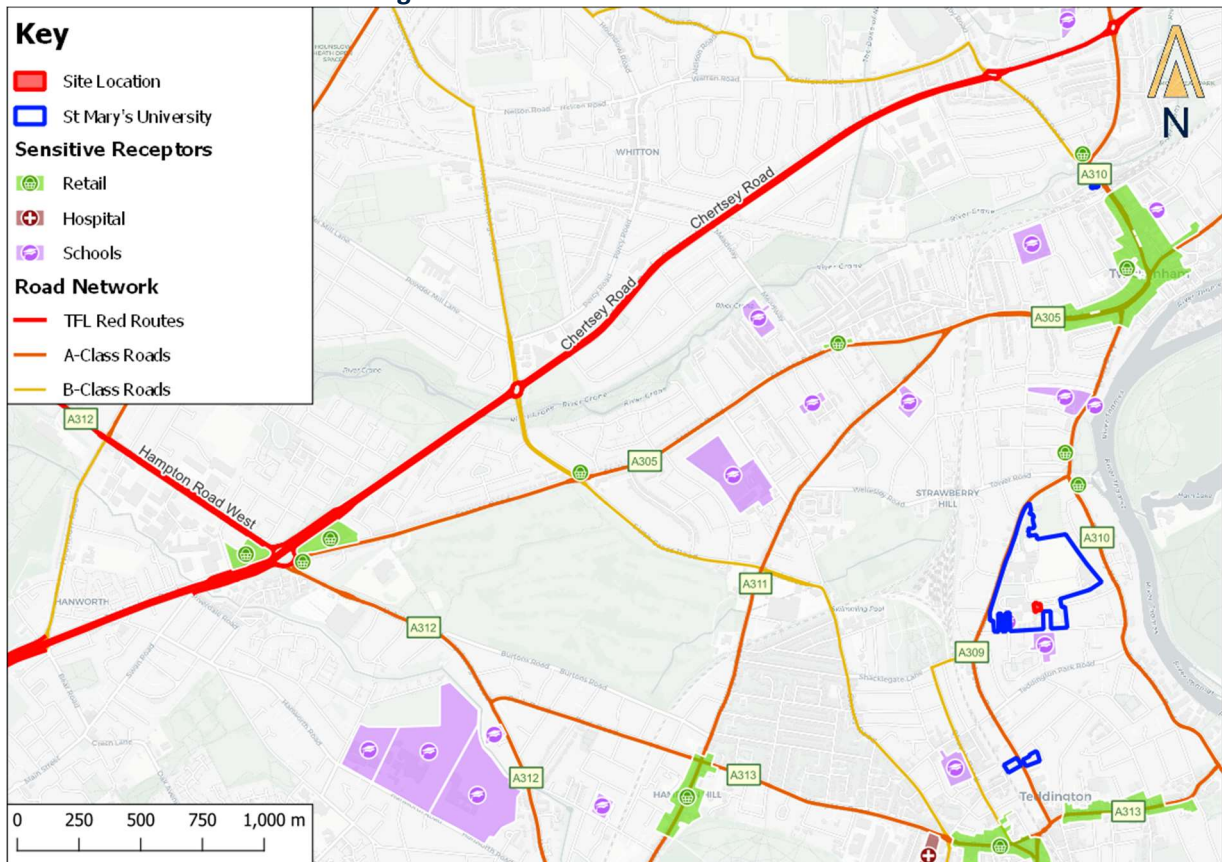
- 1.3.1. This CMP aims to set out the proposed approach to managing construction related impacts arising from the proposed redevelopment of Block R at St Mary’s University, Twickenham. The focus of this CMP is to address the construction principles that will be employed on-site and set out mitigation measures that will be utilised to manage the impact of the construction phases on local residents, the surrounding community and the local highway network.
- 1.3.2. The CMP has taken into consideration the ‘Transport for London (TfL) Construction Logistics Plan Guidance – for Developers’ and ‘London Best Practice Guidance – The control of dust and emission from construction and demolition’.
- 1.3.3. This document has also been written with the LBRuT Construction Management Plan pro-forma (September 2021) in mind, with the following sections written to directly mirror the requirements laid out within the CMP pro-forma.

2. Logistics and Site Setup

2.1. Highway Network Vehicle Routing

- 2.1.1. The SMU Campus accesses off the A309 Waldegrave Road which in turn connects with the A310 to the north and provides a route to the A316 and the wider Strategic Road Network. To the south the A309 connects with the A313. A map of the local major road network in relation to the site and nearby sensitive receptors is shown in Figure 1.

Figure 1 – Local Road Network



Source: QGIS, OpenStreetMap, CartoDB

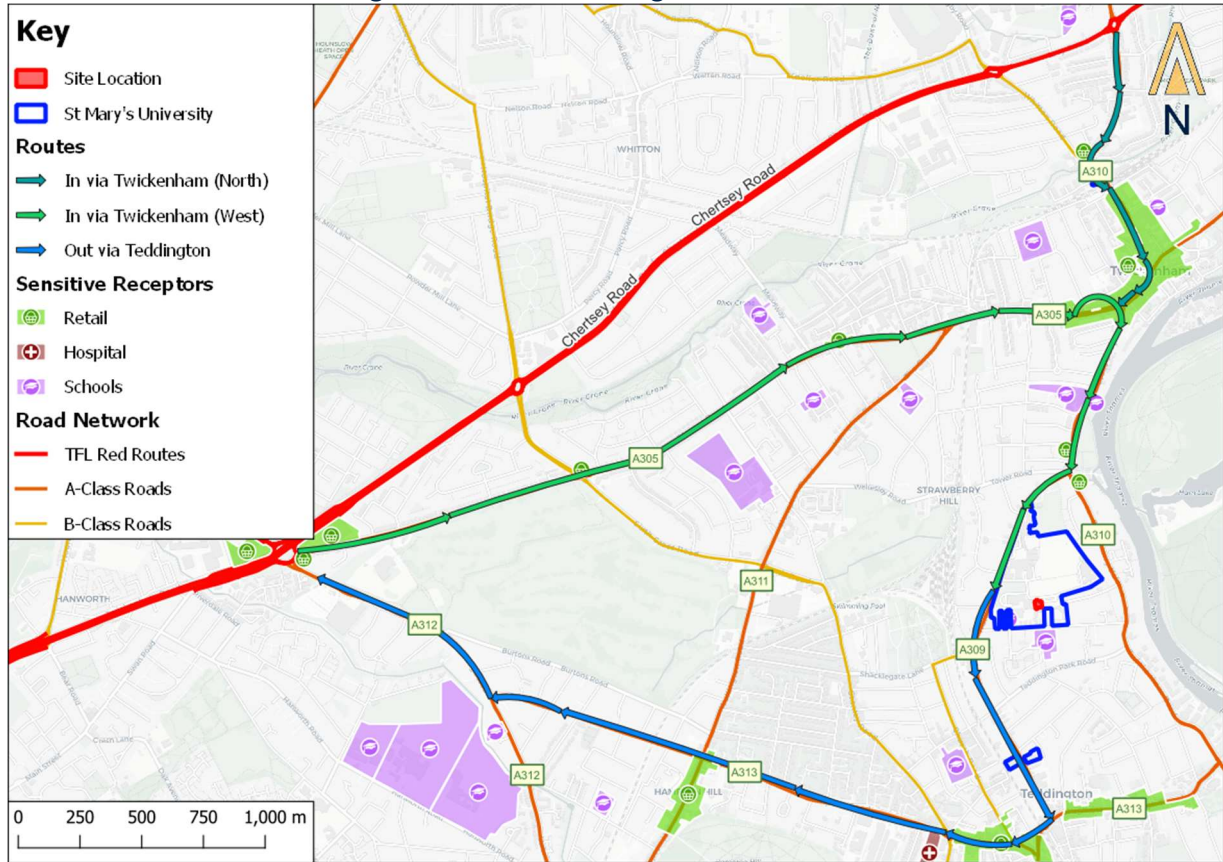
Access to the Site

- 2.1.2. Due to the preference for vehicles to turn left into the site, vehicles will access the site from the A309 to the north. Access to the A309 will be achieved via the A310 which routes north from the junction with the A309 to Twickenham High Street. To access the A310, vehicles either turn right from the A305 or have remained on the A310 from the TFL Red Route along the A316 Chertsey Road.

Egress from Site

- 2.1.3. For egress from the site, vehicles will turn left out of the campus to proceed south along the A309. Vehicles will then reach the A313 which runs east-west along Teddington High Street, where they will turn right to head west. Vehicles then remain on the A313 through Hampton Hill before joining the A312 northbound which takes the vehicles to the TFL Red Route along the A316 Chertsey Road.
- 2.1.4. Both the access and egress route are shown in Figure 2.

Figure 2 – Vehicle Routing Patterns



Source: QGIS, OpenStreetMap, CartoDB

2.2. Sensitive Receptors

2.2.1. A number of potential sensitive receptors are located on both of the inbound routes and the outbound route between the Site and Chertsey Road, and these are summarised in Table 2.

Table 2 – Sensitive Receptors by Route

Inbound via Twickenham (West via A305)	Inbound via Twickenham (North via A310)	Outbound via Teddington
St Catherine’s School, Twickenham		Teddington High Street
Twickenham High Street		Hampton Hill High Street
Waldegrave School	Twickenham Railway Station	Hampton School

2.2.2. The primary sensitive receptors to consider for the routing are existing schools. To minimise the impact on these, vehicle delivery hours will be restricted to between 09:30 and 15:00 on Monday to Friday to avoid interference with nearby school peak drop off and pick up times and limit potential for conflict.

2.3. On Campus Routing

2.3.1. The on campus vehicle routing is shown below in Figure 3, which includes accessing the site from the existing two-way southern access off Waldegrave Road.

2.4. Maintaining Normal Carriageway Access

2.4.1. Pedestrian safety throughout the construction programme will be paramount. To ensure pedestrian safety during loading and unloading activity, a Banksman / traffic marshal will be present to minimise the likelihood of conflict with pedestrians. When vehicles are loading/unloading, concertina fencing will be erected to temporarily close part of the carriageway whilst materials are taken into the site and then

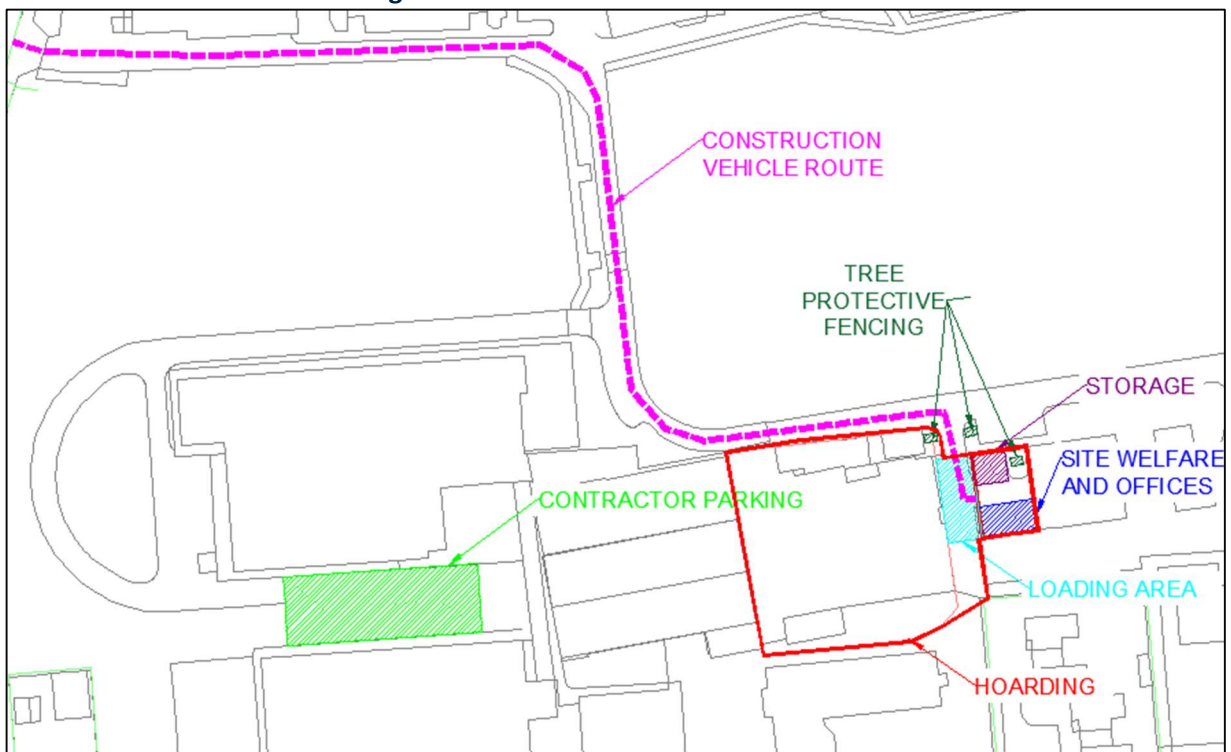
re-open when finished to maintain and ensure pedestrian safety along the internal SMU Main Campus road network.

- 2.4.2. Warning signage will be provided within the site to ensure that vehicles, pedestrians and cyclists are aware that construction activity is taking place. Site contact details and out of hours emergency contact details will be prominently displayed at the building entrances.
- 2.4.3. Daily inspections will be undertaken in the vicinity of the Site and on footways to check for potential hazards (including blocked footways and the build-up of rubbish). No footway or road closures are required as part of the works.
- 2.4.4. A total of six parking bays within the car park to the east of the site will be temporarily closed during construction to accommodate the construction compound. Following completion, these spaces will be reinstated after the construction period.

2.5. Site Plan

- 2.5.1. Site accommodation, storage and welfare facilities will be provided on site within the construction compound, shown in Figure 3. In addition, contractor parking will be available on land to the south of the sports centre, which is currently used for contractors associated with the construction of the social building.

Figure 3 – Construction Site Plan



2.6. Local Constraints

Trees

- 2.6.1. A number of trees are currently located adjacent to the site within the proposed construction compound. All trees will be protected in accordance with the requirements of BS 5837:2012 prior to the commencement and for the duration of any construction activity at the site. Tree protective fencing will be utilised to exclude any construction activity within the root protection areas at the site, this will

be in accordance with 6.2.2 of BS 5837:2012. The site manager will undertake regular checks of the trees adjacent to the compound to ensure that no damage to the trees happens. The use of banksmen for all HGV movements within the compound will also ensure that the trees are kept safe.

Bus Stops

- 2.6.2. No bus stops are located in close proximity to the site and therefore it is not envisaged that construction will impact on the operation of buses.

Potential Impact on Utilities

- 2.6.3. Utility service diversions and temporary service connections would be carried out during the initial stages of the enabling works. These would be programmed to be completed prior to any construction works. The exact location of these services will not be known until a survey has been carried prior to works starting. Prior to works commencing, utility services would be identified and disconnected across the site. Safe access routes would also be identified for pedestrians across the site access. A site investigation would be undertaken prior to the works.

2.7. Working Hours

- 2.7.1. Work associated with construction at the site will be restricted to between the LBRuT specified hours of 08:00 and 18:00 Monday to Friday. No work is permitted on Saturdays, Sundays or Bank Holidays. Any work that is anticipated to occur outside core working hours will be discussed and agreed with LBRuT prior to commencement.
- 2.7.2. Vehicle delivery hours will only take place between 09:30 and 15:00 on Monday to Friday to avoid interference with nearby school peak times, with deliveries on Saturday taking place between 08:00 and 12:00. Banksmen will be on hold to meet the vehicle. The Banksmen will ensure that, during these times, appropriate pedestrian and road safety information is relayed to local users and vehicle checks are made.
- 2.7.3. All materials associated with the development process will be stored within the footprint of the site. Skips and other plant will also be stored within the curtilage of the site. All deliveries to the site will have to book in advance with the banksman who will keep a record of the schedule and all deliveries.

2.8. CLP Tool

- 2.8.1. The TfL CLP tool has been completed and is attached at **Appendix B**.

2.9. Agreement with LBRuT Requirements

- 2.9.1. It is confirmed that the below listed requirements are agreed to:

- No more than one vehicle to attend the site at any time;
- Vehicles will not be permitted to stack outside the site or on local roads & a proper call-up procedure will be used;
- Construction vehicles will not block the road;
- Qualified Traffic Marshals will be provided to oversee vehicle movements on the public highway; and
- Any signage or barriers will conform to Chapter 8 of the Traffic Signs Regulations and General Directions 2019 and NRSWA requirements.

2.10. Waste Removal

- 2.10.1. Contractors will be required to minimise waste at source and maximise recycling and re-use of materials wherever possible and practicable; such arisings will be dealt with in a manner that reduces environmental effects and maximises potential re-use of materials.
- 2.10.2. All wastes that cannot be reused or recycled will be disposed of in accordance with legislation and best practice. All waste materials will be collected and stored in suitable receptacles before they are taken off site. Waste materials will not be allowed to accumulate because of the fire / vermin risk.
- 2.10.3. To reduce the number of vehicle movements to and from the site 'Backloading' will be in place, whereby site delivery vehicles are utilised to remove waste materials from the site as part of the same trip, where possible. With proper planning and an efficient delivery schedule, unnecessary vehicle trips to the site will be kept to a minimum.
- 2.10.4. It is envisaged that site waste will be sorted and segregated off site. The supply chain will include specialist waste carriers that provide services off site to separate waste into materials that can be recycled and who then deal with the segregated waste appropriately.
- 2.10.5. The control and handling of any contaminated materials will also be carried out in accordance with the relevant legislation. Any asbestos cement materials (ACMs) will be surveyed prior to demolition and removed by an appropriately licensed contractor in accordance with the Control of Asbestos Regulations 2006.
- 2.10.6. Whenever deliveries are undertaken, Banksmen will be used to ensure that no dirt or rubbish is left on the highway.

2.11. Mud and Dust Controls

- 2.11.1. A jet washing wheel wash and bund facilities will be located on site during the construction process. All vehicles entering and exiting the campus will use the wheel washing facilities prior to exiting the site, if required.
- 2.11.2. The control of dust is also a prime concern for all construction projects, particularly during periods of dry and windy weather. Best practice guidance contained within the Greater London Authority's 'The Control of Dust and Emissions from Construction and Demolition' and 'Dust and Air Mitigation Measures' guidance provided by the Institute for Air Quality Management will be utilised to control dust.
- 2.11.3. The following measures will be implemented at the site:

Communications

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site; and
- The Site Managers contact details will be displayed on entrances to buildings at the site.

Site and Dust Management

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken;
- The Complaints Log will be available upon request to LBRuT;
- Record any exceptional incidents that cause dust and/or air emissions, either on or offsite, and the action taken to resolve the situation in the logbook;
- Carry out regular site inspections to monitor compliance, record inspection results, and make an inspection log available to LBRuT when asked; and

- The Site Manager will increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

Preparing and Maintaining the Site

- Machinery and dust causing activities will be located away from receptors, as far as is possible;
- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site;
- Avoid site runoff of water or mud;
- The provision of easily cleaned hardstanding's for vehicles;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below;
- Cover, seed or fence stockpiles to prevent wind whipping. Damping down of dusty materials using water sprays during dry weather; and
- Undertake daily on-site and off-site inspections to monitor dust, record results, and make the log available to LBRuT when asked. This will include regular dust soiling checks of surfaces such as street furniture, cars and windowsills within 100m of site boundary, with cleaning to be provided if necessary.

Vehicles and Machinery

- Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone;
- Ensure all vehicles switch off engines when stationary - no idling vehicles;
- Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable;
- Ensure a hose down facility for wheel washing is provided at the site;
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g., suitable local exhaust ventilation systems; and
- Comply with the Construction Logistics and Travel Plan measures within this report.

Operations

- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
- Use enclosed chutes and conveyors and covered skips;
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate;
- Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods;
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place;
- Avoid scabbling (roughening of concrete surfaces) if possible;
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery; and
- For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.

2.12. Noise and Vibration Protection

2.12.1. The Client will endeavour to keep noise levels to a minimum at all times. Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce and control noise and vibration. Furthermore, BS5288:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites & Best Practice produced by the Greater London Authority will also be taken into consideration.

2.12.2. The quietest / lowest impact processes that are reasonably practicable will be employed on site to carry out the construction works. Other measures to be implemented to minimise noise are:

- No construction works, without prior approval from LBRuT will take place outside the hours of 08:00-18:00 Monday to Friday;
- The quietest vehicles and plant shall be used as far as is reasonably practicable;
- The site will be adequately hoarded;
- Keep voices and conversation outside the site perimeter to a minimum and low in volume;
- Ground activities that excite significant vibration levels around the frequency range 10 – 40 Hz will be discouraged whenever practical alternatives can be found;
- No banging of doors, gates, scaffolding, or other objects;
- No machinery starting up on site before the designated start times;
- Locating plant, equipment, storage areas and worksites away from neighbouring properties, where reasonably practicable;
- Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use;
- The use of portable acoustic enclosures/screens, where practicable;
- Fixed items of construction machinery will be electrically powered rather than powered by diesel or petrol (where feasible);
- The use of noise reducing shrouds during any piling operations;
- Maintaining and operating all vehicles, plant and equipment in an appropriate manner, to ensure that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum;
- No engines left running on vehicles unloading / loading to the front of the site;
- Construction personnel carefully placing waste into the skip / vehicles when loading; and
- Using low impact and low volume machinery and tools where possible.

2.12.3. The Site Manager will inform all neighbours in advance of noisy works and will, in accordance with Section 72 of the Control of Pollution Act 1974, take best practicable means to minimise noise and vibration. The various measures outline above will be employed to help minimise noise generated by the site.

2.12.4. In the event that noise levels are high, or a complaint or concern is raised by a local resident, business or Council, an immediate review will be carried out to establish the degree of noise created and to establish how to best develop a solution. A Digital Sound Level Meter can be used to record sound levels and a record of noise levels and complaints will be kept in the Site Office for inspection at any point.

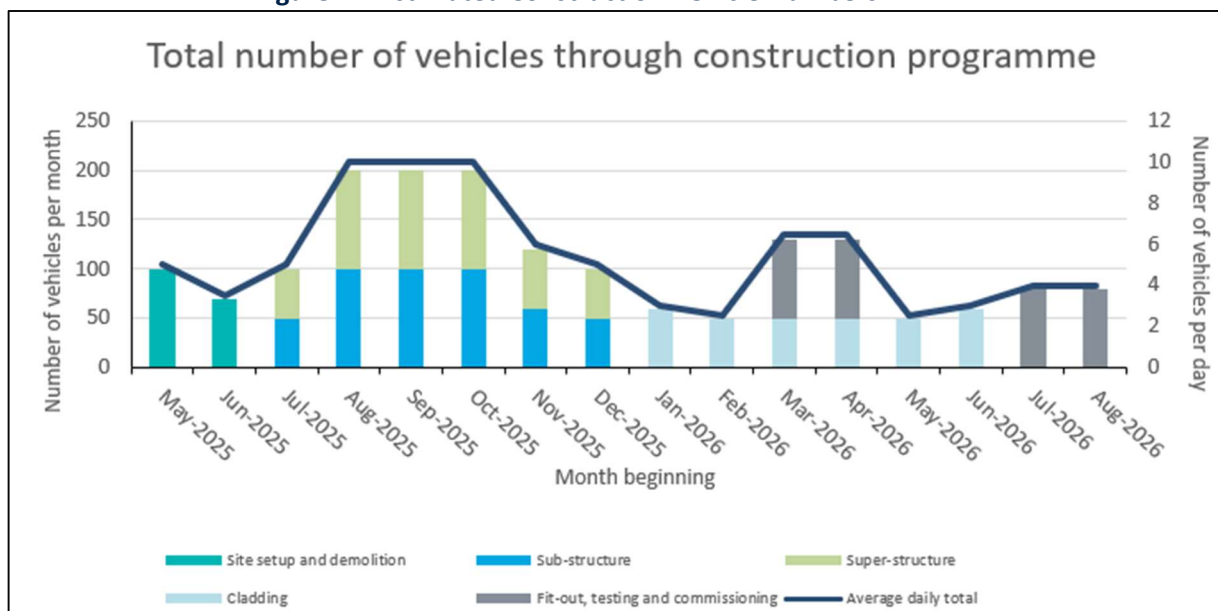
2.13. Programme Schedule and Vehicles

2.13.1. There will be no more than 10 deliveries per day to the Site. The timing of these will be staggered due to the vehicle booking system in place. The estimated breakdown per construction phase is outlined in Table 3 and Figure 4.

Table 3 – Construction Vehicles

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q2 2025 - Q2 2025	100	5
Sub-structure and piling	Q2 2025 - Q4 2025	100	5
Super-structure	Q3 2025 - Q1 2026	100	5
Cladding	Q1 2026 - Q2 2026	60	3
Fit-out, testing and commissioning	Q2 2026 - Q2 2026	80	4
Peak period of construction	Q3 2025 - Q4 2025	200	10

Figure 4 – Estimated Construction Vehicle Numbers



2.13.2. The vehicle booking system will ensure that there is never more than one construction delivery at the site at a time. If any vehicle is ahead of schedule or delayed, then they will be required to phone the Site Manager to ensure that there is availability on site to make their delivery.

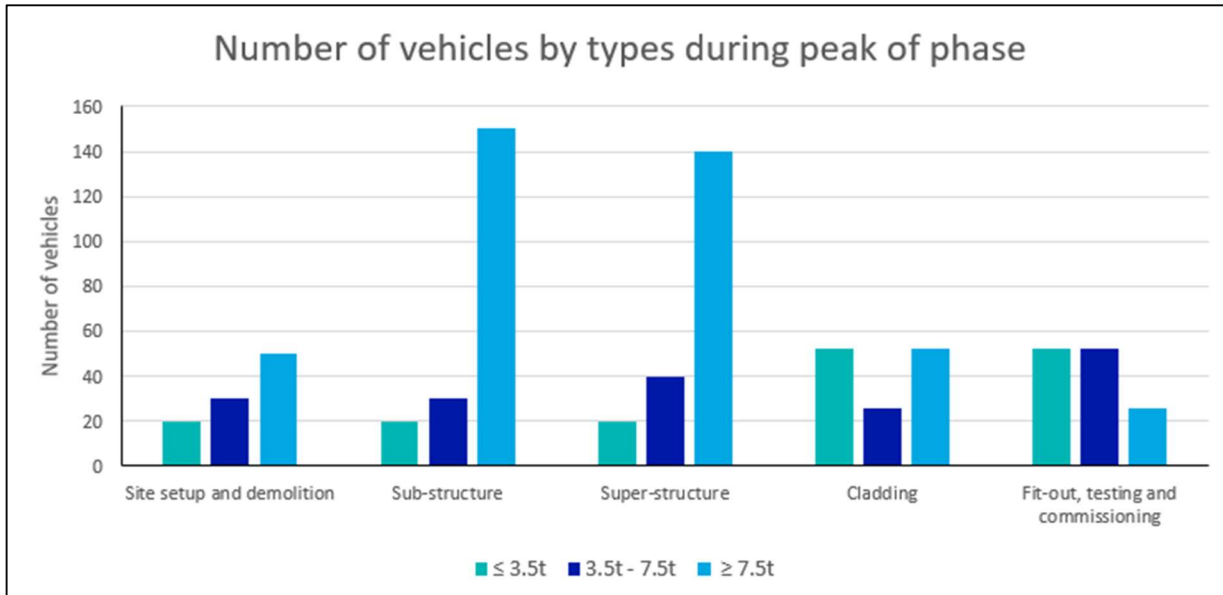
2.13.3. The site will have banksmen on duty during working hours who have the specific task of ensuring that site traffic is as safely, quickly and efficiently loaded / unloaded and released only when safe and possible to do so.

2.13.4. The vast majority of deliveries to the site will be undertaken by:

- Delivery vans (5.6 metres);
- Flatbed vans (5.0 metres);
- 7.5 tonne box van / flatbed vans;
- 8m Rigid Lorries; and
- 10m Rigid Lorries.

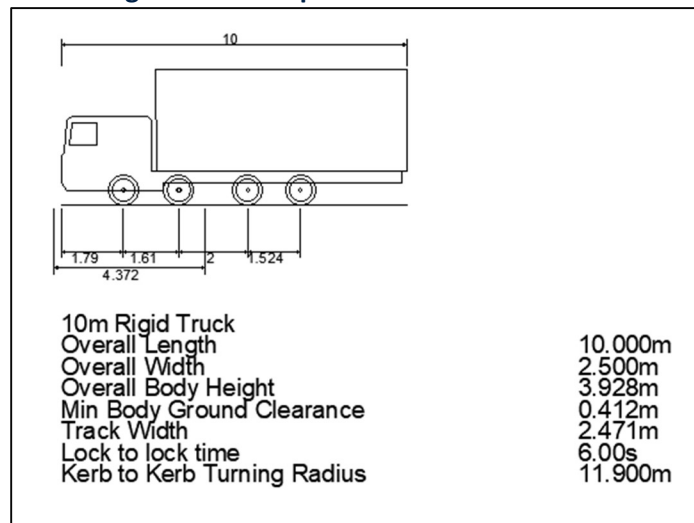
2.13.5. A banksmen will be on hand to meet all delivery vehicles and will assist with all manoeuvres.

Figure 5 – Vehicle Sizes per Phase



2.13.6. The dimensions of the largest vehicle anticipated to access the site is shown in Figure 6, with swept path analysis showing these vehicles accessing the site shown in **Appendix B**.

Figure 6 – Anticipated Vehicle Dimensions



Source: AutoCAD

2.14. Site Protection Measures

2.14.1. The below measures will be put in place:

- All road gulleys to be protected & no site waste to enter public drainage systems;
- All vehicle engines to be switched off when on stand;
- The public highway to be kept clean at all times during the works; and
- Any damage to the public highway will be reported immediately.

3. Supplementary Documentation

3.1. CAD Drawings

3.1.1. A number of drawings have been produced to show Swept Path Analysis of construction vehicles accessing the site, manoeuvring on the university internal road network, unloading, and egressing from the site. The drawings attached to this document are as follows:

➤ **Appendix B: R-24-0120/SP02**

- Swept Path Analysis of the largest construction vehicle expected to access the site (a 10.0m rigid) entering and exiting the campus onto Waldegrave Road.

➤ **Appendix B: R-24-0120/SP03**

- Swept Path Analysis of the largest construction vehicle expected to access the site (a 10.0m rigid) manoeuvring and turning within the construction area.

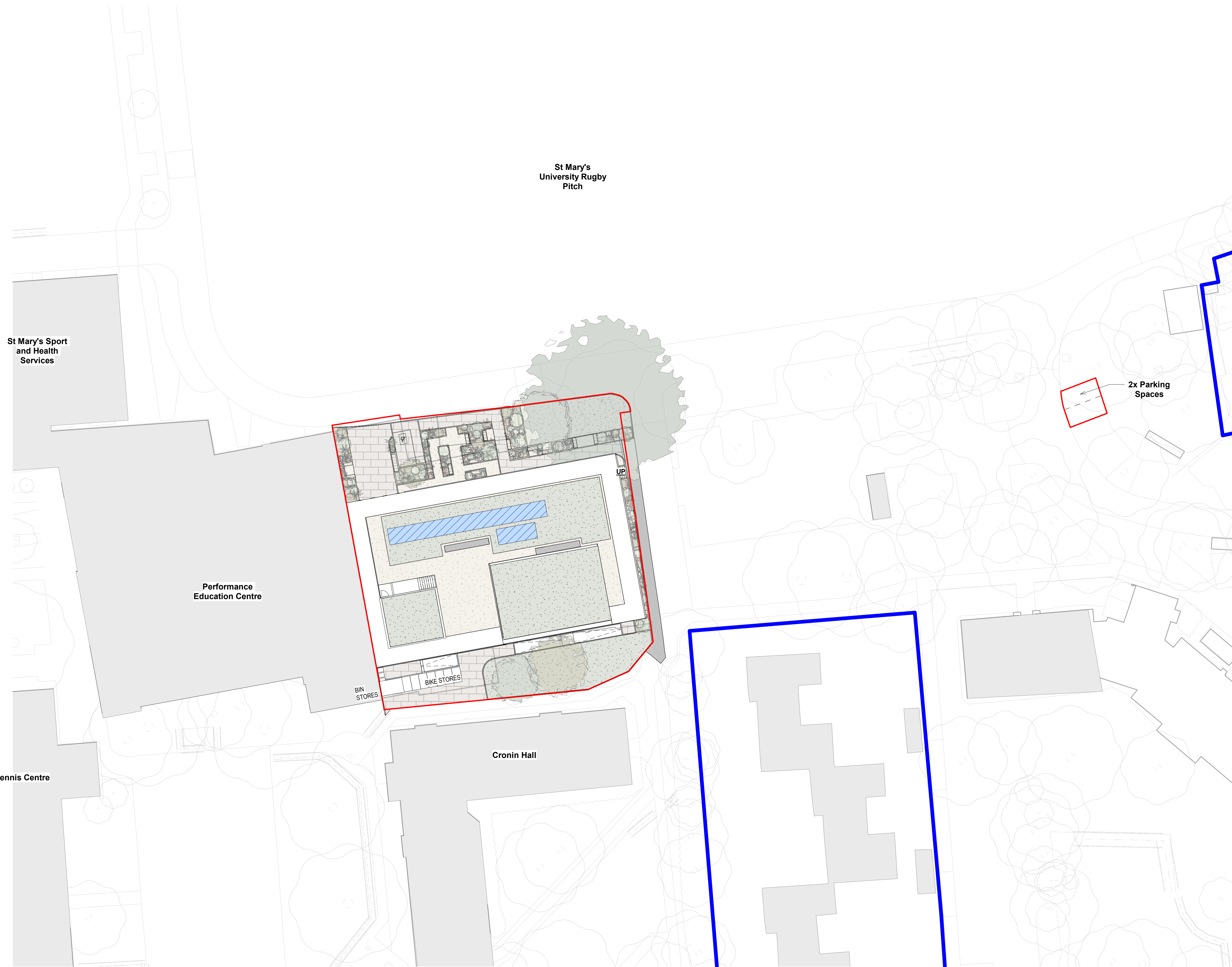
3.2. Additional Reports

3.2.1. A Transport Statement (Evoke reference: R-24-0120-01-TS) and an updated Campus-wide Travel Plan (Evoke reference: R-24-0120-02-TP) have been produced in conjunction with this document.

4. Summary and Conclusions

- 4.1.1. Evoke has been commissioned by St Mary's University Twickenham to produce a Construction Management Plan (CMP) to support the proposed development of a new teaching block to replace the existing Block R building, in the main St Mary's University Campus.
- 4.1.2. A construction contractor has yet to be appointed for the scheme. As such the construction project programme and corresponding construction traffic strategy may be subject to change following appointment of a construction contractor and prior to work commencing on site. Any significant changes in the build program will be communicated to LBRuT in advance of any significant works taking place.
- 4.1.3. All construction vehicles accessing the site will have to book in advance with the Site Manager who will keep a record of the schedule and all deliveries. Deliveries to the site will only be allowed between 09:30-15:30 to minimise impact on schools surrounding the site. Banksmen will be on hold to meet the vehicle. The Banksmen will ensure that, during these times, appropriate pedestrian and road safety information is relayed to local users and vehicle checks are made.
- 4.1.4. The construction process will be managed by the designated Site Manager, any changes to the designated Site Manager will be notified to LBRuT. Their responsibilities will include acting as a point of contact for the local authority, stakeholders and members of the public. Further to this they will also be responsible for delivery scheduling, construction route compliance and managing other contractors employed on-site.
- 4.1.5. The Contractor (once appointed) will liaise with LBRuT, as the Local Planning Authority, should circumstances arise under which amendments will be required to this CMP.
- 4.1.6. The CMP will be complied with unless otherwise agreed in writing by LBRuT. Overall, it is considered that the measures and control processes outlined in this CMP are appropriate to overcome the identified constraints associated with the site.

Appendix A – Proposed Layout Plans



St Mary's
University Rugby
Pitch

St Mary's Sport
and Health
Services

Performance
Education Centre

Tennis Centre

Cronin Hall

BIN
STORES

BIKE STORES

UP

2x Parking
Spaces

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DRAWING NOTES:

- CDM REGULATIONS 2015
SIGNIFICANT OR NON-OBVIOUS RISKS AND RISKS WHICH ARE DIFFICULT TO MANAGE ARE IDENTIFIED ON THIS DRAWING USING THE FOLLOWING SYMBOL IDENTIFIED TO THE RIGHT WITH BRIEF ACCOMPANYING TEXT. FOR FURTHER DETAILS OF THE RISKS IDENTIFIED BY DESIGNERS, REFERENCE SHOULD BE MADE TO CDM HAZARD REGISTER



- PROPERTY BOUNDARY
- SITE BOUNDARY
- EXISTING BUILDING FOOTPRINT

C01 Planning Set Submission	25/10/2024	LM	SM
P01 Planning Revision	15/10/2024	LM	SM
REV DESCRIPTION	DATE	BY	CHKD

ORIGINATOR:



RIDGE PROJECT No: 5025779

CLIENT:
ST MARY'S UNIVERSITY

IN ASSOCIATION WITH:
N/A

PROJECT:
'R-BLOCK' DEVELOPMENT : 'CENTENARY BUILDING'

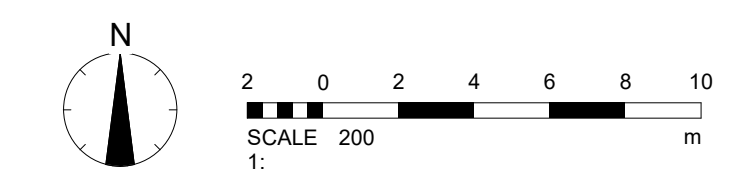
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DRAWN BY: CE CHECKED BY: LM APPROVED BY: SM

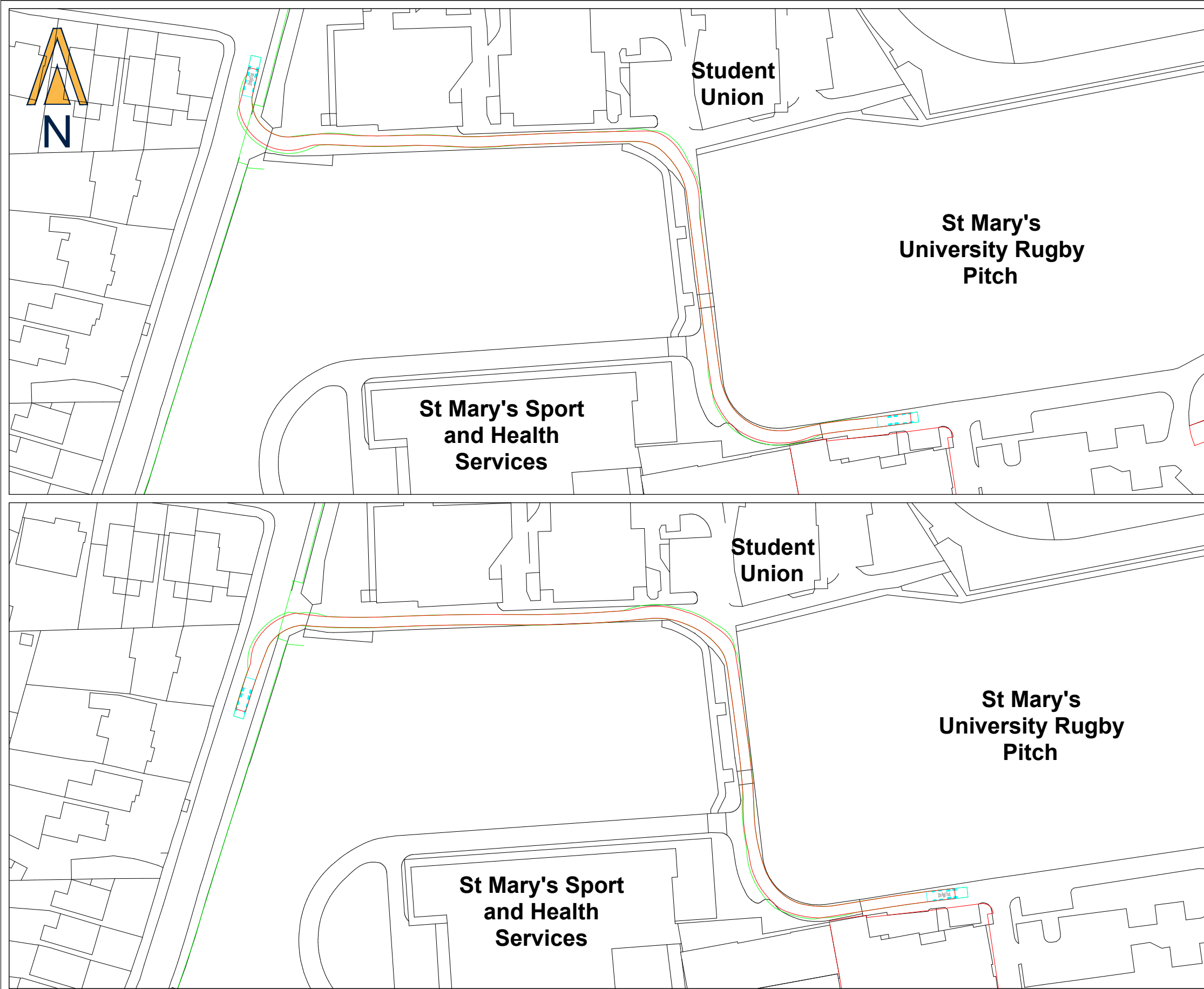
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STATUS: DESCRIPTION:
A3 AUTHORISED & ACCEPTED

DRAWING No: 5025779 - RDG - 00 - ZZ - D - A - 010201
PROJECT ORIGINATOR FUNCTION: SPATIAL FORM DISCIPLINE: NUMBER: REV:
5025779 RDG 00 ZZ D A 010201 C01



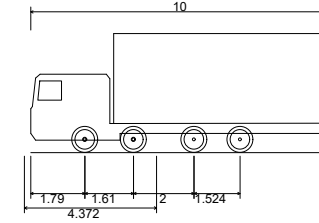
Appendix B – Swept Path Analysis



NOTES

- DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
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VEHICLE PROFILE



10m Rigid Truck	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

VEHICLE TRACKING KEY

- BODY OUTLINE FORWARD MANOEUVRE
- BODY OUTLINE REVERSE MANOEUVRE
- CHASSIS OUTLINE FORWARD MANOEUVRE
- CHASSIS OUTLINE REVERSE MANOEUVRE

-	FIRST ISSUE	OH	OH	29.10.24
Rev	Amendment	Drn	App	Date

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OH	OH	29.10.24

Scale	Job No
1:1,000 @ A3	R-24-0120

Drawing No	Rev
R-24-0120/SP02	-

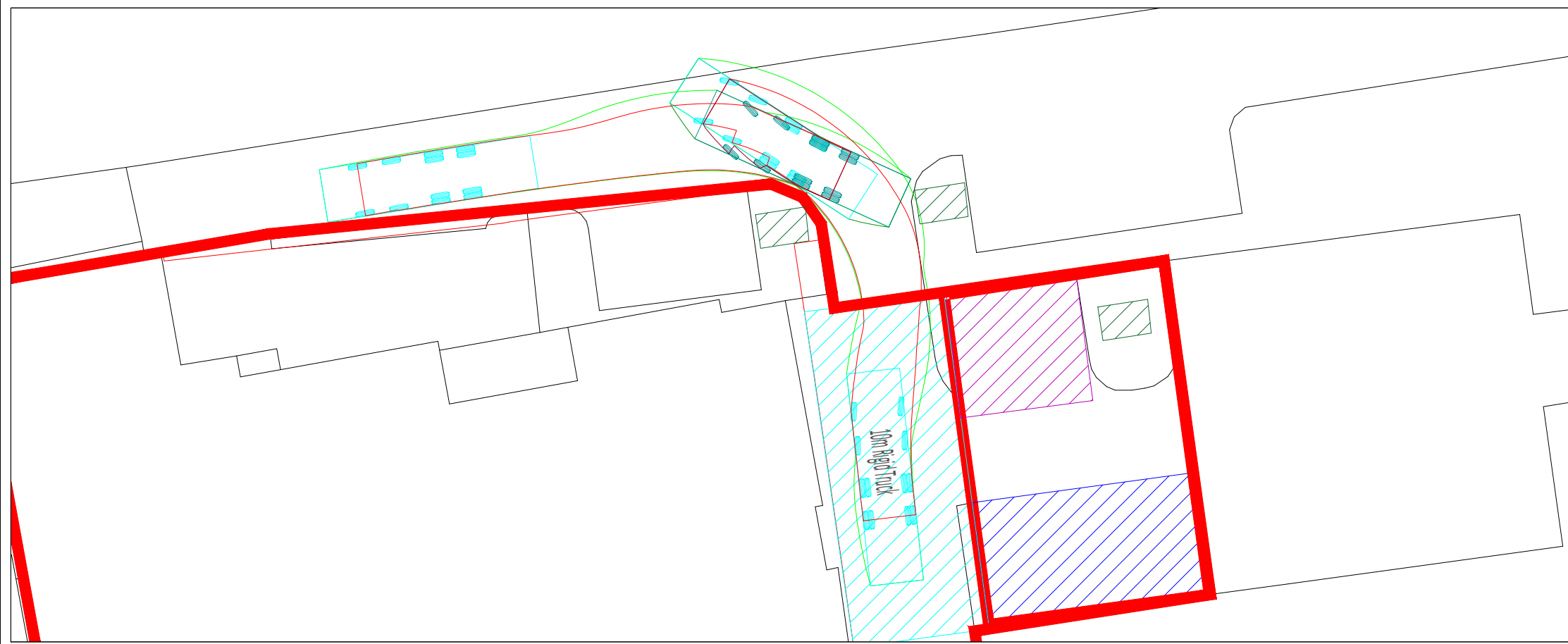
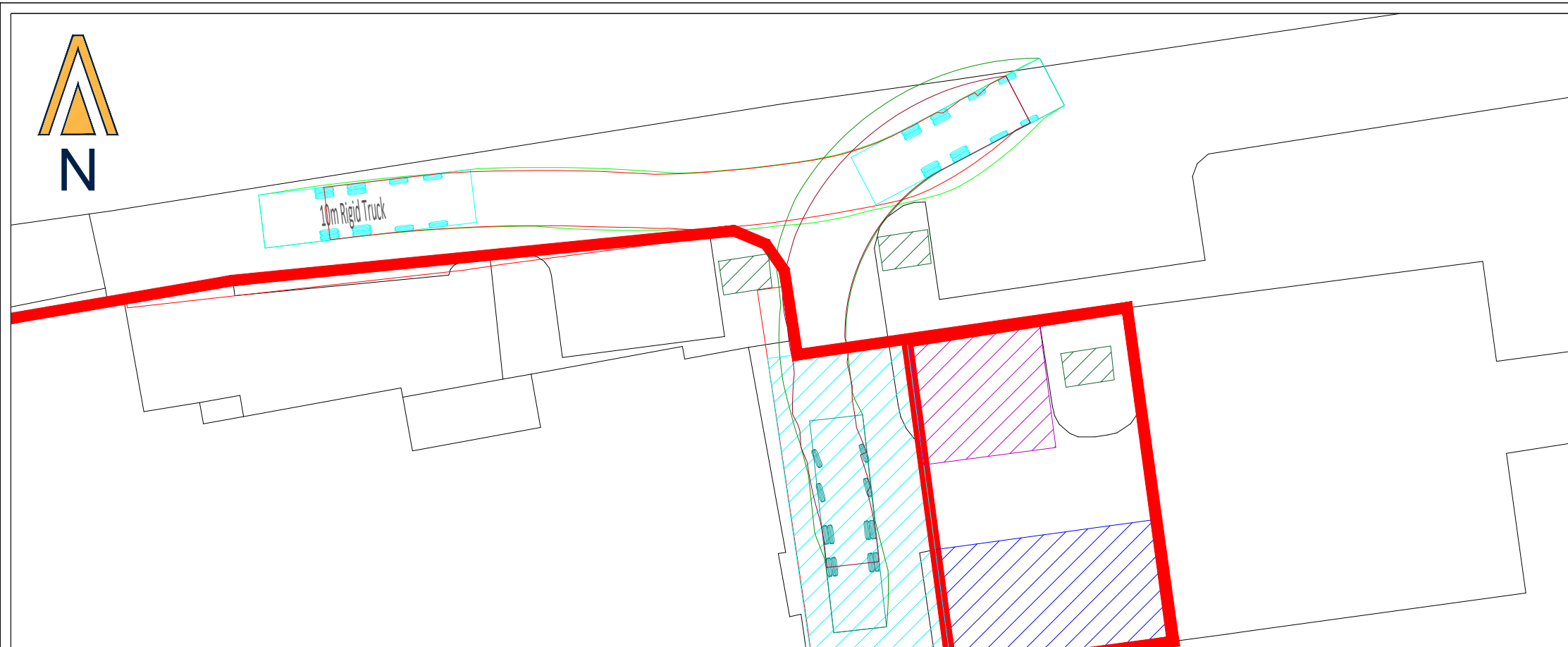


Evoke Transport Consultants Limited
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 E: info@evoketransport.co.uk
 W: www.evoketransport.co.uk

Project Name	ST MARY'S UNIVERSITY - R BLOCK
Drawing Title	SWEPT PATH ANALYSIS - 10M RIGID TRUCK ACCESSING SITE

Client	ST MARY'S UNIVERSITY, TWICKENHAM
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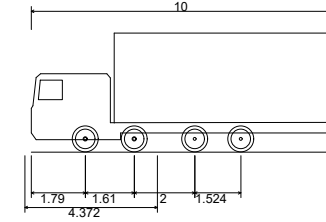
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NOTES

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VEHICLE TRACKING KEY

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- BODY OUTLINE REVERSE MANOEUVRE
- CHASSIS OUTLINE FORWARD MANOEUVRE
- CHASSIS OUTLINE REVERSE MANOEUVRE

CONSTRUCTION COMPOUND KEY

- HOARDING
- LOADING AREA
- SITE WELFARE AND OFFICES
- STORAGE
- TREE PROTECTION FENCING

-	FIRST ISSUE	OH	OH	29.10.24
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Drawing No	Rev	
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Project Name	ST MARY'S UNIVERSITY - R BLOCK
Drawing Title	SWEPT PATH ANALYSIS - 10M RIGID TRUCK ACCESSING COMPOUND

Client	ST MARY'S UNIVERSITY, TWICKENHAM
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