



PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS 020 8780 0426

MR AND MRS GARETH BRADLEY

NAVIGATOR'S HOUSE, RIVER LANE,
PETERSHAM, TW10 7AG

CONSTRUCTION MANAGEMENT PLAN

November 2024

Construction Management Plan

Guidance Notes

1. In order to ensure developments are carried out safely the London Borough of Richmond upon Thames (as the local Planning & Highways Authority) require a Construction Management Plan is submitted for the project that demonstrates how the works are to be carried out
2. Construction traffic may have a disproportionate impact on a street, the highway network and neighbours; therefore you must clearly demonstrate proposals that mitigate this impact as far as possible
3. This pro-forma document has been prepared to ensure the council's key concerns in relation to construction traffic, site and highway network management are addressed
4. A CMP once approved, becomes an enforceable planning condition and [enforcement action](#) may be taken against sites that do not adhere to the methodology approved in a CMP
5. Wording must be precise, and ambiguous phrases such as, "generally", "normally", "roughly", "anticipated", "intended", "approximate" or "likely to be" must be avoided, otherwise the CMP will be rejected. Where exact details are not known at the time of preparing the CMP, a robust worst case should be stated
6. The relevant planning condition relating to this CMP will need to be formally discharged by the Council before any licences for temporary structures on the highway & any parking suspensions granted. Further approvals will be required for any [skips](#), temporary structures on the highway, parking suspensions, road closures or Temporary Traffic Orders
7. You should be aware that developments on or adjacent to the Transport for London (TfL) [Road Network \(red routes\)](#) or other infrastructure may require additional liaison and some licences may need to be issued through [TfL](#). Confirmation of these will be required and details should be appended
8. In addition you should familiarise yourself with the requirement to use clean, safe vehicles with good levels of direct vision, safety bars and advisory signage: <https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely>
9. Please ensure you read through the CMP template and only provide information relevant to each section in a clear and concise way
10. Drawings should be at a minimum scale of 1:200, be properly drawn (CAD, not by hand) and appended to the CMP document
11. Before works commence on-site you should check to see if there are any nearby [planning applications](#) or potential conflicts with [roadworks](#) or [road closures](#)

INTRODUCTION

1. Date of this document

12th November 2024

2. Site / Property address

Navigator's House, River Lane, Petersham, TW10 7AG (See Appendix A for boundary plan).

3. Planning reference (if known)

Planning reference: 24/2399/HOT

Condition reference: N/A

4. Brief description of the work

The project entails the replacement of all the bay structures (4 in total) with new ones, the replacement of the rear conservatory with a new rear extension with flat roof and rooflight, a general internal refurbishment and reconfiguration and partial lowering of the basement floor level. The Proposed Plans are Presented in Appendix B.

5. Contact details (name & mobile number)

Property Owner / Client:	Mr and Mrs Gareth Bradley
Project Manager / Contractor	Matteo D'Angelo, matteo@mjarchitects.co.uk
Emergency Contact	TBC
Person responsible for completing this document	Paul Mew Associates – 0208 780 0426 Jack Thompson – jack.thompson@pma-traffic.co.uk

6. Estimated Start Date and Programme Length

Estimated Start Date on site: 01/12/2024

The programme is currently unknown, it is estimated that the build will take around six months.

Programme:

- | | |
|-------------------------------------|----------|
| a. Site set up and demolition | 1 month |
| b. Sub-structure | 1 month |
| c. Super-Structure | 1 month |
| d. Cladding | 1 month |
| e. Fit-out, testing & commissioning | 2 months |

LOGISTICS & SITE SETUP

7. Vehicle routing (*Please provide a description of the local routing via the nearest major A roads. Please note construction vehicles are generally expected to approach a site so it is on the left hand side, to avoid excessive manoeuvring, and to exit in forward gear. (Routing drawings should be appended to the end of this document)*)

To site:

- Vehicles will enter from A307, Petersham Road. (See Appendix C for Vehicle Routing Plan):
 - HGVs travelling to the site will arrive from either the south or east via the A307, Petersham Road.
 - Vehicles will then turn either left or right into River Lane.
 - Vehicles will then turn within the road and back up into the site, with the aid of a banksman ensuring the safety of passing pedestrians (see Appendix F and G for vehicle swept path analysis).

Away from Site:

- Vehicles will exit the site and head south along River Lane. A banksman will aid the movement of vehicles and ensure the safety of pedestrians when the vehicle reverses a little in order to exit.
 - Vehicles will continue along River Lane and turn either right or left depending on the destination of the route.

8. Please list any nearby Sensitive Receptors (schools, hospitals, care homes, major shopping areas, large offices, etc.) In some circumstances, the council may require permitted hours for construction vehicles to be restricted to between **09:30 and 15:00 Mon to Fri**, to avoid cumulative impacts on the highway network during peak periods, particularly where there are nearby schools. (Section 8 below)

See Appendix D for the Local Context Plan which indicates nearby sensitive receptors.

Schools:

- The German School London (On Petersham Road, 230m west of the Site).
- The Russell School (On Petersham Road, 240m south of the Site).
- Sudbrook Pre-school (On Bute Avenue, 430m south of the Site).

Places of Worship:

- Christian Fellowship in Richmond (1.4km to the north of the Site).

Recreation

- Petersham Lodge Woods (150m north of the Site).
- Ham House (700m west of the Site).
- Petersham Meadows (100m north of the Site).
- Richmond Park (700m east of the Site).
- Petersham Lodge (next door).

It should be noted that the lane to the river can get quite busy on weekends.

9. Working hours (no works of any kind permitted prior to 8am or after 6pm at any time)

Site Hours: 08:00 to 18:00
Construction Vehicle hours: 09:30 to 15:00

10. Please confirm you understand and agree to the following items:

a. No more than one vehicle to attend the site at any time (<i>mandatory</i>)	Yes
b. Vehicles will not be permitted to stack outside the site or on local roads & a proper call-up procedure will be used	Yes
c. Construction vehicles will not block the road (where this is unavoidable, justification must be provided in Section 20)	Yes
d. You will provide qualified Traffic Marshals to oversee vehicle movements on the public highway if required. (The minimum requirement is the possession of the Site Access Traffic Marshal qualification)	Yes
e. Any signage or barriers will conform to Chapter 8 of the Traffic Signs Regulations and General Directions 2019 and NRSWA requirements	Yes

11. Please describe how spoil / waste is to be removed (*vehicles must be shown on drawings*)

Appendix E shows the construction site set up / management plan.

Appendix F and G show how vehicles will enter and leave the site.

The spoil removal in relation to the partial lowering of the basement floor will be moved by hand from the basement floor to the awaiting 7.5t vehicle.

The only other spoil removal will be in relation to the area where the new rear extension foundations will be provided, and a slab will be built at the proposed kitchen area.

Any demolition will be carried out via traditional methods.

A 2.4-metre tall secure hoarding will be erected at the frontage, including a gate for vehicles to access the site.

All the demolition spoil arising will be stored within site and removed as work progresses. All demolition spoil arising from the site will be segregated, i.e. timber, hardcore, plaster board etc.

7.5t trucks will reverse into the site access to be in a position where they are able to reach the material spoil, which will be stored adjacent to the vehicle access (see Appendix E for the proposed location of spoil storage). Minor changes to the existing gates might be required to provide access, where necessary.

12. If required, how will concrete be supplied to the site

a. Standard Ready-Mix vehicles (<i>must be included on drawings</i>)	Yes (See Appendix G)
b. Bagged material delivered and mixed on site	N/A

13. Please confirm you can maintain a clear carriageway passing width of 3.0 m for other vehicles when construction vehicles are in position

Yes

- a. If not, then in streets where there is restricted width for large construction vehicles, you will be expected to use **Narrow-Bodied Vehicles**. These are defined as having a body width -excluding wing mirrors- of 2.0m or less (*An example would be a Mitsubishi Fuso or Nissan Cabstar style, flatbed tipper truck or LWB Transit*)

14. Please describe the measures you will use to ensure pedestrians and vulnerable highway users will be protected during the works

See Appendix E for the Construction Site Plan.

- 2.4-metre high temporary timber hoarding will be erected along the frontage of the site to protect from unauthorised entry onto the site. Signs will be displayed along the front of the hoarding with site safety information as well as information about site management personnel.
- A trained and qualified Banksman will be present on site when HGV Vehicles are entering/exiting the site so that they can guide vehicle manoeuvres into the site in a safe manner.
- The Banksman will also be responsible to allow pedestrians to cross safely across the site's drop kerb when HGV activity is going on, either by telling vehicles to stop or telling pedestrians to wait.
- A trained and qualified Traffic Marshall will be present to communicate with any nearby oncoming traffic on River Lane when HGV activity is taking place.
- Appropriate warning signage and information about the site, including contact information of the site manager and contractor will be available along the hoarding should it be required.
- In order to prioritise pedestrian movement, vehicle movement will be halted in order to allow pedestrians to pass the vehicle access, should they wish to pass when a vehicle is moving in or out of the site. A banksman will be on hand to ensure this is done safely.

15. Programme schedule and vehicles

(Please provide a breakdown per Phase of the project, of the type, dimensions (L&W) and expected weekly number of vehicles expected to attend the site. e.g. Excavation – Tipper truck – 9m x 2.5m – 5 vehicles per week; transit van - 5m x 1.9m – 10 vehicles per week, etc.)

PHASE	VEHICLE TYPES & DIMENSIONS	EXPECTED NUMBER PER WEEK
Site set up and Demolition (1 month)	7.5-Tonne Delivery Vehicle <ul style="list-style-type: none"> • 8.01m length x 2.10m width 	5 per week
Sub-Structure (1 month)	Medium Concrete Mixer Truck: <ul style="list-style-type: none"> • 8.36m length x 2.39m width 7.5-Tonne Delivery Vehicle <ul style="list-style-type: none"> • 8.01m length x 2.10m width 	3 per week
Super-Structure (1 month)	7.5-Tonne Delivery Vehicle <ul style="list-style-type: none"> • 8.01m length x 2.10m width 	2 per week
Cladding (1 month)	7.5-Tonne Delivery Vehicle <ul style="list-style-type: none"> • 8.01m length x 2.10m width 	2 per week
Fit-out, Testing & Commissioning (2 months)	7.5-Tonne Delivery Vehicle <ul style="list-style-type: none"> • 8.01m length x 2.10m width 	5 per week

16. Are there any planned exceptional loads required (i.e. crane or plant deliveries using a low-loader; mobile crane lifts; piling rigs, steel beams, etc.) Provide details and vehicle dimensions. A site setup drawing will be required, as will swept path analysis drawings where necessary

Building materials are likely to be delivered by vehicles no larger than a standard 7.5-tonne box van, or similar sized flatbed vehicles (See Appendix F for the Swept Path of the vehicle entering and exiting the site). Vehicle dimensions are shown on the vehicle profile included for each swept path diagram.

17. Will a Footway closure be required? **No**

If yes please provide a drawing showing the pedestrian diversion route and safety measures that conform to [Chapter 8 of the Traffic Signs Regulations and General Directions 2019](#) and [NRSWA](#) requirements

18. Will a Road closure be required? **No**

If yes please provide a drawing showing the diversion route and safety measures and written/email confirmation this has been agreed with the LBRuT network management team

19. Please confirm you understand & agree to the following site protection measures **Yes**

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

20. Will you require a parking suspension? If so what length and for how long? (*a standard bay is 5m in length*)

No parking suspensions required.

21. **DRAWINGS.** These must be CAD drawn at a minimum scale of **1:200**, show the position of vehicles and show the site in the context of its surroundings, including any street trees, lighting columns, street furniture, gully positions, etc. Drawings must be attached or appended to this CMP document. (*Please tick which ones are included*)

a.	Site Setup, Skips, Vehicle positions etc.	Appendix E
b.	Concrete Vehicle positions	Appendix F
c.	Swept Path Analysis	Appendix F / G
d.	Abnormal Loads – low loaders, cranes, etc.	N/A
e.	Vehicle Routing	Appendix C

22. ADDITIONAL DOCUMENTS - Please attach the following and tick where necessary

a.	Noise, Vibration and Dust mitigation measures statement
b.	Additional Licences (TfL etc.)
c.	(Other)

23. ADDITIONAL INFORMATION (if required above)

Noise, Vibration and Dust Mitigation:

The borough's guidelines 'Construction Code of Practice' (January 2022) which is in line with wider London practices, will be observed to follow the best practice regarding noise, vibration, and dust matters. All staff working on the site will be aware of the site's specific noise, vibration, and dust procedure and practices.

The project contains a relatively straightforward demolition and construction process in terms of noise, vibration and dust. Due to the sites surroundings being mostly residential in character, any work involving excessive noise, vibration or dust impact will be restricted between the hours of 8am to 6pm Monday Friday and 8am to 1pm on Saturdays. No Construction will take place on Sundays and Bank Holidays. Contact details for the person responsible for emissions generated from site (site manager) will be displayed on the frontage of the site, so that they are reachable by local residents & businesses.

The following measures will be implemented to reduce noise and vibration levels on the site:

- Where possible any noisy stationary equipment will be located away from sensitive areas;
- Drop heights of materials will also be kept to a minimum to avoid unnecessary extra noise;
- Where possible the contractor will use quiet or low noise equipment;
- Electrically operated plant will be used where practical;
- Operatives working in noisy areas will also be monitored to ensure they are wearing the necessary protective equipment and that they are not exceeding their permitted exposure periods;
- No radios or other audio equipment will be allowed on site;
- Efficient vehicle logistics ensure that vehicles arrive promptly, are off-loaded quickly and depart quickly meaning that there is less time when noise is generated and it will also prevent traffic build up noise being generated; and
- Where practical all vehicles will switch off engines whilst in attendance.

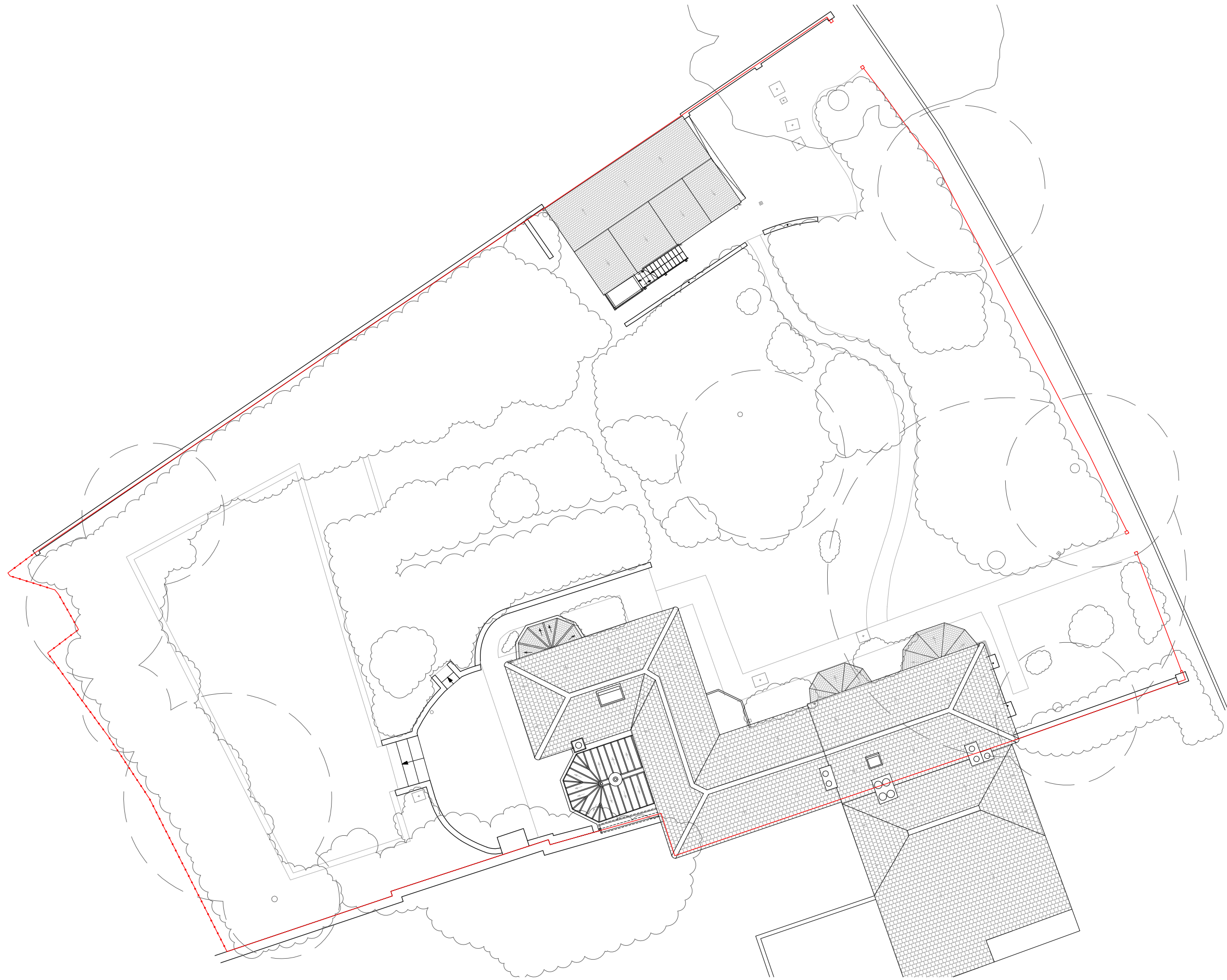
Alongside the council's 'Construction Code of Practice', the contractor will comply with the latest version of the Mayor of London's Planning Guidance on "The Control of Dust and Emissions during Construction and Demolition" and will work in such a way that emissions to the air of dust and pollutants are minimised and that measures are in place to avoid creating a statutory nuisance.

The emission of dust from the site resulting from demolition and construction works will be managed with the following measures;

- No waste materials will be burnt on site;
- Locating machinery and dust generating activities away from receptors.
- Creating physical distance and/or barrier between dust/emission generating activities and receptors
- Installation of solid screens or barriers around dust generating activities. This includes hording to be placed around the site that should be at least as high as any stockpile on site.
- Cover or seed stockpiles to prevent wind whipping and remove loose materials as soon as possible.
- Any dust creating activities will be conducted away from neighbouring properties and sensitive areas;
- Any demolition activities will use water as a dust suppressant if necessary;
- As and when necessary the adjoining highway will be swept and washed to keep clean;
- Effective traffic management and well organised vehicle logistics will be applied resulting in less dust and mud being produced;
- When practical the driver will switch off vehicle engine whilst in attendance, no idling of vehicle engines will be permitted;
- Any open piles of spoil/waste will be securely covered;
- The contractor's site foremen will visually assess any dust emission on site and take further action to mitigate this if necessary.

The measures mentioned above should mitigate the impacts of noise and dust on site. It will be the responsibility of the site manager to contact and inform local residents and sensitive receptors of any particularly impactful noise or dust activity and to find an informal agreement within them around the issues.

APPENDIX A Site Boundary



MICHAEL JONES ARCHITECTS
 020 8948 1863 | 129 Kew Road, Richmond, TW9 2PN
 www.mjarchitects.co.uk | studio@mjarchitects.co.uk

job title
Navigators House

client
Gareth and Victoria Bradley

drawing title
Existing Site Plan

drawing number
2038.01.03.Exg.002

scale	1:200@A2
date	Aug 2024
rev	drawn by VG
----	checked by IP

revisions

APPENDIX B

Proposed Site Plan



MICHAEL JONES ARCHITECTS

020 8948 1863 | 129 Kew Road, Richmond, TW9 2PN
 www.mjarchitects.co.uk | studio@mjarchitects.co.uk

job title

The Navigator's House

client

Gareth and Victoria Bradley

drawing title

Proposed Site Plan

drawing number

2038.03.03.PlIn01.002

scale

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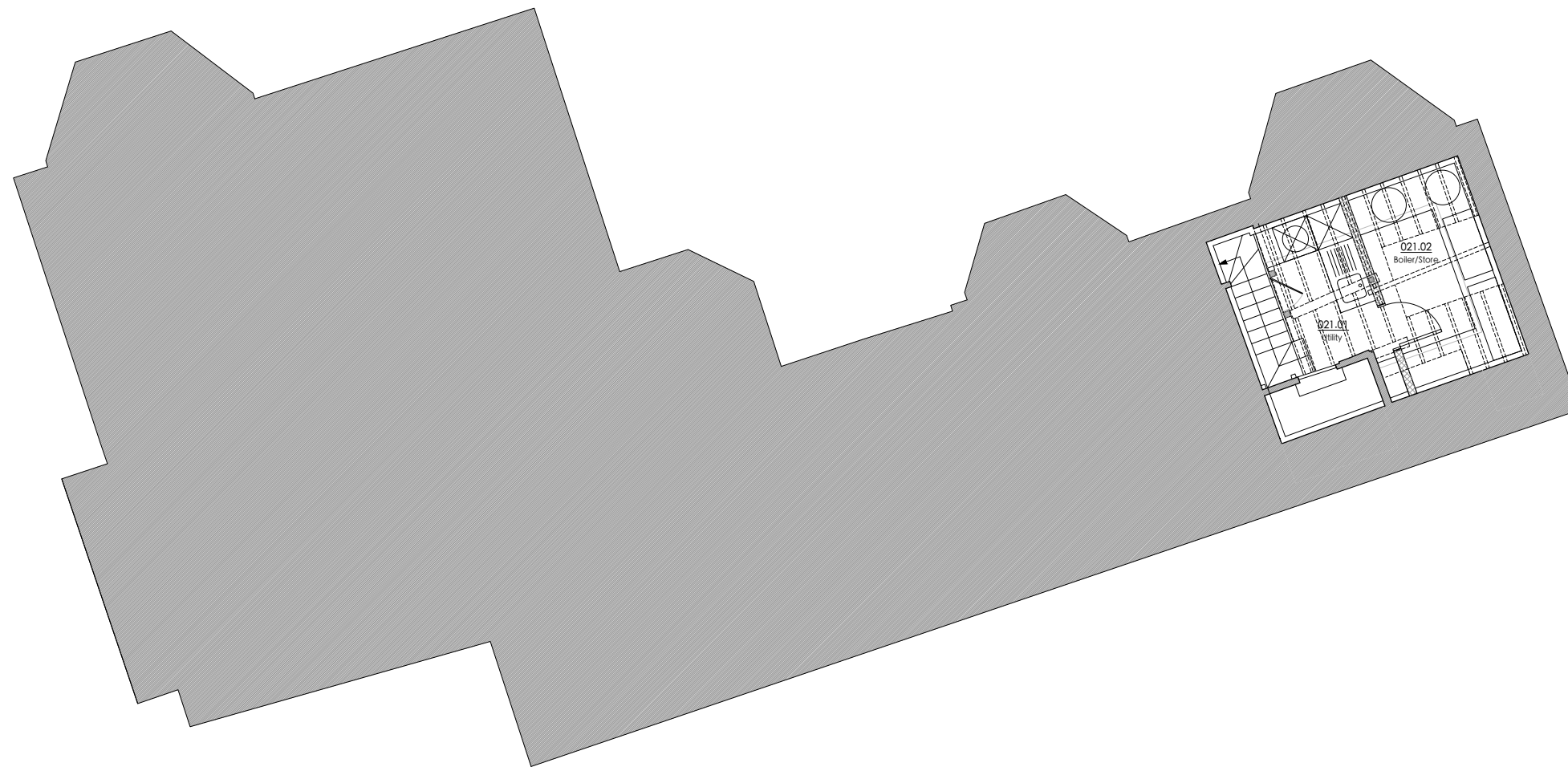
date

Aug 2024

rev

drawn by VG

checked by IP



MICHAEL JONES ARCHITECTS

020 8948 1863 | 129 Kew Road, Richmond, TW9 2PN
www.mjarchitects.co.uk | studio@mjarchitects.co.uk

job title

The Navigator's House

client

Gareth and Victoria Bradley

drawing title

MH - Proposed Basement Floor Plan

drawing number

2038.03.03.Pln02.021

rev

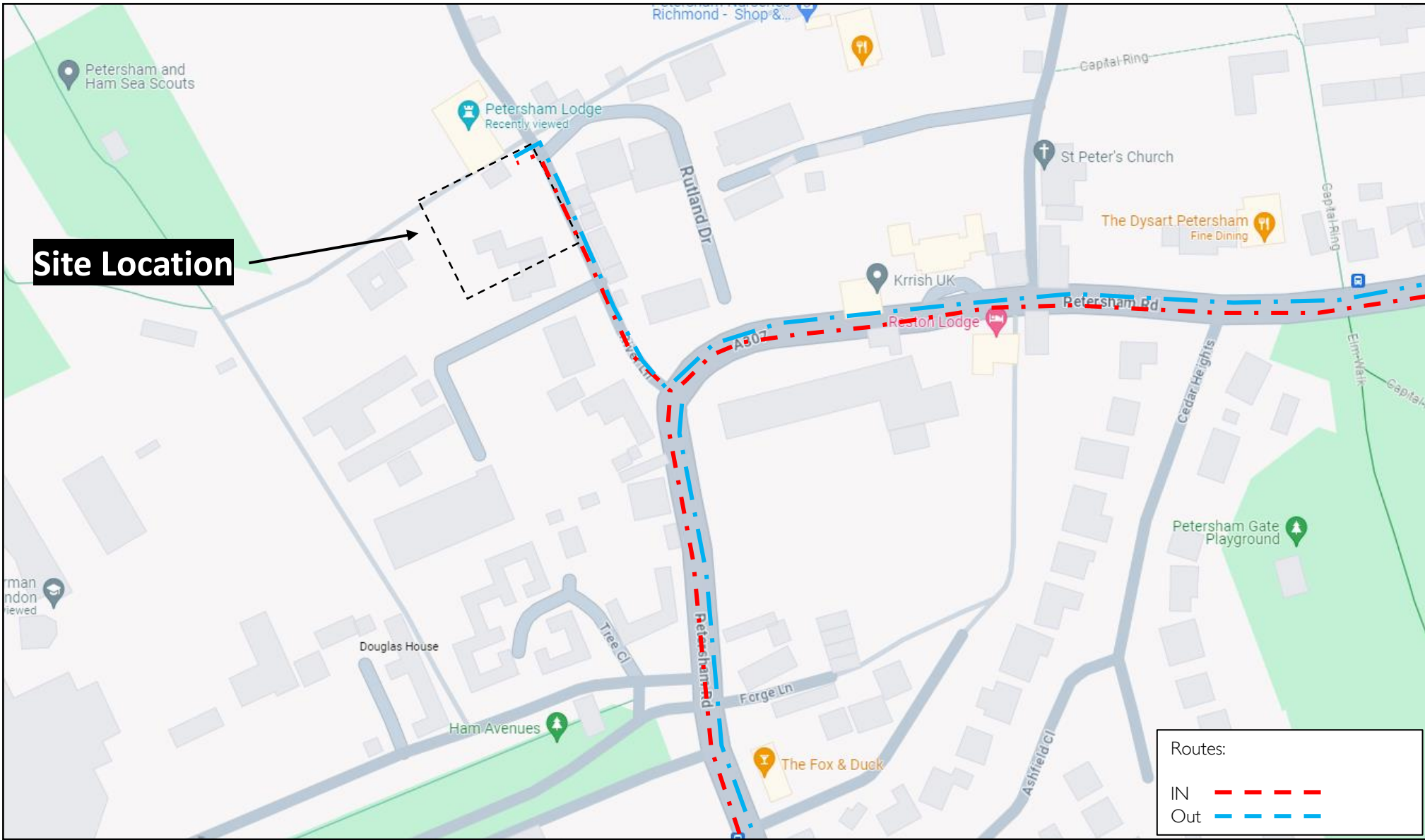
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drawn by VG

checked by IP

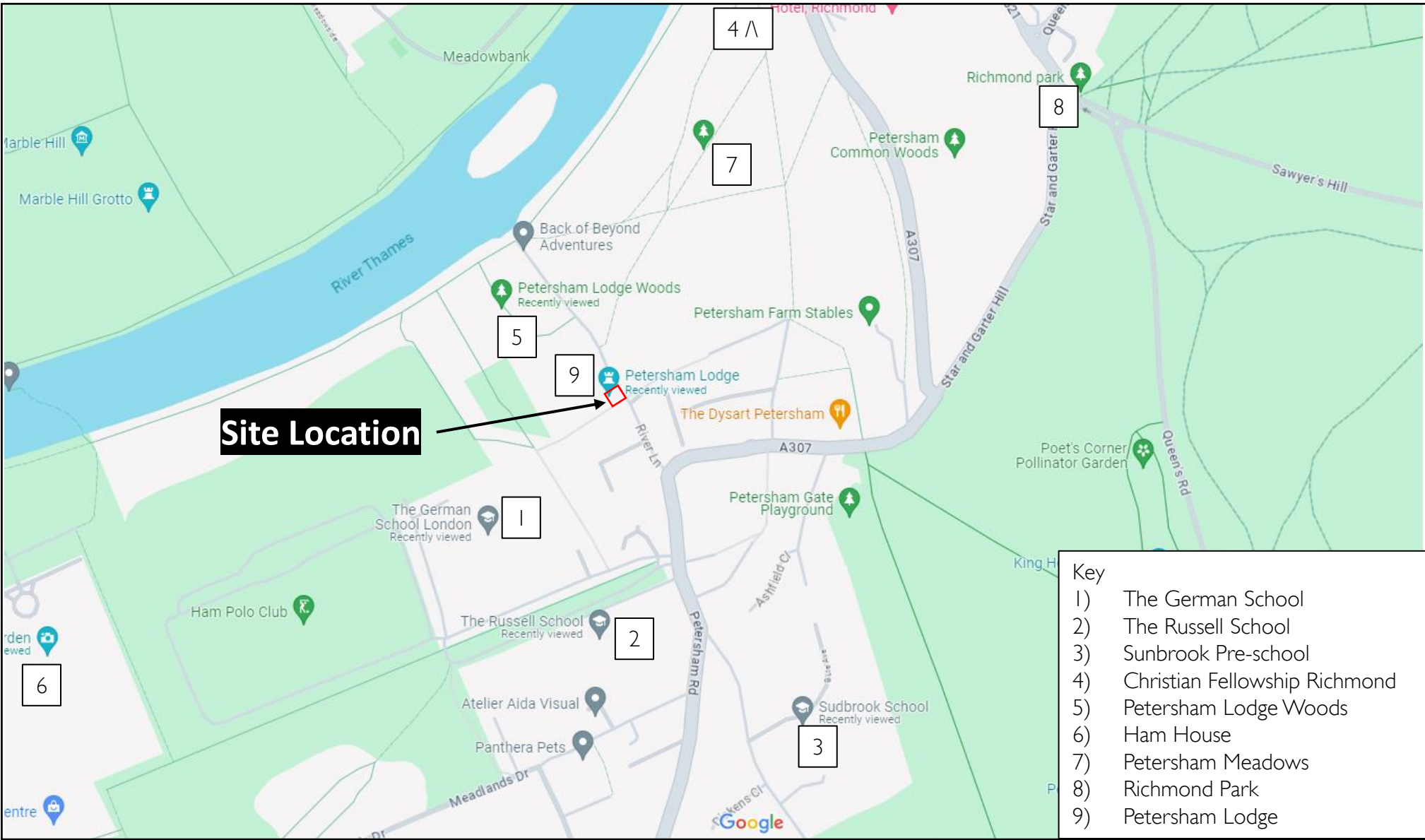


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 Source: Gmaps
 Drawing No: P2983/CMP/C



P2983: Navigator's House, River Lane, Petersham, TW10 7AG
 Appendix C
 Vehicle Routing Plan


 PAUL NEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 T: 0208 780 0426 W: www.pma-traffic.co.uk



Date: Aug 2024
 Scale: NTS
 Source: Gmaps
 Drawing No: P2983/CMP/D



P2983: Navigator's House, River Lane, Petersham, TW10 7AG
 Appendix D
 Local Context Plan

Petersham

Banksman (B)

Vehicle Loading Area

Dropped Kerb Vehicle Access

Concrete Pump

Spoil

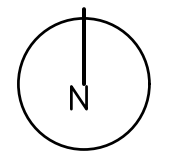
Materials

Hoarding at Frontage

Rutland Cottage

The Navigator's House

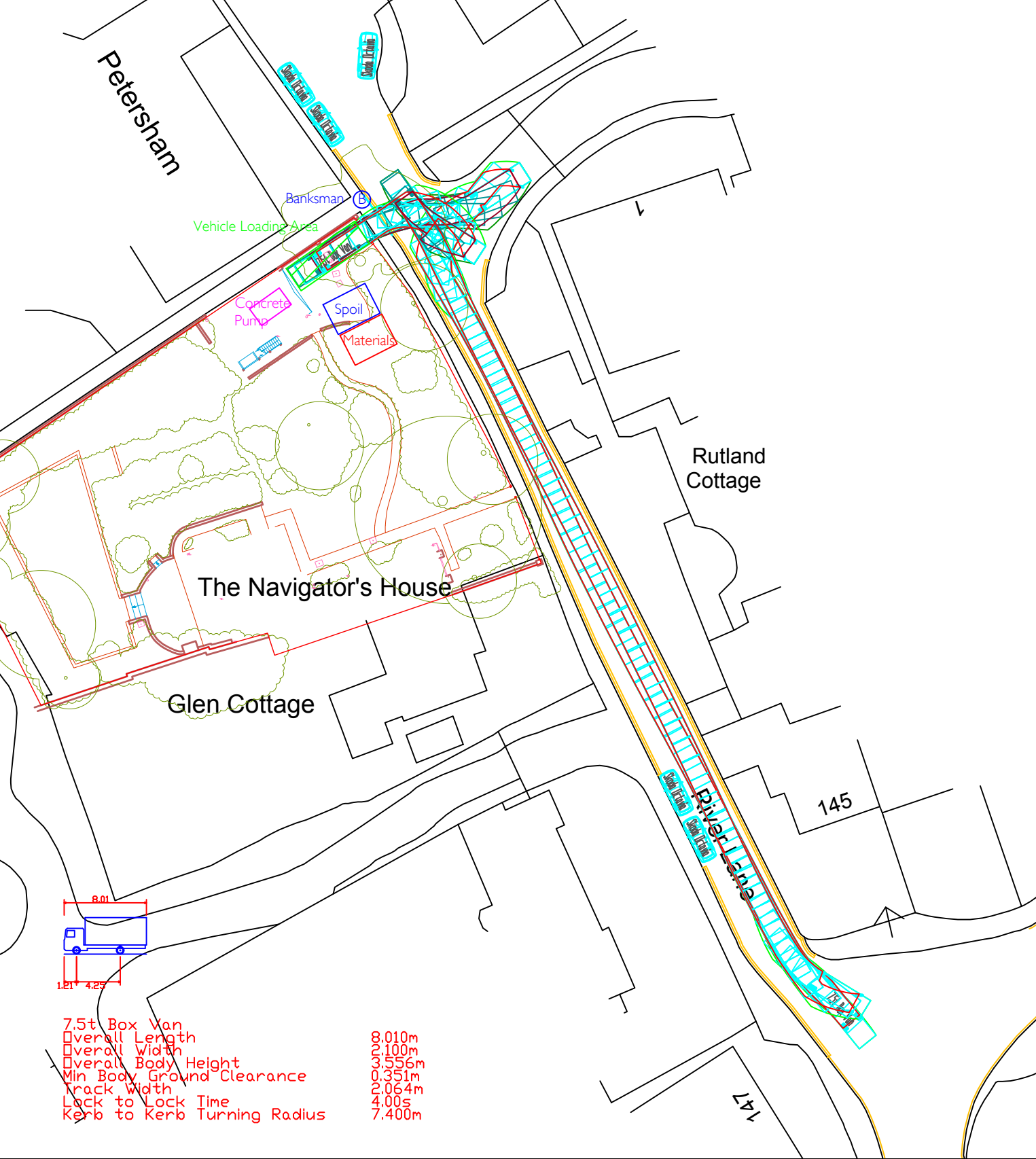
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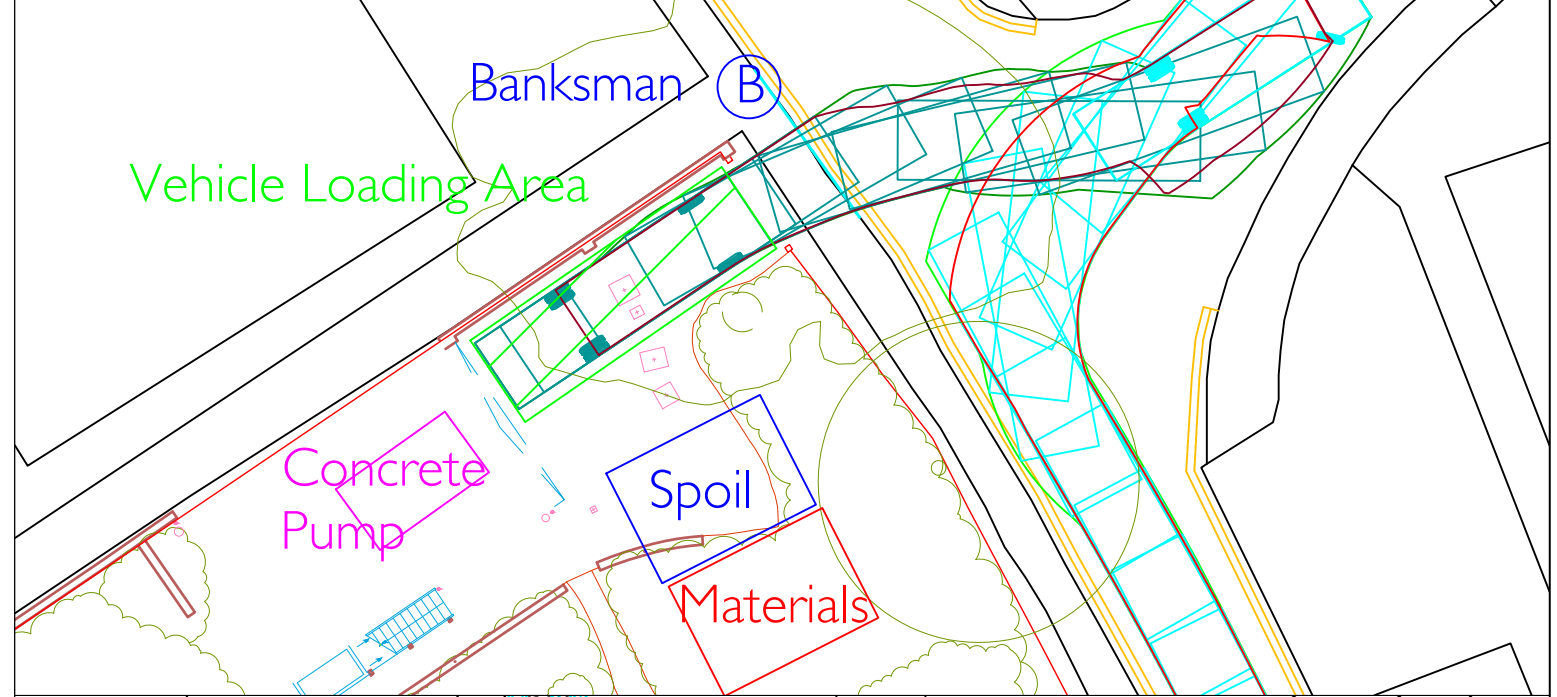
P2983: NAVIGATOR'S HOUSE, RIVER LANE, PETERSHAM, TW10 7AG
Appendix E
Site Set-up Plan


PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

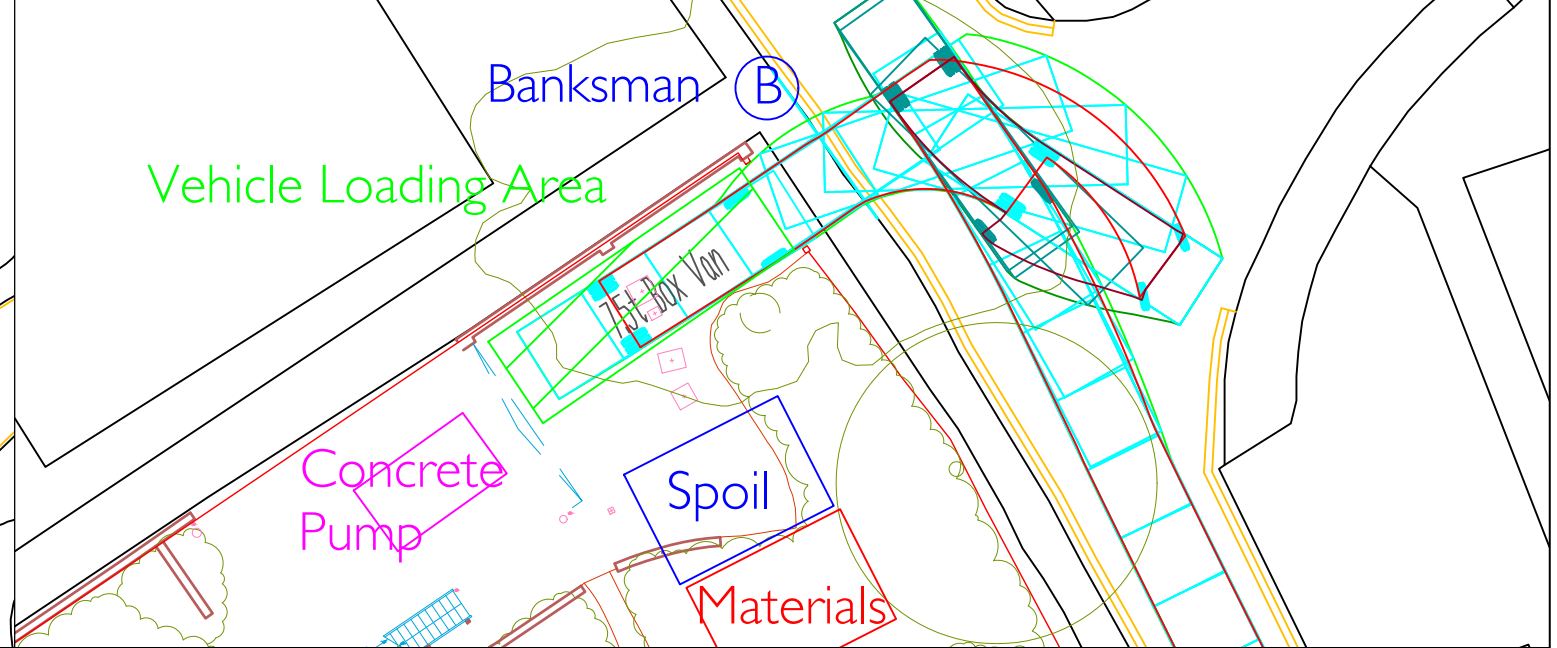
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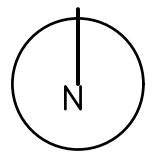
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OUT



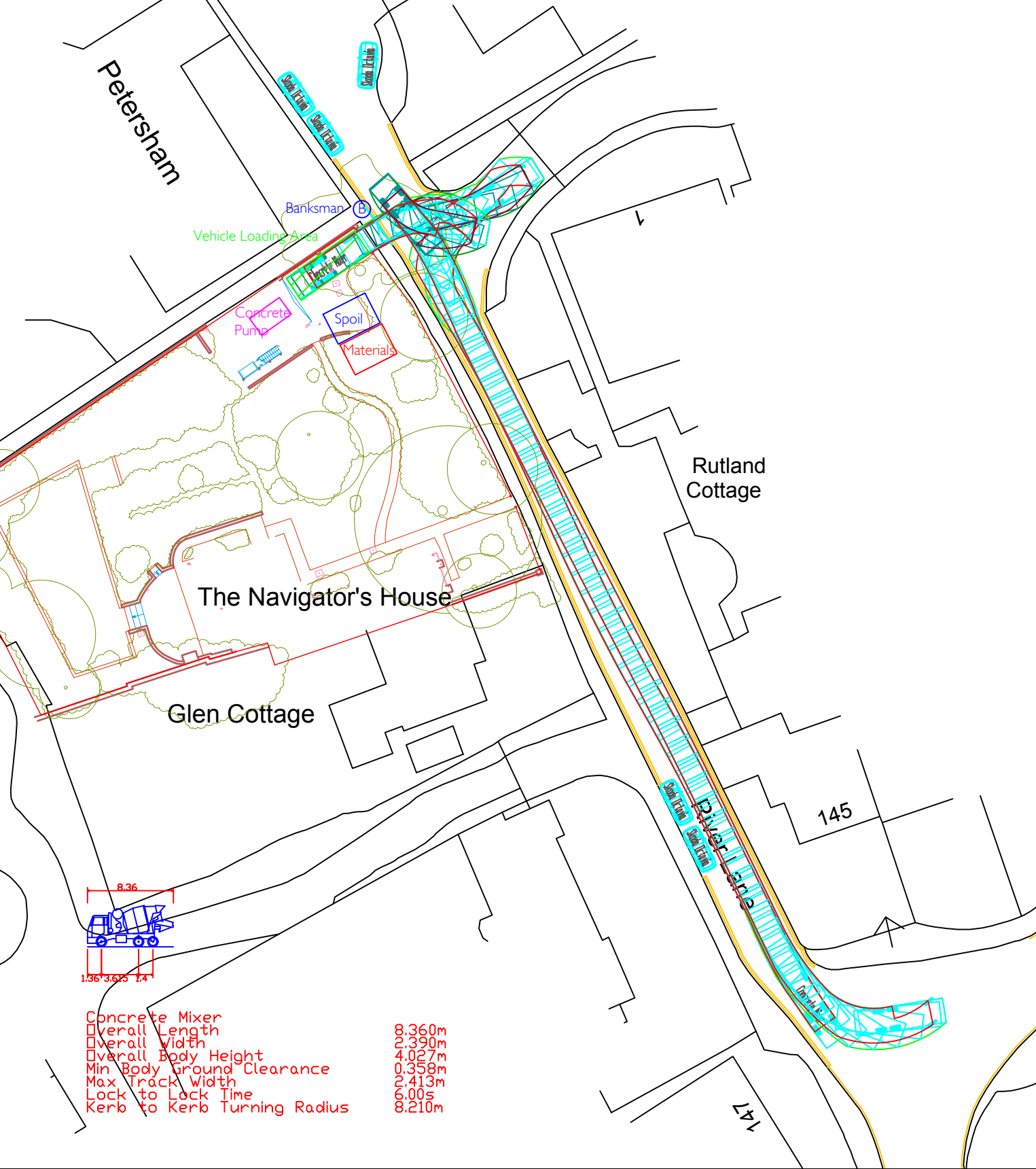
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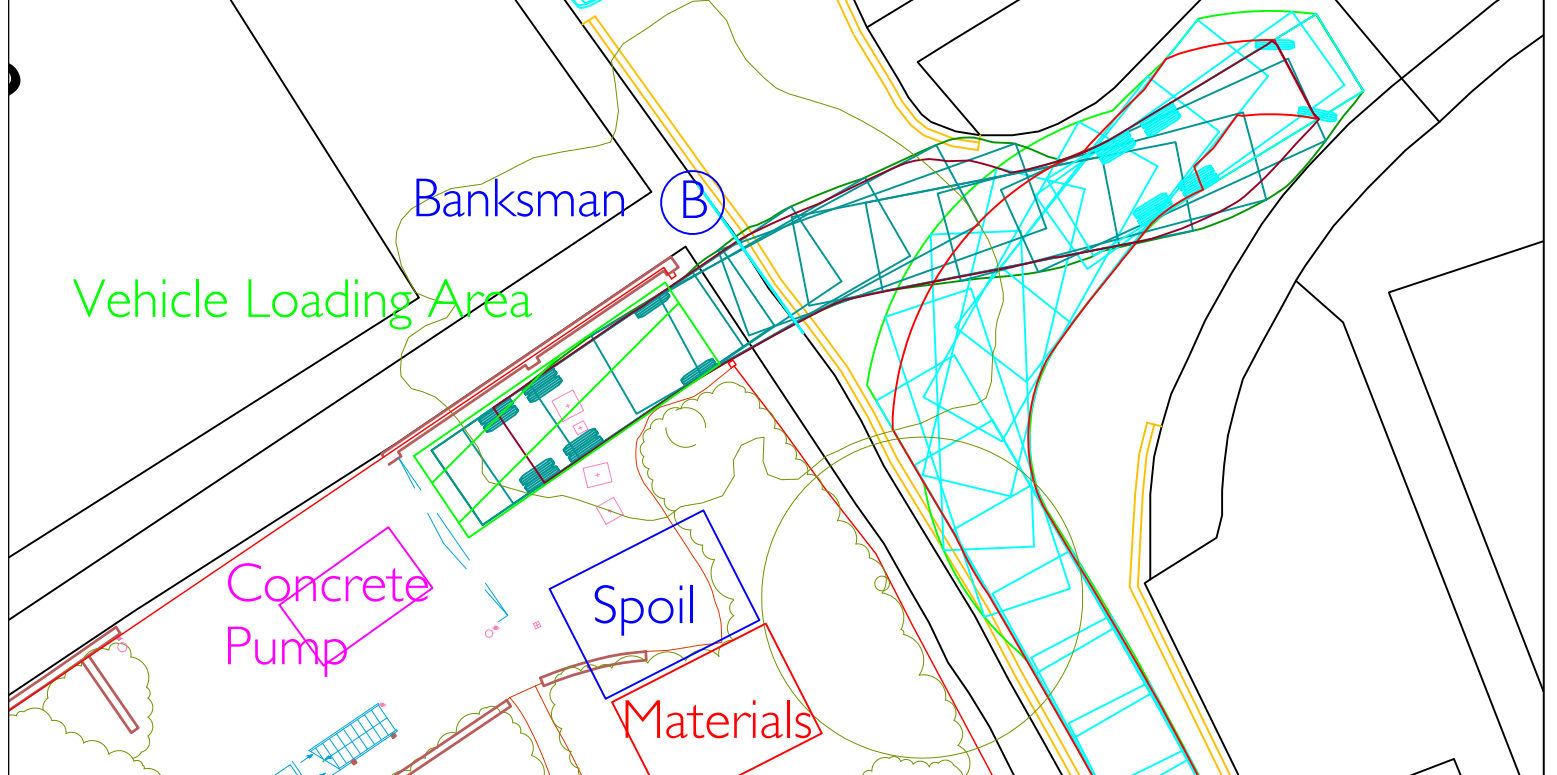
P2983: NAVIGATOR'S HOUSE, RIVER LANE, PETERSHAM, TW10 7AG
 Appendix F
 Vehicle Swept-path Analysis: 7.5t Box Van Accessing the Site


 PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

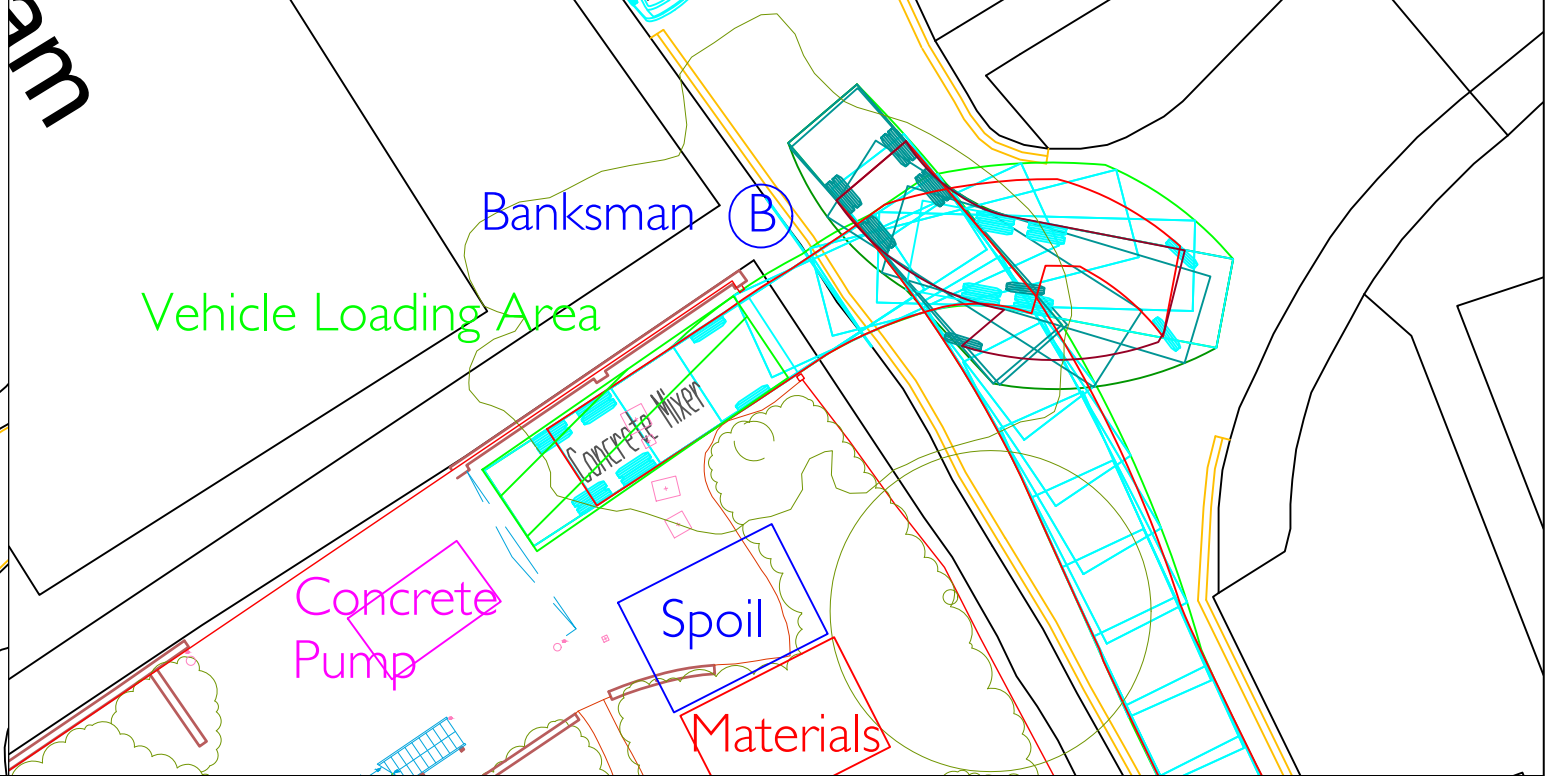
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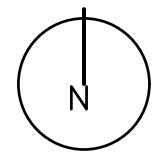
IN



OUT



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 Scale: 1:200/500@A3
 Source: OS/PMA
 Drawing No. P2983/CMP/G



P2983: NAVIGATOR'S HOUSE, RIVER LANE, PETERSHAM, TW10 7AG
 Appendix G
 Vehicle Swept-path Analysis: Concrete Mixer Accessing the Site


 PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk