

# CONSTRUCTION MANAGEMENT PLAN



Date:13<sup>th</sup> November 2024

New Build Works at Rear of 50 Station Road

Project Ref: 12575

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# 1. INTRODUCTION

This Construction Management Plan (CMP) has been prepared by AGA Ltd for the proposed New Build Works at Rear of 50 Station Road, London, SW13 0LP.

The CMP is intended to detail the methods and measures that will be adopted to minimise the impact of the development works on the local community and environment.

The proposed scheme comprises the demolition of the detached garage and the construction of a new two storey 3 bedroom 5 person family dwelling, to replace an existing garage. The proposed start date, duration and programme of the works is still to be confirmed.

This document provides an outline of the methodology and programme for the proposed works associated with this development to enable a better understanding of how the works interface with the local environment and community, and to demonstrate what measures are to be taken to minimise any impact the works may have upon them and the environment as a whole.

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## 2. METHODOLOGY & LOGISTICAL SOLUTION

The Site is located in the Center of the SW13 Post Code Area, on Station Road in the London Borough of Richmond upon Thames . It is surrounded by high density residential dwellings, Recreational grounds and urban infrastructure.

During the works The Principal Contractor will ensure the highest level of respect, due care and attention with regards the minimization of dust and noise created by their activities and to the health safety and welfare of the residents, staff and visitors to the site and surrounding premises.

We would encourage car sharing to minimise site traffic / parking. The on-street parking areas on Station road and Ellison Road are limited as permit only.

Both Station Road and Ellison Road are permit holder only and are controlled between Monday and Saturday, 10am until noon. During the time that the parking controls operate only permit holders.

The occupiers of the adjacent properties are sensitive to traffic movements, numbers of vehicles must be kept to a maximum of one vehicle attending the site at any one time. All roads must remain clear for emergency vehicles.

It is important to establish an effective and efficient logistics solution to ensure the safe delivery, off-loading and storage of materials, safe access for site operatives, visitors and the general public. A suitable access strategy for moving plant, materials and the workforce is critical to the successful delivery of the project. This proposed logistics strategy and methodology is designed to minimise the impact on the surrounding homes.

## 2 METHODOLOGY & LOGISTICAL SOLUTION

Our logistics strategy has been developed to address any potential concerns that the local residents and London Borough of Richmond Upon Thames Council may have. It is outlined below under the following headings:

- Site opening hours
- Security and personnel access and egress
- Project accommodation
- Materials delivery, distribution and storage
- Waste removal
- Specialist and hazardous waste
- Noisy works
- Fire safety

### Site opening hours

The normal site working hours will be between 8:00am – 5:00pm Monday to Friday. Weekend working will not take place if not essential to minimise disturbance to the residents. Due to stress and congestion on the local road network vehicle movements should be restricted to these times only. No vehicle movements should occur outside of this window.

### Security and personnel access and egress

All contractors' operatives and managers entering site for the first time shall report to the project office.

All site personnel will be asked to undertake a site induction; following this, operatives will then be allowed to enter the site to carry out their works. Operatives will sign in at the project office.

Throughout the project simple signage will clearly identify the work zones and safe routes, so both site operatives and visitors are aware of no go areas, safe routes and escape routes.

### Project accommodation

Upon taking possession of the site the project office cabin space provides a clean, secure location in close proximity to the works. The site welfare facilities will be located within the site cabin. The welfare facilities will consist of a food preparation area, a drying room/ changing room

and toilets. These facilities will provide adequate WCs and washing facilities for the site operatives.

### **Materials delivery, distribution and storage**

The strategy for the delivery, distribution and storage of materials is extremely important and fully appreciates that disruption to the local residents is avoided. Therefore, we aim to contain any nuisance generated from the works within the site.

All deliveries will be managed by the Site Manager. We have aimed to avoid unloading bulk deliveries from the road, these deliveries will be carefully managed by operatives controlling traffic where necessary.

Once a delivery vehicle has parked it will be unloaded. Subject to the nature of the delivery it will be unloaded either by Fork Lift Truck or by hand and distributed around the site near to the work-faces where they are required.

### **Deliveries**

Construction vehicles, maximum of 5 deliveries per day. Size of vehicle from small Luton van, Artic lorry. Route is via main entrance off Ellison Road and will be marshalled by a banksman and loaded down to the storage area. Engines must be turned off when not in use.

Deliveries and traffic management will be managed by the on site management team who will operate a carefully coordinated delivery schedule. Our normal procedure is to agree a series of time slots using a booking in system providing 48 hours' notice. Deliveries will be carefully coordinated to avoid the busy times during the working day

### **Site storage**

Materials will be stored carefully in skips in the indicated area (refer to site layout). Each subcontractor will be given a designated area on the site to store their materials.

### **Waste removal**

Waste will be removed from the site to maintain a clear and tidy environment. Waste will be removed by specialist contractors and will be sorted at a waste transfer station to aid recycling.

All Gulleys will be protected to ensure no site waste enters the public draining system. If contaminated waste is detected, our team will ensure the waste carrier and disposer have the appropriate licences.

As the project progresses skips will be used. They will be managed by moving around the designated storage/ skip zones.

### **Special and hazardous waste**

Any waste needing to be removed as special/ hazardous waste will be notified to the Principal Contractor and we will organize specialist waste removal contractors to remove the waste to the correct licensed tips.

A secure, enclosed skip will be present on site specifically for Asbestos Waste.

### **Noisy works**

During agreed periods of heavy noise, we would look to carry this out during 2 hours on 2 hours off working period. Typically, we would operate this between 8am-10am, 12pm-2pm and 4pm-6pm Monday to Friday.

### **Fire safety**

The site will conform to the Joint Code of Practice; Fire Prevention on Construction Sites. The project's work area will have fire points consisting of a Horn call point, CO2 and water fire extinguishers positioned in suitable locations easily accessible to the work areas. These positions will be highlighted on the Emergency Plan.

All operatives will be inducted before commencing work on site and during this induction they will be briefed on the project emergency procedure and the location of the muster point.

### **Environmental considerations**

The Principal Contractor will minimise the environmental impact of the project wherever possible. The key points to focus on are:

- Noise pollution.
- Air pollution.
- Minimising waste and recycling.
- Aesthetic impact of the works.
- Mud or other materials deposited on the surrounding roads.

The following will be implemented to help reduce the impact:

- The noisy working restrictions as mentioned earlier will be implemented and close liaison with the building management team will take place to coordinate noisy work with sensitive periods during the day. At all times activities that have an impact on the neighbours will be minimised. We have tailored our logistics strategy to this effect.

- Good practices will be observed at all times during the strip out and sand blasting phase to control dust including damping down.
- A strict daily regime of cleaning the site environs, the pavement and public areas.
- It is important to present a clean and presentable image to the public and any visitors.

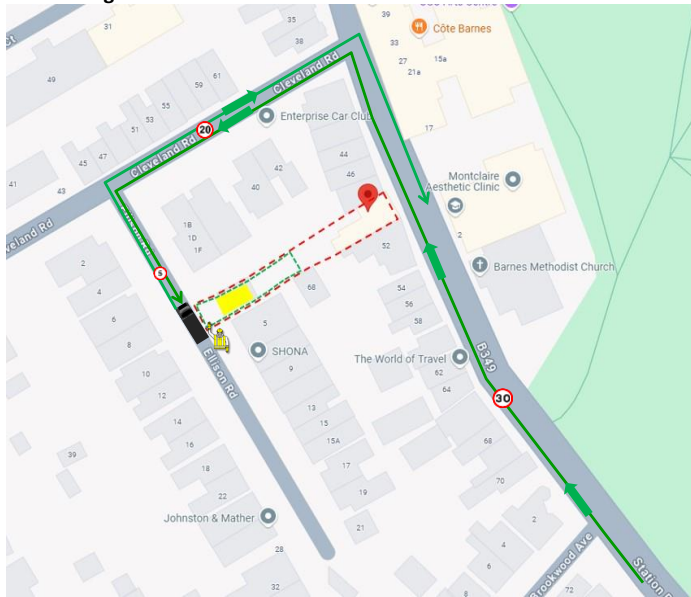
### **Presentation and image**

We will present a clean, professional and presentable image to staff, visitors and local residents and indeed anyone passing by the site, if only a visitor to the area. Safety and cleanliness is at top of our agenda and a good neighbour policy will extend to issuing regular notices to keep the neighbours up to speed with what is happening now and what is being planned for the future.



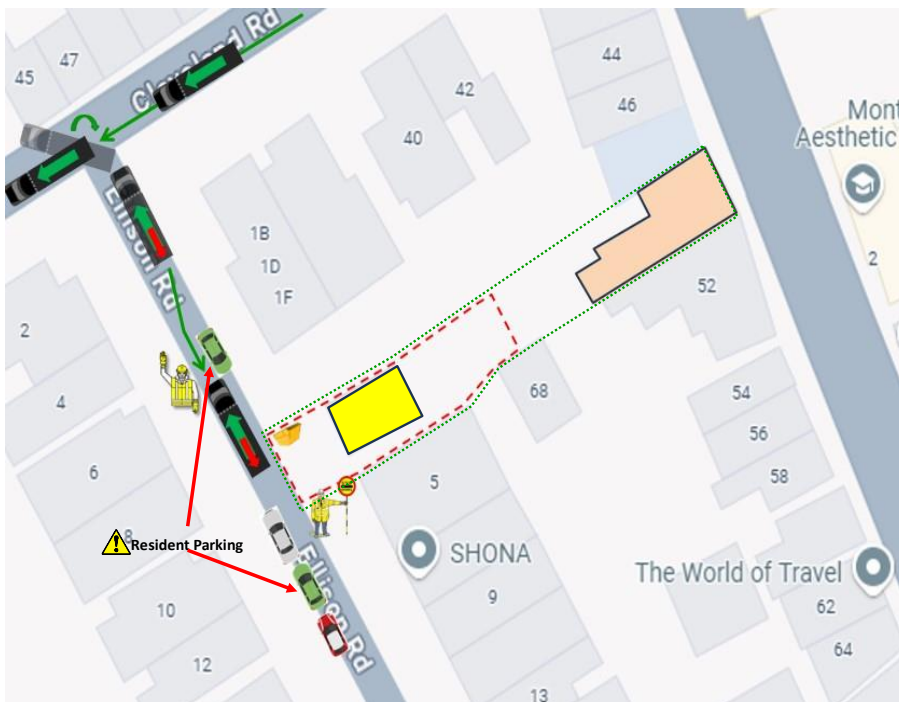
### 3. LOGISTICS







Traffic Management Plan – 50 Station Road



-  Garage to be demolished
-  Property boundary
-  Site Boundary
-  Route to site

Traffic Management Plan – 50 station road



-  Garage to be demolished
-  Property boundary
-  Site Boundary
-  Direction of travel
-  Banksman required at all times during vehicle movements
-  Traffic Marshall required at all times during vehicle movements/ Deliveries

## 4. DEMOLITION METHODOLOGY

### Asbestos Removal

Asbestos containing materials (ACM's) will be identified by a type 3 intrusive survey and will be removed under fully controlled conditions and disposed of at a licensed site.

A secure, enclosed skip will be present on site specifically for Asbestos Waste.

### Strip out and Demolition

Work will initially commence internally to soft strip all remaining fixtures, fittings and finishes. Followed by demolition of the structure.

Waste will be segregated prior to removal from site for recycling.

## 5. ENVIRONMENTAL MATTERS

### Environmental matters

A detailed study will be carried out to determine the optimal methodology and programme for the proposed works associated with this development. We have established the specific measures which need to be taken to minimise any impact the works may have upon the local environment and community, and general environment as a whole.

### Programme

Working hours will be generally restricted to 08:00am to 17:00pm Monday to Friday. Due to stress and congestion on the local road network and the proximity of local schools, vehicle movements should be restricted to between 10am and 3pm only. No vehicle movements should occur outside of this window.

### Noise

It should be noted that the majority of noisy works take place during the initial phases of the project. Once the building is enclosed, the potential for noise outbreak will be significantly reduced.

### Logistics

With limited parking facilities available in the vicinity and as part of our aim to reduce our carbon footprint, site personnel will be encouraged to utilise local transport to travel to and from the site.

### Construction works

We plan to minimise waste and maximise recycling throughout the entire project. A Waste Management Plan will be developed identifying likely waste and quantities to be removed over the course of the project.

The waste generated from the works will be transferred to a waste management and recycling centre where it will be segregated ready to be recycled. A copy of the waste transfer licences will be held by the Principal Contractor and displayed on the site notice board. Waste recycling reports will then be issued by the Principal Contractor on a regular basis confirming the percentage of materials from the site that are recycled. Any waste classified as special or hazardous waste will be notified and specialist waste removal contractors sourced to remove the waste to the correct licensed premises.

All plant, machinery and hand tools to be utilised for the new construction works will be selected to ensure minimum noise and vibration production; it will be regularly maintained and be fitted with appropriate silencers, mufflers or acoustic covers.

Regular wetting down will be utilised for dust control for road cleaning and general sweeping. We propose to fully encompass the external scaffolds with monoflex to prevent the migration of dust from the envelope works.

In order to ensure an efficient and coordinated delivery regime, a procedure will be followed to smooth out the frequency of deliveries thereby reducing congestion. A delivery schedule will be presented and discussed at a weekly progress meeting to ensure that the proposed delivery schedule meets the programme requirements of the scheme and is within the allowed delivery time slots available. Suppliers and subcontractors will be encouraged to optimise transport efficiency by avoiding part load deliveries, avoid peak times and adhere strictly to the allocated delivery times. No vehicles will be allowed to make a delivery outside of the agreed time thereby eliminating unnecessary traffic congestion and nuisance especially for the local traffic and residents.

As part of the procedure for the allocation of delivery times to suppliers, care will be taken to reduce the number of vehicles travelling within peak periods.

## **General**

### **Resident's liaison**

We will liaise with the surrounding residents of Station Road and Ellison Road, in order to update them as to progress and ensure any problems arising can be speedily and positively resolved.

### **Other nearby developments**

Consideration will also be given to other local developments and road works and where appropriate deliveries will be coordinated to avoid clashes with significant deliveries to other sites or with roadworks to avoid traffic congestion.

### **Local employment and sourcing**

As part of our Corporate Social Responsibility agenda, we aim to promote local employment and stimulate the local economy. Where feasible we will source services, materials and equipment locally. This improves local health by reducing freight impacts such as fossil fuel usage, congestion, pollution, road construction and road casualties.

We recognise the opportunity to influence the impact of this development on the local environment by encouraging and challenging our supply chain to provide a better service. There are a number of key initiatives that we will promote within our supply chain to this end. Existing

and potential suppliers will be made aware of these initiatives in supplier enquiry packs where their input to this scheme will be detailed.

#### **Parking and travel for site personnel**

Parking is limited on site and site personnel will be encouraged to use public transport.

#### **Lighting**

All temporary lighting will be linked to a timer device to ensure the potential for light pollution is eradicated.

#### **Mud or other materials being deposited on the roadways**

In order to prevent mud and other materials in vehicle tyres/wheels, from migrating onto adjacent highway and surrounding roads a Wheel cleaning / washdown service of all vehicles leaving the site will be in operation.