

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

15/12/2024

2. Site / Property address

83 UDNEY PARK ROAD, TEDDINGTON, TW11 9BB

3. Planning reference (if known)

23/2359/FUL

4. Brief description of the work

Demolition of existing bungalow and erection of a new pair of semi-detached dwellings

5. Contact details (name & mobile number)

Property Owner / Client:	Glenwood Homes Ltd Nick Jarvis - 02086143844
Project Manager / Contractor	Diadem Homes Andrew Dines - 07730981796
Emergency Contact	As above
Person responsible for completing this document	DIZarchitects Ltd Dan Zecevic - 02089987576

6. Estimated Start Date and Programme Length

Estimated Start Date on site: 01/03/2025

Programme: 10 - 12 Months (45 weeks)

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:

All construction and delivery vehicles will access the site via Udney Park Road, entering from the south via Cromwell Road. See CMP attached

Away from site:

All construction and delivery vehicles will leave the site via Cromwell Road to the south of Udney Park Road, after performing a 3-point turn on site. See CMP attached

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)

Although Collis Primary School is in relative proximity to the site, the school is not located on any of the roads used construction traffic

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

Site Hours: Monday to Friday 8:00am to 5:00pm , Saturday 8:00am to 1:00pm

Construction Vehicle hours: 8:00am to 2:00pm (but generally outside school pick-up times)

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>)	Y / N
b. Vehicles will not be permitted to stack outside the site or on local roads & a proper call-up procedure will be used	Y / N
c. Construction vehicles will not block the road (where this is unavoidable, justification must be provided in Section 20)	Y / N
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)	Y / N
e. Any signage or barriers will conform to Chapter 8 of the Traffic Signs Regulations and General Directions 2019 and NRSWA requirements	Y / N

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

The site entrance will utilize a site set up within the confines of the existing hard standing area at the front for waste collection using a skip, which will be replaced periodically.

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

a. Standard Ready-Mix vehicles (<i>must be included on drawings</i>)	YES
b. Bagged material delivered and mixed on site	

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

Y / ~~N~~

- 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

Pedestrian routes will remain segregated at all times (this will be via the gate on Udney Park Road hoarding). Warning signage will be erected highlighting all available access points and danger areas. Barriers/ doors and warning signage will also be positioned to the site exits to prevent direct egress from the building onto material movement areas.

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
Demolition,Ground Works/ Footings	Skip Lorries: For removal of spoil and construction waste - Approx. 7.5m long and 2.4m wide Tipper Lorries: For delivery of aggregates/ building components - Approx. 6.8m long and 2.1m wide Ready Mix Lorries - Approx. 8m long and 2.4m wide	10-12
Construction	Skip Lorries: For removal of spoil and construction waste - Approx. 7.5m long and 2.4m wide Tipper Lorries: For delivery of aggregates/ building components - Approx. 6.8m long and 2.1m wide Transit Van – Approx. 5.9m long, 2.0m wide	12-15
Decoration	Skip Lorries: For removal of spoil and construction waste - Approx. 7.5m long and 2.4m wide Tipper Lorries: For delivery of aggregates/ building components - Approx. 6.8m long and 2.1m wide Transit Van – Approx. 5.9m long, 2.0m wide	10-12

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

NO

17. Will a Footway closure be required? ~~Y~~ / N

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? ~~Y~~ / N

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 Y / ~~N~~

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

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.	✓
b.	Concrete Vehicle positions	✓
c.	Swept Path Analysis	✓
d.	Abnormal Loads – low loaders, cranes, etc.	
e.	Vehicle Routing	✓

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

a. Noise, Vibration and Dust mitigation measures statement	<input checked="" type="checkbox"/>
b. Additional Licences (TfL etc.)	<input type="checkbox"/>
c. (Other)	<input type="checkbox"/>

23. ADDITIONAL INFORMATION (if required above)

Please refer to Construction Management Plan document, Rev C

APPEND DRAWINGS BELOW

**83 UDNEY PARK ROAD
TEDDINGTON
TW11 9BB**

Construction Management Plan

Rev B

CONTENTS

1.0 INTRODUCTION

2.0 PROGRAMME

3.0 WORKING HOURS

4.0 VEHICLE ACCESS

5.0 PROPOSED VEHICLE ROUT

6.0 DELIVERY VEHICLES

7.0 VEHICLE SWEEP PATH

8.0 HIGHWAY WORKS

9.0 PARKING AND LOADING ARRANGEMENTS

10.0 TEMPORARY TRAFFIC MANAGEMENT ORDERS

11.0 SITE HOARDINGS

12.0 CONTROL OF DIRT AND DUST ON PUBLIC HIGHWAY

13.0 MEASURES TO CONTROL DUSTS AND EMISSIONS

14.0 SPECIAL NOTES/ASSURANCES

15.0 SUMMARY

1.0 INTRODUCTION

CONSTRUCTION MANAGEMENT PLAN

This Construction Management Plan has been developed for the development scheme, which proposes demolition of existing house and erection a new detached dwelling including landscaping works.

The scheme is located within an established residential area.

2.0 PROGRAMME

Commence: Last Quarter 2023

Completion: 10 - 12 Months From Start Date

Duration: Around 45 Weeks

3.0 WORKING HOURS

In order to minimise disruption to neighbouring properties the hours of work on site shall be limited to Monday to Friday 8.00am to 5:00pm, Saturday 8:00am to 1:00pm, with no working on Sundays or Bank Holidays. No works are envisaged outside of these hours but should this become necessary this shall only be completed with consultation and prior approval of the Council.

4.0 VEHICLE ACCESS

All construction and delivery vehicles will access the site via Udney Park Road, entering from the south Via Cromwell Road and leaving Udney Park Road in the same direction, with 3-point turn performed at site.

The site entrance will utilize a site set up within the confines of the existing hard standing area at the rear, an area for unloading materials will be provided at the front of the site, all traffic will be controlled via the 'Materials Deliveries and Unloading Zone'.

All deliveries will be coordinated with the site management and must be notified to and approved by site management a minimum period of 48 hours in advance of the proposed delivery. Site deliveries will be controlled by the gate person/traffic marshal who will ensure pedestrian safety and minimize any potential disruption to other traffic on the public road. All deliveries are to be on a just in time basis, suppliers will be advised to Contact the site management on the day of delivery to confirm delivery and unloading times.

Site deliveries will only be permitted Monday to Friday 8:00 to 5:00pm (but will be made outside school pick-up and drop-off times), Saturday 8:00am to 1:00pm, with no working on Sundays or Bank Holidays.

5.0 PROPOSED VEHICLES ROUTES

Details of agreed access and egress route will be discussed with our subcontractors and suppliers, given that some of the larger vehicles may not be able to turn on site and would have to reverse into it (such as HGV's and artic lorries). All deliveries to site should be on a just in time basis, this will be monitored by our security/traffic marshal.

There will be no direct vehicle access to operational areas - using the existing forecourt parking spaces to handle waiting vehicles for delivery, should result in very little site contamination of the external area and no need for wet systems such as vehicle washing

We will provide all contractors with our delivery access strategy, which will also include instruction on larger vehicles missing the turn into site when approaching from south – the drivers will be advised to continue along Cromwell Road until reaching the junction either with the High Street or Kingston Road, then return to site via Waldegrave Road and Strawberry Vale. Teddington High Street (A313) will be avoided for site traffic.

Pedestrian routes will remain segregated at all times (this will be via the gate on Udney Park Road hoarding). Warning signage will be erected highlighting all available access points and danger areas. Barriers/ doors and warning signage will also be positioned to the site exits to prevent direct egress from the building onto material movement areas.

Daily inspections and cleaning will be carried out on signage, barriers and traffic routes. These routine inspections will also be carried out on vision aids, flashing beacons and reversing signals on all mobile plant, all materials management protocols and procedures will be presented to all operatives during the onsite induction process. Any updates to the traffic & material management plan will be communicated through our weekly toolbox talks. Please refer to attached diagram 00P003

6.0 DELIVERY VEHICLES

Several types of vehicles will be used to bring materials/ plant to and from the site, these will include:

- Skip Lorries: For removal of materials and construction waste Approx. 7.5m long, 2.4m wide and 32 Tonnes G.V.W.
- Ready Mix Concrete Trucks: Concrete deliveries to site Approx. 8m long, 2.4m wide and 32 Tonnes G.V.W.
- Aggregate Trucks: Aggregates delivery, Approx. 7.5m long, 2.4m wide and 32 Tonnes G.V.W.
- Flat Bed Delivery Vehicles: For delivery of general building components Approx. 7.5m long, 2.4m wide and up to 32 Tonnes G.V.W.

7.0 VEHICLE SWEPT PATH

Having reviewed the proposed traffic routes we have not encountered any issues with tight manoeuvres assuming that only designated routes are used at all times. As there is a relatively narrow dropped kerb on Udney Park Road cross over, larger vehicles will require areas of pavement immediately adjoining to be clear (to prevent vehicles from parking and create sufficient room for turning in and out of site), which will be achieved through a parking suspension.

Please see attached drawing 00P006

8.0 HIGHWAY WORKS

Prior to the commencement of the works a condition survey will be completed for the adjacent pavements and roadways. An application for widened temporary dropped kerb has already been submitted and the parking will be restricted on one space closest to the access gate (as indicated on the attached plan in blue).

9.0 PARKING AND LODADNG ARRANGEMENTS

There will be provision for site parking facilitating equipment drop—off and collection. Due to relative proximity of public transport links in the surrounding area (namely Teddington Station and a number of bus routes), operatives will be encouraged to travel to site using public transport. This will also be communicated to all supply chain members during their procurement.

In order to police this and actually avoid disruption to local residents all operatives and subcontractors will be advised that street parking around the site is not permitted. This will be monitored by our traffic marshal.

There is a generous amount of storage space available on site, however, wherever possible the deliveries will be planned to be just in time and avoid overloading and congestion on site. Loose materials must be securely stored/ covered so as not to cause pollution.

10.0 TEMPORARY TRAFFIC MANAGEMENT ORDERS

Temporary traffic management orders will not be necessary for this project. Should the need for them arise, the outline requirements for these will be discussed with the Council.

11.0 SITE HOARDINGS

As the site is already naturally sheltered by vegetation and existing fencing, we propose to enclose the site with solid plywood hoarding (approx. 2.4m high) to the forecourt on eastern side of the building only, which will ensure that the site is secure, prevent illegal and unsafe trespass and also act as a buffer and screen from potential construction nuisances such as noise, dust and also visual impact. Some additional fencing may be required on other boundaries where existing fence is not satisfactory.

The hoarding shall be erected in accordance with the hoarding licence and painted.

The site pedestrian gates shall be fully lockable to secure the site, during working hours all site access will be controlled and monitored by the gate person.

Small vision panels will be formed in the hoarding or wire mesh gates used to allow the public to safely satisfy their curiosity and see what is being constructed.

12.0 CONTROL OF DIRTAND DUST ON PUBLIC HIGHWAY

The primary means of controlling dust and debris on the highway will be prevention; areas for debris and waste will be dust controlled to prevent escape, vehicle inspections will be carried out but as no vehicle will be coming within the site confined it should not be needed, our traffic marshal and banks

man will be charged with cleaning the street after each delivery to ensure no site waste escapes from leaving trucks. All vehicles leaving the delivery point will be inspected by the banks person

All trucks leaving the delivery point with waste or rubble etc, will be required to be fully sheeted to minimize the risk of dust/debris on the highway. These control procedures will be managed by the gate person who shall also highway and site boundaries.

We will spray a fine mist of water if necessary in the following circumstances: During demolition of the existing building, unpaved areas that become dusty, sand, spoil or aggregate stockpiles (limited on site) and during loading/unloading of dusty materials

Should the highway become contaminated we will have a procedure in place to all in a road sweeper to clean the area and have the issue dealt with promptly.

13.0 MEASURES TO CONTROL DUST AND EMISSIONS

The Construction Phase of this project will be carried out in accordance with the Best Practise Guidance "The control of dust and emissions from construction and demolition" published by London Councils, 2006. Air quality monitoring will be undertaken during onerous works and if any peaks of poor quality are identified the operations will be temporarily suspended.

Subsequently to minimise the release of dust and air pollution during demolition and construction works, in accordance with the BRE guide for 'control of dust from construction and demolition activities, a number of measures will be implemented. These will include:

- a. Any particles generated during the erection of boundary fences, barriers and screens should be damped down using water suppression
- b. All land clearing activities should be undertaken through the installation of 'dust bosses' that spray a fine mist of water onto work areas to suppress the dust and/or towed water bowsers with 'fantail' attachments to control dust on site haulage routes particularly through the demolition phases of the project
- c. Stockpiles of materials should be of the minimum practicable height and should be located away from the development area boundary, if feasible, as well as being positioned downwind of any sensitive receptors, where practicable, and should be stored only for the minimum period of time possible
- d. Heavily used areas should be paved as well as an area on the exit of the development area
- e. Non paved areas should have vehicle speeds limited to 5mph and be damped down during dry windy weather
- f. Wheels of all site plant and vehicles should be cleaned so that mud is not spread on surrounding roads; This will be supported with the provision of wheel-wash and jet wash facilities
- g. Area around the site is regularly and adequately swept to prevent any accumulation of dust from the site
- h. Exhaust emissions should not discharge straight at the ground. Construction plant and vehicles should be well maintained and regularly serviced ensuring MOT emissions standards for vehicles are met at all times. Visible smoke from plant should be avoided.
- i. Engines should be switched off when vehicles are not in use and refuelling areas should be away from areas of public access
- j. Skips and removal vehicles shall be covered when leaving the site to prevent dust being deposited in the neighbourhood
- k. Burning of any waste or other materials on site will not be permitted for any reasons. The main contractor will take all necessary precautions to prevent the occurrence of smoke

emissions or fumes from site plant or stored fuel oils for safety reasons and to prevent such emissions or fumes drifting into residential areas or areas of public open space.

The contractor will be required to implement the following measures to control the spread of dust, smell and other effluvia:

- Work areas to be fenced off with 1200 gauge membranes
- Locate machinery and dust generating activities away from receptors
- Create a physical distance and/or barrier between dust/emission generating activities and receptors
- Install solid screens or barriers around dust generating activities. These should be at least as high as any stockpiles onsite
- Cover stockpiles to prevent wind whipping
- Remove loose materials as soon as possible
- Hoardings, fencing, barriers and scaffolding should be regularly cleaned using wet methods
- Where possible cutting, grinding and sawing to be conducted off-site and prefabricated material and modules to be brought in. In cases where on site cutting and grinding must take place the main contractor will ensure that spraying water, from a water efficient spray pump, over the material as it is being cut will be implemented
- Skips, chutes and conveyors will be completely covered to ensure that dust does not escape
- Similarly, drop heights will be minimised to control the fall of materials.

In addition to dust created by site activities there is also an impact upon air quality from the volume of construction traffic to/from the site. Wherever possible the contractor will seek to coordinate deliveries so that overall construction traffic volumes are kept to as low a level as is reasonably practicable. This will include shared loads, off site prefabrication where construction sequence permits and reuse/ recycling of materials.

It is intended to review the effectiveness of the above dust mitigation measure as part of the weekly site meeting

14.0 SPECIAL NOTES/ ASSURANCES

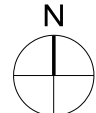
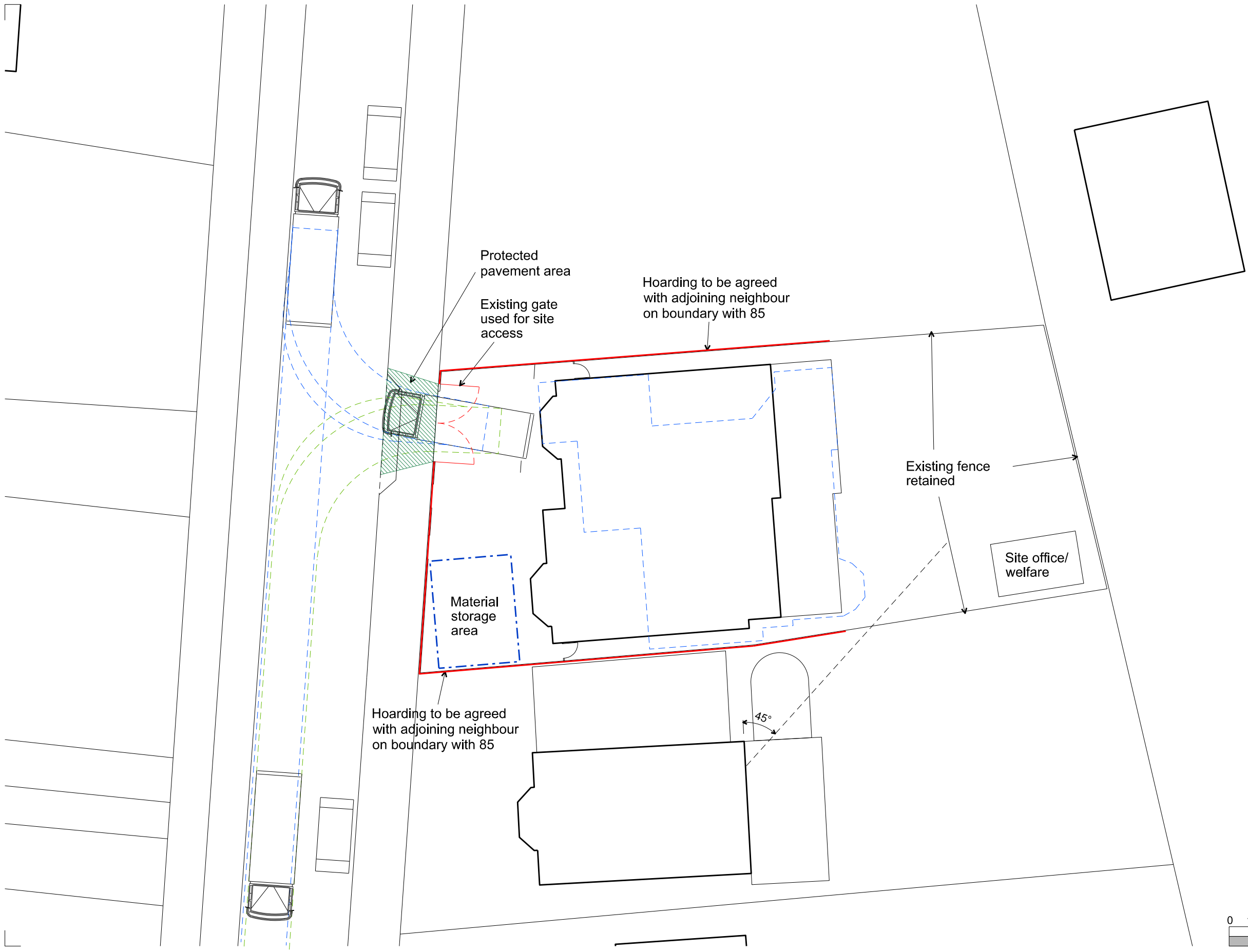
Due to the nature of the development we can advise and state that there will be no impact piling on site

15.0 SUMMARY

This Construction Management Plan will be adhered to along with the consultant's specifications and drawings during all phases of construction, all works shall be under the management of the Project team who will have 24 hour contact numbers circulated to the team and also visible on the site documentation in case of emergency

DIZarchitects

October 2023




 Holt Lodge, 38
 Castlebar Park
 London W5 1BU
 t: +44 208 998 7576
 f: +44 870 134 8184
 e-mail: contact@
 dizarchitects.com

- ▶ Route Accessing Site
- ▶ Route Leaving Site

REV	NOTES	I DATE
A	ISSUED FOR PRE-PLANNING	17.08.2018
B	ISSUED FOR PLANNING	11.08.2023

REV	NOTES	I DATE

JOB 83 Udney Park Road, Teddington TW11 9BB	
TITLE	SCALE 1:200 @ A3
	DRAWN BY DR
	DATE AUG 2018
DRAWING No. 00P006	REVISION B