LONDON BOROUGH OF RICHMOND UPON THAMES

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

LONDON BOROUGH OF RICHMOND UPON THAMES

CMP PRO-FORMA (July 2021)

INTRODUCTION

1. Date of this document

12-12-2024

2. Site / Property address

27 Baronsmead Road SW13 9RR

3. Planning reference (if known)

24/0979/HOT

4. Brief description of the work

Extension of existing basement including the addition of front and rear light wells; a single storey rear extension; a part single/part two storey side extension and extension to the roof. Replacement railings.

5. Contact details (name & mobile number)

Property Owner / Client:	Daniel Yates and Rachel Andre
Project Manager / Contractor	Ade architecture ltd, 3 College Mews, St Ann's Hill, London, SW18 2SJ
Emergency Contact	Hannah Pedel , 020 7993 8542
Person responsible for completing this document	John Steeds/ Jack Hamel

6. Estimated Start Date and Programme Length

Estimated Start Date on site:	January 2025
Programme:	
20 months:	-First eight months will be demolition, excavation and structural works -Last twelve months will be second phase and fit, commissioning etc.

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:

Traffic will approach from Suffolk Road towards the north turning onto Ferry Road, where it will continue south the suspended bays on Ferry Road and the corner of Baronsmead as noted on the Suspended Parking bays. Traffic will enter the bay in 1st gear and stop. Grab Lorries and Concrete Lorries will use 10mtr of bay here.

Away from site:

All traffic will leave via Ferry Road heading south and turning right onto Castlenau and then leave the area on either Church Road or the A306.

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)

There are two sensitive receptors further north of the suspended bays along Ferry Road ; Walsingham Lodge (Housing Association) and Viera Gray Care Home.
In addition the Barnes Wetland Centre has an access from the A306 at the junction with Church Road . This is a popular tourist attraction and will be notifiable to all contractors and suppliers.

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

Site Hours:	8-6 Mon-Friday and 8-1 Saturday
Construction Vehicle hours:	08.00-17.00

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

a. No more than one vehicle to attend the site at any time (*mandatory*)	**Y**
b. Vehicles will not be permitted to stack outside the site or on local roads & a proper call-up procedure will be used	**Y**
c. Construction vehicles will not block the road (where this is unavoidable, justification must be provided in Section 20)	**Y**
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**
e. Any signage or barriers will conform to Chapter 8 of the Traffic Signs Regulations and General Directions 2019 and NRSWA requirements	**Y**

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

Waste and spoil will be removed using Grab Lorries as noted on the Swept Path drawing and within the Site Management Traffic Movement explanation further below. This will be done on Ferry Road in suspended bays only during the Excavation Phase. After this, a Wait & Load Skip contractor van will be used for smaller waste.

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

a. Standard Ready-Mix vehicles (*must be included on drawings*)	Y
b. Bagged material delivered and mixed on site	Y

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

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

Traffic Marshall and Banksmen will use portable barriers to protect pedestrians whilst site traffic is parked outside the property during deliveries and collections. The above includes Concrete Deliveries and Muck away Grab Lorries.

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 Strip Out	Contractors Panel Van- for example Nissan Cabstar or Ford Transit Length 5.35m, width 1.97m	10 for 4 weeks
Excavation	Grab Lorry for example Leyland DAF Length 7.8m width 2.6m	10 Per Week for 8 Weeks
Structural	Skip Lorry for example Leyland DAF Length 7.1m width 2.5m Concrete Lorry Length 7.45m, width 2.5m (Smaller than Grab Lorry above)	3 for 16 weeks 5 for 3 weeks
Structural	Contractors Panel Van- for example Nissan Cabstar or Ford Transit Length 5.35m, width 1.97m	5 for 30 weeks
Fit out	Contractors Panel Van- for example Nissan Cabstar or Ford Transit Length 5.35m, width 1.97m	10 for 26 weeks
Finishing	Contractors Panel Van- for example Nissan Cabstar or Ford Transit Length 5.35m, width 1.97m	5 for 8 weeks

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

Not Applicable as there are no circumstances envisioned when any of the above will be required.

17. Will a Footway closure be required? **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? **/ 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**

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*)

10mtr for the Grab Lorries 8 weeks, 10mtr for Concrete Lorry for each delivery

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

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

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

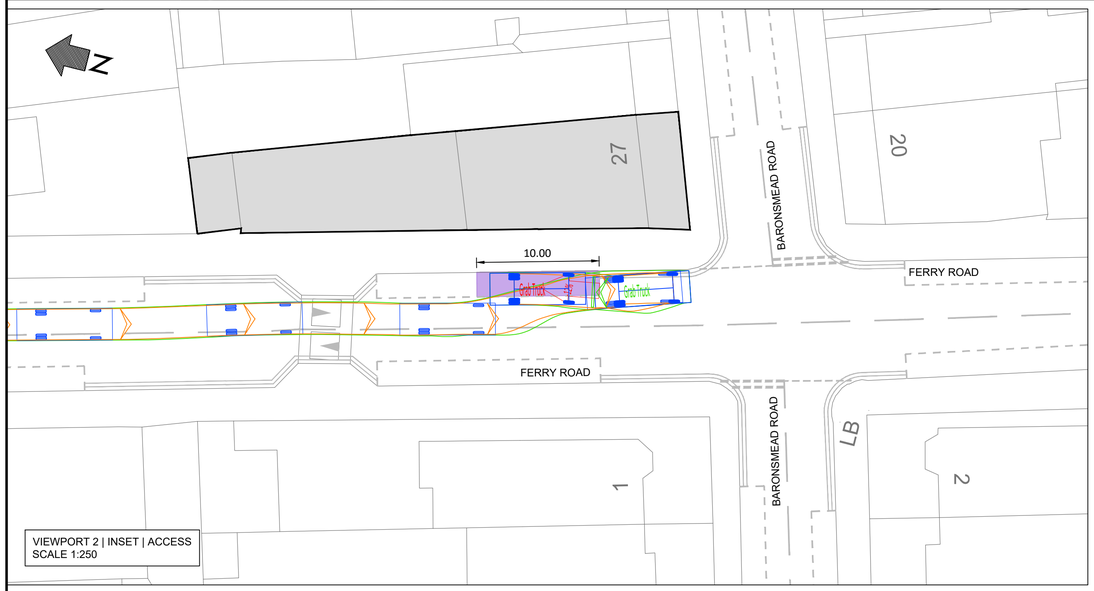
23. ADDITIONAL INFORMATION (if required above**)**

Appendices

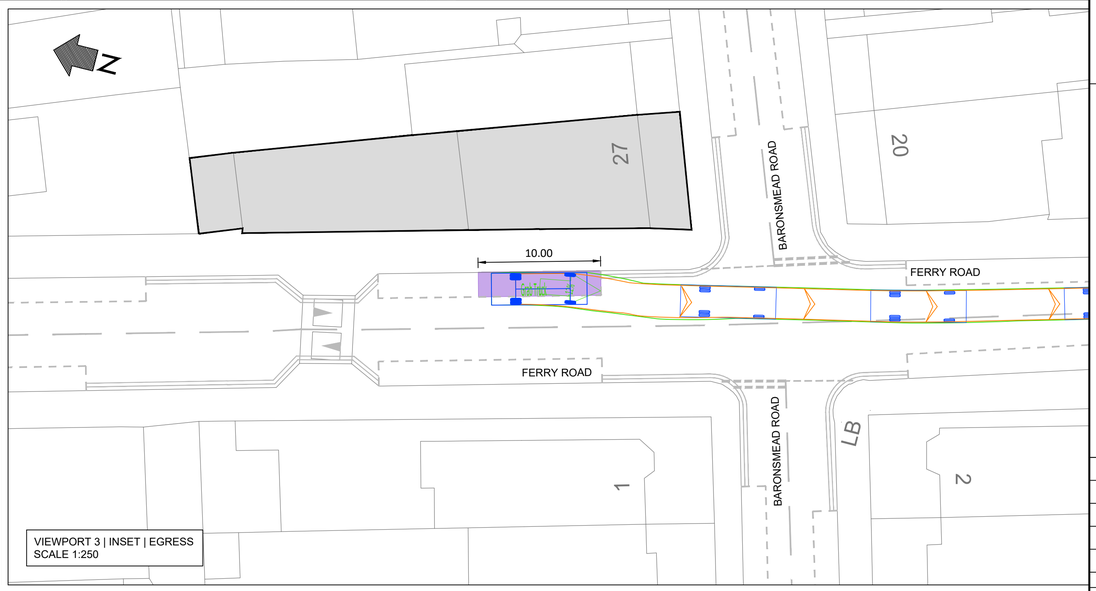
Swept Path Analysis including bay suspension for Grab Lorry (Concrete Lorry will use the same location.)
Site Management Plan including Waste Plan
Site Plan
Dust and Noise Mitigation

APPEND DRAWINGS BELOW

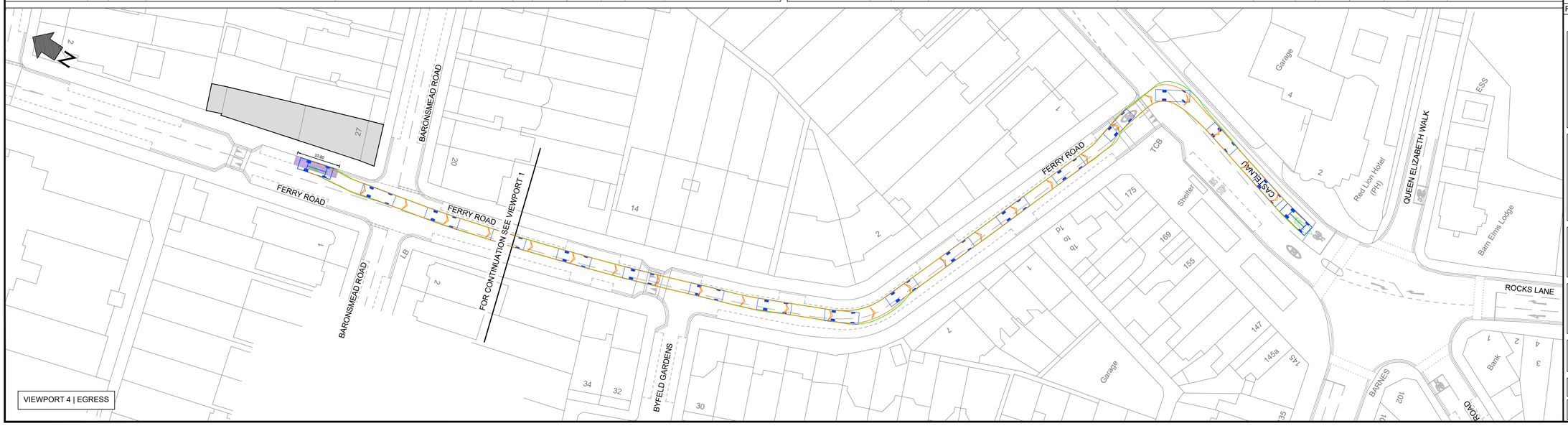
VIEWPORT 1 | ACCESS



VIEWPORT 2 | INSET | ACCESS
SCALE 1:250

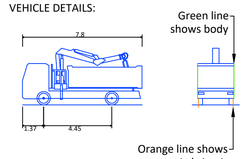


VIEWPORT 3 | INSET | EGRESS
SCALE 1:250



VIEWPORT 4 | EGRESS

VEHICLE DETAILS:



GRAB TRUCK

Overall Length	7.800m
Overall Width	2.600m
Overall Body Height	3.700m
Min Body Ground Clearance	0.362m
Track Width	2.490m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.845m

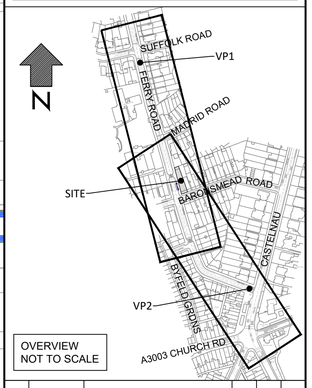
Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

PROPOSED LOADING AREA for Grab Lorries and Concrete Lorries.

DISCLAIMER:

THIS DRAWING IS BASED ON 1:1250 SCALE ORDNANCE SURVEY (OS) MAPPING DATA. PLEASE NOTE THAT OS MAPPING DATA IS INHERENTLY BASIC AND DOES NOT INCLUDE DETAILS SUCH AS ROAD MARKINGS. THESE ELEMENTS HAVE BEEN INDICATIVELY ADDED USING ONLINE MAPPING AND STREET-LEVEL IMAGERY TOOLS, AS SPECIFIED IN YOUR SIGNED FEE QUOTATION.

SITE CHECKS ARE STRONGLY RECOMMENDED TO VERIFY THE POSITIONS OF THESE ELEMENTS. ALTERNATIVELY, CONDUCTING A TOPOGRAPHIC SURVEY OF THE ROUTE IS PREFERRED FOR MUCH GREATER ACCURACY.



OVERVIEW
NOT TO SCALE

Rev	Date	Description	Drn	Chk	App
-	14/03/24	ORIGINAL ISSUE	AS	JH	JH

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

CAD PRECISION LTD
Web: www.cad-precision.com
Email: info@cad-precision.com
Tel: 01273 661753

Client
UK CONSTRUCTION SUPPORT LIMITED

Project
27 BARONSMEAD ROAD, BARNES

Drawing Title
SWEPT PATH ANALYSIS USING A 7.80M GRAB TRUCK

Drawing Status
FOR INFORMATION

Drawn	Designed	Date	Scale	Size
AS	AS	DEC 2024	1:500	A1

Drawing No. 3104-004
Rev -

PLOT DATE: 12 December 2024 19:00:54

Site Management Plan including Waste Management.

Site Hoarding and Site Access.

- A secure, timber framed hoarding will be erected to the front of the property within the property boundary.
- This hoarding will be 2.4mtr high and have a secure access gate for materials and pedestrians at the front opening onto the path. This will have a secure lock and will remain closed unless there is a delivery or collection, during which it will be supervised whilst open.
- The hoarding will be painted to the Principal Contractor's (TBC) colours and will have a site noticeboard with Site Management contact details, Principal Contractor's main office contact details, emergency contact details, and any licensing from the council, such as bay suspension notices.
- The hoarding will be kept clean and regularly inspected for any dust or damaged (weather damage, for example.). Cleaning and repairs will take place promptly where necessary.
- The 'Signing In' book and interior site noticeboard will be located within the property and will contain the Signing In Book and site management details.

Site Plan including Office & Welfare.

- Please refer to the site plan beneath that shows key locations within site, including Hoarding, Front access, Waste Storage, Materials Storage and the Office and Site Welfare.
- At all times the Arboricultural report document produced by Arborweald Environmental Planning Consultancy Ltd will be adhered to, for example protection measures page 11.
- The first phase of the project will involve undertaking the findings of the survey produced by Arborweald Environmental Planning Consultancy Ltd as per the site set up see page 19.
- Only once this is finished will the Principal Contractor undertake their own Site Management Set Up.
- Pedestrian access will be through the front hoarding of the property as noted above.
- A bay suspension outside the property on Ferry Road is noted within the Swept Path drawings for materials deliveries including a concrete lorry and waste collections.
- Spoil Storage will be within the rear garden and removed using grab lorries.
- Non Spoil Waste will be removed using skips or contractor vans to ensure separation from spoil.

- Plant such as the conveyor and site tools will all be stored securely within the property as required by hire company instructions or tool manufacturer's instructions.
- Materials will be stored within the property where they are to be immediately used, or within the rear garden in secure storage. This will be in line with all COSHH regulations, and storage will be weatherproofed. See Dust plan below.
- The Site office, Site Welfare and WC will be located within the property or the rear garden, this to be decided by the Principal Contractor once appointed.

Site Waste Management.

The overall design and any related sub-contractor design has three main targets within Waste Management.

1) **To reus**e; identify existing materials on site that may be reused as they currently are e.g. timber joists and roof tiles without any further material input.

2) **To recycle;** identify existing materials on site and materials that are brought to site during the works which may be recycled on site for alternative uses to which they were initially designed. This may involve the Main Contractor or Sub Contractor utilising waste materials on other projects.

3) **To reclaim;** identify waste materials on site which cannot be used or recycled within the building site, but which are suitable to be sent to a specialist waste reclamation company via a licenced waste handler for conversion to other useful products.

The Principal Contractor, once appointed, will be required to name the proposed Waste Handling Company and subsequently ensure the handling company has documentation showing it is licensed, and also documentation showing how waste has been collected from site and recycled once the works begin.

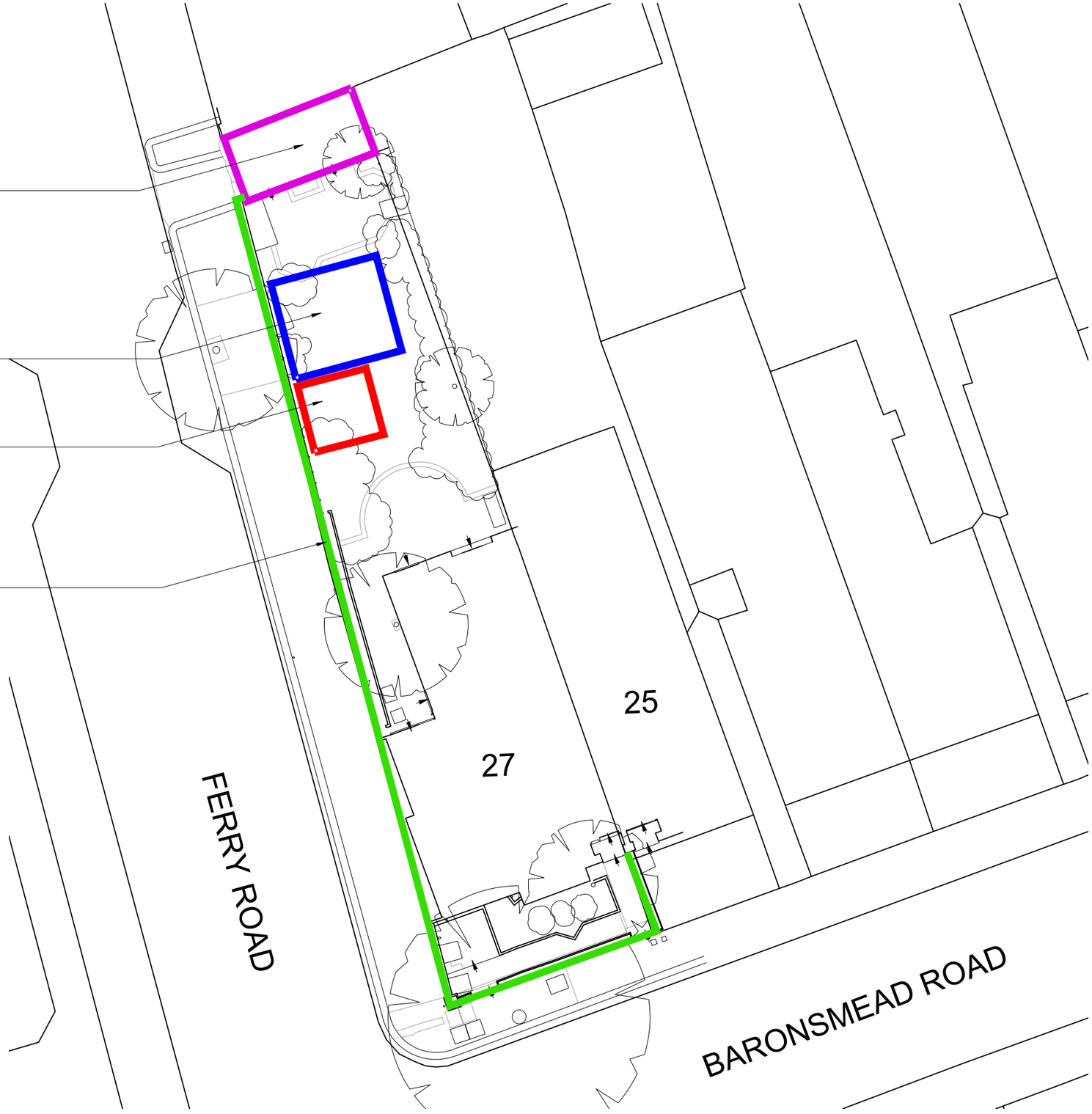
As noted previously, the designated spoil storage area will be within the rear of the property where it will be ready for collection by Grab Lorries. Non spoil waste will be removed by contractor van or skip. In both cases all vehicle movements will be supervised by site operatives wearing the correct PPE such as boots, Hard hat and High Viz jacket. The operatives will ensure the safety of pedestrians through the use of safety barriers and escorting of pedestrians when necessary.

SITE OFFICE AND WELFARE INCLUDING WC IN EXISTING REAR GARAGE

MATERIALS STORAGE WITHIN GARDEN, NOT IN RPAs

WASTE

2.4M HIGH SECURE TIMBER HOARDING



1:200 10.0m 20.0m

Noise & Dust Mitigation.

The client is committed to ensuring that the requirements on noise and vibration mitigation are met as best practicable and in conjunction with health and safety law, and the main contractor appointed will be expected to adhere to these conditions.

The following procedures will be in place:

- Richmond Council permitted working hours will be observed at all times.
- Where practicable, hand tools will be used to perform tasks to avoid noise from power tools.
- Where power tools have to be used, they will be 110v electrically operated, or they will be battery operated and only used during high impact hours.
- A conveyor for basement works will be electric and installed by a professional conveyor company to ensure minimum disturbance to neighbours.
- A mechanical digger will be used to move spoil around and accelerate the program thereby lessening the period over which dust may be produced.
- Where works to the party are to take place, neighbours will be warned in advance of these works with a letter as detailed before, and if necessary, timings of works fixed at certain times (i.e., works to party wall only 9am-noon if a neighbour has specific requirements)
- No loud radios will be allowed on site.
- Operatives will be inducted to site, so they understand these requirements.

Dust Mitigation and Air Quality.

Dust mitigation and air quality measures on site will include:

- The requirement to wear PPE where dust is created, including mask and goggles.
- The use of hand tools where possible to perform tasks.
- The use of dust extractors on power tools that may create dust.
- A '*Wetting Down'* procedure of materials where required.
- The storage of waste materials within rubble sacks before being taken to a skip to ensure no escape of dust.
- Skips or similar to be covered with a tarpaulin or similar at all times when not being

loaded or unloaded to ensure that any escape of dust is minimised.

- The safe and correct storage of materials on site as per manufacturer's instructions.
- Cleaning and sweeping of site on a regular basis by attendant site labourer.
- There will be wheel washing facilities on site even though for the majority of the project no wheeled vehicles will be required to enter and leave the site.
- Face Fit Dust Masks will be worn on site.
- Windows will be installed as soon as is practicable to contain the dust within the property.
- Risk Assessments, Method Statements and Tool Box Talks will be provided by the Principal Contractor to cover topics such as Noise, Dust and Vibration.

The risk of noise and vibration is low and mechanical aids and procedures are in place to reduce this risk. Noisy activities will be restricted to the working hours on site and hand tools have been selected for low vibration magnitudes and exposure limits have been assessed using the Vibration Ready Reckoner where available.

<u>Noise</u>

The *lower exposure action values* are

- 80 dB(A) *L*EP,d or 80 dB(A) *L*EP,w - i.e. a daily or weekly personal noise exposure of 80 dB(A) ; and
- 135 dB(C) *L*Cpeak - i.e. a peak sound pressure level of 135 dB(C).

The *upper exposure action values* are

- 85 dB(A) *L*EP,d or 85 dB(A) *L*EP,w - i.e. a daily or weekly personal noise exposure of 85 dB(A)
- 137 dB(C) *L*Cpeak - i.e. a peak sound pressure of 137 dB(C).

The *exposure limit values* are

- 87 dB(A) *L*EP,d or 87 dB(A) *L*EP,w - i.e. a daily or weekly personal noise exposure of 87Db (A); i.e.
- 140 dB(C) *L*Cpeak - i.e. a peak sound pressure of 140 dB(C).

<u>Vibration</u>

- Exposure action value of 2.5 m/s^2 A(8) at which level will introduce technical and organisational measures to reduce exposure.

Exposure limit value of 5.0 m/s^2 A(8) which will not be exceeded by the Contractor.