

EXEL
CONSTRUCTION
LIMITED



Construction Management Plan

For

**192-194 London Road
Kingston, Surrey
KT2 6QP**

**Kingston Upon Thames Council, Planning Control and Conservation
Planning permission No: 22/00864/FUL**

Contractor;

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Exel Project Reference: WO 3219

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Introduction

This document is the Construction Management Plan (hereinafter referred to as CMP) for the development of 9 residential flats and a ground floor commercial space (shell only) located near the city centre of Kingston.

The site is located at 192-194 London Road, Kingston, KT2 6QP, formally known as 'Bathstore' and can be found between 'Majestic Wine Warehouse' and the railway bridge.

To the area surrounding the site there is a mixture of residential, commercial properties and a railway line on a two-way street (192–194 London Road).

Due to the location of the site and constraints with space it will not be possible to provide contractor parking on site. Contractors will be required to use public transport to site.

The proposed works consist of:

Demolition of the existing 1 storey building, site clearance, foundations and drainage works. The construction of one new building, comprising 3 floors, providing 9 Private Rental Sector flats with a mixture of one, two and three bedrooms. The building will be constructed as a structural steel frame with metal light gauge stud work to infill the external walls, clad with a single skin of blockwork with a rendered finish, timber sash windows and flat roofs with PV panels. Provision of external works including bin and cycle stores and communal roof terrace.

The Construction Management Plan has been compiled in connection with planning conditions No 4 & 13, both pre-commencement conditions.

The main construction works will commence for an approximate duration of 60 weeks indicating a completion date of January 2025. This includes two, two-week Christmas shutdown periods when minimal works are planned to be undertaken.

Vehicle Routes and Access

The main route to the site is via Kingston Hill (A308) or Coombe Lane West, which connects to the A3.

Routes through the center of Kingston will be advised against to minimize traffic congestion.

Access to the site from Kingston Hill is over the roundabout in a westerly direction, with the site on the left hand side. The route from the A3 will bring vehicles down Coombe Lane West, turning right into Galsworthy Road then left onto Kingston Hill. Upon arrival of deliveries to site, vehicles must reverse fully onto the site being supported by a banksman and traffic marshaller.

Instructions will be given to all companies in the supply chain to access the site from Kingston Hill and a map will be issued showing the required route to the site.

Companies of delivery vehicles will need to arrange for the appropriate site contact to be contacted just prior to the driver entering Kingston Hill to ensure there are no obstructions in London Road preventing the vehicle entering the designated unloading area.

Road Closures

Whilst the Statutory Authorities (water / electric / BT etc.) will be directly responsible for any traffic management arrangements for their own works, Exel Construction will liaise with the Statutory Authorities prior to works commencing to ensure that they comply with the CMP as laid down. All RAMs (Risk Assessment and Method Statements) will be submitted to Exel for approval prior to any work commencing.

Traffic Management

London Road is used by local vehicles and pedestrians. There is a public footpath positioned parallel to the site and during various stages of the project a scaffold will need to be positioned on the footpath and scaffold arrangements will be finalised with Kingston Council.

All loading and unloading will take place within the site boundaries, which is accessed by a dropped curb situated just before the railway bridge.

Large lorries will be reversed onto site with assistance from a banksman to allow the vehicle to drive straight out onto London Road when departing therefore eliminating any traffic disruptions.

Various suitable holding areas will be identified outside the city area and be utilised to ensure lorries are not queued up outside the site restricting access for others.

Only planned deliveries will be accepted and contact to be made before delivery.

All deliveries to site will be logged in the form of:

- Supply Chain Company.
- Lorry type / registration.
- Time of delivery.
- Approximate time on site.
- Driver name.
- Goods / materials delivered.

This information will be kept by Exel Construction Ltd in the unlikely event of any incident.

Main Operations of the Project

1. Demolition Works

The existing building and associated hard standings within the site curtilage are to be removed to allow the construction of the new development.

Sufficient space is available to the east end of the site for the positioning of large skips to remove the soft strip material and general material left in the buildings. A skip lorry can enter directly on to the site via London Road. For the structural demolition works the muck away lorries removing the hardcore will be positioned on the site to prevent access restrictions to London Road.

A skip lorry can enter directly on to the site from London Road.

The existing structure made up of a concrete frame and bricks will be crushed on site and recycled within the construction process, thus minimising vehicle movements to or from the site.

The remaining material resulting from the demolition works which cannot be recycled will be removed from site by large skips and muck away vehicles.

2. Foundation Works

The development is to have 300mm CFA piled foundations with associated pile caps and ground beams and 250mm reinforced concrete slab. Subject to the material being suitable for reuse we intend to utilise as much as possible of the excavated material within the scope of works on site. Any surplus material will be removed from site by use of muck away lorries controlled and sequenced on a regular basis to ensure queuing of vehicles is kept to a minimum.

Whilst this activity is being carried out, extra care and attention will be made on site to keep the surrounding roads clean of mud and debris.

3. Building Construction Generally

The building will be constructed of a traditional construction, comprising of:

- Piles, ground beam and reinforced concrete slab
- Concrete screed to the ground floor
- Structural steel frame with steel columns, SFS external wall and reinforced concrete floors.
- EPDM or similar roof construction with bio-diverse green and blue roofs.
- External blockwork with render finish.
- Timber windows and doors.
- Metal balustrades to balconies.
- Passenger Lift (1 No)
- Covered storage for cycles and bin stores.
- External foul and stormwater drainage.
- External works, soft and hard landscaping and planting

A detailed programme / procurement schedule will be used to ensure materials are only delivered to site 'just in time'.

Our localised traffic management scheme will ensure minimum disturbance to residents and the local roads.

4. Fitting Out Internal Works

A detailed programme of fitting out works will be developed, materials delivered to site in sufficient quantities and stored on site until they are required for installation. The ground floor commercial space will be utilised as a storage area for internal fit-out materials such as plasterboard, studwork, adhesives, doorsets, ironmongery, sanitaryware, etc.

Dust and noise suppression

Sub-contractors will be required to use dust suppression on all tools that could generate dust, this will be included in their RAMS and monitored on site by the site manager. Noisy works will be limited to between 8am and 6pm Monday to Friday, no works expected to be done on weekends. Operative's tools should be of a 'low-noise' design and comply with HSE regulations not exceeding limits.

Keeping Adjacent Highways Clean

The entrance to the site and unloading area during the demolition, sub-structure and part of the structural steelwork frame works is to be marked on the site set up drawing. The unloading area for the duration of the project is very restricted, and the management of deliveries and unloading is covered in the Construction Management Plan.

Any on-site traffic for the demolition and groundworks phase will be segregated from the delivery vehicles by use of low-level barriers and therefore, the potential of mud and other debris being transferred on to the road will be greatly reduced.

There is potential, during certain phases of the construction process, for the need of vehicle washing and road sweeping procedures to be adopted and this will be implemented as required to ensure that planning condition 4 (f) is enforced. We would envisage the substructure works, i.e. demolition, piling, excavations and groundworks to be completed within 12 weeks of works commencing, which once completed will greatly reduce the risk of the highway being impacted by construction activities.

The measures to ensure where possible that surrounding roads and footpaths will be kept free of mud etc. will include, but are not limited to:

- Adequate sheeting of vehicles carrying waste materials.
- Debris netting applied to the front of metal security fence and scaffolding for protection of the public and the environment.
- Provision of wheel washing located at / adjacent to the site exit. This will comprise of a jet wash facility rather than a drive through washing bath type arrangement.
- Regular inspections by Project / Site Manager of surrounding areas to ensure areas are kept clean. Records will be kept regular inspection and any complaints recorded.
- Adjacent roads and entrances to the site to be swept regularly by Exel Construction Ltd to ensure they are kept clean and tidy.

- Measures will be taken to ensure that mud and debris is not swept into gullies.
- Use of an approved mechanical road sweeper on occasion as required to clean the site of any mud or debris deposited by site vehicles within the vicinity of the site.

Pedestrian Signage

A separate pedestrian entrance will be formed onto the site and low-level barriers will be positioned to separate and protect pedestrians from site traffic.

Suitable directional signage will be fixed the front entrance to ensure the correct routes are used by both vehicles and pedestrians.

Further information and site rules will be explained at the initial site induction and at the regular toolbox talks arranged by the Site Manager.

At each end of the site positioned on the hoarding during the demolition and sub-structure works adjacent to the entrance gates are to be 'Warning Construction Traffic' signs size 400x300mm in size to ensure the general public are informed of the site entrances.

Signs located at the exit will also be displayed instructing drivers to be aware of pedestrians crossing.

Security Hoarding

A timber hoarding will be erected across the front of the site. This will be 2400mm high with top and bottom rails. The hoarding will be painted in corporate colours with safety and directional signage as necessary.

A pair of metal framed gates will be used together with a side access pedestrian gate (pedestrian gate at a later stage).

Where it is necessary to have scaffolding on the pavement, a protected covered walkway will be formed to include lighting.

Debris netting will be fixed to the inside of the metal fence for general protection and to reduce any dust transferring on to the road.

Inspection and Maintaining Signage and Barriers

Regular inspection and maintenance of all signage and barriers is part of Exel Construction Ltd's standard site procedures carried out by the Site Manager. Any replacement or alterations will be carried out as necessary during the construction phase.

Contact details

Contact details of the Site Manager (***Matthew Houghton, phone number 07767219602***) will be displayed by the entrance gates to allow regular contact with the public on any issues that may arise.

Banksmen

Fully trained and qualified banksmen will be employed on site to guide delivery vehicles to areas allocated for unloading.

Copies of the relevant training certification will be kept on site within the Site Managers Health and Safety records as standard procedures.

Site Parking

There will be no parking for both construction workers and delivery vehicles (unless unloading) on site. There are limited parking bays on Station Road situated around the corner from the site where, when possible, contractors/visitors can park for up to 4 hours to offload tools or materials at a fee of £0.50 per 30 minutes, no return for 2 hours. All visitors, staff and operatives will be encouraged to use public transport.

Off- site Parking

Off-site parking is essential.

The following local off-site parking is available;

Cattle Market car park.

Fairfield North, Kingston-upon-Thames

- 109 spaces
- 24 hrs. / 7 days per week
- £3 per hour

Due to the location of the site not being in close proximity of car parks contractors, visitors and staff will be requested to make use of public transport. Norbiton train station is a 5 minute walk from site and there are multiple bus links to get within walking distance of the site.

Site Operatives

No vehicles used by site personnel are permitted to park on the public highway. Site Personnel will be encouraged to use public transport whenever possible. If this is not possible then car sharing will be suggested to prevent single-occupancy vehicles being used. The railway station is located on Coombe Road and there is a frequent bus service via NS, NY, NP, NZ etc as attached route map, Appendix A.

Layout Plan

Layout plan of the site showing structures, roads, site storage and pedestrian routes is always to be displayed on site.

Highway Condition Survey

A pre-construction detailed photographic highway survey will be carried out and agreed with the highways department and confirmation to be sent to Environmental & Economy – Highways & Transport Department. This will include all areas to the front of the building and associated crossovers, pavements and access roads, London Road and Station Road.

Local Residents liaison

The Project / Site Manager will liaise with local residents and businesses on significant deliveries and will invite them to regular meetings to monitor any problems or concerns regarding all aspects of the construction process.

Prior to commencement of the works we will produce a standard letter drop to all local residents / businesses informing them of the works being undertake, duration and contact numbers for Exel Site and Office based Management.

Additionally, when large deliveries are expected we will inform all local residents and businesses, large deliveries would include, but not limited to;

- Piling rig
- Excavators and muck away
- Bricks and blocks
- Heavy plant – excavators etc.
- Windows and doors
- PV panels

An information board will be displayed on the hoarding away from the front entrance / exits to provide local residents of events.

Police Liaison

It is our intention to advise the local Police of our intended works and to seek their advice and input in this CTMP for the benefit of all local residents and businesses to ensure smooth traffic movements.

Temporary Access Arrangements

Due to the layout of the site and the existence of purpose made entrances we are unaware of the need for any temporary access requirements. If any temporary access is required, approval will be obtained from Highways department.

Delivery times

Standard working hours on site are 8.00am-5.00pm Monday-Friday, no noisy works before 8am, however there will be no deliveries before 9am and nothing after 3pm.

Weekend working – Saturday working by site operatives will only be by prior agreement with Exel Construction, 48 hours' notice having been given. Saturday working hours are restricted to 8am – 1pm. There will be no Sunday working.

Conclusion

Careful traffic management and control of vehicle movement to and from the site will ensure the impact on the environment is minimized and contribute towards the Co2 reduction targets. Deliveries to site will be timed to avoid peak periods to minimise impact on the highway network and adjacent properties. Exel Construction will try to do there utmost to reduce congestion wherever possible.

Recycling material, purchasing services goods and materials from local sources will again reduce the number of vehicle movements, cause less congestion on local roads and reduce emissions to limit the impact of freight transport on the environment.

This CMP will be forwarded to all of our supply chain to ensure that they are aware of the restrictions for this site.

Appendices

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Appendix A

Map showing position of site and various bus routes.

Appendix B

Various images (Google Earth) showing site access and surrounding roads / junctions and comments / notes as applicable.

Fig. 1 – Kingston Hill before round-about

Fig. 2 – Coombe Lane West showing right hand turn into Glasworthy Road

Fig. 3 – Galsworthy Road showing left hand turn into London Road

Fig. 4 – View on London Road showing Majestic Wine Wholesaler with 192 London Road just past on the left before the bridge.

Appendix A

Map showing position of site (Bus routes).



Appendix B

Various images (Google Earth) showing site access and surrounding roads / junctions and comments / notes as applicable.

Map of Immediate Areas with Positions of Images taken from 'Google Earth'

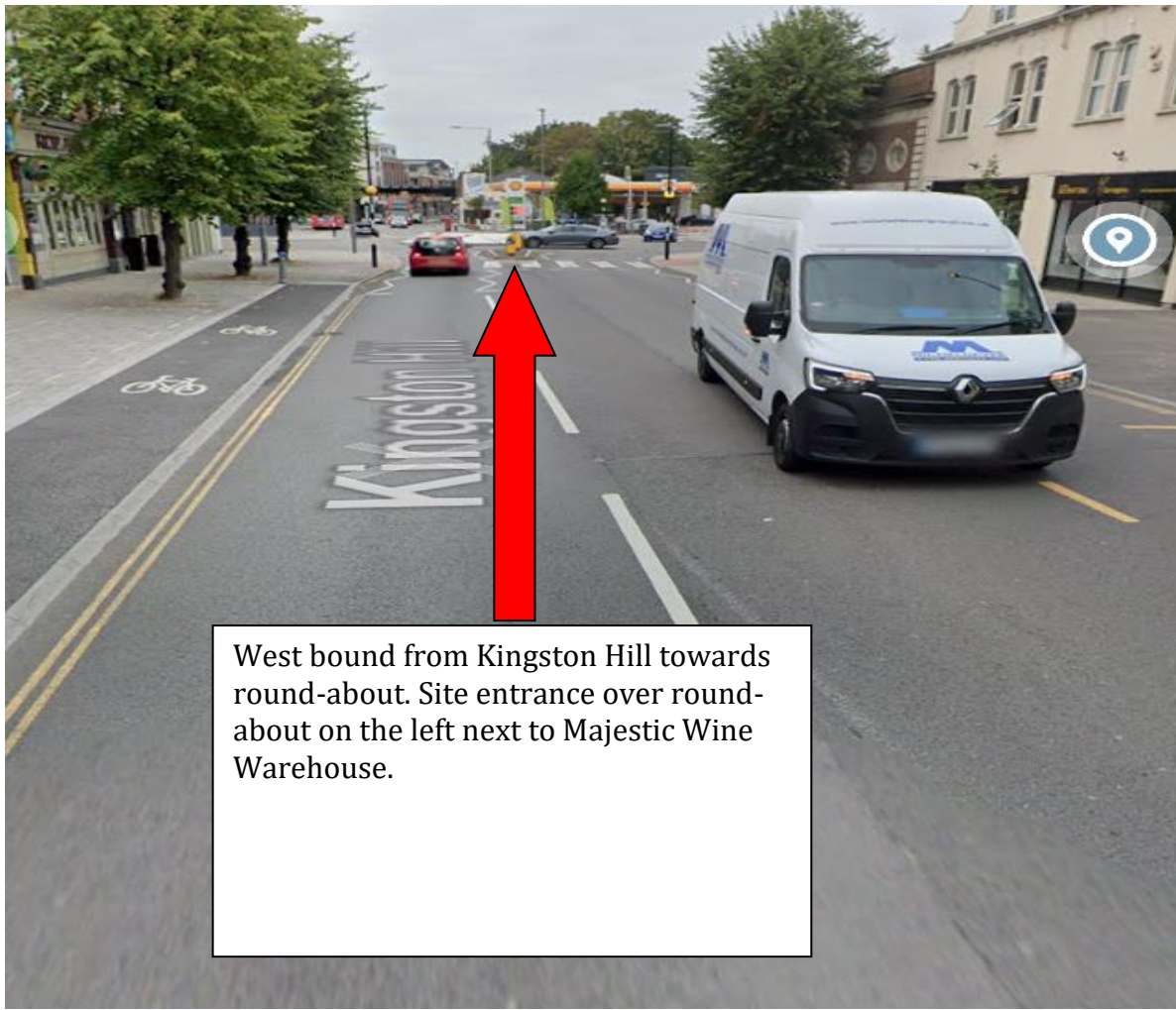
These images show local restrictions and surrounding areas that need to be taken into account when demolition and construction works commence.

A fully detailed photographic record survey of the existing infrastructure will be taken and recorded prior to any works commencing.



Map of Immediate Areas with Positions of Images taken from 'Google Earth'

Figure 1



Comments

View of Kingston Hill just before roundabout.

Figure 2



Comments

View on Coombe Lane West showing right turn into Galsworthy Road.

Figure 3



Comments

View on Galsworthy Road turning left into London Road.

Figure 4



Comments

View on London Road showing Majestic Wine Wholesaler with 192 London Road just behind on the left before the bridge.