



# EAGLE BREWERY WHARF

## Construction Management Plan

Rev: 1.0

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# 1. Introduction

1.1 The purpose of the scheme is to upgrade the existing hard and soft landscaping area as well as the street furniture.

1.2 Area of works is bounded by the River Thames, The Ram Public House and residential accommodation blocks

## 1.3 Site Location

Eagle Brewery Wharf  
SITE LOCATION



Figure 1.1 Site location

## 1.4 Proposed Plans



Figure 1.2 Proposed Plans

## 2. CMP Objectives

### 2.1. Material Management:

- 2.1.1. Ensure timely delivery of construction materials to the site.
- 2.1.2. Minimise delays caused by material shortages or incorrect deliveries.
- 2.1.3. Coordinate material storage and inventory management to prevent overstocking or shortages.
- 2.1.4. Implement a system to track material movement and consumption.

### 2.2. Traffic and Transportation Management:

- 2.2.1. Plan and optimise transportation routes to and from the construction site.
- 2.2.2. Minimise traffic congestion and disruptions in surrounding areas.
- 2.2.3. Coordinate with local authorities and transportation agencies to ensure compliance with regulations.
- 2.2.4. Facilitate the movement of construction vehicles, ensuring safe and efficient traffic flow.

### 2.3. Site Layout and Organization:

- 2.3.1. Design an efficient site layout to optimise the use of available space.
- 2.3.2. Allocate areas for material storage, plant storage, and work zones.
- 2.3.3. Prevent conflicts between different construction activities and ensure smooth workflow.

### 2.4. Environmental Considerations:

- 2.4.1. Implement strategies for minimising environmental impact, such as waste reduction and proper disposal.
- 2.4.2. Control dust, noise, and other potential nuisances to mitigate impacts on the surrounding community.

### 2.5. Community Relations:

- 2.5.1. Establish communication channels with local residents and businesses to address concerns and maintain good community relations.
- 2.5.2. Minimise disruptions and inconveniences to the surrounding area.

### 2.6. Monitoring and Reporting:



2.6.1. Implement a system for monitoring and tracking the progress of logistics activities.

2.6.2. Generate regular reports to assess the effectiveness of the logistics plan and make necessary adjustments.

## 3. Important details

- 3.1. **Development Name:** Eagle Brewery Wharf
- 3.2. **Landowner:** Royal Borough of Kingston
- 3.3. **Site address:** Eagle Brewery Wharf, Kingston Upon Thames
- 3.4. **Site postcode:** KT1 1 HL
- 3.5. **Contractor:** FM Conway LTD
- 3.6. **Site Manager:** (TBC)
- 3.7. **Phone number:** (TBC)
- 3.8. **Email:** (TBC)
- 3.9. **Proposed start date:** (TBC)
- 3.10. **Proposed project duration:** 16 weeks

## 4. Construction Overview

4.1. Below is a brief outline of the construction methodology with an estimated time frame for each element that would be expected on a project of this scale and specification.

### 4.2. Site Setup & Enabling Works

#### 4.2.1. 1-2 Weeks

4.2.2. Installation of site perimeter fencing

4.2.3. Set up temporary construction facilities, including site offices, storage areas, and safety signage.

### 4.3. Hard landscaping

#### 4.3.1. 3-5 Weeks

4.3.1. Preparing the ground.

4.3.2. Installation of kerbs.

4.3.3. Lay foundations for paving and street furniture.

4.3.4. laying block paving.

4.3.5. Installing street furniture.



#### **4.7. Soft Landscaping:**

##### **4.7.1-2 Weeks**

- 4.7.2. Excavation for tree pits.
- 4.7.3. Placing topsoil into pits
- 4.7.4 Placing resin over the tree pits

#### **4.8. Post-Construction Cleanup & Handover:**

##### **4.8.1. 1-2 Weeks**

- 4.8.2. Remove any construction debris, waste materials, and temporary facilities from the site.
- 4.8.3. Restore disturbed areas to their natural state or as specified in the design.
- 4.8.4. Conduct a final inspection to ensure all components are complete and meet the required standards.
- 4.8.5. Hand over the completed flood alleviation scheme to the relevant authorities or stakeholders.

## **5. Working timings**

5.1. Working hours are to be limited to Monday to Friday 08:00 to 18:00 and Saturday 08:00 to 13:00.

5.2. No work is to be carried out on Sundays or Bank Holidays without prior written approval from the local planning authority.

## **6. Vehicular management**

6.1. Deliveries and collections are to be arranged strategically to avoid peak times.

6.1.1 The site team will schedule the vehicular movements to avoid clashes with the deliveries for local businesses and refuse collections.

6.2 Deliveries to site will be coming from the A240 via A307 onto High Street then onto the site through Rams Passage.

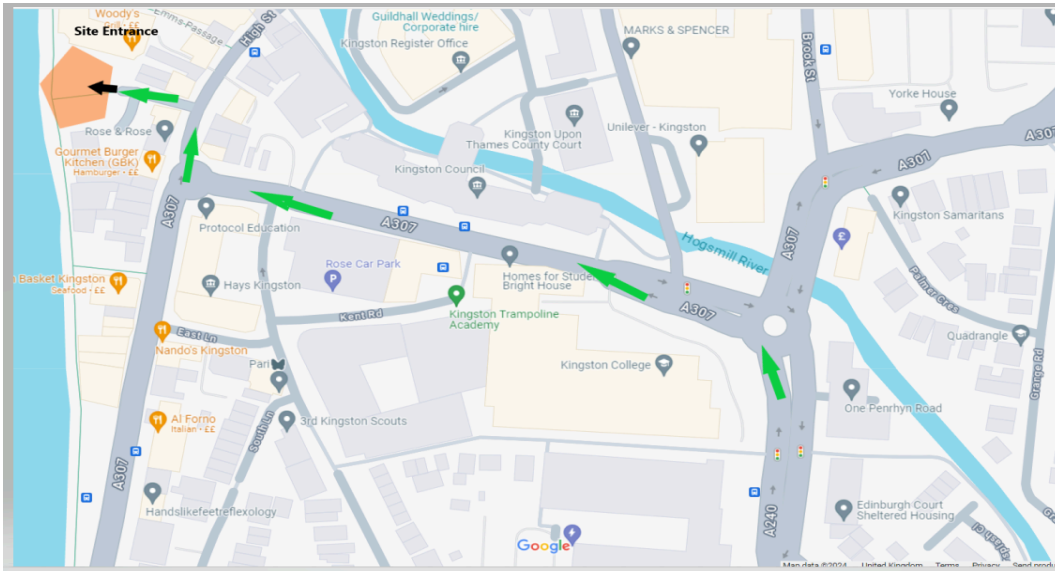


Figure 6.1 Proposed route to site.

6.3 The route away from the site for muck away and vehicles with materials will be similar but in reverse. As can be seen in the plan below.

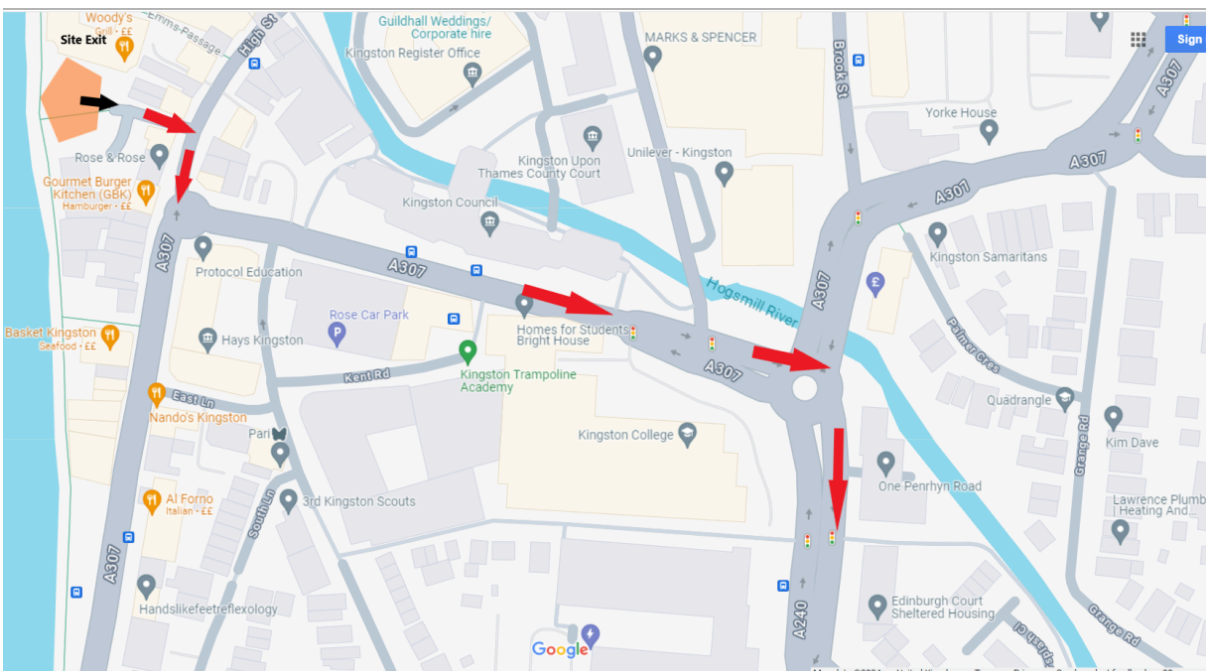


Figure 6.2 Proposed route away from site



6.4. Delivery scheduling is done on time slots to void having more than 1 vehicle arriving at the site at the same time. The site has ample space to allocate a holding/waiting area should need arise in a circumstance where more than 1 delivery arrives at the same time.

6.5. An area has been allocated (location 8 in Figure 9.1) for delivery vehicles to turn around on site to ensure all vehicles exiting or entering the public highway do so in a forward gear. This manoeuvre will be carried out with the aid of a banksman who will be available at the gate at all times.

6.6. Site access warning signs will be displayed at the entrance of the site. Warning signs would not be required on adjacent roads as construction traffic will not spill over to any other road.

6.7. The biggest vehicle expected on site will be a flatbed lorry delivering plant to site. These vehicles are only expected in very low frequencies and only during the site setup phase and once the project is completed

6.8. The peak traffic movement will be during the excavation stage where 2-3 vehicle movements of a 32-ton Muck lorry are expected daily. This is expected to last circa 4-5 weeks.

## 7. Operative and visitor access to site

### 7.1. By Car

7.1.1. Operatives / Visitors arriving by car will use the same route as described for deliveries in 6.2.

7.1.2. No construction related vehicles will be parked on the highway for any period.

### 7.2. Public transport

7.2.1. The closest train station to the site is Kingston Station which is a 0.6 mile walk from the site.

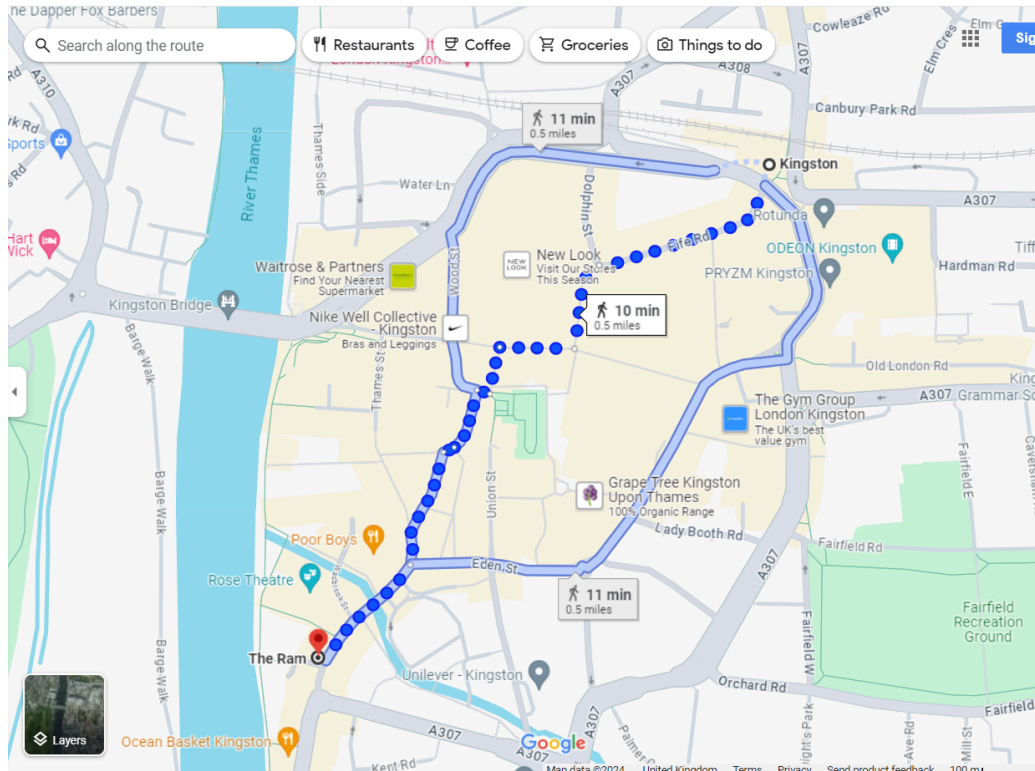


Figure 7.1 Operative route to site

7.2.3. The closest bus stop to the site is located on the High Street and on the A307 about 400 meter walk from the site. This bus stops are served by routes 513, 514, 515.

7.3. Cycling the site is served by a cycle route (on road) running across.

## 8. Site arrangements

8.1. An area in the Southeastern corner of the site will be designated as the welfare area. This will include temporary structures (Cabins) which will house the welfare facilities as well as the site office.

8.2. The site will be secured and enclosed with the use of Hoarding /Heras fencing panels. The entrance to the site will be gated and marshalled at all times.

8.3. Wheel washing facilities will be provided. This area will also double up to be used as a holding/waiting area should it be required.

8.4. Site operatives and visitors will be prohibited from parking on any part of the highway and a designated space will be provided for them within the site compound

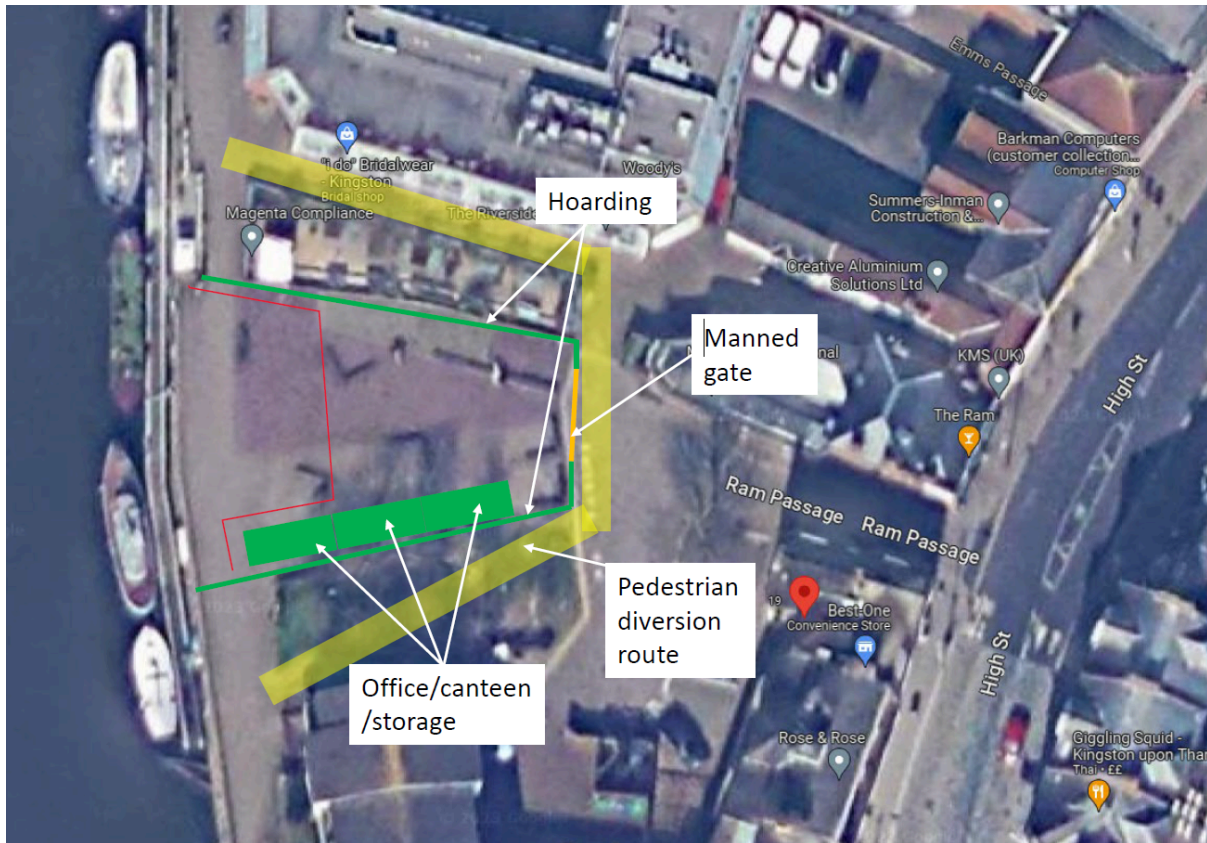


Figure 9.1 Site Layout

## 9. Deliveries/Material Storage

9.1. Deliveries will enter and exit the site using the access on Ram Passages Road using the routes highlighted in Figures 6.1 & 6.2, the Deliveries will be Marshalled onsite where appropriate.

9.2. Deliveries will be made via a grab or relocate lorry equipped with a vehicle-mounted crane to load or offload any materials.

9.3. The storage of plant, materials will be as per Figure 9.1

## 10. Waste management

10.1. All excavated material is to be stockpiled on site to be used at a later stage in the project for landscaping.

10.2. Any waste generated will be taken off-site to be recycled at FMCs Heathrow recycling depot.

10.3. Waste material to be taken away from the site via 8 Wheeler grab lorries or tipper truck.

## 11. Environmental impacts

11.1. The site manager will routinely monitor the dust and sound emissions from the activity on site. All vehicles carrying loads that may have the potential to create dust will be sheeted and watered down where feasible.

11.2. It is not anticipated that the tasks to be carried out will produce dust as most excavations will be of clay. However, where possible any tasks with the potential to create dust will be dampened to suppress the dust.

11.3. All plant on site will be equipped with white noise emitter rather than reversing beepers to reduce the noise on site.

11.4. Only compliant plant and machinery will be allowed on site which will meet the requirements as set out for the NRMM Low Emission Zone