



ONE BATTERSEA BRIDGE

OUTLINE CONSTRUCTION MANAGEMENT PLAN

October 2024

Revision 01

ONE BATTERSEA BRIDGE

OUTLINE CONSTRUCTION MANAGEMENT PLAN

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1 INTRODUCTION

- 1.1.1 Velocity Transport Planning (VTP) has been commissioned by Promontoria Battersea Limited ('the Applicant') to prepare an Outline Construction Management Plan (CMP) in relation to the Proposed Development at 1 Battersea Bridge Road, SW11 3BZ ('the Site'), located within the London Borough of Wandsworth (LBW). This CMP has been amended to reflect the changes to the Proposed Development which include reduced building height, reduction in provision of residential units and increasing provision of affordable housing units.
- 1.1.2 This CMP is provided with additional details to those included within **Section 7** of the Transport Assessment Addendum and the submitted Construction Logistics Plan (CLP) for the Proposed Development. Whilst it is acknowledged that much of the content of the CMP overlaps with that provided within the CLP it has been produced as such to enable greater ease of reading all relevant material.
- 1.1.3 Due to the current stage of the proposal (submission for Planning Approval) a contractor is yet to be appointed for the proposed development scheme. On appointment the contractor will progress and finalise various elements within the CMP. The various elements which will be developed by the contractor (once appointed) are indicated within this document. The CMP is therefore based upon an indicative construction programme and provides details of vehicle routing and access, strategies to reduce vehicle impacts and estimates of the numbers of vehicles.
- 1.1.4 It is anticipated that an appropriately worded planning condition will require a detailed CMP to be prepared, submitted and approved prior to construction with the associated details implemented and monitored throughout the construction programme.

1.2 OBJECTIVES OF THE CONSTRUCTION MANAGEMENT PLAN

- 1.2.1 The overall objectives of the CMP, are to:
- ⦿ Lower Emissions;
 - ⦿ Enhance Safety – Improved vehicle and road users' safety; and
 - ⦿ Reduce Congestion – Reduced trips overall, especially in peak periods.
- 1.2.2 To support the realisation of these objectives, several sub-objectives include:
- ⦿ Encouraging construction workers to travel to the Site by non-car modes;
 - ⦿ Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
 - ⦿ Encouraging greater use of sustainable freight modes;
 - ⦿ Encouraging the use of greener vehicles;
 - ⦿ Managing the on-going development and delivery of the CMP with construction contractors;
 - ⦿ Communication of site delivery and servicing facilities to workers and suppliers; and
 - ⦿ Encouraging the most efficient use of construction freight vehicles.

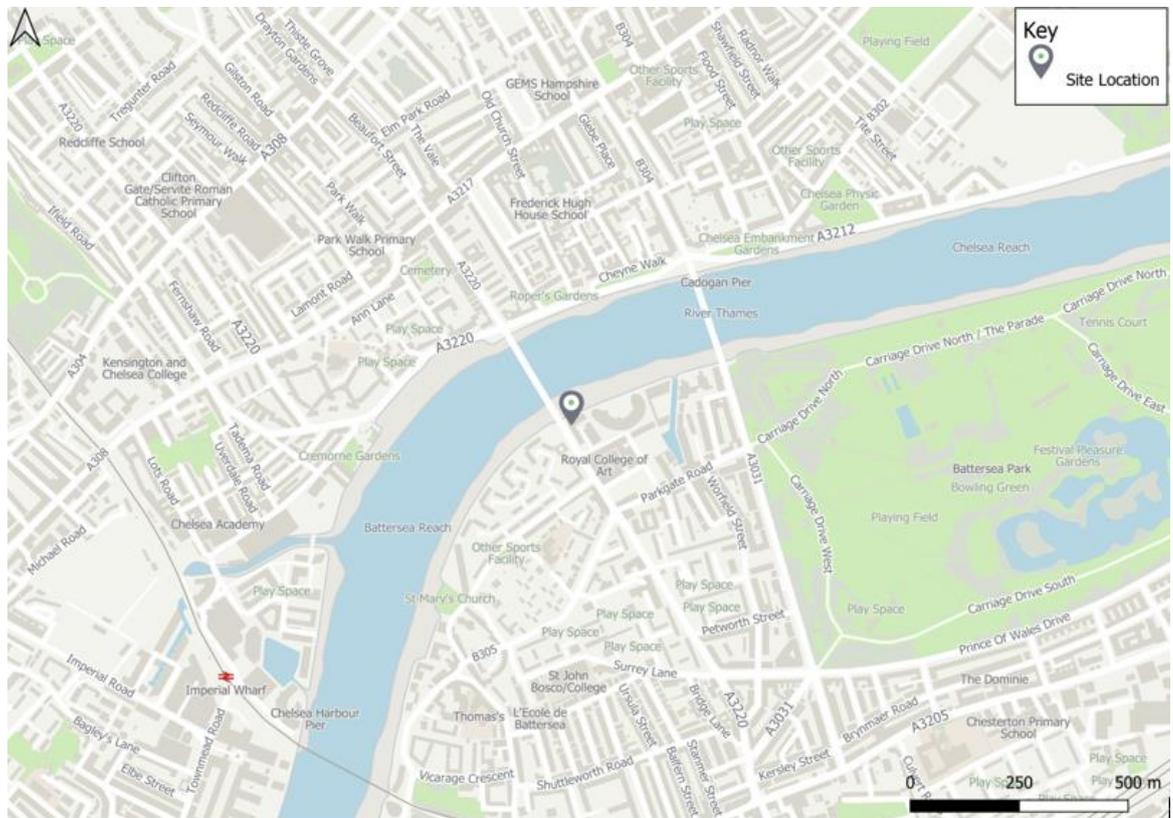


1.3 SITE LOCATION

1.3.1 The Site is bound to the north by the Thames Path and River Thames, and to the south by Hester Road. Battersea Bridge Road bounds the Site to the west, with a six-storey residential building situated to the immediate east. The nine-storey Albion Riverside development is situated further to the east.

1.3.2 **Figure 1-1** shows the location of the Site in the context of the surrounding area.

Figure 1-1: Site Location



1.4 EXISTING SITE USE

1.4.1 The Site extends to 0.13ha and comprises a part five-storey, part six-storey 1980s office building (Class E) with a basement level car park providing 33 car parking spaces. Vehicular access to the Site is via a priority junction with Hester Road to the south.

1.5 WHAT IS BEING BUILT?

1.5.1 A detailed planning application is being submitted for the following development description:

1.5.2 *'Comprehensive redevelopment of the site to include demolition of existing building and erection of a part 10 storey, part 28 storey building (plus ground floor and basement levels) comprising residential use (Class C3), office use (Class E), community use (Class F2), and a restaurant (Class E), with associated car parking, cycle parking, public realm, landscaping and other associated works'*

1.5.3 The proposal comprises a mixed-used residential-led (110 units) development. Retail and community space will be provided as accessible from the ground floor level externally (which varies), and the office space will be located on the first floor of the development.



2 POLICY CONTEXT

- 2.1.1 Relevant local and regional planning policy and guidance has been reviewed to provide context for deliveries and servicing in relation to the development proposal.

THE LONDON PLAN (2021)

- 2.1.2 The London Plan (2021) is part of the statutory development plan and aims to ensure that London's transport is easy, safe and convenient for everyone and actively encourages more walking and cycling.

- 2.1.3 Policy T7 states:

“Development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.

During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.”

- 2.1.4 As such, CLPs should demonstrate, through all reasonable endeavours, that non-road vehicle modes have been considered, including rail and water freight. CLPs should adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient. To make the plans effective, they should be monitored and managed throughout the construction phase of the development.
- 2.1.5 To reduce the road danger associated with construction activity, FORS and CLOCS schemes should be adhered to, ensuring safer site conditions.

TFL CONSTRUCTION LOGISTICS PLAN GUIDANCE

- 2.1.6 Transport for London issued the 'Construction Logistics Plan Guidance' in July 2017 ("Guidance"), the purpose of which is to ensure that CLPs of high quality are produced to minimise the impact of construction logistics on the road network. The Guidance focuses on reducing the impact of construction in terms of:

- ⦿ Environmental impact: Lower vehicle emissions and noise levels
- ⦿ Road risk: Improving the safety of road users
- ⦿ Congestion: Reduced vehicle trips, particularly in peak periods
- ⦿ Cost: Efficient working practices and reduced deliveries

- 2.1.7 CLPs provide a framework for understanding and managing construction vehicle activity into and out of a proposed development and should detail:

- ⦿ The amount of construction traffic generated
- ⦿ The routes the construction vehicles will use and consideration of local impacts
- ⦿ The impact on relevant Community Considerations
- ⦿ Any traffic management that will be in place



- 2.1.8 There are two types of CLPs that may be required. An outline CLP accompanies the planning application and gives the planning authority an overview of the expected logistics activity during the construction programme. A detailed CLP is submitted to a planning authority pursuant to, and in discharge of, a condition that has been imposed on the planning permission. It provides the planning authority with the detail of the logistics activity expected during the construction programme.
- 2.1.9 The guidance suggests a range of measures and strategies that should be considered to reduce the impact of construction on the local environment.



3 CONSTRUCTION METHODOLOGY

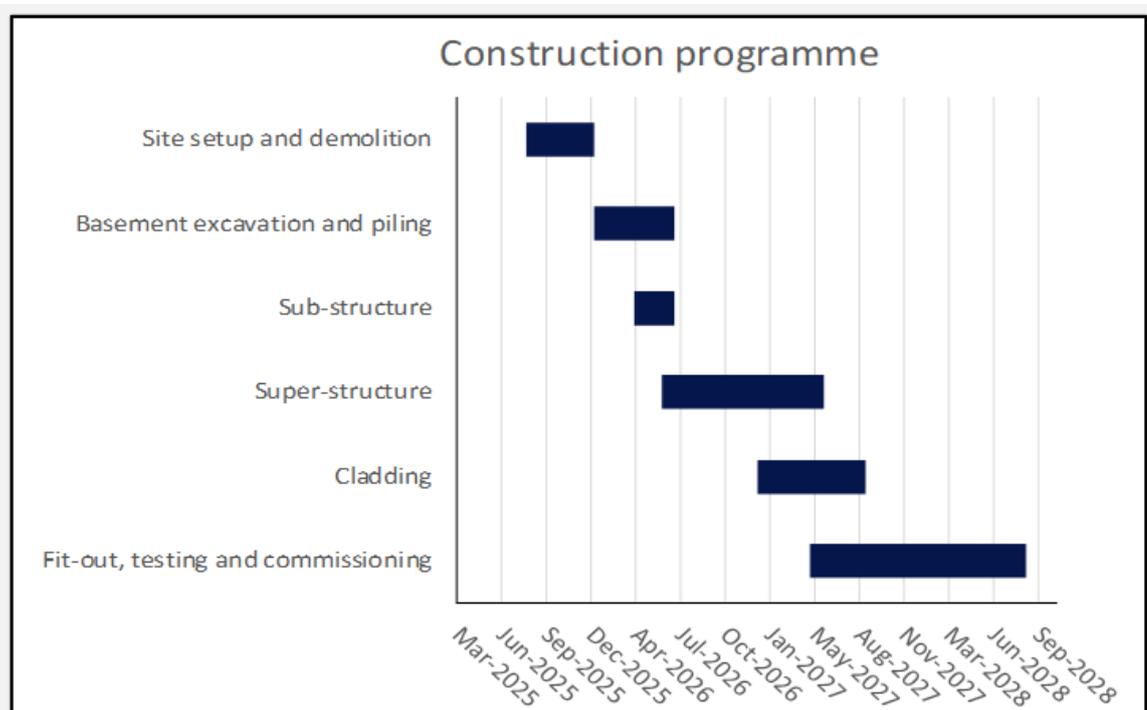
3.1 PROGRAMME

3.1.1 Planning for demolition and construction is at preliminary stage and may be subject to review and modification during detailed construction planning. For this reason, the following information is based on reasonable assumptions in the construction programme and the collective experience of the consulting team with similar projects. Nevertheless, the indicative programme at this stage is representative of a programme that is reasonable and achievable. The programme presents the likely sequence of activities and is based on reasonable assumptions in terms of the sequencing of works and site logistics and the mitigation measures that will be implemented.

3.1.2 The construction programme is expected to be of the order of 24 months (i.e. 2 years). The entire scheme is expected to be completed and fully operational by Q3 2028.

3.1.3 An indicative full-scale summary programme is shown below in **Figure 3-1**.

Figure 3-1: Outline Construction Programme



3.2 PHASING

3.2.1 The below paragraphs outline the assumed construction phases likely to be required for the construction of the Proposed Development.



SITE ESTABLISHMENT AND ENABLING WORKS

- ⦿ Hoarding (2.4m high) will be erected to provide a secure site to ensure construction activities are set back from the river frontage and Battersea Bridge Road. This will enable existing residents to continue to access neighbouring buildings safely throughout the proposed construction period. The hoarding would be well lit and maintained throughout the works to ensure public safety.
- ⦿ Site offices and welfare facilities would be provided on Site.
- ⦿ Separate access gates will be provided for pedestrian and vehicular access into the Site. Where required, suitable security measures will be put into place.

DEMOLITION AND SITE CLEARANCE

3.2.2 It is intended that the following demolition methodology will be adopted, to minimise the impact of the works, along with other environmental procedures, to ensure the highest level of environmental control is achieved:

- ⦿ Demolition will be carried out on a floor by floor basis using small machinery and possibly robotic plant fitted with munching attachments, rather than breakers to minimise noise production. All demolition work that generate dust particles will be controlled by water mists at the point of origin.
- ⦿ The current intention is to adopt concrete recycling to utilise the demotion arising to from the piling mats and ramps. This method will reduce the number of HGV movements into and around the Site during the demolition phase.
- ⦿ During demolition, noise, dust and vibration will be constantly monitored from various locations around the Site, with the result evaluated to ensure that the agreed levels are not exceeded.

EXCAVATION AND PILING

3.2.3 Excavation and piling works are anticipated to be undertaken in the following order:

- ⦿ Any remaining mass concrete foundations will be grubbed out, crushed and reused on Site where possible, to facilitate the installation of the new foundations and substructure. Where not possible, this will be removed from Site;
- ⦿ A piling rig will be provided in preparation for piling operations, which will be undertaken via the Continuous Flight Auger (CFA) piling method, which is the quietest form of piling and is a cast-in situ process. Piling will be undertaken into and through the gravel, and pile sleeves will be used where necessary, to prevent collapse through any weak strata;
- ⦿ Piling will be progressively installed;
- ⦿ Excavation for the basements will be required. The basement walls will be formed either using a secant piled wall or, where appropriate, using a temporary sheet piled system;
- ⦿ Pumping using settlement tanks and all necessary environmental controls, if groundwater is encountered and needs to be cleared;
- ⦿ Following the piling, pile caps, capping beams and ground beams will be progressively installed; and
- ⦿ All substructure reinforced concrete works will be progressively installed following the pile caps, including the lift pits, basement and reduce level plant rooms.



SUB-STRUCTURE

- ⦿ In this stage the excavation to reduced levels will lead to the construction of pile caps, ground beams, lift pits and tower crane bases followed by the pour of the ground floor slab will allow the construction of the superstructure works to commence.

SUPERSTRUCTURE CONSTRUCTION

- 3.2.4 The superstructure of the building will be constructed by in situ reinforced concrete. Construction of the cores will utilise the slip form construction method. Rest of works and the construction of cores, columns and slabs will utilise the standard method.
- 3.2.5 Tower cranes will be service the construction of the Proposed Development and will be used to offload goods from the designated unloading points and to transfer them to their installation positions. Given that a contractor is not yet appointed it is not possible to provide more details at this stage, however it is understood that all such activities will comply with Advice Note 4 'Cranes and Other Construction Issues' (www.aa.org.uk/policy-campaigns/operations-safety).

CLADDING

- ⦿ Cladding will be installed via tower crane where required.

FIT OUT

- ⦿ It is envisaged that the residential dwellings will be fully fitted out and the retail and commercial units will be partially fitted out (shell and core).
- ⦿ Fit out works in the internal areas of the building will commence when the external envelope is able to provide a waterproof and windproof environment.
- ⦿ Fit out will result in an intensification of traffic movements compared to other phases but movements will be by a greater proportion of smaller vehicles (i.e. by tradesmen).

EXTERNAL WORKS / LANDSCAPING

- 3.2.6 External works and landscaping for the Proposed Development would be undertaken in the last year of the construction programme, the detail of which will be developed post planning, in accordance with a suitably worded planning condition.

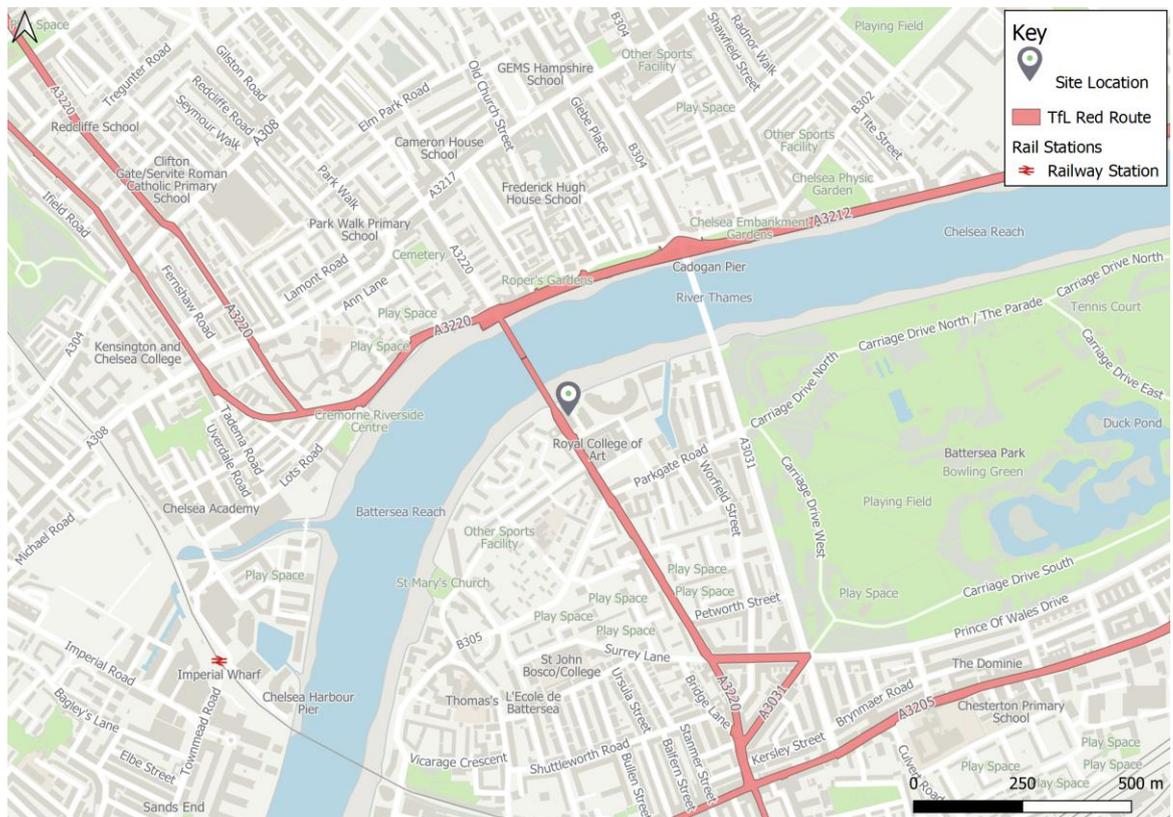


4 CONSTRUCTION LOGISTICS

4.1 VEHICLE ROUTING

- Construction traffic will be required to use strategic roads to access the Site, illustrated within **Figure 4-1**. Each of these roads are designed to carry high volumes of strategic traffic including construction vehicles, reducing any impact of the residential streets that surround the Site.
- It is anticipated that the primary route for construction traffic would be from the north via the A3220, with vehicles routing via the TLRN where possible. For vehicles approaching from the south there is opportunity to connect to the A3220 and approach the site from the north via routing along the A3220 Battersea Bridge Road, the A3031 Albert Bridge Road or the A3213 Chelsea Bridge.

Figure 4-1: Local Road Network



4.2 VEHICLE ACCESS

- The main access for construction will be via A3220 Battersea Bridge Road.
- The pedestrian footway along the A3220 and the River towpath will be maintained along the Site frontage at all times, where possible.
- In addition to the above, banksmen will assist with the arrivals and departures of all vehicular traffic using the access.



CONSTRUCTION VEHICLE SWEEP PATH ANALYSIS

- 4.2.1 The proposed construction logistics drawings, including swept path analysis drawings, showing the above vehicles accessing/egressing the construction Site, are included in the previously submitted CMP.
- 4.2.2 To facilitate the construction of the Proposed Development, the temporary closure of Battersea Bridge / Hester Road (Stop BD). This only impacts boarding and alighting of bus route 170 which remains accessible within 180m of this location (as seen in).

Figure 4-2: Bus Stop BD closure and alternative access to Route 170



- 4.2.3 Banksmen will assist with the arrivals and departures of vehicles.



VEHICLE ACCESS MANAGEMENT

- ⦿ The delivery operation both onto and off Site will be controlled by a traffic marshal from the point of guiding a vehicle to their designated off-loading area, and then guiding the vehicle back onto the highway. The marshals, and the drivers will be trained to operate the relevant safety procedures and correct signalling systems.
- ⦿ Traffic and pedestrians will be given priority with all construction vehicles either making deliveries or collections under the continuous control by a traffic marshal. If deemed necessary, there will be more than one person undertaking this activity.
- ⦿ Vehicles will enter and exit Site in a forward gear where possible; minimising the need for reversing. The access gate will be closed at all times other than for deliveries.
- ⦿ All delivery drivers will be required to wear full PPE when on Site and will be provided with a summary of Site rules issued/ advised when they sign in.
- ⦿ This CMP will form part of the sub-contractor's tender enquiry documents to ensure its contents are taken into account within their pricing and methodology. Upon contract award, the contents of this plan will be communicated to all Site personnel during their pre-start inductions which will include but not be limited to the use of the dedicated access/egress, restricted construction routes, the need to adhere to the speed limits locally and no parking other than within designated areas.

SITE HOARDING

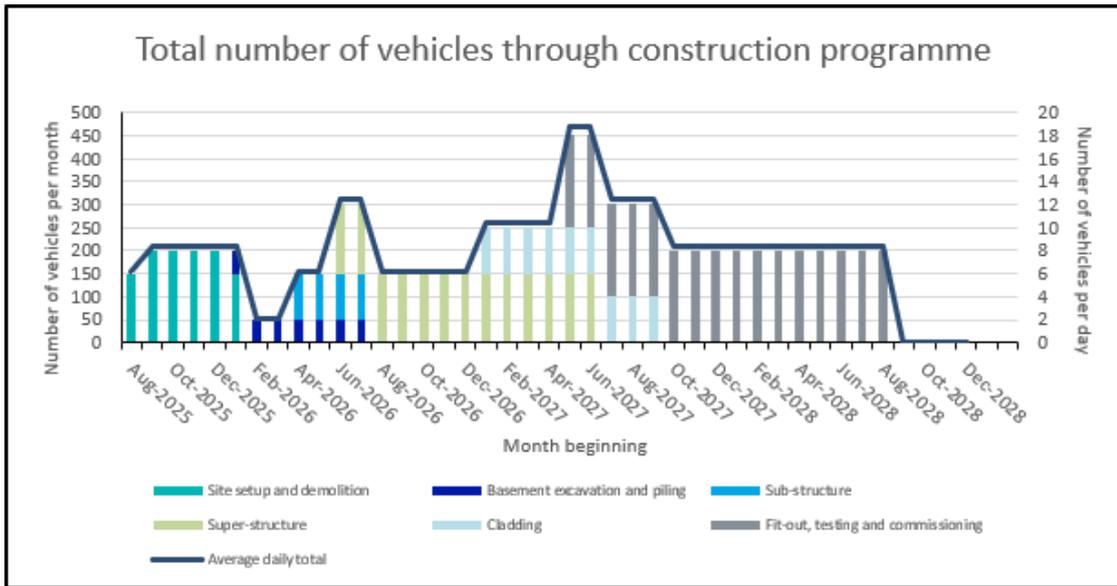
- ⦿ Details of the erection and maintenance of boundary hoarding behind any established visibility zones will be outlined in this section, the hoarding of which may be required for security purposes and to ensure that the construction Site is not accessed by non-authorized members.
- ⦿ Details of any permits required to be applied for from LBW in order to implement boundary hoarding will also be outlined.

4.3 ESTIMATED VEHICLE MOVEMENTS

- 4.3.1 **Figure 4-3** illustrates the total number of construction vehicles anticipated during constructed based on estimations of construction material volumes and the programme. The rate of peak hourly two-way vehicle movements related to vehicles entering or leaving the Site onto the highway network. (e.g. 10 two-way vehicle movements equates to 5 vehicles entering and 5 vehicles leaving the Site).

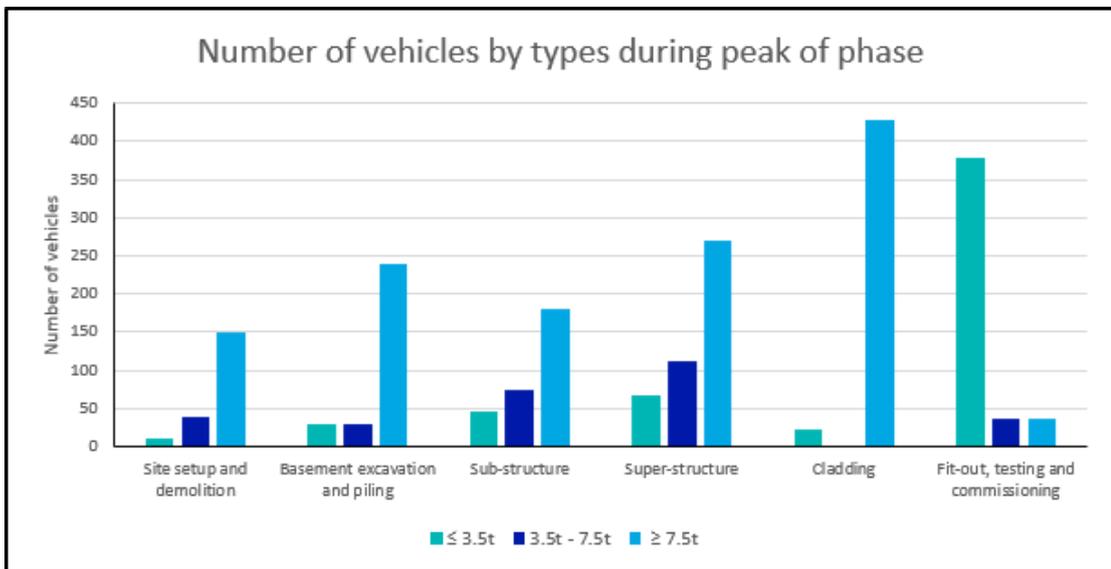


Figure 4-3: Total Number of Vehicles through Construction Programme



4.3.2 **Figure 4-4** shows the anticipated number of vehicles by type expected during the peak phases of construction.

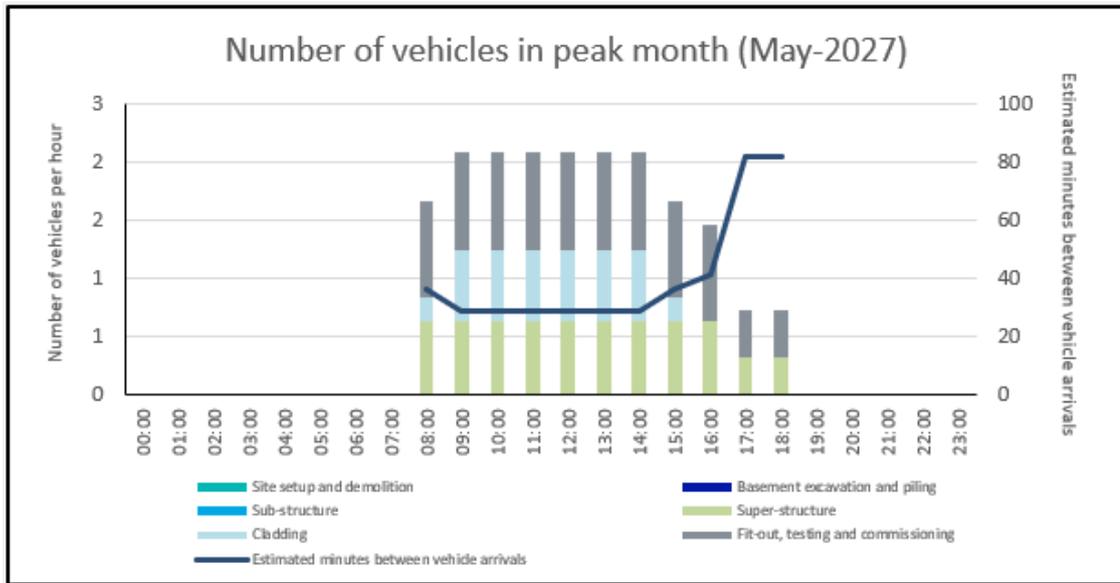
Figure 4-4: Total Number of Vehicles by Types During Peak Hours



4.3.3 **Figure 4-5** shows the total number of vehicles forecast during the peak construction month in May 2027.



Figure 4-5: Number of Vehicles Forecast in the peak construction month



4.3.4 The following will be included in the forthcoming detailed CMP, once planning permission is granted:

VEHICLE NUMBERS

4.3.5 The number of anticipated average daily number of collections / deliveries generated by the Site during its proposed construction period will be included in the detailed CMP, identifying the peak hourly volumes of construction vehicles (based on estimations of construction material volume and programme) and the average number of collection / deliveries per day and per week.

VEHICLE TYPES

4.3.6 Where possible and particularly in the later phases of the construction programme, deliveries will predominantly be made via light goods vehicles and HGV up to 12m rigid lorries, eliminating the need for specialist delivery and traffic implications.

VEHICLE PARKING

4.3.7 No construction staff car parking will be provided on Site and no construction workers are expected to travel by car.

4.4 TRAFFIC DIVERSIONS

4.4.1 Given the proposed redevelopment plans, the expected volume and type of construction traffic required for the works required will not lead to the requirement for diversion of traffic on the public highway.



5 CONSTRUCTION MANAGEMENT

5.1 STRATEGIES TO REDUCE CONSTRUCTION IMPACT

5.1.1 A number of strategies and measures are planned to reduce the impacts of construction and construction traffic on the local area. The planned measures can be categorised as follows:

- ⦿ Committed – Measures that will be implemented as part of the CMP.
- ⦿ Proposed – Measures that are feasible and likely to be implemented. Once a contractor is appointed these measures will be studied further and confirmed within the Detailed CMP.
- ⦿ Considered – Measures that are unlikely to be implemented or feasible but could be investigated or become relevant in the future.

5.1.2 **Table 5-1** summarises the planned measures for the construction of the Proposed Development, based on the checklist provided in TfL’s CLP guidance.

Table 5-1: Construction Planned Measures

PLANNED MEASURES	COMMITTED	PROPOSED	CONSIDERED
MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling	x		
Re-timing for out of peak deliveries		x	
Re-timing for out of hours deliveries			x
Use of holding areas and vehicle call off areas			x
Use of logistics and consolidation centres			x
MEASURES TO ENCOURAGE SUSTAINABLE FRIEGHT			
Freight by water			x
Freight by rail			x
MATERIAL PROCUREMENT MEAURES			
Design for Manufacture and Assembly and off-site manufacture			x
Re-use of material on site		x	
Smart procurement		x	
OTHER MEASURES			
Collaboration with other sites in the area			x
Implement a staff travel plan	x		



CONSTRUCTION LOGISTICS AND COMMUNITY SAFETY (CLOCS)

- 5.1.3 The CLOCS (Construction Logistics and Community Safety) standard will be signed up to, which will ensure that the construction contractor (as well suppliers and sub-contractors) follow safe practices in the management of their operations, vehicles, drivers and construction sites.
- 5.1.4 All construction vehicle operators will be required to be accredited in line with the Fleet Operator Recognition Scheme (FORS). FORS accreditation confirms that a fleet operator can demonstrate that appropriate systems and policies exist to ensure drivers are suitably fit, qualified and licenced to operate vehicles which are properly maintained, equipped and insured. It is a mechanism by which adherence to the CLOCS standard can be assured and monitored.

CONSTRUCTION DELIVERIES

- 5.1.5 A delivery scheduling system is planned to allow for the control and management in the timings of deliveries. Booking availability will be determined by unloading space available, activities on Site and managed carefully to minimise impacts on the local transport network. A comprehensive daily logistics schedule will be maintained, and unauthorised deliveries will be turned away until the approved procedure has been followed.
- 5.1.6 Construction staff on Site will be prepared for the arrival of all vehicles to prevent vehicles needing to wait on the public highway. Deliveries will be made 'just in time' to minimise the amount of space required on Site for construction materials. Hard copies of daily delivery schedules will be displayed at prominent locations e.g. provided at the gate/ offloading points, at hoists and also issued to drivers, forklift drivers and any other materials handling equipment operators, all of whom need to be in constant radio communication with one another. All radio users will be trained on correct radio procedures and protocols.

VEHICLE CLEANING

- 5.1.7 To prevent the contamination of the local roads, a proprietary wheel wash system and a jet wash will be in place inside the Site delivery gates to clean the wheels and undercarriage of vehicles during the demolition, substructure and superstructure phases. The traffic marshal will check each vehicle for cleanliness before allowing the vehicle to leave the Site. Working practises will be selected to minimise release of dust.

CONSOLIDATION

- 5.1.8 Any abnormal loads will be planned in advance and agreed with the Highways Authority.
- 5.1.9 The use of an off-site construction consolidation centre will be investigated however the booking system will allow deliveries to be managed efficiently. Where possible vehicles will be fully loaded thereby minimising the number of vehicle trips made by tipper trucks and concrete mixing trucks.
- 5.1.10 Smart procurement will be encouraged to share suppliers and minimise the number of construction vehicle trips. All suppliers will be made of aware of access and routing requirements.
- 5.1.11 Once appointed, the contractor will investigate the opportunity to collaborate with other local construction sites.



SUSTAINABLE TRANSPORTATION

- 5.1.12 The use of water and rail modes to transport freight is unlikely to be practical. From initial discussions with river transport companies the Site is too close to the bridge to secure a large barge and the riverwalk is outside of the landowners demise so it would need to be negotiated with the Port of London Authority , the EA and the riverwalk owner. Therefore at this stage we cannot commit to using barges.
- 5.1.13 The small footprint of site which is adjacent to the river is a main access route for public and cyclists along the Thames and it was also our intention to maintain this access as far as is reasonably practicable, which barges would not allow.
- 5.1.14 Off-site manufacture and re-use of material will be investigated and proposed where practical. Once appointed, the contractor will develop a plan to maximise smart procurement.

NON-ROAD MOBILE MACHINERY (NRMM)

- 5.1.15 Non-Road Mobile Machinery (NRMM) is defined as any mobile machine or vehicle that is not solely intended for carrying passengers or goods on the road. Generally, this includes all machinery on site that is not a HGV, van or car, even those with road going registration plates, such as forklifts and dumpers, and those that are not self-propelled, such as generators and compressors.
- 5.1.16 The London NRMM emission standards only apply to machinery of net power between 37kW and 560kW. Although the requirements do not apply to all sizes of machinery it is considered good practice to apply the same standard to all categories of NRMM.
- 5.1.17 Anti-idling principles should also be adopted for the air quality benefit,switching the engine off when the machine is not in use.

PUBLIC HIGHWAYS AND FOOTWAYS

- 5.1.18 The public highway and local footpaths will be safeguarded against damage by:
- ⦿ Scaffolding for construction works (should this be required) should be erected and fully encapsulated in fire resistant Monarflex sheeting.
 - ⦿ Any vehicle removing loose rubbish or debris from the Site will have the load fully sheeted hence safeguarding against any debris falling onto the road.
 - ⦿ In addition, it is not envisaged that the highway will be used for storage or welfare facilities.
 - ⦿ The Site access points should allow all vehicles to enter the Site in a forward direction. In the event that HGVs are required to reverse, a marshal will be in attendance at all times. As set out within the Health and Safety Executive (HSE) guidance, the marshal/banksmen directing vehicle movements will be trained and authorised to do so.

CONSTRUCTION PERSONEL

- ⦿ Confirmation will be provided in the detailed CMP as to whether welfare facilities can be provided on-Site to minimise the need for travel off-site during the day.



- ⦿ This might include lockers for on-Site operatives to allow storage of tools to discourage any construction workers that stay locally during the week from needing to travel by van each day, and to encourage the potential for car sharing where practical amongst the workforce. All construction staff Site operatives will be given a Site induction.
- ⦿ No construction staff car parking will be provided on Site. Cycle parking facilities will be provided. Staff will be expected to use sustainable modes of travel to work considering the good level of public transport accessibility and lack of on-Site or nearby parking.

CONSTRUCTION HOURS OF OPERATION

- ⦿ Construction works are anticipated to take place during normal construction working hours (i.e. 08:00 – 18:00 Mon-Fri, 08:00-13:00 Saturday. No construction work will take place on Sundays, Bank or Public Holidays).
- ⦿ Unless a specific alternative agreement has been reached with LBW, it will be ensured that vehicles and plant arriving at and leaving the site will comply with the stated hours of work.
- ⦿ The detailed CMP will aim to minimise the impact of construction HGV's, light goods deliveries and the construction workforce through careful coordination of arrivals and departures.

NOISE, VIBRATION, DUST AND AIR POLLUTION

5.1.19 The appointed contractor will be required to consider the noise impact of any method of work and always consider and minimise where it is practicable to do so.

HOURS OF WORK

5.1.20 Given there are surrounding sensitive receptors, including residential and commercial premises likely to be affected by noise, the hours of noisy works shall normally be restricted to the same time period as defined by the construction works; i.e.:

- ⦿ Monday-Friday: 08:00-18:00
- ⦿ Saturday: 08:00-13:00
- ⦿ Sunday and Bank Holidays: No noisy activities on site

5.1.21 It is acknowledged that scaffolding is considered as noisy work and therefore the appointed contractor will adhere to the hours above.

5.1.22 Where particularly noisy works are scheduled and there will be a direct impact upon surrounding properties within specified times, the site manager will make contact with local residents to consult on the duration, extent and impact of the works to see if an informal agreement can be reached to minimise the duration of these works or carry them out at specific times. Such engagement will be agreed in more detail as part of the Community Liaison Strategy which is further described in the CMP.

PLANT AND EQUIPMENT

5.1.23 Noisy plant and equipment shall be situated as far as possible from noise-sensitive receptors. Machines will be switched off when not in use in accordance with anti-idling principles.

5.1.24 Plant shall be maintained in good working order so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.



- 5.1.25 Contractors will be required to investigate and where possible use a temporary electrical supply for the site where possible and as early as possible. The use of generators will only be used for emergencies or where mains power supply is not feasible. If use of a generator is unavoidable, these will be required to comply with the London NRMM Low Emission Zone.
- 5.1.26 Hybrid options will be considered where appropriate to reduce engine running times. Emerging battery-powered, solar, hybrid and hydrogen technologies will be used in preference to diesel combustion engines where available and applicable.
- 5.1.27 Where used in sensitive areas or if required (by agreement) outside of the hours of noisy work, static machinery will be housed in a suitable acoustic lined enclosure or acoustic shed.
- 5.1.28 Where used, pneumatic tools will be fitted with mufflers or silencers of the type recommended by the manufacturers of the specific equipment.

PILING

- 5.1.29 The noise sensitivity of the area has been considered when determining the method of piling to be used.
- 5.1.30 Piling will be undertaken via the CFA piling method, which is the quietest form of piling and is a cast-in situ process. Piling will be progressively installed, as will pile caps, capping beams and ground beams.
- 5.1.31 Should sheet piling be required as part of the basement excavation it will where practical be carried out using hydraulically operated or vibratory hammers. The use of conventional impact hammers will, wherever possible, be avoided.
- 5.1.32 Where surface contamination is present on site, appropriate piling techniques will be adopted to prevent the spread of any contamination.

DUST AND AIR POLLUTION

- 5.1.33 Dust control measures should be proportional to risk, dependant on the proximity of receptors and their sensitivity, as well as the type, scale and duration of works. The appointed contractor will be required to carry out a Dust Risk Assessment in accordance with the Mayor of London's Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance (2014).
- 5.1.34 The control of dust will be considered in any method of works, and dust emissions minimised wherever it is practicable to do so.
- 5.1.35 At this stage of the proposal further consideration to the risks associated with dust emissions during construction have been assessed within the supporting Air Quality Assessment (AQA) (Section 5) using the using the Institute of Air Quality Management (IAQM 2024) guidance criteria.
- 5.1.36 The overall dust risk as defined in the AQA from the Proposed Development site is predicted to be a maximum of medium, in connection with dust soiling risks attributable to demolition, earthworks and construction activities. Therefore, in the absence of mitigation, effects on air quality are assessed as significant. Mitigation measures will therefore be provided to help to negate some of the potential negative air quality impacts resulting from fugitive dust attributable to construction related activities and will avoid significant dust effects.



- 5.1.37 Section 7 of the AQA provides a number of potential mitigation measures which the contractor should consider in relation to more detailed definition of the works and in preparation of the detailed CMP that will require approval prior to any works commencing. More general commitments that will be a requirement are contained below

DUST SUPRESION

- 5.1.38 Where possible complete screening of the site will be implemented, with debris screens, sheets or hoarding (at least 2.4m in height).
- 5.1.39 If debris is stockpiled on site, the contractor will ensure it is covered and/or damped down, and should does protrude above site hoarding or dust shielding. Consideration to enclosing stockpiles or seeding where they are expected to stay on site for long durations should be given.
- 5.1.40 The handling of spoil will be kept to a minimum. Skips, chutes and conveyors will need to be completely covered to ensure that dust does not escape, and drop heights will be minimised to control the fall of materials.
- 5.1.41 Particularly dusty activities will be damped down and carried out as far from sensitive receptors as possible.
- 5.1.42 Where tools and machinery which provide dust suppression built in are available and practical these will be utilised.

TRACK-OUT & RUN-OFF

- 5.1.43 Working practises will be selected to minimise release of dust have been identified insofar as wheelwashing facilities will be provided. However, it is noted that the methodology for serving the site by vehicle does not inend on bringing them onto the site itself / within a a potentially dirty environment. As such the most effective mitigation has been deployed by virtue of the access / loading methodology.
- 5.1.44 Run-off from site can block local drainage, spread contaminants and later dry and turn into dust. Control measures will be put in place to prevent muddy/silty water running off site. Where appropriate and practicable the site will be bunded to prevent run-off and the spread of any contaminants to local waterways and sewers. Control of Substances Hazardous to Health (COSHH) regulations for the storage and use of hazardous substances will be complied with at all times.

SITE SECURITY

- 5.1.45 The site will be secured at it's perimeter as described in this CMP, however it is acknowledged that the contractor will be required to consider the immediate adjacent sites when setting out the hoarding to ensure no unauthorised access can be achieved.
- 5.1.46 The contractor will be required to provide full details of the security measures that will be put in place, albeit it is anticipated that there will be a combination of both manned security, CCTV and remotely monitored security, and alarm systems in place.

SITE COLLABORATION



- 5.1.47 Once appointed, the contractor will investigate the opportunity to collaborate with other local construction sites. At this stage of the project it is not possible to know the potential for co-ordination due to uncertainties regarding the potential timing of any construction activity for both the site and any others in the area. This will become clearer and more feasible to identify upon submission of a detailed CMP prior to commencement of any works.

CONTAMINATION

- 5.1.48 The submitted Land Quality Desk Study (page 12) provides full details of the potential contamination of ground at the site including the risk management / remediation strategies that will be adopted.
- 5.1.49 Potential sources are considered to be contamination from site's former uses including a White Lead Works, Omnibus depot, sawmill and timber yard. Contamination from various former works off site including: Saltpetre Works, candle manufacturers, foundry, chemical works and Plumbago crucible works, Battersea works (crucible and carbon brush) and Engineering Works.
- 5.1.50 A suitable Site investigation is required to understand the ground conditions on Site and contamination of the underlying soils and groundwater. This should result in a suitable risk management strategy. Risk to construction works can be adequately managed by standard precautions and health and safety procedures commensurate with working on brownfield sites.

5.2 IMPLEMENTATION, MONITORING AND UPDATING

IMPLEMENTING

- 5.2.1 In the first instance, this draft CMP will be issued to LBW and TfL for review as part of the planning application.
- 5.2.2 A detailed CMP will be prepared by the principal contractor using this document as the template.
- 5.2.3 The local community will be further consulted as part of the detailed CMP to identify any concerns about construction activity and traffic.
- 5.2.4 Once there is planning approval for the scheme and certainty over the programme and start dates the contractor will discuss the opportunity for collaboration with other local construction sites as necessary.
- 5.2.5 The Principal Contractor will be responsible for implementing the CMP. It is expected that a Contractor and Driver Handbook or equivalent would be used to distribute information which makes sure that all contractors are aware of their obligations.
- 5.2.6 The key measures identified to manage and control the impacts of construction traffic are expected to be:
- ⦿ Commitment to meet CLOCS / FORS accreditation.
 - ⦿ Use of delivery scheduling system.
 - ⦿ Designated construction traffic routes ensuring all HGVs use appropriate strategic roads.

MONITORING

- 5.2.7 Data sharing remains a key principle for the success and continuous improvement of construction. A list of items will be agreed, and specific data will be disseminated. This is expected to include:
- ⦿ Compliance



- FORS compliance
- Routing compliance
- No construction workforce staff car parking on-Site
- ⊙ Data from the delivery scheduling system and the recorded log of vehicle movements to the Site:
 - Vehicle type and size
 - Duration on Site
- ⊙ Safety issues including any injuries or near misses
- ⊙ Breaches and complaints

COMMUNITY LIAISON

- 5.2.8 Managing communications and neighbour relations is vital to all developments.
- 5.2.9 Once appointed the contractor will appoint a Community Liaison Officer (CLO) who will be the main point of contact on behalf of the contractor and developer. Typically, this role will be undertaken by a member of the construction team. The name and contact details of the CLO will be provided to LBW and will be included within the CMP developed by the contractor.
- 5.2.10 The CLO will be the main contact for the site and will liaise with all external parties, stakeholders and the general community, thereby addressing any issues raised and provide direction on the mitigation as appropriate to the issue. This CLO role will be in place for the duration of the construction period.
- 5.2.11 Before works commence, identify and engage with those that your development is likely to impact. This includes any person or premises in the immediate vicinity of site, but most especially:
- ⊙ Vulnerable groups
 - ⊙ Schools
 - ⊙ Hospitals
 - ⊙ Local businesses
 - ⊙ Local representatives, including residents associations and elected members
- 5.2.12 Information that should be shared but not limited to include:
- ⊙ Introduce the development and those responsible for managing it, at the earliest stage possible, by letter, in person or by email.
 - ⊙ Provide regular updates to neighbours on progress of the work. Give as much notice as possible before carrying out particularly impactful works such as breaking or piling, to allow those concerned to factor this into their household plans.
 - ⊙ Ensure there is an effective complaints procedure for concerns to be flagged and an opportunity to resolve these early on. Sites are encouraged to have named contacts for handling complaints.
 - ⊙ Where monitoring for noise or air quality is in place, results should be shared with key stakeholders.

UPDATING



- 5.2.13 The draft CMP will be developed into a detailed CMP following the grant of any planning permission. The detailed CMP will be prepared in consultation with LBW. This will ensure that all construction activities on Site accord with relevant policy requirements.
- 5.2.14 After the detailed CMP is submitted and approved, the CMP will be an evolving document to account for any changes to the construction strategy and incorporate monitoring results and any consequent changes. It will be reviewed internally on a monthly basis and/or at any time there is a significant change in construction process. This will ensure that the document remains relative to the realities of the Site at any point in time.
- 5.2.15 The CMP will be kept on Site and updated by the principal contractor in consultation with Highways Officers at LBW and TfL.



