APRIL 2022

Framework Construction Management Plan

32 Haverfield Gardens, Kew

Iceni Projects Limited on behalf
of Rockhold Kew Ltd

April 2022

ICENI PROJECTS LIMITED ON BEHALF OF ROCKHOLD KEW LTD

Framework Construction Management Plan 32 HAVERFIELD GARDENS, KEW

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CONTENTS

1. INTRODUCTION

1.1 Rockhold Kew Ltd has instructed Iceni Projects Ltd to provide transport planning and highways advice in the form of a Framework Construction Management Plan (FCMP) in respect of their development proposals at 32 Haverfield Gardens, Kew (the site). A site location plan can be found at **Figure 2.1** in the following section.

1.2 The proposals take the following description of development:

"The demolition of existing dwelling house and 22 garages and the construction of 5 x residential dwellings with associated hard and soft landscaping, parking and associated infrastructure"

1.3 This FCMP considers the proposals for servicing the site by construction vehicles and seeks to address any matters relating to the construction of the development, prior to a contractor being appointed.

1.4 This FCMP sets out details of construction of the development, whilst also seeking to limit the effect of construction traffic movements on local residents' amenity, with particular regard to suppression of noise, dust and vibration.

1.5 This FCMP is to evolve following the appointment of contractor for the works and therefore this document has been designed to be flexible to enable any updates to be made at a later time (as and when required).

1.6 The remainder of this document is structured as follows:

- **Section 2 —** Describes the existing transport conditions in the vicinity of the site;
- **Section 3 —** Sets out the principles of construction management;
- **Section 4 —** Provides details of the anticipated construction traffic associated with the evacuation and construction of the development;
- **Section 5 —** Sets out the measures that will be used to mitigate the anticipated impacts of the construction traffic; and
- **Section 6 —** Presents our conclusions

2. THE SITE AND SURROUNDINGS

Introduction

2.1 This section of the FCMP provides a description of existing transport conditions in the vicinity of the site. This includes the site location, the size and nature of the development, details of any parking constraints near the site along with the accessibility of the site by walking, cycling and public transport.

2.2 This section has been provided to give an understanding of the local highway conditions and demonstrate the transport options available to employees during the construction phase.

Site Location

2.3 The site is located at the very end of Haverfield Gardens, Kew, and sits behind residential properies which front onto Kew Green to the north-west, Priory Road to the north-east and Gloucester Road to the south-west. The site currently comprises of a residential dwelling with parking and 22 garages to the rear. Existing access to the site is taken from the very end of Haverfield Gardens, which is in the south-eastern corner of the site, via a dropped kerb type arrangment.

2.4 **Figure 2.1** below shows the site in relation to the surrounding highway network

Figure 2.1 – Haverfield Gardens

Existing Highway Network

2.5 Haverfield Gardens is a circa 7m wide residential cul-de-sac road following a north-west to south-east alignment. The road is approximately 110m in length and runs between Maze Road, to the south, and finishes at the entrance to the site to the north, serving residential properties on both sides along the extent.

2.6 There are currently no parking restrictions in place along the Haverfield Gardens, resulting in on-street car parking occuring on both sides, which effectively reduces the carriageway width and prevents two cars from being able to pass. However, as the road is a cul-de-sac, and there is no through route, it is not often that two cars need to pass. Due to the width of the road being reduced as a result of the on-street car parking, typical delivery vehicles, such as Amazon and Ocado delivery vehicles, are known to reverse along the full extent in order to exit the road and continue with their journey.

2.7 Both street lighting and footways are present on either side of Haverfield Gardens, creating a suitable enviornment for existing and future residents to make journeys on foot.

2.8 Maze Road is very similar in nature, being a residential road and having on-street parking on both sides. To access Maze Road and Haverfield Gardness, vehicles are required to travel through a residential area of simailr make up.

Walking and Cycling Facilities

2.9 Walking and cycling are of significant importance at local trip level, offering the greatest potential to replace short car trips where they are less than 2km for walking and 5km for cycling.

2.10 Where possible, it will be encouraged to employ construction staff who live locally and therefore are more likely to travel to the site by sustainable modes, such as walking and cycling, either as their main mode of travel or from bus stops / train stations.

2.11 Haverfield Gardens benefit from both footways and street lighting on either side of the road and also along the majority of roads within the vicinity of the site. There are footways available along the full route that any employees would take when travelling to nearby stations, including Kew Gardens station and Kew Bridge Station. Dropped kerbs are provided at the majority of crossing points along the routes to both stations to aid pedestrian crossing movement.

2.12 Cycling has the potential to provide a substitute for short car trips, especially those less than 5km. Facilities such as rail stations and bus stops are located within an acceptable cycling distance of the development site.

2.13 LBRuT Cycle Route Map is included at **Appendix A1**, which highlights the site is located within close proximity to a number of cycle routes and therefore provides the opportunity for employees to utilise this mode when travelling to the site, either as their main mode or from train / bus stops.

Public Transport

Bus Services

2.14 Bus services offer a realistic option for the journey to work, being best suited for medium distance journeys. The nearest bus stop to the site is located approximately 650m to the north, along Kew Road, which is an approximate eight-minute walk from the site for future residents The bus stops serve routes 65, 110 and N65, details of which are provided in **Table 2.1** below.

Table 2.1 Bus Services

Time Period	Monday to Friday		Saturday		Sunday	
	First Bus	Last Bus	First Bus	Last Bus	First Bus	Last Bus
110	05:38	00:41	05:38	00:45	05:39	00:39
School Road – Hammersmith Bus Station	3-4 per hour		3-4 per hour		2-3 per hour	
65	05:27	00:54	05:27	00:54	05:27	00:52
Brook Street – Ealing `Broadway Station	Every 5 -10 minutes		Every 5 – 10 minutes		Every 9 - 11	
N65	Sunday Night / Monday Morning		Friday Night / Saturday Morning		Saturday Night / Monday Morning	
Chessington World of Adventures – Ealing Broadway Station	01:00	05:01	01:04	05:02	01:04	05:02
	2 per hour		2 per hour		2 per hour	

Notes: 1) Correct at the time of writing

2.15 In summary, there is a range of bus services operating seven days a week within the vicinity of the site, which give access to a variety of destinations across Kew and the surrounding area, and therefore provide a good range of options for users to travel both to and from the site via bus. This therefore provides a reasonable and reliable mode of transport other than the private car.

Rail Services

2.16 In addition to the bus services available, Kew Garden Train Station is located 900m to the south of the site, which can be accessed within a 11-minute walk or four-minute cycle. Kew Gardens Station is part of the London Tube Network, being served by the district line. In addition, it is also served by the London Overground, therefore provides the opportunity for future residents to travel to various destinations across London.

2.17 In addition to Kew Gardens Train Station, Kew Bridge Station is located approximately 1km north of the site, which can be access within an approximate 12-minute walk or four-minute cycle. Kew Bridge Station is operated by South Western Railway and sits on the Hounslow Loop Line which starts / terminates at London Waterloo Station. There are typically six services per hour.

Summary

2.18 In summary, the site currently comprises a single dwelling and 22 garages and is located within a predominantly residential area. All roads within the vicinity of the site have footways and are of suitable width to allow pedestrian to walk to destinations within close proximity. There are also a number of on and off road cycle routes within the vicinity of the site, providing the opportunity for future residents to travel by bike.

2.19 The site is situated between two stations which would take a similar time to access on foot and by bicycle and also within a short walk to a bus stop.

2.20 As such, it is likely that future employees will utilise the sustainable transport opportunities when choosing their mode of travel.

3. CONSTRUCTION MANAGEMENT PLAN

3.1 This section sets out the anticipated strategy for the management of the construction period of the proposed development.

3.2 As a contractor has yet to be appointed to undertake the construction works, this FCMP will be used as a working document and subject to approval by LBRuT.

Timescales of construction

3.3 The construction period is scheduled to commence in 2022. Works would be for approximately 18 months (TBC by the appointed contractor).

3.4 The work programme and anticipated timescale for each phase of the excavation and construction works will be confirmed upon appointment of the contractor.

3.5 Local residents within the immediate vicinity of the site will be notified in advance of the proposed construction works by letter.

Proposed Working Hours

3.6 In order to minimise disturbance to local residents, best practice will be employed to carefully manage the construction stage. The hours of operation during the construction period will be restricted to minimise disruption to local residents. Where possible, contractors will be employed who are registered under the 'Considerate Constructors Scheme'. This initiative operates voluntary 'Site and Company Codes of Considerate Practice', within which participating construction companies and sites register.

3.7 Site working hours will be limited to Monday to Friday 08:00 to 18:00 hours. Weekend working is not envisaged but will be limited to 08:00 to 13:00 hours on Saturdays as required. Should any unavoidable 'out of hours' working be required, the timing will be agreed with LBRuT prior to the works commencing. Local residents within the vicinity of the site will be notified of any planned abnormal working hours requirements.

Delivery Schedule

3.8 Deliveries are to be coordinated and controlled through the Site Manager / Construction Team. All deliveries are to be confirmed 24 hrs in advance of the intended delivery, at this time the Site Manager / Construction Team are to confirm / acknowledge the requested delivery, scheduling time slots if required in an attempt to mitigate delivery clash and 'holding' of vehicles on local highways.

3.9 All supply chain/merchants etc. will be advised to the following allowing contractor control over multiple vehicle movement in peak periods:

- No deliveries before 09:00 daily
- No deliveries after 17:00 daily

3.10 The Construction Team will utilise their delivery schedule in an attempt to mitigate any possible site-based issues that will restrict access to the site at any given time.

Details of measures to protect pedestrians and other highway users from construction activities on the highway

3.11 The expected arrival and departures of the construction vehicles will be carefully managed due to the small size of the site and area available to manoeuvre. Whilst the strategy will seek to limit the effect of construction traffic movement on local residents' amenity, there may be times where construction vehicles need to temporarily park along Haverfield Gardens, particularly when the majority of the site is constructed.

3.12 At the appropriate time, LBRuT will be contacted to seek approval for the suspension of part of the road to allow construction vehicles to temporary park. The arrival and departure of vehicles will be carefully monitored and the strategy will seek to avoid suspension of parking at all costs, wherever possible.

3.13 No hoarding on the highway is envisioned necessary during construction; all hoardings will be erected within the site boundary. This will be confirmed by the appointed site contractor.

Estimated vehicle types

3.14 Numerous types of delivery vehicles will be used to bring materials to and from the site. These may include:

- Skip lorries including roll on/roll off skips for major demolition works (approx. size 7.5m long and 2.4m wide) and standard 8-yard skips for waste (approx. size 7m long and 2.4m wide.
- Ready mix concrete lorries (approx. size 8.25m long and 2.45m wide).
- Flat-bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx. size 8.5m long and 2.45m wide.
- 4-wheel drive muckaway for disposal of material. These vehicles are 8.1m long and 2.5m wide with a tare weight of 12t and a maximum fully laden weight of 32t;

- 2-wheel drive rigid flat-bed lorries with crane loading arms for general deliveries from builders merchants and suppliers. These vehicles are 8.5m long and 2.5m wide with a typical laden weight of 18t;

- 2-wheel drive rigid box vans with specialist equipment for service and decorations. The vehicles will be 8.0m long and 2.4m wide with a height of 3.4m. Typical loads will be 7.5 to 12t.

Coordination with other development projects in the vicinity

3.15 Prior to the commencement of works the Site Manager / Construction Team will contact LBRuT to ascertain whether any major construction or highways works are proposed to occur nearby during the construction period.

Contact details

3.16 Further detail will be provided in the final version of the FCMP in consultation with the site contractors upon appointment. This will also contain the names and contact details for the on-site construction team, so members of the public can contact the team directly to report any concerns.

Details of any vehicle call up procedure

3.17 Construction and delivery vehicles shall be programmed at least 30 minutes apart to ensure that no congestion occurs which may impede on traffic along Haverfield Gardens.

Details of storage for plant and materials

3.18 Given the limited site area available, as much plant and materials will be kept off site for as long as possible, arriving at the site as and when necessary. The storage area will be within the site. The exact location is to be identified within the site layout by the contractor once appointed.

4. CONSTRUCTION TRAFFIC

Introduction

4.1 During the evacuation and construction period, traffic movements will be associated with the following sources:

- The delivery of construction materials and/or removal of waste materials; and
- The construction workforce.

Estimated number and type of vehicles per day/week

4.2 The approximate projected vehicle movements per day during the enabling works and per day during the main contract works period will be confirmed by the contractor upon appointment.

4.3 Details of measures and training to reduce the danger posed to cyclists by HGVs, including membership of the Freight Operators Recognition Scheme (FORS) or an approved equivalent; will be provided.

Proposals to Accommodate Construction Traffic

4.4 It is anticipated that the majority of construction vehicles will enter the site in forward gear, turn and exit in a forward gear. The construction vehicles will park in different locations within the site, depending on the stage of demolition / construction.

4.5 Due to the small scale of the site, it will become more difficult for vehicles to park and turn within the site as the buildings are being constructed. As such, smaller vehicles will be used for construction which are able to turn on the site, specifically within the permanent turning head being constructed for the development. The arrival and departures of vehicles will be managed to avoid any congestion on the site which could prevent vehicles from turning.

4.6 In order to ensure construction vehicles are able to enter the site via the existing access arrangement, swept path analysis (SPA) has been undertaken. Plans showing the SPA are included within **Appendix A2**, which demonstrate the tracking of the expected vehicles during the construction phase. The SPA has been undertaken using the proposed scheme as a base to demonstrate that vehicles are able to perform a 3-point turn manoeuvre when the proposed structures are constructed. However, it is important to note that the gates and gardens will be constructed last, therefore additional space will be available, as well as it being unlikely that large vehicles will be required at this stage of construction, therefore the plans show a worst-case scenario.

4.7 As stated above, owing to the width of the access road, some construction vehicles will not be able to enter the site during the construction phase, particularly when the majority of the site is constructed. Therefore, on occasion, some construction vehicles may need to temporarily park along Haverfield Gardens. The exact extent of carriageway which will be temporarily suspended will be confirmed upon appointment of the contractor, but it is likely to be two parking spaces.

4.8 Any vehicle that is parked along Haverfield Gardens will be required to reverse along Haverfield Gardens to the junction with Maze Road when departing. It is understood that this is common practice for delivery vehicles along this stretch of road and therefore residents are familiar with manoeuvre occurring. However, it is important to note that contractors will seek to minimise this from occurring.

4.9 Fully trained traffic marshals will support the manoeuvring of vehicles along Haverfield Gardens. These will be supported by "STOP WORKS" hand held signs to be positioned to halt traffic during the vehicle manoeuvre, although it is not anticipated to be many vehicles given the quite nature of the roads within the vicinity of the site, particularly Haverfield Gardens as it is a cul-de-sac road.

4.10 For vehicles arriving and departing to/ from the site, dwell time will be maintained to a minimum. However, it is considered necessary for ad-hoc traffic management procedures to be implemented. This will consist of stop-go traffic control to be conducted by fully trained traffic marshals, although only put in place when a situation occurs where a vehicle is required to temporarily wait along Haverfield Gardens or surrounding streets. It should be noted that this is not envisioned to happen often given the nature of Haverfield Gardens and local streets, however in an unforeseen circumstance it may be required over a very short time.

4.11 The exact frequency of vehicles per day will be confirmed upon appointment of the contractor. However, it is envisaged the use of traffic control on Haverfield Gardens will be limited and any impact on the free flow of traffic is negated. LBRuT will be consulted prior to any implementation if any management beyond stop-go control is considered necessary.

4.12 The client's construction team will advise on the plant that will be used for construction.

5. MANAGEMENT MEASURES

Overview

5.1 This section identifies appropriate measures to mitigate any negative effects of construction traffic with respect to the following:

- Reducing the effects of congestion on the local highway network;
- Reducing the effects of the construction phase on the amenity of the local area and in particular on local residents; and
- Preventing adverse safety impacts on the local highway network.

Reducing the Effects on Congestion on the Local Highway Network

Construction Deliveries

5.2 HGV movements to and from the site will occur between 09:00 — 17:00 hours, and wherever practicable, allocated delivery times will be secured, taking note of journey times to the site. Large vehicles will be managed in order to minimise any impact they may have on peak hour congestion on the local highway network, as well as improving site safety both within the site and the surrounding local area.

5.3 As such, construction materials will be sourced from local suppliers, where practically possible, in order to reduce the length of vehicle trips to the site.

5.4 Companies selected by the contractor will be required to contact the site manager ahead of their delivery to ensure that sufficient space within the site or along Haverfield Gardens is available. Deliveries will be received by a banksperson and the Site Manager and supported by traffic marshals where/when necessary.

Construction Workforce

5.5 The site will actively discourage construction personnel from travelling to/from the site by private car. Typically, workers employed by a particular contractor or subcontractor will arrive in a single work van, reducing the impact of vehicular trips further.

5.6 The site benefits from good accessibility to public transport (see **Section 2**) and hence opportunities exist for construction personnel to travel to/from the site by sustainable modes.

5.7 Prior to construction commencing, the appointed Contractor will advise its personnel as to how to travel to the site by non-car modes and share details of public transport maps and timetables with personnel at initial site briefings. Where vehicular travel is absolutely necessary, personnel will be encouraged to car share with colleagues.

5.8 The majority of construction personnel will arrive and depart before the traditional network peak hours. The low volume of traffic associated with the construction workforce is not expected to have a noticeable impact on either the operation of the highway network or on neighbouring residents' amenity.

5.9 Traffic associated with the construction workforce will however be monitored by the Site Manager and should evidence arise of any negative effects, the Site Manager will liaise with LBRuT to agree any necessary mitigation measures.

Reducing Impacts on Local Residents' Amenity

5.10 Construction will take place on Monday to Friday between the hours of 08:00 – 18:00, while taking note of the different permitted loading times. Work would only take place on Saturdays between 08:00 – 13:00. There will be no working outside of these hours, including Sundays or Bank Holidays unless otherwise agreed with the LBRuT. This mitigates the potential adverse effects which construction traffic can have on residential amenity.

5.11 Delivery vehicles will seek to avoid using local residential streets where possible by following a pre-determined route to ensure vehicles only use routes appropriate to their vehicle types. The routing strategy will minimise the impact that construction traffic will have on residential amenity.

5.12 Haverfield Gardens will be regularly inspected for any deposits of spoil or debris deposited by construction traffic associated with the site. If necessary, the road will be cleaned by mechanical sweeper or manually by banksmen.

Other Matters

5.13 As part of the construction management process, before and after surveys will be undertaken of the access route from Haverfield Gardens. Based on the results of these surveys, make good works will be undertaken to ensure the adopted highway remains in good condition.

5.14 No security hoardings are required along the frontage of the premises within the highway or within visibility zones. The access gates will open into the site and will be securely locked at the end of the working day.

5.15 Waste removal will be undertaken by an appointed party. Where feasible, the appointed company will remove all material from the site to waste recycling stations and separated for recycling where possible. Alongside this, it is not anticipated the development will result in any problem for LBRuT refuse and general servicing of Haverfield Gardens. The frequency of LBRuT refuse collection will be identified and factored into the delivery planning schedule.

5.16 Access for the emergency services will continue to be possible along Haverfield Gardens and into the site. An on-site banksperson will ensure that safe access routes are always maintained for the emergency services.

5.17 The developer and its Contractor will liaise as far as possible with applicants undertaking other approved developments in the vicinity in order to minimise impact upon amenity and safety. At the time of writing, no developments within the immediate vicinity were identified.

5.18 The implementation, monitoring and any necessary review of the FCMP will be the responsibility of the appointed Contractor.

5.19 Any complaints should be directed to the appointed Contractor.

6. CONCLUSIONS

6.1 Rockhold Kew Ltd has instructed Iceni Projects Ltd to provide transport planning and highways advice in the form of a FCMP in respect of their development proposals at 32 Haverfield Gardens, Kew.

6.2 This FCMP has been prepared to outline the responsibilities for the construction team who will also form a security function for the site during this period.

6.3 This FCMP demonstrates that any temporary disruption and severance of the highway required during the redevelopment of the site can be appropriately managed and accommodated without causing any adverse effects to vehicle and pedestrian movements.

6.4 The site benefits from good public transport opportunities. There are thus plentiful opportunities for construction personnel to travel to and from the site by non-car modes.

6.5 This FCMP demonstrates how construction vehicles will arrive and depart to/ from the site. It has also been highlighted that, on occasion, vehicles may need to park along Haverfield Gardens, however this will not cause obstruction to the existing flow of traffic within the area. This ensures construction can be conducted safely with minimal impact on local traffic.

6.6 Access gates will have will open into the site and will be securely locked at the end of the working day.

6.7 The 24-hour contact for the development will be provided once a Site Manager is appointed.

6.8 This FCMP sets out the proposed hours of site activity (including pick-up and delivery times for materials and equipment) during the construction period. This document also sets out the likely associated construction vehicle types and sizes, expected trip numbers and preferred vehicle routes. Deliveries will only take place between 09:00 and 17:00 hours.

6.9 The agreed contents of this FCMP must be complied with unless otherwise agreed with the LBRuT. The construction team and building occupants shall work with the LBRuT to review this FCMP if necessary. Any future revised plan must be approved by the LBRuT and complied with thereafter.

A1. CYCLE ROUTE MAP

RICHMOND UPON THAMES CYCLE NETWORK MAP

RICHMOND TOWN CENTRE

RICHMOND TOWN CENTRE

within the Borough of Richmond | BOROUGH BOUNDARY | outside the Borough of Richmond

- Main road cycle routes — Routes signed for use by cyclists on a mixture of quiet and busier roads
- Off-road and quiet cycle routes suitable for family groups
- Off-road cycle paths through green spaces — Off-road paths through green spaces
- National Cycle Network Route 4 — National Cycle Network Route 4
- No crossing facility
- Car club bays
- National Rail lines — National Rail lines
- London Overground — London Overground
- District Line — District Line
- Circle Line
- Hammersmith & City line
- Piccadilly Line

0 1/4 1/2 1 Mile
0 1/2 1 Kilometre
Based on Ordnance Survey Street View
Drawn by FWT 27.1.11 www.fwt.co.uk

A2. SWEPT PATH ANALYSIS

4.6T LIGHT VAN TURNING WITHIN TURNING HEAD

NOTES:

1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
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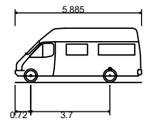
VEHICLE PROFILE:



4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.000m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
A	27.04.2022	SITE LAYOUT REVISED	MZ	RJ	FP

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PROJECT

HAVERFIELD GARDENS, KEV

TITLE

CONSTRUCTION MANAGEMENT PLAN

(4.5T LIGHT VAN)

DRAWN BY	CHECKED BY	APPROVED BY
AP	RB 05.03.2021	FP 05.03.2021

SCALE @ A3	DATE	
1 : 200	05.03.2021	
PROJECT NO. 21-T051	DRAWING NO. 03 (SHEET 1 OF 5)	REV. A

7.5T BOX VAN TURNING WITHIN TURNING HEAD

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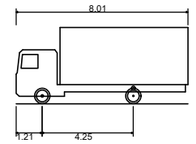

7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.400m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
A	27.04.2022	SITE LAYOUT REVISED	MZ	RJ	FP

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PROJECT

HAVERFIELD GARDENS, KEV

TITLE

CONSTRUCTION MANAGEMENT PLAN

(7.5T BOX VAN)

DRAWN BY	CHECKED BY	APPROVED BY
AP	RB 05.03.2021	FP 05.03.2021

SCALE @ A3	DATE	
1 : 200	05.03.2021	
PROJECT NO. 21-T051	DRAWING NO. 03 (SHEET 2 OF 5)	REV. A

CONCRETE MIXER TURNING WITHIN TURNING HEAD

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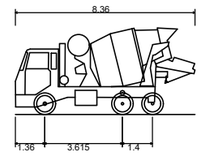
VEHICLE PROFILE:



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	8.210m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
A	27.04.2022	SITE LAYOUT REVISED	MZ	RJ	FP

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HAVERFIELD GARDENS, KEV

TITLE

CONSTRUCTION MANAGEMENT PLAN

(CONCRETE MIXER)

DRAWN BY	CHECKED BY	APPROVED BY
AP	RB 05.03.2021	FP 05.03.2021

SCALE @ A3	DATE	
1 : 200	05.03.2021	
PROJECT NO.	DRAWING NO.	REV.
21-T051	03 (SHEET 3 OF 5)	A