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Job No. 4707
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PROPOSED DEVELOPMENT OF 4 AND 6 MANOR ROAD, TEDDINGTON
CONSTRUCTION METHOD STATEMENT

Contents:

1. Parking of vehicles of site operatives and visitors
2. Minimising disruption to 4 Manor Road
3. Loading and unloading of plant and materials
4. Storage of plant and materials used in constructing the development
5. Erection of gates and hoardings
6. Wheel washing facilities
7. Measures to control the emission of dust and dirt during construction
8. Scheme for recycling and disposing of waste resulting from demolition and construction works
9. Routing and manoeuvring of delivery vehicles
10. Control measures for noise and vibration, including working hours
11. Noise and vibration control
12. Deliveries timing

1. PARKING OF VEHICLES OF SITE OPERATIVES AND VISITORS

It will be policy to encourage operatives and visitors to travel to site using public transport wherever possible. To encourage this, train and bus timetables and maps showing the nearest stops/stations will be posted on the notice board in the site canteen and details included in inductions.

If the use of public transport is not possible, then operatives and visitors alike will be required to adhere to the usual local parking restrictions. Shared journeys will be encouraged to reduce the number of vehicles travelling to site. Parking will be expressly prohibited in the adjacent car parks serving the surrounding flats and in the basement car park on site. The entrance and access route to the basement car park will be kept clear at all times.

A small amount of parking will be available on site in designated areas thus taking any site vehicle parking away from the surrounding roads. See plan in Appendix 1.

2. MINIMISING DISRUPTION TO 4 MANOR ROAD

Being immediately adjacent to the 4 Manor Road building, the 6 Manor Road construction site and compound will enable the contractor to construct the additional floor to the 4 Manor Road building whilst minimising disturbance to the existing residents of 4 Manor Road. (See Appendix 1)

All construction materials will be delivered to the 6 Manor Road site and all labour and materials will be transported to the roof level via scaffolding, stairs and hoists that will be all positioned within the 6 Manor Road site. (See Appendix 1) This approach will ensure that scaffold poles, boards and ladders can all be minimized to the principal front, rear and side elevations of the building. It will also ensure that the two communal access staircases to the existing 4 Manor Road building will not need to be used by tradesmen until they have to install the new flights of stairs to the new level.

Where possible, off site construction techniques (for example timber framing) will be used to minimise the construction time of the additional floor to 4 Manor Road. The contractor will make every effort to ensure that the scaffold around the building remains for the shortest possible time.

3. LOADING AND UNLOADING OF PLANT AND MATERIALS

To ensure that vehicle movement into and out of the site is kept to an absolute minimum, deliveries will be carefully planned. Where possible, different materials will be procured from a single supplier.

All deliveries will be directed into a loading area within the site where they will park up and be offloaded within the site boundary. This will minimise any impact on the surrounding traffic and parking around the site. (See plan in Appendix 1)

4. STORAGE OF PLANT AND MATERIALS USED IN CONSTRUCTING THE DEVELOPMENT

There will be a designated storage area on the site. See plan in Appendix 1. Small or valuable materials will be stored in a secured container.

5. ERECTION OF GATES AND HOARDINGS

The existing front access gates to 6 Manor Road will be removed and replaced with 2m high solid steel gates during the construction period.

Health and safety signage, construction warning signage and management information signage will be displayed on the gate providing information and instructions to visitors and operatives.

The brick wall and paviors to the shared use pathway in front of the site gates will be suitably protected from damage by delivery vehicles.

Signage will also be located on the boundary wall in Manor Road advising the location of the site office (within No. 6) and that deliveries should proceed directly to the site entrance.

The remainder of the site will be enclosed by an existing brickwork boundary wall along the north east side, the flank of 4 Manor Road and existing fences to the remaining sides. The fences will be protected with 2.4m high plywood hoardings.

6. WHEEL WASHING FACILITIES

During all stages of the construction process, there will be wheel washing facilities at the vehicle gate.

This will consist of a pressure washer kept next to the gate.

Vehicles will stop at the gate exit and be on the haul road (hardstanding concrete slab with gully drainage) where a labourer or the drivers themselves will clean the wheels until they are free of all dirt and residue.

7. MEASURES TO CONTROL THE EMISSION OF DUST AND DIRT DURING CONSTRUCTION

A specialist contractor will carry out the demolition of the works in accordance with BS6187:2000 (Code of Practice for Demolition Works) to ensure that the emission of dust and dirt will be kept to a minimum. Measures will include fully sheeted protection scaffolds, damping down, etc.

During later stages of the project, the emission of dust will be kept to an absolute minimum using similar measures. Where possible, elements of the project will be manufactured off-site, for example the new flats may be built using a timber frame or closed panel system to help minimise the construction time during which dust and dirt might be created.

The fitting out phase of the works will be carried out within the confines of the building's structure and therefore dust generation will be minimal.

As stated above, the additional floor to 4 Manor Road will be constructed and accessed from 6 Manor Road as far as possible with breaking through to the existing communal areas left as late as practically possible to help minimise the amount of dust and dirt in these areas. When work will eventually be undertaken within the existing communal staircase areas, every effort will be made to minimise the amount of dust and dirt created, suitable protection will be used and these areas will be cleaned daily by the contractor.

8. SCHEME FOR RECYCLING AND DISPOSING OF WASTE RESULTING FROM DEMOLITION AND CONSTRUCTION WORKS

A Site Waste Management Plan will be implemented upon commencement of the project.

The concrete and hard core resulting from the demolition works will be crushed on site and reused for hardstandings and the piling mat. When no longer required, the clean material will be removed from site for recycling on another project.

An off-site procurement process will minimise the waste arising from the construction process. Waste will be sorted on site into specific materials containers or by using a waste carrier that will sort materials. This will minimise the waste going to landfill.

9. ROUTING AND MANOEUVRING OF DELIVERY VEHICLES

Construction traffic will use Manor Road to gain access to the site. Delivery drivers etc., will be given specific routes to the site to ensure side roads, etc., are not used.

During the construction period, the contractor will keep Manor Road in a clean and tidy condition as a result of any works that have been carried out on site. A road cleaning vehicle will be made available should mud, etc., end up on the public highway.

The site access will be designed to take delivery lorries including 8-wheel muck away lorries and ready mix concrete lorries. The contractor will avoid the need for construction lorries to reverse out of the site onto Manor Road by liaising with suppliers to ensure that suitably sized lorries are used. Should the need for an

off-site holding area arise, the contractor will identify a suitable area and advise sub-contractors and suppliers accordingly.

The contractor will employ safety measures and a banksman as appropriate to ensure that existing 4 Manor Road residents can safely walk to and from their property entrances during all times that the site is open. The contractor will advise the residents of these measures before any construction commences.

The envelope of the additional floor to 4 Manor Road only involves a single storey and no roof trusses. The timber frame panels required for its construction will therefore be relatively small in size and will not require a large delivery vehicle.

10. CONTROL MEASURES FOR NOISE AND VIBRATION, INCLUDING WORKING HOURS

The site will be open from 8am to 6pm Monday to Friday. Should Saturday working be required, this will be restricted to between 8am and 1pm. To ensure that the minimum amount of disturbance to neighbours is caused, no noisy works will be carried out outside of these times in accordance with environmental guidelines.

The site will not be open on Sundays or Bank Holidays.

11. NOISE AND VIBRATION CONTROL

The position of the site is surrounded by the following:

<u>Building/Property</u>	<u>Position</u>	<u>Noise Effect on Building/Property</u>
Quay West	East	Moderate – the flats in Quay West face the site but are approximately 17-20 metres from the boundary and would be moderately affected by a high noise output from the site.
Braemar House, Bowater House and Duncombe House	North	Moderate – these flat blocks face the site but are approximately 17-22 metres from the boundary and would be moderately affected by a high noise output from the site.
4 Manor Road	West	High – the flats in 4 Manor Road are effectively in the site and would be affected by a high noise output from the site.
Ferry Road	South	Moderate – the flats and houses in Ferry Road face the site but are 23 metres from the boundary and would be moderately affected by a high noise output from the site.

Solutions

- Controlled working hours – restricting the working hours from 8am to 6pm will ensure that no noisy works during that period will impact on sleep times (unless neighbours' special circumstances deem otherwise).
- Piling design – As opposed to using the common method of CPP (cable percussion piling), which itself emits a great amount of noise pollution every time the hammer point hits the top of the pile. If piling is required, a method of CFA (Continuous Flight Auger) piling will be used. CFA is a form of drilling into the ground below using an auger drill which leaves a hole and removes the ground below, rather than displacing it. As the auger drill is being removed the concrete is then pumped into the remaining void forming a concrete pile. This method is substantially lower on noise output than CPP.
- Off-site manufacturing procedures where possible.
- The use of radios, etc., will not be permitted on site.

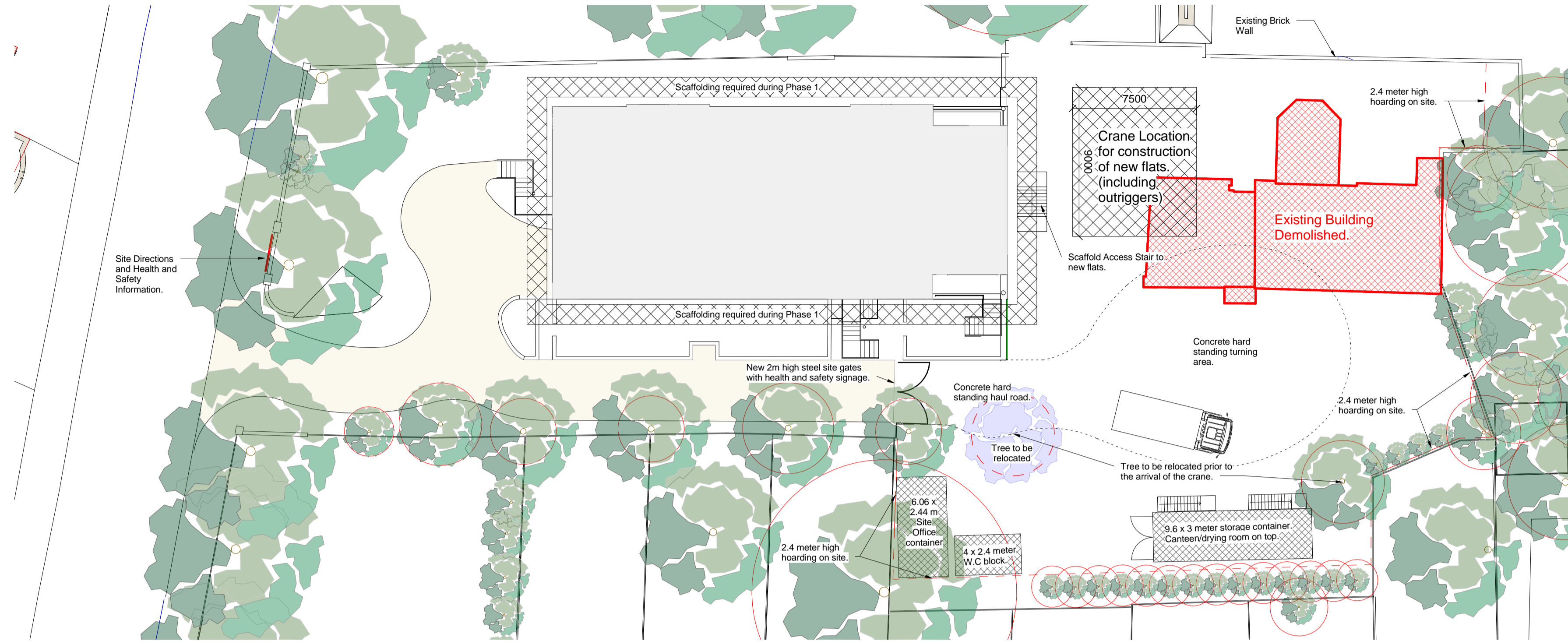
With regard to the noise from site delivery traffic, obviously the number of vehicles will vary considerably depending on the actual work programme on site. These deliveries will be booked in a timed and efficient manner which will reduce the noise from traffic, being continuous throughout the day.

12. DELIVERIES TIMING

An Automatic Traffic Count conducted on Teddington High Street in early 2013 found that daily peak traffic volumes were recorded during the usual commuter peak periods of 8am until 9am and 5pm until 6pm. There are a number of schools in the area that cause an increase in traffic in the morning before 9.30am and then again in the afternoon after 2.30pm.

All deliveries to site will only be made between 9.30am and 2.30pm to avoid peak traffic flows and school drop off and pick up periods.

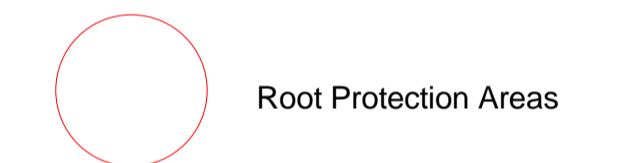
APPENDIX 1 – DRAWING NO. 4707 3 71 - CONSTRUCTION SITE LAYOUT



1 Construction Site Layout Phase 1
1 : 200



2 Construction Site Layout Phase 2
1 : 200



PLANNING

Rev	Description	Issued	Dwn	Chk

Client
4 Manor Road and Lulworth Homes

Project
**4 + 6 Manor Road
Teddington
TW11 8BG**

Drawing
Construction Site Layout

Scale	Date	Drawn	Checked
1 : 200@A1	Apr '16	AWS	IF

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4707	3 71