



64 Derby Road

Richmond Upon Thames, London, SW14 7DP

Construction Method Statement

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1. Project Details:

Date of issue: 27 July 2021

Address of the site: 64 Derby Road, Richmond Upon Thames, London, SW14 7DP

Description of the works: A single rear storey extension, a storey and a half side extension including the basement with lightwell to the rear.

Contact details:

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2. Introduction:

This Construction Method Statement has been prepared in order to accompany the planning application for the above described works at 64 Derby Road, London, SW14 7DP. SAB Projects are registered with Considerate Constructors Scheme and are recipients of CCS awards in 2018, 2019 & 2020.

3. Routing of excavation and construction vehicles:

The property sits on a corner plot of Derby Road and Stanley Road close to where Derby Road meets Temple Sheen Road in the London Borough of Richmond Upon Thames.

The routes proposed for use during the site setup works are as follows:

A 7.5 tons Dropside Truck (L 9.45 m x W 2.49 m x H3.5m) is expected to come with the first deliveries of materials for the site setup.

The truck will come from Derby Road, will approach the site as described in the drawings in a forward direction, and after the delivery, that will last no more than 30 minutes, will leave the site in a forward direction through Temple Sheen Road and then Upper Richmond Road as described in the attached drawing.

The routes proposed for use during the demolition and excavation works are as follows:

Similar to the route described for the site setup works, during the demolition works the vehicles will approach the site coming from Derby Road and will leave in forward gear towards upper Richmond road through Temple Sheen Road

The vehicles that are expected to approach the site during this phase are vans (L 6.95m x W1.99m x H2.71) and a Grab lorry (L 9.10 m x W 2.6 m x H3.7m).

The routes proposed for use during the construction works are as follow:

All the vehicles will approach the site with a similar route in all the phases: the vehicles will approach the site through Derby Road and will park in front of the house, then they will leave towards upper Richmond road through Temple Sheen Road.

The vehicles that are expected to approach the site during this phase are 7.5 tons Dropside Trucks (L 9.45 m x W 2.49 m x H3.5m) and vans for deliveries (L 6.95m x W1.99m x H2.71 m).

Common features for all the phases:

All contractors, sub-contractors, delivery companies and visitors will be advised of and required to adhere to the specified routes and to all the other terms of this plan.

Given the width of the road in front of 64 Derby Road (excluding parking bay) is over 3m, we believe that during deliveries/collections traffic won't be adversely affected. Trained banksmen will be on hand to assist vehicles and pedestrians.

4. Permitted construction traffic hours:

The working hours will adhere to the following time restrictions:

- 8.00am to 6.00pm Monday to Friday
- 8.00am to 1.00pm Saturday

The time for the deliveries will be:

- From 8:00 am to 6:00 pm (Mondays to Fridays)
- No deliveries on Saturdays, except in exceptional circumstances.
- No deliveries on Sundays and Bank/Public Holidays

All the schools impacted by the routing will be contacted and regularly updated to ensure that all deliveries avoid dropping off and picking up times.

All suppliers will be provided with routes to and from site and we will ask that all suppliers provide their drivers with a copy of this routing. All vehicles will be clearly instructed to call the site manager 30mins before arrival. This will be strictly enforced to avoid double booking and unnecessary waiting time. This will ensure there is minimal disruption to residents.

- **Access to other properties will not be impacted by this proposal.**
- **The access to the part of the road in front of 64 Derby road will be restricted during the loading and unloading of materials.**
- **The passage of the pedestrians will be always permitted apart from during the delivery/collection of heavy materials over the hoarding where banksmen will block the pavement for safety reasons and help pedestrians to cross the street to reach the opposite pavement.**
- **No parking is to be allowed at any time at the front of 64 Derby Road as described in the drawings attached.**

5. Scheduling

An indication of the number of vehicles accessing the site is presented in the table below.

Phase	Weeks	Name and description of the phase	Number of vehicles	Approx. dwelling time	Size of Vehicle
1	1	Site setup	1 per day	30 minutes	Dropside rigid truck 7.5 ton (L 9.45m x W 2.49m x H3.5m)
2	2	Demolition	2-3 per day	30 minutes	Grab Lorry (L 9.1m x W 2.55m x H 3.4m)
3	24	Basement Excavation and casting of concrete	1-2 per day 1-2 per day during the casting of the concrete 1 per day	30 minutes	Grab Lorry (L 9.1m x W 2.55m x H 3.4m) Ready mix concrete Lorry: (L 8.7m x W 2.5m x H4m) Van (L 6.95m x W 1.99m x H 2.71m)
4	1	Scaffolding	2 Times	30 minutes	Dropside rigid truck 7.5ton (L 9.1m x W 2.9m x H 3.5m)
5	6	Superstructure	1-2 per day 1 per day	30 minutes 30 minutes	Dropside rigid truck / HIAB 7.5 ton (L 9.45m x W2.49m x H3.5m) Van for deliveries (L6.95m x W1.99m x H2.71m)
6	16	Fit out	2 per day	15-30 minutes	Van (L6.95m x W1.99m x H2.71m)
7	2	Clear site	1 per day	60 minutes	Dropside truck (L9.45m x W 2.49m x H3.5m)

Any other delivery of materials will be placed using the smallest possible vehicle.

The biggest vehicle approaching the site will be a Rigid Dropside Truck (L 9.45m x W 2.49m x H3.5m)

These vehicles sizes were used on the adjacent development at 66 Derby Road.

Phase 1: Site set-up

Prior to any work, the site will be provided with all the welfare facilities that are needed, all the existing main services will be capped where required or adapted for construction use.

A hoarding will be built to the front and side perimeter to protect and enclose the site with a height of 2.4m.

The main gate for the site will be positioned on Derby Road, no equipment or material will be deposited on the highway outside the hoarding.

During the manoeuvres of the trucks, banksmen will be deployed to avoid traffic build up and to keep vehicles and pedestrians safe at all times.

In this phase there will be:

- Dropside Truck 7.5-ton L 9.45m W 2.49 m H 3.5m

Phase 2: Demolition

The demolition will be carried out collecting the spoils directly inside a skip positioned inside the hoarding that protects the site in Derby Road.

This phase is believed to last 2 weeks and all the operations will be done inside the hoarding, this to protect the public pavement and to ensure the safety of the pedestrians.

During the manoeuvres of the trucks, and during the collection of spoil by the grab lorry banksmen will be deployed to avoid traffic build up and to keep vehicles and pedestrians safe at all times.

In this phase there will be:

- Grab Lorry L 9.1 m x W 2.55 m x H 3.4 m

Phase 3: Excavation of basement, underpinning and casting of concrete

The excavation works will take 24 weeks and will consist of 1-2 loads per day of spoil disposal. It is proposed to remove the spoil associated with the site by a Grab Lorry, that will collect the spoil associated with the works parked in front of the house, measuring L 9.1 m x W 2.55 m x H 3.4m.

While the grab lorry empties the static skip on the front driveway of the property, banksmen will be deployed to protect pedestrians and vehicles.

In this phase there will be:

- Grab Truck L 9.1 m x W 2.6 m x H 3.4 m
- Ready mix concrete Lorry: L 8.7m x W 2.5 m x H 4m
- Van L 6.95m x W 1.99m x H 2.71m

Phase 4: Scaffolding

The Delivery of the material for the installation of the scaffolding will be done with rigid truck with tail lift. In this phase there will be:

- Dropside/HIAB Truck 7.5 ton L 9.45m W 2.49m H 3.5m

Phase 5: Superstructure

The Delivery of steel beams and timber structure will be done with rigid truck with tail lift. In this phase there will be:

- Dropside/HIAB Truck 7.5 ton L 9.45m W 2.49m H 3.5m
- Van for deliveries per day with dimensions L.6.95m x H 1.99m x W 2.71m

Phase 6-7: Non-structural works/ Internal fit out/Clear site

On a later stage, smaller vehicles will visit the site, these vehicles, such as plasterer's or electrician's vans, need to park outside the site and unload any materials or heavy tools that will be collected inside the site.

During the manoeuvres of the vans, banksmen will be deployed to avoid traffic build up and to keep vehicles and pedestrians safe at all times. During the last phase of clearing of the site there will be a dropside truck that will collect the materials from the site.

In this phase are there will be:

- Van measuring (L 6.95 m W 1.99m H 2.71 m)
- Dropside/HIAB Truck (L9.54m x W2.49m x H3.5m)

The Project Manager in charge of the project will liaise as far as possible with residents in the vicinity in order to minimize impact of construction traffic movement. A newsletter will be issued monthly to update residents and copies provided directly to any residents who request a copy.

6. Material storage

All materials for the project will be stored on site. The storage location inside the site will change according with the progress of works but won't impact the neighbourhood.

7. Site access

All vehicles have to approach the site as described on the attached drawings.

Please refer to the drawings attached for the positions where vehicles can load/unload. All plants and materials will be unloaded and moved directly onto the site without any temporary or permanent storage on public highway.

During vehicles manoeuvres, banksmen will be deployed to avoid traffic build up and to keep vehicles and pedestrians safe at all times.

During the process of loading and unloading of vehicles to the front of the property, a minimum of 3m of clear carriageway will be maintained.

The site manager will coordinate all the delivery operation and two banksmen will help pedestrians to pass safely.

All plants and materials will be stored on site and all the spoil associated with the building works will be stored in a static skip ready to be emptied regularly by Grab Truck.

8. Method of spoil removal

It is proposed to remove the spoil associated with the basement construction using conveyor belts, which will empty the spoil into a static skip located on the driveway of the property. The skip will be emptied regularly by a Grab Truck (L 9.1 m x W 2.6 m x H 3.7 m), that will stay parked just for the time needed to be filled (approximately 20 minutes).

9. Impact on highway users

To keep pedestrians safe during the construction works, a secure hoarding will be erected all along the front and side of the property with a locked gate providing secure access. Appropriate health and safety signage and the relevant contractor contact details will be displayed on the hoarding together with Considerate Constructor Scheme information (and regular newsletter).

The pedestrian footpath and carriageway will be kept clean and any fouling of the surfaces will be dealt with promptly so as not to cause any disturbance to surrounding residents.

All the vehicles have FORS compliant signage displayed including "Cyclists Do Not Pass on This Side" and are fitted with additional mirrors and reversing cameras.

The hoarded gantry will protect the pavement during the entirety of the works.

10. Noise and vibration control

Best practicable means to minimise noise and vibration from the site will be employed at all times and special consideration shall be given to Part 1, Section 5 of BS5228: 2009 Noise Control on Construction and Open Sites, especially:

- Work programmed to minimise noise & vibration at unreasonable hours, e.g., work times will be agreed and adhered to.
- No work shall be permitted at any other time (including Bank Holidays) other than with the express written consent of the Planning Officer.
- Noisy plant and equipment shall be sited as far as possible from noise sensitive buildings, use of barriers, e.g., soil mounds, site huts, acoustic partitions, etc, to deflect noise away from noise sensitive buildings shall be employed wherever practicable.
- Quiet types of plant, vehicles and equipment shall be used where practicable; plant vehicles and equipment shall, where possible, be fitted with silencers, acoustic hoods or covers which should be kept in good order and used at all times.
- Plant, vehicles or equipment used intermittently should be shut down or throttled down to a minimum when not in use.
- Care should be taken when loading or unloading vehicles, dismantling scaffolding, etc, to minimise impact noise.
- Any pneumatically operated percussive tools shall be fitted with approved mufflers or silencers, which shall be kept in good repair.

The contractor will ensure that all sub-contractors also comply with the above.

11. Dust control

In general, it is an offence to cause a statutory nuisance from dust arising from the site, which is prejudicial to health or a nuisance. Best practicable means must be taken to prevent any statutory nuisance. A copy of SAB Projects policy on Dust, Noise and Vibration Mitigation is attached to this plan.

In addition, the crushing, grinding or other size reduction of bricks, tiles or concrete or soil excavation using mobile plant will only be permitted on site if the following conditions will be complied with:

- Use of water spraying and other dust suppression techniques where appropriate
- Vehicles removing dusty materials from site should be adequately sheeted.
- All spoil removed from site will exit via an enclosed conveyor belt into a sheeted skip located within the property boundary. All spoil will be dampened down with the use of fine sprayed water if required.
- Front and side of the property will be kept clean and dust will be kept to a minimum by regular cleaning by site operative.

12. Waste

No materials are to be burnt on site and all debris and rubbish will be taken away, this is to include any rubbish on site.

13. Services / Utilities

Any service connection will be stopped or installed by competent people only.

14. Details of the wheel washing facilities;

This is not required as no vehicles will enter the site.

Although, it is not anticipated that any significant amount of debris or dust will arise from the works which might spread upon the public highway, if we discover any on the road, we will clean the affected area of the road.

15. General management issues

The Project Manager in charge of the project will liaise with the London Borough of Richmond Upon Thames and the other contractors of nearby developments to ensure no conflict or disruption to service arises. If the route is impacted by development(s), a revised route will be plotted. Development within the area will be constantly reviewed so that the route remains current and adaptable to any new developments. The site manager will be responsible for monitoring and making sure the CMS is adhered to at all times.

A 24-hour contact details will be provided and posted on the outside face of the hoardings in a prominent position so that it is visible to the public at all the times.

16. Programme/key dates

Major Phases	Duration (weeks)	Average Vehicles per Day
• Phase 1 - Site setup	2	1
• Phase 3 - Basement Excavation and Underpinning/ Basement Slab	16	3
• Phase 5 - Superstructure	6	3
• Phase 6 - Fit out	24	2
• Phase 7 - Clear site	2	1
Total	50	

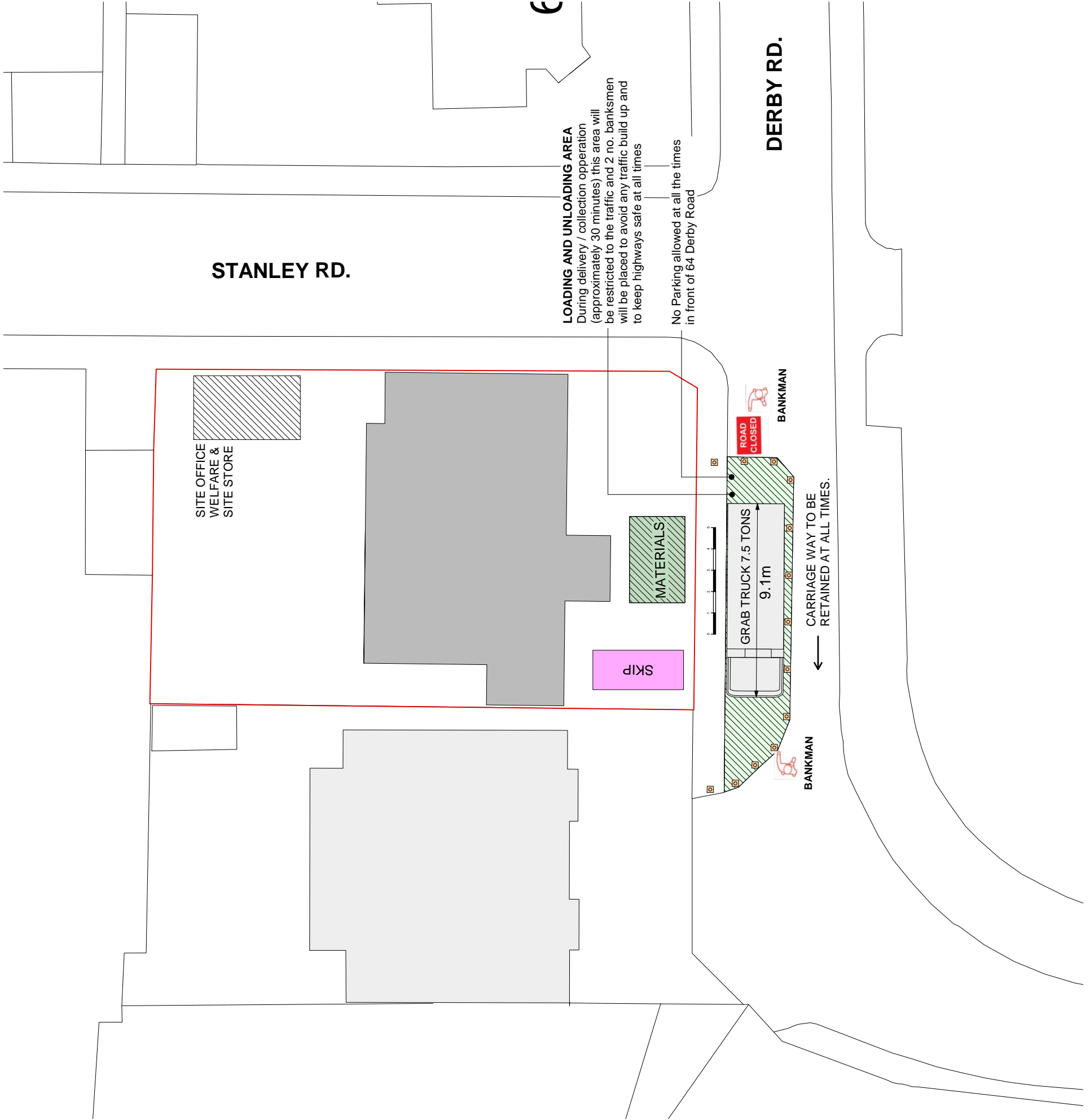
17. Vehicles

Vehicle Type	Size	Weight (GTW)
Rigid Dropside Truck 7.5 ton	L 9.45m W 2.49m H 3.5m	7.5 tons
Grab Lorry	L 9.10 m x W 2.6 m x H 3.4 m	7.5 tons
Van	L 6.95m x W1.99m x 2.71m	3.5 tons
Ready mix concrete Lorry	L 8.7m x W 2.5 m x H 4m	7.5 tons
Rigid Dropside HIAB Truck 7.5 ton	L 9.45m W 2.49m H 3.5m	7.5 tons

Appendices

1. Site set up plan
2. SAB Projects Noise, Dust and Vibration mitigation policy
3. Routing to and from site for deliveries and muck away vehicles
4. Photos

1. Site set up plan



Rev	Date	Amendment

pwa

paul wiggins chartered architects

RIBA Chartered Practice & Interior Designers
 info@paulwigginsarchitects.com 020 8878 4850

- This drawing remains copyright of Fibank Partnership Architectural Design and may not be reproduced or copied without consent in writing.
- For construction purposes only; do not scale all dimensions shall be checked prior to fabrication / commencement.
- If in doubt, ask.
- Any discrepancies shall be immediately reported to the architect. All work shall be carried out in accordance with the latest edition of Building Regulations / British Standards / Codes of Practice.
- All electrical and gas works shall be carried out by qualified persons and in accordance with IEE, GasSafe and Part P Regulations as necessary.
- All roof timbers to be pressure treated with preservative and any cut ends liberally soaked in preservative prior to fixing.
- ALWAYS CONSULT STRUCTURAL ENGINEERS DRAWINGS FOR CONFIRMATION OF TIMBER, STEEL, CONCRETE AND ALL STRUCTURAL ELEMENTS.

Address
 64 Derby Road, East Sheen, London SW14 7DP

Drawing Title
 Construction Method Statement

Date	Scale	Dwg No.	Rev.
31.07.2020	1:200 @ A3	16-04 (CM)01	A

2. SAB Projects Noise, Dust and vibration mitigation policy

Dust

The following measures will be considered as appropriate to mitigate the impact of dust due to the construction activities:

- Through SAB Project's experience, the methods of construction used will minimise dust generating activities as much as possible
- Enclosed solid barriers will be erected around the site, particularly to protect the neighbouring buildings and boundaries from any dust
- No waste materials will be burnt on site.
- Site set-up is planned to ensure where possible dust creating activities are located away from the sensitive areas
- Any demolition activities will use water as a dust suppressant
- Water will also be used where possible, in any cutting and grinding work to suppress dust
- Cutting equipment will use water as suppressant or have a local exhaust ventilation system
- No site run-off of water/mud will be allowed
- Adjacent road surfaces will be frequently swept and washed down to keep them clean
- No vehicles will enter the site itself and all loads/materials entering and leaving the site will be covered where appropriate
- All non-road mobile machinery will utilise ultra-low sulphur tax exempt diesel, where available
- All road vehicles will be requested to comply with set emission standards
- Effective traffic management and well organised vehicle logistics will be applied resulting in less dust and mud being produced.
- All vehicles will switch off engines whilst in attendance – no idling vehicles
- Skips will be securely covered and hoarded in. The drop height from the skip loader will also be minimised as much as possible to minimise dust
- Stockpiles will be kept for the shortest minimum time where necessary.
- A method statement will be developed prior to the works commencing to minimise gaseous and particulate emissions generated during construction
- SAB Projects directors and site workers will visually assess any dust emission on site and take further action to mitigate this if necessary

Noise

We are fully aware of the sensitivities of those occupying the adjacent properties to noise. All reasonable steps will be taken to minimise any disruption to adjacent occupiers by noisy activities on site:

- Where possible SAB Projects will employ construction methods to avoid the amount of noise generated in the first instance
- Where it is necessary to carry out noisy activities, these will be identified well in advance and the timing agreed prior to commencement with neighbours. These activities will be carried out in accordance with Local Authority requirements and in consultation with any affected residents.
- Noisy works will be restricted to between 09.00 – 18.00 Monday to Friday.
- SAB Projects will screen the noise where possible through a combination of the hoarding, screens, material storage and existing structures.
- Where possible any noisy stationary equipment will be located away from sensitive areas. Material handling areas will also be kept away from sensitive receptors.
- Drop heights of materials will also be kept to a minimum to avoid unnecessary extra noise.
- Where possible SAB Projects uses quiet or low noise equipment. Electrically operated plant will be used where practical. We will ensure all plant used on the site will be effectively silenced.
- SAB Projects generally avoids the use of compressors/generators – where they have to be used they

are kept in good working order. The lids/doors to this equipment are always kept firmly closed and plant is shut down when not required. SAB Projects only uses plant conforming with relevant standards and directives on emissions

- All SAB Projects employees receive good practice guides through regular tool box talks. Operatives working in noisy areas will also be monitored to ensure they are wearing the necessary protective equipment and that they are not exceeding their permitted exposure periods.
- No radios or other audio equipment will be allowed on site.
- Efficient vehicle logistics ensure that vehicles arrive promptly, are off-loaded quickly and depart quickly meaning that there is less time when noise is generated and it will also prevent traffic build up noise being generated.
- All vehicles will switch off engines whilst in attendance. Vehicles routes are also planned to avoid the need for the vehicles to reverse, thereby ensuring no extra noise.
- Deliveries will also only be made between the hours of 10am and 3pm.

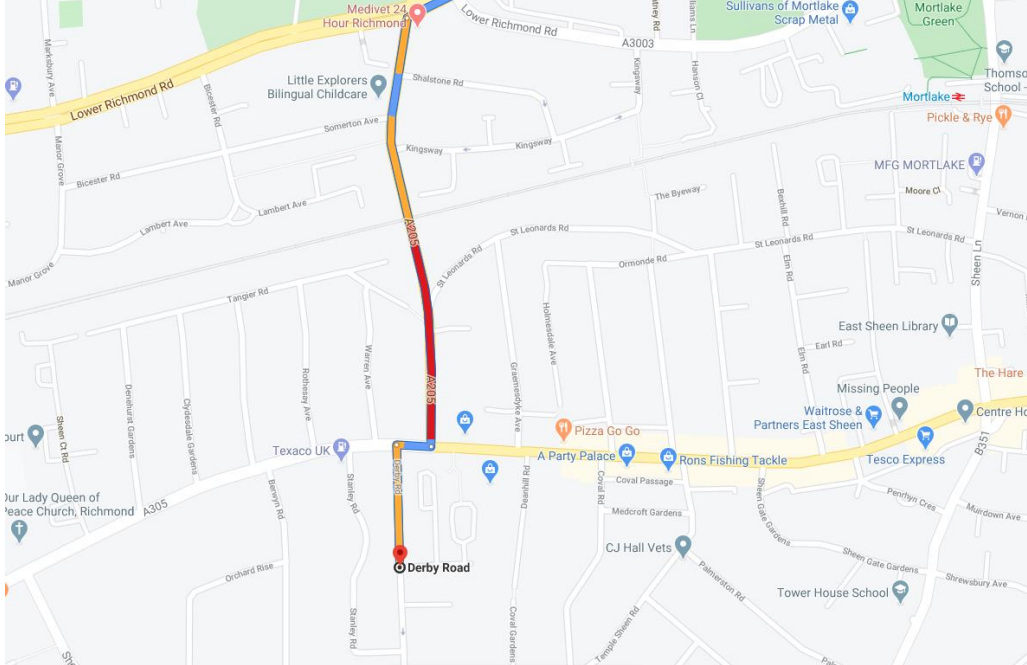
Vibration

SAB Projects are aware that the potential for vibration is dependent on a number of factors and apply the following measures to reduce and manage vibration:

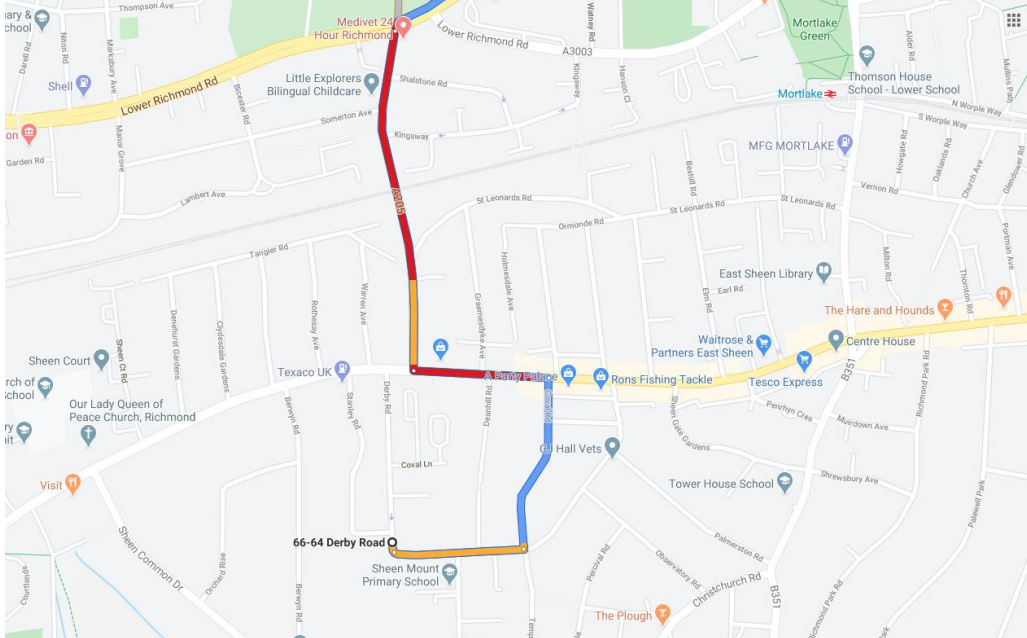
- The method of construction used will be carefully considered to ensure the method with the least vibration risk is applied.
- Should any vibration be expected then local residents will be informed.
- SAB Projects ensures all its equipment is modern and in good working order.
- Compressors/generators are usually stored on plywood rather than directly on the ground to reduce the transfer medium.
- Where possible the origin of the vibration is stored away from sensitive receptors.
- All sensitive structures and buildings will be identified and surveyed before the works. Vibration levels will be monitored throughout the works.
- All SAB Projects employees are carefully inducted and have restricted usage of vibration tools to minimise risk and comply with Health and Safety legislation.
- SAB Projects ensure to manage all vehicle traffic effectively, ordering only when required and ensuring vehicles are only in attendance for the minimum time possible reducing impact on local traffic flows and congestion.

3. Routing to and from site for deliveries and muck away vehicles

Direction of vehicles travelling to site



Direction of vehicles when leaving site



4. Photos

Subject property



Derby Road looking towards subject property (on right hand side of road)



Derby Road (looking towards A305)



Junction of Derby Road and Stanley Road



Temple Sheen Road (looking back towards Derby Road with subject property just round corner)

