26-28 Priest Bridge – London SW14 8TA

CONSTRUCTION METHOD STATEMENT

Wimshurst Pelleriti

Contents

INTRODUCTION

i) This Construction Method Statement has been prepared in connection with the proposed construction of the redevelopment of the site 26-28 Priest Bridge – London, SW14 8TA

ii) This Method Statement is based upon drawings prepared by Wimshurst Pelleriti architects.

iii) The Structural Engineers design for the new buildings will be undertaken separately by a qualified and experienced structural engineer.

PROJECT OVERVIEW & PROGRAMME

v) The subject Property is located at 26-28 Priest Bridge – London, SW14 8TA. Development proposals. The redevelopment of the Priest Bridge buildings is to comprise a residential-led mixed-usescheme for 9 homes and 649sq. m of commercial spaces and associated development, infrastructure and landscape works. The current proposals outline a new 3 no. storey residential structure to take place in-between the existing terraced residential building and The Stag'sHead Barns pub on the south east corner of the site. At the rear the developer has proposed a new partly 1 storey and 2 storey high commercial and residential units with a pitched roof. The commercial building footprint extends over the existing ground bearing slab currently occupied by the existing buildings.

i) The programme is projected to last 16 -18 months. The project will start on site as soon as practically possible – subject to the planning process.

SITE PREPARATION AND ENABLING WORKS

i) Prior to any works commencing - a hoarding will be erected around the perimeter of the site - the hoarding which will be entirely within the site boundary. The area to the south immediately adjacent to site , within the hoarding line, will be used as the site compound including skip, materials storage, temporary utility supplies and welfare for the construction workers.

ii) The hoarding is to have an overall height of 2m and will be painted in a neutral colour. A door in the hoarding will provide pedestrian access to the site for site operatives while large removable secure panels will allow for materials delivery. It will be inspected on a daily basis for damage and security and repaired as required. The hoarding is to act as a security measure (with locked access) and dust control, therefore viewing apertures for the public are not planned on this scheme. Signage for Health and Safety and emergency contact numbers will be placed adjacent to the hoarding entrance.

iii) A metal skip container is to be located within the hoarding structure for temporary storage of waste material pending its removal and clearance from site via HIAB style lorries. Such lorries will reverse into the site in order to remove waste and to deliver materials.

iv) All utilities will be terminated outside the perimeter of the building prior to demolition commencing. Temporary water supply and electrical services are to be provided to the working area via utility connections within the compound.

ENVIRONMENTAL MANAGEMENT

i) Plant and construction techniques that minimise dust, noise and vibration will be selected – aiming to follow Best Practice detailed within BS5288:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites.
ii) All plant and machinery will use bafflers, silencers and dust extraction where appropriate.
iii) The proposed working hours are 8.00 am – 6.00 pm, Monday to Friday. If necessary – it maybe required to occasionally work 9.00 am -1.00pm on Saturdays though we will let local residents know in advance when and why this might be necessary.
iv) Water will be used to dampen down any operations that might be particularly dusty.
v) Wheel washing is not considered necessary for this site as vehicles will not be asked to drive off the roadways.
vi) It is not anticipated that any significant amount of debris or dust will arise from the works which might spread upon the Public Highway notwithstanding this it will be the responsibility of the Project Manager to ensure that the highway is swept on a daily basis.

Disposal of waste

vii) The existing building is to be demolished. This work will be undertaken by a certified demolition specialist who will remove all debris from site and dispose of it properly at certified waste processing facilities. The materials

removed from this site include, 6 dismissed petrol tanks, sands and gravels, broken concrete, steels and metal roof, bricks, slate tiles and small amounts of waste timber; all waste will be removed by a reputable licensed carrier and will be taken to an EA approved Recycling Facility.

viii) An asbestos survey will be undertaken – if any asbestos is identified – it will be removed by a specialist contractor prior to demolition commencing.

Health & Safety on site

ix) The Contract Manager will have overall responsibility for Health & Safety on site for the duration of the programme.

x) All site operatives will receive a site briefing prior to starting work on site

xi) PPE Kits will be supplied to all site operatives with High Viz vest to be worn at all times.

xii) Welfare facilities will be provided on site for the duration of the construction programme – including

a. access to adequate toilet and washing facilities with hot water;
b. a place for preparing and consuming refreshment with provision of drinking water;
c. an area for storing and drying clothing and personal protective equipment.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

i) All vehicles (excavation and construction vehicles) will approach the site via Priest Bridge – from the west.

ii) The proposed working hours within which vehicles will arrive and depart are 8.00 am – 6.00 pm, Monday to Friday.

iii) 3-No. vehicle types are proposed to be used during the construction work – grab lorry, ready mix concrete lorry and standard builders merchants delivery lorry (various sizes). We anticipate an average of 2 deliveries per day / 10 per week throughout the construction period of 12 months. Smaller vehicles will reverse into the site – with the assistance of a banksman – and will therefore be able to exit in 1st gear. Larger vehicles will deliver to and/or pick-up swiftly from the kerb-side, again with the assistance of a banksman, and continue along Priest Bridge afterwards without turning around.

iv) The vehicle sizes proposed for the execution of the project are considered appropriate for safe navigation within the specific road

network. Priest Bridge itself is serviced by Local Authority waste and refuse collections whose vehicles are able to access the property.

Parking and travel plan for site operatives

v) Site Operatives will not be able to park on site. It is envisaged that all site operatives will travel to work via public transport, with the train stopping at Barnes Station within 300 m of the site, providing services to Clapham Junction, Waterloo, Victoria and London Bridge. However, if occasionally required operatives can park on the area around the site, which typically has plenty of spaces available day and night – as shown in the parking survey supplied with this planning application. There should be no effect on neighbouring properties.

vi) Efforts will be made to provide secure storage onsite for specialist tools to avoid contractors who need such tools having to drive to site every day.

DELIVERIES & MAINTENANCE OF THE PUBLIC HIGHWAY

vii) There is no proposal for any overhanging of the Public Highway.

viii) Unloading of large vehicles will take place via these vehicles reversing onto the site. It is anticipated that the front of these vehicles will project out over the pavement while loading/unloading but not into the road itself so there will be no impact on road traffic. Similar arrangements will apply to delivery of any hired plant etc.

ix) All deliveries via vehicle to the site will be subject to the requirements of the Road Traffic Act and will provide due care and attention to the Health and Safety of members of the public.

x) A Banksman will be on site for the duration of the project and will manage any vehicular traffic or members of the public on foot. This would include manoeuvring to and from the property. As vehicles will reverse onto the site during loading/unloading – as described in point viii) there will be sufficient room for other vehicles to pass delivery vehicles whilst off loading, however a Banksman will be present at all times to assist with traffic movements and halt loading if a pedestrian wishes to pass.

xi) It is anticipated that an average of 2 deliveries per day to site will be required and, as such, there is no measurable impact upon the volume of traffic moving within the area.

xii) It is not anticipated that any significant amount of debris or dust will arise from the works which might spread upon the Public Highway

notwithstanding this it will be the responsibility of the Project Manager to ensure that the highway is swept on a daily basis.

MINIMISING IMPACT ON LOCAL RESIDENTS AND BUSINESSES

xiii) The construction proposed will have minimal impact upon adjoining owners, resident or business operators other than the movement of an average of 2 vehicles per day and, in these circumstances, it is not proposed to establish a Construction Working Group.

xiv) The Contract Manager will be appointed as Community Liaison for the Client so far as any construction related issue might arise.

Emergency Contact details

xv) The Contract Manager's name, address, e-mail and mobile telephone contact details will be printed and clearly displayed at the boundary of the property in line with industry best practice.

xvi) In the event of an emergency – the Architect and Principal Designer should be contacted on the emergency contact details which will be clearly displayed on the hoarding. This will be shown to all site operatives as part of their initial site briefing.

CONCLUSION

i) The proposed works will involve the construction of 3 storey building to the front of the site containing 7 residential units including the commercial space at ground floor, and a partly 1 storey and 2 storey building to the rear containing 2 residential units including the commercial space at ground and first levels. The new buildings will be constructed with traditional methods of construction.

ii) The proposed works, if executed correctly and in accordance with the appointed Architects drawings and Engineers calculations, details and procedures will pose no significant threat to the structural stability of adjoining properties.

iii) The agreed contents of this Construction Management Plan will be

complied with unless otherwise agreed with the Council. The Contract Manager will work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council and completed with thereafter.