Construction Management Statement for;

Part single, part two-storey side/rear extension at lower ground and ground floor levels

At –

18 Twickenham Road, Teddington, TW11 8AG

1. INTRODUCTION

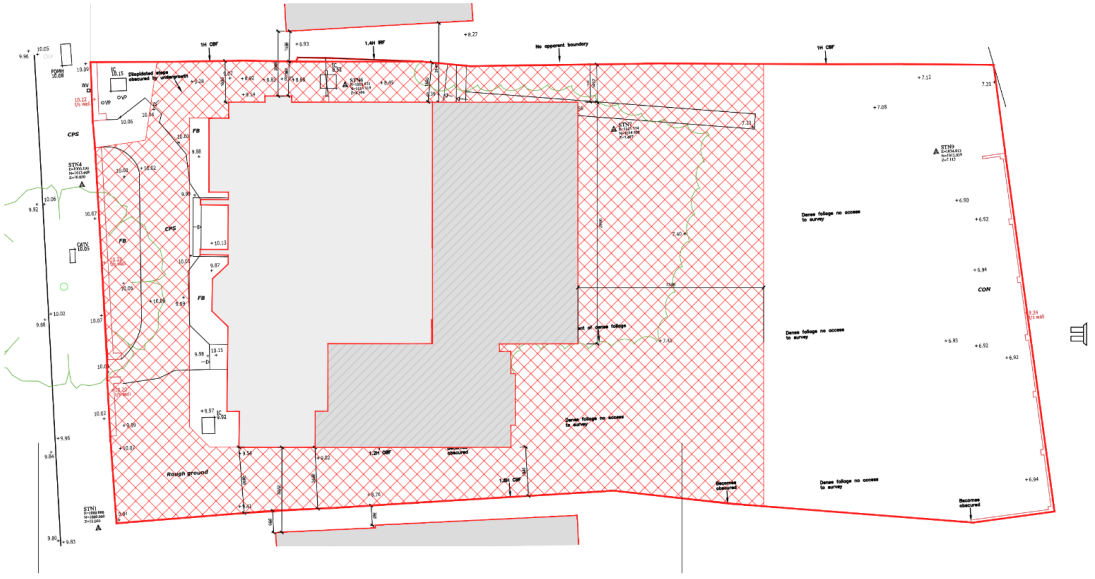
1.1. The proposal includes work at lower ground floor level which is connected to the basement at the front half of the building and the LBRuT Local Validation Checklist and Planning Advice Note – 'Good Practice Guide on Basement Developments' require a Construction Management Statement to be submitted with such applications. The provisions of the Control of Pollution Act 1974 are the principal mechanisms by which construction noise and vibration is controlled. Section 60 of the Control of Pollution Act 1974 gives the Council authority to serve a notice, prior to, or following the commencement of works to apply conditions to restrict the hours of work, noise and vibration levels emitted from the site and for Best Practicable means to be applied. Section 61 of the Control of Pollution Act 1974 allows those intending to carry out complex or lengthy works to apply for prior consent from the Council. Guidance is given in British Standard BS 5228: 2009 Parts 1 Noise and 2 Vibration entitled 'Noise control on constructions and open sites.' Essentially, the Control of Pollution Act 1974 gives the Council powers to control noise on construction sites through restrictions on the hours of work, the type of machinery and how/where it can be used to allow works to be completed without any unreasonable nuisance to neighbours. The applicants Construction Management Statement (CMS) submitted in accordance with Policy LP 11 acknowledges the statutory obligations with respect to impacts of dust, noise, and vibration generation which will be taken into account as part of the construction process. The applicants have appointed their contractor 'Ascentia Consulting' and all works will be supervised by a qualified Structural Engineer with the details as follows: Ruslan Koutlukaev BEng(Hons) Msc CEng MIStructE Chartered Structural Engineer, C/O RK Engineering.

2. POINTS OF THE CMS

2.1. <u>The size, number, routing and manoeuvring tracking of construction vehicles to and from the site and holding areas for these on/off site</u>

2.1.1. The applicants have contracted Miroslav Mojzes trading as 'Ascentia Consulting' as the site manager and Eugene Codjoe trading as ECAD Design as the CDM coordinator. The maximum size of any HGV loading or unloading materials at the site will be restricted to a maximum of 6.3m long, 2.4m in width and to a maximum weight of 7.5t. Vehicles up to this maximum size can arrive via the site's side entrance on Twickenham Road. On site, the contractor would use a 1t High Tip Dumper and a 1.5t digger/excavator. The footway will be reinforced, including the installation of ramps (where necessary) to prevent any damage to existing highways infrastructure

and underground utilities. Banksmen will be present during access and egress of works vehicles from the public highway to the site. This will guarantee the manoeuvring of vehicles entering and leaving site while also safeguard the safety of cyclist and pedestrians. The nearest major carriageway is the A313 (Ferry Road) which provides a main access to the street and the host street is a through road with additional access from Manor Road and Cambridge Road. Whilst demolition would be limited, site clearance and the levelling of the rear garden could require some grab lorries which would be able to directly access the site by turning north from the A313 (Ferry Road) and turning on site if possible and leave via either Manor or back down the A313 (Ferry Road).



ALL LARGE DELIVERY VEHICLES TO PARK KERBSIDE TO DELIVER & OFFLOAD FOR SITE MANAGED VEHICLES TO RECEIVE AND DISTRIBUTE AS REQUIRED.

RED HATCHED AREA DENOTES CONSTRUCTION TRAFFIC AREA CONFINED MAINLY TO DUMPER TRUCKS OPERATING AS THE LARGEST VEHICLES MANOEUVRES AROUND THE SITE

1:100 @ A2

LEGEND

BUILDING REGS ISSUE

ECADDESIGN
ARCHITECTURAL CONSULTANCY
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CAD DRAWINGS
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Client:	MICHAEL & CAROLINE CURRAN
Job Title:	PROPOSALS TO 18 TWICKENHAM ROAD TEDDINGTON LONDON TW11 8AG
Drawing Title:	GA SITE PLAN PROPOSED CONVERSION OF PREMISES COMPRISING 3 SELF CONTAINED FLATS TO BE REVERTED INTO A SINGLE FAMILY DWELLING
Drg No.:	TW-02-100
Date:	DEC 2022
Drawn by:	ECAD
Scale:	1: 100 @A2
Revisions:	BR1

2.1.2. Site hoarding has been erected as shown in Fig 1 below, this covers the front garden and wraps around the front gardens of both neighbours. A sign is included on the hoarding to keep the access at dropped kerb unobstructed at all times, as there is a driveway to southern side of the site which previously served the garages to the rear, this access would be used during the construction phase and then be made redundant again. The site is not within a Controlled Parking Zone and there is no marked out car parking bays on the street, if required the applicants can apply to the Council to suspend parking immediately to the front of the site but this should not be necessary as the street is not heavily parked during day when construction activities are likely to take place.

2.1.3. An estimate of 15 lorry loads of materials/debris will access and leave the site during the partial demolition and construction phases. Vehicles involved with the groundworks phase may need to carefully reverse onto the site entrance using the existing crossover. A designated banksman will be employed during this period to assist lorry drivers. Deliveries will be coordinated and sourced locally to prevent any queuing. It will be made clear to suppliers that holding facilities during this phase will not be available. Groundworks up to Damp Proof Course level should take about 15 weeks (End of February 2023). During this period, it is anticipated some 10 concrete vehicles to attend site. Articulated lorries will not be permitted to participate in the construction works at any time. Some vehicles might have to alight along the street (Twickenham Road), but this would be closely monitored to avoid parking issues during peak demand hours before and after normal working hours.

Fig 1: Existing site hoarding

2.2. <u>Site layout plan showing manoeuvring tracks for vehicles accessing the site to allow these to turn and exit in forward gear</u>

2.2.1. The site has been cleared for construction following the approval of consent No.22/3543/PDE and the rear garden along with the side driveway have been cleared to provide access and turning points in the rear garden. Swept path analysis and tracking diagrams will be provided at the discharge of condition stage. As part of the

landscaping works, the applicants propose to level the garden in view of the existing sloping situation. The use of banksmen / marshallers to direct larger vehicles out of the site can be made available if required.

2.3.<u>Details and location of parking for site operatives and visitor vehicles (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction)</u>

2.3.1. The site has some space at the rear to enable site set-up vehicles to operate and park off-street, more space would be made available as site clearance progresses. This will accommodate key individual members of the site team and controlled visitors. During the course of construction, on-site working rules will prohibit permanent parking for all subcontractors, who would be encouraged to park on-street or use public transport where appropriate. There is unrestricted parking along Twickenham Road and other surrounding roads nearby if the use of private or company vehicles is required. All subcontractors would not need to be on-site during the morning and evening peaks which would limit impact on local congestion and parking overspill.

2.4.<u>Details and location where plant and materials will be located and unloaded</u>

2.4.1. At this stage the applicants are proposing to offload materials by a 1t High Tip Dumper and stored in the private rear garden which is secured and inaccessible for those with no access to the site.

2.5.<u>Details and location where plant and materials used in constructing the development will be stored, and the location of skips on the highway if required.</u>

2.5.1. Periodical parking suspensions may be required immediately in front of the site to facilitate specific site operations. However, the property has a large rear garden with adequate dropped kerb side access which would provide the main construction facilities. Any skip can be placed in the front and rear gardens through the said access at the crossover. There will be adequate room on site to accommodate the volume of materials needed throughout the duration of the construction phase.

2.5.2. Form site compound, set-up welfare facilities, muster points and secure the site to be demolished, installation of protective measures within the existing site surface water drainage system to prevent contamination during the demolition process will be sought. Storage is also to be placed in areas deemed to have as minimum impacts on the neighbour's amenity while enabling construction to proceed. Whenever possible materials will be procured

and delivered to site just prior to the proposed installation date. Plant will always be parked within the confines of the site. There would be no need to locate skips/welfare facilities/materials on the highway unless constraints are identified earlier during the site preparation stage.

2.6.<u>Details of any necessary suspension of pavement, road space, bus stops and/or parking bays</u>

2.6.1. See point 2.5.1 above. There is no plan to apply for any pavement/bay suspensions at this point in time. However, if necessary, we will contact LBRuT's Highways and Parking departments at the first given opportunity. There is no car parking restriction on the street at this current time.

2.7.<u>Details where security hoardings (including decorative displays and facilities for public viewing) will be installed, and the maintenance of such</u>

2.7.1. Timber hoarding has been installed along the front of the site where it borders the public footway to allow for landscaping and general repair works. This at 2.4m high and it is to secure the construction site. Building site hoardings are an important device to not only conceal and increase security on site, but also to protect the public from the building works and hazards going on within the area. Where it is not possible to install timber hoarding (e.g., at the side and rear) due to existing boundary setting, the installation Heras fencing will apply. Acoustic/fire retardant barriers will be employed as and when deemed necessary.

2.7.2. The applicants preferred provider is also able to provide a range of temporary hoardings, including the Heras Readyhoard system. These temporary steel fence panels provide an alternative to timber hoarding and they are a re-useable cost-effective option. Providing more privacy to the site than the traditional mesh Heras fencing, the durable Readyhoard fencing is available in a range of colours, steel gauges and finishes. All hoarding will be inspected daily by the site manager to ensure safety. Any defects will be repaired as a matter of urgency.

2.7.3. Also, where the loading gantry will be located on the scaffolding, there will be a scaffolding fan to capture falling debris on the Northern boundary. There are security cameras installed on site.

2.8.<u>Details of any wheel washing facilities</u>

2.8.1. It is hoped that construction vehicles can use existing hard surfacing limiting the need for wheel washing. Where this is required, all vehicles will be inspected by the site supervisor prior to leaving the site for signs of wheel and undercarriage defects, including dirt collected on site. Vehicles which have collected excessive dirt will be mechanically cleaned before leaving site. Facilities will be available near the driveway entrance where water and drainage would be made available. Power washer is the preferred option for wheel washing and the access to the site will be swept on a daily basis to remove any spoil or debris.

2.9.<u>Details of a scheme for recycling/disposing of waste resulting from demolition and construction works (including excavation, location and emptying of skips)</u>

2.9.1. The Site Waste Management Plans Regulations placed obligations on the client (other than domestic clients) and the principal contractor for any construction project with an estimated cost of more than £300,000. The principal contractor will:

- ***Ensure that the requirements of the site waste management plan are included in sub-contracts***
- ***Arrange suitable site induction, information and training of personnel to ensure that the plan is implemented***
- ***Take all reasonable steps to prevent unauthorised disposal of the waste by others***
- ***Update the plan as the works progress to reflect the actual handling of waste***
- ***At the end of the project (within 3 months) reconcile the planned handling of waste against what actually happened and provide an explanation of any differences.***

1.1.1. Most of the waste generated will be spoil from the landscaping. This is presumed to be inert by sending to landfill and kept separately from other types of waste. As the demolition works are minimal, very little amount of demolition waste/debris is expected. However, as much as possible asbestos and gypsum plaster products will be kept separately from other waste and transferred to licensed carrier for removal and recycling or processing. Where possible hardcore products will be reused, and metals will be recycled. Timber will be re-used or removed for processing/recycling. All brickwork would be recycled and re-used if not damaged.

1.1. Details of measures that will be applied to control the emission of noise, vibration and dust including working hours

1.1.1. The building works will not require extensive demolition works and the party walls/boundary treatment will be maintained at side boundaries, the site contains a detached dwelling. Some demolition works will be by hand where feasible, however for most of the excavation works, a maximum 1.5t excavator and mini dumper truck is likely to be needed. To minimise excessive emission of dust and build-up of fumes, the use Air Extraction units will apply where plant machinery is operating in confined spaces. Regular water hose soaking by hand will take place during any demolition works, where practicable.

1.1.2. All reasonable steps will be taken to minimise noise and suppress dust, dirt and debris generated by the scheme in compliance with BS 5228, Section 61 consent under the Control of Pollution Act 1974, and the 'London Best Practice Guidance to Control Dust and Emissions from Construction and Demolition'. Also following the Best Practice detailed within BS5288:2009 'Code of Practice for Noise and Vibration Control on Construction and Open Sites'. We aim for the demolition process to be straight forward and try to use general labour and small hand-held electrical breakers without the need for any larger plant where possible.

1.1.3. All reasonable steps will be taken to minimise vibration generated by the construction operations. Low vibration plant will be used to reduce vibration and noise. Best practice will be adopted in line with BS5288:2009 'Code of Practice for Noise and Vibration Control on Construction and Open Sites'.

1.2. Details of any highway licenses and traffic orders that may be required

1.2.1. At this stage it is not anticipated that there will be the need of any such licensing.

1.3. Details of the phasing programming and timing of works

1.3.1. Stage 1: Site safety and setup – 2 months

- ***Secure site***
- ***Enable rear vehicle access, parking and turning points***
- ***Setup welfare facilities and site office***
- ***Erection of wrap around hoarding and scaffolding (where necessary) to front, side and rear of the building***

- ***Plan, instruct and carry out any demolition and site levelling at rear.***

1.1.1. Stage 2: Build stage – 7 months

- ***Prepare ground works for foundations and drainage***
- ***Build-up new rear extension***
- ***Remove the roof and rebuild***
- ***Install all new windows***
- ***Seal off building from the elements.***

1.1.1. Stage 3: Fit Out & Completion – 3 months

- ***Remove scaffolding***
- ***Carryout initial internal fitout works***
- ***Plumbing and electrical installations***
- ***Install new bathrooms and kitchen***
- ***Landscape rear garden and install new boundary treatment***
- ***Completion and handover.***

1.1.<u>Arboricultural implications</u>

1.1.1. There are no high category trees within the proposed footprint of the extension nor within at least 3m beyond. All trees on the site except at the very bottom of the 22m deep garden are either 'C' or 'U' categories. The site is not in a Conservation Area and there are no Tree Protection Orders on on-site or neighbouring trees. Therefore, no default protection of trees is application. Nonetheless, as part of the proposed landscaping plan, a tree planting scheme is proposed, if anything to provide additional screening to the garden from neighbouring sites.

1.2.<u>A construction programme including a 24-hour emergency contact number</u>

2.14.1 The name and contact details of the site manager / principal contractor is Miroslav Mozjes trading as 'Ascentia Consulting' contact number: 07525070717 / email: Miroslav@ascentia.pro