

CONSTRUCTION METHOD STATEMENT

TO SUPPORT PLANNING APPLICATION FOR
CONSTRUCTION OF PART TWO STOREY AND PART SINGLE STOREY ATTACHED DWELLINGHOUSE;
PROVISION OF REFUSE / RECYCLING STORAGE, AND AMENITY SPACE

AND

ASSOCIATED ALTERATIONS TO 15 TAYBEN AVENUE;
(FOLLOWING DEMOLITION OF EXISTING WORKSHOP / STORAGE TO 15 TAYBEN AVENUE,
GARAGE TO 13 TAYBEN AVENUE

AND

RE-POSITION OF BOUNDARY)

1. INTRODUCTION

This **Construction Method Statement** is submitted in support of the planning application, to the London Borough of Richmond Upon Thames Planning department (the “Council”), for the:

- Demolition of the existing garage to 13 Tayben Avenue,
- Demolition of the existing storage / home workshop to 15 Tayben Avenue,
- Removal and re-positioning of boundary between 13 and 15 Tayben Avenue,
- Erection of a two storey extension with rear single storey extension to the side of 13 Tayben Avenue to form a new self-contained dwelling (the “Proposed”), and
- Associated alterations to 15 Tayben Avenue; (the “Proposed Development”).

Where, in this Statement:

- Measurements are given, they are approximates and in metres.
- Extracts of plans, maps and or drawings are shown, they are not to scale.
- Photographs are shown, they are also not to scale and, unless otherwise stated, are as at 2023.
- Lettering and numbers are in:
 - ‘curved’ brackets, they are drawing numbers of architectural plans.
- Quotations are coloured in:
 - **Brown**, they are text from the quoted caselaw; and
 - **Blue**, they are text from the quoted planning legislation / policy / guidance.

The planning application for the Proposed Development (the “Planning Application”) is essentially an amended submission for the development proposed under planning application 22/3276/FUL (the “Original Planning Application”). The Original Planning Application was refused by the Council on 12.05.2023.

The matter was referred to appeal, under appeal reference APP/L5810/W/23/3332811 (the “Appeal”). The Appeal was assessed by Inspector C Livingstone MA (SocSci) (Hons) MSc MRTPI (the “Inspector”) on 23.07.24. The Inspector dismissed the Appeal on 23.07.2024 (the “Appeal Decision”) because “...*there is no suitable mechanism before me to secure an affordable housing contribution or restrict parking...*”; i.e. no completed Unilateral Undertaking, pursuant to section 106 of the of the Town and Country Planning Act 1990 (as amended) had been provided.

1. PLANNING POLICIES & GUIDANCE

The Applicant understands the following:

- Below legislation / national policy is the London Plan, which forms part of the ‘development plan’.

- The ‘development plan’ contains a set of policies and guidance for development of the borough and the Council’s ‘local plan’ (adopted by the Council on 03.072018) (the “Local Plan”) also forms part of this ‘development plan’.
- The legislation provides that planning decisions must be taken in accordance with the ‘development plan’ unless there are material consideration that indicate otherwise.
- The Council’s Local Plan is within the framework of material planning considerations.
- The Council’s Supplementary Planning Documents (“SPD”) provide greater detail on policies.
- The Council have prepared a new ‘local plan’. This was made available for public consultation on 09.06.2023 and this ended on 24.07.24. The Applicant understands that, by submitting the Richmond Publication Version Local Plan (Regulation 19 version) (the “Draft Plan”) for independent examination, the Council has formally confirmed its intention to adopt the Draft Plan and its supporting documents is now a ‘material planning consideration’.

2.A. National / Development & Local Plan Policies

The main development plan policies are as follows:

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- Nationally Described Space Standards (2015)
- London Plan Guidance Fire Safety Policy D12(A) Pre-Consultation Draft, March 2021
- Building Regulations
- London Plan 2021
 - Policy D12
 - Policy SI 15 – Water Infrastructure
 - Policy GG 6 – Increasing Efficiency and Resilience
 - Chapter 6 – London’s Transport
- Local Plan
 - Policy LP 1 Local Character and Design Quality
 - Policy LP 2 Building Heights
 - Policy LP 8 Amenity and Living Conditions
 - Policy LP 21 Flood Risk and Sustainable Drainage
 - Policy LP 22 Sustainable Design and Construction
 - Policy LP 34 New Housing
 - Policy LP 35 Housing Mix and Standards
 - Policy LP 36 Affordable Housing
 - Policy LP 37 Housing Needs of Different Groups
 - Policy LP 39 Infill, Backland and Backgarden Development
 - Policy LP 45 Parking standards and servicing

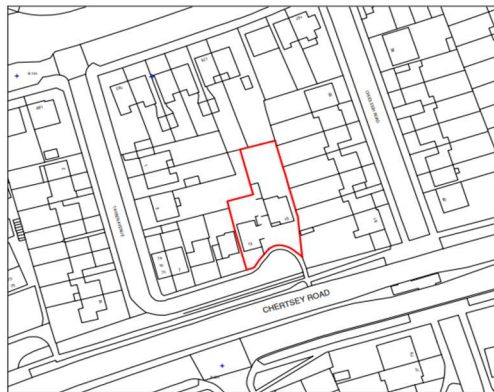
2.B. LBRUT’s Supplementary Planning Documents / Guidance

The main SPDs are as follows:

- House Extensions and External Alterations SPD (2015) (“HEAEA SPD”)
- Residential Development Standards SPD (2010) (“RDS SPD”)
- Sustainability Construction Checklist SPD (2011) (SCC SPD”)
- Design Quality SPD (2006) (“DQ SPD”)
- Planning Obligations SPD (2014) (“PO SPD”)
- Affordable Housing SPD (2014) (“AH SPD”)
- Refuse and Recycling Storage Requirements SPD (2015) (“RARSR SPD”)
- Front and Other Off-Street Parking Standards (2006) (“FAOOSPS SPD”)

2. Application Site

The Application Site is identified by red edging on the 'location plan' (TP-574/NH01). An extract of the said 'location plan', is at **Figure 1**.



LOCATION PLAN
1:1250 SCALE

0m 10m 20m 30m 40m 50m 60m 70m 80m 90m 100m
SCALE @ 1:1250

Figure 1.

The Application Site is on the northern side of Tayben Avenue and at the end of a cul-de-sac. The Application Site consists of 13 and 15 Tayben Avenue, Twickenham, TW2 7RA and is 22.1m wide.

The proposal involves the Proposed and the Proposed Development at the Proposed Site.

3. METHOD

This Construction Method Statement is designed to help minimise the impact of construction of the proposed development on the surrounding community, both for the construction on site and the transport arrangements servicing site.

4A. Working Hours

Working hours are proposed as:

08:00 to 18:00 on Monday to Friday,

08:00 to 13:00 on Saturdays, and

No noisy activities to be done on Sundays or Public Holidays.

4.B. Site Access

Vehicle access to the site is afforded by existing dropped kerb / crossover from Tayben Avenue.

As mentioned, the site is located at the end of the cul-de-sac of Tayben Avenue.

Vehicles can safely access the said Avenue from Whitton Road. Construction vehicles can safely turn at the end of the cul-de-sac in order to exit Tayben Avenue.

Drivers will be asked to telephone in advance of arriving so that all visitors and deliveries will be prearranged to ensure conflicting of vehicles is avoided.

Vehicles entering and leaving the area will be directed accordingly, when necessary, for the protection of pedestrians and traffic using Tayben Avenue.

The area can also be accessed by good bus and train routes as illustrated in the Transport Statement, accompanying the planning application.

The development access / egress procedures will be continually monitored and reviewed so that any potential issues are proactively prevented. Accordingly, banksmen must be present for all vehicle movements.

Pedestrian access to the site is afforded by Tayben Avenue via the pedestrian walk way.

4.C. Parking

The said dropped kerb / crossover benefiting the site from Tayben Avenue gives access to a single storey garage and a hardstanding area at 13 Tayben Avenue.

The proposed development includes the demolition of the said garage and garden shed at 13 Tayben Avenue as well as the demolition of the storage / home workshop at 15 Tayben Avenue. These areas together with the existing parking arrangements can be used for the parking of five vehicles during the course of construction with additional space available at 15 Tayben Avenue.

An area within the site boundaries will be set aside for secure cycle storage for operatives and visitors.

That said, Tayben Avenue both fall within a Controlled Parking Zone (CPZ) and therefore all visitors and contractors will be encouraged to use public transport, thus minimising any impact on local streets. The use of public transport can be promoted during the selection process when interviewing proposed contractors for the development and perhaps subsidising their travel.

4.D. Loading & Unloading

Site management will control deliveries of material to site through a booking system, on a just in time basis. No unauthorised deliveries will be accepted and any deliveries that cannot be accommodated will have to be rebooked.

Given the vehicle access and parking availability on site, it is envisaged that all materials will be loaded and unloaded from within the site.

That said, if required, loading and unloading will be permitted when parked in the marked bays on Tayben Avenue although such activities from these locations will be kept to a minimum. This may require the temporary suspension of bays.

Materials will be manually transported to the garden area, although wheelbarrows, trolleys and other manual aids will be used to minimise manual handling. All materials will be taken directly into the garden area.

Temporary barriers will need to be in place in order to ensure safe working and avoid any risk to members of the public walking along the pavement. If barriers are required, this will need to be agreed by the London Borough of Richmond's Network Management and appropriate signage will need to be approved.

Stacking of materials in roads and paths will not be permitted and the adjacent pavement will remain accessible at all times except when it will be policed to enable the safe operation of but not limited to the following:-

- Any delivery of materials
- Removal/replacement of the skip from the road (if applicable)

It is envisaged that an application will not need to be made to suspend some of the adjacent resident bays to facilitate a safe area for skips, given the off-street space availability at 13 and 15 Tayben Avenue.

4.E. Highway Licences

It is not envisage that there will be a need for any temporary structure to be positioned on the adjacent highway or the need for any road closures. However a hoarding licence will be required if any such structures are proposed to be positioned on the public highway.

Skip licences and temporary consents from the Highways Authority / Network Management may be required for possible temporary barriers / hoardings on the pavement, referred to above.

4.F. Material Storage

No materials will be stored on the public highway.

Areas will be made within the site boundary for essential storage of plant, materials and waste. The open garden space will be used for storage of materials.

Material deliveries will be programmed to minimise the storage requirement on site.

4.G. Security Hoarding

It is proposed that a suitable hoarding be constructed around the site, if the existing garden timber fence is not suitable.

Access gates to the site will need to be locked at the end of each working day.

4.H. Dust, Dirt and Noise Control and Wash Facilities

The areas immediately surrounding the site will need to be monitored to ensure dust, dirt and noise is minimised.

A number of mitigating methods will be implemented to minimise the nuisance and impact arising from dust produced during construction, including:

- The immediate removal of any dirt carried on to the public highway and cleanliness of the same.
- Any loads likely to produce dust will need to be covered before arriving to or departing from the site.
- Dust arising from site operations will need to be minimised by covering and or watering as necessary.
- Vehicles carrying loose materials and workings to be sheeted at all times;

- Implementation of design controls for construction equipment and vehicles and use of appropriately designed vehicles for materials handling;
- Suitable wetting of surfaces, including ground, shall be carried out during the cutting or disturbance of materials with the potential to release air borne particles.
- Regular inspection and, if necessary, cleaning of local paths will be undertaken during the works;
- Ensuring that all delivery vehicles, construction plant and equipment is maintained in good working order and not left running when not in use; □ Burning of any material is prohibited anywhere on-site.

Every attempt shall be made to control noise at source.

Where noisy activities are unavoidable the disturbance will be minimised by choice of technique, timing, shielding or protection as appropriate.

As soon as vehicles arrive at the site, the engine shall be switched off.

The existing 13 Tayben Avenue is likely to be vacant during the course of construction and therefore workmen can have the use of the WC and washing facilities therein. The existing dwelling can also be used as a site office.

4.I. Recycling of Waste

Space on site will be allocated for recycling where possible.

4.J. Construction Programme

A detailed construction programme and phasing plan is likely to be produced once a contractor has been appointed.

That said, the sequence of works are likely to be as follows:

- Take possession of the site and set up welfare facilities and distribute appropriate gloves, goggles and masks etc.
- Make site secure with hoarding - Seal Off area to stop dust / define area of works with physical barrier to stop entry by unauthorised personal. Access route from works to skips to be clearly marked & defined with cones to allow free access to adjacent property.
- Set up site electrics and make safe all other services capping off & moving as necessary.
- Demolition of garage and workshop and remove to facilitate parking, storage and skip area.
- Demolish and remove timber shed.
- Commence excavation of new foundations.
- Pour new concrete foundations.
- Lay brickwork up to floor level and install pc concrete floor.
- Excavate and install new drainage and services
- Construct new roof joinery.
- Carry out lead roof covering and flashings.
- Install new glazing
- Carryout 1st fix plumbing and electrics
- Board and form ceilings, close up partitions. / Once fully boarded skim

- Carryout 2nd fix Carpentry, 2nd fix plumbing and electrics
- Carryout installation of Fixtures and fittings Sanitaryware & kitchen.
- Carryout finishes Decorations, tiling & soft finishes etc.
- Carryout Finals fixing of coverplates ironmongery etc.
- Carryout external works including drainage, and hard landscaping
- Test & Commission Plumbing, Drainage and Electrics
- Obtain Building Regulations Final Certificate for the works and Corgi & NIECE Completion certificates for Plumbing and Electrics.
- Attend to snagging items in agreed time period.

4.K. Workmanship

All works will be carried out in accordance with but not limited to the following:

- Permit to Work, Risk Assessments & Method Statements including manual handling COSHH, access, egress, use of portable electric tools, hand tools working at height, use of ladders etc. etc. as per the following (as amended):
- Building Regulations;
- Construction (Health, Safety and Welfare) Regulations 1996;
- COSHH (Control of Substance Hazardous to Health) Regulations 2002
- Health and Safety at Work Act 1974;
- Health and Safety (Display Screen Equipment) Regulations 1992;
- Management of Health and Safety at Work Regulations 1992;
- Manual Handling Operations Regulations 1992;
- Provision and Use of Work Equipment Regulations (PUWER) 1998;
- Personal Protective Equipment at Work Regulations 1992;
- RIDDOR (Reporting of Injuries, Diseases and Dangerous Occurrences) Regulations 1995;
- Workplace (Health, Safety and Welfare) Regulations 1992.

21ST AUGUST 2024