

CONSTRUCTION METHOD STATEMENT & MANAGEMENT PLAN

for

DEVELOPMENT OF

Redevelopment including the demolition of the existing building and the erection of a new building ranging between 1 and 6 storeys to provide a 302-bedroom hotel (Use Class C1) with basement and ancillary facilities including restaurant, car parking, coach parking, hard and soft landscaping and associated works.

At

Douglas Webb House, 546 Sipson Road, Sipson, Middlesex, UB7 0JB

Condition 18 of planning approval 11068/APP/2020/1586

August 2023

PROPOSED CONSTRUCTION METHOD STATEMENT & MANAGEMENT PLAN

For the construction 302 – bedroom hotel at 546 Sipson Lane with ancillary facilities including restaurant, car parking, coach parking, hard and soft landscaping and associated works.

Please refer to logistics plan, drawing number CO/DB/3335-01 and CO/DB/3335-02. .

1.0 Purpose of this Statement

This report outlines how this project will be constructed efficiently, under controlled environmental conditions. This method statement describes how we propose to minimize inconvenience to the neighboring owners. The main contractor will take this on board in every respect to achieve the objective and support the project team. The site is surrounded by existing housing to the West and a car park to the south and the M4 motorway to the East.

On the main road there is limited parking available so the workers will be encouraged to use the excellent public transport facilities available to this site and not allowed to park on the street. There will also be parking available in the site at the rear of the site.

There will be strictly no waiting, loading or unloading allowed on the public highway which is a red route.

The deliveries to site will have to be managed so as not to cause disruption to the surrounding area. Due to the space available at the site all deliveries will be from the main road and located either at the rear of the site or the front as shown on the logistics plan. The site has an existing road to the West which goes down to the bottom end of the site. This will enable deliveries to be taken into the site and the vehicles safely turn around and leave the site in forward gear.

Scaffold will be required to be erected on the building, but this will not be located near the public highway. The front entrance access way is located next to the houses and a gate will be located to provide security to the site.

There will not be any hoarding on the public footpath as the development is located away from the public footpath. The hoarding will be spayed at the entrance to allow for vision for both pedestrians, road traffic and cyclists.

Access to the site will be from the front of the property as shown on the site management plan. All the materials deliveries will be from the front access road.

All necessary traffic orders and other permissions required to allow safe access to the site will be secured and implemented prior to commencement of construction.

The contractor will make use of operators that are members of TfL's Freight Operator Recognition Scheme for the duration of the project.

The contractors and operators must be Fleet Operators Recognition Scheme (FORS) Silver accredited.

The contractor will also liaise with other contractors in the vicinity of the site to maximise the potential for consolidation and to minimise traffic impacts.

The demolition will be carried out by the demolition contractor who will provide this method statement to comply with health and safety.

There will not be any phasing of the project as it will be carried out in one continuous phase.

2.0 Site Set-up for Offices and Welfare Facilities

The management of the construction of this project will require a site set-up comprising offices, toilet and changing facilities, and a canteen. The facilities will be on the ground floor at the front of the plot there will also be a site office. These offices and other facilities will be housed in modular temporary units. The rear of the property will be used for deliveries to site. A crossover for access to the site already exists and will be used during the construction of the building for site visitors.

The contractor will liaise with the local authority highways department to the condition of the public pavement at the front entrance of the property. This will be undertaken via taking photographs public highway before work starts and then again when the work has finished. Once the works are complete the council will inspect the condition of the pavement and if damaged then the contractor will make good as required.

3.0 On Site Worker Parking

There is some provision for on-site parking, but there will be a general policy of no on-site car parking and the site labour force will be encouraged to use excellent available public transport. Unapproved parking on public roads will not be allowed. Any local traffic management measures for site access will be agreed with the local authority. There is provision of car parking for visitors and site operatives at the rear of the property.

4.0 Construction Vehicle Movements / Deliveries

Heavy Goods Vehicle (HGV) will not be allowed on site for deliveries unless by appointment only and all other deliveries will be via transit vans, movements during this phase will have to be monitored closely with detailed traffic management and logistics plans updated and monitored daily. The management of the site logistics is key to the success of the project and will require a dedicated member of the team to develop a detailed plan to control and manage the site.

Deliveries will only be accepted on a just-in-time principle. There is storage space allowed on-site and it is expected that all deliveries will be booked in with the logistics team not less than 24 hours prior to arrival on-site. A delivery zone will be established on site and will be able to hold one truck at any time with consideration being given to the provision of an offsite holding area for vehicles with possibly limited material storage to facilitate efficient deliveries. There will be a traffic marshal on site who will conduct the entries and exits from the site. All deliveries will be via the main road at the front of the property and along the side access road. The front entrance gate has been located more than 7m from the pavement so that the vehicles can turn into the site and not wait on the public highway. This will mean that the vehicle can wait in the access road, thereby not holding up any traffic on the road. The principles of the logistics plan will be detailed in all tender and contract documents issued to suppliers and sub-contractors. It is anticipated that site logistics will form a significant part of the pre-appointment meetings for contractors and sub contractors and that regular coordination meetings will be held throughout the construction phase of the project. In view of the location of the site, the constraints on traffic and the permits that will be required for vehicles to access the site, a senior member of the logistics team will be nominated as a liaison officer responsible for communication with the local highway authorities and neighbours with regard to traffic problems, planned large deliveries and road maintenance issues. In this way it is anticipated that the risk of material shortages at key times can be reduced to a minimum.

The access to the site via the M4 motorway as shown on the CO/DB/3335-02. The transport network is excellent with the M4 motorway located nearby making quick and easy access to the motorway.

5.0 Delivery Times

We will adhere to the following key principles at every site: Normal working hours, set by the local Authority are generally from 8.00 a.m. until 5.30 p.m.– Monday to Friday and between 9.00am to 1.30pm on Saturdays., and in this projects' case no deliveries will be planned during school drop off and pick up times so that the peak traffic hours are avoided, deliveries will be between 9.30am and 3.00pm Monday to Friday.

6.0 Vehicles Entering & Exiting the Site

The location of the main access to the site will be via the main road and then on the side access road then directed to the rear of the site. For delivery vehicles, there will be a delivery rota system, whereby deliveries must be pre-booked at least 24 hours in advance to avoid the areas peak travel hours. Not only should this prevent congestion on site but it will also spread the resultant traffic over a longer period. Special deliveries to the site will be co-ordinated with the Local Authority highways department to avoid congestion during peak traffic periods. A qualified Traffic Marshall will be available on site to make sure access and exit of site vehicles is processed in a safe manner and under supervision of the Traffic Marshall. Also making sure that the entrance and exit from the site is safe for cycles on the highway. Any vehicle arriving without this prior booking may, at the discretion of the logistics staff, be turned away and advised to return at another appointed time. This procedure will be detailed within the contract documentation for both subcontractors and suppliers, to ensure that all delivery drivers are aware of the requirements. There will be no on-street loading or unloading. Delivery arrangements will of course need to be agreed in consultation and agreement with the Highways Authorities. A traffic management system will be established to avoid congestion in the vicinity of the Proposed Development. Loading and unloading will be restricted to certain times of the day, between 9.30am and 3.00pm (outside school start and end hours) to further minimise the likelihood of congestion on highways surrounding the site and strict monitoring and control of all vehicles entering, exiting and traveling across the site will be maintained including: – The setting of specific delivery and collection times; – Consolidation of deliveries wherever possible; – A system of '*just in time*' deliveries between 9.30am -3.00pm; and – The requirement for prior authorization when visiting the site via vehicle, which is managed by the logistics manager. The manager will agree at least a week in advance delivery schedules and then review and priorities them on a daily basis. The use of a waste compactor on-site will be investigated as an additional way of reducing the number of vehicle trips related to waste collection, where applicable. Conflict on the access road during construction will be avoided by making sure there are no deliveries booked that overlap and all vehicular traffic will be controlled by the Traffic Marshall but if two vehicles do meet on the access road then priority will always be given to the inbound vehicle and in no circumstances are will vehicles be allowed to reverse onto service Road.

Visible splay has been incorporated to the access road in order to for safety for pedestrians and cyclists in the vicinity of the site

7.0 Wheel Washing / Road Cleanliness / Dust Control/ Site Lighting

During construction works an appropriate wheel-washing system shall be provided to remove mud, stones and any other extraneous materials from the wheels and chassis' of construction vehicles exiting the site and all loads of construction materials, excavation spoil or other such matter shall be fully covered in order to ensure that no material leaves the site attached to the vehicle which might subsequently be deposited on the highway. The exit from the wheel washing system shall be constructed from a hard, nonporous surfacing material and sited as far away from the exit to the highway as is possible, behind at the end of the service road, given the constraints of the site and the surface shall be kept clean at all times. Waste water discharged from the wheel washing system shall be stored and disposed of on site and shall not be discharged into the public sewerage system without prior removal of soil, stones and any other suspended material.

Suitable measures to minimise dust nuisance caused by the operations and to ensure that no dust or other debris is carried on to the adjoining properties shall also be provided in accordance with the Greater London Authority's "Air Quality" guidance. Site lighting shall be designed, positioned and directed so as not to unnecessarily intrude on passing drivers on public highways or neighbours.

There will not be any external flood lighting on the site, all lighting will be directed towards the site and not out towards neighbours direction. Lighting will not be required during the summer months, during the winter months it will be switched on and off as the site opens and closes.

8.0 Dust Suppression Measures

Best practicable means of preventing, reducing and minimising dust will be adopted. It is expected that the Proposed Development will adhere to the relevant Code of Practice during construction. On-site good practice procedures will be followed in order to mitigate noise, vibration and air pollution (e.g. through dust and fume generation) impacts under the Considerate Contractors Scheme. Measures currently planned to be adopted include: – Use of hoarding around the entire perimeter of the site to assist in the screening of noise and dust generation from low-level sources; – Hydraulic construction to be used in preference to percussive techniques where practical; – Off-site pre-fabrication to be used, where practical, including the use of pre-fabricated structural elements, cladding, toilets, mechanical and electrical risers and packaged plant rooms; – All plant and equipment to be used for the works to be properly maintained, silenced where appropriate, and operated to prevent excessive noise and switched off when not in use and where practicable; – Plant will be certified to meet relevant current legislation and British Standard 5228 (BS5228) Standards; – All Trade Contractors to be made familiar with current legislation and the guidance in BS5228 (Parts 1 and 2), which will form a prerequisite of their appointment; – Threshold vibration limits will be set and monitoring equipment established at locations outside the site that are deemed sensitive, such as nearby office areas and churches and listed buildings; – Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will be conducted in such a manner as to minimise noise generation. Where practical these will be conducted away from noise sensitive areas; – Deviation from approved method statements to be permitted only with prior approval from the Main Contractor and other relevant parties. This will be facilitated by formal review before any deviation is undertaken; – Noise complaints, or exceeding of action levels, will be reported to the Contractor and immediately investigated; – Brushing and water spraying of heavily used site hard surfaces and access points as required; – Wherever possible, plant and equipment will be switched off when not in use; – Vehicles transporting materials capable of generating dust to and from site to be suitably sheeted on each journey to prevent release of materials and particulate matter; – Effective wheel/body washing facilities to be provided and used as necessary; – Burning of wastes or unwanted materials will not be permitted on-site; and – All hazardous materials including chemicals, cleaning agents, solvents and solvent containing products to be properly sealed in containers at the end of each day prior to storage in appropriately protected and bundled storage areas.

9.0 Site Waste Management Plan

The developer is acutely aware of the effects that the disposal of waste can have on the environment and our policy is clearly to reduce wastage in all possible areas. One of the key principles of the approach is to make the operatives more responsible for waste and waste management. This is embodied in the preference for each sub-contractor to be responsible for supplying its own materials – this ownership results in the minimising of unnecessary waste. These concepts will be incorporated within the sub-contract documentation, such that each sub-contractor considers the most environmentally acceptable solution to the packaging to their deliveries. A management plan will be developed to organise the segregation of waste into separate containers so that recyclable items such as metals and timber can be recovered. – Implementation of a 'just-in-time' material delivery system to avoid materials being stockpiled, which increases the risk of their damage and disposal as waste; – Attention to material quantity requirements to avoid over-ordering and generation of waste materials; – Re-use of materials wherever feasible (e.g. re-use of crushed concrete from demolition process for fill (crushed using an on-site concrete crusher); re-use of excavated soil for landscaping; reuse of internal equipment and plant from existing buildings). Concrete will be taken off the Proposed Development site for crushing and re-use. The Government has set broad targets of the use of reclaimed aggregate, and in keeping with best practice, contractors will be required to maximise the proportion of materials recycled; – Segregation of waste at source where practical; and Re-use and recycling of materials off-site where re-use on-site is not practical (e.g. through use of an off-site waste segregation facility and re-sale for direct re-use or reprocessing). Burning of wastes or unwanted materials will not be permitted on-site. All hazardous materials including chemicals, cleaning agents, solvents and solvent containing products will be properly sealed in containers at the end of each day prior to storage in appropriately protected and bundled storage areas.

10.0 Public Relations / Complaints Procedures

A designated Project Team member will deal with complaints and enquiries. This individual will be named at the site entrance, with a contact number, and will be identified to the Client and community groups prior to the start of construction, and whenever a change of responsibility occurs.

Any complaints will be logged on-site, fully investigated and reported to the Client as soon as possible. The complainant will be informed as to what action has been taken. In the event of unusual activities or events, Client and other relevant third parties (i.e. statutory and non-statutory bodies) will be notified in advance of the work being carried out.

The contractor will also liaise with other nearby sites and inform them when they may be occasions where large deliveries have been scheduled in to cause minimal disruption to local traffic.

11.0 Site Security

Hoarding Screens will be erected at the front boundary within the site and the rear and sides already have fencing in place which will remain until the development is finishing when the new fences will be erected. There will also be scaffold erected which will be alarmed but this is within the site and not near the highway. There will be a security gate at the front which is set back from the highway. The front hoarding will have a decorative image showing the proposed site.

Safety is paramount in the construction industry and occupies a large part of our site management daily routine. As such, all necessary protection, hoardings, covers and protected walkways will be put in place as and when required. There will be controlled access to the site, for both security and safety reasons. At night the site compound and offices will be kept locked, and the offices alarmed. We are very aware that construction sites are a “magnet” for children. We will install physical barriers, hoardings and screens to ensure that the site is kept secure. Furthermore, we will provide appropriate measures to mitigate against pollutions and the dangers of removing hazardous substances and materials. All entry points will be clearly signed.

REFERENCES & ACKNOWLEDGEMENTS

HMSO, (1991); Statutory Instrument 1991 No. 2839 -The Environmental Protection (Duty of Care) Regulations 1991. HMSO, (1991); Statutory Instrument 1988 No. 818 (c.26) -Control of Pollution Act 1974 (Commencement No. 19) Order 1988. British Standard Institute (BSI), (1997); BS 5228-1-5:1992-1997 – Noise and Vibration Control on Construction and Open Sites. HMSO, (1995); Environmental Act 1995. HMSO, (1996); Special Waste Regulations 1996. DETR, (2000); Waste Strategy 2000 for England and Wales Bruce Shaw Partnership