CONSTRUCTION METHOD STATEMENT

FOR REDEVELOPMENT OF SITE TO PROVIDE 6 RESIDENTIAL UNITS WITHIN ONE BUILDING, BIN AND CYCLE STORES AND ASSOCIATED LANDSCAPING

at

47 Fairfield Road, Uxbridge, UB8 1AZ

Introduction

This document has been prepared as part of the Planning Conditions application submission for the site at 47 Fairfield Road, Uxbridge, UB8 1AZ with appeal ref no. APP/R5510/W/21/3285551. The report will seek to address condition no.3 as stated at the above appeal approval Decision notice.

Background

Planning Condition no.3 of the approved appeal ref no. APP/R5510/W/21/3285551 which reads as follows;

CONDITION 3. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail: i) access arrangements and the parking of vehicles of site operatives and visitors; ii) loading and unloading of plant and materials; iii) storage of plant and materials used in constructing the development; iv) measures to control the emission of dust and dirt during the demolition and construction process; and v) delivery, demolition and construction working hours. The approved Construction Method Statement shall be adhered to throughout the duration of the demolition and construction period for the development.

It is intended that this document specifically addresses the points in planning condition 3.

This document must be read in conjunction with other submitted drawings.

Programme of Construction Work

It is estimated that the whole project would take no longer than 12 months.

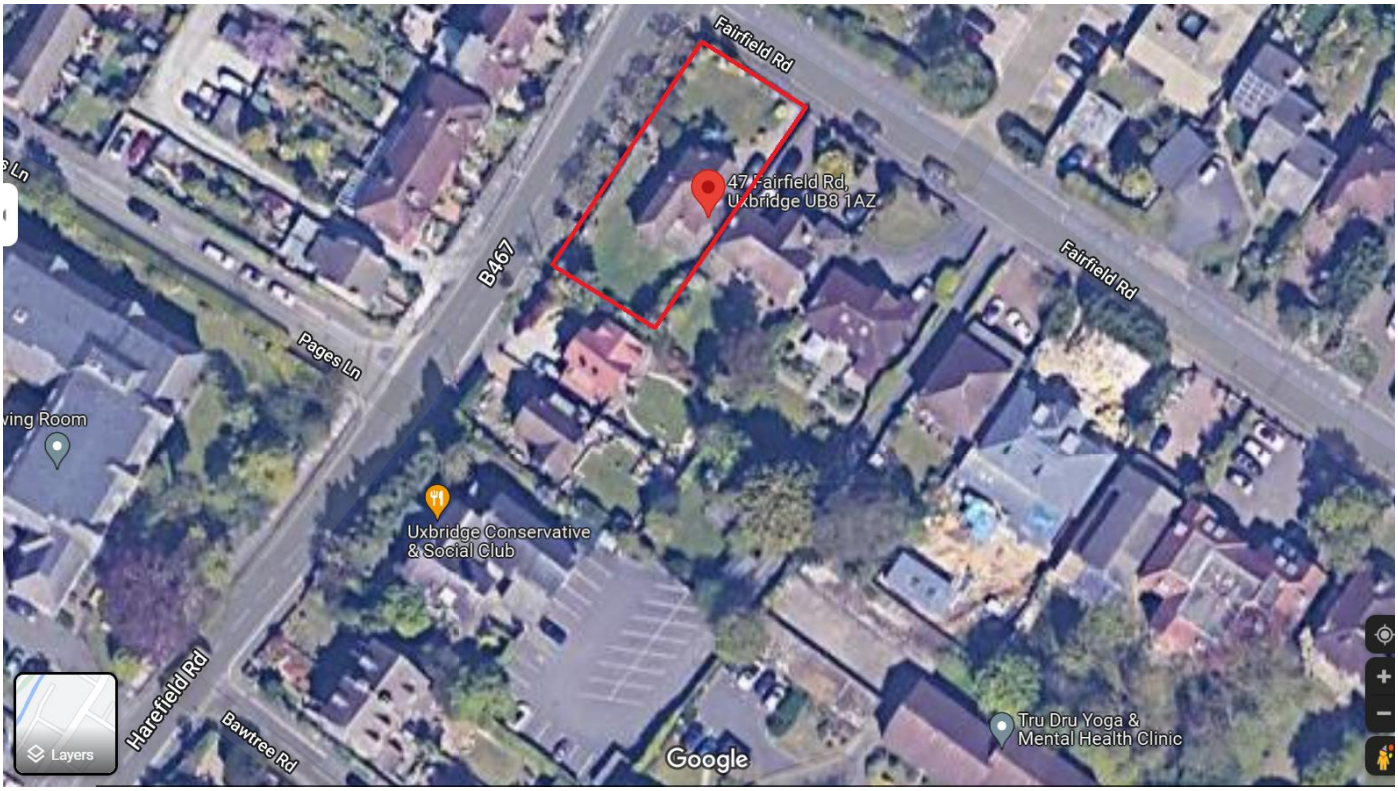
With provisional plan to start:

- Demolishing(if required) and site preparation work by mid of October 2022
- foundation & excavation work by mid of November 2022
- Basement & Ground construction work by end of December 2022
- Upper floors & Roof construction by mid of October 2023.

The development programme is a live document that is regularly reviewed and updated. A copy is to be kept on site and in the office along with this method statement.

Site Access

The site is 0.05 hectares in area and is shown edged in red at figure below. It is currently housing a detached 2-storey dwelling and surrounding landscaping. It sits on the junction between Fairfield Road and Harefield Road.



Site boundary in red – satellite image from google maps

Fairfield Road is a residential road in Uxbridge and is subject to a 20 mph speed limit. Frontage access is the norm. The road has a mixture of houses and blocks of flats. Although, the predominant character of housing here is suburban detached and semi-detached dwellings.

Fairfield Road will be used as main access route during construction period as it is only access road to the site. The road has low traffic and will give drivers easy access for deliveries and loading/skipping.

Working Hours

Site Working Hours are specified as Monday to Friday 08:00 to 1800 and 08:00 to 13:00 on Saturday.

A copy of these terms and conditions are given to all contractors on issue of a new order for any new phase of works, and the client / project manager / principal contractor will insist that all drivers respect for the surrounding neighbours of the will only be accepted within the site working hours.

Deliveries

Access for all deliveries will be via the front access of the site on Fairfield Road. All deliveries during the construction period is via the Proposed Development Programme.

A copy of the Construction Method Statement will be provided to contractors who have large deliveries to make to the site, and will be asked not to arrive to site outside the specified working hours.

Traffic Management

As shown on drawing no. 47FRLOGPLAN, the access to the site for all vehicles is to be off Fairfield Road.

There will be parking on site for the primary site vehicle (principal contractor van) as well as one additional vehicle. Further visitors if arriving via a vehicle, will be advised to park where possible near the site, so as to not be in breach of any parking restrictions.

A copy of the Construction Method Statement will be held on site within the site manager' s office. The site manager will direct site visitors to an unrestricted parking space as close to the site as possible, in the event there is more than one visitor / sub-contractor on site at the same time.

All personnel visiting and working on the site will be given a site induction in conjunction with the relevant Health and Safety Policies and Procedures.

Loading and unloading of plant and material

No vehicles carrying material or plant onto or away from site will be allowed to move on or off the site without being under the direction of a competent Sub-contractor's Banksman. All vehicles carrying materials or plant onto or away from the site will be fitted with a working reversing alarm

All vehicles carrying materials onto or away from the site will be covered to reduce the risk of dust and material blowing out of the vehicle, onto the highway where ever possible, vehicles delivering and unloading plant and materials to this site will be contained on hard surfacing and not on soil or sub soil in order to reduce the amount of mud and other debris the lorries collect on their wheels whilst on site.

Measures to Prevent mud and other debris from being carried off site

The area of dig and ground works is contained with limited vehicle access. The existing access and designated site compound is fully paved with hardstanding. It is, therefore envisaged that only very limited mud and debris will be picked up by vehicle wheels.

Vehicles exiting the site will exit along temporary road to be set on site, which will be swept of mud and debris to maintain a clean surface by the contractor. Jet wash facilities will be provided on site to remove any debris / mud from vehicles / vehicle wheels prior to leaving the site. Beyond this, a road sweep vehicle will be deployed to remove any site spoil from the adjacent highway as and when required.

Thus the site will be managed and minimum debris arising from the site will be deposited on the public highway.

All vehicular loading and unloading will take place inside the site. The list of vehicles likely to attend the site show how few might be expected to deposit any waste on the highway. The initial digger, muckaway lorries and perhaps some concrete lorries are the only real examples.

There will only be one digger on the site during construction. It will be stored on site overnight, and when finally removed, the wheels, chassis and bodywork will be manually cleared of mud and washed before it is allowed back on the road. Any deposits that fall near the pavement or road will immediately be swept away once the lorry has left. Again, only perhaps one or two lorries per day for the initial period of construction are expected, so this will not be a difficult task. The same is true of concrete lorries. The size of the site means gravity will ensure that concrete can reach all areas needed quickly. The concrete lorries will have washing facilities for the wheels already. Any residue will again be swept towards the site, when finished.

Pedestrian and Vehicle Controls

The following measures will be put in place in order to protect pedestrians from construction vehicle traffic:-

(i) Onsite - Signage and pedestrian barriers will be erected to manage vehicle/pedestrian segregation and will be reviewed throughout the day to ensure all in order. Designated routes will be provided to ensure safe access to place of work.

(ii) Offsite - Operations beyond the site hoarding will be implemented in the same way, however early planning and communication with the neighbours will be necessary to ensure any specific concerns can be addressed well in advance.

No vehicle enters or leaves the site without a designated vehicle marshal to make sure of the safety of pedestrian and vehicles.

Storage of plant and materials used in construction

Plant and materials delivered to site will be off-loaded from its delivery vehicle at a designated unloading hard standing area identified on drawing no. 47FRLOGPLAN.

Once delivered, plant will be moved from the designated unloading hard standing area to the intended point will remain in that location until it is no longer required on site. Materials once delivered will be moved to their intended point of use or to a store area marked Storage area as shown on drawing no. 47FRLOGPLAN.

Plant to be removed from site will be taken from the last point of use and loaded onto transport at

the area identified as shown on drawing no. 47FRLOGPLAN.

Road Cleaning Strategy

It is important that the surrounding road. network is kept clean A road sweeper will be used as appropriate to protect the surrounding road conditions. The frequency of the sweeping will increase when works which comprise excavations and earth moving are on-going. As an additional measure, a jet washing arrangement may be set up if needed should there prove to be difficulties with the road sweeping arrangements. This jet wash would be used to clean the carriageway and be used to wash wheels if necessary.

Control of Noise & Dust

The Developer/Contractor have in place Health & Safety and Environmental procedures to ensure that the site team is fully aware of all those who may be affected by the work and to put in place control measures to minimise any nuisance or inconvenience.

Effective planning and management of dust control requires a thorough understanding of the construction programme, the operations and their likely impact due to the changing weather conditions. The control measures that will be introduced reflect the site team's knowledge of the programme and site operations to combat dust.

The Principle Contractor will attempt to work in such a way that emissions to the air of dust and pollutants are minimised and that Best Practicable Means are used to avoid creating a statutory nuisance.

Measures to be considered for limiting emissions and avoiding nuisance from machines and vehicles on site will include one or more of the following as appropriate and as far as reasonably practicable:

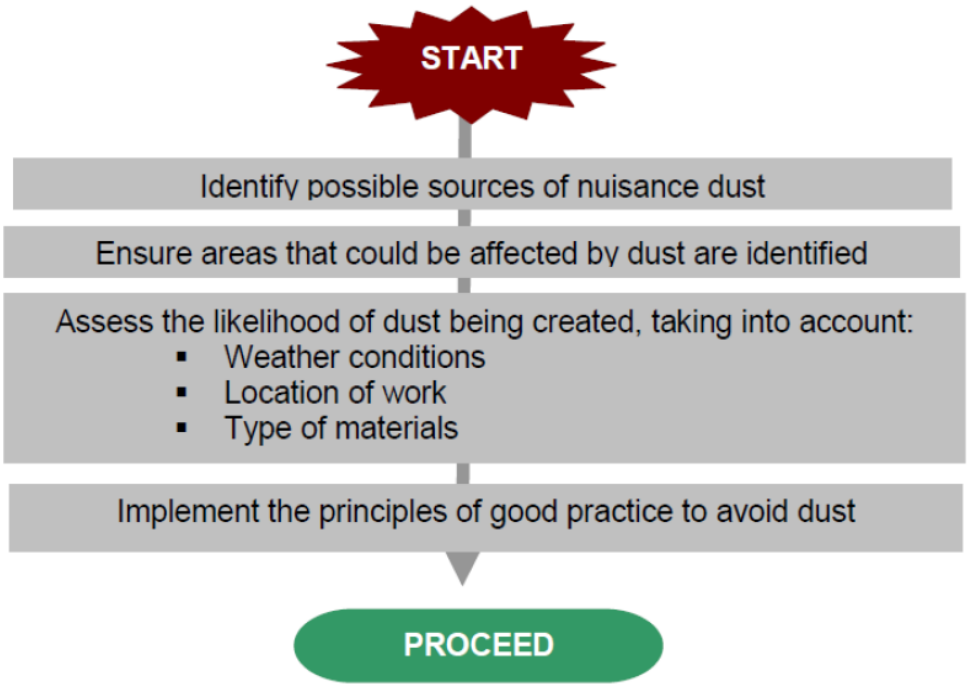
- Ensuring that the engines of all vehicles and plant on site are not left running unnecessarily to prevent exhaust emissions and noise.
- Using low emission vehicles and plant fitted with catalysts, diesel particulate filters or similar devices
- Requiring that all plant will be well maintained, with routine servicing of plant and vehicles to be completed in accordance with the manufacturers recommendations and records maintained for the work undertaken
- Requiring that all project vehicles, including off-road vehicles, will hold current MOT certificates, where required due to the age of the vehicle, and that they will comply with exhaust emission regulations for their class

- Avoiding the use of diesel or petrol powered generators and using mains electricity or battery powered equipment
- Ensure all vehicles carrying loose or potentially dusty material to or from site are fully sheeted
- Maximising energy efficiency.
- Provides easily cleaned hard standing for vehicles.
- Provide and ensure the use of wheel washing facilities near the site exit wherever there is a potential for carrying dust or mud off the site
- Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit.
- Ensure that any crushing or grinding plant used on site has an appropriate permit issued and is maintained appropriately. The plant should be operated in accordance with the conditions set out in the permit and a copy of the permit is held on site.

To minimise the nuisance of dust generated by the other construction operations the following operational constraints will be implemented:

- Haul routes to be located away from sensitive areas, if possible,
- Provide a length of paved road before the exit from the site,
- Where hard surfaced roads are constructed the roads will be regularly swept to prevent any build-up of dust and debris,
- Sweep public roads regularly when potential traffic movements containing soil, spoil, hardcore, concrete etc. are being taken in or out of the site,
- Ensure that all dust generating materials transported to and from site are covered by tarpaulins,
- Traffic speed on site to be lowered to prevent the generation of dust,
- Construction methods will be reviewed to limit the generation of dust i.e. wet cutting in lieu of dry cutting where practicable,
- Control of dust to be implemented on site by the use of a water bowser unit to dampen site access and haul roads,
- Plant and equipment to be selected to minimise the generation of dust,
- Dust migration to adjoining properties to be restricted by the use of debris netting fixed to all the perimeter fences,
- Store materials as far away as possible from sensitive boundaries, whenever possible,
- Ensure no burning of waste materials takes place on site
- Ensure an adequate water supply on the site
- Ensure deposal of run-off water from dust suppression activities
- Maintain all dust control equipment in good condition and record maintenance activities
- Keep site fencing, barriers and scaffolding clean using wet methods
- Ensure regular cleaning of hard standings using wet sweeping methods
- Not allow dry sweeping of large areas
- Install hard surfaced long term haul routes which are regularly damped down and regularly cleaned
- Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable
- Ensure that un-surfaced haul routes and work areas are regularly damped down in dry conditions
- Routinely clean public roads and access routes using wet sweeping methods
- Impose and signpost maximum speed limits on un-surfaced haul routes and work areas as necessary
- Where materials are mixed on site, ensure these works are undertaken in designated areas
- Store material with potential to produce dust away from site boundaries where reasonably practicable

- Ensure that sand and other aggregates are stored on bunded areas and are not allowed to dry out
- Minimise the amount of excavated material held on site
- Sheet, seal or damp down unavoidable stockpiles of excavated material held on site
- Avoid double handling of material wherever reasonably practicable
- Ensure water suppression is used during demolition operations
- Use enclosed rubble shuts and conveyors where reasonably practicable or use water to suppress dust emissions from such equipment
- Sheet or otherwise enclose loaded skips or bins
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever possible
- Seal or re-vegetate completed earthworks as soon as reasonably practicable after completion
- Use design/prefabrication to reduce the need for grinding, sawing and cutting on site wherever reasonably practicable
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction
- Record any exceptional incidents causing dust episodes on or off the site and the action taken to resolve the situation
- Screen buildings where dust producing activities are taking place with debris netting screens
- Ensure slopes on stockpiles are no deeper than the natural angle of repose of the material and maintain a smooth profile
- Ensure equipment is available on site to clean any spillages and clean spillages as soon as possible after the event using wet cleaning methods



During very dry conditions, consideration would be given to suspension of soil handling operations if wind speeds give rise to dust generation that could cause a nuisance to dust sensitive locations in the vicinity of the site, particularly during dry and windy conditions. Being aware of the impact of dust creating operations is key to good dust management. Having good communications, including on-site inductions, toolbox talks, notices, site briefings to staff etc. are therefore essential.

The monitoring of operations with even minor potential to cause airborne dust emissions will be regularly undertaken by the Project Manager or his appointed representative. This will predominantly take the form of personal visual assessments. All findings, including the prevailing weather conditions, will be recorded in a log book kept specifically for recording site conditions and events. As a minimum, entries in the log book would be made at least daily.

The hoarding will be 2.4m high to reduce to minimum amount of dust and work as a high noise barrier from the site.

Noise and Vibration Impact

Noise reduction is to best practicable means:-

- All plant is the most modern available for the work.
- All breakers are muffled.
- Sequence of demolition & construction to provide noise and dust barrier to vulnerable facades.

The use of radios or other audio equipment anywhere on site by our subcontractors will be strictly prohibited and additionally any noisy or offensive language will not be tolerated and any offenders will be immediately removed from site.

All plant that operates on the site will be fitted with noise suppression equipment such that noise levels do not develop over 85db 1m beyond the perimeter of the works.

The type of plant, equipment and construction techniques are to be selected to reduce noise production. As part of the Planning process for the works and to ensure that noise is kept to a minimum, the following points will be utilised to reduce the effects of noise on site:

Vibration will be minimised by best practicable means i.e. crushing instead of breaking method and minimise the use of impact breakers. All reasonable measures will be taken by during demolition works to prevent mud being deposited on the site access road and the main road. Such measures will include, but are not limited to:

- Scrubbing equipment for the duration of the contract, to be used in particular prior to vehicle departure from site.
- Good housekeeping on site
- Effective traffic management
- Reduction of vehicle movement on site as far as is reasonably practicable
- If Jet wash system is used on site, it must be of Silent Jet wash type.

Measures to reduce the noise and vibration include the following:

- Appropriate selection of plant, construction methods and programming, including appropriate scheduling of noisier activities within the permitted working hours. Only plant conforming with or better than relevant national or international standards, directives or recommendations on noise and vibration emissions will be used.
- In addition to minimising noise and vibration at source or adverse effects through other mitigation measures, the contractor will demonstrate in its planning and assessments that it has considered undertaking works in those hours that minimise potential disturbance.
- Construction plant will be operated and maintained appropriately, having regard to the manufacturer's written recommendations or using other appropriate operation and maintenance programmes which reduce noise and vibration emissions. All vehicles and plant will be switched off when not in use. This shall be enforced through site rules and communicated to the workforce during site inductions and regular toolbox talks.
- Design and use of site hoardings and screens, where necessary, to provide acoustic screening at the earliest opportunity. Where practicable, doors and gates will not be located opposite occupied noise-sensitive buildings. The mechanisms and procedures for opening and closing doors/gates will minimise noise, as far as reasonably practicable.
- Choice of routes and programming for the transport of construction materials, spoil and personnel to reduce the risk of increased noise and vibration impacts due to the construction of the Project.
- The positioning of construction plant and activities to minimise noise at sensitive locations.
- The use of mufflers on pneumatic tools.
- The use of non-reciprocating constructional plant as far as practicable.
- The use, where necessary, of effective sound reducing enclosures.
- Ensure all mechanical equipment have silencers fitted at all times
- Ensure sound insulation is maintained where provided to equipment
- Locate noisy equipment behind baffles and/or away from work areas
- Liaise with the Client when noisy activities are to take place
- Form enclosures for noisy equipment
- Regular inspection and maintenance of plant
- Provision of ear protection to operators and designate ear protection

Site main contractor and site manager appointed by the developer will monitor the noise and vibration on site and will take appropriate action if the noise/vibrations exceed the acceptable levels. This will be monitored by a digital sound level meter. The levels will be monitored twice a day (morning and afternoon), when agreed levels are likely to be exceeded, upon receipt of a substantial claim, and at the request from the LPA/EHO. Our site manager will be working with this equipment and will monitor and compare the noise levels to ensure they do not exceed. If the levels were to exceed, than where practicable and necessary, the above measures will be taken. Main contractor and Developer will held a neighbours meeting and have let them know the details of who to contact if the vibration and noise levels were to cause disruption.

All above arrangement will insure minimum noise & vibration impact.

Site Security

As shown on the plan, there will be a hoarding with 2.4m high to prevent access to the site all around the site boundary, and a locked door that will be kept locked when work finishes. Accordingly the risk of accidental access to the site by children or anyone else is negligible.

The existing boundary walls / fences at site are to remain the same during construction phases and to be replaced at later stages during construction as approved drawings.

There will be a security alarm on site that will be required to access the site on a daily basis.

Site Waste Management.

Site Waste Management Plan is prepared and monitored by developer/Contractor and is a working document which is monitored and progressed during the life cycle of the project.

The SWMP is discussed with all site operatives as part of the induction process for starting on site and included in tool box talks.

A copy of the SWMP will be kept in the site office and a copy kept in the regional office during the construction project and for at least 3 years after the development is completed. The SWMP is a live document which is update throughout the duration of the project.

In General, Waste will be segregated on site into relevant waste streams, the contractors site waste plan will have receptacles positioned on site to take the different waste streams we produce during the demolition and construction, this will ensure we recycle and reprocess as much materials as possible. All contractors will be required to reduce the amount of material going to land fill.

Any asbestos or Hazardous Waste will be removed by certified contractors with Duty of care notes will be maintained on site and available for inspection.

No fires on site will be allowed.

Please refer to Drawing no.47FRLOGPLAN for the provisional skipping locations.

Implementation

Subcontractors have not been hired for the whole development and so a list cannot be provided yet. They will almost all use transit vans or smaller which can easily park at visitors/contractors temporary parking area. All subcontractors will be made aware of their responsibilities to adhere to the plan by the Site Manager, and will be shown a copy of this plan to assist them.

Monitoring

Delivery schedules and development progress will be recorded and shared with the Council as necessary and are open to inspection at any time. The booking-in system will be the best source of this information and will be kept on site or easily accessible at all times.

SITE LOGISTICS PLAN: Drawing No. 47FRLOGPLAN