Demolition and Construction Method Statement (Retrospective)

15 King Edwards Road
Ruislip

1.0 The Proposal

1.1 The development comprises 2 x detached two-storey houses with dormers and integral garages, new crossovers and associated external works, as granted under planning permission 43419/APP/2016/3197.

1.2 The development has a frontage onto King Edwards Road, facing north.

1.3 The project commenced Autumn 2016. The development was completed in outline in 2019.

2.0 Demolition

2.1 The original property comprised a detached two-storey house.

2.2 Demolition commenced by stripping and removing all internal fittings and furnishings (doors, ceilings, electrical, plumbing, etc.), followed by the hard demolition works using excavators. Where possible, demolished materials that could be be recycled or reused were sorted before being sent to a recycling centre.

2.3 All waste materials were removed from site by a licensed waste contractor using skips or lorries. All waste from this site has been dealt with in accordance with the waste duty of care in Section 34 of the Environmental Protection (Duty of Care) Regulations 1991 (b).

2.3 Materials were handled efficiently and waste managed appropriately. The aim was to minimise waste and to recycle as much material as possible. Due to the limited space on site, waste may be sorted for recycling at the waste transfer station. This element of the works will be carried out by a licensed sub-contractor specialising in waste management.

2.4 Existing trees were removed and replaced in accordance with the proposed landscaping plan, therefore tree protection fencing was not required.

3.0 Construction Details

3.1 Demolition and construction were undertaken by local contractors. The benefit of the project being undertaken by a local company is that there was a greater awareness of local issues, and therefore a greater ability to manage the construction process in a manner that minimised the impact on local residents.

3.2 Access to the site was via the frontage on King Edwards Road.

3.3 There were a maximum of 10 operatives working on the site.

4.0 Provision for loading/unloading materials

4.1 All deliveries to the site were undertaken via King Edwards Road. Delivery vehicles were able to temporarily park on street where goods could be unloaded and moved onto the site.

4.2 A banksman was available where large delivery vehicles were required, or where there could be disruption to the flow of traffic or pedestrians.

4.3 Site deliveries were approximately 1 per week and occurred outside peak hours.

4.4 All HGVs approaching the site were required to meet the Direct Vision Standard of 3 stars or better and ensure Class VI mirrors were used.

4.5 Freight operators supporting the development were accredited to Silver standard of the Freight Operators Recognition Scheme (FORS).

5.0 Storage of plant, materials and operatives vehicles

5.1 The storage of plant and materials was provided on an "as and when" basis. Equipment and materials were delivered at the appropriate time of construction.

5.2 A skip was required for the collection of waste by licensed waste carriers at various stages of the construction process. This was located within the site on the street frontage for ease of delivery and collection.

5.3 There was on-site parking for 6 operative or visitors vehicles.

5.4 There was on-site cycle parking for 10 persons.

6.0 Measures to control dust and dirt, suppression of noise, etc.

6.1 There was the potential for some dust and dirt to be created as a result of the construction. The following measures were therefore implemented to minimize this impact:

- A water supply was maintained across the site to ensure that dusty surfaces and activities could be dampened down as appropriate.
- Any scaffolding used on the site was covered with polythene sheets to form a barrier between the site and the surrounding properties. This reduced the transport of dust off-site.
- Surplus materials and rubbish was not allowed to accumulate on the site or spill over into the surroundings.

- Ground and surface water was managed by the insertion of all drainage at the beginning of construction. All drain runs were made active so as to minimize surface water.

6.2 Noise emission could have been a potential source of annoyance to the local population. The following measures therefore ensured this source of annoyance was minimised as much as possible:

6.2.1 Any construction works that may cause noise to be audible outside of the site was restricted to the hours of 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays. There was no working at all on Sundays or Bank Holidays without the prior written permission from the Council.

6.2.2 Deliveries of materials to the site were be permitted before 0800 at any time, and not at all on Sundays or Bank Holidays.

6.2.3 Standard Construction Plant/Equipment was used. There was not any particularly noisy activity that required particular attention. Typical plant included compaction equipment, excavators, breakers, dumpers, mobile cranes, scissor lifts, cherry pickers, etc, which complied with the London's Low Emission Zone for non-road mobile machinery requirements. All relevant plant and machinery was registered in the GLA's database. Any stationary plant such as compressors and generators were positioned away from sensitive locations within the confines of the operational use of the equipment.

6.2.4 All employees and contractors were informed about the need to minimise noise.

6.2.5 Vehicles and mechanical plant used were fitted with effective exhaust silencers, maintained in good and efficient working order, and operated in such a manner as to minimise noise emissions. All contractors ensured that all plant complied with the relevant statutory requirements.

6.2.6 Vehicles and machines in intermittent use were shut down when not in use.

6.2.7 Where practicable, equipment powered by mains electricity was used in preference to equipment powered by internal combustion engine or locally generated electricity.

6.2.8 Plant was maintained in good working order so that extraneous noise from mechanical vibration, creaking and squeaking would be kept to a minimum.

6.2.9 All materials were lowered where practical and not dropped.

6.2.10 Neighbouring occupiers were advised in writing by the site foreman of any activities or deliveries that may have the potential to cause unavoidable noise or other disturbance, so as to manage the expectations of all parties. Contact details, including an emergency telephone number were provided in all communications.

6.3 All wheels and tyres of vehicles exiting the site were cleared of debris by means of a hose, which was connected to the water supply for the development. Cleaning took place within the site, as far as is practical, in order to avoid spillage of mud and water onto the public highway or surrounding properties.

6.4 At the end of each working day, checks were made by the site foreman to ensure that there was no mud, debris or rubbish on the public highway.

7.0 Location of all ancillary site buildings

7.1 Temporary site buildings, including a portable WC unit and a storage unit/container for small plant and equipment, were located within the rear of the site.

7.2 All materials and small plant were securely stored in a lockable unit when not in use, or when there was nobody on-site. Valuable items were never left on-site.

8.0 Means of enclosure of the site

8.1 The existing fencing around the site was retained during the course of construction. If this could not be secured in a safe manner, construction hoardings would have been erected.

8.2 The adjoining footpaths were kept clear at all times.

8.3 The site foreman was responsible for ensuring that the site was enclosed, safe and secure at all times.

8.4 The existing fencing was retained around the site during the course of the construction. Where it was required to be removed to facilitate the construction, it would be reinstalled upon completion of the works, or whenever the site were left vacant, whichever was sooner, so as to ensure that the site was secure at all times.

8.5 Warning signs were placed on the road frontage hoarding, which highlighted the dangers of entering a construction site, together with contractor and emergency contact details.

9.0 The parking of vehicles of the site operatives and visitors.

9.1 All contractors and visitors for site meetings were encouraged to use public transport to gain access to the site. If private vehicles were to be used, they would park on-site where space allowed, or in the on-road parking areas on King Edwards Road.

9.2 To assist the use of public transport, timetables and route maps were displayed in the site office.

9.3 Where contractors vehicles were required to be adjacent to the site (for example, if there were tools or equipment on board that required regular access), then they were permitted to park outside the site, ensuring that they were not in breach of any highway or parking legislation.