

Construction Method Statement for 75-81 Southampton Street

Application Number: 211636



Date: 10/10/2024

Revision 5

Aim of the Construction Method Statement

The Construction Method Statement for the removal of existing building and construction of a four-storey building to comprise 19 dwellings and associated works at 75-81 Southampton Street, RG1 2QU. This Construction Method Statement aims to address all of the issues mentioned below:

- Introduction
- Space on site where vehicles of site operatives and visitors can be parked with details of how site operatives and visitors will be required to make use of the parking area provided;
- Location on site for storage of plant and materials used in constructing the development;
- The erection and maintenance (including removal of any graffiti or fly posters) of security hoarding around the site;"
- Identification of any footpath closures or road closures needed during construction;
- Required wheel washing facilities on site;
- A scheme for recycling waste resulting from the construction works.
- Measures for controlling the use of site lighting whether required for safe working or for security purposes;
- Required measures to control the emission of dust, dirt and other airborne pollutants during demolition and construction;
- Provisions to be made for the control of noise coming from the site during demolition and construction;
- Full details of pest control measures following any demolition required. Where necessary, capping of drains/sewers and baiting arrangements.

Introduction

This Construction Method Statement has been prepared for the discharge of Reading Borough Council, planning application 211636 removal of existing building and construction of a four-storey building to comprise 19 dwellings and associated works 75-81 Southampton Street. During the project the main works will initial site preparation, demolition phase, main build and fit out phases, materials, equipment and personnel will require movement to and from the site. This plan describes how the works will be managed to ensure that the development does not adversely impact the neighbouring residential properties and or the use of their amenity space due to the construction and operation. The construction period is projected to last no longer than 52 Weeks.

Location of the Site

The site is located at, 75-81 Southampton Street, the site is 0.07ha in size. It comprises of an empty single storey, mostly flat roofed, building with adjacent hardstanding/parking area. It was formerly occupied by 'Co-op Funeralcare', a commercial use. The site is in central Reading. It is in a sustainable location: with essential provision shops close by and the Oracle shopping centre approximately 500m away; there is good public transport access with bus stops close by and the railway station is 1km away (with direct bus connections).

The surrounding area is mostly residential interspersed with commercial development. There is a range of urban architecture, in the main 19th to 21st Century, comprising two storey and three storey terraced houses, modern offices and apartment blocks that vary between three storeys and six storeys in heights.



The site boundary is denoted in red at 75-81 Southampton Street. The yellow line indicates the proposed site facilities and storage area that will be located within the boundary of the site, note at no point will any plant or materials be stored on the public highway.

The purple box shows the proposed location of our self-erecting crane.

The orange lines denote the proposed location of the position we would like to erect our site hoarding, this will be on a small part of the footpath. However, we will ensure that the footpath remains at least 1.2m wide.

The principal contractors will ensure that any live sites in close proximity are informed of the planned works, this will be achieved with regular communication taking place regarding site deliveries. This will be done both verbally and where required in writing.

Anticipated Proposed Project Program

It is envisaged that the duration of works will be 52 weeks.

Proposed start date: TBC.

Demolition Phase – 4 Weeks.

Ground Works – 8 Weeks.

Main Build – 26 Weeks.

Fit Out – 14 weeks.

Site Set Up and Permits/Licences

There is limited space available within the boundary of the site, however it is planned for all site facilities to be located at the rear of the. All access points will be maintained and protected for the duration of the works, with access for site personnel, plant and vehicles being via gated entrance from Southampton Street. All plant and materials will be stored in the site compound area at the rear of the site. At no point will any plant or materials be stored on the public highway.

The following permits will be applied for:

- Reduced width of the footpath in front of 75-81 Southampton Street to 1.2 meters. We are currently in the process of applying for the permit/licences. The requirements of Section 8, of the adopted Guidance Notes for Activities on the Public Highway will be adhered to at all times. Plans and illustrating to the extent and location of footpath width reduction will be issued as part of our application.
- Hoarding licenses will also be applied for as part of the application, all designs will be issued as part of the footpath closer application, but hoarding will be erected as per section 4 of the Guidance Notes for Activities on the Public High Way.

Site Security

The site perimeter will be secured by the erection of temporary hoarding fencing to Southampton Street boundary. There will also be an inwards opening double security gate and a inwards pedestrian gate to provide access to the site demise. We will also install security cameras, alarms and lighting to the full site perimeter to discourage trespass and damage being caused to our hoarding, this will be monitored out of hours. Any graffiti to our hoarding will be removed immediately. Warning Notices and Company information will be displayed at the site entrance.

Site Access/Egress and Hours of Work

All access to the site is via Southampton Street, there will be no space on site for contractor parking due to the limitations of the site, there is limited parking off site that will be used. However, a vehicle wheel wash down point will be provided at the site entrance/exit points. The contractor will ensure that all access points to other properties are not blocked.

Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. The Principal Contractor will be aware that no work can be carried out except between 08:00 to 18:00 Monday to Friday, and 09:00 to 13:00 on Saturday, and not at all on Sundays and Public Holidays.

Delivery Routing

All vehicle movements to site will be via Southampton Street that is a one-way road accessed from Whitley Water Pump roundabout, there is also a bus lane along part of Southampton Street. All traffic will comply with local rules and traffic conditions and no lanes will be blocked or closed during the project.

Delivery Management

The appointed principal contractor will have full responsibility for the coordination and management of deliveries to and from site an in-depth traffic management plan will be produced prior to works commencing on site. There site manager will ensure the safety of all on site personnel, the occupants of neighbouring properties, other road traffic users and the general public. The manager's role will also include advising delivery drivers of the most appropriate routes to and from site, any road closures or road works and the most suitable times of deliveries and of any local restrictions on vehicle heights and widths and proposed events etc. Vehicle movements between school hours will be avoid were possible.

After any vehicle leaves site, the contractor will ensure that the public highway and footpath are inspected to ensure dirt and debris. Should any dirt or debris be found, the area will be cleaned. Also at the end of the day, prior to the site closing a final check will be carried out and cleaned if required.

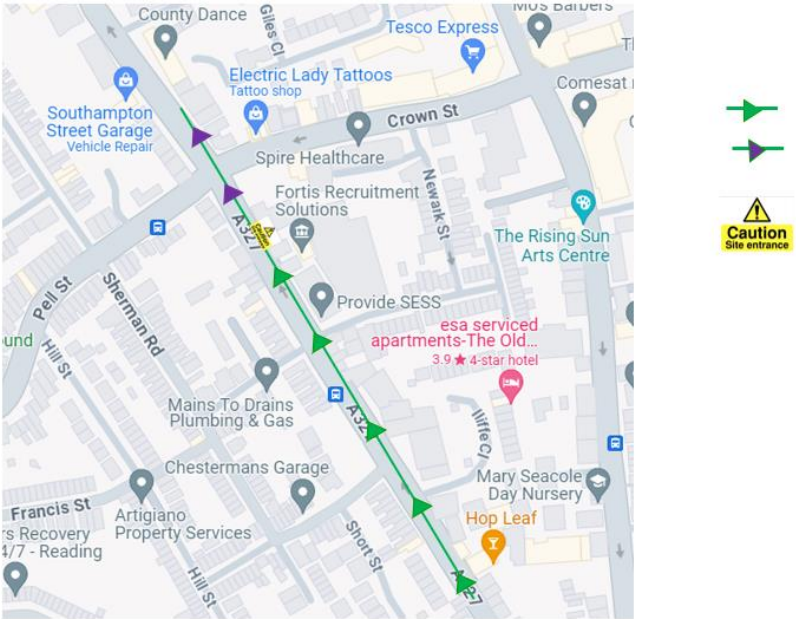
Deliveries to site

Deliveries of materials and equipment will be made by mainly smaller rigid vehicles and transit vans were possible. To assist with deliveries to site a delivery vehicle should have a Hiab Crane attachment. However, at specific times throughout the project a crane will be used for the delivery/installation of steel beams. All deliveries will be made using the proposed lay bay in front of the building that will be installed once the demolition is complete. During the demolition phase the side entrance at the side of the building will be used. Vehicles will leave site in a forward direction from the lay bay back on to Southampton Street.

Table below shows the estimated vehicle movements to and from site. These values are based upon the information from previous similar developments.

Where practicable all materials and equipment will be sourced from local suppliers to minimise the impact upon the highway network. The hours of deliveries to the will be restricted to between the hours of 9.30am and 4.30pm with no deliveries between 15:00 to 15:45 to allow for traffic not to interfere with the local schools pick up and drop off times. All deliveries vehicles will use the loading bay within the site boundary to conduct all loading/unloading during the demolition phase. It will be the responsibility of the site manager/traffic marshal to control other road traffic and pedestrian during all vehicle loading/unloading. During the demolition phase the existing side entrance will be used, for loading/unloading. Then followed by the proposed lay bay in front of the building will be used, for all loading/unloading for the main build phase. At no point will any loading/unloading be carried out on the roadway or footpath. Prior to works commencing a condition survey will be undertaken on all vehicle access points, over the footway. All vehicle access points on to site will be reinforced over the footway prior to any heavy good vehicles accessing site, however this will also be avoided as much as possible by using the existing dropped kerbs. On completion of the project or at the earliest opportunity the site the footways will be restored if any damage has occurred reinstated.

Vehicle Route to Site



Estimated Delivery of Materials and Equipment

Table 1 Delivery of Heavy Machinery

Description	Unit Type	Estimated Number of Units
Temporary offices, welfare	Container	2 – Remain on site
Generators	Trailer	1 – Remain on site
Excavator	Trailer	1 – Remain on site-demolition and initial groundworks phase
Self-Erecting Crane	Self-Propelled	1 – At key stages of the contract during the construction phase

Table 2 Delivery of Materials and Equipment to and from site

Description	Vehicle Type	Estimated Number of Vehicles
Waste from demolition	32 tonne max load	2 per week (4 Weeks estimate)
General waste from site	7.5 tonne max load	2 per week
Delivery vehicles	7.5 tonne max load	Max of 4 per week during specific periods
Site personnel traffic – site preparation & Construction	1 Van max	2 per day
Site personnel traffic – finishing	1 Van	2 per day

Daily Traffic Movements

During the site preparation, demolition and construction phase, it is anticipated that the workforce will be generally between 8 – 10 max (employees and contractors). To reduce the number of trade vehicles, vehicle sharing will be encouraged, only essential vehicles should travel to site. There is limited space in the site for the storage of pedal bikes or scooters.

Vehicle parking

There is no parking available within the boundary of the site, there is limited stay 2hrs parking on Southampton Street. Contractor's parking will be conducted offsite in the designated public parking bays only. Parking is limited on surrounding roads thorough permits between 8am – 8pm. However limited stay 2 hours free parking with no return for 2 hours, therefore if the contractor requires longer parking, they will apply for a permit. There are no plans to apply for parking to be suspended on Southampton Street.

Offsite Traffic Management

Temporary "Construction site Access warning signage will be displayed at the front of the building. All signage will be in accordance with Chapter 8 Traffic Signs manual, the Construction Design and Management Regulations 2015 and will be provided and maintained for the duration of the construction phase on all approaches to the site on Southampton Street. Suitable warning signs will be located at the site entrances.

Prior to any deliveries being booked the site management team, will liaise with any other construction sites in the local vicinity to ensure that deliveries are deconflicted with any planned large deliveries or any planned road closers.

Neighbourly Relations

The site is within a mainly residential area, the client will seek to maintain good neighbourly relations. Such relations are assisted greatly by good communication, and by keeping neighbours and appropriate third parties regularly informed of site activities likely to impact on adjoining residents. The project team will be receptive to all reasonable concerns of the neighbours and local community and will demonstrate a considerate and professional approach, so as to maintain a well-balanced relationship with neighbours, and the local public during project.

All adjoining occupants will be notified in writing at least 14 days prior to the commencement of any site works, the letter will state the nature and duration of works to be undertaken and will be subsequently updated and reissued if there are any changes to the project. The letter will also include the name and contact details of the nominated person responsible for the site that will be the principal contractor's site and project managers. They will also provide signage at the site entrance in case of emergency and for any enquiries or complaints. Any complaints will be properly addressed as quickly as possible.

The principal contractor will ensure that no radios or music is permitted on site, or in the vicinity of the Crescent. Also smoking will not be permitted on site or within close proximity of the site, all paths and roads will be kept clear of litter, nails, and other puncture hazards.

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. Any complaints will be logged on-site, fully investigated, and reported that must be forwarded on 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.

Proposed Site Layout

The site layout below shows the planned location of the site boundary, it also depicts site facilities that will be located within the boundary.



The Control of Dust and Emissions from Site Preparation and Construction

Health and Safety at Work Act 1974

The provisions of the Health and Safety at Work Act 1974 apply at all times on demolition and construction sites. The Health and Safety Executive (HSE) is the enforcing authority. Research is continuing into the health effects of airborne pollutants and exposure to PM10, though evidence is emerging that smaller particles within this fraction - below PM2.5 - may be the most harmful. As a first step to protect a worker's health and safety, emissions of airborne pollutants should always be minimized. However, where this cannot be achieved personal protective equipment should be provided and used. Proper planning should be undertaken, and appropriate mitigation decided for demolition and construction projects that will potentially generate large quantities of dust or emissions.

The Building Act 1984

This Act and subsequent Building Regulations 2000 aim to ensure the safety of those within and close to a building during works. They are the main mechanism for a LPA to control the impact of demolition. Under the regulations the LPA must be informed of any proposed demolition at least six weeks before work is due to begin. It will then grant a notice for demolition prior to work commencing. Section 82(J) of the Building Act 1984 can be used by the LPA to place conditions on the demolition notice to ensure that effective dust management options are undertaken. To facilitate a smooth application process, developers should consider and suggest to the LPA management techniques for dust control during demolition prior to their application.

Environmental Protection Act 1990

Under Part III of the Environmental Protection Act (EPA) 1990, emission of dust, fumes and other effluvia from construction sites can be identified as a statutory nuisance if prejudicial to health or a nuisance. Control of a statutory nuisance is contained within section 80 and a local authority is under a mandatory duty to serve an abatement notice on the person responsible for the nuisance (or the owner or occupier of the premises on which the statutory nuisance is present) if it is satisfied that a statutory nuisance exists, or is likely to occur or recur.

Control Measures

Demolition Site preparation activities dust and emissions control measures

Potential dust hazards can be assessed according to BS 6187:2011 Code of practice for full and partial demolition, which includes the initial stages of the project development and management from demolition techniques to re-using or recycling materials were possible. The demolition of structures may result in a site being classified as medium or high risk during this activity. A specific method statement will be compiled, all waste will be recycled and disposed of in compliance with current statutory duties and current best practice.

Asbestos

The property has been subject to survey in compliance with the Control of Asbestos Regulations 2012 and in compliance with HSG 264 The Survey Guide . The survey highlighted that an Asbestos pipe is located in the existing building this will be removed prior to the demolition taking place. All asbestos will be removed in compliance with the aforementioned regulations and was removed by a HSE Licensed Asbestos Removal Contractor and removed according to appropriate regulations and approved codes of practice/HSE guidance:

Pest Control

Prior to any domination taking place a pest control expert will be commissioned to attend site and carry out a full assessment, all recommendations will be implanted on site as part of the site management process.

General Dust Controls – Air Quality

Control measures to control Dust for the project also covers other emissions to Air, including fumes and smoke. Prior to starting any works which would create excessive dust, site management will notify neighbours as to what activities we plan to do and for how long.

The basic precautions that will be taken to minimize dust generated on the site include, good site housekeeping, covering waste storage areas, water suppression, segregation and exclusion using impermeable barriers such as sheeting around the scaffolding and avoidance of allowing equipment to run dry whilst engaged in operation. All vehicles carrying waste will be sheeted to and from site.

The site manager will monitor dust production at regular intervals during the day and record their findings, records to be kept on file in the site office. These records must be made available to the EHO upon request.

Materials will be stored within the site; this will be closely monitored to reduce the potential for airborne dust. During the demolition phase and any other dusty works the area will be dampened down with appropriate water suppression at all times.

Dust suppression can be implemented on small plant when operations are being carried out adjacent to existing properties. Cutting and grinding on site should be kept to a minimum but where necessary; it should be carried using equipment fitted with silencers and water suppression devices . We will minimise creation of dust by Elimination – Substitution – Isolation – Control measures. This will be done by shutting plant down when not in use to eliminate the problem. If excessive dust was still a problem, then the problem should be isolated by moving the operation to another area of site so as to isolate the problem away from neighbours. If the plant cannot be moved anywhere else, we will then control by erecting screens or enclosures.

In the event of a complaint however received, the Site Manager will be responsible for following the complaint through to resolution and initiating any necessary enforcement or corrective action. Remedial action will then be taken to reduce levels and the Site Manager will check and verify that the corrective action has been successful in reducing dust production.

There will be NO waste burnt on site. All waste must be disposed of correctly.

Vibration

Prior to starting any works which would create excessive vibration, site management will notify neighbours as to what we plan to do and for how long.

Generally, there shouldn't be any operations that create excessive vibration. However, In the event of a complaint being received, the Site Manager will be responsible for following the complaint through to resolution and initiating any necessary corrective action. Prior to starting any works which may affect surrounding properties, site management will carry out an existing condition survey of adjacent buildings externally and boundary structures to ensure existing condition is maintained.

So far as is reasonably practicably all crushers and breakers will be sited upon crushed or soft materials to reduce the effects of vibration.

Noise Control

We will always employ the Best Practicable Means.

The other method we use to control noise from construction sites is to require that all contractors use the 'best practical means' to minimise noise from their activities. This is a very broad (and complicated) area and can include matters ranging from the prohibition of the use of radios on site to the proper maintenance of plant and equipment. It can also include matters such as the choice of appropriate equipment for a particular task or putting up noise barriers or screens.

Poorly maintained equipment can give rise to excessive noise and the failure to use the built-in noise control shielding on plant can cause problems.

We encourage the use of mains powered electrical equipment (rather than using generators) and hydraulic breaking or bursting techniques are preferable to impact breaking methods for demolition. Although the site will be powered by mains powered electricity, there will be access to a generator. This will however only be used in an emergency such as a power outage.

Simple Purpose-Built Screens and Enclosures

Materials such as plywood or chipboard panels can be lined with sound-absorbing material such as mineral wool to create noise containing screens or enclosures. The length of the barrier should be greater than its height. If possible, the noise source should not be visible, and the barrier located as close as possible to either the source or the receiver. Simple portable screens, located very close together, can effectively reduce the effects of noisy work in small areas.

Screening may be essential when any noisy work is proposed outside of standard construction hours.

Machinery

Do not leave vehicle engines running when not in use, make sure that unnecessary metallic impact noise is avoided from dropping scaffolding poles, moving metal fencing and the clanking of chains. Ensure that machines are maintained regularly – they will be quieter. Simple maintenance can reduce noise levels by as much as 50 per cent. Check for noise problems if you notice workers having to shout at arms-length to converse. This indicates that the noise level may be above 85 dBA at this location.

Move static plant and equipment as far as possible from sensitive boundaries, as work allows. A distance of four times further away lowers the noise by 12 dBA. A reduction of 10 dBA will sound half as loud. In some cases, quiet plant and machines are available which are specifically designed to produce less noise. Examples are muffled breakers (the noise of a typical silenced breaker can be reduced by 16 dBA if a purpose-made muffler is fitted) and silenced diesel generators and compressors (some units are up to 15 dBA quieter). Generally, electrically powered equipment such as saws are noticeably quieter than diesel-powered equipment and hydraulically powered equipment is quieter than pneumatic power.

Cutting metal using gas cutters is far less noisy than using grinding methods to dismantle metal structures. When replacing exhaust and intake mufflers, ask for quieter options which are often available. Similarly, specified plant and equipment such as hoists can also operate at very different noise levels.

Keep machinery covers and panels closed and well-fitted. Bolts and fasteners should be done up tightly to avoid rattles. Avoid equipment that is either over or under powered. All site machinery will be stored within the site demise, at no point will any be kept on the public highway.

Conclusion

It is considered that with the proposed site layout and traffic management controls, the site is capable of allowing the safe movement of project vehicles and will not put at risk, site operatives, the occupants the building or of the neighbouring properties, public highway users and the general public. The appointed principal contractor will ensure, that if circumstances change which result in changes to the proposed Construction Management Plan, they will enter into discussions of the proposed changes with the Islington Borough Council and ensure that the necessary permissions are granted to allow for those changes to take place in advance.