



Method Statement

Temporary Deconstruction, Storage, Protection and Reconstruction of Historic Stone Gate Pier
Caversham Park, Peppard Road, Reading

Planning Conditions Compliance Table

Planning Condition / Requirement	Method Statement Response	Relevant Section(s)
Submission of a detailed method statement prior to commencement of works	This document provides a comprehensive, sequenced method statement detailing survey, deconstruction, storage, protection, and reconstruction of the historic gate pier	Entire document
Protection of heritage assets and minimisation of harm	Works are temporary, reversible, conservation-led, and retain all historic fabric for reinstatement	Sections 1, 3, 11
Compliance with approved plans and heritage guidance	All works will be undertaken in accordance with approved drawings, planning conditions, and Historic England guidance	Section 3
Recording of existing historic fabric prior to alteration	A detailed photographic and measured survey will be undertaken prior to works, including stone identification	Section 4
Retention and reuse of original materials	All dismantled stones will be retained, catalogued, stored securely, and reused in reconstruction	Sections 3, 8.3, 9
Safe dismantling of historic structures	Controlled top-down dismantling using appropriate lifting techniques and competent supervision	Section 8
Secure storage of dismantled materials	Stones stored on padded pallets in a fenced, designated storage area away from other works	Section 8.3
Protection of retained structures	Remaining gate pier to be fully protected with non-invasive temporary coverings	Section 6
Protection of highway, landscape, and trees	Highway surfaces protected; no storage within root protection areas; BS 5837 principles followed where applicable	Section 6
Control of public access and safety	Work areas segregated; signage provided; emergency access maintained	Section 7
Traffic management during works	Traffic volumes assessed; temporary traffic light system implemented during reconstruction if required	Sections 7, 9.1
Archaeological safeguarding	Procedures in place to stop works and notify LPA if archaeological remains are encountered	Section 5



Planning Condition / Requirement	Method Statement Response	Relevant Section(s)
Environmental controls (dust, noise, working hours)	Dust suppression, RCS controls, approved working hours, and responsible waste management implemented	Section 10
Health and safety management	Use of competent contractors, appropriate PPE/RPE, lifting controls, and welfare provision	Sections 8, 9, 10
Structural stability during works	Deconstruction sequence and temporary works designed to maintain stability of adjacent pier and highway	Sections 6, 8.1
Reinstatement of the gate pier	Pier to be reconstructed to its original form, height, and appearance using salvaged materials	Sections 9, 11
Approval of replacement materials	Any new stone to be agreed, sampled, and approved prior to installation	Section 9.3
Use of appropriate materials and fixings	NHL 3.5 lime mortar and non-ferrous fixings specified	Section 9.2
Programme certainty and temporary nature of works	Pier removal is temporary; reconstruction forms part of a single coordinated process	Section 12
Supervision and accountability	Works overseen by a competent supervisor experienced in historic masonry	Section 12
Final inspection and sign-off	Completed works available for inspection by relevant parties, including Conservation Officer if required	Section 11



1. Introduction and Site Context

Caversham Park is a Victorian-era stately home set within historic parkland in the suburb of Caversham, on the outskirts of Reading, England. Historically located within Oxfordshire, the site became part of Berkshire following boundary changes in 1977. The park is included within the English Heritage Register of Historic Parks and Gardens at Grade II, reflecting its architectural and historic significance.

Proposals are in place to redevelop Caversham Park House to provide assisted living units, a care home, age-restricted housing, affordable housing, and enhanced sporting and community facilities. These proposals will open the land, gardens, and new amenities to public use where access has historically been restricted.

This method statement has been prepared to satisfy pre-commencement planning conditions and details the controlled, temporary alteration of an existing historic gate piers to enable safe vehicular access during the redevelopment phase. All works are designed to be temporary, reversible, and conservation-led, ensuring no permanent loss of historic fabric.

2. Description of Existing Gate Piers

The principal entrance to the site from Peppard Road comprises two historic stone gate piers with iron gates hung between them.

Each pier measures approximately 4.7 metres in height and 700mm square in plan.

The piers are constructed from dressed natural stone laid in traditional bedded courses.

Both piers will be carefully dismantled, stored securely on site, and reconstructed following completion of redevelopment works.

3. Heritage and Conservation Approach

All works will be undertaken in accordance with:

- The approved planning drawings and relevant planning conditions
- Any associated Listed Building Consent conditions (where applicable)
- Best practice guidance issued by Historic England

The works are explicitly temporary and reversible. Original materials will be retained, protected, and reinstated wherever possible. No permanent alteration to the historic significance of the gate piers will occur as a result of these works.

4. Pre-Commencement Surveys and Records

Prior to commencement of works:

- A detailed photographic and measured survey of both gate piers will be undertaken.

The survey will record:

- Dimensions, stone sizes, bonding arrangement and orientation
- Existing defects, weathering, and historic repairs

Each individual stone will be allocated a unique identification reference.

Survey documentation will form a permanent record and will be used as a reference throughout dismantling, storage, and reconstruction.

5. Archaeology and Ground Disturbance

Ground disturbance will be minimal and limited to the existing pier footprint.

Should any previously unknown archaeological features or materials be encountered:

- Works will cease immediately
- The Local Planning Authority will be informed

Works will only recommence following agreement on appropriate mitigation

6. Protection of Surroundings

Fixings will avoid penetration of historic fabric wherever possible.

Adjacent highway surfaces, kerbs, verges, and drainage infrastructure will be protected from damage.

Any nearby trees or landscaped features will be protected in accordance with BS 5837, where applicable, with no storage or plant within root protection zones.

7. Access, Traffic and Public Interface

Site access will be restricted to essential vehicles during deconstruction works.

Initially, traffic volumes are anticipated to be low and formal traffic management is not considered necessary; however, this will be reviewed continuously.

The working area will be fully segregated using Heras fencing, barriers, and warning signage.

Clear signage will be provided to inform the public of temporary access arrangements.

Emergency and service access will be maintained at all times.



8. Deconstruction and Storage of Left-Hand Pier

8.1 Scaffolding and Temporary Works

A suitable independent scaffold will be erected by a competent contractor.

The scaffold will:

- Provide safe access to all working levels
- Allow single-file vehicle traffic through the entrance
- Incorporate transoms for the installation of Nico rails

All temporary works will be designed, installed, inspected, and recorded by competent persons.

8.2 Deconstruction Methodology

Deconstruction will proceed sequentially from the top down to maintain stability.

Existing bed joints will be released using hand tools or mechanically sawn cuts where necessary.

Stones will be:

- Slung, strapped, or Lewis-pinned as appropriate
- Lifted using block and tackle or forklift
- Carefully lowered to ground level under full control

Smaller stones will be handled manually using correct manual handling techniques.

8.3 Identification and Storage

Stones will be placed on padded pallets to prevent damage.

Each stone will be clearly marked with its identification number (within bed joints where possible).

Each pallet will be numbered and accompanied by a pallet record sheet.

Pallets will be transported using a forklift to a secure, fenced storage area away from other construction activities.

8.4 Completion of Deconstruction

Scaffold will be dismantled once deconstruction is complete.

The pier footing will be temporarily made good to allow safe vehicular access.

The entrance will be cleared to permit unrestricted traffic flow.

9. Reconstruction of Gate Piers

9.1 Preparation

Scaffold will be re-erected to the same specification as used for deconstruction.

Due to increased traffic volumes, a temporary traffic light system may be installed.

Temporary protection to the footing will be removed and foundations prepared as required.

9.2 Rebuilding Works

Stones will be reinstated strictly in accordance with the original arrangement as recorded in the survey.

Crushed stone dust and NHL 3.5 lime mortar will be used at a ratio of 3:1.

Non-ferrous fixings and restraints will be used throughout.

Stones exceeding safe manual handling limits will be installed using mechanical lifting aids, including Nico rails supplied and tested by MC.

9.3 Stone Repair and Replacement

Any stones requiring repair or replacement will be identified during dismantling.

Replacement stone will:

- Be agreed with the appropriate parties
- Match the original in type, colour, and finish
- Be approved prior to installation

10. Environmental, Health and Safety Controls

All works will take place during approved site working hours only.

Dust will be controlled using water suppression or M-class extraction.

RCS exposure will be managed using air-fed RPE supplied by CNSM.

Face-fit testing will be required for all half-face RPE users.

Mortars will be mixed within the working area using suitable PPE.

Stone will not be laid when temperatures are below 3°C and falling.

Welfare facilities will be provided by the main contractor.

11. Reinstatement and Completion

The piers will be reconstructed to their original height, form, and appearance using salvaged materials.

All temporary works, protection, and traffic management will be removed on completion.

The final works may be inspected and signed off by the relevant parties, including the Conservation Officer if required.

The area will be fully reinstated and made good.



12. Programme, Responsibility and Governance

Deconstruction, storage, and reconstruction form a single coordinated process.

The piers will not remain dismantled beyond the redevelopment period.

A competent supervisor experienced in historic masonry will oversee all works.

All operatives will complete a site induction and relevant toolbox talks prior to works.

Reference photos;

Left hand pier - front.





Left hand pier - side.



Both piers – front



Both piers - rear

