Construction Method Statement For:

50 – 54 West Street Reigate

On behalf of

Kier Construction Southern
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1. Introduction

The Construction Traffic Management Plan contains the arrangements that will be implemented to ensure that the development does not prejudice highway safety or cause inconvenience to other highway users.

Kier Construction Southern will seek to minimise disturbances, including noise, vibration, dust and plant emissions. This Statement is submitted to discharge the relevant planning condition 11, pursuant to planning ref APP/L3625/A/14/2213242

Condition 11

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 approved statement shall be adhered to throughout the construction period, The Statement shall provide for:

i). 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). The erection and maintenance of security hoarding behind any visibility splays.

v). Measures for traffic management.

vi). Wheel wash facilities.

This is a ‘live’ document that will be updated to reflect what is and is about to happen on site during the short, medium and long term.
2. The parking of vehicles of site operatives and visitors

We will encourage all of our subcontractors to limit their vehicle movements to reduce the disruption to local traffic and help reduce the overall carbon footprint of the build.

We will provide a limited number of parking spaces on site during the Construction work for staff, visitors and operatives. We will detail out a Traffic Management Plan and encourage the use of public transport will include all public transport connections and timings to facilitate this.

This document will be issued to all site contractors as part of the tendering pack and will be included in all site inductions.
Protection of people during the works will be paramount. To this end we will ensure that there is a safe route for pedestrians to the work areas at all times designated by striped banding and pedestrian barriers as is suitable relative to the area and programme timing.

There is a requirement for provision of a marketing suite within the care home and the provision of a safe route from allocated parking.

To facilitate this we will re-align the hoarding to allow access to the completed parking areas for visitors.

From this point there will be a safe, dedicated route to access the show rooms, suitable for both assisted access and wheelchair users.

We will also provide the same pedestrian route directly from the highway.
3 Loading and Unloading of Plant and Materials

During working hours access control will be managed by a dedicated Traffic Management Marshall, who will monitor the vehicle gate located in the newly widened cross over point from West Street.

Control of vehicles entering and leaving site is key to the success of the project. Defined segregated vehicle and pedestrian routes on site will be enforced with a full time Traffic Management Marshall supervising turning or reversing on site.

The Traffic Management Marshall, will be located in the security cabin next to the vehicular access, will direct all pedestrians, visitors and deliveries to their required destination

Co-ordination of materials storage and distribution will be the responsibility of our Project Manager. Secure storage containers will be positioned in the contractor’s compound area so all tools and equipment can be kept secure at all times. All major deliveries will be coordinated to ensure the least amount of disruption to the traffic flow on the surrounding roads. Similarly, with plant and vehicular movement to and from site. This especially applies to the vehicular movement of muck away vehicles and concrete deliveries. As the building works progress from substructure to superstructure the perimeter of the building will be surrounded with a suitable hard-standing such as graded hard core or MOT type 2.

Deliveries

During the construction of the substructure and superstructure works, ready mix vehicles will deliver the concrete to the foundations and concrete frame, suitable locations will be selected for ease of access mindful to maintain clear uninterrupted access for concurrent activities. Material movement for the superstructure elements of the project will be managed via a combination of crane and tele-handlers.

A luffing jibbed tower crane will be used to service the entire site. The use of such
a crane will not require an over-sail license as it will be able to manoeuvre its jib and avoid any risk of over-sailing. A full time Lift Supervisor will be responsible for the planning and implementation of all lifts. All crane/lifting operations will be pre-planned, and lifts will be controlled by a trained banks-man.

The crane will be used for:

Reinforcement & Shuttering positioning
Concrete delivery to columns
Brick & block loading out
Windows and glazing positioning and loading out
Roofing material loading out
Mechanical plant & equipment placement
Scaffolding material movement
Tele-handlers will be used for:

Brick & block loading out
Scaffold material movement
Plasterboard loading out
Kitchen unit loading out
Catering equipment loading out
Mechanical plant & equipment loading out
Hard landscaping material loading out

Concrete Pump:

Concrete delivery to floors and columns

Specifically identified ‘lay by’ areas will be demarked and suitable hard-standing formed to allow either Hiab off-loading of materials into storage areas or via crane directly to loading bays.

Once inside the building pallet trucks will be used to transport materials horizontally.
The concrete to the floors and the Nudura system will be pumped.
All deliveries will be programmed in detail with timed delivery slot windows. This schedule will be reviewed and updated daily and strictly adhered to. This process will be included in all subcontract documents and explained thoroughly during all stages of procurement. No deliveries will be accepted outside the delivery windows and no holding areas will be available on or near the site.
Material deliveries to storage areas or close to the work face will generally be carried out by Hiab offload enabled vehicles or tele-handlers if the tower crane is occupied.
As works progress and as the structure is erected and facades closed, vertical distribution of materials will be by tower crane, telescopic handlers or passenger/goods hoists to load out materials on loading bays integrated within the scaffold structures.
Once inside the building pallet trucks will be used where necessary to transport materials horizontally; temporary loadings on floor slabs will be calculated when selecting suitable plant for running over floor slabs. On the whole material deliveries will be based on a just in time principal which will be managed by our operations team, all deliveries will be pre-booked to ensure no lengthy hold ups during off-loading periods.

Traffic entering the site will be rigorously controlled to diminish congestion, and those exiting the Site will have their wheels cleaned and inspected, to prevent the transfer of mud onto the roads. We will be especially vigilant during muck away and with concrete trucks. Wheel wash facilities will be stationed adjacent the site exit and a road sweeper will be used to clean the roads periodically.

Deliveries will be made on a just in time principle. Temporary material storage areas will be made available in safe zones during the construction period depending on available space and sequence of works.

Safety Signs will be placed around the site and along all pedestrian routes. A 5 mph speed limit will be enforced on site. Competent Traffic Marshals will be posted at the site entrance and exit points to ensure that construction vehicles do not obstruct pavements or queue on the roads adjacent to the site.

Delivery routes in the vicinity of the site will be clearly marked and a delivery management system will be put in place to avoid disturbance to local residents.

**Working Hours**

**Monday – Friday:** 8am – 6pm

**Saturday:** 8am – 1pm (if required)

**Sunday and Bank Holidays:** No work planned

All vehicles and plant arriving at and leaving the site will comply with the same restrictions on hours. These instructions will be issued to all subcontract drivers, including those delivering site materials. Deliveries will form part of the delivery
schedule and will be planned to minimise any potential disruption and nuisance to local traffic and neighbours.

**Noise and Vibration**

All plant and equipment, including any on hire, is checked to ensure it is in good working order and conforms to the manufacturers’ standards. Equipment will be properly silenced and meet statutory emission standards. All large concrete pours are started as early as possible, within normal hours, to avoid overruns.

When working within a building, wherever possible we will ensure all openings (i.e. windows and doors) are sealed. Before works commence, the site workforce will be fully briefed on the need to keep all noise generated to a minimum. Shouting and raised voices are not permitted other than in cases where warnings of danger must be given. Radios are not permitted on our sites.

We will minimise the opening and closing of the site access through good coordination of deliveries and vehicle movements. As a minimum attended noise monitoring will be undertaken at various times throughout the day. We will maintain a record of these noise monitoring results.

Monitoring locations will be chosen to accurately measure the worse affected locations on/off site.

Noise and vibration monitoring will be used as a proactive tool to: improve work processes; identify and address issues as they arise; investigate complaints and check compliance with any noise predicted levels.

Dust arising during the construction works we will be managed by regular damping down methods during dry periods and also by maintaining a clean and clear site at all times with regular cleaning practices.
4 Storage of Plant & Materials used in constructing the development

Materials in general will be scheduled for delivery on a just in time basis. We will have areas allocated for temporary storage within the site. Materials can be stored in the secure compound area held within the site establishment area. During the frame construction, the open concrete floor will be used to store the Nudura materials, and as and when the formwork is placed for the upper floors the reinforcement will be placed by crane ready to be used. Deliveries will be carefully coordinated to avoid any congestion.

Skips will be located within the site area adjacent the material storage areas. Mobile plant, when not in use, will be returned to the site compound and parked in the designated area and immobilised. Hard standing areas will be used for all plant maintenance and repairs.

5 The erection and maintenance of security hoarding behind any visibility splays

The perimeter of the site will be protected by 2.4m high closed board ply faced hoarding constructed with suitable concrete foundations and sub framing fully designed to temporary works code of practice 2008 BS5975 to withstand wind or minor impact load. We will utilise crowd barrier style metal fencing with proprietary concrete or rubber feet and security clips to define walkways within the site.

Red bulkhead lights will be fixed at the top of the hoarding at either end and at intervals of 3.6 metres in between for the whole length of the hoarding. The perimeter hoarding as well as internal screens will be inspected daily and each evening to ensure that they are secure and are fit for purpose. These measures will ensure complete segregation from the general public at all times. Secure containers and toolboxes will be provided to allow dangerous materials and tools to be secured each evening and when not in use.
A set of 6 metre wide gates @ 2.4m high will be provided at the main access and egress for vehicles with a pedestrian access adjacent.

Herras fencing  Pedestrian barrier

2.4m Timber hoarding to BS5975
6. **Measures for traffic management**

All sub-contractors will be advised of the traffic management plan prior to commencement on site to enable them to make adequate arrangements for deliveries.

A copy of the traffic management plan will be appended to the site Health and Safety notice board located within the site canteen and covered during the site inductions, and will be issued with all enquiries.

**Vehicular and Plant Movement:**

The traffic management site plan will reflect the most viable route both from the main gate and the site compound. This would take on board such issues as security, access, and the general logistical and operational requirements of the site.

The main access will be from the A25 West Street, through the site entrance and into the main site area.

A site speed limit of 5 mph will be strictly monitored to at all times. The route for pedestrians and vehicles will be segregated from vehicle movement by means of Heras type fencing or pedestrian barriers.
**Protection of Contractors, Staff, and Visitors:**

Protection of all personnel during the works is paramount. To this end we will enhance the measures proposed within this plan if and when deemed necessary. This will take on board such areas as pedestrian pinch points, crossing places and the free movement of people through the building site.

**Traffic Flow**

West Street (A25)

Traffic flow through this road is medium to light during the off peak times however during the rush hour periods it can become busy, and therefore delivery drivers will be advised to avoid peak times such as early morning and late afternoon.

Due to the nature of the works we envisage a high delivery frequency at the start of the contract and at the end with the delivery and removal of site cabins, materials etc. with light delivery traffic during the intermediate periods.

**Visitors and deliveries:**

All site visitors and deliveries will be subject to 24hrs notice.

- On arrival they will be required to report to the main gate to be processed and directed to the main compound.

- Deliveries will be made by agreement during the daily and weekly meetings and will not be accepted before 08.00 or after 15.45 (14.45 Fridays).

- Only one delivery vehicle is to be allowed within the Site compound at any one time.

**Site Parking:**

There will limited vehicle parking available during the construction phase for site staff, visitor and operative parking.

Mobile plant, when not in use, will be returned to the site compound and parked in the designated area and immobilised. Material deliveries will, in the most part be delivered just in time so that the process
• The main vehicle access and egress will be via West Street main site gates. A segregated pedestrian route will be provided along the temporary access road (hard-standing). The workforce will be able to access the welfare accommodation via the walkway, and the site via a controlled turnstile located adjacent to the entrance.

• Competent Traffic Marshals will be posted at the site entrance and exit points to ensure that construction vehicles do not obstruct pavements or queue on the roads adjacent to the site.

• An appropriate holding area will be formed within the construction access road where vehicles can pause until required on site.

• Wheel wash facilities will be stationed adjacent the site exit for the duration of the ground works and a road sweeper will be used to clean the roads periodically.

• The Access & Egress will be kept clean to avoid debris and other materials being deposited on West Street and other adjacent roads.

• Hard standing areas will be used for all plant maintenance and repairs.

• Delivery routes in the vicinity of the site will be clearly marked and a delivery management system will be put in place to ensure that construction traffic observes the clear space policy along West Street and avoids disturbance to local residents.
Public Transport

The site is well served in terms of public transport links as described below. It will be a condition precedent to working on this site that parking on or in the surrounding roads to the site is not allowed. This is entirely possible through the following means.

**Travel by Train**

The site can be accessed by two train stations.

Reigate Station & Betchworth Station

Reigate Station

Station Approach

Reigate

Surrey

RH2 0BD

The station is managed by Southern and stations from this station include:

**First Great Western**

- Reading
- Redhill
- Gatwick Airport

**Southern**

- London Bridge

Train times and further information can be accessed via their dedicated websites

[www.firstgreatwestern.co.uk](http://www.firstgreatwestern.co.uk)  [www.southernrailway.com](http://www.southernrailway.com)
By foot: 18 minute journey

By Public transport: 18 minute journey
Betchworth Station
Pebble Hill
Betchworth
Surrey
RH3 2AD

Train times and further information can be accessed via their dedicated websites
www.firstgreatwestern.co.uk

By Foot: 47 minute journey

By Public transport: 22 minute journey
**Travel by Car**

All staff and subcontractors will be informed that there is no parking on adjacent streets or near the site, and that there will be limited parking on site. There are two Car Parks within walking distance of the site.

**Upper West Street Post Code: RH2 9HX**

**Flanchford Post Code: RH2 8AB**

**Travel by bus**

The site is serviced by the number 32 bus route operated by Arriva, all a few minutes’ walk from the site.

**Bus Stop**

Routes: 32: Redhill – Dorking – Guildford

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**8. Wheel washing facilities**

The vehicles removing inert waste (muck away) are to be sheeted to minimise dust.

**Wheel Washing Facility**

A hard standing will be formed at the front of the site adjacent to the entrance gates to allow for vehicles to be washed down before leaving the site.

The hard standing will be constructed to fall to an ACO type channel at the end of the hard standing.
The ACO channel will discharge into a trapped gully with a silt trap prior to discharge into temporary drainage system via a sediment trap link into the existing drainage system. A power washer will be used to wash any mud and dust off the vehicle wheels. The gully / trap will collect the run-off from the hard standing which will allow the solids to settle to the bottom of the gully and clean water to be drawn off. The run off will be allowed to settle overnight and clean water will be drawn off in the morning by a pump fitted with a suitable filter before commencing any wheel washing activates. Any excess will be siphoned off and dispose of off-site. The solids will be collected in the bottom will be cleared out regularly and disposed of at a licensed tip.
Road Sweeping

The site can be accessed from the hard standing and therefore should not generate any significant mud or debris which could be transferred to the surrounding roads. All skips and vehicles which will carry waste will have covered containers/bodies to ensure that the waste is kept inside.

All vehicles accessing or egressing from the site will be checked by a designated operative to ensure that the vehicle is free from any excessive mud and any loose or substantial mud removed prior to leaving site.

During daytime hours the supervisor will inspect the road for problems and if any debris is found will arrange for the roads to be swept or bring a road sweeper in to ensure that the highway is free of any mud/debris from the site.