Construction Management Plan

Ablington Manor

Ablington Manor
Planning Application
2023

Westgreen

WESTGREEN

ABLINGTON MANOR

CONSTRUCTION MANAGEMENT PLAN
November 2023

Westgreen Construction Limited
Residential | Retail | Arts
westgreen.com

ABLINGTON MANOR

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Appendices

Introduction

We have collaborated with the design team and existing estate management with local area experience to produce our Construction Management Plan (CMP).

The document considers the sensitive nature of the conversation area, the neighbourhood surroundings and heritage building considerations.

Our proposals prioritise safety and highway management with the key objective to minimise inconvenience and disruption to the local village and surrounding area.

The Construction Management Plan (CMP) has been prepared to accompany the Planning Application for Ablington Manor.

The purpose of the CMP is to outline our approach to managing the construction works at Ablington Manor. This document includes specific comments on site establishment, logistics and the process of managing the overall environment surrounding Ablington Manor and the Estate. It will also ensure that the works cause the minimum disruption to the adjacent residents by achieving a safe working and living environment.

The agreed contents of the CMP must form part of the plan and agreed with the Local Authority. The plan will be constantly reviewed and any changes and or improvements will be added throughout the project.

These proposals are to enable third parties to understand the nature of the works and the various construction activities at Ablington Manor.

This Construction Management Plan is subject to third party approvals and therefore amendments are likely. Formal approvals and activity methodology approaches will be addressed in detailed submissions to the design team and the Client. Liaison with the neighbour's and interested parties will continue throughout the project, as information is updated and as the project develops

The information provided in this document is an overview of the key project activities at Ablington Manor. Generic statements will be further developed into plans, procedures and detailed method statements as the work develops.

This Plan will be used as the background for the detailed construction method and risk assessments and will be included in all specialist trade contractor portions of the works.

Project Overview

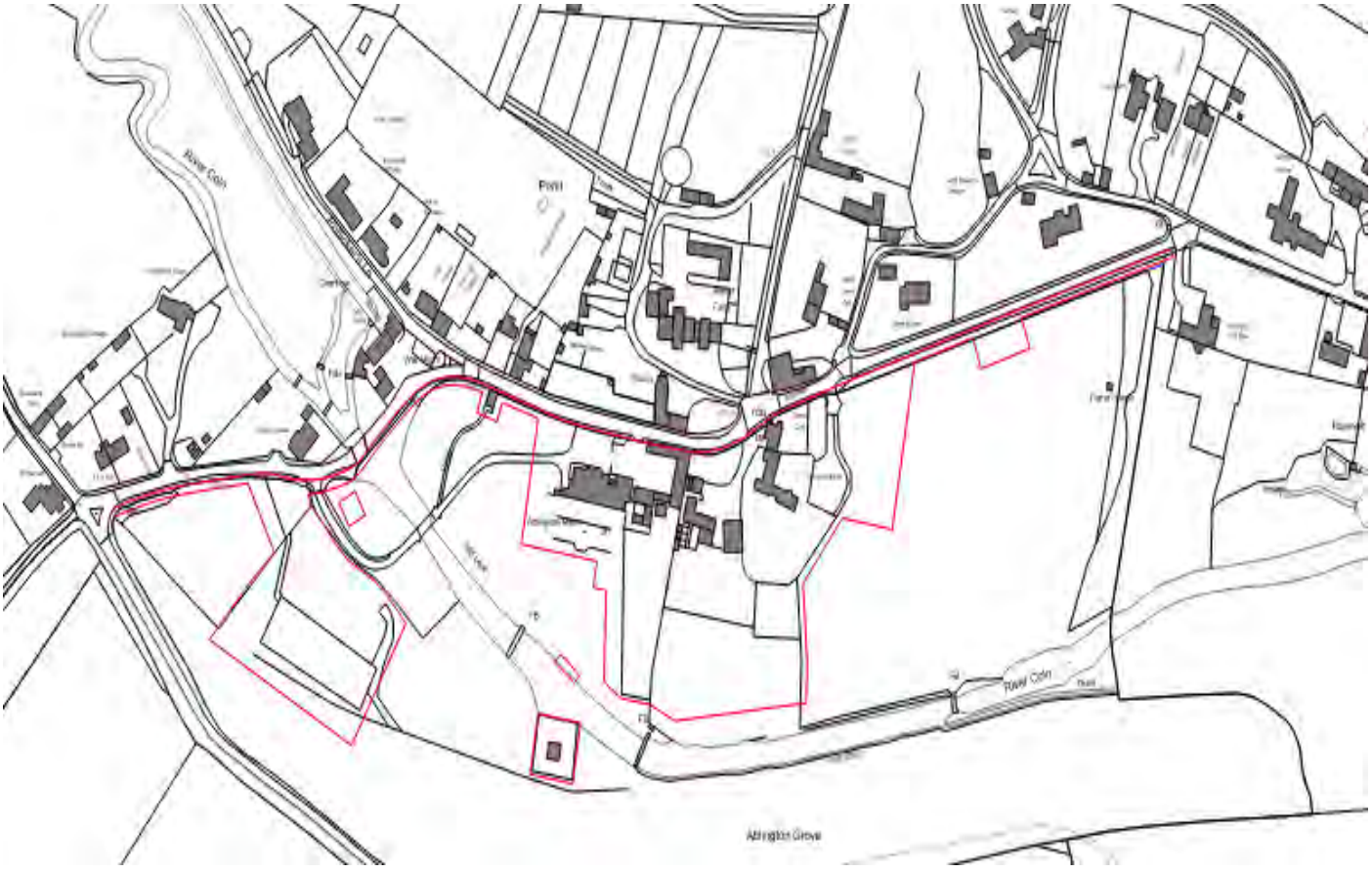
The project comprises of the existing Grade I listed Manor House, surrounding buildings and landscape gardens which are to be connected and expanded to include the adjacent site of the Grade II listed Orchard House and Orchard Cottage.

Ablington Manor House is circa 1175 sqm. The surrounding buildings include the Grade II listed Gardener's Cottage with Stables, Gazebo of circa 565 sqm.

Red Line Drawing – Area of work included within the planning application

The site is located at:

Ablington Manor
Ablington
Bibury
GL7 5NY



Rev 5

Scope of Works

Internal and external renovations and alterations to Ablington Manor including the removal of existing extensions on the west elevation and its replacement with an orangery plus an extension to the existing lower ground floor and modification of the existing garden terrace and re-rendering the external elevations of the house. Internal and external alterations to Orchard Cottage, including the removal of modern extensions.

The demolition of an existing garage to the north of Ablington Manor, and the demolition of existing outbuildings to the east of the Stables at Ablington Manor together with the existing tennis court to the south.

Internal and external alterations to the Stables (including the partial installation of a new roof finish), and the Gazebo.

The creation of a basement parking area and a studio and swimming pool to the east of the Stables.

The creation of a new access, and the removal of an existing access together with an increase in the height of the existing wall along the northern boundary of the site and to the east along Lansdowne.

Removal of the existing Manège and its replacement with workshops and machinery stores.

The erection of a bat house and sub-station, installation of a Ground Source Heat Pumps, new gates at the northern entrance to Ablington Manor and entrance to Orchard Cottage together with associated landscaping, including the removal and pruning of existing trees.

Key Considerations

Objective

We have collaborated with the design team, estate management and local traffic management consultant with local area experience to input into the Construction Management Plan (CMP).

The document considers the sensitive nature of the conversation area, the neighbourhood surroundings and heritage building considerations and the protection of the existing heritage building fabric.

Our proposals prioritise safety and highway management with an objective to minimise inconvenience and disruption to the local village and surrounding area.

We list below a number of the key considerations that we believe are fundamental in delivering this project successfully whilst minimising the impact on the neighbours and the surrounding environment.

Highway Research & Expertise

We have employed a specialist highway traffic survey consultant that has local knowledge and expertise with developing access strategies that are compliant and focused on reducing the impact to the local village neighbours and surrounding community.

Vehicular routes mitigation

Vehicle route assessments were carried out over a number of weeks and have resulted in preferred access routes for specific areas of the project, all designed to minimise the impact to the local and surrounding area.

Key Considerations (Cont)

Programme Strategy

The programme strategy is being developed to take into consideration any impact to the surrounding area. Our process considers the care needed to refurbish the listed buildings and construct the new contemporary building elements. We have considered the duration of works verses the vehicular impact on the surrounding roads.

The number of estate wide buildings allows for the phasing of the works and the reduction in workforce and vehicular traffic.

The programme will be carried out in phased elements, with our objective in delivering the project in the shortest timeframe possible.

Neighbourhood liaison / notice

This is a critical part of ensuring the neighbours are kept informed of key developments and critical operations that might affect them.

We will maintain good communication with our neighbours with notice boards keeping everyone informed of general progress of the works and future activities.

The construction works will be managed in a professional manner adopting the industry standard ‘considerate contractor’ philosophy.

Environmental Considerations

We are experienced in delivering projects in sensitive environments and understand the importance of mitigating our impact to our neighbours and surrounding businesses and community.

Our approach will focus on: -

The health and Safety of everyone on and around our project. We put Health, Safety and Wellbeing at the heart of every decision we make.

Mitigating our impact on the day-to-day life of the estate, be that health and safety risks through to minimising disruption.

Heritage, Ecology & Archaeology Considerations

We are mindful of the sensitivity and importance of the project in relation to Heritage; Ecology and Archaeology.

We have had initial meetings with the specialist consultants to this regard and will ensure that all subcontractors / supply chain is clearly inducted in the requirements and recommendations stipulated by the consultants.

As principal contractor we will adhere to all recommendations, requirements from the specialist consultants in delivering this project

Roles & Responsibilities

Westgreen Project Director is responsible and accountable for the overall delivery of the project. The Project Director will work closely with the client team, to ensure the project is delivered successfully whilst maintaining good relationships with the neighbours and surrounding community.

Westgreen will take responsibility to effectively manage the construction works, ensuring all the work is planned and executed with due regard to the sensitivities of the environment and the adjacent residential properties and their occupants.

Westgreen Project Manager will be in charge of all site activities for the construction phase of the contract, will manage the site. He will also be responsible for liaison with the design team, maintaining the site environment, safety, logistics, information flow, planning, progress of the works, methods of working and the general site activities.

Westgreen site managers supervise the daily site production and control of the dimensional setting out. Additional site management will be introduced during the finishes stage of the project to supplement supervision at this critical stage.
Westgreen resident site team will also include a visiting mechanical and electrical services manager.

Westgreen logistics manager will manage and coordinate logistics team, delivery bookings and effective use of the booking system to ensure efficient deliveries and mitigate unexpected delivery impacts.

Programme of Works – Summary Narrative

Programme Strategy

The programme strategy has been developed to take into consideration any impact to the surrounding area. The thought process considers the care needed to refurbish the listed buildings and construct the new contemporary building elements. We have considered the duration of works verses the vehicular impact on the surrounding roads.

The number of estate wide buildings allows for the phasing of the works and the reduction in workforce and vehicular traffic.

The programme can be summarised broadly in phased elements to mitigate the impact on the neighbours and the surrounding community and it is envisaged to take a period of around three years to build.

Enabling Phase

Initial site accommodation, welfare will be set up within the elements of Orchard Cottage to be retained.

The works will consist of the site preparation, placement of services infrastructure, soft strip and demolition of the existing buildings.

New substation and infrastructure will be constructed for the energy centre

It is during this period that we will construct a new permanent Bat structure which will allow for the safe relocation in accordance with all ecological requirements. We will also develop our site compound and welfare areas during this period.

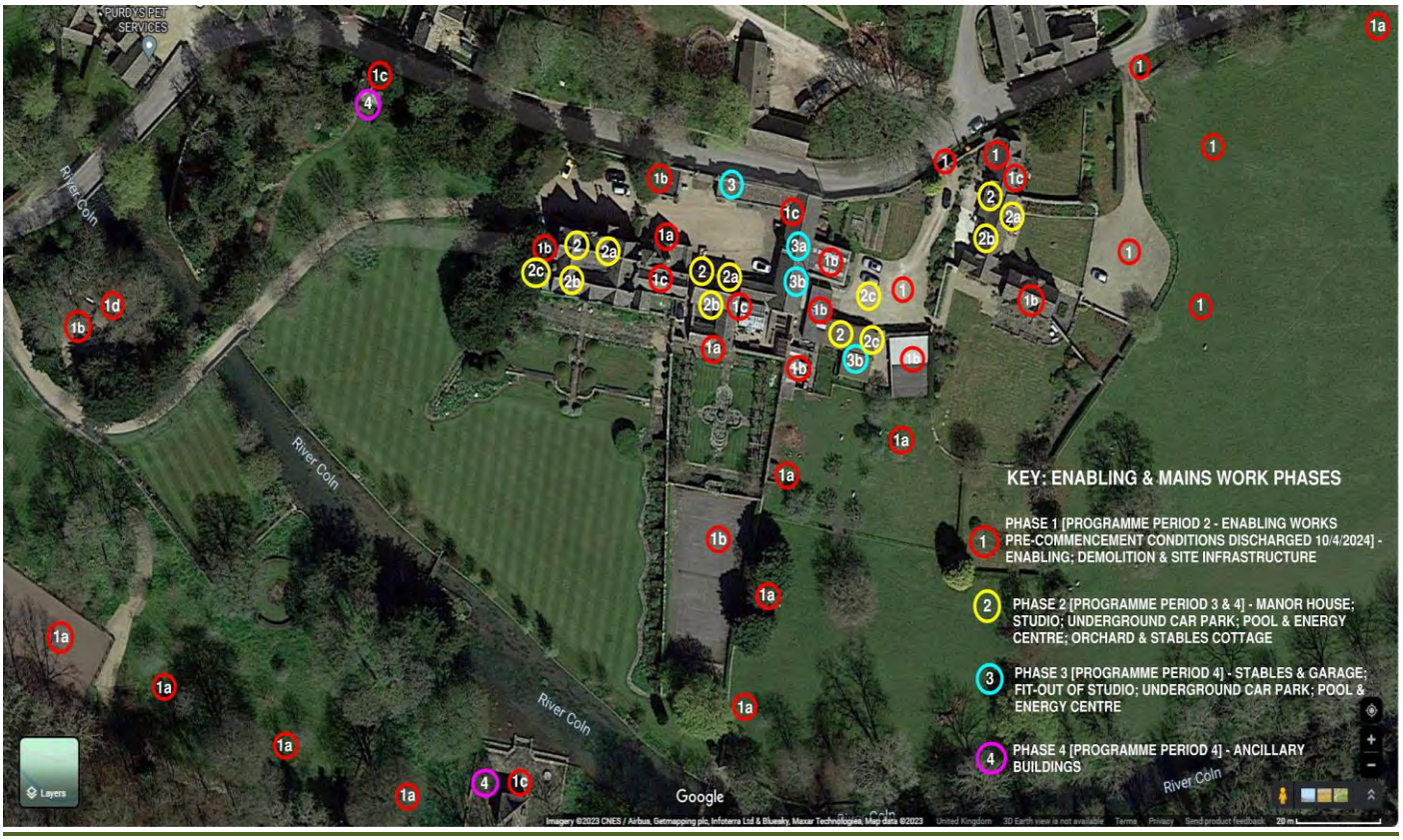
This work element will be a carefully controlled. The commencement will be staggered with most of the works taking place to the rear of the estate away from the front access routes.

Programme of Works (Cont)

Working Hours

The working hours for the project will be in accordance with the stipulated planning conditions.

Phasing Plan



Phasing – Enabling & Main Works

In conjunction with the phasing layouts, we have detailed below the key work elements taking place and these have been numbered accordingly for ease of cross reference.

Phase 1 – Enabling Works – 8th January 2024 – 20th December 2024

1 Site establishment and entrance alterations, archaeological & ecology investigations

1a Site-wide services infrastructure and substation works

1b Asbestos removal & demolition of redundant buildings & structures

1c Asbestos removal & soft strip – setting aside & retaining heritage materials for re-use

1d Construct new bat roost

Programme of Works (Cont)

Phase 2 – Main House; Studio; Underground Car Park; Pool & Energy Centre; Orchard & Stables Cottage – 4th September 2024 – 28th January 2027

2 Structural alterations; excavations, underpinning and formation of basement elements. Formation of car park, pool & energy centre.

2a Roof Replacement

2b Refurbishment / Fit-out

2c Construction / superstructure works Orangery & Studio

Phase 3 – Ablington Stables Garage & Studio; Underground Car Park; Pool & Energy Centre Fit-out – 16th March 2026 – 11th December 2026

3 Structural alterations; excavations, underpinning and formation of basement elements

3a Roof Replacement

3b Refurbishment / Fit-out

Phase 4 – Ancillary Buildings – 12th August 2025 – 6th August 2026

- Grove Hill refurbishment
- Lodge refurbishment
- Gazebo refurbishment

Site and Village Logistics

The site and village logistics plan outline's the strategy that will be followed to successfully deliver the works and mitigate the impact to the neighbours.

We will use the existing entrances to the Manor and Estate to access site and our accommodation area.

Vehicle routes to site will be clearly communicated to the supply chain to ensure vehicles enter the village and arrive at the correct site entrances. This approach will minimise traffic within the village.

Deliveries will follow the agreed vehicle routes detailed within the Access Survey Logistics Report [Refer to Appendix A]

Vehicles will be controlled by our Logistics team.

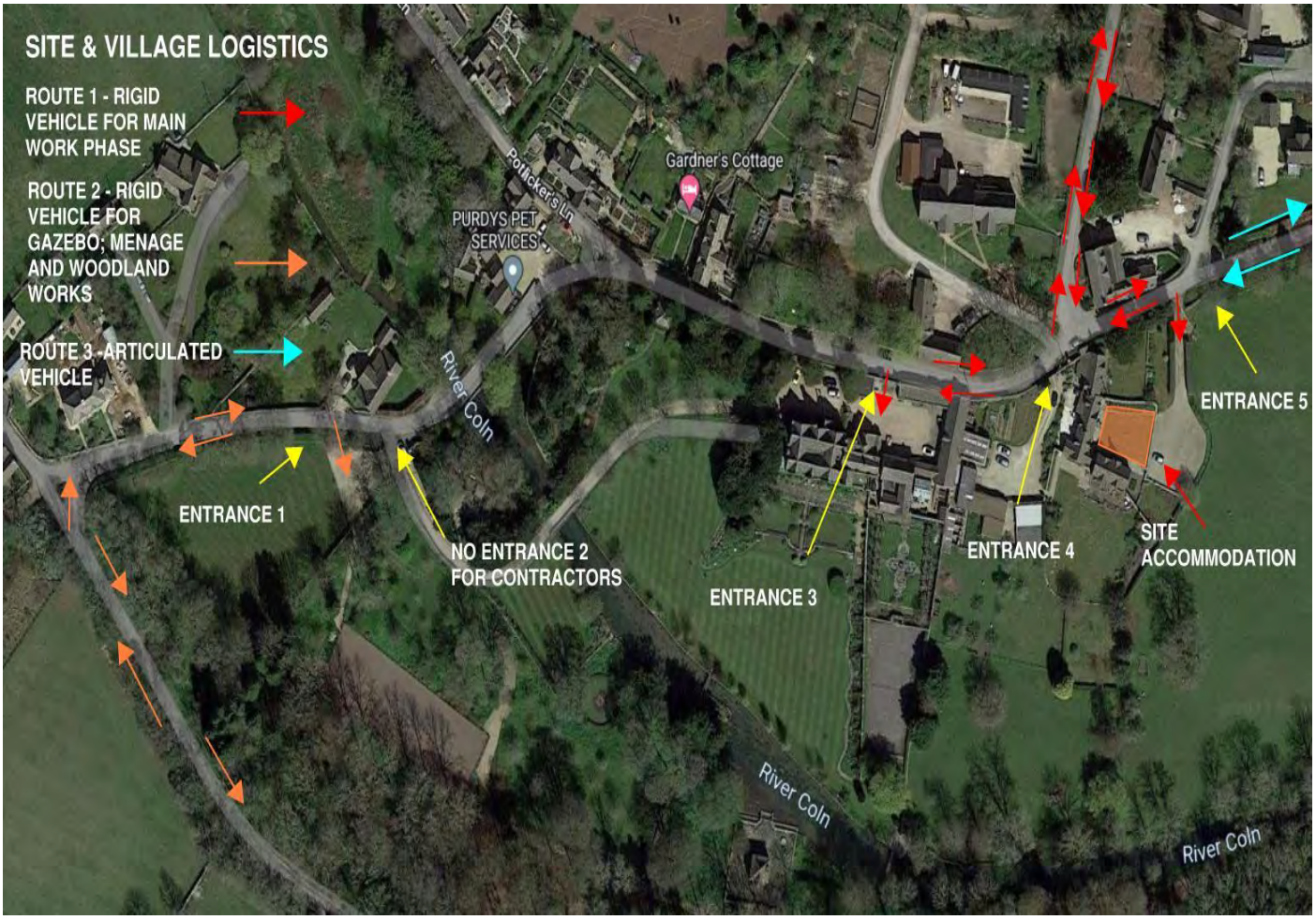
Our key considerations and focus are to ensure safety while minimising the inconvenience to the neighbours and residents of the village, together with the surrounding community along the vehicle routes.

Our logistics team, including traffic marshalls, banksmen will be clearly visible at all times and will ensure minimal impact from construction vehicles on the surrounding roads.

Within the site boundary, we will implement designated phased working areas and routes around the Estate, and access to these areas will be via the defined entrances. By defining the phased working area and access, we will minimise concentrated vehicle movements in the village.

Segregated pedestrian routes will be in place around the site.

Tree protection measures will be adopted during the contract in accordance Arboriculture report.



Site and Village Logistics (Cont.)

Site Accommodation

Our initial site set up will be within Orchard Cottage, and this will utilised for initial stages of the project including the enabling works phase.

We will install our temporary site accommodation for the main phase of works. This accommodation will provide welfare facilities and office space for the project team, along with the supply chain.

Due to the location of the project, it will be important to provide a high standard of facilities to minimise staff, subcontractor and visitor traffic movements to and from site at certain periods of the day.

A pedestrian walkway from the site entrance to the accommodation will be provided and maintained throughout the contract period.

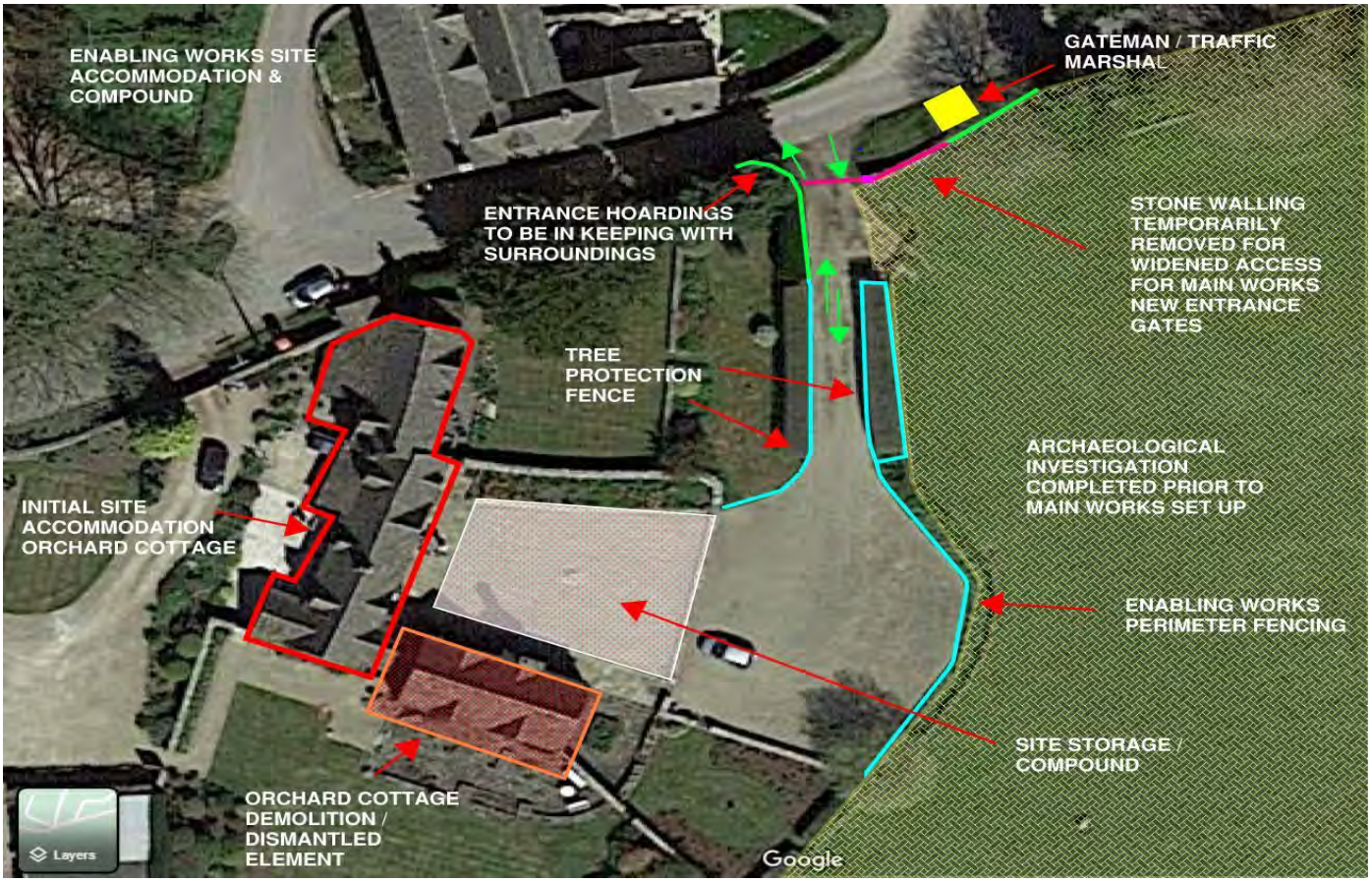
M-Site facial recognition turnstile will be installed for Health and Safety and security purposes.

Temporary access and ground protection mats will be used from the existing road to the site accommodation and extended car park.

Chestnut or similar fencing, that is in keeping with the surrounds will be used to demark the site boundaries, pedestrian routes, car park & compound areas.

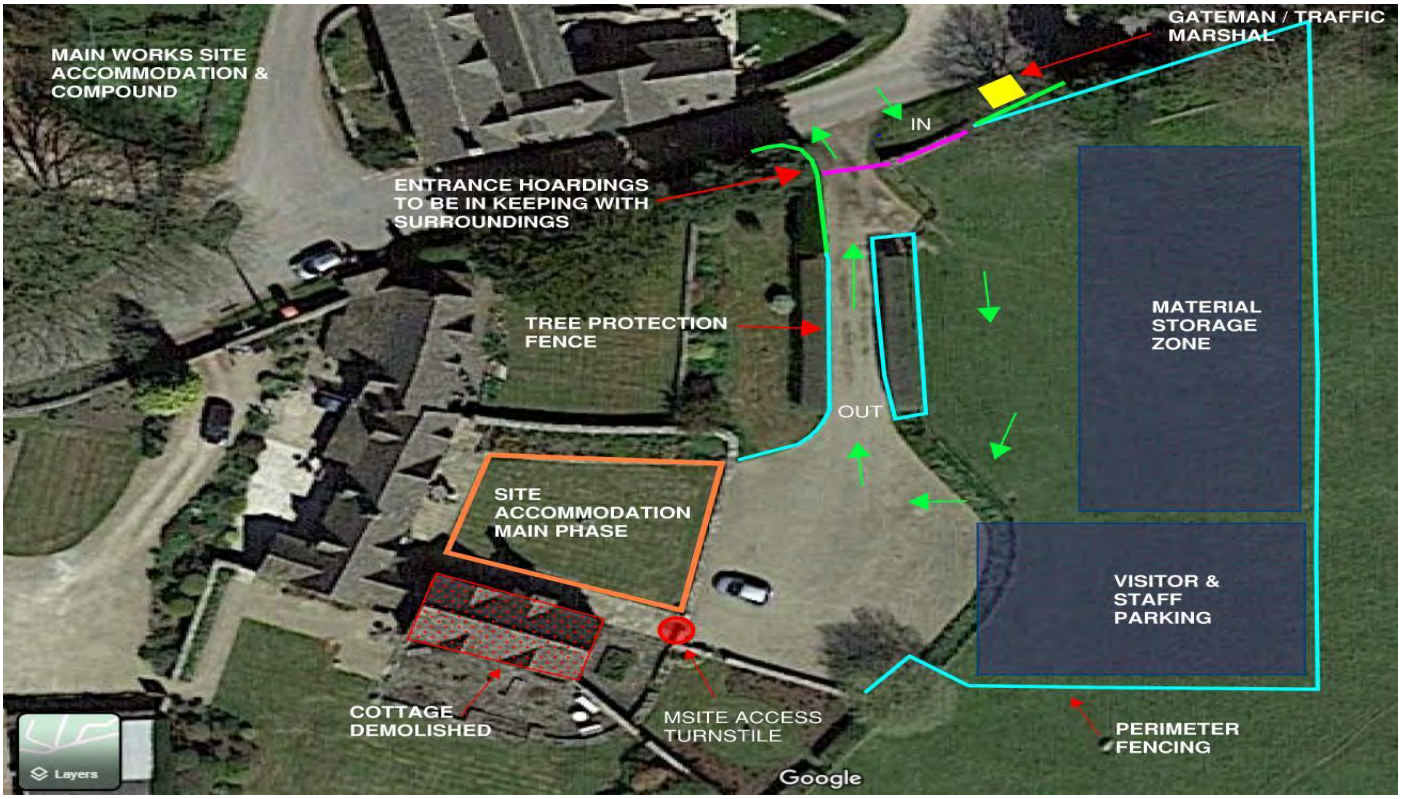
Box hedge to be installed at the base of each return.

Enabling Works – Site Accommodation & Compound



Site and Village Logistics (Cont.)

Main Works – Site Accommodation & Compound



Site Access and Egress

Entrance 1 – Ménage; Gazebo & Woodland Area

Existing entrance gates, posts and metal fencing will be carefully removed & widened to improve access

Existing shrubs and vegetation will be trimmed back to improve sightlines for safe vehicle access and egress

Secure site entrances and hoardings will be constructed to a very high quality and sympathetically designed to be “in keeping” with the appearance of the village.

Site and Village Logistics (Cont.)

Entrance 2 – Metal Gated Entrance – No Construction Access

No access to the Manor due to unknown bridge loadings

Entrance 3 – Ablington Manor; Stable Cottage; The Stables; Garage & The Lodge

Existing entrance will be maintained and protected.

Site and Village Logistics (Cont.)

Entrance 4 – Orchard Cottage; Studio & Stable

Existing stone walling will be carefully taken down [stored for project re-use] to facilitate the widening of this entrance for safe vehicle access and egress.

Secure site entrances and hoardings will be constructed to a very high quality and sympathetically designed to be “in keeping” with the appearance of the village

Entrance 5 – Orchard Cottage: Substation and Site Accommodation

Existing stone walling [stored for project re-use] and entrance gates will be carefully taken down to facilitate the widening of this entrance for safe vehicle access and egress.

Site and Village Logistics (Cont.)

Health and Safety

A Construction Health and Safety Plan will be prepared for the works in accordance with the CDM Regulations. Risk Assessments will be developed and agreed. Sub-contractors' detailed method statements will also be produced, and safe methods of work established for each element of the works.

Site inductions will be held for all new site personnel to establish the site rules and to enforce safety procedures. All site personnel will be required to read the emergency procedures when signing in for the first time, and sign to the effect that they have read the procedures. These will include any relevant neighbourly issues.

Fire and Emergency Procedures

Contact names and telephone numbers will be made available in case of 'out of hours' emergencies relating to the site. This information will be displayed on the hoarding and will be made available prior to construction commencing.

Westgreen shall implement procedures to protect the site from fire.

A Site Fire Safety Co-ordinator will be appointed to assess the degree of fire risk and formulate a Site Fire Safety Plan, which will be updated as necessary as the works progress and will also include the following: -

- Hot works Permit regime.
- Installation of site firefighting equipment e.g., establishing fire points and installing and maintaining fire extinguishers etc.
- Evacuation alarm
- Material storage and waste control
- Fire brigade access

Vehicle Routes and Movement

We recognise and fully understand the implications that additional vehicle movement will have through the village and surrounding community.

Traffic management and vehicle movements will be scheduled to be sensitive to surrounding neighbours and businesses

Vehicle routes into the project will be monitored by our site logistics team, to ensure compliance from our suppliers

We recognise the safety implications having more large-scale deliveries on the road will have. Through early discussions with the supply chain during the procurement process,

We will ensure FORS and CLOCS vehicle compliance. Both schemes aim to improve safety for vulnerable road users, particularly cyclists and pedestrians. All vehicles will be fitted with nearside sensors and audible alerts, which warn drivers when a cyclist or pedestrian is in a blind spot on the nearside.

We will have a wheel washing facility within the site boundary to ensure all vehicles are cleaned prior to leaving site by the logistics team. In addition to this, a road sweeper will be available to help maintain the surrounding roads used by construction traffic leaving site.

At this stage it is not envisaged that any road closures or abnormal loads will be required to carry out this project.

Access Routes

We have identified routes which are to be used for different vehicle classes and requiring specific permissions from the Highway Authority. These routes have been chosen to provide optimum highway safety and be minimally disruptive to the village and neighbours as possible.

Route 1 - Rigid Vehicle Route to Main Works Phase

The main route for rigid vehicles will be from A429 via Calcot Road for the main works phase [Entrance 3 & 4]

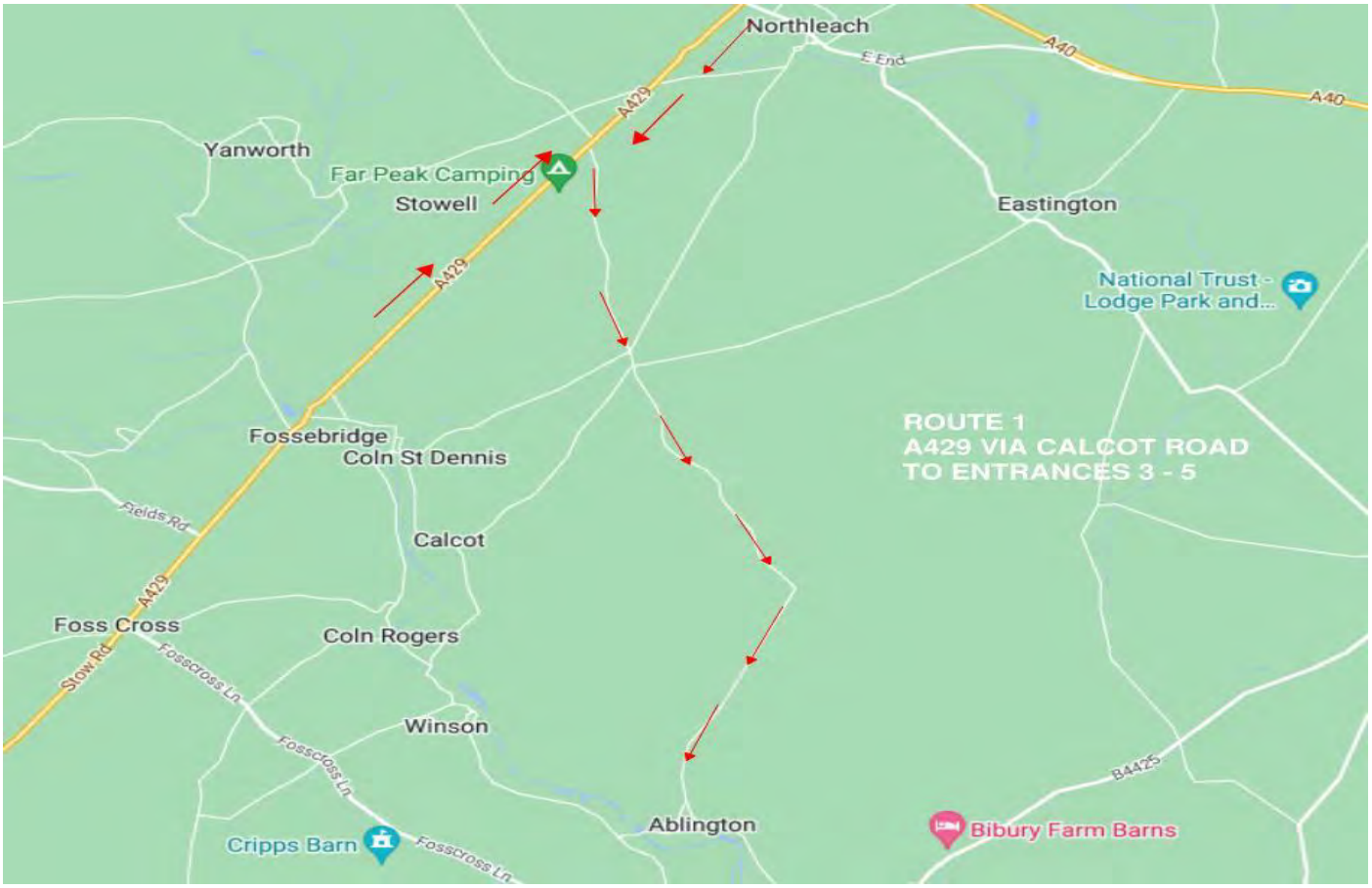
The route avoids weight restricted approach into Ablington Village, specifically the Stone Bridge which has an undefined maximum weight tolerance and any approach from the village of Bibury which is traffic sensitive and unsuitable as a general access route due to the daytime volumes of pedestrians and vehicles from tourism.

There are private residences directly accessing the route (approximately 12) along with several farms and businesses (namely The Classic Motor Hub and Far Peak Climbing Centre).

The carriageway along the route is between 3.5 metres and 4.5 metres wide with passing places available at intervals. This is a 3.9-mile route from A429 to Ablington Manor.

The final approach to works location is via Village Street, in Ablington Village. This 280-metre stretch will require active traffic management as there are no available passing places. This should be in the form of Traffic Management Operatives providing access control to ensure vehicles do not meet head on. There is one private residence access on this part of the route.

Vehicle Routes and Movement (Cont.)



Route 2 - Rigid Vehicle Route to the Ménage; Gazebo and Woodland Works Phase

This route will only be used for accessing the Ménage; Gazebo and Woodland phase [Entrance 1] and will be from A429 via Fosscross Road.

Vehicles will be restricted from entering Ablington Village and specifically the Stone Bridge which has an undefined maximum weight tolerance.

There are private residences directly accessing the route along with farms and businesses.

No access will be permitted over Ablington Bridge for construction rigid vehicles.

Route 3 – Articulated Vehicle Route Via Bibury [Out of Peak Traffic Hours]

The only viable route to the works location for articulated heavy goods vehicles is via Bibury due to restrictions on alternative routes and weight limited bridges.

The route approaches Ablington from the A40 travelling along B4425 to Bibury.

Due to the Tourist Attraction status of Bibury and high traffic and pedestrian counts, deliveries via this route would need to take place outside of normal working hours.

Ablington Road from Bibury to the works location would need to be managed to ensure unimpeded access as there are no passing places available for the final 0.9 miles.

Delivery Management

The Logistics Manager will manage and coordinate all site deliveries with the logistics team. All deliveries will be pre-booked and allocated a date and time slot using an online booking system which all suppliers will have access to. This will save the logistics team time in checking availability manually, allowing them to accept or decline booking requests to best suit the project and maintain strict control over deliveries.

All deliveries will be booked on a just-in-time basis, which will reduce storage requirements whilst enabling the correct levels of materials to achieve the required productivity on site. The system will provide easy access for booking delivery slots, with the external supplier requesting a time slot and specifying unloading equipment, location, and requirements for material distribution – ensuring the time slot allocated is appropriate and planned just in time.

Suppliers will be asked to submit requests a minimum of 48 hours before the delivery time. Additionally, the system allows for live tracking, allowing the site team to send updates if the delivery goes off track and bring the delivery slot forward (or delay it), if required, to maintain just-in-time delivery. Where larger deliveries require longer to unload, a longer time slot can be requested and scheduled to suit.

All delivery vehicles will be FORS registered.

All deliveries will be managed by Westgreen traffic marshals as they approach the site. All vehicle movements will be controlled by fully qualified banksmen while in the site vicinity.

The site is within a residential area. Maintaining good neighbourly relations is a key consideration for Westgreen and its supply chain.

We will maintain good communication with our neighbours with notice boards keeping everyone informed of general progress of the works and future activities.

Appropriate signage and information boards will be displayed on site hoardings. This will include the contact details of all key personnel and a 24-hour contact number on case of emergency.

All deliveries to site will be undertaken with full regard paid to: -

- Reduction and control of plant movements
- Reversing vehicles directed by a Competent Person
- Pedestrian and vehicle directional signage – suitable barriers will be erected when deliveries arrive to prevent pedestrians accessing the unloading area.
- Mobile plant will only be operated by a competent person with a bank's person in attendance to any movements.

Consultation with the Local Authority will continue throughout the project to ensure: -

- Construction methods to minimise the potential impact on nearby residents.
- Maintenance of the existing public highway
- Segregation of all pedestrians, public or employees, on or in the vicinity of the site

In order to ensure all contractors, delivery companies and visitors are aware of the traffic routes and restrictions, a number of methods will be implemented. This will include written briefings sent to delivery companies at the time of the orders being placed and verbal briefings within the site induction to all contractors and visitors to site. This information will include the implications of not complying with the guidelines and the effect this will have on future business.

Material Distribution & Storage

We will use the available space within our compound adjacent to Orchard Cottage to store and distribute all materials for the early works.

We will use a digital delivery management system to ensure deliveries are 'just in time', minimising disruption to local roads. All deliveries enter the site through the designated entrances and will be directed to the lay down areas, within the confines of the works area, as necessary.

The digital booking system will be implemented to control all deliveries and collections throughout construction, this will prevent construction-related traffic congestion in the local area.

The vehicle booking system will allocate delivery slots to each vehicle to ensuring an even distribution of deliveries during site hours. Vehicle bookings will require the approval of our Logistics Manager.

Site-wide rules and our logistic arrangements, such as: as the approved construction traffic access and egress routes, timed delivery slots, no-idling, no queuing etc. will form part of our supplier/subcontract order terms and conditions that each supplier/subcontractor confirms acceptance of prior to being engaged. All vehicles will also be washed down before leaving site as necessary.

Noise Dust & Vibration

Noise and Vibration Management Plan

We are fully aware of the sensitivities to noise of those occupying the adjacent properties. All reasonable steps will be taken to minimise any noise disruption to adjacent occupiers.

Operatives working in noisy areas will be monitored to ensure they are wearing the necessary protective equipment and that they are not exceeding their permitted exposure periods.

Electrically operated plant will be used where practical. We will ensure all plant used on the site will be effectively silenced.

Where it is necessary to carry out noisy activities these will be carried out in accordance with Local Authority requirements.

Best Practicable Means (BPM) will be applied in all situations where noisy activities will be undertaken and fully compliant with the Control of Pollution Act (COPA) 1974 and the BS 5228 Noise and vibration control on construction and open sites.

Noise Dust & Vibration (Cont.)

Air Quality Dust Management Plan

The site will be kept in a clean and safe condition. The areas adjacent to the site will be regularly inspected and any rubbish or litter removed.

A wheel wash facility will be provided during the substructure and ground works phase to minimise the effects of the construction works.

Offloading will generally be direct from vehicles onto the site. Materials will not be stored on public footpaths or roads.

Waste and rubbish will be regularly removed from site and not allowed to accumulate so as to cause a safety or fire hazard.

Activities that have the potential to cause dust will be carefully monitored and dust reduction methods employed. This will include water spray, dust extraction and localised screening where appropriate.

The following measures will be considered as appropriate to mitigate the impact of dust due to the construction activities:

- Solid barriers erected around the site particularly to the neighbouring buildings and boundaries.
- There will no on-site bonfires.
- Site set-up to be planned to ensure where possible dust creating activities are located away from the sensitive areas.
- Demolition activities will use water as a dust suppressant.
- All loads delivered to or collected from the site will be covered where appropriate.
- All road vehicles will be requested to comply with set emission standards.
- Cutting equipment will use water as a dust suppressant or have a local exhaust ventilation system.
- Skips will be securely covered

Waste Management

A site waste management plan will be prepared prior to the works commencing. All waste materials will be removed from site by a licensed waste contractor, discharged via skips or Lorries.

All waste from this site will be dealt with in accordance with the waste duty of care in Section 34 of the Environmental Protection (Duty of Care) Regulations 1991 (b). Materials will be handled efficiently, and waste managed appropriately.

We aim to minimise waste and to recycle as much material as possible. Due to the limited space on site, waste will generally be sorted for recycling at the waste transfer station. This element of the works will be carried out by one of our licensed sub-contractors specialising in waste management.

All excavated material generated from the works will either be recycled or taken to a licenced tip, or as dictated by the Environment Agency, to an approved landfill local to the site, by a licenced waste carrier. All disposals will comply with Local Authority requirements.

Westgreen operates an environmental policy in which we pursue the following objectives:

- Conduct our activities with proper regard to the protection of the environment.
- Comply with all relevant regulatory and legislative requirements and codes of practice.
- Communicate with local communities to ensure the work causes the minimum disturbance and disruption.
- Ensure that the site management has a good understanding of the environmental impacts of our business and what is expected of them to minimise these impacts.
- Ensure that our suppliers and sub-contractors are aware of this policy and ensure they apply similar standards to their own work.

During the early stages of the project the following activities will be carried out to deal with environmental management:

Preparation of the Project Environmental Plan in line with our ISO 14001 Environmental Management System.

Preparation and consultation with client and statutory authorities to obtain approved licences and consents for discharge and putting the stated consent conditions and controls in place through the Project Environmental Plan.

Preparation of the Site Waste Management Plan and consultation with supply chain partners and the design team to design out or minimise waste.

We will fully comply with the Local Authority regarding water pollution and the Water Pollution Act 1991 and the Environment Agency requirements. All measures will be taken to ensure surface water and ground water is protected from contamination.

Westgreen Project Manager will have responsibility for all environmental matters on the project.

Neighbourhood Relations

This is a critical part of ensuring the neighbours are kept informed of all key developments and critical operations.

We will maintain good communication with our neighbours with notice boards keeping everyone informed of general progress of the works and future activities.

We will work co-operatively with the neighbours to improve our approach in delivering the project.

The construction works will be managed in a professional manner adopting the industry standard ‘considerate contractor’ philosophy.

Appendices

ACCESS LOGISTICS SURVEY (REV 004)

Ablington Manor

Cotswold Traffic Surveys

Kemble Airfield Enterprise Park,
Cirencester Road,
Kemble GL7 6BQ

Phone 01452 504791
Email cotswoldtrafficsurveys@sunbeltrentals.co.uk

SUNBELT® RENTALS

Ablington Manor Refurbishments

Access Logistics Survey Abstract

The purpose of the Access Logistics Traffic Management Survey is to identify preferred routes to the works location for all modes of transportation.
The location of works is within the local Ablington Conservation Area and the wider Cotswolds Area of Outstanding Natural Beauty.
All routes available to the project are to be assessed for suitability, access issues, current restrictions, and traffic levels with proposals to mitigate any identified issues.

All possible access routes present significant issues to be overcome and further investigation requirements regarding weight limits, specific to Ablington Bridge which cannot be defined within the scope of the onsite survey or publicly available information.

All proposed routes and associated self-imposed restrictions are for presentation to the Highway Authority and the locally impacted population and can be further refined, amended, and re-published as part of the Permit Application Process. Additional restrictions may be placed upon the project team by the Highway Authority as part of this process.

A compressed timeline of survey activities was required to enable reporting to the project team prior to client presentations.

The survey has identified 2 routes, which are to be used for different vehicle classes and requiring specific permissions from the Highway Authority.

Works location access considerations and management of works vehicles within the bounds of the Ablington Manor Estate will be reported separately in conjunction with Road Condition investigation.

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1. Vehicle Types requiring accommodation.

Vehicles accessing the work location, will include private motor cars, trade vans (Transit type), Light Goods Vehicles, Rigid Heavy Goods Vehicles and Articulated Heavy Goods Vehicles.

Transportation of workforce in private vehicles, and trade vans presents little challenge other than increase in traffic levels and as such should be directed to use preferred routes as these have been identified with the aim of minimising disruption to the surrounding area.

Delivery and removal of materials and equipment will require substantially larger vehicles. These include clearaway tippers for spoil removal, excavator and site plant delivery vehicles, accommodation and welfare unit delivery vehicles, concrete delivery vehicles and materials delivery vehicles.

The vehicle dimensions are the basis for route suitability and Swept Path Analysis at locations identified as presenting access difficulties.

2. Preferred Access Route Access to works location.

Preferred Access Route provides a route for Non-Articulated vehicles from A429 Fosseway to deliver materials, labour and equipment and remove spoil.

The route avoids weight restricted approach into Ablington Village, specifically the Stone Bridge which has an undefined maximum weight tolerance and any approach from the village of Bibury which is highly traffic sensitive and unsafe as a general access route due to the daytime volumes of pedestrians and vehicles from tourism.

There are private residences directly accessing the route (approximately 12) along with several farms and businesses (namely The Classic Motor Hub and Far Peak Climbing Centre).

The carriageway along the route is between 3.5 metres and 4.5 metres wide with passing places available at intervals. This is a 3.9-mile route from A429 to Ablington Manor.

There is Traffic Sensitivity listed for the northern part of the route from Fosseway to Calcot Road. This is listed as “Street carries >25% Heavy Commercial Vehicles” on National Street Gazetteer but Current Traffic Levels were ascertained utilising periodic traffic counts over a full week, with an average daytime (07:30 – 18:30) count of 39 vehicles per hour with >90% being motor cars and vans, the remainder made up of Heavy Commercial Vehicles and Agricultural Vehicles.

Overhead obstructions exist in the form of tree limbs down to 3.9m and overhead cables (Telecom and Power) down to 5.1m, which should be considered when planning deliveries via this route.

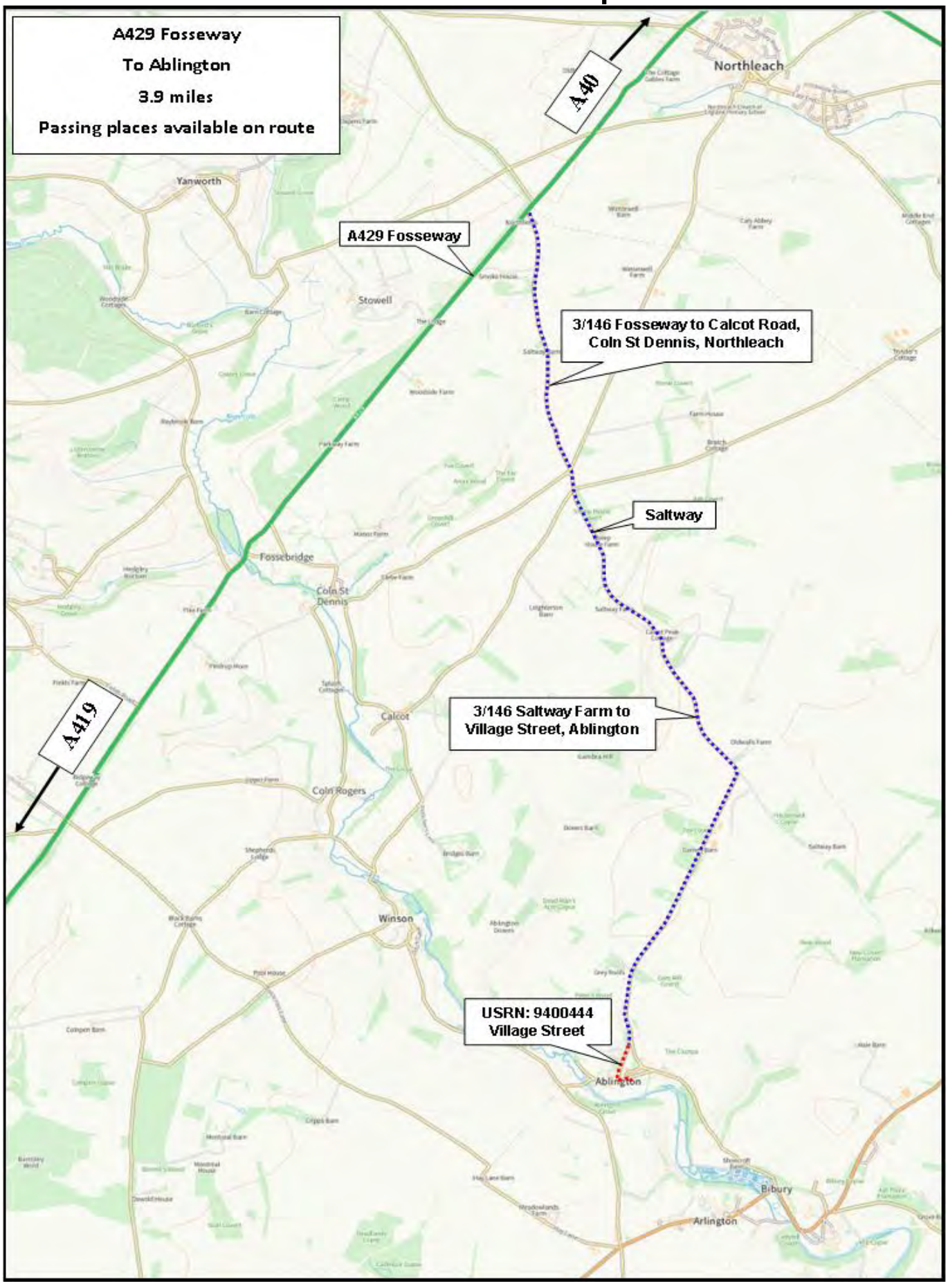
Swept path Analysis has been carried out at pinch points and tight bends. The approach to the works location can accommodate all vehicles apart from Articulated HGVs.

All Contractors and Delivery Vehicles (non-articulated) should be instructed to use this route as part of the ordering and induction process.

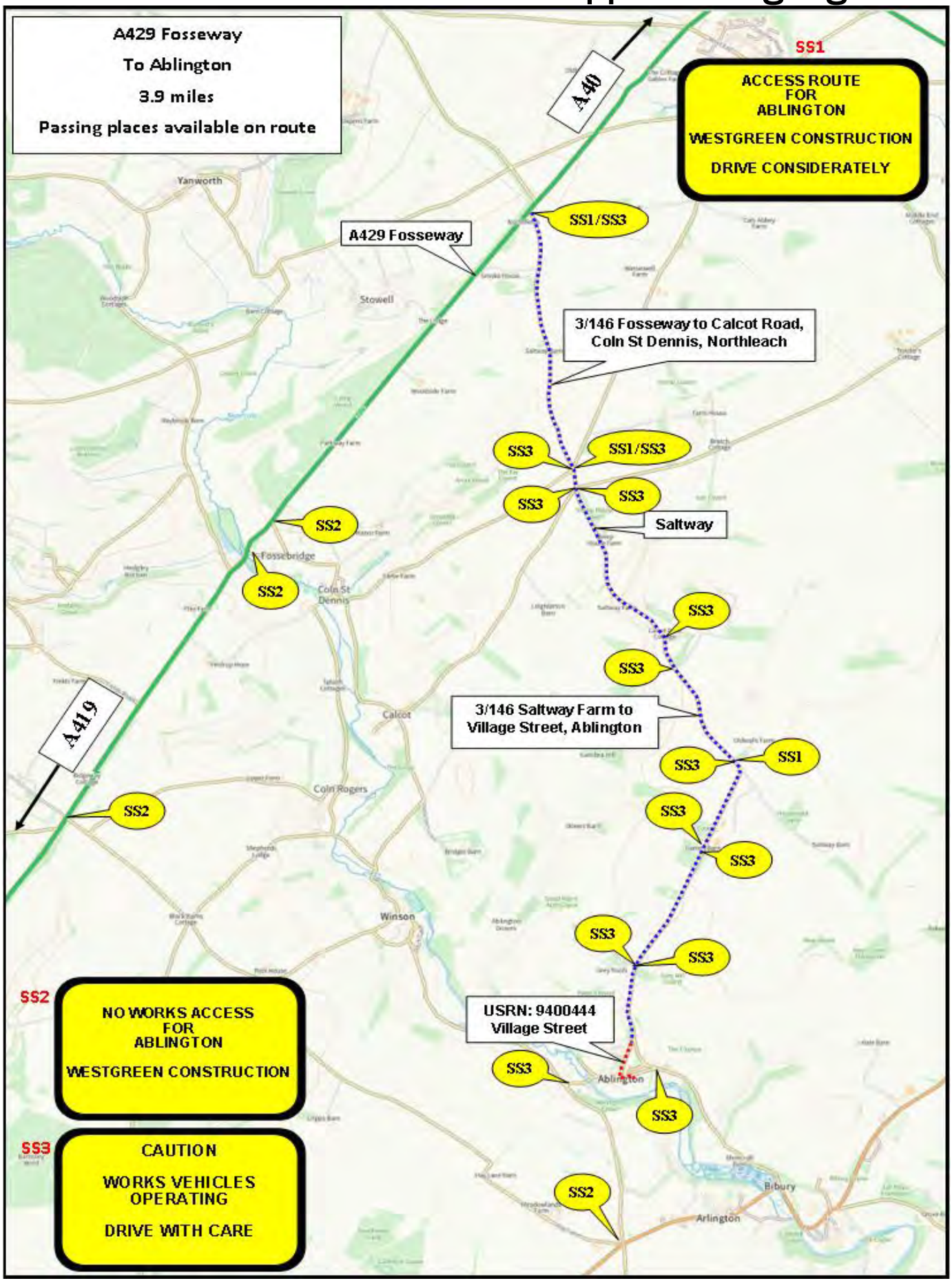
The final approach to works location is via Village Street, in Ablington Village. This 280-metre stretch will require active traffic management as there are no available passing places. This should be in the form of Traffic Management Operatives providing access control to ensure vehicles do not meet head on. There is one private residence access on this part of the route.

Signage will be required to inform other road users that construction traffic will be present along the route. This may be augmented with additional signs informing road users of distance to next passing place to assist in reducing congestion.

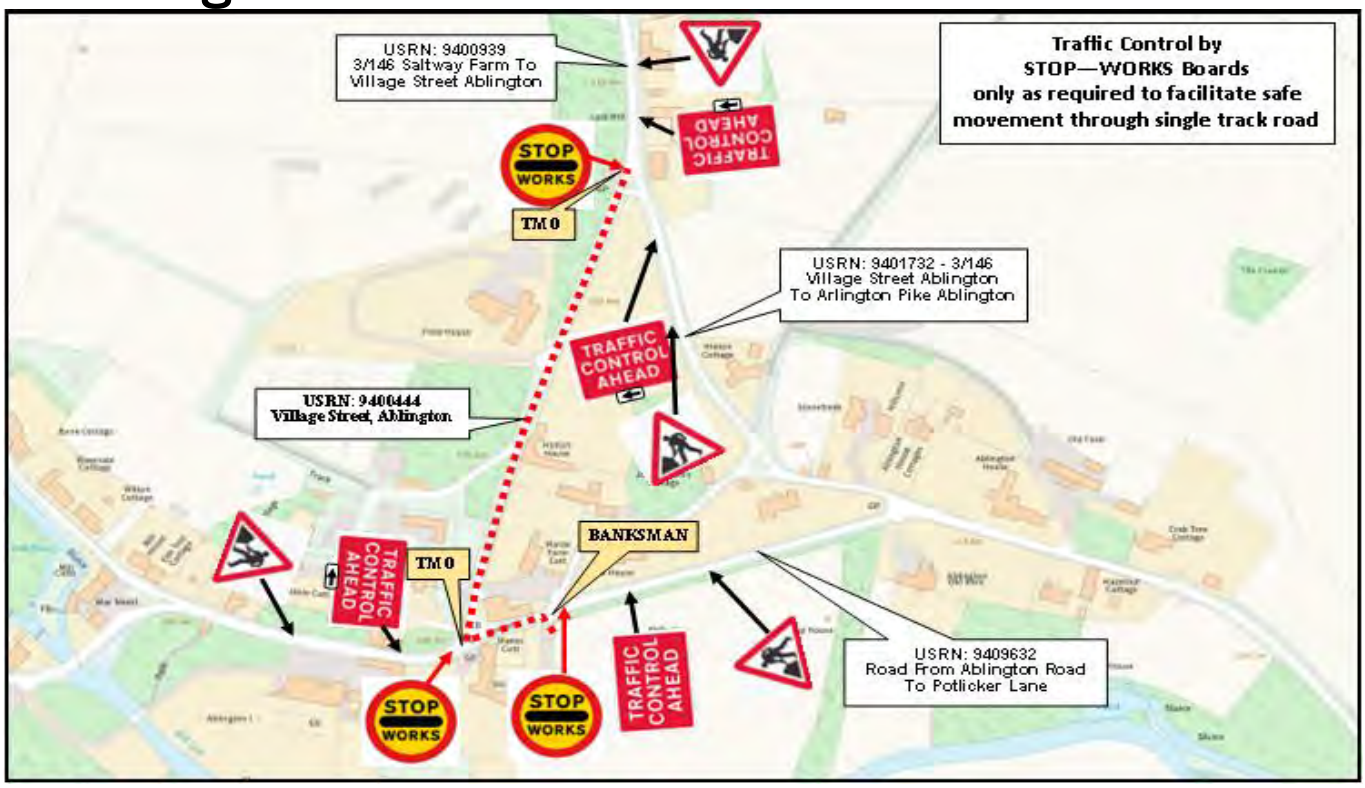
3. Preferred Access Route Map



4. Preferred Access Route - Approach signage

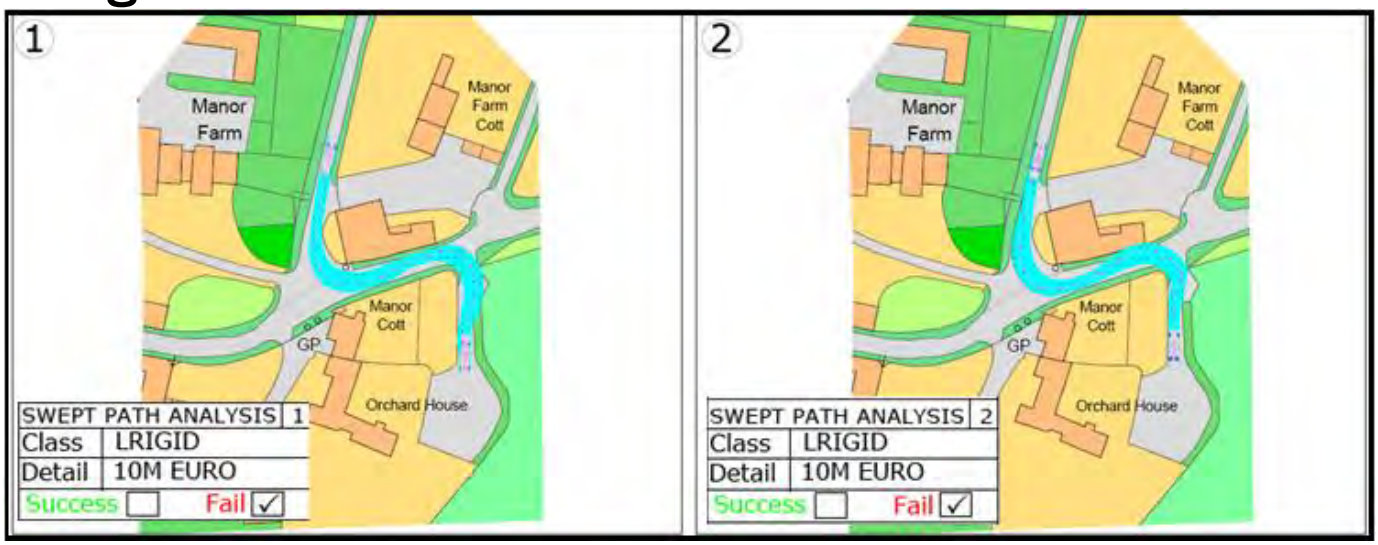


5. Preferred Access Route – Village Street Traffic Control



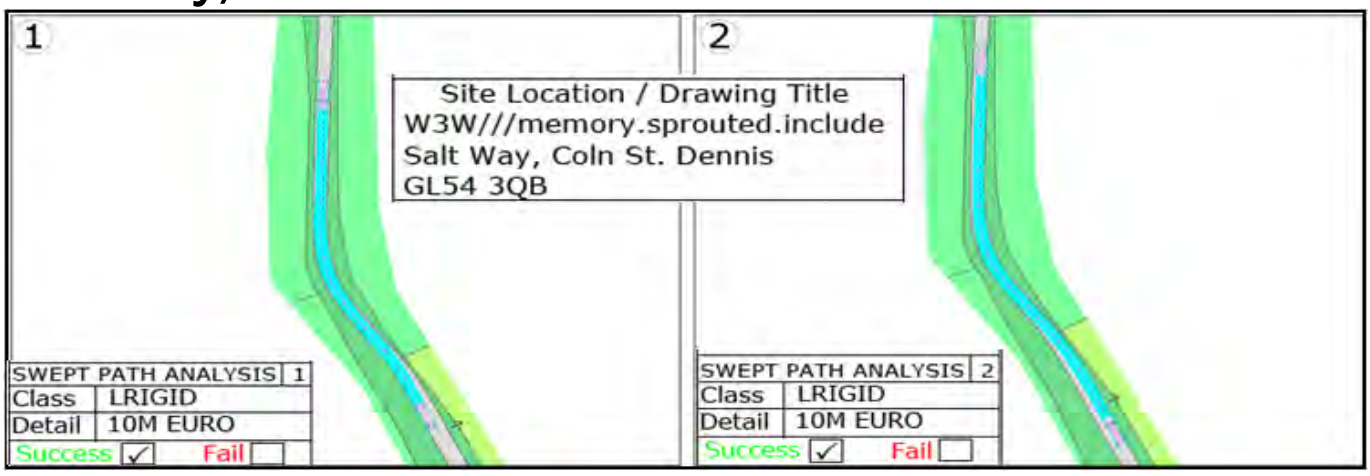
Safe movement of large vehicles through Ablington Village will require Traffic Management Operatives on location to ensure no vehicles meet head on with no opportunity for passing.

6. Preferred Access Route – Swept Path Analysis Village Street to Works Access

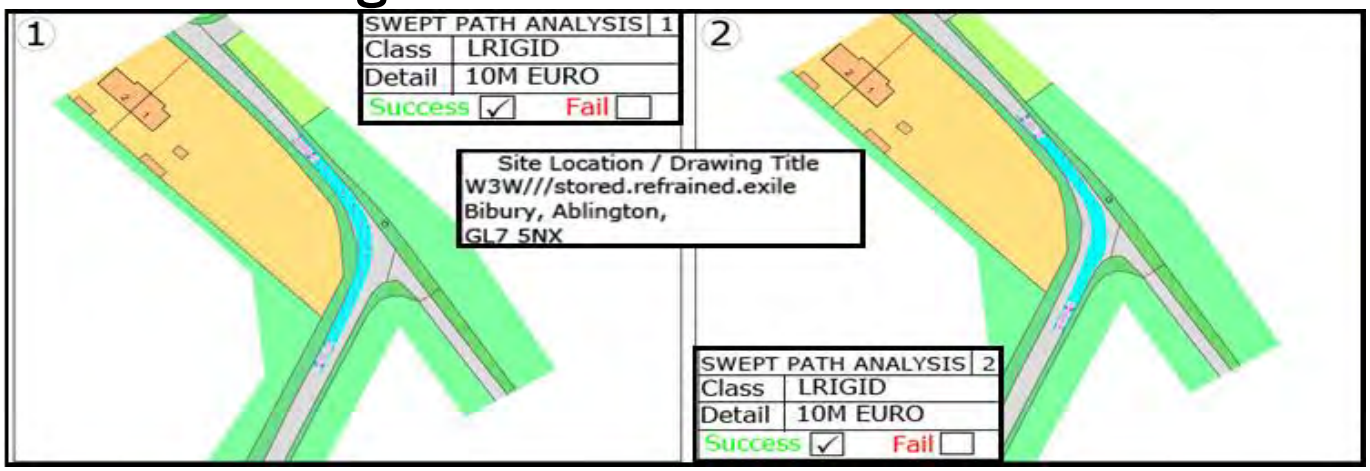


Failure occurs at works access gateway. The gateway will be widened to facilitate vehicle access swept path requirements.

Salt Way, Coln St. Dennis

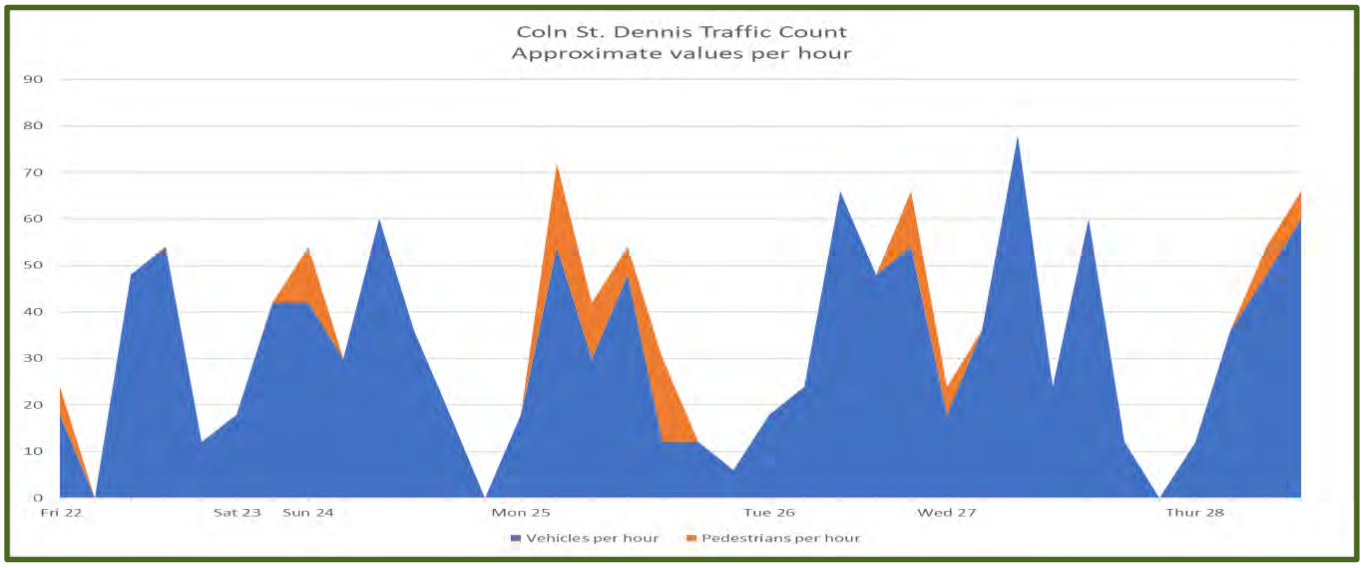


Oldwalls Cottages



Currently, The works access gateway is the only failure point for swept path analysis and would require widening to allow large vehicles to make the turn into the estate.

7. Preferred Access Route – Traffic counts



Average Daytime (07:30-18:30) Vehicles per hour = 39.4

8. Articulated Vehicle Access Overview

The only viable route to the works location For articulated heavy goods vehicles is via Bibury due to Swept Path Analysis failures and weight limited bridges.

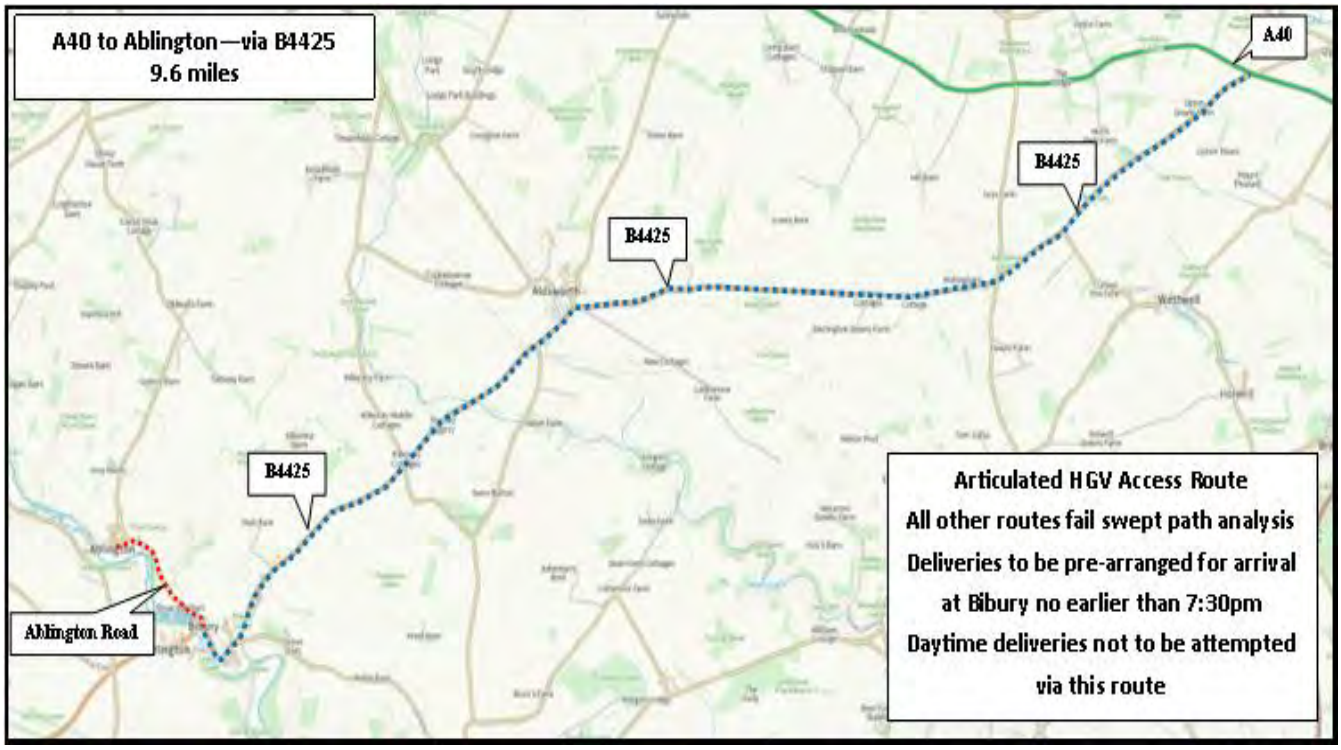
The route approaches Ablington from the A40 travelling along B4425 to Bibury.

Due to the Tourist Attraction status of Bibury and high traffic and pedestrian counts, deliveries via this route would need to take place outside of normal working hours.

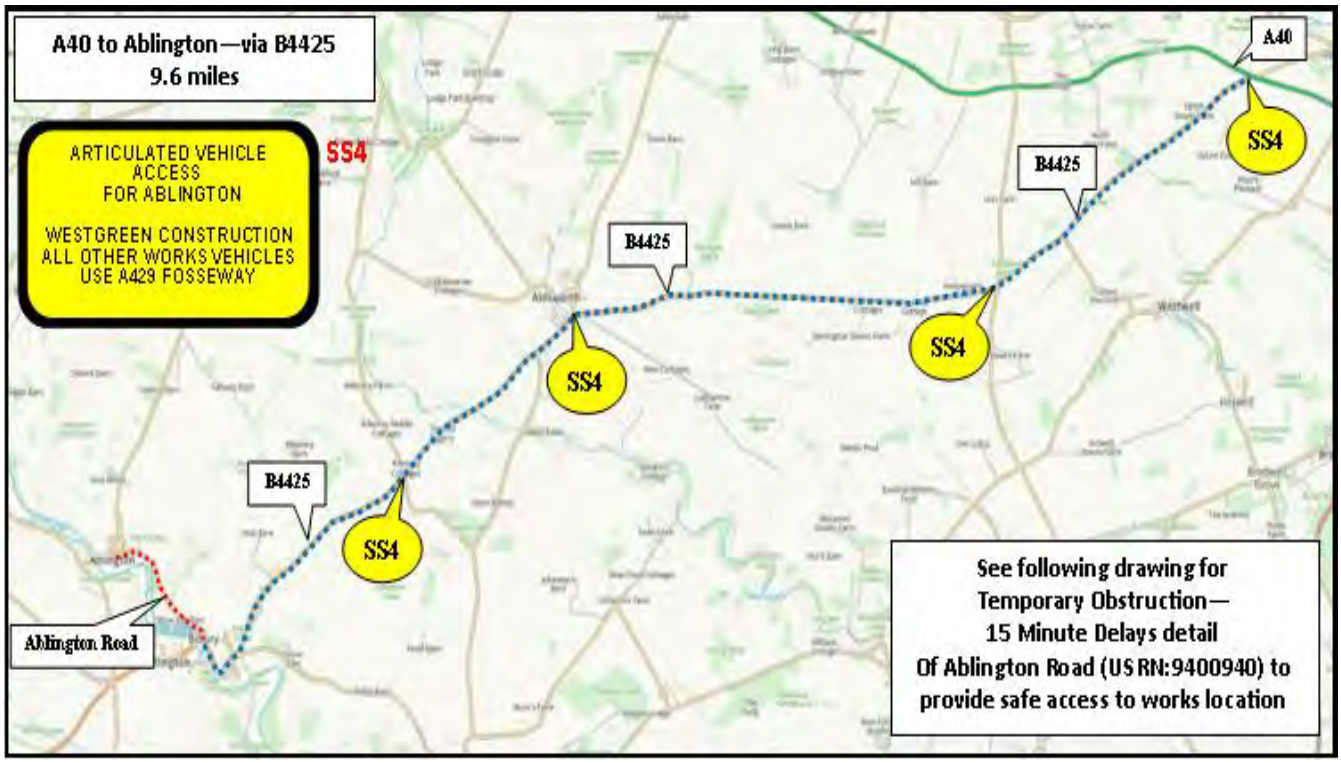
Ablington Road from Bibury to the works location would need to be managed to ensure unimpeded access as there are no passing places available for the final 0.9 miles.

Overhead obstructions exist in the form of tree limbs down to 4.3-metres and overhead cables (Telecom and Power) down to 4.8-metres, which should be considered when planning deliveries via this route.

9. Articulated Vehicle Access Map

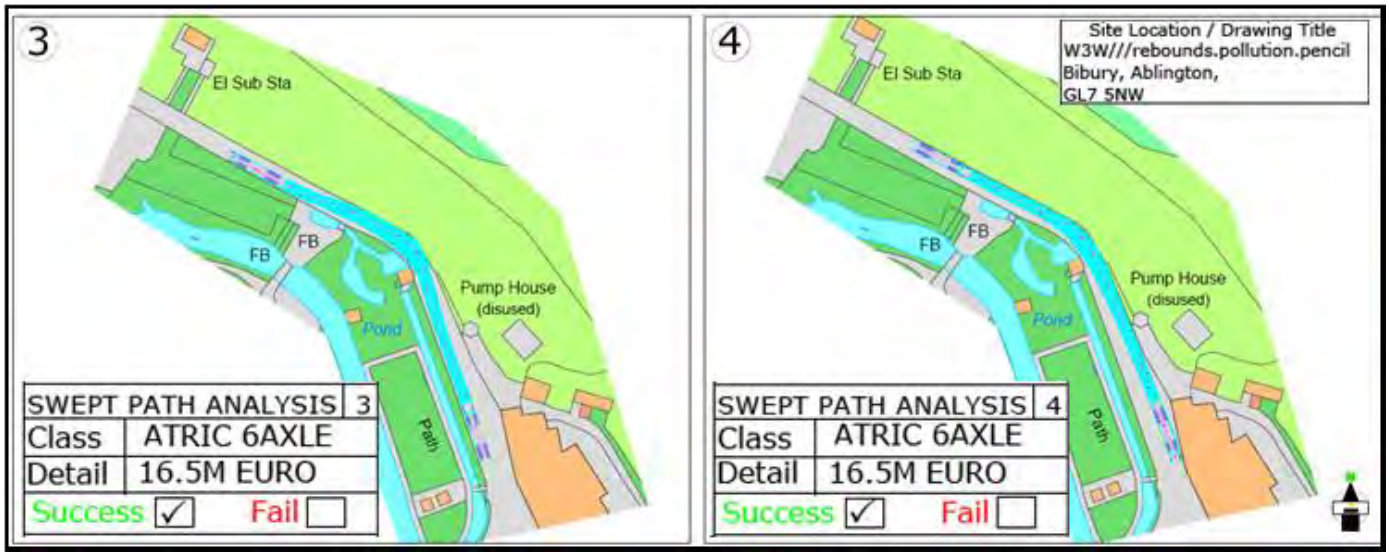


10. Articulated Vehicle Access – Approach Signage

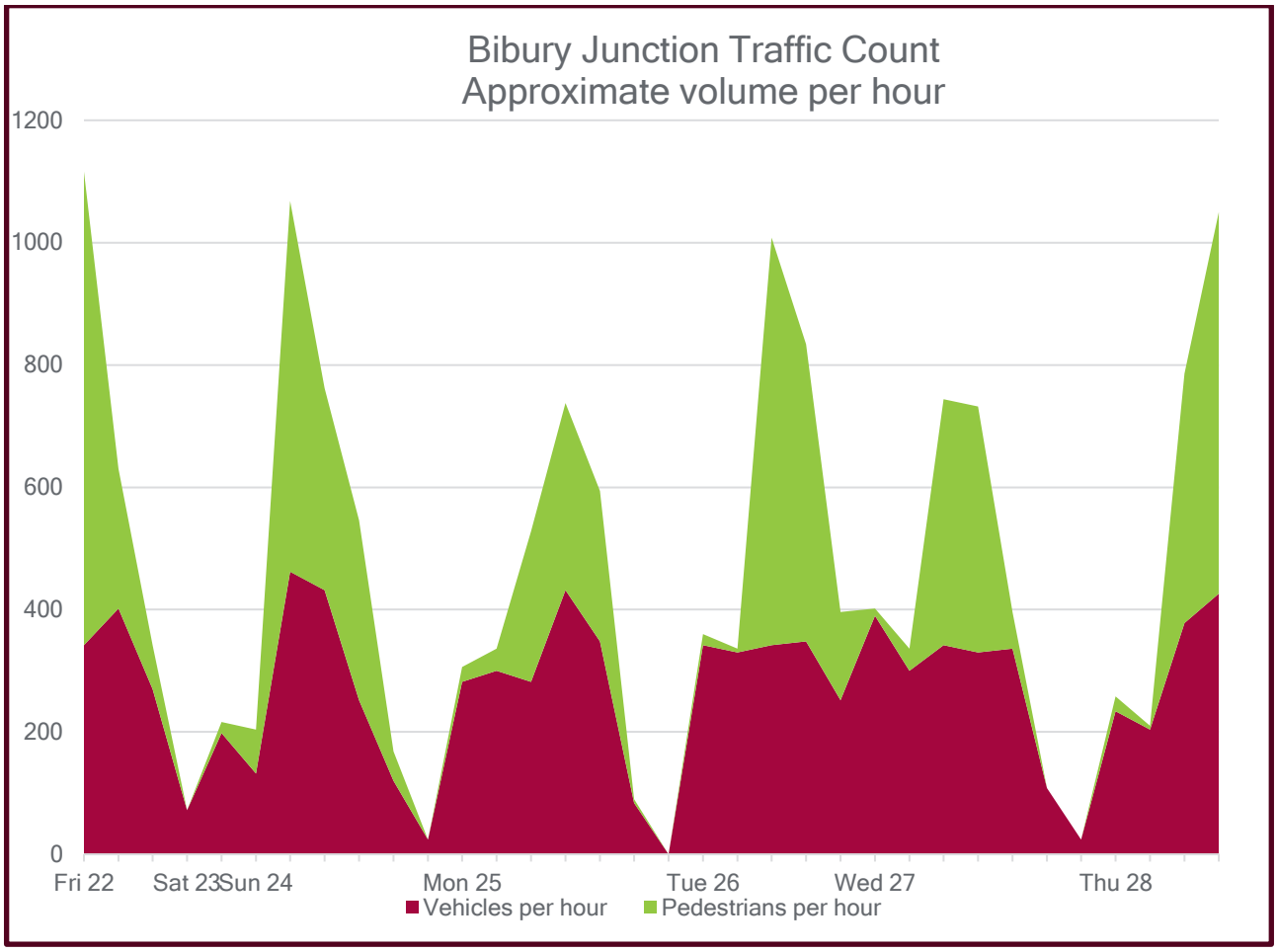


11. Articulated Vehicle Access – Ablington Road Traffic Control

12. Articulated Vehicle Access – Swept Path Analysis

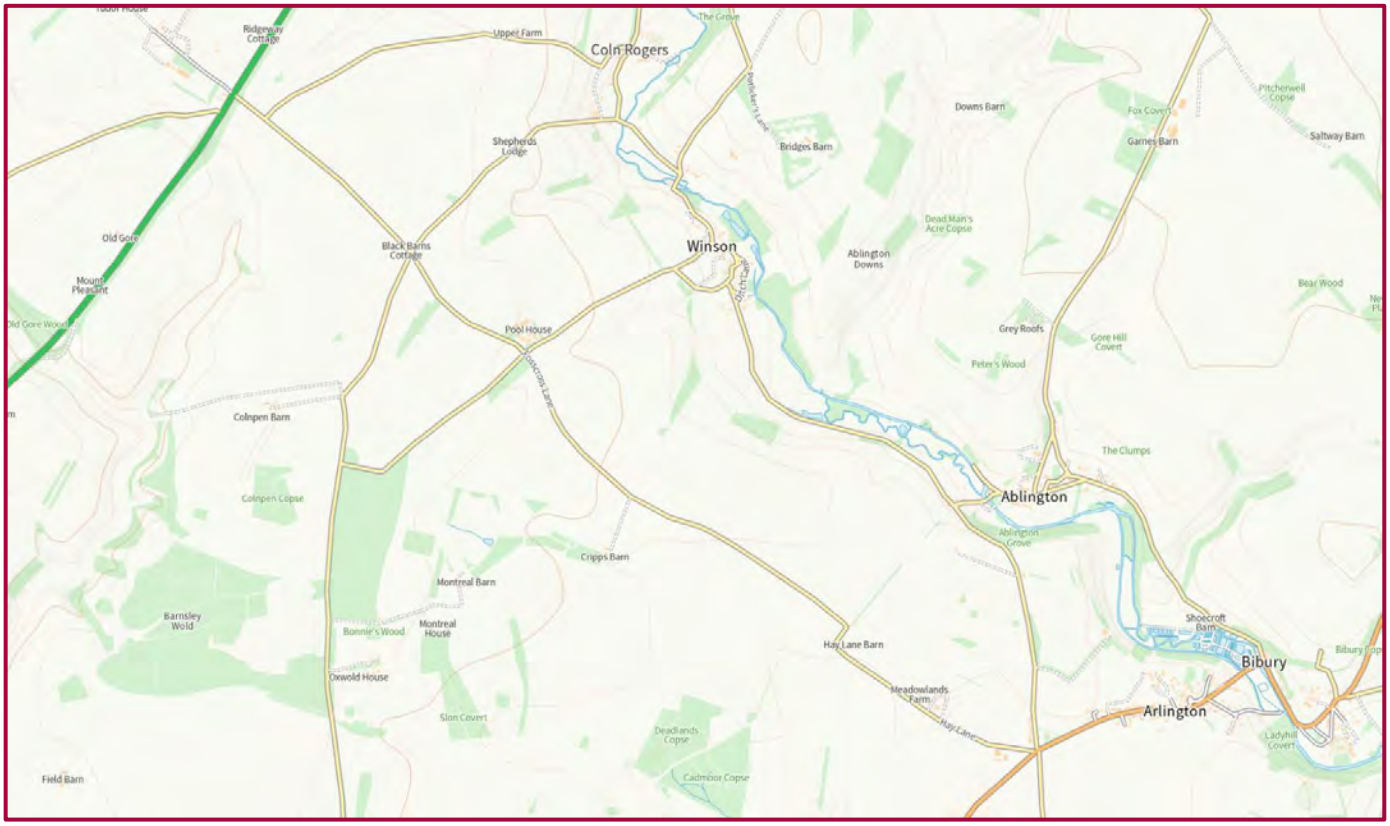


13. Articulated Vehicle Access – Traffic Counts



Daytime Traffic counts at Bibury (07:30 – 18:30) averages
Vehicles per hour = 265.3
Pedestrians per hour = 231.6

Bibury is unsuitable for moving any works traffic unless out of hours. This would require all movements to be completed before 07:30 (7.30am) or to start after 19:30 (7.30pm)



14. Recommendations

Complete Traffic Management Plan (TM Plan) design to Highways Permit Application standard on receipt of authorisation to proceed (following successful planning agreement)

Provide assistance and liaison with Highway Authority during permit application process.

ABLINGTON MANOR

FABRIC PROTECTION METHOD STATEMENT

November 2023

Westgreen Construction Limited Residential | Retail | Arts westgreen.com

WESTGREEN


Ablington Manor

CONTENTS

1.0 INTRODUCTION

Westgreen Construction Ltd [WCL] have produced the “Fabric Protection Method Statement” in conjunction with a Planning and Listed Building Consent Application and associated information to describe an outline methodology for the protection of significant fabric of the Grade 1 Listed Ablington Manor and the Listed ancillary buildings within its curtilage and within the wider Estate.

For the purposes of this report the main focus of the protection strategy focuses on the Manor House. However, the methodologies described below will apply to all ancillary buildings as required.

The Manor House Estate consists of Ablington Manor, Stable Cottage, Adjoining Stables, Boundary Wall with Gate piers, Sundial, Orchard Cottage, Manor farmhouse, Barn to West of Manor farmhouse, both timbers bridges over River Coln, Bridge House, Elm Tree Cottage Millhouse, Manor Farm Cottages and Ablington Camp.

We have reviewed the Heritage Statement and Statement of Significance produced by Heritage Matters. We will seek advice from the local conservation officer, expert conservators, the architect and the heritage consultants prior to undertaking any of the protection works described below.

We will ensure the described proposals are to be carried out and adhered to in strict accordance with the proposals and subsequent Planning Conditions should Consent for the works be granted.

2.0 GENERAL PROTECTION MEASURES

2.1 Dilapidation Survey

A full dilapidation survey is to be carried out by Westgreen in conjunction with the Architect prior to commencement of the works. This will be recorded in photographs. The extent of the survey is to be all buildings and monuments of significance which may be affected by the works and which are contractor access areas. A record is to be made of all buildings, their fabric and any monuments within the estate. Photographs are to be sent to the architect and heritage consultant for record purposes.

2.2 Ongoing Surveys and Recording

Thorough and concise recording at each stage of the operation will take place. This will include making clear what was done in the past, and which elements are new. If problems with work arise, the records will help the next conservation team to work out what went wrong and learn from past mistakes.

2.3 Contractor Awareness

Ablington Manor is a Grade 1 Listed building and therefore internationally significant. The buildings and fabric within its curtilage are at least Grade 2 Listed. It is paramount all involved in the works on the property and on the wider estate understand the value and requirements of this designation. All site operatives and visiting consultants will be given a guided tour of the property so that they understand the building's importance and can recognize significant and fragile areas of the buildings where additional care will be necessary. Signage will be placed in appropriate locations alerting site operatives to where significant items and locations are and that additional care must be taken.

2.4 Subcontractor RAMS

All subcontractors will be required to provide thorough Risk Assessment Methodology Statements for review prior to starting works. Additional scrutiny will be anticipated and given to the reviewing RAMS ensuring that the sensitivities of the project are understood and their method of safe working have been carefully considered.

2.5 Temporary Works

The temporary works designs will be carried out by a structural engineer with experience in the historic environment. All measures will be designed to protect the existing and mitigate unnecessary damage to significant historic fabric and features.

3.0 PROTECTION OF SIGNIFCANT HISTORIC FEATURES

3.1 Scaffolding Protection to Fabric

A self-supporting scaffolding structure complete with a proprietary roof will be erected prior to any works to the roof taking place. This will be limited to the following properties:

Grade 1 Listed Manor House

Orchard and Stables Cottage.

Gazebo – To be confirmed

Lodge – To be confirmed

Stables and Garage

This is to protect exposed roof timbers, masonry and internal fabric.

Measures will be taken to ensure the roof structure and tiles are not damaged. Roof tiles will be recorded, loaded into crates, and kept in a safe place on site.

The scaffold wrap and roof will provide protection from the elements, mitigating water damage to the historic fabric and allowing any currently damp areas some opportunity to dry out.

If permitted, and in local instances only, any fixing of protection to the manor fabric will require load checking beforehand. Any fixings are to be stainless steel to mitigate further damage to the historic fabric. Advice and permissions will be sort from the local authority prior to this occurring.

All scaffolding will be designed to BS 1139: *Metal Scaffolding.* All scaffolding structures which are at risk from lightning strikes will be properly earthed. Wind load and uplift will present a threat. Therefore, this has and will be carefully considered and mitigated against in the scaffolding design and ongoing works.

The wrapped scaffolding will provide protection to the historic fabric. However, to ensure the scaffold itself does not present a threat, any boards likely to lift and cause damage will be clamped or weighted in high winds. All scaffold tube ends in contact or likely to come into contact with the fabric due to movement will be capped.

Weekly scaffold inspections will take place to ensure the scaffold remains safe and poses no threat to life or the building(s).

Figure 1 The east range of Apethorpe Hall, Northamptonshire, protected from the weather by a scaffold roof during English Heritage's comprehensive programme of conservation

3.2 Protection of Significant Architectural Features

There are many significant and highly significant architectural features which could be easily and irrevocably damaged during the works. As highlighted in the Heritage Statement. This includes the front entrance porch and the with five heads, the gable finals and window mullions.

Special care is to be taken to protect these elements over and above the scaffolding protection. There will be a number of methods of protection. One method will be encasing elements in 18mm Plywood or structural OSB sheeting on softwood framing. This can will be wrapped in polyethene sheeting. All alternative method as shown below would be wrapping elements in U-profile foam protectors and taping twin shield as an additional layer of protection.

Advice from the local authority conservation officer, architect and specialist conservators will be sought prior to any protection being carried out.

Figure 2 A gargoyle at Grey Towers, Nunthorpe, well wrapped in U-profile foam protectors and TwinShield to protect it from traffic along the scaffold

3.3 Protection of Internal Significant Features

There are many significant and highly significant internal architectural features which could be easily and irrevocably damaged.

All existing fireplaces are to be covered with 18mm Plywood or structural OSB sheeting on softwood framing. This can will be wrapped in polyethene as additional protection from dust and debris.

All significant stair treads, risers and balustrades are to be protected with 18mm Plywood or structural OSB sheeting on softwood. Handrails are to be protected with U-shaped foam and polythene sheet or twin shield/correx.

Any other remaining fixtures, features or fittings will be protected as above or as recommended by specialist conservators.

3.4 Internal Wall, Ceiling and Fibrous Plasterwork Protection

A survey is to be carried out prior to starting works to understand the condition of all plaster and fibrous plaster.

Any live or vulnerable fabric, lath and plaster or fibrous plaster is to be fixed or propped to ensure further damage is not done during the works. Fixing methods will be either temporary with timber battens or permanently with countersunk washers. Precise methodology to be presented following Planning and Listed Building Consent Approval and feedback.

3.5 Timber Paneling, Wainscotting and Decorative Metalwork

All timber paneling, wainscotting and decorative or ornate metalwork is to be protected with 18mm Plywood or structural OSB sheeting on softwood battens. Fixings are to be kept to minimum with any plugging and repair methodologies being agreed with the local planning authority and specialist conservations prior to installation. Fixings into the existing fabric will be mitigated where possible.

3.6 Floor Protection

All floors will be protected with suitably robust hardboard, plywood or OSB with a fleece lining to avoid scratching. These will be assessed and maintained for the duration of the protect. Any vulnerable flooring such as masonry slabs will be recorded, lifted, numbered, and safely stored onsite.

3.7 Windows, Doors and Fixed Glazing

All significant windows and doors which are to be kept in situ are to be protected with either twin shield or robust 18mm plywood or OSB. Special care is to be taken to ensure handmade/crown glass and fragile historic glazing bars are not damaged during the works. Scaffolding will not be permitted to penetrate apertures.

Specialist conservators may need to remove doors and windows and store off site refurbishment in their workshops. The subcontractor is to ensure they are recorded and stored in a dry and safe place with specialist mitigation measures carried out against fire.

4.0 FIRE, SECURITY AND BURGLARY

4.1 Fire

All scaffolding will be designed to ensure it is earthed and has sufficient lightning protection. A temporary fire alarm system will be set up on site prior to works with being carried. Fire extinguishers will be provided at regular points.

Hot works will be minimized and require a hot works permit. All hot works will have to cease to 1 hour prior to the end of the working day with a minimum of a 1-hour fire watch following hot works.

All flammable liquids are to be stored in a safe store away from the main works.

4.2 Security

Ladders to the scaffold are to be locked away in the evening restricting easy access to the property. All doors and gates are to be secured and monitored.

The manor and wider estate are to be monitored by 24-hour CCTV with a temporary alarm system. A security guard will be onsite 24 hours a day for the entirety of the works to discourage theft, vandalism and arson.

5.0 ACCESS

5.1 Site Access

Access for equipment, materials and people have been carefully considered, from the perimeter of the site to the points of work.

5.2 Access for Archeology

An archaeological watching brief may be a condition of the Planning Permission and Listed Building Consent. Safe access to any excavation will be maintained as required.

SCAFFOLD TO BE 50MM FROM EXISTING BUILDING FACADE ABOVE LOW LEVEL STRUCTURE AT ALL TIMES – FELT AND PLYWOOD INSERT TO BE INSTALLED WITH PLASTIC END CAPS TO ALL TUBES BUTTING AT LOW LEVEL

BAT ANCHOR

The 'Bat' anchor is designed to achieve higher loads and also enhance anchoring in soft cohesive soils. Its ability to accept the T-Loc lower termination allows flexibility with regard to on-site anchor system assembly. It also means it can accept a wide range of wire tendons and solid rods.

Installation requires more powerful hand held hydraulic breakers or, in some cases, a wheeled or tracked excavator with a percussive breaker attachment.

Product Code	T+S 4-LOC VERSION	Dimensions L x W x H (mm)	Materials	Typical Load Range*	Minimum Driven Depth
B4		310 x 110 x 92	Galvanised Spheroidal Graphite Iron, Aluminium Bronze	20 - 60 kN	1.5 - 2.5m
B6		336 x 206 x 91	Galvanised Spheroidal Graphite Iron, Aluminium Bronze	30 - 100+ kN	2 - 3m
B8		423 x 259 x 100	Galvanised Spheroidal Graphite Iron, Aluminium Bronze	50 - 150+ kN	3 - 4m
B10		541 x 335 x 110	Galvanised Spheroidal Graphite Iron, Aluminium Bronze	75 - 200 kN	4 - 5m

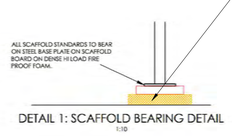
*The typical load range of an anchor is dependant on the engineering properties of the soil.

PLATIPUS ANCHOR DETAIL 1

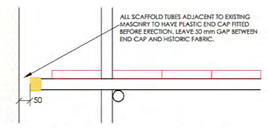
PLATIPUS ANCHOR DETAIL 2

PLATIPUS B4 ANCHORS WITH MANUFACTURER SUPPLIED WIRES TO BE INSTALLED TO AID DEFLECTION DUE TO HISTORICAL FABRIC CONDITION

FLOOR MATE 500 OR SIMILAR TO PROTECT EXISTING FINISHES



DETAIL 1: SCAFFOLD BEARING DETAIL
1:10



DETAIL 2: TYPICAL EDGE DETAIL
1:10

KENTLEDGE OPTIONS

SPIRAFIX GROUND ANCHORS 650MM DEEP INSTALLED WHERE INDICATED

SPIRAFIX ANCHOR DETAIL

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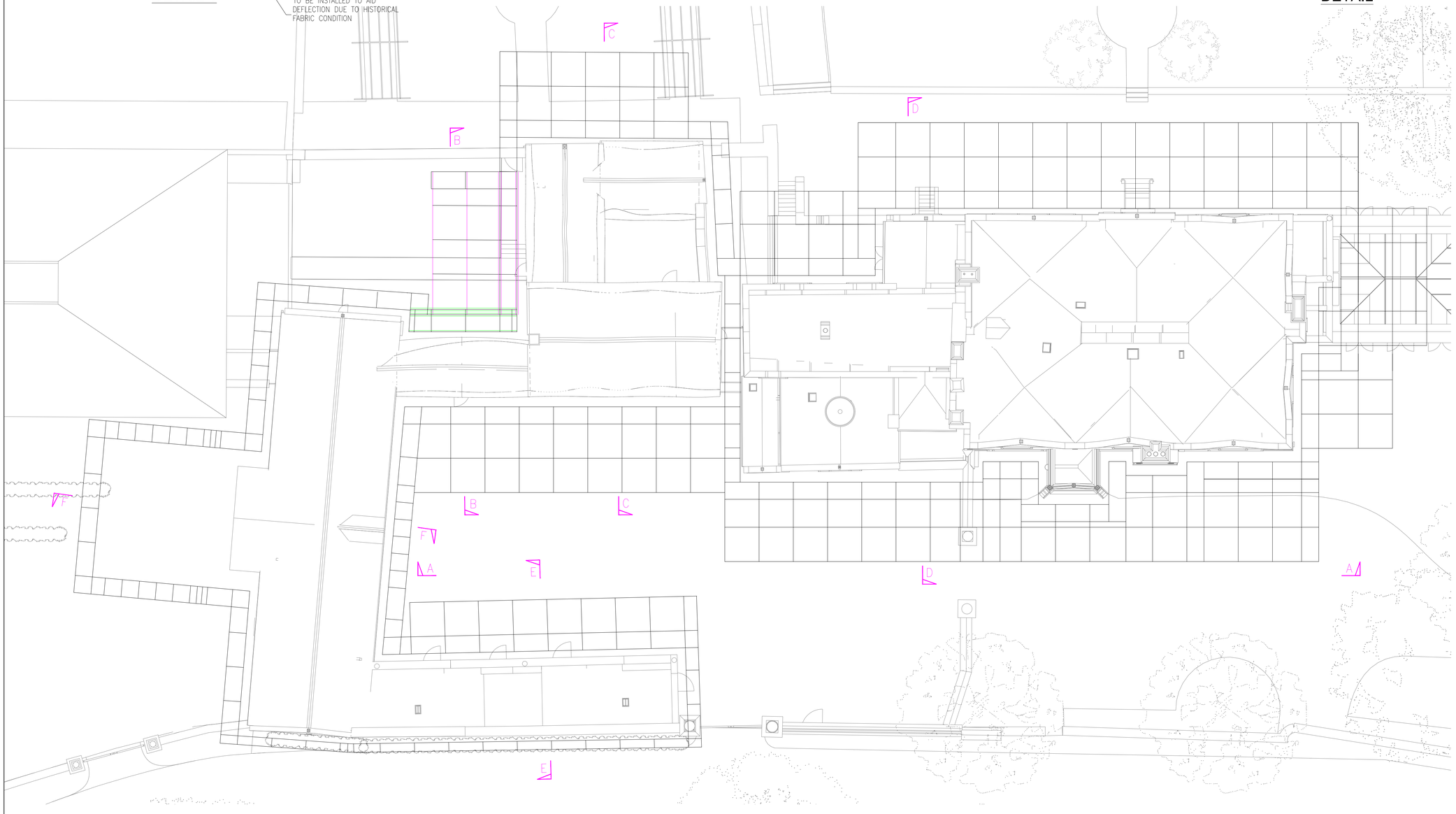

0 10 Millimetres 150

Notes

1. BASIS OF DESIGN
THIS DESIGN HAS BEEN PREPARED FROM INFORMATION SUPPLIED TO US BY, OR ON BEHALF OF THE CONTRACTOR WHO SHOULD CHECK THAT HIS REQUIREMENTS HAVE BEEN CORRECTLY INTERPRETED AND THAT ALL LOADINGS, DIMENSIONS, LIFT HEIGHTS, BAY SIZES, ERECTION/STRIKING SEQUENCES ETC. ARE AS REQUIRED AND PRACTICABLE.

2. IMPOSED LOADS
THE CONTRACTOR IS TO ENSURE THAT THE EXISTING STRUCTURE, ITS FABRIC AND/OR THE GROUND WILL SAFELY SUPPORT THE EXTRA IMPOSED LOADS OR SUPPLY NEW.

3. LOADING ALLOWED
THE CONTRACTOR MUST ENSURE THAT ALL LOADING(S) ALLOWED FOR IS SUFFICIENT. U.N.O, ALL LOADS ARE INDIVIDUAL AXIAL WORST CASE.

4. FOUNDATIONS
THE CONTRACTOR MUST PREPARE ALL FOUNDATIONS PRIOR TO ERECTION. SOLE BOARDS TO TG20:21 TO BE USED AT EVERY STANDARD. ALL BACK PROPPING/SHORING REQUIREMENTS BY PRINCIPAL CONTRACTOR

5. SHORING WORKS
WE CANNOT AND WILL NOT PASS COMMENT ON THE STRUCTURE BEING SHORED, AS THIS INVOLVES MATTERS BEYOND OUR CONTROL AND KNOWLEDGE. IT IS THE CONTRACTORS RESPONSIBILITY TO ENSURE THAT THE EXISTING STRUCTURE WILL SAFELY SPAN BETWEEN OUR SUPPORTS, AND CAN BE SAFELY SHORED IN THE WAY INDICATED.

6. MATERIALS
ALL SCAFFOLDING MATERIALS FORMING THIS STRUCTURE ARE TO COMPLY, AND BE CONSTRUCTED IN ACCORDANCE WITH TG20:21.

7. DIMENSIONS
WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS. THE CONTRACTOR MUST VERIFY ALL SITE DIMENSIONS AND NOTIFY AGILE DESIGN CONSULTANCY OF ANY DISCREPANCIES PRIOR TO ERECTION.

8. MODIFICATION
NO ALTERATION IS TO BE MADE TO THE STRUCTURE DETAILED ON THIS DRAWING WITHOUT PRIOR WRITTEN PERMISSION FROM AGILE DESIGN CONSULTANCY.

9. PROPERTY
THIS DRAWING IS CONFIDENTIAL AND THE EXCLUSIVE PROPERTY OF AGILE DESIGN CONSULTANCY. NO UNAUTHORISED USE, COPY OR DISCLOSURE IS TO BE MADE, AND IS TO BE RETURNED UPON REQUEST.

10. SECURITY
SECURITY AND UNAUTHORISED ACCESS TO THE SCAFFOLD IS THE SOLE RESPONSIBILITY OF THE MAIN CONTRACTOR.

11. BEAM NOTES
–ALL BEAMS ARE TO BE TIED TOGETHER AT 1000 CENTRES ON TOP CHORD AND 2000 CENTRES ON BOTTOM CHORD, WITH THE TOP CHORD PLAN BRACED THROUGHOUT, UNLESS STATED OTHERWISE.
–BEAMS CONNECTED TO STANDARDS ON TOP AND BOTTOM CHORDS USING CLASS B LOAD BEARING COUPLERS. TIE TUBES TO BE POSITIONED BENEATH EACH STANDARD CONNECTION TO ACT AS SUPPLEMENTARY SUPPORT.

12. CONSTRUCTION NOTES
–UNLESS NOTED ALL LIFTS OTHER THAN BOARDED PLATFORM LEVELS ARE TO BE CONSTRUCTED USING LOAD BEARING COUPLERS.
–ALL GENERAL CONSTRUCTION TO BE IN ACCORDANCE WITH TG20:21 UNLESS NOTED OTHERWISE.
FINAL ENCAPSULATION BY CLIENT.

13. PERMITS, PERMISSIONS & LICENCES
THE PRINCIPAL CONTRACTOR MUST OBTAIN ALL PERMITS, PERMISSIONS AND LICENCES INCLUDING THOSE ISSUED BY ADJOINING PROPERTIES AND THE LOCAL COUNCIL. IF PHYSICAL ANCHORS ARE TO BE USED INTO THE FABRIC OF THE BUILDING, IT WILL BE THE PRINCIPAL CONTRACTORS RESPONSIBILITY TO OBTAIN OR GIVE PERMISSION FOR THE HOLES TO BE DRILLED, ALL MAKING GOOD TO BE CARRIED OUT BY THE MAIN CONTRACTOR. RECEIPT OF THE INSTRUCTIONS TO ERECT THE SCAFFOLDING WILL ASSUME SUCH PERMISSIONS HAVE BEEN GRANTED.

14. OBSTRUCTIONS
IT IS THE PRINCIPAL CONTRACTOR'S RESPONSIBILITY TO REMOVE, PROTECT OR RELOCATE ALL OBSTRUCTIONS SUCH AS ADVERTISING BOARDS, LIGHTS, TELEVISION AERIALS, CELL PHONE AERIALS; CLOSED CIRCUIT TELEVISION CAMERA'S OR SATELLITE DISHES PRIOR TO SCAFFOLDING BEING ERECTED.

15. TIES
ALL TIES TO COMPLY AND BE TESTED IN ACCORDANCE WITH TG4:19. 'PROOF TEST' A MINIMUM OF 3 ANCHORS SHALL BE TESTED AND AT LEAST 5% (1 IN 20) TESTED TO A LOAD OF 1.25 TIMES THE PULL TEST LOAD – REFER TO TG20 FOR FULL DETAILS.

16. WEATHER
MAXIMUM WIND PRESSURE (1 IN 50 RETURN PERIOD) CONSIDERED AND STATED ON DRAWING. SHOULD THESE PRESSURES BE EXCEEDED BY PREDICTED WEATHER FORECAST, ANY CLADDING SHOULD BE REMOVED, ALL MATERIALS SECURED & SCAFFOLD SHOULD BE INSPECTED BY A COMPETENT PERSON ONCE WEATHER HAS SUBSIDED.

Rev	Description	By	Auth	Date

AGILE
DESIGN CONSULTANCY
Abbey House, 25 Clarendon Road
Redhill, Surrey, RH1 1QZ
07572942796
Thomas@agiledc.co.uk
www.agiledc.co.uk

Preliminary For comment/ discussion purposes only

Drawing Description

PROPOSED DESIGN LAYOUT
PLAN LAYOUT 1
ABLINGTON MANOR
MR SCAFFOLDING SERVICES

Original Scale	Drawn	Rev'd	
As Shown	TGR 05.10.23	NCB 05.10.23	A1

Drawing Number: MRS 2023 - 1166 - 01
Rev: -

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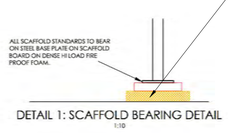

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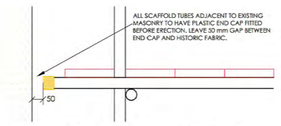


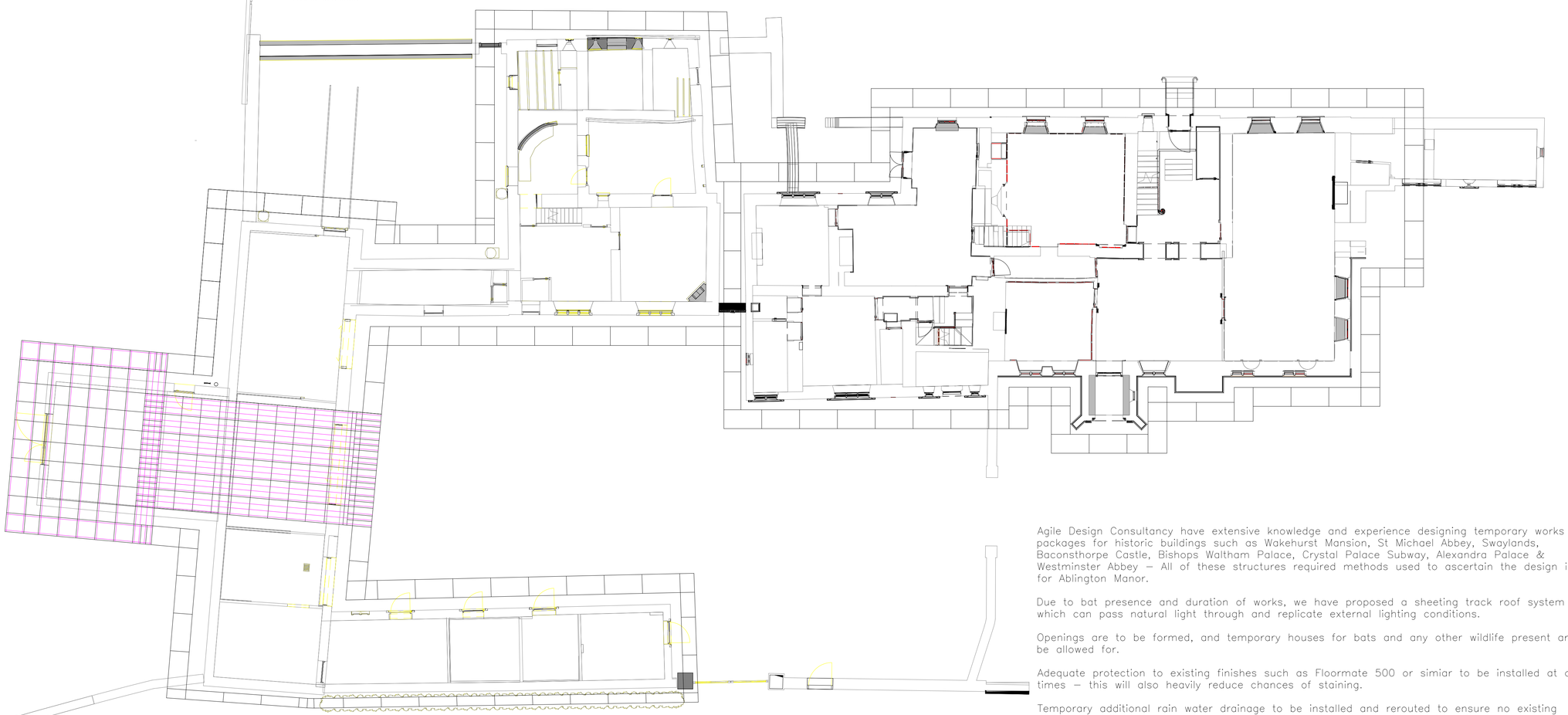
DETAIL 2: TYPICAL EDGE DETAIL
1:10

KENTLEDGE OPTIONS

SPIRAFIX GROUND ANCHORS 650MM DEEP INSTALLED WHERE INDICATED

SPIRAFIX ANCHOR DETAIL

PLATIPUS B4 ANCHORS WITH MANUFACTURER SUPPLIED WIRES TO BE INSTALLED TO AID DEFLECTION DUE TO HISTORICAL FABRIC CONDITION



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Rev	Description	By	Auth	Date

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Preliminary For comment/ discussion purposes only

Drawing Description

PROPOSED DESIGN LAYOUT
PLAN LAYOUT 2
ABLINGTON MANOR
MR SCAFFOLDING SERVICES

Original Scale	Drawn	Rev'd	
As Shown	TGR	NCB	A1
	Date 05.10.23	Date 05.10.23	

Drawing Number: MRS 2023 - 1166 - 02
Rev: -

SCAFFOLD TO BE 50MM FROM EXISTING BUILDING FACADE ABOVE LOW LEVEL STRUCTURE AT ALL TIMES – FELT AND PLYWOOD INSERT TO BE INSTALLED WITH PLASTIC END CAPS TO ALL TUBES BUTTING AT LOW LEVEL

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*The typical load range of an anchor is dependant on the engineering properties of the soil.

PLATIPUS ANCHOR DETAIL 1

PLATIPUS ANCHOR DETAIL 2

PLATIPUS B4 ANCHORS WITH MANUFACTURER SUPPLIED WIRES TO BE INSTALLED TO AID DEFLECTION DUE TO HISTORICAL FABRIC CONDITION

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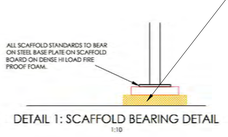

DETAIL 1: SCAFFOLD BEARING DETAIL
1:10

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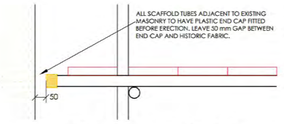

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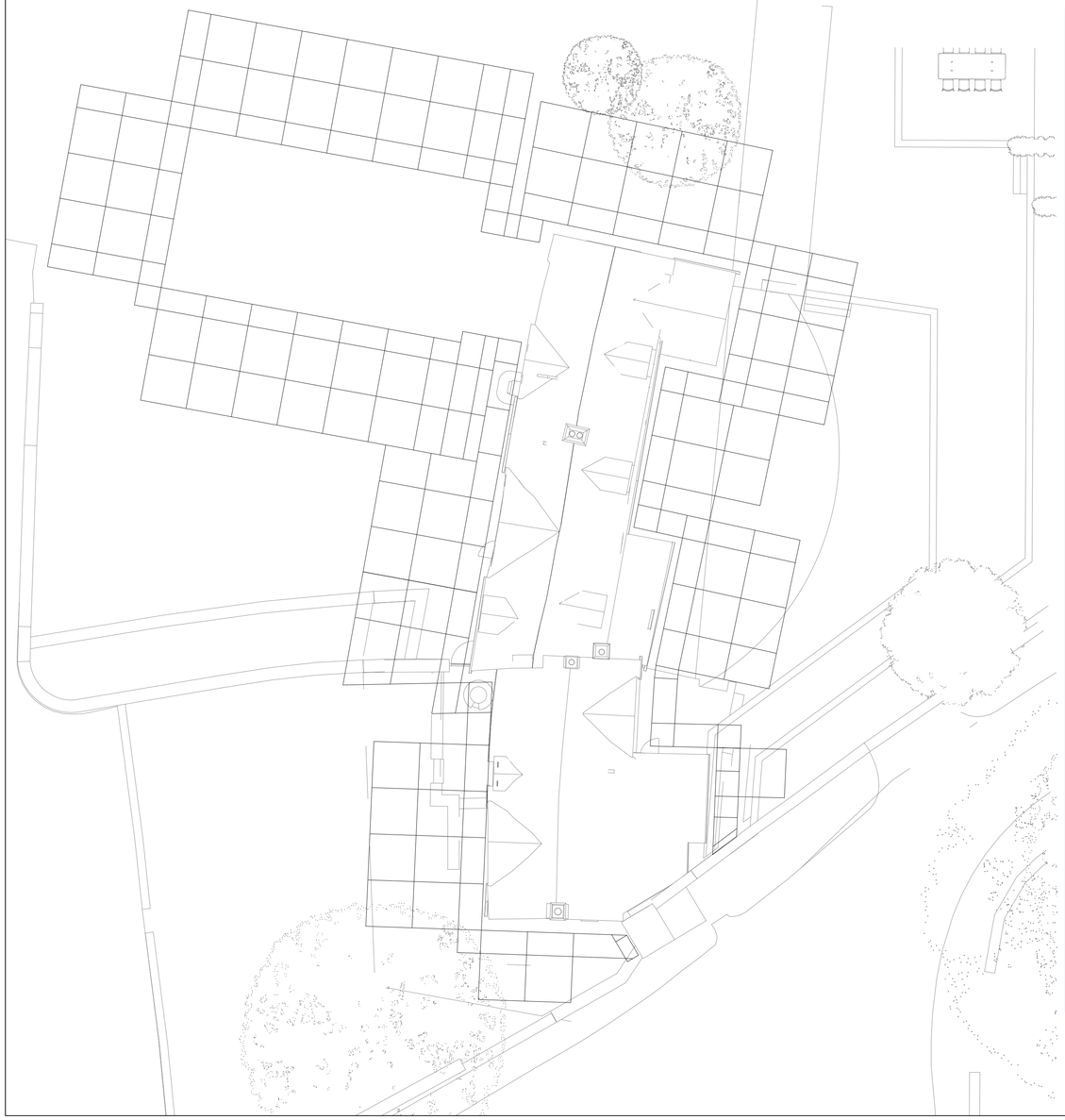

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PLAN LAYOUT 3
ABLINGTON MANOR
MR SCAFFOLDING SERVICES

Original Scale	Drawn	Rev'd	
As Shown	TGR	NCB	A1
	Date 05.10.23	Date 05.10.23	

Drawing Number: MRS 2023 - 1166 - 03
Rev: -

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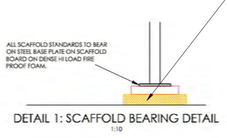

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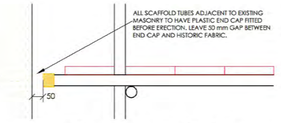

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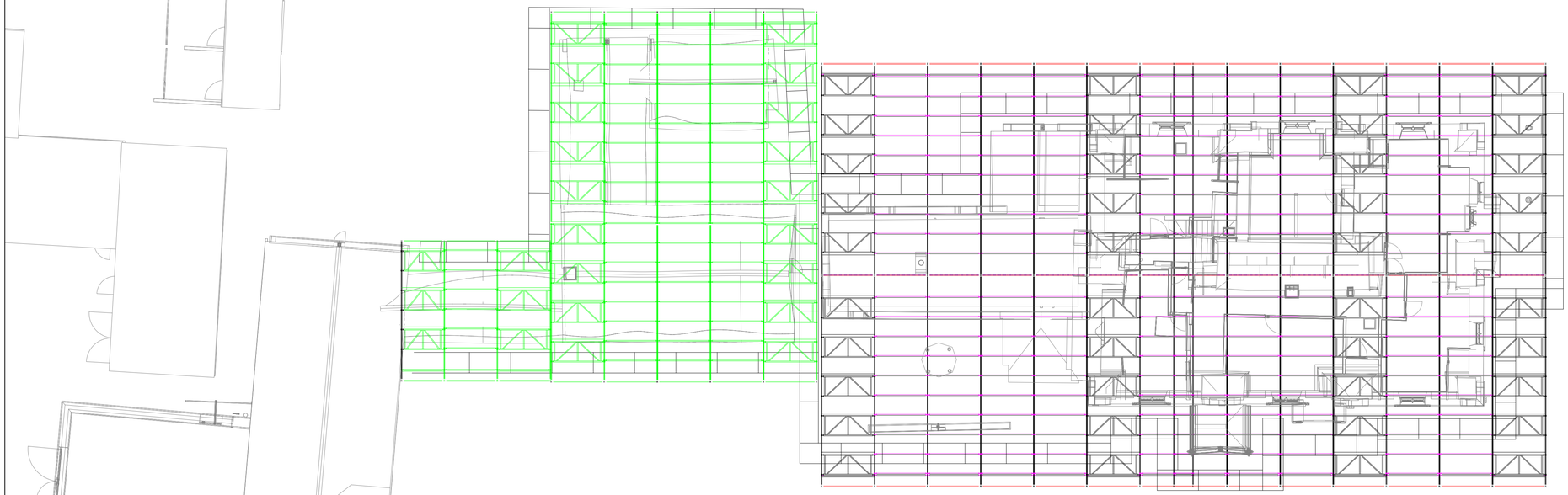

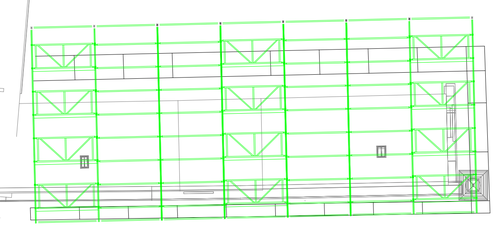

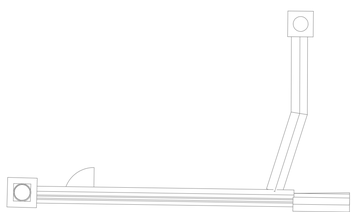

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Drawing Description

PROPOSED DESIGN LAYOUT

PLAN LAYOUT 4

ABLINGTON MANOR

MR SCAFFOLDING SERVICES

Original Scale	Drawn	Rev'd	
As Shown	TGR	NCB	A1
	Date 05.10.23	Date 05.10.23	

Drawing Number: MRS 2023 - 1166 - 04

Rev: -

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PLATIPUS B4 ANCHORS WITH MANUFACTURER SUPPLIED WIRES TO BE INSTALLED TO AID DEFLECTION DUE TO HISTORICAL FABRIC CONDITION

PLATIPUS ANCHOR DETAIL 2

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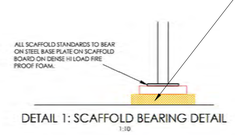
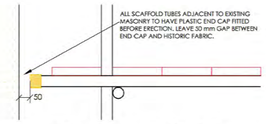


DETAIL 1: SCAFFOLD BEARING DETAIL
1:10



DETAIL 2: TYPICAL EDGE DETAIL
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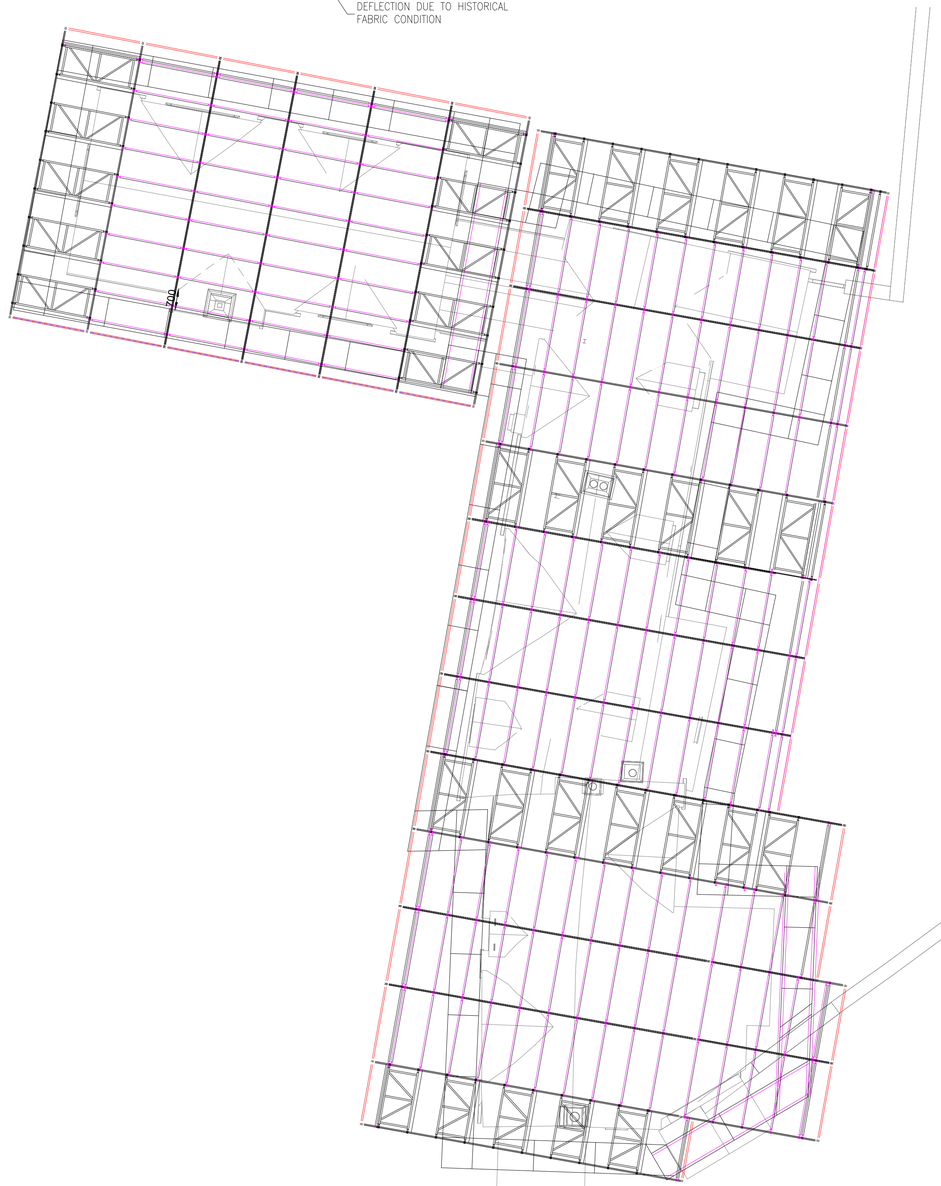
KENTLEDGE OPTIONS

SPIRAFIX GROUND ANCHORS 650MM DEEP INSTALLED WHERE INDICATED

SPIRAFIX ANCHOR DETAIL



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Rev	Description	By	Auth	Date

AGILE DESIGN CONSULTANCY
Abbey House, 25 Clarendon Road
Redhill, Surrey, RH1 1QZ
07572942796
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Preliminary For comment/ discussion purposes only

Drawing Description

PROPOSED DESIGN LAYOUT
PLAN LAYOUT 5
ABLINGTON MANOR
MR SCAFFOLDING SERVICES

Original Scale	Drawn	Rev'd	
As Shown	TGR	NCB	A1
	Date 05.10.23	Date 05.10.23	

Drawing Number	Rev
MRS 2023 - 1166 - 05	-

SCAFFOLD TO BE 50MM FROM EXISTING BUILDING FACADE ABOVE LOW LEVEL STRUCTURE AT ALL TIMES – FELT AND PLYWOOD INSERT TO BE INSTALLED WITH PLASTIC END CAPS TO ALL TUBES BUTTING AT LOW LEVEL

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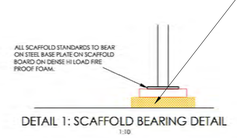

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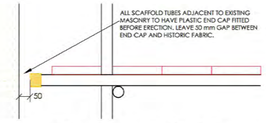

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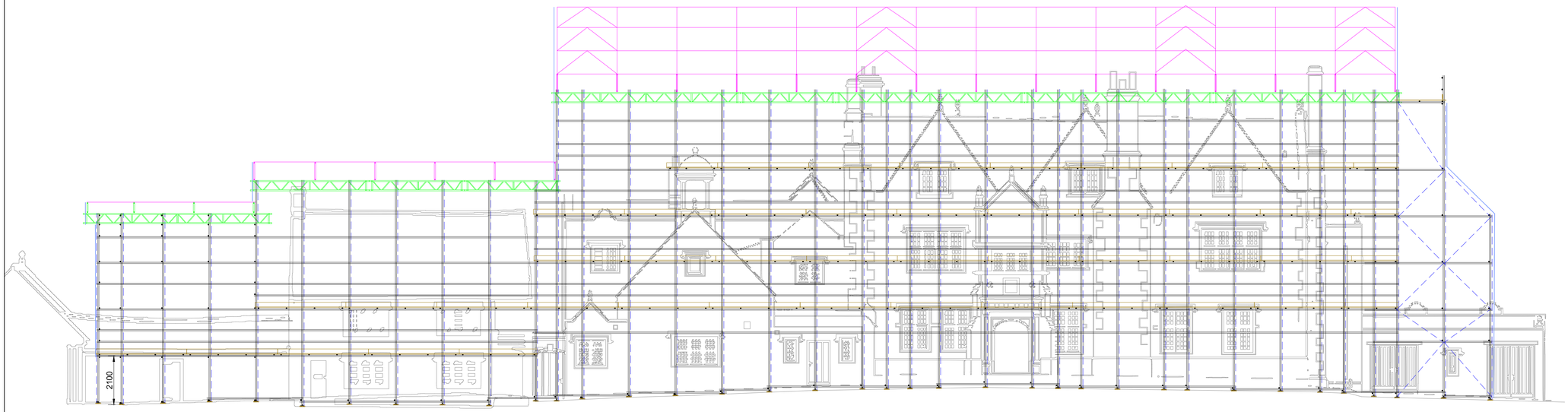

ELEVATION A-A
(SCALE 1:100)

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Drawing Description

PROPOSED DESIGN LAYOUT
ELEVATION 1
ABLINGTON MANOR
MR SCAFFOLDING SERVICES

Original Scale	Drawn	Rev'd	
As Shown	TGR 05.10.23	NCB 05.10.23	A1

Drawing Number: MRS 2023 - 1166 - 06
Rev: -

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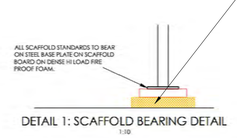

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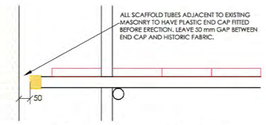

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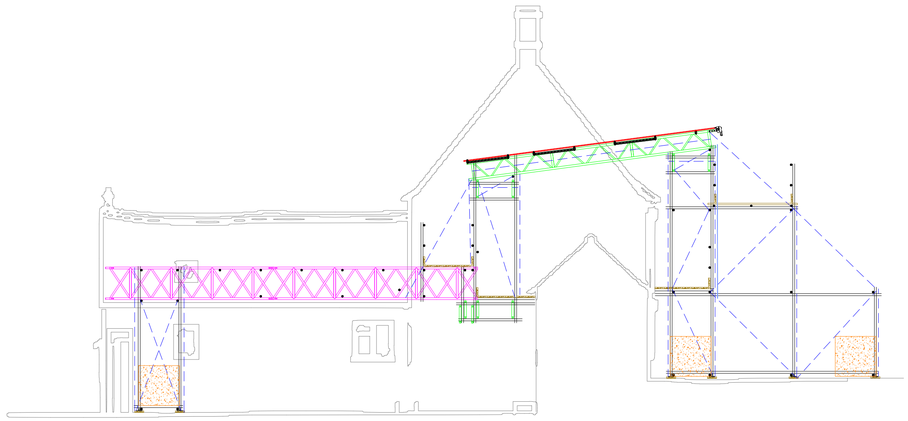

SECTION B-B
(SCALE 1:100)

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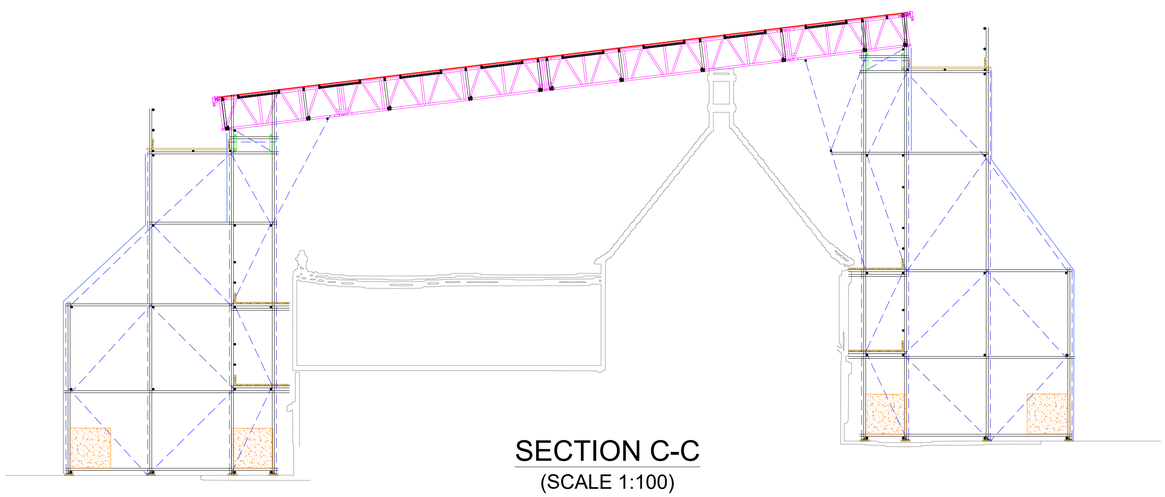

SECTION C-C
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Preliminary For comment/ discussion purposes only

Drawing Description

PROPOSED DESIGN LAYOUT
SECTIONS 1
ABLINGTON MANOR
MR SCAFFOLDING SERVICES

Original Scale	Drawn	Rev'd	
As Shown	TGR 05.10.23	NCB 05.10.23	A1

Drawing Number: MRS 2023 - 1166 - 07
Rev: -

SCAFFOLD TO BE 50MM FROM EXISTING BUILDING FACADE ABOVE LOW LEVEL STRUCTURE AT ALL TIMES – FELT AND PLYWOOD INSERT TO BE INSTALLED WITH PLASTIC END CAPS TO ALL TUBES BUTTING AT LOW LEVEL

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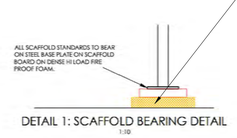

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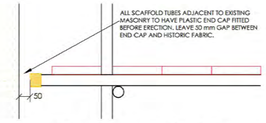

DETAIL 2: TYPICAL EDGE DETAIL
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KENTLEDGE OPTIONS

SPIRAFIX GROUND ANCHORS 650MM DEEP INSTALLED WHERE INDICATED

SPIRAFIX ANCHOR DETAIL

SECTION D-D
(SCALE 1:100)

0 10 Millimetres 150

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MR SCAFFOLDING SERVICES

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	Date 05.10.23	Date 05.10.23	

Drawing Number: MRS 2023 - 1166 - 08
Rev: -

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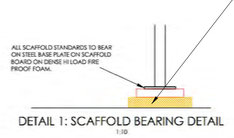

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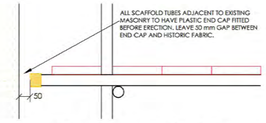

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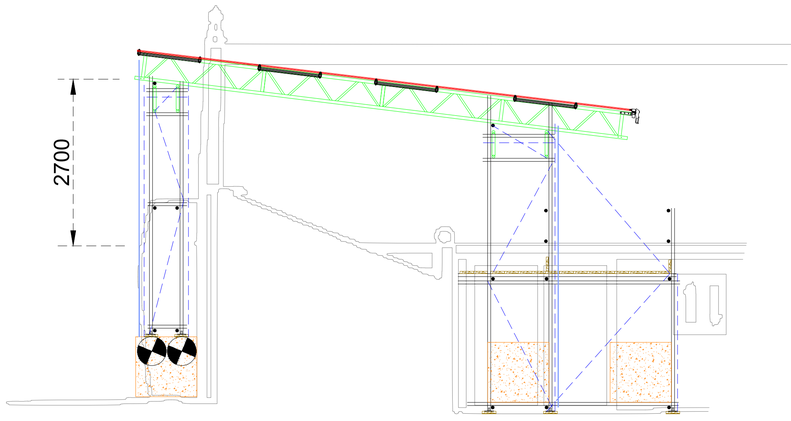
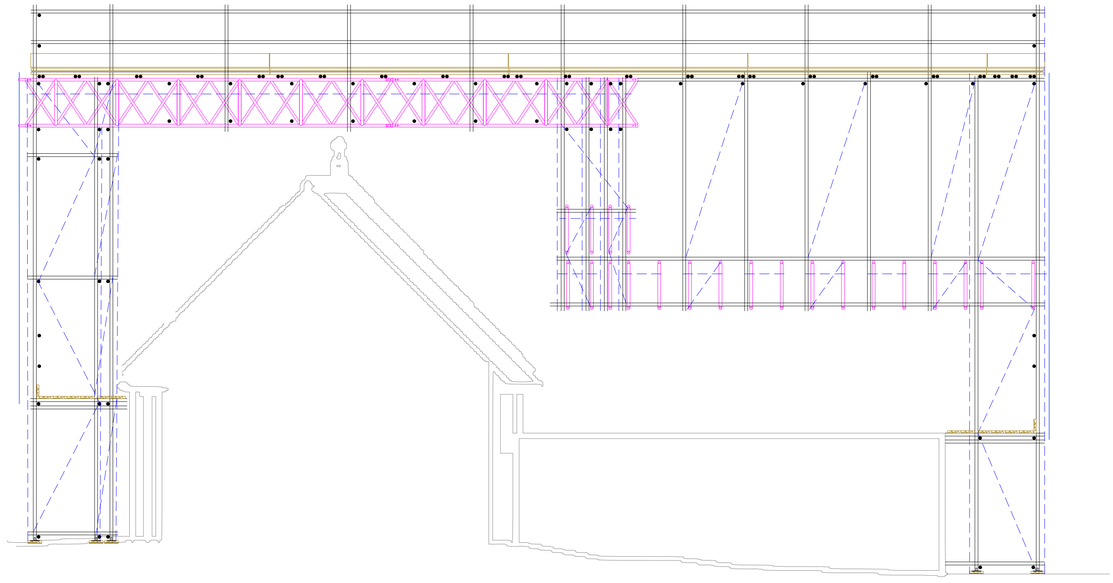


SECTION E-E
(SCALE 1:100)



SECTION F-F
(SCALE 1:100)

Scaffolding
Bat access points may easily be blocked by scaffolding poles, plastic sheeting or mesh. Seek advice from a bat specialist when designing and erecting scaffolding to ensure that bat access points are clear of obstacles and to avoid the offence of blocking a bat roost access point. This also applies to sheeting often used to protect a building or for containing spray during cleaning works.

Where sheeting or mesh is required, for example, for safety reasons near access points, it may be necessary to put it up and remove it daily for the duration of works in that area.

Bats have been known to get into scaffolding poles so special care needs to be taken when dismantling the scaffold.

Building site lighting
Building site lights in the roost or around the entrance may cause bats to desert the roost site, delay emergence or not emerge at all, which would be considered an offence under the legislation protecting them.

Temporary roofs and temporary buildings: In relation to their area or volume temporary roofs and buildings are, by nature, light structures. As a consequence their need for lateral stability and resistance to wind uplift is a major but often ignored requirement. It is usually advisable to seek the help of a structural engineer in the erection of such structures. The contractor should always be required to provide a drawing of his proposals and in any but the smallest of cases, supporting calculations.

Earthing: All scaffolding structures which are at risk from lightning strikes should be properly earthed.

Unauthorised access to the building: Scaffolding can make buildings more vulnerable to intruders; ladders should be locked away at night and extra security precautions may be wise.

Agile Design Consultancy have extensive knowledge and experience designing temporary works packages for historic buildings such as Wakehurst Mansion, St Michael Abbey, Swaylands, Baconsthorpe Castle, Bishops Waltham Palace, Crystal Palace Subway, Alexandra Palace & Westminster Abbey – All of these structures required methods used to ascertain the design intent for Ablington Manor.

Due to bat presence and duration of works, we have proposed a sheeting track roof system in which can pass natural light through and replicate external lighting conditions.

Openings are to be formed, and temporary houses for bats and any other wildlife present are to be allowed for.

Adequate protection to existing finishes such as Floormate 500 or simiar to be installed at all times – this will also heavily reduce chances of staining.

Temporary additional rain water drainage to be installed and rerouted to ensure no existing drainage configurations are overwhelmed which can lead to local flooding of areas on site.

This roofing system can also be opened to allow materials to be craned into position.

Due to the need to access stack locations – these beams can also act as suspended access scaffold supports to prevent basing scaffold from existing roof tiles / rafters.

It is advised that a mesh artwork banner replicating the existing elevations is applied to the external face of the scaffold to provide an aesthetically pleasing finish and respect the local areas of outstanding beauty.

Final stability measures are to be agreed however it is acknowledged that no imposed loading is to be applied to existing structure at any time.

0 10 Millimetres 150

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