

CONSTRUCTION METHOD STATEMENT

ERECTION OF 2NO. PAIRS OF SEMI-DETACHED ESTATE COTTAGES AND ASSOCIATED WORKS AND IMPROVEMENTS TO EXISTING VEHICULAR ACCESS.

LAND NORTH OF POUND HILL COTTAGE, POUND HILL, GREAT BRICETT, SUFFOLK, IP7 7DN

The purpose of this 'CMS' is to identify appropriate, safe and courteous practices and procedures that are adhered to by the site team throughout the construction phase.

1) Boundary Hoarding and Lighting.

The site boundaries will be secured with *Heras* type (anti-climb) 2m fencing with proprietary foot blocks to every panel. Also each panel shall be double-clipped to its neighbours with the nuts facing into the site for additional security.

Lighting will be provided within and at the entrances to the site office which will aid access and egress and will also help to prevent slips, trips and falls in the winter months / inclement weather. All lighting shall be positioned on site to avoid / prevent light spill and glare to any off-site areas.

2) Site Signage.

The site signage shall be in compliance with the CDM regulations and ensure adequate understanding of the site rules and procedures for both construction operatives and members of the public. early roadside warning of construction traffic access shall be positioned to avoid late braking etc. The signage shall include an emergency contact number for a duty member of the team to respond to unplanned eventualities.

3) Site Office and Welfare.

Site office/s and a welfare unit shall be situated adjacent to the site access. This will contain the construction site file, first aid station, drying facilities and hot and cold running water. Portable WC's will be located in close proximity (away from neighbouring private dwellings) for accessibility and ease of maintenance.

4) Operation Hours

Operating hours will be: **8am - 5-30 pm Monday to Friday & 8am - 1pm Saturdays.**

There shall be NO working on Sunday and Bank Holidays where disturbance, dust, smells or noise would result to the detriment of local amenity.

5) Delivery Times to Site During Construction Phase

Deliveries shall be made to site between the hours of:

7-30am - 5pm Monday to Friday & 8am - 1pm on Saturdays. No deliveries to be made on Sundays or bank Holidays.

All lorry deliveries will be staggered to avoid site congestion and vehicles waiting off-site, delivery time slots will be allocated to the supply chain as may be required. The site manager will co-ordinate with suppliers and sub-contractors to avoid multiple deliveries arriving at the same time.

6) Haul Routes for Construction traffic.

The site lies just off (250m) off the B1078 on *Pound Hill* in a 30mph speed limit zone. The existing access is well established and serves an existing dwelling plus the amenity land and is 'locally-known' with a wide concrete apron to the east side of the road suitable for most vehicles *with immediate effect*.

The B1078 is the primary route linking the site with nearby Needham Market and the A14 for Ipswich, Stowmarket and Bury St Edmunds. The B1078 is relatively busy at peak times whereas Pound Hill is a relatively quiet rural lane albeit with open land to both sides and wide verges. The approach for the site for most operatives and deliveries shall be via the B1078 (A14) to the south. The access itself is located on a long open and straight stretch of highway thus all vehicles shall have sufficient time and visibility to safely plan manoeuvres in connection with the site entrance.

The site has excellent radial links with the surrounding area primarily via the A14 only 4.5 miles from the site.

Preferred/ agreed traffic routes are to be conveyed / discussed with site operatives and suppliers at enquiry stage and included within all purchase and sub-contract orders. This will be reiterated to sub-contractors at pre-commencement meetings and site inductions.

Clear signage shall identify the site to ensure the access is obvious to approaching site vehicles and to advise other road users.

7) Loading and Unloading of Plant & Materials

All deliveries will be made via the existing access. All site deliveries will be seen onto the site with the assistance of a competent *banksman* and unloading will be carried out, preferably by a telescopic forklift wherever available/ appropriate. Alternatively, we vehicles fitted with a Moffatt forklift or Hiab will be used for unloading purposes. Where possible / appropriate off-loading by hand at the discretion of the site manager to be employed (strictly subject to manual handling risk assessments and method statement. However mechanical unloading is preferred wherever possible.

Should an occasion arise where plant and / or material cannot be directly unloaded onto the site they will be off-loaded on adjacent private land (vineyard) as has been previously agreed land owner. An appropriate level of site-operative supervision shall be available at all times.

All loading and unloading will be made off of a suitable hard-standing area and in accordance with the checking and wheel washing procedures set out later in this CMS. Appropriate vehicle checking and cleaning will be taken prior to vehicles leaving the site.

8) Pedestrian and Cycle Safety

The site lies to the east side of Pound Hill (classified public highway) and utilises an existing approved / safe access properly bound and with excellent visibility. *The speed limit is 30mph.*

Aside from the applicants and owners of Pound Hill Cottage to the south the access is NOT a public footpath / PROW and the access has only verges along the west and east side of highway to the north and south of the site. Accordingly pedestrians shall use the carriageway and step onto the verges for safety if vehicles approach. There is a PROW to the north (100m to the north of the site).

This will still need to be observed as there is nothing preventing pedestrians walking along the verges however the risk to pedestrians from construction traffic is deemed relatively low. Visibility splays at the access are 90m north and 60m south (minimum) *improving the current splays at the access.*

The control measures that will be in place are the site signage warning pedestrians and cyclist of the construction site and construction traffic. Lorries and larger vehicles will be provided with a banksman to enter and exit the site as required.

Where possible all vehicles will be reversed into the site so that they can exit in a forward gear (where turning on site is not possible) this shall maximise safe egress from the site onto the highway for all.

The site will be provided with an oil-spill kit and sand kept available for use in an emergency. in the unlikely event of a mechanical failure and oil was deposited onto the road which could pose a risk to pedestrians, cyclists and all road users.

9) Preventing Mud from Leaving Site

Wherever possible, vehicles entering the site and leaving the site will remain on hard standing areas only to avoid collecting mud and debris from the ground on tyres and around the vehicle. When vehicles are ready to leave site, in particular lorries and plant, a visual inspection will be made to ensure that the vehicles are clean before exiting the site and where required will be 'washed down' prior to departure.

Wheel washing facilities will be available on site on a hard-standing area adjacent to the access. This will include a fresh water supply, hose and jet wash. Care will be taken when wheel washing to ensure water run-off does not discharge onto the highway or into any public drainage system.

All operatives shall endeavour to prevent mud from vehicles leaving the site however if unavoidable a road brush shall be arranged to attend site and clean the highway.

10) Storage of Plant & Materials

A detailed program of works will be developed prior to the works commencing on site together with a procurement schedule to ensure that plant and materials are stored for a minimum amount of time prior to being incorporated into the works.

No materials or plant will be stored outside of confines of the site. Plant and materials will be stored separately, both within allocated compounds and nothing stacked above 1.8m unless specifically designed to be such. Oil spillage kits shall be available at all times for use on site and kept adjacent to the plant storage / refuelling areas in case of spillages / leaks.

Any contaminated materials arising from a spillage will be disposed of through a licensed carrier to an appropriate site. A secure watertight lockable container will be provided on site adjacent to the site office to protect materials more likely to be damaged by the elements. Double handling of materials will be minimised to prevent damage/ waste, prior to be incorporated into the works.

11) Parking and Turning.

For site operatives and visitors a dedicated area will be constructed on site for site parking of vehicles. The site is more than large enough and logistically a relatively simple layout to enable clear zones to be readily established. In addition, adjacent land may be temporarily available for such uses at the discretion of the applicant (current landowner).

Absolutely NO parking on the wide highway verges will be required or is permitted. All visitors to site will be via appointment only with the site manager and space allocated accordingly. Vehicles entering and leaving the site will remain on hard-standing areas to avoid depositing mud on the highways. ALL vehicles shall leave the site in a forward gear.

12) Dust Suppression

Air pollution on site can have a detrimental impact on the environment and the health and well-being of both staff, visitors and local residents and the wider community.

It is therefore very important to keep airborne dust to an absolute minimum. During groundworks operations such as earth movement and the laying of crushed concrete for hard-standings water sprays will be used to dampen down the materials in dry weather and ensure that the materials remains moist to prevent dust nuisance.

On-site cutting where unavoidable (hand disc-cutters etc) shall use only tools with appropriate dust covers, collection assemblies' or water suppression attachments in accordance with HSE guidelines. All cutting to be carried out wet, using water suppression via a hose or pressurised tank attachment.

Internally the dwellings will be vacuumed out rather than swept to prevent airborne dust. During these operations face masks (minimum FFP2) will be worn at all times and face fit tests carried out prior to starting work.

13) Burning / Fire Precautions

No burning of waste materials shall occur on the site at any time. The site shall undergo a thorough fire risk assessment with suitably competent fire risk analysis of the specific dangers therein. Clear fire precautions / escape plans shall be conveyed to all site operatives. Suitable fire safety equipment shall be positioned on site and maintained throughout with records kept.

14) Overhead Service Wires

Prior to commencement the relevant statutory asset authorities shall meet with the site manager / applicants representative and agree safe working practices in all regards. The routes of any concealed / underground cables/ pipes or conduits shall be marked and fenced for the avoidance of doubt for the duration of the works. ALL site operatives shall be made aware of the main at induction stage. There are overhead service wires along the west (highway boundary of the site and these are to be identified using appropriate signage and shrouding in discussion with UKPN.

15) Recycling / waste disposal

Separate skips shall be placed on site for clear separation of hazardous, recyclable waste and landfill only materials. Each skip shall be clearly identified and each site operatives made aware of the requirements for strict adherence to the procedure to avoid cross contamination of loads. Ordering shall be contentious in that materials utilising unnecessary / excessive packaging shall be avoided in preference for those more sustainable manufacturers suppliers.

All refuse collection points skips/ bins/ bags shall be secure and /or covered to prevent access and wind blowing refuse around the site. No burning of refuse of any kind to take place on site at any time.

16) Demolitions / Clearance

There are no structures or buildings to be removed / demolished from the site and the site is relatively level / at the proposed construction height (undulates slightly and falls to the rear). Accordingly no excessive operations / noise or vibrations are anticipated in this regard.

17) Vibration / Noise Nuisance

The proposed foundations are expected to be trench fill concrete (1m depth) due to reasonable soil type in the location. Therefore no piling (driven or otherwise) is proposed / anticipated. Should this ultimately not be the case a further revised statement / report shall be prepared for the approval of the LPA prior to commencement of such works.

Site plant and vehicles especially generators, mixers, lorries and diggers / dumpers etc shall not be permitted to be left running where it is not necessary and likely to cause nuisance. All unattended vehicles shall be turned off and keys removed secured as required.

Site operatives shall not be permitted to make excessive noise with shouting and swearing prohibited. All site staff shall be professional trades-people at all times. They are to be courteous and understanding to both immediate neighbours of the site and the wider community as to any inconvenience or nuisance caused by the works and apologise on behalf of the applicant and / or remedy (where possible) for any such nuisance at the earliest opportunity. Music devices (if used at the discretion of the site manager) must be audible by the operative listening only and not the wider public. Offensive material of any kind will not be permitted to be broadcast on site. No broadcast of music or any other media shall be such that it has the potential to cause danger to any site operative or member of the public by obscuring audible warnings by colleagues or electronic/ manual alarms.

End.