



**CONSTRUCTION METHOD STATEMENT  
AND  
SITE MANAGEMENT PLAN**

**DEVELOPMENT AT:**

TECHNOLGOY COURT  
BRADBURY ROAD  
AYCLIFFE BUSINESS PARK  
NEWTON AYCLIFFE  
DL5 6DA

- 1.0 INTRODUCTION
- 2.0 SCOPE OF WORKS
- 3.0 WORKING HOURS
- 4.0 HOARDINGS AND SECURITY
- 5.0 SITE ACCESS
- 6.0 ON SITE PARKING
- 7.0 SITE OFFICES AND WELFARE FACILITIES
- 8.0 LOADING AND UNLOADING OF PLANT AND MATERIALS
- 9.0 CONSTRUCTION VEHICULAR MOVEMENT AND DELIVERIES
- 10.0 STORAGE OF PLANT AND MATERIALS
- 11.0 WHEEL WASHING FACILITIES
- 12.0 DUST AND DIRT CONTROL MEASURES
- 13.0 NOISE AND VIBRATION
- 14.0 AIR QUALITY
- 15.0 SITE WASTE MANAGEMENT
- 16.0 EXTERNAL LIGHTING
- 17.0 EXCAVATION AND GROUNDWORKS
- 18.0 PUBLIC AND COMMUNITY LIAISON
- 19.0 APPENDICES



### **3.0 WORKING HOURS**

No Deliveries or noisy work (including the loading and unloading of waste and materials) is to take place on Sundays, Bank Holidays or outside the following working hours:

08.00 – 18:00 Monday to Friday

08.00 – 13.00 Saturday

Any requests to carry out such works outside of these working hours will be directed to the local authority at least seven days in advance, together with details of the works (including the expected noise levels) and why these cannot be carried out during normal working hours.

### **4.0 HORDINGS AND SITE SECURITY**

Prior to commencement of site works the perimeter of the site and entrance, will be securely protected with good quality Palisade security fencing which complies to guidelines contained within HSG151 Standards. This will be complete with all necessary signage in accordance with HSE requirements. There will also be a Site Security Officer employed who will be based at the site during construction hours and as well as patrolling of the site, after construction hours. Contact details will be provided at entrance.

### **5.0 SITE ACCESS**

All access to the site will be via the existing entrance on Fulbeck Road and Bradbury Rd, on the East part of site. Access will be via inward opening gate that will be fitted for site security (faced with and identified by hoardings with the site Name)

### **6.0 ONSITE PARKING**

Given the location of the site being next to existing commercial site, all contractors and site staff will park their vehicles within the site boundary in a designated parking area. All contractors and staff will also be encouraged to use public transport. Any local traffic management measures for site access will be agreed with the local authority.

### **7.0 SITE OFFICES AND WELFARE FACILITIES**

- The management of the construction of this project will require a site set-up comprising offices, toilet, changing facilities and a canteen.
- These office and other facilities will be housed in modular portable units. The site accommodation will be located adjacent to the main ingress to suit site access and storage.

### **8.0 LOADING AND UNLOADING OF PLANT AND MATERIALS**

- All loading / unloading is to take place within the site (via the Northern & Eastern entrance) and never outside the permitted working hours unless previously agreed upon with the Local Authority.

- No on-street loading will be permitted without the prior approval from the Local Authority.
- The access gates will be closed during loading and unloading in the interest of pedestrian safety as well as dust and noise suppression.

## **9.0 CONSTRUCTION VEHICULAR MOVEMENTS / DELIVERIES**

- It is anticipated that the largest lorry type utilised during the construction of the development will be of a maximum gross weight of no more than 20 tonnes.
- The access into and route around the site will be dug out and stoned to provide a hard standing for contractor vehicles. A turning circle will be provided and kept clear on site for delivery vehicles
- A Banksman/ Traffic Marshall will be available on site to coordinate deliveries and to ensure the safety of pedestrians, cyclists and other vehicles at all times.
- There will be a rota system requiring all deliveries to be pre-booked at least 24hours in advance to avoid on-site and off-site congestion by spreading the resulting traffic over a longer period.
- Other methods to optimise deliveries and to reduce their impact on traffic and congestion include:
  - Consolidation deliveries whenever possible
  - Not accepting part loads unless essential
  - Issuing notices to sub-contractors and delivery companies stipulating deliveries that have not been booked in advance or happen outside agreed delivery slot may be turned back and re-scheduled

## **10.0 STORAGE OF PLANT AND MATERIALS**

- In addition to the delivery procedures listed above, the principle of “just in time” deliveries will be followed strictly throughout the development process to ensure plant, machinery and materials are not stored on site before they are actually required for the building works
- When materials are kept on site, this will always be within the site boundary and only for as long as necessary.
- All materials especially those prone to emitting dirt or dust, will be covered by appropriate sheeting and securely fastened.
- All areas within the site and on adjoining highways will be checked for spillages on a regular basis
- Machinery, when in use, will be kept away from noise sensitive areas such as residential dwellings and their gardens.
- All machinery and plant equipment that must be kept on site will be switched off when not in use.

## **11.0 WHEEL WASHING FACILITIES AND ROAD CLEANLINESS**

- Wheel and chassis washing facilities will be provided to remove stones, concrete and any other extraneous materials.
- This will be fully covered in order to ensure no material leaves the site attached to the vehicle before exiting the site.
- Lorries, especially those carrying excavation mud or soil, are expected to be fully sheeted before entering and leaving the site in order to minimize the risk of any over-spilling onto the highway.
- The contractor will monitor the surrounding highways and footpaths daily and ensure the construction works do not have negative impact on road cleanliness.
- Should the road become contaminated by any debris it will be removed by spade and jet washed.
- Wastewater discharged from the wheel washing system shall be stored and disposed of on-site and shall not be discharged into the public sewage system without prior removal of soil, stones and any other suspended materials

## **12.0 DUST AND DIRT CONTROL MEASURES** (*APPENDIX B – Statement relating to Dust Control*)

The potential for the operations to produce dust will be minimised by implementing best practices measures such as:

- Wheel washing facilities will be installed at all exits as well as procedures for effective cleaning and inspection of vehicles
- Dampening of exposed soil and material stockpiles using dowsing, sprinklers and hoses when necessary to prevent dust and particulate matter becoming mobile
- Access gates will be closed during loading and unloading in the interest of dust and noise suppression.
- Stockpiles of soil and materials will be located as far as possible from the site, taking account of prevailing wind directions and seasonal variations in the wind.
- On-site cement and concrete batching (if required) will be undertaken in enclosed areas, with suitable water dowsing and wind shielding measures applied as appropriate
- Appropriate dust measures will be in place to ensure works do not create an issue to the surrounding residential properties and habitats
- Burning of any material is prohibited
- Covering of all skips
- Where practical, the use of building materials that are prefabricated or cut off-site including structural elements, cladding and woodwork

- Vehicles carrying loose aggregate and workings will be sheeted at all times

- All staff will have appropriate RPE to protect them from the effects of dust

*Where practical further measures will be devised in accordance with the BRE's Pollution Control Guides and the GLA's Best Practice Guidance on The Control of Dust and Emissions from Construction and Demolitions.*

### **13.0 NOISE AND VIBRATION**

All contractors and sub-contractors working on site have a general duty to take all possible measures to minimize nuisance from noise and vibration. To achieve this the following requirements will be complied with:

- No works will be carried out on the site outside of the allowed working hours - specified in Section 3.0 above. All activities will be assessed for anticipated noise levels prior to works commencing, considering the potential for amplification of noise due to the layout of the site.
- All plant and equipment brought to site will be well maintained and operated in accordance with the manufacturer's instructions and should comply with or better than relevant national or international standards BS5228-1 directives or recommendations on noise or vibrations emissions will be used.
- Machinery and vehicles will be fitted with effective silencers wherever available and kept in good working order.
- Acoustic covers are to be closed during operation
- Approved routes and programming for the transport of construction materials, spoil and personnel to reduce the risk of increased noise and vibration impacts due to the construction.
- Equipment that breaks concentrate by crushing or similar, rather than by percussion, will be used as far as practicable (if required)
- Care will be taken when erecting or striking scaffolding to avoid impact noise from banging steel. All operatives undertaking such activities will be instructed on the importance of handling the scaffolds to reduce noise to a minimum
- Where practicable, rotary drills actuated by hydraulic or electrical power should be used for excavating hard material: and
- The use of non-reciprocating construction plant will be utilised where practicable
- Employees will not be permitted to use radios or other audio equipment in ways or at times which may cause nuisance

### **14.0 AIR QUALITY**

Air Quality impacted by fumes from vehicles and plant will be minimised by the following measures:

- Engines of all vehicles and plant on site will not be left running unnecessarily

- Low Carbon vehicles and plant fitted with catalysts will be used, where possible
- Ultra-low Sulphur diesel fuel will be used in plant and vehicles
- All commercial road vehicles and construction plant, including stationary plant must comply with any legislative requirements including the relevant European Emission Standards

## **15.0 SITE WASTE MANAGEMENT**

Waste will be managed under the principle of hierarchical waste management priorities which, in order of importance, are as follows: Reduce, Reuse, Recycle and Dispose.

- There are very little waste materials from demolition however any waste resulting from site clearance and demolition will be salvaged.
- The use of reclaimed aggregate will be encouraged. Where possible to reuse materials on site the contractor will attempt to transport these materials to other nearby building sites.
- Each sub-contractor will be responsible for ordering and supplying their own materials, thus minimizing the risk of waste through overordering.
- Each subcontractor will also be required to use the most environmentally friendly packaging at its disposal (including recycled) without adversely affecting the safer handling and protection of materials
- All waste resultant from the works will be segregated on site
- Resultant hard core will be re-used where possible
- Re-usable materials will be identified on site and removed from storage re-sale
- Recyclable materials will be removed from site for processing in licensed facilities
- Where reuse is not practical or possible, the contractor will endeavor to recycle as much waste as possible offsite using recycling companies.
- Segregated waste and recycling skips will be located at the rear of the site and will be made available at all times.
- Each sub-contractor will be responsible for moving waste and recycling into these skips an inducted beforehand on the correct use.
- Hazardous materials are to be sealed, stored and disposed in an appropriate and safe manner. This is to avoid contact with ground or wastewater.
- The management and disposal of any remaining landfill waste will be handled in accordance with all relevant statutory requirements, including the Environmental Protection Act 1990 and the Environmental Permitting Regulations 2007



## 16.0 EXTERNAL LIGHTING

- Any lighting to be used at the site during construction will be directional and screened, where possible.
- Any illumination will not shine over and areas of habitat

The location of the lighting scheme (lighting columns, lamps, number of lamps) has been identified. The specification will be determined prior to construction and during operation.

- To avoid any adverse effects on sensitive receptors, the lighting scheme is designed in accordance with the BS5489-1:2013 to lighting Class P4 with manufacturers luminaire S/P Ratio of 1.90 applies and maintenance factor of 0.74 applied as per Blackburn with Darwen Borough Council Street Lighting Specification .

## 17.0 EXCAVATION AND GROUNDWORKS

- Existing Utility Assessment - Location of underground/ overhead services
  - Acquire Service plans from all Utility companies and other organisations with relevant information about the site. This includes the Section 278 extent area where required
- Review
  - Review of plans and summary outlined if any utilities appear to be affected within the site boundary
- Survey
  - GPR survey and/or trial pit excavation to be carried out to confirm exact location and depth.
  - Liaison with affected existing utilities with evidence from GPR (Ground Penetration Report) and/or trial pit data.
- Stage Plan of action
  - Identified service routes will be clearly marked for safety. This process will be repeated if deemed necessary to ensure service routes remain clearly marked for the duration of the works
  - Plan of action and costing will be requested with details to either divert / protect/ lower on-site to ensure buildings/ businesses/ residents are not affected and if so, at minimum disruption.
- All works required will be undertaken in accordance with the HSE Guidance documents, HS(G)47 ***“Avoiding danger from underground services”***
- All the above will be undertaken by a reputable contractor who possess sufficient skills, knowledge and experience to do so safely.
- Any works required will be carried out allowing enough time and provide sufficient resources to do the work safely

- Planning and assessment of the risks arising from these works will be conducted in the form of a RAMS (Risk Assessment Method Statement)

### **Excavations**

- Method

Method or technique for excavating near underground services before work starts will consider

- The nature and scope of the work
- The type, position and status of underground services
- The ground conditions
- Site constraints
- Trenches with a depth exceeding 1m will either be battered back or suitably shored and the shoring maintained.
- Trenches will be inspected regularly, and excess groundwater pumped out regularly during inclement weather.
- Vehicles plant will be kept a safe working distance from the trench to prevent potential collapse

### **18.0 PUBLIC RELATIONS / COMMUNITY LIAISON**

- A designated member of the Contracts Team will deal with complaints and enquiries.
- This individual will be named at the site entrance, with a contact number.
- Works program will be discussed with neighbours directly adjoining the site to ensure they are aware to the works involved and to address any concerns beforehand.
- Any complaints will be logged on-site, fully investigated and reported to the named contact as soon as possible. The complainant will be informed as to what action has been taken.

## 19.0 APPENDICES

### APPENDIX B – DETAILED STATEMENT RELATING TO DUST CONTROL

The site management team will ultimately be responsible for dust suppression on the site.

Roles and responsibilities are clearly defined within Eden Asset Management group Occupational Safety, Health & Environmental Management System. All our Site Managers attend the SMSTS training course on site safety. This course concentrates on Health and Safety which includes the health and safety of the workforce. Part of this is protecting the workforce against environmental impacts, one of which is fugitive dust.

Dust emissions during the construction of buildings or roads are associated with land clearing, drilling, and blasting, ground excavation, and cut and fill operations (i.e., earth moving). Dust emissions can vary substantially from day to day, depending on the level of activity, the specific operations, and the prevailing meteorological conditions. A significant amount of the dust emissions results from construction vehicle traffic over temporary roads at construction sites. Dust emissions from residential construction are a function of the total acres of land disturbed and the volume of soil excavated. The volume of soil excavated also varies by type of structure under construction.

Dust suppression is not required in the wetter months of the year. In the drier month's water will be used to suppress dust where practical. The site manager will be present during all working hours to manage the activity of dust suppression.

#### **Vehicle movements will be kept to a minimum.**

If dust appears from unidentified sources, the site team will suppress the dust where possible. Safety, Health & Environmental Briefings will be provided to site operatives at least monthly and should reflect the actual work being undertaken on site. Records must be maintained of the briefings. All operatives/visitors on site receive an Induction prior to commencing work on site. Environmental Incidents and complaints should be recorded in the incident book on site and records forwarded Head Office as required. Complaints should be dealt with locally by the Head Office and confirmation of action provided on or attached to the incident report form.

Documentation must be provided for work activities, which is reflective of the work actually being undertaken. The type of control documentation required should be detailed in the Construction Phase Safety, Health and Environmental Plan.

We will employ the following procedures:

1. **Supervise:** Ensure controls are properly used and RPE is worn correctly.
2. **Maintain:** Regularly look for signs of damage to water suppression or dust extraction equipment. Someone competent should examine any dust extraction equipment thoroughly and test its performance at least once every 14 months.
3. **Control (the risks):** Stop or reduce the dust BEFORE work start. We will look at ways of stopping or reducing the amount of dust. We may use different materials, less powerful tools or other work methods. For example, we could use: the right size of building materials so less cutting or preparation is needed; silica-free abrasives to reduce the risks when blasting; a less powerful tool – e.g. a block splitter instead of a cut-off saw; a different method of work altogether.

We know what activities create dust and will suppress the dust when possible. Unforeseen circumstances are, unforeseen, so we do not know they are going to happen. If dust appears from unidentified, unforeseen sources, the site team will suppress the dust where possible.

## **List of methods employed as first Line defence against dust**

The following methods / list (not exhaustive) will be used as first line of defence against dust suppression in hot dry conditions. This will be monitored and reviewed on the type of site operations, wind direction and weather conditions.

Once dust is in the air, it is very hard to control. One of the simplest ways of controlling it is to stop it from getting into the air. Where there is regular traffic, this will be undertaken by the simple roadway water hose sprayers.

### **Prevention**

There will be strategically placed water sprays on site which are

- Highly effective
- More economical to operate
- Reliable and offer consistent performance with routine maintenance

### **Suppression**

#### **Water Suppression of vehicles**



- Construction vehicle trucks will pass through a wheel hose pipe. This helps to prevent the truck from throwing up dust from the roadway. This will be done on site prior to entering public highways
- All Heavy Plant carrying earth to and from site will be covered with proprietary

#### **Wet Cutting**



- The effect of using water to suppress dust when cutting stone or a similar material. When the cutter is used dry, a great deal of dust is created.
- Construction staff are at risk of breathing in this dust, as is anybody else working nearby. The hose will be connected to the cutter. This supplies water to jets spraying onto the cutting blade to avoid any visible dust being produced and assist in dust suppression.

#### **Spoil Heap Management**

We will manage spoil on site to keep heaps to a minimum in height. The Site Manager will decide on best location on the (commercial) part of the site. This is to prevent nuisance formed by dust, prevailing wind and location of local residential areas.

Programmed stripping, service and road construction will take place in agreed phases to prevent getting ahead of programme and generating large heaps of risings. Where spoil heaps are necessary for long periods of time we may look at seeding heaps to prevent dust “whipping “off the spoil heaps or providing temporary dust barriers in form of temporary close boarded fences to protect workers and the public in particularly close locations.

*Sources HSE information sheet: Construction dust Construction Information Sheet No 36 (Revision 2)*