

CMS01 - Construction Method Statement

Scale 1 : 200 @A1

PLANNING REFERENCE: 24/00671/FP

SITE LOCATION: Greenside, London Road, Langley, Hitchin, Hertfordshire, SG4 7PP

RESPONSIBLE PERSON/ SITE MANAGER/ COMMUNITY LIAISON/ MAIN CONTRACTOR: James Hemphill, P.J.L. Developments, 30 Harborough Road, Northampton. NN2 7AZ 01926 757889 contact@pjl-construction.co.uk

Noise
Under the Control of Pollution Act 1974, Part 3, Environmental Protection Act of 1990 and the Noise Regulation Act, noise is a recognised form of pollution and as such can be classified as a nuisance. The Control of Noise (Codes of Practice for Construction and Open Site) Order 1984 gives legal approval for BS 5228, parts 1 & 2, 2009. This provides information on noise and noise control on Construction Sites. Every attempt shall be made to control noise at source. On sites where construction works are in progress everyone has a responsibility to see that activities are carried out in the quietest practicable manner. Where noisy activities are unavoidable the disturbance will be minimised/attenuated by choice of technique, timing, shielding or protection as appropriate. Where any person is liable to be exposed to noise levels greater than 80 dB (A), they will be informed and provided with suitable ear protection. The most likely protection, in ascending order of attenuation is ear plugs, ear muffs and noise attenuation helmets. Noise will be kept to a minimum at all times and any further restrictions imposed under the terms of the construction contract will be strictly adhered to.

Noise and vibration will be controlled by employing Best Practicable Means (BPM) as prescribed in the following legislative documents and the approved code of practice BS 5228:

- General measures to be adopted by the Contractor to reduce noise and vibration include:
- Erection of site hoarding to act as minor acoustic screen.
 - Use of super silenced plant where feasible.
 - Use of well-maintained modern plant.
 - Site operatives to be well trained to ensure that noise minimisation and BPM's are implemented.
 - Effective noise and vibration monitoring to be implemented.
 - Reducing the need to adopt percussive and vibrating machinery.
 - Vehicles not to be left idling.
 - Vehicles to be washed and cleaned effectively before leaving site.
 - All loads entering and leaving the site to be covered.
 - Measures to be adopted to prevent site runoff of water or mud.
 - Skips to be covered.
 - Drop heights to be minimised during deconstruction.
 - Use of agreed wet cleaning methods or mechanical road sweepers on all roads around site.
 - Working hours to be restricted as required by the Local Authority.

Vibration
All works involving vibration will be minimized, where possible eradicated by design and the use of controlled mechanical equipment. Any operation involving vibration will have a HAVS risk assessment and procedures put into place to minimize the effects on personnel.

Environmental Health
If during the site clearance and demolition, materials are harmful to human health or contamination is identified. Clearance/Demolition work will cease operation and the Environmental Health Officer and the Environmental Consultant responsible for the remediation strategy must be contacted.

Clearance/Demolition works can only continue once the material / contamination has been identified and a revised remediation strategy has been agreed with the Environmental Health Officer.

The Environmental Health Officer must also be contacted in the event of a chemical or fuel spill.

Deliveries / Construction traffic
All site deliveries to be covered / sealed when entering or being removed from the site in the interest of keeping the site and surroundings clear of construction waste. All loading and unloading to be undertaken within the site red line boundary. Each vehicle will be checked upon leaving the site.

Construction and demolition works will be limited to between 8:00 - 18:00 Monday to Friday and between 8:30 to 13:30 on Saturdays. No work at any time on Sundays or Public Holidays.

Construction Traffic will be routed to the site location from the A1M at junction 6 or 8 via the B656 approaching the site from either north or south. When travelling from the M1 west, the approach should be made from M1 junction 10 via the A1081 from south of Luton.

In addition to the above hours limitations, no deliveries shall take place between the hours of 06:15 to 09:15 and between 15:00 to 16:00 Monday to Friday except when all schools are closed for holidays.

The area immediately outside the site will be swept as necessary following deliveries and removals.

The gate to the site will be open during site hours to enable vehicles to enter the site and avoid queuing outside on the highway. Vehicles will be able to enter and exit the site in a forward gear, with all maneuvering carried out within the site.

Phasing
No phasing to the development is proposed. All plots on the development can be serviced concurrently as shown.

Ground Clearance
Building demolition and hedge and tree works across the site should ideally be performed outside of the active bird breeding season 1st March- 15th September inclusive. If this is not possible a bird surveyor should visit the site to check for evidence of nesting birds prior to any clearance works.

Any artificial and natural refugia within the working areas (brash, grass, wood piles) would be handsearched for the presence of reptiles and amphibians prior to commencement of works.

Demolition, Construction and Working Practices
If a nest is present, in order to avoid accidental harm to nesting birds, a 15m buffer zone will be marked around any nest using high visibility fencing to ensure that the nest is not disturbed, damaged or destroyed whilst in use.

If any ground nesting birds are found to be nesting within or close to the working areas during the pre-inspection survey or clearance, a 25m standoff from the nest will be marked out and observed, within which no operational activity would be permitted until the breeding attempt had concluded.

In the event that protected species (including bats) are discovered within the site, works would need to stop until the situation has been further assessed, and if necessary, a mitigation strategy developed and an application made for a site license.

If bats, or evidence for them, are discovered during the course of works, work must stop immediately, and advice sought on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England to avoid an offence being committed.

To avoid killing or injuring of hedgehogs it is best practice for any brash piles to be cleared by hand. Any trenches on site should be covered at night or have mammal ramps to ensure that any animals that enter can safely escape - this is particularly important if holes fill with water. It is also possible to provide enhancements for hedgehogs by making small holes (13cm x 13cm) within any boundary fencing. This allows foraging hedgehogs to be able to pass freely throughout a site.

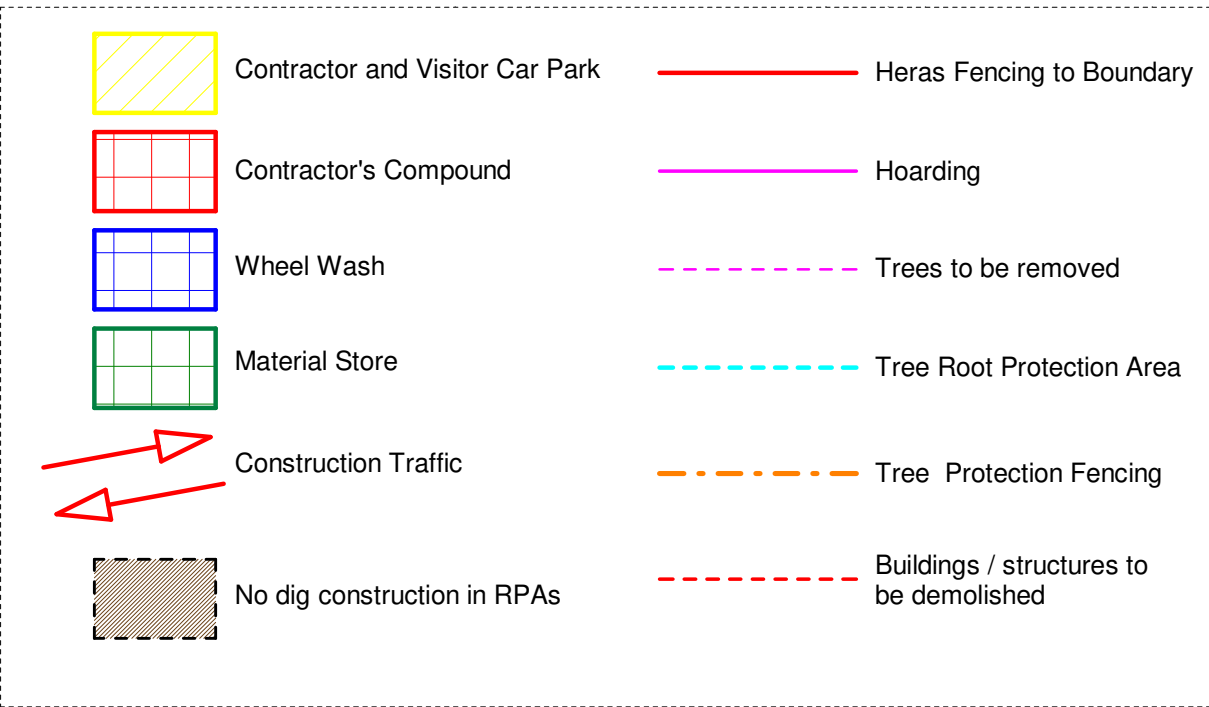
Any significant tree/shrub works or removal should be undertaken outside the nesting bird season (March to August inclusive) to protect breeding birds, their nests, eggs and young. If this is not practicable, a search of the area should be made no more than two days in advance of vegetation clearance by a competent Ecologist and if active nests are found, works should stop until the birds have left the nest.

NO FIRES ALLOWED

PRELIMINARY ISSUE NOT FOR CONSTRUCTION



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Storage of Materials
The storage of materials associated with the construction of this development will be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence.

Control of Dust
All of the works will be undertaken in accordance with BS6187 Code of Practice Guidance for: The control of dust and emissions from construction. The location of all plant and machinery, will be positioned as far as is reasonably practicable from sensitive receptors, specifically members of the public and adjacent residential properties. As a matter of course all plant and machinery will have the engines turned off when idling. The site lies within an existing residential area and the creation of dust has been identified as a potential cause for concern. This has been taken into consideration and a dust suppressive method of construction is to be adopted. The main objectives are to both minimize the production of dust by controlled construction methods and suppress any dust that is generated at source. The generation of dust will be monitored closely and damping down operations will be incorporated as necessary either using a bowser or mains sprinkler systems. Disk Cutters and abrasive wheels will be fitted with water reservoirs to suppress dust during cutting. Given the requirement to 'damp down' dust generated both at the workface and during machine operations, consideration will be given to discharge of slurry into the adjacent live sewers. All such gully outlets will be bundled with sand

bags and have a filter system installed in the form of 'terram' membrane to ensure slurry run off does not enter the drainage system. Abrasive cutting tools such as disk cutters will be fitted with dust suppressing water reservoirs and pumps.

Wheel Wash Facility Method Statement
A wheel cleaning procedure will be used to mitigate the amount of mud that could potentially be deposited on the highways by vehicles exiting the construction site. An area close to the site exit will be utilised for wheel washing prior to vehicles leaving site. A power washer will be used to wash off any mud from the vehicle's wheels, with excess mud / slurry being collected and disposed of. It is anticipated that this will only be required during the initial weeks of the development when the existing ground is removed and the footings for the new buildings are constructed. However, the wheel wash station will remain on site until the development is complete. The proposed wheel cleaning procedure will consist of:
1. Before leaving the site, vehicles will be inspected for any heavy deposits left on wheels. If present, these will be removed manually.
2. Following inspection, all wheels are to be washed down using a high-pressure jet wash until clear of all deposits.
3. Vehicles will be permitted to leave site following approval of the site manager / site representative and that the above steps have been completed to a satisfactory standard.
On site roads, will be kept as free of mud as is practicable during ground working operations. Machine and wagon trafficking around the site will be kept

to a minimum to reduce the effects of rain on 'broken' ground. If this is not sufficient, a road sweeper will also be used in the immediate area which will be ordered directly via the site manager.

Security Lighting
Security lights should provide the minimum level of illumination necessary without causing neighbours, wildlife or passers by a nuisance. Floodlights and detectors should be aimed to only detect and activity on the site, and not passers by outside the development. The angle and aim of the floodlight should be carefully positioned to light the ground within the site boundary avoiding neighbouring windows, and gardens as well as existing trees and hedges on the boundaries which may contain wildlife. Hoods or shields should be fitted to control and restrict the light to the area to be lit if necessary. For security lighting on site cabins the use of bulkhead lights fitted with low power, compact fluorescent lamps should be considered. These units can be left lit to provide all night security, and often have built in light sensors so they only operate when necessary, during hours of darkness. Besides consuming less electricity and costing much less to run, this type of light provides a gentle wash of light with reduced glare. Bulkhead lights cast fewer shadows reducing the hiding places for criminals. These fittings can also incorporate a movement detector. These units are generally mounted lower and are therefore less susceptible to unnecessary intermittent switching and associated complaints from neighbours, especially when fitted with low energy lamps.

Contractor Parking
It is anticipated that all contractor parking can be accommodated on site. Contractors will be required to car share to the site wherever possible to minimise pressure on parking availability. All contractors will be advised that there is no offsite parking. It is anticipated that once the dwellings are weather tight more trades will be able to work simultaneously and as such any higher parking numbers required can be met by using the area to the rear of the proposals, by this time the scaffold will be removed and allow access between the dwellings.

Highway
Post construction restoration/reinstatement of the working areas and temporary access to the public highway will be completed

Public Right of Way Routes
All public right of way routes (Langley footpath 014) shall remain undisturbed and unobstructed at all times or closed temporarily for the purpose of works on the footpath, by a Temporary Traffic Regulation Order, Road traffic Regulation Act 1984. The alignment of any public right of way shall be protected by temporary fencing/signing.

Greenside, London Road, Hitchin

PJL Developments and Land

24019

Welland

Tel : 01536 601735
Email: info@wellandgroup.co.uk