

Construction Method Statement



Farmhouse Gardens
Nup End Farmhouse
Old Knebworth
SG3 6QJ

June 2023

Project Reference: BLY001



Unit E Nup End Business Centre
Old Knebworth
SG3 6QJ

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Issue and revision notes

27 February 2023	v 1.0	First draft
	v 1.1	Final release

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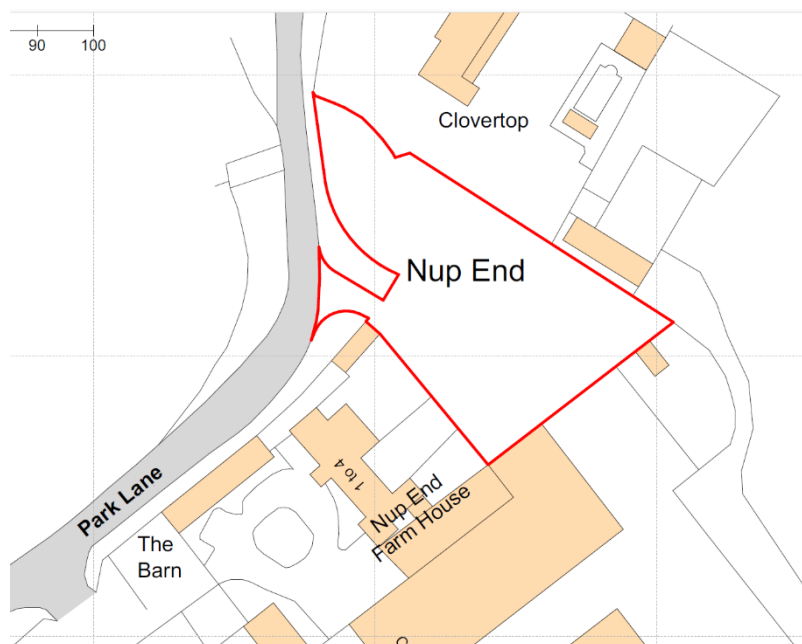
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1. Introduction

The purpose of this construction method statement (CMS) is to ensure that the development approved at Nup End, Old Knebworth, SG3 6QJ is carried out with minimum disturbance to neighbouring occupiers (in terms of noise, vibration, traffic and dust) and does not detrimentally impact on the environment and the safe operation of surrounding highways. All main- and sub-contractors will adhere to the objectives of the CMS.

The application site (outlined in red), on the site plan below (not to scale), is currently accessible via an existing crossover on Park Lane.

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2. Proposed programme

The target construction start and completion dates (as of February 2023) are as follows:

Enabling and foundation works (pre-superstructure)

Start date: 15 November 2024 (subject to on-time discharge of pre-commencement planning conditions)

End date: 31st November 2025

Main superstructure and contract works (until completion)

Start date: 1st February 2025 (subject to on-time discharge of planning conditions)

End date: 1st November 2025

3. 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:

8am – 6pm Monday to Friday

8am – 1pm 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 the normal working hours.

4. Hoarding

Painted ply hoarding is to be erected along the front access. The hoarding is to be 2.4m high throughout in order to control dust, noise and in the interest of safety.

The hoarding will feature notice boards detailing the contact details of the main contractor as well as telephone numbers for emergencies and complaints. At a later stage, the hoarding might be used for marketing purposes (subject to approval by the local authority). Whenever possible, the contractor will seek to reuse hoarding from other building sites and recycle / reuse the hoarding after use.

5. Site access

All access to the site will be via the existing crossover on Park Lane. Access will be via inward

opening gates (faced with and identified by painted ply hoarding), to remain closed whenever possible. In the interest of pedestrian, cyclist and vehicular safety, vehicles may only enter the site via the Park Lane gate by prior appointment and in the presence of an experienced banksman and road marshall.

6. On-site offices and welfare facilities

On-site facilities will be provided

7. Parking

On-street parking will not be allowed in connection with this development. All sub-contractors and labourers will be encouraged to use public transport whenever possible and will be handed out transport advice leaflets. Parking will be provided on site.

8. Loading and unloading of plant and materials

All loading / unloading is to take place within the site (via the existing Park Lane crossover) and never outside the permitted working hours unless previously agreed upon with the Local Authority. No on-street loading will be permitted without prior approval from the Local Authority. The access gates will be shut during loading and unloading in the interest of pedestrian safety as well as dust and noise suppression.

9. Vehicular movements and deliveries

It is anticipated that the largest lorry type utilized during the construction of the development will be of a maximum gross weight of no more than 20 tonnes. This type of vehicle will fit within the designated on-site loading area. Other vehicles expected on site will consist of standard skip lorries and flatbed delivery vehicles.

There will be a rota system requiring all deliveries to be pre-booked at least 24 hours in advance to avoid on-site and off-site congestion by spreading the resulting traffic over a longer period of time. Whenever possible, there will be no major vehicle movement during “rush hours”, defined as 07.30 – 10.00 and 16.30 – 18.30 Monday to Friday.

A traffic marshal will be available on site to coordinate deliveries and to ensure that the safety of pedestrians, cyclist and other vehicles is ensured at all times.

Other methods to optimize deliveries and to reduce their impact on traffic and congestion include:

- Consolidating deliveries whenever possible
- Not accepting part loads unless essential

- Issuing notices to sub-contractors and delivery companies stipulating that deliveries that have not been booked in advance or happen outside agreed delivery slots may be turned back and re-scheduled

In the interest of noise control and subject to a risk assessment, delivery vehicles and site plant are to make use of white noise alarm systems or are to disable reversing alarms (in presence of an experienced banksman).

10. 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 that plant, machinery and materials are not stored on site before they are actually required for the building works. When materials are kept on site then this will always be within the site boundary and only for as long as absolutely 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 has to be kept on site will be switched off and secured when not in use.

11. Wheel washing facilities and road cleanliness

Wheel and chassis washing facilities will be provided on 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. Effluent resulting from these facilities will not be directed into the public sewerage or any street gullies but will be disposed off on site with the necessary consents.

The contractor will monitor the surrounding highways and footpaths on a daily basis and ensure that the construction works do not have a negative impact on road cleanliness. A schedule of condition of the surrounding footpaths and highways will be prepared prior to any works starting on site to ensure the highways are kept in a good condition throughout the development process.

12. Dust and dirt control measures

Several measures to control dust and dirt have already been mentioned in previous paragraphs, such as:

- Wheel and chassis washing facilities near the vehicular exit
- 2.4m ply boarding around the entire perimeter of the site
- Covered storage areas and sheeted delivery lorries

In addition to the above, the following dust and dirt suppression measures will be pursued:

- All site personnel to enter and leave the site wearing clean clothes and shoe wear
- The use of fine sprays during the loading or unloading of materials as well as on buildings and structures (during demolition works), cutting and drilling plant, unpaved areas, sand, spoil and aggregate stockpiles
- Preference of hydraulic construction over percussive techniques
- Where practical, the use of building materials that are pre-fabricated or cut offsite including structural elements, cladding and woodwork
- Burning of waste or unwanted materials on site to be strictly forbidden
- Covering of all skips
- Correct use of all plant and machinery and regular maintenance of their exhaust systems, which are to be positioned as far away from adjoining buildings as possible

Where practical, further measures will be devised in accordance with the BRE's *Pollution Control Guides* (2003) publications and the GLA's *Best Practice Guidance on The Control of Dust and Emissions from Construction and Demolition* (2006).

Dirt, dust and noise emissions will be continuously monitored by a designated person. Any deviation from the above methods will only be permitted in exceptional circumstances and with prior consent from the main contractor and all other relevant parties.

13. 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.

It is important to tackle waste at the outset by reducing the amount of waste being produced in the first place, that is ensuring that the correct quantity of materials are ordered in the most environmentally friendly way. Each sub-contractor will be responsible for ordering and supplying their own materials, thus minimizing the risk of waste through overordering (for which the subcontractor would be financially liable). Each sub-contractor will also be required to use the most environmentally friendly packaging at its disposal (including recycled) without adversely affecting the safe handling and protection of materials. The principle of "just-in-time" deliveries will furthermore reduce the risk of damage (and thus waste) through stockpiling. The main contractor will employ as many local sub-contractors and suppliers as possible in order to reduce fuel consumption and packaging needs. An audit trail, covering incoming materials and outgoing waste, will be kept.

Where practical (and in agreement with recommendations from the ground investigation reports), waste resulting from site clearance and demolition will be salvaged (such as crushed concrete or soil reused for landscaping). The use of reclaimed aggregate will be encouraged. Where it is not possible to reuse materials on site the contractor will attempt to transport these materials to other nearby building sites or to sell them to intermediary companies for reuse. The contractor will make use of material and waste exchanges, such as those listed on the BRE's smartwaste.co.uk website or wastebook.org.

Where reuse is not practical or possible, the contractor will endeavour to recycle as much waste as possible offsite through the use of recycling companies. To facilitate this, 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 (segregated at source where possible) into these skips and inducted beforehand on the correct use thereof. The use of a waste compactor will be considered in order to further reduce the amount of vehicle trips required.

Hazardous materials are to be sealed, stored and disposed of in appropriate and safe manner in order to avoid contact with ground- or wastewater. Burning of waste will not be allowed on site. 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.

The above principles will be incorporated into all sub-contractor documentation and discussed with all relevant parties before works commence.

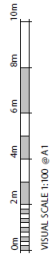
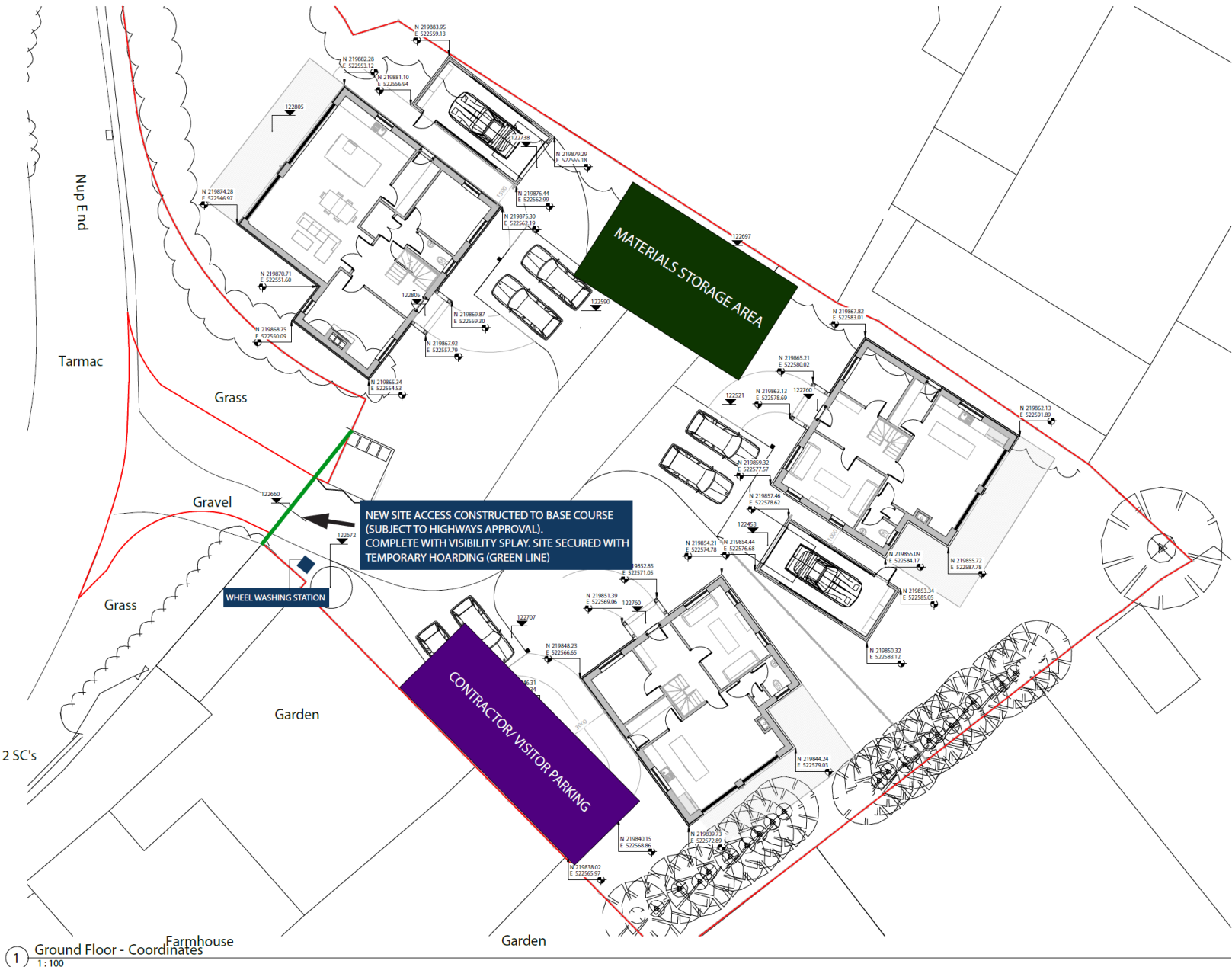
14. Noise and vibration

Best practical means are to be used at all times to minimise the noise and vibration impact of the works. 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. Equipment will be operated so it produces as little noise as possible. No idling engines or plant allowed onsite. Toolbox talks will take place for all contractors to ensure they are aware of noise and vibration issues onsite.

15. Community liaison

A dedicated member of the contractor's team will be given the role of community liaison. This person will have had prior experience in this role. He or she will handle any queries, concerns and complaints from neighbours and maintain a log book detailing such enquiries and any follow-up actions. The community liaison will discuss the works program with those neighbours directly adjoining the site to ensure they are aware of the works involved and to address any concerns beforehand. Contact details will be displayed on the hoarding surrounding the site and distributed to adjoining neighbours.

16. Construction management site plan



Revision Number	Revision Description	Revision Date	By
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Revision

Building works

Dimensions, areas and levels where given are only approximate and subject to site survey. All dimensions are to be checked on site. Figured dimensions only are to be taken from this drawing. This drawing is to be read in conjunction with all relevant consultants and/or specialist drawings/documents.



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Project:
Nup End,
Park Lane,
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SG3 6QJ

Client:
Bly Developments Ltd.

Drawing name:
Site Management Plan

Scale	1:100	at A1	Drawing number	Revision
Date:	06-23		DC001_CMP	