
Erection of a new dwelling at 67 Southcote lane Reading RG30 3AQ

Application Ref. 220734,

Condition 4 - Construction Method Statement &
Control of Noise & Dust - rev A

This method statement is to be read in conjunction with the Construction Management Plan (CMP) designed to show how the developer will:

- a) Proceed with the works to minimise any effect on the surrounding roads
- b) Ensure the site stays secure and prevent children from gaining access
- c) Keep dust and noise to a minimum and keep roads clean
- d) Handle deliveries, parking and storage of materials
- e) Deal with complaints to ensure neighbours concerns are heard and dealt with
- f) Maintain Reasonable Construction Hours
- g) Alterations to Ground levels and removal of spoil
- h) Vehicle Management Procedure

Prior to any heavy works commencing on site the following will take place the site set up plan will be implemented

To prevent undue disruption and noise the following site opening hours will be observed.

8am – 6pm Monday to Friday
8:30am – 1pm Saturday

No work will commence on Sunday's or Bank Holidays.

No delivery or construction traffic shall operate within peak hours (08:00-09:00 & 17:00- 18:00)

Protection of Existing Users/Residents

The Working areas are to be clearly marked and access denied by physical barriers to non-construction personnel. Site boundaries are to be secured using Heras fencing and hoardings, and alarmed where necessary.

Warning notices are to be prominently displayed around the boundary to highlight the dangers of entry.

At the end of each working day all ladders/steps are removed from work areas and locked up within the site compound.

No materials or small plant are left out, and prior to leaving, the Site Manager will check that all Heras fencing is secure and access points are locked.

Screens, fans, debris netting and dustsheets will be used to prevent any damage to property whilst the contract progresses. Noise reduced compressors and other machinery will be used to reduce the inconvenience of the works.

No part of the public highway should be used for storage.

The footway and carriageway will be regularly inspected to ensure they are kept free from dirt and debris.

Waste management

All materials on site will be supplied in measured quantities so that the minimum amount of waste possible is produced.

Where waste is unavoidable a multi skip method of removal from site will be utilised.

This will ensure inert waste is collected separately to non-inert waste.

Also all Gypsum product waste will be re-collected by the suppliers in specially allocated waste bags for recycling.

All surplus soil will be removed by a specialist company.

The contractor will, as far as is reasonably practicable, take all precautions and measures to ensure the effective control of waste/pollution.

Procedures will be continuously developed to ensure that all 'controlled waste' produced or held is disposed of in accordance with legislation, codes of practice and guidance notes. Only registered or exempted waste carriers and managers will be used and regular monitoring will be maintained to ensure compliance with

relevant legislation by carriers and sub or work package contractors.

Surplus materials not used on site, these will be moved to other current/future sites.

Dust control

Best Practicable Means (BPM) will be used in controlling dust emissions, in accordance with the Best Practice Guidance by the GLA 2006 for Control of Dust and Emissions from Construction.

The climate poses an obvious problem for construction companies. This is particularly evident during periods of dry, windy weather when the likelihood of dust being picked up and blown about is increased.

While climate cannot be controlled, three things can be done to minimise climate-generated dust problems.

1. Check weather reports daily; closely observe weather patterns to enable action to be taken immediately if conditions change.
2. Implement control measures that ensure dust problems do not occur while the site is unattended, eg. at night or weekends.
3. Adopt a site 'shut down and cover up' policy during periods of extreme weather conditions, eg. high winds. All site operations should as possible cease and all exposed areas covered or treated to ensure dust does not become airborne.
4. Watering sprays will be in operation during demolition

It is anticipated that works at this contract will create dusty conditions. Dust-inhibiting measures will be adopted throughout the duration of works on site to ensure that dust is kept to a minimum. Where possible, all cutting/sawing works will take place outside of the building and away from neighbouring properties.

Where the use of power tools inside the building cannot be avoided, said tools will be fitted with dust extractors to filter dust away from the building.

"Damping down" with spray mist is to be undertaken periodically to minimise dust diffusion.

Dust sheets will be placed in the work area and work areas will be sufficiently ventilated.

Where unacceptable quantities of dust may be generated, the works will be enclosed using tarpaulins and filtered air extraction used to draw the dust away from the workplace, and from residents and the public.

Regular vacuum cleaning is to be undertaken in areas where dust has been created by the works.

Any skips will also be covered to prevent dust escaping.

Any demolished materials and debris will be removed from site as soon as practicable to minimise risks of dust escaping.

Any vehicles which have been in the vicinity of dust or dirt will have their wheels sprayed down/washed on site prior to leaving to prevent dust spreading into the road

All operatives carrying out waste and debris removal will be required to wear the appropriate PPE (gloves, dust mask, goggles, safety boots, hard hat etc.) for the substance(s) they are removing.

Noise Control

Where any doubt exists as to whether any machinery or plant owned or used by Company Employees has a noise output in excess of 85dB(A), or a peak output in excess of 200 Pascals, then a noise survey will be carried out by a competent person to ascertain the actual levels. Records of these surveys will be kept on site and will be readily available.

Where the noise level exceeds 85dB(A), but is less than 90dB(A), then all persons affected shall be advised of the survey results, instructed about industrial hearing loss and advised to wear ear protection which will be supplied

In areas where noise exceeds 90dB(A), all that is reasonably practicable will be done to reduce these levels. Identified areas will be marked as Ear Protection Zones in accordance with BS 5378, and the wearing of hearing protection will be made mandatory. Machines that are likely to cause comparable noise levels will be similarly marked, and suppliers will be requested to supply details of anticipated levels of noise during operation for new machinery.

Even where noise levels are less than 85dB(A), the contractors will strive to keep all noise levels to a minimum for good commercial

practice and to avoid unnecessary inconvenience for local residents and the general public.

Restricted working hours will prevent noise in early mornings, evenings and Sundays.

The contractor will take all necessary steps within its power to ensure that the local environment and its neighbours are protected from any inconvenience at all times, throughout the development of this site.

Behaviour

All personnel must be polite and courteous to occupants and the general public.

Objects are not to be thrown from the scaffolding.

Shirts are to be worn at all times.

Fooing around, wolf whistles etc. will not be tolerated.

Smoking is not permitted.

Safety of the public

The safety of the public and protection of pedestrians will be ensured at all times by having the construction area, materials storage areas and waste storage areas, either hoarded or fenced with lockable access. Relevant signage will be erected to ensure adequate warning/information regarding the health and safety of the public

All construction vehicles are required to comply with relevant European standards. Suppliers and drivers are required to:

- Switch off their vehicle's engine when stationary to prevent exhaust emissions;
- Maintain vehicles including engines in tune and catalysts working efficiently; and
- All vehicles used by contractors must comply with MOT emission standards at all times

Ground levels and spoil removal

- a) Any Spoil created during the construction will be disposed of off site using a haulage company in a responsible manner at a suitable refuse site.
- b) The generated spoil will be created from the groundworks, which includes foundations, slab and paving/drive areas. A digger will be used to excavate and material
- c) See the Proposed landscape plan for existing and proposed ground levels.
- d) The spoil will be removed during the first few weeks of construction when the demolition and ground works are carried out.
- e) Wheels to be washed prior to vehicles leaving the site during spoil removal.

Vehicle Management Procedure

The development will be applying for a TTRO to suspend the parking directly outside the site to effectively manage the best use of the surrounding site whilst protecting other users of the highway.

Vehicles

The Principal Contractor will operate a simple and effective vehicle management procedure with the primary aims of ensuring that:

1. Not more than one construction vehicle attends site at any one time.
2. Construction vehicles do not park up anywhere within the town whilst waiting for a slot to attend site.
3. Construction vehicles do not circle the site on public highways within the town whilst waiting for a slot to attend site.

The main elements of the vehicle management procedure are detailed below:

- a. The Principal Contractor will be responsible for and will control all deliveries and collections.
- b. Deliveries and collections will only be scheduled and accepted within the permitted delivery hours, avoiding clashes with the nearby schools typical drop off and pick up times.
- c. The Principal Contractor will prepare a delivery schedule which will be laid out on an hour-by-hour basis and be kept up to date by the Site Manager
- d. The delivery schedule will be realistic and will allow adequate time for vehicles to access site, egress site and undertake their relevant functions whilst on site
- e. At the start of the day the Site Manager will inform relevant parties:
 - what type of vehicles are scheduled to attend site during the day
 - what functions the vehicle will be undertaking whilst on site
 - expected duration on site.

- f. The Site Manager will contact all delivery drivers prior to attending site to confirm arrival time
- g. In cases of delayed or failed delivery the Site Manager will liaise with the supplier and reschedule the delivery
- h. The Site Manager will ensure that the site is ready to receive delivery vehicles on arrival and that banksmen are in attendance to oversee all vehicle manoeuvres
- i. Relevant information and instructions will be written into supplier contracts and agreements such as, full site address, site contact number and information contained within this document including approved vehicle routes and permitted delivery hours
- j. Suppliers will be made aware of the importance of and reasons for complying with the vehicle management procedure, i.e. reducing congestion and improving road safety within the borough
- k. Instances of suppliers not adhering to the delivery procedure may result in termination of supply contracts.

Pedestrians

The safety of pedestrians within the proximity of the site is paramount. Therefore, all construction vehicle movements will be supervised by a fully qualified and experienced banksman who will ensure that if required, all vehicle manoeuvres are stopped to allow for the safe passage of pedestrians and vulnerable pedestrians along the footway. This will allow the footway along South Street to remain open at all times. Relevant warning signage will be temporarily installed on the footway during vehicle movements to provide advance warning to pedestrians and vulnerable pedestrians.