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CONDITION 6:

Construction Method Statement

1.0 INTRODUCTION

- 1.1 This Construction Method Statement has been prepared pursuant to Condition 6.
- 1.2 This statement sets out proposed measures to minimise and mitigate the construction impact on the surrounding areas and inconvenience to the neighbouring owners during the construction phase.
- 1.3 The following text contains a series of considerations that the appointed contractor shall follow whilst working on the development to project completion. These procedures will be detailed within the contract documentation for both sub-contractors and suppliers. Deviation from the approved method statement is only to be permitted with prior approval of the main contractor.

2.0 ON-SITE CONSTRUCTION WORKER PARKING

- 2.1 There will be a general policy of no on-site car parking, apart from limited key personal, and the site workers will be encouraged to use public transport. Unapproved parking on public roads will not be allowed. Provision will be made within the site for essential on-site parking including for deliveries and site visitors (such as the Building Inspector and Structural Warranty Assessor).
- 2.2 The parking area will in front of the Northern boundary wall and will utilise the existing access point within the site frontage. However, little permanent parking is envisaged within the proposed scheme.

3.0 CONSTRUCTION VEHICLES & EMISSIONS

- 3.1 The proposed development involves the construction of 2 commercial units on the GF with 26 residential units above set within an empty plot. As the materials are predominantly repetitive design throughout with all floors sharing the materials and the construction of the building is to be erected using reinforced concrete structural shell, there will not be a large number of construction workers at one time, the main team will be RC workers creating the shell; deliveries are to be organised, order & received an intelligent bulk order format to minimise disturbance, mess and increase economy.
- 3.2 Due to the geographic location of the site most workers will be able to travel via public transport and only a selected few numbers of construction vehicles shall be entering and exiting the site.
- 3.3 The existing vehicular access to the site will remain free for delivery vehicles.

- 3.4 Strict control of all vehicles entering and exiting the site will be maintained with a Traffic Marshall to be available on site to make sure access and exit of site vehicles is processed in a safe manner.
- 3.5 The site manager is to prevent unauthorised contractors parking and the congestion of traffic.
- 3.6 The contractor will strive to procure local contractors for the project, thereby minimising transport costs and impact on the local environment. The use of the booking system for deliveries will also help to ensure that the construction site is serviced in an efficient manner which will help to minimise the number of vehicle movements that would be generated.
- 3.7 Delivery vehicles are unlikely to attend the site for longer than 30 minutes and will be encouraged to turn off their engines while idling to reduce CO2 emissions.
- 3.8 All vehicles associated with the site, this includes visitors, operatives, contractors, sub-contractors, demolition vehicles, all construction vehicles and delivery vehicles are to comply with the standards of the London Low Emission Zone which are to meet or exceed Euro VI standards.
- 3.9 NRMM of net power between 37kW and 560kW will be required to meet the standards based upon the engine emissions standards in EU Directive 97/68/EC and its subsequent amendments. This will apply to both variable and constant speed engines for both NOx and PM. NRMM will be required to meet Stage IIIB & Stage IV of the Directive as a minimum. The requirements may be met using the following techniques; (a) Reorganisation of NRMM fleet (b) Replacing equipment (with new or second hand equipment which meets the policy) (c) Retrofit abatement technologies (d) Re-engining. All eligible NRMM should meet the standards above unless it can be demonstrated that the machinery is not available or that a comprehensive retrofit to meet both PM and NOx emission standards is not feasible.

4.0 DELIVERIES

- 4.1 Deliveries will be arranged to avoid peak travel hours such as morning and afternoon school runs and to avoid clashes with other deliveries and the queuing of delivery vehicles outside of the site.
- 4.2 A 'just-in-time delivery system' shall be employed; however deliveries shall NOT occur between the hours of 08:00-09:00, 14:30-15:30 and 17:00-18:00.
- 4.3 There will be no on-street loading or unloading.

- 4.4 All suppliers and subcontractors will be required to book in their delivery with the site manager 48 hours prior to delivery to ensure there is centralised control over expected deliveries and avoidance of too many vehicles and to eliminate queuing.
- 4.5 Combine deliveries where possible to minimise vehicular movements and emissions. No vehicle idling is to be permitted, engines must be turned off.

5.0 DUST SUPPRESSION MEASURES & WATER RUN OFF

- 5.1 Suitable measures will be carried out to minimise dust nuisance caused by the operations and to ensure that no dust or other debris is carried on to the adjoining properties. Measures shall be provided in accordance with the Greater London Authority's "Air Quality" guidance.
- 5.2 Best practicable means of preventing, reducing and minimising dust will be adopted. It is expected that the proposed development will adhere to the relevant Code of Practice during construction.
- 5.3 Measures include the use of hoarding around the entire perimeter of the site to assist in the screening of noise and dust generation from low-level sources. Vehicles transporting materials capable of generating dust to and from the site are to be suitably sheeted on each journey to prevent release of materials and particulate matter. Spray water to dampen and control dust. Water suppression shall be used in dry conditions to reduce dust emissions (e.g. mobile bowsers or fixed sprayers as appropriate).
- 5.4 Burning of waste or unwanted material will not be permitted on site. Land clearing activities will also be "damped down" using water suppression.
- 5.5 Stored materials liable to dust generation shall be dampened down, covered with tarpaulin, or otherwise contained as far as reasonably possible. Place containers on site to collect rain water and use as grey water for cleaning tools etc.
- 5.6 Drop heights from conveyors, loading shovels, hoppers, and other loading or handling equipment shall be minimised and fine water sprays should be used on equipment where necessary.
- 5.7 Skips, chutes, and conveyors shall be covered and if necessary enclosed to ensure that dust does not escape.
- 5.8 All vehicles carrying dusty materials shall be securely covered.
- 5.9 Water run-off is to be contained and limited to within the confines of the construction site.

5.10 Concrete wash out areas should follow the best practice of: isolate, collect, reuse and dispose.

- Isolate concrete wash out or batching areas should not drain to any watercourses
- or drainage channels. The concrete mix for foundations is to be delivered to site & pumped into prepared trenches.
- Collect into a lined container. Wash down water arising from the washing of equipment that has come into contact with concrete must be collected in an impervious container.
- Reuse by treating the collected liquid to enable recycling/re-use within the concrete wash down area or concrete batching process. Important note: It cannot be used for wheel washes or dust suppression purposes out of a designated lined reuse area.
- Dispose wash water can be sent off-site to a licensed facility for treatment and/or disposal, in accordance with the Duty of Care for Waste.

Store and treat water that contains concrete and silt, within the construction site, before use with operations such as washing equipment, mixing concrete, wheel washing or damping down for dust control etc.

Only if the above is not possible should consideration be given to on-site disposal. If disposal on-site (discharge to ground or surface water) is necessary then this would be an additional Controlled Activity (trade effluent), which must be authorised by Environmental Agency (EA).

5.11 Any material or substance which could cause pollution, including fuels/oils, wet cement, raw concrete or silty water will be prevented from entering groundwater, surface water drains or watercourses by the appropriate use of and appropriate placement of (temporary) silt fences, cut-off drains, silt traps and drainage to vegetated areas where appropriate. Any sign of failing water treatment measures or sight of silted or contaminated water entering any watercourse on site will be reported immediately. Any silty water generated on site will ideally be settled out as much as possible through drainage mitigation measures (silt traps, etc.) and channelled into vegetated (not blanket bog or similarly protected) areas at least 50 metres from watercourses.

5.12 All operations on site will be carried out in a manner to minimise the production and discharge of silty waters. In particular, where any dewatering has to be carried out an assessment will be made as to the method of disposal of the waters and agreed with the Site Manager. Water from concrete operations to either be either directed to a lined skip or a pit lined with an impervious membrane to prevent the escape of the alkaline and silty waters entering groundwater or surface water.

6.0 WHEEL WASHING PROVISIONS

6.1 During the construction works an appropriate wheel-washing system shall be provided to remove mud, stones and any other extraneous materials from the wheels and chassis of the limited number of construction and delivery vehicles

exiting the site. Water discharged from the wheel washing system shall be stored and disposed of on-site and shall not be discharged into the public sewer system without prior removal of soil, stones and any other suspended material. The hard surface shall be kept clean at all times.

- 6.2 All loads of construction material, excavation spoil or any other such matter shall also be fully covered in order to ensure that no material leaves the site attached to the vehicle which might subsequently be deposited on the highway.

7.0 SITE SECURITY

- 7.1 The contractor is to ensure that the site is secure through the use of perimeter hoarding screens and high quality locks on gates. The hoarding will be relocated, if required, as the work proceeds.
- 7.2 All necessary protection, hoardings, covers and protected walkways will be put in place as and when required. There will also be controlled access to the site for both security and safety reasons. The site compound will be kept locked at night.
- 7.3 All entry points will be clearly signed with warning notices.
- 7.4 A just-in-time delivery system will reduce risk of damage and theft.
- 7.4 The contractor is to ensure that appropriate clean-up / repair is undertaken promptly, to discourage further problems occurring if the site experiences a problem such as vandalism or graffiti.

8.0 SITE STORAGE

- 8.1 Limited storage will be allowed on site and it is expected that deliveries will be on a just-in-time principle. Safe and secure plant and material storage areas will be utilised as the site develops.
- 8.2 These will be sub-divided into trade specific sections to facilitate the safe segregation of materials. Lightweight materials will be covered with sheeting.
- 8.3 Plant and potentially hazardous materials will be well secured.
- 8.4 The contractor is to select packaging materials for deliveries that can assist in the effective and secure storage and movement of materials on site.
- 8.5 There will be no materials stacked outside of the site boundary / fence.

9.0 CONSTRUCTION WASTE

- 9.1 The developer's policy is to reduce wastage in all possible areas. Waste will be segregated into separate containers so that recyclable items such as metals and timber can be recovered. The implementation of a 'just-in-time' delivery system will avoid materials being stockpiled and will decrease the risk of stockpiled materials being disposed as waste.
- 9.2 Materials will be re-used wherever possible (e.g. the re-use of crushed concrete from the demolition process for fill and the re-use of excavated soil for landscaping). Concrete will be taken off the site for crushing and re-use. In accordance with best practice, contractors will be required to maximise the proportion of materials recycled. The re-use and recycling of materials off-site will be encouraged where the re-use on-site is not practical.
- 9.3 As the new units become enclosed the rubbish will be collected in lightweight floor-based wheeled skips that can manoeuvre around the configuration of the units. The skips will then be either disposed of into larger skips, or if suitable, placed into a compactor to reduce the volume of the waste before it is taken off-site.
- 9.4 All hazardous materials including chemicals, cleaning agents, solvents and solvent containing products are to be properly sealed in containers at the end of each day prior to storage in appropriately protected and bundled storage areas.
- 9.5 For more details refer to the accompanying document submitted to satisfy Condition 4 (waste management).

10.0 NOISE

- 10.1 On-site good practice procedures will also be followed in order to mitigate noise, vibration, and air pollution impacts under the Considerate Contractors Scheme.
- 10.2 All plant and equipment to be used for the works are to be properly maintained, silenced where appropriate, and operated to prevent excessive noise and switched off when not in use and where practicable. Plant will be certified to meet relevant current legislation and British Standard BS5228 and all trade contractors will be made familiar with the current legislation and the guidance in BS5228.
- 10.3 The loading and unloading of vehicles, the dismantling of site equipment such as scaffolding and the moving of equipment or materials around the site will be conducted in such a manner as to minimise noise generation. Where practical these will be conducted away from noise sensitive areas.

- 10.4 As far as possible construction works will be carried out using methods that minimize noise. For actions such as demolition and the breaking of the old foundations, there is little reasonable choice than to use percussion tools in one form or another. However quieter types of machinery will be used where possible.
- 10.5 Normal working hours will be 8.00 am until 6.00pm Monday to Friday and from 8.00am to 1.00pm on Saturday. This is in accordance with standard accepted practices

11. ABNORMAL LOADS

- 11.1 Should there be any abnormal loads, the contractor is to report this via the Notification using ESDAL, [click here](#) to report.
- 11.2 An abnormal load is a vehicle that:
- Carries more than 44 tonnes
 - Has an axle load of more than 11.5 tonnes
 - Is more than 3 metres wide
 - Is more than 18.75 metres long
- 11.3 Abnormal loads can be transported along any suitable road so long as the haulier complies with the current law and has gained consent from the borough council and the police. The abnormal loads officer then assesses the proposed route to make sure restrictions due to low and weak bridges are avoided.

12. COMPLAINTS

- 12.1 All complaints will be reported to the contractor and immediately investigated. All complaints will be logged on site, fully investigated and reported to the client as soon as possible. The complainant will be informed as to what action has been taken.

13. ACCOMPANY DOCUMENTS

- 13.1 Scroll to the next page(s) for accompany plans/documents.