Lioncourt Homes

Construction Method Statement

P/2017/01110
Received 29/08/2017

For developing the site at:
Branston, Tatenhill Lane

In brief, the project consists of:
Demolition of two bungalows on Tatenhill Lane to allow access for and the construction of 55 new-build residential houses with associated highways, drainage & service Infrastructure, hard and soft landscaping.

The Client:

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01905 755167

The Principal Designer:

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The Principal Contractor (Initial Infrastructure Phase):

TBC

The Principal Contractor (Main Build Phase):

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Document Revision Schedule

Rev.	Description of amendment	Date
1.0	Initial Issue	Jan 2017

Index:

1.0 Introduction

Lioncourt Homes Ltd recognises its responsibility to minimise any potential adverse environmental impact of our company operations and is committed to upholding its duties as a good corporate citizen for the greater benefit of the communities in which we operate. To that end, this plan sets out how it will manage the Company's Policy objectives and those potential impacts by considering the following aspects:

- Compliance with current environmental legislation and local and national planning guidance and building regulations.
- Prevention or minimisation of the emission or release of pollutants
- Protection of the local ecosystems, wildlife habitats and heritage
- Minimising noise levels, traffic nuisance, and disturbance to the public
- The control any accidental spill/release
- Waste reduction by the efficient use of materials (including sustainable, reusable or recyclable products) and energy
- Ensuring that all wastes, particularly hazardous or contaminated wastes are tested, transported and disposed of in an environmentally acceptable manner, in accordance with statutory duty of care requirements
- Encourage our supply chain to comply with this plan
- Incorporation of features, in the design of our houses and developments that minimise the impact on the environment during their habitation.
- Monitor and review performance

Being a common condition of a planning consent, the production of this construction method statement sets out to show compliance with the above objectives and thereby satisfactorily discharge that planning condition.
The project has been notified to the HSE in accordance with the Construction (Design and Management) Regulations 2015 (CDM 2015). The project has or will continue to be planned, designed and managed in accordance with CDM 2015 and all other applicable health and safety legislation e.g. Health and Safety at Work Act 1974, the Control of Noise at Work Regulations 2005, the Management of Health and Safety at Work Regulations 1999 etc.
In accordance with CDM 2015, Pre-Construction Information has been gathered and passed to relevant contractors and designers etc. and the Principal Contractor has or will develop this and the design information into the Construction Phase Plan which is the controlling document under CDM 2015 to manage all works on the construction project. The Plan and other health and safety legislation requires risk assessments and potential method statements to be drawn up to identify control measures needed to mitigate risk and consequence of construction operations. Lioncourt, as Principal Contractor ensures that all contractors produce such assessments etc. and plans and monitors its operations in accordance with such assessments and the Construction Phase Plan and consequently all relevant legislation.

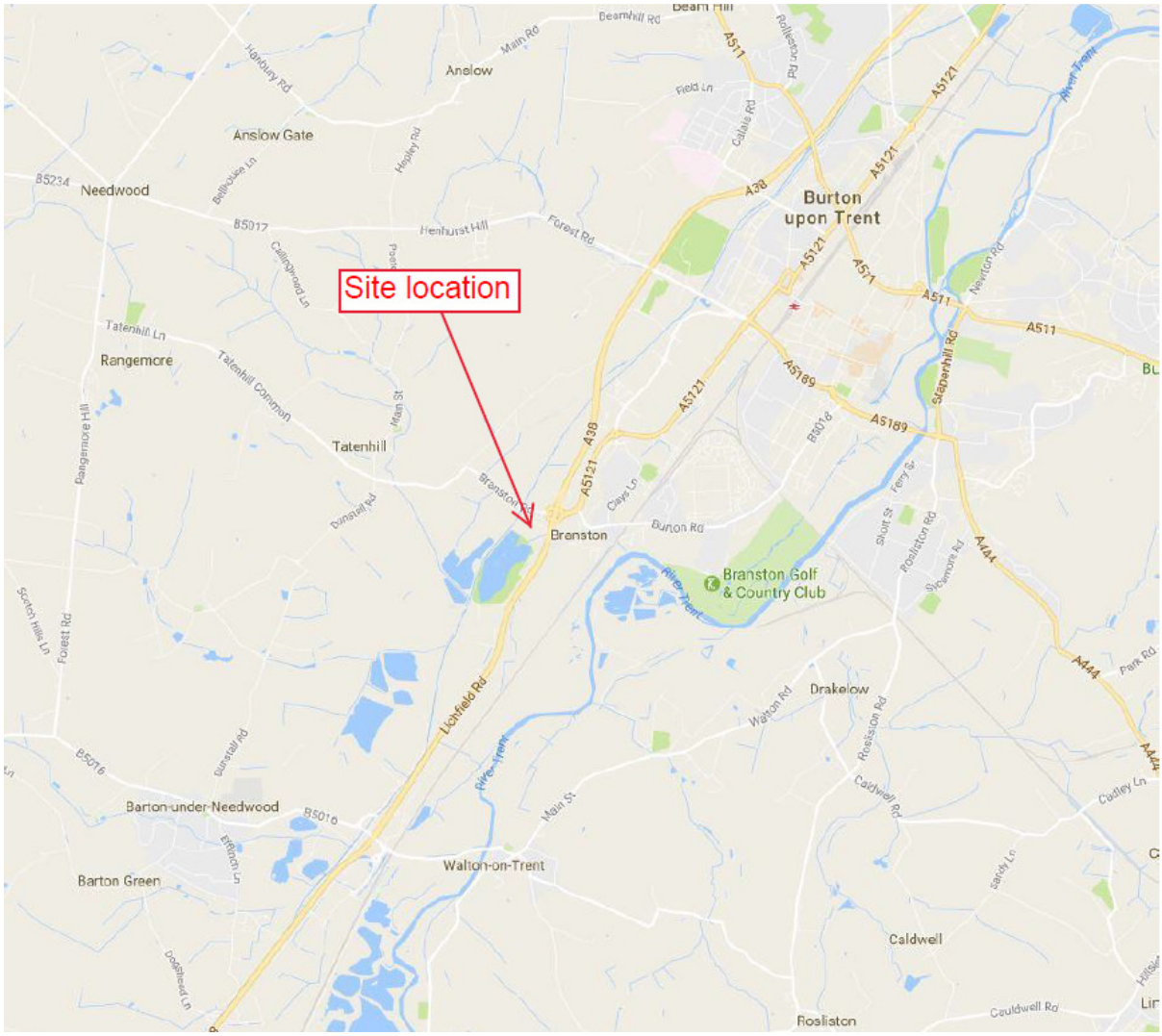
Once on site, the Site Manager is responsible for monitoring the compliance of its operations with the Construction Phase Plan and this Construction Management Plan. Senior Management will periodically inspect this compliance.

2.0 The Project

2.1 Project Location and Description

The project involves constructing the houses, roads and sewers and all associated hard and soft landscaping.

Site Location Plan 1



Site Location Plan 2

Site Layout Plan

2.2 Relevant Planning Condition(s) 15

'No development shall take place until a Construction Management Plan including details of routing of construction vehicles, parking facilities for vehicles of site personnel, operatives and visitors,

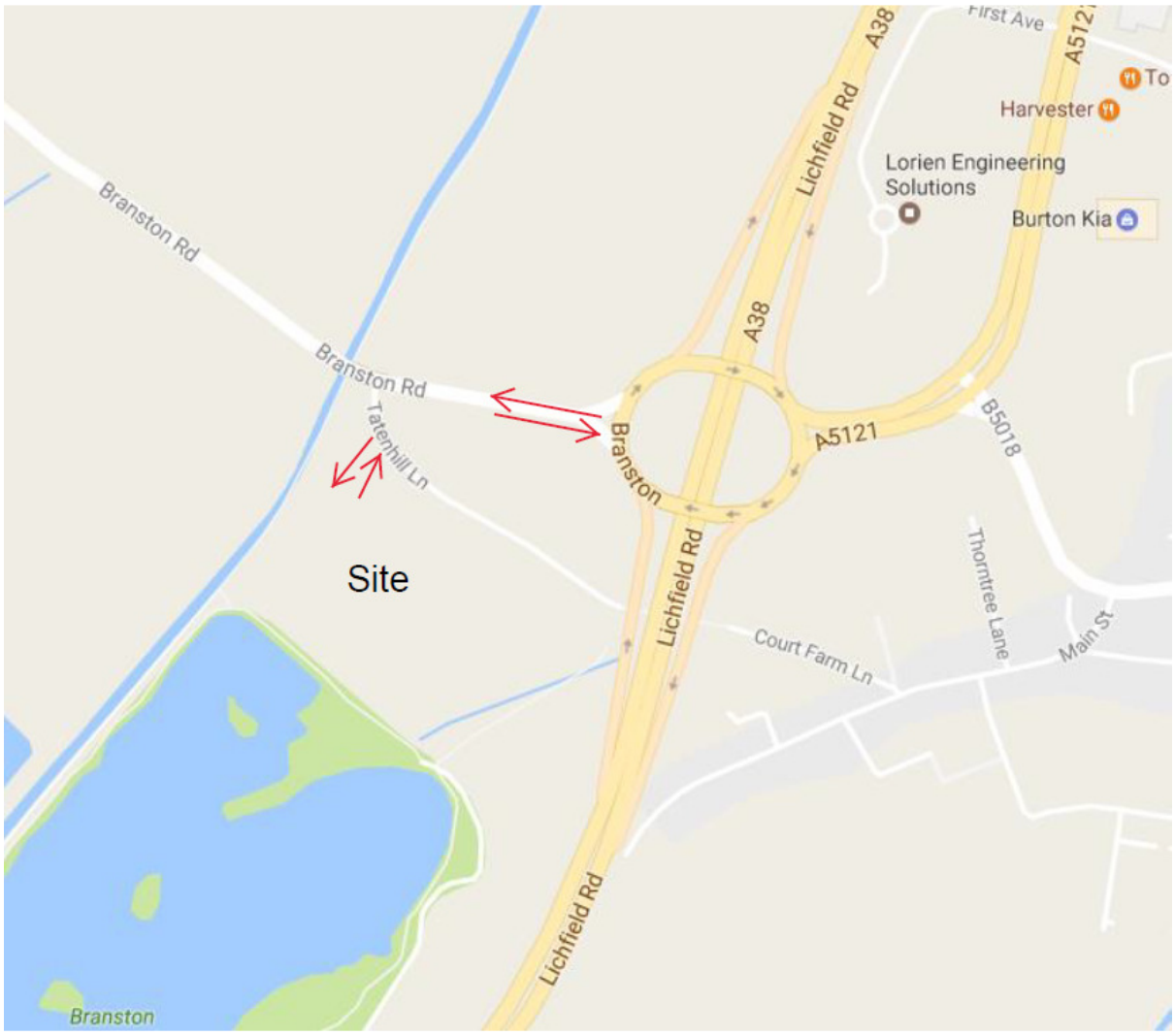
arrangements for loading, storage and unloading of plant and materials, wheel washing facilities, measures to remove any mud or deleterious material deposited on the highway, and a timetable for implementation shall be submitted and approved in writing by the Local Planning Authority. The development shall thereafter only be carried out completed in accordance with the approved details.'

3.0 Timetable and sequence of construction events

- Initial access/egress will be via Tatenhill Lane and existing bungalow entrances, adapted temporarily to suit vehicles.
- Demolition will take place of the two bungalows along the line of the proposed main estate access road.
- A temporary entrance will be formed to allow vehicles to get off the main road whilst waiting for entrance gates to open to reduce congestion/hazard at the site entrance.
- Warning signs to be erected at and in advance of site entrance subject to legal permissions.
- A small temporary compound will be set up within the demolished bungalow plots to allow infrastructure construction (sewers and road) to take place to the extent that it allows a good safe access to the rest of the development. The ground-worker will be appointed as Principal Contractor under the terms of CDM 2015 Regulations. The first phase of infrastructure is planned for completion by the end of July.
- Vehicle parking and turning for this initial phase will be provided on stoned up areas and any traffic movement onto Tatenhill Lane that cannot be done in a forward direction and with adequate visibility will be done with the assistance of a banksman to control oncoming traffic.
- Upon completion of the first section of site road, construction of the balance of the infrastructure, including the formation of longer term site car parking, compound, welfare facilities will take place.
- Following completion of the balance of the new estate roads, a one-way circuit is planned and will be utilized until such time as occupations/operations make this undesirable or impractical. This planned circuit will be suitably marked on the Traffic Management Plan and signed accordingly.
- The new estate roads will now be used as access for constructing foundations and plots superstructures.
- Site traffic movements will be monitored against the Traffic Management Plan. This plan will be reviewed from time to time and following any significant change in build production stage which necessitates a change of traffic management.

4.0 Traffic Management

4.1 Traffic Route Plan - directions to site



4.2 Traffic Route Plan – site access/egress

4.3 Traffic Route Plan – deliveries/movements within the site

As 4.2 (Can only be achieved once the full road system is constructed and until significant occupation makes it safer to adjust)

- A Traffic Management Plan will be drawn up and maintained on site which will also include pedestrian walkway routes, welfare, first aid and emergency provisions and others such considerations as required by CDM 2015.
- Circumstances continually change as sites progress and the Traffic Management Plan is regularly reviewed and updated as necessary.
- A one-way circuit or alternative turning facility will be provide on site to allow vehicles to depart in a forward gear.
- Site entrance warning signs to be erected at and in advance of site entrance subject to legal permissions.

5.0 Parking of vehicles

5.1 Parking for Site Management, contractors and visitors

- During the initial stages of demolition and infrastructure construction, contractor's vehicles will be parked on a temporary stoned up car park, within the site and reasonably close to Tatenhill Lane.
- Pending construction of the remaining phase 1 infrastructure sewers and road, the long-term compound, dedicated vehicle parking and management/welfare facilities will be installed as annotated.
- Onsite parking will be maximized as the site's progress allows e.g. car park provision from site start plus use of driveways away from loading/transport areas and formed parking areas as and when practicable.
- Sales visitor parking will be provided in hard-standing close to the sales centre with easy access away from construction activities.

6.0 Deliveries loading/unloading and storage

6.1 Plant loading/unloading

- Suppliers and contractors will be instructed to make significant deliveries outside of busy rush-hour periods, where possible.
- Plant loading and unloading will be on hard-standing areas away from the site entrance or popular pedestrian areas as soon as the provision of that hard-standing is possible.
- Plant will be stored according to its size i.e. in vans taken from site at the end of working shifts, in secure locked containers or compound or otherwise made secure and immobile.

6.2 Materials loading/unloading and storage

- Suppliers and contractors will be instructed to make significant deliveries outside of busy rush-hour periods, where possible.
- Suppliers and contractors will be instructed to make significant deliveries on small vehicles where possible.
- Deliveries will be unloaded either directly to a work zone or to the materials store area

7.0 Hours of construction work

Hours of work to be restricted to 0730 – 1800 Mon-Fri
0800 - 1300 Saturday

8.0 Construction Noise and Vibration Control

8.1 Noise

- Noisy operations e.g. piling or crushing will be impact-assessed at design stage and monitored during such operations, if proximity to existing neighbours is considered to be significant.
- Any such noisy operations will be positioned wherever practicable, away from neighbour or residential areas to reduce the impact.

8.2 Vibration

- Those operations that give rise to significant vibration e.g. piling or crushing will be impact-assessed at design stage and monitored during such operations, if proximity to existing neighbours or ground conditions are considered to be significant.
- Where practicable, any such operations will be positioned, away from neighbours or residential areas to reduce the impact.

9.0 Dust Control

9.1 Dust prevention and control measures

- Site access roads will be constructed up to tarmac basecourse level as soon as possible to allow clean and cleanable access to working parts of the site and for deliveries and visitors. Road sweeping attachments or units shall have working water spray devices whilst in use.
- Dust-producing operations to be suppressed at source e.g. disc-cutting dust-suppression kits or timber cutting filtered extraction units used.
- High dust producing operations such as crushing will be dust suppressed by proprietary incorporated water spray devices.
- General dust about the site to be suppressed on site with bowser/sprayer as required.
- Dust control measures will be monitored daily by Site Management.

10.0 Mud/Materials deposition – Highway protection

10.1 Mud on highways prevention and control

- Site access roads will be constructed up to tarmac basecourse level as soon as possible to allow clean and cleanable access to working parts of the site and for deliveries and visitors.
- Plant used for muddy operations e.g. excavations to be kept off site access roads to prevent cross contamination of mud on to clean roads.
- Clean vehicles e.g. fork lift, delivery or personnel transport to be kept to access roads or dedicated stoned areas to prevent mud being transferred to access roads.
- Road sweep attachment for tele-handler to be employed daily as necessary
- Dedicated hired-in road sweeper vacuum unit will be employed as necessary e.g. for heavy operations such as muck-shift or when prevailing weather conditions make it difficult to maintain clean roads without such additional measures.

11.0 Fuel/liquid spills pollution control

- Diesel fuel storage will be provided with double-bunding and 10% extra storage provision.
- Spill kit(s) will be provided for the diesel storage areas or at suitable intervals about the site if distances to risk areas are significant.
- Ensure road gullies are installed to the current running layer so as to reduce ponding/flooding
- Fill road gullies with straw until estate completions stage
- Watercourses (additional to above drain discharge and spill precautions):
- Watercourses (additional to above drain discharge and spill precautions): To the west, the site is bounded by a canal and towpath and to the south, the site is bounded by the Branston Water Park. To the east between the site and the A38 slip road is a ditch-course. The site is predominantly flat and depressed relative to the surrounding boundary levels. If and as any filling operations elevate the site to levels above the adjacent water bodies, consideration shall be given to stone filled shallow run-off trenches to intercept any likely run-off. Spill kits will be positioned about the site according to the likely sources and marked up on a displayed plan.

12.0 Site Security and signage

- Anti-climb block and mesh fencing will be erected and maintained around the site and working areas.
- As areas of the development are completed and made safe, these will be opened up and the boundary fence of the working zone will be correspondingly moved back.
- Notices will be displayed near site entrance and around the boundary to signify construction hazards and the restriction of access to unauthorized persons.
- Viewing facility for the public: see-through mesh fencing along main site boundaries.

13.0 Other pollution and nuisance control

- Radios, bad language/behaviour near neighbouring properties to be hushed or banned
- Archaeology protection to be as specifically required in relevant and agreed archaeology report.
- Wildlife/environmental protection will be as specified and agreed with the appropriate authority(s).

14.0 Waste Management

1. Ensure all operatives are made aware of our Environmental Management Policy during the site induction process.
2. Segregate waste types with designated mini skips:
   - Identified skips for Inert waste.
   - Identified skips for General waste.
   - White bags for plaster board and Gypsum materials.
3. The types of waste that will be produced during construction operations are as follows;

- Inert waste – bricks, blocks, roof tiles, etc. will be disposed of in a specific mini skip and emptied onto a crush material pile by the tele-handler in a segregated area on site to be used as hard-core on hard standing areas.
- Plasterboard – plaster boards and gypsum materials will be disposed of using white plaster bags stored separately to other waste ensuring that no other materials or waste contaminated. Bags will be supplied by dry lining contactor and collected by the supplier. The dry lining contactor is responsible for managing plaster waste during construction activities.
- General waste – plastics, cardboard, ceramic tiles, timber and the like will be disposed into a specific mini skip and emptied by the tele-handler into the general waste 8yd skip.
- Small items of hazardous waste e.g. used paint tins and the like will be collected in separate marked & sealed bin-type container.

4. Waste disposal transport to be by Licensed Waste Carrier only
5. Waste disposal transfer notes to be maintained for all transfers
6. Welfare facilities have a waste bin outside every unit. Bins will be emptied daily to prevent the build-up of waste and the potential to attract vermin.
7. Wherever possible appoint the contractors to supply materials used on site which significantly reduces the amount of waste.
8. Weekly checks on skip contents.