

GENERAL MEASURES TO BE ADOPTED BY THE CONTRACTOR TO REDUCE NOISE, DUST AND VIBRATION INCLUDE

METHOD STATEMENT:

DUST

THE PURPOSE OF THIS METHOD STATEMENT IS TO ENSURE THAT THE EMISSION AND ADVERSE EFFECTS OF DUST ARE MINIMIZED WITHOUT RECOURSE TO FORMAL LEGISLATIVE CONTROL (UNLESS APPROPRIATE).

IT IS RECOGNIZED THAT THE EMISSION OF DUST FROM ANY BUILDING AND DEMOLITION OPERATIONS IS LARGELY INEVITABLE, PARTICULARLY WHEN DRY AND WINDY WEATHER CONDITIONS PREVAIL. IN ASSESSING THE NEED FOR DUST CONTROL MEASURES REGARD SHALL BE PAID TO:-

- THE NATURE OF THE WORKS.
- WEATHER CONDITIONS LIKELY TO PREVAIL DURING DUST GENERATING OPERATIONS.
- PROXIMITY OF DUST SENSITIVE PROPERTIES (RESIDENTIAL, COMMERCIAL AND INDUSTRIAL).
- EFFECTS ON THE GENERAL PUBLIC AND ROAD USERS.

DUST CONTROL EQUIPMENT SHOULD BE READILY AVAILABLE ON SITE FROM THE COMMENCEMENT OF WORKS.

THE CHOICE OF PLANT AND EQUIPMENT AND THE METHOD OF WORK SHOULD REFLECT THE NECESSITY TO EMPLOY BEST PRACTICABLE MEANS IN THE CONTROL OF DUST. GENERALLY, WHERE ALTERNATIVE METHODS EXIST, INTRINSICALLY DUSTY OPERATIONS SUCH AS DRY SWEEPING OR DRY SANDBLASTING IS NOT ACCEPTABLE.

DUST EMISSIONS ARE MOST COMMONLY CAUSED BY THE FOLLOWING ACTIVITIES:-

- OPEN STORAGE OF FINELY DIVIDED MATERIALS SUCH AS SAND AND CEMENTITIOUS PRODUCTS (INCLUDING WASTES).
- VEHICULAR MOVEMENTS ACROSS THE SITE.
- DEMOLITION.
- CLEANING OPERATIONS SUCH AS SAND BLASTING AND SWEEPING.
- CUTTING OF STONE, CONCRETE, ETC.
- SITE STRIPPING AND EXCAVATION OF SOIL.

DUST CONTROL MEASURES WHERE ADEQUATE DUST CONTROL CANNOT BE ACHIEVED BY THE CHOICE OF APPROPRIATE PLANT, EQUIPMENT AND WORK METHOD COMMON MEANS OF DUST SUPPRESSION INVOLVE THE USE OF WATER AND/OR CONTAMINANT BY SCREENING AND ENCLOSURE.

WATER SUPPRESSION WATER SUPPRESSION OF DUST MAY BE EMPLOYED TO GOOD EFFECT FOR OPERATIONS SUCH AS CUTTING OR SANDBLASTING OF STONE OR CONCRETE AS WELL AS IN MORE GENERAL APPLICATIONS WHERE DAMPENING CAN PREVENT EXCESSIVE WIND WHIPPING OF DUST FROM STOCKPILES AND OPERATIONAL AREAS OF THE SITE, OR FROM DEMOLITION.

WATER SUPPRESSION CONT. WHERE DUST IS LIKELY TO BE A PERSISTENT PROBLEM A WATER SPRAY SYSTEM SHOULD BE AVAILABLE FROM THE COMMENCEMENT OF THE WORKS. THE USE OF SUCH SYSTEMS CAN BE PARTICULARLY EFFECTIVE IN OPERATIONS SUCH AS THE REMOVAL OF SOIL DURING CONSTRUCTION. THE NEED TO ENSURE THAT ADEQUATE WATER SUPPLIES ARE AVAILABLE, EITHER FROM THE MAINS, BOWSERS OR OTHER SOURCES IS A PRIME CONSIDERATION AT THE PLANNING STAGE.

SCREENING AND ENCLOSURE FINELY DIVIDED MATERIALS SUCH AS SAND AND CEMENTITIOUS PRODUCTS SHOULD BE STORED WHERE PRACTICABLE UNDER COVER OR IN SEALED CONTAINERS. IN SOME CIRCUMSTANCES SCREENING OR ENCLOSURE MAY BE REQUIRED IN ADDITION TO WATER SUPPRESSION, AND IF CORRECTLY DESIGNED CAN HAVE ADDED ADVANTAGES NOISE REDUCTION AND PREVENTING VISUAL ACCESS TO UNAUTHORISED PERSONNEL.

OTHER METHODS ALTHOUGH MOST DUST PROBLEMS WILL BE CONTROLLED IN PRACTICE BY WATER SUPPRESSION AND/OR SCREENING, OTHER TECHNIQUES SUCH AS LOCAL EXTRACTION TO A FILTER UNIT MAY BE AN APPROPRIATE OPTION IN SOME CIRCUMSTANCES.

GENERAL SITE HOUSE KEEPING

BOTH WATER SUPPRESSION AND SCREENING HAVE PRACTICAL LIMITATIONS. IN WARM WEATHER FOR EXAMPLE, WATER WILL EVAPORATE QUICKLY FROM DUSTY MATERIALS LEAVING THE SITE IN A CONDITION LIKELY TO RESULT IN DUST EMISSIONS DUE TO WIND WHIPPING OR VEHICLE MOVEMENTS.

AS FAR AS PRACTICAL CONSTRAINTS WILL ALLOW SOURCES OF DUST SUCH AS SPRILLAGE OF FINELY DIVIDED MATERIALS SHOULD BE REMOVED PROMPTLY USING A WET CLEANING TECHNIQUE.

THE IMPORTANCE OF CLEANING ALSO APPLIES TO INTERNAL ROADWAYS AND THE HIGHWAY, WHICH MAY BECOME COATED WITH DUST FROM OTHER OPERATIONS AND CAN BECOME A SECONDARY SOURCE OF DUST EMISSIONS.

PARKING FOR VEHICLES OF SITE PERSONNEL, OPERATIVES & VISITORS

THERE ARE A TOTAL OF 4NO. PARKING SPACES TO ACCOMMODATE VEHICLES FOR SITE PERSONNEL, OPERATIVES & VISITORS AND ON THE BASIS THAT SUSTAINABLE TRANSPORT WILL BE PROMOTED VEHICLE SHARING & SUBSTITUTION STATION IS ONLY A MILE AWAY THIS SHOULD PROVIDE SUFFICIENT PARKING GENERALLY.

ON STREET PARKING WILL BE ACTIVELY DISCOURAGED.

LOADING & UNLOADING OF PLANT & MATERIALS

TO MINIMISE TRAFFIC BUILD UP, ALL DELIVERIES WILL BE PRE-ARRANGED TO OCCUR DURING NON-PEAK HOURS (09.30 TO 15.00) WITH SPECIFIC TIME SLOTS TO AVOID MULTIPLE DELIVERY VEHICLES ARRIVING TO SITE AT THE SAME TIME. ANY DELIVERY VEHICLES THAT CANNOT ACCESS IMMEDIATELY, WILL BE GIVEN A NEW ARRIVAL TIME SLOT AND SENT AWAY. A BANKSMAN MUST BE PRESENT AT ALL TIMES

LOCAL RESIDENTS WILL BE KEPT INFORMED OF SIGNIFICANT DELIVERIES VIA A NOTICE BOARD FIXED TO THE SITE HOARDING. SITE CONTACT DETAILS WILL BE PROVIDED TO ENABLE LIAISON BETWEEN RESIDENTS AND THE SITE WITH ISSUES AND SUBSEQUENT RESOLUTIONS RECORDED.

GENERALLY ALL LOADING AND UNLOADING WILL BE UNDERTAKEN ON SITE.

IF THERE IS A NEED FOR ANY LOADING OR UNLOADING TO BE UNDERTAKEN ON THE HIGHWAY, THIS WILL BE PROGRAMMED AND AGREED IN ADVANCE WITH THE COUNCIL HIGHWAYS OFFICER AND TRAFFIC MANAGEMENT MEASURES INSTALLED AS NECESSARY.

STORAGE OF PLANT & MATERIALS

ALL MATERIALS AND PLANT WILL BE SECURELY STORED ON SITE. NO STORAGE WILL OCCUR ON THE HIGHWAY.

MEASURES TO PREVENT THE DEPOSIT OF MATERIALS ON THE HIGHWAY

A JETWASH WILL BE USED TO CLEAN SITE VEHICLES PRIOR TO ACCESSING THE HIGHWAY.

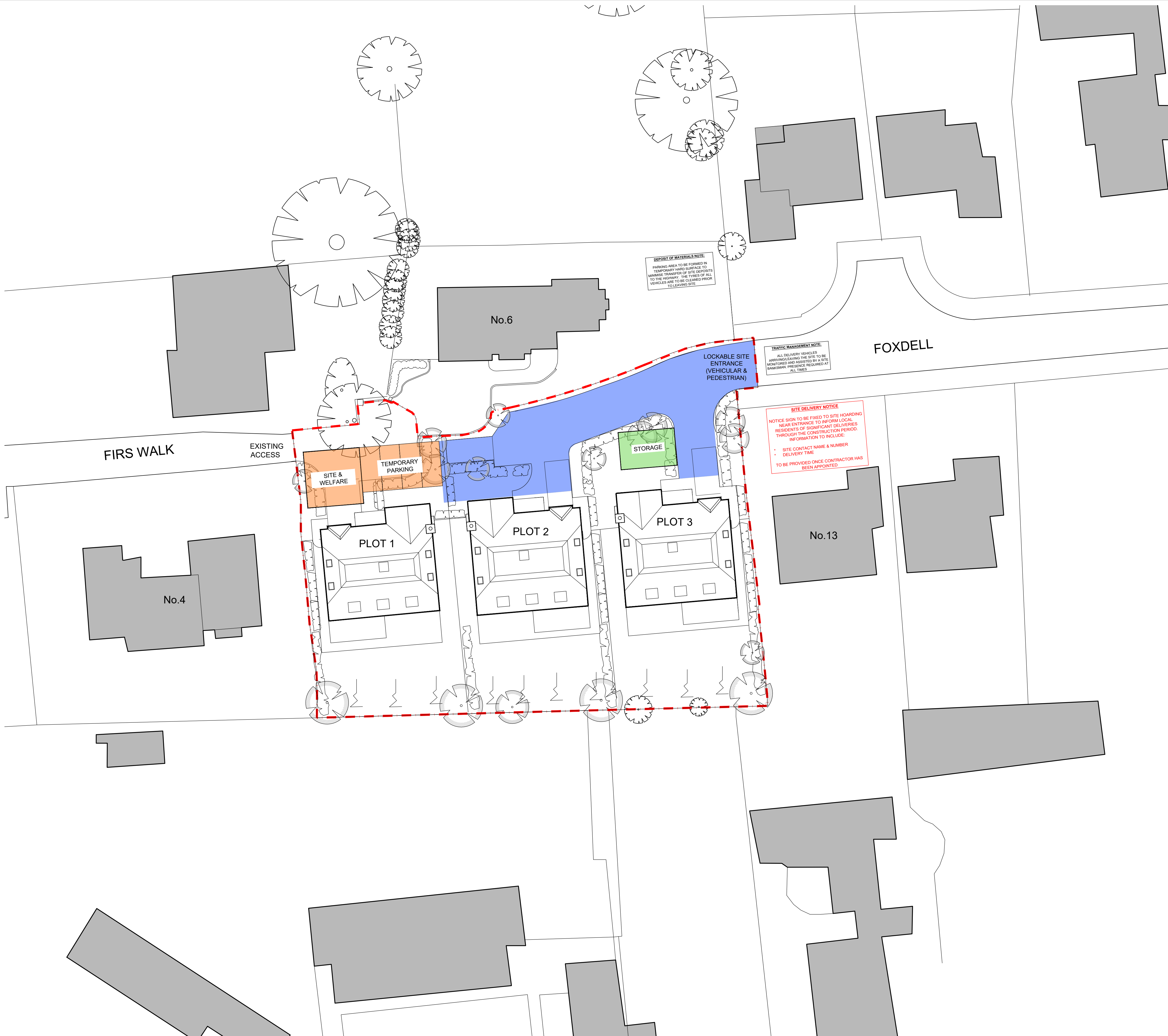
ON-SITE TURNING FOR CONSTRUCTION VEHICLES

AN ON-SITE TURNING HEAD IS TO BE PROVIDED TO ENSURE THAT VEHICLES ENTERING THE SITE CAN SAFELY TURN AND ACCESS THE HIGHWAY IN A FORWARD GEAR.

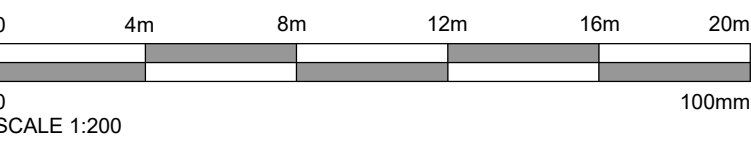
ON-SITE TURNING WILL BE ASSISTED BY A BANKSMEN WHERE NECESSARY.

SITE HOARDING

SECURE SITE HOARDING TO BE FORMED USING 2.4m HIGH WBP PLYWOOD WITH TIMBER FRAME, WITH ALL ELEMENTS PAINTED TO PROVIDE SUITABLE WEATHERING AND DURABILITY DURING THE CONSTRUCTION PHASE.



- SITE FENCING / SITE BOUNDARY
- ENCLOSED STORAGE AREAS
- SINGLE UNITS + WC
- DELIVERY ACCESS, TURNING, LOADING & UNLOADING



Rev	Date	Detail
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