



[ Architecture ] [ Interior Design ]

## **CONSTRUCTION METHOD STATEMENT (CONDITION 7)**

**DEMOLITION OF 2 EXISTING OUTBUILDINGS AND ERECTION OF  
A DETACHED SINGLE STOREY BUNGALOW WITH ASSOCIATED  
AMENITY SPACES, VEHICLE PARKING, BICYCLE AND BIN  
STORES**

**AT LAND TO THE REAR OF 30-36 STAR ROAD,  
UXBRIDGE UB10 0QH, HILLINGDON**

**Allowed under Appeal Ref: APP/R5510/W/22/3297015  
Decision Date 14<sup>th</sup> October 2022**

**to:**

**London Borough of Hillingdon Council c/o Private Residential Property**

**Council Ref:** 6964/APP/2021/3369 dated 5 September 2021

**Rev:** 00

**Our Ref:** A-PD-SR-3036-B

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**Prepared by:** MGDC LTD

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|------------------------------|--|

## 1.0 INTRODUCTION

- 1.1 The purpose of this document is to detail the Construction Method Statement by outlining how the neighbouring area will be protected as well as local environment and amenities.

The following sections outline the key elements for consideration. This document demonstrates our commitment to manage, control and where possible mitigate our impact on the local community and infrastructure. Many of the issues identified will be further developed and dealt with in our more detailed site-based method statements. Method statement will be prepared and agreed for all major site operations in advance of the relevant works commencing. This will be particularly important for demolition, and structural works.

- 1.2 Proposed development: Demolition of the existing storage shed and summer /art studio, erection of a single storey family (2-bed 4-person) dwelling of exemplary, innovative and sustainable design and build technology, meeting the higher M4(3) standards of inclusivity and being close to zero rated for energy as an environment friendly dwellinghouse.  
Active travel will be encouraged for the occupants and innovative building materials used together with smart technologies to reduce carbon emissions and reduce energy costs.  
All external finishing materials to be in keeping with the host dwelling and the character of the area.
- 1.3 Durisbuild Ltd under the supervision of the Client's Project Manager, will liaise with London Borough of Hillingdon Council (LBHC) and the local residents to ensure that the principles outlined are established in detail prior to the commencement of construction and to ensure the impact of the proposals is minimised.  
Safety both on site and adjacent to the site is of paramount importance.

### **Planning Authority:**

The local planning authority is LBHC. Liaison with this authority may be required.

### **Description of the Works:**

DURISBUILD LTD will obtain all necessary consents from LBHC which will further define the hours of working on the site.

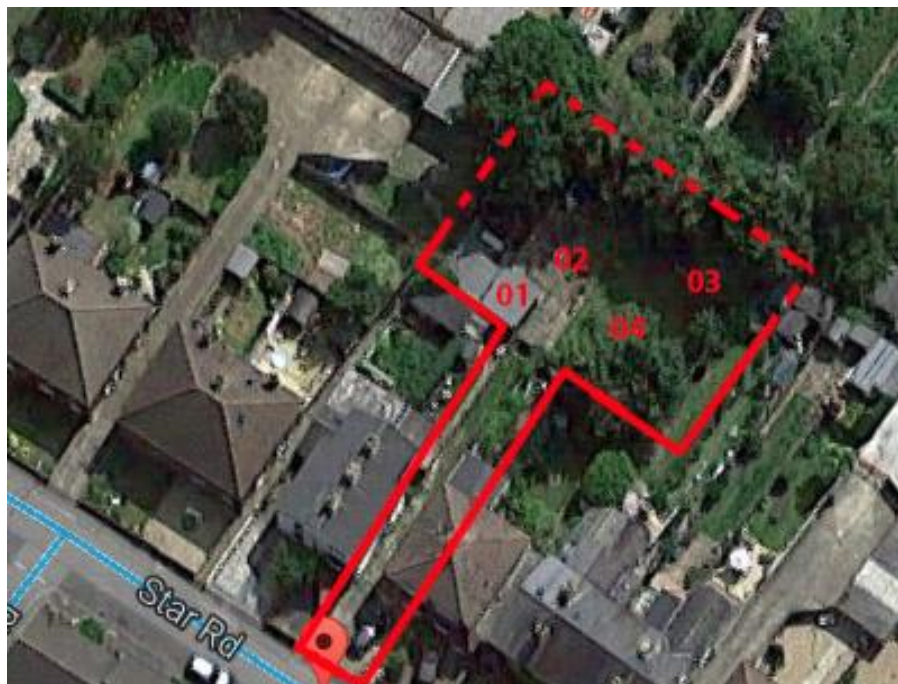
### **Site Working Hours:**

The site working hours are to be 08.00am to 18.00pm Monday to Friday, with the exception of Bank or Public Holidays. Work outside these hours will not be permitted unless prior arrangement has been made and agreed with the Local Council Noise and Nuisance Department.

No construction work to be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm pm on other days.

## 2.0 SITE CONTEXT

### 2.1 THE SITE







**Photograph 01 – Storage shed**



**Photograph 02 – towards the entrance to the site**



**Photograph 03 – outbuilding, art studio**

- 2.1 Further to traffic assessment for the surrounding roads, we would propose to implement during the construction stage to minimize disruption, DURISBUILD LTD will implement the following:

As the site is very congested only one vehicle will be able to enter the site at any time. DURISBUILD LTD will insist that all site deliveries are booked-in to avoid too many vehicles arriving at once.

Start-up and close-down periods of up to an hour before and after core working hours may be used for activities such as arrival of workforce and staff on site; deliveries and unloading; maintenance and checking of plant and machinery; general refuelling; site inspections and safety checks prior to commencing work; site meetings; and general site clean-up and departure.

Materials will be ordered on a 'just in time' basis to minimise the amount of space needed onsite.

Deliveries and collections will avoid peak times where possible and therefore will be restricted to the hours of 10.00-1600 where/ when possible.

All freight operators and hauliers to be FORS and CLOCS accredited.

## 2.2 **Site Management Strategy & Logistics**

Site Organisation, facilities and logistics are crucial to every project and are particularly relevant to the demolition of the of the existing storage shed and summer /art studio, erection of a single storey family (2-bed 4-person) dwelling with associated parking, access, cycle storage, and refuse and recycling store proposed for the site.

We have considered the following key aspects:

- Traffic Management;
- Material Distribution;
- Security;
- Accommodation and Welfare;
- Neighbourhood and community relations;

The narrative should be read in conjunction with our site establishment:

- Site Plan;
- Sequence plan;
- Traffic Routes;
- DURISBUILD LTD Compound.
- Logistic plan

## **Construction traffic route**

### 1. Parking for vehicles of site personnel, operatives and visitors:

Parking provisions – To keep apart pedestrians and vehicles and minimise vehicle movement onsite no onsite parking will be used. Visitors will be able to park their vehicles on site in limited numbers. As such all operatives and visitors will be made aware of this before they attended site as far as is practicably possible.

### 2. Loading and unloading of plant and materials

Site access is from Star Road and all incoming vehicles will be directed on site by qualified and designated traffic marshals. CDM will take account of risks to the public during access or egress from the site. All unloading and unloading of site materials will be happening on site. At delivery time a banks man will supervise any unloading of deliveries as close as possible to the entrance to site to minimise nuisance to the neighbouring properties. Since the public pavement, albeit with a dropped kerb, will be used in order to gain access to site, a banks man will be provided to monitor all movement of deliveries safely and direct any vehicular or pedestrian traffic around the delivery site. Delivery and waste removal will be scheduled to avoid peak times. Road or footpath closure is not anticipated.

### 3. Storage of plant and materials

It is envisaged that site compound will be created in the front/side garden of the new bungalow but use the existing hardstanding for items such as skips. A storage room will be employed on site to store all materials securely. The existing shed will be used as a material/tools storage.

### 4. Program of works (including measures for traffic management)

Where there is plant on site e.g. using a digger for foundation and drain trenches a banks man will be employed to control their movement. Visiting drivers will be managed immediately outside of the site and onsite plant operators will have their competence confirmed and will not be allowed to work without authority. Reversing will be minimised and likely only needed for skip delivery and collection.

### 5. Provision of boundary hoarding behind any visibility zones

The site will be fenced off to prevent access. All access doors to the site will be kept closed when not in use to prevent unauthorised access. All movements will take place in daylight hours to improve visibility. High visibility clothing will be worn onsite. Site entrance and delivery point signs will be used to add clarity for vehicles and pedestrians on and offsite.

### 6. measures to prevent the deposit of materials on the public roads

Where skips and waste occur any chutes and skips will be covered to prevent spills. Every Contractor will submit proposals for the cleaning of his work areas to the Principal Contractor, who when they are agreed, will closely monitor compliance therewith. Brushing and hosing of mud or excessive dust from the road will be available if needed.



### 3.0 ACCESS TO THE SITE

- 3.1 The plot to the rear of 30-36 Star Road is of significant rectangular size and forms large garden to the rear of existing house 32 Star Road. The site itself is relatively flat. Its boundaries are all well-defined with line of mature trees along south-east border and mature hedgerows running along its north-west and within south-east enclosure. Its remaining boundaries are defined by 1.8m high close boarded wooden fence.



**Photo 1: Streetscene showing access to backland site with existing dropped kerb**

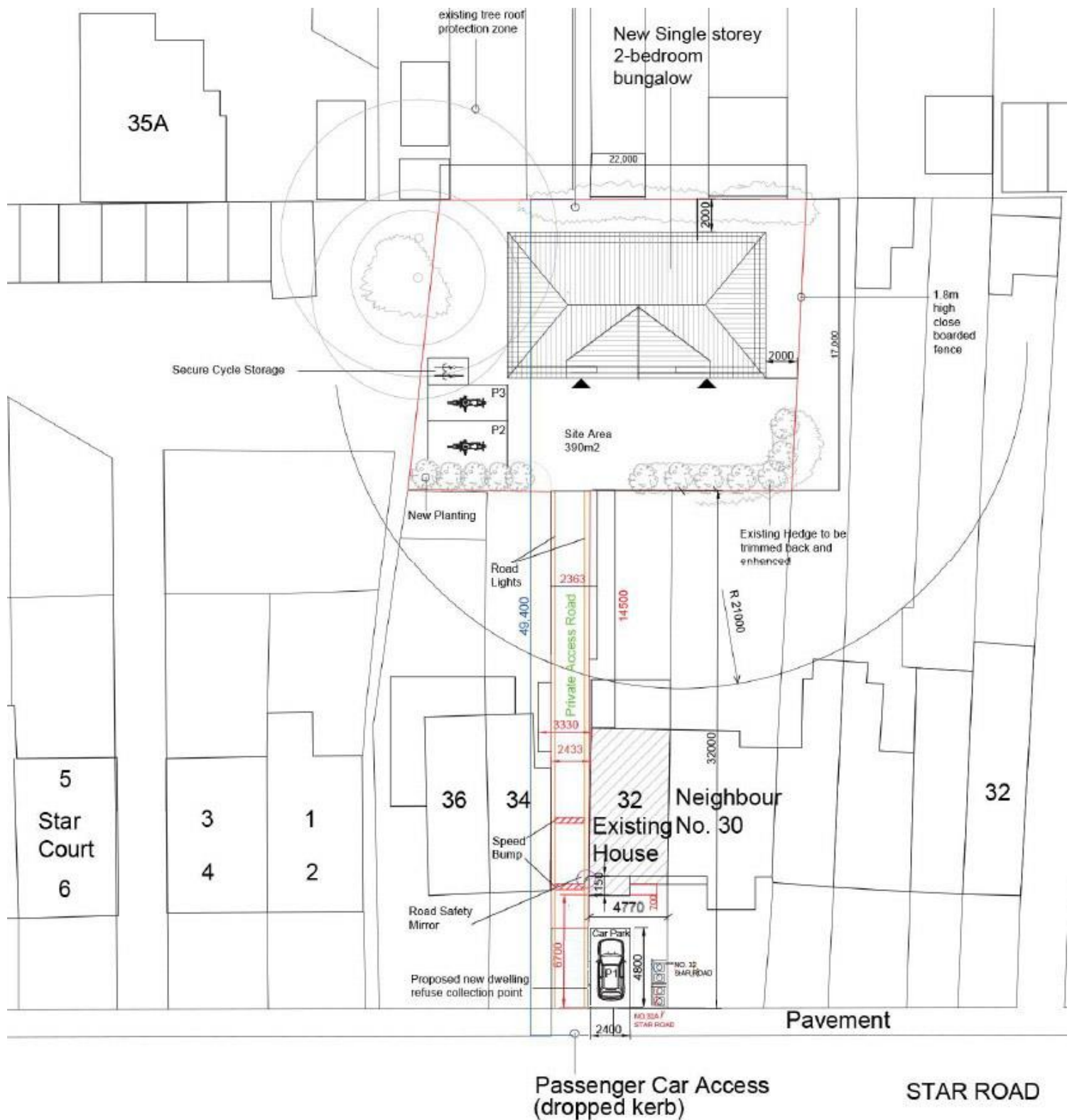
- 3.2 Access road leading to the courtyard parking is available on site. It is already in use under the storage outbuildings present on site.

Planning report recommended the incorporation of safety mitigation features such as speed bumps, low level lighting and signage for pedestrians, for the access road to be made safer.

The proposal provides for 2 motorcycle spaces which meets policy requirements (see T6 f) of the NLP.

- 3.3 Refuse collection point is located within front garden space of existing house no.32 Star Road, with access directly from highway.





### **Designated Route to Site**

To minimise construction impact of additional traffic to serve the site, a designated route to site will be implemented, this will be within all subcontractors' orders to limit construction traffic on the local routes.

The future construction site is approached via a carriage driveway between properties 32 and 34 Star Road, which provides access to the waste parking lot with space for a number of cars and construction vehicles.

Cycle storage will be provided on site for staff who travel to site by sustainable transport. Incentives offered to encourage construction staff to travel to work by public transport. We have encouraged staff include providing free high visibility jackets for safety whilst cycling.

The area to the front of proposed bungalow will serve as a construction compound with space for parking the vehicles.

The site office and materials / tools storage will be located within the existing shed. It will be demolished once construction process is completed.

Pedestrian and vehicular traffic will be provided. A safe pedestrian access to the site will be provided with the use of speed bumps for approaching vehicles and appropriate lightening.

### **Existing Outbuildings / Demolition**

Demolition of the existing summer house / art studio and erection of the single-storey 4-person bungalow. The replacement property to contain No.2 en-suite bedrooms, family kitchen/dining/living space and storage plus home office space, front boundary treatment with associated landscape, motorcycle parking, bicycle and refuse store.

Pedestrian routes will be clearly separated from vehicle routes by the speed kerb to safely accommodate the number of people likely to use them at peak times and passing pedestrians on the pavement

- Allow easy access to work areas.
- Be kept free from obstruction.
- Be clearly signed.
- Ensure pedestrian safety where they cross main vehicle routes.
- Provide pedestrians with a clear view of traffic movements at crossings and where gates regularly used by construction vehicles.

## Signs

The traffic route will be identified by suitable signage to its use [pedestrian or vehicular traffic].

Additional signs will be erected. These will highlight the hazards being approached, these could include:

### Reversing vehicles:

- Ensure traffic management plan is in place.
- Speed limits; 5mph.
- Implement one-way systems around the site and in loading areas.
- Provide designated turning areas.
- Reduce the number of vehicles as far possible.
- Instruct drivers not to reverse, unless absolutely necessary.
- Reversing vehicles must have a Banksman in attendance.
- Exclude pedestrians from vehicle reversing areas.
- Ensure everybody on site understands site rules on vehicle safety.
- Drivers and signallers need to be in constant communication during reversing operations.
- Ensure all vehicles are fitted with suitable warning devices.
- Mobile crusher will not be used on site

The site will be situated within a secure site boundary made up of timber fencing, to enclose the working areas / exclusion zones within the site.

Warning signs (as described below) will be displayed at the appropriate points around the perimeter of the site:

Details of the site manager who will act as the main contact will be displayed on the main project information board outside the site.

Personal Protective Equipment requirements.

Keep Out Construction Site.

All visitors to our site will be asked to sign in within the Gate Hut. They will be inducted into the activities being carried out that day and at all times, whilst they are on site, they will wear the required PPE and they will also be escorted by a member of DURISBUILD LTD staff.

Pedestrian:

- Vehicles emerging from the Access Road

## 4.0 SITE SET-UP

### Temporary Site Accommodation

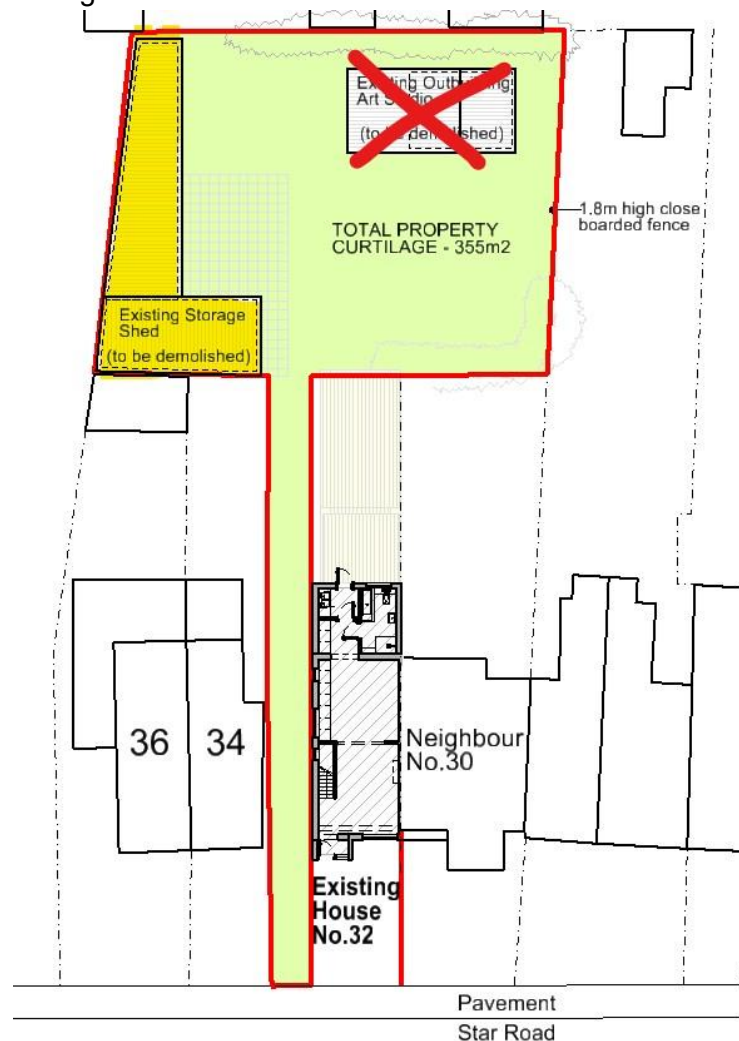
Due to the site restrictions it is proposed to utilise the existing Storage Shed in the northern corner of the site for welfare / office facilities during the early site operations (as highlighted in yellow colour in the plan below).

The staff accommodation will provide the following facilities.

- Reception
- Offices for Staff
- Contractors Meeting Room
- Client's Meeting Room
- Kitchen
- Male and Female Toilets

In addition, within the compound of the site, welfare facilities for operatives will be provided in line with HSE guidelines and will comprise of:

- Canteen/eating area
- Drying Rooms
- Toilet / Washing Facilities





A limited area will be made available for domestic sub-contractor offices for key trades. The site accommodation will be suitably located to ensure the close proximity to the works on site and the main entrance to site. The site accommodation would be used for accommodating our full site team and welfare facilities and this position would be close enough to all activities on-site to maintain effective control of all site operations and enable the monitoring of all deliveries / vehicle movements on and off site. Provision will be made for the safe access to the site for pedestrians.

The units will arrive on a flat-bed lorry and be offloaded by means of either the lorry-mounted crane (HIAB) or a hired crane situated alongside the lorry as close as possible to the final location of the Unit. For all crane operations contract lift hire will be used.

Access to the works must be strictly monitored and adequately secured throughout the day.

It should be noted that the entrance to the site is narrow and can get congested easily. Contractors are to be discouraged from bringing personal vehicles to the site. There are no public pay and display car parks nearby. DURISBUILD LTD will make aware to all contractors that the public transport route to the site is from Hayes and Harlington Underground & Rail Station (Elizabeth line), and bus H98.

During hours of construction the access for vehicles is to be allowed for deliveries, unloading and offloading only.

### **Emergency Procedures and Means of Escape**

Systems for evacuation or alternative action in the event of an emergency shall be agreed between the Client and the Principal Contractor before work commences. The Principal Contractor must ensure adequate means of escape is available at all times to the satisfaction of the Fire Officer.

### **Loading and Unloading of Plant and Materials**

All major deliveries to site will have to be booked in by the subcontractor with the Site Logistics Manager, especially if they require the use of any crane or forklift. This will be crucial in the effective management of this project as there will be delivery restrictions due to the school timetable.

Each delivery should be scheduled and related to the subcontractor and area.

The bulk deliveries of materials for all buildings that will be stored on site for long periods of time will be turned away.

Deliveries that are either booked in or miss their slot will go to the back of the queue and be unloaded if possible. DURISBUILD LTD do not accept any costs if deliveries miss their slot and cannot be unloaded but will use our best endeavours.

There will be allocated material storage areas for subcontractors, which would change as the project develops, and the phases of the external works are progressed.

Storage of plant and materials used in the construction of the development.

### **Materials Storage / Stacking**

Materials will be stacked in designated areas on firm ground. When stacking materials, the following points will be taken into account:

- Relation of its height to the narrowest base dimension.
- Loading of suspended slabs additional propping may be implemented.
- Interlocking of materials to prevent movement.
- Avoidance of any projection – items which if accidentally struck could easily cause collapse.
- Correct stillages and pallets wedging / securing to avoid sideways movement.
- Confirmation that a mobile crusher will be used on site and, a copy of the permit and indented dates of operation will be available.
- A log book on site for complaints will be available work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means will be employed;
- Clear contact details on hoarding will be visible.
- No bonfires will not be permitted on site.
- Confirmation that an asbestos survey has been carried out

Subcontractors are to issue method statements, which highlight material storage and ensure manual handling, are carried out if required. Subcontractors are to ensure all their operatives have had manual handling training and regular tool box talks on manual handling / safe stacking of materials.

#### **Loading and unloading of plant and materials**

Site access is on a high road (Star Road) through the Private Access Road, therefore CDM will take account of risks to the public: pedestrians and transportation during access or egress from the site. Provision will be made by the contractor to secure a space in the road for loading and unloading of site materials. At delivery time a banks man will supervise any unloading of deliveries as close as possible to the entrance to site to minimise nuisance to the neighbouring properties.

Since the public pavement, albeit with a dropped kerb, will be used in order to gain access to site, a banks man will be provided to monitor all movement of deliveries safely and direct any vehicular or pedestrian traffic around the delivery site. Delivery and waste removal will be scheduled to avoid peak times. Road or footpath closure is not anticipated.

Erection of any means of temporary enclosure or security hoarding.

Hoarding will be erected to the side elevations to act as a protective screen for the neighbouring properties. Once all salvageable & waste materials have been removed from inside the property an excavator will arrive.

The appointed contractor will dismantle the existing summer house from the rear of the site. One 40-yard skip will be placed in the entrance area.

The Principal Contractor must ensure that no unauthorised persons obtain access to the site areas under their control in accordance with Regulation 17 of the Construction (Design and Management) Regulations 2015 and that any notices required to be displayed are maintained in a legible condition where they can be readily seen by any person on site.

The Client regards security of paramount importance. The Principal Contractor will also arrange their own system for controlling and monitoring Contractors' personnel on site. The Contractors' Site Manager will be responsible for setting up and administering a register to ensure that the names of the personnel, company, date and time on site are recorded.

The area outside the designated area of the works must not be accessed without prior approval. Where the Contractor is required to work outside of the confines of his worksite then they must first obtain permission from The Principal Contractor.

The Principal Contractor is required to ensure that there is adequate, secure segregation to prevent staff and the public accessing the work site.

The perimeter of the site will be protected with a timber hoarding. The hoarding will have to be dismantled at latter stages of the project and Heras fencing erected so interface of hard landscaping works can be carried out.

Hoardings must meet with the following requirements:

All hoardings must diagonally be slatted with 150mm spacing made from planed or rounded wood to avoid injury or damage to clothing of pedestrians. Height of the hoarding will be 2400mm.

No doors or gates shall be constructed in such a way that they may be opened outwards onto the public way.

The foot-path will be adequately lit during the hours of darkness and always maintained in a good, safe condition.

The hoardings must be painted and bear the name of the main contractor. The main entrance to the site will be from behind 32 Star Road. All deliveries, subcontractors, visitors and DURISBUILD LTD staff will sign in and out.

On arrival, all new operatives will be guided to the induction room and, following their induction by a member of DURISBUILD LTD 's site team.

Gateman will be in position throughout the day and the site will be secured at night.

Site Manager will hold all key personnel call out numbers. These will also be displayed on a poster and attached to the site hoarding.

All mechanical plant will be parked up in designated areas, locked keys removed and immobilised.

Measures to prevent mud and debris being carried on to the public highway:

### **Vehicle Wheel Washing**

There will be demolition materials taken from site and as the works progress, DURISBUILD LTD will maintain a suitable road surface to prevent loose material from any part of the site being spread onto the existing road. In the event that any material is deposited on the road then appropriate measures (such as a road sweeper that can attend site within 3 hours to be on call) will be taken as soon as possible.

Due to the specific site constraints and limited width of site access road, the heavy construction vehicles will not be used on the construction site. Therefore, the wheel wash facility will not be necessary. Jet wash will be used in designated washing area, used for a construction equipment.

In addition to wheel washing the manual sweeping will also be implemented.



## 5.0 ENVIRONMENTAL & SUSTAINABILITY DURING CONSTRUCTION

### Environmental Management Systems

DURISBUILD LTD has prepared and implemented an Environmental Management System (EMS) that ensures that the effect of the activities of the company conform to its environmental policy and associated objectives and targets are met. In implementing this EMS, DURISBUILD LTD has taken into account of any pertinent Codes of Practice to which it subscribes.

The EMS is part of an overall environmental programme that monitors the progress of the EMS and also sets objectives and targets.

DURISBUILD LTD will review the environmental issues set out in their policy. They will carry out Environmental Impact Assessments for the duration of the project in relation to noise, dust, traffic flow, effluent, mud on roads etc, bearing in mind the environment of a school and adjacent residential area.

Following this an Environmental Protection Plan will be formulated to control the site in conjunction with our Safety Management System and Procedures and the Construction.

Design Management Regulations.

During this process full consultations will take place as necessary with regulatory authorities including as appropriate Environment Agency (EA), Environmental Health Officer (EHO) etc.

### Monitoring required:

#### Noise

Noise can disturb work, leisure and sleep. It often creates annoyance and has implications on health and well-being. Nuisance associated with noise can relate not only to the level of noise being generated but also to the duration from any noise source. A pre-construction baseline noise survey can be undertaken to establish the existing noise levels being experienced by the local residents.

In order to minimise the nuisance that will occur we propose to take all reasonable care to keep noise and vibration to acceptable levels. We will: –

1. Meet with the Local Authorities EHO to establish what constraints if any apply.
2. Carefully select all specialist subcontractors by discussion of the environmental conditions required.
3. Ensure controlled removal of redundant material.
4. Undertake a careful selection of construction methods.
5. Make an assessment of the noise level which is likely to be generated.
6. Establish whether this noise can be prevented through the use of alternative equipment or methodologies.
7. Investigate means of controlling the level of noise being generated.

Construction equipment shall be fitted with appropriate attachments to reduce noise and dust. Regular maintenance of construction plant and machinery will have a significant impact on reducing any disturbance arising from these machines. Our policy will be to ensure all equipment is regularly maintained.

### **Vibration**

Vibrations can often be felt by people even when of low magnitude and can affect certain sensitive activities. The perception is that when vibrations occur, then damage is inevitable. Vibrations transmitted from site activities may therefore cause anxiety as well as annoyance.

We will carry out assessments to establish whether site processes are likely to give rise to significant levels of vibrations. Where vibration is likely to occur, we will proceed to monitor the situation. We will, where practicable, ensure that any plant or construction methods which are likely to create vibration disturbance are replaced with less intrusive plant or methods of working.

### **Dust Control**

Inevitably, some activities involved in a construction project of this type will generate both noise and dust. To minimise potential problems, we will adopt the following procedures: – We will meet with the local EHO to explain our scheme and working methods and to check what constraints may be placed on dust levels at certain times of the working day.

We will meet neighbours to explain what we will be doing, to listen to their concerns and to establish a route of communication with our site staff. We recognise the importance of being good neighbours.

When selecting subcontractors, their ability to conform to the environmental standards that we have set will be an important part of the bid analysis process.

Our whole site team, including subcontractors, will be aware of the requirement to comply with the agreed conditions and working methods. Regular checks will be carried out during the project to monitor the general level of site noise.

Having identified in our Method Statement activities likely to give rise to dust and noise we will decide on the best approach to minimise these problems. Amongst the actions that can be taken on site are:

- Construction plant fitted with appropriate attachments to reduce noise and dust.
- Dust suppression is to be controlled by our Motofog MF10.
- Regular damping down of areas likely to give rise to dust.
- Creation of buffer zones.
- Controlled handling and removal of materials.
- Covering Lorries removing materials to contain dust emission.
- A strict road cleaning regime.

### **Contamination**

Within DURISBUILD LTD environmental policy we address potential problems construction can cause to the environment especially through contamination. These are some procedures we put in place

- Static plant and equipment, such as pumps or compressors, should be placed on drip trays.
- Drip trays should also be placed under mobile plant where required.
- There are several types of drip tray available from drip trays with built in oil separators to basic metal trays with upturned sides.
- Effective maintenance of drip trays is essential as certain types of drip tray have the tendency to fill with rainwater.
- Sheen on the surface of water within a drip tray is an indication that oil is present. Any oil/fuel present can be removed by using oil only absorbent pads, suitable for use on water. Keep all plant well maintained and ensure leaks from plant are rectified promptly or have the plant removed from site. Consider alternatives plant electric instead of diesel.

## 6.0 EMERGENCY PROCEDURES

### Spill Kits

All DURISBUILD LTD sites must have an Oil Spill Kit for dealing with any oil spillages. In addition, where chemicals or other pollutants are stored, an additional Spill Kit may be required. If a subcontractor is storing a potentially polluting material, they should supply the relevant Spill Kit, and this should be accessible when they are not in attendance on site.

### Sustainability

DURISBUILD LTD has carried out a lot of research in what the true cost of waste is to the environment and it has become standard to reduce / segregate types of waste.

### Waste Management

DURISBUILD LTD would produce a Waste Management Plan for this project outlining some of the following points, its source, how it can be reduced and to benchmark the management of waste its producers and effective removal:

Provide an efficient waste removal system for use by all Trade Contractors.

No stockpiling of waste/rubbish on the project will be permitted and the contractor is to remove rubbish on a daily basis.

DURISBUILD LTD waste coordinator is responsible for sorting of waste and disposing of it accordingly. Disposal of mixed waste is the responsibility of the Logistics Manager, including compliance with all current legislation.

DURISBUILD LTD will, so far as reasonably practical, provide waste collection facilities such as wheeled bins at a position on each level of the building. Positions of the collection points will be agreed with the relevant senior site manager for the building and will vary during the project to suite progress of work.

Trade Contractors are responsible for transporting their own waste to the skip at a designated point as directed by DURISBUILD LTD. This will generally be at the same level as the work face. DURISBUILD LTD will ensure that no waste is stacked around or near the waste disposal point(s). This area must be kept clean and tidy at all times so that it is not a threat to health and safety.

DURISBUILD LTD will transport waste from the collection point to a holding area and then disposal off site. The location of these holding areas will change in position and location as the project progresses.

DURISBUILD LTD waste coordinator to liaise with DURISBUILD LTD site manager, identifying site needs and "hot spots" outside of the sites' perimeter that require immediate attention.

DURISBUILD LTD waste coordinators are to ensure that:  
Sufficient wheelie bins / skips are available for each trade contractor at each work face to cope with debris.

Bins/skips are emptied / changed immediately they are full.

## Lighting

In determining the lighting arrangements for the site DURISBUILD LTD shall give due consideration to residents and other sensitive receptors that may experience a nuisance by the light. Where appropriate measures shall be implemented to reduce obtrusive light (including consideration of hours of lighting, provisions for dimming or switching off light, equipment to be used and lighting position).

Where appropriate the following measures will be considered for implementation:

- do not “over” light
- dim or switch off lights
- Use specifically designed equipment
- keep glare to a minimum, and
- Position lights sensibly.

DURISBUILD LTD 's attention is drawn to the requirements given in the Institute of Lighting Professionals 'Guidance Notes for the Reduction of Obtrusive Light GN01:2011 and the recommendations listed in the Clean Neighbourhoods and Environment Act 2005. Any lighting strategy prepared by W&S CONSTRUCTION 1 LTD should be in accordance with these guidance documents.

The core working hours are 08:00 – 18.00 Monday to Friday.

Materials will be ordered on a 'just in time' basis to minimise the amount of space needed onsite.

Deliveries and collections will avoid peak times where possible and therefore will be restricted to the hours of 09.00-1500 where/ when possible.

Any lighting will need to be provided in accordance with the HSE requirements. The type and level of lighting provided will be dependent on the particular construction activities in progress, and the choice of lighting equipment will be determined DURISBUILD LTD and shall be in general accordance with EN 12464-2:2007 Lighting of Work Places (Part 2 - Outdoor Work Places, Table 5.3).

All artificial lighting used during the construction phase shall be directed below the horizontal to prevent unwanted upward light. Where necessary glare shields, baffles and cowls shall be used to control and minimise light distribution. Modern, high efficiency lamps and luminaires shall be employed throughout the site to be as energy efficient as possible.

Luminance levels shall be designed in accordance with BS EN 12464- 2:2007. Lighting of Work Places and the areas shall not be over lit. When not in use all artificial lighting used for construction shall be extinguished; this shall include periods outside of normal site working hours. Any security lighting shall be kept to a minimum at all times. Checks shall be made each evening to ensure no lights are left on in error. Any complaints relating to obtrusive light shall be fully investigated by the site management.



## 7.0 NEIGHBOURHOOD AND COMMUNITY RELATIONS

DURISBUILD LTD will be required to manage construction areas in an environmentally and socially considerate, responsible and accountable manner.

### Neighbourhood and General Public

Registered sites and companies should do all they can to reduce any negative impact on anyone affected by their work, and they should aim to leave a positive impression on their neighbours. Log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Community liaison contact: Arek M Marczewski, telephone: 07912 516 595  
e-mail: arek@durisbuild.co.uk

### Workforce

Registered sites and companies should do all they can to be a considerate employer. They should provide clean and appropriate facilities for those who work for them. Facilities should be comparable to those provided in any other working environment. Everyone working on site should be treated with respect.

### Environment

Registered sites and companies should do all they can to reduce any negative effect they have on the environment. They should work in an environmentally conscious and sustainable manner.

### Tree Protection:

Before any materials or machinery are brought onto the site, trees that are required to be retained will be protected by barriers and/or ground protection as recommended in BS 5837:2012. Before the site is handed over to the contractor, an advice from arboriculturist will be sought for vulnerable trees or those located close to the site storage areas, site huts, entrances/exits and so on which may have heavy traffic, or loadings / drainage that may affect the ground.

By using a variety of methods, trees can be encouraged to survive where construction activities have altered the adjacent ground level.

DURISBUILD LTD will adhere to LBHC **Supplementary Planning Document: Sustainable Design and Construction**

DURISBUILD LTD recognises that good relations with the local community are key elements in the success of any project. The nature of our business means some disruption to the existing environment will occur, but we take great efforts to minimise the effect on others.

## 8.0 SITE LAYOUT PLAN

