

Construction Method Statement & Management Plan

SITE: 34 Vine Lane, Hillingdon, UB10 0BA

This Construction Method Statement & Management Plan has
been produced for Mr Harvey Purewal for 34 Vine Lane,
Hillingdon, UB10 0BA.

9th August 2022

AB Structural Designs Ltd

Address: 59 Mirador Crescent, Slough, SL2 5JZ Tel: 07702167000 E-mail: abstructuraldesigns@gmail.com

Proposed development

Erection of a three bedroom detached dwelling with parking and landscaping.

Site Set-up for Offices

The management of the construction of this project will require a site office, toilet and changing facilities, and a canteen. It is preferable to have the facilities close to the site itself to ensure rapid communication between office and site, and also to avoid having the workforce crossing to and from the site and therefore losing time. The site accommodation will be located on the site please see plan below for location.

On Site Worker Parking

There will be a general policy of no on-site car parking and the site labour force will be encouraged to use public transport or to be dropped off to the site. Unapproved parking on public roads will not be allowed. Provisions will be made within the Proposed Development site, where possible, for essential on-site parking only. Any local traffic management measures for site access will be agreed with the local authority. We fully support and encourage both staff and construction staff to use public transport. We will ensure that there is very limited parking facility on site for visitors and the disabled when needed during the construction phases. No permanent car park is envisaged within the proposed scheme.

Construction Vehicle Movements / Deliveries

Heavy Goods Vehicle (HGV) movements during this phase will have to be monitored closely with detailed traffic management and logistics plans updated and monitored daily. The management of the site logistics is key to the success of the project and will require a dedicated member of the team to develop a detailed plan to control and manage the site. Deliveries will only be accepted on a just-in-time principle. There will be no storage allowed on-site and it is expected that all deliveries will be booked in with the logistics team not less than 24 hours prior to arrival on-site. A delivery zone will be established on site and will be able to hold one truck at any time with consideration being given to the provision of an offsite holding area for vehicles with possibly limited material storage to facilitate efficient deliveries. The principles of the logistics plan will be detailed in all tender and contract documents issued to suppliers and sub-contractors. It is anticipated that site logistics will form a significant part of the pre-appointment meetings for contractors and sub contractors and that regular coordination meetings will be held throughout the construction phase of the project. In view of the location of the site, the constraints on traffic and the permits that will be required for vehicles to access the site, a senior member of the logistics team will be nominated as a liaison officer responsible for communication with the local highway authorities and neighbours with regard to traffic problems, planned large deliveries and road maintenance issues. In this way it is

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anticipated that the risk of material shortages at key times can be reduced to a minimum.

Delivery Times

We will adhere to the following key principles at every site: Normal working hours, set by the local Authority are generally from 8.00 a.m. until 6.00 p.m. - Monday to Friday and from 8.00am to 1:00pm on Saturday. Where work needs to occur beyond the agreed “normal” working hours, consultation and agreement will be sought from the local Authorities at least 2days before such an event.

Vehicles Entering & Exiting the Site

There will be a delivery rota system, whereby deliveries must be pre-booked at least 24 hours in advance to avoid the areas peak travel hours. Not only should this prevent congestion on site but it will also spread the resultant traffic over a longer period. Special deliveries to the site will be co-ordinated with the Local Authority highways department to avoid congestion during peak traffic periods. A Traffic Marshall will be available on site to make sure access and exit of site vehicles is processed in a safe manner. Any vehicle arriving without this prior booking may, at the discretion of the logistics staff, be turned away and advised to return at another appointed time. This procedure will be detailed within the contract documentation for both subcontractors and suppliers, to ensure that all delivery drivers are aware of the requirements. There will be no on-street loading or unloading will be encouraged. Delivery arrangements will of course need to be agreed in consultation and agreement with the Highways Authorities. A traffic management system will be established to avoid congestion in the vicinity of the Proposed Development. Loading and unloading will be restricted to certain times of the day to further minimise the likelihood of congestion on highways surrounding the site and strict monitoring and control of all vehicles entering, exiting and traveling across the site will be maintained including:

- The setting of specific delivery and collection times;
- Consolidation of deliveries wherever possible;
- A system of ‘*just in time*’ deliveries; and
- The requirement for prior authorisation when visiting the site via vehicle, which is managed by the logistics manager. The manager will agree at least a week in advance delivery schedules and then review and prioritise them on a daily basis.

Wheel washing

During 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 construction vehicles exiting the site and all loads of construction materials, excavation spoil or other such matter shall 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. The exit from the wheel washing system shall be constructed from a hard, nonporous surfacing material and sited as far away from the exit to the highway as is

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possible given the constraints of the site and the surface shall be kept clean at all times. Waste water discharged from the wheel washing system shall be stored and disposed of on-site and shall not be discharged into the public sewerage system without prior removal of soil, stones and any other suspended material. Suitable measures to minimise dust nuisance caused by the operations and to ensure that no dust or other debris is carried on to the adjoining properties shall also be provided in accordance with the Greater London Authority's "Air Quality" guidance. Site lighting shall be designed, positioned and directed so as not to unnecessarily intrude on passing drivers on public highways and so as not to direct light into any windows of properties outside the site.

Dust Suppression Measures

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. On-site good practice procedures will be followed in order to mitigate noise, vibration and air pollution (e.g. through dust and fume generation) impacts under the Considerate Contractors Scheme. Measures currently planned to be adopted include:

- Use of solid panel hoarding around the entire perimeter of the site to assist in the screening of noise and dust generation from low-level sources;
- Hydraulic construction to be used in preference to percussive techniques where practical;
- Off-site pre-fabrication to be used, where practical, including the use of pre-fabricated structural elements, cladding, toilets, mechanical and electrical risers and packaged plant rooms;
- All plant and equipment to be used for the works 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 5228 (BS5228) Standards;
- All Trade Contractors to be made familiar with current legislation and the guidance in BS5228 (Parts 1 and 2), which will form a prerequisite of their appointment;
- Threshold vibration limits will be set and monitoring equipment established at locations outside the site that are deemed sensitive, such as nearby office areas and churches and listed buildings;
- Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will be conducted in such a manner as to minimise noise generation. Where practical these will be conducted away from noise sensitive areas;
- Deviation from approved method statements to be permitted only with prior approval from the Main Contractor and other relevant parties. This will be facilitated by formal review before any deviation is undertaken;
- Noise complaints, or exceeding of action levels, will be reported to the Contractor and immediately investigated;

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- Brushing and water spraying of heavily used site hard surfaces and access points as required. Waste water from site shall not be discharged to any public sewerage system or surface water system
- Wherever possible, plant and equipment will be switched off when not in use;
- Vehicles transporting materials capable of generating dust to and from site to be suitably sheeted on each journey to prevent release of materials and particulate matter;
- Effective wheel/body washing facilities to be provided and used as necessary;
- Burning of wastes or unwanted materials will not be permitted on-site; and
- All hazardous materials including chemicals, cleaning agents, solvents and solvent containing products to be properly sealed in containers at the end of each day prior to storage in appropriately protected and bundled storage areas. As far as possible, construction works will be carried out using methods that minimize noise. For actions such as breaking out of old foundations, there is little reasonable choice other than to use percussion tools in one form or another. Quieter types of machinery will be specified for these works where possible.

Site Waste Management Plan

The developer is acutely aware of the effects that the disposal of waste can have on the environment and our policy is clearly to reduce wastage in all possible areas. One of the key principles of the approach is to make the operatives more responsible for waste and waste management. This is embodied in the preference for each sub-contractor to be responsible for supplying its own materials – this ownership results in the minimising of unnecessary waste. These concepts will be incorporated within the sub-contract documentation, such that each sub-contractor considers the most environmentally acceptable solution to the packaging to their deliveries. A management plan will be developed to organise the segregation of waste into separate containers so that recyclable items such as metals and timber can be recovered.

- Implementation of a 'just-in-time' material delivery system to avoid materials being stockpiled, which increases the risk of their damage and disposal as waste;
- Attention to material quantity requirements to avoid over-ordering and generation of waste materials;
- Re-use of materials wherever feasible (e.g. re-use of crushed concrete from demolition process for fill (crushed using an on-site concrete crusher); re-use of excavated soil for landscaping; reuse of internal equipment and plant from existing buildings). Concrete will be taken off the Proposed Development site for crushing and re-use. The Government has set broad targets of the use of reclaimed aggregate, and in keeping with best practice, contractors will be required to maximise the proportion of materials recycled;
- Segregation of waste at source where practical; and Re-use and recycling of materials off-site where re-use on-site is not practical (e.g. through use of an off-site waste segregation facility and re-sale for direct re-use or

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reprocessing) Burning of wastes or unwanted materials will not be permitted on-site. All hazardous materials including chemicals, cleaning agents, solvents and solvent containing products will be properly sealed in containers at the end of each day prior to storage in appropriately protected and bundled storage areas. As the new buildings become enclosed, the rubbish will be collected in lightweight floorbased wheeled skips that can manoeuvre around the configuration of the units. The skips will then be taken to ground floor level by hoist, and 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.

Site Security

Hoarding Screens will be erected at the boundary of the site. The solid panel hoarding will be relocated as the work proceeds. Safety is paramount in the construction industry and occupies a large part of our site management daily routine. As such, all necessary protection, hoardings, covers and protected walkways will be put in place as and when required. There will be controlled access to the site, for both security and safety reasons. At night the site compound and offices will be kept locked, and the offices alarmed. We are very aware that construction sites are a “magnet” for children. We will install physical barriers, hoardings and screens to ensure that the site is kept secure. Furthermore, we will provide appropriate measures to mitigate against pollutions and the dangers of removing hazardous substances and materials. All entry points will be clearly signed.

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