

Unit 4 - Gateway 36

Construction Method Statement and Air Quality Management Plan

Harworth



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This document is prepared in response to the requirements of planning conditions no 33 and 51 (duplicates) of planning permission ref. 2019/1573 and condition no 4 of reserved matters planning permission ref. 2023/0015, regarding a Construction Method Statement and Air Quality Management Plan.

1. Construction Method statement


Pre-Commencement Condition	Response
The parking of vehicles of site operatives and visitors;	<ul style="list-style-type: none"> The main construction compound will have a hard-standing surface to its parking located in an area next to the welfare facilities and site offices for visitors and operatives.
Means of access for construction vehicles;	<ul style="list-style-type: none"> A full-time gateman will control access/egress to the site, he will be located at the front gate to site as noted in the logistics plan attached All construction traffic will utilise the public highway infrastructure in place and use the recommended routes to site wherever possible The main contractor will minimise and control any nuisance arising from construction traffic by using measures such as controlling vehicle speed and keeping all site entrances clean. Delivery vehicles will initially stop at the site office, where they will be met by the appropriate contractor supervisor or his representative.
Loading and unloading of plant and materials;	<ul style="list-style-type: none"> During unloading/loading activities to the site area all vehicle audible and visual devices will be used i.e. reversing alarm and flashing beacon; and high visibility clothing worn at all times. All deliveries will be managed and offloaded in such a manner that the need for operatives or drivers to access the vehicle on top of the load will be removed.



	<ul style="list-style-type: none"> • Where reversing operations are required, vehicles will be restricted from such operation unless managed by a banksman.
<p>Storage of plant and materials used in constructing the development;</p>	<ul style="list-style-type: none"> • There will be a requirement for deliveries and materials to be stored within the site area throughout the course of the project. • There will also be the need for the removal of materials and waste from the site area, this will be managed in a "just in time" basis as to minimise disruption to neighbouring road networks. • The main contractor shall schedule deliveries to the site, and waste removals from site when both vehicle and pedestrian activity is at a minimum. • The main construction compound will have a hard-standing surface for fuel storage areas, with a closed drainage system and bunded fuel storage. • The main contractor will ensure that materials or debris are not be stored immediately adjacent to the perimeter fencing.
<p>The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;</p>	<ul style="list-style-type: none"> • The main contractor will robustly manage the site and compound boundaries and ensure that the integrity of the perimeter fencing remains intact throughout the project period. • The main contractor will record an inspection of the fencing/hoarding perimeter at first use and every 7 days thereafter and after any inclement weather or event that may require additional inspections daily. • The perimeter fence will predominately be Heras fencing panels secured to timber posts, with double metal security gates at the site entrance. • No client advertising/decorative displays have been notified as yet.



	<ul style="list-style-type: none"> • No public viewing is expected due to project location. • The main contractor will place suitable and sufficient signage indicating personal risk around the perimeter and at the entrance of the site.
Wheel washing facilities;	<ul style="list-style-type: none"> • A water supplied wheel wash will be provided as located on the plan included in Appendix 'A'. • A hand-held jet wash will also made be available. • The main contractor will make all vehicle movement areas 'sacrificial' hard surfaces in order that all vehicles can leave site 'clean'.
Details of the provision of an on-site water supply or water storage facility;	<ul style="list-style-type: none"> • Mains water will be connected to the site, via a temporary supply from the existing road. (Newton Road)
Measures to control the emission of dust and dirt during construction;	<ul style="list-style-type: none"> • To reduce the hazards caused by air borne dust, all waste skips will be sheeted when leaving the site and aggregates will be tipped in a controlled manner. • If the source cannot be eliminated, the main contractor will ensure the risks are reduced at source with water suppression, on tool extraction or proprietary local exhaust ventilation (LEV). • Additional water suppression will be utilised whilst working in areas close to Dearne Valley Parkway and neighbouring buildings along Newton Road and residential areas at Upper Hoyland Road and Hawshaw Lane. • Appropriate RPE/PPE will be used as detailed within the contractor's RAMS.
Measures to control noise emissions during construction;	<ul style="list-style-type: none"> • All works will be conducted within the daily work times stipulated within the planning conditions.

	<ul style="list-style-type: none"> • All works undertaken will be risk assessed against the hierarchy of control – Eliminate, reduce, isolate, control, PPE, discipline. • Noise monitoring & noise assessment will be undertaken at regular intervals at the point of works and the site boundary. • Machines in intermittent use will be shut down between work periods or throttled down to a minimum. • Pumps and mechanical static plant such as generators will be enclosed by acoustic sheds/barriers. • No mechanical equipment will be left running outside of the project working hours (Generators etc).
<p>A scheme for recycling/disposing of waste resulting from demolition and construction.</p>  <p>The diagram is an inverted pyramid divided into six horizontal sections, each with an icon and a label. From top to bottom: 1. Green section with a 'no' symbol and the word 'Prevent'. 2. Blue section with a downward arrow and the word 'Reduce'. 3. Orange section with a circular arrow icon and the word 'Reuse'. 4. Dark blue section with a recycling symbol and the word 'Recycle'. 5. Red section with a 'C' in a circle and the word 'Recover'. 6. Small dark blue section at the bottom with a trash can icon and the word 'Dispose'.</p>	<ul style="list-style-type: none"> • No waste will be generated by demolition activities, this has been completed by others. • The main contractor will align the project with the waste management hierarchy of: <ul style="list-style-type: none"> o Prevention o Minimisation o Reuse o Recycle o Recovery o Disposal • Waste generated by construction activities will be disposed of by using a competent, licenced waste contractor to provide skips, collection and disposal at an EA registered waste facility. • The waste contractor will provide waste transfer notes for every full skip that leaves the site. • The main contractor will record and retain all waste transfer notes as required under EA legislation.



	<ul style="list-style-type: none"> Construction waste will be cleared into segregated skips including plasterboard and hazardous waste.
Site working hours and delivery hours which should avoid peak hours;	<ul style="list-style-type: none"> 0800 to 1800 Monday to Friday and 0900 to 1300 on Saturdays and at no time on Sundays or Bank Holidays.
Any temporary access to the site;	<ul style="list-style-type: none"> All access, temporary and permanent will be as detailed on the plan included at Appendix A.
Arrangements to receive abnormal loads or unusually large vehicles;	<ul style="list-style-type: none"> Should any abnormal loads be required (initial indications are that this should not be the case), the necessary liaison will be undertaken with the relevant parties and agreements obtained. Access will likely be the same from Newton Road.
Methods of communicating the Construction Management Plan to the workforce, visitors and neighbouring residents and businesses;	<ul style="list-style-type: none"> Communication with workforce - It will be mandatory, for all operatives and sub-contractors working on the site to undergo a formal induction prior to entering the site where all relevant health, safety & environmental information for the site will be briefed. Toolbox talks will also be delivered, and records maintained. Communication with visitors – Notice boards will be fixed to hoardings and within site cabins. Communication with neighbouring residents and businesses – Local residents and businesses that could be disturbed by the works will receive a hand delivered newsletter detailing the scheme, including details of proposed start and completion dates and a summary of the work schedule along with contact details for a representative of the main contractor. Letters will be delivered at least 14 days prior to the start of the works and at regular intervals throughout the works.
A Construction Traffic Management Plan including details of volumes and types of construction traffic, identification of delivery routes, identification of agreed access point,	<ul style="list-style-type: none"> See Appendix B



contractors' method for controlling construction traffic and adherence to routes, construction period, and temporary signage.	
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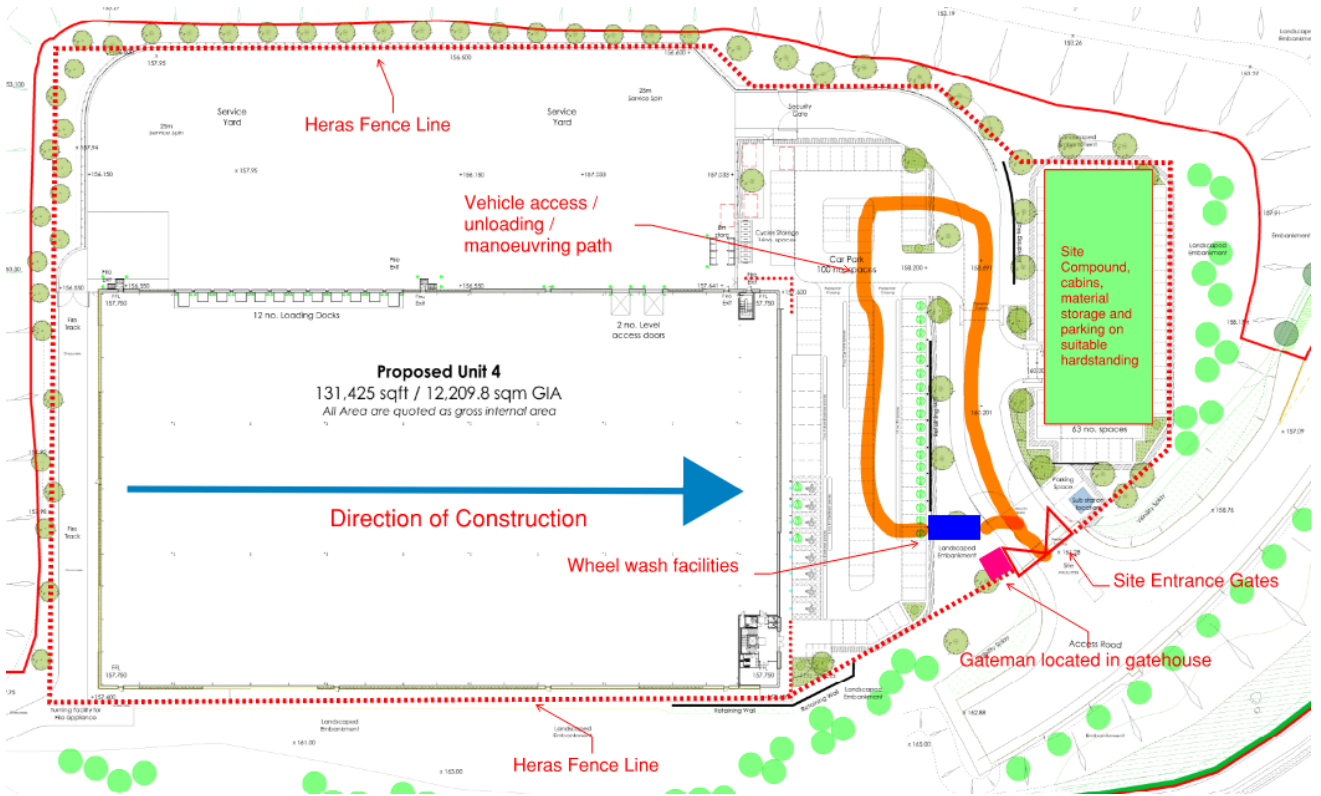
2. Air Quality Management Plan

Hazards	Control Measures
CO2 emissions	<ul style="list-style-type: none"> • Promote use of Public Transport. • Promote use of a Cycling to Work. • Promote Car Sharing. • Regular Maintenance of onsite Plant and Equipment. • Plant to be switched off when not in use. (No idling).
Dust Migration	<ul style="list-style-type: none"> • Lorries to be sheeted during transportation of Friable Construction Materials and Spoil. • Sealing of completed Earthworks will be undertaken as soon as reasonably practicable. • Regular cleaning of Surfaced Roads (Newton Road) and Maintenance of Unsurfaced Roads, within the expansive site footprint, will be undertaken to reduce off site transport of soils and to avoid Dust Migration. The main contractor is aware that it is an offence to deposit any construction mud/debris etc onto a public highway. • Careful location, grading and management of Stockpiles of Soil and similar materials will be undertaken to prevent Wind-Blow. These activities will be undertaken as far away as practical from Dearne Valley Parkway, Newton Road, Upper Hoyland Road and Hawshaw Lane Vehicles will be restricted to speeds of less than 10mph. • Water spray dampening of Soils and Spoil will be undertaken. • Plant and Equipment will be designed and used in a manner which minimizes Dust Generation.



	<ul style="list-style-type: none">• Positioning and Movement of Construction Equipment will be undertaken in a manner which minimizes Dust Generation, as far away as practical from Dearne Valley Parkway, Newton Road, Upper Hoyland Road and Hawshaw Lane• Water suppression to be used with Concrete Cutting Tools.• Dust extraction systems to be used where possible with Bench Saws etc.• Vacuum Cleaners to be used where possible to prevent Air Borne Particles from sweeping.
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Appendix A – Site Logistics Plan





Appendix B – Construction Traffic Management Plan

This Construction Traffic Management Plan will form part of the requirements which the preferred Contractor will be required to comply with within the Contract Documents throughout the duration of the works. The preferred Contractor may wish to carry out works in a slightly different manner or using a different method to that indicated in this document. We therefore reserve the right for the Preferred Contractor to vary some of the details of this Construction Traffic Management Plan at the appropriate time by agreement with the Local Planning Authority.

The Construction Traffic Management Plan is set out below. This shall be issued to all drivers prior to commencement of works and to all suppliers at the time of order.

All delivery vehicles must use the most direct route available using the most major road in order of decreasing importance/capacity i.e. Motorway, Trunk Road, A-Road etc. Typically, this will be via M1 J36 and then the A6195 Dearne Valley Parkway and Newton Road with return journeys in the opposite direction.

Access to the works area will be from Newton Road and the previously formed bell mouth in to the site.

Residential areas will not be used as either access routes or parking.

Delivery drivers will be allocated a time slot at material call off for delivery to allow the Traffic Marshall to organise and supervise deliveries. Experienced drivers together with suppliers in-vehicle, real time, GPS tracking data will be utilised to minimise early/late deliveries and therefore reducing the likelihood of disruption on the local road network. Delivery drivers will be issued with their access point location and the contact number of the appropriate Traffic Marshal. Delivery vehicles will not be permitted to "stack" on the public highway.

Provision will be made to provide parking within the site compound for up to 15 vehicles for site personnel and visitors to park their private vehicles. Whilst this should be adequate for the numbers of personnel anticipated, if any further parking is required, the site compound may be extended. The use of public transport or active travel (walking and cycling) will be encouraged to dissuade private vehicle use; where this is impractical car sharing will be encouraged.

No construction work or collections from or deliveries to the site shall take place on Sundays, Bank or Public Holidays unless agreed in advance.

Signage will be installed from Newton Road directing construction traffic to the site access point. On site signage will direct traffic to the site compound/parking area.