METHOD STATEMENT REVIEW RECORD		
Development	**Priory Road, Bolton upon Dearne, Rotherham.**	
Method Statement Produced by: **Eagle Properties & Developments Ltd**		Date: 17/01/2025
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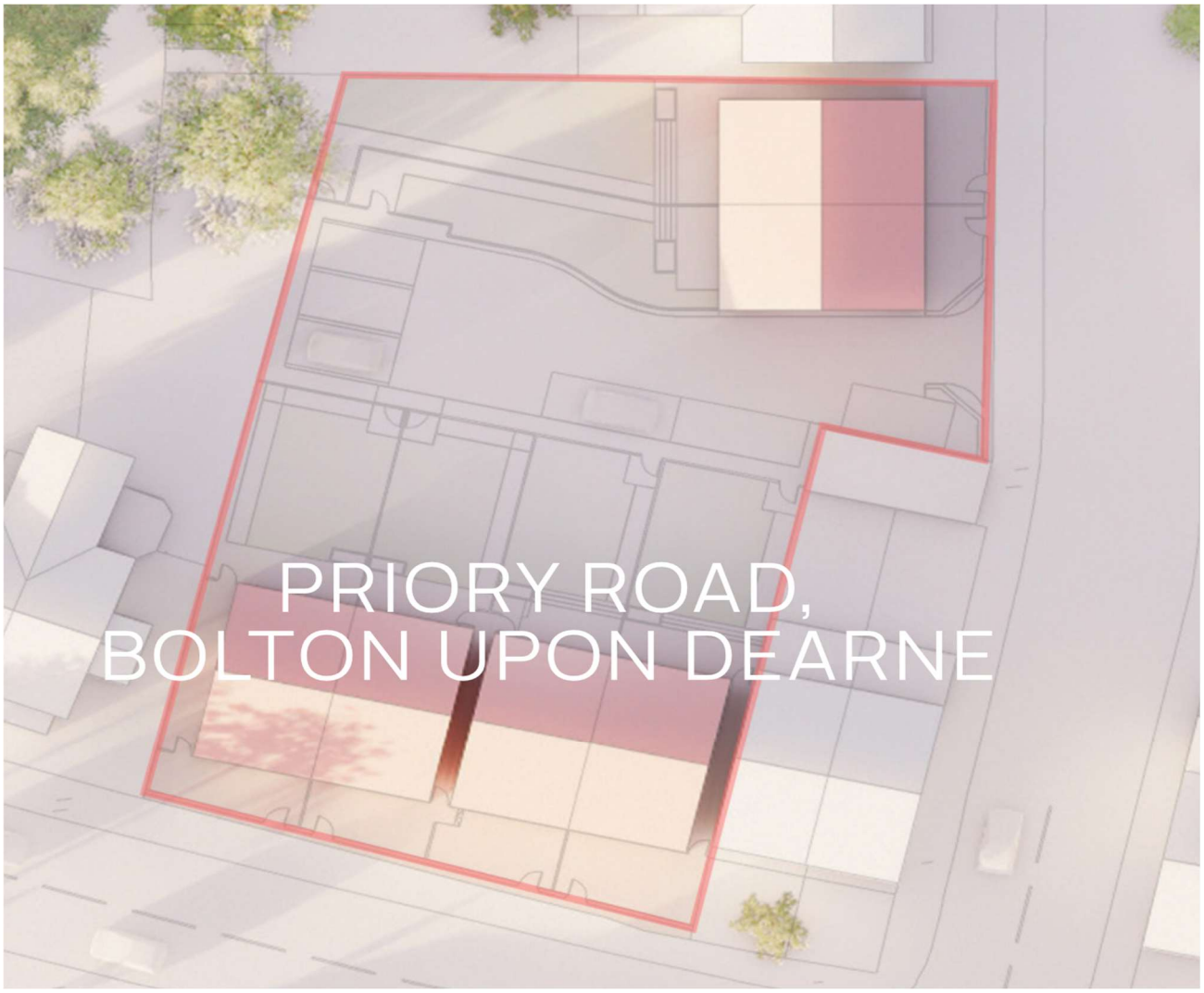
Method Statement Title:

Construction Method Statement and Site Management Plan



1. INTRODUCTION

The purpose of this Construction Method Statement & Management Plan is to ensure the proposed development of 6 residential dwellings is carried out with minimal disturbance to neighbouring occupiers (in terms of noise, vibration, traffic and dust) and does not detrimentally impact on the environment and the safe operation of surrounding highways.

We will encourage a competent main contractor to take this on board in every respect to achieve the objective and support the project team.

The application site of the proposed development is located off Priory Road, Bolton upon Dearne, Rotherham.

2. SCOPE OF WORKS

The scheme involves the erection of 6no, 3-bedroom dwellings, infrastructure, and landscaping.

3. WORKING HOURS

Except in case of emergency, no noisy operations shall take place on site other than between the hours of 0800hrs to 18:00hrs hours Monday to Friday and between 08:00hrs to 13:00hrs on Saturdays, this includes deliveries.

There shall be no working on Sundays or Bank Holidays.

At times when operations are not permitted work shall be limited to maintenance and servicing of plant or other work of an essential or emergency nature. The Local Planning Authority shall be notified at the earliest opportunity of the occurrence of any such emergency and a schedule of essential work shall be provided.

4. HORDINGS AND SITE SECURITY

Prior to commencement of site works, the perimeter of the site and entrance, will be securely protected with good quality solid security fencing which complies to guidelines contained within HSG151 Standards. This will be complete with all necessary signage in accordance with HSE requirements.

There will also be a Monitored Site Security System that will be installed to monitor site after construction hours, and weekends/public holidays.

Contact details will be provided at entrance.

5. SITE ACCESS

The site has good access links that leads to the nearby M1 motorway and A1, as well as local routes to Rotherham, Doncaster and Barnsley town centres. The existing pedestrian

and vehicular access to and from the site on Priory Road will be retained and modified as the project progresses.

6. ONSITE PARKING

Given the location of the site being away from any busy roads, all contractors and site staff will park their vehicles within the site boundary in a designated parking area. All contractors and staff will also be encouraged to use public transport if possible.

Any local traffic management measures for site access will be agreed with the local authority in a timely manner.

7. SITE OFFICES AND WELFARE FACILITIES

The management of construction of this project will require a site set-up comprising office, toilets, changing facilities with drying room and a canteen.

These office and other facilities will be housed in modular portable units. The site accommodation will be located in the rear gardens of plots 5-6, to suit site access and storage.

8. LOADING AND UNLOADING OF PLANT AND MATERIALS

- All loading/unloading is to take place within the site boundary, and never outside the permitted working hours unless previously agreed upon with the Local Authority.
- No on-street loading will be permitted without the prior approval from the Local Authority.
- The access gates will be closed during loading and unloading in the interest of pedestrian safety as well as dust and noise suppression.
- Unloading will be via a 13m telehandler or excavator with pallet forks attachment, or lorry mounted crane (hiab).

9. CONSTRUCTION VEHICULAR MOVEMENTS / DELIVERIES

- It is anticipated that the largest lorry type utilised during the construction of the development will be of a maximum gross weight of no more than 40 tonnes.
- The current access into site will remain as long as practicably possible. One of the 1st construction activities will be to install the main spine roads within the development, with a layer of asphalt to keep the site as clean as possible during construction. A turning circle will be provided and kept clear for delivery vehicles.
- A Banksman/Traffic Marshall will be available on site to coordinate deliveries and to ensure the safety of the workforce and pedestrians are safe from vehicle movements.
- There will be a rota system requiring all deliveries to be pre-booked at least 24hours in advance to avoid on-site and off-site congestion by spreading the resulting traffic over a longer period.
- Other methods to optimise deliveries and to reduce their impact on traffic and congestion include:
  - Consolidation deliveries whenever possible
  - Not accepting part loads unless essential
  - Issuing notices to sub-contractors and delivery companies advising that - deliveries that have not been booked, in advance, or happen outside agreed delivery time slots may be turned back and re-scheduled.

10. STORAGES OF PLANT AND MATERIALS

In addition to the delivery procedures listed above, the principle of “just in time” deliveries will be followed strictly throughout the development process to ensure plant, machinery and materials are not stored on site before they are required for the building works.

When materials are kept on site, this will always be within the site boundary and only for as long as necessary.

All areas within the site and on adjoining highways will be checked for spillages on a regular basis.

Plant and Machinery, when not in use, will be kept away from noise sensitive areas such as neighbouring residential dwellings and their gardens.

All machinery and plant equipment that is to be kept on site will be switched off when not in use, and the keys removed from the ignition.

11. WHEEL WASHING FACILITIES AND ROAD CLEANLINESS

- Wheel and chassis washing facilities will be provided to remove stones, concrete and

any other extraneous materials.

- Lorries, especially those carrying excavated materials will be fully sheeted before leaving site to minimize the risk of any overspilling onto the highway. This will also be the case for skip lorries leaving site.
- The contractor will monitor the surrounding highways and footpaths daily and ensure the construction works do not have negative impact on the surrounding road network.
- Should the road become contaminated by any debris it will be removed by hand/hand tools.
- Wastewater discharged from the wheel washing shall be stored and disposed of on-site and shall not be discharged into the public sewage system.

12. DUST AND DIRT CONTROL MEASURES

At all times, during carrying out of operations authorised or required under this permission, best practicable means shall be employed to minimise dust. Such measures may include water bowsers, sprayers whether mobile or fixed, or similar equipment. At such times when due to site conditions the prevention of dust nuisance by these means is considered impracticable, then movements of soils and overburden shall be temporarily curtailed until such times as the site/weather conditions improve such as to permit a resumption. Any accidental deposition of dust, slurry, mud or any other material from the site, on the public highway shall be removed immediately by the developer.

Effective steps shall be taken to prevent the deposition of mud, dust and other materials on the adjoining public highway caused by vehicles visiting and leaving the site. Any accidental deposition of dust, slurry, mud, or any other material from the site, on the public highway shall be removed immediately.'

The potential for the operations to produce dust will be minimised by implementing best practices measures such as:

- Wheel washing facilities will be installed at the exit of site.
- Dampening of exposed areas including roads by the mobilisation of towable dowsers, sprinklers, and hoses when necessary to prevent dust from becoming airborne.
- Access gates will be always closed when not in use.
- Stockpiles of soil and materials will be located as far away as possible from the site fence lines, taking account of prevailing wind directions.
- Appropriate dust measures will be in place to ensure works do not create an issue to the surrounding residential properties and habitats.
- Batching of concrete and mortar will be undertaken off-site and brought to site in wagons, thus eliminating dust from on-site batching/mixing.
- Burning of any material is prohibited.
- Covering of skips when high winds are forecast.
- Where practical, the use of building materials that are prefabricated or cut off-site including structural elements, cladding and woodwork is to be utilised.
- Vehicles carrying loose aggregate and workings will be always sheeted.
- All operatives will have appropriate RPE to protect them from the effects of dust.

Where practical, filter measures will be devised in accordance with the BRE's Pollution Control Guides and the GLA's Best Practice Guidance on The Control of Dust and Emissions from Construction and Demolitions.

13. NOISE AND VIBRATION

All machinery and vehicles employed on the site shall be fitted with effective silencers of a type appropriate to their specification and at all times the noise emitted by vehicles, plant, machinery or otherwise arising from on-site activities, shall be minimised in accordance with the guidance provided in British Standard 5228:2009, Code of Practice; 'Noise Control on Construction and Open Sites', and Minerals Planning Guidance Note 11 (1993) 'The Control of Noise at Surface Mineral Workings'.

All contractors and sub-contractors working on site have a general duty to take all possible measures to minimise nuisance from noise and vibration. To achieve this the following requirements will be complied with:

- No works will be carried out on the site outside of the allowed working hours – specified in section 3.0.
- All activities will be assessed for anticipated noise levels prior to works commencing, considering the potential for amplification of noise due to the layout of the site.
- All plant and equipment brought to site will be well maintained and operated in accordance with the manufacturer's instructions.
- Machinery and vehicles will be fitted with effective silencers wherever available and kept in good working order.
- If required, acoustic covers are to be closed during operation.
- Approved routes and programming for transport of construction materials.
- Attempt to use, where possible crushers rather than breakers for concrete and/or masonry crushing.
- Care will be taken when erecting or striking scaffold to avoid impact noise from banging tubes. All operatives undertaking such activities will be instructed on the importance of handling the scaffolds to reduce noise to a minimum.
- Where practicable, rotary drills actuated by hydraulic or electrical power should be used for excavating hard material.
- The use of non-reciprocating construction plant will be utilised where practicable.
- Employees will not be permitted to use radios or other audio equipment in ways or at times which may cause nuisance.

14. AIR QUALITY

Air quality impacted by fumes from vehicles and plant will be minimised by the following measures:

- Engines of all vehicles and plant on site will not be left running unnecessarily.
- Low Carbon vehicles and plant fitted with catalysts will be used, where possible.
- Ultra-low Sulphur diesel fuel will be used in plant and vehicles.
- All commercial road vehicles and construction plant, including stationary plant must comply with any legislative requirements including the relevant European Emission Standards.

15. SITE WASTE MANAGEMENT

Waste will be managed under the principle of hierarchical waste management priorities which, in order of importance, are as follows: Reduce, Reuse, Recycle and Dispose.

- There are very little waste materials from demolition however any waste resulting from site clearance and demolition will be salvaged for re-sue in the scheme where possible.

- The use of reclaimed aggregate will be encouraged.
- Each sub-contractor will be responsible for ordering and supplying their own materials, thus minimising the risk of waste through overordering.
- Each subcontractor will also be required to use the most environmentally friendly packaging, and disposal of (including recyclable content) without adversely affecting handling and protection of materials.
- All waste resulting from site works will be placed in waste skips for segregation at a registered waste transfer station.
- Resultant hard core will be crushed for re-used where possible.
- Re-usable materials will be identified on site and removed to storage for re-sale or returned to the supplier.
- Recyclable materials will be removed from site for processing in licensed facilities.
- Where reuse is not practical or possible, the contractor will endeavour to recycle as much waste as possible, offsite using recycling companies.
- Segregated waste and recycling skips will be located in the storage compound.
- Each sub-contractor will be responsible for moving waste and recycling into the skips provided.
- Hazardous materials are to be sealed, stored, and disposed in an appropriate and safe manner. This is to avoid contact with ground or local watercourse.

16. EXTERNAL LIGHTING

All temporary artificial lighting for the site, shall be of such a design and installed and sited/angled in such a manner so as to prevent glare or light shining directly into neighbouring dwellings. Regard shall be had to the guidance detailed in the Institute of Lighting Professionals 'Guidance Note 01/21 – The Reduction of Obtrusive Light'.

Any illumination will not shine over and areas of habitat.

The location of the lighting scheme (lighting columns, lamps, number of lamps) has not yet been identified. The specification will be determined prior to construction and during operation, this will be in line with any local authority specifications/procedures.

17. EXCAVATION AND GROUNDWORKS

Existing Utility Assessment - Location of underground/overhead services

- Acquire Service plans from all Utility companies and other organisations with relevant information about the site.
- Review of plans and summary outlined if any utilities appear to be affected within the site boundary.

Survey

- GPR survey and/or trial pit excavation to be carried out to confirm exact location and depth.
- Liaise with affected existing utilities with evidence from GPR (Ground Penetration Report) and/or trial pit data.
- Identified service routes will be clearly marked for safety. This process will be repeated if deemed necessary to ensure service routes remain clearly marked for the duration of the works.
- Plan of action and costing will be requested with details to either divert/protect/lower on-site to ensure buildings/businesses/residents are not affected and if so, at minimum disruption.
- All works required will be undertaken in accordance with the HSE Guidance documents, HS(G)47 “Avoiding danger from underground services”.
- All the above will be undertaken by a reputable contractor who possess sufficient skills, knowledge, and experience to do so safely.
- Any works required, will be carried out allowing enough time and provide sufficient resources to do the work safely.
- Planning and assessment of the risks arising from these works will be conducted in the form of a RAMS (Risk Assessment Method Statement)

Excavations

Careful consideration will be required to establish method or technique for excavating near underground services, prior to commencement of excavations the following will be considered.

- The nature and scope of the work.
- The type, position, and status of underground services.
- The ground conditions.
- Site constraints
- Trenches with a depth exceeding 1.2m will either be battered/stepped back or suitably shored and the shoring maintained.
- Trenches will be inspected regularly, and excess groundwater pumped out regularly during inclement weather.
- Vehicles plant will be kept a safe working distance from the trench to prevent potential collapse.

18. PUBLIC RELATIONS/COMMUNITY LIAISON

A designated member of the Contracts Team will deal with complaints and enquiries, this individual will be named at the site entrance, with a contact number.

Any complaints will be logged on-site, fully investigated, and reported to the named contact as soon as possible. The complainant will be informed as to what action has been taken.

19. APPENDICES

APPENDIX B – DETAILED STATEMENT RELATING TO DUST CONTROL

The site management team will ultimately be responsible for dust suppression on the site.

Roles and responsibilities are clearly defined within Eagle Properties & Development Ltd Occupational Safety, Health & Environmental Management System.

All our Site Managers attend the SMSTS training course on site safety, as a minimum. This course concentrates on Health and Safety which includes the health and safety of the workforce. Part of this is protecting the workforce against environmental impacts, one of which is fugitive dust. Some managers will hold the NEBOSH qualifications.

Dust emissions during the construction of buildings or roads are associated with land clearing, drilling, and blasting, ground excavation, and cut and fill operations (i.e., earth moving). Dust emissions can vary substantially from day to day, depending on the level of activity, the specific operations, and the prevailing meteorological conditions. A significant amount of the dust emissions results from construction vehicle traffic over temporary roads at construction sites. Dust emissions from residential construction are a function of the total acres of land disturbed and the volume of soil excavated. The volume of soil excavated also varies by type of structure under construction.

Dust suppression is not required in the wetter months of the year. In the drier month's water will be used to suppress dust where practical. The site manager will be present during all working hours to manage the activity of dust suppression.

Vehicle movements will be kept to a minimum.

If dust appears from unidentified sources, the site team will suppress the dust where possible.

Safety, Health & Environmental Briefings will be provided to site operatives at least monthly in the form of Toolbox Talks and should reflect the actual work being undertaken on site. Records must be maintained of the briefings. All operatives/visitors on site receive an Induction prior to commencing work on site.

Environmental Incidents and complaints should be recorded in the incident book on site and records forwarded to Head Office as required. Complaints should be dealt with locally by the Head Office and confirmation of action provided on or attached to the incident report form.

Documentation must be provided for work activities, which is reflective of the work being undertaken. The type of control documentation required should be detailed in the Construction Phase Safety, Health, and Environmental Plan.

We will employ the following procedures:

1. Supervise: Ensure controls are properly used and RPE is worn correctly.
2. Maintain: Regularly look for signs of damage to water suppression or dust extraction equipment. Someone competent should examine any dust extraction equipment thoroughly and test its performance at least once every 12 months.
3. Control (the risks): Stop or reduce the dust BEFORE work start. We will look at ways of stopping or reducing the amount of dust. We may use different materials, less powerful tools, or other work methods. For example, we could use: the right size of building materials so less cutting or preparation is needed; silica-free abrasives to reduce the risks when blasting; a less powerful tool – e.g., a block splitter instead of a cut-off saw; or a different method of work altogether.

We know what activities create dust and will suppress the dust when possible. Unforeseen circumstances are, unforeseen, so we do not know they are going to happen. If dust appears from unidentified, unforeseen sources, the site team will suppress the dust where possible.

List of methods employed as first Line defence against dust.

The following methods / list (not exhaustive) will be used as first line of defence against dust suppression in hot dry conditions. This will be monitored and reviewed on the type of site operations, wind direction and weather conditions.

Once dust is in the air, it is very hard to control. One of the simplest ways of controlling it is to stop it from becoming airborne. Where there is regular traffic, this will be undertaken by the simple roadway water hose sprayers.

Prevention

Dust suppression measures will be deployed at regular intervals as and when dust becomes visible, for road traffic this will be by the use of a towable water suppression bowser.

•All Heavy Plant carrying earth to and from site will be covered with proprietary sheeting.

Wet Cutting

The effect of using water to suppress dust when cutting stone or a similar material. When a saw is used dry, a great deal of dust is created.

• Construction staff are at risk of breathing in this dust, as is anybody else working nearby. The hose will be connected to the saw via a dust suppression bottle. This supplies water to jets spraying onto the cutting blade to avoid any visible dust being produced and assist in dust suppression.

Spoil Heap Management

We will manage spoil on site to keep heaps to a minimum in height. The Site Manager will decide on best location for any spoil heaps although if any material is to be transported from site, the stockpiles will be stored close to the exit of site, so lorries do not need to travel through site to get to the pile, for loading.

Programmed stripping, service and road construction will take place in agreed phases to prevent getting ahead of programme and generating large heaps of risings. Where spoil heaps are necessary for long periods of time, we may look at self-seeding heaps to prevent dust “whipping” off the spoil heaps or providing temporary dust barriers in form of temporary close boarded fences to protect workers and the public in particularly close locations.

Sources HSE information sheet: Construction dust sheet No 36 (Revision 2).