

As discussed, please find below, the responses to the questions posed by the Planner. Please note, the comments and annotated drawing are purely a response to the questions posed. They are not construction method statements in the traditional sense.

We would expect a competent Principal Contractor to have in place a suitable and sufficient Construction Phase Plan (CPP) prior to construction commencement. Within such a system there would be suitable and sufficient Risk Assessments and Method Statements in place which would address the management of health and safety with respect to all activities to be undertaken on site within the first few weeks, as a minimum, of the works commencing and subsequently updated as the project progresses.

The questions posed by the Planner must be addressed in more detail in the CPP to satisfy HSE requirements, than we have provided in our response for planning.

These responses should first be presented to the Contractor to see if they agree with them, as obviously it is their site and their responsibility. If the Planner accepts these responses then the Contractor must obviously implement these (or similar) on site.

For the avoidance of doubt STEDA is not providing any health and safety advice to the Contractor with respect to this project or indeed any other project.

Planning Condition No. 13

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority.

The approved Statement shall be adhered to throughout the construction period.

The Statement shall provide for: -

- **The parking of vehicles of site operatives and visitors:**

The area set aside for parking is within the site compound clearly noted on the marked up Site Plan drawing. The area will be levelled and hardcore will be used to ensure it is adequate for use, access, and egress. The parking area will be appropriately signed and access appropriately managed to prevent unauthorised access to the site. This parking methodology will not significantly negatively impact on the immediate local highway in any way as it has been located well to the rear of the site.

- **Means of access for construction traffic:**

The largest size of vehicle to enter the site is a (*obtain from Contractor*). This size vehicle has entered the site on numerous occasions and there has not been any issues with the safe manoeuvring of the vehicle with a competent banks men in attendance on both the access and egress element of the process. There will be a new dedicated turning point within the site as shown on the marked up Site Plan to reduce reversing operations as far as possible.

- **Loading and unloading of plant and materials:**

Please note that the loading and unloading area is located within the Site Compound along with the general material storage/plant area and is within the curtilage of the site. Materials will then be moved to where needed dependent (methodology to be determined by risk assessment) upon phasing of the works. There will be a second turning area within/alongside the Site Compound to reduce reversing operations to a minimum.

- **Storage of plant and materials used in constructing the development:**

The extents of storage for both plant and materials as identified above are within the Site Compound as shown on the marked up Site Plan drawing. Due to the dynamic nature of construction sites these areas may expand/contract throughout the project. It should be stated that there will be no storage of materials or plant outside the curtilage of this site.

- **The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate:**

The current site boundary is noted on the drawing by a red line. This will be extended by adding the temporary road and Site Compound to the bottom end of the site. Site security will be maintained by using Heras fencing to areas where construction work is being undertaken as phasing of the works progresses.

There are the main electronic gates allowing access into the site from the Highway. A secondary gate will be introduced midway through the site before the individual house plots in order to separate construction areas from occupied areas. Both gates will be kept locked and only opened when in use and a banksman is present.

The site is not visible from the Highway so there will be no hoarding or facilities for public viewing required.

- **Wheel washing facilities:**

We employ a wheel wash management system on site, which comprises of an operative with a hosepipe washing the wheels down before leaving the construction site areas and trafficking through the occupied areas and out on to the highway.

It should be noted that the hardcored Site Compound, temporary access road and turning circles limits the amount of mud that vehicles can pick up. Then the wheel wash system located at the midpoint of the site, as shown on the marked up Site Plan drawing, removes any remaining mud before vehicles drive through the occupied areas and out onto the highway.

- **Measures to control the emission of dust and dirt during construction:**

We will risk assess various work activities which create dust e.g. cutting paving blocks/kerbs/flags, cutting/sanding wood etc. and put in place appropriate control measures to reduce or eliminate dust escaping into the air. Control measures can include for example, ordering the right size of building materials so less cutting or preparation is needed; suppression of dust by watering down; on-tool dust extraction etc.

- **Measures to control noise levels during construction:**

We will only work normal standard hours on site e.g. 08.00 to 17.00. We will use the Manufacturers or Suppliers information to use the quietest tools reasonably available to carry out the works tasks. We will use well-maintained equipment. It is highly unlikely but if we need to carry out a work activity which is particularly noisy we will stop noise escaping by using temporary shields/sound barriers.

Reason: In the interests of highway safety, residential amenity and visual amenity and in accordance with Local Plan Policy T4 New Development and Transport Safety and Local Plan Policy D1 High Quality Design and Place Making.