DSP CONSTRUCTION MANAGEMENT

NEW ALDI STORE, Fleet Street, Holbeach

CONSTRUCTION METHOD STATEMENT

Issue Date: 29/09/22

EXECUTIVE SUMMARY

The works to the site incorporate the construction of a new store class A1 food retail store with associated car park, loading bay and landscape works. This report outlines how this project will be constructed efficiently under controlled environmental conditions.

The report considers and provides methods to ensure the disruption to adjacent site occupiers and road users are minimised.

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1.0 INTRODUCTION

This report has been prepared for the benefit, use and information of the Client, as well as providing a clear statement of the processes incorporated by DSP Construction Management.

The report is a qualified assessment based on current information and is subject to refinement as the project evolves. We have prepared our report to outline how this project will be constructed including a review of the construction methodology and site logistics. This report describes the proposed outline programme and key activities for the construction of a class A1 Food Retail Store and associated car parking. Potentially significant environmental impacts associated with these activities are identified and, where necessary, proposals for mitigation are outlined.

2.0 PROGRAMME OF WORKS

The total duration for the works of the new store build is 27/28 weeks. On completion of the works the Client has to merchandise the store which takes one week.

Our construction methodology statement which follows explains how this will be achieved.

CONSTRUCTION METHOD STATEMENT

3.0 MATERIALS AND RESOURCE USE

3.1 Construction Waste

A specialist waste management organisation is employed during the construction works with specific responsibility for the coordination of the disposal of all surplus materials and the management of an effective document control system to track and confirm that the proper procedures have been followed. The location of the waste handling site that the materials will be taken to will be dependent upon their specific make up but we anticipate that sites close to Fleet Street, Holbeach will be used amongst others as appropriate. Wherever possible, materials will be recycled and re-used either onsite, or provided for use elsewhere. There are numerous recovery and recycling operators within five miles including paper, metal, and wood specific recycling facilities.

3.2 Construction

Estimates of key construction materials are listed below:

228m³ of reinforced concrete
35 tonnes of structural steelwork
350m² cavity blockwork construction
250m² internal walls, partitions and general fit-out materials.

3.3 Plant and Equipment

Consideration has been given to the types of plant that are likely to be used on-site during the construction phases of the Proposed Development. The plant and equipment associated with each key element of the construction process is set out in Table 1.

Table 1: Estimated Types of Plant during the Construction Phase

Plant	Stage		
	Substructure	Superstructure	Fit –out
360° Excavators	✓	✓	
Dumpers	✓	✓	
Mobile Cranes		✓	
Air Compressors	✓	✓	✓
Power Tools	✓	✓	✓
Hand/Power Tools	✓	✓	✓
Wheel Washing Plant	✓		
Scaffold	✓	✓	
Delivery Trucks	✓	✓	✓
Skips and Skip Trucks	✓	✓	✓
Forklift Trucks	✓	✓	✓

Note: ✓ Usage of plant at each stage.

3.4 Hours of Work

It is anticipated that the core working hours for the noise and traffic creating construction will be set out as follows:

- Construction Hours Monday to Friday 7.30am – 18.00pm /Saturday 8.00am -17.00pm.
- No construction work on Sundays or Bank Holidays unless required
- Delivery Hours to site Monday to Friday 7.30am to 16.30pm, Saturday 8.00am to 13.00pm, NO deliveries on Sundays or Bank Holidays unless required

These hours are in accordance with the normal reasonable hours close to residential properties. Although night time working will not normally be undertaken, it is expected that the store clean will take place at night outside of the approved hours but this will not create any amenity issues.

4.0 PROPOSED CONSTRUCTION METHODOLOGY

4.1 Substructure Works

The substructure works consist of standard pad and strip foundations. External drainage will also be installed at this time which will include surface water discharge to a celled storage system to reduce discharge off the site to Greenfield standards of 5l/s. There will be a separate foul connection to the public sewer.

4.2 Superstructure

The superstructure works comprise new build which is primarily steel frame construction with a ground bearing floor slab. The external walls are constructed from a masonry block cavity construction. Internal partitions will be blockwork and the building finishes will be high class, specified and installed to the highest of standards.

4.3 Mechanical and Electrical Services

The store utilises a heat recovery system when in plain terms re-uses the expelled warm air from the refrigeration plant and re-cycles it back into the store for the underground heating system. The building is controlled by a management system to assist its efficiency and all the electrical and refrigeration equipment is to the latest efficiency standards.

4.4 External Works and Landscaping

1. It is anticipated that once the structure and building envelopes have been completed the common/service areas surrounding the building will commence. This will include completion of service and drainage lines, landscaping of the surrounding paving and erection of external LED lighting.

2. Only when all external works are finalised and the building envelope is completed, will the safety hoarding be dismantled and final 'dressing' of external public areas take place.

4.5 Commissioning and Building Handover

As each system is completed throughout the building, then it will be tested in accordance with the mandatory specifications and codes. On completion of all works the buildings

and systems shall be subjected to statutory inspections and testing before finally being handed over and occupied by the Client. A safety file is provided for the store which remains in the store for use by any maintenance operatives.

5.0 SITE LOGISTICS

5.1 Introduction

The management of the site logistics is key to the success of the project. A Site set up Plan will be produced which identifies the location of the welfare facilities, materials storage, waste management, on site parking and smoking area, this will allow for all vehicles to safely access and egress the site with adequate turning facility to include the loading and unloading. There will be a designated area for Contractor parking and visitor parking with pedestrian routes (see appendix A – General proposed site plan). The site manager will be responsible for the logistics of the deliveries and materials storage. This is to minimise both off- and on-site congestion. Material storage will be in phases with easy access to minimise breakage and waste. The delivery vehicles will enter site off the retail park roadway and egress the site in a forward movement with a one-way traffic management system on site.

5.2 Concrete Pumps

A concrete pump will be used for the slab construction but will be contained within the site.

5.3 Site Accommodation

The site accommodation is to be located within the new car park area. This provides safe access for site visitors from the public footpath. The office and canteen are located adjacent to each other and a hoarding will be erected around with power and water supplies. LED floodlights will be used to illuminate the compound/car parking and access to and from the building for H&S and security reasons. These will be fitted to our cabins.

5.4 Personnel Access

The proposed site personnel access is be off of the existing footpath. All personnel are required to report to the site office for a site induction on site safety issues.

5.5 Deliveries

All deliveries will be organised through the site manager so that he can prepare the site to receive the delivery. As the construction programme requires the road base construction to be laid as soon as possible most delivery vehicles will have a firm base and reduce debris onto the local highway.

Delivery times and removal of materials Monday to Friday 7.30am – 18.00pm, Saturdays 8.00am -13.00pm, NO deliveries on Sundays or Bank Holidays.

5.6 The only craneage will be to lift and install the structural steelwork and roof materials..

5.7 Construction Vehicle Movements

Table 2 provides indicative construction HGV movements for the Proposed Development.

Activity	Approximate HGV Movements	Estimated Loads per Day
Substructure/Ground Formation	180	18
Superstructure	30	3
Fit Out	60	4
Total Period of Activities	280	25

6.0 POTENTIAL ENVIRONMENTAL IMPACTS

6.1 Potential Impacts during Demolition and Construction

A review has been undertaken of the potential sources of adverse impacts associated with the construction works. The results of this have been presented in Table 3.

Table 3:

Issue	Potential Impacts
Dust/Air Quality	Wind blown dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding of materials. Exhaust emissions from lorries and plan delivering and removing materials including dust and particulates.
Ecology	Water/mud runoff into drains.
Energy Usage	Indirect impacts associated with energy consumption such as CO_2, depletion of natural resources, air pollution etc (Material selection and embodies energy issues are covered during the sustainable design section).
Fuel & construction materials storage	Accidental spills, discharges to drains/storm water systems, contamination to ground.
Hazardous materials and contaminated land	Exposure of the work force to deleterious/hazardous material and contaminated land, mobilisation of any source contaminants and creation of pathway from source to groundwater receptor.
Noise	Increased road noise levels from vehicles. Increase noise levels from plant during general construction works (e.g., from the use of air compressors and diamond cutters) on-site.
Site & surroundings pedestrian access	Restrictions on pedestrian access to walkways, footpaths and roads.
Traffic	Traffic congestion caused by the site traffic. Increased vehicle

	movements mainly consisting of HGV's. Transfer of mud and material form vehicles onto the public highway. Disruption form abnormal of hazardous loads. Exhaust emissions.

Waste	Waste generation
Water and Water Usage	Increased sediment loadings to storm water system. Potentially contaminated storm water runoff. Natural resources depletion.
Vibration	Increased vibration levels form vehicles. Increased vibration levels from plant during general construction works.

Note: HGV – Heavy Goods Vehicles, CO_2 Carbon Dioxide

7.0 MITIGATION MEASURES

Management of Surface Water Drainage During Development

The existing drainage system on the site will be used at all times where possible. Precautions shall be taken to try to avoid any debris going in to this utilising "silt busters" or similar until such a time the final drain connections are completed.

7.1 Management of Trade Contractors

Individual contractors (e.g., for waste removal) will incorporate relevant requirements in respect of environmental control, based largely on the standard of *'good working practice'* as outlined in the statutory requirements.

7.2 Public Relations

The site manager will deal with complaints and enquiries. This individual will be named at the site entrance, with a contact number prior to the start of construction. The site will either be controlled by the site manager or an appointed person.

7.3 Tree Protection

Existing trees to be retained will be protected in accordance with BS 5887: trees in relation to construction: 2005.

- The barriers will be vertical weld mesh panels secured with uprights driven into the ground. Tree protection barriers will be erected prior to any materials being brought onto site and before any stripping of soil or erection of site huts.
- Once erected, fences should not be removed or altered.
- No excavation or building work shall be undertaken within the protective fencing including erection or storage of temporary buildings, soil, spoil or any other materials.
- There shall be no burning on site.

7.4 Construction Vehicle Management

The vehicles for site operatives are to be parked in the designated area. There will be a general policy of no off-site car parking and the site labour force will be encouraged to share rides or use public transport. Parking on public roads will not be allowed.

7.5 Access and Egress

All deliveries will need to be kept off the highway. The site entrance will be clearly identified and deliveries will arrive at a designated time windows so that vehicles can enter and egress the site in a forward driving manoeuvre. Gate person will control all deliveries on and off-site extension area.

7.6 Road Cleanliness

To minimise site-generated material on roads vehicles and equipment leaving site will have axles and wheels washed down at an area close to the exit as appropriate. A jet wash facility will be utilised as the works require and a road sweeper will be available to maintain the cleanliness of the highway when earth moving operations being removed from the site. It is anticipated to lay the road base by the middle of the construction process therefore reducing the risk of debris on the roads.

7.7 Dust Suppression

In areas where dust production is likely a hose and brush will be used to suppress dust spread.

7.0 Mitigation Measures continued

7.8 Management of Noise, Vibration and Dust

There are a number of residential properties within close proximity of the site and therefore 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. Measures currently planned to be adopted include:

- Off site pre-fabrication to be used, where practical.
- 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 BS 5228 standards;
- All Trade Contractors to be made familiar with current legislation and the guidance in BS5228 (Parts 1 and 2).
- Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will be conducted away from noise sensitive areas.
- Noise complaints immediately investigated.
- Brushing and water spraying of heavily used site hard surfaces and access points as required;
- 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 at entrance to site which due to the size of the site will require a standing point and Jet wash facility.
- Burning of wastes or unwanted materials will not be permitted on-site; and all hazardous materials including chemical, 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 storage areas.

7.9 Site Waste Management

The disposal of all waste or other materials removed from the site will be in accordance with the requirements of the Environment Agency, Control of Pollution Act (COPA), 1974 Environment Act 1995, special Waste Regulations 1996, Duty of Care Regulations 1991 and the Site Waste Management Plan Requirements.

In general, and in accordance with the principles of the UK Government's 'Waste Strategy 2000', a principal aim during construction will be to reduce the amount of waste generated and exported from the Proposed Development site. This approach complies wit the waste hierarchy whereby the intention is first to minimise, then to treat at source or compact and, finally, to dispose of off-site as necessary. All relevant contractors will be required to investigate opportunities to minimise and reduce waste generation, such as:

- Agreements with material supplies to reduce the amount of packaging or to participate in a packaging take-back scheme;
- Implementation of a 'just in time material delivery system to avoid materials being stock- piled, 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;
- Segregation of waste at source where practical and re-use and recycling materials off-site where re-use on-site in not practical (e.g., through use an on-site waste segregation facility. See appendix site layout plan.

Overall, the waste management for the site comprises:

- Loads are ordered on a need basis to prevent over ordering and on-site damage.
- Waste skips are provided for wood, metal, glass and mixed.

Skips will be covered to prevent dust and debris blowing around the site and will be cleared on a regular basis. 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 bundied storage areas.

CONSTRUCTION METHOD STATEMENT

REFERENCE

HMSO, (1991); Statutory Instrument 1988 No. 818 (c.26) – Control of Pollution Act 1974 (Commencement No. 19) Order 1988.

British Standard Institute (BSi), (1997); BS 5228-1-5-1992-1997 – Noise and Vibration Control on Construction and Open Sites.

HMSO, (1995); Environmental Act 1995

HMSO, (1996); Special Waste Regulations 1996.

HMSO, (2011) The Waste (England and Wales) Regulations 2011

HMSO, (2014) The Waste (England and Wales) Regulations 2014

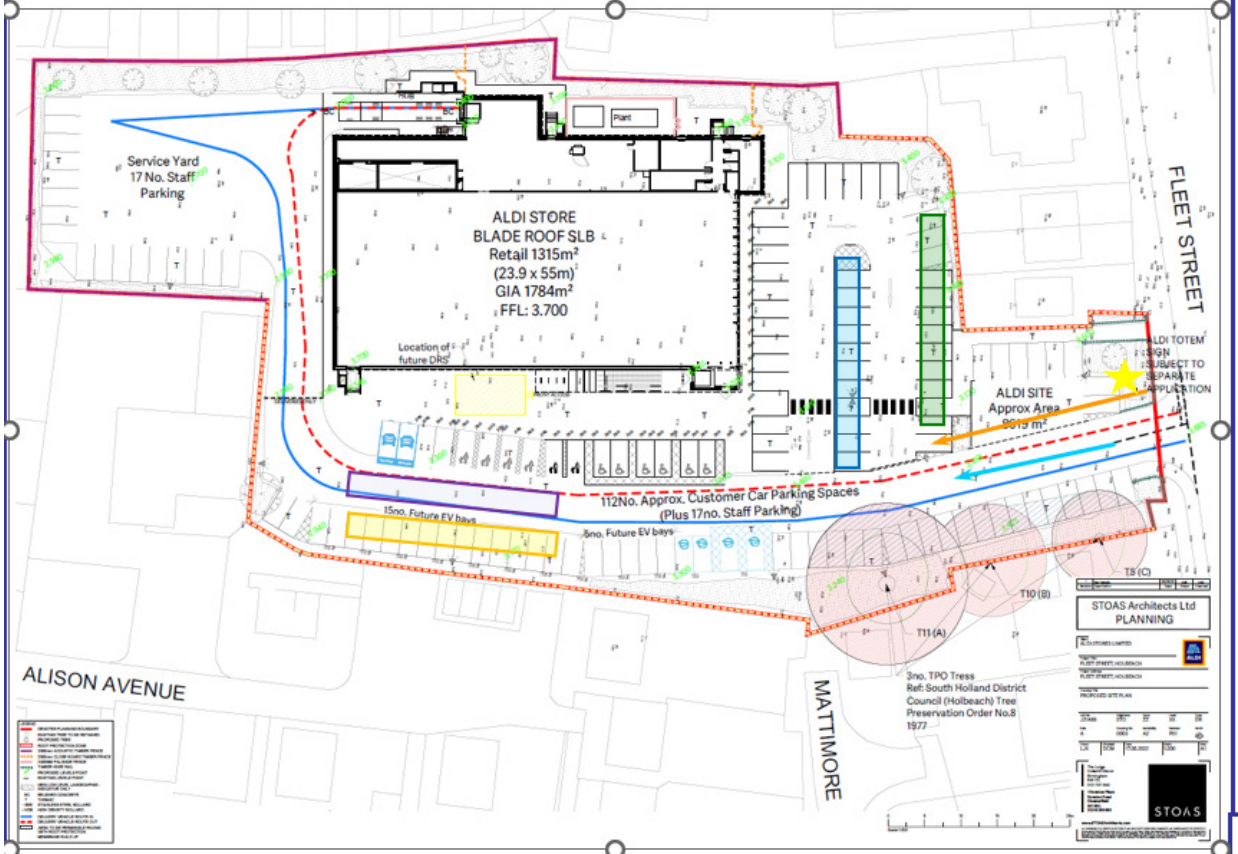


APPENDIX A

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AVONSIDE CAMFORD DSPCM DSPCM (MIDLANDS)

CEMP Drawing



Site offices/welfare area

Plant and machinery storage

Plant and machinery loading and unloading

Site Parking

Other

Site Traffic

Site Boundary/Fence

Site pedestrians

Wheel wash Facility

Site speed limit

5

Unless otherwise stated

Aldi Holbeach

