Construction Method Statement
Wygate Park Spalding

1.0 Introduction

1.1 The proposed residential development at Wygate Park comprises the construction of 34 dwellings on land to the north of Witham Road within the current open space area of the development. The site is close to a number of residential areas. The impact on the residential users around the site has been a key consideration in forming this plan.
1.2 Another major consideration for the development of the site has been the close proximity of the Primary School.
1.3 The following Construction Method Statement has been prepared with these sensitive receptors in mind.
1.4 The following document is to be read in conjunction with the attached Compound Plan.

2.0 Site Access

2.1 Construction and vehicular access to the site will be from Wytham Road. All vehicles will exit on to this road to the west.
2.2 Sufficient off-site location signage to the site will be provided in the near vicinity in order to guide construction vehicles to the main approach road.
2.3 It will be a requirement that all suppliers' and subcontractors will use the prescribed access routes into and out of the site.
2.4 Fencing will segregate the site and the compound and material drop zones. Pedestrian and vehicle access gates will be incorporated into the fencing. Anti-climb fencing will be utilised where necessary.
2.5 Pedestrian walkways and vehicle routes will be segregated and marked out with appropriate barriers.
2.6 A temporary access to the school will be provided for the children who would normally cross the open space to reach the school.

3.0 Parking

3.1 The development will be provided with a site compound broadly in accordance with the details identified in the attached drawing. This shows the main compound buildings including the welfare area together with a separate parking and material storage area which will all be fenced within a secure enclosure. The material storage and parking area will be accessed via a temporary construction vehicle access.
3.2 The construction staff parking and parking of contractor's vehicles as well as waste storage will all be controlled within the site compound. Turning facilities will be provided within the site compound for the turning of Construction vehicles.
3.3 A sufficient level of parking for site operatives and visitors will be provided within the site to ensure that there is no conflict with the public highway.

4.0 Loading and Unloading

4.1 Loading and unloading of plant and materials will take place in areas that are clear of traffic, pedestrians and people. Trailers will be parked on firm level ground.
4.2 Loading bays are located adjacent to the construction area. This is to avoid these coming into conflict with parking and pedestrians.

5.0 Storage of plant and materials

5.1 Materials will be stored on site as close to their place of use as possible and in an orderable fashion.
5.2 Lay down areas will be set out for trades and suitably fenced off. No flammable materials will be stored near boundary fencing. Storage of flammable materials in and around new buildings under construction will be strictly monitored and controlled.

6.0 Wheel and underbody washing

6.1 The surface of the site access shall be kept clean and maintained in a good state of repair to minimise dust and mud deposition.
6.2 The site access and adjacent highway will be kept clear of mud and debris. Road sweeping will take place when required.
6.3 A wheel cleaning facility shall be used on any vehicle considered by the site manager to have a significant level of soiling prior to its departure from site and is shown on the plan near the site entrance.

7.0 Hours of working

7.1 Working hours for the site will be between 0730hrs and will not continue past 1800 hours, Monday to Friday and 0800 to 1330 on Saturdays. At times it may be necessary to work before and beyond these hours, for which due notice will be given to the local planning authority and immediate neighbours. There will be no work on Sundays and Bank Holidays and deliveries will be timed to avoid school times.

8.0 Monitoring, reporting and control of construction noise and vibration

8.1 All available techniques (best practicable means) shall be used to minimise, as far as necessary, the level of noise and vibration to which neighbouring uses and residential premises will be exposed.
8.2 The control of noise during the construction period will be controlled and monitored in accordance with BS 5228-1:2009 and HSE L108.
8.3 Kier Living will employ the industries best practice to assess noise emanating from the site to ensure that it is within acceptable limits. Through a series of measures the noise and vibration impact from the site will be minimised. These can be summarised as follows:
i Site supervision and working methods - Kier operatives are trained to employ appropriate techniques to keep site noise to a minimum and are effectively supervised to ensure that the best working practice in respect of noise reduction is followed. For example, staff are instructed to minimise drop heights and to avoid unnecessary revving of vehicle engines as well as switching off equipment when not in use.
ii Maintenance of equipment - noise from existing plant on site will be reduced where practical by ensuring that the equipment is well maintained, reducing vibration and noise. Noise can also be reduced by ensuring noise silencers on vehicles are working effectively. Ensuring the main access road in to the site is well maintained will also reduce the noise of vehicle movements across the site. Construction plant and machinery will be fitted with appropriate acoustic insulation.
iii Screening - where possible buildings within the compound and storage areas beyond the compound will be sited to screen any source of noise in the site compound from the residential development.
iv Plant - plant will be located in sensible locations to avoid increased noise.

8.4 Noise and vibration monitoring shall be undertaken as necessary at pre-determined locations and times during the day. The monitoring and recording shall be undertaken in line with the applicable local guidelines.

9.0 Dust and smoke mitigation

9.1 The dust mitigation measures will accord with the industry's Best Practice Standards and Considerate Contractor's procedures ensuring a robust scheme for dust control during the construction.
9.2 The surface of the site shall be kept clean and maintained in a good state of repair to minimise dust and mud deposition.
9.3 Appropriate dust suppression equipment will be used, such as hoses to dampen down dry areas where necessary. These operations will be carried out in small areas where practical to minimise the production of dust.
9.4 There are minimal anticipated effects of dust and air borne pollution on the site, so visual monitoring on a daily basis is required if the above control measures are adhered to. Remedial action will be taken by the Site Manager in the event that excessive dust or smoke is identified or any complaints are made.

10.0 Scheme for dealing with complaints

10.1 Should any complaints arise, including those relating to mud on the highway and dust, the necessary corrective action shall be agreed with the Local Planning Authority. Any complaints should be reported to and recorded by the Area Construction Manager - Rob Crossland, 07990 563539. Appropriate remedial action will be carried out.

11.0 Details of temporary lighting

11.1 Temporary lighting will be installed along the relevant pedestrian walkway particularly the temporary access to the school and within the compound.

12.0 Conclusions

12.1 Kier Living Ltd are committed to providing a safe and secure construction site, which takes into account the needs of the residents and occupiers in the immediate vicinity.

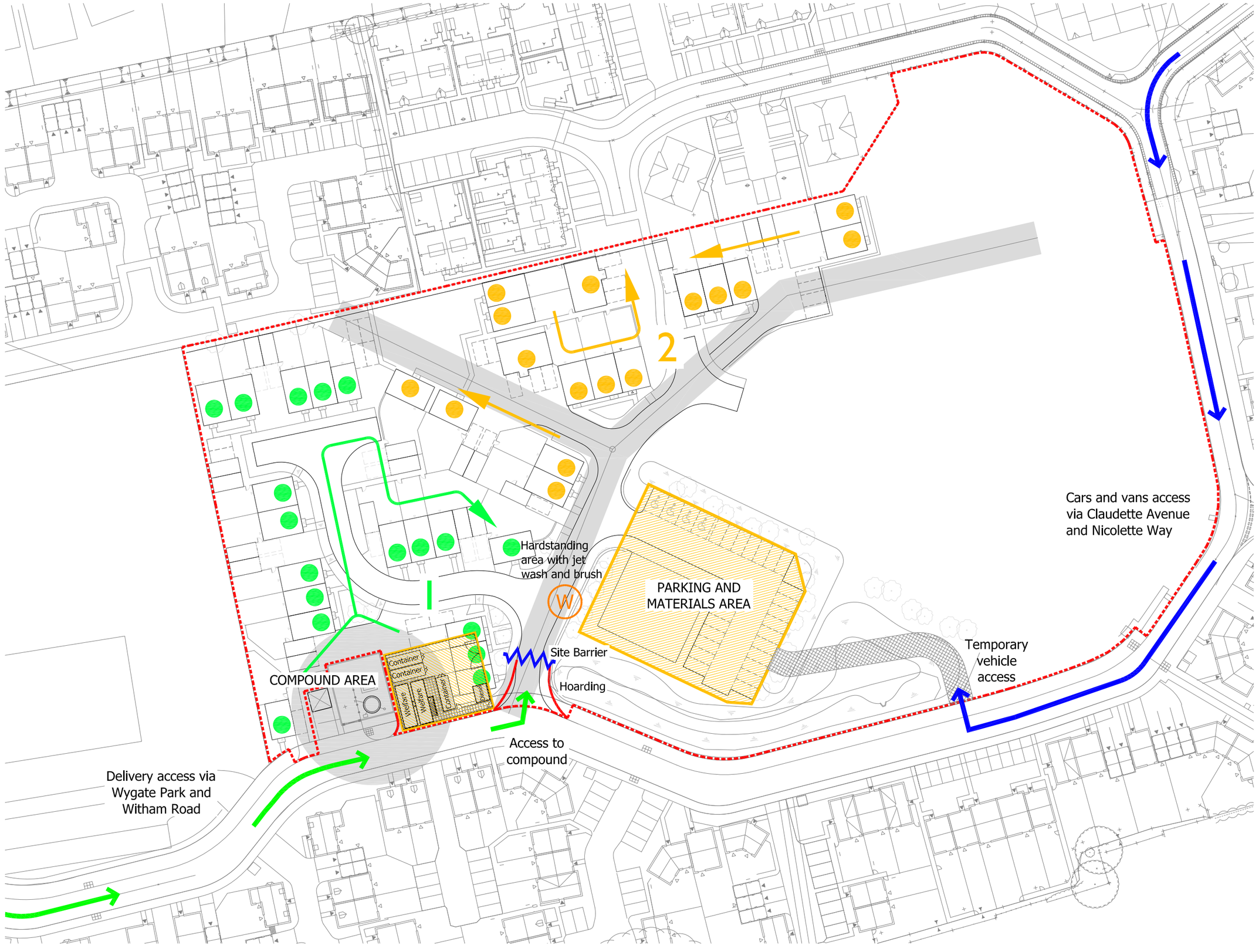
Legend

- Site boundary/fencing
- Entrance hoarding
- Compound/materials/parking
- Build phase 1
- Build phase 2
- Temporary footpath - 1.2m wide
- Wheel wash (W) — Full wheel wash for top soil strip/ground works; Jet wash plus brush when Kier take on PC
- Traffic to and from parking and materials
- Route for cars and vans to site
- Route for delivery traffic to site

DIRECTION OF APPROACH TO SITE LOCATION

- Route for cars and vans to and from site
- Route for delivery traffic to and from site
- Alternative route for pedestrians to school due to closure of temporary footpath





Rev	Details	Date	By
A	Temporary school access removed and replaced with alternative route	04.07.19	NH

KIER

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Project: Wygate Open Space

Drawing: Construction Management Plan

Drawing File Location: Q:Technical/Architectural/Site Plans

Drawn by:	Date:
NH	05.03.2019
Scale: nts @ A2	ORACLE code: 10005839

This drawing is © copyright protected.
All dimensions to be checked on site.
Any discrepancies to be reported to the Architect immediately.
This drawing should not be scaled.

Drawing no: 5839 - CMP - 01 Revision: A