

End House

Construction Method
Statement

November 2024

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Document Control Sheet		Disclaimer
Report Reference	CS2537/EH/CMS/102024-CT	The contents of this report are based on drawings, specifications, and information provided, supplemented by assumptions made by NRG to achieve compliance as well as observations on our Site Visit. NRG bears no responsibility to third parties for any use or interpretation of this report. Third parties act on the report's contents at their own risk. The use of this report is exclusively reserved for the named client only, unless accompanied by a signed letter of reliance.
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1 Introduction

NRG Consulting have been appointed to undertake a Construction Method Statement (CMS) for the proposed development at **Land Adjacent To Lane End House, Shinfield Road, Shinfield, RG2 9BB** to discharge Planning Condition 12 (Wokingham Borough Council Planning Reference: 222304).

The description of development is:

Full application for the proposed erection of 6no. dwellings, with associated landscaping and access.

Planning Condition 12 states:

Construction Method Statement

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:

- i. the parking of vehicles of site operatives and visitors,*
- ii. loading and unloading of plant and materials,*
- iii. storage of plant and materials used in constructing the development,*
- iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,*
- v. wheel washing facilities,*
- vi. measures to control the emission of dust and dirt during construction,*
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works,*
- viii. no deliveries outside the permitted working hours,*
- ix. Best practice for use of machinery on site e.g. no idling of engines when equipment not in use etc.*

Relevant policy: Core Strategy policies CP3 and CP6.

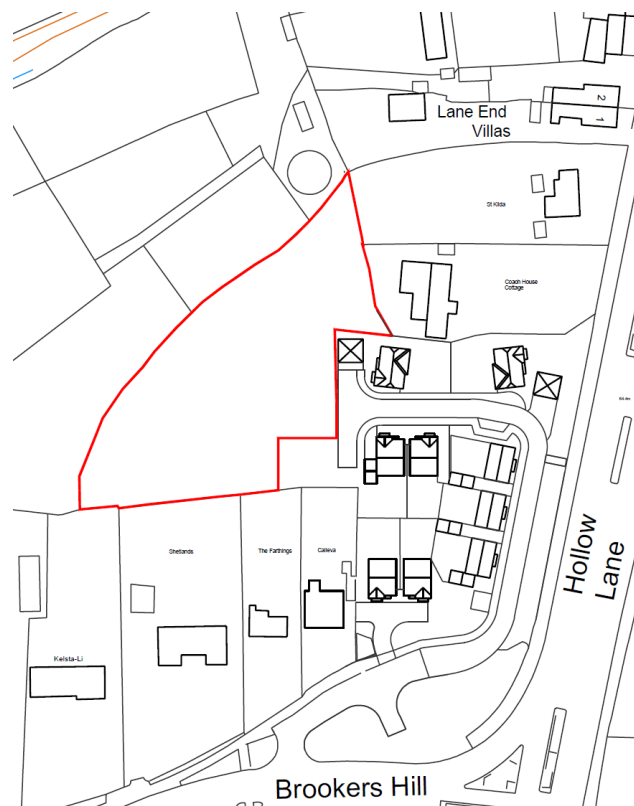


Figure 1.1: Site Location Plan (Scale: 1:250)

2 Site Context

2.1 Site Context

Overview

The application site is located in the civil parish and village of Shinfield, administered by Wokingham Borough Council. It is situated within the county of Berkshire, just south of Reading. The site is positioned on the west side of the A327 Hollow Lane/Shinfield Road, to the south of the M4 motorway.

The site is located northwest of Lane End House (previously used as offices), behind an existing residential development. The proposed site occupies a former car park and a predominantly grassy area. The development proposal includes six new residential units on the land northwest of Lane End House. These units will be served by a new access drive connecting to the existing cul-de-sac at the southeastern boundary.

Demolition

No demolition is proposed.

Construction

The proposed dwelling will be built in masonry construction with a brickwork outer leaf and blockwork inner leaf. Construction period is anticipated to be 12 months (the detailed construction programme is included in appendix 1).

The proposed development of six new dwellings has been carefully designed to ensure that its overall scale and massing are consistent with the existing surroundings. The proposal consequently provides buildings that are sensitive to the local area, being neither overly dominant nor intrusive.



Figure 2.1: Existing and Proposed Site Plans

Vehicle Access

Access to the site is through Brookers Hill (as seen in Figure 2.2). There will be no requirement for road closures, parking bay suspensions or any other modification to the public highway.

Staff Parking

As seen in Figure 2.2 contractor parking will be provided on site. All staff and construction workers will be strongly encouraged to travel by sustainable modes of transport.

Similarly, suppliers and subcontractors will be appointed partially based on their distance from the site to ensure the local supply chain is utilised. Due to the small scale of the site, it is anticipated local builders' merchants will be used.

Site Layout and Storage

To optimise efficiency and avoid storing large quantities on-site, a *just in time* delivery protocol will be implemented where possible. This approach ensures that materials are delivered to the site precisely when needed for construction activities, thereby reducing the need for on-site storage and the associated potential for wastage of materials due to damage and theft. Storage area for plant and materials will be provided as seen in the Site Layout Plan below.

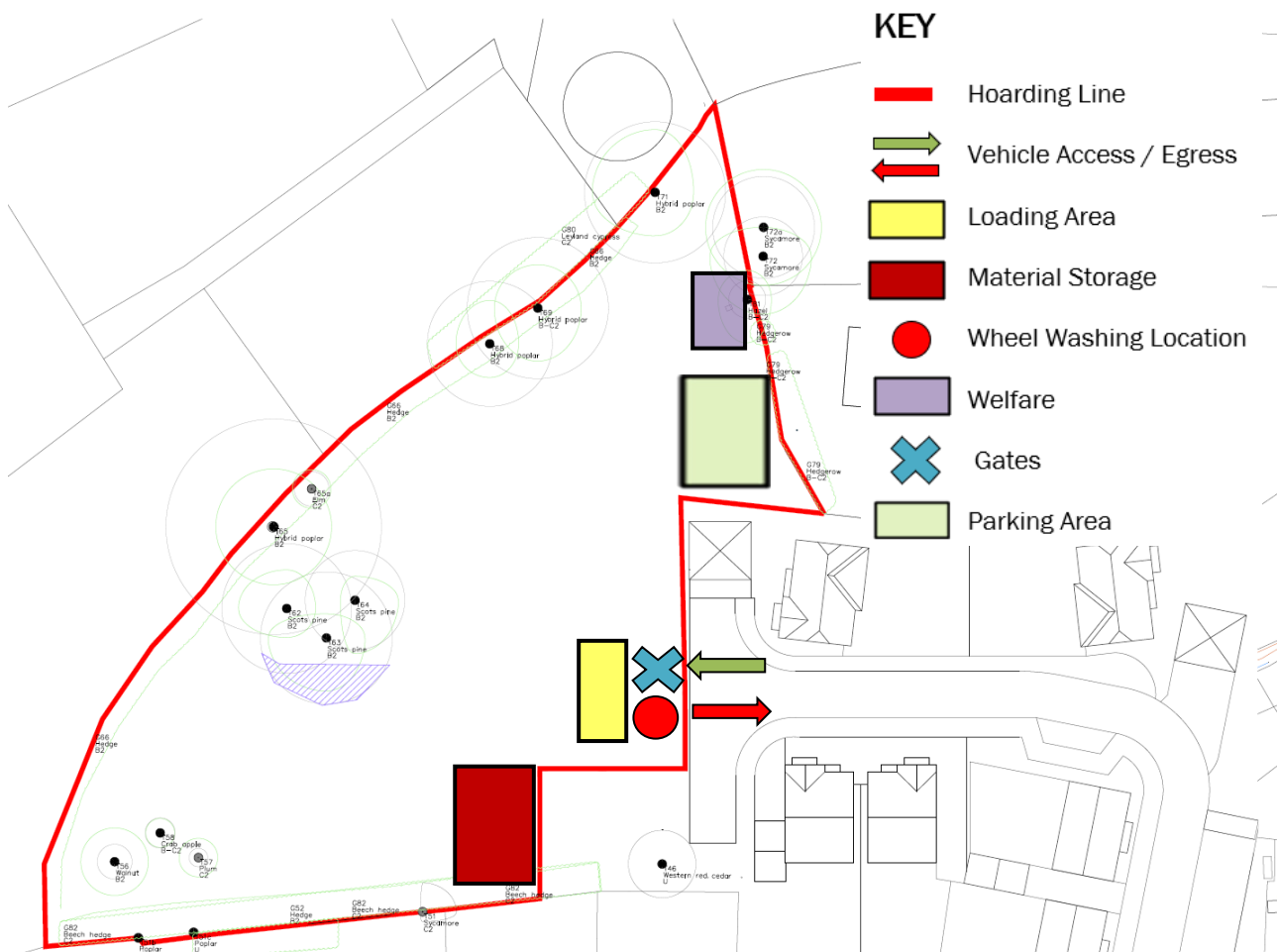


Figure 2.2: Site Set-Up

Vehicle Routing, Loading and Unloading

All vehicles related to the construction will be routed to minimise disruption on both the local and wider highway network adjoining the site. Loading and unloading will occur on site directly from the rear or side of the lorry and the materials will be immediately transported to their destination on site. No road closures are required, and reversing onto the public highway is strictly prohibited.

Wheel Washing Facilities

To keep the area around the site clean and to minimise disruption to the local community, a wheel wash facility will be installed at the site exit. This will ensure that all vehicles leaving the site are thoroughly cleaned of dirt, mud, and debris, preventing them from spreading onto public roads.

The wheel wash will be regularly maintained to ensure it works efficiently, including checking for blockages, cleaning any traps or filters and the topping up water levels. Clear signage will direct all vehicle drivers to use the facility, and site staff will monitor compliance.

Hoarding

Hoarding will be installed around the perimeter of the site as per the The Highways Act 1980, The New Roads and Street Works Act 1991 and The Construction (Design and Management) Regulations 2015 (CDM 2015). It will be specified to incorporate the following best-practice specification in terms of design and installation, lighting, maintenance, safety and community engagement:

- Use durable materials that can withstand weather conditions.
- Ensure hoardings are stable and securely fixed to prevent collapse.
- Design hoardings to allow for the display of safety notices, project information, and community updates.
- Regularly inspect and maintain hoardings to ensure they remain in good condition.
- Promptly repair any damage or graffiti.
- Follow HSE guidelines for the safe erection and dismantling of hoardings.
- Ensure compliance with relevant sections of the Highways Act and New Roads and Street Works Act.

For this scheme, the proposed hoardings will be a >2m high solid painted timber hoarding (with gates) along with 110v bulkhead lights to ensure signage and notice boards are well lit.

2.2 Community Considerations

Construction and demolition works will be to the following hours:

- Monday to Friday: 08:00 – 18:00.
- Saturday: 08:00 – 13:00.
- Sunday/Bank holidays: No work.

No construction works or deliveries will take place outside of these times unless with specific consent from the local authority.

Pre-Commencement Neighbourhood Consultation

The contractor will undertake a neighbourhood consultation in the form of letter drops to local residents and other local stakeholders, as required. The local residents and other local stakeholders will be provided with the following information:

- Description of the development.
- Proposed construction methods.
- Duration of the development.
- Details of the Principal Contractor's direct responsive contact for local residents.

During Construction Neighbourhood Consultation

A notice board will be affixed to the site hoarding and updated to keep local residents informed regarding what activities are taking place. This will include site contact information in the forms of email and phone number regarding any likely impact the works may have in relation to noise or deliveries. The notice board will also include details of any meetings which are scheduled to take place relating to neighbourhood liaison.

3 Environmental / Mitigation Measures

3.1 Dust Control Measures

When addressing dust control, it is crucial to prevent the occurrence of statutory nuisance resulting from construction works or activities that generate dust. Therefore, it is essential to adopt a philosophy focused on preventing dust formation in the first place. Dealing with dust should follow the following approach:

Prevention

- Emphasise measures to prevent dust formation, as outlined in best practice guidance such as:
 - a) 'Best in Class' Guidance on Dust and Emissions from Construction (LLECP, March 2019)
 - b) *Guidance on the assessment of dust from demolition and construction* (January 2024 – v2.2) (IAQM)
 - c) HSE – Construction Dust - Construction Information Sheet No 36 (Revision 3)
- Implement techniques and practices to minimise dust generation, reducing the potential for airborne emissions and nuisance.

Suppression

- Employ dust suppression techniques during dusty activities and throughout the primary construction phase.
- Utilise water-based suppression methods, such as using hoses and dampening down localised areas.

Containment

Implement effective measures to prevent dust from leaving the construction site boundaries.

Conduct regular inspections and implement procedures to promptly identify and address any instances of airborne dust escaping the site, in line with best practice guidance on monitoring in the vicinity of demolition and construction sites (IAQM, October 2018).

The Site Manager will ensure an adequate water supply is available on-site, considering the need for frost protection, as recommended by best practice guidance. They will all employ effective management techniques to control emissions, including:

- Proper management, supervision, and training of process operations.
- Appropriate use and efficient operation of equipment.
- Implementation of preventative maintenance programs for all plant and equipment associated with emission control.

General

- No dry sweeping of Hardstanding areas will be allowed.
- Public roads and access routes will be kept clean.
- No burning of waste materials will take place on site.
- All dust control equipment will be maintained in good condition.
- All vehicles carrying loose or potentially dusty material will be fully sheeted.
- Sand and other aggregates will be stored in bunded areas.
- Material stockpiles will be sheeted, sealed, or damped down.

Mitigation Measures – Throughout Development		Implemented
Site Management		
The mitigation measures contained in this document will be implemented and adhered to on-site		✓
The name and contact details of the individual responsible for air quality and dust will be displayed on the site boundary with contact information. This display will also include the head office contact information.		✓
A site log will be maintained to record complaints and outcomes.		✓
Record and respond to all dust and air quality pollutant emissions complaints		✓
Carry out regular site inspections to monitor compliance with air quality and dust control procedures).		✓
Increase the frequency of site inspections when activities with a high potential to produce dust and emissions and dust are being carried out, or during prolonged dry or windy conditions.		✓
Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the logbook.		✓
Preparing and Maintaining the Site		
The site layout will be planned so that plant and dust-causing activities are located away as remote as practically possible from the residential receptors around the development's area.		✓
Erect solid screens or barriers around dust generating activities, at least as high as any stockpiles on site		✓
Keep site fencing, barriers and scaffolding clean using wet methods.		✓
Fully enclose specific operations where there is a high potential for dust production and the site is active for an extensive period.		✓
Prevent site runoff of water or mud.		✓
Carry out regular dust soiling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.		✓
Remove materials from site as soon as possible.		✓
Cover, seed, or fence stockpiles to prevent wind whipping.		✓
Operating Vehicle/Machinery and Sustainable Travel		
Ensure all non-road mobile machinery comply with the standards set within this guidance.		✓
Ensure all vehicles switch off engines when stationary – no idling vehicles		✓
Operations		
Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).		✓
Waste Management		
Prohibit bonfires and burning of waste materials.		✓
Reuse and recycle waste to reduce dust from waste materials		✓

3.2 Dust Monitoring – Daily and Weekly Visual Inspections

To minimise the formation of dust and harmful emissions from the site, the following dust monitoring activities will take place:

- Handheld dust monitoring will be conducted if medium or high-dust generation works take part on-site.
- Daily visual inspections with the nearest sensitive off-site receptors located within 50-100m of the site as indicated in the receptor locations figure.

From a review of the available desktop information available, the air quality dust risk would be a low risk of dust soiling impacts due to construction, demolition, earthworks, and trackout activities. Dust soiling impacts typically relate to the coarser fraction of dust (PM₁₀) and are associated with the loss of amenity and potential nuisance effects.

Regarding human health, there would be a low risk of impacts from all on-site activities.

Relevant sections of the best practice guidance for the site include:

Low Risk Site (Dust Soiling/Nuisance/PM₁₀):

- Determine the prevailing wind direction across the site by setting up a weather station on-site.
- Conduct assessments of dust deposition and soiling rates following recommended procedures.
- Perform visual inspections of site activities, dust controls, and site conditions, recording the findings in a daily dust log.

Daily Visual Inspection – Sample Inspection Tick Sheet

Week Commencing:							
Inspected Items	Frequency	Mon	Tue	Wed	Thu	Fri	Sat
<i>Person completing the checklist</i>	<i>Initials</i>						
Dust being controlled correctly by personnel	Daily						
Visual inspection of mud/debris on haul routes	Daily						
Visual inspection of dust soiling on local receptors	Daily						
Visual observation of dust generation from works	Daily						
Wind direction checked	Daily						
Wind speed checked	Daily						
Weather forecast checked	Daily						

3.3 Noise Control Emissions

The site management team will ensure the implementation of best practicable means to ensure compliance with noise levels. All employees should be advised regularly of the following as part of their training:

- The proper use and maintenance of tools and equipment
- The positioning of machinery on site to reduce the emission of noise to neighbourhood and to site personnel.
- The avoidance of unnecessary noise when carrying out manual operation and when operating plant and equipment
- Not to shout, sing or use loud site radios.

Screening should be considered as mitigation for noise impacts during the (limited) demolition and general construction.

Other control measures are to include:

- No Compressors or generators will be used;
- Work practices will be adopted such that noise emissions are kept to a minimum;
- Vehicle noise will be kept as low as possible (engines will be switched off and not allowed to idle;
- Where possible noisy plant and equipment will be sited away from sensitive noise boundaries. Where this is not possible, noise emissions will be controlled by erection of acoustic shielding, or by shielding from noise sensitive receptors with the site accommodation;
- Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will be conducted in such a manner as to minimise noise generation and where possible will be conducted away from noise sensitive areas.

3.4 Strategies to Reduce Delivery Impacts

The table below outlines the measures that will be employed to reduce the impact of construction.

Medium Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries		X	
Re-timing for out of hours deliveries			X
Use of holding areas and vehicle call-off areas			X
Use of logistics and consolidation centres			X
Vehicle Choice	X		
Measures to encourage sustainable freight			
Freight by Water*			X
Refight by Rail *			X
Material procurement measures			

DfMA and off-site manufacture			X
Re-use of material on site			X
Smart procurement			X
Other measures			
Collaboration amongst other sites in the area	X		
No HGVs during morning and afternoon peak	X		

Delivery Scheduling

- Pre-arranged delivery times will be set to prevent more than one delivery vehicle attending at any time.
- Drivers will be required to contact the site 30 minutes before arrival to ensure a clear space.
- In the very unlikely case of any simultaneous deliveries, vehicles will be turned away immediately.
- No vehicles will be left unattended.
- Vehicles are not permitted to wait on surrounding roads or idle on surrounding roads.

Adherence to designated routes

Routing information will be supplied to the Contractor's staff and other subcontractors/ suppliers at the site. Records of correspondence with suppliers relating to the agreed access routes will be maintained, so that in the event of non-compliance in this matter, suppliers be held accountable.

Use of holding and vehicle call-off areas

Due to a fairly low number of deliveries (approx. 2 per day at height of project) and limited area on and off site a vehicle holding area will not be used nor is there any space for one.

Use of logistics and consolidation centres

Due to the number of deliveries and the size of the scheme, the use of consolidation centres is not anticipated nor proposed.

Measures to Encourage Sustainable Freight

Around the site's area there are no opportunities for sustainable freight. There are no nearby waterways for opportunities for freight by water. Freight by rail is currently not proposed due to no railway stations being in the vicinity of the site that would be appropriate to carry construction material. The nearest stations are for public transport.

Material Procurement Measures

No off-site construction is currently proposed.

3.5 Site Waste Management

A Site Waste Management Plan (SWMP) will be adhered to for the scheme and will set targets for waste re-use, recycling, and disposal, expressed as a percentage. The contractor will oversee waste management on-site and keep detailed records of waste specifics. Waste Carriers will submit monthly reports, which will detail:

- European Waste Code (EWC)
- Weight in tonnes
- Waste description
- Percentage of waste recycled

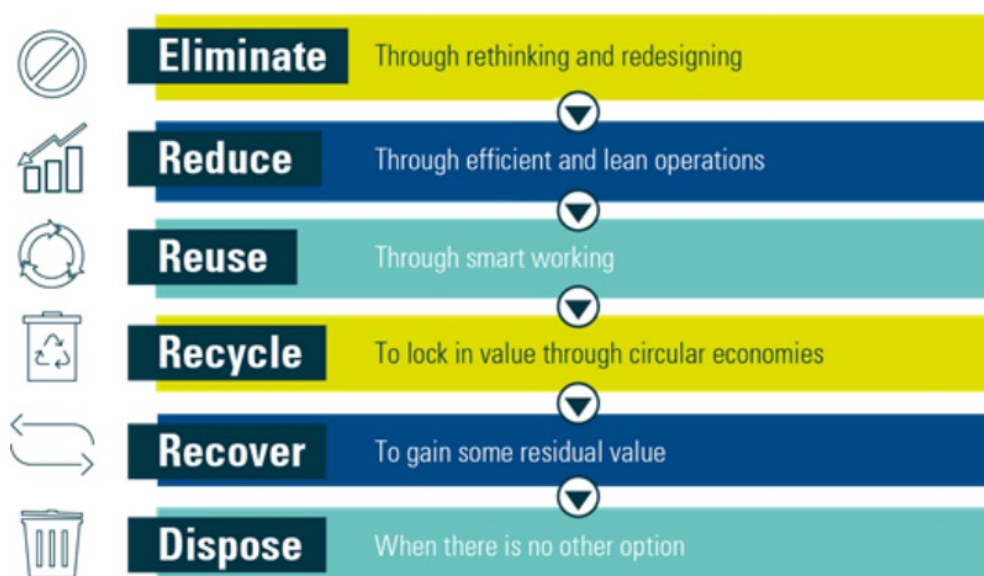
Information on the waste carriers responsible for non-hazardous and hazardous waste will be documented here, including their Waste Management Licence number and/or Pollution Prevention and Control Permit Number, when available. Waste management performance for the project will be reported to the client during project meetings as needed.

- A comparison of set waste management targets versus actual outcomes.
- A monthly analysis of waste produced on site.

The Contractor will ensure the project complies with current waste management best practices and will:

- Identify types and amounts of waste the project will generate.
- Segregate non-hazardous and hazardous waste for recycling and safe disposal.
- Appoint a "waste champion" on-site, to oversee waste management practices.
- Communicate the waste management strategy to all site workers.
- Ensure waste carriers provide their licence and permit copies.
- Use more recycled and recovered materials
- Reuse materials on-site wherever possible and reuse demolition materials to lower embodied carbon.
- Achieve at least 95% diversion of waste from landfill.
- Strive to keep construction waste below 4.5 tonnes per 100m² of Gross Internal Floor Area (GIFA).
- Follow the Waste Hierarchy wherever possible.

The Waste Hierarchy



Appendix 1



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