

RUSHFORD COURT – CONSTRUCTION METHOD STATEMENT

Contents

1. Programme and Sequence of works
2. Site Logistics
 - a. Construction access and egress points including routing for construction traffic.
 - b. Directional Signage
 - c. Compounds and material storage including crantage.
 - d. Temporary Lighting
 - e. Parking
 - f. Hoardings
3. Control Of Dust, Emissions and Dirt
4. Control Of Noise
5. Site Waste Management
6. Communications

1. Programme and Sequence of Works

Weeks 1- 9 Diversion Works

Following site setup and securing of the construction site perimeter with the solid timber hoarding the main works will commence on site with both the drainage diversion works and the service diversions

Drainage Diversions – Prior to the works commencing a full drainage camera survey is to be carried out by the groundworks contractor. The new drainage route is to be picked up from existing MH's S21& F21 the foul drainage route will then need to cross the main access road into Rushford court where it intersect the service road adjacent the bin store. The road crossing will need to be carried out in 2 halves so that access is maintained. Once to the opposite side of the road New manhole ?? will be formed. The pipework between this and Manhole ?? will be installed using directional drilling technique to avoid the root protection zone in the TPO area. The subcontractor should also provide for fenced protection

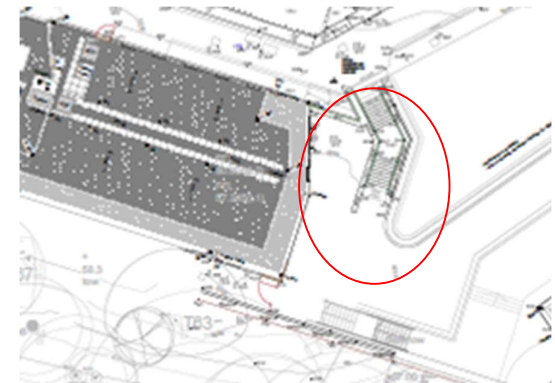
to these trees for the duration of this element of the works.



From manhole 3E-F04 the drainage will then cross over the entrance road into Rushford court again, with access been maintained at all times, to manhole 3E-F05 before re connecting into the existing drainage system at manhole F27. Any kerbs, hard landscaping and surfacing will need to be made good by the subcontractor on completion of the diversion.

Removal of Existing Steps adjacent block B

- While on site carrying out the drainage diversion works the Groundworker will also need to remove the existing steps to subsequently allow the service diversion works to be carried out.



Service Diversions – The existing services route comes directly under the entrance door way to block A then crossed diagonally across the embanked land, on which the new building will be sited before reaching the pedestrian/ service road that crossed the top of the site. The service then follow the pedestrian/ service road before entering block B at varying locations.

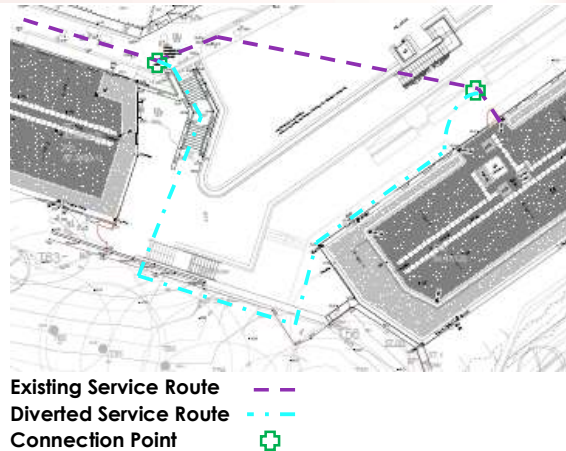
The new service route will pick up the existing on the opposite side of the existing footpath from block A entrance door. This will allow the jointing of pipes and cables and the connecting of ducts to be carried

out to while maintaining access and egress to block.

The contractor carrying out the works will also need to allow for removing a section of the existing gabion wall and installing temporary earth works support to allow the excavation of the connection pit.

To ensure the diverted services do not clash with the substructures they will then need to sweep back across the footpath into the soft landscaping zone directly in front of the existing building. Once past the corner of the building they will need to take a route through the existing retaining wall so that they do not clash with the new drainage to be constructed under the steps and the Western end of the new build before passing back through the retaining wall.

From here they will route towards the where they steps have been removed rising up to the level of the pedestrian / service road where the new connections will be made. As the some students will still be in residence the shut downs to allow the connections will need to be carefully coordinated.



Weeks 8 – 20 Earthworks

Piling Matt – Completion of the diversion works will allow the earth and retaining works to commence. This will first involve a first visit operation for the earthwork contractor to construct a piling matt to facilitate the sheet piling operation. Top soil will be stripped. CBR testing will then need to be carried out to verify the piling matt design and then once known the levels cut to the required formation followed by imported stone to make up the required matt.

Sheet Piling – As part of the retaining structure to the rear of the building a sheet piled wall will be installed. The Silent Piler & Power Pack will be delivered on a rigid/ flatbed HGV rather than articulated vehicle

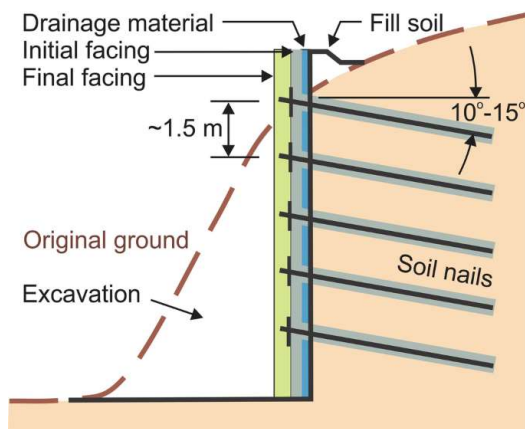
due to the site constraints. Additional transport for ancillary equipment will also be required. A mobile crane (supplied by the sub contractor) will be required to offload to the prepared platform along with the initial delivery of sheet piles

A dummy pile will first need to be installed as a starting point for the pile press/ silent piler to work from. The crane will then lift the Silent Piler on to the dummy piles and the hydraulic jaws closed to fix the unit to the stand/piles. **The sub contractor is to allow for an engineer to set out there works with the main contractors engineer used for checking and verifying.**

A pile will be selected from the storage 'laydown' area to be hoisted from the horizontal to the vertical by an excavator and moved into position so that the toe can be fed through the chuck of the silent piler to rest on the ground. Operation of the silent piler is then carried out via remote control at a safe position. the pile is pressed into the ground to a depth that ensures the silent piler can move to the next position and the next pile can be fed in to the chuck and interlocked with the previous pile.

Soil Nailing and Bulk Excavation

Soil nailing technique will be used in conjunction with the sheet pile wall to stabilise the ground behind it. It involves drilling holes for steel bars to be inserted through the face of the pile which are then grouted in place.



Once the initial installation of the sheet piles has completed the second visit for the earthworks contractor will begin. The cut and fill operation will need to be carried out in conjunction with the soil nailing. An initial cut will need to be carried out to allow formation of a working platform for the drilling rig at approximately 1.5 meters below the commencement level. The platform require will be 6 meters wide with a 300mm layer of stone.



As the soil nailing progresses along the sheet piled wall the earthworks contractor will be able to start to work behind reducing to the next platform level and stoning up the temporary platform. Given the height of the wall it's likely that this operation will be carried out 4 times to allow the full installation of the soil nails. The soil nail process is expected to take 4 weeks and as such the earthworks contractor will be in attend during this period and beyond until the site has been reduced to formation and stone imported and placed to underside of ground floor slab.

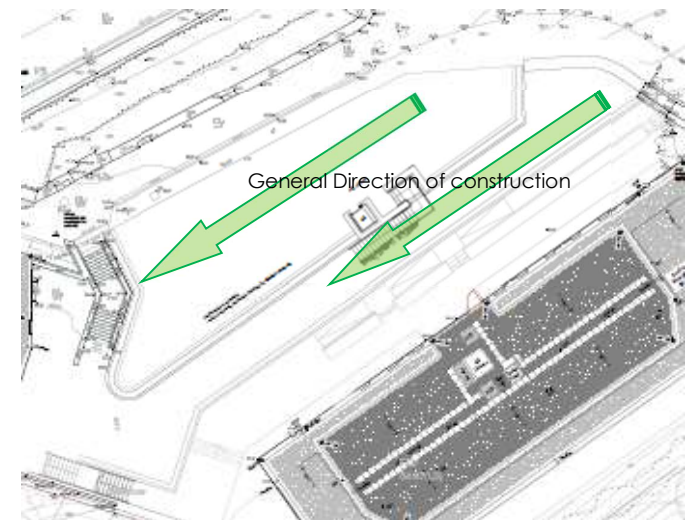
When removing soil from site the loading zone for wagons will be as the logistics proposals highlighted in the later part of this statement. It will not be possible for wagons to gain access to area bene

excavated. With this in mind the potential for double handling the material must be considered.

Weeks 21 – 41 Substructures

Foundations (Inc rear concrete wall kicker)

The construction sequence will begin from GL A9 and will commence with the installation of the foundations.



As per the logistics proposals in appendix the area to the south of the site will be used

as temporary laydown but also to bring any plant required for the works into the site. Reinforcement cages for foundations is to be prefabricated where possible due to restricted area on site. Cages to be delivered on a just in time basis and lifted by excavator from the offloading zone.

It will not be possible to deliver concrete directly to the foundation and this will need to be pumped from the service road at roof level.

Drainage and Ducts

Due to eth light weight nature of the drainage and duct work it will be an ideal type of material to be stored in the secondary laydown area as it will be easy to move up in to the main construction areas as required.

Drainage and duct installation will closely proceed the ground floor slab.

Ground Floor Slab

The ground floor slab will be constructed using waterproof concrete and a tanking membrane. As the steel frame is to be constructed and the upper floor slabs are to be cast ahead of the works commencing on this element as much of the reinforcement required should be brought to site early and stored in an area at B2 level where it may be easily carried to

where it is required to suit the programme of works.



As above the slab will be cast in two pours. A concrete pump will need to be utilised from service road at roof level. When coordinating the pour dates for this week it will need to be considered that the roofing works will be ongoing and access to continue this element of the build will be required at all times.

Weeks 24 – 58 Superstructure

Concrete Wall and Pile Capping Beam

Whist concrete wall to the rear of the building is programmed as part of the superstructure works it will need to closely coordinate with the foundation works. Construction of the wall will commence once the foundations are progressed far enough to create a safe working area for the reinforcement/ form and falsework installation. The wall be constructed from

the kicker installed as part of the foundation works and is required to be significantly complete to allow the steel frame works to commence.

Due to the height of the wall the temporary propping will be substantial and the curing of the concrete and the time to remove false and form work ahead of the follow-on activity needs to be taken into consideration in the overall programme.

Correct installation of the tanking will be key. The foundation and kicker will be completely wrapped in Preprufe waterproofing which will need to be lapped on to and continued to the rear of the concrete wall.

The construction of the capping beam will also need follow closely behind each section of wall as this will need to be in place to allow the steel frame installation.

Steel Frame

Erection of the frame will be carried out in the same sequence as the foundations and concrete wall working away from GL A9. Deliveries of steel will need to be via the main site entrance and offloaded from the service road at roof level utilising the initial lay down area shown on the logistics plan. Restrictions in regards to vehicles size and therefore number of deliveries required,

noted in the logistics proposals will need to be considered.

Offloading and erection of the frame will utilise a Roto telehandler and cherry picker access equipment. The plant will access the B2 level via the secondary laydown area and access route shown on the

Roof Deck and 1st Floor Slab

Metal deck will be placed during the steel frame installation. Following installation of safety nets the sheets will be laid out and stud welding. As no back propping is envisaged the process will be worked top down to allow the roofing works to be started at the earliest opportunity. Mechanical lifting will be required to be allowed for by the sub contractor to move reinforcement to level B1 similar to that used in the construction of the steel frame. The concrete will need to be pumped with plant position and concrete deliveries as per the ground floor slab works described earlier

Roof Finishes

Once the roof level slab has sufficiently cured the works to make the roof weather tight will commence. The construction will utilise a Bauder intensive green roof system as the illustration. As the roof will be utilised as the main laydown area for completion of the envelope works the installation will be

taken to level 4 (protection layer) and temporary protected by the sub contractors utilising the area. The remainder of the build up will then be completed in the soft and hard landscaping periods in the programme.



- 1 Intensive substrate and turf
- 2 Filter layer
- 3 Water retention and drainage layer
- 4 Protection layer
- 5 Insulation layer
- 6 Separation layer
- 7 Bauder roof resistant waterproofing

SFS

This installation will closely follow the install of the ground and first floor slabs as it will contribute to having the building wind and weather tight allowing the internal fitout works to commence. **Subcontractors are to allow to take the vapour control layer through any structural openings to act as temporary weathering until the curtain wall or louvers are installed.** Delivery, offloading and vertical movement requirements are to be allowed for and same as those for the steel frame.

Cladding (inc. Stone and Louver's)

Following on from the roof finishes (laydown area) and the SFS installation. Available access at both levels B1 and B2 will be via aluminium tower. As per the logistics proposals a limited area on the roof will be available for laydown and as such the number of required deliveries to achieve the programme needs to be considered. Heavy duty protection mats are to be allowed for to cover the area required. Vertical distribution will again be by the sub-contractor and Mechanical plant as previously highlighted will need to be utilised.

Curtain Wall

Following the cladding installation. Access and logistics will be mirrored.

Weeks 42 – 64 Fit Out

Once the roof has become sufficiently watertight and the SFS and weather board has begun to progress the fit-out works can commence.

The fit-out works will commence from level B2 working bottom up. The works will follow a traditional sequence. Once fire protection to the frame is complete the first fix drylining will take place followed by first fix M&E. This will then be followed by second fix partitions and plaster finishes to walls.

Once sufficiently progressed and when high level service installation has been signed off the installation of the various ceiling details will commence. Mist coat decoration will be undertaken along with 1st fix joinery works followed by the 2nd fix M&E. The finishing works will progress such as 2nd fix joinery glazed screens and folding partitions followed up with the final decoration and floor finishes. The toilet areas will also be progressed with the installation of the IPS systems which will allow sanitary ware to commence.

Once the building reaches a suitable state of completion the Fitted/ Fixed furniture will

be installed, and the commissioning of the building can commence.

During this phase of the works the roof area will be used as the main laydown area for the materials required. Sub-contractors must work out their required laydown area and allow for heavy duty protection matting to the area of the roof along with fencing to demark the zone.

Vertical material movement will be by the sub-contractor with mechanical equipment allowed for any lifts over and above manual handling limits. Due to the limited space on site roto telehandlers of the type noted in the logistics proposals would be the largest type of plant which could be used.

Sub-Contractors are to also allow for sufficient labour plant and equipment, a means to move up through the building to roof level and skips (to be located adjacent existing bin store) to facilitate the removal of waste from site.

Quality Assurance

Each sub-contractor will be expected to produce a project specific trade inspection and test plan, developed in line with the design and specification so that the installation can be monitored and checked at all the key stages to ensure and prove compliant delivery.

All testing and witnessing requirements and the relevant 'hold points' need to be incorporated to ensure a fully compliant installation. Effective records such as quality check sheets bespoke to the products been utilised in the construction supported by photographic evidence and any required testing will be produced and retained.

2. Site Logistics

a. Construction access and egress points including routing for construction traffic.

We are fully aware of the potential impact that construction sites of this magnitude can have on their immediate surroundings. Through careful planning, liaison with the relevant local authority departments, neighbours and developer and by the adoption of safe systems of work, all in accordance with our management system processes, we will seek to reduce all risks associated with the construction of Rushford Court

The site will be accessed using main road routings as far as possible so that construction traffic to residential areas is minimised.

From the A167, deliveries will be directed via Southfield way on to Framwellgate before joining A690 west and onto North Road. Vehicles coming from the south and east will use the A690 coming west from the A1 before again joining North Road.

The agreed delivery routes to and from the project will be enforced in all sub-contract

packages and any instances of non-compliance will be dealt with swiftly. Passing pedestrians will be considered the priority at all times.

In order to minimise the disturbance of vehicles waiting to obtain access to site, a 'just in time' approach to deliveries will be adopted, in conjunction with the use of holding points, utilising laybys on the A690 if necessary.

We consider the five primary issues that affect traffic and road movements to be.

1. Maintaining site security
2. Vehicle/pedestrian segregation
3. Manoeuvring of vehicles
4. Delivery co-ordination, loading and storage.
5. Delivery times

Deliveries will not be unloaded outside the site perimeter hoarding or onto public footpaths. Instead, only to the material laydown area within our allocated site area

Site vehicles/deliveries will not block access or escape routes or cause inconvenience to neighbouring business or residents.

Passing pedestrians will be safely managed while site vehicles are leaving or entering the site.

Supervise any footpath diversions that may have been specifically granted.

Inform those arriving to site of the need to behave in a professional manner and respect the surroundings.

General cleaning, litter picking and de-icing of pavement areas that are affected by the project works.

All construction site traffic signage will be routinely checked and maintained to ensure there is no risk of vehicles getting lost on their way to the site.

To prevent the egress of mud and other detritus onto the adjacent highway, a jet wash will be operated to wash down vehicles before they leave the site in addition to the regular deployment of a road sweeper to all surrounding roads.

Site working hours.

Site working hours are controlled by the Planning Permission that has been granted for the development and are noted as 8am to 6pm Monday to Friday and 9am to 1pm

on Saturdays. These will of course be strictly adhered to.

Site Access - Personnel & Security

Maintaining the safety of the students and the general public is of paramount importance to Brims Construction. With a series of robust controls and proactive measures the risk of this key interface can be mitigated.

Delivery vehicle movements to and around the site is the most significant public interface risk that the project presents.

Pedestrians and vehicles/ construction plant will be segregated at all times by means of a suitable physical barrier and appropriate signage to indicate and direct users safely. Arrangements for pedestrian walkways will be reviewed as and when necessary and will be subject to change as the project progresses.

Appropriate signage will be fixed to the gates and all areas where it is possible for vehicles to come into contact with pedestrians and to denote vehicle and pedestrian crossover areas.

The following measures will be introduced to make both pedestrians and vehicles aware of each other around the site:

- No parking or mounting of adjacent kerbs for the purpose of waiting, loading or offloading of materials/equipment/plant.
- Signage to warn pedestrians on the public areas of site entrances.
- Signage to warn site vehicle operatives of pedestrians crossing.
- Physical demarcation barriers within working areas between site operatives and site vehicles.

We will provide Traffic Marshals in order to ensure safe egress/access. All Traffic Marshals are to have appropriate training, and to wear hi-visibility vests/jackets.

No uncontrolled pedestrian traffic to be allowed through site areas.

All site access points will be well lit, clean, robust level hard standings, well signed and controlled by traffic Marshall/ trained gatemen. Doors and gates will be closed at all times when not providing access. Workforce access to the site will utilise dedicated pedestrian gates. The location of these access points to the site may change as works develop in order to ensure the site will remain secure at all times.

Phone numbers will be provided on the site boundary for any visitors wishing to obtain access.

Security provision will be by CCTV.

Deliveries

Regular delivery meetings will be held between all stakeholders to make any adjustments and ensure that the delivery schedules are appropriate and agreed. Daily delivery schedules will be displayed in prominent locations around the site (notice boards, hoists, goods lift, etc) and distributed to relevant parties.

These schedules will incorporate contractor information and contact details to ensure that the recipient may be contacted promptly when a delivery arrives. See Pic 2 Brims Standard –

Safe Unloading and Loading of Vehicles.

1 week prior to materials being delivered to site, the subcontractor will book a delivery slot with Brims Site Management. At the time of booking the subcontractor must be able to provide the following information.

- Materials installation location
- Anticipated unloading time
- Supplier details
- Person responsible for accepting delivery with contact details

Brims Site Management will then allocate an unloading area and unloading period. The sub-contractor is responsible for preparing the materials on the back of the vehicle prior to commencement of the unloading period.

Appropriate edge protection must be provided for any operatives working in the back of the delivery vehicle, unloading of the vehicles must be included within the contractor's method statement and risk assessments, detailing the system to be used for this operation.

The subcontractor must then communicate the following information to their material supplier.

- Time of delivery
- Allocated loading area
- Logistics team contact numbers
- Subcontract Managers contact details.
- Map showing access routes to the loading areas.
- Map showing off site waiting location (if the subcontractor has arranged one) 48 hours Prior to Delivery

Subcontract Manager is to confirm with the logistics team that the delivery is still required, confirm delivery slot with material supplier and that all applicable information has been passed to the driver.

Laybys in the local area are not to be utilised by subcontract deliveries unless prearranged by subcontractor with owner of land.

Day of Delivery

The delivery driver is to contact the subcontract supervisor and confirm their respective time slot for the delivery. Subcontract Manager must be at the stated site gate to meet the delivery and prepare for unloading. Subcontract supervisor to arrange with the Gateman to open the gates in readiness for the delivery. Brims will ensure that the gates are never left unattended while open.

The effective management of materials will lead to:

- More efficient operations
- Avoids congestion on adjacent streets
- Enables suppliers to request their preferred delivery time and receive confirmation of their allocation
- Greater visibility to all application users
- Advanced notice to gate personnel allowing for a more efficient flow of site traffic
- Collation of data of the number and type of deliveries, and therefore the mileage and calculation of CO2 arising from transport usage.

Weekly look-ahead meetings will be held, where each sub-contractor will be requested to provide advanced delivery information so that delivery schedules and methods can be generated forecasting 1 month ahead more detailed 1 week ahead, for detailed planning and resource allocation.

b. Directional signage

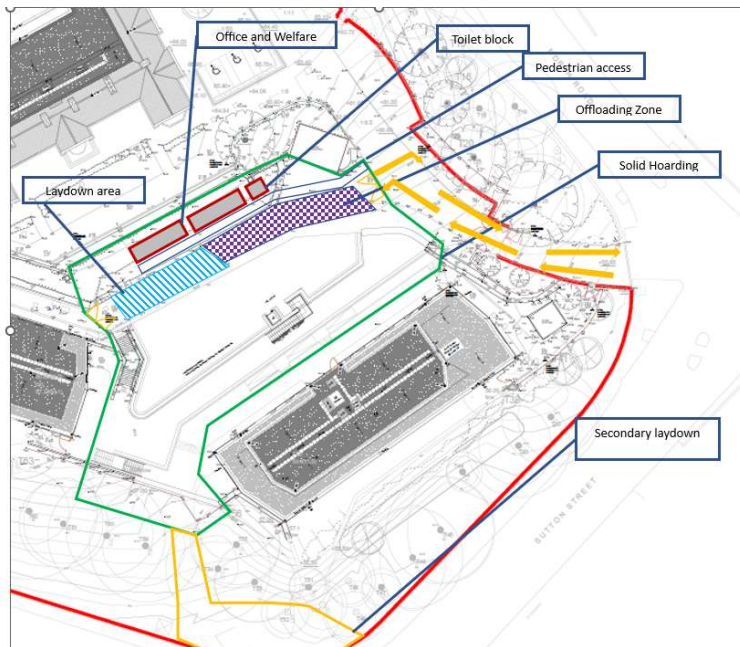
Robust signage, that complies with relevant regulations, will be placed at prominent locations to ensure pedestrian and site personnel are made aware of high-risk areas. The signage will highlight the following aspects:

- Access routes to the site and the site entrance itself
- Live construction areas i.e., PPE working area
- Warning of high-risk operations in the immediate vicinity
- Safe zones i.e., no PPE areas and areas where mobile phones can be used
- Emergency exits to muster point

c. Compounds and material storage including craneage

Logistics Layout

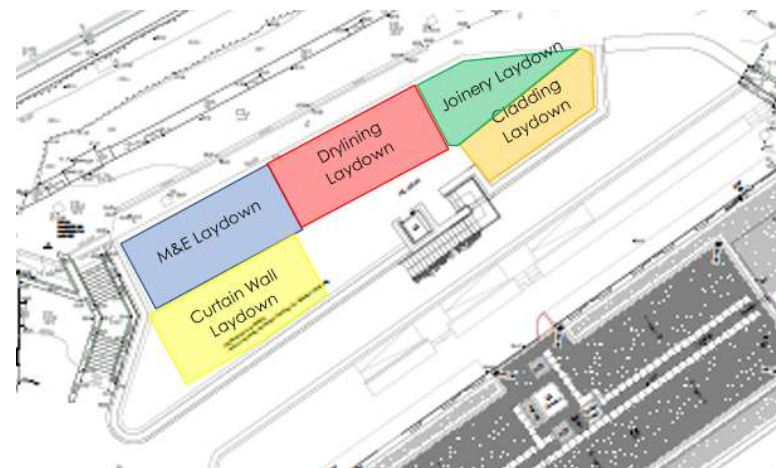
As far as possible the logistic operations will be carried out within the confines of the hoarding to the main construction site. All vehicles will be pulled into the offloading zone so that the main entrance to Rushford court is never restricted and so the parking both staff and disabled to the north of the construction site entrance are never restricted.



Material Storage and laydown

As per the plan material laydown will generally be kept within the confines of the construction site hoarding. It at times be necessary to utilise the area to the south of the site. If this area is required, the material will sit behind a ballasted Heras fence with debris netting attached.

Once the structure is complete and the roof deck is watertight the roof will be protected and the logistics strategy for the remainder of 3the project will be to utilise this space for the storage of materials.



The Roto telehandler will then be used to lift material down to level B1 & B2 as required and avoid manual handling where possible.

Vertical material movement

Some materials on the project will be lifted into place utilising a mobile craneage. There is no requirement to over sail any of the site boundaries.



The type of craneage currently envisaged for use on the project will be Roto Telehandler.

This type of equipment will give us the flexibility required given the confines of the construction boundary hoarding to the building footprint.

Provision for contractors

As per the plan the office and welfare will be set up within the construction site boundary to the north of the service road to block B & C. The main set up will consist of double stacked cabins as below.



The upper levels of the cabin set up will house the Brims site management team with office and meeting room facilities provided.

Below this will be 2 canteen & welfare blocks to be utilised by the workforce. They will incorporate kitchenettes with hot and cold running water, facilities to boil water and to head food, canteen tables and seating and a drying room. Adjacent to these cabins will be a toilet block which will again be serviced with hot and cold water and will be connected into the onsite foul water drainage.

d. Temporary Lighting.

As the programme for the project extends over the winter months there will be the requirement for temporary lighting to allow for safe access and egress from the works.

This will be installed as the below plan;

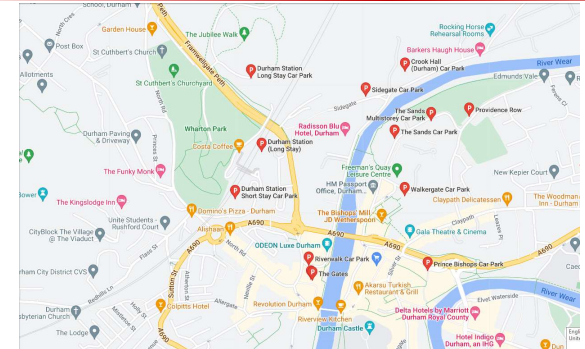


The spotlights to the southern boundary fence of the construction site will be positioned to shine into the site away from the accommodation block and due to topography of the site will not be noticeable from the heritage or facilities management building. The other temporary lighting shown will be down lights fixed to the site offices which will light the pedestrian route and will not increase from the current lighting levels provided by the lighting columns which will be temporarily removed as part of the works.

The lighting will be turned off out of site hours.

e. Parking

There is no contractor or staff parking available within the site confines of Rushford Court. When subcontractor orders are placed, they will be made aware of this and will be directed towards the public parking available in close vicinity to the project.



e. Erection and Maintenance of Hoardings

Prior to any hoarding works commencing, the Brims Project Manager shall confirm to the Temporary Works Designer (TWD), the duration the hoarding shall be erected for, when it is to be.

erected and the site postcode to allow them to determine which wind loading is applicable to the site and facilitate selection of the correct type of hoarding. Drawings will be issued to the TWD. The

Principal Contractor Temporary Works Coordinator (PCTWC) is to ensure that the latest revision of Approved drawings, methods statements, risk assessments and Brims procedures and permits are adhered to. The perimeter of the site area will be fully hoarded to ensure it is secure.

During the construction phase the TWC and the site team are to ensure that the following is adhered to.

- All services to have been identified by site, both above and below ground. Additionally, all other obstructions, traffic, pedestrian management issues and third-party interfaces on site to have been identified. In addition to this, Brims will ensure to advise all stakeholders prior to works commencing.
- PCTWC to review if choice of hoarding is still suitable for site conditions.
- Ensure that all materials delivered to site are in accordance with approved drawings and operation specific RAMS.
- PCTWC to access/review the working area to ensure it is safe to proceed as per the project and operation specific RAMS.

undermine the foundations during its serviceable life.

- Topsoil and other soft material must be removed from the area prior to commencing foundation excavation.
- Excavate and form the foundations in accordance with the approved details. Time spent on careful preparation and setting out of the posts and foundation positions will make erecting more accurate, economical and faster.
- PCTWC to check the construction of the hoarding against the detail and/or drawings, including all connections and setting out.
- PCTWC to issue any relevant permits for satisfactory completion or after any remedial works are undertaken.
- The site team are to regularly evaluate the environment that the hoarding is erected in, to see if any additional protection measures are required, e.g., road/pedestrian barriers required, potential short-term loading etc.

- Site team to monitor performance of the hoarding, rectifying any defects such as excessive movement, strength or stability issues with the structural members due to wear and tear through reverse wind cycle loading, rot/damage of timber element due to wetting and drying cycles, and if any screws/sharp snagging items need corrective action.
- Under no circumstance should any planned or unplanned excavation occur in front or behind the hoarding which would

3. Control of Dust, Emissions and Dirt

To ensure the level of dust is controlled within the site boundary Brims will:

Communication

- A stakeholder communications plan will be issued to include community engagement before and during works on site.
- On the site Hoarding the name and contact details of person(s) accountable for air quality and dust issues will be displayed.

Site Management

- Site Management will assume responsibility for the management of the site.
- All dust and air quality complaints will be recorded, ensuring that the causes can be identified, and appropriate measures taken to reduce emissions.
- The complaints log will be stored in the site office and made available to the local authority if requested.

Monitoring

Directional Nuisance Dust Sampling:

- Directional dust samplers will be set up, which collect fugitive dust in horizontal flux from 360° around the sampling head using a sticky pad. The directional dust sampler will be positioned in agreed locations around the 'fence-line' to determine the direction/s from which dust has arisen. The collected dust is measured using software to determine dust coverage (AAC) and dust soiling (EAC); these measurements are expressed as percentages. The directional data are presented to the client in a tabular format as well as a graphical representation to show the direction of dust propagation.

- Regular site inspections will be carried out to monitor compliance with the Dust Management Plan.
- Site inspections will be increased when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

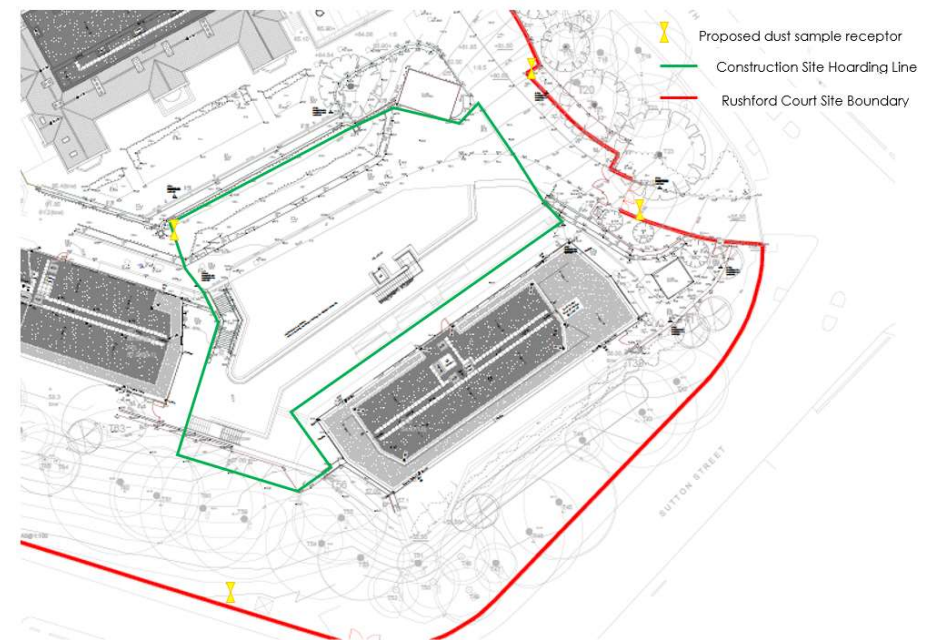


Fig.1 Proposed Dust Monitoring Locations

Preparing and Maintaining the Site

- The site layout will be planned so that machinery and dust causing activities are located as far as possible from receptor areas.
- Where necessary screens or barriers may be erected around dusty activities.
- Site run off of water or mud will be avoided.
- Site scaffold, barriers and fencing will be kept clean using wet methods.
- Materials that have the potential to produce dust from site will be removed as soon as possible, unless they are being reused on site.
- Stockpiles will be compacted to prevent wind movement and where possible located away from the perimeter of the site.
- Provide designated water points to allow sub-contractors to wet down any external work areas that may be prone to cause dust to drift outside the site boundaries.

Operating Vehicle/machinery and Sustainable Travel

- All vehicles will switch off their engines when stationary.
- Where possible use mains electricity or battery powered equipment to avoid

the use of diesel or petrol generators. Brims will ensure operatives use battery powered equipment. Use of mains electricity only permitted where the piece of equipment is not available with a battery.

- Staff and operatives will be encouraged to use public transport, cycling or walking etc.

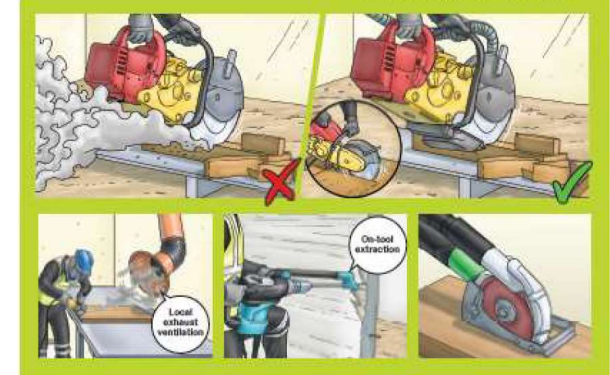
Cutting, grinding and sawing

Ideally, these activities should not be conducted on site and prefabricated material should be brought in where possible. In cases, where such work must take place, the following techniques should be followed.

KEY CONTROLS:

Sub-contractors must:

- Consider off-site cutting or manufacture.
- Identify and risk assess residual dust-producing activities.
- Provide and maintain local exhaust ventilation with a minimum of M-class filtration.
- Control dust at the source through the use of on-tool extraction, cutting cabinets and water suppression.
- In addition to the above, RPE will still be required.



- Covered skips will be used where possible.
- An adequate water supply will always be maintained.
- Drop heights will be minimised from loading shovels etc.
- Cutting equipment to be fitted with vacuum extraction to prevent dust issues.
- Equipment will be readily available to clean any spillages.
- All equipment should use water suppressant or suitable local exhaust ventilation systems.

- Service fans and filters regularly to ensure they are both properly maintained.

Control of Waste Dust

- Effective water suppression will be used. Handheld sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring dust particles to the ground.
- Biological debris will either be bagged down and removed or dampened before demolition.
- Earthworks will be re-vegetated to stabilise surfaces as soon as practicable.

Measures Specific to Construction

- Scabbling will be avoided where possible.
- Sand and other aggregates will be stored in bundled areas and are not allowed to dry out.
- Cement and other fine materials will be stored sufficiently to prevent escape of material and overfilling during delivery.
- Smaller supplies of fine material will be sealed and stored correctly when not fully used.

- Vacuum cleaning will be used on floor levels where practicable in lieu of sweeping up dust.
- Dust extraction/vacuum devices will be mandated for contractor cutting equipment.

Measures Specific to Track out (Also see Wheel Washing)

- Water-assisted dust sweepers will be used when necessary, focusing mainly on the site boundary and local roads.
- Dry Sweeping large areas will be avoided where possible.
- Vehicles entering and exiting site will be covered to prevent escape of materials during transport.
- A wheel washing system will be implemented ensuring all vehicles are clean when leaving site.



- Effective water suppression will be used. Handheld sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high

- volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring dust particles to the ground.

4. Control of Noise

The environmental damage of noise is one of the most insidious and difficult to monitor areas of risk. Noise in the workplace may have an adverse effect on both people at work and those in the surrounding neighbourhood.

At its worst noise can affect the health of people or cause deafness - at lower levels it is an irritant or a nuisance and is a form of environmental pollution. The polluting effect of noise is dependent on the location of the site and its working hours. Noise tolerable at some hours may be an irritant at other times.

Brims will, at all times, adhere to the Noise at Work Regulations and adhere to requirements made by Local Authorities under all applicable legislation. Particularly this applies to:

- a. Noise inherently produced by plant and machinery, from engines, exhausts, pumps etc.
- b. Noise produced in the construction process, such as from piling or the erection of steelwork.

Silent Piling Technique



An advantage of the press-in principle is being able to build completed piles that are properly supported by the earth, in addition to the following.

Environmental Protection

Static load is applied to press-in sheet piles, so there is no construction pollution like noise and vibration. Silent Piler is so light and compact that its extent of the piling activities can be minimised.

Safety

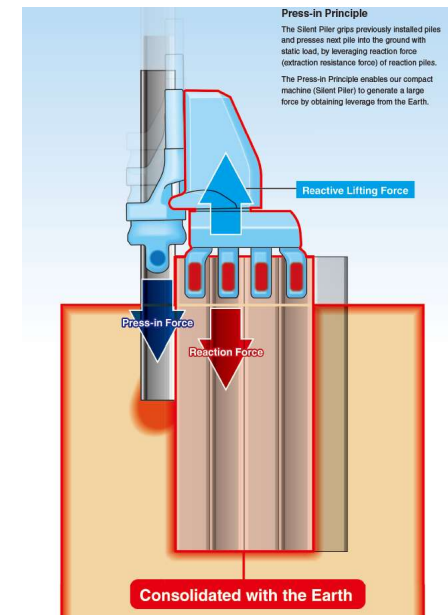
The piling rig hardly overturns, because it clamps previously installed files so that the rig is fixed with those reaction piles.

Prefabricated piles produced at the plant are pressed in directly, so high-quality completed piles can be built with peace of mind.

Economy

All machines are so compact that it is not necessary to completely close active traffics.

Piles that suit the purpose are produced at the plant, for improved efficiency by streamlining the work performed on-site.



The performance of piles can be checked and controlled during construction, allowing high-quality completed piles to be built.

All company managers will ensure that, where possible, all purchases of plant and machinery, and hire of external plant, will be made from manufacturers who have taken positive steps to limit the noise emission of their products.

Brims will also endeavour to plan the execution and to influence the design of the project to reduce noise levels in the interests of the local community.

Noise reduction and monitoring.

Brims will endeavour to eliminate noisy processes or substitute them for a less noisy process.

examples of how Brims will reduce noise:

Eliminate noise during design.

For example, design ducts into a structure rather than chasing channels in walls.

Substitute a less noisy process.

For example, use a hydraulic block splitter rather than a cut-off saw to cut blocks.

Remove people from the vicinity of noisy work.

For example, use a machine mounted breaker on an excavator with a good quality cab and exclude other people from the area while the breaker is in use.

Select quiet equipment.

For example, compare noise levels from power tools when buying or hiring equipment. Use information from the manufacturer or supplier and choose the quietest tools that are effective for the job. We will also reduce noise when selecting other types of tools. For example, choose plastic or rubber hammers, rather than metal, to free collars on falsework legs.

Monitoring

Noise monitoring will be carried out as part of our site team's weekly safety checks and inspections.

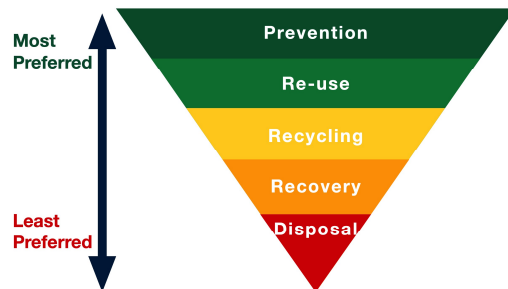


Background monitoring will be undertaken at the outset of the project to set a baseline for the current site conditions. For results will be recorded throughout the project to ensure there are no significant increases in noise due to site activities and ensure mitigation is put in place where possible.

5. Management of Waste

One of the most obvious risk areas for potential pollution and excessive use of non-renewable raw materials on all construction sites relates to the subject of waste.

The Brims project team at Rushford court will take every practicable measure to avoid the initial creation of waste and the use of unnecessary packaging. We will follow the waste hierarchy (see below) shows the highest priority prevention on reduction so that the need for other options (such as reuse, recycling and energy recovery) would be dramatically minimised. To assist with waste management on site we will devise site waste management plans, when required, and have a waste management procedure.



Site Waste Management Plan

The project specific site waste management plan provides a structure for waste delivery and disposal at all stages during the construction of a project.

The aim of the plan is to help protect the environment by managing materials and waste more efficiently, which also should assist in reducing costs. In terms of a site waste management plan the definition of waste is any material that is not used within the works (either permanent or temporary) and had been removed from site.

Typical site waste management plan contents include:

- Project Data
- Design Out Waste
- Site Waste Plan
- Waste Collection Register
- Details of Final Figures
- SWMP Review

Communications

At the outset of the project the Brims project team will develop a bespoke communications plan. The plan will initially identify who are the main stakeholders in the project such as Client, students, residents from the surrounding area. At this stage we would also investigate potential partners in the local areas that may be able to benefit from the project such as schools and community groups.

The next step of the plan will be to identify the mediums which will be used to communicate to those identified. This will be such as:

- Site Notice Boards
- Newsletters
- Local Press
- Student Press Releases
- Social Media
- Student Intranet

The Brims project team along with the client and other stakeholders will then begin to develop a schedule of potential opportunities for interaction with the stakeholders and the local community aligned the construction programme and key milestones.

The schedule will incorporate press release events such as sod cutting or golden bolt ceremonies. It will identify site visit opportunities for schools' local community group and the general public both bespoke to the project and those that are wider construction industry initiatives such as 'Open Doors'.



It will also highlight the availability of the project team to visit schools to promote careers in construction and similar.

The schedule will also include proposed Newsletters which will be shared with stakeholders, their frequency and their likely content given the stage of the project that they are likely to be released.

The communications plan will be kept as a live document and will be reviewed and updated on a monthly basis so that the success of the plan can be monitored and

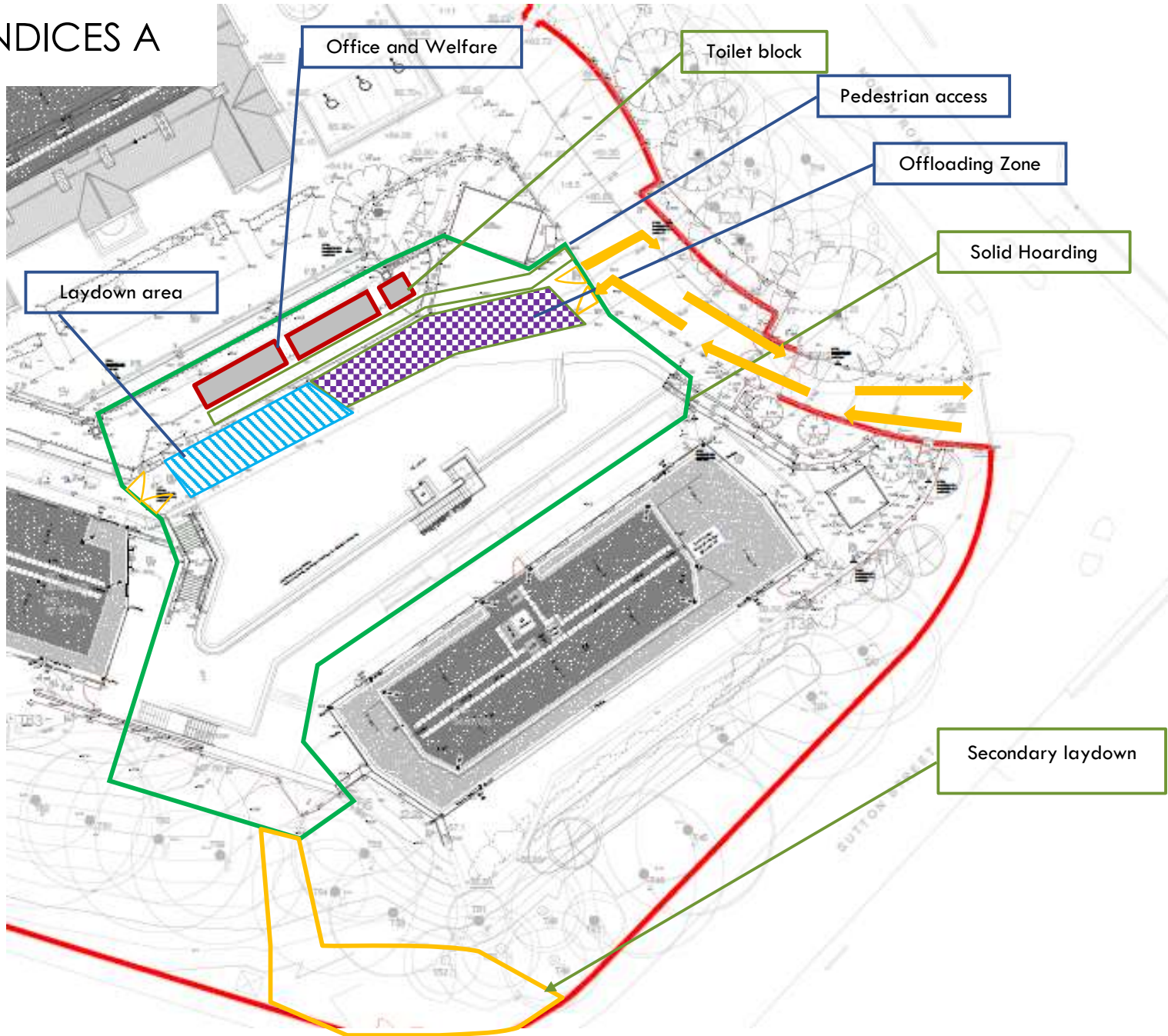
so any new opportunities can be identified and explored.

The site will also be registered with the considerate constructors scheme.



Registration with the scheme will closely monitor and help to improve the Social and Environmental impact of the project.

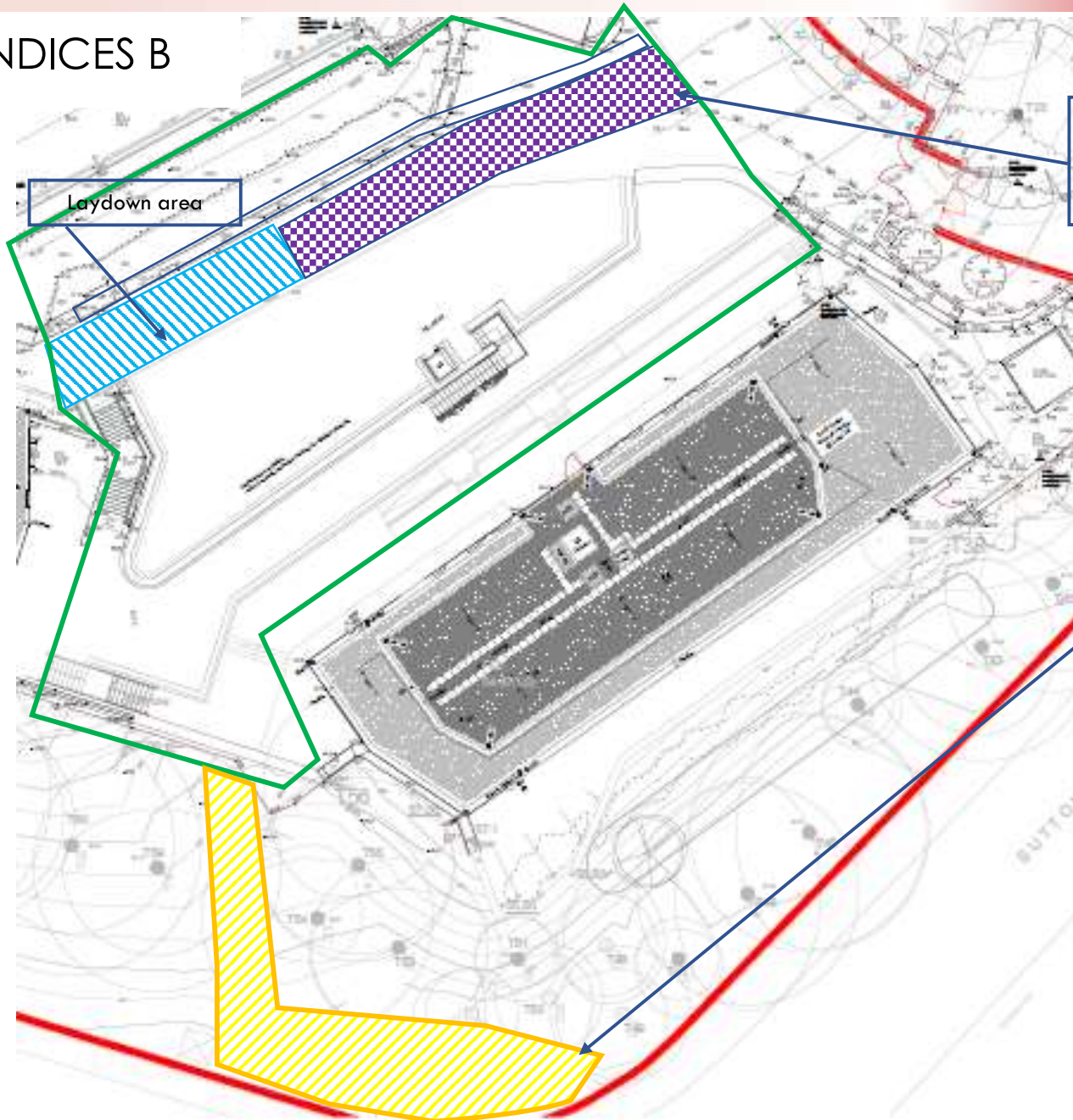
APPENDICES A



- Notes:
- All deliveries to be booked in with Brims site management 48hrs in advance and communicated to facilities management team.
 - Deliveries to be coordinated on a just in time basis to ensure that no vehicles are waiting in entrance to Rushford court or the surrounding streets
 - Due to site constraints delivery by Articulated HGV will not be possible. Deliveries to be by rigid HGV or smaller.
 - Subcontractors to allow craneage for distribution from offload platform to levels B1 & B2 (Roto Telehandler)

Project:
Rushford Court – Durham
Project No:
304N
Title:
Site Logistics Plan – Set Up
Revision:
A

APPENDICES B




Laydown area

Offloading Zone
(Subcontractor to allow for trained banksman)

Secondary laydown
(Subcontractor required to price for protection matting to required laydown and route to main site)

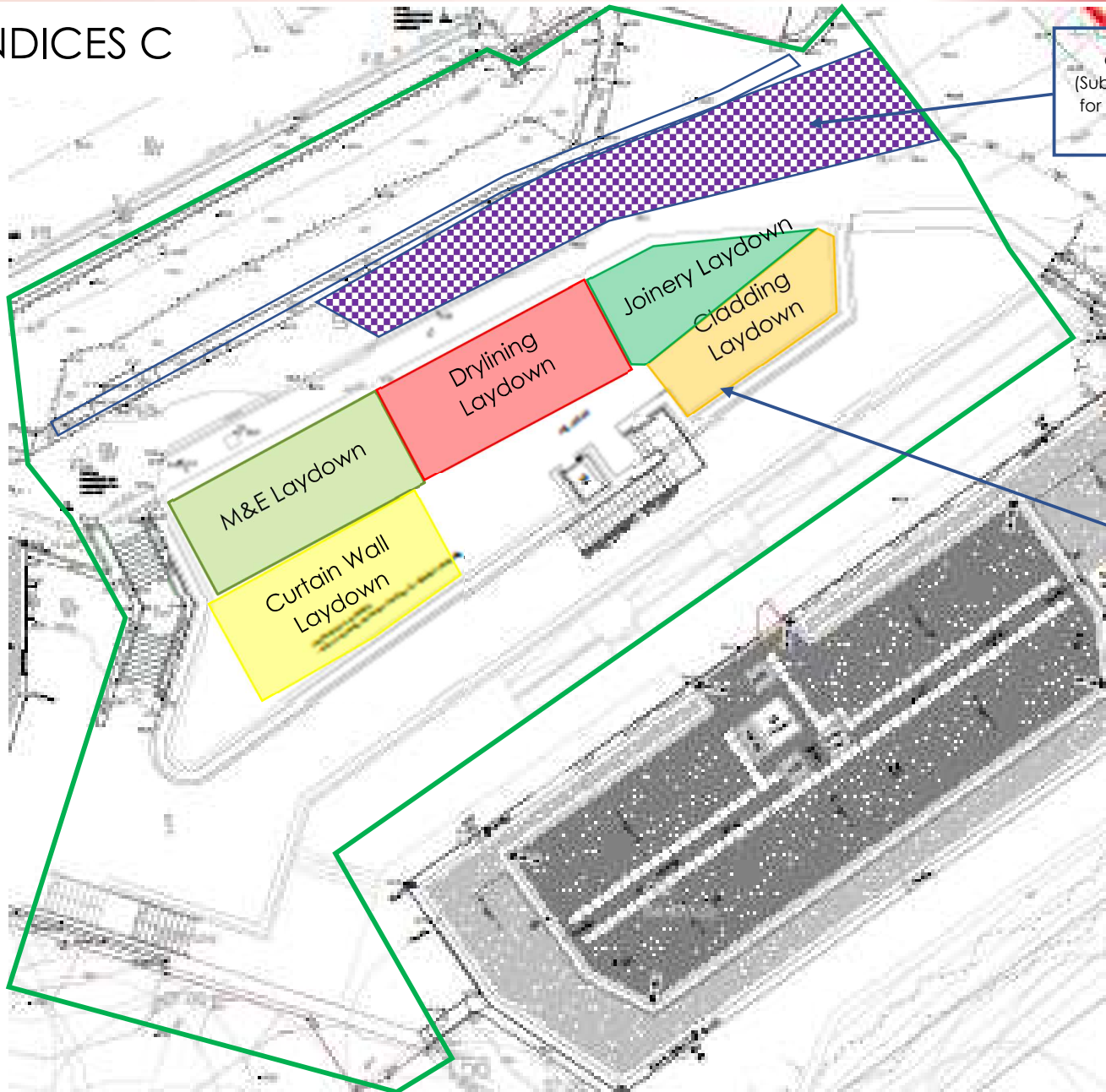
Notes:

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Project:
Rushford Court – Durham
Project No:
304N
Title:
Site Logistics – Laydown Wk.'s 1 – 43
Revision:
A


APPENDICES C



Offloading Zone
(Subcontractor to allow for trained banksman)

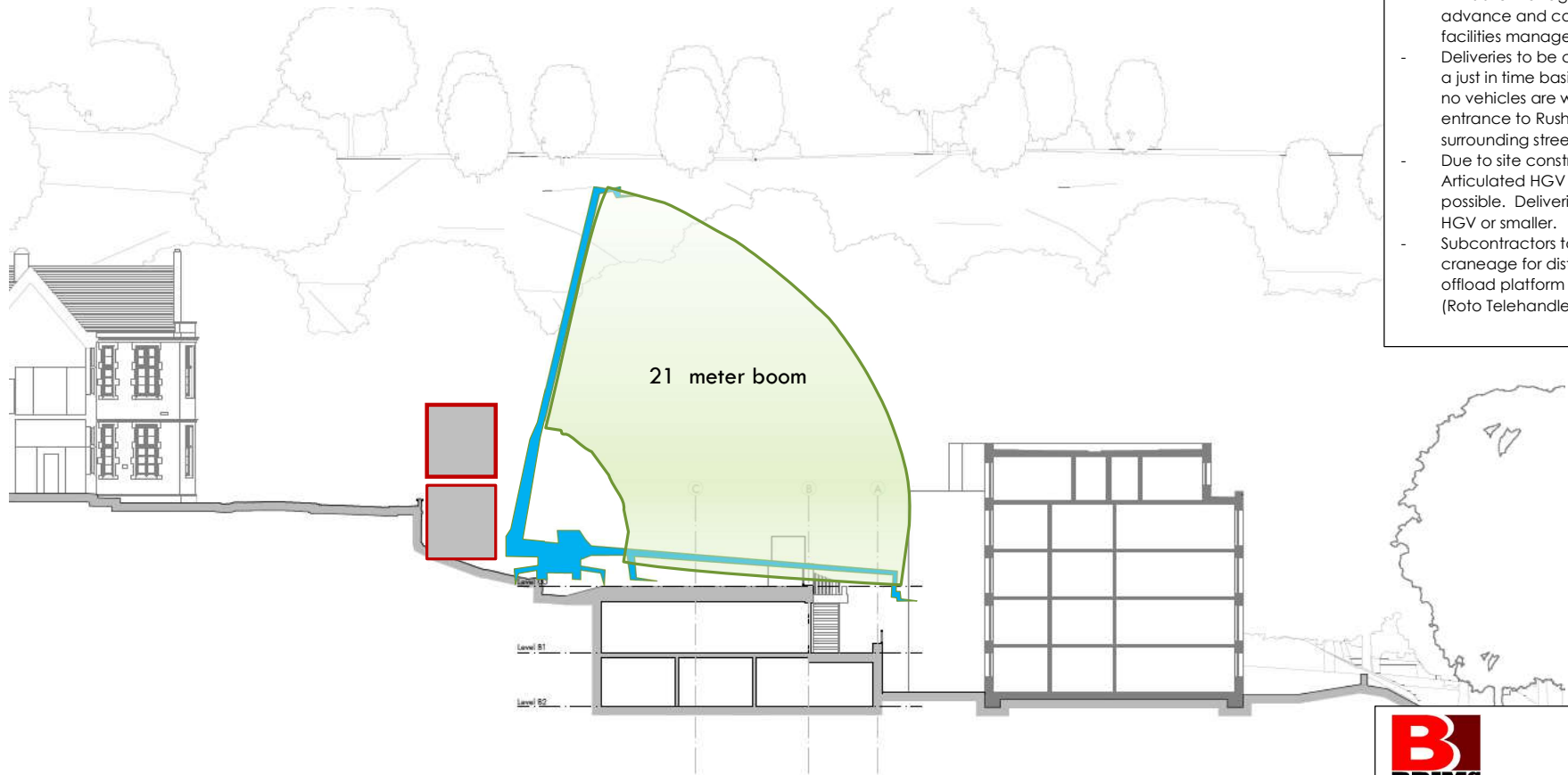
Laydown
(Subcontractor required to price for protection matting to required laydown area on roof)

- Notes:
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Project:
Rushford Court – Durham
Project No:
304N
Title:
Site Logistics Plan Wk. 43 – 52
Revision:
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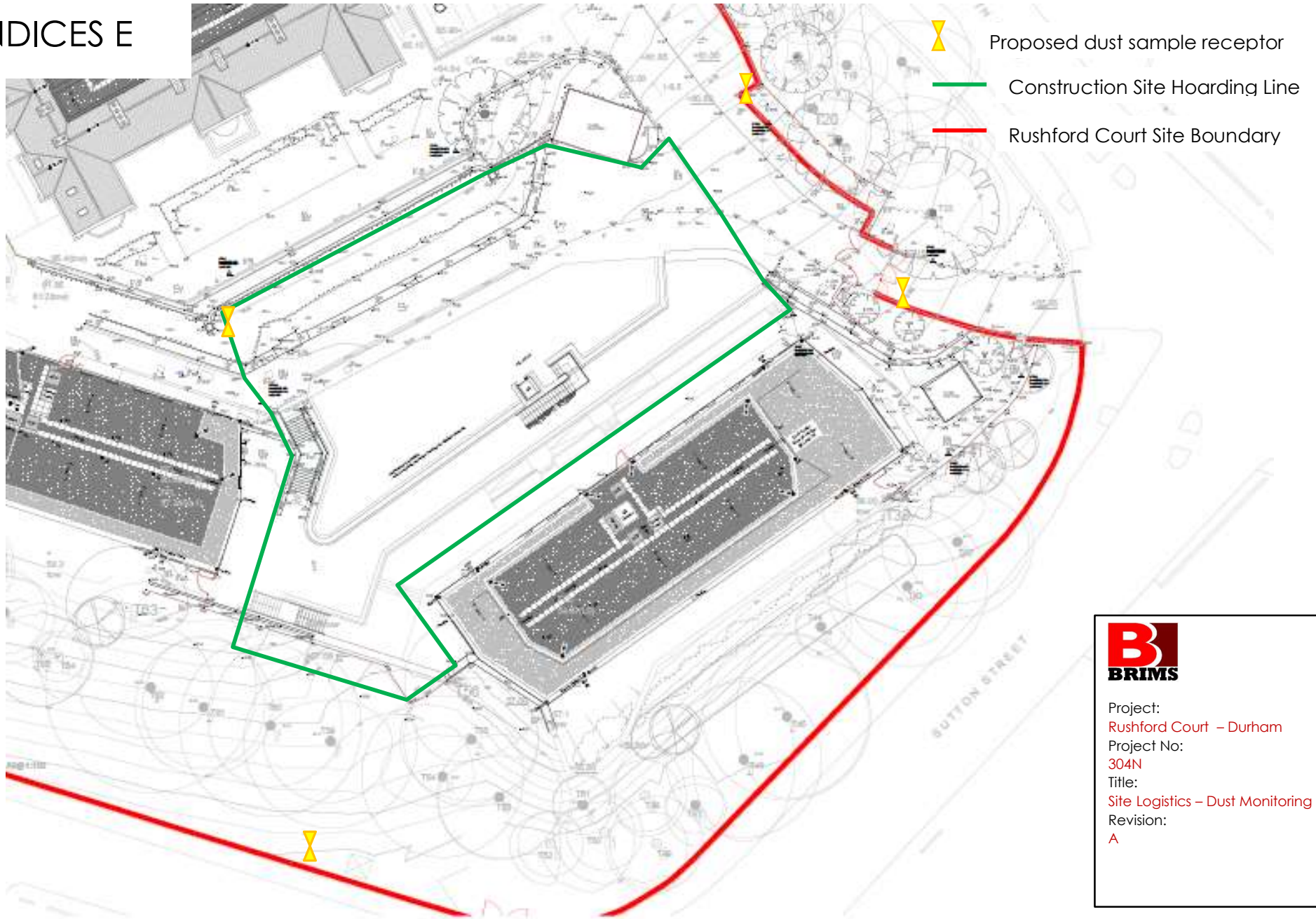
APPENDICES D



Notes:

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- Deliveries to be coordinated on a just in time basis to ensure that no vehicles are waiting in entrance to Rushford court or the surrounding streets
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APPENDICES E



Project:
Rushford Court - Durham
Project No:
304N
Title:
Site Logistics - Dust Monitoring
Revision:
A