



CONSTRUCTION MANAGEMENT STATEMENT

PROJECT: Church View
Sutton Benger
SN15 4RR

CLIENT: The Curo Group
River Place
Bath
BA2 1EP

Prepared by E G Carter Management

Revision A – July 2026

1.0 Nature of the Project

Construction of 19 new dwellings consisting of a mixture of 1-3 bed Rented Maisonettes and houses, with associated access, parking and landscaping.

Site Location:

Land East of Church View, Sutton Benger, SN15 4RR



2.0 Working Hours

The site will typically operate from 8:00am until 6:00pm Monday to Friday and 8:00am until 1:00pm on Saturdays, with no works on bank holidays or Sundays. Operatives will arrive from 7:00am but no machinery will be started prior to 8:00am. Deliveries will also be

Hours will potentially be extended to accommodate certain construction activities (e.g. concrete slab pours), however notice and consultation will be undertaken with affected residents/properties. There may also be instances where the site is open outside the aforementioned hours to ensure areas are left safe at the end of working shifts. Work will be sequenced and programmed to avoid this as far as is practicable.

3.0 Traffic, Deliveries & Parking

Site Parking:

All contractor and visitor parking will aim to be contained on site, as shown in appendix 2.

We will encourage lift sharing and use of public transport (made easier by the proximity of the bus stop). As with all projects we aim to utilise our supply chain local to the project which will provide the possibility for operatives to cycle or walk to site.

Safe site access off the main road, A is of paramount importance to the success of the project. Our aim will always be to transfer site deliveries off the main road and onto site in the shortest time possible to avoid traffic disruption.

Deliveries:

Suppliers will be asked to advise the Site Manager of the estimated time of arrival of their transport vehicles 24 hrs in advance. However, as this is not always feasible over long distances and with current nationwide traffic issues, the Site Manager will deal with any unscheduled deliveries. This may mean turning them away if the delivery window is not available.

It is assumed that the main usage of the surrounding roads will be from 8.30 – 9.30am and 3.30 – 5:30pm, due to the nearby community. We will attempt to make our deliveries outside these times.

We will erect a noticeboard in the vicinity of the site entrances which will advise other road users of the site entrance and also provide contact details of our Site Management team to minimise any issues drivers may have on approach to the site.

We will ensure adequate protective measures are in place at exit of our site, i.e. additional signage, suitable visibility splays & links to nearby footways to protect all road users, pedestrians & cyclist in the vicinity of our construction site.

We will sign post the site from various local routes to direct site traffic and deliveries to the shortest and most efficient route.

All deliveries will be via rigid lorry due to the limited road space in the vicinity, no abnormal loads are expected for the development. Articulated vehicles may be used to deliver plant machinery, this being the exception, when required additional traffic marshals will be introduced to help any traffic calming measure whilst delivery is underway.

A full-time Site Manager will be resident on the project who will be responsible for monitoring and managing all deliveries entering and exiting the site directing deliveries.

Typical vehicles on site throughout the project:

- Average 20 no. construction vans/ vehicles
 - 3 no. Excavators
 - 3 no. Dumpers
 - 1no. Mobile Cranes
 - 1-4 no. Lorries
-
- Construction working hours will be carefully managed as stated above
 - Vehicles and mechanical plant will be maintained in a good and effective working order and operated in a manner to minimise noise emissions. The contractor will ensure that all plant complies with the relevant statutory requirements
 - HGV and site vehicles will be equipped with broadband, non-tonal reversing alarms
 - Compressor, generator, and engine compartment doors, if employed, will be kept closed and plant turned off when not in use
 - All pneumatic tools will be fitted with silencers/mufflers
 - Care will be taken when unloading materials from vehicles to avoid un-necessary noise
 - The number and type of plant items in use at any one time, will be carefully planned
 - Plant maintenance operations will be undertaken at distance from noise-sensitive receptors, where practicable
 - We will ensure that operations are designed to be undertaken with any directional noise emissions pointing away from noise-sensitive receptors

Construction Management Statement



- Drop heights will be minimised when loading vehicles with materials such as rubble
- Vehicles will be prohibited from waiting within the site with their engines running or alternatively, located in waiting areas away from sensitive receptors
- Local hoarding, screens or barriers should be erected to shield particularly noisy activities
- Radios, alarms & PA Systems will be kept at a sensible volume
- Raised voices will be kept to a minimum where practical to prevent nuisance to neighbouring properties

4.0 Environmental & Waste Management

Storage of materials

Chemical & Fuel Storage / Protection Measures

Site required chemicals & fuel will be brought to site on a need by need basis to mitigate additional hazards on site due to existing nearby water courses. Storage points will be significant distance from water courses in bunded areas with spill kits nearby in the event of any spillages.

Re-fuelling will be restricted to allocated re-fuelling areas with oil spill containers / kits provided. Waste oils and fluids generated during the construction phase will be collected in leak-proof containers and removed from the site for proper disposal.

All spills from fuels or hydraulic fluids will be cleaned up immediately and any contaminated soil will be removed from the site and disposed of through a licensed contractor. Each machine driver will be equipped with and trained to use an oil spill kit. Any indication of an oil spill encountered during the works should be reported to the Project Manager.

Designated storage areas for plant, materials and waste will be positioned around the site with clear indication of where these are, as shown in appendix 2.

Importation of materials

Where importation of spoil and soil is required on site, samples of materials will be completed to ensure that inappropriate materials are not imported onto the site which may hinder their use or affect 'clean' materials which may be placed adjacent to them.

Segregation

A specific area shall be laid out and labelled to facilitate the separation of materials for potential recycling, salvage, reuse and return. Recycling and waste bins are to be kept clean and clearly marked in order to avoid contamination of materials.

The labelling systems shall be the Waste Awareness Colour Coding Scheme. The skips are clearly identified, and our workforce will deposit the correct materials into the correct skip. Skips for segregation of waste identified currently are:

- Wood
- Metal
- Brick/rubble
- Canteen waste

As works progress and other trades come to site other skips will be placed to enable certain waste to be removed from site. This is likely to include:

- Plasterboard
- Paper and cardboard (bagged up)

Waste materials fall into three categories for management, these are:

1. Re-used
 - If surplus materials can be used in the permanent works, they are classified as materials, which have been re-used. If they are surplus to requirements and need to be removed from site and they can be removed and used in their present form, they can be removed from site for reuse.
2. Recycling
 - If the surplus material cannot be re-used in its present form but could be used in a different form, it is sent for recycling such as 50 x 50mm timber to make chipboard.
3. Landfill
 - If either of the above cannot be satisfied, then the only option left is to send the surplus materials to landfill. However, landfill is always a last resort.

Monitoring

The skips will need to be monitored to ensure that contamination of segregated skips does not occur. Therefore, we will advise regularly on how the waste management system is working.

We will continually review the type of surplus materials being produced and where we can change the site set up to maximise on re-use or recycling and the use of landfill will be the last resort.

The plan will be communicated to the whole project team regularly. Updates will be communicated and discussed at Management and Health and Safety Committee meetings.

Measures to control the emission of dust during Demolition and Construction

All Sub-contractors attend a full Pre-order Meeting the Agenda of which discusses dust and its control. This is reinforced when the Sub-contractor commences on site during the Induction process.

The construction industry acknowledges that many of its operations create dust and where necessary methods of dust prevention and suppression will be agreed with the appropriate authorities in advance of works commencing on site. This development includes demolition of the existing buildings occupying the site. Groundworkers will remain vigilant for visible signs of contamination during demolition of on-site buildings.

For the general construction Dust control will consist of:

- Developing a Dust Management Plan specific to this site and its surroundings
- Adopting construction methods and techniques that create less dust – timber frame
- Ensuring that Plant and Machinery is well maintained

Assessing the need for dust control measures shall give due regard to:

- The nature of the works
- Proximity of dust sensitive properties
- Effects on the public and road users

Irrespective of the site constraints, Best Practice will be adopted, and the following procedures implemented:

- Undertake air pollution Risk Assessment
- Detailed Method Statement for Air Pollution Strategy including monitoring, where necessary
- Erection of solid barriers where possible
- No Bonfires or burning on site

Construction Management Statement

- Plan Site Layout – Machinery and dust causing activities should be located away from high risk areas.



Construction Traffic:

- No idling vehicles
- Effective cleaning with a wheel wash facility located near the site entrance
- No site run from water/mud
- On-road vehicles to comply with emission standards
- Minimise movement of construction traffic around site
- Site Speed Limit

Site Activities:

- Minimise all dust generating activities
- Use water as dust suppressant where applicable

Implementation of these measures will reduce the impact of construction activities to surrounding properties.

Potential dust impacts associated with demolition and construction activities have been assessed in accordance with guidance from the IAQM (2014). The IAQM provides guidance on a five-step process to assess the potential impacts of construction dust pre-mitigation, provide mitigation measures specific to the risk and assess the post-mitigation impacts. A copy of the Guidance on the assessment of dust from demolition and construction will be available onsite for information.

Appendix

Appendix 1 – Site Layout



Appendix 2 – Site Logistics Plan

