

STATEMENT OF CONSTRUCTION PRACTICE

Back-Up Electricity Generation Facility

Hoon Hay Manor, Marston Lane, Hatton, Derby, DE65 5EA



Prepared By

Mercia Power Response Ltd



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SITE ADDRESS:

Hoon Hay Manor,
Marston Lane,
Hatton,
Derby,
DE65 5EA

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TABLE OF CONTENTS

1	Introduction.....	1
1.1	General.....	1
1	Management of construction.....	2
1.2	General.....	2
1.3	Transport and Access.....	3
1.4	Parking and unloading of goods and materials.....	4
1.5	Control of dirt and dust	5
1.6	Hours of operation	5
1.7	Noise and Vibration	6
1.8	General Safety.....	6
1.9	Pedestrian and cyclist protection	7
1.10	Storage of plant and materials – Pollution control	7
	Appendix A - Drawings.....	10
	Appendix B - Hoon Hay TN Final Issue 1A.....	11

LIST OF FIGURES:

Figure 1: Proposed development Site	2
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LIST OF DRAWINGS:

Reference	Title	Scale	
MPR-HATT-013	Setting Out Plan	1:200	@ A3

1 INTRODUCTION

1.1 General

- 1.1.1 The primary purpose of this Construction Method Statement is to ensure that the installation and operation of a back-up electricity generation facility at Land off Hoon Hay Manor, Hatton, Derby can be constructed in a safe manner to operatives and members of the public alike.

The Approved Development

The installation will comprise of the following elements:

- Three reciprocating engine containers housed behind a timber agricultural style barn/fencing.
- High Voltage electrical kiosk
- Transformer
- Gas meter/supply kiosk
- Switchroom building
- Welfare unit
- Emergency lighting fixed to containers and CCTV poles
- Ancillary infrastructure including cabling and trenching, concrete plinths/bases, oil drum storage area, entrance gates and wire mesh boundary fencing.

- 1.1.2 The above details, taken together, are referred to in this document as the 'approved development'.

The Site

- 1.1.3 The site is currently part of an agricultural field adjacent to an existing large farm complex, used for cattle and sheep farming. Hoon Hey Farm comprises approximately 65 hectares of relatively flat pasture land, around 0.56km to the east of the settlement of Hatton. The existing farm complex comprises a variety of modern and old agricultural buildings and forms the southern boundary of the proposed site.
- 1.1.4 The closest residential properties are within the farm complex, on the far side from the proposed development, and belong to the landowner. The nearest is privately rented and is around 90m to the south. The farm house is also to the south of the complex, around 110m away.
- 1.1.5 For identification purposes, the application Site is centred approximately on OS Grid Reference SK223299.
- 1.1.6 The total development Site area measures approx. 1,100m².
- 1.1.7 The existing land surface within the application Site will be levelled, cleared and raised for flood mitigation purposes. It will then be surfaced with a

permeable stone aggregate to form a suitable surface for vehicles and the installation of the new equipment.

- 1.1.8 The existing site access track leading from the A511 shall be improved as set out in the submitted planning documentation.



Figure 1: Proposed development Site

1 MANAGEMENT OF CONSTRUCTION

1.2 General

Site Setting Out compound

- 1.2.1 A temporary fenced Site construction compound shall be established by the contractor based on the of the Site boundary as per the Setting Out drawing MPR-HAT-013.
- 1.2.2 The Site compound will provide Site operatives with temporary welfare facilities and other services as required.
- The Site Setting out Drawing MPR-HAT-013 is provided in Appendix A

Site accommodation

- 1.2.3 Temporary site welfare and WC facilities will be provided during the construction phase. This shall be as per Setting out drawing MPR-HAT-013 (Appendix A).
- 1.2.4 The facilities will provide indoor seating, washing, toilet, secure storage and on-site electrical power for contractors. The accommodation shall be kept clean and tidy at all times and will be inspected regularly by the MPR construction management team.

1.3 Transport and Access

Route for Construction Traffic

- 1.3.1 The document '*Hoon Hay TN Final Issue 1A*' was prepared by Local Transport Projects Ltd.

The scope of the document was agreed with Derbyshire County Council Highways and is based on the Government's latest national planning policy, '*National Planning Policy Framework*' (DCLG, 2012), and the accompanying '*Planning Practice Guidance*' (DCLG, 2014).

A copy is provided within Appendix B:

- 1.3.2 The document contains the following sections.

Introduction & Description of Proposals:

- Description of the development site, including location and any existing access arrangements;

Summary of relevant planning and allocation history for the site;

- Description of the proposed development including site layout, pedestrian/cycle facilities and proposed access arrangements.

Site Assessment:

- Site assessments to determine existing traffic conditions, such as posted speed limits, road restrictions, highway geometry, on-street parking restrictions and any other relevant features of the local area.

Road Casualty Appraisal:

- Examination of road collision records (5 year study period) and assessment of the road safety impact of the proposed development on the local highway network.

Traffic Impact:

- Calculation of the projected trip generation for the proposed development;

Assessment of the likely traffic impact of the proposed development on the operation of the local highway network.

Highway Access Appraisal:

- Assessment of the suitability of the proposed access from the public highway, based on swept path analysis of the largest vehicle expected to visit the site.

Traffic Management Measures:

- In light of the expected traffic generation, the appropriate traffic management procedures that could be implemented at the site during construction are outlined; and

Conclusions:

- Conclusions summarising the outcomes of the TN, including a commentary on the suitability of the proposals in terms of traffic impact and road safety.

1.4 Parking and unloading of goods and materials

Parking of vehicles for operatives and visitors

- 1.4.1 During the construction phase of the approved development car/van parking for site operatives and visitors shall, where possible be located within the Site compound as per the drawing MPR-HAT-013. Additional overflow parking shall be provided outside the compound as indicated on the drawing.
- 1.4.2 It is anticipated there will on average be 2-3 car/vans on-site per day during the construction phase. The identified areas shall be large enough to cater for these vehicles.

Control of parking in the surrounding area

- 1.4.3 All contractors shall be instructed to use the Site compound as identified in drawing MPR-HAT-013 for parking whilst attending the Site during the construction phase. No parking shall be permitted for contractors or visitors on local roads or laybys etc.
- 1.4.4 The principle contractor shall ensure that all visitors and sub-contractors are suitably briefed on these policies during their Site induction.

Loading/unloading

- 1.4.5 All plant and equipment and materials shall be loaded/unloaded within the designated area within the Site compound as marked on Setting Out drawing MPR-HAT-013.
- 1.4.6 All loading and unloading shall be performed with the addition of a banksman to ensure safety.
- 1.4.7 Deliveries and loading/unloading shall be carried out between 8am – 5pm Monday to Friday and 8am – 1pm Saturday. Deliveries shall not take place on Sundays.

Arrangements for turning vehicles

- 1.4.8 Car/vans parked will have adequate room to reverse within the site compound or reverse area identified on the Setting Out drawing MPR-HAT-013. This will ensure that they enter and leave the Site in a forward gear.

Proposed temporary traffic restrictions and signage

- 1.4.9 Temporary road signage will be provided each side of the site entrance onto Derby Road to suitably warn drivers.

Signage will be as follows:

- ‘WORKS ACCESS’ diagram 7301 – 1050mm x 750mm, x-height

100m with white letters on red background, positioned in accordance with traffic signals manual, Chapter 4, Appendix A.

- 1.4.10 It is not anticipated that any temporary traffic management (e.g. traffic lights) will be required on Derby Road. However, where required, any additional measures shall be implemented with reference to document *Hoon Hay TN Final Issue 1A* (Appendix B).

1.5 Control of dirt and dust

General Site controls – dust/dirt

- 1.5.1 All dust levels are to be kept to a minimum and where possible controlled at source by the use of dust suppression systems as required.
- 1.5.2 Dust from the construction will be minimised by keeping the cutting/grinding of materials on site to a minimum. Where cutting or grinding is unavoidable, equipment and techniques to minimise dust will be used.
- 1.5.3 All land clearing activities will be “damped down” using water suppression as required. Loaded lorries and skips will be covered with netting/sheeting.
- 1.5.4 Site operatives are to wear suitable PPE/RPE where the levels of dust cannot be controlled ensuring exposure is well within legal limits.

Method of prevention of debris being carried onto the highway

- 1.5.5 As soon as practically possible, vehicles entering the Site shall park in the designated parking areas as per drawing MPR-HAT-013 Setting Out Plan (Appendix A).
- 1.5.6 Once the Site levels are established, the Site shall be laid with clean stone aggregate to prevent mud or other debris adhering to vehicle’s tires or chassis.
- 1.5.7 All vehicles leaving the construction Site shall have their chassis and wheels be visually inspected and cleaned by hand (as required) to ensure that there are no loose materials or debris attached that could be drawn onto the public highway.
- 1.5.8 The Site principle contractor (when appointed) shall carry out regular inspections of the condition of the public highway adjacent to the Site entrance. Should it be found that significant material has been transferred onto the highway (e.g. mud/soil) the contractor shall make suitable arrangements to ensure that the road is cleaned to an acceptable condition.

1.6 Hours of operation

- 1.6.1 Hours of working during the construction build period will be:
- 8am to 5pm Monday to Friday
 - 8am to 1pm Saturday
 - No Sunday or Bank Holiday work.

1.7 Noise and Vibration

- 1.7.1 In accordance with good practice, construction work will only take place during the hours indicated in Section 1.6.

Contractors shall comply with:

- The Noise at Work Regulations;
- Control of Pollution Act;
- Environmental Protection Act;

- 1.7.2 Any subsequent instructions issued relative to Noise at Work

- 1.7.3 Contractors shall ensure that all work carried out, and all plant and equipment used on Site shall, so far as is reasonably practicable, be as quiet as possible.

- 1.7.4 MPR shall have the power to instruct Contractors (at the Contractors cost), to amend their methods of working, or take such other steps as may be necessary (including replacement of any particular item of plant or equipment) to reduce noise levels on the Site to an acceptable level.

- 1.7.5 Noise exposure is to be reduced to the reasonably practical minimum; all operators are to have suitable hearing protection issued.

- 1.7.6 The wearing of hearing protection is to be enforced where indicated by risk assessment.

1.8 General Safety

- 1.8.1 The following general safety measures will be implemented during the construction phase:

- All signs / lights / barriers etc. shall be inspected during the normal working day and non-conformities reported to the Principal Contractor.
- All Contractors & Visitors must sign in and out when entering or leaving the Site.
- Everyone must be fully briefed on the relevant Risk Assessment & Method Statement before commencing any work or task on Site.
- Personal Protective Equipment must be worn at all times.
- Be vigilant when walking in operational areas. Follow designated routes to and from the construction area.
- Only trained and competent persons are to operate machinery.
- All accidents, incidents and near misses must be reported immediately.
- Obtain a Permit to Work when required,
- Keep workplaces tidy and free from hazards.
- No smoking on Site

1.9 Pedestrian and cyclist protection

- 1.9.1 The boundary of the Site compound will be demarcated by temporary Site fencing. Adequate warning notices shall be in position on the fencing at the Site entrance but also in both directions along the A511 (Derby Road) in order to alert road users as they approach the Site access entrance (See section 1.4.9).
- 1.9.2 Vehicle movements during the construction phase will be relatively low compared to the existing background traffic.
- 1.9.3 It is therefore considered unlikely that the construction of the Site will pose significant hazards to pedestrians or cyclists on Derby Road.

1.10 Storage of plant and materials – Pollution control

- 1.10.1 During Construction, some activities may give rise to a potential risk of water course contamination. The proposed mitigation measures against this have been identified. These are as follows:

Deliveries

- 1.10.2 Special care is to be taken during all deliveries, especially when fuel and/or hazardous material are being handled. All deliveries are to be supervised by a competent person so that all storage levels are checked before delivery to prevent overfilling and spillage. The contractor's risk assessments and method statements will ensure that the contingency plans are in place and suitable materials are available to deal with any incident that may occur.
- 1.10.3 All employees working on the Site are to be briefed on the actions that are required in the event of a spillage. Any spillages are to be recorded and, if deemed significant, reported to the relevant authorities.

Storage of plant and materials

- 1.10.4 Many of the materials used during construction operations, such as oil, chemicals and cement, have the potential to cause serious pollution. The bunded containment is to be designed to retain 110% of the maximum volume of stored materials and is to comply with the Control of Pollution (Oil Storage) (England) Regulations 2001.
- 1.10.5 All fuel and oils will be stored in approved bunded tanks with a drip tray and the tanks are to be locked when not in use.
- 1.10.6 Materials and chemicals shall be safely stored in the area identified on drawing MPR-HAT-013.

Refueling

- 1.10.7 During the refueling of plant, the risk of spilling fuel is at its greatest. Mobile plant is to be refueled in a designated area only, preferably on an impermeable surface and away from any drains or watercourses. A spill kit is to be accessible in this location.
- 1.10.8 Hoses and valves are to be checked regularly for signs of wear and turned

off and locked when not in use.

- 1.10.9 Diesel pumps and any similar equipment are to be placed on drip trays to collect minor spillages.

Security

- 1.10.10 All valves and trigger guns and tools are to be protected from vandalism and unauthorised interference, turned off and locked away securely when not in use.
- 1.10.11 Where possible, during the evening and night time periods, all materials will be securely locked up and out of view.
- 1.10.12 During the construction phase the compound will be manned, at all times, during daytime working hours.
- 1.10.13 Temporary fencing, until such time as the permanent boundary fencing is in place, will be installed around the site and will be securely locked during the evening and night time periods.
- 1.10.14 During the evening and night time periods, a manned professional security service will be shared between this site and the existing Mercia Power Response sites.

Silt

- 1.10.15 At no point must water containing silt be pumped into surface water drains or clean water courses. Silty water can arise from excavations, exposed ground and stockpiles.
- 1.10.16 Excavations - measures are to be taken to prevent water from entering excavations, i.e. by the use of cut-off ditches.
- 1.10.17 Spoil Heaps - spoil heaps are to be located and built-up in a way that will avoid the risk of contaminating surface water drainage or clean water courses.
- 1.10.18 Site Roads - Site roads are to be kept free from dust and mud deposits. In dry weather dust suppression measures may be required.
- 1.10.19 Dealing with Silty Water — prior approval from the appropriate authorities will be received for any planned discharges of silty water.

Concrete

- 1.10.20 Concrete is highly alkaline and corrosive and can have a major impact on watercourses. It is important to take particular care with any works that involve concrete and cement. Suitable provision is to be made for the washing out of concrete mixing plant or ready mix lorries and concrete pumps, so that washings do not flow into any drain, watercourse or seep underground.
- 1.10.21 In the event of a spillage on Site, the material must be contained using an absorbent material, such as sand or soil.

Waste

1.10.22 The objectives of the waste management methodology employed on the Site are to deliver the following:

- to minimise the creation of waste where possible;
- to remove rubbish, debris, surplus material and spoil regularly and to keep the Site clean and tidy;
- to ensure that waste disposal is managed in a controlled way; and
- to ensure that surplus material is minimised and any non-usable surplus material is recycled.

Waste from the Site will be dealt with in the following manner:

- Waste material will be removed from Site in skips, using an approved waste carrier, and a record of the quantity will be kept.
- The waste management on Site will be monitored on a regular basis via site visits carried out by the management of the Principal Contractor.
- Waste disposal records will be kept up to date at all times.
- It is not expected that any quantity of waste material will be produced from this project.
- The levels on Site will be worked out to utilise the bulk of the excavated material as fill on the Site.
- The timber formwork that is to be used for the shuttering of the concrete bases will be a re-usable type.

APPENDIX A - DRAWINGS

Drawings

Reference	Title	Scale
MPR-HAT-013	Setting Out Plan	1:200 @ A3

APPENDIX B - HOON HAY TN FINAL ISSUE 1A