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**From:** Richard Morison  
**Sent:** 05 October 2021 20:02  
**To:** Chris France  
**Subject:** Bilsdale Station Tower (NYM/2021/0754/FL) - Construction Method Statement

Hello Chris,

Further to the consultation response made by North Yorkshire County Council Highway Authority, please find attached the applicant's Construction Management Plan for consideration.

As you are aware, Arqiva are working as swiftly as possible to reinstate broadcasting services and would like to avoid the suggested planning condition if possible. I would be grateful if you would extend the applicant's offer to discuss directly with the Highways Authority if questions remain following consideration of the attached. This may be a more effective way of overcoming any further issues that further exchange of documentation.

Richard

**Richard Morison**

Principal Planner

**Pegasus Group**

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First Floor | South Wing | Equinox North | Great Park Road | Almondsbury | Bristol | BS32 4QL

Birmingham | Bristol | Cambridge | Cirencester | Dublin | East Midlands | Edinburgh | Leeds | Liverpool | London | Manchester | Newcastle | Peterborough | Solent

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**Bilsdale Transmitting Station – Station Tower Application**  
**CONSTRUCTION MANAGEMENT PLAN**

**Prepared by:**

**Gary Langdown**

**Principal Project Manager**

**Operations**

**Arqiva Limited**

## **CONTENTS**

- 1. INTRODUCTION**
- 2. SCOPE OF THE CMS**
- 3. SAFETY AND SECURITY**
- 4. CONSTRUCTION TRAFFIC MANAGEMENT AND ACCESS**
- 5. NOISE, DUST, DIRT WASTE MANAGEMENT**
- 6. LOCAL COMMUNITY RESPONSIBILITY**
- 7. PROGRAMME OF WORKS**

## **1. INTRODUCTION and CONTEXT**

- 1.1 This Construction Management Plan (CMP) sets out the construction practices for the proposed erection of a temporary 80 lattice broadcasting tower atop Bilsdale Moor, currently being considered under North York Moors National Park Authority Reference Number NYM/2021/0754/FL ('the Station Tower application'). The CMP has been written by Gary Langdown, the Principal Project Manager at Arqiva Limited who is responsible for the day to day planning and delivery of the construction phase of the application.
- 1.2 The CMP has partly been informed by a consultation response made by North Yorkshire County Council Local Highway Authority which requests several points of clarification. These are dealt with in a systematic manner within this CMP.

### **Context**

- 1.3 The wider context for the Station Tower application is formed following a significant fire to the Bilsdale Transmitting Station in August 2021 which resulted in a complete ceasing of services. Since this time, Arqiva have been working urgently to reinstate coverage for hundreds of thousands of people in the North East of England who may be without terrestrial broadcasting television service. The Station Tower application is part of the wider solution which itself will be delivered in phases, ultimately restoring coverage in it's entirety to the surrounding area.
- 1.4 The Station Tower application envisages construction access to the Station Tower site in two distinct phases. These are:
- Phase 1 Access – to be carried out by 'light' construction vehicles which are able to access the site without significant improvement works to the access route; and
  - Phase 2 Access – to include larger construction vehicles such as cranes and bulldozer type vehicles that will require access improvement works.
- 1.5 Given the urgent requirement to deliver the Station Tower before the winter months, as explained within the supporting documentation of the application, details pursuant to Phase 1 only were included with the application. Details pursuant to Phase 2 access will form a separate planning application, to be submitted to NYM in October 2021. As such,

this Construction Management Plan deals with 'phase 1' access only and deals with the management of all construction activities and defines the requirement and standards that will be met. Arqiva are committed to the development principle of being a 'good neighbour' both during the construction and operational phases of development. The parameters set down within this CMP aim to reflect these principles as well as delivering a safe development in accordance with the highest standards of building practice.

## **2. SCOPE OF THE CMP**

2.1 This CMP addresses the issues associated with construction of a telecommunications structure and its associated infrastructure. The following areas are addressed:

- Safety and Security
- Highways Access;
- Vehicle Types;
- Parking Area;
- Construction Traffic Management;
- Noise, Dust, Dirt and Waste Management;
- Local Community Responsibility; and
- Programme of Works

2.2 The CMP will be monitored regularly throughout the duration of the works to ensure best practice is always followed. All site personnel will be responsible for the effective implementation of the CMP to ensure that no incidents occur that might cause injury to construction workers or damage the development site.

### **3. CONSTRUCTION MANAGEMENT PLAN**

#### **Safety and Security**

- 3.1 An appointed Site Manager will always oversee Health and Safety on site. The Site Manager will be responsible for escalating any health and safety concerns through a defined internal process. All Health and Safety concerns will be addressed through Arqiva's existing Health and Safety team. All visitors will be required to sign in and adhere to on-site Health and Safety practices. Health and Safety site audits and adherence will be conducted on behalf of Arqiva by an independently appointed Health and Safety consultant.
- 3.2 All personnel working on site will be required to wear the appropriate Personal Protective Equipment including high visibility vests, steel cap boots, and a hard hat as well as any other activity-specific safety wear. .
- 3.3 A temporary construction compound will be fully equipped with a toilet and a welfare unit.

#### **Highways Access**

- 3.4 The Station Tower site will be accessed via turning off the B1257 onto the eastern access track. This is an existing access point directly onto the B1257 which has significant visibility splays in both a north and south direction. All construction vehicles will access the site via the eastern access. Other access tracks across the moor originating from elsewhere will not be used to facilitate phase 1 construction of the Station Tower.
- 3.5 Access onto the eastern access track from the south is gained via a left hand filter that allows construction traffic to easily manoeuvre onto the track. Where possible, construction traffic will be directed to access the site from the south in order to utilise this filter lane. This will principally be managed through the issuing to suppliers and contractors with route mapping and instructions on access.
- 3.6 Signage will be put in place on the B1257s either side of the junction warning other road users of construction traffic turning and other signage directing vehicles to site. Mandatory requirements for the setting out of construction signage is set out in the Traffic Signs Regulations and General Directions 2016 (as amended) (TSRGD) which Arqiva will fully adhere to.
- 3.7 The Site Manager will keep a record of the number, locations and size of signage deployed.



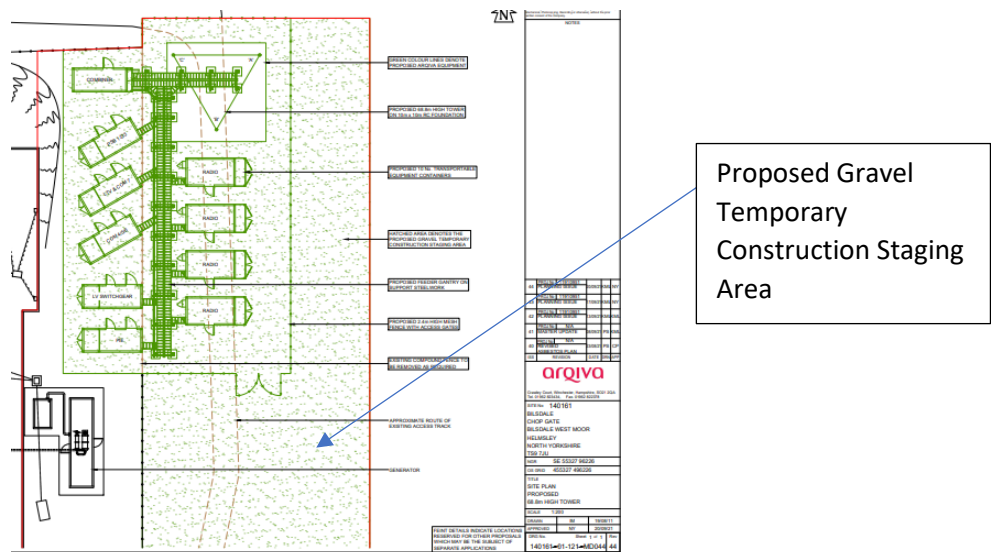
- 3.8 On completion of the construction phase, the Site Manager will be responsible for removing all the signage and ensuring that there has been no damage to road verges. If any damage is identified, this will be recorded and made good.
- 3.9 20mph speed limit signs will be put in place at various locations on the access track along with signs warning of pedestrians on the track. Arqiva have been in discussion with residents who use the access track and have made them aware that construction vehicles will need to access the track during the construction phase. Arqiva are fully aware that the access track is designated in places as a Public Right of Way. The construction activities described in this CMP will not prejudice the use of the PROW during the construction period.

**Vehicle Types**

- 3.10 The majority of the vehicle movements will be light vans and cars used to get personnel and tools to site, with deliveries of plant at the beginning and end of phase 1. In addition, there will be deliveries of concrete and removal of spoil. These deliveries will not require any improvement to the existing access arrangements as described in the Construction Method Statement provided in support of the application.
- 3.11 It is not expected a banksman will be required at the road junction to facilitate these vehicles accessing the site.

**Parking Area**

- 3.12 The parking area will be within the site demise on the hardstanding area created as part of the application. The below map extract shows the location of this hardstanding, labelled as 'Proposed Gravel Temporary Construction Staging Area.'



**Figure 1: Plan Showing Vehicle Parking Area**

- 3.13 The area of hardstanding shown is sufficient for the anticipated number of vehicle movements and will avoid vehicles parking along any of the access tracks within the vicinity of the site or elsewhere on the moor which is to be strictly avoided given potential ecology implications of vehicle parking in such areas.

### **Construction Traffic Management**

- 3.14 The overall phase 1 construction period is expected to be approximately 3-5 weeks.
- 3.15 With the exception of delivery lorries and concrete lorries, the largest vehicles on site will be a light vans and 4 x 4 truck type vehicles.
- 3.16 Contractors will be encouraged to vehicle share and this will be enforced by the site manager, the majority of the labour will be from out of area so pooling will take place at their hotels/digs. Most contractors will arrive at site before 08.00hrs and remain there all day departing about 16:30.
- 3.17 The majority of deliveries will be scheduled for after 09:00hrs and the site manager will prepare a weekly delivery schedule to avoid congestion on the access track.
- 3.18 Plant will be delivered and removed at the beginning and end of the relevant phase of works as will the crane. One vehicle movement associated with the plant machinery will be required to the site, and one movement away.
- 3.19 The access track will not be blocked at any time and will always be available to members of the public.
- 3.20 Loading and unloading will take place within the site demise within the hardstanding area indicated on Figure 1 above.

### **Noise, Dust and Waste Management**

- 3.21 Waste will be stored on site in skips and removed only when skips are full.
- 3.22 There will be no fires or burning of waste on site.
- 3.23 Mud, dirt and dust impact on the area surrounding the construction area will be kept to a minimum. As a precaution, cleaning equipment will be made available for use if required.
- 3.24 Construction hours of operation will be between 8am to 6pm Monday to Sunday. Deliveries will not take place outside of these times.

3.25 Deliveries and other noise generating activity will only be undertaken during designated construction hours as set out above.

3.26 Spill Kits to be made available on site.

**Local Community Responsibility**

3.27 The site manager will manage and co-ordinate on-site environmental activities and act as a point of contact for residents. The contact details of the site manager will be displayed at the site entrance should anyone have any cause to enquire about the development. Liaison between the Construction Contractor and residents will seek to ensure that any concerns are resolved quickly. The site managers details are:

|  |
|--|
| Contact Details<br>Site Manager<br>Stuart Todd |
|--|

**Programme of Works**

3.28 The below table provides the phase 1 construction program:

| Target Dates | Work Items  | Vehicle Movements  |
|--------------|---|--|
| Day 1        | Take welfare, materials and stores to site within compound. | Lorry and light vans   |
| Day 2        | Improvements to the hairpin on the road 2 days              | Mini Excavator delivered on lorry and 7.5 tonne lorry for stone and tarmac |
| Day 4        | Make alterations to the ground within the compound          | 13 tonne excavator delivery on low loader.                                 |
| Days 5-6     | Foundation excavation at North East area of Tower Station   | Deliveries of stone and taking excavated material off site                 |
| Day 7        | Day 7 Pour blinding concrete                                | Concrete delivery  |

|              |   |   |
|--------------|---|---|
| Days 8 -15   | Erection of shuttering and installation of Rebar  | Delivery of timber and rebar                                  |
| Days 10 - 15 | Works to form site hardstanding and parking areas | Deliveries of stone and excavated material removed from site. |
| Day 16       | Base Concrete Pour                                | Concrete deliveries   |
| Days 17-20   | Strip shuttering back fill around base clear site | Removal of waste and plant                                    |

**Table 1: Programme of Works**