
LAND AT WOODCROFT FARM, LOVEDEAN (APP/13/00804)

CONSTRUCTION METHOD STATEMENT AND ENVIRONMENTAL PLAN

1.0 Introduction

1.1 This Construction Method Statement (CMS) has been prepared by Linden Homes (Southern).

1.2 It has been prepared to satisfy conditions 6 of planning permission (APP/13/00804) granted by Havant Borough Council (HBC), in order to demonstrate how the site will be appropriately managed during construction. The conditions state as follows:

C6: 'No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The Statement as approved shall be adhered to throughout the construction period'.

1.3 This CMS has been developed to take into account the checklist details provided by HBC, together with matters considered of relevance to the development. These include, but are not limited to:

- The parking of vehicles of site operatives and visitors;
- The routing of construction traffic.
- Loading and unloading of plant and materials;
- Storage of plant and materials used in constructing the development;
- The erection and maintenance of security hoarding, including decorative displays and facilities for public viewing, where appropriate;
- Wheel washing facilities;
- Measures to control the emission of dust and dirt during construction;
- Storage of chemicals and hydrocarbons;
- Site offices or other temporary buildings;
- Hours of construction and deliveries;
- Noise & vibration; and
- Waste Management

2.0 Site Location & Approved Development

Site Location

2.1 The site is located to the north of Waterlooville, adjacent to the Woodcroft Primary School. The site is currently part construction site, part laid to grass and arable nature. The site is bounded to the north by agricultural field and woodland, to the south is Wecock Farm a built urban environment, to the west is further agricultural land and to the east by the gardens of residential properties accessed from Woodcroft Lane

2.2 Woodcroft Farm adjoins a residential street Eagle Avenue. Approximately 150 metres south of the southern site boundary, Eagle Avenue meets Milton Rd by way of a mini

roundabout. Construction traffic will access the site by means of the newly formed entrance from Eagle Avenue.

Approved Development

- 2.3 289 no. dwellings are to be erected on the site, provided in a mix of four, three, two and one bed units. The development is to be formed around a looped access road, with segregated footways on both sides and traffic calming features. The layout will allow refuse and emergency vehicles unrestricted access and the road will be partly adopted.

3.0 Construction Methods

Parking and Compound Arrangements

- 3.1 There will be no unnecessary parking of vehicles related to the development in the neighbouring area. All vehicles associated with the development will not be permitted to park on the public highway in the vicinity of the site.
- 3.2 All site operatives and visitors travelling to site by car will be instructed to park in the designated site car park. The car park will be clearly signed and monitored by the site manager. The car park will be located adjacent to the site compound and will be accessed via the main site access from Eagle Avenue. Sufficient capacity will exist for approximately 20-30 vehicles which is reflective of the likely number of site operatives using a car, plus an element of oversupply.
- 3.3 Alongside the current compound on Phase 2B, a second compound will be positioned in the adjacent field to the north of the development, to enable both phases to build concurrently.
- 3.4 The secure site compound will contain welfare and administrative facilities and will have access to electricity, water and telephone connections. The locations of the site compound and car park are shown on the construction site plan provided at Appendix A.

Loading and Unloading of Plant and Materials

- 3.5 During the construction phase all plant and materials will be unloaded / loaded within the site compound shown on the construction site plan provided at Appendix A.
- 3.6 A trained, qualified and certified Banksman wearing high visibility clothing will be used to direct delivery vehicles within the development site. The Banksman will wait at the site access, where they will then proceed to direct delivery vehicles to the designated loading point within the site. They will use hand signals and will communicate to the drivers through the vehicle mirrors, while watching the driver's blind spot.
- 3.7 All wagons fitted with a hi-hab will be required to comply with Lifting Operations and Lifting Equipment Regulation 1998 (LOLER).

Storage of Plant and Materials

- 3.8 Materials used in constructing the development will be stored on-site in an orderable fashion in the designated storage area adjacent to the site compound and loading area. The location of the designated site storage area is shown on the construction site plan provided at Appendix A. The storage of chemicals and hydrocarbons will be

very minimal. Any chemical will be stored in accordance with the legislation and COSHH including provision of a spill kit in the vicinity of any fuel.

- 3.9 Pedestrian walkways and vehicle routes will be segregated and marked out with appropriate barriers. Lay down areas will be set out for trades such as steel work and cladding and suitably fenced off. No flammable materials will be stored near boundary fencing. Storage of flammable materials in and around new buildings under construction will be strictly monitored and controlled.
- 3.10 Plant will be stored on-site in an orderable fashion. Keys will be removed and isolators, if fitted, will be activated. Fuel for plant will be housed in a double skinned bunded tank.

Erection and Maintenance of Security Hoarding

- 3.11 Security hoarding has been erected along the site frontage to prevent unwanted access to the construction site, to provide noise attenuation, screening, and site security when required. Heras fencing will be erected along the rear and sides of the site to provide security, it will consist of 2.4m anti climb heras fencing to the boundary of the site with double anti tamper heras clips.
- 3.12 At key locations, sections of hoarding will contain site information boards with out of hours contact details, 24-hour telephone number (for comments/complaints), community information and information on the works programme. Notices will also be placed on the hoarding to warn of hazards on-site such as deep excavations and the construction access.
- 3.13 Clear sight lines will continue to be maintained around hoardings and fencing with no hidden corners, in order to avoid opportunities for anti-social behaviour and crime and to ensure safety of vehicles. Adequate sight lines for vehicles and pedestrians/cyclists to safely see other road users will continue to be provided. Footways of adequate width to facilitate pedestrian flows will be provided with signs to facilitate safe access around the site boundary. Adequate lighting will be installed, as necessary, near hoardings.
- 3.14 The location of fencing / hoarding is such that it does not damage sensitive habitats, trees or hedgerows.

Wheel Washing Facilities

- 3.15 To minimise waste and dust which might collect on vehicles and be subsequently deposited onto the local highway network, a wheel washing facility (jet washer) will be provided at the site exit point. A road sweeper will be made available should the need arise, to include the adjacent highway. If the above proves to be insufficient additional measures such as permeant wheel dips and increased road sweeps will be implemented during significant ground works. Wheel dips would be located at the main site construction entrance and exit point in a similar position to the wheel wash.

Controlling the Emission of Dust and Dirt

- 3.16 Dust arising from the ground is prevalent during dry spells and is generated by wind and plant traversing the site. Dust will be controlled by spraying water over the ground from a water bowser towed behind a dumper in order to dampen down the dust and prevent it from migrating to neighbouring properties. Other sources of dust across the site will be monitored and appropriate dampening down will be implemented to ensure dust migration is not prevalent. Construction site speed limits of 5mph will assist in minimising the mobilisation of dust to air. Areas used by tracked

excavators, dozers and other plant will also be monitored and kept damp where required.

- 3.17 All methods of dust control will be in accordance with the guidance as laid out in the BRE Report 456 - Control of Dust from Construction and Demolition activities, and with reference to the Institute of Air Quality Management (IAQM) guidance on the 'Assessment of Dust from Demolition and Construction 2014'.

Collection and Disposal of Construction Waste

- 3.18 The secure site compound will provide an area for storage, collection and disposal of rubbish from the development. A number of skips will be provided, subject to space constraints, to allow segregation of the main waste streams. Any mixed waste streams will undergo sorting and segregation off-site after collection. Main contractors will be made responsible for their own waste management and disposal to encourage efficient use of materials.
- 3.19 Covered storage will be provided for weather sensitive materials to reduce losses/waste caused by weather damage.
- 3.20 Waste vehicle movements will only take place between 09:00 to 18:00 (Monday to Friday) and 08:00 to 13:00 (Saturdays). As such, no waste vehicles will access the site outside of these times. This will ensure minimal disturbance to the local community. Bonfires will not be permitted on site.

Hours of Construction, traffic routing, Delivery Times, Noise & Vibration

- 3.21 The general operating hours of the site will be between 08:00 to 18:00 (Monday to Friday) and 08:00 to 13:00 (Saturdays). No noisy activities are permitted on Sundays and Bank Holidays. Planned operations outside of these hours will be communicated to the LPA in advance.
- 3.22 All deliveries to the site by HGVs must be outside of the network peak hours and also the drop off and pick up times of Woodcroft Primary School, as such no deliveries between 08:00 to 09:30 and 14:30 to 16:00 (Monday to Friday during term time).
- 3.23 Any methods implemented for minimising noise and vibration will accord with guidance in the BS5228-1:2009 for noise and BS5228-2:2009 for vibration (both amended in 2014) that give guidance on appropriate methods from construction and open sites such as this.
- 3.24 The number of deliveries and vehicle movements to site from Eagle Avenue will vary throughout the construction period. Regular updates as the programme evolves will be provided to HCC as part of this CMP remaining a live document. Initial estimates are for a maximum of 5-10 HGVs trips a day during main ground works, with similar numbers once material deliveries commence in earnest, all from Eagle Avenue.

4.0 Public Consultation

- 4.1 Local residents will be kept informed of the progress of the works throughout the construction process and will be informed of dates and times of significant deliveries.
- 4.2 In the event of issues being raised, HBC will be provided with relevant contact details of the best person to liaise with on site at that time. Contact details will also be posted on the site hoarding for the benefit of local residents, including a telephone number for a site representative.

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- 4.3 Once construction commences, there will be a sales and construction presence on site and these details will be updated in this CEMP and on site hoardings. Queries can also be sent to Gary Bagley, Contracts Manager at Vistry Homes South (Gary.Bagley@vistry.co.uk)

5.0 Summary

- 5.1 This Construction Method Statement has been prepared on behalf of Linden Homes Southern to satisfy condition 6 of planning permission (APP/13/00804) granted by Havant Borough Council (HBC), in order to demonstrate how the site will be appropriately managed during construction.
- 5.2 The contractor will implement the methodology outlined within this CMS, in order to minimise construction impacts on local residents and the public highway in the vicinity of the development site. Local residents will be continuously informed of the progress of the works throughout the construction phases in their entirety.

Appendix A
Construction Site Plan