



Alpine Homes

**Yacht Haven Development Site,
Copse Lane,
Hayling Island**

APP/13/00317

Construction Method Statement

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Introduction

Alpine Homes are in the process of obtaining permission to start construction and to achieve this must provide information to satisfy the various consents requested by Hayling Borough Council. This document is produced to satisfy Condition 24

The Town and Country planning (Development Management Procedure) (England) Order 2016

Application Number: APP/13/00317

Condition: 24

Prior to the commencement of the works, a working method statement to cover all construction works shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Environment Agency. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the Local Planning Authority.

The method statement shall cover the following requirements:

- *Timing and duration of works*
- *Methods used for all channel, foreshore/ bankside water margin works*
- *Machinery (location and storage of plant, materials and fuel, access routes, access to banks etc.)*
- *Protection of areas of ecological sensitivity and importance*
- *Site supervision*
- *Bunding of potential pollutants*

This Construction Method Statement has been prepared to demonstrate how Alpine Homes Ltd (AHL) will satisfy the requirements of Condition 24 and will also be written into the Construction Phase Plan for the project.

Site Location

The site is off Copse Lane, Hayling Island. To obtain access to the site there is a narrow tree lined road off Copse Lane that passes a caravan park on the left and open land to the right. The road has a left turn directly after the tree line and this leads to another residential property. The road carries on and ends at the foreshore.

There is a public right of way that traverses the area and the pathway steers the public to walk adjacent to the shore line.

There are 2 fixed structures adjacent to the shore line

1. Boat store (To be demolished and replaced)
2. Boat workshop and dry dock (slipway)

Description of Development

The proposed development is for the construction of:

- 6 N° 5-bedroom detached houses
- 1 N° detached residential boat store with hardstanding
- 1 N° detached boat store
- Pontoon for 12 berths
- Reposition concrete sea defences to side of slipway and coastal path
- Parking

The new development includes associated car parking, garden, bin storage and utilities.

Timing and duration of works

It is envisaged that from the initial works on the site to completion of the project will take two years.

At this stage of the planning there are no specifics on how long each phase of the construction will last, AHL will update when this is known.

In line with the planning permission granted for the project, the following times will be adhered to for all demolition, construction, and deliveries to the site:

- | | |
|-------------------------|-----------------|
| • Monday-Friday | 0800 -1800. |
| • Saturday | 0800 -1800. |
| • Sunday / Bank Holiday | No work allowed |

The duration of the works will require the Health and Safety Executive (HSE) to be informed of the project under the Construction (Design and Management) Regulations 2015. Form F10 will be used to notify the HSE

Methods used for all channel, foreshore/ bankside water margin works

During these works marine plant will operate in the open channel area, but this will be for a short term and will have no significant impact on current navigation. There has been extensive surveys of the water and sea bed and there should be no significant impact on this environment.

Slipway

The existing slip way is unserviceable and requires upgrading to provide suitable access into the water for launching / retrieval of boats.

This will be mainly carried out at low water using land-based plant and will take from 3-4 weeks to complete. The timing of the works will be determined by Spring tides and weather conditions.

The make up of the construction allows for marine dredged Type 1 to be put down and compacted. This will allow the ongoing operations for the slipway construction to be carried out on this surface, reducing damage to the surrounding area. Once shuttering is in place, the concrete will be poured in bays using concrete lorries.

Shore Line

Both east and west shoreline elevations will be cleaned by hand and machine and the waste removed from site. The footpath will be restored by land-based plant, typically a small tracked back actor and dumper. This will include the area of beach along this shoreline.

The operation will take approximately 6-8 weeks and again will be dependent on tides and weather conditions.

Pontoon

Only a single row of pontoons will be installed so that dredging is not required.

Pontoons will be delivered to site by road and launched from the slipway at high water. They will then be towed into position and the piles driven through the pile guides. Each pile will be driven using vibro-piling as standard, but if percussion piling is necessary to attain the design level then 'soft-start' procedures will be used. This operation will be undertaken from a spud-legged crane barge and Multicat working over the high-water periods to minimise any impact on feeding wildfowl and will take from 2-3 weeks to complete.

Machinery (location and storage of plant, materials and fuel, access routes, access to banks etc.)

Machinery & Equipment

There will be a requirement during several stages of the project where mechanical plant including excavators, dumpers, concrete pumps etc will be required during the construction phase of the project.

Selection of plant

Any equipment required for site will be suitable for the environment and the work that is required to be undertaken. This will be supplied all the correct documentation to demonstrate serviceability. Deliveries will be managed to allow any delivery vehicle to arrive and park in a safe environment and the equipment unloaded safely.

Parked up plant

Plant will be allocated a specific area, to be parked and stored when not in use. All plant will be secured to restrict unauthorised access and use by removing ignition keys. The storage area will be inside the security fencing of the construction.

Plant movement

If plant or equipment is moved around the external areas of the site, for example on the access road, then AHL will monitor these movements by using a traffic marshal to direct the plant route of travel. Plant will be halted if any pedestrians approach the plant.

Controlling mud

It is important to control the spread of mud onto the highway from construction vehicle activity. The spread of such matter will vary depending on the weather and ground conditions. AHL will have in place a wheel washing system to ensure that mud does not get deposited on any road outside of the site. If a situation arises where this has occurred, it will be cleaned up by hand, or by road sweeper if necessary.

Plant operators

All operators will be competent and have the correct qualification and experience to operate the equipment in the local environment.

Plant Maintenance

All plant will have the correct servicing records, each plant will be inspected by the operator and records made on its condition.

Material Delivery / Storage

Deliveries to the site will be managed carefully to avoid nuisance to neighbours and obstruction to other road users when turning into site access lane from Copse Lane. The width of the site access road is such that vehicles will not be able to pass one another, therefore the larger vehicle delivery will be marshalled along this narrow road until it opens out in the construction area.

The design of the project has been carried out with the intention of reducing deliveries of materials where feasible. For example, traditional reinforcing for the concrete slipway has been replaced with fibre reinforced concrete. This is effectively one delivery, concrete, that also includes the reinforcing required.

Deliveries & collections will be arranged, as far as practical, outside of the following peak hours, to avoid undue interference on Copse Lane:

Monday to Friday	0800 - 0900
	1700 - 1800

Vehicle deliveries to the site will be mainly by heavy goods vehicles and offloaded by hi-ab / forklift or manual means. Building materials will be off loaded directly into the designated site storage area or as close to point of use as possible.

A banksman will be in attendance during deliveries to aid with manoeuvring on site.

Materials will be stored in specific locations, paying attention to ensure that they are not a risk to health. Any coverings to materials will be tied down to prevent unwanted noise from flapping in the wind.

Containers will be used on the site to store some materials they may be prone to damage from inclement weather.

Any material stored on the site will be assessed as to its potential to cause contamination to Chichester Harbour. Bulk materials used for works in the ground will be stored well above the maximum high tide level occurring during Spring Tides.

Waste

Excavated material will be retained within the proposed development on site on a soil heap. This will be maintained so that it is safe with battered sides, this will be treated / graded and where possible be reused to level ground or in the construction of the road. This spoil will be classified as non-hazardous. Unwanted excavated material will be placed in a spoil heap and then loaded onto a muck away type heavy goods vehicle for removal

Site waste will be collected into suitable containers and protected with sheeting and collected by an authorised waste carrier. No hazardous waste is expected to be generated from the site.

Waste transfer notes will be obtained for all disposed material.

The following control measures will also be used for minimising site waste:

- Not over-ordering materials.
- Ordering the materials in the size required to reduce off cuts.
- Designing the project to suit standard product sizes and to avoid site cutting.
- Not over excavating.
- Promoting employee awareness of environmental matters.

A spill kit will be kept on site in case there are any liquid spills or leakages.

Bonfires will not be permitted on site under any circumstance.

Protection of Ecological Sensitive Areas

The local authority planning permission for this project will only be granted if the conditions have been met, to minimise the impact on the environment and intertidal habitat. At this stage of the planning process all of the other conditions as documented in the Planning application APP/13/00317 have already been addressed and approved, which has provided solutions for the ecological sensitive areas at the project location.

The summary below is how AHL have managed the ecological sensitive issues

- The boat store and office will only be used for the stated purpose and will not be used as a habitable building.
- Boat moorings will be restricted to 12 and no vessel berthed will be greater than 12m.
- Boundary fencing will be erected of a type that will prevent dogs disturbing roosting / feeding birds.
- Surface water drainage has been designed and will be constructed to avoid pollution or contamination to animal habitats.
- Ground contamination survey has been carried out and there are no significant risks to water sources, pathways or receptors.
- Piling of foundations will not cause any contamination of any water.
- Tree protection has been installed around the site, this will stay in situ during the construction phase and be checked on a regular basis to ensure that it is intact. No fuels or chemicals will be placed inside these fenced off areas.
- Soil levels around the bases of trees and shrubs will not be raised or lowered.
- AHL have created and installed several habitats including twenty bird boxes placed in trees.
- The area of construction has had a capture of species and these have been relocated in the adjacent 'Yacht haven Coastal Meadow' Nature conservation area.
- On completion of the residential construction the area to the south of the houses close to the shore line will be cleaned and naturalised to provide The Yacht Haven Conservation Grassland.

All information on the ecological sensitive areas and these specific planning conditions will be monitored during the construction phase by Ecosupport Ltd., who will act as the Ecological Clerk

of Works (ECoW) for the project. They are based at Office A1, Knowle Village Business Park, Mayes Lane, Knowle PO17 5DY.

The ECoW will oversee all works as set out within the (site-wide) Ecological Mitigation Plan (prepared by EAS Ltd, September 2017) and the Habitat Creation Strategy & Timetable.

The ECoW will be appointed for the duration of the development works and post development monitoring, to ensure that all works are completed, recorded and reported.

They will also;

- Inspect the site yearly

- Make recommendations for the management of the Yacht haven Nature Reserve

- Oversee works completed within the Yacht haven Nature Reserve

Public Protection

The public have a pedestrian right of way along the shore line to the south of the site. The original route takes the public to the rear and behind the existing boat house / store, this then goes across the front of where the slipway will be constructed then back onto the path.

This rural path has no design or ground sub structure to it and has appeared over time this surface is just compacted earth in this dry environment making the path suitable to walk along.

Fencing placed to direct the public and promote the use of the pathway will have notices placed on the exterior of it warning members of the public of the construction hazards within the site and to keep out. AHL will monitor the fence and ensure that it is in a serviceable condition.

Southern elevation – West of boat house

Heras fencing has been placed at along the southern boundary line of the construction site to the west of the boat house. This provides segregation of the public from the environmental ground, but still allows the public to use the shoreline pathway. Prior to construction starting this fence line will be checked. This is not designed as a security measure to the construction area but a method to direct the public and keep them on the pathway.

Southern elevation – East of boat house

This area is currently open, and the public has always had access to this overgrown area but was restricted by the overgrown nature of the area. Now that the ground has been stripped back and fauna removed it provides easy access by the public using the footpath. This cleared area will be used by AHL for stockpiling spoil and material storage. This area will be made secure using Heras fencing panels directing the public to keep to the pathway along the shore line.

Southern elevation - Central area

Work will be undertaken around the shore line area including modifications to the slip way; demolition of the old boat store and construction of a new structure; shoreline and beach refurbishment. These tasks will have a temporary impact on the current route of the pathway as this currently goes behind the existing boat store and across the front of the slipway entrance.

This area of the footpath will have to be temporarily redirected during the project to allow the work to be completed without increasing the risk to the public using the right of way.

- Shoreline and beach work will require the pathway to be moved inland by a few metres to allow the work to continue. AHL will ensure that this route is acceptable for the public to use and monitor the barriers that direct the public along this temporary route
- Rebuild of boat store will require a method to direct the public around this construction area by placing fencing a few metres back from the original line of the building so that AHL can remove the existing building and construct the new one.
- The refurbishment of the slip way will require pedestrian crossing points that can be temporarily closed when plant crosses to the slip way. Traffic marshals will be used to assist the temporary closure of the path and explain to any member of the public the duration of the restriction.
- Note: The planning permission does entitle AHL to obstruct Public footpath 86, if it is necessary to stop or significantly divert this right of way due to an element of the work then AHL will apply for a permit to Havant Borough Council under section 257 of the town and country planning act 1990 or the department of communities and local government under section 247 of the town and country planning act 1990.

Noise

A certain amount of noise and other inconvenience is to be expected from building sites however, persons carrying out building works have a responsibility to minimise nuisance noise wherever possible.

Typical actions would be to:

- Remove the source of noise.
- Insulate equipment that is producing the noise, ensure that protective/insulating covers are in place and used.
- Employ an alternative method of working.
- Check equipment to ensure that it is functioning correctly.

AHL will operate the following noise policy:

- Ensure plant and equipment is selected and maintained to minimise noise.
- Keep all mobile plant engine covers closed during use
- Turn off engines when not in use.
- Where possible, site noisy equipment away from working or public areas.
- Where possible consider alternative methods of work to eliminate or reduce possible noise levels.

Control of Dust and Dirt

Due to the construction method selected, dust will occur predominantly during the ground works stage. Prior to these starting on the site, and readily available supply of water will be installed.

A suitable and adequate water supply will be available at the site prior to ground works commencing.

Besides the keeping of haul roads damp during dry weather conditions, any areas where tracked excavators, dozers and the like are working, are also to be kept damp at all times. These 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.

Any stockpiles of materials such as sand, topsoil or gravel which are likely to give rise to windblown dust shall be sheeted, wetted or suitably located to minimise any potential nuisance.

During weather conditions that give rise to emissions of dust off site, dust control measures must be employed. Such measures will include; wheel washing and damping down of the site where tracked vehicles are in operation. The weather forecast for the area will be monitored so that precautions can be taken prior to the situation arising where dust is being blown off site, especially into harbour waters.

Construction Site Security

There is another construction company that use the main access road into the area, they are currently building a property on the next plot of land. To allow segregation of their areas heras fencing has been placed along the access road both sides and the rear elevation on boundary line allowing the other construction company direct uninterrupted access to their project.

The construction site will initially be secured using two separate areas.

1. Property construction area

A complete boundary fence will be provided around the north / west / east perimeter of the construction site. The south elevation between the construction area and Yacht Haven Ground Conservation Area will have a wooden hoarding constructed so that the two areas are physically separated. Hoarding will be designed and constructed by a competent contractor and will be managed on site by the temporary works co-ordinator.

A lockable double gate will be placed in the corner of the perimeter fencing to allow access for construction vehicles.

A pedestrian gate will allow construction workers direct access onto site where they will be segregated from the movement of plant by a suitable barrier.

All boundary fencing will be managed by the Principal Contractor and signage placed at the appropriate positions to indicate access, site rules, PPE requirements

2. Yacht Haven Ground Conservation Area to pathway on south elevation east of the boathouse

This location is currently a waste ground with spoil removed from the construction areas piled and ready for use as required, on completion of the construction the area will be made into a conservation area. Even though this will not be part of the construction site the Principal Contractor will still be utilising this area for storage and maybe a turning circle for delivery vehicles. Therefore, the security of this zone must be taken into account and to have a suitable method to keep the public out of this area.

The north elevation of this zone will be protected by Hoarding the east will use heras fencing taking into account any tree preservation that will ensure no damage or impact on the trees. To the west a secure double gate will be constructed so that plant can access this area as required. To the south heras fencing will be placed along the shoreline path to direct the public along this route and keep out of any area of spoil.

As the project progresses there will be a requirement to segregate the slip way and the boat house from the public pathways as there needs to be a new boat house constructed along with slipway and boat moorings. The Security plan will be modified to provide suitable segregation from these areas, but this will have an effect on the current pathway and a more suitable route will be designed for the public that will direct them on to a safe route around this element of the construction and will allow them to meet up with the existing path as soon as practicable. The Client / Principal Designer / Principal Contractor will discuss and arrange a method for this phase of the project as required.

Site Supervision

AHL has the correct competencies, skills knowledge and experience to manage the full scope of the project. They will have the correct resources and time allocated to organise / plan the construction phase and to complete the construction phase safely.

A site manager qualified under the Site Management Safety Training Scheme will be in control of the site and have the full support of the organisation.

AHL will ensure that they any contractors employed to undertake work on this project will have the correct competencies, skills, knowledge and experience to manage their elements of the project. Details from Pre-Construction Information (PCI) will be passed on and the Construction Phase Plan will be issued so that the management of the project is understood.

Any Safe Systems of Work (SSW) and designs issued by the contractors for their work will have to be approved by the approved by AHL prior to the contractor starting work on site.

Bunding of potential pollutants

Fuel

A fuel bowser will used for the storage of fuel for plant and equipment used on the site. This will be in a location at least 30 metres from the shoreline and be a double skinned tank.

The method adopted to reduce the possibility of environmental impact from spillage will be:

- Selection of area – away from evacuation routes; away from any ignition sources; away from fauna.
- A base area will have a shallow pit dug large enough to position the fuel bowser and lined with sand.
- A membrane will be placed in the pit to prevent fuel spillage being absorbed into the ground. This will be covered in sand and then a layer of pea shingle.
- Impact protection to be placed at strategic points to prevent any moving plant or vehicles coming into contact with the bowser.
- A spill kit / fire extinguisher will be stored adjacent to the bowser.
- Refuelling of plant to be undertaken with the plant fuel cap overhanging the pea shingled ground, if this is not feasible then a drip tray will be placed underneath. Any fuel will be collected and disposed of as contaminated waste.
- The fuel bowser will be bunded within its structure and locked when not in use.
- Small quantities of fuel required for portable equipment e.g. Cut off saw will be decanted from the main container into the equipment over a drip tray in case of spillage.