

Construction Method Statement
for Manor Farm
Denville's



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Contents

The construction method statement covers the following aspects:

1. Parking for site staff and visitors
2. Construction traffic routing plus Loading and unloading
3. Storage of Materials
4. Security hoarding and decorative displays
5. Wheel Washing
6. Controlling emissions of dust, fumes and dirt
7. A scheme for recycling/disposing of waste
8. Hours of work on site

Appendices

Appendix A – Construction Management Plan

1. Barratt Homes Safety, Health and Environmental Management Systems (SHE)

Barratt Development PLC operates the Occupational SHE Management Systems across the group to set out and maintain high standards in Health, Safety and Environmental standards. With dedicated SHE Managers responsible for monthly inspections and auditing of Construction Sites throughout the Barratt Group this system is supported by Divisional Management Teams to ensure that our site activities are safe and cause minimum disruption to the communities within which we operate.

2. Parking for site and Visitors

The Site Operatives and other visitors will be directed to the site wide operative's car park to park their vehicles. This car park is located on the hard standing by the compound as shown on the plan in Appendix A

3. Loading and Unloading

All Contractors will be issued instruction to ensure that the route for construction vehicle access is via Southleigh Road off Emsworth Road.

Materials will be delivered between working hours of 7.30-18.00 Monday to Friday

4. Storage of Materials

Materials will be stored close to the compound area for ease. This will be placed in the last phase of the building works to avoid problems and access for lorries deliveries etc and also mainly for the occupants of the earlier plots for ease of access to their plot. The allocated materials storage area is illustrated on the Construction Management Plan attached.

5. Security and Displays

The site will be secured with fencing (herras or similar security) with information display boards close to the site entrance. This will be visible from the road side so that passing traffic is aware of the development. The north and western boundary will be secured with a mix of close board and herras in accordance with the planning permission

6. Wheel Washing

To keep wheels clean on vehicles that are exiting the site, we will have a jet wash at the entrance to site. This will help keep levels of dirt on Glenleigh Park, Hallett Road and Fifth Avenue to an absolute minimum. Also referring to point 7 below this will allow the means to keep roads within the site damp and keep dust to a minimum.

7. Controlling emissions of dust, fumes and dirt

Particular care is required to maintain dust emissions at a practicable minimum level when working in the vicinity of residential properties and environmentally sensitive areas. Best practice mitigation would be required during dry conditions. Dust reduction measures would include:

- careful management of earth stockpiles
- sheeting of vehicles transporting materials to and from the site
- limiting the speed of general vehicles within the site to 20mph
- surfacing of the haul roads as soon as possible in the programme
- haul roads to be regularly cleansed
- provision of wheel washing facilities at access points into local roads (to prevent mud from getting on the public highways)
- visual monitoring would be carried out at sensitive locations on a daily basis

By using effective dust mitigation techniques, including good site planning, the potential for dust emissions to arise at a construction site and impact surrounding receptors can be minimised.

The potential for dust to arise during the ground breaking, earth moving and excavation stage of the construction is highly weather dependent. If carried out in dry weather, increased water spraying may be required to ensure the surface material remains damp. In wet weather greater attention would be paid to vehicle cleaning to ensure significant quantities of mud are not trafficked onto local roads, which once dry can become a significant source of dust.

Throughout the construction period, care would be taken to ensure the adequate control of dust from vehicles delivering and removing materials to and from the site. Drop heights, when loading and unloading materials, would be minimised. All dusty loads would be sheeted appropriately. Dried mud and dust carried onto roads by lorries and other machinery can be a significant source of dust. The Site Manager would ensure that the hard surfacing of heavily used areas and adjacent public roadways are regularly cleaned.

Once the actual building of the development commences there is less potential for significant emissions of dust from the site, although emissions may still arise from the storage of dusty materials. Generally storage compounds would be screened, both for security and to prevent wind whipping. In addition, there are certain construction activities that are inherently dusty and would require additional controls e.g. stone or

brick cutting. Such activities may require local screening or the activities may be limited to certain areas or time periods in order to limit impacts.

Specific measures to prevent dust would include the following practices:

- the provision of easily cleaned hard standings for vehicles (to include the areas close to the site access)
- the regular cleaning by brushing and water spraying of heavily used hard surfaced area
- the provision of wheel washing facilities or high pressure hose to ensure all vehicles leaving the site are in a satisfactory state of cleanliness
- dusty materials stockpiles and dusty activities such as stone cutting and grinding to be sited away from the site boundary and/or effectively screened where practicable

8. A Scheme for Recycling/disposing of waste

A site waste management plan will be put in place at the start of the site (prior to construction commencing) this will indicate in more detail the process and placing of disposal units. We will have a site segregation unit immediately adjacent to the compound area.

9. Hours of work on site

Hours of work on site will be:

Monday- Friday 08.00-18.00

Saturday- 08.00-13.00

Sunday- No Works taking place

10. Condition Survey of Existing Highway

Prior to commencing construction works a photographic record survey of the existing highway shall be taken at the 3 highway access points of Glenleigh Park, Hallett Road and Fifth Avenue.

11. Construction Traffic

The main construction traffic routing for the site will direct traffic from Emsworth Road off the A27 roundabout onto Southleigh Road and then onto Fifth Avenue as indicated on the following map extract:

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Appendix A

Construction Management Plan