

Construction Method Statement

Westergate, Hook Lane

West Sussex

Rev D. 18/04/17



BARRATT
HOMES



DAVID WILSON HOMES

WHERE QUALITY LIVES

Contents

The construction method statement covers the following aspects:

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Appendix A – Construction Management Plan

Barratt David Wilson Homes, Health and Environmental Management Systems (SHE) , Site Timetable and stages for development.

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.

The site will be constructed over a 3 year period from commencement to completion. This is on the basis that 40 units will be completed per year. The external environment will be completed prior to the plot being occupied. The open space facing the area of construction will be completed prior to occupation. The site will be secured via hoarding to the front of the development which will be sympathetic to the surrounding environment. In terms of the local area a meet the builder session will be held with the local community prior to site start to ensure that impact is minimised on surrounding land.

1. Temporary access from Hook Lane.

A temporary construction access will be created at the entrance of the site via Hook Lane by Oakdene, this will be superseded by the permanent construction access shortly after. This will take the form of hard standing to provide an access into the site. All ecology works within the affected area will be managed and the appropriate protection fencing erected prior to commencement of the works. A section 171 application will be submitted to West Sussex County Council - Highways prior to commencement of any works. BDW will ensure that adequate road signage will be in place from Hook Lane to warn oncoming traffic of the works.

Directional site signage will be sought via an approved signage contractor, whom will seek the necessary consent/approvals from WSCC Highways with regards to locations of these signs.

BDW agree to enter into a S278 agreement for the bellmouth entrance to the site, upon which visibility splays will conform to an adoptable standard. We confirm vegetation maintenance to be agreed with the adopting authority (WSCC).

2. Details of provisions of parking and turning of operative and construction vehicles during development.

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. A turning circle will be provided adjacent to the site car park for turning.

The larger vehicles onsite will be supervised when reversing via a banksman/member of site team in line with the Health & Safety requirements including to the entrance of the site.

Any construction traffic to the site will be directed via the construction traffic route as shown in appendix B. Site deliveries will only take place during hours of site operation.

Note:

Temporary compound to be created as shown on the Construction Management Plan whilst Main compound and Sales/Show arena is set up.

3. Loading and Unloading

All Contractors will be issued instruction to ensure that the route for construction vehicle access to the site is via the new access at Hook Lane.

Materials will be delivered between working hours of 08.00-18.00 Monday to Friday Please refer to drawing showing place of compound.

Every attempt will be made, and where practical, to avoid school drop off and pick up times. BDW will inform appointed subcontractor and delivery companies of this restriction, and undertake best endeavours to ensure these restrictions are adhered to.

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.

Sub soil will be stored in bunds throughout the site and redistributed as the site progresses.

Top soil will be mainly stockpiled adjacent to the compound area. This has been annotated on the site plan – Refer to appendix D. The topsoil will be stored to best practice and to a targeted height of 3m.

Note:

Temporary compound to be created as shown on the Construction Management Plan whilst Main compound and Sales/Show arena is set up.

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.

Boards / hoarding adjacent to site entrance to be set back at least 3m in order to protect the visibility splays of emerging vehicles and not impede the ability of vehicles to pull clear of the highway if required to enter the site.

6. Measures to be undertaken to prevent mud from vehicles leaving site during construction works - 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 onto Hook Lane to an absolute minimum. Also referring to point 7 below, this will also keep roads in site damp and keep dust effects to a minimum.

The wheel jet will be set back from the site entrance gates. The water runoff will be controlled to ensure no discharge onto Hook Lane.

The provision of a road sweeper is to be made available to ensure any mud / debris is cleared from the roads should the wheel jet facility not provide full cleaning of vehicles leaving the site.

7. Dust suppression, mitigation and avoidance measures.

Particular care would be required to maintain dust emissions at a practicable minimum 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
- 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
- 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. Measures for minimising construction waste and provision to re-use and recycling of materials.

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.

A bailer will be provided on site to ensure that as much site waste is recycled as possible. All waste management will be reportable via online management to ensure site recycling is efficient as possible. Any non-contaminated soil that is extracted for foundations will be reused on the development.

9. Controlling noise and vibration from construction activities

Noise and vibration will be kept to a minimum wherever possible and works will only be carried out during the designated working hours (Refer to section 10). All of the piling works will be carried out under strictly controlled conditions and monitored

appropriately. Heavy machinery will only operate during the approved working hours. Any subcontractors working on site will be briefed on the sensitivities of keeping construction related noise to a minimum at all times when using machinery and vehicles.

The appointed piling contractor shall work strictly in line with BDW health and safety policies.

Noise levels for all operations will be assessed. All plant with a Laeq of 85Db(A) will have mandatory ear protection zone signage. Ear protection available and issued to operatives. Where reasonably practicable, noise reduction methods will be used i.e. acoustic blankets.

Vibration levels will be monitored for the duration of the piling works. If vibration levels are found to exceed the recommended levels, work will cease immediately on site.

10. Hours of work on site

Hours of work on site will be:

Monday- Friday 08.00-18.00

Saturday- 08.00-13.00

Sunday- Minor works ie... Painting/Decorating/Electrical works etc...between the hours of 08.00-18.00 however no deliveries or heavy machinery to be operated on site.

11. Condition Survey of Existing Highway/S59

BDW confirm to enter into a S59 agreement with West Sussex County Council Highways for the length of highway between the site entrance/hook lane/westergate street/nylon street and the junction meeting the A29 or reasonable extent as deemed necessary by WSCC.

Details to be agreed with WSCC.

12. Traffic Management Plan

Please refer to Appendix A and B for traffic movements within and externally of the application site.

The access track to the north of the site (under the ownership of the BDW Trading Ltd) is to be temporarily used for site preparatory works including ecology, archaeology and services installation.

Main construction traffic will access the site via the permanent bell mouth solution off Hook Lane.

13. Public Engagement

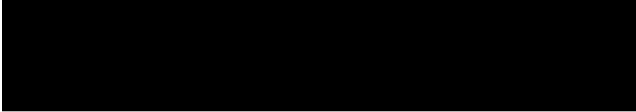
The site manager will be running a Meet the Builder evening prior to commencement on the site and residents will be offered an open invitation to attend. The evening will provide the residents with an opportunity to clarify any concerns they have regarding the proposals.

The details of the rest of the team who will provide assistance are as follows:

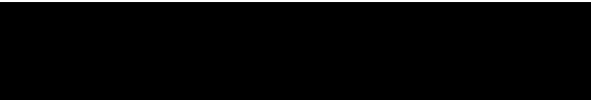
Darren Kennett – Technical Project Manager



Anthony Dimmick – Community Liaison Officer



Mark Keen – Construction Manager



14. Number, type and frequency of vehicles to be used during the construction.

The number and frequency of vehicles on the site will fluctuate during the year and will be influenced by build programme and date specific requirements. The figures shown below are based on an assumed worst case scenario situation:

- Cars, Vans and other lightweight vehicles = 40 per day
- Forklift trucks = 2 per day
- Dumper Truck = 1 per day
- Site deliveries from large vehicles = 5 a day
- Site operated crane – 5 days per calendar month.

Provision will be made to ensure any overall spill of vehicles will be retained within the confines of the application site at all times.

15. Floodlighting and security lighting.

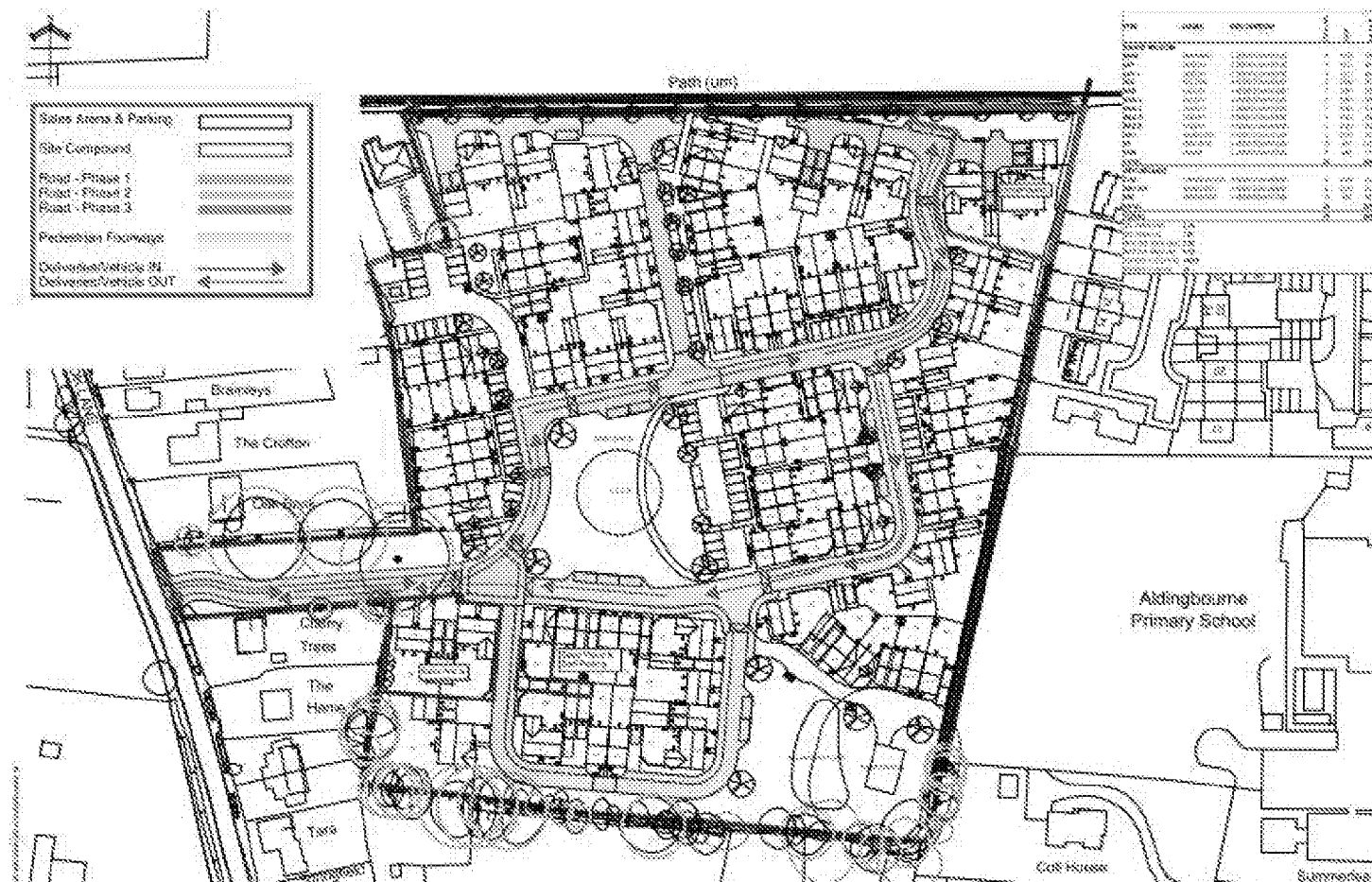
The perimeter of the site compound will be provided with security lighting outside of working hours to ensure adequate site safety at all times. Any areas in which operatives are working with poor light will be lit adequately.

16. Code of Construction Practice

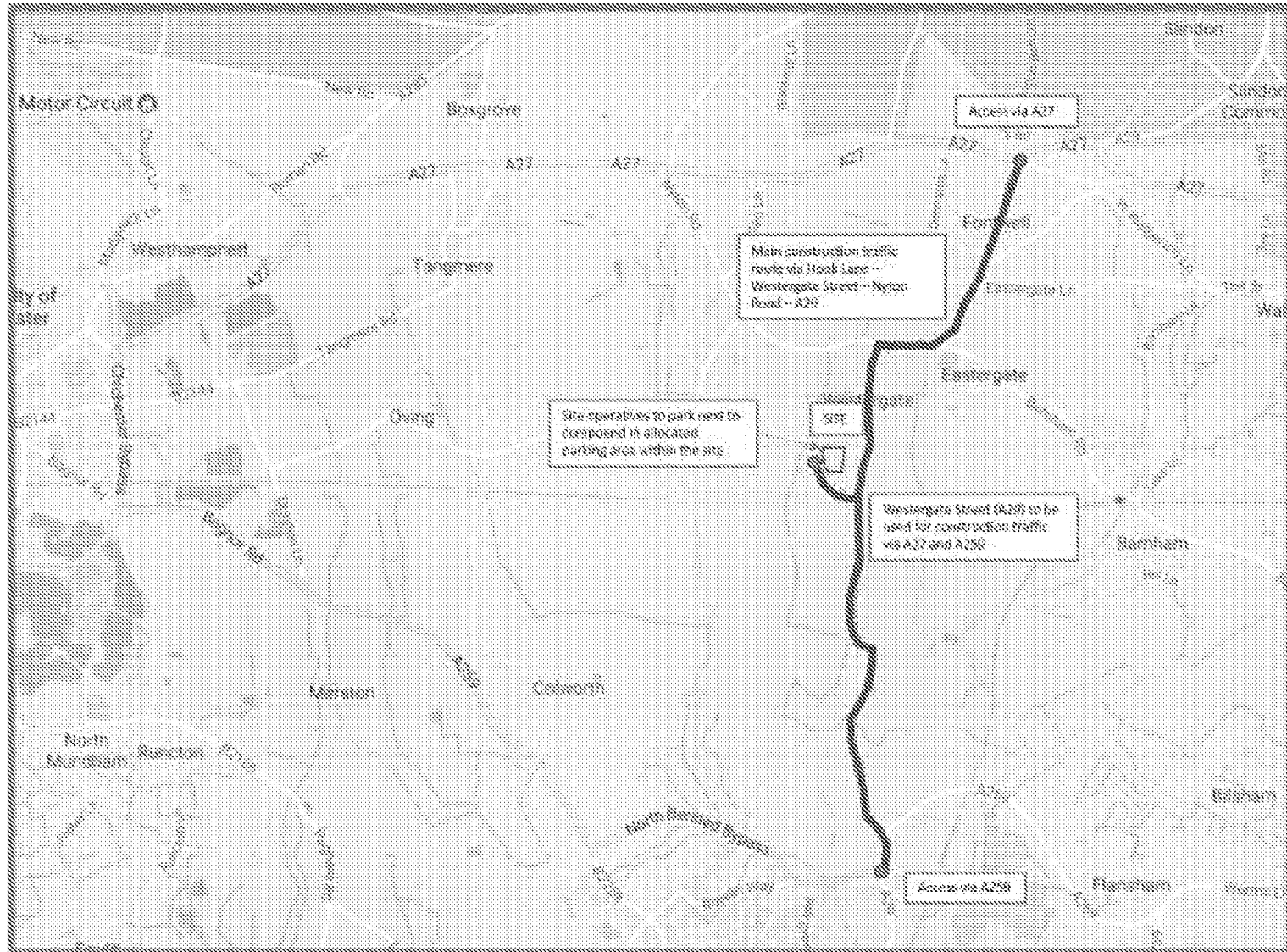
The site will operate under the banner of the considerate constructor's scheme. This will enforce standards by an independent assessment on an annual basis. All construction works will be carried out under the CDM regs 2015. Building regulation certification and building warranty will be independently certified by the NHBC

First issue: Dec 2015.

Appendix A – Construction Management Plan



Appendix B – Traffic Management Route



Appendix C – Directional Signage to Site Entrance (AA Signs)

Details to be confirmed by third party contractor – Approval from WSCC Highways to be obtained prior to installation for signs.

