

Construction Method Statement
(Inc. Construction Traffic Management
Plan)
for Land adjacent to Woodgate Nurseries,
Woodgate

Rev: E

Dated: 27.10.2025



BARRATT
— HOMES —

The construction method statement covers the following aspects:

1. Barratt Homes Safety, Health and Environmental Management Systems (SHE)
2. Site access arrangements
3. Details of provisions of parking and turning for site operatives and Visitors
4. Loading and unloading
5. Storage of Materials
6. Security hoarding and decorative displays
7. Measures to prevent mud from vehicles leaving site during construction works
8. Controlling emissions of dust, fumes and dirt
9. A scheme for recycling/disposing of waste
10. Hours of work on site
11. Condition Survey of Existing Highway
12. Construction Traffic
13. Public Engagement
14. Number, type and frequency of vehicles to be used during the Construction.
15. Floodlighting and security lighting
16. Code of Construction Practice
17. Construction Noise Impact
18. Soil Resources Management

Appendices

Appendix A – Standard Site Compound

Appendix B – Construction Management Plan Oct 25

Appendix C – Approved S278 General Arrangements

Appendix D – Temporary Access Vis Splay

Appendix E – Tree Protection 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.

The site will be constructed over an estimated 7-year period from commencement to completion. This is ascertained on a presumed build rate of 40 plots per year. The external environment will be completed progressively and prior to any adjacent plots being occupied. The site will be secured via hoarding, heras fencing on posts or similar. Prior to commencement, a 'Meet the Builder' event will be held by the developer's construction team with the local community to minimise the impact on the surrounding area.

2. Site Access Arrangements

Initial site access will be from the existing entrance off of Lidsey Road, as shown in appendix B. An assessment of the onward visibility has been undertaken based on the 50mph speed limit and a copy of this can be seen in appendix D. As part of both the on-site development and the proposed S278 works, there is a requirement to carry out clearing/realignment works to the ditches within the verges of Lidsey Road, that will necessitate the clearing of vegetation, removal of existing trees and a crown lift of any retained trees. These works can be seen in the tree protection plan located within appendix E.

This vegetation removal will be regularly maintained for the duration of the use of this site access, so as to not restrict the visibility splays required.

The use of this access is not expected to exceed 9 months from the start on site, by which point the approved S278 bellmouth should be in place and the use of this temporary access will be permanently restricted.

Once on site, the permanent site access will be created as part of the S278 works, subject to approval by West Sussex Highways.

AA directional signage on the approach route will be erected after receiving approval from West Sussex County Council (WSCC) via an approved contractor.

Once a S278 agreement has been prepared and agreed, the access into the site will be formally established and inspected in the normal manner.

Once the works are completed the formed access will be put on to a 12-month maintenance period and then adopted by WSCC subject to inspection.

All ecology works within the affected area will be managed and the appropriate protection fencing erected prior to commencement of the works.

3. Details of provisions of parking and turning for site operatives and Visitors

The Site Operatives, and other visitors, will be directed to the site wide operative's car park to park their vehicles. The car park will be positioned onsite adjacent to the compound. BDW's standard compound layout can be seen in Appendix A. This allows for 42 no. car/lightweight vehicles and 3 no. long vehicles. A turning head/circle will be provided adjacent to the car park for turning. A temporary compound may be established in the first instance from which the initial site works will be conducted.

4. Loading and Unloading

All Contractors will be issued instructions to the appropriate construction access as works as outlined in section 1 are completed. If there is continued non-conformance with these arrangement's, then this will be raised with the contractors management as appropriate.

Please refer to Appendix B showing place of storage within the compound.

Other storage may be required external of the compound. Hardstanding will be provided for these areas.

5. 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 access issues and minimise construction traffic stopping in residential areas as the build progresses.

6. 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.

7. Measures to prevent mud from vehicles leaving site during construction works – Wheel Washing

To keep wheels clean on vehicles that are exiting the site, there will be provision for a jet wash at both the initial and permanent site entrances, to be used when necessary to prevent mud spreading. This will help keep levels of mud onto Lidsey Road to an absolute minimum.

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

8. Controlling emissions of dust, fumes and dirt

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
- wet cutting of masonry
- sheeting of vehicles transporting materials to and from the site
- limiting the speed of general vehicles within the site to 10mph
- 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
- dampening of roads during dry weather

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

9. 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.

All waste will be segregated and recycled. All waste management will be reportable via online management to ensure site recycling is efficient. Any non-contaminated soil that is extracted from foundations will be reused on the development.

10. Hours of work on site

No demolition/construction activities shall take place other than from 08:00 - 18:00 (Monday to Friday) and from 08:00 - 13:00 (Saturday) with no noisy work (defined as not involving any machinery/plant) on Sunday or Bank/Public Holidays.

In addition, there shall be no external working an hour before, during or for an hour after sunset and sunrise, even if those times fall within the above time periods.

Deliveries of materials/heave machinery will be restricted to the times as advised in section 12.

11. Condition Survey of Existing Highway

Prior to commencing construction works a photographic record survey of the existing highway shall be taken for the full extent covering Lidsey Road S278 works.

BDW will liaise with West Sussex County Council (WSCC) prior to commencement to agree the existing condition of the road leading to the development from the nearest A or B class road.

During the construction phase, regular inspection shall be undertaken to ascertain the condition of the leading roads. Remedial action shall be agreed as appropriate to any defects agreed.

12. Construction Traffic

The construction traffic route to site is anticipated to be via the A27, located north of the development via Westergate.

All contractors will be advised to arrive on site ahead of the A27 peak hours 08.00-09.00. Likewise deliveries will be advised upon appointment to restrict delivery times to between 09.30-16.30, so as not to avoid congestion on the A27.

Construction traffic will initially be directed by temporary road signage to enter site via the existing gated access directly off of Lidsey Road as shown on appendix B. Wheel washing facilities and road sweeping/dust suppression will be made available as and when required to ensure no mud run-off on to Lidsey Road.

Construction traffic within the site will be managed and directed by BDW's site/construction team. The permanent roads will be provided to base course as soon as practically possible to ensure more efficient onsite movement. The drainage associated with the permanent design will also be provided and protected via gulley traps or similar. This will also help keep mud from leaving the site.

Where required, temporary haul roads and turning heads constructed of compacted aggregate fill or tarmac (dependant on estimated usage) will be laid to assist with onsite traffic movements. Please refer to appendix

Any required traffic management and road closures will be applied for with ADC and approved via the NRSWA co-ordinator, if required.

Delivery vehicles will not be allowed to wait / line up outside of the site on the highway and will be instructed to promptly enter the site upon arrival.

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 via a letter drop to all properties in close proximity. The evening will provide the residents with an opportunity to clarify any concerns they have regarding the proposals.

Following this a dedicated website will be set up to provide regular updates on progress of the site, which the local residents will be informed of.

The details of the project team who are available to provide assistance for any issues are as follows:

Contracts Manager – Jon Fuge

Tel: [REDACTED]

Email: [REDACTED]

Senior Technical Co-ordinator – Kieran McGuire

Tel: [REDACTED]

Email: [REDACTED]

Out of hours contact details will be provided on both the dedicated website and on the site hoarding fronting the site.

14. Number, size, 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 = 60 per day
- Forklift trucks = 2 - 4 per day
- Dumper Truck = Up to 30 per day
- Site deliveries from large vehicles = Up to 30 per day
- Site operated crane – Up to 15 days per calendar month.

Provision will be made to ensure any overspill of vehicles will be retained within the confines of the application site at all times. Vehicle movements within the site will be continuous during the times of operation listed in section 10.

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 and security at all times. Any areas in which operatives are working with poor light will be lit adequately for the duration of the task being undertaken.

Construction lighting, including but not limited to perimeter security lighting, will be directed and angled away from neighbouring properties and vegetated boundaries of the site.

16. Code of Construction Practice

All construction works will be carried out under CDM regs 2015. Building regulation certification and building warranty will be independently certified by the NHBC.

17. Construction Noise Impact

The measures to be employed to control the emission of noise & vibration during the excavation and construction phases will follow the guidance as provided in BS 5228:2009+A1:2014 code of practice for noise and vibration control on construction and open sites.

All works and deliveries will be in accordance to the site working hours (See 10. Hours of Work on Site), so as to cause minimal disruption.

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.

All plant with a Laeq of 85Db will have mandatory ear protection zone signage and ear protection will be issued to operatives.

The proposed foundation strategy for the development is designed with a traditional mass concrete trenchfill solution for all plots, subject to further testing of ground conditions.

Should the ground conditions encountered require an alternative piled solution, this will be completed using a Continuous Flight Auger (CFA) piling rig, which provides less noise disruption in comparison to other piled alternatives.

18. Soil Resources Management

Due to the existing topography and the detailed design of the site, in accordance with the site constraints it is anticipated that there will be no requirement for soil to be removed from site. Once details are confirmed should there be any proposed removal this will be subject to a materials management plan. Where material does not meet the required specification as an aggregate on site, it will be assessed for either off site processing or use elsewhere as general fill material.

Revisions:

Rev A – Updates to construction traffic delivery details and out of hours contact.

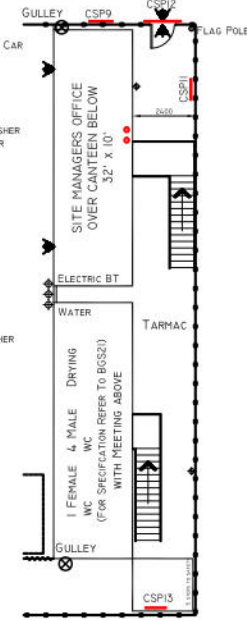
Rev B – Clarity provided on site access arrangements.

Rev C – Clarifications on the temporary site access.

Rev D – Execution plan amended to show revised haul road locations through site

Rev E – Execution plan amended to remove all references to use of the existing site access leading off of the Lidsey Landfill track road.

Appendix A – Standard Site Compound



EXTERNAL REFERENCE : Brand: BARRATT / DAVID WILSON HOMES Range: 2010 / 2016 & -5 / -7 The Generic Standard (External) Site Compound Detail to: DB-SD13-008	Discontinued: Reduced may exist in waste area. Date: Jan 22
Drawn: GDT Checked: GDT Scale: 1:100 Date: Feb 17	

Appendix B – Construction Management Plan

DIRECTOR APPROVAL

This drawing must be reviewed and approved by the following:

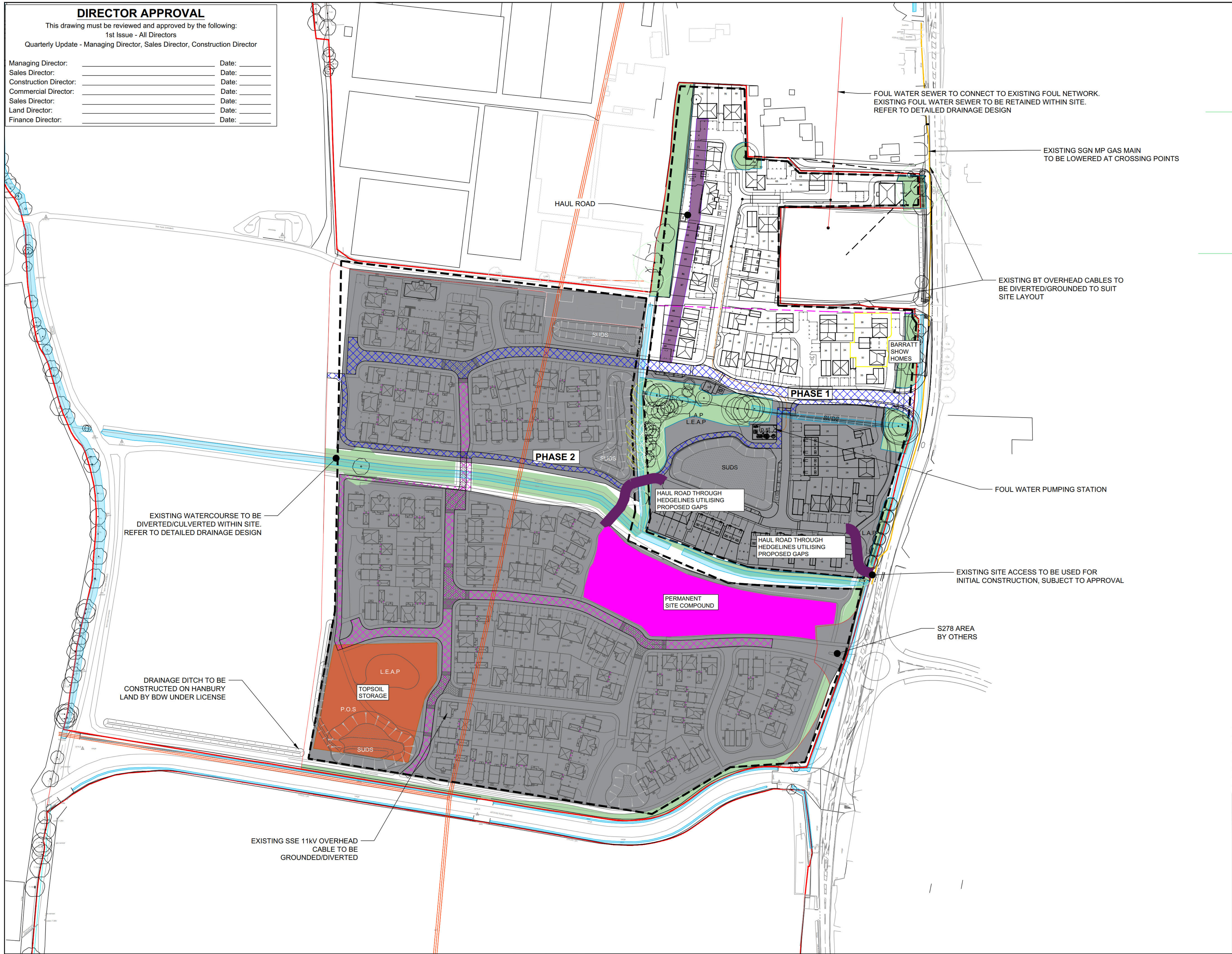
1st Issue - All Directors

Quarterly Update - Managing Director, Sales Director, Construction Director

Managing Director:		Date:	
Sales Director:		Date:	
Construction Director:		Date:	
Commercial Director:		Date:	
Sales Director:		Date:	
Land Director:		Date:	
Finance Director:		Date:	

1st Issue - All Directors

Managing Director:	_____	Date:	_____
Sales Director:	_____	Date:	_____
Construction Director:	_____	Date:	_____
Commercial Director:	_____	Date:	_____
Sales Director:	_____	Date:	_____
Land Director:	_____	Date:	_____
Finance Director:	_____	Date:	_____



	CML Date
	Sales Area
	Occupied Plots
	Site Compound - Main secure Site Compound inc material store, Site cabins & Welfare Facility's
	Piling Mats
	Haul road.
	Crane Mats
	Hold at roof.
	Site Contractor Parking - Suitable Stored area for contractor Parking. Sized to suit relevant influx of trades
	No Contractor Access - No access into & out of site into existing phases.
	Site Material Store - Main Brick/Block & Truss material store
	Wheel Washing Point - Wheel Washing Facility at site exit to prevent site mud taken onto public road
	Site Boundary - Site to be secured where required with Herras Fence Panel & Timber Posts
	Loading Bay - Scaffolding
	Ladder Position - Scaffolding
	Pedestrian Pathway
	Crossing Point
	Skip / Diesel
	Heras Fence
	Topsoil Storage
	Subsoil Storage
	Groundworkers compound and storage area
	Estate road & cycleway 1 - Completion by 31 October 2026
	Estate road & cycleway 2 - Completion by 30 September 2027
	Tree Protection Areas

P06	27/10/25	KM	Updated with revised compound location
P05	07/08/25	KM	Updated to revised phase 1 layout
P04	23/06/25	KM	Temporary compound added
P03	23/05/25	KM	Estate road completion dates included
P03	14/11/24	KM	Contractual obligations included
P02	29/07/24	RU	Updated following markups (BS/AQ)
P01	22/07/24	RU	Preliminary
Rev	Date	By	Comments



BARRATT
HOMES

Site: Monaveen Gardens - Phase 1 BH

Title: **Site Execution Plan**

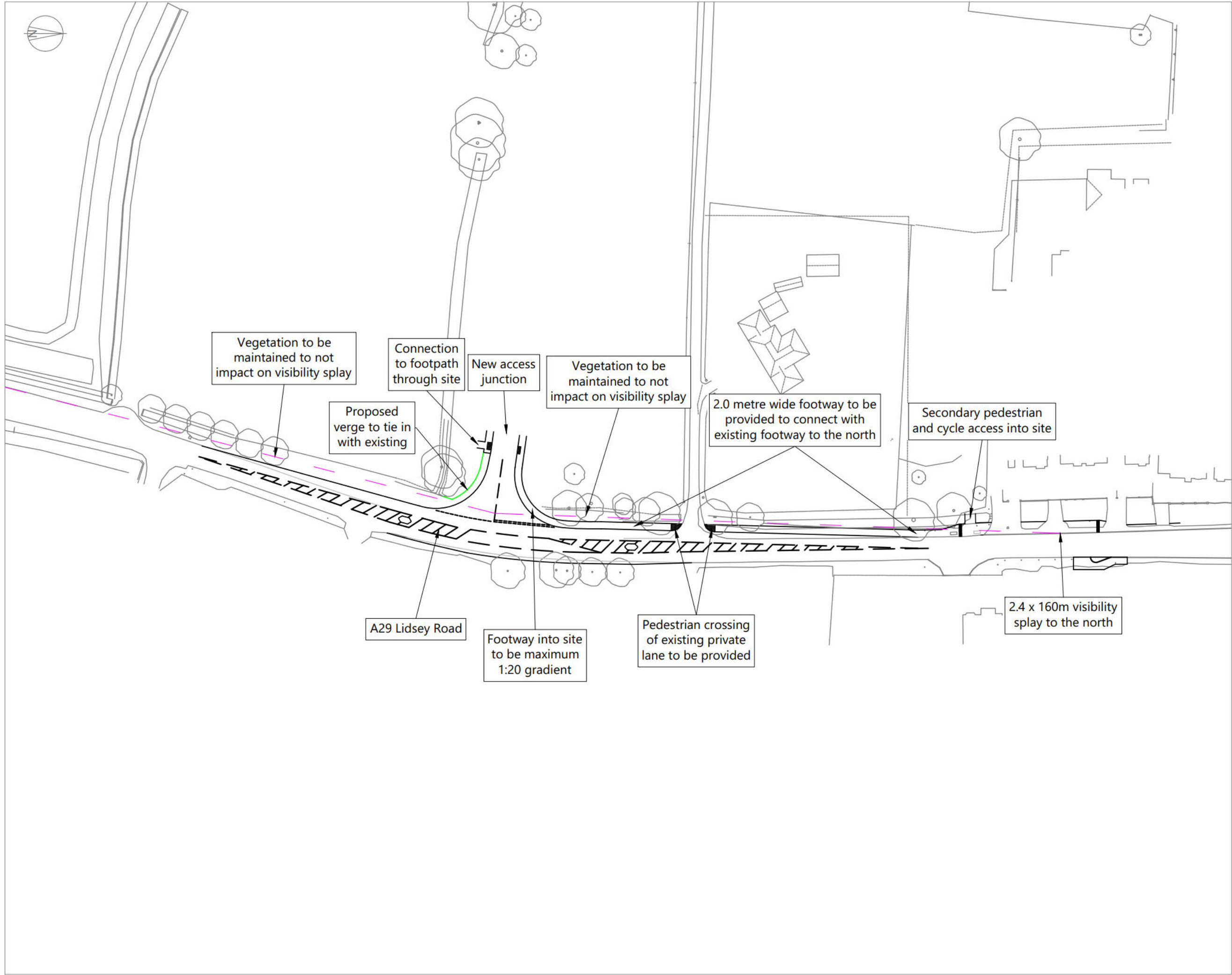
Dwg No: H9390-SEP-01

Revision: P05

Drawn by:	RU
Date:	29/07/2024

Sheet Size:	A1
Scale:	1:1000

Appendix C – Approved S278 GA



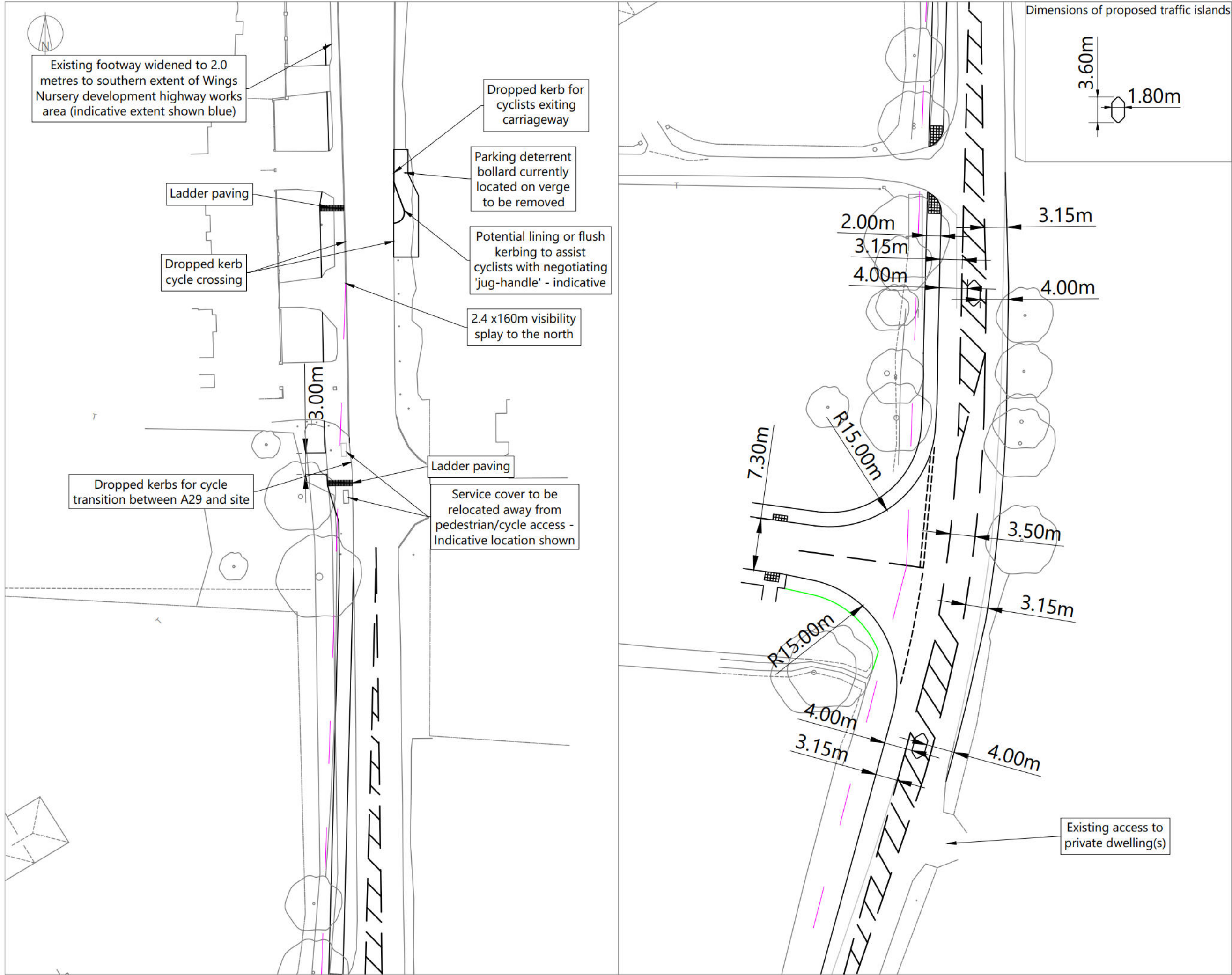
NOTES:
© Crown copyright and database rights 2022 OS Licence 100056454.

Section 278 works to include:

- Culverting of the highway ditch at the ghost island site access junction.
- Anti-skid/high PSV surfacing along Lidsey Road approaching the ghost island site access junction.
- Consideration of pedestrian/cycle restraint systems adjacent to proposed footway and cycleways including at the site accesses.
- Provision of permanent or temporary junction warning signage.
- Checking of footway and cycleway widths around existing and proposed street furniture including signs and any resultant modifications/relocations to signs required for the safety and convenience of users.

F	Traffic islands modified based on WSCC design engineer comments	BL	08.04.22
E	Traffic islands modified based on WSCC design engineer comments	BL	07.04.22
D	Updated based on WSCC Design Engineer and RSA recommendations	BL	01.03.22
C	Updated based on officer and council design engineer comments	BL	18.02.22
ISSUE	REASON FOR REVISION	BY	DATE

PROJECT: A29 LIDSEY ROAD WOODGATE		
CLIENT: HANBURY PROPERTIES		
PROJECT REF: 2087	DRAWING NUMBER: 36	SCALE (AT A3): 1:1,000
SHEET NUMBER: SHEET NUMBER 1 OF 3		
SCALE BAR: 0m 10m 20m 30m 40m 50m		
HighgateTransportation www.highgatetransportation.co.uk First Floor, 43-45 Park Street Bristol BS1 5NL 01179 349 121 © Highgate Transportation Limited		
TITLE: PROPOSED SITE ACCESS ARRANGEMENTS		
DATE: 08.12.21	DRAWN BY: BL	CHECKED: DT



NOTES:

© Crown copyright and database rights 2022 OS Licence 100056454.

F	Traffic islands modified based on WSCC design engineer comments	BL	08.04.22
E	Traffic islands modified based on WSCC design engineer comments	BL	07.04.22
D	Updated based on WSCC Design Engineer and RSA recommendations	BL	01.03.22
C	Updated based on officer and council design engineer comments	BL	18.02.22
ISSUE	REASON FOR REVISION	BY	DATE

PROJECT: A29 LIDSEY ROAD WOODGATE		
CLIENT: HANBURY PROPERTIES		
PROJECT REF: 2087	DRAWING NUMBER: 36	SCALE (AT A3): 1:500
SHEET NUMBER: SHEET NUMBER 2 OF 3		
SCALE BAR: 0m 5m 10m 15m 20m		
HighgateTransportation www.highgatetransportation.co.uk First Floor, 43-45 Park Street Bristol BS1 5NL 01179 349 121 © Highgate Transportation Limited		
TITLE: PROPOSED SITE ACCESS ARRANGEMENTS		
DATE: 08.12.21	DRAWN BY: BL	CHECKED: DT



NOTES:
© Crown copyright and database rights 2022 OS Licence 100056454.

F	Traffic islands modified based on WSCC design engineer comments	BL	08.04.22
E	Traffic islands modified based on WSCC design engineer comments	BL	07.04.22
D	Updated based on WSCC Design Engineer and RSA recommendations	BL	01.03.22
C	Updated based on officer and council design engineer comments	BL	18.02.22
ISSUE	REASON FOR REVISION	BY	DATE

PROJECT:

A29 LIDSEY ROAD
WOODGATE

CLIENT:

HANBURY PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2087	36	1:500

SHEET NUMBER:

SHEET NUMBER 3 OF 3

SCALE BAR:

0m 5m 10m 15m 20m

HighgateTransportation

www.highgatetransportation.co.uk

First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121

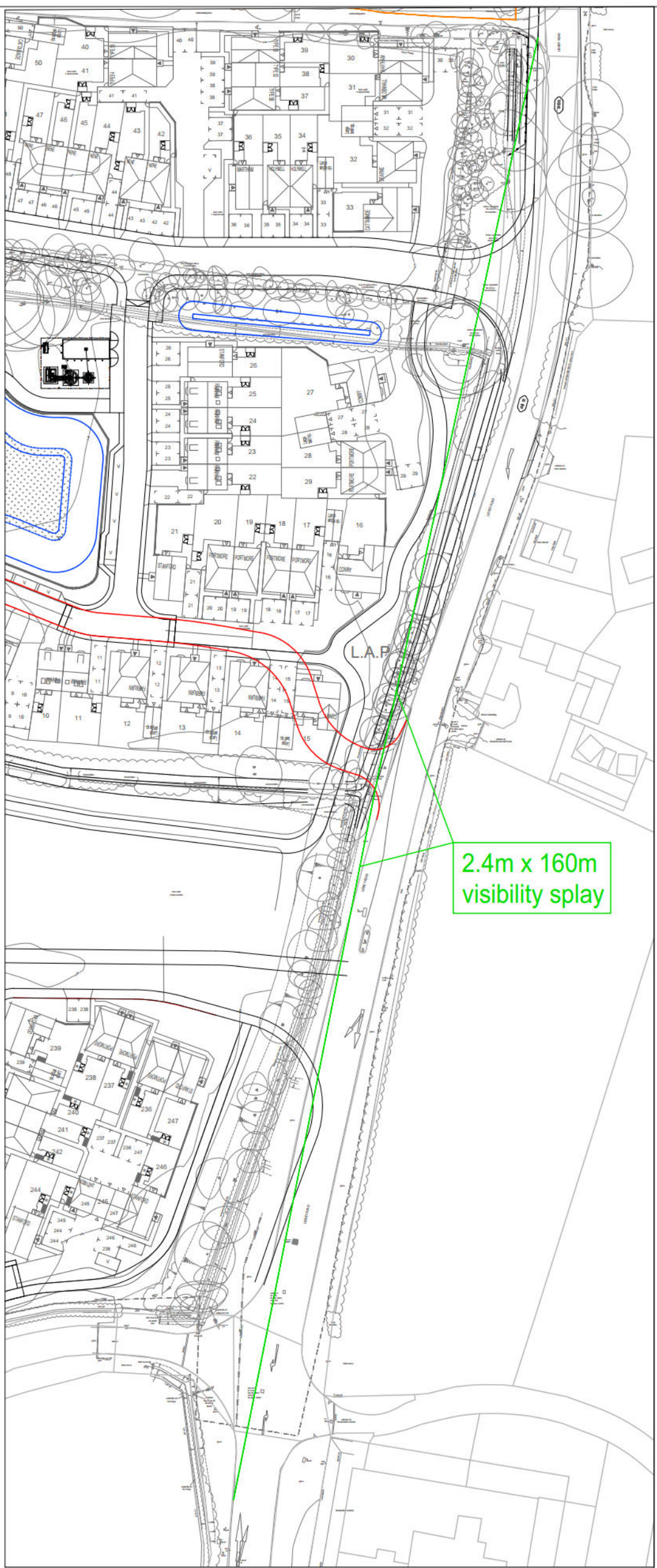
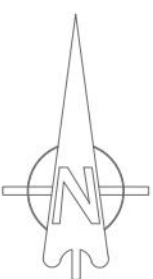
© Highgate Transportation Limited

TITLE:

PROPOSED SITE ACCESS
ARRANGEMENTS

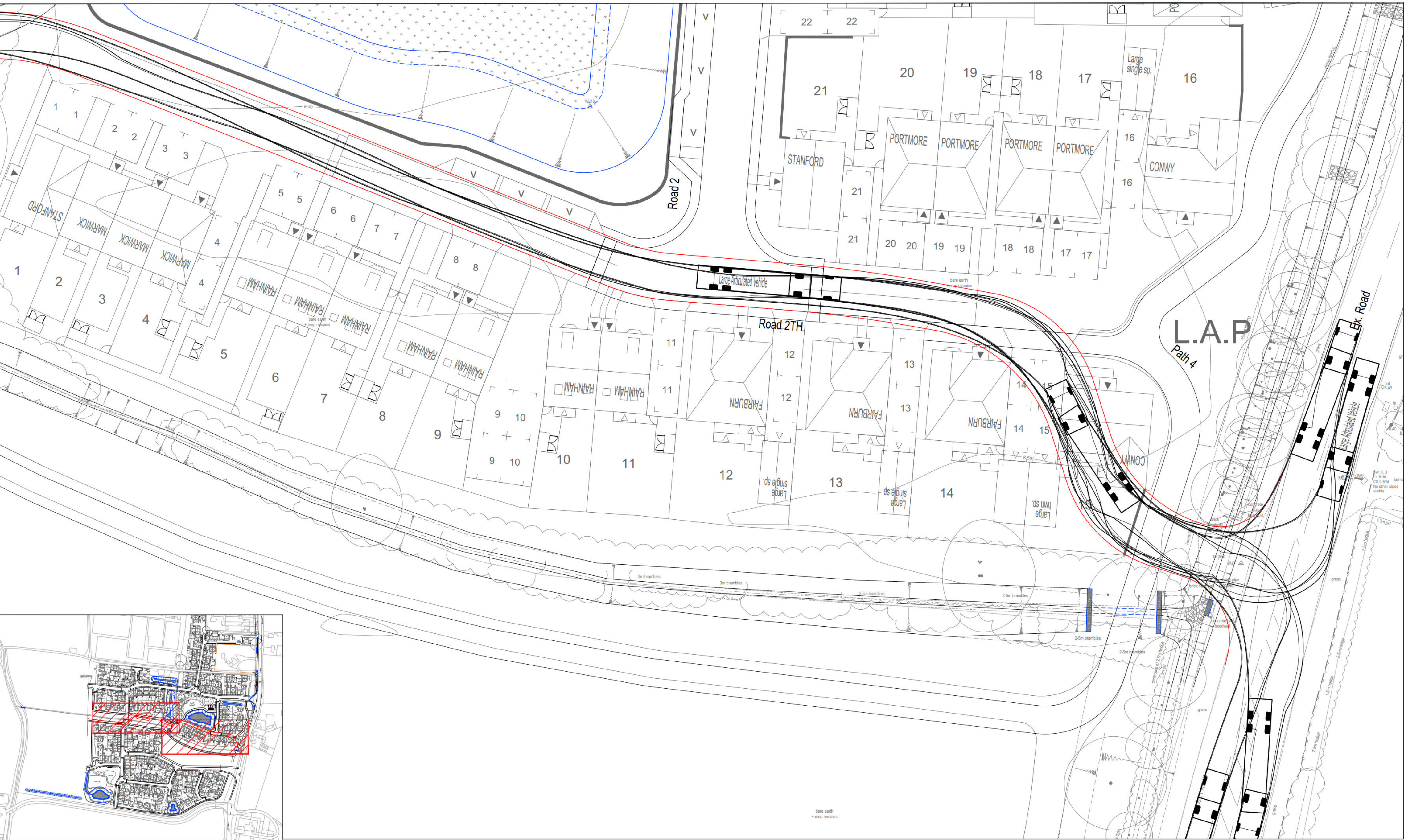
DATE:	DRAWN BY:	CHECKED:
08.12.21	BL	DT

Appendix D – Temporary Access Visibility Splay

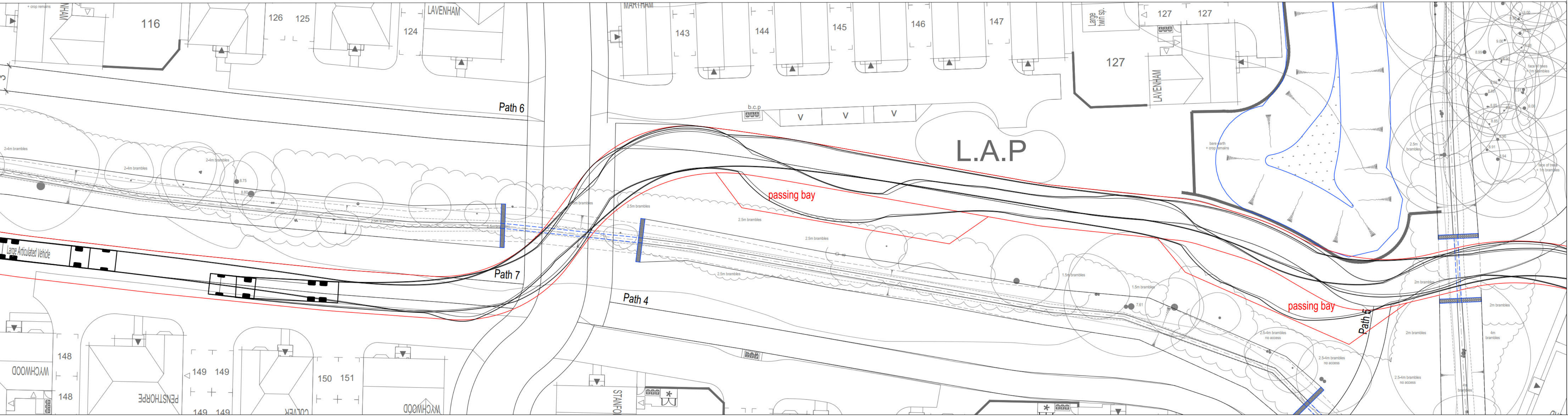


2.4m x 160m
visibility splay

Haul Road
Visibility Splays
Scale 1:1000@A1



Key Plan
Scale 1:5000@A1



Rev.	26.05.2025	-	AJM / PDB
Date		Description of issue	Rev/Chkd
Revisions:			
Issue Purpose:			
PRELIMINARY			
Project			
Barratt Homes			
Land West of Lidsey Road			
Woodgate, West Sussex			
Drawing Title:			
Haul Road.			
Vehicle Tracking Movement			
and Junction Visibility			
Designer's Risk Assessment Reference:			
DS_0707_15/DRA/Civils			
Specification Reference:			
Drawing No.			
Rev.			
DS_0707_15/INF/502			
/			
Harborough Innovation Centre, Artfield Business Park, Leicester Road Market Harborough, Leicestershire, LE16 7WB info@wilsondee.co.uk			
© Copyright © WilsonDee Ltd. This drawing shall remain the copyright of WilsonDee Ltd. Any dimensions derived by scaling are done so at your own risk. If there should be any doubt or query regarding the interpretation of the information given on this drawing, please ensure directly to WilsonDee Ltd. before executing such part of the works.			
For guidance only. Do not scale off this drawing. Scale 1:1			
100mm 200mm 300mm 400mm 500mm			

Appendix E – Tree Protection Plan

Tree protection

Location of trees, categorisation & protection/management proposals

Land adjacent to Woodgate Nurseries, Lidsey Road (Phase 1)

Barrell Plan Ref: 24113-6

Client Plan Refs:
Topo (2021-04-21) 17681120/TS
Layout (2025-03-14) ST-22-01 Rev G

b

barrell

TREE CONSULTANCY

Permission is granted to scale from this drawing for Local Authority Planning Approval purposes relating to tree protection measures only. Where applicable this drawing is to be read in conjunction with the arboricultural report. This drawing is the copyright of Barrell Tree Consultancy 2025 ©

This drawing to be reproduced in colour only.

www.barrelltreecare.co.uk

TX

BS category A

Trees of high quality

TX

BS category B

Trees of moderate quality

TX

BS category C

Trees of low quality

TX

Trees to be removed

Proposed layout

Estimated tree positions not included on original land survey and/or adjusted crown spreads

Protective barrier/fencing

Construction exclusion zone (CEZ)

Precautionary area

- Installation of new permeable footpath
- Bin store

Construction exclusion zone protected by ground protection

Root protection area (RPA) boundaries for category A and B trees

Root protection area (RPA) boundaries for category C trees

New permeable 'no-dig' pedestrian pathway and bin store area to be established during soft landscaping phase of construction in accordance with SGN 9. All works to be subject to arboricultural supervision.

Mature ash (with signs of ash dieback within canopy) located within densely overgrown ditch.

Epicormic growth from historically felled poplars to be cleared and stumps to be removed to prevent future growth.

New permeable 'no-dig' pedestrian pathway to be established during soft landscaping phase of construction in accordance with SGN 9. All works to be subject to arboricultural supervision.

Tree No	Species	Category	RPA Radius	Tree Works
All retained trees & hedges				Carry out safety check and lift over site to 3-4 m as necessary.
T61	Oak	B	8.1	-
T62	Oak	A	12.6	-
G63	Cypress	C	4.8	Fell selected part
T64	Oak	B	8.4	-
G65	Cypress, Western red cedar	C	4.8	Fell
T66	Willow	B	13.8	-
T67	Oak	A	13.2	-
G68	Cypress	C	3.6	Fell selected part
T69	Oak	C	7.2	-
T70	Ash	C	5.4	-
T71	Oak	C	2.7	-
T72	Holm oak	B	6.0	-
T73	Oak	A	12.6	-
G74	Cypress	C	3.6	Fell selected part
G75	Cypress	C	3.6	Fell
G76	Oak	B	10.2	-
G77	Hawthorn, willow, elm	C	3.6	Fell
T78	Willow	C	3.0	Fell
H79	Hawthorn	C	2.7	Fell selected part
G80	Oak, ash	B	9.6	-
G81	Oak, ash, willow	B	6.6	-
G82	Oak	B	7.8	-

New permeable 'no-dig' pedestrian pathway to be established during soft landscaping phase of construction in accordance with SGN 9. All works to be subject to arboricultural supervision.

SGN 1 Monitoring tree protection

Always:

- have a pre-commencement meeting with the tree consultant before development starts
- use the tree consultant to regularly check that protection remains fit for purpose
- use the tree consultant to supervise work in RPAs
- keep a written record of supervision

SGN 2 Fencing protected trees

Always:

- install protection before development starts
- make sure protection is fit for purpose, i.e. it prevents damage to trees and soil
- keep protection in place until there is no risk to trees
- get written permission to move or remove any protection

SGN 3 Ground protection

Always:

- install protection before development starts
- make sure protection is fit for purpose, i.e. it prevents damage to trees and soil
- keep protection in place until there is no risk to trees
- get written permission to move or remove any protection

SGN 4 Pollution control

Always:

- keep toxic products away from RPAs

SGN 9 Installing/upgrading surfacing in RPAs

Always:

- use the tree consultant to supervise work in RPAs
- minimise damage to roots and disturbance to soil in RPAs
- minimise excavation when installing or upgrading surfacing in RPAs

SGN 11 Installing services in RPAs

Always:

- use the tree consultant to supervise work in RPAs
- select the least damaging option when installing services, so prioritise trenchless, over broken trench over continuous trench
- hand-dig trenches if trenchless is not feasible

SGN 12 Landscaping in RPAs

Always:

- use the tree consultant to supervise work in RPAs
- avoid raising ground levels within 1m of the trunks of retained trees

How to use plan

More detailed guidance on each Site Guidance Note (SGN) can be found in a printed hard copy compilation of all the SGNs, **Manual for Managing Trees On Development Sites version 3.0**, issued to the Site Manager at the pre-commencement site meeting (Note: This should be retained on site throughout the duration of works). Additionally, an electronic pdf compilation of all the SGNs, was submitted with this drawing to the local planning authority and the client. Alternatively, a pdf of each SGN can be downloaded by:

- clicking the image links in the electronic pdf version of this plan;
- holding a mobile phone QR (Quick Response) code reader over the QR code in the paper version of this plan; or
- visiting our website at <https://www.barrelltreecare.co.uk/resources/technical-guidance>

Attention LPA Tree Officer - if you would like a 'to scale' printed version of this plan please contact us on 01425 651470 or email 'enquiries@barrelltreecare.co.uk'