



PROPOSED RESIDENTIAL DEVELOPMENT

AT

Land to the West of Church Lane, Climping

CONSTRUCTION METHOD STATEMENT

September 2021

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1. Contractors Site Set Up

A contractor's site set up plan is detailed below showing facility buildings, material compounds and the parking of site operative vehicles. Compound Lighting for night security is shown overleaf and enclosed (Phasing Plan).

We do not consider vehicle holding areas necessary as parking will be available on the land.

2. Construction Traffic Volume, Frequent and Vehicle types

We estimate delivery & trade vehicles to service both parcels of land will not exceed 100 vehicles per day.

CLIMPING - ANTICIPATED VEHICLE FREQUENCY			
VEHICLE TYPE	ANTICIPATED DAILY MAXIMUM	ANTICIPATED MAXIMUM FREQUENCY	ADDITIONAL NOTES
TRANSIT/PANEL VAN/CARS (SUBCONTRACTORS)	60	300	WE WOULD ANTICIPATE A MAXIMUM OF 100 OPERATIVES ON SITE ON ANY GIVEN WORKING DAY; MANY OF THE SUB/SUPERSTRUCTURE TRADES CARPOOL IN GROUPS OF 2 - 4 AND MOST TRADES WOULD BE ON SITE DAILY FOR THE DURATION OF THE PROJECT.
MOBILE CRANE (ROOF/PCC FLOOR INSTALL)	1	2	FREQUENCY WILL BE HIGHEST DURING THE EARLY & MID STAGES OF THE PROJECT; UTILISED TO INSTALL PCC FLOORS & ROOF TRUSSES. WE WOULD ANTICIPATE ONE CRANE PER VISIT AND MAXIMUM OF 2 VISITS PER WEEK.
ARTICULATED LORRY W/HIAB (DELIVERIES)	3	20	FREQUENCY WILL BE HIGHER DURING THE EARLY AND MID STAGES OF THE PROJECT; UTILISED TO BRING BRICKS/BLOCKS/MORTAR/TRUSSES/PLANT ETC.
NON ARTICULATED LORRY (DELIVERIES)	5	30	FREQUENCY WILL BE HIGHER DURING THE MID TO LATE STAGES OF THE PROJECT; UTILISED TO BRING CONSTRUCTION MATERIALS FOR BOTH EXTERNAL & INTERNAL WORKS AS WELL AS WELFARE SUNDRIES ETC.
ROAD SWEEPER	1	5	DEPENDANT ON CURRENT SITE ACTIVITIES; MAXIMUM FREQUENCY WILL OCCUR DURING THE EARLY STAGES OF THE PROJECT AS WE ARE MORE LIKELY TO GENERATE MUD ON THE HIGHWAY/SITE INFRASTRUCTURE.
8 WHEEL TIPPER TRUCK (MUCK AWAY)	10	250	DEPENDANT ON CURRENT SITE ACTIVITIES; USUALLY HIGH FREQUENCY IN THE EARLY STAGES OF THE PROJECT WHEN WE ADJUST SITE LEVELS READY FOR CONSTRUCTION.
EXCAVATORS/DUMPERS/FORKLIFTS/CHERRY PICKERS	12	2	THE MAJORITY OF THESE MACHINES WOULD BE LEFT ON SITE OVER NIGHT AFTER AN INITIAL DELIVERY; QUANTITY WILL BE HIGHER IN THE EARLY TO MID STAGES OF THE PROJECT DURING SUB/SUPERSTRUCTURE WORKS.

We endeavour to avoid construction traffic using the strategic road network during the peak hours of 0800-0900 and 1700-1800.

3. Construction Traffic Route

A plan showing construction traffic routing to the site is shown overleaf and enclosed. Deliveries and Construction traffic will be instructed to approach the site from the A259 Crookthorn Lane only, turning on to the new spine road shown below, that runs directly through the site.

It is anticipated that a Section 278 agreement will be executed prior to commencing development. The required highway works will be commenced and completed at the main site access to provide access and egress. The existing entrance from Horsmere

Green Lane will be used to facilitate the highway works, but following this there would be no further access from this area and the new site infrastructure would then be used for the duration of the development.

Once the initial highway works are complete, phases 1 – 3 would be commenced, utilising the initial compound/material/parking positions shown on the plan. Upon completion of these phases, the main spine road would be extended to the far western compound/material/parking positions to provide as much separation as possible from the occupied areas of the project. The one-way traffic routing has been co-ordinated so that interaction with occupied areas is minimised and there should be no need to turn on site.



4. Other Construction Logistics

Parking is shown on the above map. There will be 2 parking areas; one the east of the site to serve Phases 1-3; and a second to the west of the site.

Also shown on the map is the proposed locations for the storing of materials and plant. All deliveries would be directed to these areas and would be offloaded using either a forklift or through the use of a HIAB.

5. Dust, Emissions and Noise Generating Plant Control Measures

To ensure we carry out best endeavours regarding dust and emission control we have used the Best Practice Guidance 2006 produced by the London Councils as the control document for this plan.

It is our intention for all on-site contractors to follow best practicable means (BPM) at all times to minimise dust and emissions.

Construction Dust Method Statement

During periods of dry weather all surfaces capable of producing dust shall be dampened to minimise the spread of dust. All machinery, hand or otherwise capable of producing dust shall be fitted with adequate collection bags or fitted with a hose attachment to collect or dampen the dust produced.

Any activity likely to produce an excessive level of dust shall only take place after carrying out the necessary risk assessment and implementing any precautions to control and prevent dust from spreading.

Pre-Site Preparation

The site will be located in the middle of the new North Whiteley development. An access road will be built off Botley Road (A3051), which will be used as direct access to the site for all traffic. Surrounding the site will be other residential developments under construction by various house builders.

On Site Protection

The site compound, fuel storage and dust generating activities will be set away from boundaries and solid hoarding will be erected where required. Effective barriers need to be erected around dust generating activities and suitable dust suppression must be used at all times.

Haul Routes

The proposed site has an existing access onto Church Lane which will be used temporarily, until the new access is created. During the first phase of construction the main drainage and roads to base course will be installed. These roads will be regularly damped down and swept with a road sweeper. Roads outside the site will also be subject to regular mechanical road sweeping.

Site Entrance and Exit.

The entrance and exit, as mentioned above, is on to Church Lane, which serves a number of residential properties to the north so the prevention of mud and dust outside the boundary to the site must be dealt with. Dust measures have been addressed above. Vehicles exiting the site will be subject to appropriate and effective wheel washing on site away from the exit. Sweepers will be keeping access and estate roads clean throughout the length of the construction project and the cleanliness of the road will be monitored regularly to ensure public highways and site roads are kept clean. Mobilisation of Imported or exported fill vehicles shall be limited to trafficking hard surfaces where possible to minimise contamination.

We will endeavour to ensure any loose loads on vehicles using the strategic road network are adequately sheeted and this message will be relayed to our supply chain, sub-contractors and drivers to ensure that, to the best of our ability, this is complied with.

Stockpiles and Storage Mounds.

Long term stockpiles should be avoided on site, however, if the need arises, topsoil will be sited away from sensitive receptors and should be seeded. Where hardcore or similar material is stockpiled, these again should be sited away from sensitive receptors and should be used effectively for site works to avoid unnecessary vehicle movements to and from site.

Noise Generating Plant - Cutting, Grinding and Sawing

These operations will only be carried out with suitable noise and water suppressed power tools.

All equipment should be regularly serviced to ensure maximum operation.

No construction work shall take place during the construction period, except between the hours of 8:00am to 6:00pm Mondays to Fridays and 8:00am to 1:00pm on Saturdays and not at all on Sundays or Bank Holidays.

Signs should be placed around the site reminding workers that the area is sensitive to noise and to try and keep disturbance to a minimum.

Drop heights into skips should be kept to a minimum.

Skips

The use of skips should be for segregated waste and should be covered where there is a risk of dust movement. Skips should only be stored on hard surfaces and drop heights into skips should be kept to a minimum. Polythene lined skips must be used for wash out of concrete delivery lorries.

Dealing with Spillages

The following procedures must be followed on site:

- Use bunded areas where practical
- Regularly inspect areas for spillages
- Have spillage kits available on site
- Clean spillages using agreed wet handling measures
- Vacuum or sweep regularly to prevent a build up of fine waste dust material, which is spilled on the site and designated as waste that is no longer fit for use. This should be dealt with in accordance with the Waste Management Licensing Regulations (WMLR) 1994
- Inform the Environment Agency and Fire service if harmful substances are spilt.

6. Demolition

No demolition of any structures needs to take place to allow for the construction of this development.

7. Burning on Site

There shall not be permitted, the burning of any materials on site during any phase of the development.

8. Hours of Work

No construction work shall take place during the construction period except between the hours of 8:00am to 6:00pm Mondays to Fridays and 8:00am to 1:00pm on Saturdays and not at all on Sundays or Bank Holidays. The estimated construction period will be 202 weeks with continuous plot build.

9. Site Hoarding and Decorative Displays

It is proposed to erect 1.8m solid hoarding along the northern and eastern boundaries of the site, facing Church Lane and Horsmere Green Lane, similar to that shown below:



10. Use of Cranes

It is not proposed to use a static crane on site. The lifting of roof trusses may require a mobile crane.

If this is so, we will contact Southampton Airport and gain their approval prior to any works being carried out.

9. Protection of Trees

A tree protection drawing plan is shown below. The tree protection will be retained until the development is complete and nothing shall be placed within the fencing. Any soil storage will be outside of the tree protection and away from neighbouring properties and the watercourses.