

**RESIDENTIAL DEVELOPMENT AT
WANDLEYS FARM
WANDLEYS LANE
WALBERTON
BN18 0QR**

**CONSTRUCTION METHOD STATEMENT
ASSOCIATED WITH CONSTRUCTION OF NEW RESIDENTIAL DWELLINGS**

MARCH 2021

**Sloane & Brown Ltd
Unit 3B Woodhorn Business Centre
Woodhorn Lane
Oving Chichester
West Sussex PO20 2BX**

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INTRODUCTION

This Construction Method Statement (CMS) has been prepared in relation to the proposed development of the new residential dwellings on the land at Wandleys Farm, which comprises of the construction of one detached two storey residential property and four smaller semi-detached single storey properties.

Planning consent for the development was granted on 8 April 2019 by appeal, APP/C3810/W/18/3209249, with the original planning application being WA/76/17/PL. The planning approval requires the preparation of a Construction Method Statement (CMS).

This CMS describes the proposed programme of the construction works and the key activities that will be undertaken. The construction activities comprise of clearing and preparation of the site, onsite infrastructure works, construction of the new dwellings and landscaping. The activities described would be integrated with other quality and Health and Safety site management processes.

Staff based on site will include a dedicated Site Manager who would liaise with neighbouring residents to help ensure that any issues relating to site traffic and management are dealt with quickly.

The programme can be broadly divided into the following main categories:

Activity	Duration
Enabling work and site preparation	2 weeks
Construction of the substructure	4 weeks
Construction of the superstructure	12 weeks
Fitting out and decoration	8 weeks
Landscaping, planting and fences.	4 weeks
Formation of new access	

Initial site access and site setup, welfare, temporary parking and site drainage will utilise the existing entrance into Wandleys Farm with segregation from pedestrians using the existing site accommodation. Upon creation of the new highways crossover this will be utilised for the main construction traffic.

A drawing has been prepared showing details of the site access, parking and storage and should be read in conjunction with this document.

Specific details relating to construction traffic management are addressed as follows:

i) PARKING OF VEHICLES OF SITE OPERATIVES AND VISITORS

The existing site is open with few constraints. There is currently an access point with a driveway surface with compacted granular material, and this will provide access and parking. The proposed parking area for site operatives and visitors is shown on the proposed site plan drawing. It is proposed to allow all those associated with the construction work to park onsite for the duration of the works and to avoid excessive parking on Wandleys Lane.

All construction traffic entering and leaving the site will be closely controlled and phased, and it would be the intention to ensure that no more than one large delivery vehicle is on site at any one time. The timing of deliveries will be planned to avoid the periods of peak traffic flows on the local road network. Delivery vehicles will be accompanied by a banksman to assist them to safely enter and exit the site.

ii) STORAGE OF PLANT AND MATERIALS

On site there will be steel containers used to store materials and plant in the location shown on the proposed site layout plan. These will be made secure at the end of each working day and removed on completion of the works. It is anticipated that there will not be high levels of materials stored on site and most required materials will be delivered shortly before they are required for construction.

iii) SECURITY HOARDING

The site is currently enclosed with dense hedgerows and mature trees. As a secondary means of enclosure there will be temporary 'heras' fencing around the full perimeter of the site for the duration of the construction phase. For access, a 'heras' gate will also be installed beyond the existing 5-bar metal gate.

The existing trees will be surrounded with temporary Heras fencing in order to provide tree root protection during the construction phase.

iv) WHEEL WASHING FACILITIES

All delivery vehicles will use the existing granular surface for loading and unloading therefore day to day traffic should not enter muddy areas within the site. Please refer to item x) below.

v) TURNING ON SITE OF VEHICLES

There will be a dedicated turning area for the site that will be kept clear for deliveries and larger vehicles, this can be seen on the proposed site layout plan. This will be controlled by the site foreman, and instructions provided on access.

vi) HOURS OF WORK

The hours of work will be limited to 07:30 -18:00 Monday – Friday and 08:00 – 13:00 on Saturdays. No works shall take place on Sundays or bank holidays.

vii) MEASURES TO MINIMISE NOISE

All works will be undertaken in accordance with the Control of Noise at Work Regulations 2005, including the associated Lower Exposure Action Value of 80dB, Upper Exposure Action Value of 85dB and Exposure Limit Value of 87dB. As approved for guidance by The Control of Noise (Code of Practice for Construction and Open Sites) (England) Order 2015 statutory instrument, the British Standard BS5228 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise, will be used to guide basic methods of noise control relating to construction. Where the operative and/or Site Manager believes a significant disturbance may be caused, the Site Manager will contact the nearby property owner/resident to inform them of the intended works and their duration, and if required what measures are being employed to mitigate, although this is not anticipated. It should also be noted that no piling is currently envisaged on the project, and if piling is later found necessary, the piling will be designed to utilize the low noise approach excluding the use of driven piles.

viii) DETAILS OF ANY FLOODLIGHTING, INCLUDING LOCATION, HEIGHT, TYPE AND DIRECTION OF LIGHT SOURCES AND INTENSITY OF ILLUMINATION;

Floodlighting will not be used beyond the local use of external lights on machines, and the lighting of work in accordance with the Health and Safety Executive Guide HSG38; which sets out the legal requirements for the planning, organisation, control, monitoring and risk assessment of site lighting for the protection of operatives.

Lighting will be limited to an average of 50 lux and a minimum of 20 lux, for the illuminance of the task only. The lighting will be low energy, in accordance with the Building Regulations 2000 Conservation of Fuel and Power, where individual fittings will have lamps not exceeding a capacity beyond 100 watts. All lighting will be directional, and located on an ad hoc basis throughout the necessary working periods.

ix) LOADING AND UNLOADING OF PLANT AND MATERIALS, INCLUDING PERMITTED TIMES FOR DELIVERIES;

Site Restrictions

Due to the limited site compound area, deliveries should be made 'just in time', with strictly no construction traffic queuing on Fontwell Avenue or Arundel Road and its vicinity. In order to control the timing of deliveries to avoid conflict with school bus services at the adjacent bus stop when patronage will be high, suppliers will be advised that there will be no deliveries made to the site during the hours of: 8:00am – 9:00am 2:45pm – 3:45pm. An 'onsite' holding area will also be utilized in the rare event that more than one delivery occurs at a time.

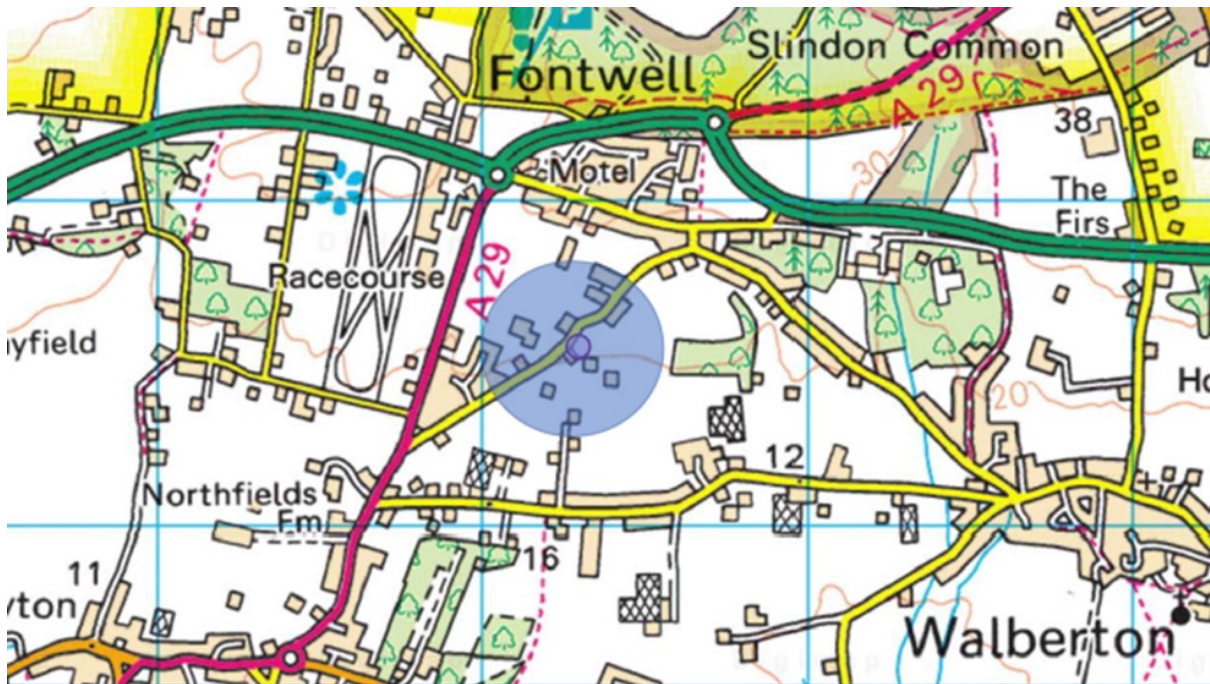
Heavy Goods Vehicles

Heavy Goods Vehicles (HGV's), including that typically used for construction related traffic, are permitted to use any classification of road for access and deliveries, hence it is difficult to restrict their movements. The situation is made increasingly more difficult due to HGV's being operated by other companies, suppliers and organizations out of direct control; who may not fully understand or appreciate the potential consequences and impacts of their HGV movements. However, this CMP and supporting appendices will be issued to appropriate third parties who will be directly involved in the development, on how best to manage their HGV movements, to ensure minimal impact on the surrounding highway network. As a main through route, HGV's are directed to use the most appropriate route via motorways, dual carriageways and main roads.

Construction Access Route

The main route into Wandleys is via the A27. Research has been undertaken to assess the most suitable routes for construction traffic utilizing the road networks towards Fontwell. At Figure 1, below, the map show routes from various strategic locations that were checked by inputting vehicle dimensions from Table 1 into an online freight journey planner, which

contains information on the locations of any height, weight and width restrictions along the proposed route. Therefore, a strategy for the means of access for construction traffic has been determined by assessing the local road conditions, in addition with the site vehicular access and associated restrictions. As a result, Figure 1 shows the recommended route for construction traffic local to the site, to minimise the impacts associated with the construction of the Wandleys development on the local highway network. A copy of the pre-determined recommended routes in the form of the 'Construction Access Map' will be distributed to all suppliers and sub-contractors who will be involved with the site.



Site Address:
Wandleys Farm
Wandleys Lane
WALBERTON
BN18 0QR

Site Contact:
Tarquin Taylor
07977 187 103

Eastward
bound access



Westward bound
access



x) MEASURES TO CONTROL THE EMISSION OF DUST AND DIRT DURING CONSTRUCTION;

Air Quality and Dust Suppression

Dust is particularly problematic for unpaved granular roads; however temporary haul roads are to be capped with a tarmac surfacing to prevent fines from the sub-base material from being airborne from vehicle movements and tyre 'plucking'. The likelihood of dust is ultimately determined by the local geological strata, which is more likely in loose particulate strata like sandstones and chalks. The predominant soil type is clay which is a cohesive material and should not give rise to fugitive dust in the interim, prior to the tarmac surfacing. If unforeseen fugitive dust occurs, then the generated dust will generally be mitigated in accordance with BRE Report 456 – 'Control of dust from construction and demolition activities'. This includes damping down of fill material embankments and/or haul roads using towed spray bowsers.

Wheel wash

A wheel cleaning procedure will be used in order to mitigate the amount of mud that could potentially be deposited on the highways by vehicles exiting the construction site.

An area close to the site exit will be utilized for wheel washing prior to vehicles leaving site. A power washer will be used to wash off any mud from the vehicle's wheels, with excess mud / slurry being collected and disposed of safely.

It is anticipated that this will only be required during the initial weeks of the development when the existing ground is removed and the footings for the new buildings are constructed. However, the wheel wash station will remain on site until the development is complete. The proposed wheel cleaning procedure will consist of:

1. Before leaving the site, vehicles will be inspected for any heavy deposits left on wheels. If present, these will be removed manually.
2. Following inspection, all wheels are to be washed down using a high-pressure jet wash until clear of all deposits.
3. Vehicles will be permitted to leave site following approval of the site manager / site representative that the above steps have been completed to a satisfactory standard.

On-site roads will be kept as free of mud as is practicable during ground working operations. Machine and wagon trafficking around the site will be kept to a minimum in order to reduce the effects of rain on 'broken' ground.

If this is not sufficient, a road sweeper will also be used in the immediate area which will be ordered directly via the Site Management Team.

The site will also have a complete oversite in crushed concrete to alleviate the wheel to ground contact as far as is possible.

Dust generated by operative machinery

All mechanical plant will be used with dust suppression fittings, and dust vacuum devices 'on-tool' in accordance with the Health and Safety Executive's Controlling construction dust with on-tool extraction Construction Information Sheet No 69.

xi) INFORMATION ON RECYCLING / DISPOSING OF WASTE RESULTING FROM DEMOLITION AND CONSTRUCTION WORKS I.E. NO BURNING PERMITTED.

Site Burning

No site burning will take place.

Recycling

Waste will be recycled via the waste disposal contractor, and via allocated waste skips for sorting prior to removal from site.

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