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Construction Method Statement

Chipping Lane, Longridge

September 2016

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1.0 Introduction

1.1 Outline planning permission for residential development on the site at Chippings Lane, Longridge was approved on 29th October 2015. Ribble Valley BC required a Construction Method Statement to be submitted prior to development commencing. This document seeks to provide information regarding the actions to counter the following environmental concerns;

- a) The method and duration of any pile driving operations (expected starting date and completion date).*
- b) Hours of work.*
- c) The arrangements for prior notification to the occupiers of potentially affected properties.*
- d) Details of the responsible person who could be contacted in the event of complaint.*
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- h) Details of protection measures to boundaries and features of ecological value.*

2.0 Control Measures

a) The method and duration of any pile driving operations (expected starting date and completion date).

- i) A number of plots on the site are to be founded on pile and ground beam foundations.
- ii) Piling will not take place outside 9.00am to 4.00pm Mondays to Fridays. There will be no piling on Saturdays, Sundays or Bank Holidays. These restrictions will be briefed out to contractors and suppliers when orders are placed, during site inductions and in toolbox talks. The site manager will be present during operations to ensure compliance.
- iii) Pre-commencement, specific dates cannot be given as to when piling will occur because the speed of build on any speculative housing site is dictated by the rate of sale. If sales are good, a fast rate of build is achieved and the reverse is true if sales are poor. However, at this stage the following can be assumed;
10% of plots to be piled – 10 plots.
On average two plots per day can be piled (we have allowed) – 6 days.
6 days it is estimated that 3 visits by the piling rig, each lasting approx. 2 days.
- iv) Prior to each visit, local residents will be letter-dropped in advance to inform them of forthcoming works.
- v) During the piling operations, vibration monitoring will be undertaken in accordance with British Standard 5228-2:2009: *Code of practice for noise and vibration control on construction and open sites: Part 2: Vibration*. It is proposed that vibration measurements be undertaken at positions considered to be representative of the properties closest to the driven piling operations. The results of these measurements will be used to quantify and correlate the levels of vibration at the neighbouring premises with a log of operations on the construction site.

b) Hours of Work

- i) Working times for the project are stipulated in the outline planning consent and are as follows:
- Mon-Fri 8am-7pm
 - Sat 8am-4pm
 - No working on Sundays or Bank Holidays
- ii) If any work is necessary outside the above hours of work, this will only be done with prior written agreement from the local planning authority.

c) Arrangements for prior notification to the occupiers of potentially affected properties.

- i) With regards to future liaison, Barratt Homes will send letters to inform the local residents of the following items.
- Commencement of housing construction (including notification of Barratt site manager's details).
 - Commencement of piling operations.

d) Details of the responsible person who could be contacted in the event of complaint.

- i) Under health and safety legislation, site activities must fall under the overall control on one Principle Contractor.
- ii) During the site entrance works, re-grade and initial on-site road works, an external Principle Contractor will be appointed by Barratt. As they are not currently appointed, a single point of contact cannot be identified. Therefore, the offices the

Barratt (Manchester) office can be used as a contact. The customer care team will forward complaints onto the appropriate person within the organisation. Details are as follows;

Email: manchester@newhomecare.co.uk

'Phone number during office hours: 0161 872 0161 option 3

'Phone number out-of-hours: 0345 6016084

- iii) Once the Barratt site compound is established – prior to bricklaying activities – a Barratt site manager will be full-time on site. His details will be distributed by letter drop.

e) A scheme to minimise dust emissions from the construction activities on the site. The scheme shall include details of all dust suppression measures and the methods to monitor emissions of dust arising from the development. The approved dust suppression measures shall be maintained in a fully functional condition for the duration of the construction phase.

- i) Construction sites have the potential, if uncontrolled, to generate considerable dust. Particular care is to be taken to maintain dust emissions to a practicable minimum when working in the vicinity of residential properties. By using effective site management and planning techniques, the potential for dust emissions to arise at a construction site and its impact on surrounding receptors can be minimised.
- ii) This plan will be monitored by Barratt to ensure compliance throughout the development programme, through weekly inspections. Robust contractual remedies have been put in place to ensure compliance can be achieved.
- iii) The potential for dust to arise during the construction process, especially excavations, is highly weather-dependent. If excavations are carried out in dry weather, increased water spraying will be required to ensure that the surface material remains damp. In wetter weather, greater attention will be required to ensure that mud does not leave the site through vehicle cleaning, which if deposited on roads, will produce dust when dry.

- iv) The construction programme proposes that the initial excavations and earthworks are carried out in autumn 2017. This presents benefits and negatives to the control of dust. Dried mud and dust carried onto roads is a significant dust generator. Roads should therefore be surfaced as soon as possible during the construction programme.
- v) Throughout the construction process, care will be required to ensure that dust produced from vehicles delivering and removing materials to and from the site is minimised. This will be achieved by ensuring that drop heights are kept to a minimum and that dusty loads are sheeted. Completed roads on the site are to be regularly cleaned.
- vi) When the site roads have been surfaced and buildings are under construction, the potential for significant dust production is greatly reduced. There is still, however, a potential for emissions from storage of dusty materials. To combat this risk, the material storage compounds will be screened by hoardings. Also, certain construction activities will inevitably cause dust e.g. brick / block cutting – these activities will require additional controls such as water spraying.
- vii) It is generally accepted that unpaved haul routes account for significant dust emissions. In dry or windy weather, dust and mud can become airborne through the movement of vehicles. The early paving of roads will significantly reduce fugitive dust emissions. Dust reduction measures will include the following:
- Roads will be cambered to reduce puddles.
 - Speed limits of 10mph will be introduced during construction activities.
 - Roads will be swept to ensure cleanliness, when there are operations that generate large amounts of mud, a road sweeper will be on site full-time and at other times this will be monitored by our site manager who has the authority to order a sweeper when needed
 - Roads will be inspected for cleanliness by the site manager at regular intervals throughout the working day.

- Vehicular routes will be strictly controlled with delivery vehicles being directed to dedicate waiting areas – this measure will control vehicular journeys and minimise unnecessary journeys.
- viii) Excavation and earthworks are a potential source of dust, especially in dry and windy weather. Given the size of the project, it is inevitable that some excavations and earthworks will take place during dry and/or windy weather conditions. The following control measures will be adopted to minimise dust:
- Activities in dry weather will be damped down.
- ix) Stockpiling and mounding of materials on site will be avoided, wherever possible. Where necessary to stockpile/mound, the following control measures will be adopted:
- Stockpiles or mounds will be located away from boundaries.
 - Stockpiles or mounds will not have steep sides or sharp changes in direction.
 - Fine or powdery material will be stored in containers or inside buildings.
 - Drop heights will be kept to a minimum to control the fall of materials.
- x) The grinding sawing and cutting of materials shall be carried out using the following control measures:
- All equipment used to cut bricks and block or any other masonry product will be fitted with a water spray system
 - Dust extraction techniques shall be utilised
- xi) The potential for dust migration from skips and chutes is considerable, but controllable. The following control measures will be adopted:
- Enclose skips or securely cover.
 - Minimise drop height

- Damp down surfaces with water.
- xii) Bonfires and burning of waste on site is prohibited. All waste material is to be re-used or safely removed from site in accordance with relevant legislation.
- xiii) Visual dust monitoring to be carried out on a daily basis, morning and afternoon by a dedicated site operative.
- xiv) Complaints – a log book to be kept of all complaints, together with details of any action taken to deal with the complaint.
- xv) It is required that all of the above control measures will be put in place to control dust production and movement. Therefore, no additional measures will be appropriate.

f) Details of wheel washing facilities.

- i) The site is in general fairly level and minimal re-graded is required to provide development platforms. Also, surface water from the site roads is to drain into the existing watercourses crossing the site. For these reasons, it is not appropriate to use a proprietary wheel wash on this site. Such devices must generally sit on flat areas close to the site entrance/egress points and there is no such area available. Also, there is high risk that by keeping mud on-site that the watercourse could become contaminated with silt.
- ii) For the reasons given above, our strategy for mitigating mud and debris spreading onto neighbouring roads is to have a road sweeper in operation full-time during earthworks operations. This will operate both on and off-site. Once on-site roads are surfaced, the threat of mud and debris spreading is reduced, so the sweeper will operate as required and be called to site by the Barratt site manager.

g) Erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.

- i) Open site boundaries will be secured using 1.8m Heras fence panels fixed to timer posts. This will be one of the first activities on site. As the posts are concreted in, this provides a secure perimeter around the site for the duration of the works.
- ii) The boundary onto Chippings Lane will be secured with Heras fence panels on rubber feet until the widening works are complete. At this point, this boundary will also be secured using 1.8m Heras fence panels fixed to timer posts.
- iii) It is not proposed to secure a solid face or marketing materials onto the Heras fencing around the perimeter of the site.

h) Recycling/disposal of waste resulting from construction works.

- i) As part of Barratt's Safety, Health and Environment (SHE) policy, each site has a Waste Management Plan. This document splits waste types into streams and sets target for waste reduction. The document covering this site is attached in Appendix C.
- ii) Barratt employ a third-party supplier, Reconomy, to report on waste recycling. Over 90% of waste from Barratt sites is currently reused on-site or recycled.

i) Details of protection measures to boundaries and features of ecological value.

- i) The following outlines the environmental receptors within - or close to - the site boundary and any protection measures;
 - **Open Section of Watercourse**

All open watercourses are to remain open during the development programme. Throughout the development the watercourse will be protected by temporary demarcation fencing. This fencing will be of 1.8m high Heras-type. This will protect the watercourse from debris blowing from the site and incursion from operatives or plant who may bring mud and debris with them.

If required, sand bags will be placed between construction zones and the watercourse to reduce the risk of silt runoff. However, roads are to be tarmacked early in the development programme and are to be regularly scrapped and swept as required.

All road gully pots are to be trapped and have temporary grilles fitted to stop debris and silt entering the surface water system.

The watercourse will be inspected by the site manager as part of his daily check on site boundary fencing. Should any debris be discovered, it will be removed. Should any silt be discovered groundworks activities will cease until the source of the silt is discovered and remedial action taken.

All contractors and site visitors will be made aware of the function of the protective fencing as part of the site induction.

- **Mature Trees**

Prior to any development taking place on site, tree protection fencing is to be erected around any tree to be retained. This will be in accordance with the Arboricultural Method Statement prepared by Tyler Grange and submitted with the application to discharge condition 16 of the outline planning conditions.

- **Bats**

Protection for bats during construction is dealt with in a separate report prepared by Tyler Grange and will be submitted to Ribble Valley BC in order to discharge condition 19 of outline planning conditions.

- **Birds**

Removal of woody vegetation including trees and scrub will occur outside the bird breeding season (March to August inclusive). If this is not possible, a suitably qualified ecologist will check such vegetation before work starts.

Appendix A

Site Execution Plan

Appendix B

Barratt Standard Compound Plan

Appendix C

Waste Management Plan