High Street,

Ripley,

Surrey,

GU23 6BB

Construction Method Statement

May 2023

LPA reference: 20/P/01057 (listed building consent)

and

20/P/01058 (planning permission)

REV B 21.09.23

Introduction

This document describes the Construction Method for the proposed development at High Street, Ripley, Surrey, GU23 6BB. Planning for construction is necessarily broad at this stage and may be subject to modification during the detailed design stage. For this reason, the following method statement is based on reasonable assumptions in the preliminary construction programme, experience in relation to other development sites of a similar size and nature, and the best judgement of the construction experts.

The following key activities will be addressed:

- Construction overview
- Programme of Works
- Phasing
- Description of Works
- Enabling Works
- Building Superstructure
- Fit Out

This site is at High Street, Ripley, Surrey, GU23 6BB. Access for vehicles will be provided from the site entrance on White Horse Lane. The site is surrounded by residential properties and commercial units.

We have taken account of these circumstances during the pre-construction phase and agreement will be sought with all interested parties on how construction and vehicle movements will be managed to minimise disruption to neighbours, and traffic routes will be sent to all contractors and suppliers who will need access to the site. Detailed dialogue will have to take place with the residents of White Horse Lane prior to any site start and the works that are required in White Horse Lane.

Construction Overview

Following the grant of detailed planning permission, construction design information is in the process of being produced. The enabling and construction programme has been designed to minimise disruption to local residents, the public, and the environment. Works will include:

- Initial site preparation, disconnection of services and setting up of designated construction areas.
- Installation of site hoardings, security measures, signage of entrance and exit;
- Demolition
- Off-site and on-site infrastructure works, including foul and storm sewers, maintenance and inspection chambers;
- Diversion of services;
- Earthworks, including removal of any contaminated materials in line with legislative guidance;
- Excavation of ground levels;
- Construction of new buildings including strip foundations and connection to services;
- Land profiling, landscaping and public realm works; and site completion, including removal of construction compounds.

The proposed scheme comprises 20 houses and 6 apartments.

The construction phase of this project is anticipated to last 80 weeks from initial site setup to completion. Phased sign off and handover of the units will take place; the phasing methodology will be agreed with NHBC / Building Control to allow inspection to take place and to ensure compliance with building regulations.

It is the intention that construction vehicles will access the site from White Horse Lane. The superstructure of the buildings will consist of traditional brick and block construction.

Preliminaries

Existing services and drainage will be installed, diverted and enhanced as necessary to comply with the new scheme requirements. If necessary, temporary infrastructure will be established, including a water supply to allow dust suppression measures and wheel washing.

- Installation of a solid plywood post and rail hoarding secured to the perimeter of the site where required, with vehicular access gates to White Horse Lane set to the line of the hoarding to be decorated in Shanly Homes corporate colours. The position of the hoarding is shown by a solid red line on the accompanying Site Set Up Plan.
- Establishment of the site accommodation, as shown on the accompanying site setup drawing. This includes a site office, welfare unit (toilets) and materials storage areas.

Building Superstructure

Construction of the access to the site and set up including a demarcation of material deliveries and storage areas will be the initial works on site.

Strip foundations will be used.

Materials and Resource Use

A Demolition and Construction Site Waste Management Plan has been produced, which states that all trades are responsible for keeping their areas of work clean and tidy, and clear of any debris. Any materials which are not recyclable will be removed to the skip area so that skips can be removed when necessary.

Wherever possible, waste construction materials will be recycled.

Hours of Work

It is anticipated that the core working hours for construction will be as set out below:

- Mondays to Fridays from 7:30 am until 6:00 pm.
- Saturdays from 7:30 am until 1:00 pm.

Any work outside these hours will be subject to noise free works.

Condition surveys of the Highway

Condition surveys of the Highway will be carried out prior to the commencement of any works, and upon completion of the development.

Subject to agreement, Shanly Homes will fund and carry out any remedial works required to the highway and footpaths to the boundary of the development, following extra wear and tear caused by construction traffic.

Site Supervision / Considerate Contractors

The Site Manager will deal with any complaints and enquiries. This individual will be named at the site entrance, with a contact number, and will be identified to Guildford Borough Council and local community groups, prior to the start of construction, and whenever a change of responsibility occurs; this will be part of our Considerate Contractors.

Any complaints will be logged on-site, fully investigated and where appropriate, corrective action will be taken as soon as possible. The complainant will be informed as to what action has been taken.

In the event of unusual activities or events, Guildford Borough Council and other relevant third parties (i.e. statutory and non-statutory bodies) will be notified in advance of the work being carried out.

Dust Suppression and Wheel Washing

The establishment of a temporary water supply for the duration of the building works will permit the use of hoses and water sprays to control dust in periods of dry weather. Furthermore, a high-pressure hose and compressor will be sited at the entrance to the site and any vehicles leaving the site will be inspected and their wheels cleaned where necessary to ensure mud/debris does not enter the highway. Residue from the wheels will be disposed of on site. SHOULD ANY MUD/DEBRIS ENTER THE HIGHWAY, WE WILL ENSURE THIS IS CLEARED. Road brushers will also be employed for site road cleaning.

A Dust Management Plan has been produced, which includes details of mitigation measures for dust and emissions during the demolition and construction process, along with a monitoring regime for the same in accordance with Air Quality; Best Practice Guidance.

Dust assessment of potential risk

Element	Mitigation and control method.
Dust control	Demolition and piling are the two areas which are at most risk of dust and the migration of dust. To minimise this during works, all areas to be dampened down to control the risk of dust and the risk of it spreading.
Communication	Develop a communication plan via Displaying site managers/ office contact details on notice board on the site boundary this is to be regularly updated.
Site management	Record all complaints and incidents, and all resulting actions in a logbook. Record any exceptional events. Undertake daily visual inspections.
Monitoring	Visual Daily monitoring to be carried and Increased frequency of inspections in dry periods and during high-risk periods. Electronic monitoring stations placed on site to monitor throughout demolition and construction periods with being logged and available for perusal by the local authority.
Preparing and maintaining the site	Reduce the storage of dusty materials to a minimum and damp down to suppress dust, to include temporary wheel wash facility at site entrance.
Construction traffic	Sheeting and containment on vehicles. Produce a delivery plan with timings. Regularly damp down roads in periods of dry weather. Wheel wash area to be provided. Switch off engines when not in use.
Cutting masonry concrete	Cutting equipment to use water as a dust suppressant. Dust extraction units to be used where appropriate. Ensure adequate maintenance of equipment. FFP3 dust masks to be used as a minimum.
Cutting of timber and MDF	Extraction systems to be used and a minimum FFP3 dust mask to be used in accordance with task specific RAMS.
Sanding down and sprayed render	Extraction systems to be used and minimum FFP3 dust masks to be used in accordance with task specific RAMS.

Demolition	Dust pollution will be minimised during demolition by the complete screening, if practicable, of the building or structure to be demolished with debris screens or sheets. Dust suppression system need to be introduced to minimise dust pollution. Stockpile of earth to be constantly moisturised or covered to stop migration of loose material. Concrete crushing equipment will be used as preferred method for braking concrete where practicable.
Suppliers (**CLOCS and FORS)**	Suppliers will be encouraged to participate in the Construction Logistics and Community Safety (CLOCS) and Fleet Operator Registration Scheme (FORS). All deliveries will be scheduled by appointment to ensure no build-up of traffic to the surrounding areas.

Noise control

Measures to be taken are to include:

Monitoring	Regular monitoring to be undertaken by site manager.
Working hours	Observe the permitted hours of working.
Noise generation	Attempt to limit noise generation to the least times of the working day.
Engines	Switch off all engines when not operating.
Vehicles and plant	Ensure all vehicles and items of plant are fitted with effective silencers.
Radios and music devices	Limit the use of radios and portable music devices on site.
Noise-omitting operations	Keep noise-omitting operations to a minimum to avoid unnecessary disturbance, e.g., petrol disc cutters to be turned off when not in use.

Individual Method and Risk Assessments

Waste management	Demolition materials will be recycled or re-used where practical. Concrete will be crushed and used on site. Only registered waste carriers to be used to remove waste from site.

	Separate waste skips to be provided and during windy conditions these skips will be covered to stop litter being blown to areas out with the development. No bonfires to be allowed on site. A Demolition and Construction Site Waste Management Plan has been produced, which states that all trades are responsible for keeping their areas of work clean and tidy, and clear of any debris. Any materials which are not recyclable will be removed to the skip area so that skips can be removed when necessary. Waste bins to be provided at each plot. To ground floor level, damping down to take place during the sweeping process.
General construction activities	Site management will manage and control all activities and personnel on site. All Operatives will be inducted. To be made aware of the requirements to minimise dust and noise. Regular toolbox talks will be carried out to ensure the requirements are met and fully understood.

Access and Egress

Access routes to and from the development site to be used by HGVs will follow the strategic road network as far as possible for this purpose.

Loading and unloading of materials and equipment will occur on site to minimise the likelihood of congestion on highways surrounding the site.

To further minimise the likelihood of congestion, strict monitoring and control of all vehicles entering and exiting the site will be maintained including:

- The setting of specific delivery dates and collection times, where feasible;
- Consolidation of deliveries where feasible;
- A system of 'just in time' deliveries;
- The requirement for authorisation when visiting the site via vehicles;
- A Traffic Management System will be employed on site to ensure that movement of people to and from site is in a safe and regulated manner.

All deliveries will be scheduled by strict appointment, where possible.

Lighting will be provided around site during the winter months and internally during the build process.

A Banksman will be on duty throughout the course of the road construction period to supervise the unloading / loading of delivery vehicles and reversing movements that may be necessary to access the site from White Horse Lane, and also to minimise the risk of the footpath obstruction to pedestrians and cyclists in the vicinity of the site entrance.

All loading and unloading will be at the points shown on the attached drawing.

CLOCS and FORS

Suppliers will be encouraged to participate in the Construction Logistics and Community Safety (CLOCS) and Fleet Operator Registration Scheme (FORS).

Car Parking and Travel to Site

There will be very limited on-site car parking due to minimal space available on site. The site labour force will be encouraged to use public transport or car-pooling. Unlawful parking on public roads will not be allowed.

Car parking is available at the nearby Ripley Village Green, a 5-minute walk from the development.

Tree Protection Measures

There are trees surrounding the boundary of the development site on all sides.

If required, tree protection measures will be installed on the site in accordance with the standards set out in BS 5837:2005 “Protection of Trees in Construction Sites”.

a) Levels shall not be raised or lowered in relation to the existing ground level;

b) No roots shall be cut, trenches dug, or soil removed, or drains and services laid;

c) No buildings, site huts, roads or other engineering operations shall be constructed or carried out;

d) No vehicles shall be driven over the tree protection area;

e) No materials or equipment shall be stored and the destruction by burning of any materials shall not take place on the site or adjoining land unless the fires are at a minimum distance from the protected area of 6 m.