



CONSTRUCTION METHOD STATEMENT

Site Address: Coombe Cottage, Church Road, Mannings Heath, Horsham  
RH13 6JE

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Planning Ref: DC/23/1442

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## 1. INTRODUCTION

The purpose of the Construction Method Statement is to outline our approach to managing the construction works for the development adjacent to Coombe Cottage, Church Road, Mannings Heath, Horsham RH13 6JE.

This document includes specific comments on the site establishment, logistics, and the process of managing the overall environment surrounding the property. It will also ensure that the construction works cause the minimum disruption to the adjacent residents with a safe working and living environment maintained.

These proposals are to enable third parties to understand the nature of the works and the various construction activities associated with the development. Liaison with the neighbours and interested parties will continue throughout the project, as information is updated and as the project develops. Particular attention will be paid to ensure that the neighbours are kept appraised of progress and future works on the project.

This Plan is to inform interested parties. It will be used as the background for the detailed construction method and risk assessments, and will be included in all specialist trade contractor portions of the works.

## 2. DESCRIPTION OF THE PROJECT

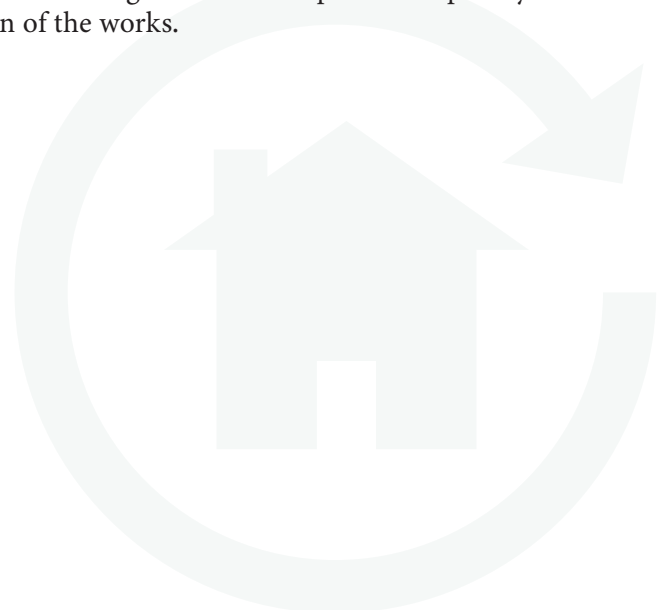
The development site is located in a residential setting between Coombe Cottage and Ingleside on Church Road, Mannings Heath. The development comprises of a detached two-storey property and associated driveway parking. The development includes connection to the relevant services (mains water, sewer, electricity etc.)

The property has frontal access for vehicles through an existing private drive and with dropped kerb directly leading to a large timber garage.

## 3 OUTLINE METHOD OF WORKS

This Construction Method Statement has been developed having regard to the requirements of the planning authority and the concerns of adjoining owners.

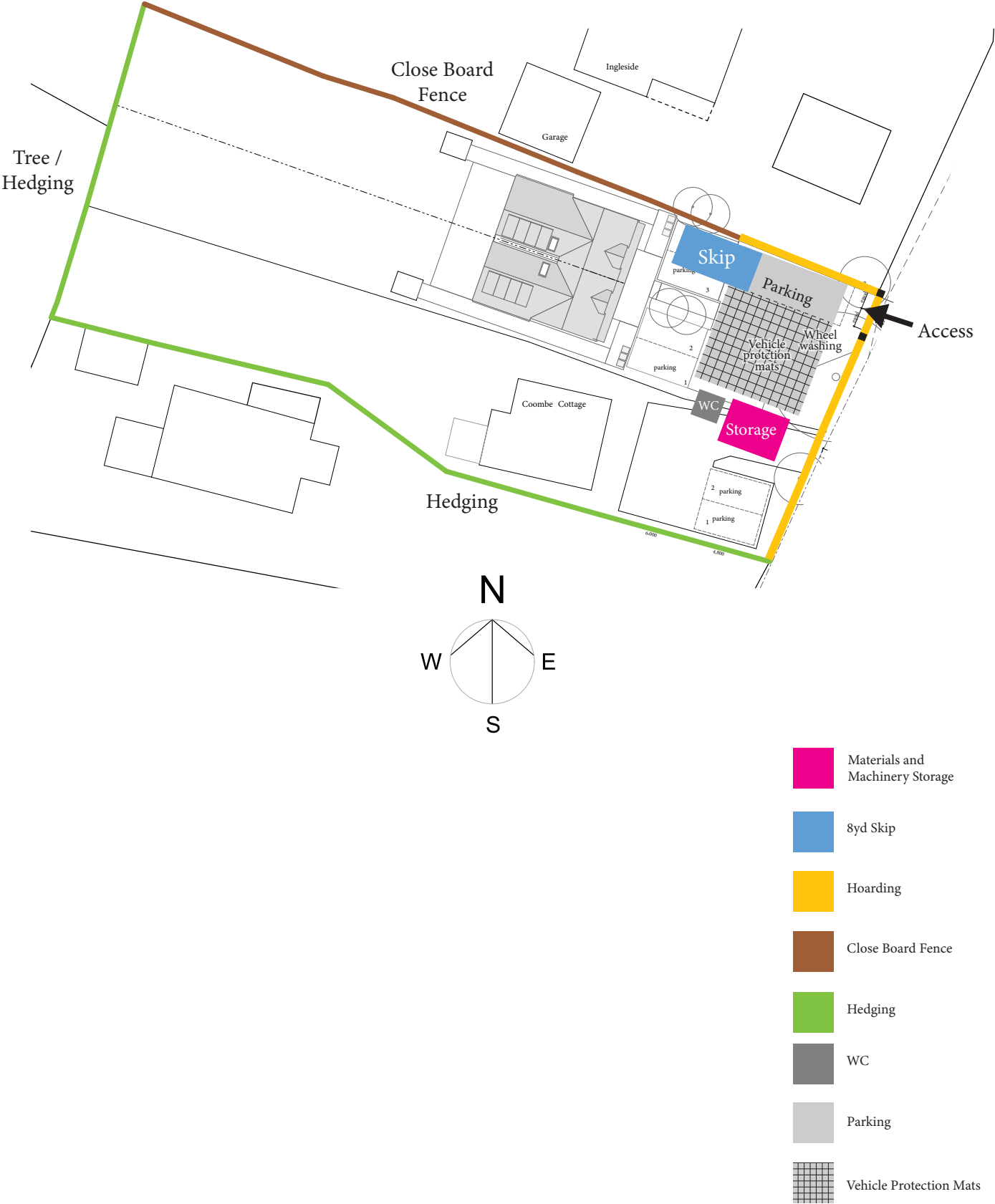
The site will be maintained in a safe and tidy manner with the implementation of good housekeeping procedures regularly checked by the site manager and be set up with temporary power, water and drainage throughout the duration of the works.



4 CONSTRUCTION SITE PLAN

The proposed site plan is detailed in drawings included under planning ref. DC/23/1442

An overview of the construction site plan is shown below.



## 5 SITE ESTABLISHMENT & SECURITY

The southern and western site boundaries are already secured by mature hedging.

The northern boundary adjacent to Ingleside will be secured by the existing close board fence and suitable hoarding following demolition of the existing timber framed garage.

The eastern boundary is predominately secured by mature hedging and trees. Any gaps will be secured by the erection of suitable hoarding or Heras fencing with secure access for machinery or skips at the existing driveway in north east corner. All hoardings/fencing will be regularly checked and maintained in a clean and tidy condition and signage will be positioned so it is clearly visible to warn members of the public of any potential hazards surrounding the site.

## 6 PARKING OF VEHICLES OF SITE OPERATIVES AND VISITORS

The existing access to the now demolished timber framed triple garage will be used as the primary site access. This concrete footprint will be used for parking of vehicles on site along with the adjacent area utilising vehicle protection mats.

Street parking can be utilized although this will not be encouraged.

## 7 VEHICLE ACCESS AND CONTROL

Generally, traffic movement onto Church Road will involve vehicles turning on site and ensuring adequate visibility. However, in exceptional cases, a banksman will be deployed to direct oncoming traffic, ensuring the safety of pedestrians, cyclists, and other vehicles at all times.

Other methods to optimise deliveries and to reduce their impact on traffic and congestion include:

Any large scale deliveries will be brought to site on a 'just in time' basis.

Consolidation of deliveries whenever possible.

Suppliers will be advised of the access limitations and thus the requirement to use smaller delivery vehicles if possible.

All deliveries will only be allowed during the working construction hours.

## 8 STORAGE AND LOADING OF PLANT AND MATERIALS

A skip will be located adjacent to the parking and access point and materials will be loaded / unloaded and stored alongside. The site has adequate capacity for the delivery and storage of materials. In the unlikely event that a delivery would be impossible or not feasible to be done entirely on site, care will be taken to inform the affected neighbours and to minimise the duration of the disruption.

There is sufficient space and clearances on site for the delivery and erection of the necessary scaffold within the perimeter of the site.

## 9 WHEEL WASHING FACILITIES

Wheel washing facilities will be located on site at the access point.

A cleaning regime will be employed to regularly brush the footpath and road which will also be pressure washed at regular interval to keep clean.

## 10 MEASURES TO CONTROL THE EMISSION OF DUST AND DIRT DURING CONSTRUCTION

All dust levels are to be kept to a minimum and where possible controlled at source by the use of dust suppression systems.

Site operatives are to wear suitable PPE/RPE where the levels of dust cannot be controlled ensuring exposure is well within legal limits.

Demolition of the timber garage will be undertaken by hand and if necessary regular hosing down will be undertaken to restrict the generation and spread of dust.

Materials with the potential to produce dust will be stored away from site boundaries where reasonably practicable.

All cutting operations will take place in a controlled area of the site and all debris will be removed as soon as possible on completion of the cutting works.

## 11 RECYCLING/DISPOSING OF WASTE RESULTING FROM DEMOLITION AND CONSTRUCTION WORKS

A site waste management plan with suitable procedures will ensure that the construction and demolition waste from the project is dealt with accordingly.

The procedures will:

- Take all reasonable steps to ensure that waste management controls are observed.
- Minimize the amount of waste generated and maximize the amount of waste reused and recycled.
- Reuse as much waste as possible on-site. Where reuse on-site is not possible to identify the most appropriate waste management option in line with the waste hierarchy.
- Manage waste as close as possible to the site location.
- Due to the site constraints, waste material taken from the site by skip will be segregated off site and recorded.
- All waste in vehicle leaving site will be secured and skips will be covered.
- Waste transfer will be accompanied by a full description of the waste and a waste transfer note and be disposed of lawfully.

Overall, the waste management for the site is likely to comprise of the following:

- Soft Strip. As the materials are stripped they will be removed to ground level. The material will then be deposited into skips within the loading area for removal from site.
- Demolition of timber garage and concrete base. Debris will be cleared by hand and deposited into skips for processing off site.
- Excavation. Arisings will be loaded directly into skips for processing off-site.

## 12 WORKING HOURS

Any works will be undertaken in accordance within Horsham District Council hours of permitted working as below:

Monday to Friday – 8am to 6pm

Saturday – 8am to 1pm

Sunday and Public Holidays – no working

Throughout the works we will endeavour to minimise noise during construction and wherever possible use methods to minimise disruption to our neighbours.

