

Construction Method Statement **Sutton Road, Maidstone**

Introduction

This method statement has been prepared specifically for the construction of the site at Sutton Road.

The following documentation should be read in conjunction with this method statement:

1. Site Traffic Management Plan / Logistics Plan
2. Pre-Construction Phase Health and Safety information pack issued by Health and Safety Department.
3. Construction Phase Health and Safety Plan.
4. Construction Environmental Risk Assessment

The Construction Phase Plan will be developed from the Pre Construction Information Pack and will comply with the Design and Management Regulations 2015. When approved, any implications that will affect this method statement will be included within future revisions.

Pre-Construction Phase

A Construction Programme and a pre-construction information pack has been prepared for tendering purposes and these will be reviewed and developed as the work proceeds.

Various critical processes will be undertaken to ensure that all construction activities are carried out in a planned, considered, economic and safe manner. In parallel with the ongoing procurement process, we will continue to monitor, control and co-ordinate the production of this method statement.

Project Description

The site is known as Rosewood. The key points of the scheme can be summarised as follows:

The development will consist of 800 residential dwellings with associated landscaping, parking and access works.

Existing Site

Rosewood is located approximately 5.3km south east of Maidstone town centre and occupies approximately 47 ha of land centred at National Grid Reference TQ 800 519 and NGR 5679150, 330640 and is irregular in shape. The site is bounded by the landscape area adjacent to A274 Sutton Road to the north, a proposed development access road to the east and west and an existing access road to the west.

Langley Stream is located approximately 500m south of Phase 1 of the development.

It is anticipated that the primary access to the site will be via an existing commercial access located on Sutton Road, 280m to the east of the site. From this point a haul road will need to be constructed to service the site. There will be a secondary access point via the private lane located at the north west of the site, utilising the old driving range entrance.

The site slopes gently from east 106mAOD to the west 103.5mAOD. The boundary to the north is formed by a thick hedgerow, the boundary to the east and west will be open, with the boundary to the west being hedgerow and post and wire fencing.

Existing Ground Conditions

The British Geological Survey (BGS) Solid and Drift Geology Map (Sheet 288: Maidstone BGS, 1974) indicates the site is underlain by the Hythe Formation. The geological map describes this as a glauconitic fine to coarse grained sand and sandy limestone (locally known as Ragstone) with interbedded more strongly cemented sandstones and doggers with either calcareous or siliceous cement. Alternating beds of clayey sand or sandy clay (locally known as Hassock) also occur. A superficial lobe of Brickearth Head deposit is shown immediately north of the site and slightly encroaches over the northern boundary. The Atherfield Clay Formation is expected to underlie the Hythe Formation.

A Site wide Phase 1 (Desk Study) Ground Investigation Report has been undertaken by Peter Brett Associates (Ref: 30833, dated September 2015). This was followed up with a limited Phase 2 (Intrusive) Ground Investigation (Ref: 30833, dated October 2015). A further limited intrusive investigation was undertaken by Southern Testing (Ref: J13154, dated August 2017).

Merebrook have produced a letter report (ref:L-21858-2.4.2-19-S108-DCE) dated 26th February 2019 relating to Phase 1. Further investigation works are recommended comprising four boreholes to a depth of 15m, seven 6m window sampler boreholes to a depth of 6m and 24 trial pits to depths of up to 3.5m. In situ geotechnical (including CBR's) testing along with testing for a suite of contaminants is to also be undertaken. Ground gas and water monitoring and sampling is also proposed.

According to the published BGS sheet for the area, the site is underlain by the Hythe Formation which consists of glauconitic fine to coarse grained sand and sandy limestone, with interbedded more strongly cemented sandstone

Ground conditions encountered during the intrusive investigation were found to comprise an initial layer of subsoil / made ground (between 0.2 and 0.5 m thick), underlain by interbedded clayey sands and sandy clays (Hythe Formation) to depths of between 14.0 and 18.8 m bgl. The Atherfield Clay was revealed below the Hythe Formation consisting of pale grey sandy clay / mudstone.

The PBA Natural Cavities Database shows that there are four recorded cavities (gull features) situated within 1 km of the site and that there is a high potential for gulls or fissures to be present beneath the site.

Groundwater

Ground water was encountered at depths of between 13.3m bgl (89.7m AOD) and 16.41m bgl (87.09m AOD). Sampling and testing of groundwater undertaken by PBA showed the overall risk to of contaminated groundwater to the development to be low.

Site Access & Egress

Construction traffic access and egress provision will be via Sutton Road road. Construction traffic will enter the site in two ways, via an existing entrance used for the

former nursery and via the private lane dissecting the site. Upon entering the site, traffic will be controlled by Gateman located in the gate house at the entrance into Site. Vehicular movements will be via haul road provided between construction areas and the main Site compound/welfare area. Site will also have provision for pedestrian access to/from main Site compound, which will be fully segregated.

On arrival and when leaving site, construction traffic will be fully briefed by the gatemen on the traffic arrangements in place and vehicular routes. This will be assisted further by the directional signage provision within routes. All concerned parties, contractors and their suppliers will be also made aware of the local area. All subcontractors and suppliers will be provided in advance with clear and precise instructions regarding deliveries to site, access arrangements, working hour restrictions, unloading, storage and site distribution of materials.

All staff and Supply Chain personnel are to comply with the Local Authority traffic management regulations and parking restrictions. Arrangements for any abnormal or large loads in connection with the project will be made in advance. If/when necessary liaison with the Local Authority will be undertaken to agree suitable routes and times for such.

Site arrangements and a Traffic management plan will be available and regularly reviewed and communicated to all parties to reflect any changes during the project. Consideration for pedestrians, residents, local traffic and children will remain a priority at all times.

Public access to Sales and Marketing Areas will be via occupied parts of the development and completely segregated from construction activities and traffic. Initially the sale office pod will be located within the existing construction entrance, and to the right which will be segregated away from the construction area by way of hoarding and gates. This will provide a point of contact to public until the site starts and new marketing suite area is constructed.

Site Boundary

The existing hoarding between site and public areas will be inspected, repaired or replaced as necessary, to meet Sales & Marketing requirements. The remainder of the site boundary will be secured using double clipped heras fencing and lockable gates at site entrances.

The boundaries will need to be surveyed to assess access requirements to neighbouring properties during the construction period.

Working Hours

Working hours will be as follows:-

Monday to Friday:	8:00am - 6.00pm
Saturday:	8:00am - 1:00pm

No Working Sundays or Bank / public holidays.

Traffic Management

A manned gate hut will be positioned at the site entrance where visitors will be required to swipe their CSCS card on the Mosaic system to enable entry onto the site. After swiping CSCS cards / signing-in, delivery vehicles will go to the compound for off-loading where materials will then be distributed across the site by forklift truck. Material storage will only be permitted within the designated Material Storage Areas as identified on the Traffic Management / Logistics Plan.

Traffic routes to site will be via the existing haul road, which will be constructed to a good and sufficient standard for construction traffic use. This access road will be in use until the permanent site roads have been constructed to base-course. A series of additional temporary haul roads will be provided to link the access routes as required (please see the Traffic Management / Logistics Plan for further details). Site traffic will be diverted onto the permanent roads after the base course has been completed. Speed limits will be imposed on all traffic routes within the site boundary to a maximum speed limit of 10mph.

Car parking will be located as per the logistics plan area, on the north east of the site adjacent to the site compound. Parking in other areas of the wider site, on-site access roads or on the public highway will not be permitted.

Contractor vehicles will only be allowed on site to drop off and collect tools. No parking on site or/and areas under construction will be permitted.

Emergency access / secondary access will be via the entrance gates in Thackeray drive, adjacent the place of worship.

Traffic and pedestrian access will be segregated at all times using designated walkways and pedestrian crossings in order to provide safe pedestrian access across the site.

Site Establishment

The site compound facility will be set up near to the entrance of the site. A temporary satellite office will be set up, and directions provided initially.

It will have a segregated area within the site, fenced off, with safe walkways consisting, of various office, meeting rooms, WC facilities (including Female) drying rooms, canteen and 8no storage containers.

A bulk storage area which are existing buildings and staff parking area is positioned adjacent to the compound.

Existing Haul Road

There will be a constructed haul road will provide access for site traffic.

It has been assumed that the permanent roads will be constructed at the earliest opportunity, however if the permanent road construction is delayed for any reason, consideration should be given to extend the proposed haul road routes in order to maintain access around the site. (Contingency to be allowed in preliminary book for additional haul roads).

Spoil Heaps

N/A

Existing Tanks

N/A

Contamination

No allowance has been made for time or costs associated with contamination or ordinance.

Surveys

Level surveys have already been undertaken and further surveys and investigations are ongoing. Setting out will be undertaken at the earliest opportunity. Necessary ecological monitoring is detailed in the Ecological Mitigation and Monitoring section below. Archeological surveys have been carried out, in phases, with further archeological digs to be completed as areas become available.

Site Services

A Utilities Report has been produced by Utilitas dated November 2017. There have been subsequent updates on quotations along with further investigation and detailed costing for the utility diversion works.

Ground penetrating radar surveys have been undertaken and trial pits have been undertaken to confirm the location of apparatus.

Water (South East Water - SEW)

Record Plans indicates a 450mm diameter DI main running along the southern side of Sutton Road. There is also a 3 inch CI running in the north of Sutton Road from Pear Tree Row to the east. The plans do not show any mains within the site.

Land registry plans show an easement for a 2 inch water main from a point on Sutton Road adjacent to the access to Rumwood Court in a straight line across the site to Langley Park Farm House, however the GPR survey showed the actual location to be outside of Phase 1.

No formal quotation for the water supply has been obtained from South East Water. A quote for bringing the main from Sutton Road into the site has been obtained and a detailed quote is being applied for based on the current layout.

Estimated costs for water supply are listed below:

Mains contribution £TBC)

Connections (plus 2No. Landlord's supplies at £4,000).

Infrastructure charges to be allowed at £566.00 per dwelling for water and £765.00 per dwelling for sewerage.

TBS: £TBC

Total estimated cost: £TBC

The water hardness for the supply area is categorised as hard with a value of 278mg/l as calcium carbonate equivalent. It is noted that the Domestic Heating Compliance Guide recommends provisions to treat the supply to water heaters and hot water circuit of combination boilers to reduce the rate of accumulation of lime scale where mains water hardness exceeds 200. An allowance in the build cost will need to be made for these measures.

Gas (Southern Gas Networks - SGN)

The Record Plans indicate 32mm PE medium pressure main running in the western verge of the access road to Langley Park Farm. There is also a 180mm-250mm medium pressure main located in Sutton Road. A supply is to be taken from the medium pressure main with a gas governor located to the north of plot 37 with access through Phase 1.

There are no existing mains on site which require diversion.

Quotes are currently being sought for onsite mains from the gas governor.

At these stage the following estimate costs have been allowed:

On site mains and connections £20,000.00

Electricity (UK Power Networks - UKPN)

There are no existing supplies within the site boundary. The closest existing supply is an LV network in Sutton Road to the east of South Lodge.

It is proposed to bring a new HV supply from the west on Sutton Road. This will come into the site via the Spine Road at the south east corner of the site with a new substation being located in the parking area adjacent to the apartments. This substation will then supply the site via an LV network.

There are no cables crossing the site.

A quote for a new supply has been sought from various suppliers for electricity singularly and as part of a dual fuel quote.

Openreach

Openreach Asset Records show underground apparatus within the north west corner of the phase. This is broadly confirmed by the GRP survey which indicates a trace in that direction. Diversion costs obtained from Openreach for two onsite diversions. Total cost is £16,000.00 of which £8,000.00 has been attributed to this scheme. No onsite disconnections are required.

The site has been registered with Openreach who will provide fibre to the premises (FTTP).

Road re-alignment

N/A to this phase.

Drainage within the Proposed Site Roads

The incumbent statutory undertaker for the area is Southern Water. Their plans show no surface water sewers within the site and only small diameter foul sewers within Sutton Road and a pumping station just outside of the eastern boundary of the site.

The site investigation suggests that all drains and sewers should have a degree of flexibility in the couplings to reduce the risk of subsidence.

Surface Water

The Southern Water Record Plan shows no public surface water sewers in the vicinity. The site drains to the watercourse to the south of the site via a series of ditches, land drains and via infiltration. A Drainage Strategy has been produced by PBA, Ref: 30833/2004 Rev E, dated 7th March 2016. The strategy has been developed for the site based on an attenuated discharge to the Loose Stream via an existing watercourse.

A preliminary storm water drainage layout was produced by PBA (ref:30833/2004/001 Rev A). This comprised a gravity based piped system which discharges to a series of linked ponds in the south east of the site which outfall to an existing field drainage ditch which discharges to the Loose Stream. The ponds are linked via cascades with the outfall from the lowest pond controlled via a hydro-brake.

Southern Water will adopt the piped drainage system up to the outfall at the pond. An independent drainage undertaker (Icosa Water) has said that they would adopt the whole system including the extents of the ditch within the site boundary. A decision on which undertaker to select will be made once a formal offer has been made by Icosa Water.

Foul Water

Southern Water have stated that the existing sewers in Sutton Road and the pump station do not have any capacity to service the development. They have undertaken a preliminary capacity study which has identified the nearest point of capacity as being the sewage treatment works at Leeds Castle. They have produced an outline scheme to service the development which comprises an onsite pumping station with 1.6km of rising main and 1.7km of gravity sewer discharging directly to the treatment works. They have estimated a 2 year period in which to undertake the upgrade works. Given these timescales progressing the solution for the foul drainage on the site is seen as critical. We have been liaising with Southern Water on our proposals and timescale but are yet to get a commitment from them on dates and timings.

We have approached Icosa Water who can act as an inset company to provide foul drainage to the development to see if they can provide a more competitive approach to Southern Water. At the moment we are pursuing two potential options. The first is a direct gravity connection to the Southern Water pump station with Southern Water undertaking the necessary upgrade works through the infrastructure charge payments. The other option appoint Icosa as an inset company to construct our own pump station and lay a rising main to Leeds Castle sewage treatment works.

Site Security

The site boundaries will be secured by heras fencing / hoarding and will be adapted, monitored, and maintained throughout the duration of the project.

CCTV will be installed on this project, once the main office is established. Care will be taken to ensure that no cameras are capable of viewing neighbouring properties.

Entry and exit to site will be controlled by the Mosaic system, an electronic entry / exit system that requires the swiping of a valid CSCS card to enter site. The Site Manager will use the Mosaic system to account for all persons in the event of an emergency evacuation.

There will be a controlled barrier to the residential road so that no construction traffic can enter.

Site Inductions

All operatives must be in possession of valid CSCS cards or other relevant cards before being permitted to access or work on site. All operatives and visitors will be made aware of ALL site specific arrangements (traffic management, emergency arrangements, site specific rules, corresponding RA/MS ...etc) through initial Site Induction, which they must undergo on arrival to Site.

Personal Protection Equipment

Hard hats, safety boots and high visibility clothing are to be worn at all times when on the site. Additional personal protective equipment (PPE) will be used if identified within the risk assessments. Operatives arriving without valid CSCS card and PPE will not be inducted or permitted to work.

Smoking Policy

There is a NO SMOKING policy forbidding smoking within the buildings at any time. This rule will be strictly enforced. Smoking will only be permitted in the designated smoking areas provided.

First Aid and Emergency Medical Care

All accidents, injuries and dangerous occurrence must be reported immediately to the Site Manager. A sufficient number of first aiders will be provided by Countryside for the number of persons on site.

Emergency Procedures

An emergency muster point will be located in the car parking area as detailed in the Fire Plan. The fire plan will be completed prior to commencement on site.

Display of Notices and Warning Signs

All access routes and internal haul routes for site traffic will be clearly signed at changes of direction. Areas for vehicle storage, deliveries and parking will also be identified. External signage providing information to the public in respect of health and safety, restricted access, and traffic diversions (if necessary) will be provided at the site entrances and at points along the site boundary.

Figure 1. Example of the road signage



Signs will be posted to warn of potential hazards/dangers. All signs will be kept clean and at a height where they can be easily read. All statutory requirements regarding posting of notices will be complied with at all times.

Hot Work Permits

CPUK has a Permit to Work system for hot works. Permits are to be issued by the Site Supervisor on a daily basis to the Site Operative. Hot working will cease one hour prior to the vacating of site at the end of each day. Following this one hour period, the hot work will be inspected by a competent person to ensure the risk of fire is minimised. A register of permit issues will be maintained in the site safety register.

Road sweeping / wheel washing

Provision will be made for hand held wheel wash facilities to be located at the site entrance to prevent the spread of mud and debris onto the roads. All waste aggregates, water and sludge type materials resulting from the 'cleaning' process will be removed from site by a licensed waste carrier and taken to a licensed waste disposal facility.

External to the site the road will be cleaned by use of sweeper, as necessary.

Dust Management

Measures will be put in place to manage the possibility of dust generation at the site as set out below with a view to avoiding the generation of airborne dust. These will be consistent with requirements and compliant with applicable regulations.

Noise & Vibration

Vibration monitors will be set up adjacent to nearby existing buildings following a condition survey.

Noise will be kept to a minimum and only during permitted hours. Plant will not be left to idle and the use of silent generators will be enforced across site. Cutting of build materials will be minimal with greater focus given during the design period to negate this element of works.

Dust Management Controls

The dust management controls that will be put in place as a minimum are as follows:

- The Developer and neighbouring properties will be notified in advance of dusty activities that are likely to affect adjacent properties;
- material stockpiles will be positioned away from sensitive receptors where possible;
- The orientation, shape and locations of stockpiles will be planned and controlled to minimise the risk of dust;
- Control measures for moving material to stockpiles will be implemented, including a maximum drop height, and consideration of the need for damping down and sheeting of stockpiles;
- The surfaces of long term stockpiles will be stabilised in accordance with agreed method statements;
- Haul roads, access roads and hard standings will be maintained at all times;
- Bowsers and water sprays will be used during dry periods, where necessary and will be included within the groundwork's package.

A maximum speed limit of 10 miles per hour will be strictly enforced over all unmade surfaces. Reductions to this speed limit may be applied where necessary.

- All large vehicles leaving the site will be checked for mud and debris and where necessary wheels will be cleaned using a hand held jet wash facility located at the site exit;
- Burning of wastes will not be permitted;
- Where appropriate, electrically powered plant will be used instead of petrol or diesel;
- Barriers/screens will be used around dusty activities adjacent to the site boundary;
- Plant will be maintained in accordance with manufacturers' requirements.

Health and Safety

Health and Safety will be given the highest priority on this development and will feature in all aspects of the project. The Construction Phase Health and Safety Plan will cover the entire development and will be reviewed and amended throughout the duration of the site.

Design elements will be interrogated to ensure that the maximum amount of risk is removed prior to procurement and the safest method of construction are used to minimise and control for any identified risks activities.

Segregation of pedestrians and site traffic will be monitored and adapted as work progresses.

A permit system will be in use to control crane lifts, hot works, ground excavation activities and any necessary works in confined spaces.

During the construction phase, regular inspections by the Countryside Health and Safety Department will monitor and measure safety on site.

Health, Safety and Environmental

The Project Manager will be responsible for all aspects of Health, Safety and Environmental issues on the site. All company procedures will be adhered to and regularly monitored to ensure that standards are maintained.

Welfare Arrangements

Welfare facilities will comply with the Construction (Health & Safety and Welfare) Regulations and all site operatives will be obliged to use the facilities.

Eating, washing and drying facilities will be available for all site operatives.

All welfare facilities are to be maintained on a regular basis throughout the day and cleaned accordingly.

Where canteen facilities are available, the canteen operator will be qualified to basic food hygiene standards.

The names of all qualified first aid personnel and first aid facilities will be displayed in a prominent position.

Site Waste Management Plan

Specific site waste management procedures will be put in place prior to works commencing. A planned and designated space will be provided within the materials compound to accommodate skips.

Countryside will provide skips for use by the labour only subcontractors. All other subcontractors will be providing their own waste disposal management which will be positioned in the storage area and will be monitored by Countryside.

A waste minimisation policy will be enforced from the outset of the project and will be monitored during the construction stages.

Countryside operates a Zero tolerance policy to fly tipping.

Considerate Constructors

We will be registering the site with the Considerate Constructors Scheme (CCS). Membership of the CCS requires principal contractors to adopt a Code of Practice, which seeks to:

- Minimise any disturbance or negative impact (in terms of noise, dirt and inconvenience) caused by construction sites to the immediate neighbourhood.
- Eradicate offensive behaviour and language from construction sites.
- Provides contact details of the key personnel for the project
- Results in an improved understanding and respect from residents and others in the community and fewer complaints.

The CCS registration compliments Countryside's sustainability and environmental management practices and is an essential element in maintaining good neighbour relationships.

The CCS also requires each site to be independently audited during construction. All sites and companies registered with the Scheme display a Scheme poster (where appropriate), giving the contact details of both the registered site or company and the Scheme.

All complaints received by the Scheme regarding a registered site or company are recorded.

All complaints are put into one of the following categories:-

- Noise, Dirt and Dust, Parking, Safety, inconsiderate Behaviour, Road Conditions and Vehicle Movements, Environmental Concerns, Pedestrian Access Obstruction, Property Damage, Site Lighting, Working Hours, other.

The scheme has designated staff, trained to deal with any type of complaint.

Archaeology / Ecological mitigation and monitoring

Archaeology – An Archaeological Evaluation Report was produced by ASE (ref: 2015416) dated November 2015. There was also a geophysical survey undertaken by Stratascan (Ref: J8630) dated July 2015. The evaluation identified ditches and quarry activity dated between the 14th and 18th century. No prehistoric, Roman or medieval find were recovered in the evaluation. The geophysical survey showed low potential for archaeological remains.

Ecology – An ecology survey was undertaken by Northern Ecological Surveys (Ref J582 – August 2015). These will need to be repeated to verify the absence of any protected species. The site is currently managed as part of a commercial tree growing business so the risk is considered low. Once the site is transferred to Countryside ongoing management will be required to ensure this does not change.

No invasive species have been identified in any of the reports, however a separate survey has not been undertaken. The current risk is considered very low.

Arboricultural

An Arboricultural Impact Report was produced by SJA Trees (ref: SJA air 15092-01b) dated February 2016.

Currently there are 400 trees on the site which are being grown on a commercial basis. It is currently unclear whether some or all of these will be removed as part of the land transfer.

Any remaining trees should be assessed by and Arboriculturalist for their suitability for reuse

within landscape areas.

Trees just outside of the northwest corner of the site may require tree protection fencing during the works.

Allowances to be made for:

The following list of allowances is not exhaustive and further allowances may need to be considered as the programme and procurement progresses.

1. Probing is required and will be set out by the probe contractor.
2. Repairs and maintenance of existing temporary haul road.
3. Temporary haul road links prior to permanent roads to base course are to be reviewed following clarification of outfall contractor works and working area (450mm to 600mm crush on terram – TBC).
4. Contingency for additional haul roads
5. Extra over visits required for road construction up to base course (construction to follow drainage). Separate visit also required for wearing course.
6. Allowance for crushing of existing hard standing, where necessary.
7. Removal of existing haul road following construction of permanent roads.
8. Removal of car park, material storage hard standing etc.
9. Traffic & pedestrian management / signage etc. for road re-alignment at site entrance, HV connection, drainage and service connections in existing roads & pavements including lamppost relocation.
10. Include for ALL licence fees, notifications & approvals for above and allow sufficient procurement periods. (Schedule required for ALL approvals, licences and notifications for the project as a whole.)
11. Allow for temporary traffic / pedestrian management and signage, in general.
12. Ground worker to allow for all temporary works including trenching to deep excavations.
13. Bowsers and water sprays to be used during dry periods, where necessary (groundwork's package).
14. Diesel tank base & bund wall
15. Surveys – Allow for CCTV drainage survey, survey of existing services on footprint of proposed compound, dilapidation survey, desktop surveys etc. Other survey requirements to be assessed (Provisional sum?)
16. Other Provisional Sum items TBC.

PRELIMINARY ITEMS

17. Staff
18. Forklift & driver
19. Gateman, gate hut and banksman.
20. Labourer
21. Temporary electrics set-up
22. Lighting to haul road, pedestrian routes, site entrance and compound area.
23. Power, Water, IT etc.
24. CCTV
25. Allowance to be made for ground worker to supply wheelwash
26. Road cleaning
27. Car parks, material compounds etc.
28. Sales car park – by sales TBC?
29. Site Waste Management (consider subcontractors)
30. Spill kits
31. Fire points, alarms, signage etc.
32. Radios
33. Mosaic system / turnstile

34. IT requirement to gate hut for Mosaic system
35. Stationary & photocopiers etc.
36. PPE
37. Allow for timber hoarding at 2.4m high to surround the front of the site and decoration – proposed hoarding for sales & marketing tbc in order to establish remainder. TBC
38. Allow for heras fencing to the remaining boundaries.
39. Allow for pedestrian walkways around site, (1m wide with 100mm crush blinding and timber edging).
40. Small satellite office TBC (small office unit, storage container and portaloos to be located adjacent to working area initially. Include for generator).

CONTACT DETAILS

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QUALIFICATIONS / CLARIFICATIONS - Not included for time or costs associated with:-

Underground structures or underground obstructions
 Ordinance
 Contamination
 Protected species and fauna
 Invasive plants
 Archaeological watching briefs etc.

**This method statement has been prepared by:
 Signatory of Countryside Properties PLC**

Name: Simon Hollis

Position: Senior Construction Manager.

Signed:..... For and on behalf of Countryside