



CONSTRUCTION METHOD STATEMENT

Beech Drive

Thornton

Revision	Comment	Initials	Date
Rev A	First Issue	JS	09.03.23
Rev B	MANAGEMENT OF SURFACE WATER ON SITE DURING CONSTRUCTION	JS	17.01.24
Rev C	Piling Details added	JS	13.02.24
Rev D	Burning Details added	JO	15.03.24
Rev E	Addressing LLFA comments	JO	09.04.24
Rev F	Addressing LLFA comments	JO	22.04.24
Rev G	Addressing LLFA comments 10/05/24	JO	22.05.24
Rev H	Piling Details Amended	JO	20.06.24

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1.0 INTRODUCTION

This Construction Method Statement has been prepared to comply with Planning Condition no. 17 of Planning Permission ref: 20/00511/FUL for the development Beech Drive, Thornton.

As required by Planning Condition 17, it provides a construction method statement which will be adhered to throughout the construction period in respect of:

- *Site Working Hours*
- *The parking of vehicles of site operatives and visitors*
- *Storage of plant and materials used in constructing the development*
- *Loading and unloading of plant and materials*
- *The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate*
- *Measures to control the emission of dust and dirt during construction*
- *A scheme for recycling/disposing of waste resulting from demolition and construction works*

The objective of this Method Statement is to specify the requirements and objectives concerning the method of site operation which shall be adhered to always during the fulfilment of the Project. It will be used:

- As a checklist for Site Management during the running of the Site to provide acceptable Site presentation
- To provide an introduction for Site Management, Sales Advisers and Sub-contractors as to how the development shall be organised and managed
- To ensure that all relevant site procedures adhered to always

2.0 SITE WORKING HOURS

Construction Hours Monday to Friday 8.00am – 6.00pm/ Saturday 9.00am – 1.00pm

No Construction work on Sundays or Bank Holidays

Site Opening Times Monday to Friday 7.30am – 6.00pm/ Saturday 8.30am – 1.30pm

Not open on Sundays or Bank Holidays

2.1 PARKING OF VEHICLES OF SITE OPERATIVES AND VISITORS

The Site Compound will be located as shown on the Traffic Management Plan (see Appendix A).

This will consist of a Site Office, meeting room, canteen, drying room and toilets.

Site Operatives:

- Car parking for site personnel will be restricted to a parking area adjacent to the compound, or as directed by Cora's Site Manager. The parking area will be in an area so that it does not conflict with other construction activities within the site.
- Access to the construction site by visitors will be strictly controlled and overseen by the Site Manager.
- Any visitors to the construction area will always be accompanied by the site manager as noted above.
- All site personnel will be instructed regarding access and specified restrictions and any visitors shall be asked to report to the Site Manager upon arrival. A notice board will be erected at the site entrance and will include details for the appointed site/project manager.

3.0 LOADING AND UNLOADING OF PLANT AND MATERIALS AND STORAGE ON SITE

Deliveries to site will be restricted between the hours of 9.15am-3.15am (Mon to Fri) , 9.00am-1.00pm (Saturday) , a 'just in time' approach will be adopted for the delivery of plant and materials to ensure that there is no unnecessary storage on site. Again, no working on Sundays, Bank or Public holidays.

Care should be taken to ensure that materials are called off and delivered to coincide with the relevant stage of construction. They should be tidily stacked in the designated area.

The appointed Site Manager shall be responsible for the unloading, checking, protecting and handling of all Cora materials delivered to site are checked on arrival to site and that the necessary recording is carried out.

The Site Manager shall ensure that materials are unloaded and loaded within designated areas, or within the specific dwelling plot they are intended for should materials be needed immediately – and that the materials are properly protected and secure.

- Bricks, blocks, tiles and lintels shall be offloaded and stacked in neat piles above ground level on pallets on levelled ground and covered. They shall be positioned off the main estate roads and footpaths and either adjacent to the appropriate Plots or in the front gardens
- Trusses, when delivered these shall be unloaded directly into position. Where this is not possible, they should be stored in accordance with the Supplier's recommendations adjacent to the property in a properly constructed rack attached to the scaffolding

- All other timber and joinery materials including stairs, flooring, second fix and insulation is to be stored under cover, or within the dwelling
- Plasterboard delivered to site shall be loaded into the unit within 24 hours
- Kitchen units, Kitchen equipment and sanitary ware shall only be stored in specifically provided secure and watertight containers on site or within a weather-tight and lockable dwelling
- Roof and vertical tiles are to be offloaded onto the front gardens of the individual Plots and stacked in a neat and tidy manner and are to be loaded onto the roof for which they are intended within 48 hours of delivery
- Bulk storage of topsoil shall be restricted to rear gardens as agreed with the Building and Project Managers. Sufficient topsoil shall be retained on each plot to allow the front of each unit to be finished and graded following completion of superstructure works

Signage will be placed in appropriate locations on the surrounding roads leading to the site to direct construction traffic.

All contractors and sub-contractors will be instructed of the route to follow to access the site before delivery of materials are made. Offloading and loading of materials will be undertaken within the permitted working hours, as set out above, unless otherwise agreed in writing with the Local Planning Authority. Please see Appendix B for Construction Traffic and Delivery Route

4.0 ERECTION AND MAINTENANCE OF SECURITY HOARDING, INCLUDING DECORATIVE DISPLAYS AND FACILITIES FOR PUBLIC VIEWING, WHERE APPROPRIATE

Specified boundary, screening and tree protection fencing will be erected upon commencement on site as required.

All site boundary fencing is to be erected immediately to the areas shown on the Site Layout.

Cora Boards and Flagpoles will be erected in positions TBC.

Cora Boards and signage will be used to direct visitors directly to the sales complex and the visitor's car park.

5.0 MEASURES TO CONTROL THE EMISSION OF DUST AND DIRT DURING CONSTRUCTION

The Site Manager will always maintain a high standard of presentation, cleanliness and general tidiness throughout the Site. As part of this, the following general control measures will be adhered to throughout the construction process:

- Weather reports will be monitored to ensure appropriate dust suppression or road cleaning is available when required.
- Sweepers to be employed to clean site roads weekly (or when operations dictate) and any large debris to be cleared immediately by a labourer.
- Only designated routes are to be used by construction vehicles and site directions to be provided to supplier and sub-contractor vehicles upon arrival to site. See appended plan.
- Easily cleaned hard standing areas to be provided for vehicles entering and exiting the site.
- Haul roads and hard standing to be maintained by regular brushing and water spraying daily or when operations dictate.
- All vehicles carrying soil and other dusty materials to be fully sheeted before entering and leaving the site.
- Enforce site speed limits to 5 Mph.
- The Site Manager will be responsible for ensuring that each trade leaves units under construction clean and tidy at the end of each working day and should include the

restacking and protection of materials within the designated areas.

WHEEL WASHING

To minimise the deposits of mud and debris on to the highway, we will be installing a wheel wash area near the site compound entrance which will be in the form of a jet wash together with brush. We will also be employing a road sweep facility (when necessary) for cleanliness and safety of the main roads within the development and off-site Highway along Beech Drive. Wheel Washing will be used during construction times, Monday to Friday 8.00am – 6.00pm/Saturday 9.00am – 1.00pm. Wheel Washing position details on the Traffic Management Plan.

SMOKE PREVENTION / BURNING OF WASTE

It is strictly against Cora policy to burn any waste on-site during the construction phase of the development. Any event where the burning of construction material takes place will be investigated by the construction/site team and dealt with accordingly.

NOISE

Noise will be kept to a minimum during the construction working hours, however there may be times when heavy machinery is used to carry out abnormal works. We will be in contact with the local residents/businesses and will offer an open-door policy should any complaints be raised.

Noise and vibration will be kept to a minimum by methods of work that we will endeavour to conform where required with the 'Code of Practice for Noise and Vibration Control on Construction and Open Sites' (See BS 5228 Parts 2 and 4, and EC and UK Noise Legislation, as applicable).

PILING TECHNIQUES

BS5228: 2009+A1: 2014 and The London Authorities Noise Action Forum (LANAF) will be used to develop the controls required for this site. Further to this, BS5228: 2009+A1: 2014 for vibration levels of 1mm/s will be aimed for and maintained during works taking place.

Prior to mobilising any construction equipment to site, we would recommend carrying out environmental monitoring of with vibration and noise for the site, to find the base line for the surrounding site / area from any other works / transport / industrial / commercial factories etc prior to you site works commencing.

Before any piling plant is mobilised to site, we would carry out predicted vibration calculations based on BS5228 and CIRIA 142 based on distances from the closest pile locations to the receptor, these calculations would also form part of site-specific RAMS. We would propose to carry out full time vibration monitoring with alarm system set to a limit below the asset / receptor providers threshold for permitted vibration from piling works.

Dependent on the planning issues, pre-boring of some or all pile locations within the plots of a specific distance of any easement zone and utilising open-ended driven tubular steel piles to further mitigate the vibration levels from pile installations.

Dependent on the vibration calculations and operational constraints on site, further control measures could be undertaken prior to any piling plant mobilising to site or piles are installed in specific plots – deep slip trench dug and barriered off, between edge of the plot specific working platform and on the outside edge of the easement zone to further mitigate the transfer of vibration through ground.

6.0 A SCHEME FOR RECYCLING/DISPOSING OF WASTE RESULTING FROM DEMOLITION AND CONSTRUCTION WORKS

A waste segregation policy will be adhered to separate recyclable and non-recyclable waste.

Rubbish skips shall be provided to maintain the site in a neat and tidy state. When full, they shall be removed and replaced with empty skips.

Wherever possible, full skips to be removed at the end of the working week and redelivered on Mondays. If this is not possible then partly full skips to be covered and secured with tarpaulin.

Rubbish skips shall be positioned to meet the following objectives: -

- Be located away from the View Home and Visitor's car parking area
- Be available on dismantling of scaffolding for each unit, for the immediate removal of builder's debris
- Be available on completion of dry lining for recycle purposes
- Be available for completion of second fix trades, at which time the units will be thoroughly cleaned, with all builder's debris removed prior to decoration commencing

7.0 MANAGEMENT OF SURFACE WATER ON SITE DURING CONSTRUCTION (in line with BS8582:2003 – Code of Practice for Surface Water Management for Development Sites)

It is likely that during periods of heavy or prolonged rainfall natural run off will follow the topography of the land.

To deal with the surface water runoff from the construction site, the drainage and road network will be the first site operation to take place. This will ensure that the foul & surface water drainage network is provided to the proposed outfall/s and surface water drains appropriately into the relevant SuDS components and drainage network. This will ensure that once each property is constructed and connected to the drainage system, the associated surface water can discharge into the new network thus reducing surface water on the site. The SuDS systems and below mitigation has been designed with the silt laden surface water runoff in mind, so that the silt does not clog the infiltration systems or build up in storage systems leading to potential pollution of nearby waters. The proposed drainage networks also benefit from STW technical approval and will be adopted by them post-construction. As part of the adoption process, STW require networks to be fully jetted and cleaned as well as undergoing CCTV surveys to ensure they are clear and in good working order. This occurs immediately post construction and allows them to be placed onto a 12-month maintenance period, ensuring they are working to full intended capacity.

Please also see Report ADC1092-RP-P (Surface Water Drainage Strategy Report) for further details.

Measures will be taken to ensure that no contaminated surface water or other liquids or solids, which could cause harm to the environment, are deposited onto the land or enabled to pass over the land. During construction the implementation of a slip trench will be used to capture and filter water to remove solids that may arise through the build phase. This is an approved method of surface water management to be used as per section 23. This will be managed by the site manager and will be replaced when required and disposed of.

Moreover, to ensure surface water runoff replicates existing site conditions the following measures will be implemented:

- Soil should not be stripped up to the edge of any watercourse, stream, or drainage ditch to prevent loose soil and silt being washed into the watercourse. This will prevent silt-up and pollution of downstream watercourses.
- Vegetation and topsoil should be stripped in sequence, only clearing the areas that are to be worked in the short term. This will minimise the amount of exposed ground and stockpiles of soil on the site. This in turn will reduce the quantity of silty water to deal with.

Additional mitigation (not applicable to stockpiles built and removed within 24 hours):

- Soil stockpiles must be located at minimum 10 metres from any ditch, stream, swale water conveyance system, pond etc. This buffer zone measurement is from the edge of the protected area nearest the stockpile, to the outer edge of the stockpile.
- Stockpiles not to be located within designated floodways or overland flow paths.
- The natural angle of repose of the piled soil material is to be designed into the height and slope of the stockpile, preventing potential sloughing of the slope.
- The stockpile should not be built within the drip line, or over the root crown of adjacent trees.

In the event of a Met Office Warning or where emergency/additional measures of management are required, please see the following actions.

Yellow Warning:

- The weather forecast will be monitored daily using a 5-day weather look ahead to plan site activities.
- Watercourses and drains to be inspected visually by the site supervisor daily and/or during any operation which could affect the watercourse/sewer network. Where required, briefings should be provided to site operatives.
- Surface water run-off from each stockpile to be monitored daily. Additional straw bales to be provided at the base of the stockpiles should the level of surface water run-off be deemed a risk to sensitive receptors.
- The level of surface water present in excavations should be monitored daily. Additional straw bales to be provided at the base of excavations if the level of surface water run-off is deemed a risk to sensitive receptors.
- Where necessary, a suitably sized bung or flow reducing plate to be fitted within the outlet headwalls of attenuation ponds in order to prevent the flow of water with an unacceptably high level of suspended solids into the system. The silted water should then be retained within the attenuation basin until the silt settles acceptably. At this point the additional bung/flow restrictor can be removed for water to discharge as normal.
- Straw bales and suitably sized bungs/flow reducing plates should be readily available on-site to promptly implement measures where necessary.
- If the decision is made that a spillage/silt incident is larger than can be controlled using the provisions for spill containment, the appointed Cora Homes staff member should be contacted for advice and where necessary the appropriate environmental consultant will be contacted in to enable the appropriate control response.
- Where necessary, use of ground protection mats to prevent vehicles churning up the ground and creating trenches where rainwater might pool and stagnate.
- Move any chemicals that could be contaminated by surface water flooding to a safe and dry

area.

Amber Warning:

- Actions to be taken as above.
- Minimise vehicle use/access on site if necessary.
- Should site flooding seem imminent, shut off electrical supply and, if safe to do so, turn off the gas supply. Move vehicles and generators to higher ground if possible.

Red Warning

- Actions to be taken as above.
- Works to cease if extreme weather occurs, including activities which may enhance surface water run-off. This will reduce the potential for a pollution incident to occur as well as potential health and safety risks to staff.

The appointed site manager will be responsible for ensuring the Construction Method Statement and actions relating to surface water management are adhered to during construction. The site manager will also be signed up to receive Met Office weather warnings so that the appropriate actions as above can be taken. The lead contact for this will be the Construction Director who will oversee the Site Manager. Contact details at the base of this document to be redacted for public view.

8.0 NATURAL ENVIRONMENT – ECOLOGY & TREE PROTECTION

As part of the site management responsibilities, the site manager will undertake daily site walks which will include the inspection of existing trees, hedges, perimeter boundaries, existing watercourses etc to ensure that no damage has occurred during site activities.

In the unlikely event that it does, the item/s will be reported immediately to the Cora Management Team, the relevant issues logged, and immediate action taken.

The site will also adhere to the full recommendations of the relevant ecological and biodiversity reports contacting the relevant author/s if any clarification or further advice is required.

9.0 IMPLEMENTATION OF THE CONSTRUCTION METHOD STATEMENT

Cora's appointed Site Manager will be responsible for the implementation and monitoring of this Construction Environment and Traffic Management Plan for the duration of the contract.

The Site Manager will convene a Co-ordination meeting with all Service Authorities to discuss Programme, Health and Safety and Site Tidiness requirements and all contractors and sub-contractors will be given instructions upon appointment, which will include a copy of the Construction Environment and Traffic Management Plan.

Any issues that are highlighted will be reported at a monthly site meeting that will be attended by Cora's Site Manager and representatives of all contractors, sub-contractors and the supply and service companies will be invited to attend as require Preliminary site preparation works required to be carried out on mobilisation on site shall be completed as soon as possible.

10.0 SURFACE WATER MAINTENANCE PLAN

The piped surface water drainage system beneath the adopted road will be offered to Severn Trent Water Ltd for adoption under a s104 agreement. The s104 will exclude the proposed retention basin (an online attenuation feature), which is to be maintained by a Management Company.

Inspection of drainage elements will be required regularly in order to assess their performance and to schedule any required maintenance and will consist of routine inspections and engineering inspections. Routine inspections will assess the need for maintenance and note concerns with functionality of the drainage system. Engineering inspections will assess engineering aspects of the drainage network which are not likely to be picked up during routine inspections, including concrete deterioration and pipe blockages.

Maintenance Schedules

For the detention basin (to be maintained by the Management Company), the following maintenance schedule will be delivered as per the Surface Water Drainage Strategy Report.

Operation and maintenance requirements for detention basins		
Maintenance schedule	Required action	Typical frequency
Regular maintenance	Remove litter and debris	Monthly
	Cut grass – for spillways and access routes	Monthly (during growing season), or as required
	Cut grass – meadow grass in and around basin.	Half yearly (spring before nesting season, and autumn)
	Manage other vegetation and remove nuisance plants	Monthly (at start, then as required)
	Inspect inlets, outlets, and overflows for blockages, and clear if required	Monthly
	Inspect banksides, structures, pipework etc for evidence of physical damage	Monthly
	Inspect inlets and facility surface for silt accumulation. Establish appropriate silt removal frequencies	Monthly (for first year), then annually or as required
	Check any penstocks and other mechanical devices	Annually
	Tidy all dead growth before start of growing season	Annually
	Remove sediment from inlets, outlet and forebay	Annually (or as required)
	Manage wetland plants in outlet pool –where provided	Annually (as set out in CIRIA SuDs guidance)
Occasional maintenance	Reseed areas of poor vegetation growth	As required
	Prune and trim ant trees and remove cuttings	Every 2 years, or as required
	Remove sediment from inlets, outlets, forebay and main basin when required	Every 5 years, or as required (likely to be minimal requirements where effective upstream source control is provided)
Remedial action	Repair erosion or other damage by reseedling or re-turfing	As required
	Realignment of riprap	As required
	Repair/ rehabilitation of inlets, outlets, and overflows	As required
	Relevel uneven surfaces and reinstate design levels	As required
source: CIRIA SuDs Manual (C753) (2015) Part D. Chapter 22, pg. 483		

For the flow control device (to be maintained by the Management Company), the following maintenance programme will be delivered as per the Surface Water Drainage Strategy Report.

Drainage Component	Maintenance Task	Frequency
Drainage Network	Inspect for blockages to ensure network is free running	Every 3 months and after any significant storm event
Surface water gullies/ Linear drainage features	Inspect for blockages and ensure that the drainage feature is free running Jet or vacuum as appropriate	Every 3 months and after any significant storm event
Catchpits	Inspect for and remove silt	Every 6 months and after any significant storm event
Discharge Control	Inspect for blockage and correct operation	Every 3 months and after any significant storm event
source: CIRIA SuDs Manual (C753) (2015) Part D. Chapter 28		

For the outfall pipe and drainage ditch (to be maintained by the Management Company), the following maintenance programme will be delivered as per the Surface Water Drainage Strategy Report.

Drainage Component	Maintenance Task	Frequency
Outfall pipe	Regular maintenance and monitoring to ensure sufficient operation.	Annually or as required
Drainage ditch	Monitoring of watercourse levels	Frequently post development then as required/after any storm event
source: CIRIA SuDs Manual (C753) (2015) Part D. Chapter 28		

Where sediment build up is removed as part of the above processes, care will be taken in order to not remobilise these and flush them into the watercourse.

Contact Details:

Steve Keenan – Construction Director

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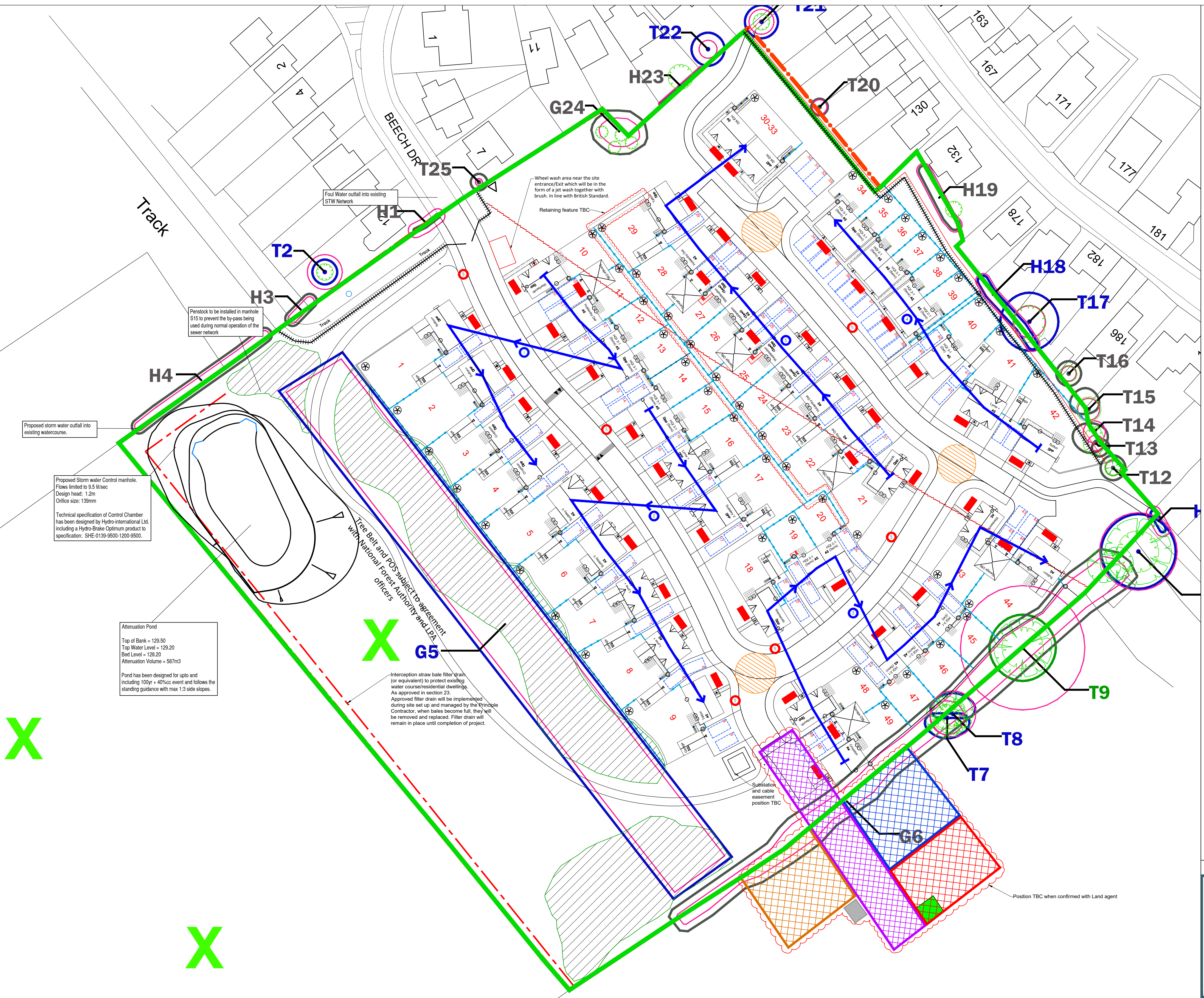
Appendix A

Traffic Management Plan

Measures to Control Dust and Dirt during Construction:

The Site Manager will always maintain a high standard of presentation, cleanliness and general tidiness throughout the Site. As part of this, the following general control measures will be adhered to throughout the construction process:

- Weather reports will be monitored to ensure appropriate dust suppression or road cleaning is available when required
- Sweepers to be employed to clean site roads weekly (or when operations dictate) and any large debris to be cleared immediately by a labourer
- Highway Roads will be monitored by the Site Manager and, when required, a Road sweeper will be deployed on Highway Roads.
- Stockpiles of materials will be damped down and suitably treated to prevent the emission of dust from materials. Stockpiles will be strategically located to minimise dust generation and kept to a minimum height where possible.
- Appropriate equipment will be fitted or used in conjunction with suitable dust suppression techniques.
- Drop heights from conveyors, loading shovels, hoppers and other equipment will be kept to a minimum wherever possible.
- Only designated routes are to be used by construction vehicles and site directions to be provided to supplier and sub-contractor vehicles upon arrival to site. See appended plan
- Easily cleaned hard standing areas to be provided for vehicles entering and exiting the site
- Haul roads and hard standing to be maintained by regular brushing and water spraying daily or when operations dictate
- Skips and all vehicles carrying soil and other dusty materials to be fully sheeted before entering and leaving the site
- Enforce site speed limits to 5 Mph



KEY:

Traffic Management - what you need to do
The following actions will help keep pedestrians and vehicles apart:

- Entrances and exits - provide separate entry and exit gateways for pedestrians and vehicles;
- Walkways - provide firm, level, well-drained pedestrian walkways that take a direct route where possible;
- Crossings - where walkways cross roadways, provide a clearly signed and lit crossing point where drivers and pedestrians can see each other clearly;
- Visibility - make sure drivers driving out onto public roads can see both ways along the footway before they move on to it;
- Obstructions - do not block walkways so that pedestrians have to step onto the vehicle route; and
- Barriers - think about installing a barrier between the roadway and walkway.

To limit the number of vehicles on site:

- provide car and van parking for the workforce and visitors away from the work area;
- control entry to the work area; and
- plan storage areas so that delivery vehicles do not have to cross the site.

One-way systems can reduce the risk from reversing vehicles, especially in storage areas. A turning circle could be installed so that vehicles can turn without reversing.
Make sure that all drivers and pedestrians know and understand the routes and traffic rules on site. Use standard road signs where appropriate
Provide induction training for drivers, workers and visitors

TRAFFIC MANAGEMENT KEY:

- SITE COMPOUND & WELFARE
- CAR PARK
- FIRE ASSEMBLY POINT
- EXISTING EASEMENT/UTILITIES
- MATERIAL STORE
- TEMP HAUL ROAD
- TURNING CIRCLE (10m Diameter)
- SALES COMPLEX
- TREE/ROOT PROTECTION (to be added once agreed/approved)
- REFLECTIVE FENCING (to be added once agreed/approved)
- SPEED LIMIT 5 mph
- CONSTRUCTION PHASE
- LOADING BAY (Approx 3.5x1.6m - TBC)
- PALLET and/or HARDCORE STORAGE BAY (Approx 4.5x3.5m - TBC)

TO BE UPDATED BY SITE MANAGER:

- SITE SAFETY INFORMATION BOARD
- NO ENTRY
- CROSSING POINTS
- CONSTRUCTION PEDESTRIAN ACCESS
- PUBLIC PEDESTRIAN ACCESS
- HERRAS FENCING
- DELIVERY VEHICLE UNLOAD AREA
- TWO WAY TRAFFIC FLOW
- ONE WAY TRAFFIC FLOW
- SURFACE WATER INFILTRATION
- PROPOSED SOIL / SUBSTRATE STORAGE LOCATIONS

X

X

Proposed Storm water Control manhole.
Flows limited to 9.5 ltr/sec
Design head: 1.2m
Orifice size: 139mm
Technical specification of Control Chamber has been designed by Hydro-International Ltd. including a Hydro-Brake Optimum product to specification: SHE-0139-9500-1200-9500.

Attenuation Pond
Top of Bank = 129.50
Top Water Level = 129.20
Bed Level = 128.20
Attenuation Volume = 587m3
Pond has been designed for upto and including 100yr + 40% event and follows the standing guidance with max 1:3 side slopes.

Interception straw bale filter 'train' (or equivalent) to protect existing water course/residential dwellings. As approved in section 23. Approved filter drain will be implemented during site set up and managed by the Principle Contractor, when bales become full, they will be removed and replaced. Filter drain will remain in place until completion of project.

X
G5
Tree Belt and POS subject to agreement with National Forest officers

Substation and cable easement position TBC

Position TBC when confirmed with Land agent

C	Soil/substrate storage locations added	22.04.24
B	Amended as per planning comments	30.11.23
A	First Issue	25.10.23

Rev.	Description	Date
Development		
Beech Drive Thornton		
Drawing Title		
Traffic Management Plan Planning		
Date	Scale	Drawn
08/11/22	1:500 @A1	JS
Dwg. Ref.	Rev.	
02419 - 004P	C	

Creating Amazing Places

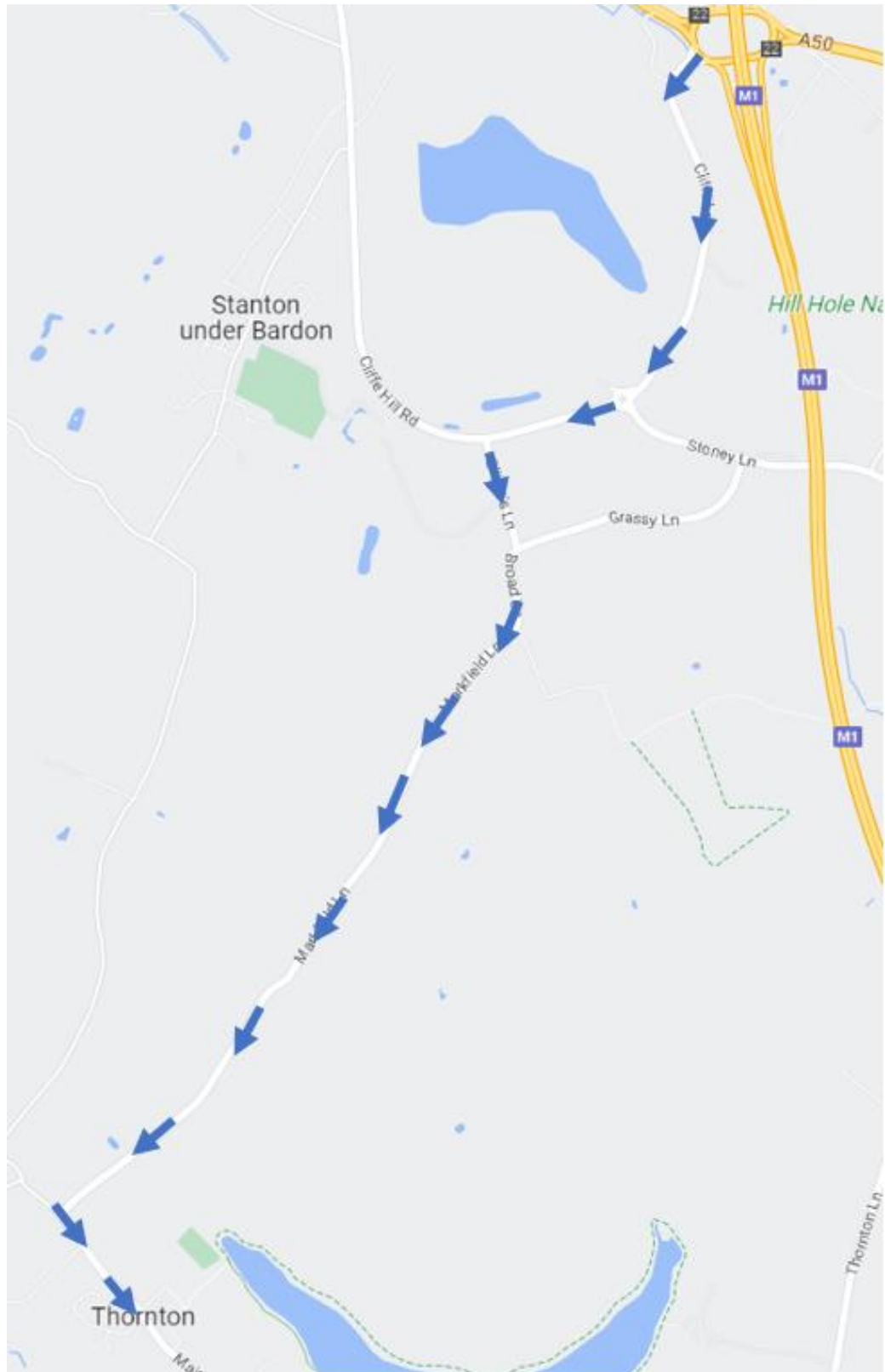
Grovelands Business Park
West Haddon Road, East Haddon,
Northamptonshire NN6 8FB

Appendix B

Delivery Route 1

Construction Traffic and Delivery Route Plan

Page 1

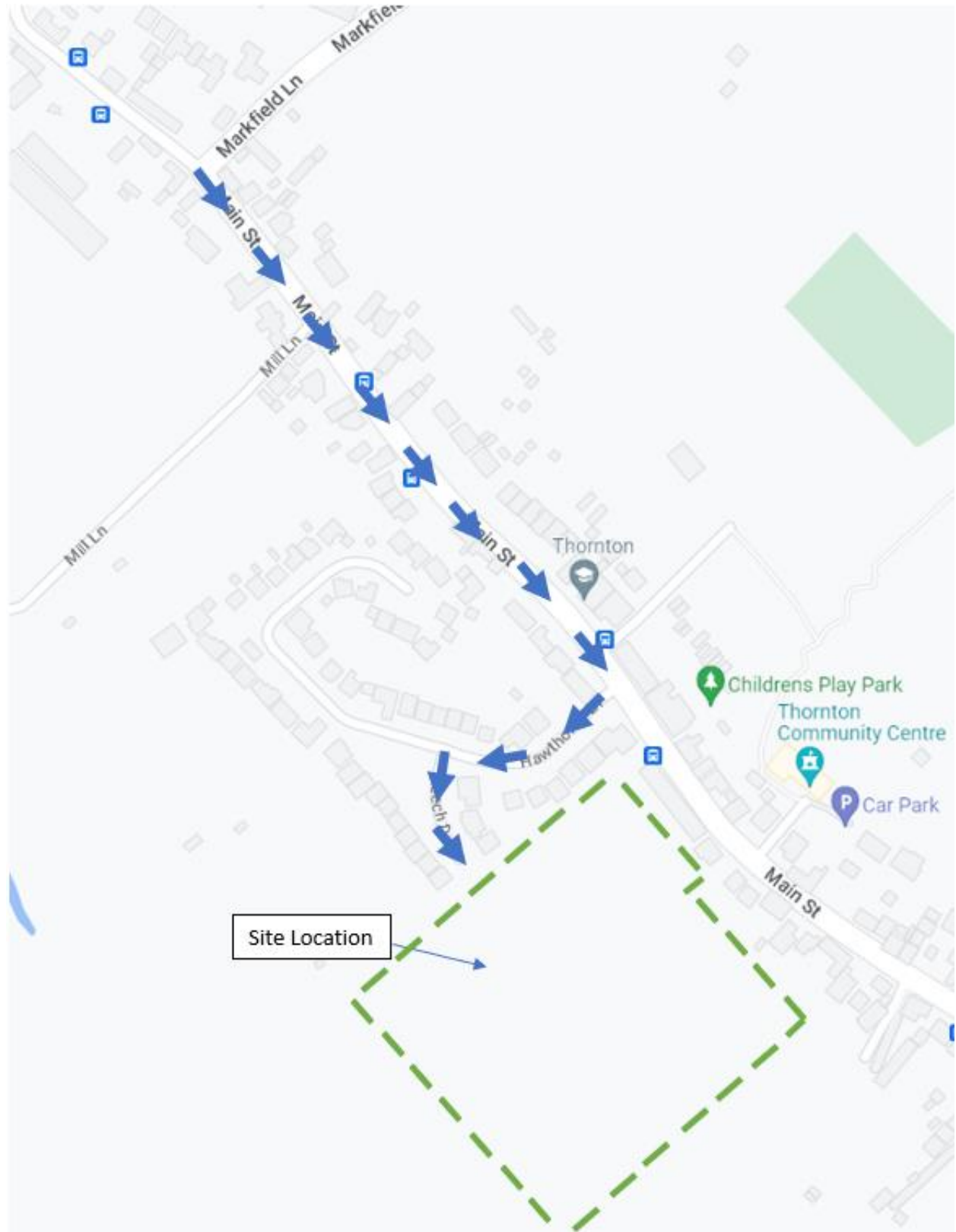


Access via Markfield Lane

Turn onto main street and follow onto Beech Drive

Construction Traffic and Delivery Route Plan

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Access via Beech Drive