SUNDERLAND PEACOCK ARCHITECTS

CONSTRUCTION METHOD STATEMENT

For the proposed erection of 1No. pair of semi-detached two storey dwellings with off street parking, shared access and private garden areas on land at No. 78 Riverside, Low Moor, Clitheroe BB7 2NS

(Planning App. 3/2015/0183 – Condition No. 5)

Proposed sequence of works

a) To erect temporary metal Heras type fencing and gates to secure the site
b) To prepare the site including reduction of ground levels and removal of spoil from site using licensed skips, or wagons / trailers to licenced tips
c) To lay Teram ground membrane and layers of compacted clean hardcore – to provide a robust clean hard standings for all vehicle/ plant/ material storage and turning areas - to ensure clean working on site and avoid dirt being taken out of the site on to the road
d) The hardcore surfaced off-loading area is to be kept clean reducing the risk of mud being tracked out onto the public highway and that a person would be dedicated to checking and cleaning vehicles before departing site and road cleaning/sweeping when necessary.
e) To excavate for foundations – ensuring all spoil is promptly removed from site cleanly, and also not stock piled to limit space on site
f) To pour concrete foundation – limited plant/ materials on site at this time and plenty of space for the concrete wagon to reverse on to the hardstanding on site and pour, leaving in forward gear.

g) To erect external walls up to damp proof course and preparation of ground floor structure – delivery of concrete blocks/ bricks and insulation products required, and limited site personnel (builders) on site to build
h) Pouring of concrete floor slabs – concrete wagon required
i) Erection of external and internal masonry walls up to first floor level and scaffolding erected – further deliveries of block/ insulation to site, and just builders on site only
j) Construction of timber first floors – delivery of timber floor joists and chipboard decking – joiners on site
k) Scaffolding extended and walls built up to wall plate – builders on site
l) Roofing – installing felt, battens, slate and rainwater goods – roofers on site – limited delivery of materials brought to site in vans
m) External windows installed – delivered to site and installed by suppliers – no stock piling.
n) Dismantling scaffolding
o) Traffic management system put into place by statutory authorities and incoming mains services installed and drains connected into mains sewer.
p) Drainage completed on site and all spoil by builder and spoil promptly removed from site cleanly by skip/ wagon/ trailer
q) First fix joinery, electrical and mechanical building services installed – materials brought to site cleanly in vans
r) Plastering work to commence once first fix joinery and services complete. Plaster boards brought to site by plaster in van and plaster mixed on site
s) Second fix joinery – doors, skirtings etc brought to site by the joiner as and when required
t) Decorating – materials and trades working from vans
u) Second fix electrical and mechanical services to be completed
v) External bin stores, fences and external works completed by the builder and joiner
w) Site clearance and removal of temporary fences and contractors welfare facilities
x) Internal and external clean and snagging ready for handover

It is important to note that whilst this is a relatively compact site, there is sufficient space for the development to be undertaken whilst being mindful and respectful of the amenity of local residents in terms of noise and disturbance. The above sequence of works highlights the main trades who will be attending site and deliveries required at various key stages during the build.

1. The Parking of vehicles of site operatives and visitors
   The key to the smooth and effective running of the works will be careful pre-planning of the contractor's site foreman/ manager who will review activities in hand and forthcoming, and to ensure only essential personnel/ trades are on site. Visitors to site and other non-essential trades are to use local surrounding public car parks, or public transport, to avoid parking issues and to unnecessary vehicles being the site and restricting operations.

   The sequence of works on site is relatively straightforward and linear in terms of one activity needing to be completed before another begins. This will avoid numerous trades being on site at any one time and minimise the demand for onsite parking.

2. Loading and unloading of plant and materials
   Material deliveries are to be planned to avoid peak traffic levels and ideally are to be arranged either first thing in the morning and completed in time for the start of the traffic. The contractor is also to ensure that trades properly plan what materials and tools are required for each day and give priority to those trades parking on site, and to avoid stock piling on site and limiting space for other tasks etc.

3. The storage of plant and materials used in constructing the development
   An area has been designated for storage of plant and materials during initial stages of the build, without compromising space for onsite parking and turning. The contractor is to plan ahead to ensure only plant and materials required for ongoing or pending activities are kept on site in designated areas,

and is to encourage trades to take away their own tools and surplus materials off site, each day to avoid restricting space.

The sequence of work above shows that larger plant / vehicles will only visit site at certain stages during the build, such as during excavations and when concrete is being poured. The contractor is to carefully plan this work to ensure that any traffic movements to and from the site are well spaced apart, and avoid busy traffic times.

4. The erection and maintenance of security hoarding
   A separate 2M high security fence would be erected to reinforce security measures.

5. Wheel cleaning
   The contractor is to provide an operative dedicated to checking and cleaning vehicles before departing site and road cleaning/sweeping when necessary.

6. Measures to control emission of dust and dirt during construction and demolition
   The proposed development does not involve any specific demolition works, other than ground excavations.

   One of the first tasks for the contractor (as detailed in the above sequence of works) is to form a well consolidate hardcore hardstanding. This will involve use of clean hardcore and this will avoid unnecessary emissions of dust and avoid dirt from being carried off site.

   The construction of the new dwellings should be a relatively clean process and concrete for foundations and slab construction will be pre-mixed and ready to pour on delivery.

Mixing of mortar will be carried out on site and this will be done well away from the main road and in a well screened space, sheltered from prevailing winds to avoid cement dust and sand emissions.

All Contractors will ensure that the site is kept tidy. Any skips are to be located so that they do not cause nuisance to neighbours.
All waste will be kept in suitable containers and will be disposed of according to the Control of Pollution Act and Special Waste Regulations.

The location of the site and the planned construction activities do not give rise to a serious risk to air quality. However, the contractor is to take measures to minimise the presence of airborne dust during which will include the following:

- Design controls for construction equipment and vehicles, and appropriately designed vehicles are to be used for materials handling
- The site is to be regularly inspected and site boundaries checked for duct deposits and removed as necessary. In addition local roads are to be checked and cleaned when necessary
- There is no burning of materials on site.

7. The highway routeing of plant and material deliveries to and from the site
All plant and materials deliveries to and from the site will be through Low Moor from Edisford Road (as existing). It is likely that the contractor will use local suppliers for plant and material deliveries, which would include companies such as Eric Dugdale / Travis Perkins coming either from Chatburn and Clitheroe using main roads that are suitable and can easily accommodate the type and frequency of delivery vehicles for what is considered a relatively small development.

8. Measures to limit noise disturbance during construction and demolition
   There will not be any noise disturbances associated with demolitions, which is usually the main operation which causes peak noise levels with peckering drills etc. The main generator of noise is likely to be the use of a digger required to reduce ground levels and excavate for foundations and removal of spoil from site, but this will be completed within a relatively short period of days at the outset.

   The new foundations will be strip footings and no noise or vibrations will be generated by operations such as piling.

   The proposed buildings will be constructed of traditional masonry (concrete block, stone surrounds and rendered walls) and there will only be limited noise associated with any cuts required. This operation is relatively quiet in comparison with stone walls which can require extensive tooling of stone, particularly on random stone walls, which is not applicable on this development.

   In addition to the above, the contractor will comply with the following:
   - All statuary or other identified noise control limits. Works are restricted between the hours of 7am – 7pm Mon – Fri, 7am – 12.30pm Sat.
   - Where necessary, plant and equipment will be silenced, screened and/or enclosed in accordance with guidance of BS5228 and particularly noisy activities will be shielded by the erection of hoardings or screening.
   - No explosives are to be used on site
   - The use of radios on site is to be controlled so that it does not cause nuisance

9. A scheme for the recycling / disposing of materials/ waste resulting from demolition and construction
   The contractor is to order materials to suit the activity in hand and is not to over order to avoid unnecessary wastage and stock piling on site. The contractor it put a system into place with suppliers to be able to draw down materials as and when required to ensure minimal waste produced.

The contractor is to arrange for individual trades to cart away their own surplus materials which can be reused on other projects and are recyclable. The contractor is to take advantage of any suppliers who will take back any of their surplus materials for recycling. Any other waste materials left on site are to be separated into those which can be recycled (such as timber, insulation, bricks etc), from those which are not recyclable (such as plaster board etc).

The contractor is to provide suitable skips on site and is to implement good housekeeping to keep the site clean and tidy and for skips to be regularly checked and collected when full, to avoid any over spilling. Skips are to be collected and replacement skips delivered during the same visit to minimise traffic to and from the site, and not in busy traffic times.