

Construction Method Statement
On behalf of
Lodge Inns (Pendle) Ltd
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Mollington Grange
Parkgate Road
Mollington
Chester CH1 6NP

T: 01244 853000
F: 01244 853807

email: parkdesign@bratherton.co.uk
www.bratherton.co.uk

Introduction

Planning condition 13 on planning permission 3/2015/0426 requires:

“No phase of development shall take place until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:

1. The parking of vehicles of site operatives and visitors
2. The loading and unloading of plant and materials
3. The storage of plant and materials used in constructing the development
4. The erection and maintenance of security hoarding
5. Wheel washing facilities
6. Measures to control the emission of dust and dirt during construction
7. Measures to manage surface water and prevent pollution

Method Statement

1. The parking of vehicles of site operatives and visitors

Contractor parking and site cabins will be as shown on the accompanying plan No. 1339/1/11.

The site compound will be established to provide offices and welfare facilities for contractors and visitors. During construction, all personnel attending the site will report to the site office first and receive an induction regarding the works and expected behaviour on site.

2. Loading and unloading plant and materials

The supply chain will be clearly instructed regarding the agreed traffic route on site for all deliveries and the access/egress gate to be used. All deliveries will be unloaded on site under the supervision of a banksman.

Distribution of building materials around the site, and the initial unloading of vehicles will be carried out in the main by appropriate mechanical means chosen by the contractor to best suit the site.

3. Storage of plant and materials used in constructing the development

Areas for site cabins and facilities and temporary storage of bulk materials have been identified and will be kept free during construction for that purpose as shown on the accompanying plan 1339/1/11.

4. The erection and maintenance of security hoarding

Heras type 1.8m high temporary site fencing will be erected across the main entrance and as required elsewhere on any vulnerable unfenced boundaries to keep the site area secure and safe. All fencing and barriers will be regularly inspected and maintained by the site manager.

The fencing will ideally have a set of double gates to act as “in” and “out” for site traffic.

Signage affixed to the fence will include construction company name, PPE signage, warning signs when appropriate and signage indicating contact details in case of emergency.

5. Wheelwashing facilities

All construction vehicles will have visual inspection and where mud on vehicles arises from the site which may transfer to the highway, a wash down point with a jet wash will be installed on the existing concrete slab to be retained which is linked to the existing silt trap & interceptor near to the site exit point to minimise the risk of mud on the public highway. Drawing No. 1339/1/11 shows the location of the mobile jet wash.

Vehicles and the site will be monitored on a daily basis and if required appropriate road cleaning measures can be undertaken on a regular basis through use of an on-call road wash and sweeper wagon.

6. Measures to control the emission of dust and dirt during construction

The control of dust arising from the construction works will be controlled in a number of ways depending on the work source causing/providing the dust and the timing/stage at which the construction works are at.

Measures for the control of air-borne dust particles will be as follows:

Bulk excavations and loading of vehicles

In damp or wet conditions, little or no action will be required as the material will hold together, virtually eliminating any dust breakout from this operation.

In dry conditions, wetting down of the excavated material when being dug or loaded into the tipper wagons will be carried out with large hoses (circa 50mm) connected to either mains stand pipes or pumped water bowsers.

Supervision by way of a banksman will be employed during such operations.

Vehicles will also be covered when leaving site to control any dust “blow off” from the vehicle whilst the material is being transported to landfill.

Tipping of Bulk Aggregates:

Delivery vehicles will be fully sheeted to eliminate any “blow off” of material. Dry and dusty material will be wet down prior and during discharge from the vehicle, supervised by banksman.

No burning of any material shall take place anywhere on site.

7. Measures to manage surface water and prevent pollution

Fuel Storage and re-fuelling

- All fuel storage will be contained within a self bunding fuel storage tank within an area of the site away from the traffic routes.
- The fuel tank will be protected from collision using barriers to the full perimeter of the re-fuelling area no closer than 600mm from the fuel tank.
- A spill kit will be located within close proximity of the re-fuelling area along with relevant signage.
- Fuel deliveries will be fully supervised to ensure the efficient execution of the fuel delivery is carried out and all deliveries will be using approved tank vehicles.
- Surface and ground water protection measures to meet Environment Agency regulations

No material or waste will be disposed of to the drainage system. As a further precautionary measure temporary silt and oil traps shall be fitted to the surface water drainage and retained until such time as permanent silt/oil interceptors are installed as part of the main construction works.

Additional matters

Hours of work during construction will be daily from dawn to dusk.

It is anticipated that the construction period would be approximately 30 weeks.