

1. Introduction

This statement is made to discharge the terms of condition no. 8 of planning approval ref : 3/2018/0296, granted planning permission on 18 June 2018. The condition states:

No development shall take place, including any works of demolition, 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:

- i) the parking of vehicles of site operatives and visitors;
- li) the loading and unloading of plant and materials;
- lii) the storage of plant and materials used in constricting the development;
- iv) the erection and maintenance of security hoarding;
- v) wheel washing facilities;
- vi) measures to control the emission of dust and dirt during constriction;
- vii) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- viii) details of working hours;
- ix) routing of delivery vehicles to/from the site.

The reason stated for the imposition of the condition is to protect residents from noise and disturbance and to ensure the safe operation of the highway during the construction phase of the development.

Accordingly, this statement is arranged in the same order of paragraphs as those of the condition to enable direct comparison of the matters concerned.

2. The parking of vehicles of site operatives and visitors.

The attached plan shows the positioning within the site of the parking areas for staff and visitors and that for construction traffic vehicles. The visitor and construction traffic areas will be controlled on an appointment basis only, to avoid on site congestion. The areas will be well sign posted so that pedestrian and vehicles can move around the site safely and vehicle movements are kept to a minimum.

3. The loading and unloading of plant and materials

The loading and unloading are is within the site compound as shown on the plan attached at document 1. The key measures for managing the loading and unloading of plant and materials will be as managed by :

- vehicles removing or delivering material should have their loads effectively sheeted.
- Any fine powder material should be in closed vehicles.
- Times of lorry movements should be restricted to between 8.00am and 6.00pm
- contractors to give at least 48hrs notice of deliveries to avoid a conflict of deliveries and to ensure traffic flow at all times.
- Vehicles to pull onto the site for unloading whenever possible.
- Liaise with any other construction site on this road.

In addition, the following key traffic measures will be used :

- keeping pedestrians and vehicles apart including on site and when vehicles enter and exit the workplace
- minimising vehicle movements
- eliminating reversing vehicles or minimising the related risks
- ensuring vehicles and pedestrians are visible to each other
- using traffic signs, and
- developing and implementing a traffic management plan.

4. The storage of plant and materials used in constructing the development

These will be stored in the compound area identified on the plan attached. Storage facilities will adopt the following principles :

- **Storage areas** - designate storage areas for plant, materials, waste, flammable substances eg foam plastics, flammable liquids and gases such as propane and hazardous substances eg pesticides and timber treatment chemicals;
- **Pedestrian routes** – do not allow storage to ‘spread’ in an uncontrolled manner on to footpaths and other walkways. Do not store materials where they obstruct access routes or where they could interfere with emergency escape;
- **Flammable materials** - will usually need to be stored away from other materials and protected from accidental ignition;
- **Storage at height** - if materials are stored at height eg on top of a container, make sure necessary guard rails are in place if people could fall when stacking or collecting materials or equipment;
- **Tidyness** - keep all storage areas tidy, whether in the main compound or on the site itself; and
- **Deliveries** - plan deliveries to keep the amount of materials on site to a minimum.

5. The erection and maintenance of security hoarding

Security fencing will be installed around the site compound area and along the site perimeter. This will be a minimum of 1.8 metres in height and as a minimum shall enclose the compound area with suitable secure gates. It should comply with all Quality Management obligations and requirements.

- it should be of a suitable height to deter entry
- it should be difficult to climb
- it should be difficult to gain access underneath
- it should be stable and able to withstand anticipated wind loads
- any gates and joints in the fence should be securely connected to prevent someone from finding a weak point for entry.

6. Wheel Washing Facilities

A wheel cleaning procedure will be used in order to mitigate the amount of mud that

could potentially be deposited on the highways by vehicles exiting the construction site. An area close to the site exit will be utilised for wheel washing prior to vehicles leaving site. A power washer will be used to wash off any mud from the vehicle's wheels, with excess mud / slurry being collected and disposed of. It is anticipated that this will only be required during the initial weeks of the development when the existing ground is removed and the footings for the new buildings are constructed. However, the wheel wash station will remain on site until the development is complete. The proposed wheel cleaning procedure will consist of:

1. An area will be constructed on a level section of road at the entrance to the development site itself to allow vehicles to be washed down prior to leaving the site.
2. A manual cleaning system is to be put in place where as all traffic leaving the site are to have their wheels cleansed by hose /brush system as and when required.
3. Large / heavy deposits are to be removed manually using scrapers.
4. Once the initial wash has been undertaken the vehicle should then move forward to allow the remainder of the wheel to be washed.
5. On completion the wheels are to be inspected and confirmed that the vehicle is fit to leave the site.

7. **Measures to control the emissions of dust and dirt.**

The BRE guide 'control of dust from construction and demolition activities' was issued by the Building Research Establishment (BRE) in 2003. It has no statutory standing and does not constitute regulation and so this report can only have regard to it. With regard to statute, the area is not an Air Quality management Area (AQMA).

None of the measures and recommendations proposed here override any other statutory control that may be operated by the local Authority.

Dust from traffic

- Vehicle movements will be kept to a minimum required.
- Vehicle speeds at and around the site will be kept to 20mph to reduce dust generation.

- The public highway outside the site will be cleaned subject to Local Authority and highway approval.
- The edges of the roads and paths outside the site will be cleaned with a broom with water damping where necessary
- vehicle engines will not be left running on or near the site

Dust from handling, storage and disposal of dusty materials

- aggregates or fine materials will be transported in closed tankers or enclosed or sheeted vehicles.
- Handling areas to be kept clean and free from dust.
- Material handling methods for loading and unloading will minimise the generation of air borne dust and damped down if necessary using water.
- Drop heights for loading and unloading will be kept to a minimum.
- Any skip storage for such materials will be covered.
- Any significant drop heights will be in enclosed chutes.
- All loads will be damped down whenever possible.
- Equipment for cleaning will be in place for accidental spillage.
- Any materials more than 3mm particle size to be in bunded areas.

Dust from site preparation.

- vegetation and cover to be removed in sections, not all at once.
 - exposed surfaces to be stabilised as soon as possible.
 - All excavation and digging areas to be kept damp and avoided during exceptionally dry weathers.
- Any stored soil to be sealed by seeding or covered with tarpaulins
1. Before leaving the site, vehicles will be inspected for any heavy deposits left on wheels. If present, these will be removed manually.
 2. Following inspection, all wheels are to be washed down using a high pressure jet wash until clear of all deposits.
 3. Vehicles will be permitted to leave site following approval of the site manager / site

representative that the above steps have been completed to a satisfactory standard.

On site roads will be kept as free of mud as is practicable during ground working operations. Machine and wagon trafficking around the site will be kept to a minimum in order to reduce the effects of rain on 'broken' ground.

If this is not sufficient, a road sweeper will also be used in the immediate area which will be ordered directly via the site manager.

8. Details of Working Hours.

In regard to hours of work at the site, these will be confined to the following :

- Monday to Friday 08.00 to 18.30
- Saturday 09.00 to 13.30
- Sunday or Bank Holiday No work allowed

The above excludes any necessary emergency call outs to the site in the case of safety, fire or other requirement that may necessitate emergency measures to take place out of these hours.

9. Routing of delivery vehicles to and from site

Virtually all the traffic will approach the site from Whalley Road and from the west, where there is ready access onto Whalley Road from its junction with the A59, from where there is trunk road access to the wider area and sub region. Access to the site directly from Whalley Road where there is also a pull in area to the front that serves the existing adjacent properties. Because of the narrowness of Neddy lane at the rear, no traffic will be allowed to use that route. Site notices will be put up to that effect.

The main route to and from the site is shown on the plan attached at document 2.

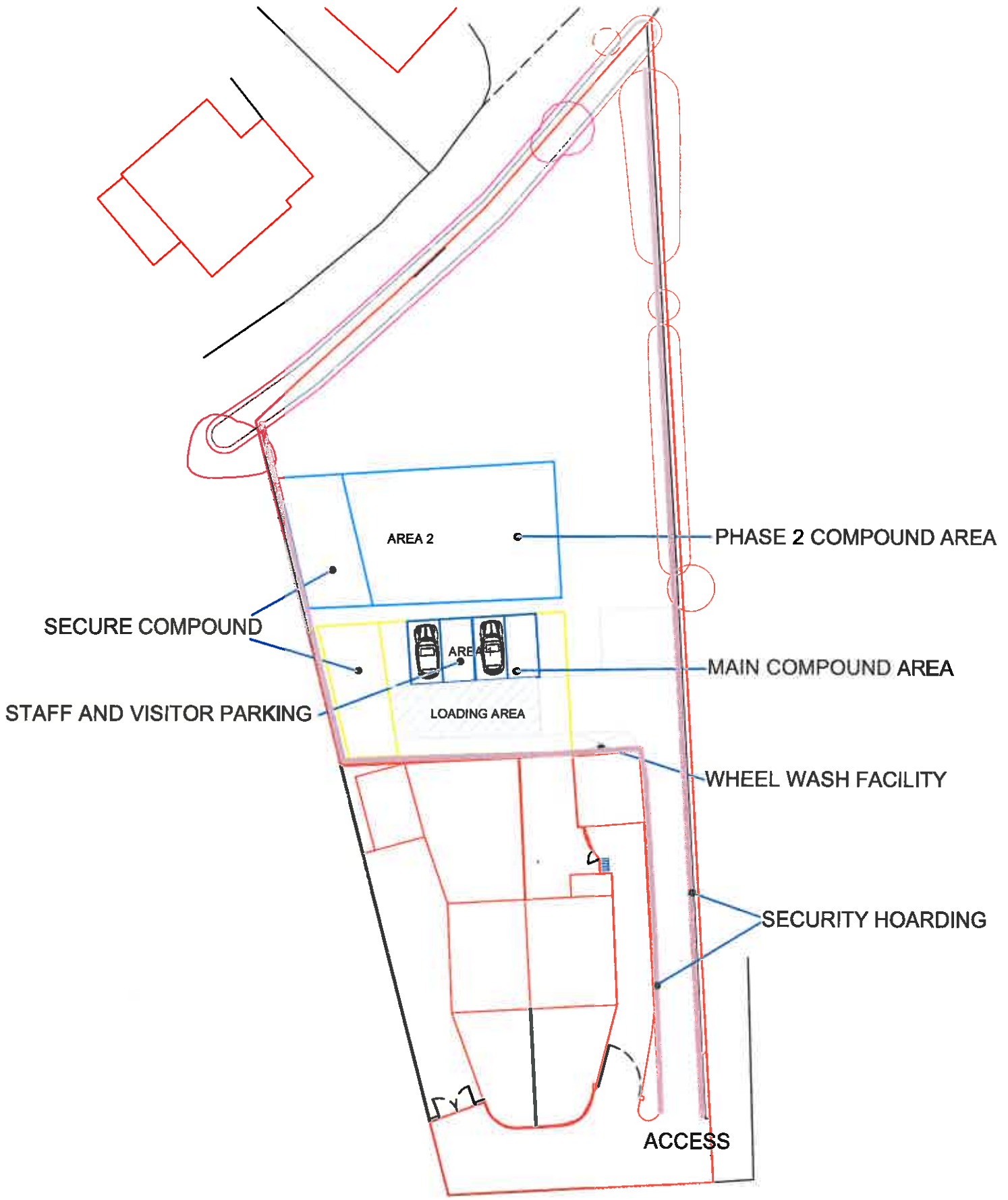
DOCUMENT 1

Directors - Alan Kinder, Dip.T.P. (Leeds), MRTPI & Val Kendall

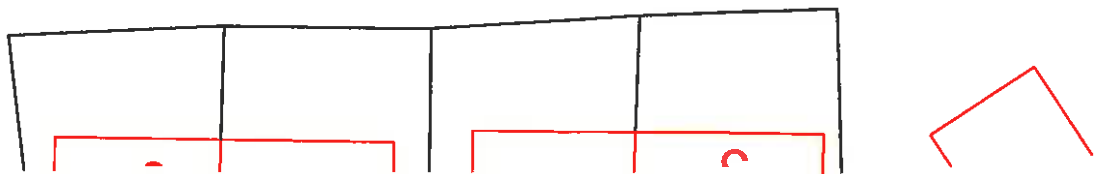
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WHALLEY ROAD



DOCUMENT 2

Directors - Alan Kinder, Dip T.P (Leeds), MRTPI & Val Kendall

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