

Construction Method Statement

Eaves Hall Lodges

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Note: To assist the understanding of drawings scale bars are provided for reference where possible

1.0 Purpose of this Statement

This statement outlines how the construction of the approved scheme will be approached efficiently, under controlled environmental conditions and provides details of all measures to be taken to minimise the impact of the construction phase on both the neighbouring properties and local traffic. It seeks to address conditions 15 and 19 of application 3/2020/0544.



Site looking south east



Topography Survey

2.0 Parking

Parking will be provided for staff within the site curtilage during the construction phase and there will be no impact on the highway. A local contractor has been appointed and most staff live within the local area.

Construction access and egress will be via the site access point off Eaves Hall lane. No local traffic management measures for site access are anticipated, but if required will be agreed with the local authority in advance.

The phasing of the development has been considered to ensure the safe management of the site for staff throughout the construction process.

3.0 Wheel washing / Road Cleanliness

The nature of the construction works at Eaves Hall is not expected to generate significant arisings necessitating the application of wheel washing facilities.

No spoil is to be removed from site and excavation equipment to be moved to and from site by low loader.

4.0 Construction Vehicle Movements, Deliveries and Storage

Goods vehicle movements during the construction phase will be monitored closely. The management of site logistics is key to the success of the project and will require a member of the team to control and manage movements / deliveries.

The set up of the site provides adequate provision for the storage of materials throughout the duration of the works.

A delivery zone will be established during construction with managed access from the site entrance. No provision of an off-site holding area for delivery vehicles is anticipated to be required.

4.1 Delivery of Lodges

The supplier of the lodges has liaised with Hi-Line Transport Ltd. They have been delivering to the neighbouring 3 Rivers caravan park for nearly 40 years.

Hi-Line Transport Ltd provides the complete caravan movement service, from de-siting single and twin units, leisure lodges and park homes, to transporting and escorting across the UK and Europe.

Hi-Line moves anything from trailer tents and tourers, statics and mobile homes, lodges and park homes up to 65' long and 16' wide. With over 30 years' experience, Hi-Line has bespoke vehicles and equipment for each of these services. This along with experienced, knowledgeable, professional, fully trained, and long serving helpful staff has helped that establish a reputation for outstanding service.

Hi-Line transports caravans to current industry standards and safe code of practices and beyond. All movements are covered by full responsibility all risks insurance while in their custody or control and Hi-Line is a member of the Road Haulage Association (RHA) Abnormal Loads Group.

Managing director/owner, Rory McDonald was the long serving Chairman of the RHA Caravan Hauliers Group and is now the vice chairman of the RHA abnormal loads group.

In the appendix is a movement notification alert prepared by Hi-Line and a map showing the proposed route.

5.0 Dust and Noise Suppression Measures

Best practicable means of preventing, reducing and minimising dust will be adopted. It is expected that the proposed development will adhere to the relevant Code of Practice during construction.

On-site good practice procedures will be followed in order to mitigate against the impact of noise, vibration and air pollution under the Considerate Contractors Scheme. Measures currently planned include:

- Hydraulic construction to be used in preference to percussive techniques where practical;
- Off-site pre-fabrication to be used, where practical;
- All plant and equipment to be used for the works to be properly maintained, silenced where appropriate, and operated to prevent excessive noise. To be switched off when not in use and where practicable;
- Plant will be certified to meet relevant current legislation and British Standards;
- Loading and unloading of vehicles or moving equipment or materials around site will be conducted in such a manner as to minimise noise generation
- Deviation from approved method statements to be permitted only with prior approval from the Main Contractor and other relevant parties;
- Burning of wastes or unwanted materials will not be permitted on-site;

As far as possible, construction works will be carried out using methods that minimise noise. In some specific cases, there is little reasonable choice other than to use percussion tools in one form or another. Quieter types of machinery will be specified for these works where possible.

6.0 Site Security, Health and Safety.

Safety is paramount in the construction industry and occupies a large part of the site management daily routine. Health and Safety on site is to be overseen by;

Andrew Riley

m: 07968 818478

All necessary protection, hoardings, covers and protected walkways will be put in place as and when required. There will be controlled access to the site, for both security and safety reasons. At night the site compound, welfare and miscellaneous accommodation will be kept locked.

Construction sites are a magnet for children, as such physical barriers, hoardings and screens will be installed as necessary to ensure that the site is kept secure. Furthermore, appropriate measures will be provided to mitigate against pollution and the dangers of the removal of hazardous substances and materials. All entry points will be clearly signed.

7.0 Site Waste Management Plan

The client is aware of the effects that the disposal of waste can have on the environment. As such they will ensure that the contractors responsible for the project have appropriate policies to reduce wastage in all possible areas.

One of the key principles of the approach is to make operatives more responsible for waste and waste management. This is embodied in a preference for each sub-contractor to be responsible for supplying their own materials – this ownership results in a significant reduction of unnecessary waste.

Waste generated on site will be stored so that recyclable items such as metals and timber can be recovered. Consideration to be given to:-

- Implementation of a 'just-in-time' material delivery system to avoid materials being stockpiled, which increases the risk of their damage and disposal as waste;
- Attention to material quantity requirements to avoid over-ordering and generation of waste materials;
- Re-use and recycling of materials off-site where re-use on-site is not practical (e.g. through use of an off-site waste segregation facility and re-sale for direct re-use or re-processing)

The contents will either be disposed of into larger skips, or if suitable, placed into a compactor to reduce the volume of the waste before it is taken off-site.

8.0 Working Hours

Working hours have been set and will be adhered to;

Monday to Friday 7.30 am - 17.30 pm
Saturday 7.30 a.m to 12:30pm

Where work needs to occur beyond these "normal" working hours, agreement will be sought from the Local Authority.

9.0 Public Relations / Complaints Procedures

All general site enquiries and complaints are to be directed to the site agent;

Andrew Riley - Emporia Leisure Ltd
m: 07968 818478

Any complaints will be logged on-site, fully investigated and reported to the client as soon as possible. The complainant will be informed as to what action has been taken. In the event of unusual activities or events, client and other relevant third parties (i.e. statutory and non-statutory bodies) will be notified in advance of the work being carried out.

REFERENCES & ACKNOWLEDGEMENTS

Control of Pollution Act 1974

Environment Act 1995

Special Waste Regulations 1996

Waste Strategy 2007 for England and Wales

BS 5228-1:2009+A1:2014 – Noise and Vibration Control on Construction and Open Sites

Appendix

Movement notification alert (HLT/251/2#1(2))

Re-notification of movement: HLT/251/2#1(2) modular to eaves hall

Date sent: 13 June 2023 19:25:22

Classification: Stgo ail cat 1

Form of notice to Road and Bridge Authorities

The Road Vehicles (Authorisation of Special Types)

(General) Order, 2003 Schedule 9 Part 1

Operator: Hi-Line Transport Ltd

Contact name: Neil McDonald

Address:Blackpool Old Road

High Furlong

Blackpool

Lancashire

Postcode: FY3 7LX

Telephone no: 01253893423

Fax no:

E-mail address: traffic@hilinettransport.co.uk

Operator licence no: OC0262573

Operator reference no: modular to eaves hall

In pursuance of Part 2 or Part 4 of the above Order, I being the user of the under mentioned vehicle(s) to which the Order applies, hereby give notice that it is my intention to use the said vehicle(s) on the roads specified below.

Details of the journey

From

Date and time

To

Date and time

modular, BB1 3al26 June 2023 10:02

Eaves Hall, Eaves Hall Lane, 07 July 2023 10:02

West Bradford, CLITHEROE,

Lancashire, BB7 3JG

Route:

Leg 1 :
modular BB1 3almodular, BB1 3al to Eaves Hall, Eaves Hall Lane, West Bradford, CLITHEROE, Lancashire, BB7 3JG : Start UNCLASSIFIED (), UNCLASSIFIED (1.9 km), M65 (6.5 km), Junction 8 (400 m), A6068 (2.5 km), A671 (4.7 km), A680 (20 m), A671 (2.3 km), A59 (8.8 km), SAWLEY ROAD (1 km), BRIDGE ROAD (200 m), RIBBLE LANE (1.3 km), EAST VIEW (100 m), GRINDLETON ROAD (1.9 km), MILLSTONE COTTAG (200 m), WADDINGTON ROAD (100 m), EAVES HALL LANE (200 m), MOOR LANE (600 m), arrive at destination.

Notes On Escort:

escort all the way

Notes supplied by haulier at time of notification:

MOVEMENT PROGRAMME:

Details of the load

Description of load camping pod 15ft wide

No. of movements 1

No. of pieces moved at one time 1

Details of the vehicle

Registration No. of vehicle or substitute

Type of vehicle

HT05 HLT or HT06 HLT or HT08 HLT or HT10 HLT or HT11 HLT

Semi Vehicle

Overall length of vehicle	Projection front	rear	left	right	Rigid Length	Overall width of vehicle	Max. height	Reducible height	Gross weight
20.9804 m	0m	3m	1m	1m	16.764m	4.57m	4.445m	-	40000 kg

15 feet Artic STGO

Gross weight (kg) 40000 kg

No. of Wheels (Wheels OR wheels x no of axles) 2 x 1 , 4 x 1 , 4 x 3

Axle weight (kg) 7500 kg x 1 , 11500 kg x 1 , 7000 kg x 3

Axle spacing (m) 3.60m x 1 , 3.80m x 1 , 1.3462m x 2

Axle Spacing To Following (m) 3.8 m

AFFECTED STRUCTURE (modular to eaves hall)

List of Police Forces, Road Authorities and Bridge Authorities to which this form is sent

Abnormal Load Administration Abnormal Load Officer , Lancashire Police

Neil McDonald , Hi-Line Transport Ltd

Form of Indemnity

THE INDEMNITY

1. We Hi-Line Transport Ltd agree to indemnify you Hi-Line Transport Ltd, in respect of any damage that is caused in the course of a journey of which you have been notified under the Road Vehicles (Authorisation of Special Types)(General) Order 2003 (which is referred to below as “the 2003 Order”).
2. This indemnity relates to the journey scheduled to take place between 26 June 2023 and 07 July 2023 starting with the date on which the indemnity was signed.
The damage covered:
3. Except as stated in paragraph 4, the damage in respect of which this indemnity is given is limited to any damage caused to any road or bridge for the maintenance of which you are responsible.
4. This indemnity also extends to any damage caused to any other road or bridge that is used in the course of any journey to which the indemnity relates, in any case where a separate indemnity required by the 2003 Order has not been given to, or received by, the authority, body or person (“third party”) which is responsible for the maintenance of that other road or bridge.
The cause of damage:
5. The damage covered in this indemnity is limited to damage caused by - (a) the construction of any vehicle used; (b) the weight transmitted to the road surface by any vehicle used; (c) the dimensions, distribution or adjustment of the load carried on any vehicle used in the carriage of an abnormal indivisible load; (d) any vehicle other than the vehicle used in any case where that damage results from the vehicle used (but excluding any damage caused, or contributed to, by the negligence of the driver of the other vehicle).
Enforcement of indemnity:
6. This indemnity is enforceable by you, to the extent of the damage specified in paragraph 3.
7. This indemnity is enforceable by any third party referred to in paragraph 4, in its own right, to the extent of any damage caused to any road or bridge for the maintenance of which it is responsible (but only if it has not already recovered payment in respect of that damage by virtue of a claim made by it under the equivalent provision in another indemnity given under the 2003 Order).
8. A claim in respect of damage covered by this indemnity will only be entertained if the claim - (a) states the occasion and place of the damage; and (b) is made before the end of the period of 12 months starting with the date on which the vehicle was last used in the course of the journey during which the damage occurred.

Date: 13 June 2023 19:25:22

Signed: Neil McDonald

