

CONSTRUCTION METHOD STATEMENT

PROPOSED DEVELOPMENT LOUIS ROEDERER ROOM NORTHCOTE HOTEL



PREPARED FOR : NORTHCOTE HOTEL

PREPARED BY : NYP ARCHITECTURAL LIMITED

DATE : JULY 2025 REF :2025-97-CMS01

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Section 1

General

This Construction Method Statement (CMS) is prepared on behalf of Northcote Hotel for the construction of a new function room extension at Northcote Hotel, Northcote Road Langho BB6 8BE.

The CMS is required by planning condition 4 attached to planning permission application no. **3/2025/0260**

Condition 4 sets out the requirements of the CMS.

No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:

- A.** 24 Hour emergency contact number.
- B.** Details of the parking of vehicles of site operatives and visitors.
- C.** Details of loading and unloading of plant and materials.
- D.** Measures to protect vulnerable road users (pedestrians and cyclists).
- E.** The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.
- F.** Measures to deal with dirt, debris, mud, or loose material deposited on the highway because of construction.
- G.** Measures to control the emission of dust and dirt during construction.
- H.** Details of a scheme for recycling/disposing of waste resulting from demolition and construction works.
- I.** Construction vehicle routing.
- J.** Delivery, demolition, and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development. Reason: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

Section 2

Description and Location of Project

Author: NYP Architectural Services Limited

Project Title: New Function room

Location: Northcote Hotel Northcote Road Langho BB6 8BE

Nature of project: Construction function room

This statement is to be considered in conjunction with the documentation as submitted as part of the approved planning application.

Scope of project:

The proposed new function room has a gross internal ground floor area of 72m².

Access to the site will be off the existing site access on Northcote Road.

Contract period – 6 - 8 Months. (to be confirmed)

Section 3

Construction Method Statement

A.24 Hour emergency contact number :- .

Emergency Contact Details

In the event of an emergency outside standard working hours—including incidents involving site safety, environmental hazards, or public disruption—the following contact is available 24/7:

- **Emergency Site Manager:** [REDACTED]
- **Mobile Number:** [REDACTED]
- **Email (monitored during working hours):** [REDACTED]

This number will be displayed:

- On perimeter hoarding and site signage
- In resident liaison newsletters
- Within the Construction Environmental Management Plan (CEMP)

Emergency Response Protocol

- Immediate assessment and mitigation of risk
- Notification of relevant authorities (e.g. Environment Agency, Ribble Valley Borough Council, emergency services)
- Incident log maintained and reviewed weekly

B. Details of the parking of vehicles of site operatives and visitors.

Purpose and Safety Considerations

To ensure safe, efficient, and unobtrusive parking for all personnel, the following measures will be implemented:

See Contractors Site Plan drawing ref No **2025/97/CS01**

Designated Parking Areas

- **Operative Parking:**
 - Located within the hotel grounds, away from active construction zones
 - Hard-surfaced, level, and well-drained
 - Capacity for up to 5no vehicles
 - Clearly marked bays with pedestrian access routes
- **Visitor Parking:**
- Separate parking area for customers of the hotel

Safety and Access Controls

- **Pedestrian segregation:** Barriers and signage to separate walkways from vehicle routes
- **Lighting:** Adequate illumination during early morning and evening hours
- **Speed limit:** 5mph within parking zones

Management and Monitoring

- **Site induction:** All operatives briefed on parking arrangements
- **Daily inspections:** Site manager to check for obstructions, misuse, or hazards
- **No parking zones:** Clearly marked near delivery areas, fire exits, and emergency access routes

Restrictions

- **No roadside parking:** Strictly prohibited on Northcote Road to avoid obstruction and maintain visibility
- **No overnight parking:** Unless authorised by site manager
- **No parking on soft landscaping or pedestrian routes**

C. Details of loading and unloading of plant and materials.

Designated Loading/Unloading Zones

- Located within the site boundary, away from public access and pedestrian routes
- Hardstanding surface, level and clear of overhead obstructions
- Marked with signage and barriers to prevent unauthorised access
- Minimum clearance of 3m from any temporary or permanent barriers

See Contractors Site Plan drawing ref No **2025/97/CS01**

Operational Procedures

- All deliveries scheduled in advance with the site manager
- Drivers to report to site reception and await instruction before unloading
- Only trained operatives or certified drivers (CPCS/NPORS) permitted to operate unloading equipment
- Use of banksman/traffic marshal for all reversing manoeuvres

Equipment and Safety Measures

- Forklifts, telehandlers, or Hiab-equipped vehicles used depending on load type
- Loads secured with chains, slings, or lifting eyes as appropriate
- PPE mandatory: hard hat with chin strap, hi-vis, safety boots, gloves, and safety glasses
- Tail lifts and stabilisers engaged before unloading begins

Risk Management and Compliance

- Risk assessments and method statements prepared for each delivery type
- Loadmaster appointed to oversee high-risk operations involving mobile plant
- Drivers prohibited from remaining in cabs during unloading unless risk-assessed
- No unloading outside designated areas without prior approval

Restrictions and Controls

- No deliveries during peak traffic hours unless agreed
- No refuelling of delivery vehicles on site without express permission
- All packaging and waste removed by supplier post-delivery
- Emergency stop procedures and communication protocols in place

D. Measures to protect vulnerable road users (pedestrians and cyclists).

Northcote Road is a semi-rural route with limited footway provision and occasional cyclist use. The site is adjacent to hotel grounds and grazing land, with nearby residential properties and public access routes. Construction activities will involve vehicular access, material deliveries, and temporary works near the highway.

Pedestrian Protection Measures

- **Temporary footway provision:** Where existing footpaths are impacted, temporary pedestrian routes will be installed with clear delineation and anti-slip surfacing.
- **Barrier protection:** Heras fencing or timber hoarding will separate pedestrian routes from active construction zones.
- **Signage and wayfinding:** Advance warning signs and directional boards will be placed at key junctions and access points.
- **Controlled crossing points:** Where pedestrian routes intersect with site access, marshals will be deployed during peak hours.

Cyclist Safety Measures

- **Cycle route signage:** Temporary signs will alert cyclists to construction activity and any diversions.
- **Vehicle speed restrictions:** All site vehicles will adhere to a 5mph speed limit within and near the site boundary.
- **High-visibility markings:** Site access points will be clearly marked with reflective paint and signage to alert both cyclists and drivers.

Traffic and Access Management

- **Designated delivery windows:** Deliveries will be scheduled outside staff change over times.
- **Banksman supervision:** All vehicle movements onto Northcote Road will be supervised to prevent conflict with road users.
- **Wheel wash and debris control:** Measures will be in place to prevent mud and debris from affecting pedestrian and cycle routes

Monitoring and Communication

- **Site contact board:** A visible board with emergency contact details and site manager information will be installed at the entrance.
- **Community liaison:** A named contact will be available to respond to concerns from local residents and businesses.
- **Incident reporting:** Any near-misses or safety concerns involving vulnerable road users will be logged and reviewed weekly.

E. The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.

Purpose and Compliance

Security hoarding will be installed around the construction perimeter to:

- Prevent unauthorised access
- Protect pedestrians and adjacent properties
- Minimise visual and environmental disruption

See Contractors Site Plan drawing ref No **2025/97/CS01**

All hoarding will comply with:

- **CDM Regulations 2015**
- **Health and Safety at Work Act 1974**
- **TWf2012:01 Guide to Good Practice for Hoardings**
- **Local planning and highways guidance**

Installation and Maintenance

- **Type:** Timber hoarding with painted finish or aluminium composite panels (ACP) for durability and aesthetics
- **Height:** Typically 2.4m, subject to planning constraints
- **Foundations:** Securely anchored to withstand wind loads and prevent collapse
- **Inspection:** Weekly checks for damage, graffiti, or instability; repairs within 24 hours

Decorative Displays

- **Visual enhancement:** Panels will feature printed graphics reflecting the Northcote brand, local heritage, or landscaping themes
- **Community artwork:** Subject to approval, local artists or schools may contribute to mural sections
- **Branding and project info:** Key panels will display project timelines, architectural visuals, and sustainability credentials

Facilities for Public Viewing

- **Viewing windows:** Clear polycarbonate panels may be installed at safe locations to allow public observation of progress
- **Information boards:** Mounted displays will provide updates, contact details, and QR codes linking to project news
- **Lighting:** Low-level LED lighting for visibility and safety during evening hours

Sustainability and End-of-Life

- **Materials:** Use of recyclable ACP panels or responsibly sourced timber

- **Anti-graffiti coatings:** Applied to preserve appearance and reduce maintenance
- **Reuse strategy:** Panels to be repurposed for future projects or donated for community use where feasible

F. Measures to Deal with Dirt, Debris, Mud, or Loose Material Deposited on the Highway

Legal and Safety Context

Depositing mud or debris on the highway is a prosecutable offence under:

- **Highways Act 1980**, Sections 148, 149, and 161
- **Road Traffic Act 1988**
- **Health and Safety at Work Act 1974**

Mud on the road poses serious risks including:

- Skidding and loss of control, especially for cyclists and motorcyclists
- Blocked gullies and increased flood risk

Preventative Measures

- **Hard-surfaced access roads:** First 15m of site entrance to be paved to reduce mud transfer
- **Wheel washing facilities:** Installed at site exit; all vehicles to be cleaned before entering public roads
- **Vehicle sheeting:** All aggregate and spoil loads to be securely covered
- **Speed limits:** Enforced on-site to reduce mud dispersal
- **Designated haul routes:** Internal routes to be maintained and dampened during dry/windy conditions

Reactive Measures

- **Daily inspections:** Site manager to monitor boundary and access points for visible deposits
- **Mechanical road sweeper:** Deployed weekly or more frequently if needed
- **Manual sweeping:** Immediate response to minor deposits using site operatives
- **Temporary signage:** 'Slippery Road' and 'Mud on Road' signs used in accordance with Chapter 8 of the Traffic Signs Manual

Contingency and Compliance

- **Suspension of vehicle movements:** If control measures fail, vehicle access will be temporarily halted until resolved
- **Record keeping:** Logs maintained of inspections, cleaning operations, and complaints
- **Third-party sweeping:** Only permitted with prior approval and compliance with PPE, traffic management, and visibility standards

Environmental Considerations

- **Dust suppression:** Dampening of dusty surfaces and skips during dry conditions
- **Barrier use:** Around dusty activities to prevent wind-blown debris
- **Skip management:** All skips to be covered and located on hard-standing areas

H. Details of a scheme for recycling/disposing of waste resulting from demolition and construction works.

Legal Framework and Duty of Care

Waste management will comply with:

- **Environmental Protection Act 1990**, Section 34 (Duty of Care)
- **Waste (England and Wales) Regulations 2011**
- **Environment Act 2021** (Resource efficiency and waste separation)
- **Simpler Recycling Legislation (2025)**: All construction sites must separate dry recyclables, food waste, and residual waste

Collection and Disposal

- **Licensed waste carriers**: All contractors will be registered with the Environment Agency
- **Skip hire**: Colour-coded skips for wood, metal, plastic, and general waste
- **Hazardous waste**: Stored in UN-certified containers and collected by specialist firms
- **Waste Transfer Notes**: Maintained for all collections, retained for 2 years minimum

Recycling and Reuse Strategy

- **On-site crushing**: Concrete and masonry reused as sub-base material
- **Timber**: Reused for hoarding, formwork, or sent for biomass processing
- **Metal**: Fully recyclable; sent to licensed scrap processors
- **Plastic and packaging**: Sorted and recycled where feasible
- **CORREX® sheeting**: Returned via manufacturer's recycling scheme

Monitoring and Reporting

- **Waste Management Plan (WMP)**: Maintained and updated monthly
- **Site inductions**: Include waste segregation training
- **Waste audits**: Conducted quarterly to track recycling rates and identify improvements
- **Target**: Minimum 90% diversion from landfill, in line with industry benchmarks

G. Measures to Control the Emission of Dust and Dirt During Construction

Regulatory Context

Dust emissions are regulated under:

- **Environmental Protection Act 1990** (Statutory Nuisance)
- **Control of Substances Hazardous to Health (COSHH) Regulations 2002**
- **NPPF Paragraph 183** (Air quality and pollution)
- **IAQM Guidance on Dust from Construction and Demolition (2024)**

Preventative Measures

- **Site layout planning:** Dust-generating activities (e.g. cutting, grinding, stockpiling) positioned away from sensitive receptors
- **Solid hoarding:** Erected around site perimeter to contain airborne particles
- **No bonfires:** All waste removed via licensed carriers
- **Hard-surfaced haul routes:** Minimise dust from vehicle movement
- **Speed limits:** Enforced on-site to reduce trackout and airborne dust

Dust Suppression Techniques

- **Water spraying:** Regular dampening of exposed surfaces, haul roads, and stockpiles using bowzers or misting systems
- **Cutting and grinding:** Equipment fitted with water suppression or local exhaust ventilation
- **Stockpile management:** Minimise height and duration; cover with sheeting or geotextiles
- **Skip control:** Covered at all times; drop heights minimised during loading

Vehicle and Plant Controls

- **Wheel washing:** Mandatory for all vehicles exiting the site
- **Engine idling:** Prohibited; signage and monitoring enforced
- **Covered loads:** All vehicles transporting dusty materials to be sheeted
- **Low-emission plant:** Use of NRMM compliant with Stage V emissions standards where feasible

Monitoring and Response

- **Daily inspections:** Site manager to assess dust levels and effectiveness of controls
- **Complaints log:** Maintained and reviewed weekly
- **Trigger levels:** If visible dust plumes or complaints arise, enhanced suppression measures deployed immediately
- **Air quality monitoring:** Optional PM10 sensors if site is near sensitive receptors (e.g. schools, care homes)

Environmental and Health Considerations

- **Training:** All operatives briefed on dust control protocols
- **PPE:** Respiratory protection provided where exposure risk exists
- **Containment:** Use of barriers, plastic sheeting, or temporary enclosures for high-risk activities

I. Construction vehicle routing.

Purpose and Compliance

Construction vehicle routing is designed to:

- Minimise disruption to local traffic and residents
- Ensure safety for road users and pedestrians
- Comply with planning conditions and highways regulations

This routing strategy aligns with:

- **Construction (Design and Management) Regulations 2015**, Regulation 27
- **CLOCS Construction Traffic Management Plan (CTMP) Guidance**
- **Highways Act 1980** and **Local Authority Transport Policies**

Designated Routes to Site

- **Primary access:** Vehicles will approach via the A59, turning onto Northcote Road
- **Last-mile routing:** Vehicles will avoid residential side streets and sensitive receptors (e.g. schools, care homes)
- **Signage:** Temporary directional signs will be installed to guide drivers to the site

Scheduling and Control

- **Delivery booking system:** All deliveries scheduled to avoid peak hours (08:00–09:30 and 15:30–17:00)
- **Staggered arrivals:** Prevents queuing and congestion on Northcote Road
- **Traffic marshals:** Positioned at site entrance to manage vehicle movements and ensure safety

On-Site Routing and Access

- **One-way system:** Internal vehicle routes designed to eliminate reversing
- **Turning circle:** Provided for HGVs to exit without reversing
- **Segregation:** Pedestrian routes clearly marked and physically separated from vehicle paths
- **Lighting and surfacing:** All vehicle routes to be well-lit and maintained for safe passage

Monitoring and Adjustments

- **Weekly reviews:** Site manager to assess traffic impacts and adjust routing if needed
- **Complaints log:** Maintained and reviewed monthly
- **Emergency protocol:** Clear procedures for breakdowns or incidents, including contact with local authorities

Environmental Considerations

- **Low-emission vehicles:** Encouraged for deliveries where feasible
- **Idling prohibited:** Signage and enforcement on-site
- **Noise minimisation:** No vehicle movements before 07:30 or after 18:00 unless approved

J. Delivery, demolition, and construction working hours.

Standard Working Hours

To minimise disruption to local residents and hotel guests comply with environmental health standards, the following hours will apply:

Activity Type	Permitted Hours
Demolition & Noisy Works	Monday–Friday: 08:00–18:00
	Saturday: 08:00–13:00
	Sunday & Bank Holidays: <i>No noisy work permitted</i>
General Construction	Monday–Friday: 08:00–18:00
	Saturday: 08:00–13:00
Deliveries	Monday–Friday: 07:30–18:00
	Saturday: 08:00–13:00
	Outside hours by prior arrangement only

These hours align with guidance from Elmbridge Borough Council and Worcestershire Regulatory Services.

Exceptions and Controls

- **Quiet works** (e.g. painting, internal fit-out) may continue outside these hours if no nuisance is caused
- **Emergency works** permitted with prior notification to Ribble Valley Borough Council
- **Out-of-hours activities** (e.g. crane lifts, concrete pours) require written approval and neighbour notification

Neighbour Liaison

- **Advance notice:** Residents will be informed of working hours and any changes via newsletters and site signage
- **Contact details:** Displayed prominently at site entrance for queries or complaints
- **Complaints log:** Maintained and reviewed weekly

Noise Mitigation

- **Best Practicable Means (BPM)** employed under Section 60 of the Control of Pollution Act 1974
- **Low-noise equipment** and acoustic barriers used where appropriate
- **No idling:** Plant and vehicles to be shut down when not in use.

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- CONTRACTORS SITE PLAN**
- 1:250
- Northcote Hotel
- Northcote Road
- Customer Access
- Contractors Site Access
- Security Fencing
- Contractors Site
- Contractors Delivery Area
- Staff Parking
- Wheel Wash Facilities
- Access maintained for staff use at all times
- El Sub Sta
- Staff Access
- Staff Parking
- North