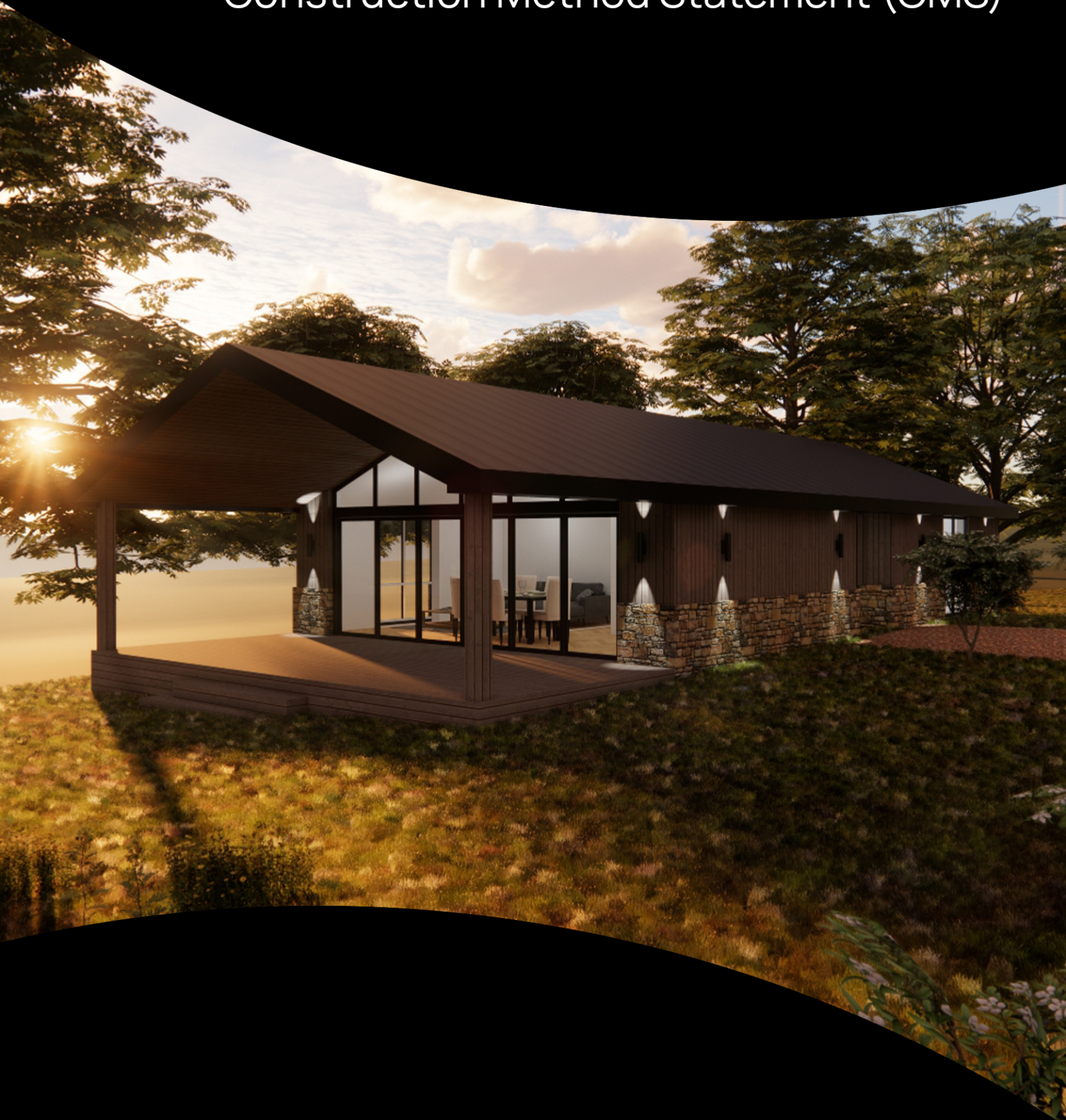


BBA _232 - Hazelmere

Construction Method Statement (CMS)



BLACK BARN
ARCHITECTURE

Planning, Design & Architectural Consultants

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1) INTRODUCTION

This Construction Method Statement has been prepared to describe the methodology for undertaking the construction of the proposed replacement dwelling at Hazelmere, Longridge Road, Hurst Green. It accompanies the planning submission and supports the discharge of any pre-commencement planning conditions. The development consists of the demolition of the existing dwelling and the construction of a new single-storey property together with access improvements, parking, drainage infrastructure, landscaping, and the installation of the proposed entrance structure. All constraints shown on the planning drawings, including established trees identified within the Tree Retention Plan, have been incorporated into this methodology.

2) PARKING & SITE ACCOMMODATION

Throughout the development period, the site will be set up in accordance with the Construction Management Plan drawing BBA_232-CMP, which identifies the welfare accommodation, parking area, storage zones and wheel-wash location. Operatives will park entirely within the designated onsite parking area in order to avoid obstruction or overspill onto Longridge Road. Welfare facilities, including a toilet and rest accommodation, will be positioned as shown on the CMP, ensuring that the site remains self-contained and that no burden is placed on the surrounding neighbourhood. Visitors and contractors will be required to report to the site manager upon arrival, with clear signage positioned at the entrance.

3) HOURS OF WORK

Vehicular and pedestrian will access the site via the existing entrance off Longridge Road.

The whole construction programme is expected to last 26 weeks.

During each phase the hours of work will generally be Monday to Friday 7.30am until 6.00pm, with no mechanical plant being allowed to be started before 8.00am. This will allow the site to be opened up and works planned in advance of 8.00am and ensures that neighbours are considered throughout the works.

Saturday working will be avoided wherever possible, but when required will only be undertaken between 8.00am and 1.00pm.

There will be no work carried out on Sunday's.

4) DELIVERIES

Deliveries will be carefully managed due to the narrow nature of Longridge Road and the need to maintain safe highway conditions. Deliveries will be arranged between 9.00am and 3.00pm on weekdays, and between 9.00am and 1.00pm on Saturdays. All delivery vehicles will use the existing site access as illustrated on the planning drawings, and a trained banksman will guide all vehicle movements within the site. Delivery drivers will not be permitted to queue or wait on Longridge Road when the site is closed. All unloading will take place inside the site boundary unless it is not reasonably possible; in such instances, controlled unloading on the verge may be used but only under strict supervision. Neighbours will be informed in advance of any large or abnormal-load deliveries.

5) STORAGE OF PLANT AND MATERIALS

Plant and materials will be stored within the designated storage area shown on the CMP. Storage will be kept to the minimum required, with a just-in-time delivery approach used to avoid clutter and avoid long-term stockpiling. Concrete will be supplied as ready-mix, and premixed mortar will be used where possible. Once the building becomes watertight, internal storage will be used for finishing materials. No storage will take place within designated Root Protection Areas associated with retained trees, as identified on the Tree Retention Plan

6) SECURITY HOARDING

The entire construction site will be secured with appropriate hoarding or temporary fencing, and access will be controlled through lockable gates. Warning signs will be positioned around the boundary in accordance with health and safety requirements

7) ARTIFICIAL LIGHTING

Lighting will be positioned sensitively so that there is no unnecessary glare or light spill towards neighbouring properties or the highway. Sensors will be adjusted to ensure that lighting is only activated in response to activity within the site. Overnight lighting will be restricted and used only where necessary to ensure safety and site security.

8) VEHICLE WHEEL CLEANING

During excavation and groundwork operations, vehicles may accumulate mud on their tyres. To prevent this being deposited on Longridge Road, a wheel-wash regime will be implemented using the area identified on the CMP, located on the existing garage slab. Before vehicles leave the site, heavy deposits will be removed manually and tyres will be washed using a high-pressure jet wash. Site operatives will ensure that wash water does not run onto the public highway. Site access points and adjacent road surfaces will be swept regularly, with additional damping-down during dry periods

The site operatives will ensure that water used during wheel washing operations does not migrate out onto Church Drive or Church Road.

Regular sweeping of the access road to the site will be carried out where mud is likely to affect residents and/or highway safety. In dry conditions damping down of road surfaces will be carried out to control dust.

9) CONTROL OF DUST EMISSIONS

The site will be kept clean and tidy at all times and will accord with any statutory requirements in this regard. This will include ensuring that dirt, mud or site debris is not passed from the site to surrounding properties or the highway.

All plant and equipment shall be maintained in accordance with manufacturer's recommendations to ensure emissions to atmosphere are minimised.

Any equipment used to cut paving blocks, kerbs, flagstones etc. shall be operated with a water suppression attachment or a dust filter.

Engines of plant, machinery, and lorries shall be turned off at all times when not in use.

Delivery activities, plant, stockpiled materials and/or any other activities liable to significant dust generation shall be located as far away as possible from the development site boundaries and neighbouring properties.

Stored materials liable to dust generation shall be dampened down, covered with tarpaulin, or otherwise contained as far as reasonably possible.

Drop heights from conveyors, loading shovels, hoppers, and other loading or handling equipment shall be minimised and fine water sprays should be used on equipment where necessary.

Skips, chutes, and conveyors shall be covered and if necessary enclosed to ensure that dust does not escape.

All vehicles carrying dusty materials shall be securely covered.

Water suppression shall be used in dry conditions to reduce dust emissions (e.g. mobile bowsers or fixed sprayers as appropriate). A water suppression contingency plan should be included detailing water supply to site and what equipment will be kept available (e.g. number and size of bowsers, sprinklers, mist canons etc.)

Areas where there is regular vehicular movement should have a consolidated surface which shall be kept in good repair.

10) CONSTRUCTION WASTE

There shall be no burning of waste at any time on development sites.

A separate area will be allocated within the site boundary for skips. This may move dependent upon the phase and the works being carried out. The skip provider will sort all waste at their depot and ensure that as little waste as possible is sent to land-fill.

Where waste deposited in skips may be deemed to be susceptible to weather conditions that may cause debris or dust to be blown about then enclosed skips will be utilised. Otherwise normal open skips will be used.

11) CONTROL OF NOISE AND VIBRATION

All vehicles and plant used during the development will be maintained in good and efficient working order, and in accordance with manufacturer's specification.

All vehicles, mechanical plant, and machinery used during the development shall be fitted with proper and effective silencers (where available) and shall be maintained in good and efficient working order.

All plant and machinery in intermittent use shall be shut down in the intervening periods between works.

Plant and machinery capable of generating significant noise and vibration levels will be operated in a manner to restrict its duration.

Static plant and machinery shall be sited as far away as possible from inhabited buildings or other noise sensitive locations.

All compressors shall be 'noise reduced' models that are fitted with properly lined and sealed acoustic covers which shall be kept closed whenever the machines are in use. All ancillary pneumatic percussion tools shall be fitted with mufflers or silencers of the type recommended by the manufacturers.

Wherever possible mains electricity or battery powered equipment shall be used instead of diesel or petrol powered generators. All generators used on site should not be audible at or beyond the site boundary outside of approved working hours

The handling of materials shall be conducted in such a manner that minimises noise, including minimising drop heights into hoppers and lorries.

No stereos or similar amplified devices shall be audible at the site boundary.

12) TREE PROTECTION MEASURES

Tree protection measures will fully accord with the Hazelmere Proposed Tree Retention Plan contained within the planning drawings, which identifies retained trees, their categories and required Root Protection Areas. Protective fencing will be erected before development commences and will remain in place until the completion of works. No excavation, storage, parking or service installation will take place within RPAs, and any work required close to trees will be supervised by a qualified arborist

13) ROUTING OF DELIVERY VEHICLES TO / FROM SITE

All delivery vehicles accessing the Hazelmere site will use a controlled and consistent route to minimise disruption to residents and ensure safe vehicle movements. The sole point of access for construction traffic will be the existing entrance on Longridge Road, as shown on the approved planning drawings and the Construction Management Plan. Vehicles travelling to the site will approach along Longridge Road from the wider highway network and upon arrival, vehicles will enter directly into the site using the established access and will be guided by a trained banksman to maintain safe manoeuvring within the confined site boundary.


14) CONCLUSION

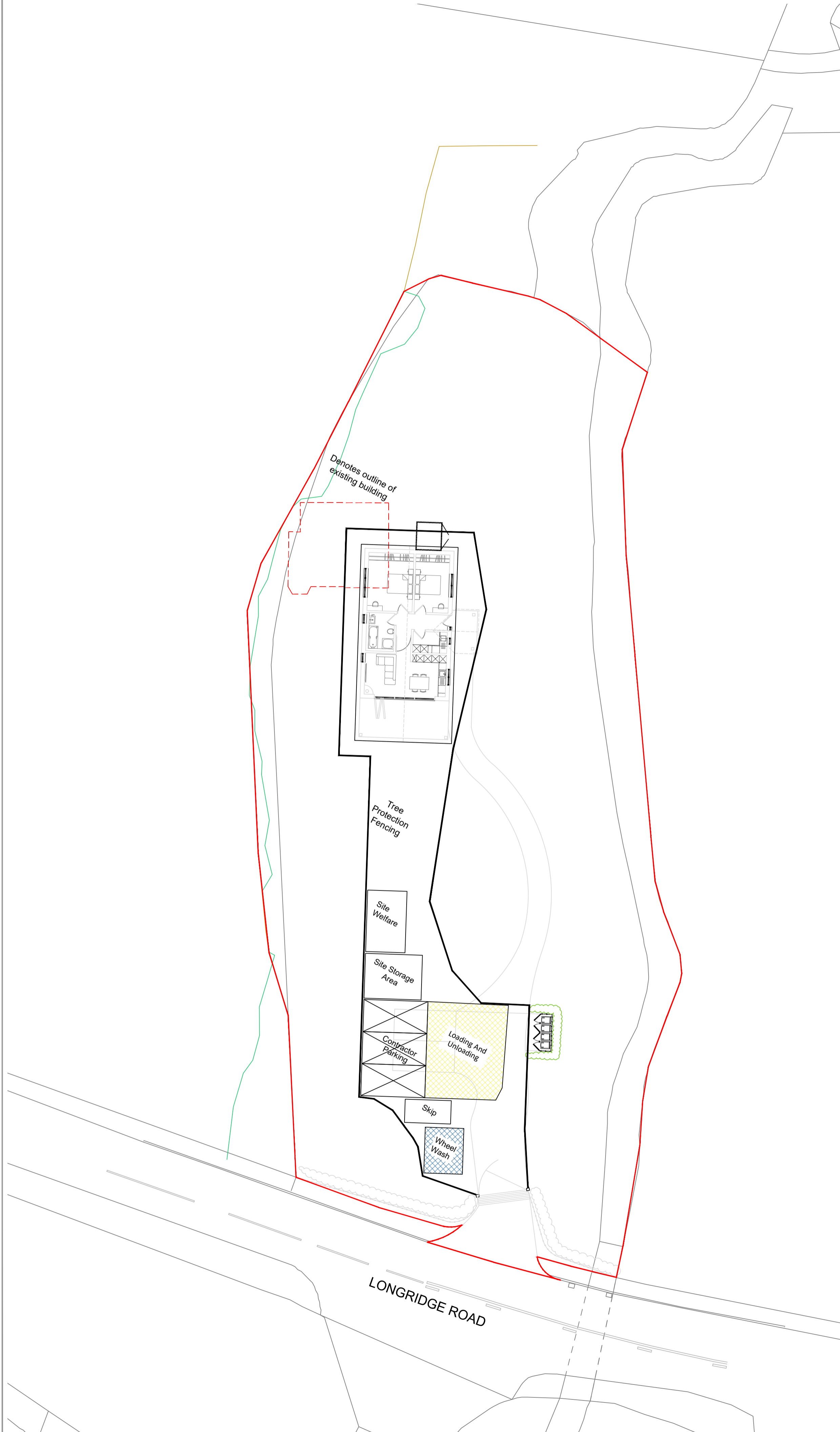
This Construction Management Plan has been developed to demonstrate our understanding of the project requirements and the detailed methodology required to carry out the project.

The client will be managing and ensuring that this Construction Management Plan is adhered to and regular reviews will be undertaken and a risk register maintained to deal with specific incidents which occur that require resolving.

Appendix A

Construction Management Plan

Notes:
 All Retained Trees



REV: DESCRIPTION: BY: DATE:
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 This drawing has been produced for Mr Hull for in relation to Longridge Road and prepared solely for the status indicated. It is not for use by any other person or for any other purpose.
 STATUS:

Stage 3 - Spatial Coordination



SITE:
 Longridge Road
 Hurst Green
 Lancashire
 BB7 9QP

CLIENT:
 Mr Hull

JOB TITLE:
 Hazel-Mere

DRAWING TITLE:
 Construction Management Plan

DATE:	DRAWN:	CHECKED:	PAPER SIZE:
02/02/26	CH	SP	A2 (420x594mm)
JOB NO:	DRAWING NO:	REVISION:	
BBA_232	P05	-	

