

CONSTRUCTION METHOD STATEMENT AND PLAN (CMS)

The proposed development is for the erection of 19No. dwellings at Ladds Garden Centre, Bath Road, Hare Hatch.

It will be the priority of the developer / main contractor to ensure arrangements are in place to minimise the impact on pedestrians, neighbours, visitors and road users who may be affected by the proposed construction works.

The developer / main contractor will ensure all procedures and appropriate mitigation measures outlined in this Construction Method Statement (CMS) are adhered to and during construction conform with all relevant legislation to ensure the safety of all that may be affected by the development.

This CMS has been produced with consideration to the following legislation and standards:

- The Health & Safety at Work etc. Act 1974.
- The Management of Health & Safety at Work Regulations 1999.
- The Construction (Design & Management) Regulations 2015.
- The Provision and Use of Work Equipment Regulations 1998.
- The Control of Substances Hazardous to Health Regulations 2002.
- BS 5228 Noise & Vibration Control on Construction & Demolition Sites.
- BS 6187:2011 Code of Practice for Full and Partial Demolition.

Construction Traffic

The vehicle access route for all construction traffic to enter and exit the site is via the site vehicular entrance off Bath Road.

Site signage must be erected along Bath Road at an adequate distance from the site entrance in both directions, warning road users and pedestrians of the construction site ahead.

The proposed access is to be used by all construction traffic including the delivery and collection of materials and plant, this ensures that all associated construction activity is carried out within the confines of the site boundary.

In the interests of health and safety, large delivery vehicles are to enter and exit the site with the aid of a banksman at all times.

It is the contractors responsibility to ensure that appropriate vehicle turning is achieved on site at all times to ensure that all vehicles can turn and leave site in a forward gear. In the event that the proposed delivery vehicles are too large for such maneuvers then the contractor should ensure a smaller vehicle is used prior to the delivery taking place.

Unobstructed access to be provided to neighbouring property's and pedestrian footpaths.

Where possible delivery of materials and plant should be co-ordinated and pre-arranged with site management to avoid vehicles arriving simultaneously and causing congestion in and around the surrounding roads leading to the site. Delivery times should not coincide with school drop off and pick up times and peak traffic times.

Any deliveries of heavy materials and plant that are considered dangerous may require specific delivery plan to be developed, risk assessments and method statements may be required if necessary, to ensure the health and safety of all site operatives and pedestrians.

Material quantities and plant hire will be judged as accurately as possible to ensure that deliveries arrive just-in-time for the required build stage, reducing potential wastage and site storage.

Where possible the number of delivery journeys to and from the site should be kept to a minimum through the planning of work and delivery schedules in order to reduce pollution and disturbance to local roads arising from transportation.

All contractors / site operatives are to be issued a copy of the CMS to ensure they are familiar with site-specific requirements to ensure all procedural matters in relation to construction traffic are adhered to.

Construction Travel Protocol

Site operatives and contractors will be encouraged to minimise individual vehicle movements to and from the site through car sharing wherever practicable. Contractor parking shall be provided within the designated areas shown on the Site Set-Up Plan and no contractor parking shall take place on Bath Road or surrounding residential roads. All visitors shall report to the Site Office upon arrival. The Site Manager shall ensure that parking arrangements are communicated to all contractors and operatives prior to attending the site.

Construction Traffic Routing and Programme

All construction traffic, including HGV deliveries, shall be advised to travel to and from the site via the principal road network wherever practicable in order to avoid unnecessary congestion and vehicle movements through surrounding minor and residential roads. Construction traffic shall be advised to utilise the M4, A404(M)/A404 and Bath Road to access the site, as appropriate to the origin or destination of the vehicle. All contractors and delivery drivers shall be made aware of the preferred construction traffic route prior to attending the site.

Construction vehicle movements will vary throughout the development depending upon the particular phase of works. During weekday construction hours, the following vehicle numbers are anticipated:

Articulated HGVs – typically up to 5 per week.
Rigid HGVs (7.5-20 tonnes) – typically up to 10 per week, with peak periods of approximately 20 per week.
Vans and other light commercial vehicles – approximately 12 per day.
Concrete lorries – during foundation works only, potentially peaking at approximately 7 per day.

The above figures are indicative and represent anticipated construction traffic during the relevant stages of the development. Deliveries shall be pre-arranged and coordinated by the Site Manager to avoid vehicles arriving simultaneously and to minimise disruption to the surrounding highway network.

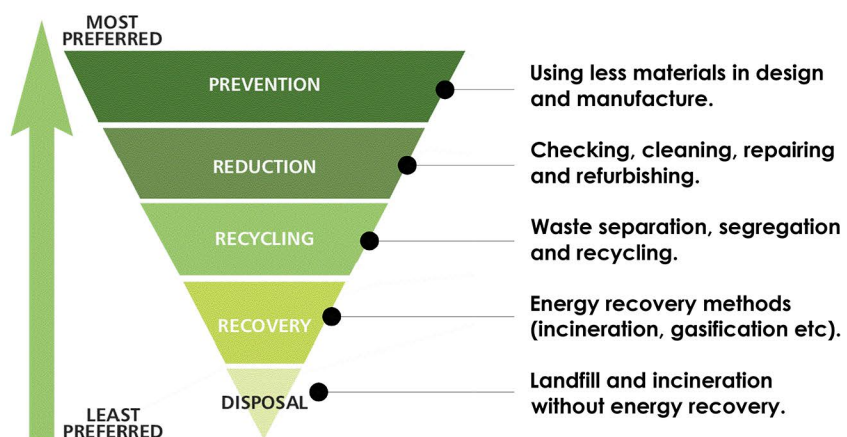
The general programme of construction will comprise site establishment and enabling works; site preparation and infrastructure; foundations and substructure; superstructure and roofing; internal fill-out; and external works and landscaping. HGV movements are anticipated to be greatest during the site preparation, infrastructure and substructure phases and will generally reduce as construction progresses.

Loading and unloading of plant and materials shall take place entirely within the site boundary within the compound, material storage and turning areas identified on the Site Set-Up Plan. No loading or unloading associated with the development shall take place from Bath Road.

Waste, Storage & Environmental Pollution

Waste

Where possible all site waste will be dealt with and anticipated in accordance with the most preferred methods as indicated below 'Waste Hierarchy'. These methods are prevention, reduction and recycling.



A waste separation, handling, recycling and disposal policy will be operational for the duration of site construction and provided by the main contractor. The disposal of waste or unused recyclable material should be carried out responsibly at a licensed waste recycling centre and disposed of by a licensed waste carrier.

Site recycling skips are to be located in accordance with the adjacent Site Set-Up Plan, the skips will be clearly marked to ensure materials are disposed of in the correct containers. The labeling systems shall be the Waste Awareness Colour Coding Scheme.

Where possible any earthworks (if suitable) are to be re-used on site to limit waste.

The main contractor and site manager will conduct tool box talks / pre start meetings to ensure all site operatives and contractors are aware of the waste management and recycling procedures during construction.

Storage

All building materials are to be stored correctly to avoid damage through excess moisture or daylight exposure, refer to adjacent Site Set-Up Plan for location of dedicated material storage areas.

All fuel, oil and chemicals are to be stored in containers suitable for purpose and clearly labeled to avoid cross contamination. The site manager will ensure any refueling is undertaken in a safe and appropriate designated area.

Environmental Pollution

The main contractor to ensure that lighting levels on site are kept at the minimum luminosity necessary and ensure any lighting is located and directed in a way to avoid any intrusion to adjacent neighbours. When the site is closed all lighting will be turned off with exception to the necessary security lighting required.

Main contractor to regularly monitor construction noise (such as vibration from construction work including the compacting of ground) to ensure such noise is kept to an absolute minimum and where required carried out at suitable times (i.e mid-day).

When plant is selected for the construction phase consideration will be given to the noise effect it may have on adjacent properties and operations. Vibration levels should be carefully considered, if no standards are stipulated then guidance relating to BS 5228: Parts 1 & 2 (and amendments) should be adhered to.

Every attempt should be made to minimise the production of on-site dust, air and water pollution, for example, through water dampening methods (dust buster etc) and the covering of materials. The main contractor to ensure all site operatives use tools fitted with extraction devices to reduce dust levels released into the air.

All construction traffic delivering or collecting loads from site to be covered where appropriate.

The wheels of all vehicles departing the site will be manually cleaned using a pressure or jet washer located at the site entrance / exit, to prevent debris from being deposited onto the main highway. Road sweeping and / or washing vehicles are to be used where required.

Construction Scheduling & Security

No development, demolition work, deliveries or the operation of plant machinery shall take place at the site except between 08:00hrs and 18:00hrs during weekdays and 08:00hrs and 13:00hrs on Saturdays. No development, demolition work, the operation of plant machinery or deliveries shall take place on Sundays or Public Holidays.

All boundary fencing (including 2m high security hoarding and gates) to be erected prior to site commencement and to be maintained throughout the construction process to ensure that the construction site is secure.

It is not proposed for temporary external lighting to be required during the demolition and construction, however should it be required then the contractor shall first seek approval by the council.

Construction Liaison Officer

Prior to commencement of development, a Construction Liaison Officer will be appointed by the main contractor and shall remain in place throughout the construction period.

The Construction Liaison Officer will act as the principal point of contact for matters arising from the construction works and will be responsible for coordinating site activities to minimise disruption to neighbouring properties, road users and the local community. Their responsibilities will include overseeing compliance with the approved Construction Method Statement, coordinating construction traffic and deliveries, and responding to any reasonable concerns or complaints relating to construction activities.

Contact details for the Construction Liaison Officer shall be made available and displayed at the site entrance for the duration of the construction works.



Notes:

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Do not scale from this drawing except for planning purposes.

All dimensions are in millimetres unless noted otherwise.

Any surveyed information incorporated on this drawing cannot be guaranteed as accurate unless confirmed by a fixed dimension.

This drawing is to be read in conjunction with all the relevant consultants, suppliers and manufacturers drawings and information.

THIS DRAWING IS TO BE READ IN STRICT ACCORDANCE WITH TREE PROTECTION PLAN PREPARED BY SPECIALISTS.

KEY

- Driveway Base course
- Temporary compound surface
- Ground Protection within tree RPA's
- Scaffold margins
- Contractor Parking
- Tree Protection Fencing
- Site Hoarding
- C/B fence
- Site set-up information
- Site Office / Welfare
- Site hazard warning signs

Ordnance Survey Licence No. 100022432		
0 10m 20m 30m 40m Scale 1:500		
Rev	Date	Details
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PLANNING

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	Project:	LADDS GARDEN CENTRE BATH ROAD, HARE HATCH	
	Drawing:	CONSTRUCTION METHOD STATEMENT AND PLAN	
	Scale:	1:500 @ A1	Date: 26/08/26

Drawing Number:	Revision:
P25/09/S/190	-