

Construction Method Statement

**RESIDENTIAL DEVELOPMENT
515 – 521 BARLOW MOOR ROAD CHORLTON
MANCHESTER**



*MICHAEL OUGHTON ASSOCIATES
12 WOODLANDS MEADOW
EAVES GREEN
CHORLEY
PR7 3QH
01257 274120*

Introduction

This plan has been prepared to set out how Conditions of the Planning Approval Conditions will be discharged. Application Number 127241/FO/2020

Condition

a) Measures to control the generation of noise and vibration during construction to comply with BS5228:2009;

Site welfare and office facilities will be powered by mains supply electric; this eliminates the noise and vibration caused by the use of generators. Noise levels will be monitored at various times throughout the project and essentially when high noise activities are being carried out.

Consultation with residents will be provided at times where noisy activities may be absolutely necessary.

Machinery and vehicles will not be left running/idling for long periods when not in use. All company owned mobile plant will be serviced and maintained in accordance with manufacturer's instructions to ensure that noise emissions are controlled.

Vibration monitors will be installed at the boundaries of the site and especially on the party wall when any particular activity that may cause vibration is carried out.

b) Measures to control the emission of dust and dirt during construction; Control measures will be put into place to eliminate / reduce the generation of dust from particular work activities – i.e. demolition, excavation, concreting, wet cutting etc.

Loose materials likely to cause a dust nuisance will be stored away from the site boundary. Dampening down will be implemented through a bowser or hose pipe system.

Dampening down of traffic/plant routes will be implemented through a bowser or hose pipe system.

Dusts suppression equipment will be provided (task specific).

Construction traffic will be restricted to defined areas and compliance with a site speed limit of 5mph will be enforced. All traffic entering and exiting the site will be controlled by a banksman, this will include any vehicle that may have abnormal loads and sizes. All deliveries will be planned and a call ahead system will be enforced to minimize any disruption.

c) Location of compound areas;

The compound areas for site welfare, material storage and set down areas are as detailed on the site plan in Appendix A of this plan.

A limited amount of car parking will be allowed on site at the rear of the property after enabling access works have been carried out. Off site parking will be notified to visitors when the parking area is full.

d) Details of an emergency contact telephone number;

Emergency contact number will be Mr. Simon James telephone Number 07787 744715

e) Community consultation plan;

The site management plan will be communicated to the work force through site inductions and tool box talks as they are entering the site. Where the neighbours need to be advised of the site operations the site manager will make contact by either personally explaining the issues regarding the site or by a letter being posted.

Contact details for the construction site management will be posted at the access point.

f) Phasing and quantification of vehicular activity;

The number of vehicles accessing the site will be a combination of several types of vehicles to service the nature of the works being carried out.

32 tonne grab wagons 2 No per week the total number will depend on the nature of the ground and the construction depths for drainage

Concrete mixers wagons

15 tonne flatbed delivery lorries

10 tonne flatbed delivery lorries

Skip Lorries

Transit type vans

We expect there to be a vehicle frequency of around 3 per day for approximately 50% of the project period.

A swept path drawing is included in Appendix B

We do not expect any articulated vehicles delivering to the site

Deliveries will be allowed during standard working hours.

If it becomes apparent that there are times where traffic conditions are more sensitive around the access and egress route from the public highway onto site, we will enforce delivery restrictions.

All deliveries will be given site specific instructions with regard to the vehicle types the site will allow, this included all vehicles such as Hi Abs, equipment and plant delivery vehicles. All visitors will be asked to park on site or on nominated safe parking areas away from the site.

We will implement on-site parking facilities as far as the site allows so as not to cause nuisance on Barlow Moor Road. Where space is not available site vehicles will drop off materials or equipment and move away to safe parking areas .

The access gates in the hoarding will open inwards into the site.

All routes around the site have been surveyed and there are no road restrictions that will affect the delivery traffic or the local areas all deliveries will use the minimum size of vehicles

Safe and suitable site accesses will be constructed prior to the start of main construction works, all vehicles will be safely transported into and off site. The existing site access off Barlow Moor Road will be used and all deliveries will be reversed into the site by a banksman to allow the unloading regime, and allowing the vehicle to move off site using forward gears.

Loading of materials will be by mechanical means such as telehandler or load trucks and will take place on site. Nothing will be loaded or unloaded outside site boundary. All deliveries will be supervised by a banksman to ensure the safety of all pavement and road users. There is not enough space on site to allow vehicles to have two site access and egress from site, without reversing onto Barlow Moor Road, all deliveries will be managed by trained banksmen onto and off site to ensure safety of the public and road users. All materials and plant will be ordered and scheduled in a timely and organized manner to ensure there is sufficient storage space for them on site. We will ensure access arrangements are made so that deliveries can be transported straight onto site and off the public highway. The gated access onto Barlow Moor Road will open into the site and not obstruct the Highway

No vehicles will queue onto the existing carriageway.
All delivery vehicles will be contactable to delay delivery if required.

Any abnormal loads will be carefully programmed to ensure the delivery causes the least amount of disruption to the surrounding traffic. Entry to site will be controlled by banksmen and any traffic control systems needed, in accordance with the local authority conditions. At this time we are not aware of any abnormal loads.

g) Sheeting of construction vehicles

All skip and grab wagons will be sheeted to prevent spillages before they leave the site.

h) Dilapidation survey

A full dilapidation survey will be carried out on the surrounding roads and pavements on the route of the delivery and site traffic. The survey will include photographs and narrative describing the condition prior to work starting on site

h) Working Hours

The working hours for the site will be:-

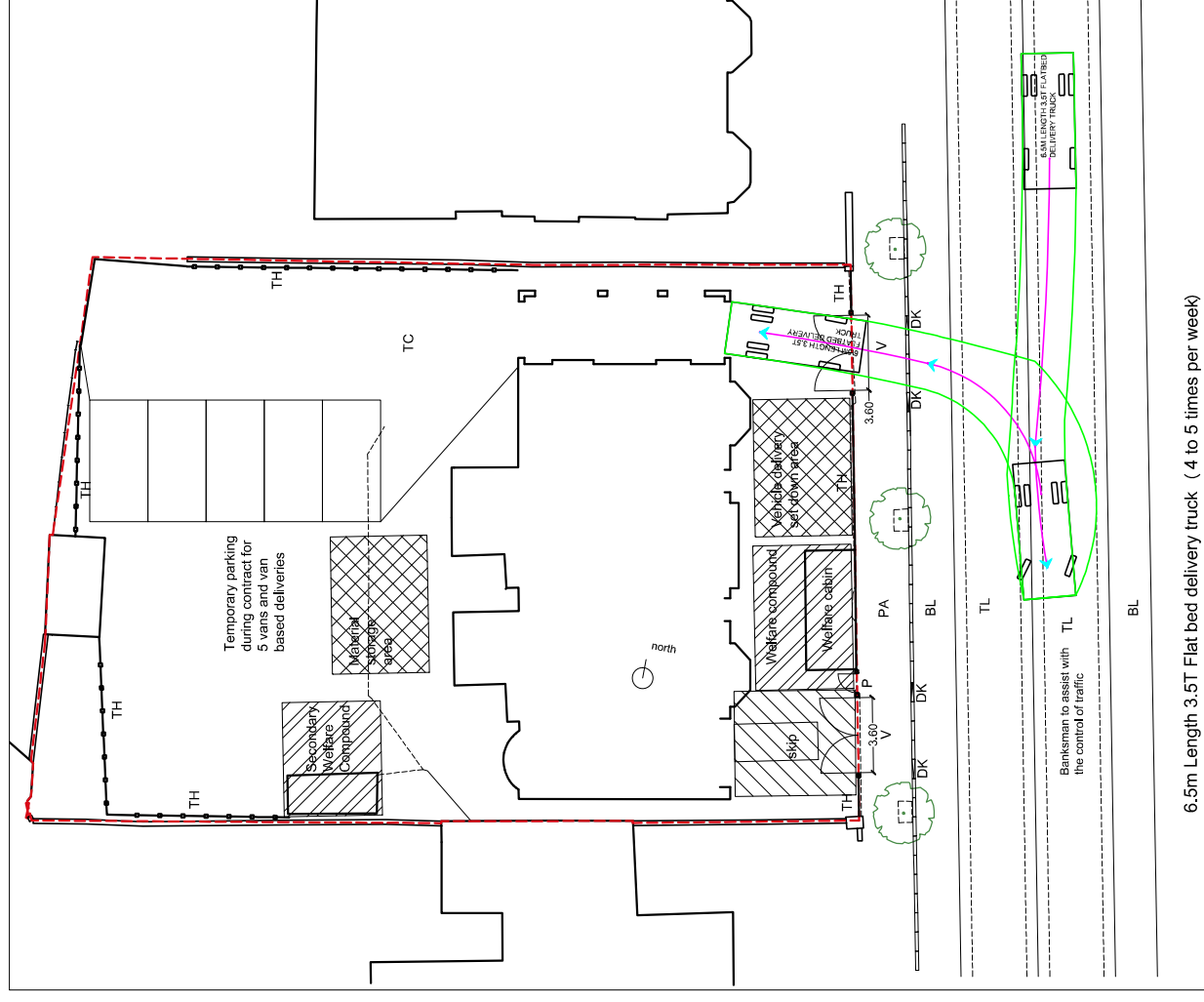
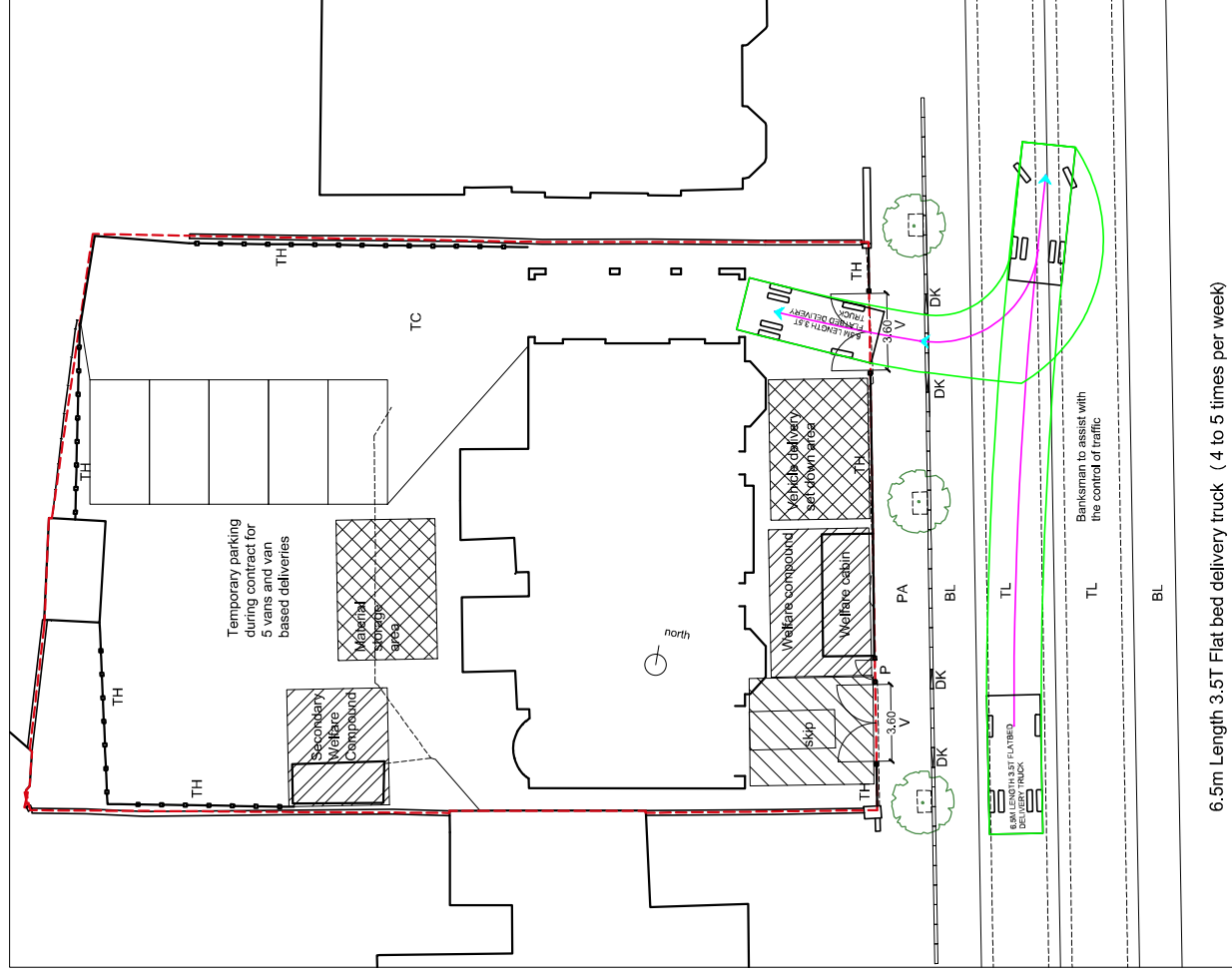
Monday to Friday 08:00 to 18:00

Saturday 08:30 to 14:00

No work will be carried out on Sundays

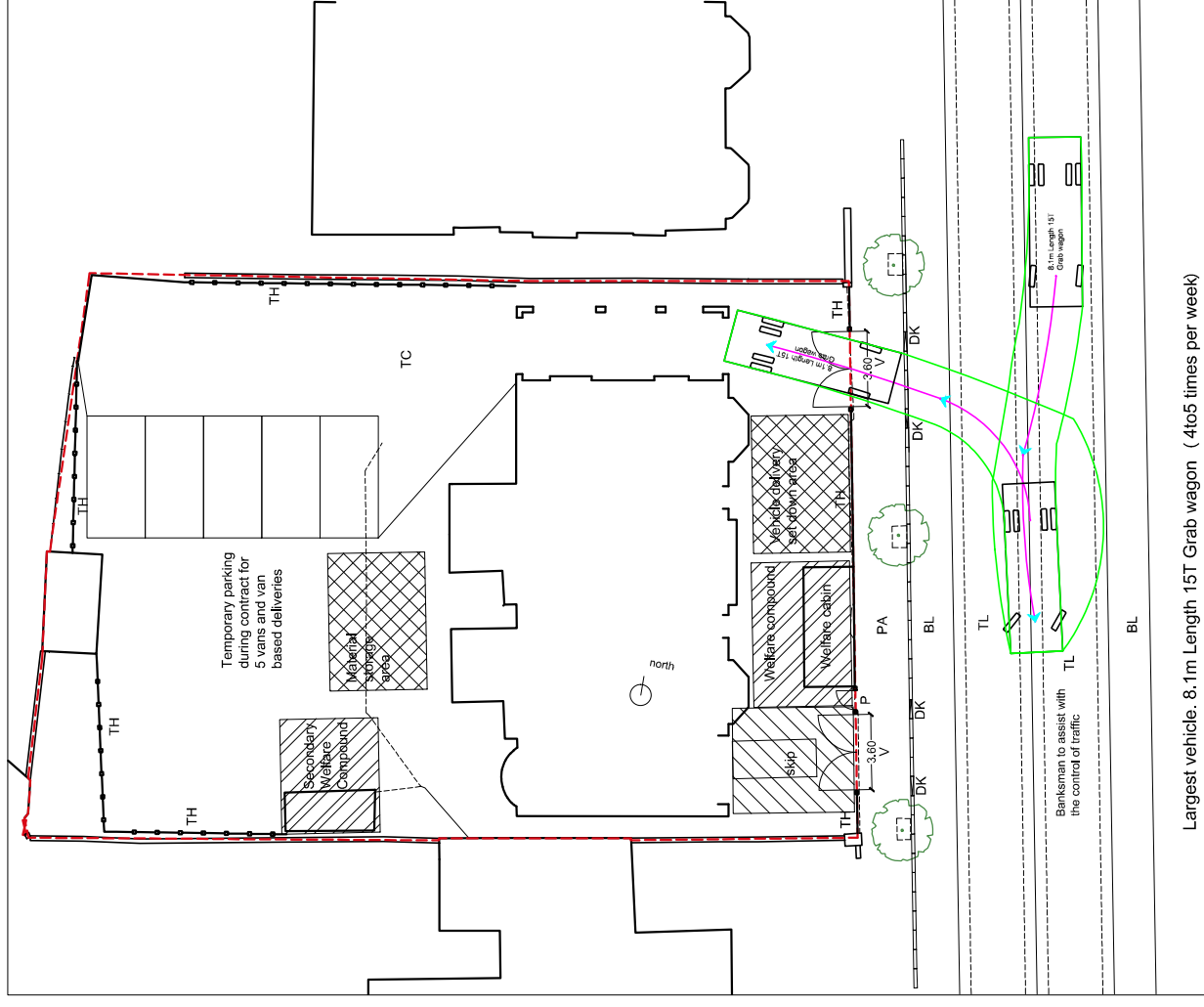
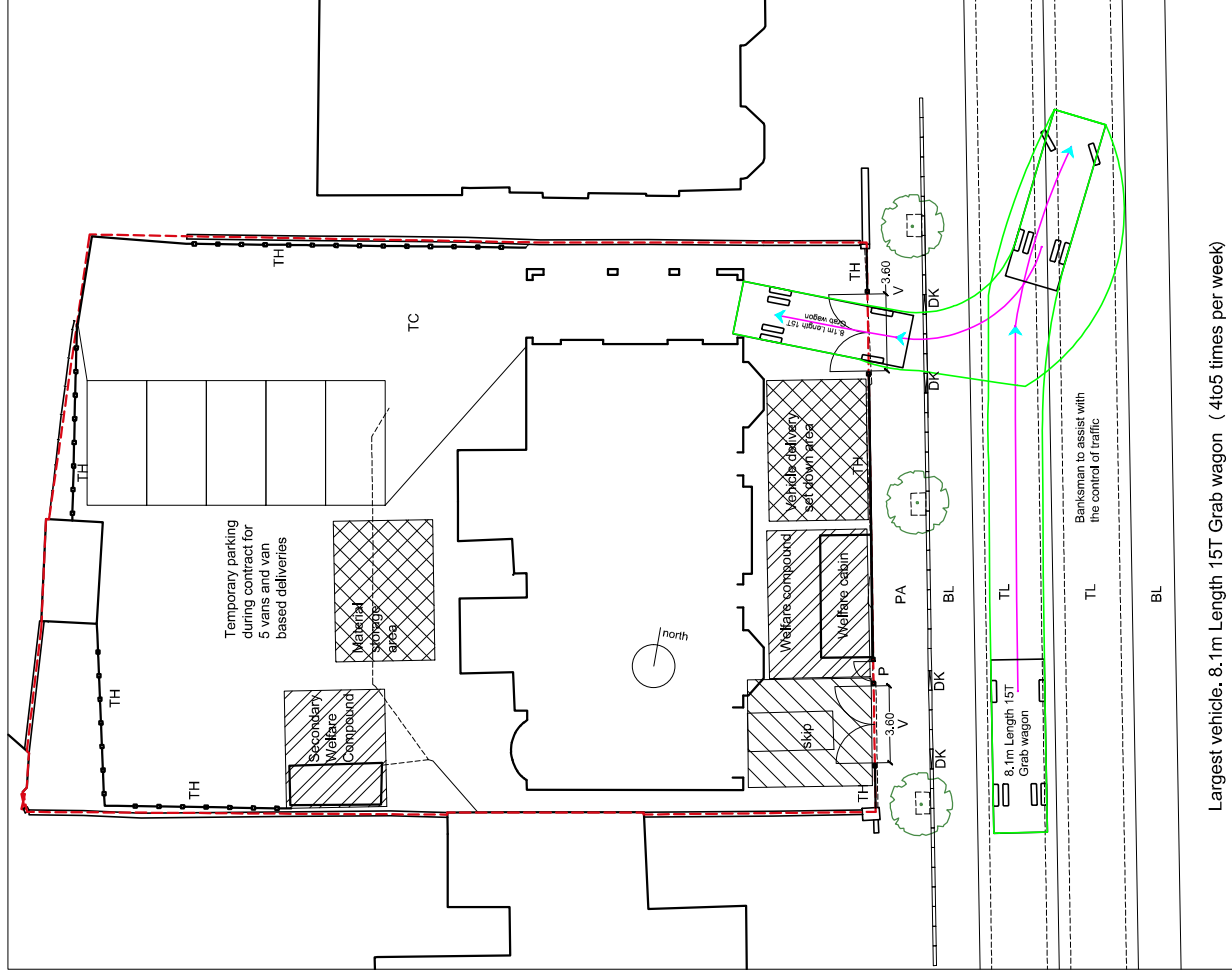
APPENDIX A

SITE PLAN



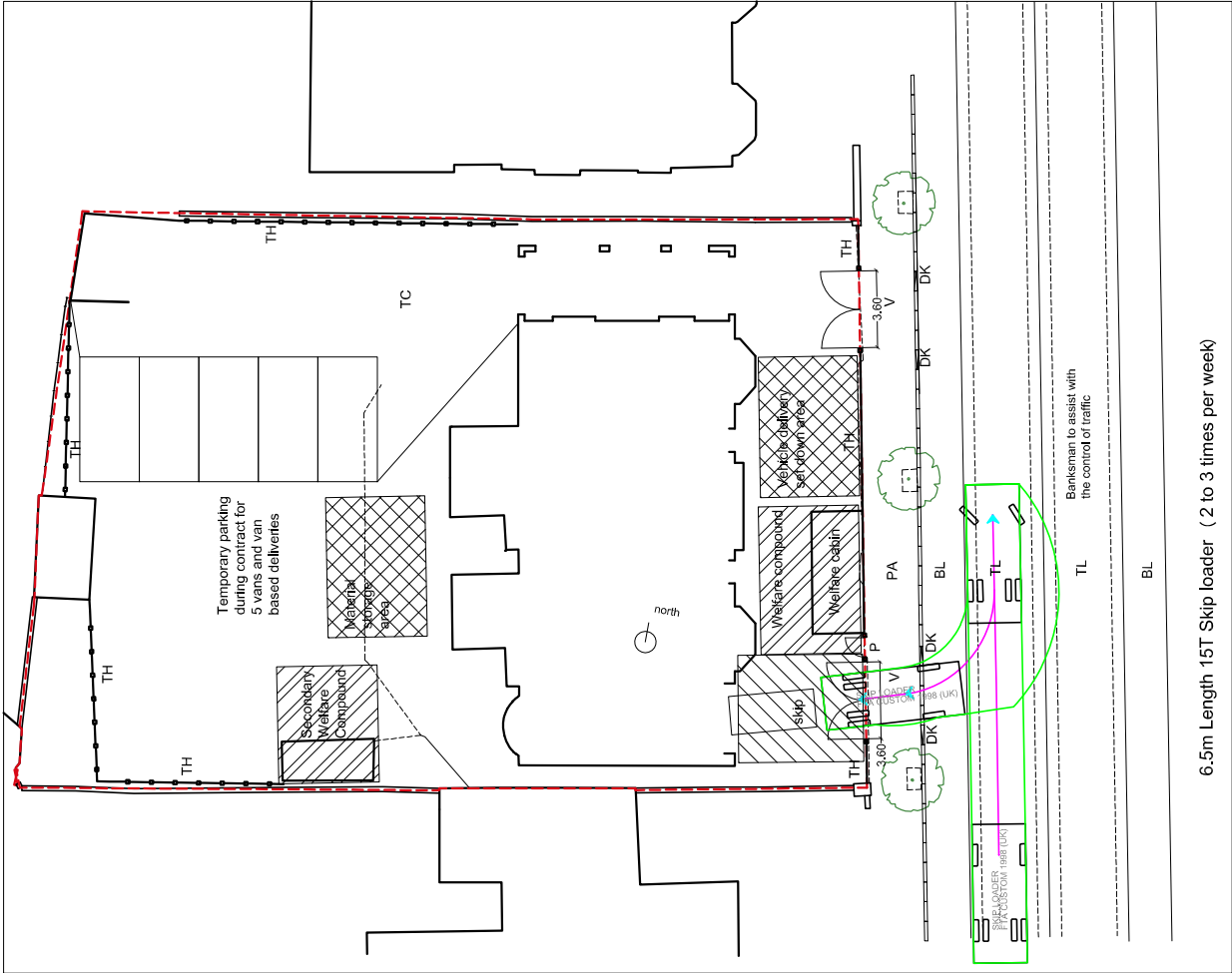
TH	Temporary Safety hoarding
TC	Temporary Car park
DK	Existing Dropper kerb
P	Pedestrian gate
V	Vehicle access
PA	Pavement
BL	Bike lane
TL	Traffic lane

PROJECT	515 to 521 Barlow Moor rd.					
	Chorlton					
	SCALE	1 : 250 @ A3	CUSTOMER	AFL		
	DWG NO:	149-PL -	CDM1			
	CONTRACT NO:	REV:				
	149	planning				
		-	18/05/25			
ISSUED						
simon jarnes arquitectos UK · 125 Grosvenor St. All Saints, Manchester. M1 7PL simons@sjarchitects.co.uk						

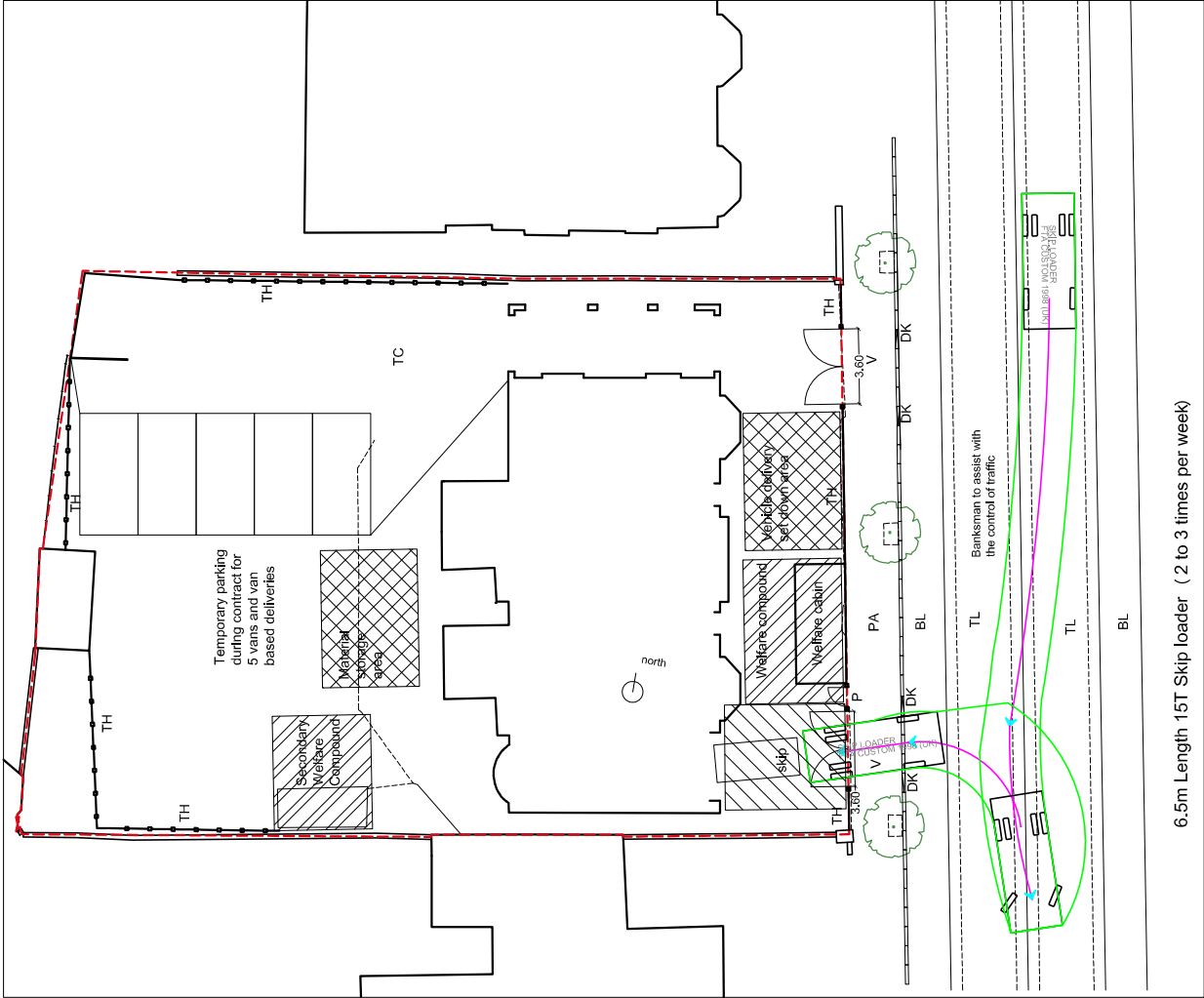


TH	Temporary Safety hoarding
TC	Temporary Car park
DK	Existing Dropper kerb
P	Pedestrian gate
V	Vehicle access
PA	Pavement
BL	Bike lane
TL	Traffic lane

PROJECT	515 to 521 Barlow Moor rd.			CLIENT	APL
	Chorlton				
	SCALE	1 : 250 @ A3			
	DWG No.:	449-PL - CDM2			
CONTRACT NO	STAGE CODE	REV.	DRAWING TITLE	CDM & Traffic management - 8.1m Grab Wagon	
	149	Reinforcing			
ISSUED	16/05/25	-		simon james architect/architects UK, 123 Gateway St St., Northwich, Warrington, Cheshire WA11 7PL	



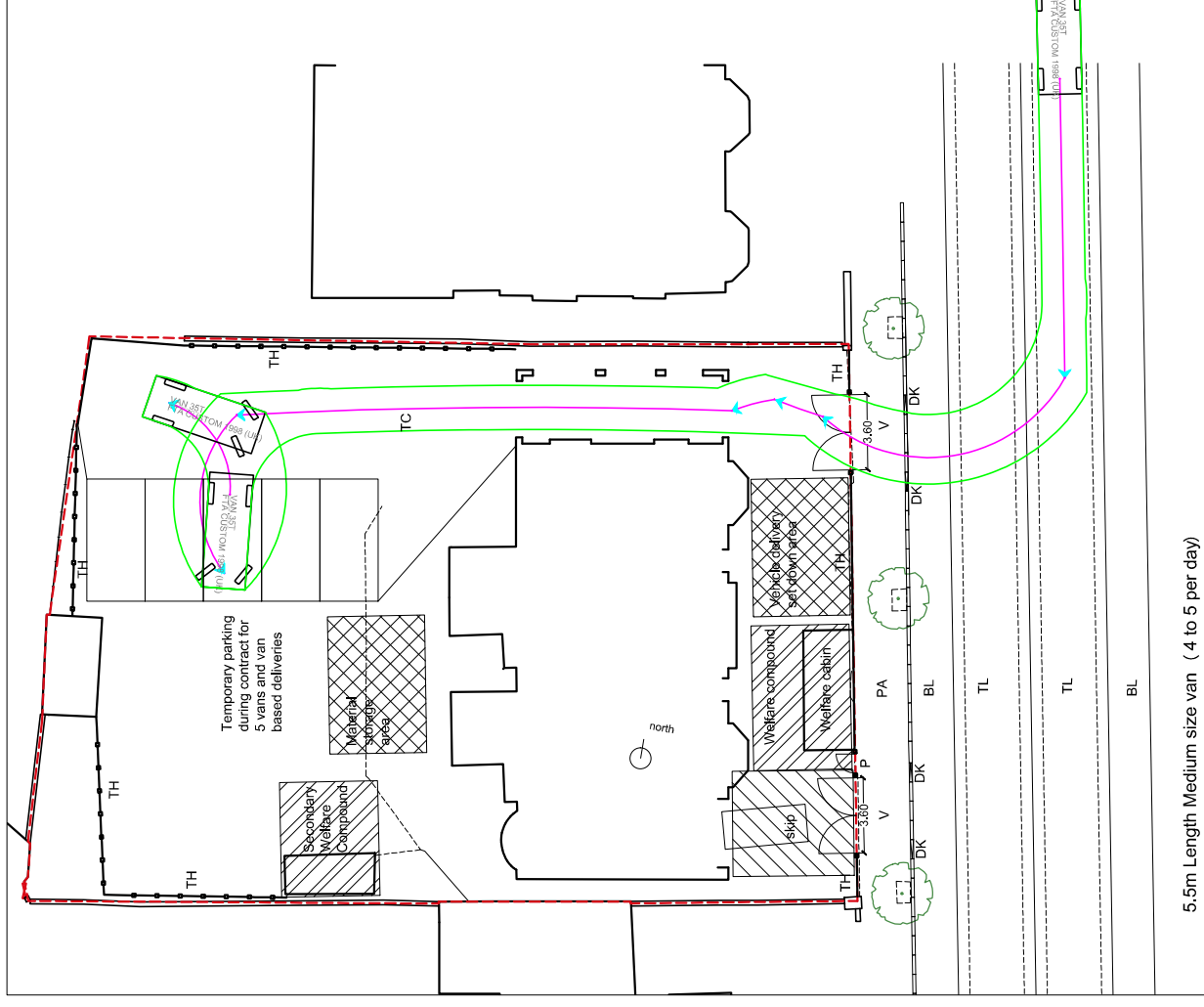
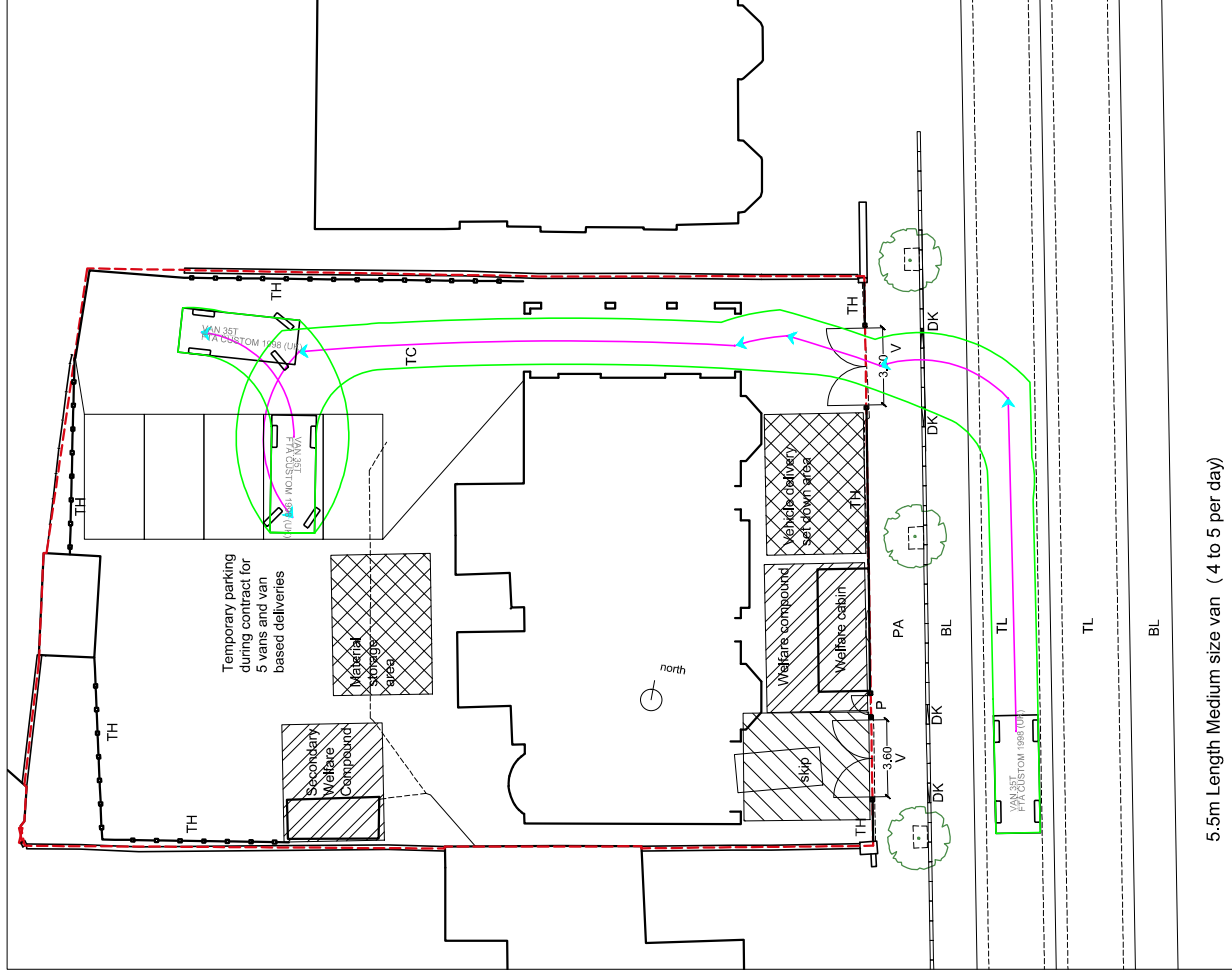
6.5m Length 15T Skip loader (2 to 3 times per week)



6.5m Length 15T Skip loader (2 to 3 times per week)

PROJECT		515 to 521 Barlow Moor rd.	
SCALE		1: 250 @ A3	
DRAWING NO		149-PL- CDW3	
CONTRACT NO		149	
STAGE		planning	
REV.		-	
DATE		16/05/25	
ISSUED		-	
CLIENT		APL	
DRAWING TITLE		CDM & Traffic management: 6.5m Skip Wagon	
simon james am ltd/architects		-	
UK, 100 Grosvenor St, 4th Floor, Manchester, M1 7PL		-	

TH	Temporary Safety hoarding
TC	Temporary Car park
DK	Existing Dropper kerb
P	Pedestrian gate
V	Vehicle access
PA	Pavement
BL	Bike lane
TL	Traffic lane



TH	Temporary Safety hoarding
TC	Temporary Car park
DK	Existing Dropper kerb
P	Pedestrian gate
V	Vehicle access
PA	Pavement
BL	Bike lane
TL	Traffic lane

PROJECT	515 to 521 Barlow Moor rd. Chorlton					
SCALE	1 : 250 @ A3		CLIENT	APL		
DWG No.	149-PL - CDM4		DRAWING TITLE			
CONTRACT NO	ESTIMATE CODE		planning	REV.		
149						
ISSUED	16/05/25		-			
				 simon james arquitects UK, 100 Grosvenor St, All Saints, Manchester, M1 7FL		

APPENDIX B
WELFARE SCHEDULE 2

