

CONSTRUCTION METHOD STATEMENT:

Erection of 20 pre-fabricated glamping pods and associated footpaths, retrospective alterations to previously consented raised timber decking adjacent to driving range with addition of pergola and associated alterations, and erection of pergolas over clubhouse rear patio

Blacknest Golf & Country Club, Frith End Road, Blacknest, Alton, Hampshire, GU34 4QL

Applicant : 360 Beech Limited

Ref: 23-2675/FULPP/CF/CMS/V3

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INTRODUCTION

This method statement has been prepared specifically for the below construction works at Blacknest Golf and Country Club:

- Installation of 20 pre-fabricated cabins with permeable hardcore sub-base;
- Note—the cabins are to be installed in 3 phases, this statement applies to all 3 phases of construction. The main service road is already in place.
- The cabins are fabricated off site and transported to site on flat bed vehicles.
- Associated paths to link the cabins with existing tipis, facilities building, Clubhouse and car park;
- Bicycle store.

The other proposals included in the planning application are retrospective works and already constructed, therefore, this statement does not cover the raised timber decking and pergola for the driving range, or the timber pergolas over the rear patio.

The majority of the construction works consist of landscaping, and creation of hard core bases and paths.

From time to time this method statement may need to be revised on site to reflect any design and programme changes that may be implemented during the construction period.

The construction phase Health & Safety Plan will be developed from the Pre-Construction Phase and will comply with the Construction Design and Management Regulations 2015.

When approved any implications that affect this method statement will be included within the future revisions.



Figure 1. Example images of a Nokken cabin (not a photo of the site) Copyright Nokken

EXISTING CONDITIONS & ACCESS

The site is an active golf and country club, consisting of a clubhouse and attached driving range, a private driveway, hardstanding car park, several outbuildings including tips and an associated facilities outbuilding, a green keepers unit, an 18 hole golf course and a 6 hole Academy golf course. The whole site is within the ownership of the applicants.

The area of the proposals is over a previous part of the Academy golf course, and consists of grass, groups of trees and bounded on 2 sides by a strip of woodland. There is a self-binding gravel track over 2.5m wide that accesses the adjacent facilities building, suitable for vehicles and machinery to access this area of the site.

Frith End Road is the adjacent main road which is a C-road. This road links to the A325 which connects to several main towns, and to the N-W to the crossroads at Blacknest, which further on links up to other main road connections.

The existing vehicular site entrance is off Frith End Road to the East, consisting of a 2 vehicle wide entrance leading onto a two-way drive, over a single width bridge, into the car park. As existing large lorries enter and exit the site in forward gear utilising the car park to turn around, without disruption to the highway or neighbouring properties, therefore, it is considered the existing access and turning spaces are suitable for these proposals.

Due to the existing access and clear turning spaces in the car park (which do not require reversing for most deliveries), it is considered suitability qualified traffic marshalls are not required to assist delivery vehicles associated with these proposals.

There is a separate single width servicing path suitable for vehicles and machinery that links the car park to the facilities outbuilding and servicing yard, which is adjacent to the proposed cabins. This servicing track is only to be driven along by the main contractor and site workers, who are existing employees of the site.

This servicing track is already in use for construction works associated with other consented works on site, and is segregated from the main public areas by the nature of the location of the construction works, and timings of construction.

Refer to drawings 20-2487-PX-100 (proposed site layout + access), 20-2487-PX-01 (phasing), 20-2487-PX-02 (servicing) and 20-2487-CM-01 for information on location of existing vehicular access, off road vehicle parking, external materials storage, skips, temporary material unloading and external working areas, *and tree protective fencing*.

PRE-CONSTRUCTION PHASE

Various critical processes will be carried out during this phase to ensure that all construction activities are carried out in a planned, considerate, economic and safe manner.

The build programme will be developed and finalised into a monitored build programme which will, during construction, be reviewed on a weekly basis.

A pre-construction Health & Safety plan will be drawn up and will be the basis for developing the Construction Health & Safety Plan.

In conjunction with the trade appointments, the applicant and main contractor will develop and agree method statements, temporary works designs, on-site practical procedures and systems to ensure that all relevant requirements under current legislation are met.

Apart from setting up the skip, temporary material storage/delivery compound, *and installation of the tree protective fencing as per SMW Tree Consultancy's report and drawing 20-2487-CM-01*, there are no further pre-construction stage works required to prepare the site for the construction phase.

It is important to note there is limited construction taking place on site as the cabins are pre-fabricated and delivered to site in a completed finish and are modular in construction so that they can be placed on a trailer and towed from the car park to their proposed location.

SITE ESTABLISHMENT, H&S, PARKING

As existing, access to the site will be strictly via Frith End Road, with delivery and site operatives vehicles able to enter the site in forward gear, turn around in the car park and exit the site in forward gear, eliminating the need for reversing on/off the highway.

The site has plenty of hardstanding vehicle parking as it is an active facility, therefore, especially as the majority of the construction works will be carried out by 2 existing employees of Blacknest Golf & Country Club, it is considered unnecessary to formally allocate contractor parking. The applicants will encourage any further trades to park at the far end of the car park to leave closer parking spaces for the Club's members and visitors.

The site is to have 2 compounds, one in the main car park for skips and temporary

material storage/deliveries, the second on the hardstanding area by the facilities outbuilding nearer to the pod locations for storage, cement mixing and external working areas.

The main contractor is to have a dedicated office as there is a spare office space within the clubhouse with an external access point, and there are existing toilets, showers, and staff break facilities within the clubhouse, and further welfare facilities in the greenkeepers shed, along with an on site café and bar, that are used by the existing employees.

Therefore, it is considered a separate site office and welfare facilities are not required, as the existing facilities on site can be used in accordance with HSE requirements.

SCOPE OF WORKS—METHOD & PHASING OF CONSTRUCTION WORKS

There are no demolition works as the site is part of the old Academy golf course consisting of grass and groups of trees. There are no existing buildings or structures to be removed.

Clearance works will consist of careful lifting of turf and top soil, and appropriately storing nearby on site (*outside of the 15m buffer of the Ancient Semi Natural Woodland*), to allow it to be reused in the landscaping features around the pods and to reduce the need to import topsoil.

The remainder of the construction works consist of:

- Excavating and forming the permeable bases for the cabins *and the mini concrete pads for 4 cabins within and adjacent to the central tree copse*;
- Formation of the paths from the existing servicing path to the cabins;
- Formation of the landscaping features;
- Formation of the bicycle store by the car park.

The cabins are pre-fabricated in a workshop off-site, therefore, there are no construction works, materials or waste disposal on site associated with the construction of the individual cabins. This is dealt with by the separate cabins manufacturer inline with their own site construction methods and waste disposal.

As the cabins are to be installed in phases, each phase will be programmed to enable construction of the on-site works to be delivered in stages so as each construction process is completed, the site can be tidied before the next construction stage.

The reasons for this are:

- To enable the development and surrounding areas to be kept as clean as practically possible during the construction process;
- To keep material deliveries to a minimum enabling the site team to manage deliveries more effectively, and to keep the car park site compound as small as possible to reduce temporary loss of on site parking;
- Generally where practically possible to reduce disruption to the existing users of the site, which will remain in operation during these works.

Proposed construction stage sequence:

- Removal of turf and top-soil from main paths and first phase landscaping features and temporarily store inline with industry guidance (*outside of the 15m buffer of the Ancient Semi Natural Woodland*);
- Excavation of main path and main servicing trenches around the group of trees to link from front of tipis around to existing rear service path, and relocating of sub-soil into locations of proposed landscaping mounds;
- Install the servicing ductworks and services under the paths linking to the different phases of cabins, then backfill services trenches;
- Lay the hard-core sub-base of the paths to provide a firm surface for more regular machinery movements;
- Removal of turf and top-soil from the cabin locations (number subject to phase), paths and services trenches, store (*outside of the 15m buffer of the Ancient Semi Natural Woodland*), and excavate the permeable bases for the cabins, paths and services trenches and form the landscape features;
- Form bases for the cabins and services trenches, then back fill services trenches ready for re-turfing or path finishes over, and install bases for the paths;
- Finalise landscape features and trees and planting, and re-instate top-soil and turf where required;
- Preferred sequence subject to delivery time of cabins = On delivery of cabins, move cabins to final locations, before finishing the paths.

The next 2 phases for the cabins follow the same sequence as above, apart from the main path and servicing ducts will already be in place. Use of ground matting over the main path will be required to protect the finish from machinery movements.

CONSTRUCTION PHASE & TIMINGS

The hours of on-site work shall be 07:30—18:00 Monday to Friday and 08:00—13:00 on Saturday with no works on Sundays or Public Bank Holidays.

The on-site construction works are to take place outside of the tipis event season, which is from mid May - mid September, so not to disrupt adjacent events or cause issues with pedestrian movements.

The site and various compounds will also be cleared and previous uses reinstalled between the 3 construction phases.

DELIVERIES, ACCESS & EGRESS & ROAD SWEEPING/WHEEL WASHING

The use of a mechanical wheel wash is deemed not necessary for deliveries and the majority of contractor vehicles which are accessing the car park only, as the car park is a clean environment away from the construction works and unlikely for vehicles to gather mud/debris on route back to the main road.

There is an existing wash down area adjacent to the buggy store and link service path to the facilities outbuilding—this consists of a hand held jet washer, a separate hose pipe and a surface drain, which can be used to wash down vehicles/machinery that are taken down the service path and to the location of the pods.

The cabins will be unloaded into the compound in the car park onto trailers, then towed by a utility vehicle, such as the Gator along the service path to the facilities outbuilding, then along the adjoining existing and new paths to its final position. The Gator is an existing utility vehicle used on site.

Deliveries of hardcore, timber decking, servicing ductwork and piping, and materials for the paths will be delivered to the car park compound, unloaded onto tarpaulin sheets where necessary to protect the existing tarmac, then transported via use of the existing flat bed gator and its trailer to the end locations.

During these deliveries, cars accessing the site, will need to drive along side the delivery vehicle to utilise other parking spaces on site. It is noted that during deliveries some car parking spaces may be temporarily blocked hindering cars exiting their spaces. However,

there are limited deliveries required and these can be organised to take place on less busy days, and use of traffic cones in place prior to opening to restrict cars parking in the bays opposite the compound for known longer deliveries.

The utility vehicles can be loaded/unloaded within/adjacent to the main compound without hindering other users of the car park.

Vehicular movements from the temporary materials store to servicing track, will require a construction worker to temporarily stop pedestrians from accessing the side path by the pro-shop and buggy store through use of temporary moveable fencing, and once the utility vehicle has passed and on the main servicing path, the fencing can be moved to allow pedestrians to pass again—there is another pedestrian access through the building. This manoeuvring procedure should only take a few minutes to complete, and no worse than golfers utilising and moving the golf buggies themselves.

There should be very few other deliveries required for these works, as the majority of the new trees are transplanted from elsewhere on site using a machine, and any other new trees and shrubs are small enough to be transported to and on site by van/Gator.

There are no proposals to bring in additional top-soil or sub-soil to site, as the landscaping design proposes to utilise existing top soil/turf, and sub-soil excavated from the cabins, paths and bicycle store bases to create the mounds and features.

SECURITY & PEDESTRIAN PROTECTION

The main site will remain active during the construction works, however, the works are scheduled so the nearest guest facilities to the cabin construction area will not be in operation during construction—see above.

The general site is accessible to the public. Due to the size of the site it is deemed impractical to fully fence off the whole construction area, which will have tree protection fencing in place as part of the works. The bicycle store is located behind the temporary site compound, making ease of access, disposal and construction straightforward without impeding other users of the site.

Outside of operation hours, whilst the Right of Way on the far side of the site cannot be blocked, there is an automated bollard on the bridge that hinders vehicles accessing the site, and in addition on site live-in staff provide security.

It is considered the use of well placed signage and temporary low fencing on the main access paths to the tipis & bicycle store to instruct the public to not access these areas, and the Academy golf course only using the course on the N-E side of the bridge, will provide suitable protection for pedestrians utilising the other facilities on site.

SITE WASTE MANAGEMENT PLAN

As above, there should be minimal waste as the landscaping is designed to reuse the sub-soil and top soils excavated to form the pod bases, services trenches, and paths.

Cabins are built off site by others. There are no demolition works.

The pergolas and raised decking works are all completed in construction.

Soil stripping and stockpiling is to be carefully managed to ensure protection of soils to allow reuse on site at appropriate times. *Temporary stockpiled soil is to be located outside of the 15m buffer of the Ancient Semi-Natural Woodland.*

All other materials are to be delivered to site, and any left over materials (hardcore, bark, self binding gravel, timber) not used in these works will be used elsewhere on site to repair existing paths and course features.

There may be some minimum waste arising from the underground services ie. ducting, pipework, cabling etc. and the decking, which can be disposed of or recycled inline with current legislation.

There is space for a general waste skip to be located in the compound in the car park. From assessment of the waste arising, separation of waste is unlikely to be needed as it will be predominantly off cuts of ducting/plastic pipework and electrical cables.

Site waste management will be monitored and managed, and good housekeeping will ensure the control of waste movement on and off site.

ENVIRONMENTAL

There should be no requirement for dust suppression as the works are separated from other facilities, pedestrians and far from neighbouring properties, and are not being carried out in the driest months ie. limited soil dust.

All works will be monitored for noise and vibration ensuring both stay within the guidelines set out by the Health & Safety Executive, and to follow Best Practice detailed within BS 5288:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites.

Existing trees on site including the Ancient Semi-Natural Woodland to the West of the pods will be protected via use of localised fencing, as per SMW Tree Consultancy's report and drawing 20-2487-CM-01.

ACCESS SCAFFOLDING

There is no requirement for access scaffolding.

EXIT STRATEGY

The works are to be carried out in phases.

The main access path base structure will be installed in the first phase to ease construction for the next 2 stages, allowing for a smooth phased completion.

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