CONSTRUCTION METHOD STATEMENT

For the Change of use from Class E (bank) to 13No.bedroom HMO with 2No. Class E units at ground floor and associated landscaping and bin and bike stores. First floor rear extension and construction of an additional second storey with proposed external alterations to materials and fenestration.
@ 81 & 81A London Road, Waterlooville

January 2026

REV 1 – Feb 2026

1. Introduction

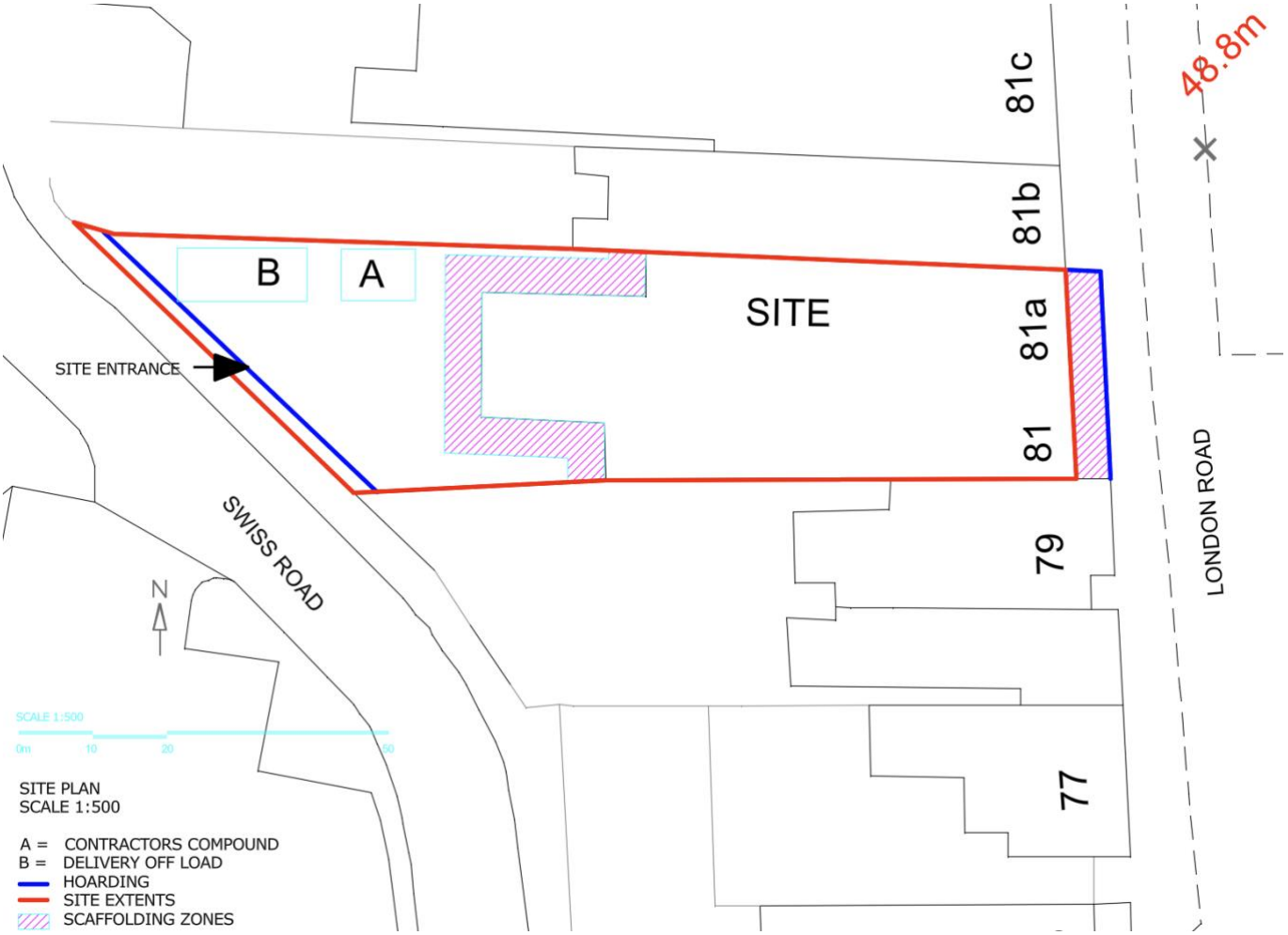
This Construction Method Statement (CMS) has been prepared to support the proposed development at 81 & 81A London Road, Waterlooville.

The proposed development comprises a change of use from Class E (former bank) to a 13-bedroom House in Multiple Occupation (HMO), together with the retention of two Class E commercial units at ground floor, associated landscaping, and the provision of bin and cycle storage. The proposals also include a first-floor rear extension, the construction of an additional second storey, and external alterations to materials and fenestration.

This CMS sets out the proposed methodology and sequencing of works, with particular regard to the constrained urban location and the need to safeguard neighbouring amenity and public safety.

2. Site Set-Up and Enabling Works

- Site set-up will be undertaken prior to commencement of main construction works.
- Temporary fencing and hoarding will be erected to define working areas and protect the public.
- Welfare facilities will be provided either internally or within designated areas of the site.
- Site access points will be clearly defined and controlled.



3. Demolition and Strip-Out Works (Where Applicable)

• Initial works will comprise soft strip-out of internal fixtures, fittings, services and non-loadbearing elements as required to facilitate the proposed development.

• All demolition and alteration works will be undertaken in a controlled and sequenced manner to minimise disturbance to neighbouring properties and the surrounding area.

• Demolition works shall be carried out using methods that minimise dust, noise and vibration.

• Impact demolition methods such as wrecking balls and hydraulic breakers will not be used unless otherwise agreed in writing with the Local Authority.

• Preferred demolition techniques shall include hydraulic shears, pulverisers, saw cutting and controlled dismantling by hand or mechanical means.

• All plant and equipment shall be appropriate to the task and operated in accordance with best practice to minimise environmental impact.

• Materials arising from demolition will be removed in a controlled sequence and segregated on site prior to removal by licensed waste contractors.

• Drop heights of materials shall be minimised and debris shall not be allowed to fall freely where it would generate excessive noise or dust.

• Dust suppression measures shall be implemented as required, including damping down during dry conditions.

• All works shall be carried out in accordance with the Construction Management Plan (CMP), including all dust and noise mitigation measures contained therein.

4. Construction Phasing and Methodology

Construction works will be carried out broadly in the following sequence:

1. Enabling works and strip-out
2. Structural alterations to the existing building
3. Construction of the first-floor rear extension
4. Construction of the additional second storey
5. Formation of the building envelope and external fabric
6. Internal fit-out works
7. External works, landscaping, and completion

The detailed programme and sequencing will be finalised by the appointed contractor prior to commencement.

5. Delivery, Storage and Handling of Materials

- Materials will be delivered on a just-in-time basis where practicable.
- Deliveries will be scheduled to avoid peak traffic periods where possible.
- Materials will be stored within the site boundary and managed to avoid encroachment onto the public highway.
- Mechanical handling equipment will be used where appropriate to minimise manual handling risks.

6. Plant and Equipment

- Construction activities will utilise small to medium mobile plant appropriate to the scale of the development.
- No tower crane is anticipated.
- All plant and equipment will be operated by competent personnel and maintained in accordance with manufacturer guidance.

7. Access, Egress and Vehicle Movements

- Construction access will be taken from London Road.
- Vehicle movements will be managed to minimise disruption to other road users and pedestrians.
- A banksman will be used to manage deliveries and vehicle movements where required.
- Vehicles will not be permitted to idle unnecessarily on or adjacent to the site.

8. Pedestrian and Public Safety

- Safe pedestrian routes will be maintained at all times.
- Temporary barriers and signage will be provided where construction activities interface with pedestrian areas.
- Appropriate measures will be implemented to prevent unauthorised access to the site.

9. Temporary Site Facilities

- Welfare facilities will be provided in accordance with statutory requirements.
- Temporary storage areas for materials and equipment will be clearly defined and kept tidy.
- No permanent occupation of the public highway for site facilities is proposed.

10. Environmental Considerations

Environmental controls relating to noise, dust, emissions, and waste management will be implemented in accordance with the accompanying Construction Management Plan and relevant best practice guidance.

11. Review and Compliance

The construction works will be carried out in accordance with this Construction Method Statement.
The CMS will be reviewed and updated as necessary to reflect changes in construction methodology, subject to agreement where required.

All construction activities shall be undertaken in accordance with the approved Construction Management Plan (CMP).