



WALTER THOMPSON

Care Home
Perseverance Street
Barnsley
S70 6HD

7th August 2024

Construction Method Statement

Application Number: 2023/0587

Condition number 08 / 12

1.0 Routes of construction traffic to and from the site including any off site routes for the disposal of excavated material.

WT has also established and will maintain safe on-site traffic routes for pedestrians and vehicles. The site will be accessed from the M1 heading south take junction 37 and head for Barnsley on A628. Take a left into Perseverance Street and the site is on your left. The Site will be clearly sign posted. (See Plan below).

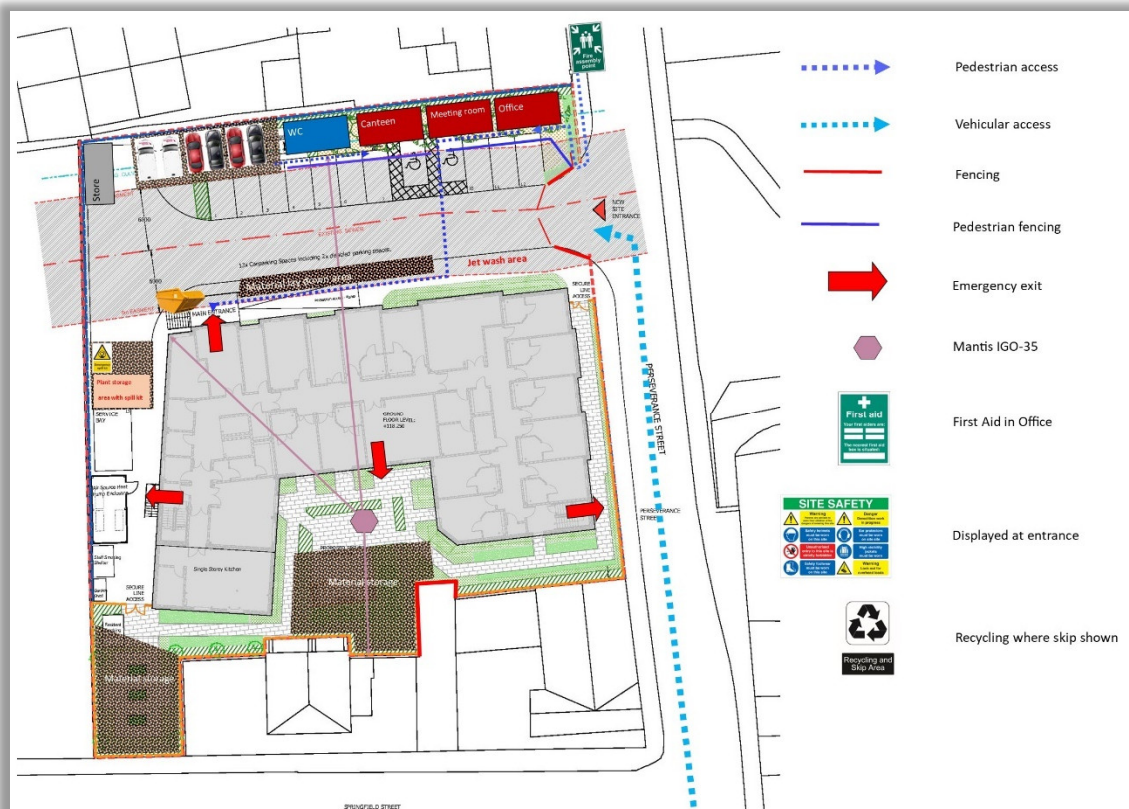




Suitable numbers of cautioning signs will be prominently displayed adjacent to the site entrance gates to inform other vehicles and pedestrians of the presence of construction traffic. All vehicles leaving the site will enter the site and exit via the main gate identified on the attached site set up below.

Pre-start visits by the WT Management Team will take place with the local residents, and to inform them of our presence and the traffic control measures we will be implementing. Letter drops to all neighbouring residential located on all sides of the site will be notified prior to commencing the construction of the care home. Additional visits will be arranged and additional letter drop updates will be maintained as the project develops.

Safety talks and presentations will also be offered to the Holy Rood R C Primary School to warn of the dangers associated with construction sites.



1.01 Car parking of vehicles of site operatives and visitors.

Occupants of the residential properties in the vicinity will be kept informed of any activity which may affect them.

All nearby and adjacent roads and footpaths will remain in full use during the contract period and at all times such areas will remain unobstructed and safe for public passage. Visitors and others may be present on local and adjacent footpaths and roads, therefore pedestrian and vehicle routes during the construction works will be adequately signed and WT will endeavour to ensure that the works are carried out in such a way as to avoid causing foreseeable hazards by segregating pedestrians and vehicles.

We have allocated spaces for parking highlighted on the site plan. We appreciate parking is an issue for local residents so we will be actively looking at alternatives.

We will investigate off site parking and utilise one of your crew busses to bring trades operatives on and off site from designated car parking facilities like the one below -



1.02 Loading and unloading of plant and materials

We have identified a clear traffic management plan which allows plant and materials coming onto site to be safely offloaded into the material and plant bays (identified on the plan as the material and plant storage areas) and then distributed around the site via the 28m Mantis 35-10 tower crane.

We have allocated a plant storage area and easily accessible to the emergency spill kit which is identified on the plan.



Further material storage areas are identified within the crane lifting zone. Some materials will be unloaded from the transport vehicles and straight onto the work area.

The use of the Mantis crane mitigates the movement around the site and causing dirt deposited onto the highway.

1.03 Protection of site haulage roads and adjacent public highways

Site traffic routes will have stone surfacing within the site. Other access roads will be fully stoned up to ensure no site traffic is required to travel over made-up, muddy, or other unsuitable areas of the site. Storage areas have been designed so that delivery vehicles do not have to cross the site and the loading and off-loading of materials and equipment can be achieved by the site tower crane. These arrangements will result in vehicles only accessing hard standing and stoned up areas on site resulting in wheels and undercarriages remaining clean. Additionally, the WT Plant and Transport Department will arrange

immediate call-off orders with local suppliers for road sweepers in the unlikely event of mud being transferred to adjacent roads.

Roads and vehicle routes will be regularly inspected and cleaned by brush if necessary. Access and egress routes both within and outside the site boundary will be monitored in order to arrange suitable cleaning of the surfaces.

Wagons leading spoil off site will be sheeted over to avoid material being deposited onto the highway.

The Site Management Team will carry out this monitoring, which is particularly important as the site is close to residential properties. Wet cleaning methods and mechanical road sweepers will only be utilised by specialist supplier.

1.04 Wheel washing facilities.

Vehicles will be effectively clean when entering and leaving site and thus avoiding the need to control run-off of water or mud. The use of a pressure-washer in the designated area on the plan eliminate material depositing onto the highway.

Road sweeping and cleaning will be permitted by the nominated local supply chain provider and road sweeping and cleaning will be monitored and arranged by the Site Management Team on a call-off basis if required.

1.05 Strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features.

The entrance and compound area where the vehicles are entering and exiting the site will be fully stoned up to ensure a clean exit onto the highway.

The entrance levels are at the highest part of the site which eliminates the potential of any run off onto the local streets.

All machinery will be well maintained and stored with drip trays. In the unlikely event of an oil spill, we have emergency oil spill kits on hand and our operatives are fully trained to use them, following our emergency procedure policy. This will ensure contaminants will not mix with the surface water or leach onto the highway.

1.06 Waste Management.

A waste management area will be created for the site skips to receive building waste. The main site skips will be supplied by our preferred waste disposal specialists for return to their depot for treatment, sorting and recycling. They will provide monthly data on the waste. Separate smaller skips will be located around site for waste before depositing in the main waste skip. To avoid unnecessary vehicle movements across the site, the smaller, drop-bottom skips will be handled by the site's tower crane, which will subsequently deposit the waste in the waste compound area marked as -



1.07 Pre Construction Road Condition

Walter Thompson will carry out a full pre construction dilapidations report with photos, within the highways boundary required.

1.08 Communication

The contents identified in this document will be ***enforced by the site management team*** and any breaches to this will be dealt with appropriately to avoid any reoccurrence.

Our representative on site will be our Site Manager. They have full responsibility on site and is on site full time. Their name and contact details will be displayed on the site hoarding.

Site working hours as per planning condition 5 –

8.00 – 18.00 Monday to Friday

9.00 – 14.00 Saturday

No work on any Bank Holidays.

No deliveries outside these times – 7.00 to 21.00 Hours.

The contents of this Construction Management Plan are ***clearly communicated with all operatives of both the directly employed staff and supply chain.***

2.00 Condition 12

2.01 New Highways Access

We will be forming a new access into the site through the existing brick wall all in accordance with the BMBC Highway specification. This work will be carried out at the commencement of the project.

The location is identified on the site plan above.

Construction and Environment Management Plan Prepared by;

Kirk Howie

Senior Planner

Walter Thompson (Contractors) Ltd