

# **Construction Method Statement (CMS)**

## **For the project at**

CMS Rockingham  
Dearne Valley Parkway,  
Kestral Way,  
Birdwell,  
Barnsley,  
S70 5SZ

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**Revision:** 01

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## **I – Introduction to the project**

The proposed development involves the construction of 7no. commercial units with new access roads, service yards, parking areas and peripheral soft landscaping.

### **Site Location**

The site is located to the west of A6195 Dearne Valley Parkway and north of Junction 36 of the M1 Motorway and is accessible from Kestral Way to the north of the site.

The address for the site is as follows:

Dearne Valley Parkway  
Kestral Way  
Birdwell  
Barnsley  
S70 5SZ

This Construction Environmental Management Plan is submitted to seek to discharge Condition 9. The Construction Environmental Management Plan shall be in place for the duration of the project. Its requirements, in addition to all other health, safety and environmental legislation shall be adhered to at all times during construction.

A site location plan is located in Appendix A

## **2) Hours of Work**

No noisy works are permitted on Sundays & Bank Holidays or outside of the following time period:

Monday-Friday – 08:00 to 18:00hrs.

Saturday 09:00 – 13:00. (Where Applicable).

**(No works permitted on Sundays, Bank and Public Holidays)**

Contact details of the site manager will be provided/displayed on the site perimeter for out of hours contact. The above hours of work also extend to include deliveries and collections from site.

## **3) Planning Condition**

Application Number – 2023/0815, Condition 9.

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority (in consultation with the Highway Authority for the M1 motorway). In addition to minimising local impacts, the plan should seek to minimise construction movements via the M1 during peak hours and shall include the following as a minimum:

- i. The parking of vehicles of site operatives and visitors
- ii. Means of access for construction traffic
- iii. Loading and unloading of plant and materials
- iv. Storage of plant and materials used in constructing the development
- v. Measures to prevent mud/debris being deposited on the public highway.
- vi. Construction vehicle movements,
- vii. A routing and signing strategy for construction vehicles to and from site, expected number of construction vehicles per day during the period of construction.

Thereafter the approved statement shall be adhered to throughout the construction period.

**Reason:** In interests of highway safety and equalities in accordance with Local Plan Policy T4.

### **i. The parking of vehicles of site operatives and visitors**

An area has been allocated on site for visitor and contractor parking, refer to Appendix C (Site Setup Plan).

### **ii. Means of access for construction traffic**

The site is accessed from the retail park access road, Rockingham Roundabout and Dearne Valley Parkway, dual carriageway, which links between the M1 motorway and the A633, to the east. Appendix A (Site Location Plan) and Appendix B (Travel Route) identify the route vehicles can take to site, with the aim of limiting the number of vehicles having to use nearby minor roads wherever practical.

Site meetings will be held outside of peak hours. On-street parking available on surrounding streets must be avoided at all times. Contractors and visitors will actively be encouraged to utilise public transport, car sharing and cycling. Timetables and routes for public transport and cycle routes will be displayed on noticeboards on and off site. This information will be provided to all subcontractors at the earliest opportunity along with suggestions on ways to reduce congestion as part of the subcontractor's order package.

Deliveries will be pre-planned to ensure they are always made outside of peak hours (deliveries to be planned in between 9.30am to 4.30pm) and to also ensure that only one vehicle will be on site at any one time. Vehicles coming on to site for offloading/loading of materials to and from a high bedded vehicle will need to provide suitable guard rail protection. Any vehicles removing loose rubbish or debris from the site must have the load fully sheeted. There will be no daytime or overnight parking of lorries within the vicinity of the construction site. All deliveries shall enter the site directly on arrival and not wait on any road in the vicinity of the site. This is to reduce local congestion.

All vehicles arriving/leaving site will be assisted by a banksman from the site entry point to the designated offloading area or waste/recycling area. All vehicles shall have their engines switched off while not in use to avoid idling and any vehicles carrying waste and dusty materials will be adequately sheeted or covered. All materials will be transferred using mechanical means where possible and placed in designated storage areas.

Sufficient lifting / moving aids will be made available to assist in unloading materials promptly and effectively and all deliveries will be organised to suit manual / mechanical handling techniques to be used where required.

The Site Manager shall ensure the necessary personnel are available to maintain the safe control of traffic and delivery vehicles onto and from site. The level of staff required will be determined for each delivery.

### **iii. Loading and unloading of plant and materials**

All vehicles arriving/leaving site will be assisted by a banksman from the site entry point to the designated offloading area or waste/recycling area. All vehicles shall have their engines switched off while not in use to avoid idling and any vehicles carrying waste and dusty materials will be adequately sheeted or covered. All materials will be transferred using mechanical means where possible and placed in designated storage areas. Information can be found in Appendix C (Site Plan).

Sufficient lifting / moving aids will be made available to assist in unloading materials promptly and effectively and all deliveries will be organised to suit manual / mechanical handling techniques to be used where required.

The Site Manager shall ensure the necessary personnel are available to maintain the safe control of traffic and delivery vehicles onto and from site. The level of staff required will be determined for each delivery.

#### **iv. Storage of plant and materials used in constructing the development**

Storage of site accommodation, plant and equipment is to be established within the site boundary. All tools and equipment will be stored inside secure containers within the site boundary (See Appendix C – Site Plan).

#### **v. Measures to prevent mud/debris being deposited on the public highway.**

All deliveries and waste removal vehicles will be loaded/unloaded on site. A hard standing area will be maintained for the vast majority of the project as to keep vehicles as clean as is reasonably practicable and to prevent the transfer of earth, mud, clay, gravel, stones or any other similar substance from the site.

A portable diesel pressure washer with a 3000PSI will be made available next to the offloading areas. No vehicles shall leave the site until their wheels, chassis and external bodywork have been effectively cleaned and washed free of earth, mud, clay, gravel, stones or any other similar substance.

Water from wheel washing facilities will be contained and not allowed to soak into surrounding ground, the used water will be channelled into a containment tank where it will be recycled and reused. Whereas all waste aggregates and sludge type materials resulting from the cleaning/wash down will be removed from site by a licensed waste carrier and taken to a licensed waste disposal facility.

The condition of the offloading area and site access areas shall be monitored regularly to ensure that control measures are being appropriately enforced.

#### **vi. Construction vehicle movements**

A Gateman / Banksman will meet all vehicles arriving to the site. Appendix C - Site Setup Plan shows this arrangement. All vehicles arriving/leaving site will be assisted by a banksman from the site entry point. There will be no daytime or overnight parking of lorries within the vicinity of the construction site. All deliveries shall enter the site directly on arrival and not wait on any road in the vicinity of the site. This is to reduce local congestion.

So far as is reasonably practicable construction traffic movements to / from the site will be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays, this is to minimise construction movements via the M1 during peak hours.

Before works commence on site a construction traffic management plan for the site will be developed incorporating the site setup plan, pedestrian walkways / routes to be installed to segregate pedestrians from plant movements.

Due to overhead lines on site guidance / advice has been sought from Northern Power Grid. They have confirmed a 4.6m easement is required taking in to account maximum sag and sway. Exclusion zones will be established, which are to be identified and marked before construction works start, and their location brought to the attention of all operatives. Non conducting barriers will be put in place at distances specified by Northern Power Grid. A 'Goal Posts' system will be provided to prevent plant straying within safe distances of the overhead electrical cables as recommended by Northern Power Grid. Warning Notices – will be posted on all goal posts/barriers.

Works will follow HSE guidance GS6 Avoidance of Danger from Overhead Power Lines and HSG47 Avoiding danger from underground services. This area will be under a permit to work system, with permits issued by the site manager. Appendix C – Site Setup Plan shows this arrangement.

No machinery will be permitted to operate over the public highway and no materials will be off-loaded or stored on the public highway.

**vii. A routing and signing strategy for construction vehicles to and from site, expected number of construction vehicles per day during the period of construction.**

Clear signage will be displayed to direct construction traffic directly onto site. signage will be in accordance with the construction traffic management plan.

Site staff will follow a procedure to regulate, direct and monitor pedestrian and vehicle movements in and out of the site. All drivers and pedestrians will be asked to sign in and out of the site and the induction status of staff will be checked accordingly. Those requiring a site induction will be taken to the appropriate area for this to be completed.

Site staff and banksmen will be given training appropriate to their roles. This training will be updated with changes in the construction stages which may require different vehicle access rules and pedestrian routing.

The exact number of construction vehicle movement cannot be known from the outset, please see below for an estimate. The scheduling strategy shall be sufficiently robust to satisfactorily deal with the construction traffic volumes that do arise. These lorries will be a mixture of the 6 and 8 wheeled type.

It is envisaged that the following vehicles will be used for deliveries during the following periods;

***Site setup and demolition***

5 lorries - duration 2 weeks

8-yard Skip Lorry – 1 trip / week

3 Flatbed Hiab trucks for delivery of Welfare

***Excavation and piling***

20 tonne tipper - 80 in total – duration 6 weeks

***Sub-structural works***

20 tonne delivery vehicle – 2 trips per week – 32 no. – duration 16 weeks

***Super-structural works***

20 tonne delivery vehicles - 2 trips per week – 52 no. – duration 26 weeks

***Fit-out, testing and commissioning***

7.5 tonne delivery vehicle – 2 trip per week – 52 no. – duration 26 weeks

7-yard Skip Lorry – every 1 week – 26 no. - duration 26 weeks

Also largest size and type of vehicle during demo and construction phases. Example below.



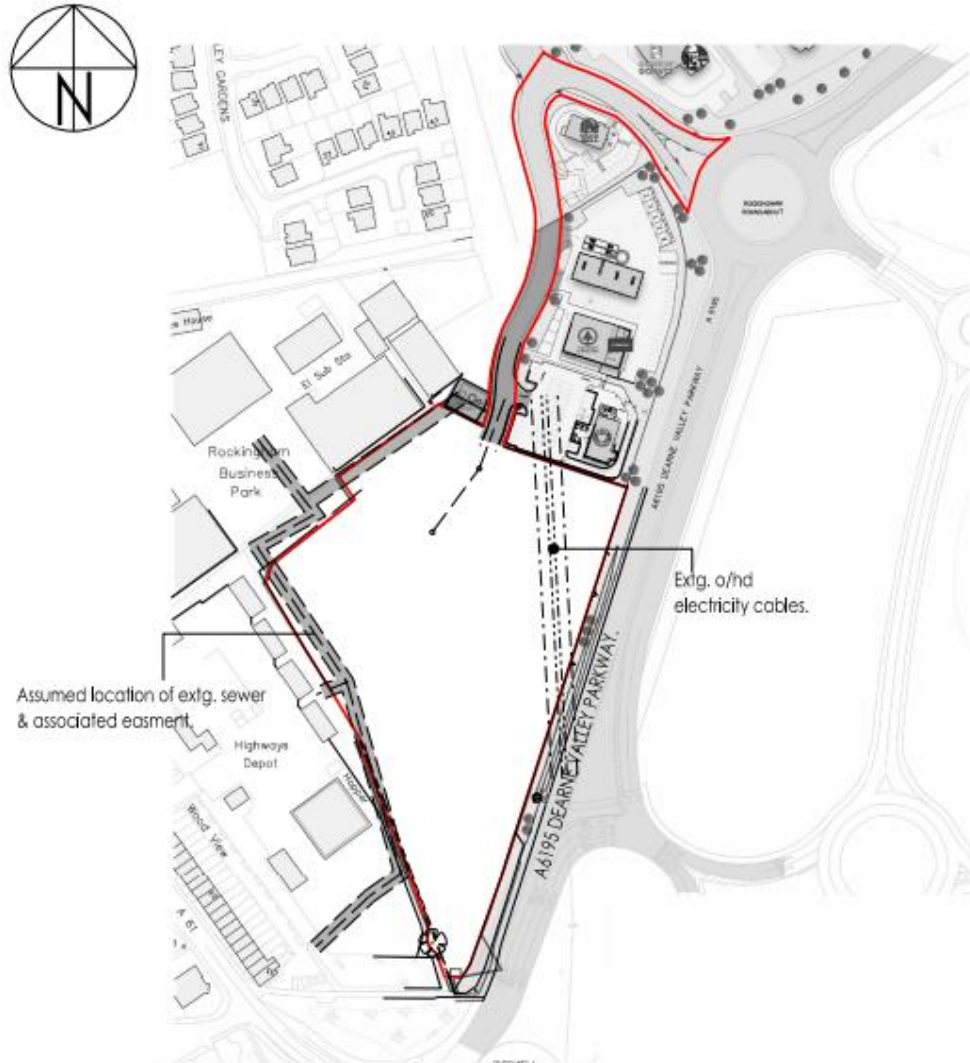
In terms of cars/vans visiting the site, this number shall be no more than 12 per day. Contractor and visitor parking will be provided (refer to Appendix C – Site Plan). Sub-contractors will be advised of parking areas, prior to commencement of their works on site. Pedestrian access to this area will be segregated from that of the vehicular access. Delivery vehicles will not be permitted to use the area.

All deliveries will be requested to register on arrival with the site team to ensure accurate recording of vehicle movements and knowledge of operatives on site in the event of an emergency evacuation

To maintain highway operation it shall be planned that one vehicle shall arrive and exit site one at a time. Delivery drivers shall be informed that queuing on surrounding streets / roads is strictly prohibited. Contractors will consider minimising the impact on neighbours and the public.

Pedestrian and vehicular access disruption on surrounding streets / roads shall be kept to a minimum as much as possible during the course of the works, as well as basic principles from HSG151 “Protecting the Public – Your next move” produced by the HSE (2009) will be incorporated into procedures and site rules.


## Appendix A – Site Location Plan



Note. This drawing is based on the topographical survey, by Ramowski Clarke Ltd, ref. 3508-02-b, dated 05/23

This drawing is subject to Client & Planning approval.

Site boundary line to be confirmed.

<p>In accordance with CDW Regulations 7, 11 and 18, any significant risks (as defined in the Approved Code of Practice paragraph 133) relating to the design features shown on this drawing have been identified and are annotated thus: </p> <p><input checked="" type="checkbox"/> No significant risks have been identified.</p> <p><input type="checkbox"/> Significant risks have been identified - refer to notes on drawing for information on risk reduction and any control measures to be employed.</p> <p>Refer to the current Designer's Risk Assessment sheets for further detail.</p>			
Designer's Signature		Date	
Rev.	Description	W/S	Date
P1	Issued for Information.	SW	02/22
P2	Plan updated.	SW	06/22
P3	Plan & red line updated.	SW	07/23

Project			
Proposed Development, Rockingham.			
Client			
Camell Management Services Ltd.			
Title			
Red Line Plan.			
Drawing Status			
PLANNING.			
Project Ref.	Drawn	Date	Scale
12215	SW	Feb. 22	1:2500
Drawing/Document Reference			
12215 - WMS - XX - XX - DR - A - 10004 - SB - P3			

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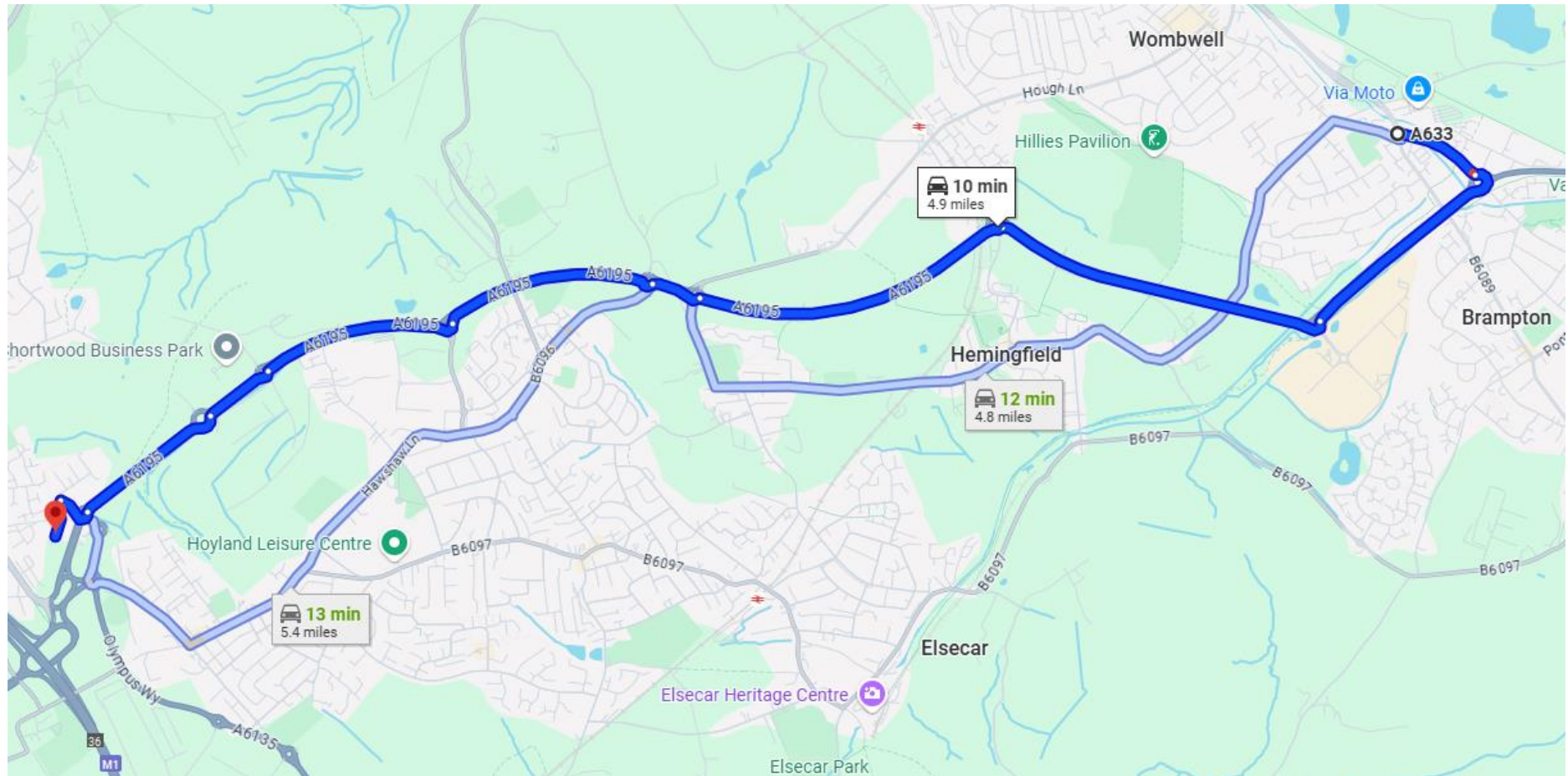
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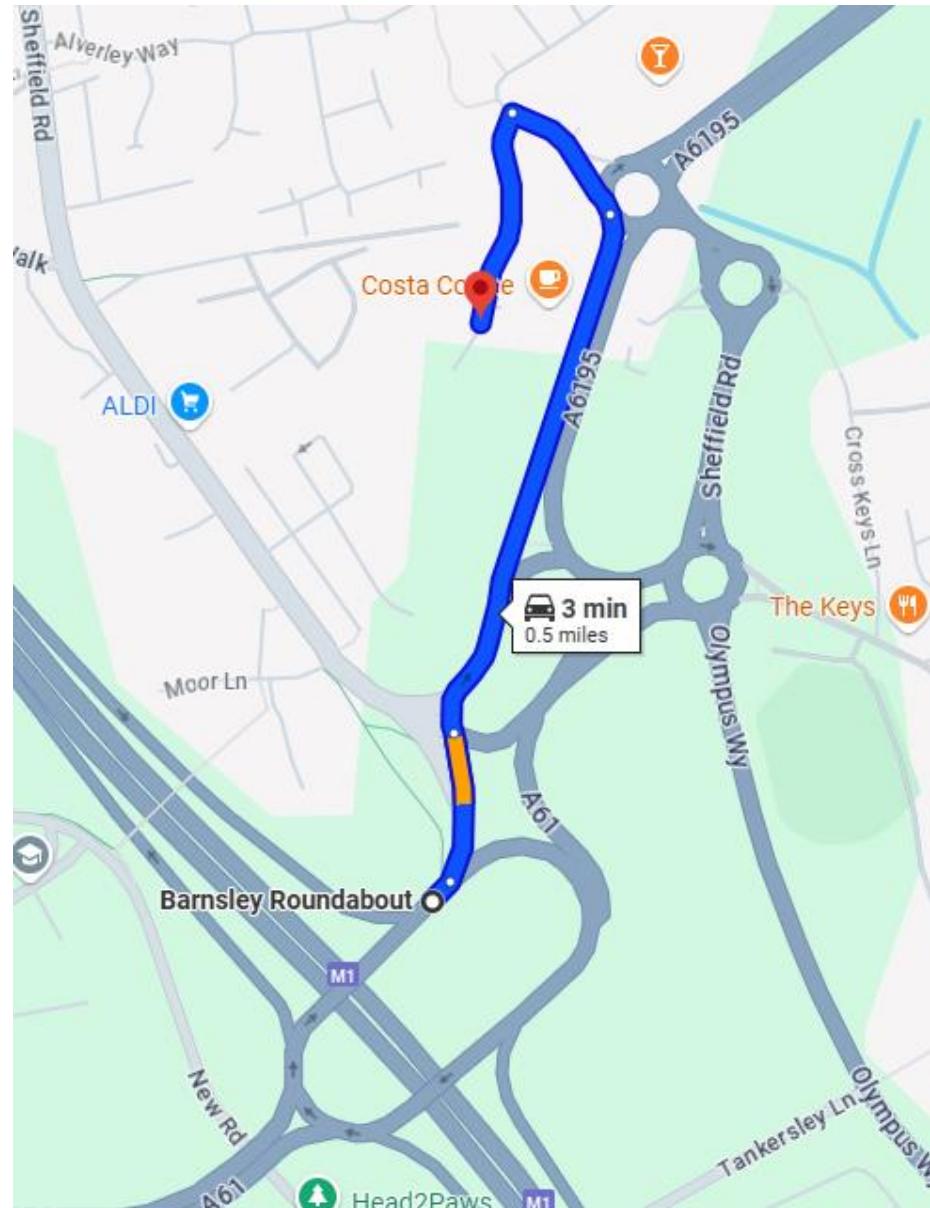
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## Appendix B – Travel Routes





Construction Method Statement – Revision 01 – December 2024

## Appendix C – Site Setup Plan

