Construction Method Statement
Hoyland West

Client	**Newlands**
Project	**Hoyland West**
Date	**July 2021 Rev 6**

Contents

1.0 Purpose of the Construction Method Statement

1.1 This Construction Method Statement sets out the overarching systems and controls that will be adopted during the Construction of the Hoyland Common Development on behalf of Newlands Developments.

The Construction Method Statement will be supplemented with individual task Risk Assessments and Method Statements. Along with the previously submitted Construction Environmental Management Plan (CEMP).

Following early engagement with the Local Highway Authority (LHA), there are a few necessary items which will be submitted and authorised prior to commencement of works on site. Amongst the authorisations will be the required approvals for works adjacent to and crossing of the public highway network. This will include the following list but may be expanded in due course as more detail is submitted for approval.

- Appropriate licences applications including S169, S171 and S184 licences.
- Details of bound surfacing approaching highway connections/crossings.
- Abnormal Indivisible Load (AIL) arrival details, including maximum axle weights and frequencies of proposed crossing of Tankersley Lane (to identify impact to and any works required at verge and footway crossings);
- Authorisation for the routing of AIL arrivals to site will be applied for in advance of each movement.
- Full details of proposed Temporary Traffic Management arrangements, including all offsite signing and works to control access and movement at Tankersley Lane crossing.
- Details of any works required to provide appropriate visibility for site traffic / highway traffic at proposed points of interaction with the public highway.
- Temporary Traffic Regulation Order(s).

2.0 Description of the Works

The proposed works consists of the following:

1. Site Compound establishment
2. Haul Road from roundabout to Tankersley Lane and then into the Hermes plot.
3. Topsoil strip of the Hermes plot and temporary stockpiling
4. Bulk earthworks to the Hermes plot stockpiled on Hermes plot
5. Bulk earthworks and associated works to Plot 2
6. Bulk earthworks to the attenuation basin

7. Earthworks and other associated construction items (inc Drainage and attenuation) to facilitate the build of a new link road that joins Sheffield Road, Tankersley Lane through to Birdwell Roundabout at Junction 36 of the M1 motorway.

3.0 Key Personnel

3.1	Contracts Director:	Mark Skelton
	Project Manager:	Sam Vickers (Build) / Simon Hadfield (Infrastructure)
	Site Manager:	Terry Shepherd (Build) / Carl Harris (Infrastructure)
	HSEQ Manager:	Martin Laws
	Daytime Contact:	Sam Vickers / Simon Hadfield
	Emergency Out Of Hours:	Sam Vickers / Simon Hadfield

4.0 Construction Traffic and Access to Site

4.1 Access to Hoyland West will be strictly controlled. All vehicles to Hoyland West will be instructed to leave the M1 at Junction 36 and enter and leave the site from existing access off Birdwell Roundabout, the site gatehouse will be set back circa 50 linear metres to avoid traffic backing uponto the roundabout. Directional signage will be erected from the M1. Using this existing access will minimise the impact on the local highway network. All necessary signs relating to the current DRUE (diversion route) will be included in all future signage submission.

4.2 Works in and around Sheffield Road to construct the new link road and roundabout will all be accessed via a temporary access road through the main site. Vehicles will access site from Birdwell roundabout and travel on the site access roads. Overview details are provided in Appendix B1 and more specific details for the works at Sheffield Road are provided in Appendix B2.

4.3 To facilitate the construction of the Sheffield Road roundabout and maintain traffic flow for the general public on Sheffield Road, the roundabout will be completed in phases with appropriate traffic management in place. These traffic management proposals will consist of a plant crossing over Sheffield Road to allow access to the eastern side of Sheffield Road, a temporary road within the Parkside land and traffic signals on Sheffield Road itself. Traffic management layouts are provided within Appendix F.

4.4 Barred Routes - Access to the site will not be permitted from Sheffield Road or Tankersley Lane. This is a general rule for all works within the main development site. Traffic management and signage will be erected to ensure this is implemented on site.

4.5 Monitoring - All workers and suppliers will be advised on a regular basis that they should not use any of the roads not designated to travel to and from the site. The movement of HGV's will additionally be visually monitored on an occasional basis by the site team.

4.6 Enforcement - LGV enforcement will be undertaken on a 'three strikes and you're out' principle. On the first breach, transgressors will be warned in writing that they have used a "Barred Route" without authorisation. On the second breach a mandatory meeting with the Travel Plan Co-ordinator will be arranged to enforce the issue. On the third breach the driver's permission to enter the site will be withdrawn for three months. After this, should the driver concerned transgress further on any subsequent occasion then permission to enter the site will be permanently withdrawn.

4.7 HGV movements will be covered by the same enforcement principles.

4.8 The maximum axel weight expected is 12.5t.

4.9 During the works we anticipate the need to mobilise numerous abnormal loads due to the nature of the project. These will include but not restricted to excavators, cranes, MEWP's etc. These will all be booked via the usual channels i.e Highways.

4.10 Abnormal loads and large plant deliveries will be relatively low frequency. Delivery of materials will be more frequent, with daily deliveries expected to be in the region of 50 – 100 per day depending on the stage of the programme. These will consist of aggregates and concrete generally delivered by fixed base lorries and materials such as drainage, structural steel, cladding etc which will be delivered on articulated vehicles. The fixed base vehicles will generally form 75% of this volume with the remaining 25% being via articulated lorries. The deliveries are spaced throughout the day to provide a steady flow of materials to the scheme and manage the volume of traffic movements over the working day.

4.11 In addition to the deliveries there will small vehicle movements to accommodate access and egress for the workforce. These will consist of private cars and work vans and will amount to approx. 100 per day. The bulk of these movements will be between 07:00hrs and 09:00hrs and between 16:30hrs and 18:00hrs.

4.12 The attenuation basin is remote from the main site and access will be via two routes. Access for the workforce and welfare service vehicles will be via Black Lane, along with some initial deliveries of materials to establish the satellite compound. This route has been agreed with the owners, Wentworth Estates, and a pre-commencement condition survey will be completed prior to use and issued to Wentworth Estates and the BMBC Public Rights of Way team for their records. The route is shown in Appendix B3. The vehicles accessing on

a daily basis will be private cars and work vans which will use Black Lane to gain access to a small satellite compound located adjacent to the attenuation basin. This will amount to approx. 25 daily users during the period of the attenuation basin construction. There will be no parking allowed on Black Lane by site vehicles, they will all be required to use the car park provided.

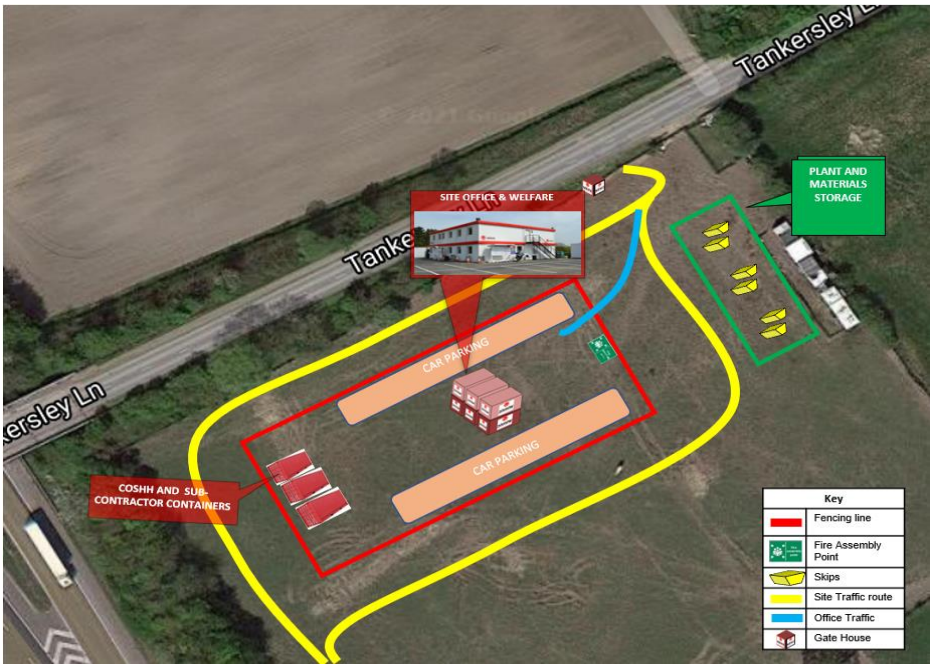
4.13 Black Lane is a bridleway and will be shared with walkers, runners, cyclists, horseriders and mobility impaired users. To manage this risk warning signs will be provided at both ends of Black Lane near Tankersley Church at the north and near the A6135 at the south, along with regular repeater signs along the route warning drivers of the shared route. Tool Box Talks will be undertaken to brief the workforce on the risks regarding this route to ensure they are fully aware and ensure safe movement of vehicles along this route. Advanced notice signs will be installed prior to Black Lane being utilised to confirm to users that they will see an increase in vehicular traffic.

4.14 The Trans Pennine Trail (TPT) cuts through the attenuation basin works to the southern side of the basin. The works through the TPT consist of small diameter pipework. The TPT will remain open during these works and will be segregated from the work areas with suitable barriers. Signage will be provided for these users prior to entering onto the Black Lane bridleway to warn of the works ahead and the use of the bridleway by vehicles.

4.15 Haul routes for the plant to the attenuation basin will be from plot 2 of the main development site, via the agreed easement route. This route will be used for the movement of earthworks materials to and from the attenuation basin utilising earth moving equipment, and for the transfer and installation of drainage and other materials for all works associated with the attenuation basin. The route is shown in Appendix B4.

5.0 Site Compound

The site compound will be positioned on the south side of Tankersley Lane this will help reduce the number of crossings required at Tankersley Lane.



5.1 The site offices and 75 No car parking spaces, for both operatives and visitors will be within the site compound. The site compound will measure approximately 75m x 50m. This allows for additional car parking provision whilst Social Distancing measures are required.

5.2 The perimeter of the site compound will be secured with 2.0m high Heras type fencing, with 2.0m high solid timber hoarding forming the site access gateway and areas that have high footfall levels. (See Appendix B – Proposed Fencing Plan). Hoarding and fencing will be signed with Winvic Branding and required safety notices – This will only be erected once all necessary licences have been signed off.

5.3 The site offices will be constructed from temporary modular site accommodation maintained to a high standard in Winvic branding. The accommodation will also include the welfare facilities (canteen, drying room and toilets) suitable for the personnel numbers predicted. The site offices will be maintained internally by a full-time cleaner. (Appendix C – Site Compound Layout)

5.4 200W LED lighting will be mounted on the site offices to provide lighting to the compound and car park areas. These will be focused downwards to minimise light spill. Details are provided in Appendix G – Temporary Lighting Layout.

5.5 The compound will be self-contained with power supplied by a temporary generator and water delivered by tanker and stored on-site in a water tank. The tank will be stored at ground level and water will be pumped to the site offices.

5.6 The site compound will also provide an area for storage and unloading for high value or sensitive materials. Storage containers for COSHH substances and other materials will be maintained to provide storage in-line with manufacturers' recommendations.

5.7 Bulk materials (aggregates, ready mixed concrete) will be delivered and unloaded directly at their location of use.

5.8 Materials other than bulk deliveries will be off-loaded by forklift, telehandler or excavator with specific lifting attachments in the compound or at the location of use. Any plant offloads for materials will only be undertaken by a trained and competent operator holding a valid operator card(s).

5.9 When the construction work is completed, the site compound will be removed and returned to the permanent design condition.

5.10 Winvic will provide road sweeping plant with a jet-wash facility at the exit to the site compound. At all times delivery vehicles will either be driving on tarmac or Type 1 sub-base, minimising the risk of tyres becoming dirty. A minimum of 20m of metalled surface will be provided at the entrance to site and at plant crossings. The road sweeping plant will have an in-built high-pressure hose mounted in order to clean dirty vehicle tyres.

5.11 In the unlikely event that the mud or debris start migrating towards the highway, the road sweeper will be on stand-by to clean the area immediately.

5.12 A satellite compound will be established adjacent to the attenuation basin works to facilitate construction of the attenuation basin and all associated works. This will consist of a temporary parking area formed from an unbound aggregate and welfare

cabins for the workforce. The compound will be self-contained with temporary generator and water supply and will ensure management of vehicles and people in this area. The location is shown on the access plan within Appendix B3. The compound will be fully removed prior to completion of the works and the area finished in accordance with the agreed design details.

6.0 Noise Control

6.1 The Developer will appoint a Noise Consultant to:

- Oversee compliance with the Construction Environmental Management Plan.
- To provide advice to the contractor.
- To assist in the interpretation of monitoring data.
- To advise on amendments to Method Statements and working plans based on observed data.
- To coordinate noise issues between different contractors engaged on the development.
- To liaise with adjacent projects that may have an impact of noise on sensitive receptors.

The appointed contractor shall:

- Appoint a Noise Manager (site based).
- Comply with this Construction Environmental Management Plan.
- Install monitoring equipment is accordance with the Dust Sensitive Zones and Monitoring positions (Dust and Noise). As the sensitive receptor is Hoyland Common, three monitoring stations will be established on the eastern boundary of Hoyland West.
- Review monitoring data to ensure the mitigation measures are being effective,
- Implement additional measures if monitoring suggests it to be necessary,
- Maintain a log of all noise data,
- Maintain a log of Noise Complaints including details as to how the complaint was closed out and signed off by the Developers Noise Consultant.
- Maintain a log of actions taken when noise levels reach the exceedance level, and identify if further actions are required.
- Provide a Noise Report at each monthly progress meeting.

6.2 **Monitoring -** Noise monitoring will be provided as noted above, on the eastern boundary of Hoyland West. The monitoring equipment shall be ***i-dB*** Type 2 noise monitor or similar with continuous monitoring via ***AirQWeb*** software***.*** Acceptable levels shall be in accordance with BS 5228:2009 + A1:2014.The monitoring

equipment shall send notifications if acceptable levels have been exceeded.

6.3 **General Mitigation Measures -**The Contractor will implement measures to minimise the disturbance caused by construction traffic and activities. When planning all activities contractors should predict noise levels and review the likely impacts and what can be done to mitigate any adverse impacts. If construction activities are likely to cause a potential nuisance at sensitive receptors consideration should be given to noise measurements before and during construction.

6.4 The guidance given in BS 5228: 2009 “Code of Practice for Noise and Vibration Control on Construction and Open Sites” relating to “Methods of Work” will be followed and will be incorporated within the method statement which will form the basis for the implementation of construction works. As required by BS 5228, a survey of background noise will be undertaken prior to the works commencing, and acceptable noise levels established in accordance with Table E.1 of BS 5228: 2009. Any material breach of acceptable noise levels notified to the Environmental Manager will be addressed immediately to ensure no recurrence.

6.5 In planning the work, the contractor shall consider the following as a minimum:

- Selection of plant and equipment
- Timing of an operation in the programme
- Timing the activity during the day
- Duration of tasks
- Maintenance of plant and equipment
- Use of sound reducing equipment
- Closing equipment during period of non-use
- Location access routes and haul roads

Noise shall be considered in all method statements and risk assessments.

6.6 Additional Mitigation Measures

Should monitoring indicate that the measures in Section 6.3 are not achieving the required levels then additional measures shall be considered and implemented, these shall include:

- Working Hours
- Task Durations,
- Additional Screening,

- Relocation (if possible)
- Alternative methods and plant.

6.7 **Vibration** - The Contractor will implement measures to minimise the disturbance caused by construction traffic and activities. When planning all activities, the contractor will consider vibration and review the likely impacts and what can be done to mitigate any adverse impacts. If appropriate, a Vibration Impact Assessment should be carried out in accordance with BS5228. In planning their work contractors should consider the following as a minimum:

- Selection of plant and equipment
- Methods of working
- Duration of activities
- Working hours

7.0 Dust Emission Control

The risk of dust emissions causing loss of amenity and/or health or ecology is related to:-

- The activities being undertaken (earthworks, number of vehicles and plant)
- The duration of these activities,
- The meteorological conditions (wind speed, direction and rainfall),
- The proximity of receptors
- The adequacy of mitigation measures, and
- The sensitivity of the receptors to dust.

7.1 Dust impacts considered in the plan:

- Annoyance due to dust soiling
- The risk of health effects due to an increase in exposure to PM10
- Harm to ecological receptors

7.2 Screening Criteria for potential receptors.

Human receptors, being locations where people spend time and where property may be

impacted by dust, within:

- 350m of the boundary of the site, or

Ecological receptors, being habitats that might be sensitive to dust, within

- 50m of the boundary of the site, or
- 50m of the route(s) used by construction vehicles on the public highway, up to 500m from the site entrance.

Areas that are considered within the Dust Sensitive Zones are buildings generally to the East of Hoyland West along Tankersley Lane and Sheffield Road. The Western boundary along the M1 corridor is not considered sensitive.

7.3 Responsibilities

The Developer will appoint an Air Quality Consultant to:

- Oversee compliance with the Dust Management Plan.
- To provide advice to the contractor,
- To assist in the interpretation of monitoring data, and
- To advise on amendments to the Dust Monitoring Plan based on observed data.
- To coordinate Air Quality issues between different contractors engaged on the development,
- To liaise with adjacent projects that may have an impact on Air Quality and sensitive receptors

The appointed contractor shall:

- Appoint an Air Quality Manager (site based),
- Comply with the Dust Management Plan,
- Install monitoring equipment is accordance with the Dust Management Plan,
- Review monitoring data to ensure the mitigation measures are being effective.
- Maintain a log of all air quality data,
- Maintain a log of Air Quality Complaints including details as to how the complaint was closed out and signed off by the Developers Air Quality Consultant.

- Maintain a log of actions taken when dust levels reach the exceedance level, and identify if further actions are required.
- Provide an Air Quality Report at each monthly progress meeting.
- Obtained the agreement of the Air Quality Manager to Method Statements and Risk Assessments for all works within Dust Sensitive Areas

7.4 Monitoring Measures.

Wind Speed and Direction

A static wind speed monitor shall be provided at the Site Compound. A handheld wind speedmonitor shall always be available on-site.

A record of wind speed and direction shall be recorded twice a day. The contractor, in conjunction with the Air Quality Consultant, shall correlate wind speed, wind direction, PM10 readings and activities. The results of the correlation, which shall be continually refined, shall be used to identify days when the Site Dust Management Status is likely to be Amber or Red,see section 8.3.4.

PM10 at designated locations

Air Quality monitoring equipment shall be installed at three locations along the eastern boundary of Hoyland West. The equipment shall be similar to a Topas or Osiris manufactured by Turnkey Instruments Ltd. The instrumentation shall be capable of sending alerts when readings PM10 exceed 250µg/m^3 when averaged over a 15-minute period.

A handheld detector, similar to a Dustmate manufactured by Turnkey Instruments Ltd, shall always be available on site.

A copy of the software necessary to analyse the output from the monitoring equipment shall be available on-site. The format of output reports shall be agreed with the Air Quality Consultant and reported at each Progress Meeting.

Visual Inspections

At the agreed Air Quality Monitoring locations, a flat smooth surface shall be provided (500mmx 500mm) to allow the Air Quality Manager to visually inspect the level of dust deposition. Albeit a subjective assessment this will provide evidence of dust

risk. The results of each inspection shall be recorded.

The Air Quality Manager shall also observe activities twice a day to assess dust risk and the results of each assessment shall be recorded.

7.5 Site Dust Management Status

A simple traffic light system shall be adopted for all works within Dust Sensitive Areas:

Green – General Mitigation Measure to apply
Amber – Additional Mitigation Measure shall apply
Red – No high-risk activities shall take place in a Dust Sensitive Area.

The Air Quality Manager shall assess the Site Dust Management Status twice a day and advise the site team management of the status. The site team shall then ensure that the appropriate measure is adopted.

Site Action Level

The Air Quality Manager shall increase the Dust Management Status to Amber of receipt of a warning that the PM_{10} reading have exceeded 250µg/m^3 when averaged over a 15-minute period.

7.6 General Mitigation Measures

- Haul roads should not be used in Dust Sensitive Areas whenever possible,
- Haul roads in Dust Sensitive Areas shall be constructed with a surface that will reduce the risk of dust generation and thereafter maintained in an appropriate manner.
- A site speed limited of 20km/hr shall always apply
- Materials should not be stockpiled in Dust Sensitive Areas whenever possible.
- Processing areas should not be established in Dust Sensitive Areas,
- No burning on site shall be permitted,
- Soil stockpiles to be in place between April to October shall be profiled and seeded as soon as possible after completion,
- The final surface of permanent landscaped areas shall be

seeded as soon after completion as conditions allow.

- Plant and equipment shall be selected to minimise the generation of dust,
- When earthworks areas are completed they will be immediately covered with topsoil and seed or stone sub-base dependent on future design / construction.

7.7 Additional Mitigation Measures

- All haul roads shall be damped down,
- The site speed limited shall be reduced to 10km/hr,
- Whenever possible works in Dust Sensitive Areas that could give rise to dust should be stopped or minimised.
- Dust suppression measure shall be used on all crushing/screening plant and equipment.
- Water holding areas will be operated in order to store rainwater which will be ultimately used for dampening to mitigate dust in drier periods

Contractors will plan their activities to reduce the level of risk and mitigate any residual impacts.

Generally, the most effective method of dust control is damping using a fine spray. The contractor will fully investigate sources of water and where possible use recycled water. Potable water should not be used.

In planning their activities, contractors should consider the following as a minimum:

- Damping down arrangements
- Sources of water for damping down
- Location of haul roads and their surfaces
- Stabilisation of temporary haul roads.
- Sweeping arrangements of hard surfaces
- Site speed limits
- Selection of plant and equipment
- Maintenance of plant and equipment
- Covering of payloads while in transit
- Location and surface treatment of stockpiles

- Burning will not be permitted on site
- Prevailing wind direction
- Programme and seasonal timing

8.0 Waste

8.1 It is inevitable that some waste will be produced during the construction works. Throughout the construction process, all activities will seek to minimise the generation of waste, utilising the waste hierarchy where practicable, to manage waste. The waste hierarchy seeks to reduce waste through elimination, reduction, re-use, recycling through to disposal as the final option. Handling and disposal of waste must be carried out under the 'Duty of Care' Regulations and current legislation.

Waste management procedures shall be developed and will include the following topics:

- Identification of the types of waste that may be generated;
- Implementation of re-use and recycling strategies;
- Implementation of waste minimisation strategies;
- Set up of waste disposal facilities;
- Control and management of the disposal of different types of waste;
- Roles and responsibilities;
- Monitoring, reporting and auditing of waste produced on site.

8.2 Earthworks/Spoil

The proposed works require import of materials to form haul roads, the link road and protect the plots. Earthworks materials will be balanced within the site to prevent any export. Any temporary bunds or stockpiles of earthworks materials formed will be constructed in accordance with each individual material and sealed to prevent erosion.

8.3 Reduction

Several potential options are available to complement construction waste reduction. During the early-stage earthworks, materials will be modified and improved to improve the geotechnical properties, minimising construction thickness and reducing waste.

8.4 Re-Use

Certain materials may have a relatively high level of re-use (e.g. timber, aggregates, brick and blockwork) within the construction stage operations. Such wastes may

arise from spoiled materials, and natural waste from construction processes. Procedures will include:

- Separate skips/receptacles will be provided to receive different types of specific waste which can be re-used on site.
- Licensed waste carriers will be required to identify possibilities of local community re-use

8.5 Recycling

Certain materials may have a feasible recycling value (e.g. timber, aggregates, plastics, glass, metals). These may arise from similar construction processes as those identified above for re-use.

Procedures will include: -

- Separate marked skips/receptacles will be provided for the depositing of types of wastesuitable for efficient recycling; and
- Discussion with licensed waste carriers in respect to the feasibility/efficiency of specificmaterials recycling.

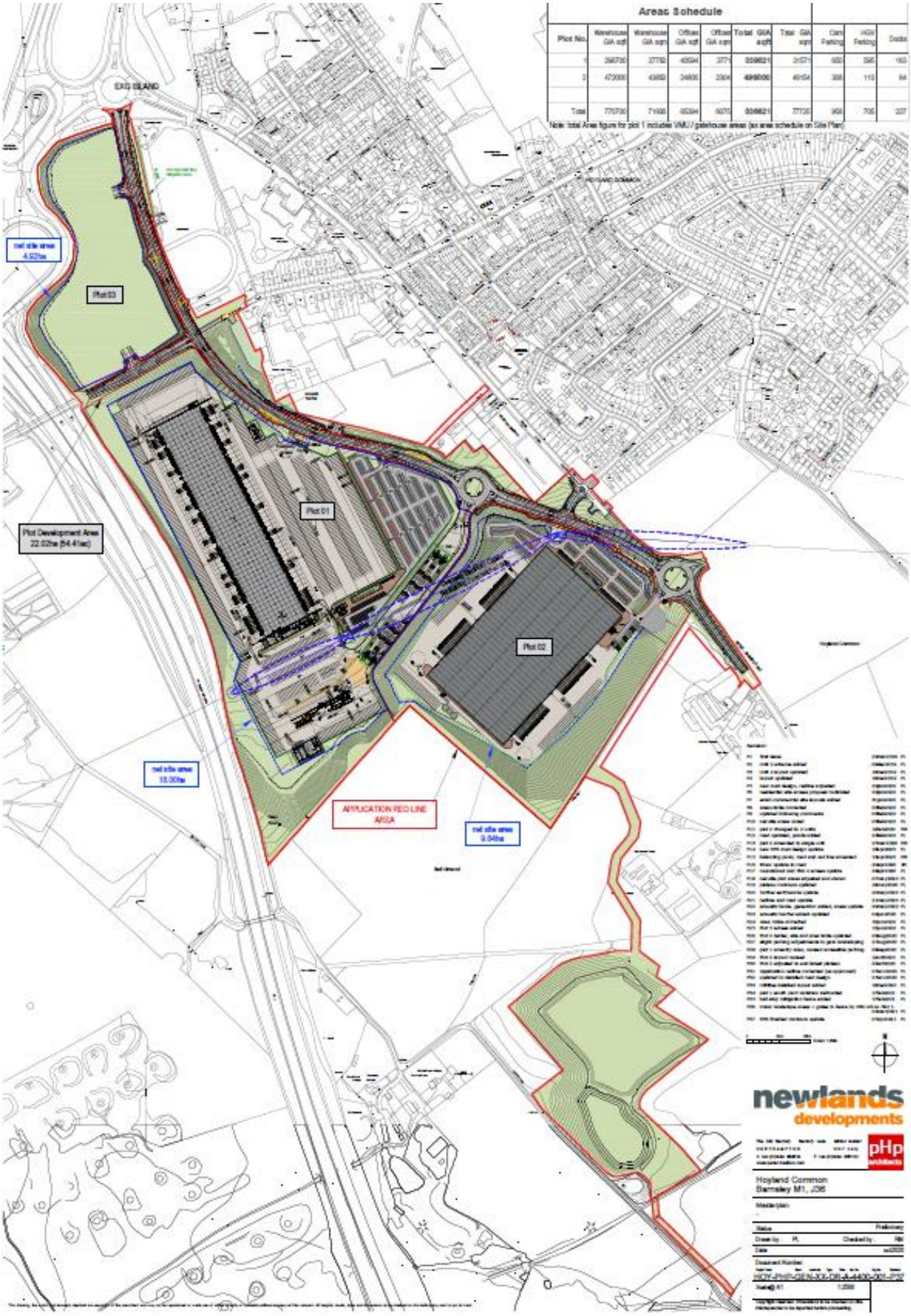
8.6 Disposal

It is inevitable that certain materials will have to be removed from site for disposal as they have no re- use/recovery value. Procedures to be considered in preparing a Site Waste Management Plan will include:

- All wastes which require removal from site for final disposal will be subject to an effective management control regime ensuring statutory compliance. The key components of this regime are illustrated below:
  - Appointing competent and suitably registered waste carrier(s);
  - Establishing an effective site waste stream strategy (recycling, re-use, disposal);
  - Providing an effective waste skip strategy to suit the waste stream strategy and which differentiates between hazardous, non-hazardous and inert wastes;
  - Should asbestos be encountered all potentially asbestos containing materials will be disposed of by a suitably licensed contractor in accordance with relevant guidance and legislation;
  - Providing adequate information/training to site operatives in respect of the waste stream strategy; and
  - Implementing an effective audit procedure, to audit the waste disposal regime from source to licensed disposal facility(s). This will include reviewing all

relevant Waste Management Licences and Waste Transfer Licences of all waste contractors on the project. In addition, a record will be kept of all Waste Transfer Notes to ensure that all waste movements from the site are properly documented. Non-Conformance Reports would be issued to ensure any deficiencies are corrected.

APPENDIX A – GENERAL ARRANGEMENT

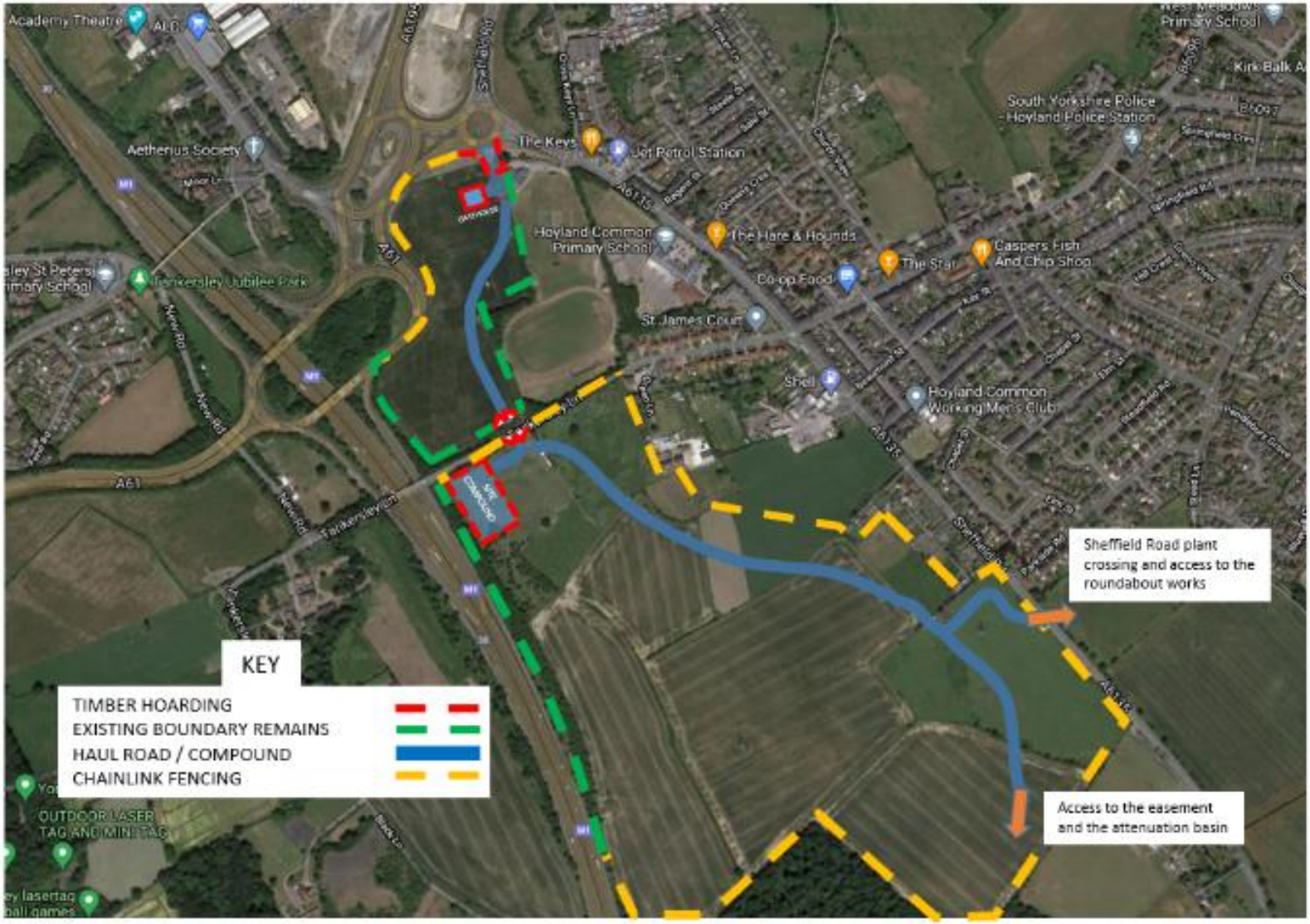

Areas Schedule
Plot No.
Warehouse GIA sqft
Warehouse GIA sqm
Offices GIA sqft
Offices GIA sqm
Total GIA sqft
Total GIA sqm
Cars Parking
HGV Parking
Docks
Total
Note: total Area figure for plot 1 includes VMU / gatehouse areas (as area schedule on Site Plan)
EXG ISLAND
Plot 03
Plot 01
Plot 02
Plot Development Area
22.02ha (54.41ac)
APPLICATION RED LINE AREA
newlands developments
pHp architects
Hoyland Common
Barnsley M1, J36

APPENDIX B –

PROPOSED FENCING AND ACCESS ROUTES

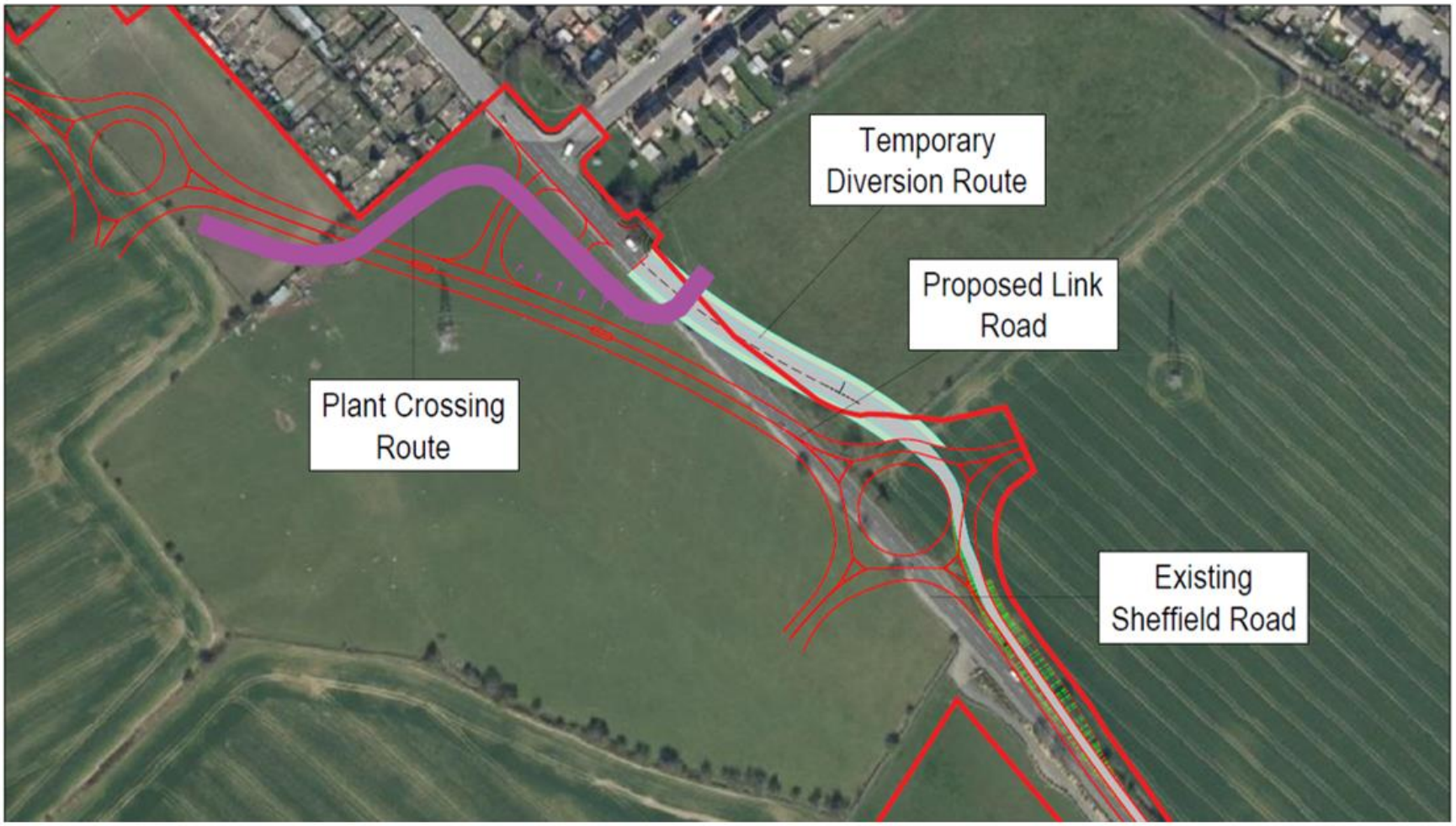
APPENDIX B1

HOYLAND SITE LAYOUT & HAUL PLAN

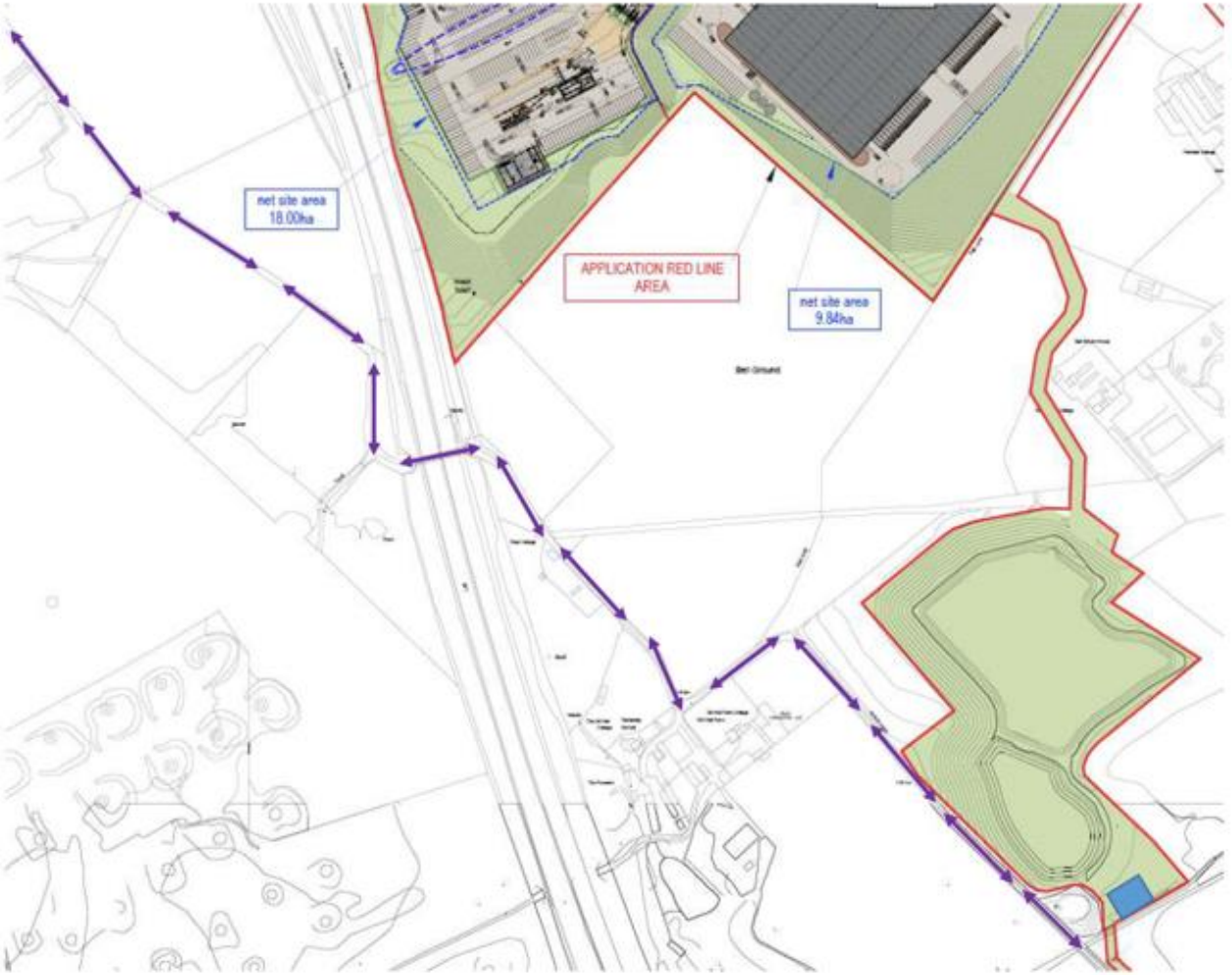


APPENDIX B2

SHEFFIELD ROAD PLANT CROSSING AND TEMPORARY ROAD



APPENDIX B3
WORKFORCE ACCESS TO ATTENUATION BASIN



winvic DON'T WALK BY OBSERVE IT REPORT IT DOING IT RIGHT

KEY

WORKFORCE ACCESS ROUTE

APPLICATION RED LINE BOUNDARY

SATELLITE COMPOUND – CARPARK AND WELFARE

winvic

APPENDIX B4
PLANT ACCESS TO ATTENUATION BASIN

winvic DON'T WALK BY OBSERVE IT REPORT IT DOING IT RIGHT

KEY

PLANT AND MACHINERY ROUTE

APPLICATION RED LINE BOUNDARY

SATELLITE COMPOUND – CARPARK AND WELFARE

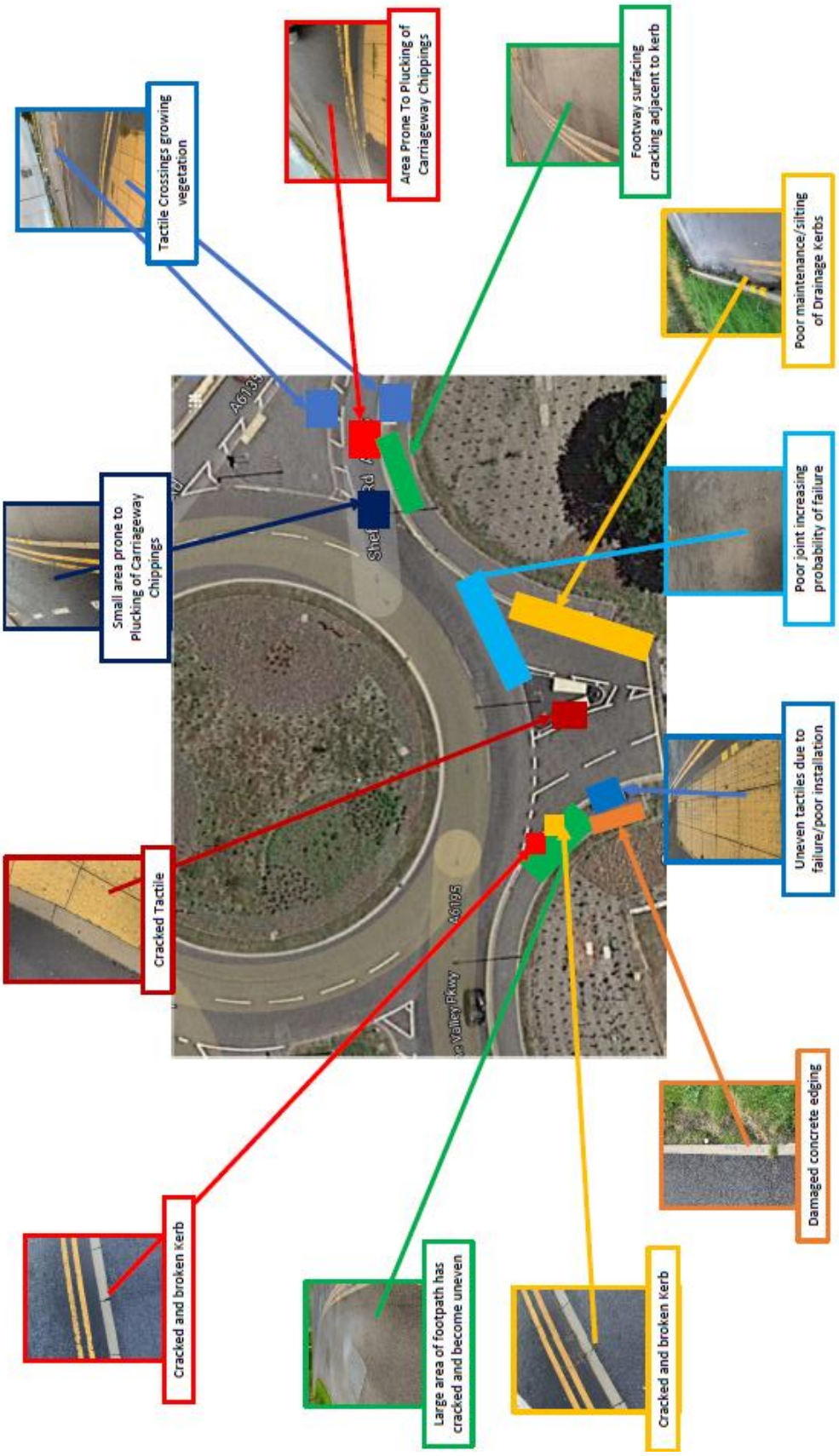
winvic

APPENDIX C – SITE COMPOUND LAYOUT

HOYLAND WEST SITE COMPOUND PLAN

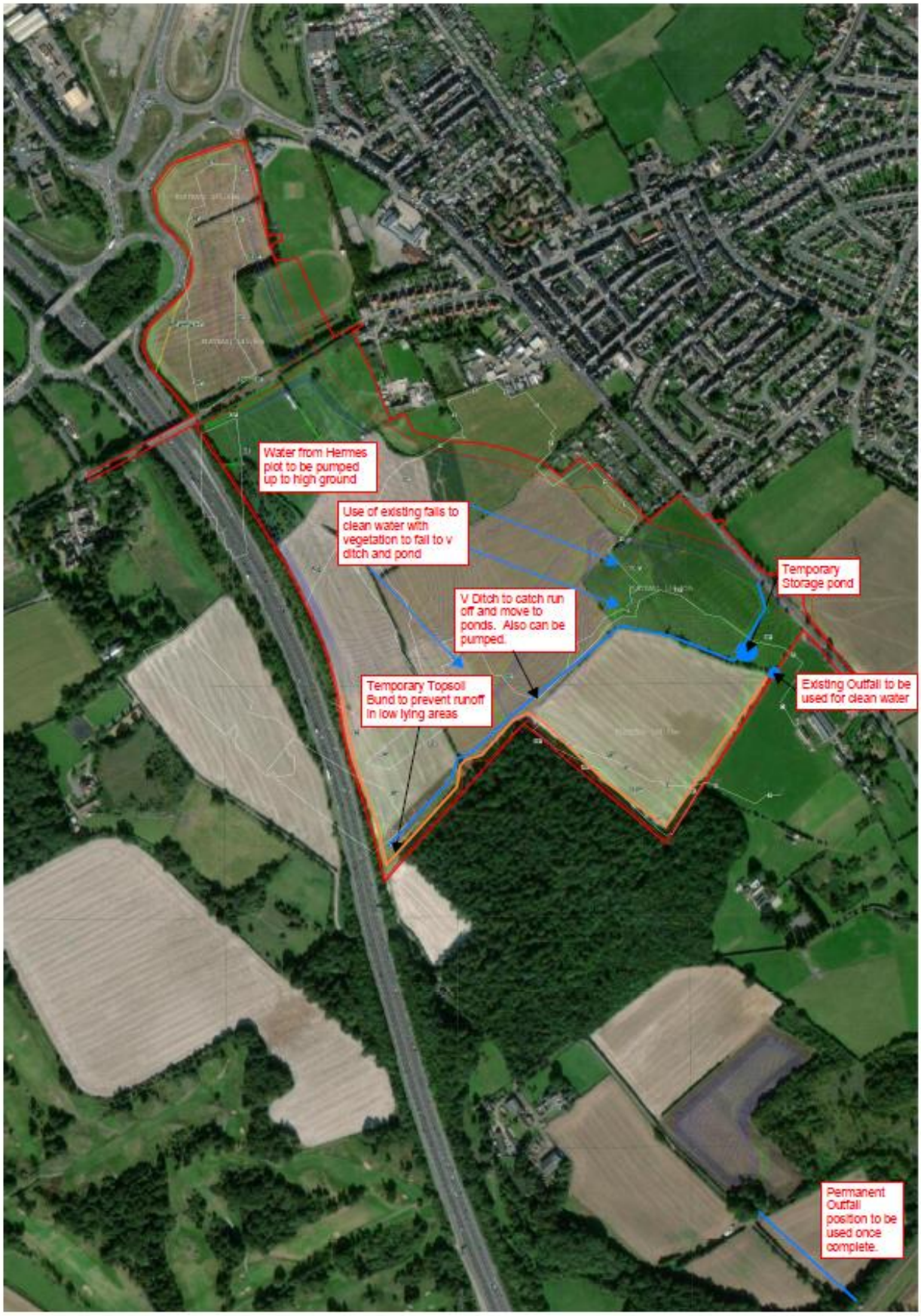
winvic

APPENDIX D – CONDITION SURVEYS

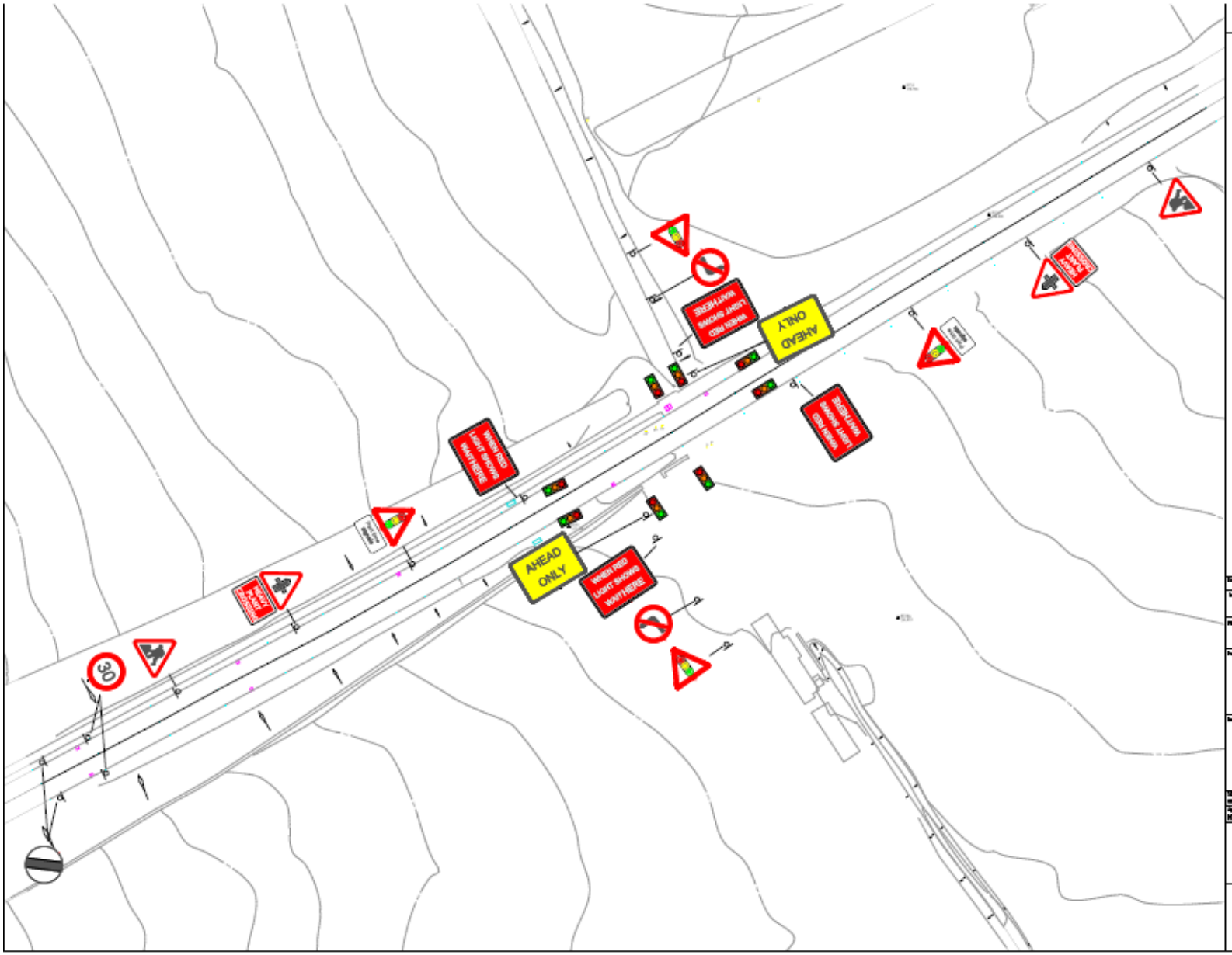


- **Further condition surveys will be undertaken as the works migrate to other areas that may be affected.**

APPENDIX E – WATER MANAGEMENT


Water from Hermes plot to be pumped up to high ground
Use of existing falls to clean water with vegetation to fall to v ditch and pond
Temporary Storage pond
V Ditch to catch run off and move to ponds. Also can be pumped.
Temporary Topsoil Bund to prevent runoff in low lying areas
Existing Outfall to be used for clean water
Permanent Outfall position to be used once complete.

APPENDIX F – TRAFFIC MANAGEMENT PLANS



NOTES

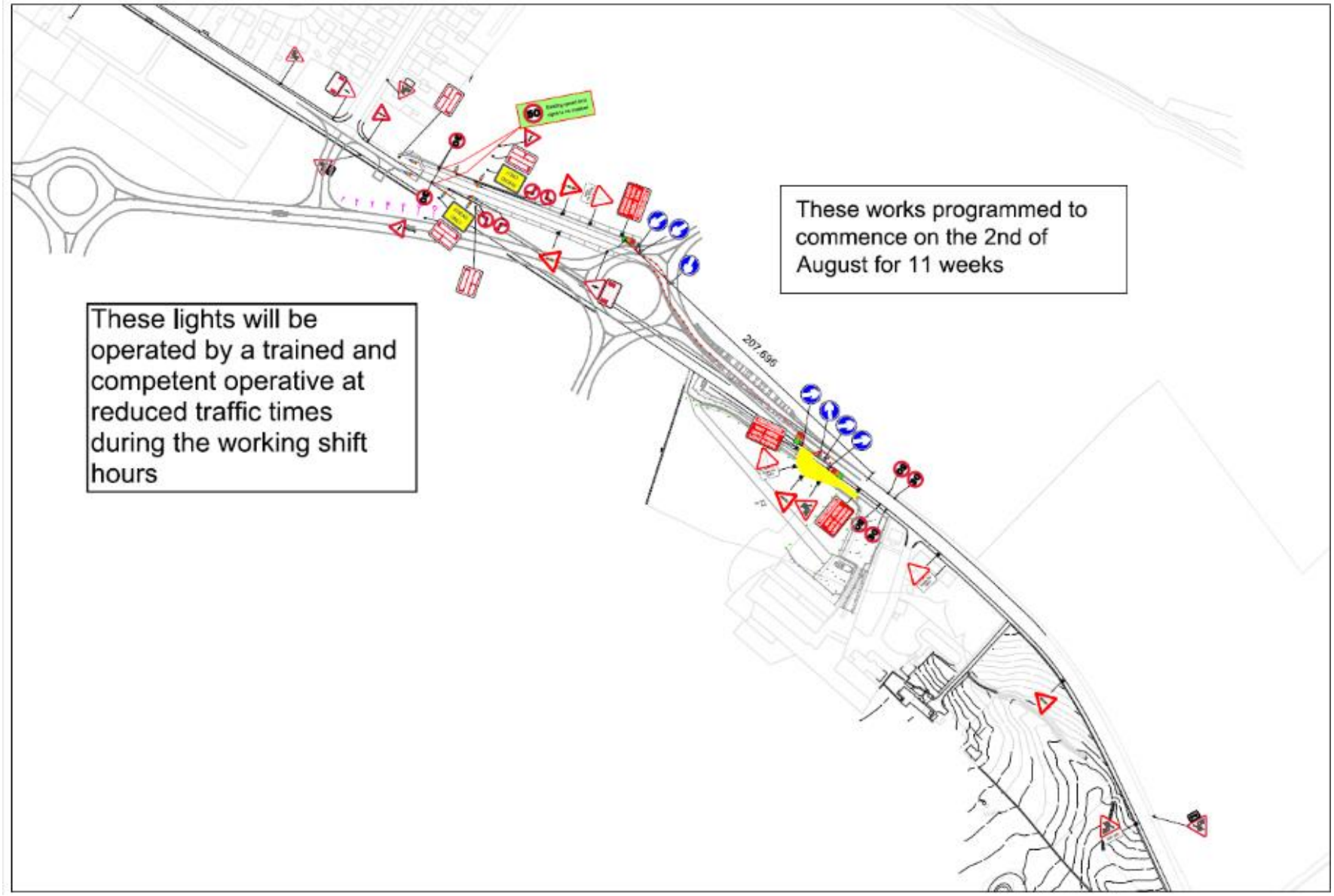
TBC

FOR CONSTRUCTION

P20-029
HOYLAND COMMON
BARNSLEY

HAUL
ROUTE

TSM Ltd
Valley Road Ind Est
Earlswood
B94 6AB
Tel: 01564 703241


These works programmed to commence on the 2nd of August for 11 weeks
These lights will be operated by a trained and competent operative at reduced traffic times during the working shift hours
207.696

APPENDIX G – TEMPORARY LIGHTING LAYOUT

HOYLAND COMPOUND LIGHTING LAYOUT

Temporary Lighting