HOOBER urban partnerships

Hough Lane, Wombwell

Construction Method Statement

Jan 2021

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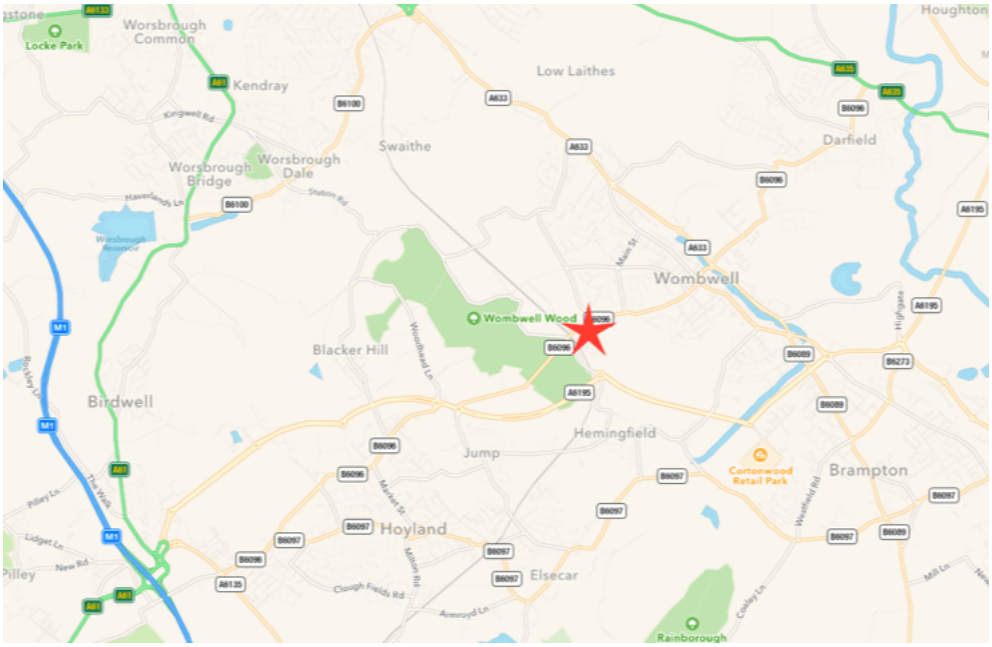
1.0. Introduction

The proposed scheme is to construct 61 new homes on land to the south of Hough Lane, Wombwell. The site comprises 2 No. existing semi-detached properties (323 and 325 Hough Lane, to remain) along with vacant former industrial premises.



The site is bounded to the north by Hough Lane, to the Souht, West and North East by residential development with the remainder by privately owned public open space.

The site is very well connected, with access off Hough Lane which connects to the A6195 and M1, and to the A635 and A1



There are no schools, hospitals or care homes within 200m of the development boundary.

2.0. Operating Hours

The proposed operating hours are outlined below. During the construction period it may be necessary in exceptional circumstances to work outside the prescribed working hours. Should this occur, the hours and duration of these works will be subject to consultation with BMBC.

Official site working hours would be:

- Monday – Friday: 8:00am - 6:00pm
- Saturday 8:00 – 1:00pm
- Sunday/Bank Holidays: No Work

In order to maintain these working hours contractors will require a period of 30 mins before and after the working hours to set up and close down the works activities.

3.0. Site Access

Access for construction traffic and visitors will be from Hough Lane.

Delivery vehicles, whenever practical, will avoid peak public traffic hours to reduce traffic congestion and nuisance to the existing road and highway network.

To avoid construction traffic congestion and nuisance to the surrounding area all suppliers and contractors will be made aware of traffic routes.

Site entrances will be maintained and kept clean and clear. There will be a road sweeper in operation when required and in line with the works activities to ensure no mud is left on the live highway or accessing water courses as a direct result of the works.

The build route, as shown on the attached Construction Management Plan, has been designed to minimise interaction between the two groups as much as possible.

4.0. Parking

The site parking provision will consist of a suitable area in close proximity to the site compound. Consideration will be taken to ensure the area is located in an area programmed to be developed towards the latter stages of the construction phase of the development. The car park location will be clearly displayed in the site office and canteen. The details will be explained to all personnel during their site induction process.

Dedicated visitor parking (for non-construction) will be available in the private drives of plots 1 & 2, which will be show homes during the development

5.0. Loading & Unloading

Loading and unloading of materials will take place within or immediately adjacent to the site compound as shown on the attached Construction Management Plan.

Delivery vehicles will supply and remove materials from site using the varied transport links. In circumstances to reduce vehicular movements, deliveries will be made direct to the work zone to mitigate double handling and double vehicular movements.

6.0. Storage of Plant & Materials

All materials will be loaded within the site compound/boundary of the working zone to minimise congestion. The materials will be stored within a material compound or within the onsite storage containers. No Plant movement will be allowed outside the site boundary unless prior arrangements are in place with the local authority. The plant expected on site includes FLT, excavators, dumpers, rollers, piling rig, mobile crane. All plant will be secured at night to prevent unauthorised use.

7.0. Control of Dust & Dirt

Dust generated through all work activities will be controlled at the source, so far as reasonably practicable using recognised methods and in line with legislative requirements.

To control material being transferred onto local roads or accessing water courses at the development's infancy appropriate measure when installing sewers and forming roads will be implemented, including; Bunging and tankering of existing sewers, a wheel wash facility, scraping of roads once formed, a filter bag system for gulleys and applying an appropriately planned Traffic Management Plan.

8.0. Control of Noise

Risk Assessments and Method Statements (RAMS) from contractors will be scrutinised and authorised before work commences to ensure the requirements Noise and vibration statutory nuisance are controlled under the Environmental Protection Act 1990 are understood, factored into working methods and adhered to.