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Demolition & Construction Method Statement

2, Haigh Lane and 319 - 323 Barnsley Road, Hoylandswaine.

Proposed Demolition of Existing Buildings and Erection of 5 Dwellings,

Planning Application Reference 2021/0331

The Demolition and Construction Method Statement has been prepared to discharge condition number 21 imposed on Application Reference 2021/0331 to include details of the following:

1. The parking of vehicles of site operatives and visitors.
2. Means of access for Construction Traffic.
3. The loading and unloading of plant and materials.
4. The storage of plant and materials used in constructing the development.
5. Measures to prevent mud/debris being deposited on the public highway.

The following details and supporting plans have been prepared to satisfy the requirements of Condition Number 21 imposed on the Planning Permission granted under application reference 2021/0331 dated 22 May 2022.

1. With regard to the parking of vehicles of the site operatives and visitors there is a proposal to provide a small on-site parking area adjacent to the site entrance but owing to the extent of the development on the site and the need for a storage area on the site for materials that is outside the protection area for the trees around the site we can only provide space for around 4 vehicles (depending on their size). The size and location of the parking area are shown on the attached site layout plan. It is unlikely that more vehicles will need to be on site than we can accommodate on site but if there are then the visitors or workers will be advised to park on Barnsley Road, away from the junction with Haigh Lane, where the highway is between 9 and 10 metres wide and any parking there will not impede other vehicles using the public highway.

2. With regard to the means of access for Construction Traffic it is considered that the existing access off Haigh Lane is the best location for this access, where a hard surfaced access drive and hardstanding will be provided for construction traffic to use, thus reducing the likelihood of mud and debris being transported from vehicles leaving the site onto the public highway. A hardstanding area will also be provided for construction materials to be deposited onto a mud free area and reducing the travel distances required once materials have been delivered to the site. Again, the location of the access for Construction Traffic is shown on the attached plan.

3. With regard to the loading and unloading of plant and materials, this will all take place using the existing access off Haigh Lane to avoid any blocking of the public highway. As noted above, this area will have a hard surfaced access drive and a hardstanding area for materials and any plant to be unloaded and loaded as necessary and again reducing the likelihood of mud and debris being transported from any plant or vehicles leaving the site onto the highway.

4. With regard to the storage of plant and materials used in constructing the development, this will be stored in one of two areas within the site to allow the two different parts of the development to be built together if the applicant wishes to develop the site in that way. As referred to above, all storage areas for plant and materials will be levelled and surfaced with hardcore to prevent damage to materials and to ensure that they do not have to be moved far on the site when they are required. Once the ground floors of the dwellings have been constructed, it will also be possible and necessary to move some materials onto the floor pads, again so that they are close to where they will be used to construct the upper floors.

5. In terms Measures to prevent mud/debris being deposited on the public highway, a mains water supply will be available on site throughout the whole of the demolition and construction phases of this development and any vehicles visiting and then leaving the site will be inspected before they leave to see if they have been contaminated from any mud or debris from the site and cleaned down using a hosepipe or jet hose and brushes to remove any such material before the vehicle returns to the public highway. In terms of any rubbish or recycling material that will be taken from the site, the site operatives will ensure that any open skips or similar containers are covered with the commonly used mesh or netting to secure the materials within the skip or container until they reach their destination for deposition at a recycling or licenced tip site.

In addition to this, in periods of dry weather, the scaffolding can be enveloped with heavy duty plastic or similar sheeting to keep all or as much dust within the site as possible. With regard to dust controls, during both the demolition and construction phases of the development this can be achieved, when necessary through damping and/or misting the dust by water sprayed from hoses or a portable sprayer, as deemed to be necessary by the main site contractor at the time.

It is considered that these details should be sufficient to satisfy the requirements of Condition number 21, as referred to above. However, if any additional details or further justification relating to any of the points raised above is needed, then please advise the agent as soon as possible.