Construction Method Statement

Residential Development at Land off Halifax Road, Thurgoland Sheffield (Outline Approval 2018/0028)

November 2020 v1

Arncliffe

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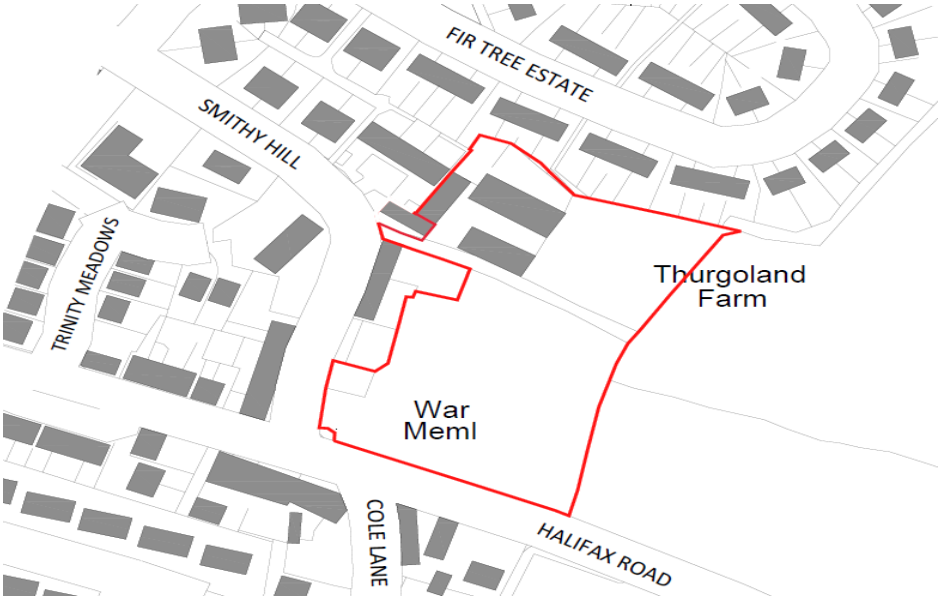
1. INTRODUCTION

The purpose of this Construction Method Statement (CMS) is to ensure the development off Halifax Road, Thurgoland (Outline 2018/0028) is carried out with minimal disturbance to neighbouring residents/occupiers, (in terms of noise, vibration, traffic and dust) and does not have a detrimental impact of the environment and safe operation of the surrounding highways. All contractors working on the development will adhere to the objectives of the CMS.

The application site, shown on the plan below in red, is currently occupied by derelict farm buildings to the North West corner of the site and some concrete slabs from old buildings along the Northern boundary. The farm and buildings are currently accessed via a small track leading from Smithy Hill, to the West of the proposed site.



The site is surrounded by Thurgoland Farm to the East and residential properties to the North, from Fir Tree Estate, West off Smithy Hill and South off Halifax Road.

As part of the development, the derelict farm buildings will be demolished to make way for 23 new residential houses, comprising of 2 Bed Terrace, 3 Bed Semi-Detached and 4 & 5 Bed Detached units, and all associated roads and sewers. The development will also include a full landscaping scheme and new Village Green.

2. PROPOSED PROGRAMME

The target demolition and construction start dates (as of November 2020) are as follows:

Demolition, Enabling and Site Strip (Pre-Roads and Sewers)

Start date: 4th January 2021 (Subject to discharge of pre-commencement planning conditions)

End date: 26th February 2021

S38/278 & S104

Start Date: 1st February 2021 (Subject to pre-commencement planning conditions and approval from Yorkshire Water & Highways)

Plot Works

Start Date: 1st April 2021 (Subject to approval of planning conditions)

End Date 30th September 2022

3. WORKING HOURS

Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of:

8am – 6pm Monday – Friday

9am – 2pm Saturdays

No time at all on Sundays and Bank Holidays

Any requests to carry out such works outside these working hours will be directed to the Local Authority at least seven days in advance, together with details of the works (including the expected noise level) and why these cannot be carried out during the normal working hours.

4. SECURITY FENCING & HORDING

Heras fencing @ 1.8m high, will be erected around the full perimeter of the site, for the full duration of the development. The fencing will be double clipped, fixed from the inside, and installed on rubber feet. Where it is not possible to use rubber feet due to ground contours, the fence posts will be installed, and the panels fixed directly to the posts.

Hording @ 2.4m high will be installed on the South West boundary, facing the junction of Halifax Road and Smithy Hill. The hording will be positioned in such a way, as to reduce the impact of site car parking and cabins from outside the site. Safety signage and visuals of the site will be added to the hording during construction.

5. SITE ACCESS AND EGRESS

Initial access for enabling works to the site entrance will be take from the lane leading off Smithy Hill.

All future access for demolition, Roads, Sewers and Construction works, including Deliveries and Contract Vehicles, shall be taken from the new access off Halifax Road.

Site fencing will be set back from the site entrance to allow vehicles to pull off Halifax road, (as shown on the Construction Management Plan), with inward opening gates.

6. ON SITE OFFICES AND WELFARE FACILITIES

On-site welfare and offices will be positioned on the future village green, behind the 2.4m solid hording. (Position shown on the Construction Management Plan)

7. SITE PARKING

Site parking will be provided for all contractors working on this development, (Position shown on the Construction Management Plan)

Where possible, and assuming COVID-19 restrictions are lifted, site personnel will be encouraged to use public transport.

8. LOADING AND UNLOADING OF MATERIALS.

Loading and Unloading of materials shall take place within the site, via access from Halifax Road, and strictly within the permitted hours of work as detailed in section 3, (Working Hours). The offloading area will be clearly marked on site. (Off Loading area is shown on the Construction Management Plan)

9. DELIVERIES

It is anticipated that the largest vehicle to be utilized during construction will be an Articulated Lorry. This type of vehicle will be able to access and egress the site safety and turn round within the site parameters. Vehicles of this size are anticipated no more than 10-15 times per calendar month. All other vehicles expected on site will consist of standard skip lorries, flatbeds and 8-wheel tippers.

All delivery vehicles will be pre-booked at least 24hrs in advance to try and avoid congestion both on and off site. Whenever possible delivery vehicles will be requested to avoid rush hours between the hours of 7-30 – 9am and 4-30 – 6pm Monday to Friday.

Other methods to reduce the impact of deliveries on traffic and congestion include:

- Consolidate deliveries whenever possible
- Not accepting part loads unless essential.
- Issue notices to all delivery companies and sub-contractors that deliveries which have not been booked in advance or happen outside the agreed delivery slots may be turned back and re-scheduled.

10. STORAGE OF PLANT AND MATERIALS

In addition to the delivery procedures above, the principal of "just in time" deliveries will be followed throughout the development to ensure wherever possible plan, machinery and materials are not stored on site before they are actually required for building works. All materials delivered to site will be kept within the site boundary only, and any deliveries prone to emitting dust, such as crushed stone, will be covered by appropriate sheeting and securely fastened. Machinery, when in use, will be kept away from noise sensitive areas such as residential dwellings and gardens wherever possible. All machinery and materials shall be stored within the designated areas, (shown on the Construction Method Plan).

11. WHEEL WASH / CLEAN ROADS

Wheel wash facilities will be available on site from the outset, by means of high-powered petrol jet wash. This will ensure mud, stone and any other debris are removed from the vehicles before exiting the site. The use of a jet wash also allows the operative to clean down the road between each wagon. All wagons carrying excavation mud or soil are expected to be fully sheeted before entering or leaving the site, to minimise the risk of overspilling onto the public highway.

The principal contractor will monitor the surrounding highways and footpaths daily to ensure the construction works do not have a negative impact on road cleanliness.

12. DUST AND DIRT CONTROL MEASURES

Some measures have already been mentioned in previous paragraphs for the control of dust and dirt, such as:

- Wheel washing facility
- Sheeting dusty materials.

In addition to the above, the following dust and dirt suppression measures will be carried out:

- The use of fine sprays will be used during demolition, where machinery is used to pull down elevations of buildings. Where possible, and safe to do so, demolition of buildings will be carried out by hand.
- Use of fine spray will be used when loading and unloading dusty materials, in particular during sustained periods of dry weather.

- Where possible the use of pre-fabricated or cut-offsite materials will be used to prevent on site cutting and dust suppression.
- Burning of waste material is strictly forbidden.
- All skips must be covered before leaving the site.
- Plant and machinery should be regularly maintained, driven at a slow pace around the site and not sat to idle for any periods of time.

Further measures will be implemented where specifically required, such as demolition. In such cases this will be covered by a task specific method statement, supplied by the appointed contractor.

Dust will be continuously monitored by a designated Site Manager, either working direct for Arncliffe Homes Ltd, or an appointed Principal Contractor.

13. WASTE MANAGEMENT PLAN

Waste will be managed under best practice waste management priorities which, in order of importance, are as follows. Reduce, Reuse, Recycle and Dispose.

Waste should be tackled from the outset, by reducing the amount of waste produced in the first place. Ensuring that the correct quantity of materials are ordered in the most environmentally friendly way. Each sub-contractor will be responsible for ordering and supplying their own materials, which will minimise the risk of waste as they become financially responsible. As mentioned previously, the principal of “just in time” deliveries will reduce the risk of damage and therefore waste. The main contractor will, where possible, employ the use of local sub-contractors and suppliers, in order to reduce fuel consumption and packaging needs.

Hazardous materials are to be sealed, stored and disposed of in appropriate and safe manner in order to avoid contact with ground or wastewater.

14. NOISE AND VIBRATION

The use of off-site cutting and fabrication will reduce the need for noise on site as much as possible. All site machinery will be regularly maintained, and where practical will be fitted with silencers. All machinery will be driven so it creates as little noise as possible, and the drivers will be told not to leave idling engines. Tool Box Talks will regularly take place to remind contractors to adhere to the noise and vibration rules.

15. CONSTRUCTION MANAGEMENT PLAN

The Construction Management Plan will accompany this Method Statement at a scale of 1:250 @ A1.

The plan will assist with explaining all the information given in sections 1-14 of this Method Statement.