
Construction Method Statement Enabling Works

Client	Newlands
Project	Hoyland Plot 2
Date	December 2021

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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 Enabling Works 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 number of 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 s.169, 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 off site 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 enabling works consists of the following:

1. Site Compound establishment
2. Haul Road from the roundabout adjacent Hermes roundabout then onto plot 2.
3. Topsoil strip of the plot and temporary stockpiling of earthworks materials.
4. Bulk earthworks to plot 2.

3.0 Key Personnel

3.1	Construction director:	Ben Shearman
	Project Manager:	Sam Vickers
	Site Manager:	TBC
	HSEQ Manger:	Martin Law
	Day time contact:	Sam Vickers
	Emergency Out of Hours:	TBC

4.0 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 of Birdwell Roundabout, the site gatehouse will be located on plot 2 and will be set back from the roundabout to avoid traffic backing up onto 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 Barred Routes - Access to the site will not permitted from Sheffield Road or Tankersley Lane. This is a general rule for all works within the development site. Traffic management and signage will be erected to ensure this is implemented on site
- 4.3 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 gang person.
- 4.4 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.
- 4.5 HGV movements will be covered by the same enforcement principles.
- 4.6 The maximum axel weight expected is 12.5t.

During the enabling works we anticipate the need to mobilise a maximum of 10 abnormal load in the first week / 10 days (these will all be booked via the usual channels i.e Highways)

Earthworks equipment - 15 pieces of plant

Expected Daily Vehicle Volumes Crossing Tankersley Lane Between 40 & 50 8-wheel lorries to distribute stone.

- 4.7 Access to and departure from Hoyland West by construction delivery vehicles shall not be permitted before 08.00 hours and after 18.00 hours. Any Traffic Management measures that are implemented are to be reduced/removed over the Christmas break (in the interest of the local community)
- 4.8 In accordance with current government guidance, car-sharing and public transport use will be promoted to minimise vehicle movements.

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 50 car parking space, for both operatives and visitor, will be within the site compound. The site compound will measure 75m by 50m. This allows for additional car parking provision whilst Social Distancing measures are required.

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- 5.2 We will utilise the existing perimeter fence to ensure the site compound is secured using 1.8m high chain link fencing, with 2.0m high solid timber hoarding forming the site access gateway and areas that have a 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 that 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 The lighting from the site compound will be erected on the perimeter of the compound and will be focussed inwards, where this is not possible the light will be focused on the compound and not directed towards any nearby property.
- 5.5 The compound will initially be self-contained with power supplied by a temporary generator and water delivered by tanker and stored on-site in a shipping container sized 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.

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- 5.8 Materials other than bulk deliveries will be off-loaded by forklift or excavator with specific lifting attachment in the compound or at the location of use.
- 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 a Wheel Cleaning 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. The Wheel Cleaning equipment will consist of a high-pressure hose mounted onto a portable water bowser.
- 5.11 In the unlikely event that the mud or debris start migrating towards the highway a road sweeper will be on stand-by to clean the area immediately.

6.0 Noise Control

6.1 The Developer will appoint a Noise Consultant to:

- To provide advice to the contractor.
- To advise on amendments to Method Statements and working plans if required.
- 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:

- Maintain a log of Noise Complaints including details as to how the complaint was closed out and signed off by the Developers Noise Consultant.
- Provide a Noise Report at each monthly progress meeting.

- 6.2 **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.
- 6.3 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.

6.4 In planning their 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 assessment.

6.5 **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.

6.6 **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, and
- 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 south of plot 2 namely – Parkside farm shop and the surrounding properties off Sheffield Road. The other boundaries are 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,

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- 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,
- 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.
- 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 handheld wind speed monitor shall always be available on-site.

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.

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.

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:

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- 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 enabling works only require import of materials to form haul roads and protect the plots. Earthworks materials will be balanced within the site to prevent any export. Any bunds of earthworks materials formed will be constructed no more than 5m tall and sealed to prevent erosion.

8.3 Reduction

A number of potential options are available to complement construction waste reduction. During this 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: -

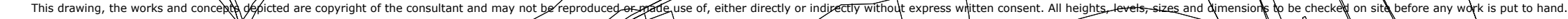
- Separate marked skips/receptacles will be provided for the depositing of types of waste suitable for efficient recycling; and
- Discussion with licensed waste carriers in respect to the feasibility/efficiency of specific materials recycling.

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



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Discrepancies to be reported before proceeding.



Areas Schedule (note office GIA includes Hubs)							Parking and docks - figures quoted are minimum, plots may allow additional.					
Plot No.	Warehouse GIA SQFT	Warehouse GIA SQM	Offices GIA SQFT	Offices GIA SQM	Total GIA SQFT	Total GIA SQM	Car Parking @1/150sqm	HGV Parking	Docks	Level Access	cycles	PTW's
2A	250000	23226	15000	1394	265000	24619	169	62	27	2	25	8
2B	172000	15979	14000	1301	186000	17280	120	43	19	2	17	6
Total	422000	39205	29000	2694	451000	41899	289	105	45	4	42	14

Revision:			
P1	first issue, re-numbered plan previously E004	10jun2021	PL
P2	Plot 2A car park layout refined and redline	11jun2021	PL
P3	detailed building plans shown	22jun2021	PL
P4	application redline adjusted	23jun2021	PL
P5	application redline adjusted	29jun2021	PL
P6	unit 2B hub offices added, areas adjusted	30jun2021	PL
P7	updated parking and BCA landscaping	08jul2021	PL
P8	net area and plot demise areas noted	19jul2021	PL
P9	acoustic barrier indicated to NE of plot 2B, electric charging spaces (ev) updated	19aug2021	PL
P10	contours updated to RPS latest	02nov2021	PL
P11	unit transformer locations (E) added	02nov2021	PL
P12	unit plans updated, bin stores indicated, gravel beds to sprinkler tank islands	17dec2021	PL



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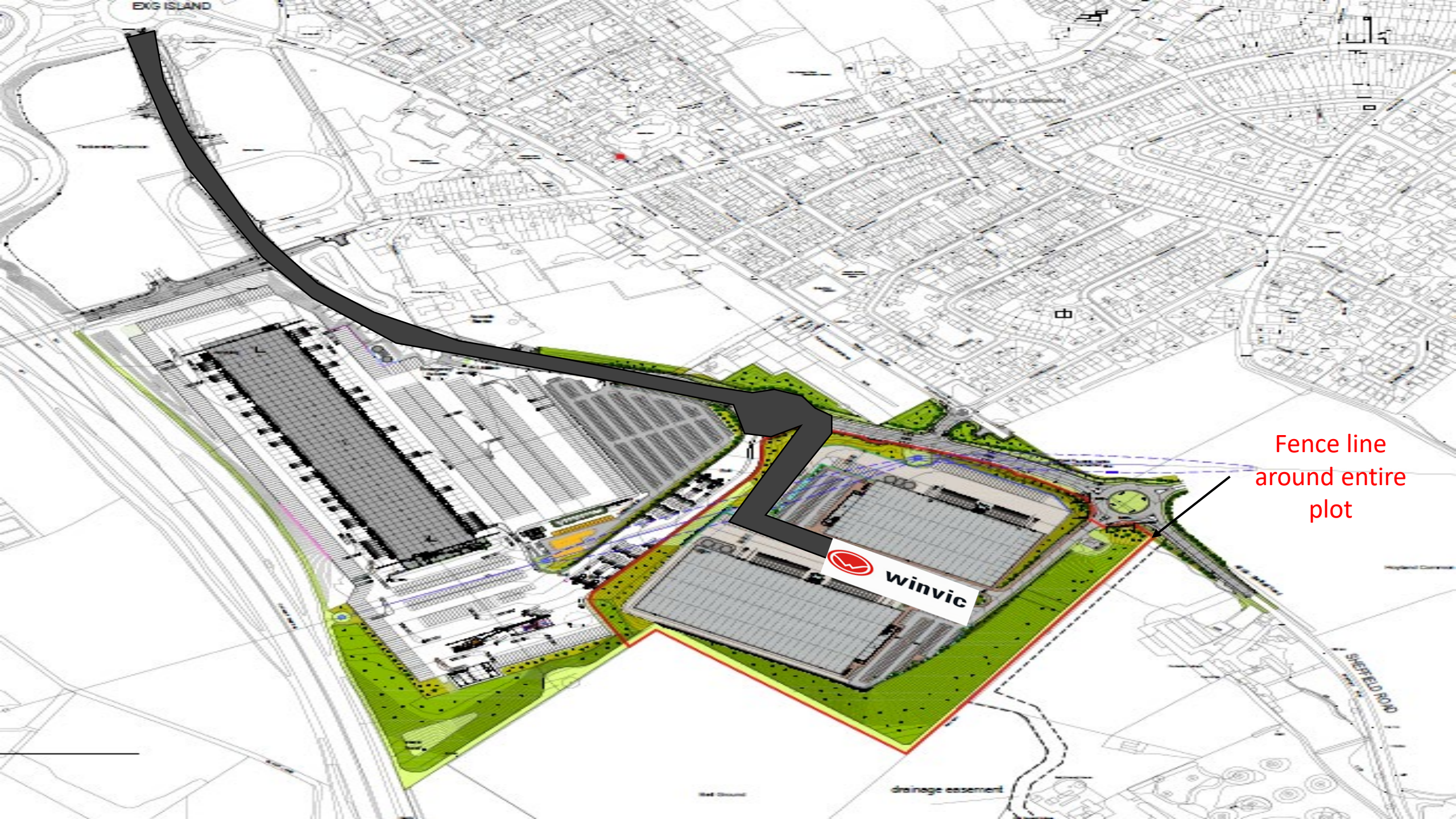


Hoyland Common
Barnsley M1, J36

Plot 2	Masterplan	Preliminary
Status	Drawn by : PL	Checked by : RM
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Scale@ A1	1:1000	

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Discrepancies to be reported before proceeding.

APPENDIX B – PROPOSED FENCING & HAUL PLAN



Fence line
around entire
plot

winvic

SHEPHERD ROAD

drainage easement

Hall Ground

APPENDIX C – SITE COMPOUND LAYOUT

Site Compound and layout

