

CONSTRUCTION METHOD STATEMENT

2016/1409

PROPOSED DEVELOPMENT

Plots 1 and 2

Wentworth Road

Blacker Hill

Barnsely

S74 ORL

Mr R M Uttley

97 Wentworth Road

Blacker Hill

Barnsley

S74 ORL

Contents

PROPOSED DEVELOPMENT1

 Section 1 General.....1

 Section 2 Description and location of project2

 Section 3 Construction Method Statement3

Section 1 General

This Construction Method Statement (CMS) is for the erection of two semi-detached dwellings. The CMS is required by planning condition 10 attached to planning permission application nos 2016/1409.

Condition 10 sets out the requirements of the CMS. This document is intended to discharge condition 10 although it is intended that this CMS will comprise a first stage of the Construction Phase Health and Safety Plan which is required under the Construction (Design and Management) Regulations 2015.

This CMS sets out proposed measures to minimize and mitigate construction impact on the community and targets for the management of the site during the construction phase. It is intended that the CMS remains under review during the construction of the project.

The following text contains a series of considerations that the Mr Richard Uttley and the appointed contractors will follow whilst working on the project to completion.

Section 2 Description and location of project

Author:	Richard Uttley
Project Title:	Plots 1 and 2 Wentworth Road
Value of Project:	n/a
Location:	Plots 1 and 2 Wentworth Road
Nature of project:	Construction of 2 semi-detached dwellings

This statement is to be considered in conjunction with the following documentation as submitted in support of the planning application.

- NYP Architectural Services drawings Ref Nos:
02-77 bregs appl, 02-77-B01A, 02-77 B02, 02-77-B03, 02-77-B04A

Scope of project:

The proposed buildings have floor areas as :-

Plot 1: 86 sq. meters

Plot 2: 86 sq. meters

Access to the site will be provided via an existing access entrance from a private road leading off Wentworth Road. Parking, deliveries and storage will be accommodated on an adjacent area of 174.16 sq. meters shown in green on the accompanying site plan. Storage is shown in blue.

Construction of External Works

- Total site area (Red Line) of approximately 460m² comprising of:-
- 2 no. semi-detached dwellings
- Front & rear garden areas
- Access drives

Contract period – T.B.A

Section 3 Construction Method Statement

- A. Parking area(s) for vehicles of site operatives and visitors within the curtilage of the development site or elsewhere by private arrangement, not on the public highway, a note should be included that all site staff and contractors are to be instructed to use the on-site parking or to make arrangements to park on private land elsewhere and not to park their vehicles on the public highway.

Targets

- Designate an area of the site for site personnel's vehicles and visitors.
- B. All major deliveries to site will be from a private (unnamed) road off Wentworth Road. The contractor / applicant must ensure any vehicles delivering to site are of adequate size to deliver the materials etc to the delivery drop of point and can enter and exit the site in forward gear.
- C. Area for loading and unloading of plant and materials – this should be able to accommodate the largest vehicle likely to visit site and associated loading/unloading activities, extents to be shown. This should be a separate area to the turning and manoeuvring facility where possible, if this is not possible banksmen are to be used to control the flow of traffic in and out of site while unloading takes place.

Targets

- Develop a construction and related traffic management plan.
- Identify sensitive areas (eg schools and homes)
- Develop a map showing delivery drivers routes to site from trunk roads
- Put procedures in place to prevent delivery vehicles from queuing outside the site boundary whenever possible.
- Make delivery drivers aware of traffic restrictions on and around the site.
- Delivery vehicle engines should be turned off while waiting to be unloaded.
- Vehicles should be loaded and unloaded off the highway wherever possible.
- Have designated personnel on site to receive deliveries, direct vehicles on and off site, and act as banksman.

- D. Safe and secure plant and material storage areas will be utilised as the overall site develops. This will be sub- divided into trade specific sections, and will facilitate the safe segregation of materials (flammable/non- flammable, etc). There will be a permit system in place for the issue of keys for the plant on site, and all vehicles will be locked and secured at the end of each working day and the keys returned to the site management for safe keeping.

Targets

- There will be no materials stacked outside of the site boundary/fence.
- Seek to ensure that material and plant storage areas are properly managed, cover lightweight materials with sheeting if necessary
- Seek to ensure that no wind-blown litter or debris leaves site whenever possible
- Ensure that materials that are potentially hazardous are well secured.
- It is a legal requirement to lock fuel outlets when they are not in use
- Secure plant to prevent vandalism and immobilise plant and equipment over night
- If required, install deterrents such as lights and warning notices
- Inform the local police about the site and seek their advice on security
- Consult with the Fire Brigade for advice on storing fuel and flammable materials on site
- Order the correct quantity of materials to arrive when they are needed to reduce the required storage time and risk of damage and theft.
- Establish in what form materials will be delivered, so that the appropriate unloading plant can be arranged and space set aside.
- Select packaging materials for deliveries that can assist effective/secure storage and movement of materials on site.

- D Boundary fencing or Heras style fencing will be erected to complete the site boundary security.

Targets

- Ensure the site is secure
- Secure the site boundary using existing perimeter fencing and the permanent boundary fencing walls with high quality lock on main site access gate
- Ensure that appropriate clean-up/repair is undertaken promptly, to discourage further problems from occurring if the site experiences a problem such as vandalism or graffiti.

- E. Wheel washing facilities & cleaning of construction vehicles will be maintained near to the access/egress point.

A wheel cleaning procedure will be used in order to mitigate the amount of mud that could potentially be deposited on the highways by vehicles exiting the construction site.

An area close to the site exit will be utilised for wheel washing prior to vehicles leaving site. A power washer will be used to wash off any mud from the vehicle's wheels, with excess mud / slurry being collected and disposed of. It is anticipated that this will only be required during the initial weeks of the development when the existing ground is removed and the footings for the new buildings are constructed. However, the wheel wash station will remain on site until the development is complete. The proposed wheel cleaning procedure will consist of:

1. Before leaving the site, vehicles will be inspected for any heavy deposits left on wheels. If present, these will be removed manually.
2. Following inspection, all wheels are to be washed down using a high pressure jet wash until clear of all deposits.
3. Vehicles will be permitted to leave site following approval of the site manager / site representative that the above steps have been completed to a satisfactory standard.

On site roads will be kept as free of mud as is practicable during ground working operations. Machine and wagon trafficking around the site will be kept to a minimum in order to reduce the effects of rain on 'broken' ground.

If this is not sufficient, a road sweeper will also be used in the immediate area which will be ordered directly via the site manager.

The existing surfaced areas will be retained to the access drive and court yard whilst works are in progress, these will be resurfaced at the end of the development works.

Targets

- Keep haul routes clear.
 - Keep roads free from mud wherever possible
- F.** Dust from the construction will be minimised by keeping the cutting/grinding of materials on site to a minimum. Where cutting or grinding is unavoidable, equipment and techniques to minimise dust will be used. All land clearing activities will be “damped down” using water suppression. Loaded lorries and skips will be covered with netting/sheeting, and the wheels of all vehicles/plant leaving site will be cleaned so that mud is not spread onto the surrounding roads.
- G.** The extents, height and nature of all site boundary treatments such as security fencing/gates and hoardings to be shown and these should maintain visibility splays at any access having the dimensions 2.4m x 43m, such that there is no obstruction to visibility for vehicles emerging onto the highway. And pedestrian inter-visibility splays of 2.0m x 2.0m to the back edge of the footway and abutting the access roads
- H.** Noise from the construction will be minimised by the use modern equipment which is compliant with current EU standards and is the correct equipment for the task, that equipment will be regularly maintained to ensure its efficient operation.
Work will be phased so to cause minimum disruption to local residents.

TRAFFIC & CONTRACTOR SITE PLAN

