

Glossop Road Gamesley

Construction & Traffic Management Statement

11/20/0413 Construction traffic Management

1.0. Introduction

Advent Construction NW Ltd plan and manage its construction activities to ensure that so far as is reasonably practicable to minimise the risk to the health, safety and welfare of persons who may be affected by our operations.

The following Method Statement indicates Advent Construction NW Ltd intention for completing the above project in a timely sequence and with a methodology to fulfil both the requirements of the client / local authority and complete the project within a designated period. The programme methodology is to be read in conjunction with our *Outline Construction Programme*, *Traffic Management Plan* and *Phasing Plan* will be developed to explain our approach to successfully delivering this Project within the agreed timescales.

This method statement is written in accordance with all current legislation. It is drafted to assist those working on site with the safe systems of work to be carried out. All demolition work will be carried out in accordance with BS6187 and all current relevant legislation.

Prior to the commencement of the project, the site is surveyed by the Project Management Team. A Construction Phase Health & Safety Plan is then produced based on this survey and the information provided by the Principal Designer and the Preconstruction Information. This details how the project will be planned and constructed safely within the requirements of the current regulations, codes of practice and guidance.

A site-specific Traffic Management Plan and Risk Assessment is then developed, and a construction phase plan is produced with regard to the local environment and appropriate arrangements are then put in place to minimise the site's environmental impact. This covers general vehicle restrictions, vehicle marshalling/banking and environmental mitigation measures.

2.0. Description and Phasing of Works

The all phases of the works will be undertaken in accordance with the appended Outline Construction Programme.

Phase 1 –Temporary site set up for reduced level dig and ground stabilisation
Site set up and confirmation of service disconnections as outlined in a dedicated traffic management plan which will be developed for the project and will be revised as required for all stages of the works programme. This will identify and differentiate the working and site compound areas including, tree protection, site storage, vehicular and pedestrian access routes around the site utilising the most appropriate fencing such as Weldmesh, solid hoardings, Heras, pedestrian barriers etc.

Phase 3 - The main construction phase consists of the construction of 3 new apartment blocks and 129 units comprising of a mixture of 2, 3 & 4 bed houses, this will also include new car parking, hardstanding, including landscaping. The site will be managed via the site compound which will be accessed via vehicle and pedestrian access gates located on Glossop Road. The main access road for the development following the construction phase will be on Glossop Road. These works will be under a S278 agreement This is covered in more detail within the Construction Traffic Routes section of this document.

4.0 Construction Traffic Routes

A dedicated traffic management plan will be developed for the project and will be revised as required for all stages of the works programme. This will identify and differentiate the working and site compound areas including vehicular and pedestrian access routes around the site, including vehicle-turning facility.

For all phases, prior to starting the site management team will demarcate works areas with appropriate fencing (Heras or pedestrian/chapter 8 barriers) to create the "safe/ danger /waste zones" to ensure that no unauthorized access can be gained into the demarcated areas. It may also be necessary to move skips/ materials etc. further away from the building to allow safe working areas. This will be at the discretion of the site management team.

The areas of works will be isolated using appropriate fencing/ barriers which will be demarcated with appropriate signage e.g., "Danger Deep Excavation" and "Tree Protection" areas. A dedicated banksman will ensure that nobody strays into the vehicle or demolition zones. All works will be carried out by competent contractors with trained and qualified personnel following prior agreed RAMs.

4.1. Entrance / Exit from the site for visitors / contractors Deliveries

Access to and egress from the project will be the site entrance on Glossop Road. Deliveries to site will be from the following direction: Dinting Vale A57, on to A626 Glossop Road A vehicle Marshall will be in attendance at the site entrance to ensure the safety of pedestrians and use of the highway.

4.2. Traffic management of construction vehicles

- A dedicated traffic management plan has been developed for the project.
- Vehicular traffic will access the site from Glossop Road utilising the existing site entrance which will be the main access point and the site emergency access route adjacent to the proposed site compound.
- Where practicable all deliveries will be pre-planned around peak-traffic flows. On arrival at site **all** vehicles will be accepted by an Advent NW Ltd Banksman

person who shall be responsible for its management. Unscheduled deliveries may be turned away or redirected to a suitable holding position.

- Ensure deliveries are managed to avoid conflict with the surrounding environment peak traffic hours and local schools.
- All deliveries to contact site 30 minutes prior to arrival.
- Signage will be strategically located on the site hoarding directing drivers to report to the site cabin should the Banks person not be unavailable.
- Access into the site will be controlled via vehicle access gates on to a temporary holding corral/area.
- Advent Ltd deliveries and working hours will be restricted to 08:00 – 16.30 hours.

4.3. Control of parking for site operatives and contractors

Advent NW Ltd will endeavour to minimise the impact on the local environment by contractor parking by introducing the following measures:

- Utilise onsite parking as much as possible within the compound area.
- Local parking / speed restrictions for Advent NW Ltd / Contractor staff will be established.
- Advent NW Ltd will make its operatives and other contractors aware of peaktimes and local speed limits on Glossop Road.
- Local parking / speed restrictions for Advent Ltd / Contractor staff will be established.
- Advent NW Ltd / Contractor staff will be instructed that there will be limited parking available for Advent NW Ltd / Contractor vehicles within the compound area.
- No Contractor vehicles will be allowed to park on Glossop Road or the adjacent side roads.

A dedicated traffic management plan will be developed; please see section covering Construction Traffic Routes.

4.4. Temporary roads/ areas of hard standing

A dedicated traffic management plan will be developed for the project and will be revised as required for all stages of the works programme. This will identify and differentiate the working and site compound areas including site storage, vehicular and pedestrian access routes around the site.

5.0 Storage of materials and large / heavy vehicles / machinery on site.

A dedicated traffic management plan has been developed for the project and will be revised as required for all stages of the works programme. This will identify and differentiate the working and site compound areas including site storage, vehicular and pedestrian access routes around the site.

All materials and equipment will be stored within the curtilage of the secured site boundary's and in the dedicated compound and storage areas.

6.0. Details of street sweeping / street cleaning.

A site-specific Traffic Management Plan and Risk Assessment is then developed with regard to the local environment and arrangements are then put in place to minimise the sites environmental impact. This covers general vehicle restrictions, vehicle marshalling/banking and environmental mitigation measures.

It is understood that during construction works the movement and maintenance of plant on site may generate silt and oil contaminated water. Sources of silt such as plant and wheel washing, and site roads carry a high risk of causing pollution to the local environment and Advent NW Ltd ensure appropriate measures are undertaken to reduce this risk.

To mitigate the risk of spoil and or mud entering the highway, where appropriate and site constraints allow and appropriate wheel-washing system shall be provided to remove mud, stones and any other extraneous materials from the wheels and chassis of construction vehicles exiting the site. Where site related vehicles impact on public highways, spills of dust / deposits of mud will be cleaned.

To enable site vehicles to be cleaned and reduce contamination off site measures will be implemented to reduce environmental impact to as low as is reasonably practicable. A rumble grid and hardstanding area will be present at the sites entrance and thoroughly cleaned the wheels of delivery vehicles to be suitably cleaned prior to leaving site to prevent any transfer of mud or contamination onto roads. This is then backed up by the usage of road sweeping facilities to clean the roads in the proximity of the site (usually daily – site dependent).

All loads of construction materials, excavation spoil or other such matter shall be fully covered to ensure that no material leaves the site attached to the vehicle, which might subsequently be deposited on the highway.

To enable the implementation of the above and minimise the risk of site pollution to the local environment:

- Effective wheel/body washing facilities to be provided and used as necessary plant and wheel washing is carried out in a designated area of hard standing at least 10 meters from any watercourse or surface water drain.
- Run-off should be collected in a sump, with settled solids removed regularly and water recycled and reused where possible.
- run-off is collected in a sump - recycle and reuse water where possible settled solids are removed regularly.
- Brushing and water spraying of heavily used site hard surfaces and access points as required
brushing or scraping roads to reduce dust and mud deposits.
- If contained water goes to foul sewer (if possible) prior permission from the local sewerage provider will be required. They may issue a consent/authorisation limiting the volume and content of the discharge.
- Wastewater shall not be discharged into the public sewerage system without prior removal of soil, stones and any other suspended material.
- If no other disposal routes are available, then contaminated water may be collected and disposed off site by tanker. This may be a costly option.

7.0. Hours of working

Site opening hours will be as per the planning conditions:

- 08:00 – 18:00 Monday to Friday
- 09:00 – 13:00 Saturday
- No working on Sunday unless otherwise agreed in writing with the local planning authority.

8.0 Environmental Management

Advent NW Ltd recognises the importance of environmental protection and is committed to operating its business responsibly and in compliance with all legal requirements relating to a general building contractor, providing a full range of construction services for both public and private clients. It is the Company's declared policy to operate with and to maintain relations with all regulatory bodies.

It is the Company's objective to carry out all measures reasonably practicable to meet, exceed, or develop all necessary or desirable requirements and to continually improve environmental performance through the implementation of suitable and sufficient environmental controls which are clearly identified within the company Health, Safety and Environmental Policy.

All works are to be carried out in accordance with Advent NW Ltd Policies, Procedures, Planning Policy and the Environmental Protection Act and subordinate legislation and guidance provided by the Environment Agency (EA) i.e., Pollution Prevention Guidelines (PPG6).

As part of our external accreditation Advent NW Ltd has in place an integrated environmental management system which is combined with our health and safety management system to form the company, Safety, Health, Environmental and Quality Management System.

9.0. Environmental Impacts

A general range of surveys are normally undertaken (dependent on the type, scope, and location of the project. Such surveys include ground investigation surveys, wildlife, and ecology surveys (flora, fauna, species and habitat).

The findings of such surveys are incorporated into the project specific Construction, Health, Safety and Environmental Plan and Risk Assessments. The environmental impact, (some can be good) and these can generally be grouped into 3 main categories:

As with any major development or construction project there is likely to be temporary environmental impact, (some can be good) and these can generally be grouped into 3 main categories:

10.0. Air and Water Pollution

Generally, our approach is to prevent any discharge to air which is invariably achieved (where possible) via off site manufacture which seeks to curtail dust and fumes at source. Where this is not possible appropriate equipment is selected that seeks to eliminate dust/fumes which are normally achieved by suppression /collection equipment.

In addition to this where possible and/or appropriate we will use a combination of the following measures:

- Screen buildings with suitable debris screens and sheets
- If practical avoid activities during dry weather periods, otherwise keep damping down with water sprays
- Locate Haul Roads away from sensitive areas such as residential and communal areas, schools, and hospitals etc.
- Install haul roads and traffic routes as permanent hard surfaces and inspect them regularly.
- Clean roads regularly using a mechanical road sweeper fitted with dust suppression sprays.
- Avoid unnecessary vehicle movements and manoeuvring.
- Limit speed to 5mph on un-surfaced roads and 10 mph on surfaced roads
- Use bowsers or hoses as appropriate on roads.
- Use handling methods that minimise the generation of airborne dust.
- Use enclosed or sheeted vehicles for transporting dusty materials and aggregates.
- Dry materials should be stored in bunded area.
- Protect stockpiles from wind erosion, seed, or sheeting to be used.
- Use angle grinders and disc cutters fitted with practical control equipment.
- Use premixed concrete, plasters, and masonry compounds.
- Use larger pours of concrete rather than repeated small pours.
- Fit cutting and sanding machinery with dust suppression or collection equipment
- Vacuum clean whenever possible
- Wash and damp down whenever required.
- Use wet processes wherever possible.
- Ensure that the slurries do not dry out.

11.0. Ecology / Flora & Fauna

Minimise damage to natural resources and ecology through the location of the new building Habitat loss, Leakage, or pollution into watercourses, or onto adjacent land. Our construction activities will consider nesting birds, bats and other species, tree protection (this is done by segregating the trees with secure surrounds that are appropriately signed).

12.0. Local nuisance / Human Environment

Creation of new employment and economic benefit (positive impact)
The potential of the loss of local amenity of land use, Traffic increase, noise, dust, and vibration that may create a nuisance from construction activities.

13.0. Our key objectives in relation to environmental management /sustainability:

- Assess the environmental effect of our activities and instigate mitigation measures to minimise the environmental impact.
- Reduce waste and improve efficiency in our operation and production, energy use and materials.
- Manage the concerns of local communities and other interested parties in relation to environmental issues and encourage and support community cohesion.
- Ensure the minimum of nuisance and disruption to live occupied environments, cognisance will be taken of the susceptibility of local environment to pollution and nuisance with suitable controls being utilised with ongoing environmental monitoring.
- Maintain our ethical approach to procurement and work with organisations that promote sustainability.

Sustainable economic values effectively start at the design stage to ensure that the buildings have 'the end use in mind', ensuring they operate efficiently for the longevity of the building's lifespan, bringing economic benefits to end users and the environment in both cost savings, and potential environmental emissions.

To further reduce our environmental impact, and enhance sustainable economic, social value and CSR it is the company policy to actively source local materials and create opportunities for local labour and employment. In doing this the carbon footprint and reduced impacts can be achieved. This can also bring economic benefits in the reduction of transport costs, which in turn brings overall cost savings to the construction of the project.

A site-specific Traffic Management Plan and Risk Assessment is then developed with regard to the local environment and arrangements are then put in place to minimise the sites environmental impact.

14.0. Noise and Vibration

Where reasonably practicable work activities will not exceed the action, levels identified in the Control of Noise at Work Regulations 2005 and/or those specified by the local authority or contained with British Standards (:BS 5228: 2009 basic information and procedures for noise and vibration control, BS 4142:1997 Rating industrial noise affecting mixed residential and industrial areas).

Advent Ltd undertake environmental monitoring in relation to noise and vibration on its projects to ensure that we do not exceed the parameters defined in BS5228. This is achieved by the use of 'Casella' noise monitoring equipment and the production of a noise and vibration mapping survey document.

TRAFFIC MANAGEMENT PLAN

Glossop Road Gamesley Phasing plan



Site compound and entrance to Glossop Road



Gamesley and surrounding area



Temporary site set up for ground stabilisation

