

P/20/0121/FUL - Condition 11 Construction Method Statement

Demolition of bungalow, construction of residential development, landscaping, parking and associated works

Development Sales name – Ty Newydd Heights

Introduction

The development site location and immediate vicinity will be known to the Development Control Case Officer.

Whilst the permanent vehicle access to the site is formed by the continuation of the realigned Crabtree Walk, with a new junction into the upper reaches of Crabtree Walk as it exists today. There is a need also to provide a safe vehicle access to both existing dwellings, Mira Monte & Caerllwyn, within the site itself.

As part of the scheme the narrow carriageway at the extreme northern section of Crabtree Walk is to be widened from a 3m lane with no parking provision to a 4.5m wide road, alongside which 8 private vehicle parking spaces are introduced.

It was agreed with Merthyr Highways that the new vehicle parking bays provided under the Section 278 Agreement would be introduced prior to the commencement of works on the main development.

The road widening and parking bay provision has been undertaken as agreed and under the supervision of the MTCBC Highways inspectors.

To enable the introduction of the initial on site highway it is necessary to introduce a temporary access to both existing dwellings and to serve the Development Works Compound.

For ease of movement and to mitigate nuisance to nearby residents during construction it is intended to serve the initial phase of development via a temporary access introduced off the extremity of Crabtree Walk. This access is taken from the turning head and will be fully reinstated when the permanent access becomes available. This protects a suitable access to both existing properties, provides the works access and permits the safe construction of the initial onsite access road together with the SAB drainage within and adjacent to.

A potential exists to position a small temporary office & parking compound upon the immediately adjacent land at the extremity of Crabtree Walk. This is under discussion and if agreement is reached would be spatially beneficial within the site during early works.

Traffic

Delivery vehicles will access Ty Newydd Heights from Crabtree Walk via Vaynor Road having exited the A465 to the south. Access will be from the extremity of Crabtree Walk in the first instance and turning facilities will be introduced on site.

Suppliers will be advised of the long-term highway improvement works to the A465, deliveries will be controlled and suppliers advised to use fix bed vehicles and not articulated.HGV construction traffic and site deliveries will be scheduled to avoid School hours and timed out of 8.30-9-30am and 2.30 – 3.30pm where possible. All suppliers and site management will be acquainted with this requirement and all orders noted accordingly.

Given the site access is off Crabtree Walk which is a bus route, notwithstanding visibility at the junction is good, signs will be placed within the property advising exiting vehicles to wait should a bus be stationary within the Crabtree loop. Speed cushions are evident upon this section of highway which will add to safety by maintaining reduced traffic speed.

Any multi vehicle site material clearance (muck shift) will be controlled and neighbouring residents advised by advance letter drop. Any queuing vehicles will be held remotely to avoid immediate congestion in the vicinity of the site.

1 - Parking – Site Operatives & Visitors

General contractor and operative's vehicle parking will be within the site as plan attached, initially 8 spaces comprising 6 contractor & 2 visitor/staff. At regular/monthly progress meetings parking will perhaps occur on the Crabtree Walk new parking bays being technically a public highway but in the ownership of WDL Homes until adoption by the Council. It is not considered site parking will unduly impact adjacent residents in general.

3 - Storage, Plant & Materials

When the site access is introduced the loading of plant and materials will be undertaken within the site and a turning area is provided for HGV vehicles such that they may leave site in a forward gear. You will see the site management plan identifies all areas and separates vehicles/pedestrian movements and storage in line with accepted safety policy guidelines.

On site storage of plant and materials are within the enclosed area shown upon the plan. Steel containers (2no.) will provide the safe/secure elements with other materials racked.

WDL Homes follow an active recycling policy with all waste being separated and skipped for safe removal/recycling by a specialist contractor.

The inevitable wind blown packaging/plastics will be reviewed daily by the site manager and collected/cleared by the site team.

4 - Security Fencing

The built site curtilage will be entirely Heras fenced for security and safety purposes. The perimeter wildlife/landscape buffer as required by Planning to the western & northern land boundary will allowed to remain until house build within the zone is completed to best protect the established wildlife.

The final outer perimeter weldmesh fence will be erected pre-occupation of dwellings and the buffer planting undertaken in accord with the approved details.

A system of fixed security cameras with remote viewing/recording along with mobile security visits is in place. This will be monitored by the project team and enable immediate response in the event of incident.

5 - Wheel Washing

Wheel washing will be introduced as shown at the site perimeter and manned as required to ensure vehicles are appropriately washed down before accessing the public highway. WDL also has a road brush facility which may be added to the forks for general day use and when any large scale material movements of surplus subsoil/cart away are underway WDL Contracting will supply a permanent road sweeper and if necessary has its own road sweeper which can be called in at short notice.

6 - Dust

Dust suppression will be monitored by the site manager and project manager being addressed as required by bowser using on site plant.

All vehicles carrying material from site will be fitted with standard dust covers for road use.

Any migration of dust & debris will be cleaned as soon as practicable making use of the on-site equipment/bowser or day visit by the WDL Road Sweep.

7 -- Demolition

As defined by site programme the Caerllwyn bungalow will be excluded from the working area being enclosed within an inner Heras fence erected at a safe distance from the works area.

The building will be inspected for bats one last time by the appointed ecologist and subject to clearance;

All utilities will be disconnected/capped.

Hand removal of elements such as kitchen, heating system, windows, doors, timber/plasterboard and roof timbers/tile strip. Materials separated as required and sorted/skipped for recycling.

Block cavity structure taken down in safe sections by machine and stockpiled within plot. Foundations to be mechanically grubbed up. By inspection and subject to main programme masonry may be crushed for re-use on site.

All waste material to be integrated with main site disposal programme.

Ground remodelled at completion to suite new works programme.

Traffic/pedestrian management

The provision of temporary traffic and pedestrian management along Crabtree Walk as required will be agreed with the relevant street works officers at MTCBC with TMP submitted/agreed prior to all work commencing.

The works required to service the development are relatively minor in nature but plans will encompass;

- Formation of new car parking bays off Crabtree Walk and widening of existing road.
- Construction of new junction radii at junction with the Crabtree loop..
- Construction of new tactile crossings & gulley connection realignment to Crabtree Walk.
- Formation of new speed reduction feature on new access road at junction with the upper section of Crabtree Walk.
- Connection to existing foul sewer in Crabtree Walk.

It is WDL policy to work at all times with/alongside the LPA supervising engineers when working in public areas.

Any/all works within the public highway will be programmed & resourced to mitigate interruption and ensure public safety at all times, for both vehicular & pedestrian users.

Local residents affected or potentially affected by the works are always kept informed. It is the usual practice to letter drop with advance

Works within the carriageway are as mentioned above quite minor in nature and will be exercised under local TM as agreed with the MTCBC Highways Officer. Vehicle movements will at all times be continuous.

Works which simultaneously affect the public highway/footpath are localised and in practice safe movements can be maintained.