Development Hart Street Newsome, Huddersfield



Method Statement for Temporary Surface Water Drainage Provision During Construction

Revision	Revision Date	Editor Name	Position
Initial Issue	15-02-22	Richard Smith	Pre-Construction Manager

Introduction

This method statement has been produced to provide information to comply with the Reserved Matters Planning Condition No. 08. Temporary surface water drainage for the construction phase.

Site Location

The existing site is shown in the photograph below.
The proposed residential development is to construct 22 dwellings, with access, parking and associated landscaping on behalf of Yorkshire Housing. The Site is in Newsome and within the administrative boundary of Kirklees Council. The site is situated in Newsome village and is approximately 1 mile south of Huddersfield, West Yorkshire, England. To the northern boundary of the site is Hart Street, with residential properties. To the east of the site is Newsome Road again with residential properties adjacent. To the south of the site is Naomi Road, which has a mixture of shops businesses and residential properties opposite the site. To the west of the site are stone built properties, which are understood to have originally formed part of the Newsome Mills Estate. These properties are now used as dwellings and business premises.



Proposed Site Layout



Site Operating Hours

The proposed operating hours are outlined below. During the construction period it may be necessary in exceptional circumstances to work outside the prescribed working hours. Should this occur, the hours and duration of these works will be subject to consultation with Kirklees Council.

Official site working hours would be:

- Monday – Friday: 7:30am - 6:30pm
- Saturday 8:00 – 1:00pm
- Sunday/Bank Holidays: No Work

In order to maintain these working hours, contractor(s) will require a period of 30 minutes before and at the end of the working shift to setup and close down the works activities.

Methods to Prevent Surface Water Entering Existing Drainage

Due to the presence of the two mill ponds on site, before any construction activities can commence the ponds will be emptied of water into the adjacent Yorkshire Water sewer under controlled practices to be agreed prior with Yorkshire Water. Following de-watering, the ponds will be re-filled with engineered fill back to formation levels. Construction works can commence from then.

The sequence of works proposed is:

Stage 1
- Culver Diversion in Newsome Road.
- New combined sewer connection in Newsome Road into site.
- Installation of gully protection to prevent detritus discharging from site.
- De watering of Newsome Mill Ponds.
- Engineered filling of previous ponds.

Stage 2
- New sewers and road construction to base course.
- Plot foundations.
- Plot drainage.
- External envelope
- Timber trussed roof with a felt and concrete tile covering.
- Upvc window and door systems
- Internal timber walls.
- Internal finishing.
- External plot service installation, footpath formation and plot landscaping.
- Topping of footpaths and highways.
- Adoption by local authority.

During Stage 1 works there will be limited activities on site. Due to the location of the existing ponds, access into site during stage 1 works and until the new roads and sewers are installed to base course will be required from Newsome Road. (refer to Stage 1 Plan at Appendix A)
A temporary haul road will be formed as shown on the Stage 1 Plan below.
The installation of the temporary haul road and temporary site accommodation will necessitate the raising of ground levels with hardcore to provide suitable access. This will naturally direct any temporary surface water during this stage of the works into the site which will prevent surface water overspilling on to the existing surrounding highways.
As a further precaution and, to prevent mud and silt debris from being deposited on existing highways, a sump and wheel wash will be formed in the haul road to wash haulage vehicle wheels before leaving site. The silt trap and wheel wash will be emptied by tanked as and when necessary.

Following stage 1 works, the development entrance with Hart Street will be formed to base course. This access will be used as the main access and egress point for site activities during the remaining Stage 2 works.
A silt trap and wheel wash will be formed at the low point just inside the site entrance (refer to Stage 2 Plan at Appendix A) to trap any temporary surface water within the site boundary and thus prevent run off on to surrounding highways and from entering in to existing drainage systems.
During Stage 2 works, all site traffic will enter and exit the site via the new entrance off Hart Street and therefore will pass through the wheel wash. In addition to passing through the sump wheel wash, a power washer will be deployed and site personnel will wash vehicle wheels as they leave site as necessary. The silt trap and wheel wash will be emptied by tanked as and when necessary.

Methods to Prevent mud, grit and dirt being carried onto the public highway.

Site Cleanliness – Urban will ensure throughout the works the roads will be kept clean, this will be through a combination of site personnel and mechanical cleaning equipment (road sweepers) as required.
'Site entrance ahead 'signs shall be displayed on all approaches during working hours;
Wheel washing facilities as stated above, will be provided for both Stage 1 and Stage 2 of the works.
Every effort to clean mud/debris off vehicles before the vehicle leaves site will be made using wheel wash & pressure washing when necessary. Signs will be available (on site) and deployed at the first signs mud being deposited on the adopted highway i.e. slippery road sign with 'Mud on Road 'sub plates and a Road Sweeper will be deployed.

Protection of Watercourse

The following activities may give rise to potential risks to water course contamination, and the following proposed mitigating measures against this have been identified.

a) Deliveries

Special care is to be taken during deliveries, especially when fuels and hazardous materials are being handled. All deliveries are to be supervised by a responsible person so that storage tank levels are checked before delivery to prevent overfilling and that the product is delivered to the correct tank. Contingency plans are to be agreed and suitable materials available to deal with any incident that occurs. All employees are to be briefed on the actions that are required in the event of a spillage. Any spillages are to be recorded and advised to Urban who will inform the LA if they deem it significant.

b) Storage

Many of the materials used in construction operations, such as oil, chemicals, cement, cleaning materials and paint have the potential to cause pollution.
All fuel, oil and chemical storage will be sited on an impervious base within a bund and secured. The base and bund walls will be impermeable to the material stored and of an adequate capacity. Leaking or empty oil drums will be removed from the site immediately and disposed of via a licensed waste disposal contractor. The contents of any tank are to be clearly marked on the tank, and a notice displayed requiring that valves and trigger guns be locked when not in use.

c) Security

All valves and trigger guns are to be protected from vandalism and un-authorised interference and turned off and securely locked when not in use. Any tanks or drums are to be stored in a secure container or compound, which is to be kept locked when not in use. Bowsers will be stored within site security compounds when not in use.

d) Silt

Water containing silt is never to be pumped directly into the water course or surface water drains. Silty water can arise from excavations, exposed ground, stockpiles, plant and wheel washing.

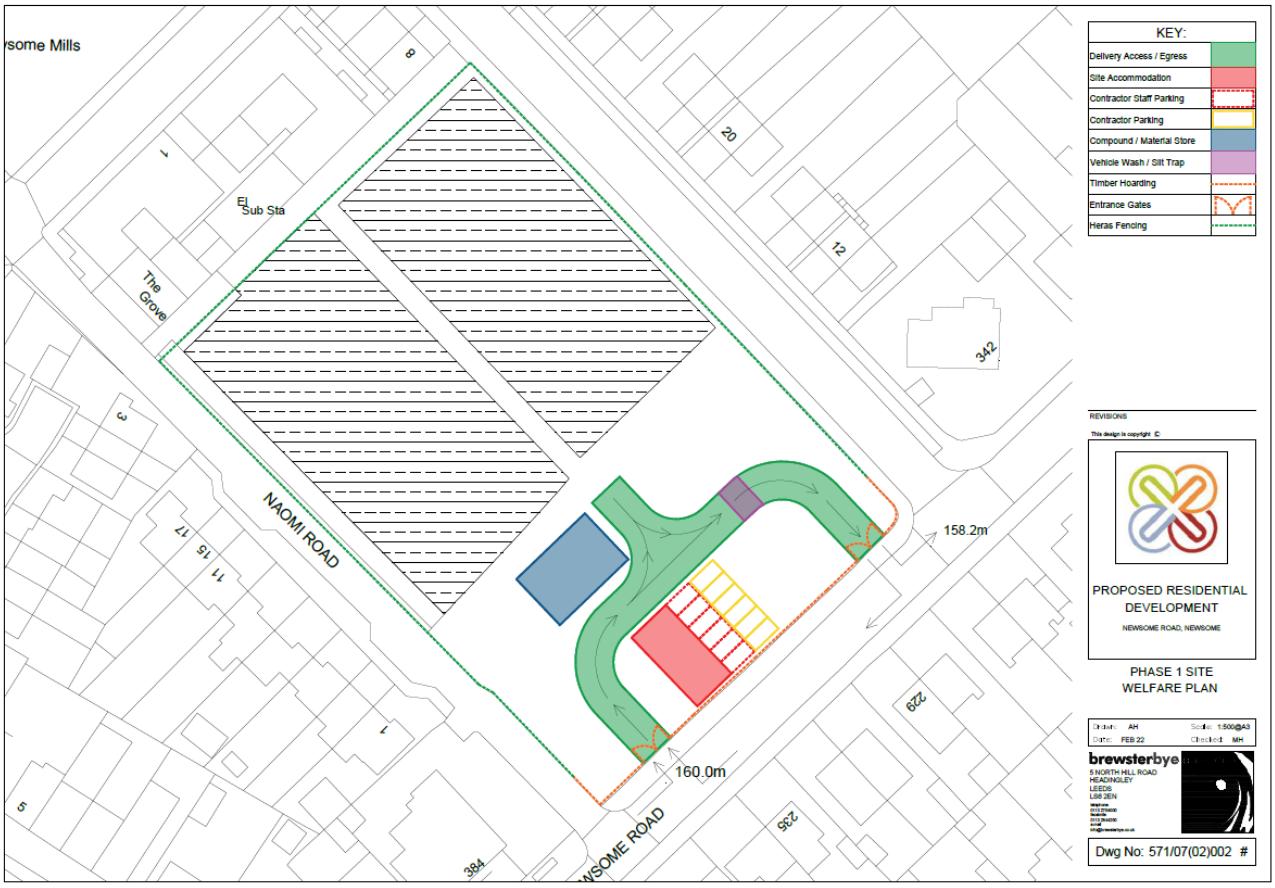
e) Excavations
Measures are to be taken to prevent water from entering excavations via well point dewatering or cut-off walls for ground water. Personnel and/or plant are not to disturb water in the excavation.

f) Site roads
These are to be kept free from dust and mud deposits. In dry weather dust suppression measures may be required.

Dilapidation Survey of adopted Highways

A survey of the surrounding public adopted highways will be undertaken and agreed with Kirklees Council's, Highways Department, prior to any works commencing on site and upon completion of the works.

Appendix A


KEY:
Delivery Access / Egress
Site Accommodation
Contractor Staff Parking
Contractor Parking
Compound / Material Store
Vehicle Wash / Silt Trap
Timber Hoarding
Entrance Gates
Heras Fencing
NAOMI ROAD
NEWSOME ROAD
158.2m
160.0m
The Grove
El Sub Sta
REVISIONS
This design is copyright ©
PROPOSED RESIDENTIAL DEVELOPMENT
NEWSOME ROAD, NEWSOME
PHASE 1 SITE WELFARE PLAN
Drawn: AH
Date: FEB 22
Scale: 1:500@A3
Checked: MH
brewsterbye
5 NORTH HILL ROAD
HEADINGLEY
LEEDS
LS6 2EN
Dwg No: 571/07(02)002 #


WELFARE SCHEDULE
Welfare Cabins
Road / Access
Compound
Parking Area
Access Gates
Heras Fencing
Timber Hoarding
Vehicle Wash Down and Power Wash Zone inc. Wash and Silt Trap
HSV Waiting Area
P.O.S.
POND
1:200 Site Plan
BBA
urban
NEWSOME PONDS
NEWSOME ROAD
PHASE 2 SITE WELFARE PLAN
DWG No: 571/07(09)007