

CONSTRUCTION METHOD STATEMENT

Barn Conversion, Coc Y North Lane, Rhiwderin, NP10 8RR

1. Introduction

- 1.1. This Construction Method Statement has been prepared to discharge Condition 13 of the planning permission for the barn conversion at Coc Y North Lane, Rhiwderin, NP10 8RR. This document outlines the phasing and logistics of construction, addressing site access, vehicle movements, contractor parking, material storage, environmental controls, and health and safety considerations.

2. Construction Phases and Programme

- 2.1. The construction work is scheduled to commence in early June 2024. Although the exact duration of the project is yet to be confirmed, the construction will proceed in a single phase, following a logical sequence of operations. The key stages include:
 - 2.1.1. Site Preparation – Establishment of site access, temporary hardstanding for parking and storage, security fencing, and setting out of the works.
 - 2.1.2. Site Clearance – Removal of existing rubble and waste material on site.
 - 2.1.3. Groundworks and Drainage Installation – Installation of a new floor slab, and implementation of the approved drainage strategy, including the package treatment plant.
 - 2.1.4. Structural Work – Repairs to existing stone walls, installation of the new roof and intermediate floor and knock through of internal stone wall.
 - 2.1.5. First and Second Fix – Internal construction works including insulation, plumbing, electrical installation, and internal finishes.
 - 2.1.6. Landscaping and Site Completion – Final surfacing, planting as per the approved soft landscaping plan, and reinstatement of the access road and parking areas.

3. Site Access and Traffic Management

- 3.1. The site is accessed via Coc Y North Lane. To ensure smooth operation, a one-way system will be implemented for construction traffic. Vehicles will enter from the most suitable direction and exit via another route to avoid unnecessary turning movements, particularly for large delivery lorries. The access arrangement has been designed to minimise disruption to local traffic and maintain safety.
- 3.2. The existing field, which will ultimately serve as the finished parking area for the dwelling, will be temporarily hardcored to provide a stable surface for contractor parking, materials storage, and turning space for vehicles. This ensures that all construction-related vehicles operate within the site and do not park or load/unload on the public highway.
- 3.3. For larger articulated lorries that may struggle to turn within the site, deliveries will be coordinated to allow vehicles to unload at a designated point near the entrance before exiting in the opposite direction. This will prevent the need for excessive hardcoreing of the entire site, thereby reducing unnecessary land disturbance.
- 3.4. To ensure safe and efficient deliveries, a designated traffic marshal will be present on-site to oversee vehicle movements during unloading and loading operations. The traffic marshal will assist in directing vehicles, ensuring pedestrian safety, and preventing congestion within the site.

4. Site Security and Temporary Facilities

- 4.1. To ensure the safety of workers and prevent unauthorised access, the site will be enclosed using temporary fencing. A designated entrance for construction workers and deliveries will be clearly marked, and appropriate directional signage will be installed within the site.
- 4.2. A welfare facility, including a site office, toilets, and a rest area, will be provided for workers. These facilities will be located within the temporary hardstanding area to avoid interference with construction activities.

5. Parking and Storage Arrangements

- 5.1. All contractor and visitor vehicles will be accommodated within the designated site area, preventing any obstruction to the surrounding road network. The temporary hardcore surface will facilitate parking and manoeuvring of vehicles, ensuring an efficient and organised site operation.
- 5.2. If the designated parking and storage area proves insufficient, a small additional area may be temporarily hardcored to accommodate site welfare, storage, and vehicle movements. This temporary extension will be removed and reinstated as part of the final landscaping works to prevent unnecessary hard surfacing in the long term.
- 5.3. Contractor car-sharing will be encouraged to reduce the number of vehicles requiring on-site parking. Given the scale of the project, the number of tradespeople on-site at any one time will be limited, ensuring that parking demand remains manageable throughout the construction period.
- 5.4. Material storage areas will be established within the site boundary. Heavy materials such as stone and timber will be stored close to their respective work zones to reduce handling and movement. A dedicated waste management area will also be established, where construction waste will be sorted for recycling and reuse.

6. Noise, Dust, and Environmental Controls

- 6.1. Given the rural setting of the site, measures will be implemented to control noise and dust emissions, ensuring minimal disturbance to nearby residents.
 - 6.1.1. To reduce noise pollution, all machinery and vehicles will be fitted with appropriate noise suppression equipment. Construction activities will be limited to the approved working hours to avoid unnecessary disruption.
 - 6.1.2. Dust suppression methods will include damping down surfaces during dry weather, covering stockpiled materials, and using dust extraction equipment when cutting stone or timber. Any particularly dusty activities will be scheduled during periods of lower wind to prevent excessive spread of dust beyond the site boundary.
- 6.2. Street sweeping and wheel wash facilities will be employed as necessary to prevent mud and debris from being tracked onto the public highway. A wheel

wash station will be positioned at the site entrance to clean dirty vehicle tyres before they leave the site.

7. Waste Management Strategy

- 7.1. The project will adopt a sustainable approach to waste management, ensuring that materials are reused or recycled where possible. A waste segregation area will be established on-site to facilitate efficient disposal.
- 7.2. Non-hazardous construction waste such as timber, metal, and stone will be sorted and, where feasible, reused within the project. If hazardous materials are identified during construction, appropriate investigations and disposal procedures will be undertaken in accordance with environmental regulations.

8. Working Hours

- 8.1. Construction activities will be limited to the following working hours to minimise disturbance to local residents:

Monday – Friday: 8:00 AM – 6:00 PM
- 8.2. No construction work will take place on Saturdays, Sundays, or Bank Holidays.
- 8.3. Any work outside these hours will require prior approval from the occupants of the neighbouring property.

9. Health and Safety Provisions

- 9.1. A comprehensive health and safety plan will be implemented throughout the project. Key measures include:
 - 9.1.1. Mandatory Personal Protective Equipment (PPE) for all site operatives.
 - 9.1.2. A designated first aid station within the site welfare area.

- 9.1.3. Regular health and safety briefings and toolbox talks to ensure compliance with safety regulations.
- 9.1.4. Clear pedestrian routes and vehicle movement controls to minimise risk of accidents.

10. Phasing and Management of Works

- 10.1. The project will be managed efficiently to ensure compliance with the approved plans and minimal disruption to the surrounding area. A site manager will oversee all construction activities, ensuring adherence to health and safety policies, environmental controls, and traffic management measures.
- 10.2. Each phase of the construction process will be monitored to ensure the smooth coordination of deliveries, site operations, and waste disposal. Regular site meetings will be conducted to assess progress and address any logistical challenges that arise.





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