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CHARTERED ARCHITECTURAL SERVICES



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RISK ASSESSMENT AND METHOD STATEMENT

Proposal: Erection of 4 no. dwellings and creation of pedestrian access following
Demolition of existing stables and garage buildings - Resubmission of 21/01704/FUL

Location: Land To Rear Of Firgrove Gardens, Firgrove, Milnrow, Rochdale, OL16
3AF

INTRODUCTION

The site forms a slender parcel of land connected to Firgrove Gardens, an arrangement of 2 cul-de-sac style streets within the Belfield area of Rochdale. The site offers a single building used as garages for up to 8 cars with the majority of the site tarmacked or overgrown with shrubs and grass. To the north west of the site is located an active railway line passing through the Belfield area to Rochdale / Todmorden; the railway line is shielded from the site via a steel palisade fence line standing approx. 2m tall with single point ridges to prevent climbing.

PROPOSAL

The proposal looks to implement a new access road leading to a group of 4 semidetached houses (2 blocks) with associated parking and garden spaces. The proposed dwellings are to be 2.5 storeys in height with elements of bedrooms within the roof space with each dwelling offering 4 bedrooms. The proposed dwellings are to be constructed in a traditional manor with external masonry cavity walls consisting of red facing brick outer leaf and dense blockwork inner leaf.

RISK ANALYSIS

Risk with regards to the proposal mainly arises from the location and proximity of the active railway. Works taking place within 10m of the railway are to adopt safe working measures as well as careful site management and planning in order to mitigate any risk to workers / operatives on site.

The proposed dwellings are located at least 17m away from the railway fencing line and minor ground works to form patios to the proposed dwellings located at least 14m from the fence line. Given the proposed building location, it is estimated any scaffolding / construction works would take place a minimum 15m away from the fence line resulting in minimal risk to on site operatives and workers. Equally the distance from the proposed building works to the active railway is far greater than 10m meaning compacting machinery and piling machinery is unlikely to affect the railway in any way.

CONCLUSION

No proposed construction works are proposed within 10m of the railway fence line with the railway itself being at least 22m away from any construction works. It is concluded no additional safety measures are required to be implemented outside of normal working safety standards with regards to on site machinery, on site equipment, scaffolding or construction works.