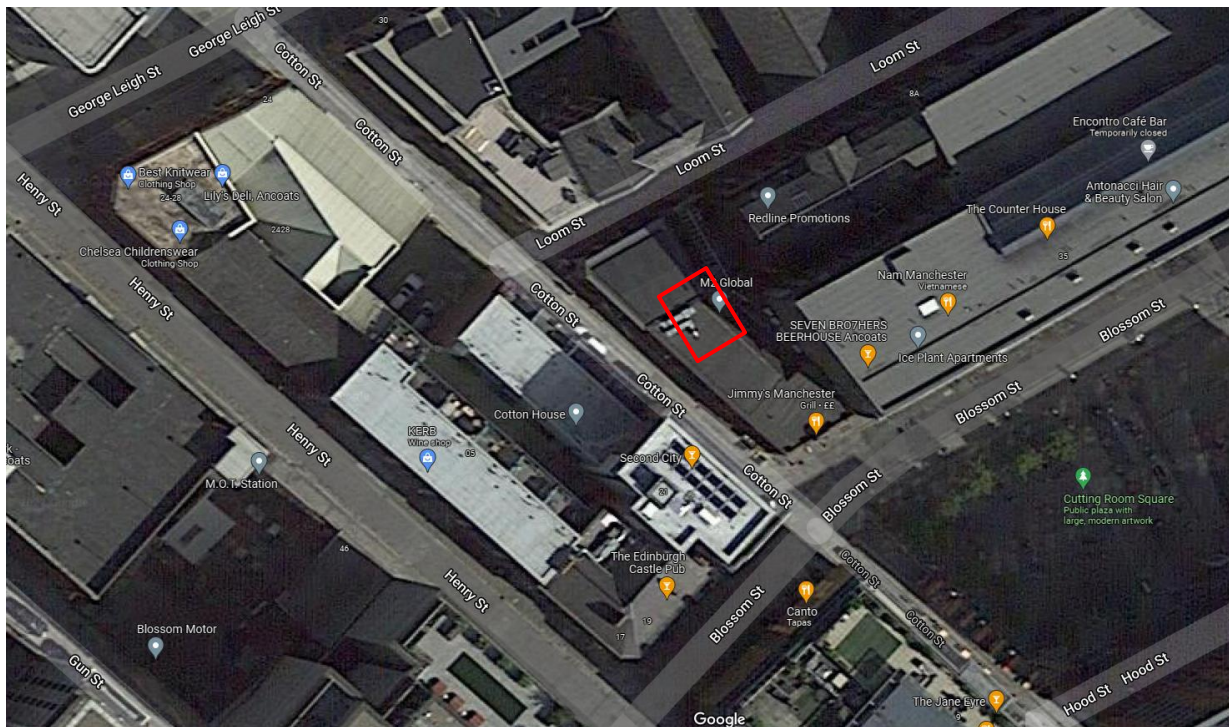




Construction method statement

No6 Loom St
Ancoats Manchester



The site is a rectangular shaped parcel of land located at Loom Street, Manchester City Centre. The original building has been demolished and the site currently lies empty and clear of all remaining material. Access/egress is via Loom Street.

The site is Surrounded on 3 sides by the external walls of neighbouring buildings which consist of commercial and residential units.



Scope of work

The project is planned to start in Mid 2022 with a 42 Week construction programme to completion.

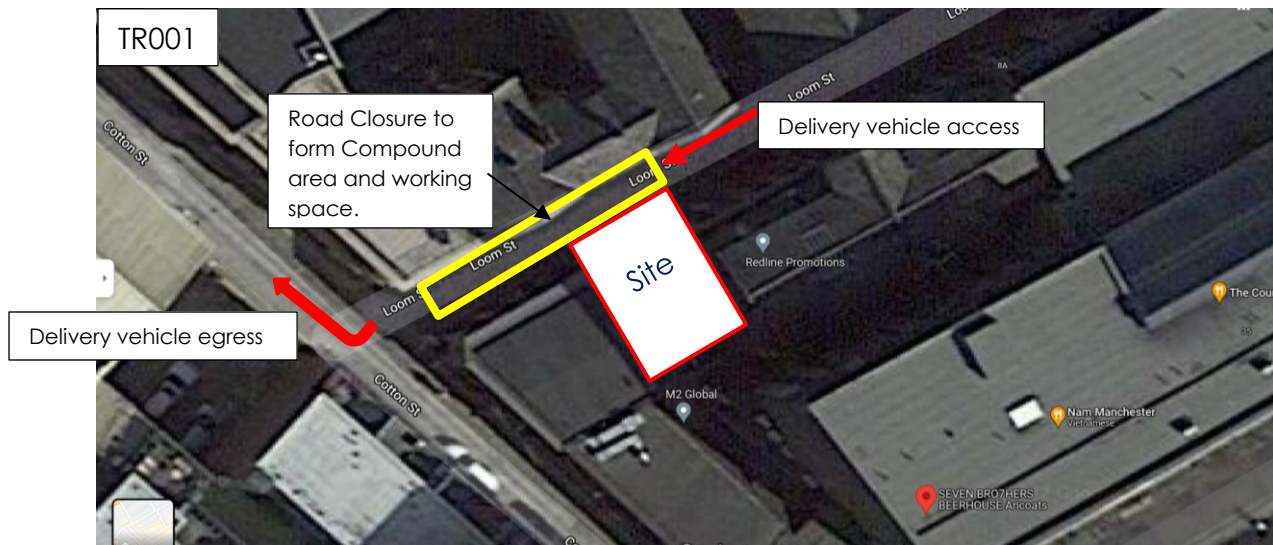
The works will be co-ordinated from one central site office positioned Directly outside the site as it our intention to apply for a temporary road closure at Loom St. During this closure period we intend to make the off-site drainage connection and install services to minimise disruption to the local residents and environment.

Mains fed welfare facilities will be at the same point with a drainage connection made prior to landing the cabins.

All construction activities are to be carried out in line with planning approval.

Site Access

Access to site will be via Gate off Loom St. Vehicles will exit the site via a one-way system at Gate 2 off Bark St.



Access to site will be Via Sherman St on to Loom and arrive at gate 1 as there is no turning room vehicles will be required to drive through the compound and exit via gate 2 turning right onto cotton St.

A banksman/Gateman will be present to guide all vehicles onto site and ensure safe offload and exit from site. This will be enforced at both site gates.

Access to the Land for construction traffic must be via the Site Access and no other roadway this is to be communicated to all visitors, operatives, and delivery drivers prior to attending site.

We will use an infrastructure first approach to the construction programme. This will mean prioritising installation of the new out-falling drainage connection and service ducting this will enable us to establish a small welfare facility

A mobile wheel wash facility will be in place and a road sweeper will be employed as and when required.

A full survey of the surrounding roads and footpaths has been carried out and will be issued upon request. If a joint inspection is required, this will be carried out prior to commencement on site and issued to all stakeholders.

Traffic management

Traffic management is detailed on plan TR001

Off -site a delivery waiting area will be established, this is to ensure delivery vehicles do not park on the surrounding roads disrupting residents and road users. A delivery vehicle

assessment will be issued to all material suppliers and subcontractors detailing the accesses to site, the most suitable routes to site, the minor roads that are not to be used and the delivery times.

The local supply chain will be used where possible to reduce the site carbon footprint.

The traffic management plan will be displayed in the site office and confirmed to all operatives at the time of their induction. Implementing the traffic management plan will ensure that all vehicles entering and leaving the site do so under the control of a trained Banksman.

We also encourage van sharing for our labour and subcontractors in order to reduce our carbon footprint, which will also assist with keeping the roads clean. However, during the initial stages, the roads will be closely monitored by the Site Manager and road sweepers and a jet washer will be used as a back-up to ensure that roads are clean.

Site welfare

The site welfare facilities will comprise of single units with a 10ft site office with canteen and drying rooms Next to it .There will be a separate toilet block with sufficient utilities to service the number of operatives on site.

Power to site

We intend to use mains power and water to site accommodation from site set up.

During the site, set up a self-contained, self-powered unit will be used. To ensure there is no noise issues with the local residents the unit will be positioned in an area away from local houses and will only be operated between 8am and 5pm Monday to Friday. No generators or Lighting will be used on site overnight.

Emergency procedures

The site first-aid point will be located in the site offices

In the event of fire, all operatives will be briefed at the site induction on what to do in the event of a fire, how to raise the alarm and where the muster points are located.

A trained fire marshal will be appointed, and they will monitor all fire points on a weekly basis and carry out monthly fire drills.

Fire points will be positioned in key areas (site accommodation, fuel storage area, waste management area).

The fire muster point will be located on the footpath adjacent to the proposed site entrances.

Fuel storage areas will be situated away from drainage runs and will be laid on 12 gauge visquene and sacrificial stone both will be disposed of in the correct manner when no longer in use

In the event of a fuel spillage spill, kits will be situated in the fuel storage areas and the site induction room.

Pre-existing road conditions

Prior to works commencing, a full photo survey Has been carried out and issued to stakeholders . Any damage incurred because of construction activities/Material deliveries will be reinstated.

Fencing

Fencing and site security is detailed in site plan TR001

There will be a double width gated and lockable site entrance to the site, this is to accommodate site deliveries. The pedestrian entrances will be separate to segregate traffic from pedestrians and clear walkways will be established with highlighted crossing points.

Heras fencing will be used with sheeting as we have identified that, as the properties are tight to the access road, we need to ensure there is as much space as possible given to the local residents and the access road, this means that we have to move /adjust the fencing to suit construction activities.

Out of hours security will be via CCTV and motion sensors.

Site Security

There will be extensive use of security cameras across the site to monitor on site activity and site boundaries all having 24-hour monitoring.

Pest control

To reduce the risk of pest on site the doors to ground floor cabins will be fitted with door closers this is to ensure doors remain in the closed position at all times. Skips containing waste from canteen and offices will be enclosed. This will ensure rodents have cannot get at food waste stored in the skip. Until removal from site.

In the event of rodent infestation, we will employ the services of premier pest control to lay traps.

- **Loading, unloading and storage of plant and materials.**
- All loading and unloading will be carried out on site, materials will be stored in designated hardstanding's. Stacking of brick and block will be maximum of two packs high. All materials will have a designated area and all areas will be maintained to ensure they are safe and well organised. Material deliveries will be scheduled to be as close as possible to the time of their use on site to minimise clutter.
- **Fuel Storage**
- All fuel will be stored in bunded lockable tanks within designated storage areas positioned away from live drains and away from existing residential areas. The area will be established on 1200-gauge Visquene and sacrificial stone to prevent leaching into the

ground. All refuelling will take place in this area using drip trays and a spill kit will be stored within the area and in the site office.

- **Waste Management**
- Concrete washout pits will be used on site and once finished and dried out the waste concrete will be broken up and used as hard-core on site. Waste brick and block will not be disposed of in skips but will be stockpiled in a designated area and later crushed for reuse on site.

A waste management area will be established with a single skip due to lack of space on site. Any waste plaster products are kept separate from other waste and is recycled direct via British Gypsum.

We will utilise our partnering supply chain, to provide skips to our site for removal of waste. The contents of our waste skips are processed at a waste management facility with approx. 90% of contents being recycled to avoid landfill. All waste movements are carried out utilising the correct waste transfer licences, tip licences and we will retain waste transfer notes for all waste streams removed from site.

Noise and Vibration

After assessing site conditions it has been established that piling is not required on site

6.2 Best Practicable Means (BPM) to Reduce Noise and Vibration Best practicable means (BPM) as defined under Section 72 of the Control of Pollution Act 1974, and Section 79 of the Environmental Protection Act 1990, will be used to reduce noise and vibration levels at all locations. Noise and vibration from operations and all other sources shall always be kept to a minimum. The following general controls are examples of what will be applied on site to minimize the effects on residents:

Further to the above and as an approach to limit noise we have value engineered the piling out. This will have a significant reduction in noise for the groundworks element of the scheme.

To further reduce noise on site we will have a zero working policy before and after the permitted site working hours.

Finally site will be provided with noise monitoring equipment and we will stop works and re-assess strategy and RAMS of any operation that supersedes the safe working noise levels on a construction site. As a general rule of thumb this ensures that operatives do not have to shout to be heard. It will comply with European Commission Directive 2000/14/EC/ and BS5228.

Please see below further noise reduction provisions:

- Each item of plant used will be carefully selected to comply with the noise limits quoted in the relevant European Commission Directive 2000/14/EC/United Kingdom Statutory Instrument (SI) 2001/1701.
- consideration will be given to the recommendations set out in Annex B of Part 1 of BS 5228 noise sources, remedies and their effectiveness.
- Equipment will be well maintained and where possible will be used in the mode of operation that minimises noise.
- Plant and equipment will be shut down when not in use; 42903-SRL-RP-YA-001-S3
- Semi-static equipment will be sited and orientated as far as is reasonably practicable away from occupied buildings and, where feasible, will be fitted with suitable enclosures.
- mobile construction plant will be located, as far as is reasonably practicable, away from adjacent occupied buildings or as close as possible to noise barriers or site hoardings to provide additional screening from sensitive noise receptors.

Dust suppression.

DUST

In line with 2014 IQAM guidance HMS will further mitigate dust on the scheme by addressing the dust & noise producing activities in the following manner. **All works will comply with BS5228.**

Any stored excavation material will be covered with a tarpaulin until removed from site or reused.

-Dust suppression will be carried out by firstly keeping all areas clean and tidy. A towable bowser with a dust suppression sprinkler will be used to treat roads and footpaths.

-There will be no dry cutting using abrasive wheels all cutting devices must be fitted with a suitable water unit and in good condition.

-All timber cutting tools will be fitted with a suitable dust bag and Vac unit.

All operatives on site will undergo face fit testing prior to working on site.

- **In the morning all works to be jet washed down to provide a dust suppressant. This will also be assessed at regular intervals during the day. Every 30 minutes at least or as and when required.**
- **We will provide tool box talks for all operatives on site relating to Dust and Noise and how we can omit further.**

Dust Risk Assessment

It is anticipated that the risk of dust impacts from this site will be **relatively high** for all activities on the scheme, using table 6 within the IQAM guidance. This is due to the distance of the houses from the site and the operations, which we will be undertaking. Note that the Site Manager & Contracts Manager who both have SMSTS training will

supervise all activities and control measures.

Working Hours

All construction activity and deliveries for the site will be undertaken in line with Forshaw group normal working hours, which are **8.30am** to 17.00 pm Monday to Friday. There shall be occasional but not regular weekend working on the scheme and this will only be during **8.30am** to 13.00pm on Saturdays only and no bank holiday working.

Delivery times

To minimise disruption to the users and stakeholders of the surrounding properties deliveries will be between the hours of 9.30am and 2.30pm Monday to Friday.

Complaints Procedure

On the hoarding at site we will have a notice board which will outline activities that will be taking place on site. This along with newsletters will keep the local residents informed. We will also provide a contact number as per the contract details below to anyone who wants to make a complaint. This will be identified on the Notice Board.

Complaints will be logged and recorded and discussed at regular meetings. We will then close out all items and update residents of progress.

Forshaw Construction have already made contact with the residents at the surrounding properties and relations to date are very good.

Contact Details

Contracts Manager – Ryan Jones 07834 749031

Site Manager – TBC

Correspondence address

14 Wood St Bolton Lancs BL1 1DY

www.forshawgroup.com

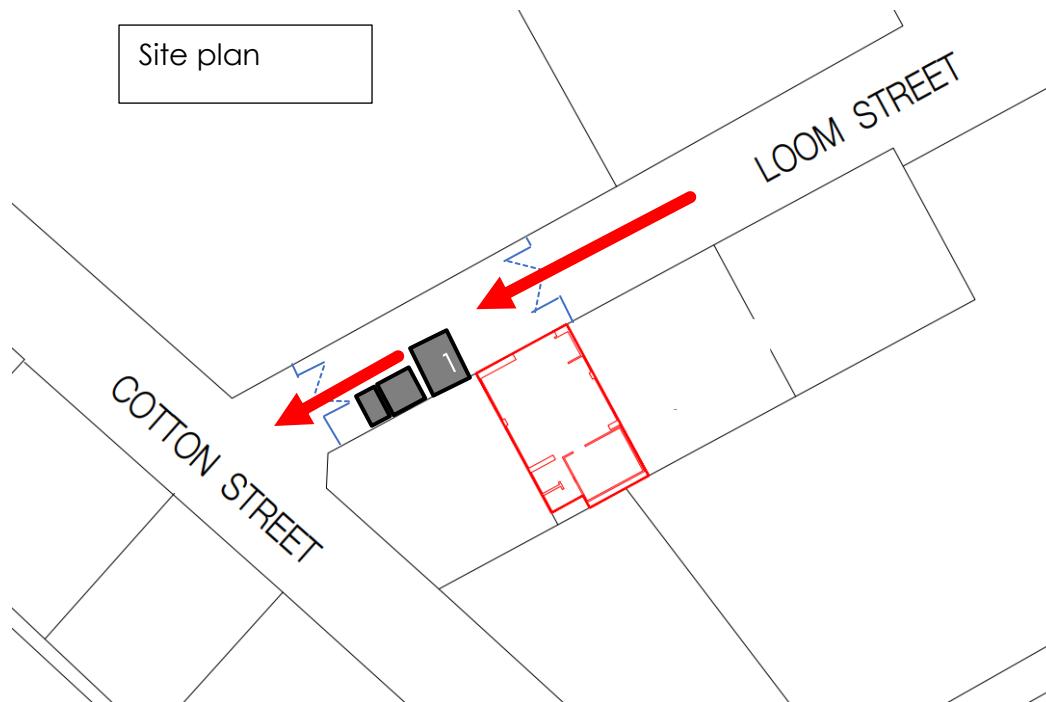
jet wash to act as wheel wash facility and dust suppression



Jet washer / Wheel wash



Road Brush to be used as and when required.



Site compound and accommodation will have thin units due to the width and restrictions on the road. We work closely with cabin suppliers who are able to accommodate this for us.

Vehicle access routes

