

1 Programme and working hours

Please find attached the currently anticipated programme for the works.

General sequence of activities:

- Site establishment including construction of a stoned up temporary road, site fencing, localised levelling and stoned up areas as required for construction to the completed prior to main works.
- Construction of foundations, floor slabs and drainage.
- Erection of timber frame and roofing works.
- Concurrent internal works and masonry skin.
- Service connections
- External works -hard and soft landscaping

Planned working hours:

Monday to Friday: 8am-6pm

Saturday: 8am -1pm

NB There may be some site set up activities prior to 8am, but machinery, equipment etc will not normally be switched on prior to this.

2 Construction Method Statement

The site will be managed in accordance with the CDM Regulations and a Construction Phase Plan developed and implemented on site. The Construction Phase Plan will include all elements of this Construction Method Statement and the various requirements incorporated into site rules, method statements and site traffic management plan.

3 Emergency Contact Arrangements

Client (and close neighbour to the site): Kevin McNally 07785 921838

Site Manager: TBC

Notice will be displayed on site gates confirming emergency contact arrangements for all issues outside of site working hours.

4 Management of vehicle movements associated with the site

4.1 Number and type of vehicles

The works are expected to require relatively few vehicle movements. The initial site set up, include construction of a stoned up temporary road would be expected to require approx. five 20t wagon movements over the period of one week.

Vehicle movements associated with the installation of the drainage, excavation of the foundations, site re-grading and concreting of the foundations and slab would be expected to require no more than a maximum of approx. three or four wagon daily movements; 20t wagons and ready mix concrete wagons.

Delivery and erection of timber frame will require two or three flat back wagons and mobile crane attending the site.

Delivery of materials to complete the build would be expected to not exceed on average three wagon movements per week.

Site personnel attending the site will be expected to not generate more than four or five vehicle (cars and vans) movements per day.

4.2 Measures in place to reduce number of vehicle movements

Works will be programmed, as far as possible, to minimise interaction between trades on site, complying with Covid guidance and promoting safe working on site. This will also result in the necessary wagon/other vehicle movements being required on a consistent rather than intensive basis.

Where possible, deliveries of general builders materials will be consolidated to provide multiple trade supplies concentrated in fewer vehicle movements.

Dependant on Covid guidance in place at the time of the works, site personnel attending site will be encouraged to share vehicles.

4.3 Routes to site

The route to site is via the A664, Manchester New Road, which is a major road, turning into Nut Bank Lane which is a private gated road and the site is an area to immediately east of this road.

The junction of Nut Bank Lane with the A664 is 250m north of junction 20 on the M60. The junction is between numbers and Manchester New Road and provides adequate visibility for vehicles leaving the site and turning either north or south onto the A664. There are no bus stops in the vicinity of the junction.

The Site Manager will be provided with the means to open the gate across Nut Bank Lane (either a key or fob) and the gate will be locked when not in use.

A temporary road will be constructed within the site area and the access to this road from Nut Bank Lane will be via lockable gates and the road will be designed to provide a suitable splay allowing wagons to drive straight into the site and will be provided with a turning area so that wagons can also drive forward into and out of the site.

4.4 Parking

Parking for site personnel will be on site. The Site Manager will plan to provide the necessary parking required, dependant on the programme of works and confirming with sub-contractors their requirements in terms of parking.

Operatives will be informed of parking and traffic management arrangements as part of site inductions carried out. Visitors will also be directed to park on site. The Site Manager shall check on a regular basis that no parking associated with site activities causes a nuisance to others.

4.5 Loading/unloading arrangements

All loading and unloading will be within the site. The Site Manager shall ensure that all loading and unloading is under the supervision of a trained banksman/vehicle marshal within the site. Dependant on the materials being unloaded, unloading will normally be by mechanical means by Moffett or Hiab provided with the wagon or by site-based telehandler. Unloading of timber frame components may also be by mobile crane in accordance with a lifting plan approved in advance by the Site Manager.

Removal of waste, including spoil, from the site will be by wagons loaded within the site.

4.6 Storage of materials and waste

All within the main fenced site area and in areas designated by the Site Manager.

Storage areas will be established around the main site compound area. This area will be stoned up. Small materials may be stored in a storage cabin. During later stages of the build, following completion of the roof, materials may also be stored within the main building and/or garage.

There is no planned storage of unprotected potentially dust-generating materials. Spoil arising from excavations will be used as backfill, where it is suitable, or landscaping, as appropriate, or be removed from site. Any storage of cement or sand will be in minimal quantities and will be in sealed bags protected from damage.

COSHH materials will be kept in a COSHH store, drip trays/plant nappies will be provided for all fuelled equipment, any fuel bowsers will be double walled. Storage areas will be organised to provide safe travel/transportation routes minimising risk of collision, damage or loss of materials. All plant will be secured at the end of each working day. Small plant, tools etc will be taken off site or locked in a secured cabin. Access equipment will be removed, locked up or protected to prevent unauthorised use.

Non-inert waste will be placed in skips and either removed daily or secured overnight.

4.7 Safety measures for movements on and off site

Vehicles entering and leaving the site will be escorted by and under the supervision of a competent banksman/vehicle marshal, to ensure the safety of others. This will be in relation to both movement through the site gate and the gate across Nut Bank Lane and all access/egress will be in forward gear.

Access to Nut Bank Lane from the A664 is via a conventional road junction, but key suppliers/sub-contractors will be required to review the details of this junction in advance and confirm that the vehicles that they plan to use will be able to use this junction safely without requiring any further measures.

4.8 Protection of others

The site area will be surrounded by a combination of existing boundaries reinforced with Heras fencing where necessary to provide a suitable overall boundary. Heras fencing will be double clipped and placed in rubber feet and weighted down or placed in a triangular configuration, where necessary to ensure stability. Construction site warning signs will be displayed on the site gates confirming no unauthorised access, no children to play on site etc. The Site Manager shall check the boundaries, fencing and gates on a regular basis and ensure that the site is secured at the end of the shift.

As part of the enabling works, transport routes on the site will be subject to a reduced level dig and stoning up using imported suitable stone as necessary. The site access roads will be formed as part of the enabling works allowing most plant and equipment to run on a sound clean surface at an early stage in the works. Prior to that, and if required during the main works, vehicle wheels will be inspected prior to driving off site and wheels washed as necessary. The Site Manager shall regularly review the condition of the Nut Bank Lane and ensure that wheel washing is carried out at an increased frequency or organise road cleaning where necessary.

During any potential dust-generating activities and/or in periods of dry weather, the site Manager shall monitor the extent of dust arising, migration of any dust off-site on a daily basis and record the results of these checks in the Site Records. If any significant general dust arises from the site, the Site Manager shall ensure dust suppression measures are put in place. Control of dust from specific operations, such as cutting, is controlled strictly through risk assessments and method statements to protect the operatives' health. These measures include dust suppression and, by ensuring protection of operatives working close to these operations, will also avoid any potential for generation of dust to a wider area. Compliance with these controls is implemented via the Construction Phase Plan and audited in accordance with that plan.

Wagons removing waste that could produce dust, specifically including all outgoing vehicle loads with fine materials that could generate fines, shall be sheeted over on site. Any storage of such waste on site shall be removed daily or covered over.