



CONSTRUCTION STAGE METHOD PLAN

367 WILMSLOW ROAD, FALLOWFIELD. MANCHESTER

REV A - PLANNING

Construction stage Method Statement

Main Contractor Not known at this stage

Proposed Programme – 48 weeks

Maximum Number of personnel – 15 (maximum number of contractor vehicles 4 number)

Contractor parking – On site utilizing the existing car park provision for the flats which will be empty during the construction works.

Scope of Works

This Method Statement details the Construction works which will be undertaken to 367 Wilmslow Road, Fallowfield.

The scope of our works includes:

- Setting up of site including siting of site security and site cabins
- Temporary works including scaffolding
- Installation of foundations
- Concrete raft and ring beams
- Precast flooring
- Steelwork if required
- Brickwork and blockwork
- Roof trusses and roof covering materials
- Rear access steel staircase and walkways

Fence Erection and site security

Hoarding

A hoarding/fence 2.0m high will be erected to the front and rear of the building along the line of the car park to prevent access this will segregate the site from the public and will act as our permanent fence line during the project.

In addition to the site exclusion zone detailed above we will also establish a gate access which will be installed into the security fencing at the front of the building.

Operatives are to be aware of Manual handling techniques, and must have current Manual Handling Training prior to the erection of the panels.

Panels are to be erected by two persons working together.

Care is to be taken to situate panels and feet, on firm ground avoiding ground level gullies and service

Cabin Installation

All lifting operations must be in accordance with LOLER

Lifting and siting of cabins to be under full control of the Hire Company as described in their submitted

Method Statement supplied to site.

Wheeled Cabins are to be transported to the site compound towed by a lorry, which must be suitable for the task. Movement of all wagons to and from site, and any reversing operations, are to be under the strict control of a trained banksman, who will co-ordinate all manoeuvres.

Cabins are to be sited to the front of the property.

The Cabin is to be positioned and levelled using jacklegs and suitable packing pieces.

Protection of Pavement or Roads

A crossing point will be established during the project when any plant/machinery should need to cross the pavement onto the premises. To protect the pavement we will use steel road plates which we will span across the crossing point.

A scaffold will be erected on all sides of the existing building. The scaffold will offer protection and help operatives gain access whilst the Construction demolition takes place.

Access/Egress and Deliveries

Deliveries to site of materials and plant will be arranged outside of peak traffic times so to avoid disruption to the local community and businesses. Vehicles delivering goods must not wait on the road but must enter site immediately on arrival.

Deliveries will be limited to one vehicle at a time.

Access and egress to the site will all be from the main gate at the front of the site on Wilmslow Road.

Due to limited space vehicles will always reverse onto site assisted by nominated banksman when entering and leaving site.

As the site is limited to one vehicle at a time, all vehicles will phone site supervisor prior to arrival on site to ensure no other vehicles are on site and Wilmslow Road is accessible i.e. to ensure no delivery vehicles will be waiting and therefore blocking the road.

Vehicles will access and egress site from Wilmslow Road and drive up to the site entrance where they will be greeted by the banksman. The Banksman will guide any vehicles to their required destination on site.

As the original access and car park has been retained no vehicles should leave site with muddy or dirty wheels and therefore the road network will not be affected by mud. This area must be inspected, swept and kept clean daily.

Vehicles will drive on the hard-standings only at all times on site this will ensure wheels are clean when leaving, the banksman will check cleanliness of vehicle wheels (Twin wheel axles are prone to picking up bricks etc between the tyres) before entering the pavement road and to ensure no debris is dragged off site on wheels.

If drivers need to leave the cab whilst on site they will be required to wear full PPE, the items of PPE needed to be worn are listed below in this document.

Site Specific Personal Protective Equipment

The PPE listed below is compulsory on our sites and must comply with the following British Standards:

- Steel toe capped/mid soled boots - EN ISO 20345
- Hard Hat – EN 397:1995
- Hi Visibility Vest – EN471:2003 + A1 2007
- Gloves – Standard/Soft Strip EN 388 4543. Hot Works EN388: Sharps EN388:2003 4544. Anti Vibration EN388:2003

The following PPE is to be used as and when necessary:

- Ear Protection Ear Plugs CEN352-2 and Hearing Protectors EN352-1:2002
- PPE associated with hot works and described in the “Hot Works” section of this Method statement – Gloves EN388:2003 4244 - Fire retardant hi vis overalls EN ISO 11611:2007 A1, EN ISO 11612:2008 A1, B1 C1, GO/RT EN 3279, ISSUE 6, 2008 and Goggles EN175 F
- Overalls for soft stripping – Blue paper overalls, E14325:2004

The following RPE is to be used as and when necessary:

- RPE (respiratory protective equipment) – Half face Sundstrom SR100 EN 140:1998
- RPE (for soft strip or activities generating dust) - P3 Filter Masks EN149:2001

Gloves Eye Protection

Standard/Soft Strip EN 388 4543

Hot Works EN388:2003 4244

Sharps/Glass EN388:2003 4544

Anti-Vibration EN388:2003

Eye Protection

Standard CE EN 166 FT

Hot works Goggles EN175 F

Ear Protection

Ear Plugs CEN352-2

Hearing Protectors EN352-1:2002

Overalls Masks

Fire retardant hi vis overalls EN ISO 11611:2007 A1

Blue paper overalls E14325:2004

Masks

P3 Filter Masks EN149:2001

Half face masks SR100 EN 140:1998

All PPE used must be suitable for the task being undertaken; it must be in good condition and fit for purpose.

If you find any item of PPE to be faulty or unsuitable for the work activity being undertaken, stop work and notify your supervisor immediately

Site Induction

Prior to works commencement on site, all site personnel must attend the site induction

Emergency Procedures

The on site first aider will be at least one of the following;

TO BE DETERMINED

The nearest hospital to the project is:

MANCHESTER ROYAL INFIRMARY

A first aid poster will be displayed on site indicating who the onsite first aider is and a fully stocked

first aid kit will be kept in the Supervisors office. The First Aid Kit will be sufficient for the number of

operatives and the activities being carried out on site.

Material Delivery, Offloading and Storage

Manual handling will be kept to a minimum, a lightweight tower crane will be utilised on site until the superstructure including roof covering has been completed.

All materials will be delivered by non-articulated transport so that vehicles can fit within the site boundary, where possible deliveries of materials will be arranged for early morning to prevent traffic congestion issues.

Vehicles will reverse as set out above onto the site through the gates and materials will be lifted via the tower crane (Refer to plan again for position of the tower crane) either into the material storage area or directly onto the building as construction progresses, a scaffold loading deck will be built to the rear of the building for this purpose.

The expected sequence of major project material delivery is as follows:

Steelwork for ground floor construction

Floor precast beams and pots

Brickwork and blockwork

Roof trusses

Roof covering materials (Felt and tiles)

Windows and doors

Following the above the crane will be removed from site. All other internal materials will be handballed into the building as required. The majority of the internal fit out materials will be of a lightweight nature and are expected to be delivered via lighter weight vehicles (max 7.5 tonne wagons).

Waste Management

Skips (When required)

Skip size expected to be of a maxi 8 cubic metre size

Skip exchange and drop offs will be carried out using roll on/off wagons. A trained and competent

banksman will be used to monitor all vehicle movements and to ensure that they are being carried

out safely and in the correct manner.

All deliveries are to be pre booked and agreed by the site supervisor in liaison with the waste management company, and the site manager. All waste is to be loaded into skips at the end of each shift.

Skip wagons must always be sheeted; the sheeting system must be an automatic operation, we

will not tolerate drivers climbing onto skips or lorry mounted will be dismissed from site.

The skip wagon will then be escorted from site by a banks man.

The materials will be taken directly to a waste management facility and processed.

Vehicle movement will always be monitored by a banksman