

McLAREN

St Gabriel's Student Accommodation Manchester (Construction Stage)



**CONSTRUCTION PHASE METHOD STATEMENT
(PLANNING PERMISSION ISSUE)**

Sept 2023
REV 1

CONSTRUCTION METHOD STATEMENT

St Gabriel, Student Accommodation, Oxford Place, off Wilmslow Road, Manchester M14 5TG

McLaren Property and McLaren Construction (Midlands and North) Ltd have entered into Contract to deliver the above scheme.

St Gabriel is situated within the Rusholme district of Manchester, just a short distance from the University of Manchester.

The site is bounded to the north by a live construction site and residential apartments. To the east is a vacant building, to the south are student halls and another residential apartment to the west.

The scheme will deliver:

- The demolition and refurbishment of the existing buildings, including removal of existing asbestos containing materials, existing ground floor slabs and foundations.
- The proposal is to deliver a new student accommodation site consisting of 319 units arranged over a mixture of refurbished and new build spaces. In the north western corner of the site the existing extension to the rear of St Gabriel's Hall is to be demolished to make way for a new seven storey student building. In the east of the site the existing St David's Hall is to be demolished to make way for a new six storey building. The existing Woodthorpe Hall is to be refurbished to provide updated student accommodation while St Gabriel's Hall and the adjoining Chapel is to be partially retained and refurbished to provide a mixture of student rooms and amenity spaces.

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1.0 GENERAL

This method statement has been prepared to discharge Planning Condition No 04b in relation to Planning Permission 135278/FO/2022 and identify the key Health and Safety aspects which are specifically related to this scheme and gives the approach MCL will take in the development and management of logistics, access and egress to and from site.

Throughout the project and when required various scopes of work will require specialist considerations, during these works detailed method statements will be provided by each appointed contractor. These method statements will comply with legal requirements, approved codes of practice and industry best practice. All methods statements will be reviewed and approved by the MCL project team prior to commencement.

2.0 PLANNING & PROGRAMME

The main phase of the project has been programmed to be completed within the 78 weeks in accordance with information set out within our tender submission.

The construction programme has been prepared using ASTA Powerproject, planning and project management software.

The construction programme will be monitored, tracked and updated on a regular basis by the project team with assistance from the planners.

A Procurement Schedule will be prepared that will identify key dates to be achieved within the design, detailing, approval and manufacture / procurement processes for individual trade operations. This schedule will be utilised for the control of the procurement process of contractors from final enquiry through to appointment, drawing production, manufacturing and procuring processes, and to commencement on site. The schedule will be monitored, tracked and updated at progress meetings.

An Information Required Schedule will be produced that identifies final design achievement dates for outstanding design aspects. This schedule will be issued to all parties and monitored, tracked and updated at progress meetings.

The key milestones of the programme are:

➤ Start on site	06/11/2023
➤ Commence Piling	20/11/2023
➤ Commence Concrete Frame	08/02/2024
➤ Commence 1 st fix Bedroom fit-out	23/04/2024
➤ Commence Windows	07/05/2024
➤ Commence Brickwork	23/07/2024
➤ Complete	07/05/2025

Construction Sequence:

Our construction programme identifies the proposed sequencing and interdependencies of the planned works. The control of quality and formalised snagging procedure using SnagR will commence very early in the build process and be actioned throughout the job to avoid issues near to completion. This (bottom up) construction sequence should be read in conjunction with the attached logistics slides M1586/SK1.

In summary, following the setting up of hoarding, site welfare and offices, we commence with our enabling works on site to strip the vegetation and isolate existing services and demolish existing building to various extents. We also carry out early drainage works and the forming of a level working plateau.

The concrete framed structures (blocks 3 & 4) will then require piles and foundations. This concrete frame will progress upwards from the ground floor pile cap foundations. Upper floor slabs, PCC stairs and partition walls will be formed progressively with bathroom pods and plasterboard pre-loaded, following the striking of the slab support props. The perimeter walls will be clad with cement board to protect the envelope ahead of the outer skin of brickwork and windows being installed. Film protected windows will be placed within openings from the inside of the building to further protect the inner works against inclement weather. Vertical material distribution will be facilitated with the use of tower cranes and later assisted with hoists. Once the structural frame is sufficiently progressed the façade scaffold and MEWP's will be used to allow the outer skin of brickwork and windows to progress.

The above process will continue upwards until the roofs are sufficiently water tight to allow second fix of dry lining, MEP and lifts to commence. Adequate curing time has been allowed for the roof slabs prior to applying the hot melt system. Second fix and fitting out activities will follow the dry lining with perimeter scaffold/MEWP's being removed and therefore allowing external work to progress.

MEP Commissioning activities will begin early and last until PC. McLaren have allocated a building services manager to this scheme and will also look to employ a commissioning manager during this period.

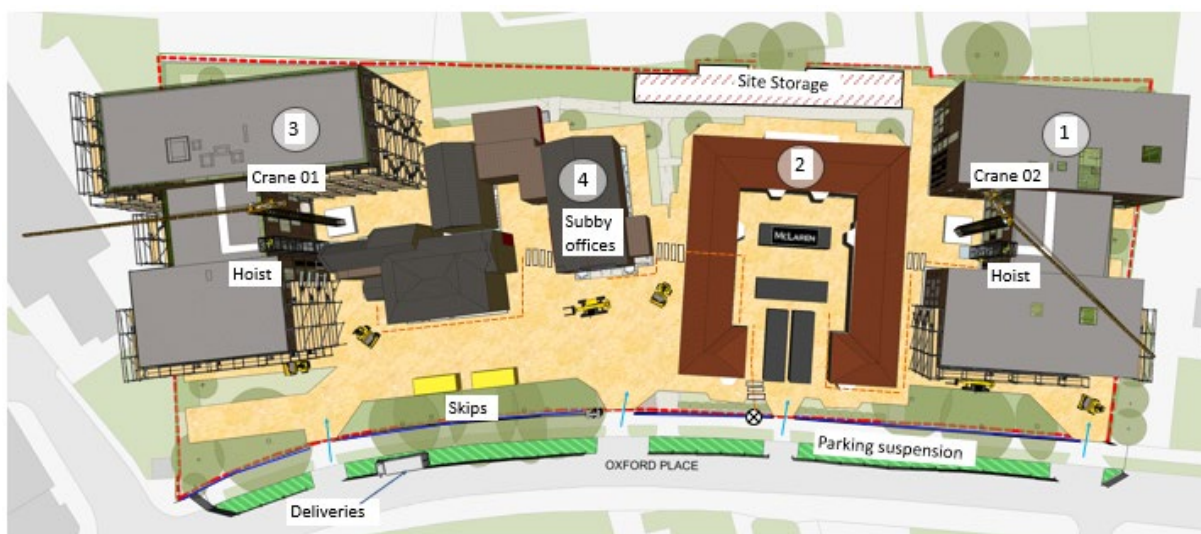
3.0 SITE LOGISTICS

There is only one primary road leading to site, which is known as Oxford Place. Access and egress to site is via Oxford Place.

McLaren will employ a traffic marshal to safely coordinate site traffic. Care will be taken to avoid any deliveries during the peak times wherever possible.

McLaren will apply for a parking suspension and footpath closure along the front elevation to make the site delivery process much safer.

M1586/SK1



○ = Build sequence

Lorries will only be permitted to park within this suspension area and nowhere else along Oxford Place. Deliveries will arrive at the top gate and be parked within the site fenceline. Once unloaded these lorries can exit directly back onto the main road network.

All deliveries will be controlled in a timed manner to minimise risk of congestion on roads and within the site extended footprint; this will be communicated within the subcontract orders.

All vehicles entering site will have made contact with the gatehouse and be within the agreed delivery timeslot. Once given permission they will enter the site off the carriageway and into a holding area where the gateman will issue a driver permit and inform them of any specific risks. The delivery will then be off loaded in the agreed manner and safely controlled when leaving site. All vehicles will be inspected prior to exiting the site. Any turning will be within the site and controlled by our banksman.

Pedestrian access to site is via an existing pedestrian route off Oxford Place. The pedestrian workforce on site will be segregated from vehicular traffic by the use of metal barriers.

Initially there will be very limited parking on site and once the concrete frame commences there will be no parking.

Subcontractors will be encouraged to car share, use public transport or seek alternative public parking nearby. Fig 1 gives the closest public carpark locations.

Signage will be in place along Oxford Place warning of the site entrance and construction works.

A Traffic Management Method Statement will be produced by the project leader. This method statement will be updated regularly to reflect the progress of the project.

4.0 PROJECT MANAGEMENT

The site management for the project will initially comprise a site based Project Manager, Site Manager and Engineer who will lead the works and administer the contract. As the contractor numbers increase the McLaren site management will do likewise to maintain safety protocols and control at all times.

The Site Management will be assisted and supported by the following visiting and off-site based construction management personnel, responsible for the management and supervision of all site-based operations.

- Operations Director responsible for the whole scheme.
- A planner to help monitor the programme and give advice.
- Health & Safety Advisor to carry out audits and offer advice.
- A Building Services Manager to check installation and offer advice.
- A Managing Surveyor will provide the commercial and procurement advice.

5.0 SITE SECURITY

McLaren are responsible for ensuring that the site is secure, that construction work is suitably segregated from those affected by the works and that unauthorised access into the site areas is prevented.

The main entrance gates along Oxford Place will be initially monitored 24/7 by CCTV surveillance cameras, to avoid unauthorised access, and then later by using out of hours security guards, as the job develops. During working times, a gateman will be employed to control and monitor deliveries.

The existing western and northern wall will be utilised to maintain security and segregation from the other premises. The eastern and southern perimeters will have Heras fencing and timber hoarding erected, respectively. All hoarding will be managed by our Site Managers in accordance with the McLaren temporary works procedure.

Site hoardings will be regularly maintained and be a minimum of 2.4m high to prevent unauthorised access. Any timber hoarding will incorporate public viewing portholes and client decorative displays. As stated above, other less prominent elevations will either use Heras fencing or utilise the existing walls. Daily inspections will be undertaken by the site team to identify any damage or graffiti, with any observations acted upon as quickly as possible. Vehicle entrance and exit gates will open into the site to prevent infringing upon the shared highway, whilst traffic marshals/vehicle banksmen will be used to prevent pedestrians and cyclists from inadvertently coming into contact with traffic entering or leaving the site. Throughout the construction works the roads will be monitored and road sweepers employed as necessary to ensure that debris from the site is not transferred onto the public highway.

6.0 PERSONNEL AND WELFARE

All personnel will be inducted prior to gaining access to the site. They will be informed of the specific site rules required in the contract relating to this project as well as McLaren site specific rules and their own company's method statements and risk assessment.

Initially, we anticipate using self-contained starter units whilst the main welfare set up is installed and connected to services. The initial starter unit set up will include sufficient welfare provision for the demolition and substructure activities. The positioning of the starter cabins will allow vehicular and plant access without impeding on the safety of the workforce. This early welfare and accommodation will be established within the footprint of the site adjacent the southern elevation. As highlighted on the phasing plans, the main welfare and accommodation will be prepared and set-up during the early enabling works, utilising the agreed area of land within the Woodthorpe building courtyard. This will take the form of a six on six double stacked cabin configuration. Subcontractor offices will be sited within the existing Chapel building. Office accommodation will provide sufficient working room and meeting areas appropriate to the size of the team required to deliver this project.

Temporary lighting will be installed around these accommodation areas and within the site boundary to safely highlight pedestrian routes and illuminate dark areas. This lighting scheme will be designed to avoid light pollution effecting anything outside of the site boundary.

7.0 FIRE

On occupation of the site a fire risk assessment will be developed and updated as the project progresses. The fire risk assessment will take account of all contractor activities and ensure that suitable control measures are identified. The risk assessment will be communicated to all personnel on the project. A Fire warden will be appointed as detailed in the SHEQ Plan.

Dedicated fire point and escape routes will be established, inspected and maintained throughout the project and co-ordinated with the site team.

8.0 SITE ACCESS, DELIVERIES AND DISTRIBUTION

All delivery vehicles will be provided with directions to the site and shall be required to turn off engines to avoid nuisance upon arrival. Delivery constraints will be identified to all suppliers and trade contractors. A delivery vehicle holding area will be provided along the Oxford Place elevation, within the site fencing.

Deliveries of materials, plant, equipment and the collection of waste will be strictly controlled and co-ordinated to prevent congestion and disruption to local traffic movement. Pre-planned delivery timing will be agreed and strictly enforced.

Any reversing of delivery vehicles will be strictly controlled by a banksman.

When required McLaren will provide a wheel wash system and/or road cleaner but initially don't foresee any issues with dirty roads due to the existing hardstanding's being used until a clean stone working platform is in place.

We have reviewed the scheme with our supply chain and believe that tower cranes will be best suited in delivering the chosen vertical and horizontal distribution. These cranes will be aided by telehandlers and material hoists. These cranes will be primarily used to construct the insitu concrete frame and for pre-loading the bathroom pods and packs of plasterboard onto the cast concrete floors as they are progressively built upwards. The cranes selected are of suitable capacity to permit construction of the different structures. All lifting operations will be approved, checked and monitored by competent persons. McLaren will inform Manchester airport and apply for the relevant licence.

M1586/SK2



We will also be utilising passenger/goods hoists which serve all floor levels to efficiently distribute materials vertically. Through consulting and review with specialist hoist providers, we are proposing to use large 3m x 2m wide hoists which will allow large amounts of materials as well as operatives to be moved quickly through all floors of each block.

Off-loading will be available locally to each hoist for swift onward distribution of materials. This keeps our traffic routes well established and simple which reduces disruption and interface risk with other operations onsite. Hoists will be built and extended in phases closely behind the main superstructure works to enable hoist service to each floor as quickly as possible thus allowing our contractors to load out areas early.

In developing our façade installation strategy we have opted for a mixture of working platforms including traditional bricklayer's scaffold and MEWP's. These systems will be served by crane or large telescopic forklift, and to a lesser extent using the goods hoist within less accessible areas. The outer brickwork façade will be removed from the critical programme path by weathering the internal elevations with cement board during the frame build.

9.0 SIGNAGE

Adequate signage will be installed such that vehicle deliveries and access to the site are clearly defined within the general site geographical area.

A main construction signboard will be erected together with site signage provided on approach and within the curtilage of the site as necessary to advise operatives/visitors and deliveries of safety requirements within the confines of the site and where to report on arrival. Such signage will include: -

- Accommodation / Access requirements
- Safety Helmet and Footwear Requirement
- Noise
- Danger Construction Site, etc.

10.0 STORAGE, MOVEMENT AND HANDLING OF MATERIALS

All vehicle movements and deliveries will be subject to the control of a banksman.

The storage of plant and materials on site will only be permitted within the laydown area with most deliveries for key elements being off loaded and placed in position to prevent over loading the laydown area. A dedicated area will be provided for the storage of all equipment and materials delivered to site.

More vulnerable materials/equipment will be stored in secure containers or programmed on to site to be incorporated directly into the construction.

11.0 WASTE MANAGEMENT

We will seek to achieve the best possible recycling rates through the use of best practice on site and monitoring of production. A scheme of this nature lends itself to a waste management package. Suitably sized and labelled waste collection vessels will be provided at applicable locations and in adequate numbers on each level of the building by means of wheeled bins segregated into a variety of waste streams (or segregated at the waste depot, dependent upon agreed procurement route). Bins will be safely stored for the regular collection service, whilst surplus empty bins are quickly distributed back on site to ensure bins are always available for the workforce.

Keeping an efficient waste removal cycle helps ensure a tidy site culture is maintained which in turn reduces the build-up of waste, leading to reduced risk of housekeeping hazards. We will utilise a waste system which tracks waste once off site to ensure stringent reporting and validation of waste destinations.

With early planning and consultancy with our logistics and waste contractor, we plan to achieve 95% recovery of all waste removed from site. From this data we can generate the related reports required.

To assist site management with ensuring housekeeping on site is kept to a high standard, we would implement electronic management tools (SmartWaste & SnagR) which controls administration of non-conformance notices which are issued to Sub-Contractors who may fail to take responsibility of waste generated from their work activities. We will also implement a subcontractor scoring system with incentives for good practice in waste management to help achieve full cooperation and responsibility with the workforce.

12.0 ENVIRONMENTAL

In advance of commencement of the project, a bat survey has been conducted (commonly known as a roost assessment or walk around) by ecologists. During induction, all team members will be instructed to be mindful of the possible presence of bats during their activities.

If suspect bat droppings are found (guano) or new roosts identified:

- Stop work immediately.
- Form a localised exclusion zone.

- Inform the Site Manager/Supervisor.
- Conduct a toolbox talk.
- Inform the Employer and, if required to do so, inform the ecologist directly.

During induction, all persons on site will be encouraged to be mindful of all potential wildlife in the working areas. Unusual wildlife activity will be reported to the Site Manager. If applicable the site manager will report the wildlife activity directly to the Environmental Officer and seek advice.

13.0 DUST

During early groundworks a water bowser will be kept on site and used to dampen-down dry and dusty ground by towing it around site. It is our intention to seal the majority of stoned areas with a layer of macadam, early in the works, to control site cleanliness and lessen the release of dust into the atmosphere. Road sweepers should then be capable of damping down whilst removing surface dirt, which has the potential to cause dust. We'll strive to avoid dusty material cutting on site by ordering pre-cut materials such as concrete lintels and manhole rings. Other items such as block paving will be cut on site using guillotine rather than dusty abrasive wheels. Where it is necessary to cut a product, which is likely to produce dust, then water suppressant will be used.

The main expected sources of dust release relate to traversing vehicles on dry stone or dirty ground. Other sources of dust stem from the cutting of mineral materials which displace particles into the atmosphere. The above mitigation will vastly reduce these main causes of dust and we do not currently foresee further items.

McLaren Construction are an Associate Member of the Considerate Constructors Scheme and have established a good reputation as a considerate constructor working in congested locations. Our site manager's name and mobile number will be displayed on the outside hoarding. Roy Mould 07933 046381.

Critical to the success of the project is the early development of strong relationships with the relevant owners/tenants of the adjoining properties, the City Council and the wider community affected by this project. How we demonstrate our understanding of these matters and develop realistic and agreeable solutions will mitigate potential future disputes.

Early engagement via a community newsletter, 'meet the project team' events and the like to convey the start date and early key activities to surrounding neighbours will ensure a good rapport. As the project progresses, an update on works completed within the month and works planned for the coming month along with photos to assist with visualisation will be provided by continuing the community newsletters for the duration of the works.

To summarise:

- Dust mitigation measures will be in accordance with this management plan.
- Dust monitoring will be ongoing by the Site Manager/ Supervisor throughout all activities and further mitigation measures implemented if required.
- During this project, dust and run off will be one of the most significant environmental issues that will need to be contained.
- McLaren Construction will provide an adequate water supply to the site for use.
- Air quality will be monitored as the works proceed against initial base line levels established at the beginning of the project bearing in mind the current use of adjacent land.
- Careful selection of plant and construction methods with only modern plant conforming to relevant national or international standards will be utilised.
- Plant will be sited as far as practical away from occupied buildings and public areas.

- The choice of methodology/technique for dusty operations will be considered in order to eliminate or reduce potential for dust.
- Damping down of hardstandings if required.
- Skips leaving site to be covered.
- All power tools will when required be fitted with dust suppression systems to reduce the levels of dust generated during cutting. This will be confirmed at the induction process and contractor pre-commencement meetings.
- Ensuring suitable emergency clear up facilities are available.
- Water suppression to be used on cutting and drilling operations.

14.0 VIBRATION

McLaren Construction recognises that construction operations by their nature cause vibration and are noisy, however the impact on those living and working in the vicinity must be minimised as far as is reasonably practicable. Therefore the maintenance of good community relations is vital. Experience shows that construction noise has the potential to cause disturbance but can be tolerated if prior warning and explanation has been given to residents. McLaren will consult local residents/communities regarding works and to give them details of our site manager who will be able to deal with queries.

Construction working hours will be carefully managed. All works should take place between normal working hours 07:30 and 18:30, Monday to Friday. The only works being carried out on a Saturday morning will be quiet and low impact activities. Higher impact activities will be carried out during the middle of the day rather than early morning or late evening.

A scheme of noise and vibration monitoring (using RVT Group Monitex Vibration Monitor) will be undertaken and assessed periodically during construction. Monitoring would aim to demonstrate that noise and vibration levels are being sufficiently controlled in order to protect residents from adverse noise and vibration levels. The Noise and Vibration Monitoring Plan is shown later in this report.

We have undertaken an external assessment of the properties closest to the construction areas where vibration monitoring is likely to be required.

This management plan defines the measures to control and limit noise emissions and vibration levels, at residential properties and other sensitive receptors in the vicinity of the Project. Best Practicable Means (BPM) of control will be applied during construction works to minimise vibration at neighbouring residential properties and other sensitive receptors arising from construction activities.

BPM will include vibration control at source: for example, the selection of quiet and low vibration equipment, review of construction methodology to consider other methods, location of equipment on site and control of working hours.

The recommendations of BS5228: 2009+A1:2014 'Code of practice for Noise and Vibration Control on Construction and Open Sites', will be implemented, together with the specific requirements of this management plan.

Control measures for vibration and noise will include:

- Vehicles and mechanical plant will be maintained in a good and effective working order and operated in a manner to minimise noise emissions. The contractor will ensure that all plant complies with the relevant statutory requirements.
- HGV and site vehicles will be equipped with broadband, non-tonal reversing alarms.
- Compressor, generator and engine compartment doors will be kept closed and plant turned off when not in use.
- All pneumatic tools will be fitted with silencers/mufflers.
- Care would be taken when unloading vehicles to avoid un-necessary noise.
- The use of particularly noisy plant will be limited, i.e. avoiding use of particularly noisy plant early in the morning.
- Restrict the number of plant items in use at any one time.
- Plant maintenance operations will be undertaken at distance from noise-sensitive receptors.
- Reduce the speed of vehicle movements.
- Ensure that operations are designed to be undertaken with any directional noise emissions pointing away from noise-sensitive receptors.
- When replacing older plant, ensure that the quietest plant available is considered.
- Drop heights will be minimised when loading vehicles with rubble.
- Vehicles should be prohibited from waiting within the site with their engines running or alternatively, located in waiting areas away from sensitive receptors.
- Hoarding screens will be erected to shield the front elevation from noise.
- A vibration monitoring regime will be in force during construction and records updated weekly. Initial pre start background vibration levels will be established and all further activities will be measured against this benchmark.
- Vibration assessment will be in accordance guidelines stated in code of practise BS: 7385 part 1 & BS:5228-2:2009.
- Requirements regarding the control of vibration levels should be identified so that the appropriate control measures can be implemented. Where it has been identified that buildings and services may be affected by vibration, all necessary control measures are to be highlighted within safe systems of work. All operations should be sequenced, where appropriate, to minimise the vibration.
- Hand arm vibration records will be kept. Operatives using vibration hand tools will not be allowed to extend their working 'trigger' times in accordance with HSE vibration tables and the manufacturers metre/second (m/s) values given.
- Where possible we'll consider redesigning or changing the task to avoid using vibrating equipment. Vibration exposure risk assessments are to be carried out for employees who are liable to be exposed to vibration levels at or above the recognised exposure action levels.
- The assessment should provide a measurement of the employee's exposure to vibration.

In conclusion there is no expected high impact vibration throughout the construction activities, which are reasonably minor since the buildings are low rise and the demolition has already taken place.

However, vibration levels due to the use of a vibratory roller at 10m from the works is predicted to be approximately 1.5 mm/s PPV.

BS5228-2 notes "It is likely that vibration of this level in residential environments may cause complaint, but can be tolerated if prior warning and explanation has been given to residents". Residents will therefore be given prior warning ahead of this activity.

McLaren will limit the vibration levels arising from site activities at any residential building between 0800 and 1800 hours weekdays, 0800 to 1300 hours Saturdays, to a peak particle velocity of 1.5mm/second in the vertical direction. No perceptible vibration is permitted in such buildings at any other time.

The site manager will monitor vibration and sound levels throughout the day and will suspend any activity not in compliance with this plan. Other techniques will then be determined.

15.0 NOISE



McLaren will follow the BS5228 guidance mitigation techniques wherever practicable. These techniques are widely recognised as Best Practicable Means (BPM), outlined in Section 72 of the Control of Pollution Act 1974.

Particular attention will be paid to the following:

- Existing noise levels
- Distance from neighbouring sensitive receptors
- Management of site operations and timing of certain works
- Site hours
- Suitable plant items
- Frequent liaison with neighbours

Our closest neighbours are the residential blocks to the North and West, whom we'll liaise with closely. There are student halls to the south and further away is a college, shops and a small hotel. Although specific noise control levels are not specified McLaren will employ a noise meter and record levels at various locations, as per the below map. These are not permanent receptors but hand-held metering on a weekly basis or upon commencing potentially noisy operations.

BS 5228 details the ABC method to help determine the potential noise effect at dwellings. Using the ambient noise for reference enables threshold values to be determined for various times in the day and days in the week. See below example table E.1. McLaren will adopt this formula of testing significant effects nearby the residential blocks.

Owing to the nature of the construction processes it is inevitable that a temporary increase in noise will be experienced during the works. All works are to be carried out in accordance with best practice guidance. In the unlikely receipt of complaints, method reviews will be undertaken to see if the operation can realistically be modified under the best practicable means principle and with consideration to BS5228. If reduction of this noise level is unavoidable using BPM then the next actions will include contacting people within the

neighbouring affected properties to inform them of the activities and resulting noise risk and its likely duration. A record of all action correspondence will be kept. It should be recognised that any excessive restriction applied to noise levels and hours of work, will result in a longer time period over which noisy works will be required and as such this will result in a longer period of disturbance to the neighbours.

The adjacent premises may all be in use during the works. McLaren will take into account noise, dust and disturbance to all adjacent building occupiers.

The site will be kept clean and tidy at all times and will accord with any statutory requirements. Particular attention will be given to preventing the contamination of adjoining roadways.

Management of noise pollution and vibration control is given a high priority on all McLaren projects. Due to the close proximity of occupied buildings McLaren will endeavour to limit noise to acceptable levels, with regular noise monitoring completed by the site manager.

Noise mitigation measures will include:

- Careful selection of plant and construction methods with only modern plant conforming to relevant national or international standards will be utilised.
- Plant will be sited as far as practical away from occupied buildings and public areas.
- Silent running generators will be employed.
- Personnel will be educated in the need to minimise noise and vibration through the development of method statements, risk assessments and toolbox talks.
- Handheld monitors for noise will be available on site to check control levels are not being exceeded.
- The choice of methodology/technique for dusty operations will be considered in order to eliminate or reduce potential for dust.
- Damping down of hardstandings if required.
- Skips leaving site to be covered.
- All power tools will when required be fitted with dust suppression systems to reduce the levels of dust generated during cutting. This will be confirmed at the induction process and contractor pre-commencement meetings.
- Ensuring suitable emergency clear up facilities are available.
- Water suppression to be used on cutting and drilling operations.

Table E.1 Example threshold of $\overline{A_1}$ potential significant $\overline{A_1}$ effect at dwellings

Assessment category and threshold value period	Threshold value, in decibels (dB) $\overline{A_1}$ ($L_{Aeq, T}$) $\overline{A_1}$		
	Category A ^{A)}	Category B ^{B)}	Category C ^{C)}
Night-time (23.00–07.00)	45	50	55
Evenings and weekends ^{D)}	55	60	65
Daytime (07.00–19.00) and Saturdays (07.00–13.00)	65	70	75

NOTE 1 A potential significant effect is indicated if the $L_{Aeq, T}$ noise level arising from the site exceeds the threshold level for the category appropriate to the ambient noise level.

NOTE 2 If the ambient noise level exceeds the Category C threshold values given in the table (i.e. the ambient noise level is higher than the above values), then a potential significant effect is indicated if the total $L_{Aeq, T}$ noise level for the period increases by more than 3 dB due to site noise. $\overline{A_1}$

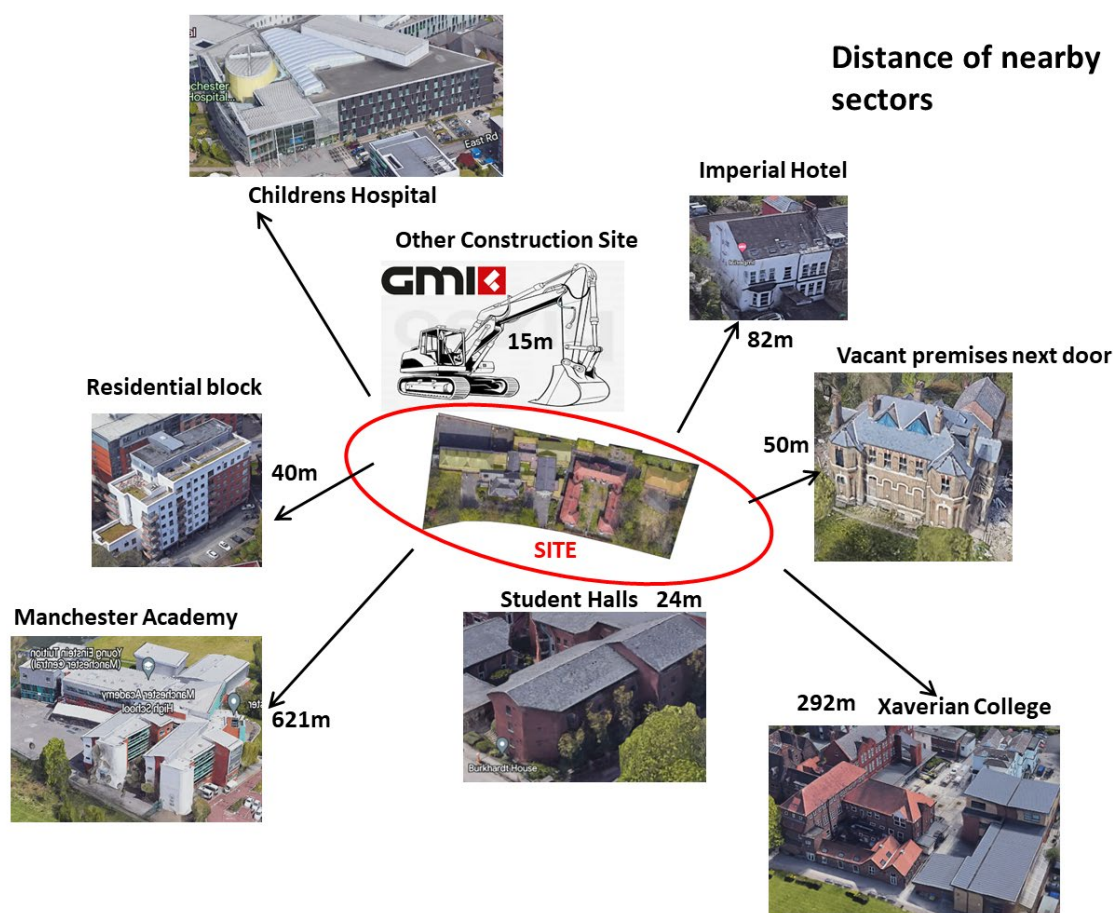
NOTE 3 Applied to residential receptors only.

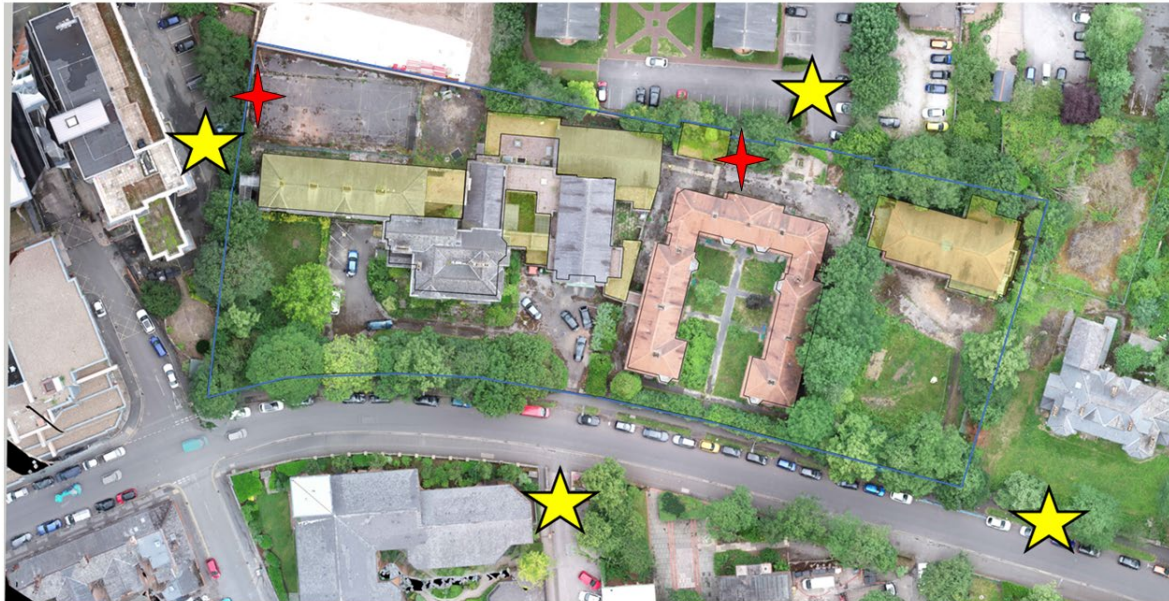
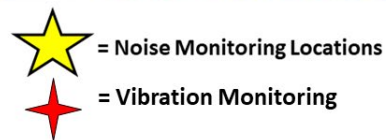
^{A)} Category A: threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are less than these values.

^{B)} Category B: threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are the same as category A values.

^{C)} Category C: threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are higher than category A values.

^{D)} 19.00–23.00 weekdays, 13.00–23.00 Saturdays and 07.00–23.00 Sundays.





In general, the machinery itself will often be noisier than the operation it's carrying out. The on-time use of machines is assumed to be 75% of the time. The below machinery will be used on site:

- 45 ton excavator with grab attachment (103 Db level) Working level.
- 20-40-ton excavators (103 Db level) Working level.
- 8-wheeler – lorries DAF85 8x4's – 380hp engine size (92 Db level) Road at Ground
- 40 yarder – Scania 4 series 8 x 4 – 80hp engine size (92 Db level) Road at Ground

The noise levels from above machinery are expected to diminish to about 50 dB at the closest neighbouring properties but will be checked via noise meters.

The site manager will monitor vibration and sound levels throughout the day and will suspend any activity not in compliance with this plan. Others techniques will then be determined.

16.0 SAFETY

Full recognition and regard will be taken in the management and execution of the project to comply with the Construction Design and Management Regulations.

All contractors working on the project will have completed a McLaren pre-qualification questionnaire or be Achilles Building confidence accredited. All contractors will attend a pre-commencement Safety, Health and

Environmental meeting prior to works commencing. At this meeting method statements, risk assessments and training records must be provided.

All McLaren projects are subject to Safety, Health and Environmental inspections every 2 weeks. Safety health audits will be completed every 3 months. Quality and Environmental audits will be completed by our internal and external consultants.

All contractors work activities will be reviewed at the above inspections and audits. Contractors will be required to have their own inspections and provide McLaren with the findings from these inspections.

17.0 REPORTING PROCEDURES

The following is the agenda for the McLaren Project Weekly Team Meetings;

- Attendees
- Safety, Health, Environmental & Quality (SHEQ)
 - Traffic & pedestrian management
- General progress
- Programme
 - Overall
 - 2 week look forward
- Design
- Temporary works
- Samples/Approvals
- Site issue
 - Accommodation/Welfare
 - Waste Management
 - General Items
- Subcontractors (Including performance)
- Consultants
- Contractual & commercial
 - Procurement
 - General items
- Any other business
- Next meeting time /date

18.0 WORKING HOURS

Working hours will be between the hours of:

07.30 to 18.30 Monday to Friday and 08.00 to 13.00 on Saturdays.

It may be necessary to carry out works to external areas, adjacent occupied dwellings, out of working hours. This works will be carefully planned to avoid any disruption to neighbouring properties and will be agreed with all relevant parties prior to the works being undertaken.

Certain activities such as power floating concrete floor slabs cannot be restricted to normal working hours and often over-run into the night. Should this be necessary then McLaren will endeavour to notify those neighbours likely to be affected and also aim to enclose the working area wherever possible to limit the escape of noise.

Should our standard working hours require changing then McLaren will contact Environmental Protection at least 24 hours in advance of any out-of-hours working.

EP Tel: 08085 834333

EP Email: env.protection@coventry.gov.uk

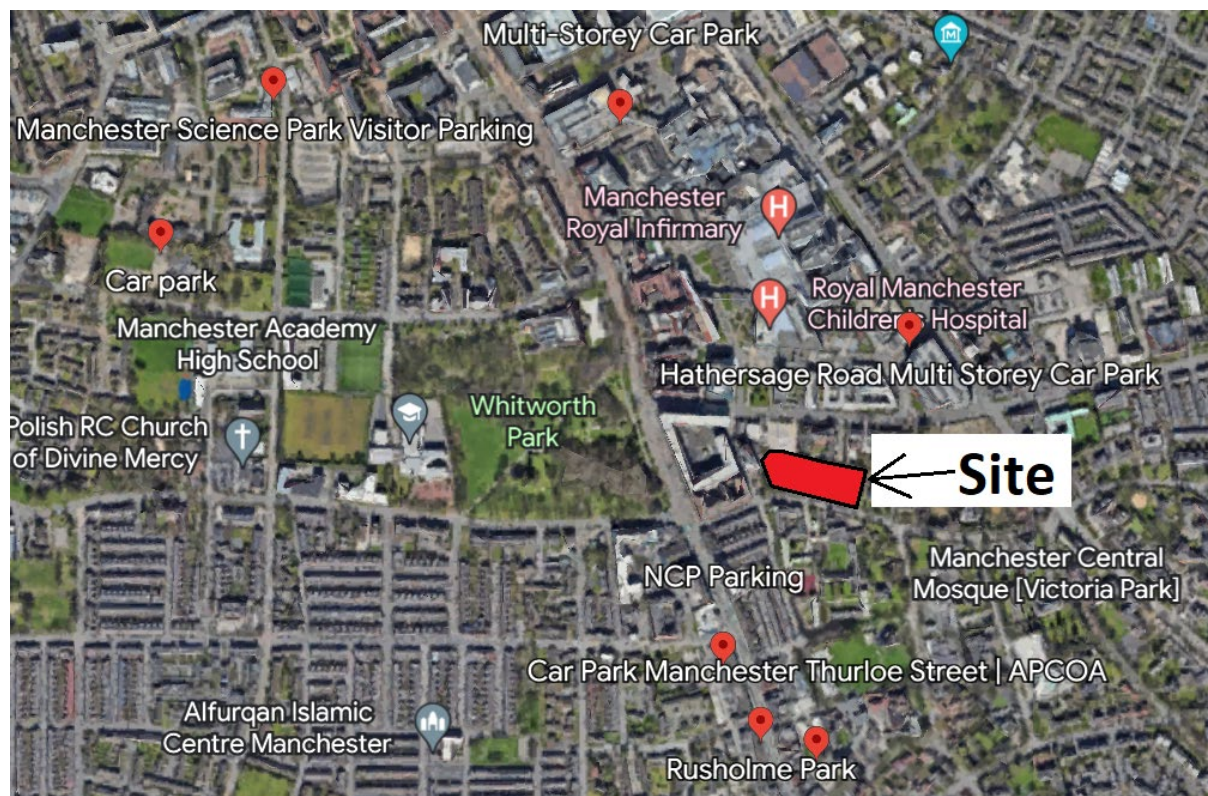
19.0 PARKING

There will be no provision for parking on site. Parking on any other public areas adjacent site is not allowed so any additional parking will be off site in approved areas or car parks. We will ensure this is undertaken so not to cause a nuisance to local residents.

The below map shows numerous multistorey car parking facilities just a short walk from site.

We will encourage contractors to use these car parks or use public transport. McLaren will also provide welfare facilities with lockers to encourage cycling to work.

FIG1



20.0 CONCLUSION

This method statement has been developed specifically to demonstrate our understanding of the project requirements and to ensure that the project can be constructed whilst minimising the impact for all stakeholders.

Prior to the commencement of each stage or phase of the construction works specific method statements will be produced and agreed with the McLaren project team.