

Construction Method Statement

Side Garden To 174 Manley Road, Manchester, M16 8NE

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1.0 Introduction and site description

This construction method statement has been completed to explain the methodology for undertaking the development of the construction of a 2 storey new build house adjacent to 174 Manley Road, Manchester. It is intended to demonstrate the measures that have been taken to minimise disruption to the local community and ensure the project is delivered safely with regard for all health and safety legislation.



The site comprises land adjacent to 174 Manley Road, Manchester, M16 8NE. The site is located on the north side of Manley Road and is bounded to the east and west by 1930's semi-detached houses and their curtilage.



The following is an excerpt from the Decision Notice stating the requirement of the construction management plan:

No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- o A construction programme including phasing of works;
- o 24 hour emergency contact number;
- o Expected number and type of vehicles accessing the site: o Deliveries, waste, cranes, equipment, plant, works, visitors; o Size of construction vehicles; o The use of a consolidation operation or scheme for the delivery of materials and goods; o Phasing of works;
- o Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- o Locations for storage of plant/waste/construction materials;
- o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- o Any necessary temporary traffic management measures;
- o Measures to protect vulnerable road users (cyclists and pedestrians);
- o Arrangements for temporary facilities for any bus stops or routes;
- o Method of preventing mud being carried onto the highway;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

2.0 Project details and contact information.

Site address

Side Garden To 174 Manley Road, Manchester, M16 8NE

Project Manager

Ms. Victoria Hayes
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Architect

Guy Taylor Associates
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Engineer

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Builder

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3.0 Site limitations and construction methodology

The size of the site presents several challenges for the construction phase. It is not possible to create onsite un-loading facilities for rigid and arctic vehicles and so these will be accommodated by curb-side deliveries adjacent to the site. Suitable barriers and warning cones will be used during these short off-load periods as per normal procedures.

The design of the house is such that a crane will not be necessary for any element of the construction and as such there will be no planned road closures of Manley Road during the construction phase of the work. Loading facilities for brick, blocks and roof tiles will be via bumper hoist located entirely within the site confines.

During the construction phase of the house the project has the benefit of use of 174 Manley Road. It is proposed to create suitable welfare facilities within the house for contractors and visitors for the duration of the project.

The following facilities will be provided with 174 Manley Road:

- A drying room/changing facilities with lockers
- soap or other suitable means of cleaning
- towels or other suitable means of drying
- sufficient ventilation and lighting
- sinks large enough to wash face, hands and forearms
- drinking water with cups
- toilet with running hot and cold water to wash hand basin
- heated rest area with kettle and provision for heating food
- site office for managing the project
- storage of small materials

The construction methodology will be as follows.

Secure site with fencing, strip site of top soil and store in 174 Manley Road garden for re-use, strip foundations, brick/blockwork to dpc, oversite and block and beam floor, ground floor insulation and screed, superstructure, 1st floor and 2nd floor joists, roof structure and coverings, window and external door installation. Internal work sequence; 1st fix stud work and stairs, mechanical and electrical (M&E) first fix, plaster, 2nd fix joinery and M&E. External works undertaken once scaffold is dropped.

4.0 Construction Programme including phasing of works

The table below shows the intended construction sequence the project will follow.

[illegible]

5.0 Logistics plan including expected number and type of vehicles accessing the site

24 hour emergency contact number

Ms. Victoria Hayes
07775 884275

Expected number and type of vehicles accessing the site

The construction phase will be sequenced in a way that minimises construction traffic. Limited overlap of contractors is planned and as such construction vehicles will be limited to 3-4 vehicles. 2 of these can be accommodated on the driveway of 174 Manley meaning there will be 2 vehicles parked on the street during daytime hours when there is ample on street parking. It is anticipated that there will be an average of 2-3 deliveries per-day for the duration of the project, the majority of which will be by panel van size vehicle with 10-15 bulk deliveries of brick/blocks/tiles and timber and approximately 4-5 muck away wagons to remove arisings from foundations and reduced dig.

Deliveries, waste, cranes, equipment, plant, works, visitors

Deliveries will mostly be curb-side with all materials off-loaded onto site and not stored on the public highway. Waste removal will be via segregated skips in a designated waste area as shown on the construction plan.

Size of construction vehicles

The maximum size of construction vehicle will be a 13t excavator and 3ton dumper for a short duration during the site strip and groundworks.

Environmental impact of contractor travel arrangements

Contractors will be encouraged to use public transport, cycling and car-sharing when travelling to site as well as the use of local contractors to minimise journey time and carbon emissions.

Arrangements to receive abnormal loads or unusually large vehicles;

There are no abnormal loads planned for the project

Any necessary temporary traffic management measures;

No necessary traffic management measures other than for utility connections by authorised approved contractors employed by utility provider

Method of preventing mud being carried onto the highway;

Wheel washing facilities at site entrance for groundworks plant.

Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Construction plan to be displayed at site entrance at 174 Manley Road

6.0 Site construction plan

