

Osbourne Yard

Rev3

90 New Build apartments

Construction Method Statement and

Site Layout Plans.

Introduction

This document presents the principals of our Construction Method Statement for the scheme and should be read in conjunction with our proposed Construction Programme, site layout plan indicating our intentions for the location of site access, storage, offices and welfare facilities and proposed designated construction traffic route all as attached.

Briefly this statement shall cover:

- ❖ Pre-commencement actions
- ❖ Site access
- ❖ Road cleaning
- ❖ Deliveries
- ❖ Working hours
- ❖ Site accommodation
- ❖ Parking
- ❖ Sign boards
- ❖ Site boundaries
- ❖ Noise control
- ❖ Waste Management
- ❖ Considerate Constructor
- ❖ General sequencing

Pre-commencement actions

Innov8 shall require a minimum period of 8 weeks to mobilise the works following formal appointment. This period is primarily for the development of the design, submission for Building Regulations approvals and the discharge of pre-commencement Planning Conditions. In additions and during this time the following shall be prepared and agreed;

- Prepare our pre-construction Health and Safety Plan.
- Prepare our Environmental Management Plan.
- Prepare our Traffic Management Plan.
- Agree hoarding lines.
- Agree location for site cabins.
- Detailed Construction Programme including phasing and notice period for handover.
- Fire evacuation plan.
- Application for pavement crossing as necessary.
- Submit F10.
- Notification to commence Demolition to HSE.
- Notify Building control.
- Clear Planning Conditions.
- Placement of initial subcontract orders.
- Initial Method Statements.
- Locate existing services on and around the site.
- Site topographical survey.
- Dilapidations survey.

Site access

- Adapt existing access road adjacent to site and install double gates for access to site entrance and pedestrian single access gate
- Set up site offices and welfare facilities.
- Erect site sign board.
- Erect hoardings to secure the site compound.

Ensuring the segregation of construction traffic, public and pedestrians is critical to this project as the main building frontage sits at the back of footpath. Drawings contained within the Tender documents identify a number of instances where pedestrians walk adjacent to the site access route. A detailed risk assessment and method statement would be prepared and presented to all stakeholder and Principle Designer for their comment and approval. The approved plan shall then be implemented and reviewed at regular intervals for adaptation as the scheme develops.

The main point of access for construction vehicle deliveries shall be along Oldham Road as noted in the attached Traffic Management Plan agreed with Manchester Highways

During Construction the footpath in front of the site will be closed and will be used to erect scaffolding/working platform along with the inclusion of a safe working area to the kerb edge. A section of the road/cycle lane will also be closed to manage the deliveries to the site with vehicles allowed to drive directly to the front of the site, offload and then drive directly forward onto Oldham Road without any reversing required but managed at all times by a designated gateman. To accommodate the use of the existing road/cycle lane for deliveries both the existing pedestrian footpath and cycle lane will be diverted into the main carriageway using traffic barriers and signage agreed with Highways. Once the S278 works are complete, the bus stop, relocated and the layby

formed adjacent to the site the new layby will then be used as a means of offloading materials for the balance of the contract duration.

The Main office accommodation entrance shall be accessed from the site accommodation access point detailed on the attached Construction Management Plan layout. A new set of vehicle pedestrian gates will be installed to segregate the traffic and pedestrians.

Cleaning Roads

Our intention utilise the existing tarmacked entrances in the early stages of the project when demolishing and carrying out groundwork activities which will significantly reduce contamination to the existing highway and provide clean access for delivery vehicles etc.

In the early stages of the project and whilst foundations and drainage are constructed, care will be taken to ensure that spoil wagons and delivery vehicles remain within haulage roads and stoned up areas. Where necessary wheels would be washed prior to leaving the curtilage of the site, this would be determined by site conditions. Roads cleaning would take place at regular intervals the frequency of which would be determined by site activities & conditions.

Site deliveries

It is proposed to restrict delivery times so that deliveries avoid times of high volume residential traffic, no specific restriction have been imposed within the planning documents however it is good practice to restrict the delivery of materials to site outside the following times, 7:45am – 8:45am and after – 3:45pm Monday to Friday. This shall be communicated to our supply chain this via our purchasing & sub contract documentation.

Materials shall be moved around the site utilising a Luffer crane once the groundworks are complete. The crane will be capable of lifting loads through all stages of the building to all areas of the footprint and loading platforms. Loading platforms shall be positioned around the perimeter of the building at suitable locations to provide distribution into the building as indicated on site plan. All materials will be fed internally from the designated loading bays on each elevation and transported across the floor slabs to the work face using pallet trucks etc. Once scaffolding has been removed access shall be regained to the rear elevations. Certain operations will require mobile crane to be utilised for structural steel and precast units for all floors.

Site Working Hours

It is envisaged that site working hours would be 8.00am to 5.00pm Monday to Friday.

Saturday working will be via client approval and would be site specific trade operations, but will be limited between 9.00am to 1.00pm

Site accommodation

There are a number of considerations when selecting a suitable location for site offices and welfare facilities, they are:

- Available space.
- Location near the site entrance.
- Location relative to proposed building works including external works, drainage and services routes.
- Proximity to existing electricity and water connections.
- Proximity of existing foul drainage.
- Access for removal.

It is important that the site office is located near the new main entrance in order to control access to the site for operatives/pedestrians. Having considered all the points above the most appropriate position for our site accommodation is on Helga Street site adjacent to the new main vehicle entrance as detailed on attached site accommodation plan. It is clear that the area adjacent the site entrance is quite confined once the footprint of the building is plotted on to the plan and the turning of vehicles is considered, but by double stacking offices sufficient space is available. In addition, consideration has been given to crane access for the delivery of pre-cast concrete flooring units and roof members.

Another consideration is the proposed position of new drainage and service entry. Again the proposed location of site offices does not impact upon our ability to install site drainage and service mains / ducts although the installation of mains drainage and outfalls will need to be carefully programmed.

Our principal site accommodation will consist of one 10m x 3m site office , a single 10m x 3m mess room. In addition male and female toilet and drying accommodation will be provided. Offices will be double stacked and provided with suitable access. All welfare facilities will be in accordance with current legislation.

The provision of temporary lighting for the illumination of the site works and site accommodation area will be sighted as such to not cause nuisance to the local community. Were necessary light baffling measures will be installed as required to ensure localised light spillage is reduced.

Parking

As a considerate contractor Innov8 have included for stoning up initially an area of the site for parking contractor's vehicles for the demolition and groundwork operations. This area will also be used for containerised stores and material storage. At the very early stages of the construction

phase it will be necessary to use areas off the curtilage of the site until such time when safe access for site personnel and visitors vehicles is achieved. As little space is available on site for parking, it is envisaged that for the majority of the construction period it will be necessary for contractor's vehicles to park off site. Operatives will be instructed to park considerately and not to block public access in any way.

Sign Board

The main site signboard detailed on site plan will be installed after the demolition is complete.

Site Boundary

The main contractor's compound shall be contained within the tarmacked area adjacent to the site and it is the intention to utilise the existing Boundary rear boundary wall as segregation. Site temporary fencing shall be timber corporate coloured hoarding to the main Oldham Road elevation as detailed on attached site plan.

Noise

Whenever working on a site within a residential area it is basic courtesy to inform local residence and businesses that work is about to commence. This would be done via a news letter describing in brief the works and our proposed programme. Our Project Manager shall be the point of contact, his telephone number would be provided should there be any enquiries. The general public shall be informed of the works by fixing a sign or notice to the site hoarding giving a brief description of the works.

It is not expected that noise & vibration issues will pose a significant risk or nuisance to members of the public. It is envisaged that these will be limited by chosen methods of construction, working time restrictions and the use of noise suppressed plant & water dust suppression.

Innov8 operates a fully accredited Environmental System which includes documented procedures to deal with noise and other statutory nuisance issues. All projects are risk assessed before commencement on site, and documented control measures would be implemented to mitigate any harmful consequences to persons/health from on site operations. All plant equipment would be fitted with silencers to ensure that noise levels are kept within acceptable limits and within the guidelines set out within the tender documents. Some noisy activities such as demolition cannot be avoided but as mentioned above these activities would be risk assessed and control measures introduced. These activities would be carried out as quickly as possible to minimise disruption to the local community. The electric static crane that will be used on site is also a distribution measure we have adopted to minimise noise from plant.

Vibration

The Control of Vibration at Work Regulations requires the management of exposure to vibratory equipment to protect the operatives from Hand Arm Vibration Syndrome and other associated diseases.

We will require Contractors to demonstrate as part of their Method Statement the vibration ratings of any tools being used and provide evidence through record sheets that employees are not exceeding the exposure limit value; where employees exceed the exposure action value the contractor will advise what measures are being taken to protect the affected individuals and carry out toolbox talks on the issues.

Dust / Fumes

Any process which produces either dust or fume must be controlled to prevent danger to the producer or others affected by the operation. It will not be sufficient to provide RPE and controls should be implemented to contain the dust / fume at source.

In practice this will mean that any dust created will either require to be suppressed using water sprays / bottles or extracted using proprietary equipment, this will include cut off saws, woodworking equipment etc.

Petrol / Diesel driven plant will not be permitted to be used internally. Where fumes are produced from equipment or substances then sufficient extraction equipment shall be put in place to protect the operatives.

Any person who still requires, following control measures being put in place, to wear tight fitting RPE then they must:

- Be clean shaven at the point where the RPE seals to the face.
- Be face fit tested for the RPE they intend to use (copy of certificate must be available);
- Trained in the use of RPE.

Site Waste Management Plan

It is our policy to plan and implement effective use/disposal of construction waste, by the use of Site Waste Management plans which detail the best environment options for:

- The use of segregation policies to increase and maximise recycling outcomes (where space allows).
- The use of onsite remediation to reduce disposal off site and landfilling of inert materials.
- Work with Supply Chain on take back schemes to alleviate waste disposal.
- Work with our Waste Management Contractors to increase our current recycling rate of 96%. Prime consideration is given to the sourcing of materials.

All 'supply chain partners' complete Suppliers Environmental Assessment (SEA) to provide us with information on their green agenda and their approach towards sustainability manufacturing, and production of their materials will only be used once we can identify the best environmental options available to the sourcing of products.

Where practical and when available our procurement strategy is to use materials in construction works that:

- Have been reclaimed or have a recycled content in the product, preserving natural and non renewable resources. Current internal attainment/target is 26% of procurement by value.
- Buy locally and extensively use local labour.
- Minimise the use of non-renewable resources.
- Avoid products which can cause harm to the environment.
- Choose materials with low embodied heat (the energy needed for extraction, processing, manufacturer and transportation).
- Use timber obtained from managed forests and carry Chain of Custody Certification.
- Use non toxic, water based paints and in general look for paints with low volatile Organic Compounds (VOC).
- Consider alternative floor coverings like linoleum, cork sisal or coir to UPVC.

The whole strategy is robustly supported through our environmental procedures and reinforced by regular internal and external audit programmes.

We will liaise with the proposed demolition contractor to establish if it is safe and financially viable to recycle the arising from the masonry of the demolished material and use as material for forming formation levels.

Considerate Constructor

Innov8's policy is to monitor our sites as a considerate contractor, we will use this to ensure we monitor & action local resident concerns

Innov8 also provide communication news letters to the local community via site specific newsletters 3 monthly or as required to inform residents of general ongoing operations or any issues that are being experienced.

The newsletter also informs residents of a point/points of contact for the construction management team on site.

General sequencing of the works

The remediation and demolition will commence within the lead-in period of the construction programme , no other construction activities will commence until the demolition arising have been removed from site.

It is our intention and good practice to work from the back of the site and towards the site entrance. The foundations would also be formed in sequence and during this period working away from the existing boundary wall.

Foundations will take place in two stages. Stage one will include the installation of foundations to the area of the undercroft car park and as much of the main building foundations as possible up to the main building line, the tower crane base will be installed as part of the foundation works to the undercroft car park. Stage two completion of foundations foundation and crane base installation. Once all the foundations have been formed, within the first 6 to 8 months of the project, the main superstructure can proceed and develop in accordance with the Construction Programme.

Innov8 will install the majority of the site drainage during the early stages of the project and complete the access road to base course level and ideally complete the S278 works up to and including base course. This will minimise the traffic of site muck onto the highways as part of the overall construction process.

It is anticipated that the building shall be watertight about week 52 of the construction project. Power and Heat into the building will be required a minimum of twelve weeks prior to completion.

Our overall construction period will be approximately 94 weeks including the demolition and site strip.