

Construction Method Statement

The ISG logo consists of the letters 'ISG' in a white, sans-serif font, positioned on the right side of a solid black square.

Project name	Hough End Sports Village	Project no	NWC0085
Project address	480 Princess Rd, Manchester M20 1HD		
Client name	Manchester City Council		

1. Project details

Brief description of project

The project at Hough End Sports Village will consist of the demolition of the existing changing facilities on Framley Road adjacent to the existing car park, The construction of a new two storey building which when complete will adjoin the existing Hough End leisure centre. The ground floor of the new building will be made up of changing rooms and a café. The First floor will consist of a Fitness Suite, a bar area with access onto an external terrace area. There will be two plant areas on the first floor, there will be an internal plant room with the second area being an external space. The external works will consist of a new car park area and soft landscaping.

The existing leisure centre will be fully operational apart from a small reduction in parking spaces throughout the Demolition and Construction phases. To enable this ISG will undertake some opening up works to the existing facade to facilitate temporary entrances to the leisure centre.

During the ISG construction phase of the project there will work undertaken by another contractor who will be installing two MUGA sports pitches to the rear of the leisure centre on the existing Hough End playing fields, access to there site will be through the ISG site set up. A logistics plan for this element of the works is included in **Appendix A**

Site operating times.

8am – 6pm Monday to Friday (Excluding Bank Holidays)

9am-2pm Saturday

Very little work will be carried out outside these time parameters, however approval from the local authority will be sought for any potentially disruptive works.

1.2 Project programme dates

Planned commencement date	1/8/22
Planned completion date	2/11/23

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2. Project team details and organisation

Professional team

Client	Manchester City Council
Name	Rob Renshaw
Email	rob.renshaw@manchester.gov.uk

Principal Designer	Derek Bradshaw
Name	KOK
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Project manager	ISG
Name	Andy Wertylo
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Architect	Ellis Williams
Name	Neil Adshead
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M&E consultant	Waterman Group
Name	Tim Davies
Email	tim.davies@watermangroup.com

Structural engineer	Curtins
Name	David Sandbrook
Email	david.sandbrook@curtins.com

4. Project Layout (access roads, walkways & traffic management plan).

A project layout plan marked up with traffic routes and key installations is produced and displayed – see **Appendix A**. It is regularly reviewed and forms part of the induction process. The layout will be well presented and easily understood by any person. If necessary, the information may be depicted on more than one layout.

The following Arrangements will be put in place and developed as the project moves on to control vehicle movement and interaction with public and pedestrians.

Safe routes for construction vehicle manoeuvring into and around the project have been considered and set out on the attached plan, consultation has been held with the local authority highways dept in terms of site access/egress to the site for heavy goods, the feedback from that consultation has been used to develop the following plan.

- A trained 'banksman'/gateman to manage vehicle movement in and around site.
- Vehicles will be driven into site via a dedicated vehicle gate, Loaded/unloaded within the compound area and driven off site via a new gateway formed within the existing fence line.
- All traffic to site must access from the Northbound carriageway of Princess Road.
- All traffic leaving site to exit along the Northbound carriageway of Princess Road
- No vehicles to cross the carriageway for entry/exit for project access
- Secure, manned gate on arrival
- **All** deliveries/site access to be pre-booked with ISG site team. Any vehicle arriving outside the time slot or without a booking will not be permitted entry.
- A Road Clean/Wheel wash will be used at the exit to site to prevent arisings from the site being deposited onto the surrounding roads.
- All deliveries will have an allocated time slot arranged with Isg management. (Peak times such as school start, and finish should be avoided.)
- Separate entrances will be set up for pedestrian and construction vehicle traffic to form Segregated routes in and around site protecting staff, operatives and the general public and visitors to the site. Safe pedestrian routes to and from work locations will be set up within the compound and site areas.
- Some of the existing trees on the site may have to be trimmed back to allow for the new building or to minimize damage caused to them during the work. Once this has been completed a tree protection zone will be established around the remaining foliage.
- Where possible Materials will be brought to site on a "just in time" basis.
- Plant parked on site will never be left running whilst unattended, during periods where the site will be closed all powered plant will be immobilized with security shutters fitted (if provided). The plant will be grouped and parked in a spot clearly visible off site so any potential thief vandals can be spotted by security of passer by.
- Plant and vehicles will be switched off when stationary and not permitted to idle to reduce fumes and exhaust gasses on and around the site.

5. Project security

The site will be fitted with 24/7 monitored CCTV with visiting guards to cover out of hours periods.

The perimeter of the site is secured with a fully compliant site hoarding fence which will be maintained throughout the duration of the works. Any new openings or alterations to facilitate site access/vehicle movements will be formed during the early stages of the project and will be tied back into the existing fencing to ensure a secure perimeter is maintained.

A Biometric access system/turn style will be utilized to restrict access on the main site area to prevent unauthorised access during site operating times

The local neighbourhood policing team will be consulted with prior to works progressing and notified of the site and associated activities.

Existing hazards / considerations / restrictions	Notes / controls
Adjacent buildings – schools offices, shops etc	The Hough End area is situated on one the main arterial routes in Manchester and deliveries will via a designated route direction.
Access restrictions	Deliveries will be managed and timed so as not to cause congestion in the area.
Existing services – underground and overhead	There are several services existing on site and these will have been highlighted as part of the site survey. ISG will only break ground under a permit system.
Excavations	Will be protected throughout the duration using fixed steel barriers to prevent unauthorised and accidental access to those involved in the work, visiting or trespassing on site.
Storage of materials (particularly hazardous materials) and work equipment	Fuel and chemicals will only be stored on site within plant or in bunded tanks with spill prevention/protection all of which will be locked off or secured when not in use.

6. Waste management

A site-specific Waste management plan will be developed for the project ensuring that all waste produced or held on a site is disposed of safely, efficiently and in accordance with the law. The plan will set out and manage.

- targeted waste streams for all construction activities.
- How waste will be handled both off and on site.
- Roles and responsibilities.
- Waste minimization.
- Project targets.
- Forecast.
- Record actual quantities produced.

Separate skips provided by a licenced waste handler will be utilized for part of the works segregating waste at source, with some skips being combines and segregated off site. Bulk excavated material will be loaded directly into wagons and carted off site utilizing a registered waste carrier and disposed of at a licenced Tip.

7. Parking

There will be an area on site of 25 spaces for the parking of contractor, site management and visitors. This will be mitigated by encouraging car sharing, local public transport, and cycle to work schemes. Where parking on the highways is unavoidable it will be monitored by the site team so as not to create unreasonable disruption to the residents or highways.

8. Neighbourhood engagement

A community engagement plan will be developed for the project identifying key community group/Residential and neighbourhood groups.

ISG will arrange a meet the contractor event for the local community and community stakeholders to discuss the project, this will be a chance to engage with the community and discuss the construction process.

An open-door policy will be set up and encouraged throughout the lifetime of the project encouraging neighbours and local residents to contact the site directly.

This will be reiterated via regular letter drops and social media updates. The site will also be registered with the considerate constructor scheme enabling an anonymous method of raising complaints, this information will be distributed within the project newsletters issued to residents and via site signage and banners erected around the site perimeter.

The newsletter will be sent out monthly thereafter or sooner if required.

Within site inductions all staff and operative will be briefed on our expectation of their behaviour in and around the site via the project specific rules. Any operative to breach these rules or those who created nuisance or disruption around the site will be excluded from the project.

All complaints received either directly or indirectly – (via social media or CCS) will be recorded for the duration of the scheme.

Complaints in the first instance will be dealt with via the site teams, if the complaint persists or cannot be resolved by the site team, ISG's quality team will be brought in to take an overview of the situation and deal with any issue away from a site level.

Due to the location of the site, access restrictions and its proximity to residential properties the building will be designed (where practical) to mitigate impacts and potential issues to these during its construction such as:

- eliminating the requirement of out of hours working resulting from power float finishes.
- Introducing off site construction to reduce vehicle movements.
- Limit section sizes of steel work.
- Incorporate off site fabrication to reduce cutting on site reducing noise and dust.

9. Monitoring and audit (health, safety, quality and environment)

9.1 On-site monitoring

The Nominated Manager **shall** ensure that performance is monitored on site on an on-going basis, through regular inspections of the site and works in progress, commensurate with the nature of the works and associated risks.

Safety / Environmental and Quality inspections will be undertaken on a fortnightly basis (approximately) by the company's HSQ&E Managers and scored inspection sheets prepared. Non-confirming activities will be addressed in a timely fashion.

The HSQ&E Manager's will visit and inspect the works at any time, either of their own volition or by request.

Throughout the duration of the project the site team will carry out regular sound level Monitoring at the site boundary to ensure that the works are not exceeding reasonable levels causing nuisance to the local residents, the result of which will be recorded and retained for the duration of the works.

Periodic audits to confirm the implementation of Health Safety, Quality and Environmental systems will be carried out in accordance with company procedures.

10. Environmental management

10.1 Environmental aspects and impacts

Prior to the commencement of development, a biodiversity mitigation and enhancement plan shall be submitted to and approved in writing by the City Council as local planning authority. The plan will outline an Enhancement for habitat loss which will be demonstrated through the provision of a biodiversity net gain assessment. The submitted plan shall include the following.

- Habitat creation proposals including the area, proposed target habitat and proposed target condition.
- Habitat enhancement proposals including the area of the current habitat type and its condition and proposed target habitat type and target condition.
 - Mitigation proposals for loss of bird nesting habitat.
 - A Long-term management plans
 - Details of the body(s) responsible for implementation and long-term management of the plan.

Prior to any works being carried out to existing trees within the site boundary will be protected. As works within the ground are carried out in the vicinity of the trees a Arboriculturist will be present monitoring the works. It is planned that any felling or pruning of existing trees will be carried out 'outside' of the bird nesting season from the 1st of March to 31st August.

Wildlife.

a method statement for badger, hedgehog and other wildlife shall be submitted to and approved in writing by the City Council as local planning authority prior to any earthworks taking place. The development shall be subsequently carried out in accordance with the agreed details. This is to ensure the protection of species that are protected under the Wildlife and

Countryside Act 1981 or as subsequently amended to comply with policy EN15 of the Core Strategy.

Drainage.

A surface water drainage design will be developed and submitted in line with the development of a sustainable development, secure proper drainage and to manage to mitigate the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and adopted Core Strategy policies EN8 , EN14, EN17 and EN18.

Demolition.

The compound set up for the demolition phase has a different layout to the main construction works and this is laid out in **Appendix A**

The Emergency contact details will be displayed throughout site including the public effacing areas

A swept path assessment has been carried out for all phases of the demolition and construction process. The assessment includes the vehicle movement both on site and the approach and departure from site (Please see **Appendix A**)

The site hours for the demolition process are set out in the project description and they are as follows:

Monday to Friday 8am until 6pm

Saturday 8am until 2pm.

There will be an allowance for 25 spaces for onsite parking during the demolition and construction phase, this is highlighted in the logistics plan in **Appendix A**

Prior to any demolition or construction work taking place a full dilapidation survey will be undertaken on the highway approach to the development including the leisure centre car park areas that are not part of the parking provision alterations.

All vehicles leaving site will be sheeted to prevent debris and dust from site contaminating the highway.

Demolition Phase Traffic

There will be an anticipated 10 to 15 vehicles a day accessing and egressing site, this will include contractors' operatives' vehicles.

Construction Phase Traffic

During the construction phase there will be an anticipated 15 to 20 vehicles a day accessing and egressing site including contractors and site staff vehicles, skip wagons and material delivery vehicles.

Noise.

A Noise assessment has been carried out and is attached along with this document.

Noise monitoring will be carried out during the demolition and construction phase of the project.

- All plant and equipment will be modern and will be fitted with silencers that meet the required EN standards.
- Modern attachments (pulverisers, crackers, and shears).
- Working with the hours stated on the Section 81.
- The nature of the works and type of structures will allow controlled removal of the elements by remote demolition techniques utilising grapples and pulverisers where possible and avoiding hydraulic breakers.

Site operations will be restricted to the time scales covered above.

Noisy operations will be restricted, and alternative methods introduced where practicable.

Alternative construction methods will also be considered to reduce the effect of the works to site operatives and neighbours.

Regular noise assessments will be carried out on and around site to record the effects of the works to the neighbouring properties.

Deliveries in and around site will also be restricted to the site operating times to prevent nuisance to the adjacent properties through engine noise etc.

Dust.

The priority is the suppression of dust at source. We will adopt a suitable dust suppressive method of demolition. To enable demolition and processing of material on site with minimal dust release, we will source an above-ground water supply with regular drain-off points to allow sufficient dust suppression to be completed locally to the task:

- Jets of water sprayed onto the demolition face, suppressing dust release at source
- Using jets of water sprayed onto all materials being handled by mechanical plant
- Using jets of water (spray bars) on the demolition plant
- Along with the water sprayed onto the area we will also use the 'Dustboss' water spray mist cannon.
- Monitoring of the dust will take place throughout the demolition.
- We will devise the demolition in such a way that buildings which are shielding the live areas and access roads will be demolished lastly so that they act as screens to these areas

A wheel wash will be set up at the exit point of the site to clean off vehicle as they leave.

A road sweeper will also be utilized to prevent dust and debris being trafficked onto adjacent roads from site during heavily traffic periods.

All wagons carrying waste from the site will be covered

Emergency Contact Details

The emergency contact details for the project will be displayed throughout the project hoarding and this will include an out hours contact number (07790 889701)

Appendices:

Appendix A

- A.1** Site layout plan / traffic management plan for the main construction works including site parking provision/site traffic movements



- A.2** Offsite vehicle movements for all phases of the Hough End sports village



A.3 Traffic Management plan and site layout for the demolition phase

Demolition/Site
Establishment phase –



