

Churchill

Retirement Living

Method Statement for Construction Management Plan

for

127a and 127b London Road
Waterlooville
Hampshire
PO7 7SH

Scheme Description

26 Retirement Apartments comprising of:

- 10 no. two bed apartments
- 16 no. one bed apartments
- Guest Suite
- Communal Lounge
- Lift
- Refuse/Recycle Room

Site Set Up and Security to Boundaries

- A letter will be sent to all immediate neighbours and surrounding properties which will inform them of our intended demolition and construction dates. Site Manager contact details and information regarding the tower crane position and its operation during the construction period will also be included.
- Roadside boundaries will be made secure with a 2.4 meter high Hoarding with 2no sets of gates providing access and egress respectively for all materials and plant deliveries. All remaining boundaries will be secured with 1.8 meter high Close-board timber fencing.
- Site accommodation will consist of a stacked office over a canteen unit, WC and 2 no. storage containers will also be provided. Site accommodation will be in place from week one of construction. (Please refer to appendices 'a')
- Working hours will be limited to the following: Monday to Friday – 8.00am – 6pm. Saturday – 8.00am – 1pm. No work will be carried out on any Sunday or Bank Holiday. The use of all machinery and mechanical plant will be strictly limited to these stipulated hours and will be switched off during break times and whenever it is not in use. All machinery and plant will be fitted with

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suitable proprietary silencing equipment. Routine acoustic monitoring will be carried on all plant, machinery and any activity that is considered as a possible cause of nuisance.

- Due to limited space being available, site parking will be prohibited. Contractors associated with the site will be encouraged to use local car parking facilities and details of nearby public car parks will be provided.
- Routine carriageway cleaning will be established which will be reviewed at regular intervals to ensure local roads and footpath surfaces are kept clean. During the initial stages of the construction period when hard running surfaces will not be in place, wheel wash facilities will be established and routine wash procedures enforced for vehicles leaving site. Once hard running surfaces are in place, wheel wash and carriageway cleaning procedures will be reviewed and adjusted accordingly to ensure mud and other contaminants are prevented from being carried onto the carriageways.
- Signage will be placed at adequate distances from the site entrance and exit gates warning road users and pedestrians of the construction site ahead. Delivery of materials and plant will be co-ordinated to avoid vehicles arriving simultaneously which might cause congestion on local roads. Vehicles entering and leaving the site will be accompanied by a Banksman to ensure the safety to other road users and pedestrians.
- All material deliveries will be limited to between the hours of 8.00 a.m. and 5 p.m. Delivery vehicles will be able to enter the site completely clear of the carriageway and footpath and unload in the designated area. Once unloaded, vehicles will exit site via a separate dedicated egress gate. Materials will then be distributed around the site with the use of a Tower Crane, leaving the dedicated unloading area clear for the next delivery (Please refer to Appendix A).
- All waste from the site will be dealt with in accordance with the waste duty of care in section 34 of the Environmental Protection Act 1990(3) and the Environmental Protection (Duty of Care) Regulations 1991(4). Materials will be handled efficiently and waste managed appropriately within the limitations of the site. Covered, designated skips will be positioned within the material compound and the segregation of waste procedure will be conveyed to contractors at a pre-start meeting and to all operatives during site inductions. Operatives, contractors and staff will be routinely monitored for compliancy with the Site Waste Management Plan (Please refer to Appendix A).
- Dedicated pedestrian routes will be provided on site and these routes will be segregated from site traffic and other high risk areas. A site pedestrian

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entrance will be clearly defined so that visitors have direct safe access to the Site Managers office (Please refer to Appendix A).

- There will be no temporary external or security lighting within the sites boundaries. Internal lighting will provided to the site office, welfare facilities and throughout the building to ensure safe passage for contractors and site staff. All lighting will be switched off during non-working hours.
- Our aim is to keep any disturbance and disruption to an absolute minimum, however, due to the nature of construction, there is likely to be some minimal inconvenience caused to our neighbours and passersby from time to time.

Construction Method and Sequence

Foundations -	Flight Auger Piling
Substructure -	Concrete masonry blocks
Floors -	Wide span concrete beams
Superstructure –	Rendered concrete block and facing brick
Roof -	Pre-fabricated trussed rafters with specified coverings.

Internally

A typical apartment will consist of metal stud partitioning with plasterboard drylining.

Demolition

The demolition phase of the project will be carried out by a certified Company who will be appointed as the Principal Contractor for the duration of the demolition phase.

Demolition will be limited to the following hours: Monday to Friday – 8.00am – 6pm. Saturday – 8.00am – 1pm. No demolition work will be carried out on any Sunday or Bank Holiday.

There is likely to be some disturbance during the demolition process but noise and dust suppression methods will be employed to minimise any disruption. A strict hosing down regime will be put in place to suppress any dust which is created during the demolition process, covered waste containers and trucks will also be employed to mitigate dust arising during the transport of waste materials. Machinery 'shut off' will be enforced during non-working hours and at break times. All machinery will be switched off when not in use.

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Construction Sequence

The project will work through to its completion and there will be no phased construction works.

Prior to the commencement of any site clearance works a Site Waste Management Plan will be adopted to ensure all waste is logged, segregated and recycled where possible.

A temporary access road will be formed and clearance vehicles will be limited to this so as to prevent the transfer of debris onto the local highway and footpaths.

Temporary access road construction will be followed by installation of the tower crane base.

Foundations will commence from the western end of the development site, working toward the east. The same sequence will be followed throughout the construction process, once 50% of the foundations are complete. Substructure masonry will commence, followed by internal drainage and back fill to levels.

During this time the tower crane will be erected, provided the relevant curing times have elapsed for the concrete base.

Once substructures are complete the external drainage will be completed, along with the formation of the drive and parking areas to base course. The formation of the driveway is subject to utility company installations. Should utilities not be available at this time the temporary access road will be maintained. Deliveries will be unloaded from the access road (temporary or permanent). This will prevent mud and debris traversing onto the highway. Routine mechanical road cleaning will be carried out and supplemented as required. The Site Management team will remain vigilant throughout the project duration to ensure local roads and footpaths are kept free from debris arising from site activities.

Ground floor wide span beams will be placed in one operation, possibly a two day visit.

Superstructures will commence following the sequence noted above.

As 70% of the ground floor superstructure is completed, 50% of the 1st floor wide span beams will be placed. Once in place, 1st floor superstructure will commence as the ground floor is completed.

Once 50% of the 1st floor superstructure is complete 50% of the second floor wide span beams will be placed, once 50-75% of the superstructure to wall plate is complete roof carassing will commence.

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Internally

As areas become watertight, floor screeding will commence. This will be followed by metal stud partitions, 1st fix wiring and dry lining.

As the roof becomes complete, the independent scaffolding will be stripped and adapted allowing features, window installation and mastic.

Occupations will take place approximately 4 weeks prior to practical completion. At this time external work will be completed and an NHBC CML inspection will have been carried out.

Off site drainage connections will ideally be completed in line with the onsite drainage works. Should the design process not allow this, the ground workers will return once the relevant local authority licences are in place.

General Items

CDM Construction Phase Plan is prepared for the project.

CDM file preparation by Contracts Manager.

Site safety inspections by NHBC Safety Services.

Construction method statements and risk assessments will be provided prior to site start.