

Sainsbury's Waterlooville.

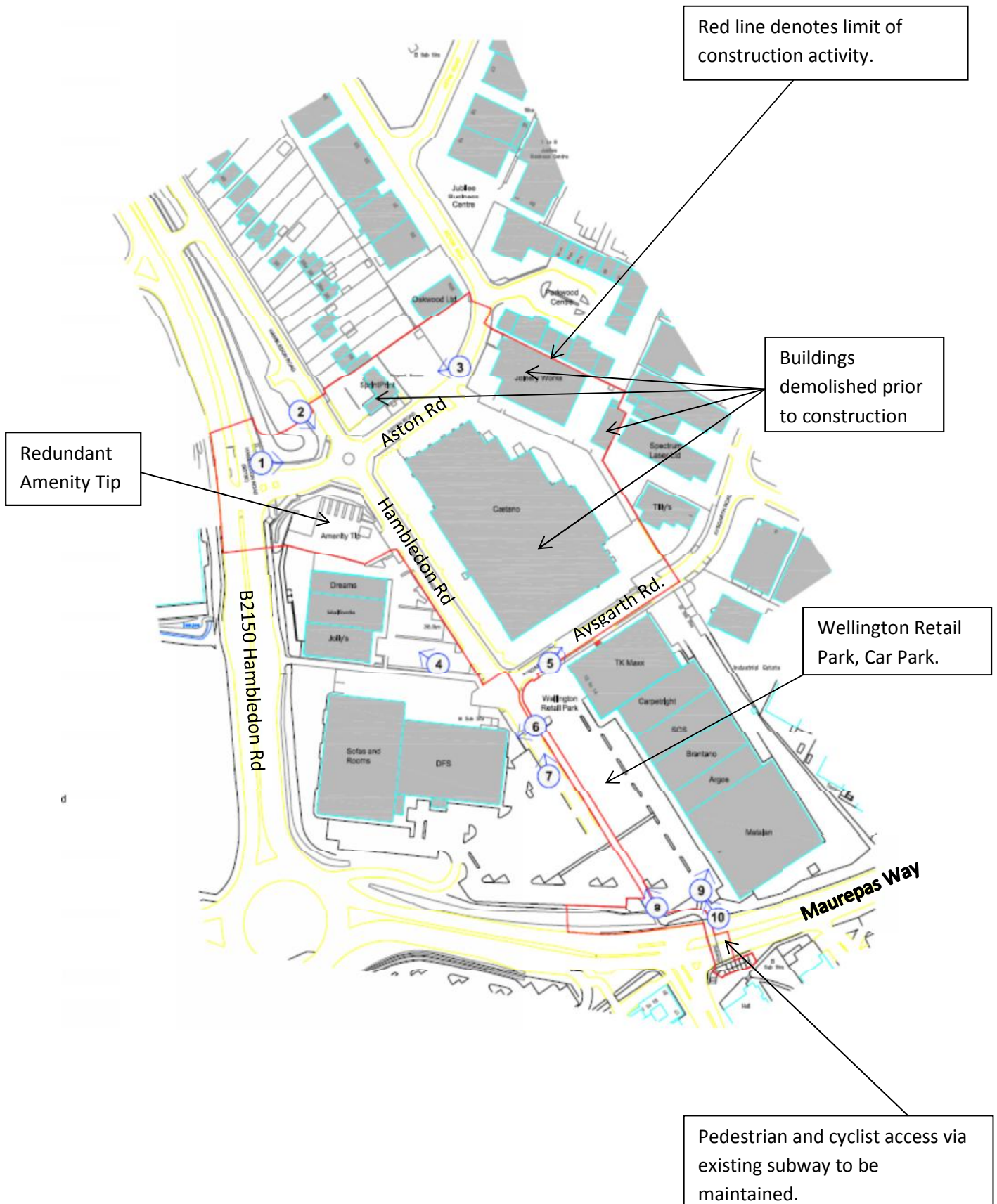
Construction Phase Method Statement.



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1. Existing site layout.



2. Proposed site plan.



3. Outline Phasing Document.

SSL Waterloooville - Summary Phasing Plan Rev G



SSL Waterloooville - Summary Phasing Plan Rev G

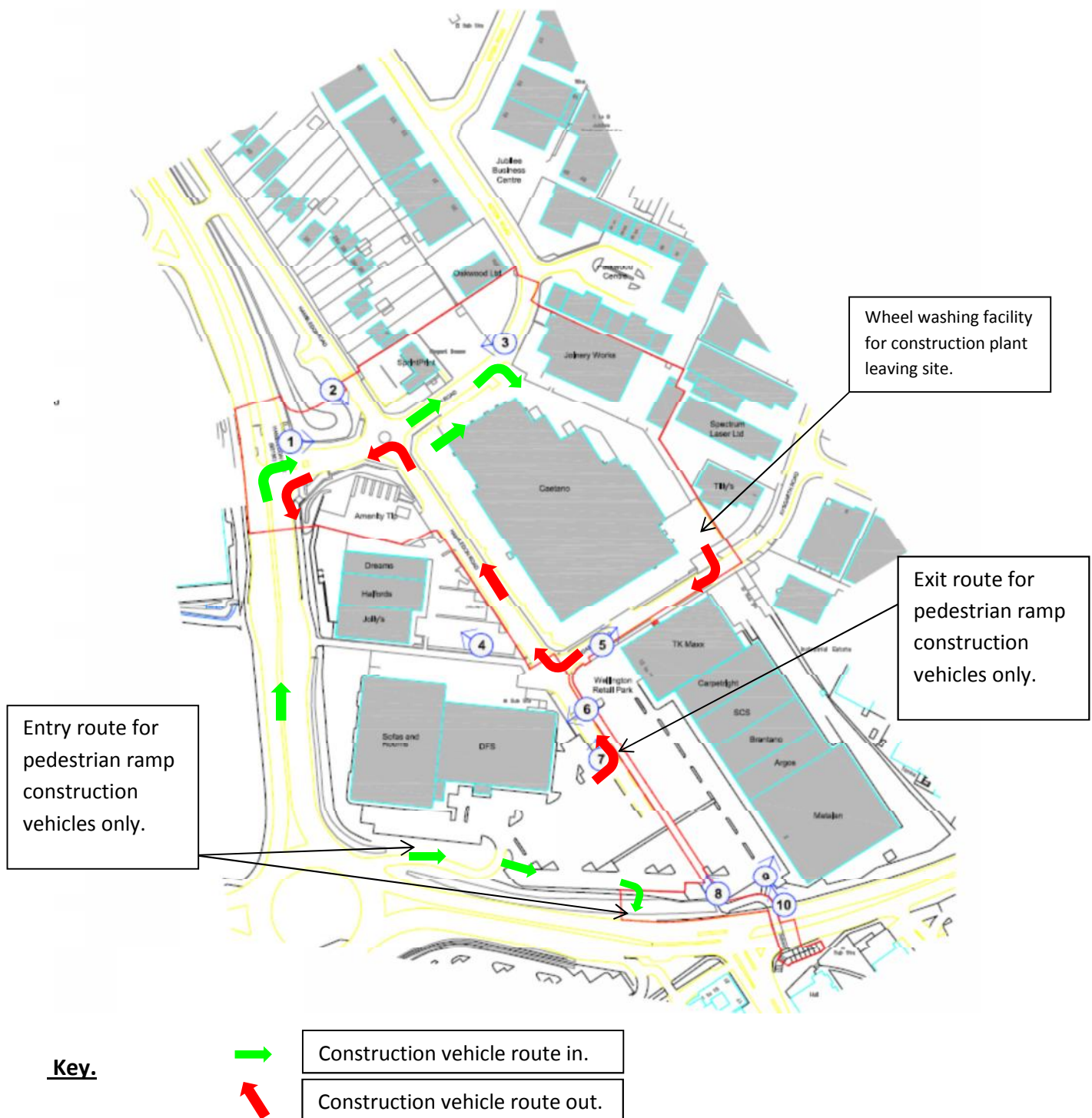


4. Method of Construction;

a) Site set up & Enabling Works;



a) Site set up & Enabling Works (continued);
Construction traffic routes.



a) Site set up & enabling works (continued);

Hoardings & Tree Protection.

Key

3m high acoustic fence adjacent to No 18 Hambledon Rd. See further details on Page 11.

Tree protection to LPA specification (see Fig 2 on page 10).

2.4m high Plywood hoardings to Sainsbury's specification.

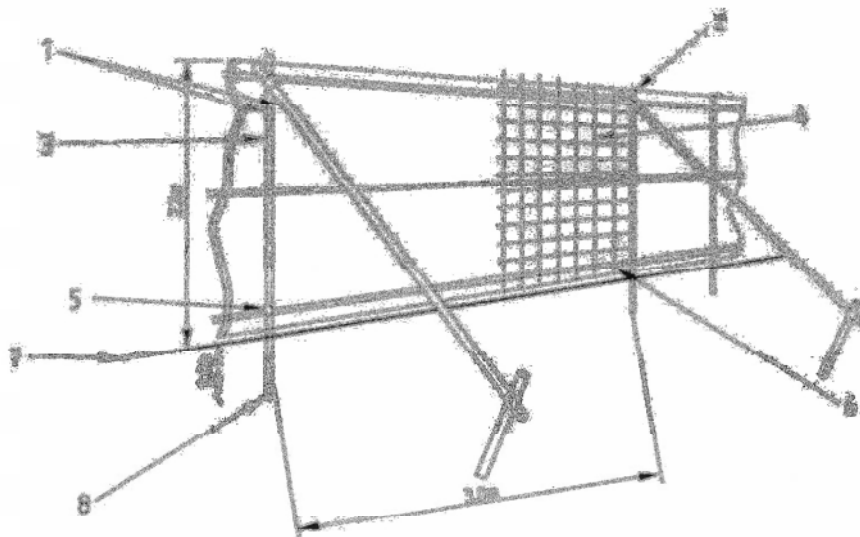
Existing metal palisade fencing.



Existing landscaping buffer to be removed (to be replaced in new scheme).

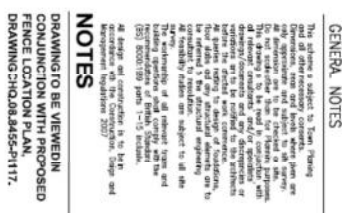


**BS5837 2005 - FIG 2 TREE PROTECTION ZONE
BARRIER FENCE**



- | | |
|--|---------------------------------------|
| 1 Scaffold poles | 5 Clamps |
| 2 Uprights to be driven into ground | 6 Wire, twisted and covered |
| 3 Bracing, secured to uprights with wire chain and where necessary scaffold clamps | 7 Standard board |
| 4 Weldmesh, wired to the uprights and horizontals | 8 Approx 0.6 m driven into the ground |

Tree Protection Hoarding to LPA
Specification.



**ELEVATION VIEWED FROM OUTSIDE OF PROPOSED
ACDUSTICENCE**



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Sainsbury's

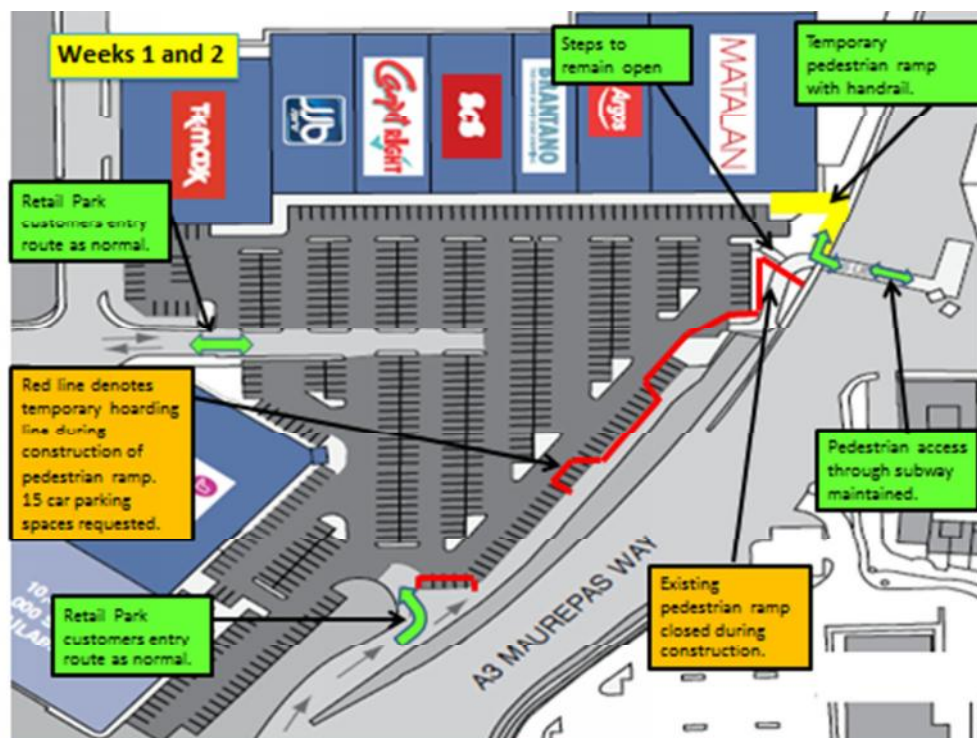
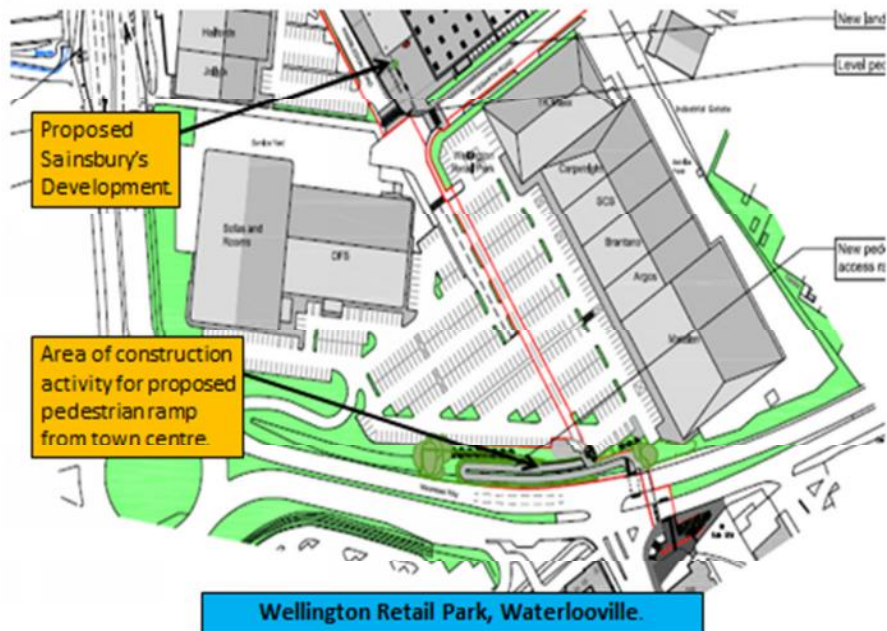
Hambleton Road
Waterlooville
Hampshire, PO7 7UA

Proposed Acoustic Fence Detail

CHC.08.8455-Pl118

Method of Construction (continued);

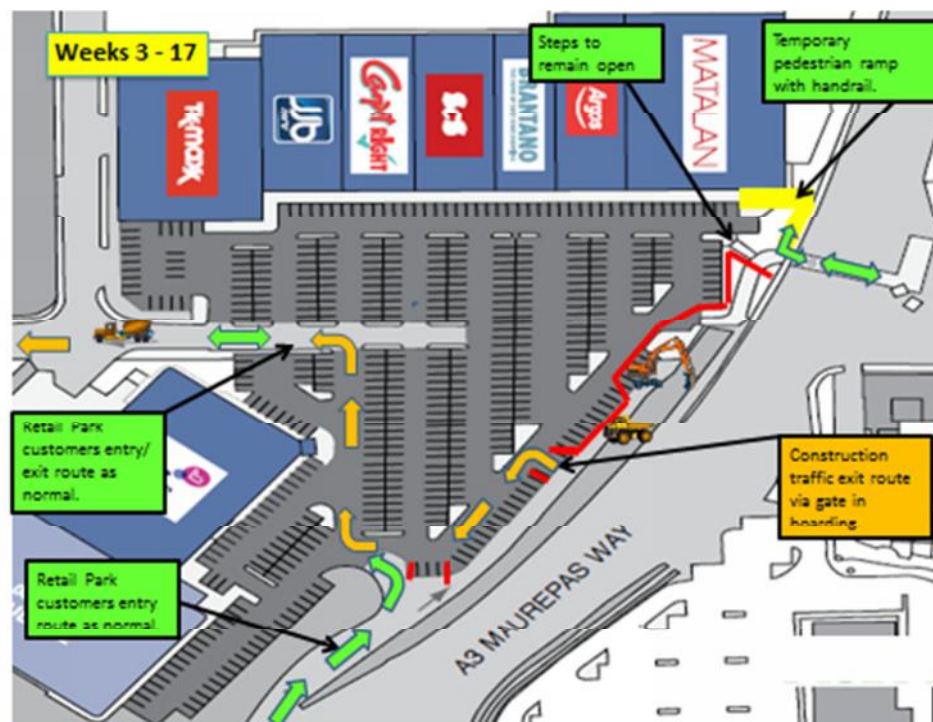
b) Town Centre Link (pedestrian ramp).



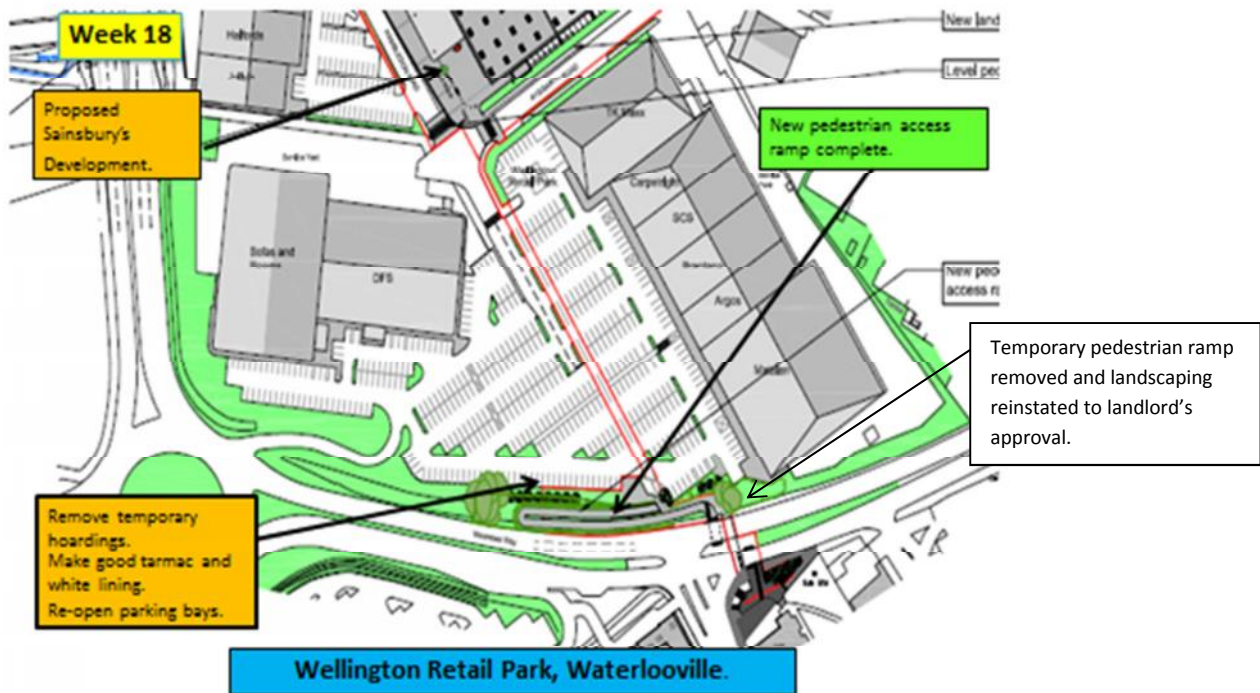
Weeks 1 and 2.



Weeks 3-17. Construction traffic access.



Weeks 3-17. Construction traffic exit route.



Week 18. Completion of new ramp (To be followed by infilling of existing stepped ramp).

Existing shrubs to be removed to make way for temporary ramp. New shrubs to be planted once ramp removed.



Existing fir trees to be protected and retained. Lower branches of tree on LHS to be removed by tree surgeon to provide clearance for pedestrians.

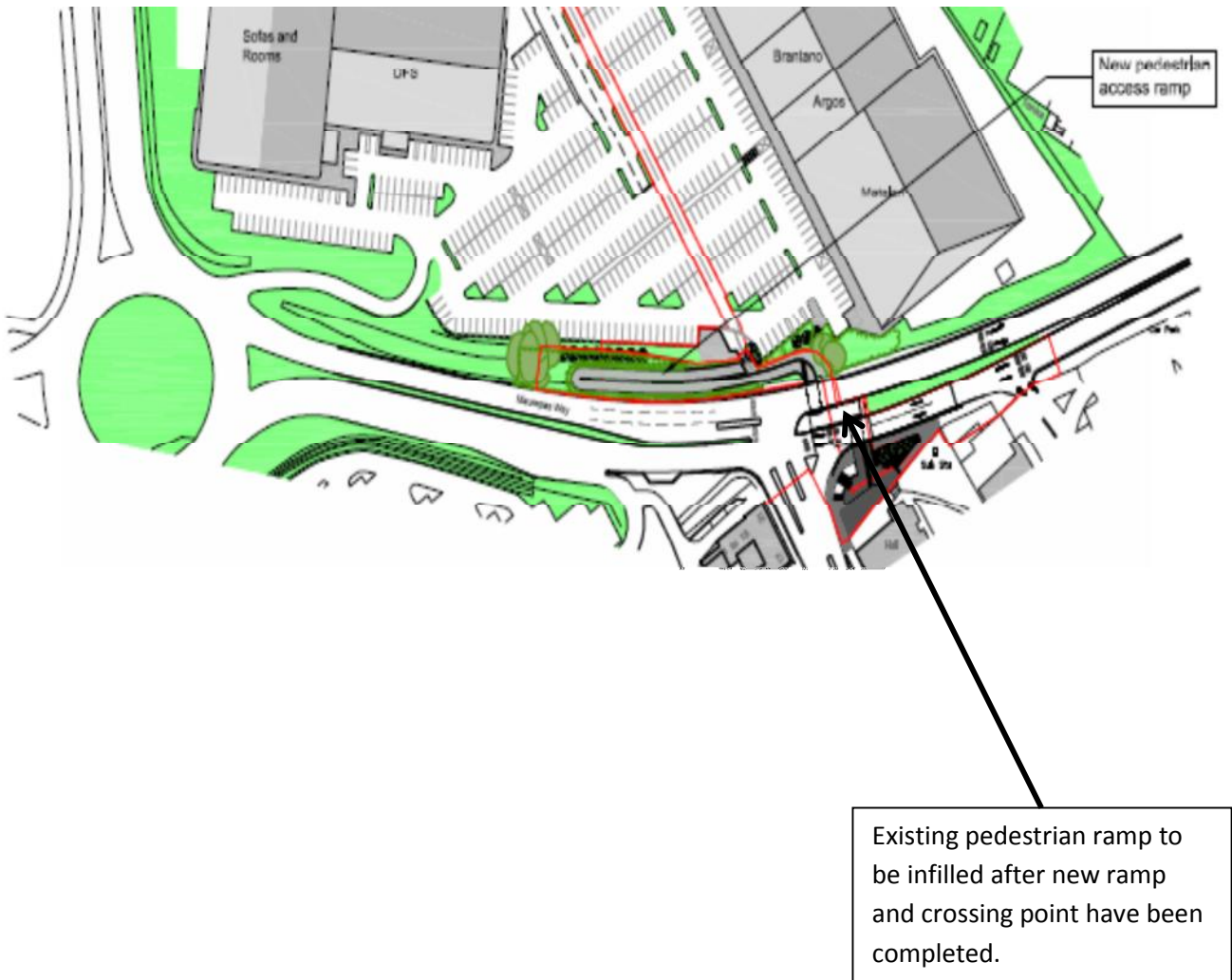
Proposed site of temporary ramp for pedestrians and cyclists.
(Details to be agreed with owners of Retail Park). See page 12
and 13 for location on plan.

Sequence of works for new pedestrian ramp.

1. Build temporary pedestrian ramp, as shown on preceding pages.
2. Remove lower branches of 1No fir tree, as indicated on page 14.
3. Divert pedestrians and cyclists onto temporary ramp. Close existing tarmac ramp.
4. Erect timber hoardings. Set up site office.
5. Set up wheel wash facility for construction vehicles.
6. Site clearance.
7. Commence new pedestrian crossing on Maurepas Way.
8. Sheet piling to engineers drawing.
9. Excavation to accommodate piling rig.
10. Install piles for foundations.
11. Form pile caps.
12. Erect structural steelwork (columns) using mobile craneage.
13. Land steel beams and make connections to columns. Form deck and handrails.
Finishes to ramp.
14. Form new concrete ramp to lower portion of ramp. Finishes to ramp.
15. Landscaping.
16. Remove site offices.
17. Remove hoardings and make good car park.
18. Complete new pedestrian crossing on Maurepas Way.
19. Open new pedestrian crossing on Maurepas Way along with new pedestrian ramp
(existing subway remains open).
20. Remove temporary ramp and replant the area.
21. Commence backfill of existing pedestrian ramp on East side of Maurepas Way.

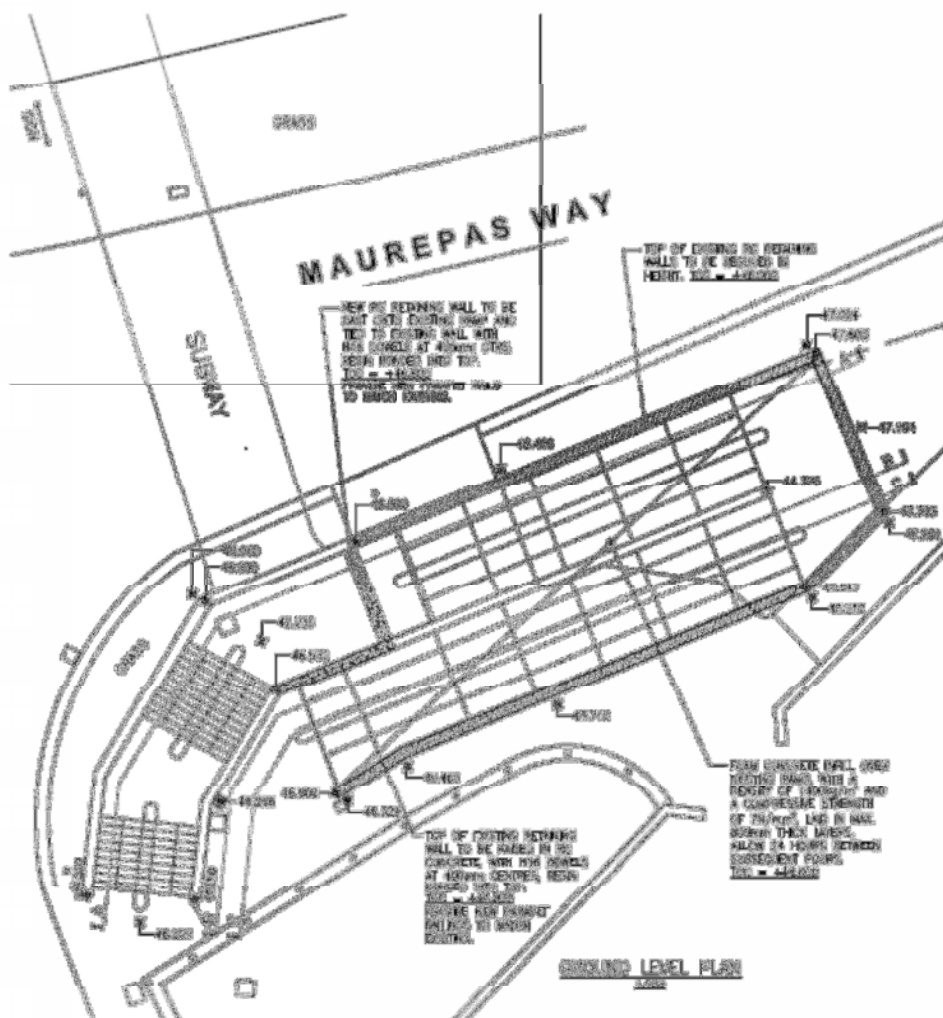
4. Method of Construction (continued);

- c) Infill of existing pedestrian ramp on Maurepas Way.



Ramp infill method;

1. Erect hoardings.
2. Provide diversion route for pedestrians.
3. Divert pedestrians from existing ramp. Keep existing subway open (via stairs only).
4. Form new reinforced concrete retaining walls.
5. Infill old ramp using foam concrete.
6. Cut down existing concrete walls to 46.00m
7. Place fill, lay tarmac and tactile paving to new crossing. Take down hoardings.
8. Divert pedestrians onto new crossing.
9. Make good footpath.



4. Method of Construction (continued);

d) Section 278 roadworks.

See separate document for detailed phasing plans (JH S278 Phasing Rev E)

The Construction mobilisation period will be used to mobilise sub-contractors and hold pre-start meetings with the Project Team and the Highway Authority (Hants County Council).

We will also use the mobilisation period to hold coordination meetings with the Statutory Authorities and Consultants to inform them of the S278 programme.

We will coordinate with Messrs GKA to ensure that notices are issued to the local community advising them of the start date and duration of the road works. Any notices issued will contain our contact details for members of the public.

The works will commence with a pre start meeting with all contractors attending to run through the Project Specific requirements which will include SSL Security, PPE, Shared Access, Phasing Plans, Craneage, Waste Management, Environmental Issues, Programme and Programme Sequencing of works, and the impact of the works with the neighbours.

Waste:

It is the project aspiration to reduce the waste generation. Any off site manufacturing processes that can be used will be, and waste will be designed out when possible. We will also employ a waste management company who will manage any onsite waste. Our company target is to divert at least 98% of our waste from landfill.

Any hazardous waste found on site will be identified, logged and taken off site to the appropriate licensed tip. Only Contractors with the appropriate license will be allowed to remove the hazardous material off site.

Notification of hazardous material found on site will be carried out and the appropriate environmental office informed. The area will be cordoned off from non-licensed operatives. Only operatives with permits will be permitted into the area.

PPE:

The site will implement the Sainsbury's "Dressed for service" PPE policy. All site personnel and visitors will wear Sainsbury's PPE, including vest with the "environmental" message along with their CSCS card displayed in the viewer on the RHS of the vest. Sainsbury's hard hat with logo, gloves, boots, glasses and ear plugs will be compulsory.

Health + Safety Management:

Active encouragement with the supply chain supervision will be promoted, incentives to drive accident free working and near miss reporting will be the norm.

We want to bring the health and safety message back to the front of everyone's mind on the project.

New media for getting the message across will be installed and welfare provision will be set at a very high level, the site will live our health and safety values!

Temporary Works:

Before work commences on site, Temporary Safety walkways and Cycle Routes will be agreed and put in place using mass barriers and safety lighting where applicable before any construction work commences, these will be clearly signposted along with any safety advice notices.

Notices will be erected of pending carriageway works along the existing road; these will be in the format of low level information boards.

We plan to control the site vehicles when entering and leaving the site by a traffic management scheme which will allow site traffic to enter the flow of traffic without causing disruption.

Logistics will be managed on a daily basis. Deliveries will be via Aston Road and Aysgarth Rd and will be signed in at the security checkpoint adjacent to the access gates with instructions to ensure all delivery drivers turn their engines off when parked up.

A banksman will assist with all vehicles turning on and off site where appropriate.

All delivery companies and drivers will be fully briefed on the delivery plan for this project. To ensure good relations are upheld with the local neighbor's adjacent to the site, we will ensure all deliveries are scheduled and controlled within the working hours of the site. Please refer to our outline site logistic plan enclosed.

A comprehensive traffic management scheme will be agreed and then implemented to ensure any disruption is kept to the minimum.

When all the above is in place a safety hoarding will be erected around the construction area with security gates for vehicles and personnel.

Where carriageway works are likely to cause too much disruption, this work will be carried out at night with noise monitoring so that action can be taken when noisy activities start to rise.

A dedicated person on site will be appointed as the noise and environment champion and his purpose is to monitor, record and take action when required to make sure all activities are environmentally compliant.

Weekly meetings will be held with the sub-Contractors and suppliers where applicable to monitor progress on site and to plan any actions necessary to keep the works running to programme and to keep all informed of any changes required.

Traffic Management will be agreed and implemented before any of the highways work commences, again a dedicated Manager will be appointed for the implementation and control of the Traffic Management.

The Dedicated Traffic Manager will liaise with the highway authority to make sure the work is notified and that their Inspector is aware of the programme.

The Dedicated Traffic Manager will also ensure that pre-work safety inspections are carried out daily before work commences on the highway and that back-up lights and equipment are on standby should any plant fail.

Where some of the works are to be carried out on the highway at night, a manager will be engaged to manage all aspects of the work which will include the signing off of each night's pre-work safety inspections before the go ahead is given for work to commence.

A handover meeting will be carried out between the day and night managers to ensure the smooth running of works and to arrange for plant and equipment to be put in place ready for the next night's works.

4. Method of Construction (cont)

e) Store.

1. Erect hoardings and site set up as page 9.
2. Construct piling platform.
3. Install pre cast driven piles. Estimated duration 3.5 weeks.
4. Excavations for drainage and foundations.
5. Form pile caps and ground beams.
6. Capping layer for car park.
7. Place and compact type 1 stone to car park.
8. Lay first layer of tarmac to car park.
9. Erect steel frame using mobile cranes.
10. Form suspended slab at sales floor level. Form service yard slab.
11. Commence M&E first fix.
12. Roofing, cladding, glazing.
13. Rain water pipes and internal drainage.
14. Internal partitions.
15. Commence internal fit out.
16. M&E second fix.
17. Decorations.
18. Lay final layers of tarmac to car park and entry road. Roadmarkings & signage.
19. External finishes and landscaping.
20. Demobilisation of site offices and handover to client.

The estimated duration for the construction of the store is 34 weeks.

4. Method of Construction (cont);

f) Petrol Filling Station.

The PFS can be commenced once the existing waste recycling centre has closed and Sainsburys have been confirmed as the landowners.

The construction of the PFS is expected to take approximately 15-18 weeks and will be phased to coincide with the launch date of the store, unless advised otherwise by our client.

The construction is likely to be undertaken by a separate PFS contractor who will erect temporary hoardings to segregate their works from the public, provide wheel washing facilities to prevent soil from being left on the highway and security to prevent unauthorised access to the site.

The installation of the fuel tanks below ground is likely to need dewatering of the ground and this would be carried out using a system of pumps and settlement tanks with the discharge into the existing storm water system to be agreed with Southern Water and HBC.

All waste material removed from site would be taken to licensed tips with waste transfer notes being provided for each consignment. Ground investigation surveys will be consulted to establish the nature of the soil to be removed.

Removal of the trees which form the existing buffer zone between the recycling centre and Aston Road would be carried out by qualified landscaping contractors and with advice from our landscaping consultants, Messrs Arthur Amos Associates.

The existing concrete ground slab would be broken out using hydraulic breakers attached to excavators with dust suppression provided by use of sprayed water whenever necessary.

Daily noise monitoring would be carried out around the site and adjacent to local businesses and the residents on the old Hambledon Rd. Records would be kept and action taken in accordance with HSE guidelines for first and second action levels.

Work would be restricted to the hours stated in the LPA decision notice.

A full and detailed method statement will be provided by the PFS specialist contractor.

