CONSTRUCTION METHOD STATEMENT

FOR

108 Halmer Gate, Spalding, PE11 2EL

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Construction Methodology

The development of this site involves the demolition, site clearance and construction using traditional methods. All works have been the subject of strict controls from a health and safety point of view in accord with relevant legislation and recognised standard practices etc.

No physical works will be allowed to commence on site until any necessary Tree Protection and has been established. This work will follow completion of any required felling/pruning works.

Working Hours

Working hours will be restricted to those dictated by the planning department in order to minimise the impact upon the neighbourhood. Working hours would be generally restricted to:

7.30am to 6.00pm weekdays
8.00am to 1.00pm Saturdays

Noise Control

Wherever possible noisier operations will be restricted to more sociable hours i.e. 09:00 onwards but this cannot be guaranteed. All plant and equipment used on the project will be of the silenced variety so that emissions are minimal anyway.

Parking during Construction

Limited parking will be available on site at the discretion of the Site Manager. All trades will be notified of the available parking around the site and this will form part of the 'order' placement and the 'on site' induction process. LPC will periodically monitor the parking to ensure that the specific requirements are being adhered to. Should there be a requirement for any special parking arrangements i.e. disabled parking then this will be dealt with in an 'as required' manner.

This will enable:

- Delivery vehicles to safely enter the site and manoeuvre so they can leave site in a forward gear.
- Secure areas to be formed for the site accommodation and storage of materials.
- Help reduce and mitigate the migration of spoil and mud getting onto the highway from the site.

Delivery & Storage of Materials

Materials will be delivered to site so that they are received both in sufficient time for when needed to be incorporated into the works but not too far in advance to ensure that designated storage areas on the site can cope with the relevant quantities involved. Deliveries are highly likely to be by lorries and large vans which will enter onto the site for offloading by forklift or other mechanical means.

Material storage areas will be provided of suitable size to accommodate each stage of the construction process i.e. substructure, superstructure, internal fit-out. During the

sub/superstructure phases more space will be required for materials than parking, towards completion the reverse will apply.

Construction of the new entrance road to basecourse level will be completed as soon as possible. This will then allow all vehicles to 3 point turn on hard-standing within the site confines and ensure that no vehicles will have to be reversed into or out of the site.

Consideration must be given to residents at the entrance of the site. A holding area will be created at the site gates and before site welfare so that vehicles are not held on this road and inconveniencing the neighbours.

Site Handling, Management, Reprocessing & Disposal of Waste

- The waste will be stored responsibly in suitable containers, mainly skips
- Where possible, site segregation will take place as the wastes are generated
- Any plasterboard will kept dry and separate either in designated skips or 1 ton bags
- Where possible and if required hardcore and soils will be crushed/screened to be reused on the site

Site Accommodation

At this stage it is anticipated that the site accommodation will be contained within a series of portable/mobile units and will comprise a main site office, canteen/messing facilities for site personnel, storage container and toilet block. The accommodation will be stacked on top of one another to maximise space and will be set in a strategic position within the site compound. The position will ensure that operative / pedestrians can enter the fenced office “compound” without having to cross traffic / plant movement routes. Access onto the live site area will also be demarcated and fenced as required to segregate pedestrians and plant and vehicles

Construction Period

At this stage it is anticipated that the period for contract period for the building works will be in the region of 72 weeks.

Method of Construction

The construction of the development will be traditional i.e. strip foundations, masonry walls, pre-cast concrete stairs and floors with screed finish pitched roofs using prefabricated roof trusses covered with a roof tiles. Internal walls and ceilings will be plasterboard.

The construction will use a pedestrian operated tower crane for the lifting of pre-cast concrete stairs and slabs, roof trusses and other large components.

Other machinery to be used will be a forklift for offloading deliveries and movement of materials around the site.

Ground & Soil Investigation

Geo-Investigate Phase 2 Intrusive Site Investigation Report considers the ground ‘fit for purpose in the context of the proposed residential end-use and no remedial works will be required…Analysis of the ground conditions at the site and an assessment of the potential

pathways have confirmed that the ground is uncontaminated and therefore poses no significant risk to identified receptors'.

Access for Construction

Access for construction of the works will be from Halmer Gate. The site will be fully secured and fenced for the full duration of the construction period with appropriate safety notices placed in conspicuous locations.

All materials will be procured in good time to allow loads as full as possible to be arranged to reduce the total number of traffic movements to and from the site.

Adopt best practice policies in respect of air (dust) pollution arising from site activities.

The biggest issue that causes dust on site is mud. Mud on tyres, mud on boots, mud everywhere! When the mud dries out it becomes dust. This is particularly bad at the commencement of the project.

As a company we start all projects with the same initial operation – laying tarmac as quick as possible so as not to be standing on mud. On completion of the demolition works we will commence with levelling the car park area and then laying the 'base course' tarmac so that all deliveries and other vehicles arriving at site will drive onto tarmac and drive back out on tarmac and thus mitigating as much as possible the chances of mud being taken out onto Halmer Gate and the surrounding roads.

At the end of the ground work phase the site should have had tarmac fully placed up to base course alleviating the need for wheel washing. This approach drastically reduces the level of dust throughout the project.

It also helps dramatically with relationships with the local residence as the site remains contained within the site enclosures. Not only is the dust drastically reduced within the site boundary it is virtually eliminated outside of the site boundary.

Once we have controlled the dust from the mud issue outside of the structure we then have to tackle dust from the building works to the structure and from within.

The main causes of dust during the superstructure phase are from brick / block cutting equipment and from surplus waste mortar drying out.

To suppress the dust from cutting equipment we use a properly guarded brick cutter that is fed with water suppression. All masonry is then cut at the same place on the floor and dust is eliminated. At the end of each shift the area is cleared of debris.

As soon as each shift of bricklaying is complete the worked area is completely cleared of all debris and surplus mortar to prevent drying out and turning to dust.

As the job continues the importance of dust suppression on the inside of the building becomes paramount for site welfare. This is controlled by site labourers clearing the site daily of all waste to the re-cycling area and maintaining the cleanliness of the site. The site is brushed up each day removing all dust from the working areas.

One of the greater generators of dust is dried out plaster materials that have not been cleared away. It is a stipulation of the sub-contract order that all waste materials are cleared away after completion of each room and left clean and tidy.

The cutting of timber at all stages of the project can also be a dust generator. The measures taken to eliminate as much dust as possible are:-

- keeping all cutting to one area
- using guards to prevent dust being distributed over a large area
- plus the golden rule of clearing up the debris at the end of the operation

In addition to the above best practice procedures the use of dust sheets will be used to keep dust to the work area. During periods of dry weather the work areas will be dampened down to prevent the spread of dust.

The procedures for the control of dust are to be kept on the wall within the canteen and site office and all operatives to site are to be instructed on the procedures during the site induction from the site manager.

Water Pollution

The site will adopt best practice procedures in relation to minimising impact as outlined in the following documents:-

PPG1 – General guide to prevention of pollution.

PPG 5 – Works in, near or liable to affect water courses.

PPG 6 – Works at demolition and construction sites.