

Construction Method Statement

The logo for ISG, consisting of the letters 'ISG' in a white, sans-serif font on a black square background.

Project name	Whitefield Community fire station
Project address	Bury New Rd, Whitefield, Manchester M45 7SY
Client name	Greater Manchester Combined Authority

1. Project details	
Brief description of project	
The site is Whitefield Community fire station, Bury New Rd, Whitefield, Manchester M45 7SY. The site includes the existing fire station building, training tower and outbuilding as well as the surrounding training yard and areas of soft and hard landscaping around the perimeter of the site. This project comprises of the formation of a new temporary fire station and appliance bay followed by the demolition of the existing three bay fire station including training tower and removal of existing hard standings. The site will see the construction of a new station incorporating a single appliance bay, meeting, rest and welfare provisions. 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	May 2024
Planned completion date	Dec 2025

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2. Project team details and organisation

Professional team

Client	Greater Manchester Combined Authority
Name	Iain Gammack - Employers Agent & PM

Principal Designer	David Trowler Associates
Name	David Trowler

Contractor	ISG
Name	M Wilks

Architect	Bradshaw Gass and Hope
Name	Steve Thomas

M&E consultant	Harley Hadldow
Name	Ian Chalk

Structural engineer	Bradshaw Gass And Hope
Name	Brendan Howarth

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, the additional controls will also be in place for the duration of the build;

- 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 gates directly leading onto Bury New Road
- Road Clean/Wheel wash on exit to keep roads clean during bulk excavation works.
- All HGV movements will be planned and managed to avoid waiting outside of the site or within the residential estate nearby.
- Separate entrances will be set up for pedestrian and construction vehicle traffics 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.
- Materials will be off loaded on site and stored on suitable hard standing.
- 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 bye.
- 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.
- Prior to commencement the local authority will be invited to carry out a joint dilapidation survey of the existing highways adjacent to the site access/egress to record the condition of the highway, street furniture, foot paths and kerbing prior to works being undertaken, in or around the site boundary.
- Access to the rear area of the site to construct the new temporary fire station and for us by the fire authority thereafter will be via the existing bell mouth, which over the course of the enabling works will be widened. This work will be carried out under a section 50 notice. On completion the foot path will be fully reinstated as per the agreed plans.
- To the front of the site during the main works we will be utilizing the existing turn out apron currently used by the fire service for their appliance access. No alteration to the currant highway or foot paths will be required.
- Vehicles limited to Rigid only – no articulated loads
- At peak We would expect to see 10-15 deliveries a day during site clearance/demolition, dropping to approx. 5 as an average during the main construction period.

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 combination of new and existing perimeter fence/Hoarding.

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 Area around site comprises mainly of residential properties, with a supermarket, gym and shopping precinct located further along Bury New Road.
Access restrictions	Deliveries will be managed and timed so as not to cause congestion or general nuisance on or around site. The existing access to the site will be utilized for all deliveries. No temporary works will be required to form vehicle access routes. Hoarding lines will be set back from the main carriage way and will be managed via banksman at all times. The existing foot path will be maintained clear for the duration of the main works. A specific method statement will be produced and submitted for approval to cover the works associated with highways and the development of the new turn out apron and alterations to the existing foot path.
Noise/Dust and vibration	Site will be constantly monitored from and environmental impact including noise assessments and vibration monitoring. During high level demolition of the training tower, sheeted scaffolding will be utilized to minimize dust and debris spreading to adjacent properties.
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 combined 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

The site has limited opportunity for parking. The strategy for operative and visitors parking will be to utilise the local off street parking provision of the Lilly Hill Street carpark, the carpark has circa 50 spaces to accommodate the 25-30 operative anticipated to attend site at peak. Car sharing will be encouraged as well as cycling and use of public transport, utilizing the local bus and tram networks adjacent to the site.



8. Neighbourhood engagement

A community engagement plan will be developed for the project identifying key community group/Residential and neighbourhood groups. We will continue the engagement currently carried out by the existing facility in updating and keeping residents and local businesses informed of the project and any activates likely to impact on their day to day.

An open-door policy will be set up and encouraged throughout the lifetime of the project encouraging neighbours and local resident 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 to 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 prior to the works commencing and on a monthly basis 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 can not 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.

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.

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.

Through out the duration of the project the site team will carry out regular sound level Monitoring at the site boundary to ensure that 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

The site is located within its own grounds there are no water ways or areas of significant ecological value. Surveys will be carried out to establish the presence of endangered and protected species within or around the area and site and Suitable precautions will be implemented based on the results of these surveys.

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.

Noise;

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;

Demolition will be carried out utilizing water suppression to dampen down the activity and restrict dust to resulting from the work to become air born.

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 deal with dust and debris being trafficked onto adjacent roads from site during heavily traffic periods.

All waste vehicles leaving site will be covered.

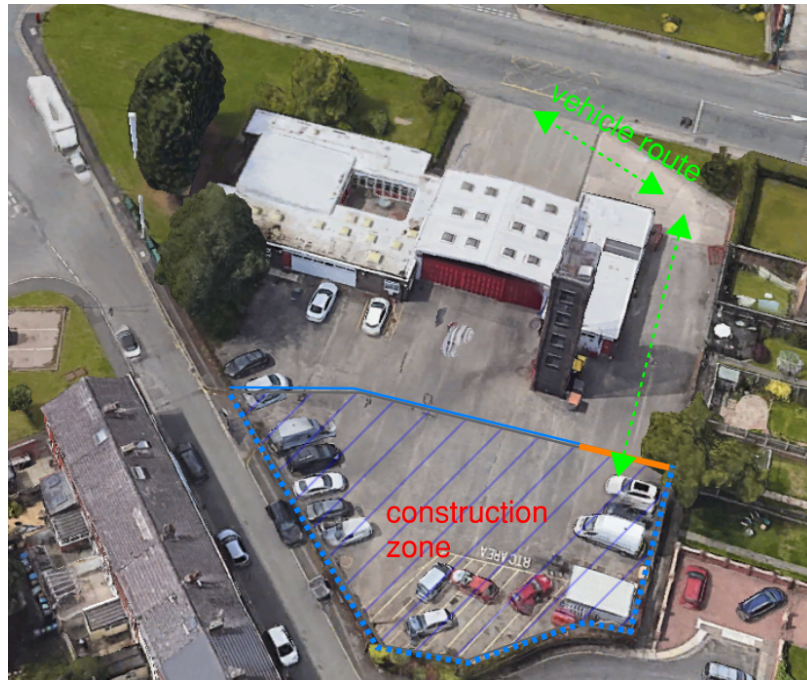
Vibration;

On site monitoring will be set up to the perimeter of the site to ensure adjacent properties are protected for excessive vibration. Less intrusive methods of ground improvement will also be investigated during the design stage.

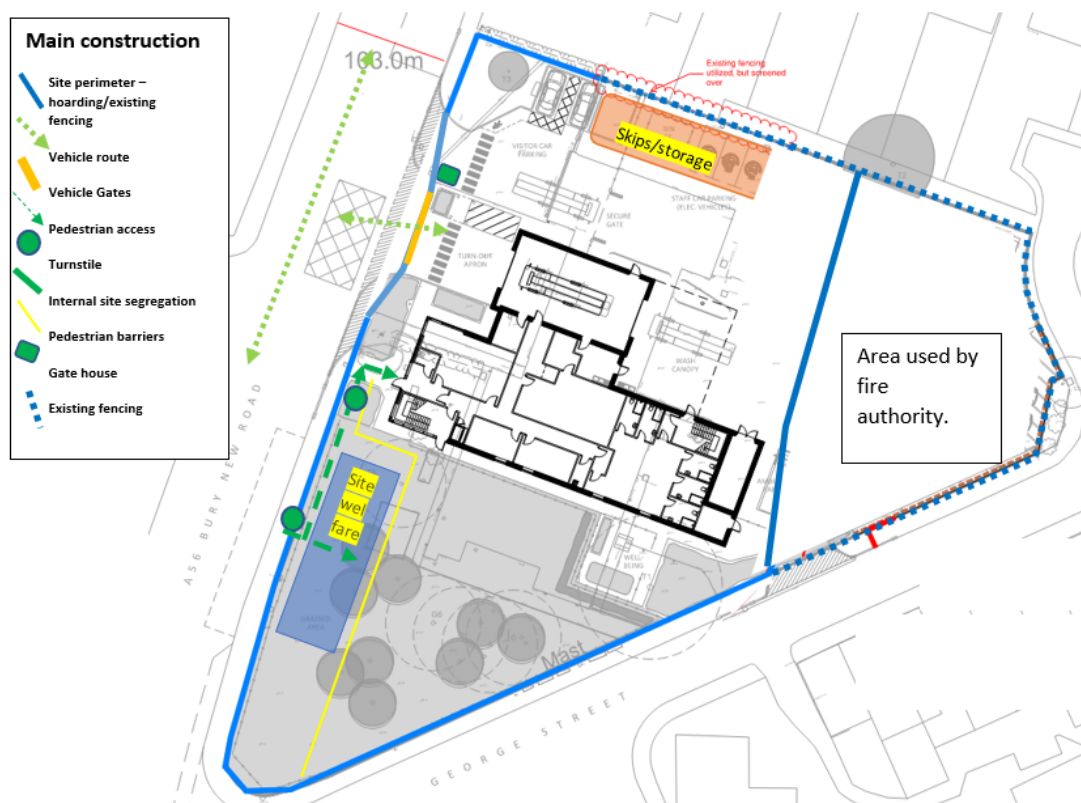
Appendices

A Site layout plan / traffic management plan.

Enabling works - Formation of new temporary fire station



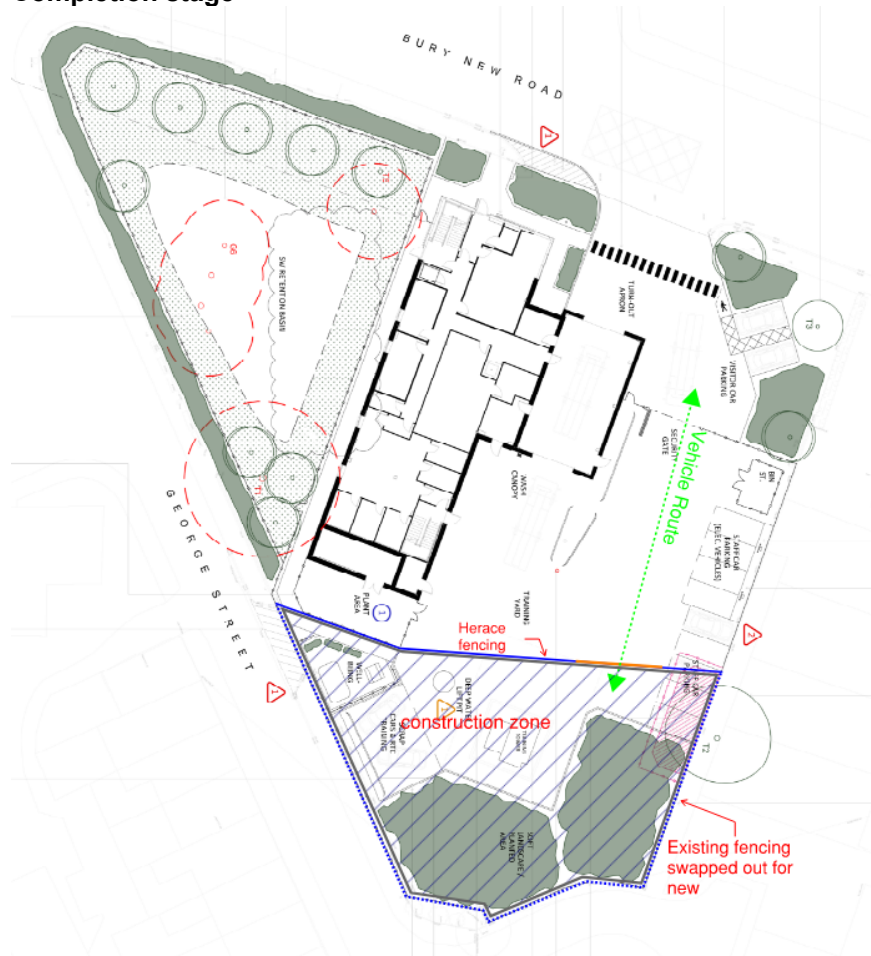
Demolition & Construction Stage



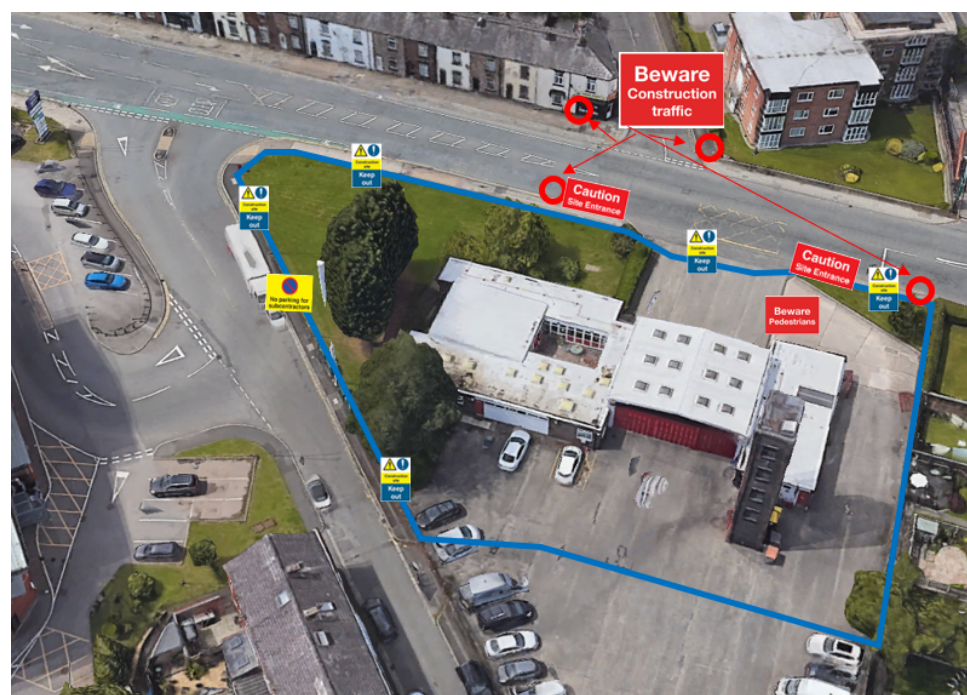
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Completion stage



Site signage – as a minimum we would follow the principles set out below in terms of site warning signage as a minimum.



Hoarding splay – Bury New road

