

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	Millwood School (SEND)
Project address	Millwood School, School Street, Radcliffe, M26 3BW Gtr Manchester
Client name	Bury Metropolitan Borough Council

1. Project details

Brief description of project

The site is Millwood School, School Street Radcliffe, Manchester M26 3BW.

The site sits within the grounds of an existing School building (Named as Millwood School),
The existing school is currently occupied throughout the day and occasional weekend,
the immediate surrounding area to the existing school is a soft play along with a playing field which are secured by a anti climb perimeter fence line.
The local area to the south of the site is a mix of Residential dwellings, commercial business.

The main construction will see ground improvements to existing mine workings as per the above, with further vibro improvements carried out as part of the groundwork strategy

This project comprises of ground improvement works to existing mine workings with further vibro compaction improvements to the building's foundations.

a new single storey SEND School to include a drainage System, Concrete Raft, steel frame Structure the façade will be a mixture of Brick and, cladding and curtain walling, the internal area will include the addition of 7 new classrooms, a multi-purpose hall and supporting ancillary accommodation and an additional 19 car parking spaces. These new classrooms will be accommodated within a new single-storey classroom 'block' on the same site as the existing school.

The perimeter to the new build will incorporate soft play areas, Footpath, air source heat pump enclosure.

The Internal floor area will be 1379m2.

Site operating times.

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

9am-2pm Saturday

There will be occasions where a limited amount of 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.	July 2024
Planned completion date	July 2025

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2. Project team details and organisation

Professional team

Client	Bury Council
Name	Samantha Horrocks and Ruth Vincent-Mercer
Email	S.J.Horrocks@bury.gov.uk
	r.vincent@bury.gov.uk

Principle Designer	BGH
Name	Stephen Walton
Email	s.walton@bghbolton.co.uk

Contractor	ISG
Name	M Wilks
Email	Mick.wilks@isgltd.com

Architect	Bradshaw Gass and Hope
Name	Andrew Ruaux
Email	a.ruaux@bghbolton.co.uk

M&E consultant	Ridge Consulting
Name	Simon Thurstan
Email	Simonthurstan@ridge.co.uk

Structural engineer	Bradshaw Gass And Hope
Name	Brendan Howarth
Email	B.Howarth@bghbolton.co.uk

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 School Street
- Road Clean/Wheel wash on exit to keep roads clean during bulk excavation.
- 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 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 to the site and will have to be felled or trimmed back to allow for the new building or to minimize damage caused to them during the work.
- 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 location clearly visible to both passers-by and CCTV.
- 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 LA Highways Dept will be invited to conduct a joint dilapidation survey of the existing highways adjacent to the site access/egress.

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 of residential properties, with a supermarket, Bus Terminal, and shopping area into the town centre
Access restrictions	Deliveries will be managed and timed so as not to cause congestion or general nuisance on or around site. No deliveries between the time of 8:30 to 9:20 2:45 to 3:30pm (this is subject to change around the school) The existing access will be adapted and utilized for all deliveries. There may be a requirement to extend the original Vehicle access point for larger Vehicles to allow access to and from site. Hoarding lines and gates will be set back from the main carriage way and will be managed via banksman during operating hours. The existing foot path will be maintained and 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 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 particularly during vibro compaction works. Adjacent properties are more than 20m of the proposed work faces so impact on neighbours is expected to be minimal.
Excavations	Will be protected throughout the duration of the works by way of fixed steel barriers along with associated signage highlighting no unauthorised access to prevent both unauthorised and accidental access to those involved in the work, Including visiting or trespassers 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 managed 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 removed from site utilizing a registered waste carrier and disposed of at a licenced Facility.

Spill Procedure (See appendix B)

All sites must maintain suitable **spillage kit(s) appropriate to the type and volume of hazardous substances** on site. **Check trade contractor RAMS for specific hazards**. Equipment should include:

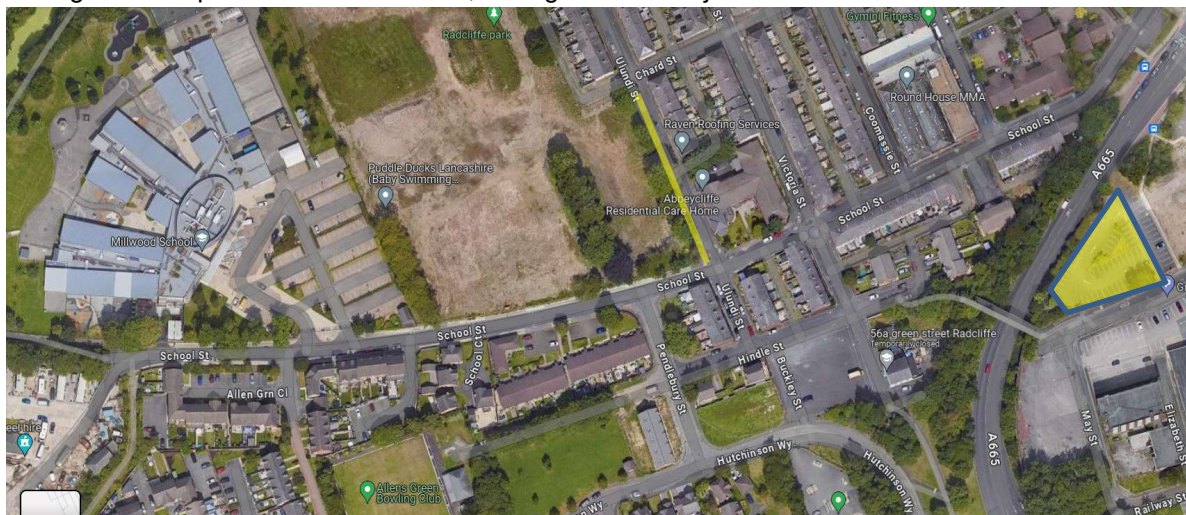
- instructions / directions on safe and appropriate use
- emergency PPE e.g., rubber gloves, goggles, face mask etc.
- oil booms when working close to water (4 minimum)
- oil absorbent rolls or pads (2 rolls minimum)
- oil absorbent granules or wood chippings (note – the wood chippings are specially treated and untreated chippings will not work effectively – 5 bags minimum)
- chemical absorbent pads/rolls – note these may absorb water (10 pads minimum)
- supply of sand

Hazibags / secure containment for used spill equipment.

Project emergency references		
Contact	Name	Contact number
Health & Safety Executive	HSE, Redgrave Court, Merton Road, Bootle, L20 7HS	Fatal and Specified Injuries only 0845 300 9923
Environment Agency	Regional Office – PO Box 12, Richard Fairclough house, Knutsford Road, Latchford, Warrington, Cheshire WA4 1HT.	0370 8506506
Environmental Clean-up	Cleansing services group	0800 011 6600
Police	GMP	999 for emergencies only 101 for all other enquiries
Fire	GMFRS	999
Hospital	Fairfield General Hospital, Rochdale Old Road, Bury, BL9 7TD.	0161 624 0420

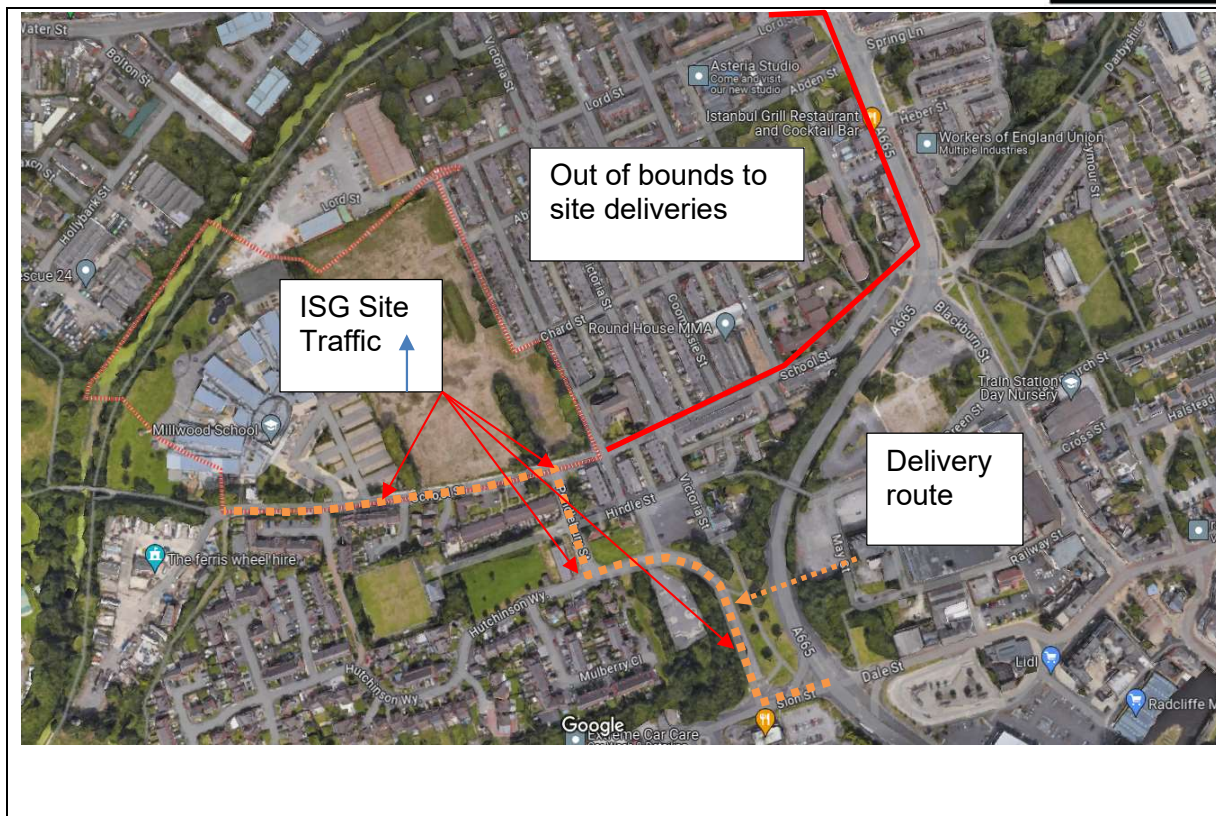
7. Parking

The site has limited opportunity for parking. The strategy for operative and visitors parking will be to use the local car park on May Street and Ulundi Street highlighted in yellow on the drawing below. Storage and drop off will remain on site, throughout the Project.



Traffic Plan

Site Traffic and deliveries will access the site using the following route
 Arrive at the A665 turn on to Sion Street, immediate right into Hutchinson way , follow the road to Pendlebury Street , upon arriving at the T Junction turn left onto school street , past the school gates 1 and 2 and arrive at gate 3 which will be highlighted as the ISG 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 conducted 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 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 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.

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.

Throughout the duration of the project the site team will conduct regular sound level Monitoring at the site boundary to ensure that that the works are not exceeding reasonable levels causing nuisance to the 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 conducted in accordance with company procedures.

10. Environmental management

10.1 Environmental aspects and impacts

The site is located within its own grounds there are water ways and areas of significant ecological value. Surveys will be conducted 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.

Arbocultural

Prior to any Arbocultural works commencing the existing trees within the site boundary will be protected.

As works within the grounds are conducted, 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.

Traffic and noise

Delivery vehicles/LGVs to be no larger than a Rigid, Articulated Vehicles will not be accepted.

We will commence with the Reduced level dig, and the forming of the haul road during the enabling period ,as the haul road is being formed we will proceed to Tarmac the haul road, upon arriving at the new build formation the spoil remain on site and will then be used as a bund whilst the Grouting works proceed, upon completion of the grouting we will proceed to remove the remaining spoil from site 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.

Noisy operations will be restricted to the agreed working hrs along with alternative Construction 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.

Dust.

Tasks that generate dust will be risk assessed with an extract or suppression plan in place i.e., damping down using water, extract with vacuums (local exhaust ventilation)

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.

Importation of Material (inc Frequency rate)

Due to the constraints of the site the importing of all material will be managed by a booking in system 24hrs in advance of arriving on site, the material will be dropped at the hard standing and then imported via site plant.

The highest turnaround of vehicles will be during the bulk excavation which has a turnaround time of 20mins per Vehicle with an expected 12-13 vehicle movements during this period from the hrs of 0800 to 1730 school traffic times have been included.

Exporting of Materials (Spoil)

The removal of site spoil/bulk excavation will commence with the Haul Road, due to the access restriction the materials will be removed on a wait and load basis, with stone being imported to form the haul road during this period.

The storage of the excess spoil from the building footprint will be stored to form a temporary bund during the Grouting works, the material will be packed and sealed to ensure the stockpile remains intact during this time, upon the grouting works coming to completion the excess spoil will be removed from site.

Drainage

There is a land drain within the Construction zone which currently sits at 450mm to invert level, our works have included to remove the system and to incorporate it, into the new build drainage system.

To date we have surveyed all local drainage systems, to the N.E.S.W of the site and found that the system connects to School Street, along with a Rainwater system that takes its course to the river Irwell, this will be reference in the site induction along with regular Toolbox talks.

If we do come across drainage that we are currently unaware we will cease works and survey our findings.

The Bury Bolton Canal

The immediate northern and western boundary of the school site comprises the Manchester, Bolton, and Bury Canal, which originally ran north from Salford to Prestolee where it split into two branches, to Bury or north-west Bolton. The canal is now 'derelict' and is under active restoration, though it is a recognised Site of Biological Importance (2017). The 'School Street Footbridge' is located at the western end of School Street, immediately outside the boundary of the site, and provides pedestrian access over the canal. The canal towpath runs behind the northern and western boundary of the school.

the Site perimeter (redline) Proposed new Classroom will not be breached or over sailed.

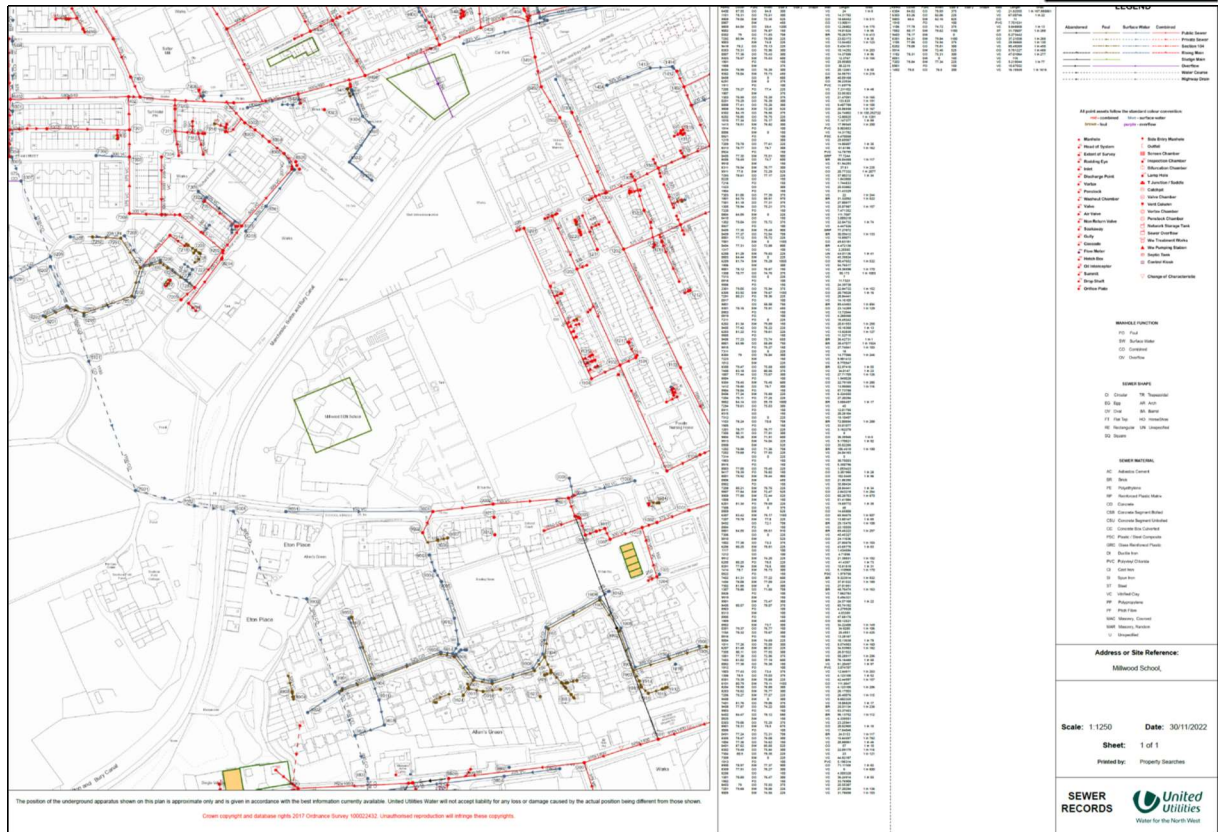
the current anti climb fence line is also netted from the North to the south of the site perimeter.

Site Surveys

Drainage see drawing below

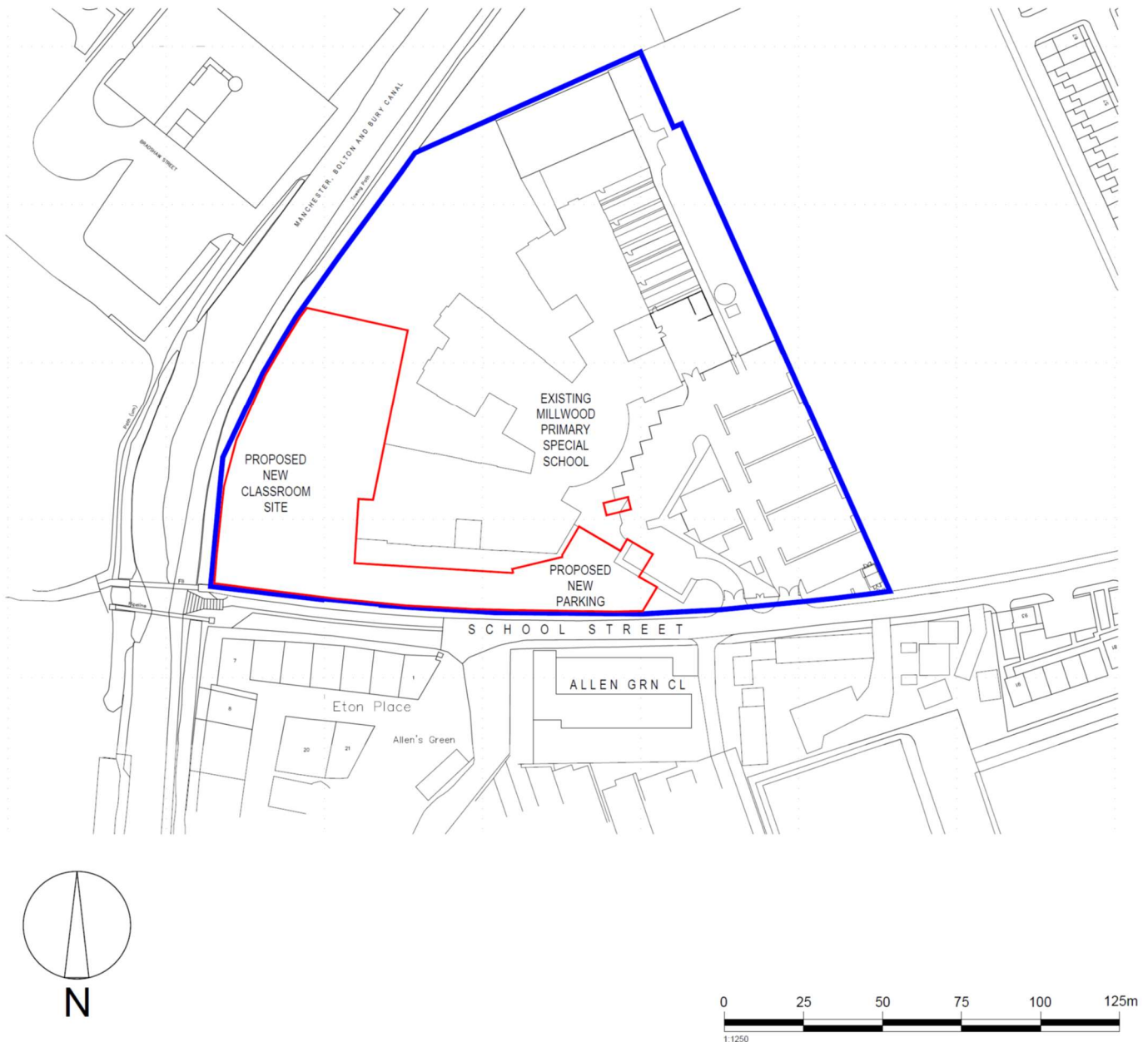
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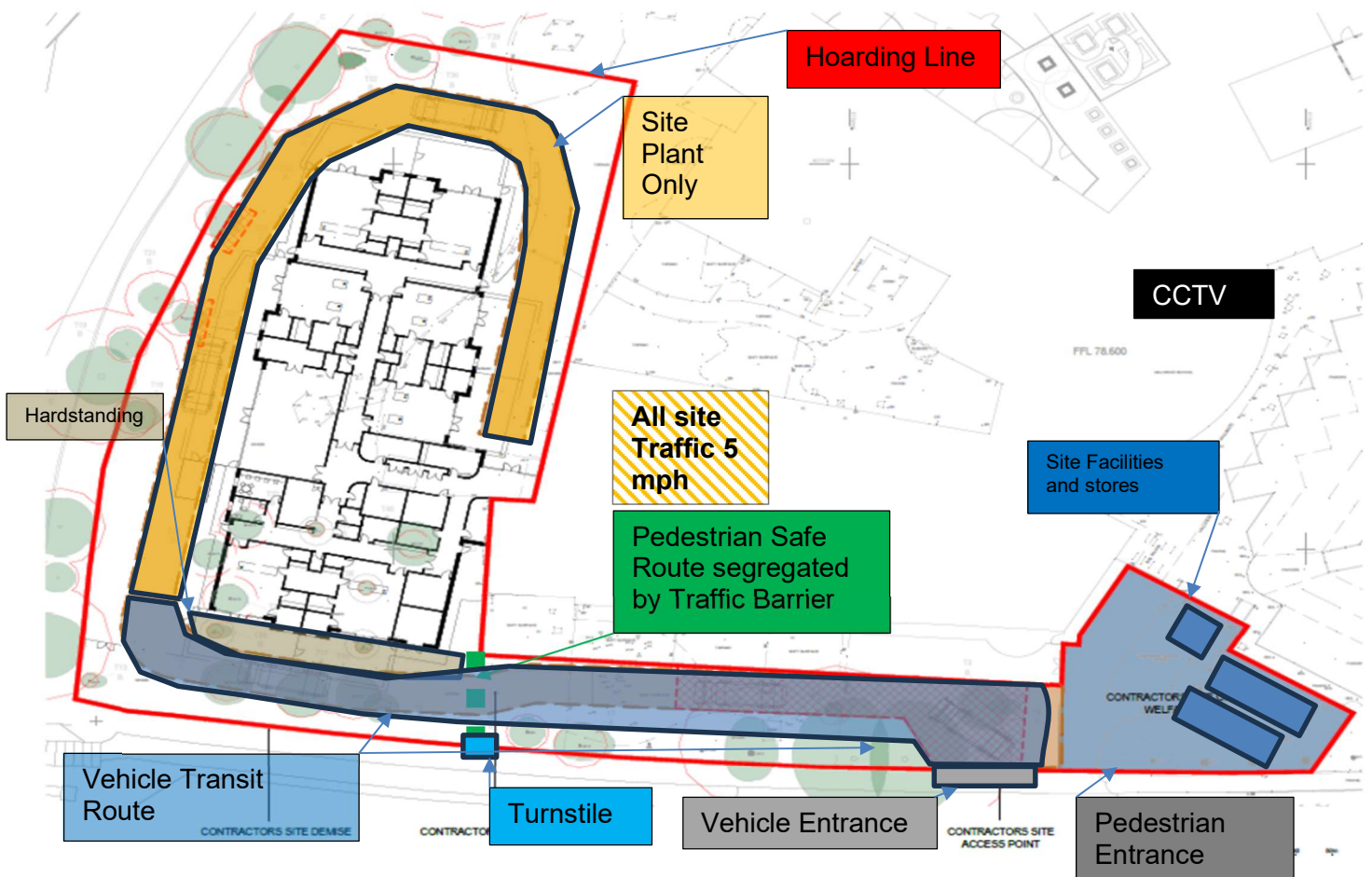
Appendices

A Site layout plan / traffic management plan.

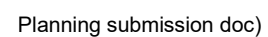


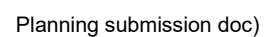


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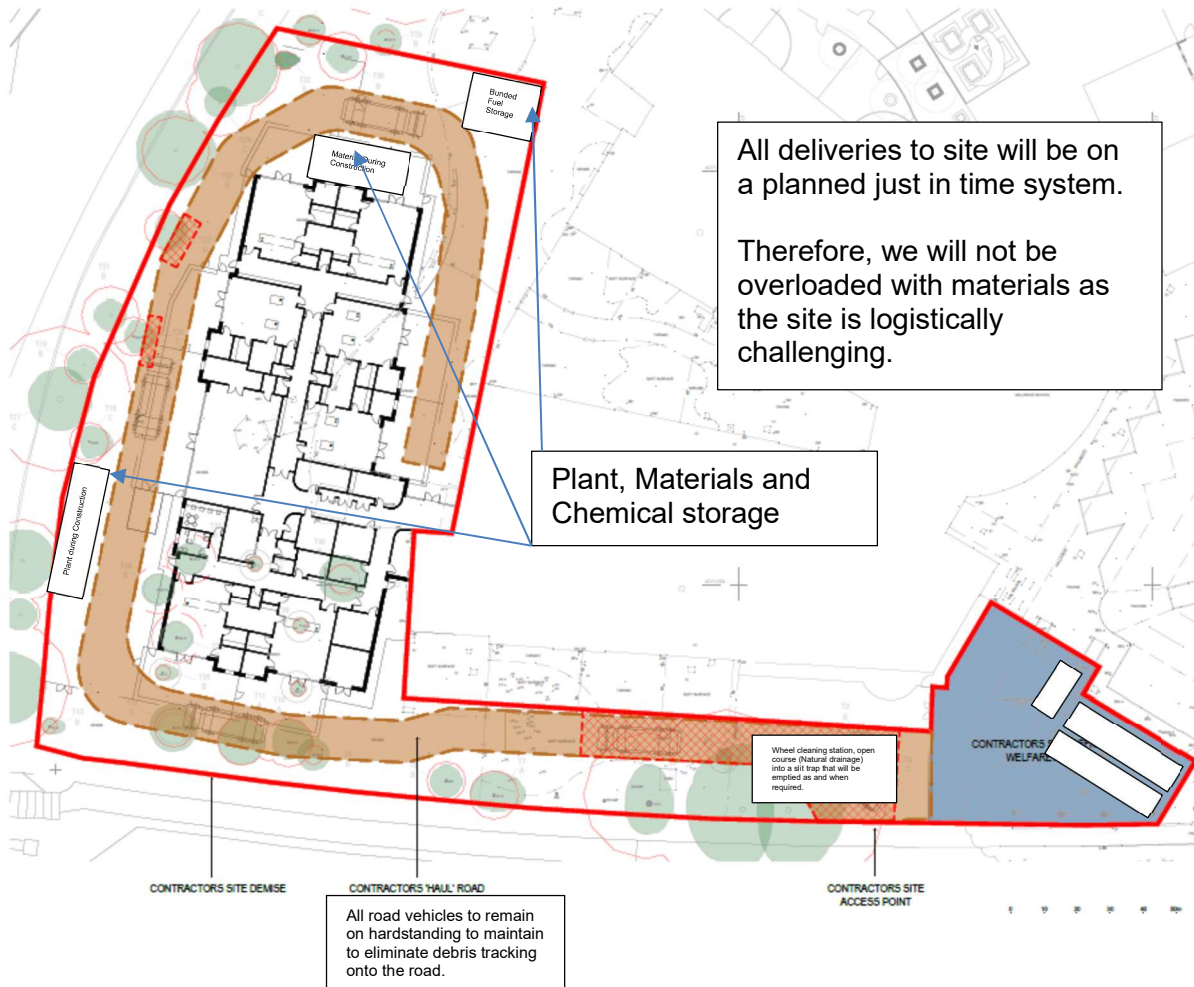
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Appendix A

Site signage – as a minimum we would follow the principles set out below in terms of site warning signage, we do have restrictions in place due to the nature of the works.



Appendix B Spill Procedure

