



CONSTRUCTION METHOD STATEMENT

&

EXIT PLAN

**Kingsmark Way
Goldthorpe**

THE SITE

The development comprises of a single parcel of land totaling 10.3 acres, which is rectangular in shape. The site is located off the Dearne Valley Parkway arterial road in the town of Goldthorpe and lies inbetween Barnsley (5 miles to the East), Doncaster (6 miles to the West) and Rotherham (6 miles to the South). Goldthorpe is a market town with a population of around 10,000 people. Amenities in the town include a railway station, supermarket, a high school, three primary schools, a leisure centre, a theatre, and a medical centre. Historically the area was a main coal mining centre, and this site forms the transport yard for the former Goldthorpe Colliery. The site lies next to the main former area of the colliery which has closed and re-developed for a scheme of 350 units by Avant Homes completed in 2018.

The development comprises of 119 plots with 107 plots of 3 and 4 beds for open market sales and 12 plots of 2 and 3 beds for the affordable accommodation.

All properties are to be constructed from Timber Frame with a masonry cladding.

SITE BOUNDARIES

The site is a rectangular shaped parcel of land that is currently being utilized as open land with existing residential properties, an allotment, industrial units and former railway line at the site boundaries. Kingsmark Way forms the eastern boundary and access to the site.

PROPOSED SEQUENCE OF WORKS

1. Hedge rows will be removed and hedgerows/trees to remain will be protected where required.
2. Create site entrance Kingsmark Way and undertake site clearance.
3. Strip and stockpile topsoil in sequence to afford surface water management and to protect the environment impact.
4. Cut to be undertaken to determine platform levels.
5. Commence with roads and sewers construction and engineering of ground.
6. Commence foundations.
7. Commence Superstructures
8. Complete superstructure and external works

Direction of Build as per Build Programme and the Direction of Build plan located in Appendix A.

The programme will be reviewed and kept up to date within the Construction Phase Plan by the Project Manager and Build manager copies will also be on display in the site offices.

Countryside Properties will take over the Principal Contractor role, from the Groundworks contractor, once enabling works are completed

All main duty holders are provided by internal personnel and departments:-

1. Client – Countryside Properties (uk) Ltd
2. Principal Designer – Countryside Properties – Mark Bray
3. Designers – Mark Bray & Design Team
4. PC – Andy Sanderson & Construction

HANDOVER SEQUENCE

As per build program / forecast

CONSTRUCTION METHODOLOGY

The site is part green field and part brownfield, a small amount of contamination is present which requires capping by a competent contractor. Cut and fill exercise will be required to trim the site to level and remove vegetation. Engineered material will be placed beneath the roads in the southern section of the site, where required.

Direction of Build as per Build Programme and the Direction of Build plan.

To enable super structure to commence all site roads and private driveways will have to be completed to base course to allow for siting of the crane for timber frame erection where crane cannot site on roads a CBR test regime will be in place and priced by contractor

Engineering

The site has one primary access from the existing Kingsmark way roundabout. The new site access will join the existing roundabout and this and the site infrastructure will be adopted through a Section 38 agreement.

Yorkshire water under Section 104 agreement have confirmed they will accept a surface water discharge into the existing surface water drainage system connecting at the south west boundary into the drainage provided by the adjacent development on Shafton gate.

All the proposed foul water from the development will connect into an existing foul sewer at the south west boundary into the drainage provided by the adjacent development on Shafton gate.

The proposed foundation solution for the development is a mixture of standard strip, trench fill and piling with heave precautions where required. All this will be detailed on a foundation zoning plan.

Final service designs are yet to be issued by Aptus. All POC's have been requested. All mains infrastructure has been provided to the site boundary as part of the adjacent development.

The estate road will be constructed in their entirety to enable the services to follow and build to meet handover rate.

The site compound will be sited on plots 15-25 along with storage, a oneway traffic system will be implemented where possible

SCAFFOLDING

Loading bay positions and construction of the haul roads if required to be costed and agreed and included in both the scaffold and the groundwork's package.

- 1 loading bay required on detached and semi- detached units.
- Suitable hop ups must be installed for roofers to access the roofers. These must be included on both reveals in one bay and must ensure the stop down/up distance is reduced to no more than 300-500mm where applicable.

The scaffolding contractor will design all scaffolding works including loading bays. No scaffolding works will be started on site before the designs have been approved by our Safety Department. Completion certificates are to be held on site, copies to be sent to commercial. We will utilize 1 loading bay per detached and pair of semis. Ground worker to ensure scaffolding base/loading bay base is provided (to be included in procurement)

Fall prevention is always to be chosen over fall protection, where the guard rails are removed for access or not installed due to risk assessment, then operatives must be clipped on using a harness for fall protection (the operative must be trained in the use of harnesses)

The gap between the inner board and the façade must be set out to achieve the smallest gap possible, however where the gap is greater than 225mm additional control measures must be implemented, fall prevention is always to be chosen over fall protection, therefore internal guardrails will be fitted, where the guard rails are removed for access then operatives must be clipped on using a harness.

For fall protection (the operative must be trained in the use of harnesses). Access to internal hop ups will be achieved by opening through guard rails controlled by scaffolders.

Internal gated ladder systems controlled by the scaffolders where escape routes cover more than 30 Meters an additional access and egress route must be provided in addition any debris netting must conform LPS 1215 standard or similar

Windows / Doors

The window supplier must ensure the windows and frames are fully protected from accidental damage.

The windows will be pre fitted by the timber frame manufacturer or by the window suppliers on site. Method Statements to be provided by the appointed contractor.

Access to 1st floor must be by internal staircase only.

All site specific issues to be covered at the site induction.

ROOF

Timber frame contractor is to include craneage requirements within their package.

All roof installations will require a method statement for fall protection provided and installed by the sub-contract labour (see WAH)

CRITICAL HEALTH & SAFETY ISSUES

- Edge Protection in place
- No smoking policy enforced on site – smoking in designated areas only
- Additional escape routes required, no more than 30 metres apart
- Hot Works permits issued and areas checked 2 hours after completing works
- Fire Extinguishers available/audible fire alarm / FRA / wireless
- Temporary handrails and crash decks in place until stairs installed
- Traffic Management Plan
- Environmental Management Plan
- Security to be full time (outside working hours)
- Waste Management Plans to be completed and maintained
- Waste Management – Transfer notes to be correctly coded
- Fall prevention in and around stairwell to be fixed by joiner.
- Sub-contractor to provide suitable access equipment for task access, as per work at height regulations.
- CPN to provide collective measures for main scaffold
- Worker engagement meeting to be carried out as required
- LPG to be stored correctly within a suitable lockable cage.

- Timber frame erectors must confirm their slinger / banks men are either covered by the Contractors liability insurance or their specific liability insurance specific to their role.

- Work at height Risk Assessment required to be issued to relevant Contractors.
- Fall arrest to be provided by timber frame erector for edges, floor cassettes and roof work
- Site to use 16 steps to fire safety guide to timber frame buildings. (See phase plan Annex 10)
- No dry cutting, dust suppression to be used at all times.
- Trained First Aid Worker on site at all times.

- To ease manual handling of plasterboards for operatives and to also negate the need to remove stairwell edge protection, envelopes can to be introduced dependant on house type and access.
- The use of a defibrillator is available.

SITE STAFF AND VISITOR/SUB CONTRACTOR CAR PARKING

Subcontractor parking will be permitted in car park adjacent to compound. As construction progresses and at completion on road parking may be required

Subcontractor parking will not be permitted within areas under construction.

Site staff and visitors will have limited parking adjacent to the compound area.

PROTECTED PEDESTRIAN WALKWAYS

A clear, secure walkway and pedestrian crossing will take operatives and visitors from the compound into the area of construction. Fully detailed in Health and Safety induction, and highlighted on the Traffic Management Plan which will be provided on site commencement. Operatives and visitors must sign in at the site office before entering and leaving the site. No materials are to be stored along any pedestrian walkways to prevent materials falling onto pedestrians.

LONG LEAD IN DELIVERY ITEMS

The ordering and delivery of key items such as timber frame brick, block, roof tiles, stairs, windows, internal doors, patio doors and kitchens will be monitored by the senior management team.

SITE SIGNAGE

Appropriate signage will be erected where required and all employees will be inducted and reminded about the hazards associated within the construction area. All signage will be indicative of the Traffic Management Plan.

ACCESS FOR MATERIAL DELIVERIES TO SITE

Materials will be delivered and stored in the storage areas and secure containers adjacent to the compound area.

All lifting operations will be carried out under the supervision of certified Slinger/Banks man (CITB Construction Skills CPCS). They must be provided by the appointed sub-contractor. Abnormal loads and deliveries should be made in advance with the site management.

Site Management is to continually review traffic management on site. For deliveries and unloading the supplier / sub-contractors to ensure suitable controls are in place for safe deliveries and ensure they are in line with Reg 6.3 Working at Heights – preventing falls from height.

GROUND WORKS AND INFRASTRUCTURE

For any crane requirements on site Countryside will obtain CBR recordings to design lifting requirements and any other information required by AP, to plan lifts. All crane lifts will be supervised by a qualified crane lift supervisor.

DIRECTION OF BUILD

Please refer to latest Build Programme in Appendix A. Amendments will be made to the programme as the development progresses.

MANAGEMENT

Regular site meetings will take place to review progress and any issues relating to build quality, presentation, Health and Safety and Customer Service. In addition daily supervisor checklists will be completed.

It is proposed to use the following site management team:

1 x Site Manager, 1 x Assistant site manger 1 x FLT and 1 x Laborer – if build pace increases then resources will be added as needed.

HEALTH AND SAFETY

The Health and Safety Site plan and F10 Notification will be in place prior to commencement on site. Regular visits by Countryside's Health and Safety Officer and Regional Management will take place.

Sub-contractors must adequately supervise their own works, this includes safe systems, safe areas, inspect areas prior to start of shifts to ensure safe and clear to work in a safe environment, ensuring operatives clean as they go and fully resource their works and that all equipment used is fit for purpose. Suitable levels of competent trained supervisors SSSTS are required.

Supervision to include SMSTS & SSSTS where the risk or number of operatives is greater.

Fire Precautions

Removal of rubbish from the area of work is to be undertaken daily, via mini skips, transported by fork lift trucks to larger skips on site.

No rubbish is to be burned on site.

Fire extinguishers are to be provided immediately within the Site Office with two 3kg powder extinguishers as a minimum. The same will be required to the site canteen.

Linked Fire Alarm Howler points are to be located in agreed positions within the construction area, with the main interface panel located within the Site Office.

The Principal Contractor is to appoint a Fire Marshall (Project Manager).

The Principal Contractor is to comply at all times with the Project Fire Plan.

Sub-contractors must adequately supervise their own works, this includes safe systems, safe areas, inspect areas prior to start of shifts to ensure safe and clear to work in a safe environment, ensuring operatives clean as they go and fully resource their works and that all equipment used is fit for purpose. Supervisor's daily checklists are to be completed by the individual sub contract supervisor, on a daily basis. Supervisors must hold minimum SSSTS Qualifications

Sub-contractors must ensure their supervisors are trained to inspect and monitor their own areas of responsibility on a daily basis, and they have an H&S inspection recorded as per Group arrangements.

PRESENTATION

Tidiness in and around roads, scaffolding and within part and fully constructed units is of utmost importance. An exceptionally high standard of presentation around the main access route is essential.

The site management team will ensure that all the areas and roads adjacent to the site are free from waste, debris and rubbish.

We will hoard around the compound area and will segregate the interface between construction and customers with hoarding. This will be adapted as required.

All site estate roads and all private / public roads that service the development, will be as far as reasonably practical, and kept clean throughout the construction works. This will be done via the use of a road sweeper and if required a jet wash to clean the wheels of vehicles leaving site.

SECURITY

It is proposed that a security guard will be required to cover all out of hours. Hoarding forms part of the temporary works and must be erected as per the group specification, of using screws as opposed to nails. This specification has been passed to all QS staff and must be adhered to in order to prevent damage or collapse of hoarding.

SITE PROCEDURES

Access

All deliveries will be taken off Kingsmark Way.

Deliveries

Prior arrangements should be made with Site Management for all abnormal deliveries. Hazardous materials must be identified and stored in accordance with the Principal Contractor's Health and Safety Plan.

Working hours which will be outlined in the planning conditions for this phase are

Monday – Friday	08.00 > 18.00
Saturday	08.00 > 14.00

Wheel Washing

All vehicles leaving site will have a visual inspection prior to leaving site.

Any vehicles which are found to be holding excessive dirt will have their wheels cleaned and the dirt removed using a jet wash, prior to leaving site. A road sweeper will also be utilized as and when required and in full time attendance when any “muck shift” activities are taking place.

Storage of Plant and Materials

Materials used in the construction process such as oil, chemicals, cement, lime, cleaning materials and paint have the potential to cause serious pollution. Therefore the Environmental Agency Pollution Guidance will be followed.

A bunded storage area will be located on the sites main compound and will be provided for the duration of the construction period for the storage of oils, fuels, chemical and other hazardous construction materials.

Appropriate spill kits will be located storage areas along with clear written procedures on how to address a spillage if it occurs.

Leaking or empty oil drums will be removed from the site immediately and disposal of to an appropriately licensed disposal site via a licensed waste disposal contractor.

The main construction compound will have a hard standing surface to its parking, vehicle maintenance and fuel storage areas.

Plant and equipment will be stored in areas which are less susceptible to possible pollution incidents, or on dedicated hard standings. Liaison with the Environmental Agency will be undertaken to establish suitable areas and gain approval.

Plant will be refueled in designated areas on an impermeable surface approved by site management. Refueling will occur in designated areas on an impermeable surface away from any drains or watercourses. A spill kit will be available in the event of an accident and will be kept in the refueling area. If refueling areas are unavoidable near a watercourse or drains then an enhanced spill kit will be required.

Best practice methods will be used for storing fuel and refueling in compliance with Oil Storage Regulations to ensure that no ground or water contamination will occur. Storage containers will be clearly marked on tanks and a notice displayed requiring that valves and trigger guns be locked when not in use.

Storage areas and containers will be protected against vandalism and unauthorized inference and all containers will be securely locked when not in use.

All top soil and subsoil will be handled and stored carefully in accordance with standards to minimize the potential for damage to the soil structure. A detailed method statement will be produced by the SM clearly identifying correct stripping, soil handling, storage, and placement and programming requirements to avoid compaction and moving the material in unsuitable weather conditions.

When required a road sweeper will operate in and around the site during daytimes. Extra care to damp down during dry spells.

Procedures will be set in place before the commencement of works to respond to any emergency incidents which may occur on site. All appropriate staff will be trained and made aware of the contingency plan set in place. In the event of an incident the Environmental Agency will be notified immediately.

Screening of Compound and Welfare Facilities

The site will be hoarded off to demarcate and secure its perimeter. The site area and the contractor's compound will be enclosed with suitable hoardings. Hoardings will be maintained and kept clean for the duration of the build.

In line with the requirements of the Considerate Constructor Scheme, a high level of site welfare facilities should be maintained.

Toilets will be screened and the site should be cleaned on a regular basis, especially around canteens and toilets.

The site will have occupiers and out of hours security. This will reduce any threat of crime and damage.

SERVICES CONNECTIONS

Compound supply will be on a generator until we can establish supply for electric. We will also source a new water connection for compound.

DRAINAGE

No discharge of material other than that for which the drainage system was designed is permitted.

WASTE MANAGEMENT

Sub-contractors are responsible for removal of their own waste from site, this is to be discussed at procurement/pre-start.

EXIT STRATEGY - Please See Traffic Management Plan for Residents.

Our exit strategy will be, upon completion of plots up to welfare and storage areas. We will reduce in sequence storage areas, parking and welfare condensing and using in time deliveries to allow final plot delivery, self contained

Our exit strategy will be, on completion of all plots up to the car park / material storage area, we will reduce car parking and storage. Self contained welfare units sited within the Hammer head of road 2a plots area in between plots 16-23.

WASTE DISPOSAL

WASTE DISPOSAL POLICY REGENERATION NORTH

1. All timber frame is to be place in a timber only skip provided by Countryside will take back all crash decks.
2. All Plasterboard is to be placed in plaster only skip provided by Countryside.
3. All Brick / Rubble etc. is to be stockpiled on site until a sufficient amount can be brought to a crusher to generate 6F2, or to be moved by waggon to an adjacent site that has a crusher.
4. A pallet collection scheme is operating.

Construction will assess the number of mini skips required to enable the above process to be carried out

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Construction will assess the number of mini skips required to enable the above process to be carried out



Andy Sanderson
Regional Construction Director

Date: 14/2/2020



Sean Rodgers
Head of Health & Safety Northern Partnerships

Date: 14/2/2020

APPENDIX A

Build Program (1st Build Release)

Direction of Build

Compound Plan