



METHOD OF CONSTRUCTION STATEMENT

Client - Dr Sanjiv Patel

**For Works at:
26 Sheldon Avenue
London N6 4JT**

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- Inductions Checklist
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1. INTRODUCTION

The site is located on the South East side of Sheldon Avenue in Highgate in the London Borough of Haringey.

MP Brothers Limited have experience of over 50 years and thus have considerable knowledge with regards to the demolition/ construction works aspects of this nature. It is proud of its respected reputation within the Construction Industry for the successful completion of similar contracts for buildings of similar types within London and the South East of England.

We have given careful consideration to the sensitive location and scope of work and also understand the parameters to which we will work under accordingly.

During the course of the works the safety and welfare of the site operatives, general public and neighboring occupants is paramount. Every effort will be made to ensure disruption is minimized.

Surrounding properties are residential and comprise large, detached dwellings on substantial sites with large gardens to the rear.

The summary of the works entailed are as follows:

- Demolition of the existing detached family home
- Formation of the Pile Matt with the crushed rubble utilized from the demolished building
- Piling works and excavation of the basement
- Below ground drainage works
- Retaining walls to basement
- Installation of structural steel to Basement to First floor
- Pre cast concrete slabs for the ground floor
- Waterproofing the basement
- Internal blocks and external brick cladding GF to FF
- External Scaffolding GF to FF
- Pre cast concrete slab to the first floor
- External Scaffolding FF to SF
- Internal blocks and external brick cladding FF to SF
- Timber flooring to 2nd floor
- Installation of Prefabricated Truss + Posi-Joists Roof Structure; includes Dormers and Flat Roof Structure
- Roof Finishing
- External Doors & Windows
- Finishing and Fit out
- Landscaping / other external works

Induction - All site operatives will attend an induction course prior to commencing work on site. Part of the induction process will be to ensure that the operatives are aware of the method statements with the associated Risk and COSHH assessments of their task, location of hazardous materials, stability of the building and outbuildings, the use of a 'hot works' permit system and 'no-go' areas i.e. Drop Zones etc. In addition, regular toolbox talks will be given to the operatives throughout the contract.

Site working hours will be, unless otherwise authorised:

08.00 – 18.00 hours Monday to Friday
08.00 – 14.00 hours Saturday

2. CONTEXT, CONSIDERATION AND CHALLENGES

Around half of all non-renewable resources mankind consumes are used in construction, making it one of the least sustainable industries in the world.

However, mankind has spent the majority of its existence trying to manipulate the natural environment to better suit its needs so today our daily lives are carried out in and on constructions of one sort or another:

- we live in houses,
- we travel on roads,
- we work and socialise in buildings of all kinds.

Contemporary human civilisation depends on buildings and what they contain for its continued existence, and yet our planet cannot support the current level of resource consumption associated with them.

To mitigate the above MP Brothers on this project shall:

- Utilise their resources use mitigation hierarchy, prioritising the use of existing materials over virgin extraction.
- Embrace the circular economy, keeping materials already in our built environment in use.
- Engage with our supply chain, to understand what impacts the specific materials that we are using are having on the natural environment.
- Embrace existing and emerging frameworks like The Task Force on Nature-related Financial Disclosures (TNFD) to assess the organisation's impact on nature, as well as looking into existing standards such as Forest Stewardship Council or Responsible Steel to examine the impacts of different suppliers.
- Ensure the project is designed so that the use of materials which have the lowest impact on our already fragile global ecosystems are utilised.

The impact of the construction activities for this project relating to the Community Considerations will be minimal.

The main aspect with regards this issue was during the basement excavation phase which has now been completed, whereby wagons taking away the spoil needed to be programmed in so that they were not double parked locally.

To this end the Wagons were booked in well in advance and MUST call in prior to arrival at the site.

For the remaining construction works, the principle of booking vehicles and having a timeframe for the deliveries during the day will be adhered to as per all the MP Brothers projects. The Booking form for the vehicles is attached at **Appendix 3** of this document.

The **'Site'** seen in context of the surrounding roads, footways, cycle ways and other infrastructure etc.



NB: There are no cycle ways in the locality of the surrounding roads.

3. CONSTRUCTION PROGRAMME AND METHODOLOGY

The construction methodology:

- Site set up	Appendix 1
- Demolition works- Please refer to the RAMS as attached at	"
- Formation of the Pile Matt from the demolished crushed rubble	Appendix 2
- Piling works and excavation of the basement	"
- Below ground drainage works	"
- Retaining walls to basement	"
- Installation of structural steels from basement to 2 nd floor levels	Appendix 3
- Pre cast concrete slabs for the ground floor	(RAMS awaited)
- Waterproofing the basement	"
- Internal blocks and external brick cladding GF to FF	"
- External Scaffolding GF to FF	"
- Pre cast concrete slab to the first floor	"
- External Scaffolding FF to SF	"
- Internal blocks and external brick cladding FF to SF	"
- Installation of Prefabricated Truss + Posi-Joists Roof	"
Structure; includes Dormers and Flat Roof Structure	"
- Roof Finishing	"
- External Doors & Windows	"
- Finishing and Fit out	"
- Landscaping / other external works	"

PLEASE REFER TO THE MASTER PROGRAM AS ATTACHED AT APPRNDIX 1 OF THIS DOCUMENT

4 VEHICLE ROUTING AND SITE ACCESS & DILAPIDATION

GENERAL MEASURES TO REDUCE CONSTRUCTION TRAFFIC IMPACTS

The following measures will be implemented to reduce impacts from construction traffic.

MP Brothers will not commence any work that affects normal access on public roads until all traffic safety measures necessitated by the work are fully operational. Hazard warning lamps, traffic signs & temporary road works signs will comply with British Standards. Signs and diagrams of the Traffic Signs Regulations will be of "high intensity" grade reflective materials. These will be erected and managed by experienced operatives employed by specialist contractors.

We do not see the need for any temporary diversions to the roadway.

MP Brothers will keep clean and legible at all times all traffic signs, road markings, lamps, barriers and traffic control signals and will position, reposition, cover or remove them as required by the progress of the works and to the approval of the Local Authorities.

Carriageways and Footways

Aside from connecting into the mains sewer there are no other works that will affect the carriageway and or footways. This will be carried out by the utility service providers.

Maintenance and Repair of the Road

MP Brothers will take every possible precaution to prevent its operations from damaging the roads and footpaths in the vicinity of the construction works. The Contractor will be responsible for any damage caused by their activities to the road in the vicinity of the worksites.

Dilapidation

Photographic evidence of the existing site crossway adjacent to the driveway has been taken. (Please refer to photographs as attached overleaf). The local Council representative upon receipt of this document is required to survey the 'crossway' footpath prior to the Construction works re-commencing.

At the conclusion of the works, the survey was taken shall be referred to with the local council surveyor to determine whether any dilapidation has occurred. If required, agree with the local council surveyors about the methodology for these works etc.

Upon survey by the council surveyors at the conclusion of works, any works required shall be carried out by the Council approved contractors.

Photographs







The contractor will compensate the Local Authority for any costs associated with the reinstatement of the public highway and footpaths damaged by construction works. Snow clearance, salting, gritting etc. will be carried out on the public roads as per normal by the Local Authorities during works.

Access across Site and to Frontages MP

Brothers will:

- i ensure that all the access roads are kept open and unimpeded at all times.
- ii. where it is reasonably practicable to do so, maintain any existing right of way across public and private accesses to adjoining frontages in a safe condition and to a standard not less than that pertaining at the commencement of the Contract Agreement.; or
- iii. Alternatively, MPB will provide acceptable alternative means of passage or access to the satisfaction of the persons affected. The Contractor will provide and maintain any guard rails, fences, gates, lights, crossovers, paving, steps, handrails, etc. needed and they will be of such size, strength and construction as will be adequate for their purpose.
- iv. The Contractor will, in carrying out the works, take all reasonable precautions to prevent or reduce any disturbance or inconvenience to the owners, tenants or occupiers of adjacent properties, and to the public generally.
- v. The owners, tenants or occupiers of affected properties will be informed of the progress of the works to be undertaken on a continuous basis. And alternative

access routes (where required) in writing and by locally posted public notices prior to work starting.

- vi. The Contractor will render all necessary assistance to occupiers of premises affected by the works to enable them to get materials or goods into or out of their premises during the Contractor's normal working hours.
- vii. In carrying out the work immediately adjacent to occupied premises outside the site, the Contractor will proceed with minimum inconvenience and disturbance to occupiers and users. Access to and from such premises will be maintained at all times, other than in exceptional circumstances.

Avoidance of Nuisance

Mud on Roads:

MP Brothers will implement strict measures to minimise what is considered to be one of the main environmental nuisance problems arising from construction sites. These will include, but will not necessarily be limited to, the following.

- i. The provision of easily cleaned hard standing for vehicles entering, parking and leaving the site. This also serves to minimise dust nuisance.
- ii. The provision of wheel cleaning and lorry jet washing facilities on all exit routes of construction sites.
- iii. As and when required, the utilization of a road sweeper to clean the site and hard standing of any mud or debris deposited by the site vehicles on roads or footpaths in the vicinity of the site.
- iv. The adequate sheeting of each lorry load of spoil removed, to prevent spoil falling off during its journey.
- v. Measures will be taken to ensure that mud and detritus material is not swept into gullies.

Delivery time limits will be from 9:15am to 2:45pm and 3:45pm to 6pm.

The location of the site will require marshalling and MP BROTHERS intends to utilize dedicated traffic / pedestrian marshals to ensure that all vehicle movements around the worksite will be completed in a safe and methodical manner.

If there is a higher quantity of pedestrian/vehicular movements the relevant authorities will be notified. Traffic Marshals will control vehicle movements on and off site and when possible, vehicle movements will be performed outside peak traffic times.

Where deemed necessary to ensure safe operation and maneuvering of vehicles, additional trained traffic marshals will be employed to assist with the workload.

Upon initial site assessment at peak times through the day, MP BROTHERS propose the following regime.

- All vehicles shall use the designated routes highlighted overleaf.
- All operatives shall use the established site pedestrian routes.
- All people entering and leaving the site will be required to sign in and out at the site welfare.
- Exclusion zones will be erected with controlled access/ egress to the work zone.
- Mud and other arisings will be cleared from vehicles prior to them leaving site.
- Standing / idling vehicles will switch off engines whilst awaiting loads / activity.

Traffic Routing

The entrance for all vehicles will be from Hampstead Lane.

Small box vans and cars will be able to either head out towards the A1 Aylmer Road or head back towards Hampstead Lane.

Due to logistics of the road, only 'Rigid Vehicles' weighing no more than 20 tones will be utilised for the deliveries to this site.

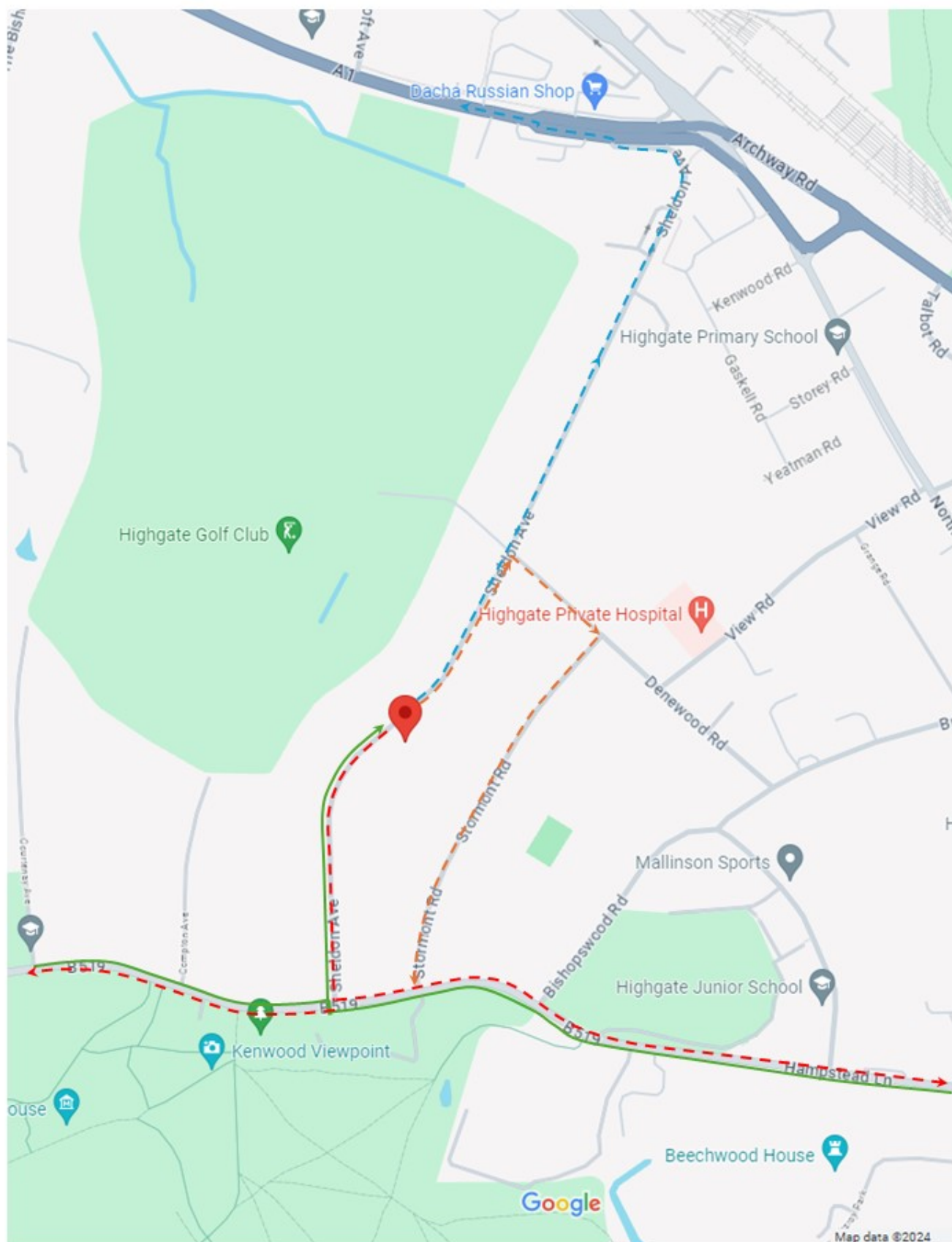
All HGV's and LGV vehicles upon delivery/ pick up shall head out from the site facing eastwards and turn right into Denewood Road and right again onto Stormont Road and head out towards Hampsted Lane. Two Banksman will be in attendance for assistance at all times.

When there are no vehicles within the site the large vehicles will be able to reverse into the site and head out towards Hampstead Lane.

Delivery, storage and collection of materials

Delivery vehicles will gain access to the loading area from the public highway. This access route will also be used to facilitate removal of demolition arisings. Oversized deliveries (e.g., cranes, piling rigs etc.) will be subject to relevant movement orders, which will be notified in advance.

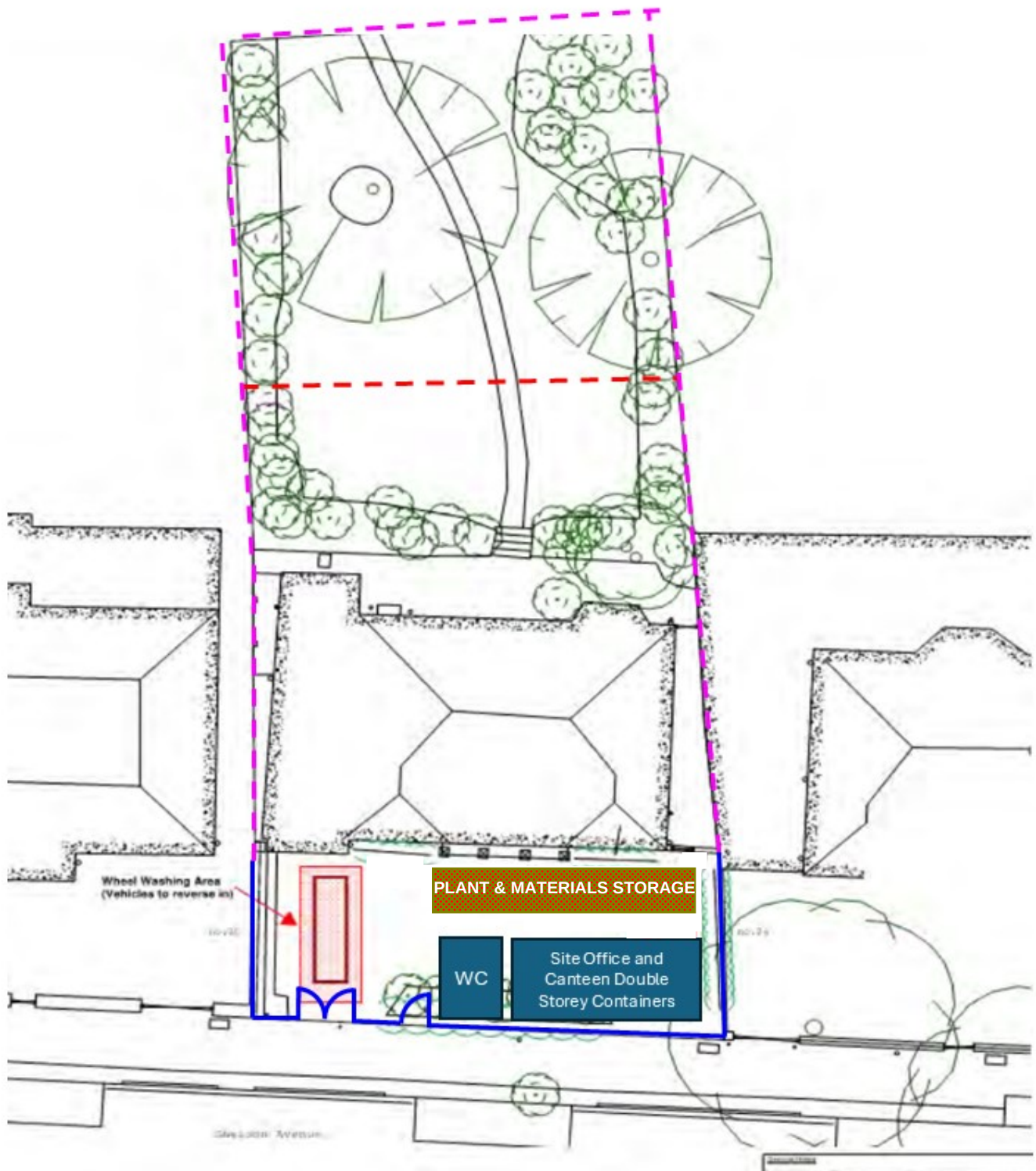
Vehicular Access Egress Routes



Key

- Entrance route for all vehicles
- - - Vehicle egress route for all LGV & HGV's
- - - Small delivery vehicles and cars exit route
- - - Secondary Egress route for all LGV & HGV's [accompanied by Banksman]

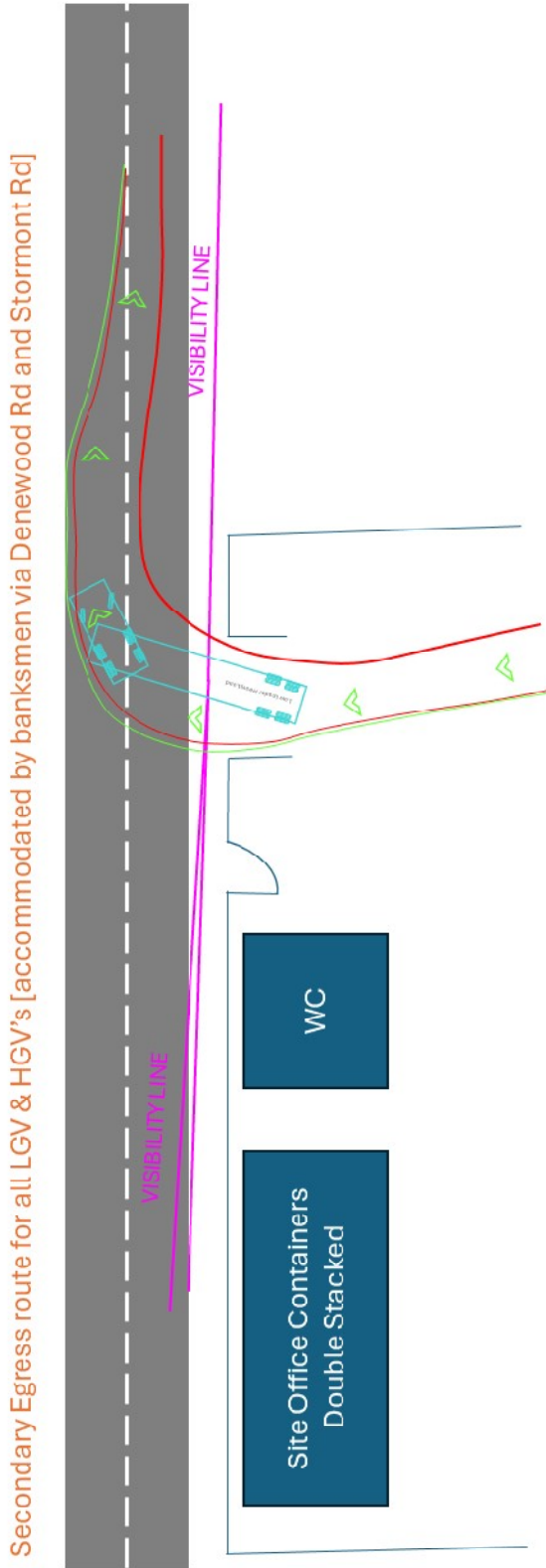
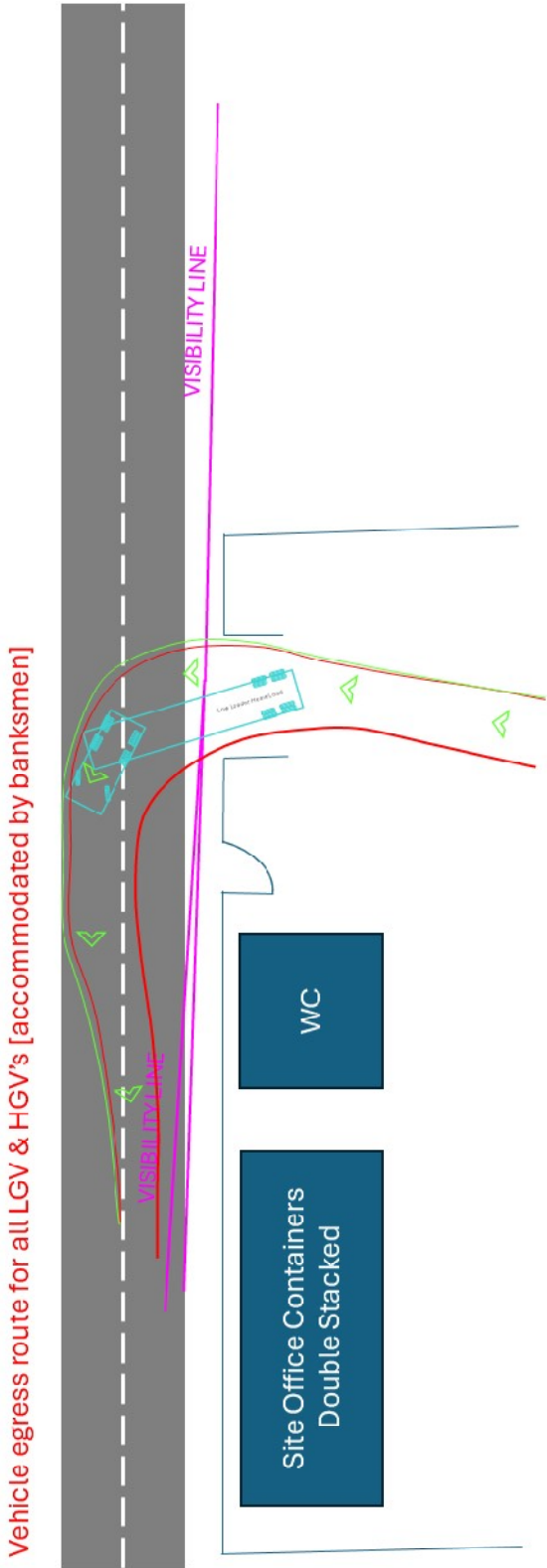
Site Logistics Layout Plan



Key

- Property Neighbour Boundary
- Harris Fence Cordon Arboricultural Protection
- Hoarding Protecting Public Footpath and Customer/Neighbour properties

Vehicle Swept Paths / Crane Location – As Attached overleaf



Community Considerations

Prior to the commencement of the site set up and the demolition phase of the works, letters were posted to the houses on Sheldon avenue and the 3 houses on Stormont Road whose gardens face the site. Subsequently a Newsletter has been posted denoting the progress of the works including aspects of the works forthcoming within the next 3 months.

Public Road Safety (Vulnerable Road Users)

MP BROTHERS are committed to improving safety for users of the public highway in particular vulnerable road users.

All MP Brothers vehicles are maintained to an exceptional standard with additional safety measures implemented to ensure maintained safety for users of the highway. The site manager will call upon a road sweeper when necessary to keep the surrounding streets clean. This will provide a safe environment for the public and a visually pleasing site.

MP BROTHERS are accredited to and ensure compliance with the guidance requirements of several schemes which are committed to improving road safety. This includes FORS as a minimum.

Please also refer to the Access & Egress Drawing as attached within this section at page 13.

Site Boundary - A timber security hoarding / fence, 2.4 meters high will be erected by MP Brothers along the front elevation including that across the boundaries with no 24 and 28 Sheldon Avenue. The fences at the rear are adequate thus these will be utilized for the duration of the works.

Hoarding - Within the front 2.4meters high timber hoarding, double vehicular access gates and a dedicated pedestrian access gate will be provisioned. (Please refer to the Site Logistics Plan). Due to the height of the hoarding for the visibility aspects, Banksmen will be guiding in and also guiding out ALL vehicles on this project.

On commencement of the works signs will be erected warning of the nature of the works to be undertaken.

Vehicular Gates - Twin vehicular access gates have been accommodated that are the full 2.4m height following the line of the hoarding facing the road. These gates will be kept closed whenever possible to prevent unauthorized entry into the site during the working day.

Pedestrian Gate – A dedicated pedestrian gate has been accommodated solely for the use of the working personnel and visitors etc.

Banksmen - The position of the Banksman shall be in such manner that he is visible to the driver at all times. The Banksmen deployed are all trained and holding valid certification.

Visibility splays - There will not be any 'visibility splays' that will be required for this project. The site when shut will have the full remit of the hoarding in place.

Crane Location – The crane will be sited within the boundary line of the site with the wagons delivering the respective materials parking adjacent to the site. Two dedicated Banksmen and a slinger will assist with all of the lifts that will be undertaken. (Please refer to Promet Technology RAMS for the Steelworks as located at **Appendix 4** of this documentation.

Lifting operations - During the lifting operations, signage will be in place directing pedestrians to use the other side of the pavement. The Banksmen will also assist with this aspect.

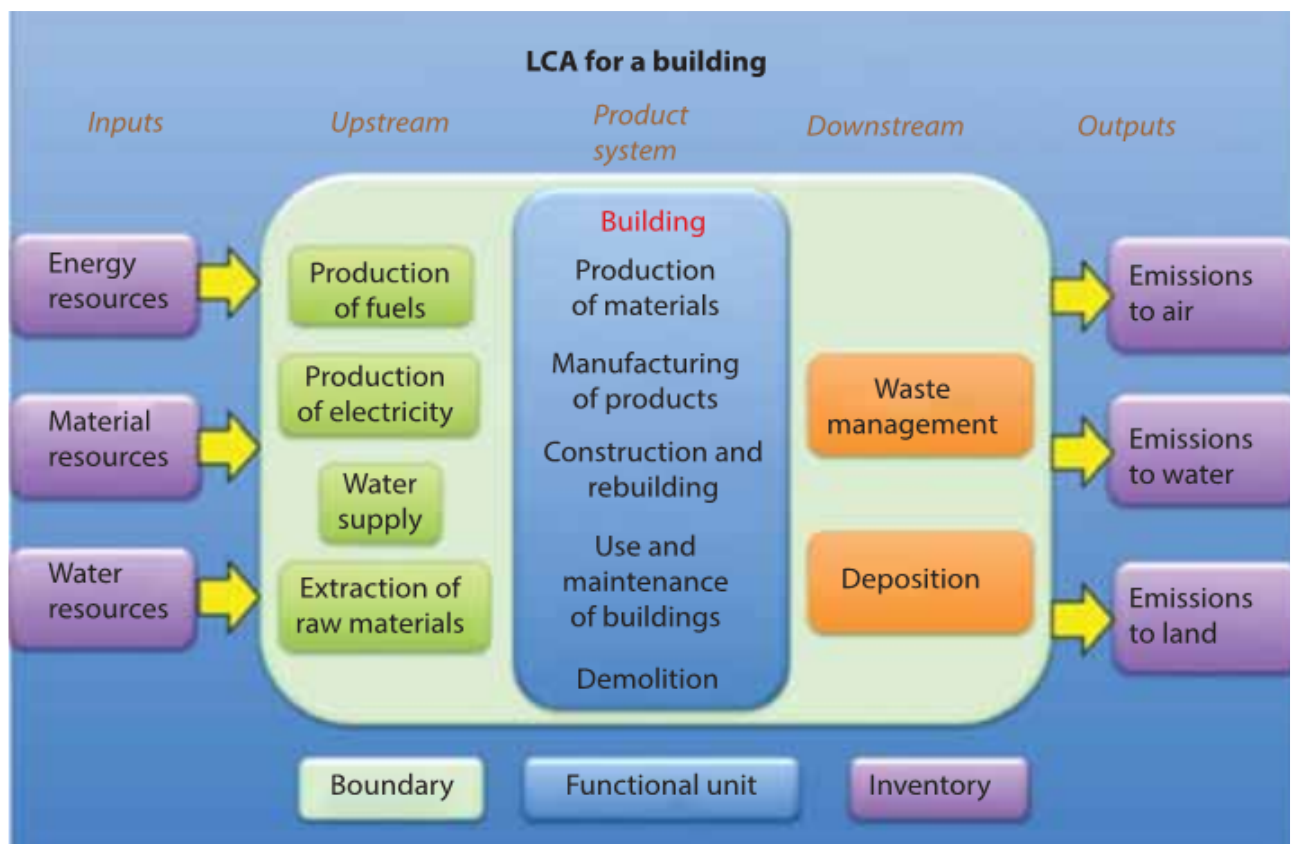
The site will be safely secured at the end of each working day.

5. STRATEGIES TO REDUCE IMPACTS

The relative importance of embodied in the construction field with energy / operational energy on the environmental impact of construction are considerable and highlights the fact that the targets set by the Kyoto Protocol are primarily being met by the reduction of in-use energy, and that the implications of that are that the energy embodied in buildings will increase in significance from its current 17% level to 50% by 2050.

The use of bio-based renewable materials can make a significant contribution to reducing not only the embodied energy of buildings by using the sequestration of CO₂ through photosynthesis, but also in-use energy demand through passive environmental control.

In the UK, the responsibility of the building sector is even more significant, where it is considered to be responsible for over 50% of total UK carbon emissions.



Current legislation referring to the construction sector includes the Code for Sustainable Homes, the 2016 Zero Carbon Policy and the Low Carbon Construction Action Plan, all of which demand reductions in the embodied carbon of the fabric of buildings since this represents 15% of the amount of carbon emissions that the construction industry has the ability to influence.

The construction design team have identified with the above and targeting to meet these demands:

- Improved thermal insulation for this new build home has been designed in.
- Improved efficiency of heating, ventilation and air conditioning (HVAC) systems.
- Reduction in the carbon emissions of energy production.
- Locally sourced products.

It is not clear whether it's mandatory to adopt the CLOCS for a site this size, it seems excessive to us and also is not clearly stated on the condition.

Further, we believe that this type of implementation does not make sense to adopt this scheme in this type of project as it has a significant cost implication for the builder and consequently to our client compared to a regular daily running of a site.

Further, the CLOCS scheme requires an extensive amount of paperwork on site, specific vehicles that are allowed on site which restricts suppliers and increases material costs, etc.

MP Brothers have dealt with the CLOCS aspects on previous projects, we shall to the best of our ability carry out the vehicle checks as required by the scheme but due to the time factor will not record these findings.

Please do note that deliveries will be organised in specific timeframes to avoid overload of traffic in the area. To facilitate this, we are implementing a 'Vehicle Delivery Booking' system for the site.

Just to fundament that we are not adopting the CLOCS there is an arrangement in place that although is not as tight and demanding due to the size of the project.

6 ESTIMATED VEHICLE MOMENTS

OVERVIEW

These construction works shall be carried out in accordance with the plan so agreed.

Table: Construction Vehicle Activity Summary

PERIOD	WEEKLY VEHICLES		DAILY VEHICLES		HOURLY VEHICLES	
	HGVs	LGV's	HGVs	LGVs	HGVs	LGVs
Weeks 1 - 9 (Demo Phase)	10	8	1-2	1-2	1-2	1
Weeks 10 - 12	2	14	1	3	1	1
Weeks 13 - 30	60	20	8-12	3-5	2-3	1
Week 31 - 50	35	45	2-7	4-9	1	1-2
Week 51 - 70	10	30	1-2	2-6	1	1

As far as is reasonably practicable the vehicles will park within site perimeter to be unloaded.

No Construction works shall take place until this Construction Methodology has first been submitted to the local Planning Authority and a reply received back in writing for the agreement thereof of the said plan. The plan herein in details the arrangement for:

- The parking of vehicles **off site** – (NB: Vehicles are not allowed to park on Sheldon Avenue between the hours of 10am and 12 noon).
- Loading and unloading of plant & the disposal of debris.
- Wheel washing facilities
- A scheme for recycling/disposing of waste resulting from demolition and construction works
- Measures for the control and reduction of dust
- Measures for the control and reduction of noise and vibration
- Measures for wheel washing

Vehicle Emissions - Compliance to Standards

Vehicle emissions are regulated through the Road Vehicles (Construction and Use) Regulations (as amended), and the Motor Vehicles (Great Britain) Regulations made under the Road Traffic Act 1988. Further amendments implement the European Directives on vehicle emissions known as the EURO standards. The EURO standards set emission limits for several pollutants from different types of vehicles.

Construction vehicles will be required to comply with relevant EURO standards. Drivers will be required to keep their engines in tune and their catalysts working efficiently. In practice, emissions are controlled through the MOT. All vehicles used by Contractors must comply with MOT emission standards at all times. Vehicle owners can be prosecuted if their vehicle emits substances in excess of the standards. The Vehicle Excise Duty (Reduced Pollution) Regulations 1998 enable HGVs meeting certain particulate emission standards to qualify for a Reduced Pollution Certificate.

Site Access and Lorry Movements – LGV & HGV

In order to facilitate un-impinged access into the site, **ALL** Vehicle drivers must call the site 20 minutes prior to their estimated time of arrival.

The Contractor will take all reasonable measures to ensure that delivery and waste removal vehicles do not park on the adjacent roads prior to approaching the Site.

Please note the Vehicle Booking Form as attached overleaf.

Deliveries Booking Form

Project Name: 26 Sheldon Avenue London N6		Folio No:
Week Commencing:		

	MON	TUE	WED	THU	FRI	SAT
Pre 8am						
8-9am						
9-10am						
10-11am						
11-12am						
12-1pm						
1-2pm						
2-3pm						
3-4pm						
4-5pm						
5-6pm						
Post 6pm						

Pre-booking of deliveries will ensure no queuing of delivery vehicles thereby reducing CO2 emissions.

The site manager will be contactable at all times and drivers of delivery vehicles will be held and be required to phone ahead to ensure the road is clear.

Any delivery vehicle which misses the daytime slot will be instructed to park well away from site in suitable parking areas.

Parking/Loading & Unloading:

There is no parking on this site. The Permit Bay directly outside the site will be utilized for the 15 seater minibus that will be utilized for the core staff earmarked for carrying out the works on this project. Parking suspension for this vehicle will be sought from Haringey Council.

Any delivery vehicle which arrives late in the afternoon and which cannot be loaded / offloaded will be directed to come back on the next working day.

Sub-contractors and suppliers will be instructed to take deliveries of long materials on long delivery vehicles on Saturdays and ensure that the delivery is off loaded during the designated Saturday working hours – 08.00 -13.00 Hrs.

Traffic Management

Access in to Sheldon Avenue can only be made from the Western end of the road, Hampstead Lane the B519. The delivery vehicles MUST drive down and if able to reverse into the site.

Route out to drive out and primarily, as far as is reasonably practicable, is to be the same way as entered, unless the vehicle is a small van or a car which may drive out eastwards towards the A1, Aylmer Road.

1. All vehicles entering the site will be guided in by operatives outside the site who will consult with & advise both members of the public & the drivers / operators.
2. In scenarios where the crane is located in the front drive way of the site, the delivery wagons shall be parked on the road. In these instances, the footpath will be closed off to pedestrians and Banksmen will be in attendance at all times directing the loads from the parked vehicles on the roadway onto the site.
3. All vehicle movements will be pre booked with the site management team. As far as is reasonably practicable, possible movements into the site at busy periods such as rush hour times will be avoided. [Booking Form as attached on the previous page].
4. All persons involved in the work will be issued with and will wear P.P.E. to include, safety footwear, head protection, hi-visibility waistcoats, eye goggles, gloves, respirator dust mask and ear defenders.

Skips:

Due to the constraints of the site, suspension of a bay on the road will be required with the local council during the late stages of the works.

Banksmen

- 1 Dedicated Banksmen wearing high visibility clothing will be posted at the site entrance to protect pedestrians or warn approaching traffic whilst marshalling wastage wagons or delivery vehicles on/off site.
- 2 The roadway will be regularly swept during the course of the working day to maintain cleanliness and to minimise the mess that vehicles leaving the site can cause.
- 3 All deliveries to and from site, in particular HGVs, will be carefully controlled to ensure minimal disruption to the local environment is caused.
- 4 Site & road conditions will be continuously monitored & adequate facilities will be provided for wheel washing and road cleaning.

7 IMPLEMENTING, MONITORING AND UPDATING

Logistics

MP BROTHERS are aware of the constraints for this project and will create a coordination regime to manage them in a manner that ensures that the effects on neighboring parties, sensitive receptors and the public is minimal and that their safety is paramount, and their environment is protected. To ensure this, the site will require gates, Traffic Marshals, and a traffic management system to provide safe access to and egress from the site.

Our 15 seater mini bus will be deployed for the travel purposes of the staff on this site. We will apply for the suspension of the bay through the council for the parking of this mini bus during the day.

All subcontractors will be required to drop off their plant & tools as well as their staff off and park their vehicles away from site and or come down to site by means of Public Transport.

Site access for the pedestrians will be provided through the dedicated pedestrian site entrance. It is at this location where all site staff, operatives and visitors will sign in, this will be a PPE free area leading to site welfare areas where PPE will be worn.

Site vehicles (8-wheel rigid back HGVs, low loaders, delivery vans, tippers etc.) will gain access to the site location via the existing entrance routes and utilize the loading area within the site confines.

Services

All utility services have been identified during the demolition phase of the works. The termination points have been marked up on the drawings and signage put up at these locations.

Works will be carried out to conform to the requirements of Health and Safety Executive Guidance Note HS(G)47 'Avoiding Danger from Underground Services'.

Works will be carried out to conform to the requirements of Health and Safety Executive Guidance Note GS6 'Avoidance of Danger from Overhead Cables', and the National Joint Utilities document 'Recommendations on the Avoidance of Danger from Underground Electricity Cables'.

Site Safety Inspections

Site safety is of prime importance and to this end the site will be continuously monitored for safe working practices by the Site Manager and General Foreman. Sub-contractors will be responsible for ensuring that their operatives are working safely and obeying the site rules.

A formal safety inspection will be carried out at weekly (if required) intervals and resulting comments on the report implemented.

Hazardous Materials

Asbestos – A Refurbishment & Demolition Asbestos Survey was undertaken prior to the demolition phase of the works: No asbestos was found in the survey.

Leptospirosis

The bacteria can get into your body through cuts and scratches and through the lining of the mouth, throat and eyes after contact with infected urine or contaminated water such as in sewers, ditches, ponds and slow flowing rivers. Rat urine may also contaminate animal feedstuffs on farms.

The disease starts with a flu-like illness with a persistent and severe headache. Report any illness to your doctor – tell your doctor about your work.

Leptospirosis is much less severe if it is treated promptly.

Hot Works

A 'Hot Works' permit to work system will be enforced when any works of this nature are undertaken. Fire extinguishers will be provisioned for use for these associated works.

Hot works will cease 2 hours before the end of a working shift and the area thoroughly checked prior to leaving site.

It will be impressed on the workforce that the site has a 'No Smoking' policy except for in designated areas.

Oxygen and propane bottles will be stored outside in a lockable cages – the position will be agreed on site and marked up on the site plan.

Dust Suppression

Prior to commencing any works that would create dust, adequate dust suppression units will be positioned within the work area. A MEWP fitted with water hose, Dust Boss, and/or water suppression fitted to the high reach machine will be utilised for this purpose.

The wind direction will be considered when positioning the dust suppression unit (spraying in the direction of the wind, not against it).

Where possible a direct connection for the water supply will be utilised i.e., fire hydrant, where this is not possible, the tank on the dust suppression unit will be utilised. The tank will be refilled continually until the operation is complete.

Any excess water run-off will be directed towards existing roadway gullies or storm drains.

The majority of water used will evaporate naturally or soak into the ground or be absorbed into the debris which will itself be cleared and loaded away.



Vibration

Vibration levels from the work activities are not expected to be significant as the structure is separated from adjoining properties.

Wheel Washing – (The location as denoted on the 'Site Logistics Plan' as at Page 15 of this documentation).

Wheel washing will take place on the existing driveway of the property. Waste water from the wheel wash will be stored in a temporary "silt buster" holding and separation tank on site, the level of which will be closely monitored. When full the contents of the tank will be collected by a registered waste disposal contractor for processing and disposal.

Waste Management

Waste will be segregated according to type and upon removal from site this will be recorded the site waste registers.

The following waste streams have been identified:

Waste Stream	Waste Criteria / Docs	Disposal Route
Iron Non-Ferrous	Non-Hazardous	
Mixed Construction Waste	Non-Hazardous	
Timber	Non-Hazardous	
Brick and Concrete	Non-Hazardous	
Plasterboard	Hazardous	
Effluent	Non-Hazardous	

Environmental Considerations

Noise

During the works, noise will be monitored.

Task	Risk	Controls
Building of brick/ blockwork walls and concrete bases. Utilising of 9" Angle Grinders for cutting of Bricks etc. Cutting of stoneware	Hearing damage and tinnitus. Failure to understand communications. Nuisance to neighbours.	Ear defenders to be worn where deemed necessary. Machine well maintained to ensure efficient operation and reduced vibration. No Noisy working before 8:00am or after 5:00pm. Modern plant and equipment will be used throughout the works and generators will be silenced where practicable.

Pollutants

During the works all environmental surroundings will be taken into consideration during the works and protected.

Task	Risk	Controls
Diesel Emissions	Irritate respiratory system, Asthma Lung disease Lung cancer.	Plant to be well maintained and serviced regularly. Plant to be de-mobilised and switched off when not in use.
Refuelling Plant	Fuel causing skin irritation, cross contamination with ground/water	The machine will be delivered with a full tank, so refuelling will not be required on this small job.

Information, Instruction & Training

Information, instruction, and training will have been provided to the operatives in the following areas:

- a) Plant Operations and Safety Awareness
- b) Supervisors Competency
- c) Site Specific Induction to include work within Controlled areas.
- d) First Aid At Work
- e) Work at Height Training

All training records and certification for each employee will be kept within the site file held by the Site Manager

CONCLUSION

Whilst this METHOD OF CONSTRUCTION STATEMENT Has been produced specifically for this contract, should it be necessary to amend, deviate or alter due to safety or any other valid reason, a revised method MUST be agreed by our respective site representatives and an addendum statement produced.

Any changes or variations to the original scope of works may have financial implications.

MP Brothers Limited will provide a site team of skilled management and operatives to ensure that the contract is carried out within the programme period. All necessary precautions will be taken to prevent any disturbance, inconvenience or nuisance to the occupiers and users of adjoining neighboring properties and the general public.



CONTACTS

Vasudev Hirani

07917 080 608

Site Manager

To Follow

.....

Site Foreman

Virji Hirani

07917 080 614

Contracts Manager

MP Brothers Limited (Head office contact)

Dilan Rabadiya

020 3298 0082

Surveyor

Forms

- 1 Site Induction Proforma Checklist
- 2 Site Induction Attendance Register
- 3 Personal Protective Equipment Checklist Register
- 4 Personal Protective Equipment Issue Record
- 5 Method Statement Review and Approval Document

FORM 1

Site Induction Proforma Checklist

SITE INDUCTION PROFORMA - CHECKLIST

1	Outline of the project – who’s who, e.g. Client, Design Team, etc.	
2	Statement on health and safety and commitment of Senior Management to high standards of health and safety	
3	Site-specific risks, e.g.:	
	access routes	
	overhead power cables and underground services	
	proximity of water	
	unstable building	
4	Site-specific control measures for identified risks	
5	Site Rules	
6	Welfare facilities available, location maintenance and cleaning provision, etc.	
7	First aid facilities	
8	Accident and near miss reporting procedures	
9	Emergency procedures, e.g.:	
	Fire evacuation	
	Raising the fire alarm	
	Name and address of emergency services	
	Assembly point	
	Fire marshals/wardens	
	Building collapse	
	Flood, chemical escape and gas escapes	
	Release of hazardous substances, such as asbestos	
10	Responsible persons	
11	Requirements for protective equipment and clothing e.g.:	
	1. Use of hard hats	
	2. Use of safety footwear	
	3. Use of ear defenders	
	4. Others	

[illegible]

FORM 2

Site Induction Attendance Register

SITE INDUCTION ATTENDANCE REGISTER



No	NAME	COMPANY	TRADE	SIGNATURE

SUBJECT:

THE INDUCTION WAS CONDUCTED: -ON:/...../..... **TIME:**/.....**AT:**

BY: **SIGNED:** **POSITION:**

No	NAME	COMPANY	TRADE	SIGNATURE

SUBJECT:

THE INDUCTION WAS CONDUCTED: -ON:/...../..... **TIME:**/.....**AT:**

BY: **SIGNED:** **POSITION:**

FORM 3

Personal Protective Equipment Checklist

PERSONAL PROTECTION EQUIPMENT CHECKLIST

MP Brothers

	YES	NO
Are safety helmets worn when required/at all times		
Are there signs advising that safety helmets must be worn		
Is safety footwear with steel mid-soles worn when required/at all times		
Are there signs advising that safety footwear must be worn		
Is protective clothing worn where required		
Is eye protection (e.g. visor, spectacles or goggles) worn when required		
Are there signs advising that eye protection must be worn		
Is hearing protection worn when required		
Are there signs advising that hearing protection must be worn		
Are fall arrestor devices being worn when required		
Are there signs advising that fall arrestor devices must be worn		
Are suitable gloves being worn when required		
Are there signs advising that gloves must be worn		
Is the PPE serviceable		
Is the PPE being worn correctly		
IS the PPE readily available		
Operative Personal Protective Equipment Issue Check List		
Hard Hat	Eye Protection	
Safety Boots/Wellington	Waterproof clothing	
High Visibility Jackets/Vest	Overalls	
Gloves	Respiratory Equipment	
Hearing Protection	Safety Harness	
Page 1/1		

FORM 4

Personal Protective Equipment Issue Record

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PPE EQUIPMENT:

Hard Hat, Safety Boots/Wellingtons, High Visibility Jacket/Vests, Gloves, Hearing Protection, Eye Protection, Dust Mask, Waterproofing Clothing, Overalls, Respiratory Equipment, Safety Harness

[illegible]

FORM 5

Method Statement Review and Approval Document

METHOD STATEMENT APPROVAL DOCUMENT

Method Statement approval must be granted by, as a minimum, the Site Manager. Where additional advice is required it should be sought from the Safety Advisor.

Project:	Date:
Method Statement Title: Scope of works: Contractor: Programme Start Date:/...../.....	

In compliance with the Surrey Construction Management Ltd Site Safety Plan the submitted document has been reviewed by Surrey Construction Management Ltd with the following comments. (Tick appropriate box).

Stage 1 Work may proceed in accordance with the submitted Method Statement.

Stage 2 The Method Statement must be amended to cover the items listed below.

Stage 3 The system of work proposed is rejected as unacceptable.

Comments/action required:-



Method Statement Review & Approval Document

We, the undersigned, confirm that the Method Statement detailed above has taken into account all the Health, Safety and Environmental risk associated with the operation, to the best of our knowledge, and has put into place sufficient procedures and supervision to eliminate or reduce those risks as far as reasonably practicable. Given that conditions remain the same, and that there is competent supervision to ensure this Method Statement is carried out practically, the operations may proceed in accordance with this Method Statement: -

[illegible]

Following approval, the Method Statement must be read and understood by all those involved (including supervision) with that activity and all operatives must sign the briefing record sheet.

NB: This sheet must be kept with the current approved master copy Method Statement.

APPENDICIES

APPENDIX 1 – Master Program

APPENDIX 2 – Demolition Works RAMS

APPENDIX 3 – Ground & Sub Structure Works

APPENDIX 4 – Risk Assessments

APPENDIX 5 – Structural Steelworks

APPENDICIES

APPENDIX 1 – Master Program

APPENDICIES

APPENDIX 2 – Demolition Works RAMS

APPENDICIES

APPENDIX 3 – Ground & Sub Structure Works

APPENDICIES

APPENDIX 4 – Risk Assessments

APPENDICIES

APPENDIX 5 – Structural Steelworks