



C179 Indurent Park - Wokingham Construction Method Statement



Magrock

August 2025 rev.A



Introduction

This method statement has been developed in line with the construction documentation and is as accurate as practicable at the time of writing. It should be noted that this method statement has been written based on tender and preliminary information and as such is liable to change as the project develops.

Prior to commencement on site Magrock will further develop and issue a construction phase plan containing detailed traffic management, fire evacuation and logistic plans together with the detailed management systems governing the approach to the day-to-day running of the project, welfare provision, consultation with the workforce etc.

During the construction process and prior to each stage of the works job specific method statements will be produced and agreed with the Magrock site management team and forwarded upon request to the Principal Designer in accordance with CDM Regulations 2015.



Site Establishment and Set Up

Dilapidation Survey

Prior to any works commencing a full detailed photographic dilapidation survey will be carried out covering the condition of to the site and adjoining roadways, footpaths, neighbouring properties, access routes etc. Magrock will contact the Highways Development Management delivery team, to determine the extent of pre-condition surveys of the local highway network prior to any works taking place.

The survey will be undertaken and referenced to a site plan and issued to the necessary parties and retained on site for record purposes.

Personal Protective Equipment

All site workers will utilise appropriate PPE to comprise the following (as a minimum): -

- Hard Hat
- Hi-Vis Vest
- Steel-Toe Capped Boots

Additional PPE will be specified by the sub-contractors when developing their site and task specific RAMS, PPE specified during this process will be made available by the respective sub-contractor.

Boundary Fencing

The first operation on site will be to secure the site boundary with a secure Heras fencing that will be double clipped to the site perimeter of the site and braced to prevent toppling due to wind. Existing ply hoarding will be re-used , with al the necessary amendments being carried out to ensure compliance with Magrock Site Setup standards.

Minimal statutory signage will be installed due to the exposed nature of the site to the wind; signage to be installed will comprise statutory notices and minimal direction signage for deliveries and visitors etc. No fencing will be on the highway land.

The line of the fence will be erected on the site boundary from commencement but will be subject to relocation over the course of the cut and fill and subsequent groundworks operation to provide working space. In every instance the fence will be returned to the boundary line on completion of works daily and will at all times remain fully linked to prevent unauthorised access.

To access and egress the site a set of gates will be installed with splayed hoarding either side for visibility as well as being set back to allow for larger vehicles to site.

The perimeter fence will be inspected daily to ensure it is fit for purpose and its layout and composition reviewed regularly in accordance with HSG 151.



Setting out and Service Detection

Once boundary fencing is erected the main control setting out will take place. This will be carried out by the project engineer and will provide a reference for both the survey works to be carried out pre-commencement and the main construction operation.

Once main control has been established, the building will be set out and checked against the site boundaries. The engineers will remain on site to carry out all setting out, checking, monitoring of the works and quality control.

Prior to any works commencing on site, a desktop study will be carried out of the works area and the roads immediately adjacent to the development. We will then instruct an on-site service detection survey to be carried out with all services located during both this and the desktop study marked out on site and illustrated in a CAD format drawing for records. These will be maintained on site for the duration of the works.

In the event of any find both the authorities and the client will be notified immediately, and work stopped until a solution is developed.

Site Investigation

Once the site boundaries are fenced and the main control setting out is established the project manager, site manager and site engineer will thoroughly survey the site to identify any existing areas of concern.

The survey will include but not be limited to:

- Exposed edges (to be protected)
- Uncovered chambers (to be protected)
- Covered chambers (to be opened/reviewed)
- Tree and Vegetation Protection
- Wildlife protection and habitation
- Any areas of obvious contamination (see section on contamination) also note the planning requirements for notification and procedures.
- Underground Services (see section on underground services)
- Proximity to railways.
- Proximity to third party land specifically external areas.
- Locations of services for connection to Temporary Accommodation Units
- Coordination of any boundary conditions
- Neighbour/Boundary liaison

The above shall be superimposed onto the Site Plan as required for future reference.

Underground Services

Hand dug trial holes will be used to investigate / verify the presence of services identified in the tender documents or service survey. All trial holes will be surveyed by the site engineer with photographic records made to allow reference later.

Underground services known to Magrock or later becoming evident shall be marked on site with suitable warning signage, and all staff and personnel inducted on the location of the service, type of service and the size.



The record drawings generated during this process will be combined with the desktop study and on-site service detection exercise to provide a site-wide master record drawing – this will be known as the “Engineer’s Master Record Drawing”. This will be used to develop the risk assessment and method statements for the ensuing bulk earthwork and subsequent groundworks operations and to allow the permits used to control these operations to be appropriately detailed and specific.

Contamination

Areas of known contamination will be identified on the engineer’s master record drawing and measures to control works in this zone established accordingly.

Areas of suspected contamination not previously identified in the tender documents will be notified to the client. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

Areas of contamination shall be dealt with in accordance with current legislation and prescribed methods, a separate detailed design, method statement and risk assessment will be provided should a specialist operation to remove or remediate areas of contamination be required.

Additional Precautions in Respect of Work in the Ground

Magrock operates a Permit to break ground for all ground-breaking activities. This procedure prevents any ground-breaking activities (including driving pins for setting out, landscaping etc.) from commencing until a permit has been issued.

This system of work ensures that the appropriate checks have been made in accordance with legislation but specifically refers to the Engineer’s Master Record Drawing and addresses HSG 47 and HSG 144.

Temporary Site Accommodation

The secure staff accommodation will comprise of temporary accommodation providing the following facilities:

- Offices for staff
- Meeting room
- Male and female toilets
- Canteen/kitchenette area

In addition, within the same complex welfare facilities for operatives will be provided in line with HSE guidelines and will comprise of:

- Canteen/eating area
- Drying rooms
- Toilet / washing facilities

A limited area will be made available for domestic sub-contractor offices for key trades.



The offices will be equipped with a full telephone system providing extensions to all office areas. In addition, ISDN lines will be installed to provide satisfactory connection for e-mail.

The site accommodation will be suitably located to ensure the close proximity of both the works, and the main entrance to site in an area within the site. The site accommodation would be used for accommodating our full site team and welfare facilities and this position would allow both effective control of the site operations and monitoring of vehicle and pedestrian movements on and off site.

The office location together with the layout of traffic management system will be developed as part of the site wide logistic plan. This will be developed and recorded concurrent with the site surveying operation and will be maintained throughout the construction phase. Whilst the office location will be intended to be static throughout the works the traffic and pedestrian management will be regularly reviewed and will be subject to relocation to suit the progress of the works.

The units will arrive on a flatbed lorry and be offloaded by means of either the lorry-mounted crane (HIAB) or a hired crane situated alongside the lorry as close as possible to the final location of the unit. The location for the lifting operation will be assessed for suitability prior to scheduling the works and plate load tests carried out to demonstrate the load bearing capacity of the ground.

Early contact with the Statutory Authorities will be made in order to secure temporary service connections for telephone, water, electricity and foul connections. Alternative measures will be taken until the supplies are installed. All live temporary feeds will be protected throughout the works and stripped out prior to handover.

Security

We will fully fence the site as detailed above. No access will be permitted for un-authorised persons, and all newly arriving operatives will receive a full induction prior to works commencement.

External Lighting for Construction Purposes

Lighting will be provided to allow a safe and secure working environment for all personnel on and off of site. The site compound will be lit by floodlight fed from the site compound generator/mains connection. The site will be lit by light towers which will be switched off nightly by the site management team.

Lighting will be arranged in such a way so as to prevent spillage onto adjacent land.

Site Working Hours and Delivery Times

The site working hours are to be 08.00 to 18.00 Monday to Friday 08:00 to 13.00 on Saturday. No work will be taking place on Sundays , Bank or National Holidays.

The current restrictions to the working hours as above mentioned , have been implemented in order to protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.



Magrock will implement a strict delivery schedule, with all deliveries to and from site to arrive/depart to/from site only between 9:00 am and 3:00 pm, in order to ensure that peak hours are avoided. The site will be adopting a strict staggered delivery policy, with only one delivery to arrive at any one point on site ensuring, that the surrounding areas are not being impacted and existing business will be carrying their activities as usual. Where this is not possible suitable plans and logistics will be implemented in order to avoid any disruptions to the highways and surrounding areas. All hours will be line with condition 9 with no working on Sundays or bank holidays.

Site Access

All site traffic will be via the new construction entrance that will be formed from , FishPonds road , which at completion will serve as the permanent entrance to the new development.

The gate will be set in line with the site boundary and will be opening inwards to avoid any disruption to the pedestrian or vehicle traffic.

All site traffic will be using the newly constructed temporary access into site for access and egress , with all being co-ordinated by Magrock Site Management and designated individuals , ensuring control is in place at all times , in accordance with the CDM regulations and Magrock H&S policies.

No waiting or stopping will be permitted in the vicinity of the site, with clear delivery schedules and hours agreed ahead of time with Magrock supply chain, to ensure a clear flow of traffic on Fishponds Road at all times.

Signage will be established to indicate construction traffic of routes and limitations. Signage will be installed at the main site gate to facilitate the safe access/egress of traffic onto site.

The site access gates will be always managed by Magrock operatives and always left in the secure closed position when not in use. Clear signage will be in place to identify crossing points of pedestrians/plant/vehicles.

All deliveries will be requested to register on arrival with the site team to ensure accurate recording of vehicle movements and knowledge of operatives on site in the event of an emergency evacuation. All drivers will be directed to report to the site offices prior to offloading with a holding area provided within the site fencing. Signage will be clearly visible to stop any parking in the entrance.

Separate pedestrian access will be provided onto site from that of deliveries at the front of site and clearly signed. This will be determined by the position of the site accommodation for the project.

Signage

Around the perimeter of the site statutory signage will be displayed to deter trespassers and advise the general public of the nature of the works. This signage will also be used to direct visitors and deliveries to the appropriate site access points.

New Road layout signage will be erected on Fishponds road , informing drivers of the new bellmouth that will be constructed , for the new development. These signs will be removed , 3 months after the completion of the development.

Within the site signage will be established to provide direction to site operatives and delivery drivers and warning to site operatives, delivery drivers and site visitors.



Such signage will include but not be limited to information regarding:

- Access routes
- Speed limits
- Height restrictions
- Overhead/Underground services
- Safety helmet, footwear and PPE requirements
- Noise restrictions
- Warning notices

Within adjacent roads directional signage will be displayed to advise all deliveries of the site location, and possible holding areas until such time as the site have authorised offloading within site boundaries.

Parking Facilities

A hard standing area on site will be provided adjacent to the site accommodation for staff and visitor parking. Sub-contractors will be advised of parking areas, prior to commencement of their works on site. Pedestrian access to this area will be segregated from that of the vehicular access. Delivery vehicles will not be permitted to use the area and upon delivery a stopping zone will be provided adjacent to the offices and site entrance for deliveries to report to site management prior to entering site under supervision.

Storage

The storage area will enable bulk materials to be stored for use in accordance with the site programme. The materials will be transported around site from the storage areas by forklift as and when required.

It is intended that lockable storage cabins are provided on site and will be utilised for the storage of small items of material, small plant and have facilities for storage and testing of materials. The storage cabins will be kept locked at all times with a designated person holding the keys. No hazardous materials will be kept within these unless appropriate precautions are taken. Due to the use of forklifts and other mechanical plant, diesel will be required to be stored on site. For this purpose, double skin tanks with integral bund will be utilised.

Rat and Vermin control with Waste Disposal

All sub-contractors will deposit waste materials in skips located at suitable locations on site. The skips will then be taken to a registered waste management facility for segregation and processing. Our target will be 95% waste recycled/diverted from landfill.

Waste that cannot be stored in a combined skip will be stored in skips segregated on site. This will generally be limited to plasterboard/gypsum-based materials, metals, canteen waste and COSHH materials. All segregated waste will be sent to waste management sites/direct to processing plants dependent upon the material being carried.

In regards to Rats and Vermin Sustainable control can only be achieved by reducing the rodent carrying capacity of the environment, principally by reducing food and harbourage. Any skips that contain any of these items will be enclosed to reduce the access to such food and harbourage opportunities.

Poisons will only be used as a very last resort where non-toxic and less-toxic methods have been deployed and a significant rodent problem still exists and is a threat to human health remains.



The project team will carry out regular inspections of the site to ensure the environmental controls, general house keeping and appearance of the site is maintained throughout the project. This will be done to ensure a safe environment for all to work in for all aspects.

Traffic Management and Pedestrian Management

Deliveries will be restricted to access routes identified on the Traffic Management Plan and will be scheduled 48 hours prior to arrival to mitigate the risk of queuing traffic on the site approach roads.

Vehicle types– Magrock expect the following vehicles during the construction phase, Haulage lorries for delivery aggregates and taking material off site. 44T Articulated lorries for delivery cladding and various other materials. 40T Flat bed lorries for steelwork and bulky deliveries. All other materials will be delivered in small lorries sizing from 20T down to 7.5T. The biggest movements for the project will be the concrete delivery for both external and internal deliveries and will be concentrated at certain periods due to the method of the pouring.

Frequency – During the initial early build stages there will be a higher load of delivery up to week 24 of the contractor programme and after that the deliveries will be heavily reduced allowing for the smaller deliveries to enter onsite manageable. See predicted table below:

Delivery vehicle schedule.

Construction activity and timeline	Delivery Vehicle numbers per week	Estimated number of expected delivery vehicles	Proposed Location of unloading
Weeks 00 – 02 Site Establishment	4	8	Site
Weeks 03 – 11 Demolition and Reduce level dig & foundations	30	240	Site
Weeks 12 - 15 Steel Frame	5	20	Site
Weeks 16 - 21 Cladding	5	120	Site
Weeks 22- 30 Warehouse Concrete Slab	30	240	Site
Weeks 31- 38 Fit out	5	90	Site

All contractors will be advised and issued with the access road restrictions to site, especially on Fincehampton road as per the routes shown below.



Height Restriction for incoming deliveries to Indurent Park – Wokingham –



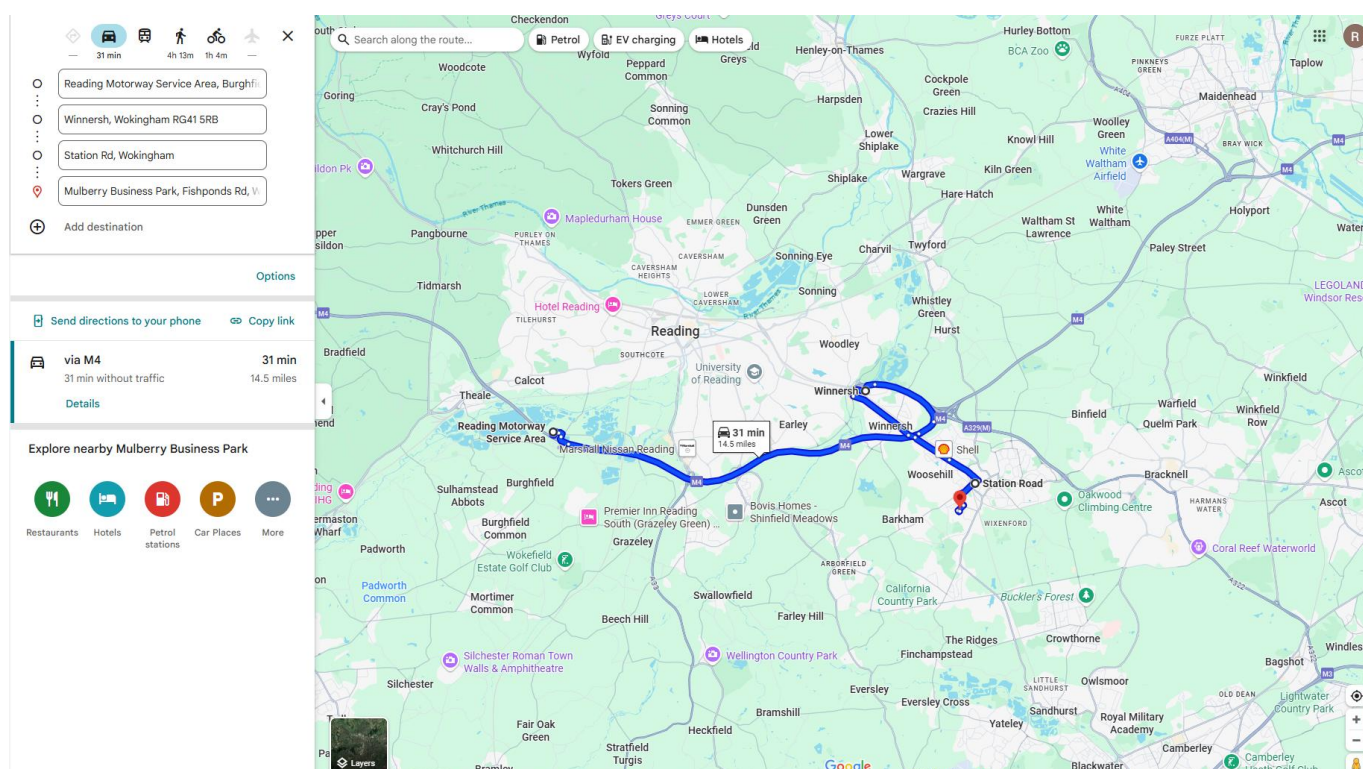
Steelwork , cladding , roofing and any other oversized loads deliveries that will be required throughout the construction phase will be following the strict delivery schedule established.

Magrock Site management will be informed by delivery hauliers , at least 30 minutes of arrival on site , to ensure that the site will be ready to receive the deliveries , otherwise , drivers will be advise to wait at Reading services , until the site ready to receive the delivery.

You will find below the HGV route for site deliveries and proposed waiting area as mentioned in the above paragraphs.



Reading Motorway Services Route is to be used as a waiting area, until confirmation is received, that site is ready to receive delivery. Route shown below is to be followed via Winnersh Exit , via Station Rd. to Mulberry Business Park on Fishponds Road



All materials delivery vehicles and waste removal lorries will access and egress the site as described above. Heavy plant, such as piling rigs and hydraulic 360-degree excavators will be offloaded within the site demise to prevent causing any congestion for local buses and traffic in general. Site Plant and machinery will be meeting EURO VI regulations, in line with WBC Highways regulations.

Large building components, such as the structural steel frame and composite cladding panels. will be offloaded direct from lorries in designated laydown areas. Hydraulic lorry mounted cranes will be used to erect the steel components into position, as well as loading sheeting panels onto the roofs or laydown areas. Lift Plans will be produced for all relevant material movements by our appropriately qualified Appointed Person.

Materials such as blocks, plasterboard and finishing materials will be palletised and will predominantly be delivered on Hiab flatbed lorries and unloaded in the designated storage areas, before being distributed to the work face.



Ready mixed concrete will be placed into position directly from the delivery lorry or using concrete pumps as appropriate. Large pour' techniques for placing the concrete to the ground floors will be employed.

Waste materials will be deposited into waste skips inside the site compound prior to removal from site. Bulky waste materials will be segregated on site prior to removal. General waste will be segregated at our waste carrier's depot.

All delivery drivers will receive an induction sheet that lets them know the site requirements once these requirements are accepted by the driver the delivery is then allowed to proceed onto the site.

All deliveries will be escorted by a Banksman to the unloading area. Once the vehicles are unloaded, he will be escorted by the banksman off site.

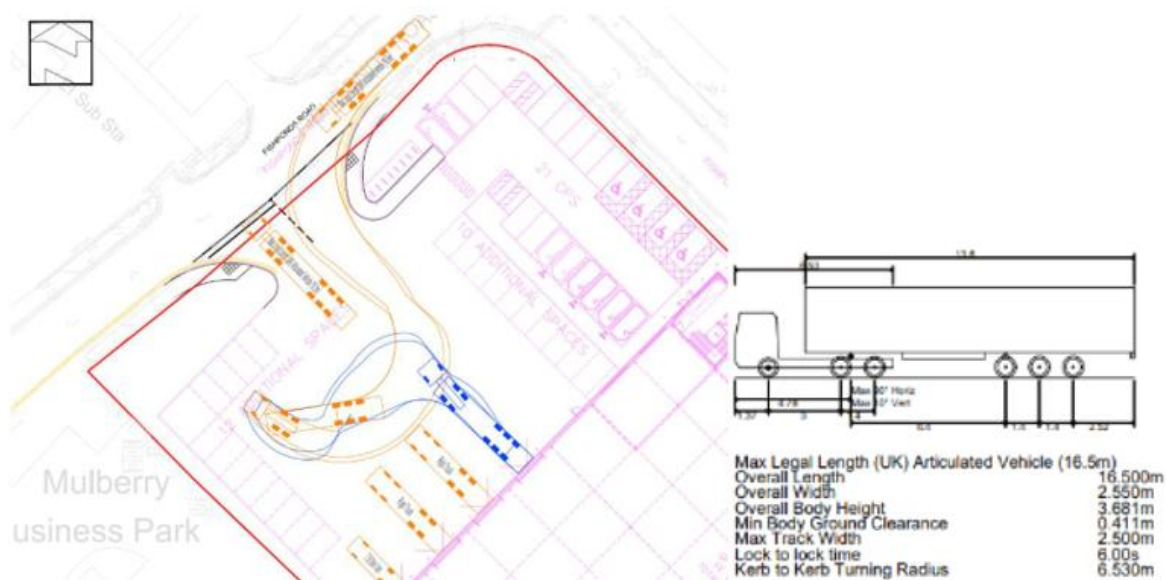
The Traffic management adopted by the site will be changeable throughout the project this will be monitored by Magrock and altered as required.

There will be dedicated pedestrian routes throughout the site, and these will be changeable in line with the works being undertaken.

Site signage will be provided as necessary to advise visitors and deliveries of the site plant and traffic movements.

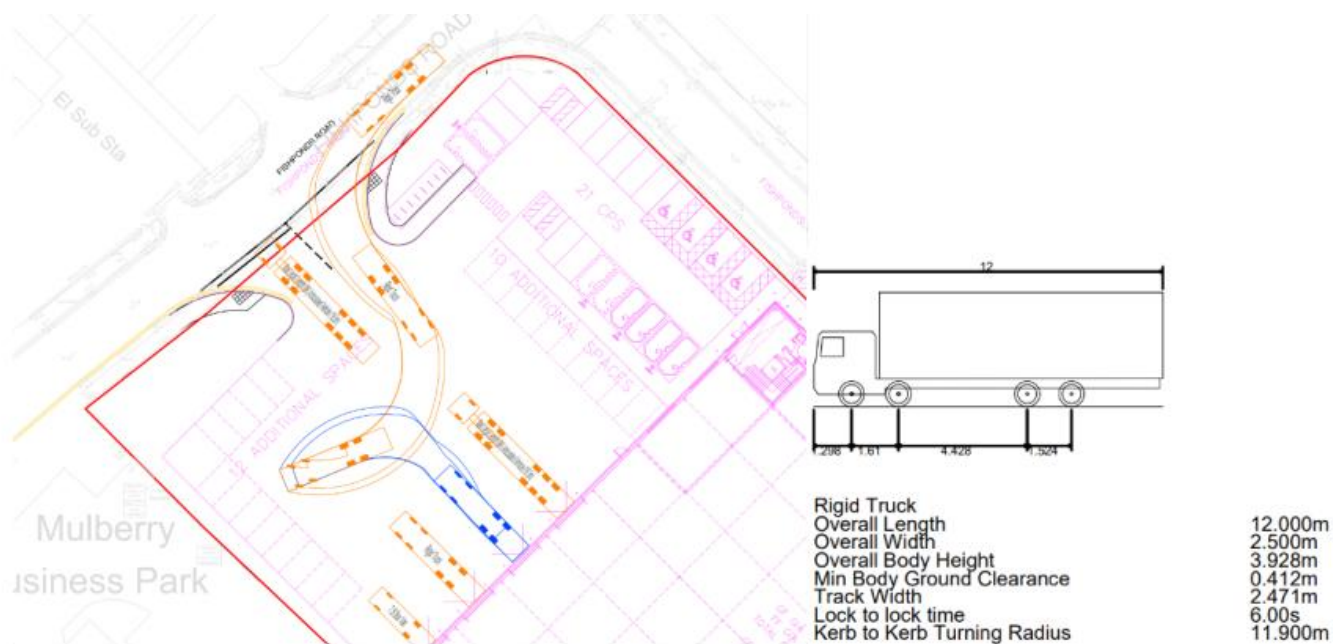
Swept path analysis for deliveries in line with the construction programme and sequencing will be established ensuring a clear flow of traffic and co-ordination around all deliveries , as mentioned in the paragraphs above.

Articulated 16.5m HGV Swept Path Analysis

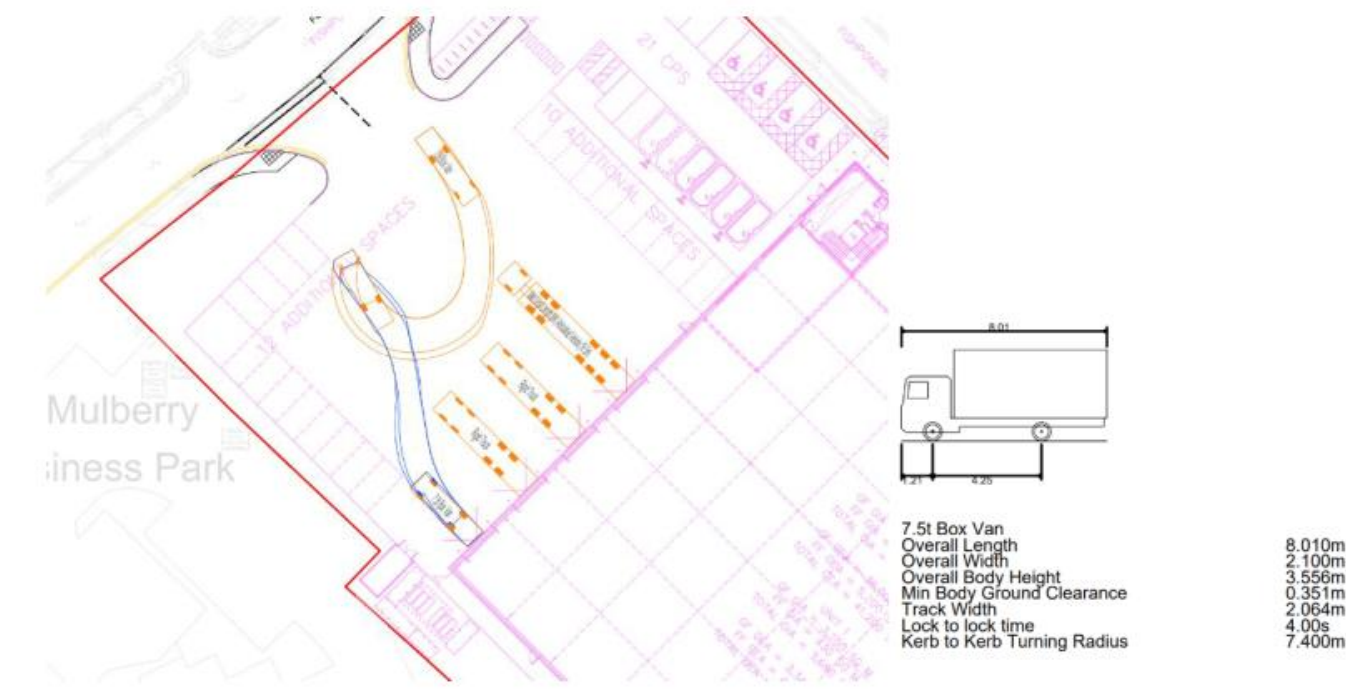




Rigid 12m HGV Swept Path Analysis



Rigid 7.5t Box Van Swept Path Analysis



Wheel Wash Facilities and Arrangements

In conjunction with the establishment of the site vehicle entrance we will establish the vehicle wheel wash procedure and procure equipment and operatives to maintain and operate this facility. The wheel wash will be carried out on an area of temporary hard standing sufficiently sized to allow vehicles to carry out one full wheel revolution whilst within the wheel wash area – this is to allow washing of the entire circumference of the tyre.

This hard standing will be removed on completion of the works to return the site to its original condition.

Drainage of the wheel wash will be achieved by use of a membrane lined French drain with aggregates removed and replaced periodically to maintain efficacy or as required.

Surface run-off from washing areas can contain high levels of pollutants such as:

- Detergents
- Oil and Fuel
- Suspended Solids
- Antifreeze

Aggregate removed from the French drain will be disposed of as contaminated waste in accordance with waste management regulations.

Please note that the majority of all material that will be removed from site in large volumes will be stock piled until at such time ground hardens to reduce any risk of mud or debris on the road.



This process will be monitored by Magrock personnel and where needed regular road sweepers employed to ensure the highways cleanliness is not compromised by the Construction site.

Noise and Dust Management

Nuisance dust emissions from construction and other civil engineering activities are a common and well-recognised problem. Fine particles (less than 10 mm in diameter, known as PM10) from these sources are now recognised as significant causes of pollution. Owing to their small size, they can be carried from sites even in light winds and may therefore have an adverse effect on the local environment and on the health of local residents, as well as on those working on the site.

We acknowledge both the nuisance effect and health risks associated with construction dust and will develop a dust management plan from the outset of the works to identify the activities likely to release dust and the appropriate mitigation methods to control this. We will also include on the plan a general overview of the site to manage dust accumulation on access roads both on and off site and the risk of wind-blown dust from the site in general. We will endeavour to implement measures to manage and control the dust in accordance with table 1 of CIS 36 for task specific dust risks and in accordance with The Environment Act (1995) and the UK Air Quality Strategy in respect of general site dust.

Noise and Vibration Management

Works are to be carried out in a manner to minimise noise impact. Works shall have regard to the recommendations in BS 6228 (Noise Control on Construction and Open Sites), the Noise Abatement Act (1960) and all amendments thereto, and the Department of the Environment Advisory Leaflet No.2 'Noise Control and Building Sites' and such subsequent publications.

All vehicles and mechanical plant used for the purpose of the works will be fitted with effective exhaust silencers and will be maintained in good and efficient working order. All pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers. Where break out of the hard standing is required operators of tools will wear the correct ear protection. Machines used intermittently will be shut down in the intervening periods between operations or throttled down to a minimum.

Consultation with Members of Public and Local Residents

In the interests of good public relations, we will carry out an initial letter drop two weeks prior to the main works commencing, to inform local residents, businesses and others in the community regarding the works and to provide them the name and phone numbers of an appointed site contact and head office contact, that will be able to deal with any queries throughout the duration of the works.

Following the initial communication, regular update letters will be delivered throughout the project and particularly prior to any noise sensitive operations that are scheduled. Toolbox talks will be undertaken with plant operators to emphasise the requirements set out in the CMP document and to ensure they are continually reminded of the noise target criterion / standards set.



We as the main contractor are responsible for the activities of all sub-contractors on site and will ensure they adhere to the noise mitigation methods within the CMP.



On-Site Activities

Demolition

A Pre-Demolition and Refurbishment survey has taken place to identify all asbestos containing materials present within each of the buildings, structures and sub floor structures. No asbestos has been detected with three areas still to be surveyed.

Should asbestos be detected works will be stopped and the HSE will be notified under the statutory ASB5 form of the intended asbestos removals that are to be executed on site, a copy of the notification will appear in the Construction Phase Health and Safety Plan. Licensed asbestos removal works will be carried out by a suitably qualified/licensed asbestos removal contractor. Until an air clearance / certificate of reoccupation has been achieved, no other works would proceed.

A letter will be sent to all Neighbouring Properties stating Magrock will endeavour to undertake the work described below in such a way as to minimise the impact of that work.

Therefore, the site manager will:

- Take all reasonable steps to minimise the creation of dust, using water sprays to dampen buildings being demolished and the demolition arisings.
- Pay attention to wind direction to anticipate the impact of any work downwind of the working area.
- Curtail, suspend or re-arrange work as necessary to allow the demolition to proceed if possible whilst reducing its impact on any the occupiers of neighbouring properties / premises.
- Ensure all plant is fit for its purpose and adequately maintained so that noise generation is within the manufacturer's stated maximum noise level.
- Consider activity on site at the start of the day to minimise disturbance to the neighbours. Reversing manoeuvres will be avoided in the early morning to prevent reversing sirens sounding.
- Mobile plant, which requires approximately 20 minutes idling to warm-up before a shift, will be parked sensibly away from houses. A super-silenced generator will be used to provide electrical power to the site compound.
- Any particularly noisy operations (e.g.: use of hydraulic breakers) will be programmed to minimise disturbance. Monitor the condition of the public highway when HGVs are leaving site. The hard surfaces adjacent to the site gates will be left in-situ for as long as possible to give the longest possible runout and opportunity for any mud to be left on site rather than on the highway.
- A temporary wheel wash or jet wash will be used if necessary. Self-propelled road sweepers will be engaged from time to time as necessary to keep the highway clean.

Services / Utilities

Full details of the works that are to be undertaken by in relation to the services, isolations, disconnections and diversions will be detailed from surveys carried out as part of the predevelopment process. Mains records for the site will be issued as part of the pre - construction information Pack. A CAT detector will be used by the site supervisor to test for live underground electric cables prior to any slabs / foundations being removed and any excavation following on from slab removal all identified services will be highlight on site by floor markings and / or stakes.



Details will be marked on the daily risk board for the duration of the project and briefed daily to site supervisors.

A supply of spare hard hats, overalls, gloves, goggles, masks, welders' gloves, face visors (when burning equipment is used). All operatives on site must wear full PPE in accordance with HSE requirements including safety boots, hard hats and a high visibility vests or coat and LEP (Light Eye Protection) as standard.

Adequate segregation of pedestrians and vehicular traffic will always be maintained. Reversing of vehicles and plant will always be minimised. This will be highlighted on a site plan and will form part of the site induction for all operatives. Exclusion zones will be in use when removing roofs and façade.

The demolition areas are situated within a secure site boundary made up of installed hoarding. The area will be further isolated using temp Hears fencing to protect on site staff and define Demolition areas. Warning signs will be displayed at the appropriate points around the site.

All method statements, Risk assessments and transit plans will be included within the CPHSP under Sub Contractor Method Statements and will form part of the onsite documentation. All method statements and plan of works will be produced by Magrock will follow a further assessment of the site.

Working at Height

Working at height will be restricted to a minimum, with most high-level demolitions being carried out by mechanical means i.e., Demolition type excavators / Plant fitted with controlled attachments such as mechanical grapples, concrete breakers, concrete pulverisers and bucket. Where access to work at height may be required access will be gained by use of either Cherry Picker or Scissor Lift type Mobile Elevated Work Platform.

General Building Demolition

Most buildings on site appear to be that of steel framed type structure, with cladding in a mixture of steel and possibly asbestos cement-based sheeting. This is assumed as information is limited. A pre demolition photographic survey will also be carried out of the office block and a copy will be retained on site as part of the CPHSP.

Prior to any structural demolitions taking place, the site supervisor and plant operatives will walk the building to confirm whether there are any voids, basements present. To prevent a collapse of the floor during mechanical demolitions, any voids that are identified will be backfilled level clean hardcore level with the existing ground level. The buildings that are to be demolished will be soft stripped as described in Section 9 above. The metal roof and wall cladded sheets will be removed by hand and either skipped or re-used for patching.

Where steel alterations are required, temporary propping and new steel will be used to install as per the engineer's drawings. All demolition will be by the demolition contractor with all braces by the steelworker. Steelwork openings will be cleared ready for cladding patching to the appropriate elevations. Please refer to the UMC drawings for a demolition / steel strip plan.

All steel will be removed from the site in suitable skips that will be transported from the site for disposal. Prior to commencement we will identify the disposal venues for all waste materials arising from the demolitions.



Excavation of floor slabs and foundations

Ground floor slabs and foundations will be excavated to a depth of 1.5m or Engineers detail by use of a demolition type excavator fitted with a selection of attachments such as bucket, hydraulic hammer etc. All slabs and foundations will be processed and reduced in size where they will then be passed through an onsite crushing plant dependant on condition and suitability.

It is to be established prior to start on site if the existing structures and hard standings can be crushed and reused, levels of contamination to be confirmed via preconstruction information and trial hole and bore hole testing. Demolition rubble will be processed and crushed on site to produce a reusable product. The suitability of the ground will be determined by the PCI pack and ground tests.

Excavation of the ground slabs, foundations, redundant drainage, relic structures and hard standings

All materials will be processed and crushed on site to produce a reusable product, again the suitability would be confirmed prior to start. Investigations would be made to determine if Magrock should Excavate treat/dispose of site identified grossly contaminated soils, turnover reengineering made ground to achieve the proposed development levels, plus provide validated clean cover subsoil, material Consultants shall supervise these works, produce verification reports and carry out the necessary chemical and geo environmental testing as and when required.

Prior to commencement on site all Sub-Contractors will have been approved through our Safety Prequalification process and undergone a prestart meeting and will not attend site until a notice to commence form has been issued.

Plant and equipment will be suitable for the task and will be maintained in line with Magrock procedures. Plant certificates will be obtained for all plant used and copies of the certificates retained on site. All operators are to produce the correct certification or license for any plant to be used. Any voids arising from the demolition excavations, the sides will either be battered back in a one in two, one in three ratio or smaller excavations will be filled with site won materials. The crushed product will be removed to stockpile by a rubber tyre or tracked loading shovel.

Environmental

The drainage covers will be lifted, and a layer of permeable geotextile (terram 1000 gauge) will be placed on the concrete slab and over the opening before the covers are replaced. The geotextile will sit in between the straw and the gulley cover. The geotextile will surround the drainage cover by approximately 2m diameter.

On top of the geotextile prior to the re-placement of the drainage/ gulley covers oil absorbent pads will be placed to mitigate the potential for hydrocarbon impacted fluids to enter the surface water courses should any hydraulic spills occur on site. Surrounding each drainage cover sat on the geotextile will be a small bund of 10mm clean stone (no fines) wrapped in geotextile.

Should any rain/dust suppression required during the demolition activities wash such materials towards the drainage network the measures detailed above would prevent particles from being discharged at elevated levels off site. On a regular basis the accumulated sand around the geotextile filtration system will be removed and the site surface swept clean. The site drainage covers will be lifted on a regular basis to ensure the filtration system is working effectively. The oil absorbent mats and the geotextile within the drains will be replaced/ cleaned as required.



Underground Tanks

During the demolition works there will be the potential to uncover some underground storage / Attenuation tanks. In the event we should encounter any underground storage tanks we will immediately sample any free product and then appoint our specialist contractor to empty, clean and de-gas the vessel. The appointed contractor will then issue Magrock with a Gas Free Certificate and a Hazardous Waste Consignment Note for the waste removed from site.

Foundations

Foundations and ground beams will be excavated with blinding being placed as required. Earthworks support will be installed to minimise excavations and to provide safe working if required.

Concrete will be placed direct from the mixer truck, or by mobile skip from the excavator. Holding down bolts in cones will be checked for position in the unset concrete and be fully loosened, oiled and protected the following day, when shuttering will be struck and removed.

Provision will be made for any drainage and ducts that pass either through or under the foundations. On completion of the foundations, all grid lines and setting out will be marked on the basis to check that the bolts are cast into the correct positions. Priority will be placed on installing the surface water drainage connections at an early stage to allow provision for removal of ground and surface water during the course of the works.

Job specific method statements will be requested from all specialist sub-contractors and reviewed / agreed prior to various aspects of the works being carried out.

Structural Steelwork

The steelwork and flooring sub-contractors will produce fabrication drawings for approval by the consulting engineers prior to manufacture. It will be imperative that this process is carried out as efficiently as possible to minimise the lead-in period for the steel, stairs and floors, as these elements of the work are critical to the overall programme.

Prior to structural steelwork being delivered to site bolt checks and level surveys of all foundations will be carried out. Steel shims and packers will then be placed to the requested levels for the erection of the steel frame.

Once each area is complete the steelwork will be checked for line and plumb enabling grouting of bases to be carried out followed by installation of the mezzanine floors and loading out.

All erection will be carried out utilising mobile craneage, which will be assessed for each individual task. Risk assessments will be carried out and permits to work issued dependent upon criteria being met (standard crane permits will be issued). Mobile working platforms (MEWP's) will be used for all works in erection of the steel frame and straddling of the steel will not be permitted under any circumstances. Adequate stable ground and protection plating of any drainage chambers adjacent will be provided for MEWP's to work off.

Full method statements for the delivery, storage and erection of the steelwork and floors will be produced prior to commencement of the work. These statements will address all safety related matters and will be strictly adhered to during the execution of the work.



Scaffolding

Independent scaffolds will be erected where required to internal walls to permit the construction of the block work/whitewalls. The scaffolds will be erected as the work proceeds. Materials will be loaded out onto the scaffold using specifically designed loading platforms to suit the works.

The scaffold will be dismantled progressively once all trades have completed their works to the walls and once the brick and block work has been cleaned down. It is intended that the high-level brick work will be inspected lift by lift

as the scaffold is struck, thus, enabling any minor snagging works to be completed from the safety of the scaffold rather than having to gain access by other means at a later date.

Handrails and guardrails will be utilised for any staircases and floor edges upon installations of floor decks. Special requirements of scaffolds for the pre-cast stair installation will be detailed in the installation method statement for pre-cast concrete works.

Handrails and access towers will also be used for the roof works (please see the following section for roof works).

Scaffold inspection and installations will be supervised very closely with handover certificates issued and received prior to any access.

Under no circumstances will anybody be permitted to alter or adapt scaffold unless trained to do so. If this should occur, the person or persons will be instantly dismissed from site.

Roofing Works

Roofing works will be carried out by specialist contractors.

Netting will be erected to the underside of the whole roof area to enable ease of installation and a safer environment. Edge protection to the roof will be provided by means of a triple handrail and toe boards fixed to the structure. All nets will be looped on to the bottom rail of the net to ensure there is no possibility of falling items.

The specialist sub-contractor's method statement will be checked and agreed before any works commence on site, in the usual approval process.

Structural Ground Slabs

All openings to the building will be temporarily covered to prevent drying out via wind action. The floor slabs will be carefully set out so as to provide a continual sequence of pours.

Once the sub-base has been levelled, the DPM barrier, reinforcement and insulation can be laid. Protection to the building frame, cladding etc. will be provided prior to the concrete slab pours commencing.

The concrete shall be delivered via an agreed route from the main entrance in a concrete lorry and the mix shall either be placed direct from the chute on the back of the lorry or via concrete pumping equipment.



External Works

All associated external works materials will be delivered to site on rigid bed or articulated lorries and shall be offloaded mechanically either by way of lorry mounted crane or telescopic forklift.

With the drainage works generally the intention is to excavate for the runs with mechanical excavator and lay pipes working from the fall out back on the line. Arrangements will be made in advance for the inspection and witnessing tests by the local authority to ensure that works are carried out in accordance with their requirements and to suit the construction programme.

Beds and surrounds over pipes followed by backfilling to trenches will then take place.

Site and operational specific method statements for this section will be required and as such will be obtained and agreed prior to commencement.

Details of How to Address Environmental Problems That May Arise

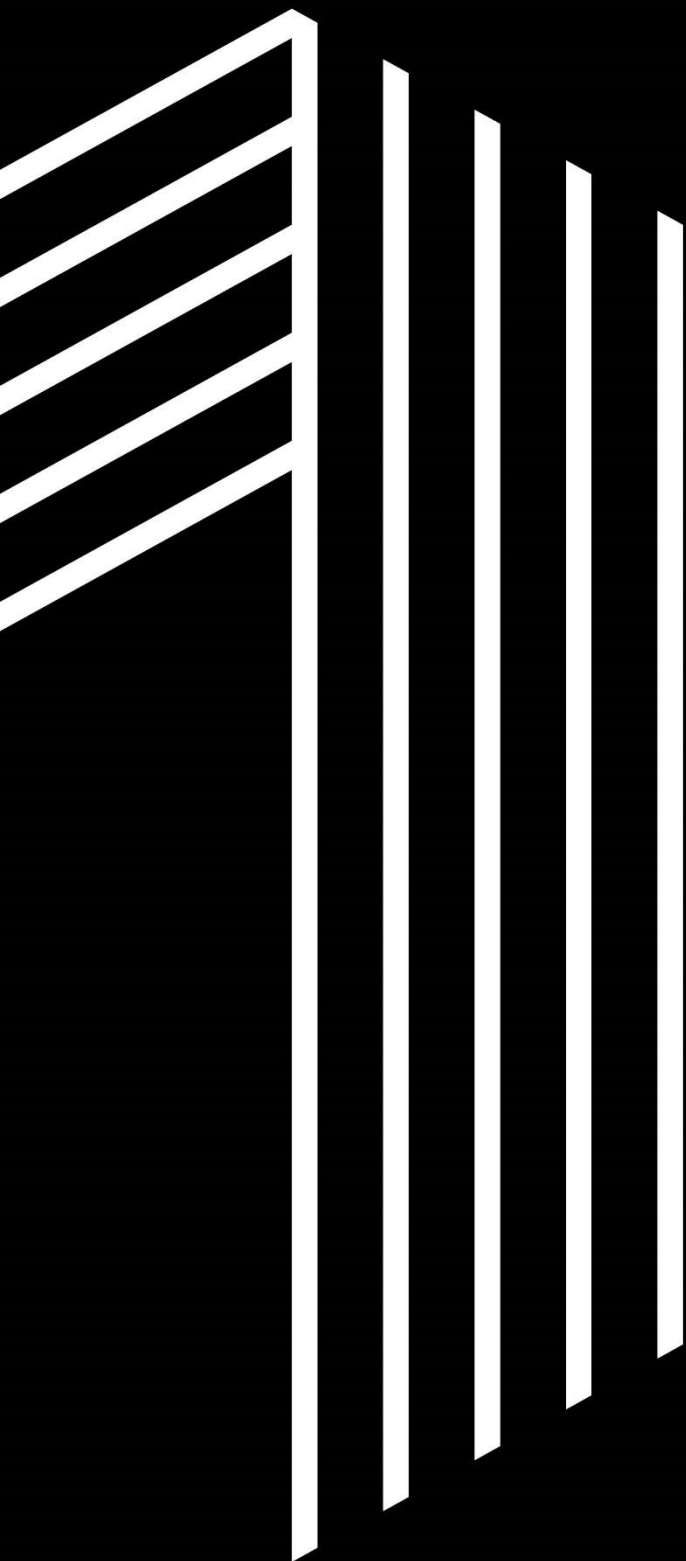
Our on-site Site Manager is responsible for the project's Environmental compliance.

The project is audited on weekly basis by the site team covering Health, Safety & Environmental compliance and is externally audited by the Magrock's HSEQ manager with audits available on site for review at any point.

All external areas will be cleaned and left mechanically swept with all building rubbish removed from site.

*Our company documents cover the legislation set out by the HSE and have been covered within the enclosed documents with particular attention being drawn to the Health and Safety and Construction phase plan documents which have been signed off and approved by the client's Principal Designer for compliance. We also note the council's recommendations to the following HSE Guidance:

- HSE 150-Health & Safety in Construction
- HSE 151-Protecting the Public
- HSE 136-Workplace Transport Safety
- HSE 144- The safe use of vehicles on construction sites



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