CONSTRUCTION METHOD STATEMENT
FOR THE NEW ALDI STORE
NEATS COURT BUSINESS PARK,
QUEENBOROUGH,
SHEPPEY,
ME7 5NY.
CONSTRUCTION METHOD STATEMENT
Aldi Sheppey, Neat’s Court Business Park

EXECUTIVE SUMMARY

The project will be to create a new food retail store with an entrance from the highway, and associated boundary treatments. The works to the site will incorporate enabling works, site strip, reduced level dig, concrete foundations, structural steelwork (any exposed steel work will be painted to suit the remaining building), Kingspan composite panelled roof, Kingspan vertical cladding, brickwork, canopy with powder coated aluminium, associated flashings to the external areas and shopfront glazing. The associated car park will be a tarmac and perforated block finish with hard and soft landscaping. There will also be a 1.8 high acoustic fencing shielding the White House.

This report outlines how this project will be constructed efficiently under controlled environmental conditions.

The report considers and provides methods to ensure the disruption to adjacent site occupiers and road users are minimised.
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1.0 INTRODUCTION
This report has been prepared for the benefit, use and information of the Client, as well as providing a clear statement of the processes incorporated by Camford Construction Management.

The report is a qualified assessment based on current information and is subject to refinement as the project evolves. We have prepared our report to outline how this project will be constructed including a review of the construction methodology and site logistics. This report describes the proposed outline programme and key activities for the construction of a Food Retail Store, associated car parking and ground floor storage area. Potentially significant environmental impacts associated with these activities are identified and, where necessary, proposals for mitigation are outlined.

2.0 PROGRAMME OF WORKS

The total duration for the works is 29 weeks for enabling and strip out, Groundworks (drainage, paving etc), substructure, superstructure masonry, steelwork, cladding/roofing, Shopfronts and windows, associated M & E works, commissioning, internal fit out and shop fitting (Aldi).

3.0 MATERIALS AND RESOURCE USE

3.1 Construction Waste

A specialist waste management organisation will be employed during the construction works with specific responsibility for the coordination of the disposal of all surplus materials and the management of an effective document control system to track and confirm that the proper procedures have been followed. The location of the waste handling site that the materials will be taken to will be dependent upon their specific make up, but we anticipate that sites close to Sheppey will be used amongst others as appropriate. Wherever possible, materials will be recycled and re-used either onsite, or provided for use elsewhere. There are numerous recovery and recycling operators in the area.

3.2 Construction

Estimates of key construction materials are listed below:
500m³ of concrete to foundations and slab, 80 tonnes of structural steelwork, 2700m² of composite panels for the roof and cladding, 1000m² of blockwork construction, 550m² of internal walls, partitions and general fit-out materials.
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3.3 Plant and Equipment

Consideration has been given to the types of plant that are likely to be used on-site during the construction phases of the Proposed Development. The plant and equipment associated with each key element of the construction process is set out in Table 1.

Table 1: Estimated Types of Plant during the Construction Phase

<table>
<thead>
<tr>
<th>Plant</th>
<th>Sub-structure</th>
<th>Superstructure</th>
<th>Fit-out</th>
</tr>
</thead>
<tbody>
<tr>
<td>360° Excavators</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Dumpers</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Mobile Cranes</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>MEWPs</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Air Compressors</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Power Tools</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Hand/Power Tools</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Wheel Washing Plant</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Scaffold</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Delivery Trucks</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Skips and Skip Trucks</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Forklift Trucks</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

Note: ✓ Usage of plant at each stage.

4.0 PROPOSED CONSTRUCTION METHODOLOGY

4.1 Site Preparation Enabling works and Reduced Level Dig – week -5 to week 2

During the enabling works we will form the temporary access and haul road off of Queenborough Road, these works commence from Week -5 to week 1. Once the constriction activities have been completed this area will be made back into the natural habitat. From week 1 to week 2 we will be carrying out the reduced level dig down to the formation level and the surplus material will be removed from site. The site will be covered with a capping layer of stone to prevent deterioration of the ground.

4.2 Substructure – Week 2 to week 15

The main subsequent sub-structure works consist of the installation of foundations and concrete pad foundations. The substructure blockwork will take place during weeks 11 and 15 once the steel frame has been erected. During this time the majority of the external drainage will be installed commencing with the attenuation tanks and foul sewerage.

4.3 Superstructure – week 3 to week 17

The superstructure works comprise of new build which is primarily steel frame construction with a ground bearing concrete floor slab. The roof is a Kingspan composite panel with the external walls being constructed from a Kingspan composite cladding panels and brick with a skin of masonry internally. A glazed canopy, shopfront and windows will also be installed.
4.4 Mechanical and Electrical Services – Week 17 to Week 27
The first fix works begins during week 17 and continue through the second and final fixes until the penultimate week when the commissioning works will take place. The store will utilise a full heat recovery system which in plain terms re-uses the expelled warm air from the refrigeration plant and re-cycles it back into the store for heating. The building is controlled by a management system to assist its efficiency and all the electrical and refrigeration equipment is to the latest efficiency standards.

4.5 External Works and Landscaping – Week 2 to Week 26

It is anticipated that once the sub structure is complete and oversite hard core is laid for the super structure, the common/service areas surrounding the building will commence. This will include completion of any additional drainage, service ducts, boundary walls and fences, landscaping of the surrounding areas, paving to new trolley bays and formation / tarmac of new car park being the final element of work externally.

Only when all external works are finalised and the fit out of the building is completed, will the safety hoarding / fencing be dismantled and final ‘dressing’ of external public areas take place.

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4.6 Commissioning and Building Handover - week 27 to week 28 (PC of the fit out)

As each system is completed throughout the building, then it will be tested in accordance with the mandatory specifications and codes. On completion of all works, the building and systems shall be subjected to statutory inspections and testing before finally being handed over and occupied by the Client (week 29). A safety file is provided for the store which remains in the store for use by any maintenance operatives.

5 SITE LOGISTICS

5.1 Introduction

The management of the site logistics is the key to the success of the project. A site set up and traffic management plan has been produced (see Appendix A), which identifies the location of the welfare facilities, materials storage, waste management, on-site parking and smoking area. The site manager will be responsible for the logistics of the deliveries and materials storage. This is to minimise both off- and on-site congestion. All deliveries, access / egress will be through the main site access off the A249 and Queenborough Road. This remains a shared access road for customers visiting the adjacent unit and their delivery traffic which shall continue to deliver to the rear service yard throughout.

5.2 Concrete Pumps

A concrete pump will be used for the slab construction, contained within the site.

5.3 Site Accommodation

As shown in Appendix A, the site accommodation is located within the site boundary in the car park section of the demise. This provides safe access for site visitors from the public footpath (entrance through the personnel gate) or from the visitor parking area located within the site. Crossing points will be clearly marked to warn traffic of pedestrian movements and barriers will shepherd pedestrians to use the correct places to cross the site. The office is stacked over the canteen and gives the site manager a clear view of all site activities and the boundary to the public highway.
5.4 Personnel Access

The proposed site personnel access is along the footpath off the A249 into Queenborough Road along the new haul road/site access. Once the new entrance has been formed off of the A249 opposite Morrison’s, the site entrance/pedestrian access will change. These works are due to commence from week 14 to week 21. All personnel are required to report to the site office for a site induction on site safety issues. The site will have fully maintained fencing or hoardings at all times, to prevent public access or unwanted intruders.

5.5 Deliveries

All deliveries will be organised through the site manager so that he can prepare the site to receive. All deliveries will be restricted to during our normal working hours, i.e., between 0800 – 1800 Monday to Friday and 0800 – 1300 on Saturdays. No Sunday or bank holiday deliveries will be allowed. Waste removal from site will also take place between these hours. Drivers will be given a suitable induction to allow them to exit their vehicles if required. Wheel washing facilities will be provided for vehicles leaving the site, ensuring no surface run off into the highway (please see section 7.5). If severe weather conditions prevail and any loose materials are inadvertently taken onto the highway, a road sweeper will be deployed. The routes for deliveries to site will be along the A249 and the A250. Deliveries will be directed to stay on the primary routes and encouraged to keep from using any other local minor and residential roads, this will include our supplies local to the site. This route information will be communicated to all Contractors within their orders and reinforced at site induction.

5.6 Cranes

Cranage will be required to lift and install the structural steelwork, refrigeration plant and roofing materials but this will be operated within the site confines.

5.7 Construction site lighting.

Appropriate mast lighting will be used to enable work to progress during the darkness of the winter months, with only areas of construction being lit to reduce light pollution. Localised lighting will be used around the personnel route and welfare cabins for pedestrian movements.

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5.8 Construction Vehicle Movements

Table 2 provides indicative construction HGV movements for the Proposed Development.

<table>
<thead>
<tr>
<th>Activity</th>
<th>Approximate HGV Movements</th>
<th>Estimated Loads per Day (Max)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Preparation – weeks 1-5</td>
<td>120</td>
<td>20</td>
</tr>
<tr>
<td>Substructure / ground formation weeks 2 – 15</td>
<td>100</td>
<td>10</td>
</tr>
<tr>
<td>Superstructure weeks 3-17</td>
<td>50</td>
<td>3.5</td>
</tr>
<tr>
<td>Fit Out weeks 18-29</td>
<td>30</td>
<td>4</td>
</tr>
<tr>
<td>Mechanical and Electrical weeks 17 - 27</td>
<td>20</td>
<td>2</td>
</tr>
</tbody>
</table>
6 POTENTIAL ENVIRONMENTAL IMPACTS

6.1 Potential Impacts during Demolition and Construction

A review has been undertaken of the potential sources of adverse impacts associated with the construction works. The results of this have been presented in Table 3.

<table>
<thead>
<tr>
<th>Issue</th>
<th>Potential Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dust/Air Quality</td>
<td>Wind-blown dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding of materials. Exhaust emissions from lorries and planned deliveries and removal of materials including dust and particulates.</td>
</tr>
<tr>
<td>Ecology</td>
<td>Water/mud run off into drains</td>
</tr>
<tr>
<td>Energy Usage</td>
<td>Indirect impacts associated with energy consumption such as CO₂ emissions, depletion of natural resources, air pollution etc.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Issue</th>
<th>Potential Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel &amp; construction</td>
<td>Accidental spills, discharges to drains/storm water systems, contamination to ground.</td>
</tr>
<tr>
<td>materials storage</td>
<td></td>
</tr>
<tr>
<td>Hazardous materials and</td>
<td>Exposure of the work force to deleterious/hazardous material and contaminated land, mobilisation of any source contaminants and creation of pathway from source to groundwater receptor.</td>
</tr>
<tr>
<td>contaminated land</td>
<td></td>
</tr>
<tr>
<td>Noise</td>
<td>Increased noise levels from plant during general construction works (e.g. from the use of air compressors and diamond cutters) on-site.</td>
</tr>
<tr>
<td>Site &amp; surroundings</td>
<td>Restrictions on pedestrian access to walkways, footpaths and roads.</td>
</tr>
<tr>
<td>pedestrian access</td>
<td></td>
</tr>
<tr>
<td>Traffic</td>
<td>Traffic congestion caused by the site traffic. Increased vehicle movements mainly consisting of HGV’s. Transfer of mud and material from vehicles onto the public highway. Disruption from abnormal loads. Exhaust emissions.</td>
</tr>
<tr>
<td>Waste</td>
<td>Waste generation which will be controlled through the SWMP (Site waste management plan).</td>
</tr>
<tr>
<td>Water and Water Usage</td>
<td>Increased sediment loadings to storm water system. Potentially contaminated storm water runoff. Natural resources depletion.</td>
</tr>
<tr>
<td>Vibration</td>
<td>Increased vibration levels from plant during general construction works.</td>
</tr>
</tbody>
</table>

Note: HGV – Heavy Goods Vehicles, CO₂ – Carbon Dioxide
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MITIGATION MEASURES

7.1 Management of Trade Contractors

Individual contractors (e.g. for waste removal) will incorporate relevant requirements in respect of environmental control, based largely on the standard of ‘good working practice’ as outlined in the statutory requirements.

7.2 Public Relations

The site manager will deal with complaints and enquiries. This individual will be named at the site entrance with a contact number, prior to the start of construction. The site will either be controlled by the site manager or an appointed person. A letter drop to local residents will be carried out at the beginning of the project, informing them of the development and schedules including any potentially noisy operations.

Site hours will be limited between 0800 – 1800 Monday to Friday and 0800 – 1300 on Saturdays unless exceptional circumstances dictate otherwise. No Sunday or bank holiday working will be allowed.

7.3 Construction Vehicle Management

During Phase 1 of the works (week 1 to week 9), the vehicles for site operatives are to be parked in the designated parking area indicated on the traffic management drawing in Appendix A. In the initial stages, there will be a low volume of contractor’s vehicles and therefore spaces will be available for these early trades such as ground workers and bricklayers. By week 13 it is intended that the drainage and services will be installed and the car park areas formed with kerbing and base course tarmac. This will therefore increase available parking spaces relocating the cabins and parking to the rear of the site, coinciding with increases in contractor numbers through the shop fitting stage of the project. Our site cabins will arrive from week 1 and will remain on site until week 26. From week 26 the cabins will be reduced in size and relocated for the remaining period of the project; this is to allow the final wearing course of tarmac to be applied. The site labour force will be encouraged to share rides or use public transport to minimise the number of vehicles on site. Parking on public roads will not be allowed. This message will be reinforced through the induction process when contractors first commence their works on site.

7.4 Access and Egress

All deliveries will need to be kept off the highway. The site entrance will be clearly identified and deliveries will arrive in a designated time window so that vehicles can enter and egress the site in a forward driving manoeuvre. A record of the deliveries will be made in the daily diary filled out by the Site Manager.

7.5 Road Cleanliness and Storm Water Management

To minimise site-generated material / mud on roads, vehicles and equipment leaving site will have axles and wheels washed down at an area close to the exit onto Queenborough Road, and the A249 once the site entrance changes later in the programme. This will be using a jet washing method using catch pits to collect containments and silt arisings. This will be carried out in the rear service yard prior to any vehicles entering public spaces. Road sweepers will also be deployed as and when required due to inclement weather conditions.

7.6 Dust Suppression

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In areas where dust production is likely a hose and brush will be used to suppress dust spread. The majority of the works will be undertaken during the spring; however, dust may still need to be suppressed. In the unlikely event of a hose pipe ban during the works, the water supply would be maintained for the dust suppression by refillable bowsers with the potential for importing water if necessary.

7.8 Management of Noise, Vibration, Dust and Potential Contaminants

It is noted that the site, due to its location adjacent to the road junction, has a high background noise level. However, impact noise may affect adjacent properties. On site good practice procedures will be followed in order to mitigate noise, vibration (in compliance with BS 5228) and air pollution (e.g. through dust and fume generation). Measures currently planned to be adopted include:

- Asbestos: No asbestos expected on site (New Store). If asbestos was found/identified in the ground – work will cease in that area, samples will be taken and, if deemed to be asbestos, will be removed off site through licenced contractors either notifiable or non-notifiable removal. Most contractors have asbestos awareness training including the site manager and visiting construction manager.
- Off-site pre-fabrication to be used, where practical.
- All plant and equipment to be used for the works to be properly maintained, silenced where appropriate, operated to prevent excessive noise and switched off when not in use and where practicable;
- Plant will be certified to meet relevant current legislation and British Standard BS 5228 standards;
- All Trade Contractors to be made familiar with current legislation and the guidance in BS5228 (Parts 1 and 2).
- Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site conducted away from noise sensitive areas and inside the site constraints.
- Noise complaints immediately investigated.
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7.9 Site Waste Management Plan

The disposal of all waste or other materials removed from the site will be in accordance with the requirements of the Environment Agency, Control of Pollution Act (COPA), 1974, Environment Act 1995, Special Waste Regulations 1996 and Duty of Care Regulations 1991. Under the Site Waste Management Plans Regulations 2008, from 6th April 2008 every construction project in England, valued at over £300,000.00 was previously required to create, monitor, update and finally complete, and analyse, a site waste management plan (SWMP). The Lawful requirement to produce a site waste management plan was revoked by the UK Government in December 2013 in England on all sites starting after 1st December 2013. However, despite this change it is still considered best practice to produce, implement and monitor a SWMP to improve environmental performance, reduce the amount of waste generated and ultimately the cost to remove the waste from site, and reduce waste crime and fly tipping.

In general, and in accordance with the principles of the UK Government’s ‘Waste Strategy 2000’, a principal aim during construction will be to reduce the amount of waste generated and exported from the proposed development site. This approach complies with the waste hierarchy whereby the intention is first to minimise, then to treat at source or compact and, finally, to dispose of off-site as necessary. All relevant contractors will be required to investigate opportunities to minimise and reduce waste generation, such as:

- Agreements with material supplies to reduce the amount of packaging or to participate in a packaging take-back scheme;
- Implementation of a 'just in time material delivery system to avoid materials being stock-piled, which increases the risk of their damage and disposal as waste;
- Attention to material quantity requirements to avoid over-ordering and generation of waste materials;
- Re-use of materials wherever feasible;
- Segregation of waste at source where practical and re-use and recycling materials off-site where re-use on-site in not practical (e.g. through use of an on-site waste segregation facility. See appendix A site layout plan). This will be dependent on the local waste operator as some prefer to segregate at their managed recycling centre.
- All contractors are nominated to remove their own waste from site.

Overall, the waste management for the site comprises:

- Loads are ordered on a need basis to prevent over ordering and on-site damage.
- Waste skips are provided for plasterboard/gypsum products and general mixed waste.

Skips will be covered to prevent dust and debris blowing around the site and will be cleared on a regular basis. Burning of wastes or unwanted materials will not be permitted on-site. All hazardous materials including chemicals, cleaning agents, solvents and solvent containing products will be properly sealed in containers at the end of each day prior to storage in appropriately protected and bundied storage areas. Any Asbestos products will be dealt with under the Control of Asbestos regulations 2012.
Appendix A