

Red Bank Neighbourhood, Victoria North, Manchester

HIF Infrastructure – Advanced Enabling Works

Construction Methodology Plan

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1. Introduction and Overview of Proposed Works

The purpose of this document is to provide an overview of the construction proposals to carry out advanced enabling works at the proposed Red Bank neighbourhood at Victoria North, Manchester.

The Victoria North initiative seeks to establish a series of integrated residential neighbourhoods across an area of approximately 155 hectares to the north of Manchester City Centre. To unlock the full potential of the area, Manchester City Council (MCC) has secured £51.6m of Government Funding through the Housing Infrastructure Fund (HIF) to deliver critical infrastructure and enabling works within the Initial Development Area (now known as 'Red Bank Neighbourhood') (excluding the delivery of residential plots).

A key condition of the HIF funding is that the spend availability period runs until March 2024 and, therefore, practical completion of the infrastructure and enabling works by this date is imperative. This first application planning application comprises the initial advanced enabling works covering only a small part of the wider Red Bank site. The application is intended to facilitate an early start on site and clear a path for the main infrastructure, flood works and, ultimately, residential development proposed by successive prospective planning applications.

The site is located on the old railway sidings sandwiched between Redbank/Honey Street and the River Irk, and also includes the former Creamline Dairies site on Red Bank, which is proposed for demolition. The existing access to Creamline Dairies will be utilised for the works. At present, access to the site for vehicles is currently utilising the existing bridge along Collyhurst road.



The proposed area of the works included in the enabling element is approximately 2.66ha and will include the establishment of welfare for the works, demolition of the old Creamline Dairies structure on the Red Bank road and an area of the existing masonry retaining wall to the south of the Dairies site, the clearance of an area of self-seeded trees/ vegetation and the construction of a new temporary access/haul road.

2. Site Operating Hours

Standard working hours for the project will be Monday - Friday 07:30am till 18:00pm

Weekend working will be for essential works only and with agreement by the employer. Working hours on weekends will be Saturday 08:00 till 16:00, Sundays 9:00 till 15:00

No working on public holidays will be undertaken

3. Site Welfare

To provide suitable welfare for the various operations which will take place as part of the enabling works there will be a need to establish a main compound set up and also a series of satellite set ups in the specific areas of the works.

All welfare facilities provided will be in accordance with the Construction (Design and management) Regulations 2015 and in line with BAM Nuttall procedures.

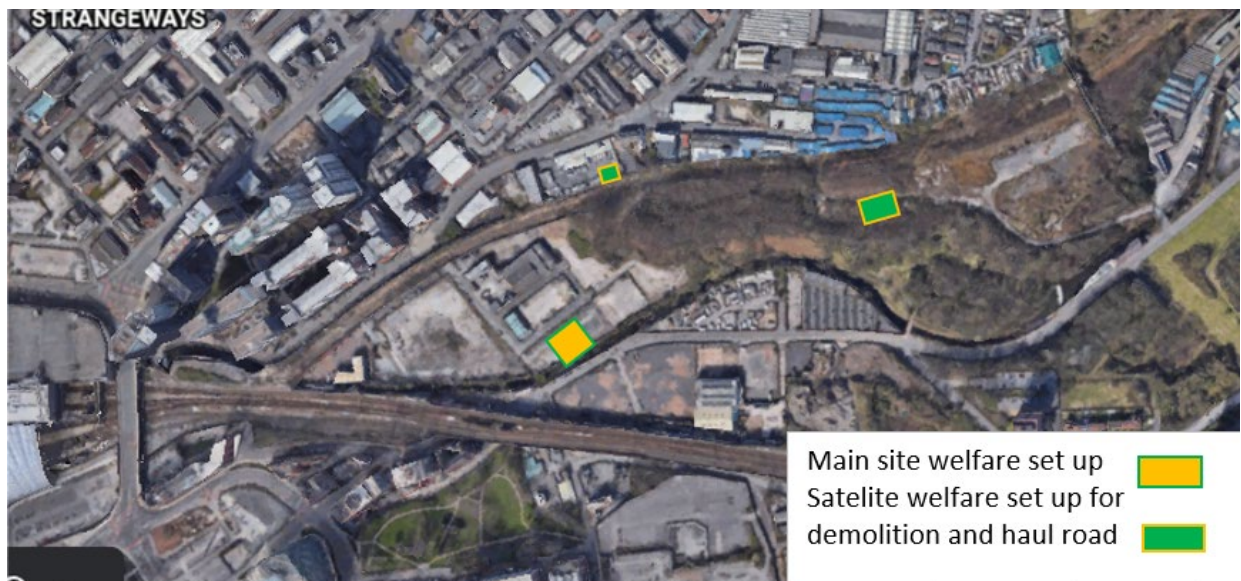
The main compound for the works will be established in the car park area at the end of Roger street. This area is a secure fenced off area with an existing hardcore surface.

The compound within the area will be laid out to allow for safe walking routes around the area and reduce the interaction between pedestrians and vehicles. Suitable lighting will also be positioned to illuminate the area for access but also to reduce impact on surrounding areas.

Facilities within this main compound area will consist of offices, canteen, drying and changing facilities, toilets, first aid and equipment stores.

Satellite facilities will be set up on the works areas as identified. These will provide easy access to toilet and hand washing facilities for the workforce at the point of works where required.

All satellite compounds will be provided with fire fighting and first aid equipment to assist in speed of reaction if required.



4. General Site Access

Access for the areas of works and the site compounds will be utilising the existing major highway network and all deliveries will be planned and timed to reduce the impact on the surrounding areas.

All suppliers will be provided with a delivery plan which will highlight their access routes dependent on the area being serviced.

As highlighted below there will be two major routes to service the project. These are the existing service routes used by the business in the area and using the will reduce the impact of traffic down the quieter areas of the local Green quarter neighbourhood.

The primary route to access the Collyhurst road entrance will be by access from the A6010

For access to the Red Bank area (including the site welfare facilities) this will be made from the A665 via North Street.



Entrances into the site off Collyhurst road and Red Bank will be managed by the BAM site team and areas within the site will be established to act as staging areas for deliveries to remove the vehicles from the surrounding roads and prevent traffic issues.

Once the demolition works have been completed at the Creamline Dairies site and the haul road completed all primary deliveries to the site will be directed to the entrance on Red Bank. Minor adjustments may be required to the existing entrance from Red Bank road to allow clear access for the larger vehicles required.

Any works to be undertaken on the adjustments will be undertaken under traffic management and pedestrian footpath diversions and so as such will require agreement with MCC Highways.

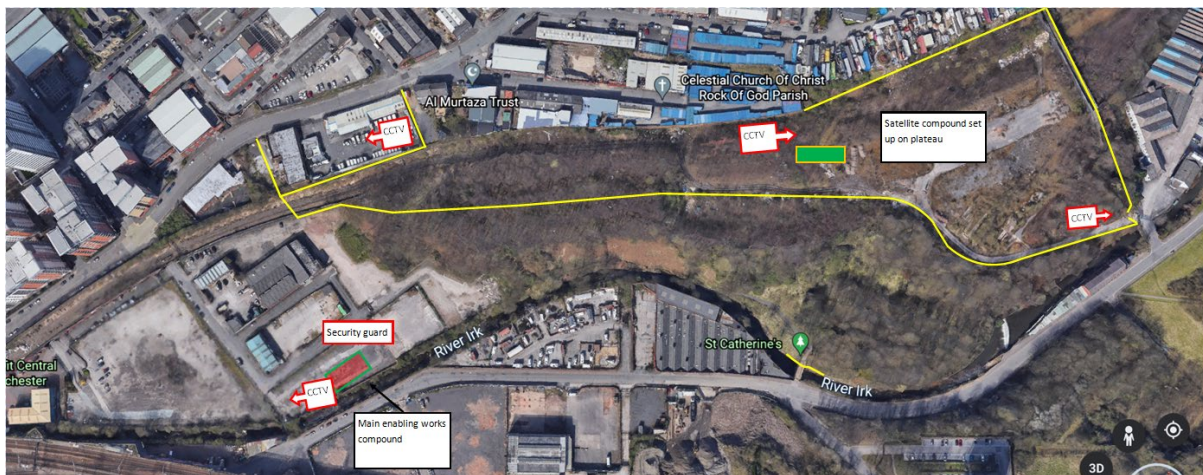
5. Site Security

The site is bordered by both a road (Red Bank) and an existing retaining wall to the north and by the River Irk to the south. There is also the benefit of existing chain link to areas of the perimeter which, although in areas requires some repair, is serviceable.

The application site itself has been subject to trespass and so will require reinforcement of the perimeter. This in the initial stages of the enabling works will be carried out by the installation of Herras fencing panels which will be double clipped and secured to provide additional support.

Site security will be provided by a SIA registered security company. Additionally, CCTV systems will be installed to allow security coverage of the site at all times. These systems will be fed back to the main compound area which will have a static guard in place out of hours. This system will allow the guard to monitor the site overnight from a secure location without the need for site roaming.

The guard would be able to call Police or the security teams for assistance if the need arose.



During site operating hours all access points to the site will be attended to allow access. If the need arose for the attendant to leave the entrance the gates would be closed and locked. At no point will an access point onto the project area be left unattended and unlocked.

Daily inspections of the perimeter fencing will be carried out by the site team and recorded. Any repairs or amendments will be identified and carried out and recorded. Any continual or repetitive breaches will be identified and if required amendments to the security arrangements made to accommodate.

6. Programme of works

The below shows the indicative programme of works for the enabling phase.

A programme has been developed for the enabling works to efficiently sequence the operations and minimise the impact on the local area. A copy of this can be found in Appendix A.

7. Construction Methodology

Demolition Works

Ahead of any works taking place surveys will be undertaken of the existing structure and materials within the fabric. The demolition team utilising the findings of the surveys will walk the site and produce the task specific method statements and risk assessments for the works.

The works will consist of:

Soft stripping

- Using hand tools, operatives will remove the items listed below and the like:
- Loose furniture.
- Fixed furniture.
- Features and fittings.
- Floor coverings.

- Suspended and false ceilings.
- M&E installations.
- Doors and frames.
- Skirting.
- The waste will be separated at source.
- Exclusion zones will be established, sign posted and maintained.
- Safe access and egress routes will be established, sign posted and maintained.
- Emergency escape routes will be established, sign posted and maintained.
- Dust, noise, and vibration mitigation measures will be established and maintained.
- Mobile access platforms will be erected by PASMA trained operative, tagged, and recorded.
- Operatives wearing full PPE will soft strip and remove waste to skips outside.

Mechanical demolition

- Note: asbestos stripping will have been completed prior structural demolition being undertaken.
- A Supervisor will coordinate all ground floor clearance operations.
- All the tarmac hardstanding will be removed after testing for coal tar.
- An excavator will start at the entrance gate end of the building and demolish it in a top-down sequence using hydraulic attachments.
- As the demolition progress all the waste will be loaded directly into skips and removed from site and the brick work placed in a stockpile for crushing.
- When all the superstructure has been demolished the ground slabs and foundations will be removed for crushing.
- The crusher will be brought to site to crush all the suitable demolition rubble to 6f2 grade.



Tree clearance

All tree and vegetation clearance works will be carried out by a trained and certified ARB tree surgeon.

All materials generated from felling will be stored on site for use around the project including chippings and logs.

Tree clearance works will be undertaken where possible outside of the nesting season but due to time restrictions may need to be cleared into the March. If this situation occurs a visual inspection of the areas will be undertaken by a trained ecologist and the works will be observed and supervised by the ecologist until their completion.

Haul road construction

Prior to works being undertaken detailed method statements and risk assessments will be developed.

The works will consist of:

- Delivery to site of plant and equipment to carry out the works. It is planned that to carry out the construction of haul road up to 3 no 360deg excavators ranging in size from 15t to 30t will be utilised along with 2 no 25t articulated dump trucks and a wheeled compactor. The equipment will be brought to site as the works progress and also removed from site as the works complete.
- Commencement of delivery of aggregate to construct the new haul road. Deliveries will be taken onto site utilising the Collyhurst road entrance. Planned delivery of materials for this stage of the works are 20 loads per day to a maximum of 25.
- The excavators will carry out a strip of the existing site vegetation and topsoil and utilising the dump trucks transport it to a site stockpile for reuse.
- The works will then commence for the excavation and construction of the new haul road as shown the staged drawings below.

Stage 1 Initial excavation works commence and delivery of imported aggregate underway



Stage 2 imported material transported from stockpile to road construction and excavated material taken to stockpile



Stage 3 Works continue exchanging imported material for excavated



Stage 4 Road construction complete, stockpiles tidied and all machinery removed form site.



8. Environmental management

Noise & vibration monitoring

As part of the development of the methods of works for the activities to be undertaken assessments will be carried out of the equipment and processes to be used. These assessments will allow the specific mitigation measures required to be put in place prior to any works being undertaken.

The requirements described within the noise at work Regulations 2005 and the British Standards BS 5228 Noise and Vibration Control on Construction, and Open Sites will be fully adhered to.

Works will limit as much as is practical high noise operations and where this is unavoidable measures will be taken, such as the selection of plant and equipment or work processes, which does not emit high noise levels or equipment, which is fitted with silencing/anti-vibration.

Full liaison will occur with any affected neighbours as part of the pre-planning of construction work activities and every effort will be made to minimise the impact upon their work activities and also to work in cooperation regarding any specific requirements they may have, including restricting high level noise during key times (Consideration will also be given to works occurring outside of normal works hours, where noise levels cannot be satisfactorily reduced).

Dust control

Works within the Enabling works phase will be undertaken in the wetter part of the year, but measures will still be put in place to control any dust arising from the works e.g., dampening down.

Generally good housekeeping should be employed to reduce the amount of dust created. The Principal Contractor in conjunction with its sub-contractors shall ensure dust generated from site activities does not become a risk to others and in doing so shall assess the dust risk for each work package, ensure adequate controls are in place and review these controls with their contractors.

During the demolition of the Creamline structures the area will be dampened down continually to prevent any dust arising from the operations. All arising from the demolition removed from site will be done using covered wagons and damped down prior to exit from site.

During the delivery phase of materials monitoring will be undertaken of the surrounding roads and conditions. The deliveries will be carried onto site via the existing concrete surfaces which will reduce the generation of mud and dust on the public highway. If the need arises a road sweeper will be brought to site on a suitable frequency to maintain the highway.

All vehicles leaving site will be checked for any loose debris trapped within the wheels and if found this will be removed before exiting onto the public highway.

Wheel washing facilities will be put in place for exiting vehicles before they reach the public highway to ensure no transfer of material from site.

Waste management

A site specific waste management plan will be developed for the project. This provides the strategy for the control and management of the waste on site, this includes the storage, recycling and disposal of all waste generated during the construction phase.

As part of the BAM Nuttall procedure on waste management all site waste will be segregated for disposal (timber, plastic, paper etc).

All waste removed from site will be recorded and transfer notes captured digitally. All recorded information will then be used to update and monitor the waste management plan until project completion.

9. Community engagement

During the course of the works, community engagement is an important part of our responsibility. The Principal Contractor shall appoint a single point of contact, the Community Liaison Officer, for engagement and liaison with the local community and various schemes and communications shall be implemented:

The site shall be registered with the Considerate Constructors Scheme. Any queries or complaints shall be received, logged, reviewed and responded by the Community Liaison Officer for anyone who wishes to raise an issue. These matters shall be actioned by the appropriate team member, according to the issue raised.

Communication about the construction works shall be provided, in the following forms: generally, project information displays on the site hoarding; a communications display board mounted to the hoarding; regular progress updates displayed at the site, distributed by email and issued as letter drops as appropriate; special notification of key events or significant works that may impact beyond the day to-day site operations.

Appendix

A. Programme of Works

VICTORIA NORTH - HAUL ROADS PROGRAMME																
Item	Duration	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	Week 8	Week 9	Week 10	Week 11	Week 12	Week 13	Week 14	Week 15
Establishment of welfare																
Demolition works to Cream line Dairy																
Tree clearance works																
Removal of tree roots/stumps	2 weeks															
Excavation for road, placing Terram/Geo and place 6F2/Type 1	8 weeks															
Importing 6F2 6F2= 7425t (19 days)	4 weeks															
Importing Type 1 Type 1 = 2475t (7 days)	1 week															
French Drain	2 weeks															
Removal of retaining wall and excavation at Creamline Dairy	4 weeks															