

1 Description of the works

The planned works involve the demolition of Building 305 which is located between Avro Way and Argosy Drive, with access from Argosy Drive, in World Freight Terminal Area of Manchester Airport.

Prior to structural demolition all services will be disconnected from the building and capped off. There is an external plant room, located at ground level on Argosy Drive and services runs from the plant room to the building will be disconnected and capped off and services running to the plant room and onwards to other buildings will be investigated and protected as required. All services investigation, disconnections/isolations and diversions to be agreed in advance and confirmed in writing as complete prior to any structural demolition.

There are minimal remaining fittings in the building and no furnishings or air conditioning systems. Soft strip works will be carried out to remove fittings and fixtures. Following completion of this, demolition of the structure will be by machine to floor slab level. The floor slab will be left intact for later removal as part of the development contract. Suitable arisings will be crushed on site and left on site in stockpiles, placed in agreed locations and to agreed profiles.

2 Working hours, including delivery times:

Monday to Friday: 8am-5pm

Saturday (if necessary): 9am -1pm

NB

The site is within an area that is wholly associated with the airport freight terminal and borders the route to the Western Maintenance Area. There are no residential buildings in the area, the nearest hotel is on Runger Lane approx. 600m north of the site area. Roads surrounding the area, especially Avro Way and Viscount Drive are in use 24 hours per day for movement of freight.

2 Site boundaries and fencing

The site area will be surrounded with Heras fencing, double clipped and placed in rubber feet, with feet weighted down as necessary to ensure stability. The line of the fencing will be within the kerbing to Argosy Drive on the eastern side of the site and will enclose an agreed area of the staff car park to the north of the site. The fencing will follow the line of the exiting timber fencing to the north of the building and will enclose the soft landscaped area on the western elevation (elevation facing Avro Way) and return along the south elevation (elevation to Viscount Drive). The fencing will not obstruct the existing footpath that runs from Avro Way to the crossing of Viscount Drive.

A temporary site entrance will be formed for all site vehicular and pedestrian traffic from Argosy Drive and will be to the south of the southern of the two existing car park entrances. The temporary entrance will be formed by placing Faun Trackway, for the required width of the access, over the soft landscaping between Argosy Drive and a temporary tarmac ramp to protect the existing kerbs. Double gates will be provided in the site fencing for the temporary site access. The gates will be secured with a chain and keypad padlock. Demolition site warning notices will be displayed on the gates. The gates will be locked when unattended and closed when not in use. The gates will be opened/closed and all wagons/other vehicles driving on and off site will be under the supervision of a designated gateman.

Warning signs will also be displayed on the fencing on the Avro Way elevation and on the southern elevation facing Viscount Drive in the vicinity of the crossing point over Viscount Drive..

The Site Manager will check all security measures and ensure that they are in place at the end of each shift and record this on the standard company form and take record photographs. They will also be

re-checked at the start of each shift and any signs of damage/trespass recorded and rectified and noted to MAG.

3 Site compound and welfare facilities

Welfare facilities compliant with Schedule 2 of the CDM Regulations and as detailed in the Construction Phase Plan, will be provided using mobile self-sufficient welfare units located within a compound area within the fenced site boundary in the staff car park to the north of the building

4 Emergency Contact Arrangements

Notice will be displayed on site gates confirming emergency contact arrangements for all issues outside of site working hours. This information will also be provided directly to the MAG Project Manager and by that route made available to the Airport ESTM team, together with codes for the padlocks on the gates.

5 Parking of site operatives and visitors

All parking, associated with the site, will be provided within the fenced site area which incorporates part of the current staff car park to the north of the site. The site is surrounded with roads with double yellow lines and there is no permitted parking on Argosy Drive or Viscount Drive. Short term parking is permitted on Avro Way in designated areas and in the event of a vehicle being temporarily unable to enter site, parking is permitted on a short term basis (not exceeding 20 minutes) in these designated areas.

6 Loading and unloading and storage of plant and materials

All loading and unloading will be carried out within the site. Wagons delivering equipment and removing skips and spoil will use the temporary formed entrance onto Argosy Drive as detailed in section 2 above. All site related traffic will enter/leave the overall area from Viscount Drive and then Avro Way, which is a wide MAG owned road used for access/egress for all vehicles into and out of the World Freight Centre.

All vehicle movements on and off the site will in forward gear and be under the control of a competent banksman to ensure the safety of other road traffic, including cyclists, and pedestrians. The site gates will be closed when not in use and locked when unattended. Gates will be opened and closed by the nominated banksman.

With exception of soft strip materials, which may be loaded into segregated skips by hand, all unloading and loading would be by mechanical means within the site.

Storage of plant, arisings and materials

All plant will be secured at the end of each working day. Small plant, tools etc will be taken off site or locked in a secured cabin. Any access equipment will be removed, locked up or protected to prevent unauthorised use.

Prior to the structural demolition, segregated waste skips will be provided for the relatively limited amount of soft strip materials. Segregated skips provided, at each relevant stage of the works, for crushable arisings, timber (lockable skip), green waste, metal, non-recyclable waste. Skips will be replaced on a very regular basis.

The limited amount of materials required and site consumables will be delivered on an as required basis with no anticipated requirement to stockpile them on site.

The Site Manager will inspect the site at the end of each shift to ensure all plant secured, equipment placed safely and waste covered/damped down as required and record this on the company standard Site Safety Form.

COSHH materials will be kept in a COSHH store, drip trays/plant nappies will be provided for all fuelled equipment. Storage areas will be organised to provide safe travel/transportation routes minimising risk of collision, damage or loss of materials.

7 Prevention of deposition of dirt on nearby roads

Vehicles on site will travel on the existing hardstanding which forms part of the car park and for later stages of the demolition potentially on the exposed floor slab, minimising any potential for tyres to accumulate any soil from the site.

A jet wash facility will be provided and vehicle wheels will be inspected prior to driving off site and wheels washed as necessary. The Site Manager shall also ensure that a road sweeping vehicle is deployed where required, to remove any dirt on the highway.

The Site Manager, or nominee, shall regularly review the condition of both Argosy Drive and Viscount Drive adjacent to the site, reviewing this at multiple occasions during the day when there are movements of vehicles off site that could result in mud being deposited on the highway. As an immediate response to any mud being deposited, Slippery Road signs will be displayed on both approaches to the site. The Site Manager will organise an increased frequency of visits by the road sweeper to ensure that the mud is rapidly removed.

8 Control of dust and dirt.

See also item 7 above and the Dust Hazard Management Plan provided in relation to creation of dust/smoke that could pose a risk to aircraft and to the airport operations, attached as Appendix 1.

Soft strip works will not generate any dust that could have any implication outside the site. Materials removed as part of the soft strip works will be placed into a waste skips on site and would not be expected to generate any dust.

The method of demolition is by machine with specialist attachments which allows accurate and precise dismantling of the structure minimising dust potentially to be released. For the main demolition works a specialist water fog system will be deployed on site, a Motofog 20 D Midi system. This system provides a fine water spray which can be accurately directed and effectively suppresses any dust arising from the works, without using large volumes of water and potentially creating an associated nuisance.

Following dismantling of elements from the structure, the released materials are placed directly by the demolition excavator into the on-site skips, avoiding double handling and the potential for generation of additional dust. Arisings placed in the skip will also be damped down as required if their condition is such and/or weather conditions are such that any dust could arise. Skips will be removed as soon as full, skip sizes have been planned to accommodate the anticipated sizes of dismantled materials. Skips being removed from site will be covered over prior to leaving site.

The floor slabs and foundations are to be left intact. For the on site crushing, moving and stockpiling of granular arisings, the water fog system will again be deployed as necessary. The Site Manager shall review works in relation to weather conditions and activities potentially generating dust, as detailed in the Dust Risk Assessment included in Appendix 1, ensure required measures are available/in use and monitor on a qualitative basis the extent of dust arising and migration of any dust off-site on a daily basis and record the results of these checks in the Site Records and ensure effective use of the dust suppression system.

Control of dust arising locally from specific operations, such as cutting, is controlled strictly through risk assessments and method statements to protect the operatives' health. These measures include dust suppression and, by ensuring protection of operatives working close to these operations, will also avoid any potential for generation of dust to a wider area. Compliance with these controls is implemented via the risk assessment and method statement for the works and audited in accordance with the company Health and Safety Policy.

Wagons removing waste that could produce dust, specifically including all outgoing vehicle loads with fine materials that could generate fines, shall be sheeted over on site. Any storage of such waste on site shall be removed daily or covered over.

Dust control measures are included in the RAMS and are briefed to all personnel on site.

9 Noise and vibration

The site area is surrounded by office buildings and warehouse building associated with the World Freight Centre. The method of demolition selected minimises noise and vibration arising. Noise levels of equipment are limited as far as possible in relation to health and safety criteria. No significant noise levels are expected in relation to soft strip activities and demolition of the superstructure.

There are no breaking out activities associated with the removal of floor slabs and foundations. No works will be carried out outside of the permitted working hours.

10 Management and Recycling waste

A Site Waste Management Plan, attached as Appendix 2, will be put in place for the works, detailing arrangements to re-use, recycle and dispose of waste materials arising from the works.

The demolition asbestos survey carried out in January 2021 identified only one instance of the presence of asbestos containing materials, which was in a pipe gasket in the server room and this, and any similar gaskets, will be removed without disturbance and double bagged and disposed of as asbestos waste. This will be covered by a specific consignment note and disposed off to licensed landfill, records maintained in the site file.

Metal arisings will be placed in a metal skip and be taken off site for recycling.

Demolition arisings (masonry, concrete, glazing) will be crushed on site and stockpiled on site for use in the later development project.

Timber arising from the demolition will be recycled off site.

General waste will be removed from site in general waste skips and be sorted by others offsite and recyclable materials recovered at a waste transfer station by the appointed skip hire company.

Waste transfer notes will be obtained for all consignments of waste removed from site. Copies of waste carriers' registrations will be maintained on site for all companies removing waste and copies of waste management licences obtained for waste taken to landfill or for further treatment elsewhere.

11 Pollution of watercourses

There are no local watercourses.

Outlets from the foul and surface water drainage will be stopped off within the site, as detailed in the RAMS prior to any demolition work taking place to prevent any loss of materials into the existing drainage. The car park drainage will be protected as required.

12 Community engagement strategy

The site is within the World Freight Terminal at Manchester Airport and all neighbours are businesses associated with airport. There are no residential or hotel properties nearby.

The MAG Project Manager will liaise with all local building occupiers to inform them of the works.

Site rules, briefed to all personnel as part of the induction and displayed in the site welfare facilities will include the necessary standard of conduct and behaviour to avoid nuisance or potential harm to the general public and to neighbours to the development. All risk assessments and method statements will take into account the potential for the works to create nuisance and control measures to avoid or reduce this risk.

In accordance with the company IMS, the Site Manager will note any complaint in the Site File and investigate it and actions taken in response. This log will be available for review by the client and any third parties. Where the Site Manager considers the complaint to be valid, it will also be recorded on the company Non Conformance Form, where details of the non-conformance, actions taken and further corrective/preventive measures shall be confirmed as appropriate and completed.

The site gates will be kept closed when not in use and locked when unattended. The Site Manager, or nominee, will inspect the site including the hoarding and all external areas at the end of each shift and ensure any issues are addressed and record the completion of this check.