

1 Description of the works

The planned works involve the demolition of Building 401 which is located adjacent to the intersection of Avro Way with Pinfold Lane at the southern end of the World Freight Terminal Area of Manchester Airport.

Prior to structural demolition, works will be carried out to divert HV and LV services. Soft strip works will be carried out to remove all fittings and fixtures. Clearance works will be carried out to vegetation and trees as required to facilitate the later development. Following completion of all of these, demolition of the structure will be by machine and will include grubbing up and removal of foundations etc to a specified depth below ground level. Suitable arisings will be crushed on site. The site will then be prepared for future development, in accordance with the specification, involving placement and compaction of suitable fill material (anticipated to be crushed arisings generated on site) to achieve the required levels. Additional crushed material may also be stockpiled on site, with 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 or hotel buildings in the area. Roads surrounding the area, especially Avro Way and Pinfold Lane are in use 24 hours per day for movement of freight.

2 Site boundaries and fencing

For the external works for the enabling HV diversion works, the working areas will be surrounded with Heras fencing, double clipped and placed in rubber feet, weighted down as necessary.

For the soft strip works, the boundary of the external working area, used for loading and moving the skips which will be placed outside the loading bays on the Pinfold Lane elevation of the building, will be surrounded with Heras fencing as above. For this phase the building will be fully secured at night. During work hours, existing fire escape doors will be available for use in the event of the fire. During this stage the use of two sets of existing access/egress gates onto Pinfold Lane will be shared with the Airport Customer Buses operated from their base, immediately to the south west of the site, with a shared one way system in use for both site related vehicles and buses.

For the man demolition works, for lengths of the boundary that are not currently securely fenced, the site will be surrounded with **2.4m high weldmesh fencing, supported by posts at 4m centres set in 40 gallon concrete filled drums, the ends of which will be tied into lengths of existing adequate fencing, i.e. the fencing on the northern and southern elevations. The existing vehicular gates in the fencing to the north of the site and onto Pinfold Lane will be maintained as site gates within the secured fencing.** The gates will be secured with a chain and keypad padlock. Demolition site warning notices will be displayed on both sets of 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.

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

For works up to the commencement of the structural demolition, welfare facilities compliant with be provided using mobile self-sufficient welfare units located within a compound area within the fenced site boundary in the corner of the site closest to the junction of Avro Way and Pinfold Lane.

For the structural demolition stage and subsequent works to complete the site levels to the required specification, the compound and welfare facilities will be relocated to an approved area to the south west of the site, following completion of decanting from this area of the passenger bus facility,

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

For the works prior to the structural demolition, parking will be provided in the existing small car parking area to the north of the site, with access via existing gates and uncontrol of the designated gateman.

For the structural demolition and all works afterwards, parking will be available within the relocated site compound on the area to the south west of the site, following decanting from that area of the passenger bus facility.

There will be no site-related parking allowed on either Pinfold Lane or Avro Way.

6 Loading and unloading and storage of plant and materials

For the works associated with the HV diversion, outside the main site, there may limited loading/unloading via grab wagon or materials and unsuitable spoil. This will be under the control of a competent banksman, safely located, who will ensure the safety of any pedestrians and other traffic in the area.

For all other elements of work, all loading and unloading will be carried out within the site. Wagons delivering materials and removing skips and spoil will use the two existing entrances off Pinfold Lane on a one way basis; turning right into the site from the southern entrance and left out of the site from the northern one. All site related traffic will enter the overall area from 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 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 from the existing loading bays 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 soft strip and positioned to be accessible from the existing loading bays. Segregated skips provided, at each relevant stage of the works, for crushable arisings, timber (lockable skip), green waste, metal, non-recyclable waste. There will be a separate lockable specialist skip for asbestos related waste under the control of the specialist asbestos removal sub-contractor. 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

For all the works prior to the structural demolition, vehicles will travel only on existing hardstanding. As the structural demolition progresses and the associated stoning up of the site proceeds, wagons will travel at every stage on either hardstanding or stoned up areas, 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 Pinfold Lane and Avro Way 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. Any mud deposited on the pavement will be removed by site personnel as directed by the Site Manager.

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.

For breaking out of the floor slabs, foundations, retaining wall etc, and 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 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.

Breaking out activities associated with the demolition of the substructure -floor slabs and foundations, may result in significant noise levels. No works will be carried out outside of the permitted working hours.

10 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.

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 re-used on site, as necessary to complete reinstatement of the site to the specified levels. All surplus will be removed for re-use elsewhere.

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.

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.