



MANCHESTER
CITY COUNCIL

Outline Construction Methodology and Logistics Plan

Ashton Bridge

August 2021

Introduction

At the point of preparation of this Outline Methodology and Logistics Plan a Principal Contractor has not been appointed to complete the works therefore the following information aims to provide a possible construction methodology and framework for construction based on our experience of the scheme and drawing on experience of schemes of similar scale and use.

It would be a requirement of a successful application for the appointed Principal Contractor to provide to MCC a detailed Construction Methodology and Logistics Plan and a Construction Environmental Management Plan (CEMP) for approval prior to commencement of works on site. It is anticipated that a planning condition to this effect would be attached to any Planning Permission.

The detailed CEMP plan shall contain the following sections:

- Environmental policy
- Environmental Management Systems
- Assessment of significant environmental aspects
- Communication strategy

The following document concentrates on the likely core construction activities and their potential environmental effect with a view to provide sufficient information for the environmental impact assessment to consider such impacts and make recommendations on the requirements for any mitigating factors.

The Development

Improvement works are proposed by Manchester City Council (MCC) Major Projects to install a new walking and cycling bridge and provide an additional connection across the Ashton Canal. This is part of a wider strategy to facilitate better connections needed as a result of recent and planning activity taking place in the Ancoats and New Islington area, and is an aspiration of the Beelines network, Strategic Regeneration Frameworks relevant to the area, and the city more broadly.

The Site is located on Ashton Canal in New Islington in Manchester, 200m to the north east of Great Ancoats Street, 75m west of Pollard Street and close to the New Islington Tram Stop, as identified on the site plan (Figure 1). The new bridge proposes to sit alongside the existing Grade II Listed canal lock (Lock No. 3), where existing pedestrian access is currently provided.

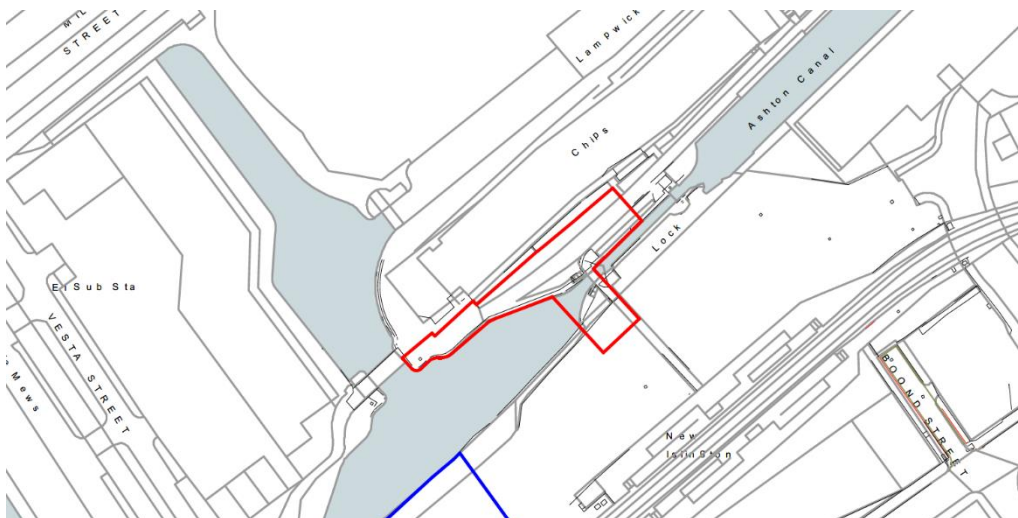


Figure 1 – Site Location Plan

The Site is seen as an essential connection to build on the transformative work that has taken place to date in the local area, which is planned to continue with the delivery of further residential and commercial properties nearby. The bridge is located within the Regional Centre, designed with the purpose of supporting the strategy to provide better and readily available car-free cycle routes into and around the city centre.

Infrastructure planning of this type has a critical role to play in supporting sustainable transport mode usage for accessing the city centre, which acts as a key driver of economic growth across sectors to enhance productivity for Manchester and the wider city region.

For detailed designs of the site, please read this section in conjunction with the Design and Access Statement and scheme drawings prepared by Hawkins/Brown and the Planning Statement prepared by Deloitte, submitted with this application.

Outline Programme

Canal's River Trust have confirmed that the only permissible timeframe to undertake construction works as required to facilitate the new bridge is between 04 January 2022 and 18 March 2022. Therefore, MCC is targeting site works to commence on 04 January and be completed 31 March 2022.

We believe that the sequencing of the works will consist of the following elements with indicative timeframes;

- Site set up approx. 1 week (between 03 January and 07 January 2022)
- Vegetation and site clearance approx. 1 week (between 10 January and 14 January 2022)
- removal of structures approx. 1 week (between 17 January and 21 January 2022)
- Foundation and infrastructure works approx. 5 weeks (between 24 January and 25 February 2022)
- installation of new bridge approx. 1 week (between 28 February and 04 March 2022)
- Completion of ramping approx. 2 weeks (between 07 March and 18 March 2022)
- Final works to be completed. 2 weeks (between 21 March and 31 March 2022)

The mentioned timescales are based on normal working hours of 07:30am – 6pm Monday to Friday and with deliveries within the same period. Occasional weekend work 8:30am – 2pm on Saturday's is anticipated such as moving materials within the site to create space to ease deliveries and traffic congestion on the following week days. This will be communicated in advance to adjacent residential and business properties. Sunday and Bank Holiday working will be avoided.

Where works are required to be completed outside such working hours the Contractor's will seek approval in advance from Manchester City Council and provide a mail shot to local residents / business's explaining the need to work out of hours, the type of work to be completed and the likely duration of such works. It is considered that such instances will be limited and will include works such as Utility diversions, removal of hardstanding, aspects of works involving adjoining carriageways and main entrances to tenanted buildings in close vicinity

The main contractor will be required to produce and distribute a monthly newsletter to all adjacent residential and business properties updating on progress to ensure that the local community are kept up to date with the works.

Construction Methodology

There are three options for accessing the site: Old Mill Street, Boond Street and Munday Street. Access onto and around the site is restricted by the existing canal and the pedestrianised routes that surround the lock, making it difficult for vehicles to access.

Routes for the delivery of large items of construction plant (Artic Lorries, Mobile Cranes, Dump Trucks, Back Excavators etc.) and landscape components (pavements, benches, Lighting Columns, Trees etc.), will be discussed and agreed with Manchester City Council Highways Department, with operations undertaken during agreed periods, to minimise disruption to local traffic, and the normal workings of the surrounding properties.

It is the intention to minimise the size of delivery vehicles where possible. 10m Artic Bed length will be preferred and this will be communicated to the suppliers and subcontractors.

The final site access and egress strategy and traffic management plan will require proposals to be further developed by the contractor, in conjunction with, and to the approval of Manchester City Council Highways Department.

To ensure that works are compliant with Manchester City Council requirements and with the necessary permits and approvals in place; the final site access and egress strategy and traffic management plan will require proposals to be further developed by the contractor, in conjunction with, and to the approval of Manchester City Council Highways Department.

In preparing the Traffic Management Plan, the Principal Contractor will be required to consider:

- Minimising stopping and potential blockages and therefore impact on Neighbouring Properties which require 24hr access.
- Continual Pedestrian Access maintained where possible.
- Facilitating proposed deliveries to site, ensuring site progress and therefore minimising the construction period.
- Contained site operations with clear and solid segregation from the public.
- Possible implications of proposed hoarding lines during the contract period, this will require an agreed approach between affected parties.
- Existing trees to be removed or trimmed as required. Most trees affected are proposed to be removed/replaced as part of the overall scheme for Pollard Street.

Pedestrian access / egress during the works is still being considered but it may be necessary to provide a small temporary crossing point across the canal, rather than people having to use an alternative route across. This is still being reviewed / considered at the time of planning application.

Site Security

Some site amenities could possibly be established on site within the hoarded area by double stacking site cabins with stairs and a walkway to provide toilet, canteen, lockers and drying facilities for the site operatives. These amenities are likely to be required to be supplemented by some offsite rental offices.

The site will be fully enclosed by a 2.000m high solid hoarding with some flexible sections to enable the line to be altered as required. The hoarding will be decorated in The Contractors Corporate Colours along with any required construction signage. Gates will be provided in the hoardings for access at prescribed locations. During construction these gates will be manned during working hours

Out of hours the gates will be locked, however the site will still be manned with security staff with the security levels increased as the works progress. The site will have full security over weekends and bank holidays.

There will be no on-site parking, the Contractors operatives and staff will be encouraged to utilise public transport. As part of the contractors subcontract tender enquiries & subsequent orders, all personnel will be made aware that there is no parking available on site and that once tools and small materials have been off loaded at the site entrance alternative car park locations will be advised along with directions to these parking sites.

Health and Safety

The project will be completed in accordance with the Construction (Design and Management) Regulations 2015 and all other relevant legislation.

The Client will appoint The Contractor as Principal Contractor. The Contractor will be required to demonstrate adequate competency in the management of health and safety, and have the correct management procedures in place to control the activities of a complex construction project.

The Contractor will produce a Construction Phase Health and Safety Plan is required to be produced prior to work commencing on site. This document will form the basis of the procedure for managing health and safety during the construction phase and will be periodically reviewed as the work progresses.

As part of The Contractor's requirements as Principal Contractor a Construction Phase Health and Safety Plan is required to be produced prior to work commencing on site. This document will form the basis of the procedure for managing health and safety during the construction phase and will be periodically reviewed as the work progresses.

Prior to commencement on site a Construction Phase Health and Safety Plan will be produced by the Principal Contractor the contents of this will include:

- Responsibilities
- Standards
- Continuing design development
- Safe building method
- Review of the Health and Safety plan (Pre-construction)
- Development and implementation procedure
- Information, co-ordination and co-operation
- Welfare
- Training
- Contractors Site Rules
- Monitoring
- Health and Safety File

Risk assessments and method statements for every element of the works will be required to be produced by the individual contractor carrying out the task, these will be assessed and commented on by a qualified member of the Contractors team, controls will be implemented on each risk assessment to reduce the risks to as low as reasonably practical.

The contractor carrying out the individual tasks will be responsible for carrying out the works in accordance with their risk assessments and method statements. Any deviation or unforeseen

condition from the agreed risk assessment and method statement will result in the immediate suspension of the works, the contractor will then be requested to revert back to the agreed method statement or re-submit a new proposal for assessment by the Contractor.

There have been no materials identified at this stage of the design process which are considered to generate a risk to construction personnel which will be unfamiliar to the contractor as an experienced contractor. The hazards arising from the use of wet cement, epoxy resins, solvent based paints can be expected and appropriate measures to minimise any risk will be a required and applied.

Other Environmental Considerations

To ensure that suitable contractors are appointed, all potential contractors will require to have their environmental credentials vetted, and be asked to submit their Company Environmental Policies and Procedures.

An Environmental Plan will be developed to address and monitor the following issues:-

- Applicable environmental legislation
- Pollution
- Nuisance
- Ecology
- Public Relations

Applicable environmental legislation will need to be identified in a register, to ensure that appropriate systems are put in place in order to comply with the legal requirements in question. The Contractor will be required to have Environmental Management System which complies with ISO 14001. As part of this system legislation registers must be produced and updated at regular intervals. The system is to be confirmed as regularly audited both internally and externally.

Measures will be put in place to ensure that the canal is not affected by the works, in conjunction with Canal and Rivers Trust. The relationship between the construction project and the Metrolink network will be agreed with TfGM, following pre-application discussions and setting out of technical information relating to construction near to active Metrolink routes.

Worksite Housekeeping- Control measures will be required to include:-

- All contractors are to ensure that the site is left in a clean and tidy state at the end of each day. All surplus materials and waste are to be transferred to the appropriate waste management area for processing.
- The Principal Contractor will ensure that any worksite fencing and hoardings will be maintained to comply with site conditions.
- All contractors are to ensure that toilets, offices and canteen areas are kept clean and tidy at all times.
- All vehicles leaving the site will not carry debris on to the public highway.
- All contractors will ensure that building materials and equipment are stored and used in accordance with health and safety requirements and that chemical drums, fuels, oils and the like are stored upright, and properly sealed when not in use in designated, properly bunded and protected storage areas.
- In the event of any spillage of diesel, fuel, oil or chemicals the subcontractor will clean up the spillage immediately using appropriate spill kits.

- Resources and materials will be procured in appropriate sizes and quantities and arrive at site as required.

Continual dialogue and newsletters etc. will be required to be issued to the surrounding premises and businesses so that they are aware of the proposals throughout the scheme.

Site Management will be required to liaise with these vehicles and ensure that The Contractor's deliveries are co-ordinated with their deliveries so that any traffic issues are minimised.