

1.0 SITE ADDRESS

Land at 125 Beresford Road, Manchester M13 0TA.

2.0 SURROUNDING LAND USES AND RELATED RESTRICTIONS

The site is situated at the corner junction of Beresford Road and Buller Road. The existing Makki Centre building abuts the site and is located on Beresford Road junction with Campbell Road.

The site is bounded to the north by Buller Road and another Place of Worship, to the east by an ally way and Residential properties, to the west by Beresford Road and Residential properties and to the south by Makki Centre and Residential properties.

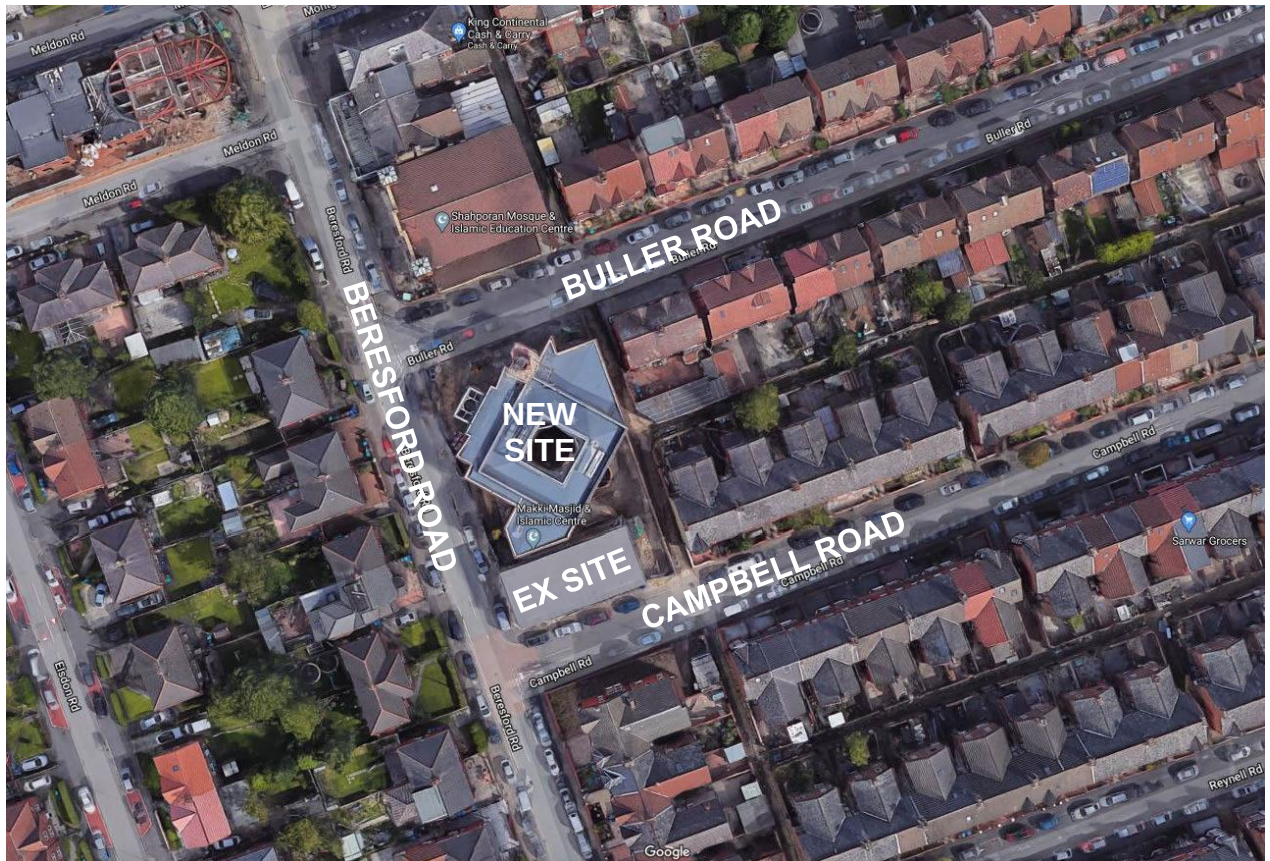
The immediate local area includes a mix of land uses with those residential properties in the immediate vicinity principally being made up of housing, other Places of Worship & Educational institutions and local amenities and facilities.

There is very limited on site parking area within the whole site. There is parking adjacent to the existing Makki Centre and this is accessed from Campbell Road and a small parking area within the new Mosque accessed from Buller Road.

3.0 WORK DESCRIPTION

The erection of a 2-storey purpose-built Place of Worship.

4.0 STRATEGIC ROAD NETWORK IN THE VICINITY OF THE SITE



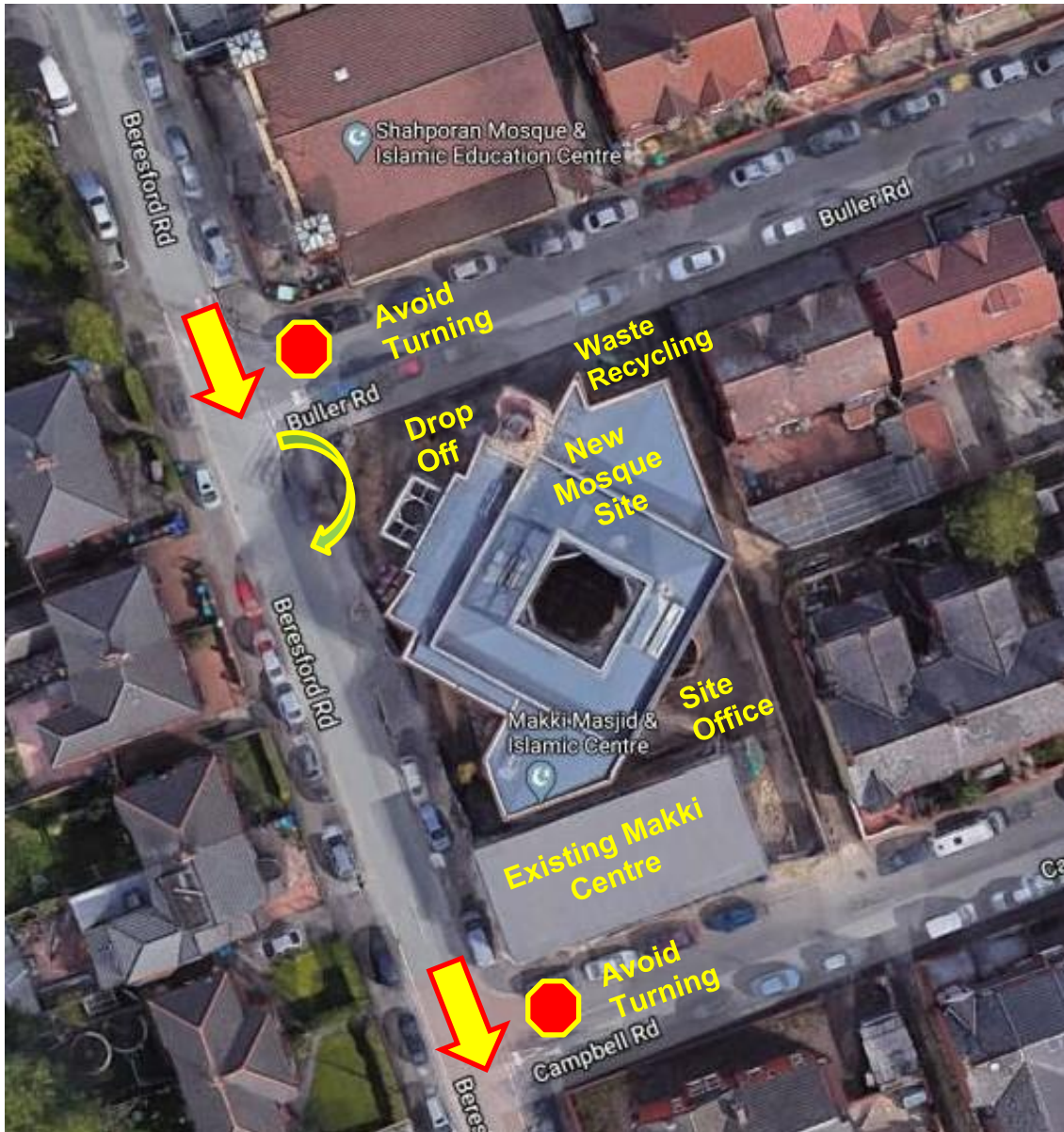
5.0 SITE COMPOUND

The site compound, storage and skips are within the site at the north-west corner of the site near the junction of Beresford Road and Buller Road.

Contractors and sub-contractors will arrive in shared vehicles to avoid any parking issues.

Pedestrian access to the existing Makki Centre will be maintained at all times.

6.0 ROUTING OF CONSTRUCTION VEHICLES



1. Access to the site is via a dedicated entrance serving site.
2. Left (or right) turning into Buller Road and Campbell Road will be avoided due to the close proximity of the residential properties.
3. Delivery will be made to the Beresford Site entrance to allow free traffic flow along Beresford Road.
4. The routing will also be timed to avoid peak times for schools, offices, public buildings etc.
5. The contractor will issue the site Construction Method Statement to all suppliers and visitors to make them aware of the preferred site access (entry and exit), delivery times, size of vehicles and parking arrangements etc.
6. No vehicle loading, unloading and waiting will be permitted on Buller Road and Campbell Road.

7.0 TURNING WITHIN THE SITE

There is a limited turning area within the site for small to medium goods vehicles (3.5t/7.5t) only.

8.0 VEHICLES ACCESSING THE SITE PER DAY/WEEK

The number, type, size and weight of vehicles accessing the site will be detailed by the appointed contractor and the details will include the average daily number of vehicles during each construction activities, including their dwell time at the site.

The deliveries and collections will be restricted to between 9.30am and 3.00pm and the delivery vehicles will be managed and prevented from causing obstructions to the highway.

9.0 DUST CONTROL & VEHICLES WHEEL WASH

Dust Control Procedures

During the construction process the Contractor will minimise the build-up of any dust on site by damping down all internal/external areas where required.

This will be controlled with the use of a dumper and operator towing the water bowser around the site on a periodic basis. This operation will be dependent on weather conditions and in the event of excessive dry periods it will be carried out under the discretion of the Site Manager.

Mud/Grit Control Procedures

To prevent/minimise the build-up of mud and grit on the highway, the Contractor will periodically employ the services of a road sweeper and the necessary labour to attend to any debris mud/grit.

Traffic movements will be kept to a minimum and inspected prior to leaving the site to ensure all excessive mud/grit is cleaned off the wheels/undercarriage of the vehicles.

This operation will also be dependent on weather conditions and in the event of excessive wet periods will be carried out under the discretion of the Site Manager.

Both the above tasks will be reviewed periodically during the construction period by the contractor.

10.0 VEHICLE CALL UP PROCEDURE

Deliveries will be given set times to arrive. Delivery instructions should be sent to all suppliers and contractors. Trained contractors site staff will assist when delivery vehicles are accessing the site.

Banksman will ensure the safe passage of pedestrians and vehicular traffic in the street when vehicles are being loaded or unloaded.

11.0 CONSTRUCTION VEHICLE MANAGEMENT

The maximum size of vehicle used to serve the construction on site will be a 12m long rigid lorry and where possible, all delivery vehicles will be limited to 7.5t mgw.

If large vehicle deliveries are necessary, their arrival will be coordinated directly between the contractor and their supplier.

Prior to arriving, suppliers or drivers will notify the site manager to indicate their anticipated time of arrival. If, in the rare event a problem with access to the site is identified whilst the delivery is in transit, the supplier or driver will be advised to wait in his vehicle further up Beresford Road until such a time as access becomes available.

All subcontractors will stipulate to the site manager their vehicle size, times for deliveries, access route and site access arrangement prior to delivery.

Only appropriately trained and experienced banksman will be used to direct vehicle manoeuvres in and around the site access.

Only when necessary and essential to construction activities will vehicles park near the site.

Site vehicles will not be permitted to park on any neighbouring residential streets or on the public highway within the vicinity of the site.

12.0 EXISTING WAITING AND LOADING RESTRICTIONS

Within Beresford Road and the immediate vicinity of the site, there are parking, loading and unloading restrictions.

13.0 IMPACT ON OTHER HIGHWAY USERS

The site compound and area of work will be fenced and pedestrian routes are to be protected from the construction works, particularly to vulnerable users.

14.0 HIGHWAY DIVERSION, FOOTPATH CLOSURE & LICENSE FOR SKIPS ETC

Not required.

15.0 SCAFFOLDING

Scaffolding will be required and erected but will not affect the Public Highway.

16.0 DELIVERY VEHICLES SHEETING & UN-SHEETING MANAGEMENT

Sheeting is used for a variety of reasons:

- to keep materials dry;
- to prevent loss of load during transit as required by Road Traffic Act 1991;
- to keep materials hot;
- to comply with authorisations issued under the Environmental Act 1990.

Falling may occur due to:

- slipping or tripping on the material or strappings and ropes when climbing on the load
- trimming the load when the level is uneven or too high;
- spreading or unfolding the sheet over the load;
- pulling the sheet tight;
- inadequate access to the body of the tipper resulting in poor positioning of the worker;
- high winds creating a sail-effect of the sheeting.

There are a selection of solutions but some options are better than others and it is important for the contractor to consider the solutions as being in a hierarchy with a method of sheeting and un-sheeting that does not involve getting onto the vehicle or even touching the sheet as the first choice.

A hierarchy of solutions are noted below:

- Leave the load un-sheeted (if road traffic and environmental law allows it);
- Use automated or mechanical sheeting systems, which don't require people to go up on the vehicle;
- Use manual sheeting systems which don't require people to go up on the vehicle;
- Use work platforms to provide safe access to carry out sheeting from the platform without having to access the load;
- Use gantry/harness systems to prevent or arrest a fall.

17.0 GENERAL MANAGEMENT ISSUES

The Construction Method Statement (CMS) will be issued to the appointed contractor and the contractor will develop this further and periodically monitor and review the CMS.

Appropriate fencing and signage will be provided at and around the site to protect and warn motorists, cyclists and pedestrians of construction activities. The scheme shall include a monitoring regime to repair or replace any damaged or lost fencing or signs, as necessary.

Appropriate pedestrian facilities or diversion routes will be provided across or around the site access. Such facilities shall be designed to provide priority to pedestrians being mindful of the elderly, infirm or disabled pedestrians in the area visiting the health centre. Facilities shall include the provision of footway level crossings where appropriate.

Security hoarding will be erected around the site and appropriate signage will be displayed to alert pedestrians of the potential for hazard.

Security hoarding around access points will be periodically inspected for damage by the site manager and remedial maintenance will be carried out if necessary.

At the site entrance (Beresford Road), the contractor will erect a sign showing the following key information;

Emergency Number

Site office/Manager Number

Hours of Operation