VP/40305 – Newton Heath Market, Building Recycling

Outline Method Statement

1, General Information and Programme

The works comprises the demolition of all buildings contained within the boundary of the site, the removal of the dilapidated perimeter fence and the re-profiling of the site perimeter along the north, south and east boundaries. The contract period for the demolition works is 4 weeks.

Access to the site will be via the existing Silk Street entrance.

2, Temporary Fencing, Permanent Fencing

The site is currently bounded by a 2.4m high plywood or galvanised corrugated metal sheet hoarding. Along the Droylsden Road boundary and part of the Silk Street boundary there is a substantial retaining wall created by the road passing over the canal, whilst the market site remains slightly higher that the tow path below. There is also an existing hoarding at the top of the retaining wall

Following the demolition of the buildings, the existing hoarding other than along Droylsden Road and Part of Silk Street will be removed and replaced by a timber knee rail.

3.Services

All services will be permanently disconnected outside the site boundaries prior to commencement of the works.

4. Site Accommodation

Site accommodation for the demolition contract will be within the site boundary on the hard standing.

5. Asbestos Removal

An R&D asbestos survey is to be undertaken by the in house CTS Asbestos Group in March 2013, Following the disconnection of the services. Asbestos containing materials identified in this report will be removed by a licensed contractor in accordance with an approved 'Asbestos Plan of Work'.

6. Soft Strip

Any remaining building contents will be removed, loaded into skips and taken to a recycling centre or licensed waste disposal facility. Fixtures and fittings will be stripped out by approved methods and dealt with in the same way, recycling wherever possible.

7. Working alongside the canal

Banks men must be deployed along the tow path during the demolition of the single storey buildings. When pedestrians require access along the tow path the demolition works must be stopped and all debris removed to permit safe access.

8. Demolition of the Buildings

Following completion of asbestos removal and soft strip, demolition will be done by mechanical means using a primary demolition excavator.

The excavator will load demolition materials into 32 Tonne tipper wagons or equivalent, which will remove the materials from site. A mechanical breaker will be used to break out walls and foundations below ground level.

No crushing or screening will be permitted on the site.

All plant and processes will conform to H&S requirements for sound, dust control etc.

9.Backfilling of Underground Voids

All basements and underground voids (e.g. trenches formed by foundation removal) will be backfilled using inert graded stone, Highway Authority class 6F2, compacted in layers.

10. Site Finishes

The demolition areas will be finished with crushed, graded, screened and tested material arising from demolition works conforming to Highway Authority Class 6F2.

11. Existing Site Boundary

The existing boundary fence along Droylsden Road and part way down Silk Street (up to the first steel gate) will remain insitu, whilst the remainder of the hoarding will be removed. See item 2.

12. Dust Control

During mechanical demolition, dust control will be undertaken by an operative spraying the targeted area using a hose connected to the water mains or other alternative supply e.g. water bowser. Should this method be considered to be insufficiently effective, additional measures will be employed following discussions with the Contractor.

13. Noise Control

Normal working hours will be Monday-Friday 8a.m. to 4.30 p.m. There may be occasional Saturday working 8.30a.m. to 2.00 p.m. subject to agreement by the client Manchester City Council.

Noise levels during demolition will be maintained within HSE guidelines for plant e.g. breakers, excavators, crusher/screener, wagons, hand tools and all other operations

14. Traffic Movements

The delivery and removal of the primary demolition excavator will be by HGV low loader via the Silk Street access.

There will be delivery of temporary fencing , knee rails etc., at the start and end of the contract period

There will be HGV skip wagon or tipper wagon (32 tonne) movements during demolition, hardcore removal and importation of fill materials e.g. 6F2. Up to 10 movements per day are likely via the Silk Street entrance.