

HAVERCROFT

Construction Limited

Halifax Approach, Elsham Wold Industrial Estate, Brigg, North Lincolnshire, DN20 0SS
Tel: 01652 682920 e: mail@havercon.com

MANCHESTER CITY COUNCIL PLANNING PERMISSION REF: 132578/FO/2021

Proposal: Application for physical works to the Pavilion & surrounding Public Realm

Location: Land at Piccadilly Gardens, Manchester, M1 1AF

CONSTRUCTION MANAGEMENT PLAN

7th August 2023

Rev. B



INTRODUCTION

Following receipt of Planning Permission App. No. 132578/FO/2021, Havercroft Construction Limited (abbreviated to HCL from hereon) have been appointed by the property owners to undertake the construction works to the Pavilion building and surrounding Public Realm.

HCL engaged with specialist consultant who have prepared information in connection with the Planning Application to advise on construction detail and logistics.

For record purposes, we have engaged with:

- ❖ Colliers CRE
- ❖ Space Invader
- ❖ Hydrock Structural Engineers
- ❖ Transport for Greater Manchester / Metrolink KAM
- ❖ Manchester City Council

PUBLIC LIAISON CONTACTS:

Craig Holmes - 07921 976909 – craig@havercon.com

Sharon Hall – 01652 682920 – sharon@havercon.com

PROJECT BRIEF

The works being undertaking to the Pavilion building comprise of:

- Demolition of a section of reinforced concrete roof and wall structures in between the two retail units improving natural daylight, permeability and access to Piccadilly Gardens.
- Refurbishment of the Pavilion building roof area replacing decorative gravel with new.
- Refurbishment of the two retail unit facades including specialist redecoration of the glazing framework and adjoining wall cladding system.
- New linear LED soffit lighting to the perimeter of the two retail units.
- A new feature sculptural artwork installation with integrated low output LED lighting at high level to the curved wall facing the tram station.
- A new feature metal band sculptural artwork installation at low level to the curved wall facing the tram station.

Contents

1.0 - Construction Programme	Page 4
2.0 - Traffic Management	Page 5
3.0 - Working Safely near Metrolink tram lines	Page 8
4.0 - Demolition Works RAMS	Page 14
5.0 - Scaffolding Works RAMS	Page 53
6.0 - Perimeter Site Hoarding Works RAMS	Page 65
7.0 - General Notes	Page 75

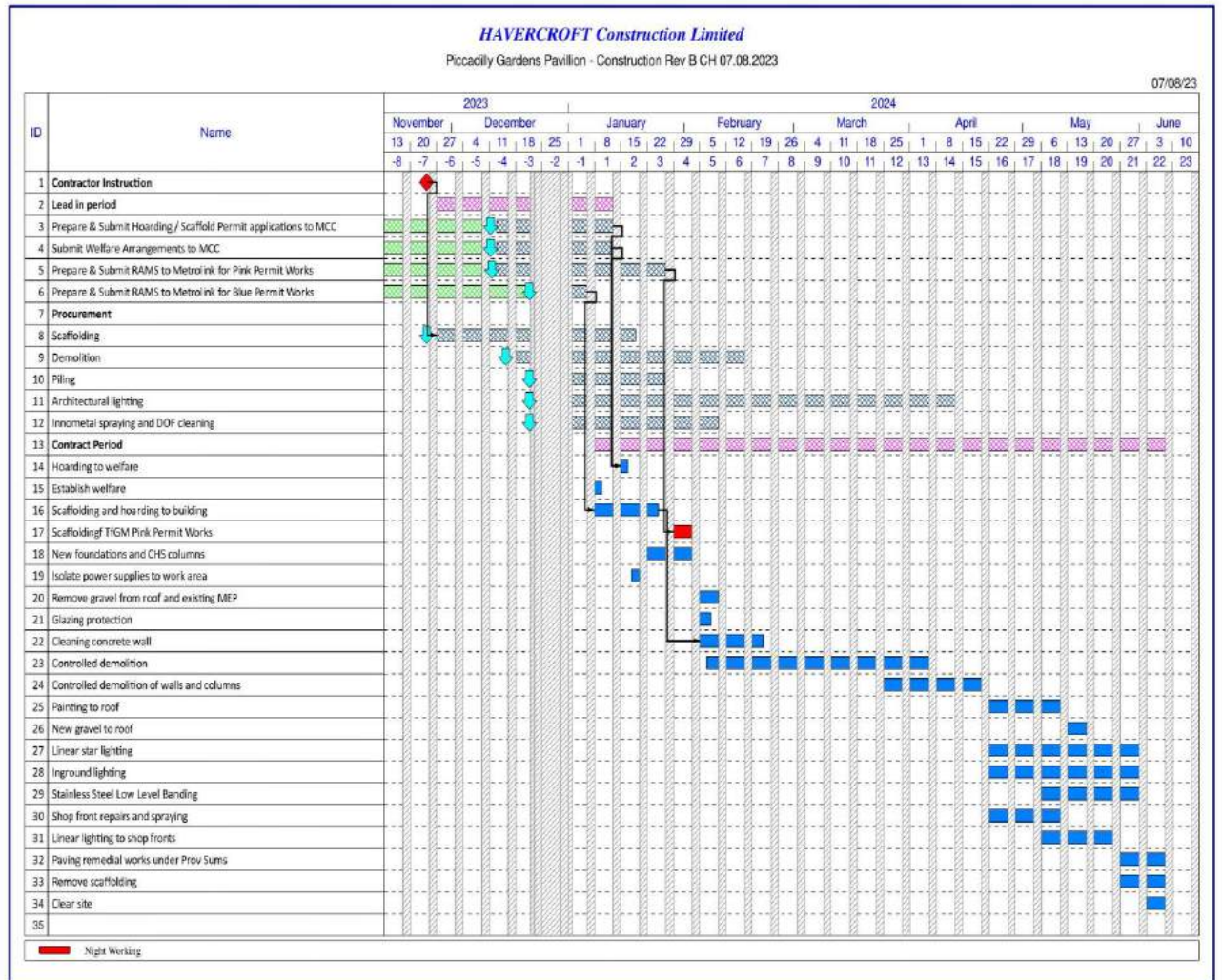
1.0 - Construction Programme

Current Version: Rev. B

Proposed start date: 8th January 2024 (TBA)

Duration: 22 weeks

Proposed completion date: 7th June 2024



2.0 - Traffic Management

Access into the construction site is to be gained from the main walkway across Piccadilly Gardens from Piccadilly public highway.

Access within the site will be as per the vehicular circulation routes identified on the HCL Traffic Management Plan drawing Rev. A.

Upon commencement of works a 2.4m high solid timber perimeter hoarding system will be erected to segregate the construction site from general public.

VEHICLE MOVEMENTS

The construction work will require vehicular movements throughout the construction period, HCL have made an assessment of the likely numbers of vehicle movements per week.

Our anticipated working hours, subject to any other Planning restrictions, would be 07.30hrs to 18.00hrs Monday to Friday and within these hours there will be vehicle movements throughout. HGV movements would be more carefully managed and whilst our assessment suggests HGV movements would not exceed a worst-case situation of 14 per week (2 per day on average).

The Construction Traffic Assessment otherwise indicates an average of 14 HGV vehicles per week (2 per day on average) and 30 van and car movements per week (6 per day on average) throughout the construction period.

CONTROL OF SITE TRAFFIC

The access from Piccadilly through to the construction site is controlled by two demountable bollards at the main walkway entry point, the bollards will be unlocked and removed between the hours of: 07:30 to 09:00 and 16:00 to 18:00. There will be a designated bollard key holder available during all site operational hours.

We propose to implement traffic control signage as identified on the Construction Traffic Management Plan Rev. 0, the control measures will include:

- Vehicle holding point at the main walkway entry point where all vehicles requiring access into the construction site will be required to wait until appropriate measures have been implemented by the site team to allow safe access along the main walkway through to the construction site dedicated access point. Control measures will include signage, safety barriers and marshalling of vehicles.
- All deliveries to site will be during pre-agreed time windows with our supply chain partners to avoid having more than one delivery vehicle on site at any time.
- All vehicles arriving to site will be required to provide the site team with an e.t.a. no less than 30 mins before arrival so a Traffic Marshall can be on standby and the site team can implement safety control measures.
- All site personnel vehicles will be directed to park in nearby car parking facilities.

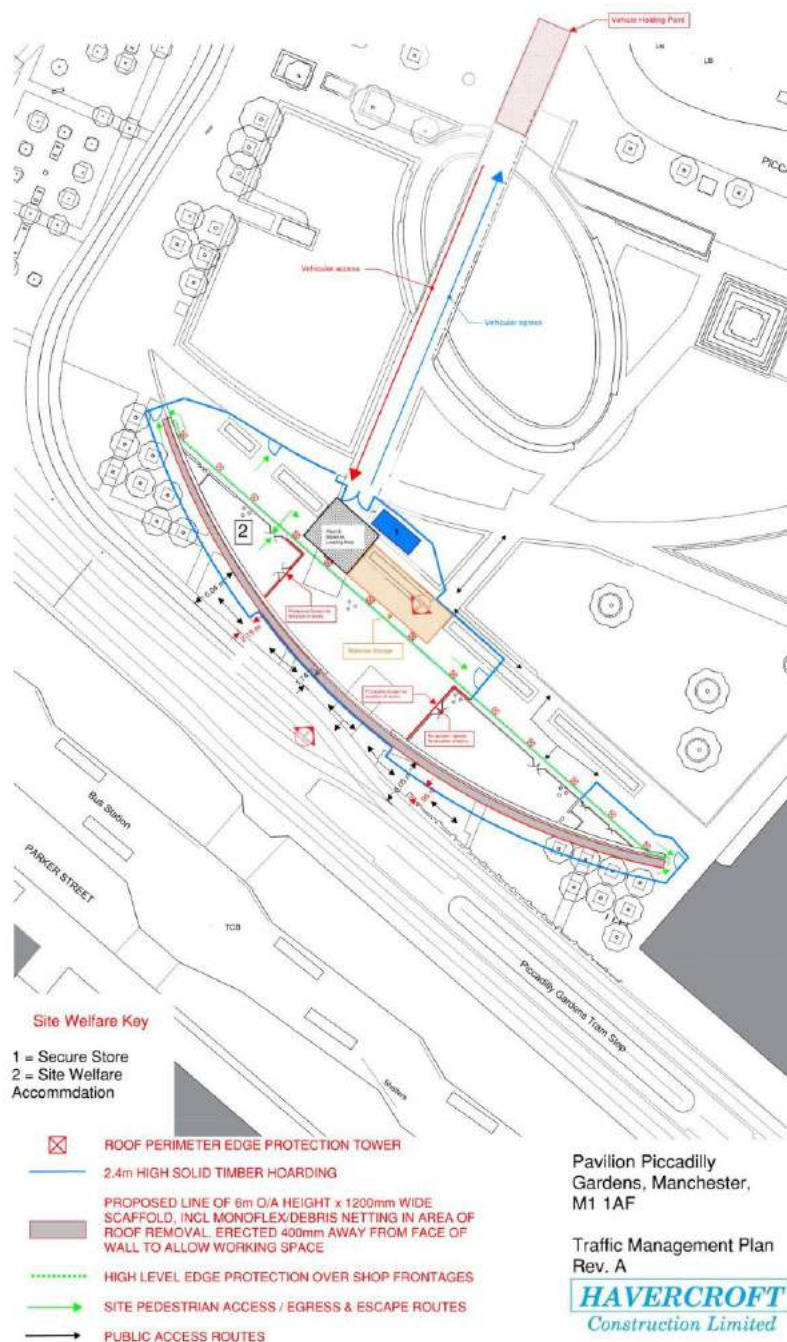
HGV deliveries will always be made on the smallest possible vehicle and in particular, builders' merchants will be instructed to avoid the use of large delivery vehicles wherever possible.

Due to the size and design of this project there will be no deliveries classed as abnormal loads into the site during the construction phase.

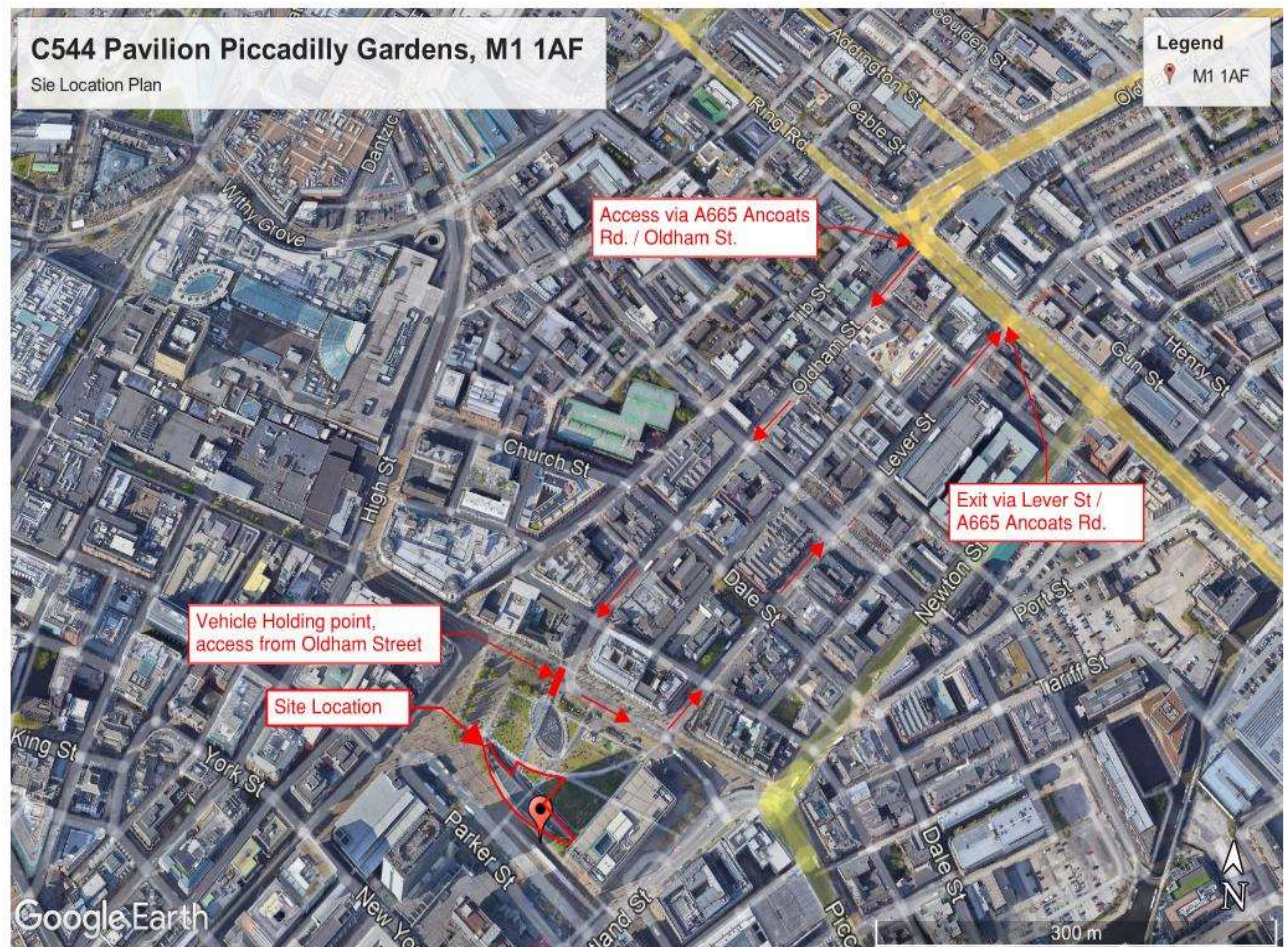
All of our supply chain partners will be provided with the CMP at point of order placement so their delivery teams / site operatives can be briefed on the Traffic Management arrangements prior to arrival at site.

Site traffic control measures extend to the direct site area where consideration has been given for HGV vehicles not being able to turn around on site, a traffic marshal will be employed on the site to take control of marshalling vehicles safely in and out of the premises.

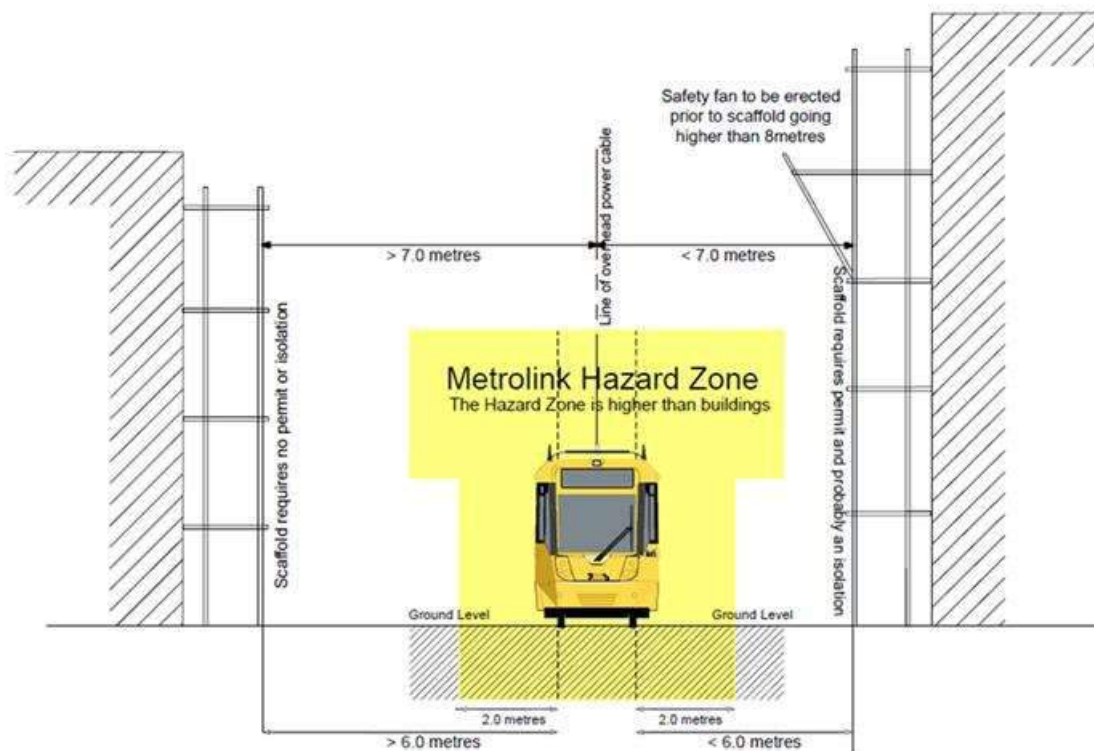
2.1 - Traffic Management Plan



2.2 – Site Location Plan



3.0 – Working Safely near Metrolink tram lines



M3 - Scaffolding adjacent to Metrolink

All contractors must be fully aware of the Working Safely near Metrolink rules and requirements and site specific Risk Assessments / Method Statements will be required for submission to Metrolink KAM for relevant permits to be issued before any works can proceed.

<https://www.tfgm.com/public-transport/tram/working-safely>

Pink Permit (overhead power cable isolation) lead time = 6 weeks

Blue Permit (works during normal hours without isolation) lead time = 2 weeks

Working safely near Metrolink

The Metrolink tram network is powered by overhead power lines that run above the tramway and carry high voltage electricity.

The power lines are over five metres (around 18 feet) above the tracks and do not pose a danger to pedestrians and motorists at ground level or to those living and working in the vicinity of the tramway.

However, if you own or occupy a property near the tramway or wish to carry out work within 2.75 metres (9 feet) of the overhead power lines, you need to be aware of the potential dangers. We want you to stay safe near Metrolink.

This information relates to street-running sections of the tramway. Contractors wishing to access the segregated sections of Metrolink should contact us using the details under 'How to get authorisation'.

Remember:

- Trams cannot be diverted around a work site.
- They are powered by 750 volts dc power lines above the track which are live at all times.
- Cables, services and equipment may be buried and cannot be seen.
- Sometimes overhead line support fixings may be located within buildings. You must contact Metrolink before considering work that might affect these fixings.

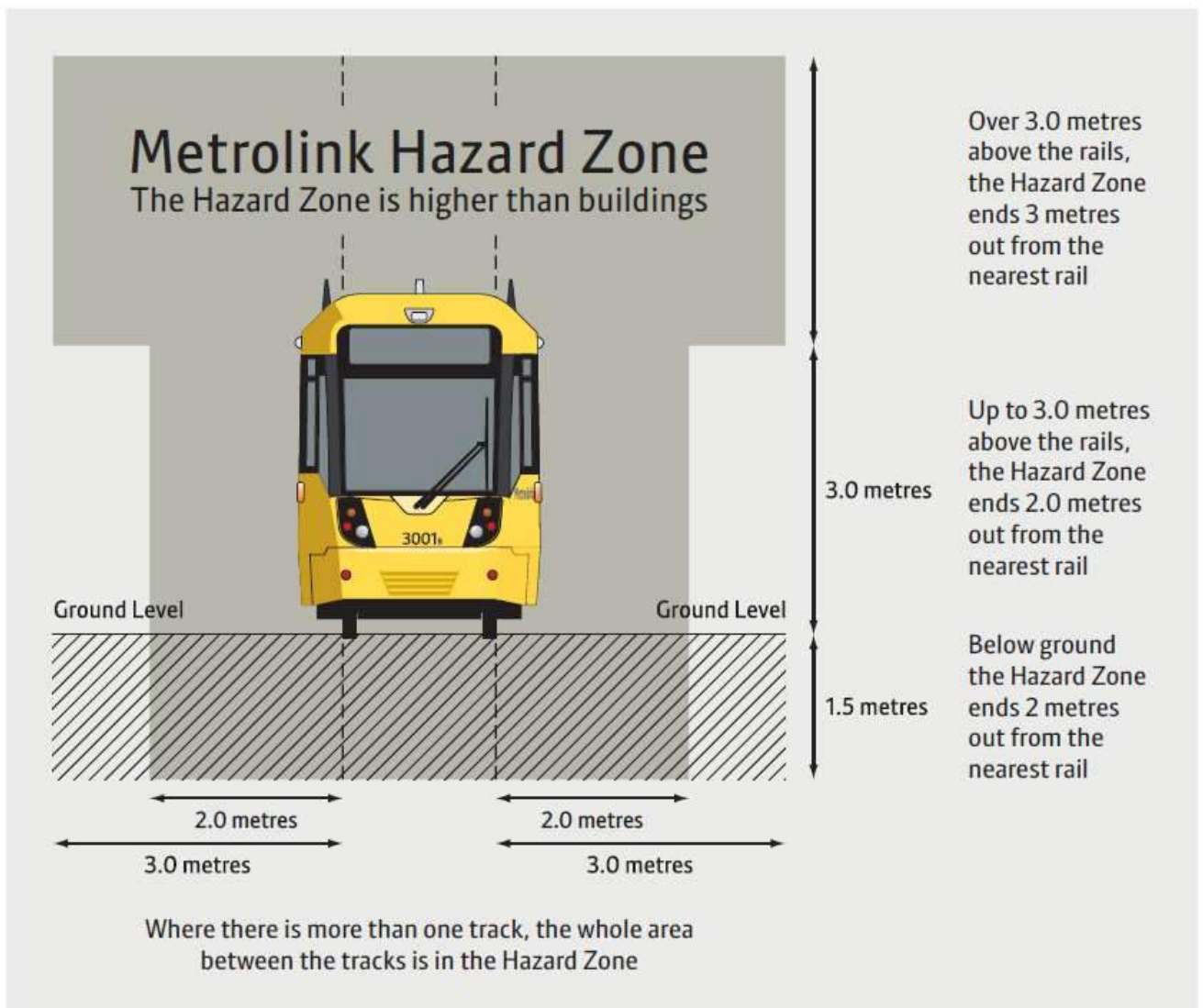
Before you start work near Metrolink you must agree a safe method of working with us and obtain authorisation to work. You must do the work in the agreed way.

Failure to do so will mean the work will be suspended. Unauthorised work can be dangerous and is an offence.

You should also ensure that anyone who occupies your property or carries out work on or near your property is aware of the potential dangers and the need to obtain authorisation to work.

Authorisation is needed for any of the following activities:

- Any work where part of the site, tools, materials, machines, suspended loads or persons could enter the Metrolink Hazard Zone, such as window cleaning (see diagram below).
- Any work which could force pedestrians to be diverted into the Metrolink Hazard Zone.
- Piling, using a crane, excavating more than two metres or erecting and dismantling scaffolding within four metres of the Metrolink Hazard Zone.
- Any excavation within three metres of any pole supporting overhead lines.
- Any work on sites near Metrolink where vehicles fitted with cranes, tipping bodies or skip loaders could come within the Metrolink Hazard Zone when the equipment is in use.
- Any work on sites above Metrolink tunnels or underneath structures carrying Metrolink



Personal protective clothing requirements when working on the Metrolink network

This Standard defines the minimum requirements for personal protective equipment (PPE) and work wear to be worn whilst accessing the Metrolink Infrastructure and undertaking work activities on or near the line.

This specification applies throughout Metrolink and to contractors and suppliers working on Metrolink infrastructure.

This standard does not apply to emergency services personnel, Her Majesty's Railway Inspectorate, or to Rail Accident Investigation Branch.

Please find below the link to the HSE's notice published in April of this year (11/04/2022). [Personal protective equipment \(PPE\) at work regulations from 6 April 2022 \(hse.gov.uk\)](https://www.hse.gov.uk/ppe/notice.htm)

[Futher information on Personal protective equipment \(PPE\) requirements](#)

How to get authorisation

In order to obtain authorisation to work near the tramway you must submit a Metrolink Work Request Form, saying where and when you want to work, and describing the work to be done.

[Download our Metrolink work request form](#) or email us at eplanner@metrolink.co.uk. Forms can also be obtained by phoning Engineering Planning on 0161 205 2000 or by writing to:

Engineering Planner
Metrolink House
Queens Road
Manchester
M8 0RY

Completed Work Request Forms must be returned to us at least six weeks before you intend to start work. Major works may need more notice. If you have prepared a method

statement, you should send it with your Work Request Form. If the work needs to be submitted to the Highway Authority under the Greater Manchester Road Activities Permit Scheme ('GMRAPS') and/or New Roads and Street Works Act, the same information will usually be suitable for Metrolink. Please submit this to Metrolink with your Work Request Form.

We may need to telephone you or meet with you to find out more about the work. You will not be charged for this. If no precautions are necessary, we will tell you in writing.

If you need to take precautions in order to work safely, we will tell you about them in writing. We will try to find ways in which your work can be done safely during normal working hours, though some activities may need to take place at night when trams are not running. These activities can be carried out during the several periods when there are no tram services. However, where your activities need the power to the overhead lines to be switched off, this can be accommodated during planned power switch-offs which occur on a regular basis for maintenance and repair.

Upon request, we can let you know when these planned power switch-offs will take place, so that your work can be carried out during these periods. In the event that you cannot arrange your work for these times, then we may charge a fee for switching the power off, which may vary according to the circumstances of the request.

If you need to carry out work urgently to protect people or property, you must still contact us at the address shown and obtain agreement to carry out the work before you start for your own safety. We will come to the site if necessary but may charge you to cover the costs for this.

Authorisation to proceed with the work will only be given when the safe working arrangements are agreed. Do not start work without it.

Emergencies during work

If work obstructs the track unexpectedly, if anyone or anything comes into contact with the overhead wires or if tramway equipment is damaged, please inform the Metrolink control room immediately.

The control room can be contacted at any time by:

- Using the emergency help point at any tram stop
- By telephoning 0161 203 5619 (emergencies only)
- Contacting a Metrolink representative
- Contacting the emergency services using 999

You must tell the control room that there is an emergency.

The controller will ask you for details of the emergency.

Please answer the questions as quickly and clearly as possible:

- Who are you and where are you?
- What has happened?
- Is anyone or anything touching the overhead lines?
- Is the track obstructed?
- Which emergency services are needed (if any)?

Please ensure you follow any instructions given by the controller.

If an approaching tram must be stopped, signal to the driver by holding both arms above your head. You should stand where the driver can see you, but not in the path of the tram.

For more information about safe working procedures contact:

Engineering Planner
Metrolink House
Queens Road
Manchester
M8 0RY
Tel: 0161 205 2000
eplanner@metrolink.co.uk.

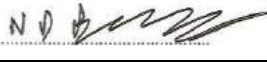
4.0 – Demolition

CLIENT	Havercroft Construction Limited
Principal Designer	TBC

Contract Name:	Piccadilly Gardens - Manchester
Contract No:	C1011
Site Address:	Piccadilly Gardens, Manchester, M1 1AF

Document Details:			
Document Ref:	MS-1011-001		
Document Revision	C01	Date of Issue	24 th July 2023

Document History:			
Revision Date	Revision Number	Comments / Amendments	Initial

Document Review and Authorisation:					
Prepared By:	T DONADI	Signature:		Dated:	24/07/2023
Reviewed By:	N Burford	Signature:		Dated:	24/07/2023

The responsibility for the safety of the contracted works rests fully and unreservedly with ZWR Ltd. The acceptance of this Method Statement by the client and involvement in Safety Studies or audits does not in any way absolve the Company from that responsibility.

INTRODUCTION

Scope Of Works:

ZWR LTD have been contracted by Havercroft Construction Ltd for the following works:

- Demolition of section of roof slab of Pavilion Building at Piccadilly Gardens.
 - Installation of ground protection to the ground floor slab during demolition.
 - Concrete Cutting works by Hi-Tech
 - Installation of propping (*Note: Design and Temporary Works Check by Havercroft Construction)
- Processing and clearance of materials following the partial demolition.
- FOLLOWING THE COMPLETION OF THE WORKS, THE AREA WILL BE SNAGGED BY HAVERCROFT CONSTRUCTION AND THEN HANDED BACK OVER.

Key Personnel:

<u>Names</u>	<u>Job Role</u>	<u>Operations</u>	<u>Contact Number</u>
Nigel Burford	<i>Contracts Manager</i>	<i>Contractual / Management Issues</i>	07811 965630
Dieter Schwarm	<i>Site Manager</i>	<i>Resources / Labour – First Aider</i>	07980 077 912
Tracey Bignell	<i>Office Manager</i>	<i>Clerical Duties</i>	01527 275 214
Email Address	zwr.ltd@gmail.com		

Programme:

Start Date:	TBC	Working Days & Hours:	Mon – Fri	07:30 – 17:00	Please note that the programme is indicative only
Duration:	2 Weeks		Sat	As Required	
			Sun	NA	

Checklist: (Tick as appropriate)	YES	NO	N/A	Comments
Client Permit to Proceed Issued	X			
Section 80/1 – Received	X			
Disconnection Services Issued	X			
F10 In issue for the Site - (If Required)	X			
Asbestos / Demolition Survey Issued	X			Copy Provided by Havercroft Construction
Temporary Works	X			Design by Havercroft Construction. Installation by ZWR.
Permit to Works - (Isolation and hand-over)	X			Havercroft to have in place any permit for works adjacent to Metro Line.
Permit to Hot Works - (If Required)	X			

Plant and Equipment:

- ☒ Hand Tools / Lever Bars / Spanner Set / 110v Reciprocating saw / Battery Impact Guns / Bolt croppers / floor scraper / Sledge Hammer / Hand Breaker
- ☒ Propping System (As per Havercroft Construction Temporary Works Design)
- ☒ Scaffolding Access (Provided by Havercroft)
- ☒ Track Mats
- ☒ Timber Boards – Ground Protection during demolition
- ☒ 25t D-Rig (Suitable Demolition Attachments) – Rubber Tracks fitted
- ☒ Saw Cutting Equipment (Reference Hi-Tech RAMS for works undertaken)
- ☒ 10kVa Generator, 110v leads and lights
- ☒ Spill Kits
- ☒ Scaffold towers / Podiums

Labour:

- ☒ 1 x Works Supervisor (CCDO / SSSTS)
- ☒ 4 x Labour (CCDO / CSCS)
- ☒ 1 x Operator (CPCS / NPORS / IPAF)

*Labour will be resourced accordingly to the Programme Requirements.

Welfare Arrangements:

☐ ZWR Demolition Ltd

☒ Havercroft Construction

ZWR operatives will have use of welfare facilities provided by Havercroft Construction for the duration of the demolition works – location will be identified at induction. A detailed site plan will be prepared illustrating the boundary, location of site welfare, emergency routes and access points. This will be displayed in the site office, welfare area and prominent locations around the site. **Good personal hygiene must be maintained during the works. Do not eat, smoke or drink before washing thoroughly.** Consideration has been given to the provision of:

Canteen	☒	Site Office	☐
Toilet	☒	Washing Facilities	☒
Drying Room (For Wet Clothing)	☐	First Aid Room (Site Office)	☒

Site Boundary Fencing:

☐ ZWR Demolition Ltd

☒ Havercroft Construction

The site will be hoarded by Havercroft Construction and will be managed and maintained by the Havercroft Construction for the duration of the works. Suitable ZWR Signage will be in place at the site boundary warning of the nature of the works being undertaken. H&S of General Public - ensure a secure site to prevent inadvertent access during working day and night. Site will be securely locked up at end of all shifts. Additional exclusion zone fencing will be installed around the demolition area by ZWR. This fencing will be in the form of Heras Fencing.

Inductions:

☐ ZWR Demolition Ltd

☒ Client

All site operatives must attend an induction prior to commencing work on site - no operatives will be allowed on site without this. This will include pointing out fire exits / emergency assembly point, first aid points, welfare, access / egress / go through. Evidence of CSCS / CPCS / CCDO cards and any other relevant training certificates are required to be produced at induction. ZWR will also complete RAMS induction to ensure that operatives are aware of the method of works / associated Risk and COSHH assessments of their task, location of hazardous materials, stability of the buildings, 'no-go' areas and the traffic management system.

All operatives must sign the declaration of understanding prior to commencing works to confirm they have received this briefing, that they understand it and agree to work in accordance with it. Any deviations or amendments to this document must be re-briefed to all site personnel by the site supervisor/manager named in this document.

Emergency Arrangements:

- We will comply with the site emergency procedures as detailed in Havercroft Construction Construction Phase Health and Safety Plan.
- First Aid Provisions will be employed on site by ZWR Demolition for the duration of the works.
- ZWR work area to have suitable First Aid kit suitable for the number of persons employed within the works area.
- Fire Points will be established throughout the works area (Water and/or Foam). All extinguishers to be in date.

- v. Operatives will initially report any incident / accident to their immediate Supervisor.
- vi. All H&S Observations notified to Supervisor and Clients Representative

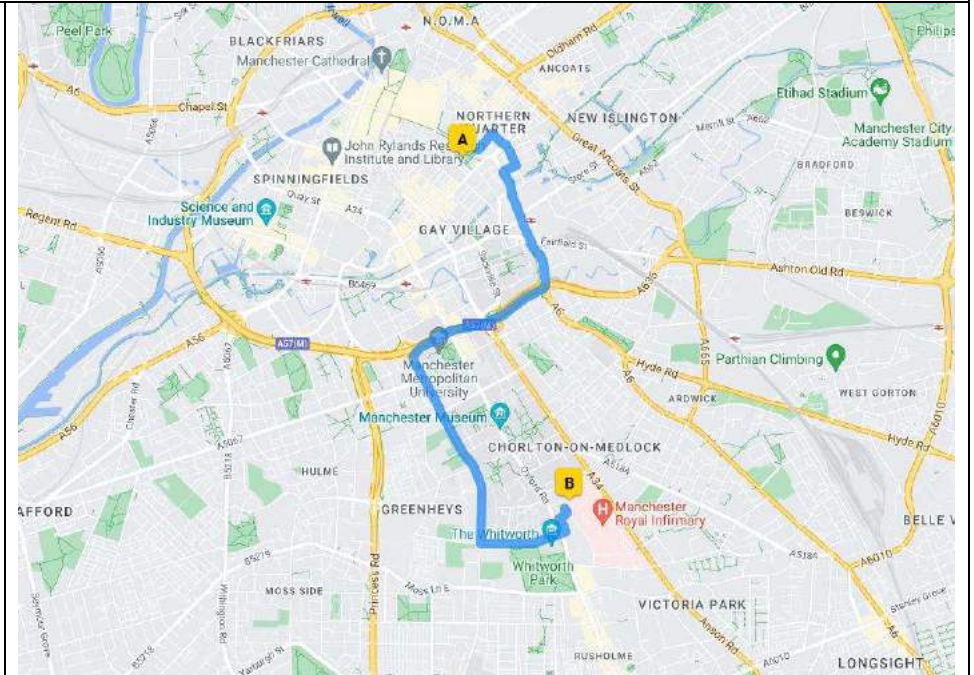
First Aid:

- i. First Aid provisions will be provided by the ZWR Demolition.
- ii. First Aider will be identified during site induction and by site poster.

Nearest A&E:

Manchester Royal Infirmary
Oxford Road
Manchester
Greater Manchester
M13 9WL

Tel: 0161 276 1234



Training:

All ZWR staff undertaking works on site will be suitably trained and competent to carry out works for which they are employed. All ZWR operatives will hold a minimum of CSCS / CCDO card and Asbestos Safety Awareness certificates as well as any other specific training required to ensure that works are completed without undue risk of injury, illness or damage to the environment. Any operative with a CSCS card to have Demolition Awareness Certificates to confirm competency when undertaking demolition works.

ZWR Supervisor will provide operatives with regular toolbox talks throughout the contract, on a range of general and site specific, SHEQ issues. Copies of toolbox talks shall be made available on request.

It shall be the responsibility of the supervisor to ensure that the works are being undertaken safely and in accordance with the safe working practices contained within the relevant method statement/Risk Assessments.

Training Requirements: Yes ☒ / No ☐

SSSTS / SMSTS / CCDO Sup / Man	☒	CCDO / CSCS	☒	CPCS / NPORS	☒	Asbestos Awareness	☒
RPE Face Fit	☒	First Aid	☒	IPAF	☐	PASMA	☒
Harness Use / Inspection	☐	Confined Space Entry	☐	Gas Cutting	☒	Abrasive Wheel	☒
Vehicle Banksman	☒	Cat & Genny	☐	Lifting Operations	☐		

Personal Protective Equipment: Yes ☒ / No ☐

- i. PPE to be worn will be determined by risk assessment, selected items will meet or exceed the relevant BS/EN standard, all PPE will be subject to a pre-use check by the user.

- ☒ ZWR logo helmet
- ☐ Body protection, overalls etc
- ☒ Safety boots, (Mid-sole and Steel Toe Cap Protection)
- ☒ Gloves
- ☒ Light Eye protection
- ☒ Hi-Viz (With ZWR Branding)
- ☐ Harness
- ☐ Safety wellington boots

Task Specific: Yes ☒ / No ☐

Notes on Task Specific Items:

- ☒ Hearing Protection
- ☒ Respirator (Disp / Half Mask)
- ☐ Respirator Full Face
- ☐ Eye Protection
- ☐ Restraint Lanyard
- ☒ Hand Protection – Cut 3
- ☐ Hand Protection – Cut 5
- ☐ Type 5 Disposable Coverall
- ☒ Burning Overalls and Face Shield
- ☐ Harness
- ☐ Other – Please Specify

Half Mask – ABEK Filter – Burning Operations

Burning Operations

Health and Safety Inspections:

Site safety is of prime importance to ZWR LTD and to this end the site will be continuously monitored for safe working practices by the ZWR Site Manager / Supervisor. Sub-Contractors will be responsible for ensuring that their operatives are working safely and obeying the site rules. A formal safety inspection will be carried out at weekly intervals and resulting comments on the report implemented. Inspection report will be available on site.

Monitoring and Compliance:

Supervision will implement, monitor and enforce this method statement during the normal working day.

Assessment of Significant Risks:

- i. This method statement to be read in conjunction with the attached risk assessment.
- ii. All operatives will be briefed daily (Daily Activity Briefing – DAB) prior to going out to work.

Procedures for Changing this Safe System of Works:

- i. This method statement may be modified to reflect changes in the working procedures and working environment by the following means:
 - a. Revised version of this document.
 - b. On site risk assessment and method statement revision form.
 - c. Point of work risk assessment.

Delivery and Collection Arrangements:

- i. All deliveries and collections will be in accordance with the local road network with access to the works area. All wagon movements to and from site will be planned in advance with clients team and booked in accordingly. Access to the works area will be via the designated site access point as indicated on the site Traffic Management and Logics Plan.
- ii. All vehicles whilst on site will abide by the site speed limit (10mph)
- iii. The reversing of vehicles will be limited, however when required, this will be under the control of a banksman.
- iv. All materials leaving site will be covered under a consignment note. Copies will be provided to the Client upon completion of the works.

Designated Exclusion Zones:

An exclusion zone will be in place during all demolition works. The exclusion zone will be established with the use of Heras Fencing. The fencing will be suitably braced and supported with signage in place warning of the works being undertaken. Weather conditions will be assessed on a daily basis and the works will be monitored continuously.

Control of Substances Hazardous to Health (COSHH):

- ☒ No substances that are subject to the COSHH regulations will be used on site.
- ☐ The following substances that are subject to the COSHH regulations will be used on site, COSHH assessments will be provided on request

Substance 1	Diesel	Substance 2	Oils and Lubricating Grease (For Plant)
Substance 3	Oxy & Propane	Substance 4	---

Environmental Aspects & Impact:

General	i. Customer to advise of any environmental issues that may affect or be affected by our works.
Resource Use	i. All materials used will be reused where required. Upon completion of the works all materials to be removed off site.
Waste	i. ZWR to provide wagons for the transporting of materials off site. ii. ZWR waste will be transported under our waste carrier registration number CB/DU288368. iii. Works area will be cleared of all arisings following the completion of the works.
Ground Water / Contamination	i. Where plant or equipment is serviced or fuelled on site, COSHH assessments will be available for the substances to be used. ii. Plant refuelling will be undertaken in agreed areas, spill kits will be available. iii. Certain items of plant may be required to be used with plant nappies. iv. Potential for residual contaminates within plant being removed. Client to provide details of this prior to the works commencing. Should any spillage occur, the spill will first be contained and then reported to the client. Clean up of the spillage will be undertaken by trained and competent personnel. All COSHH will be disposed of accordingly.

Service Disconnections:

Nodemolition works will proceed until written notification of disconnections is in place.

One of the main risks during the strip out and demolition works is penetrating live services. It is essential that all precautions be taken to prevent any such occurrences –any live services will be identified and marked by CLIENT / M&E contractor. The arrangements for termination of services are to be carried out by CLIENT with the employment of dedicated Contractors. The termination / diversion must be confirmed prior to commencing any works. The locations of all other remaining services are to be determined by the contractor using a combination of existing drawings and CAT scan cable detector. Works will be carried out to conform to the requirements of Health & Safety Executive Guidance Note GS6 'Avoidance of Danger from Overhead Cables', and the National Joint Utilities document 'Recommendations on the Avoidance of Danger from Underground Electricity Cables'

Hold Point:

Confirmation that relevant service disconnections / isolations have been undertaken with the associated paperwork issued to the works supervisor ahead of the works being undertaken. Where services are to remain LIVE, ensure that they are adequately identified and tagged as LIVE.

Supervisor Name: _____ Supervisor Signature: _____ Date: _____

Community Notifications:

All notifications of the works will be undertaken by the client prior to the commencement of works on site. All community engagement where applicable will be undertaken by the client. ZWR will ensure that they work to the site restrictions as set out in the clients Construction Phase Plan and other associated documents.

- i. Emergency Point of Contact
- ii. Site Working Hours
- iii. Project Timeline

COVID-19:

All operatives will abide by the Government Regulations with regards to social distancing and personal hygiene during this working operation.

If the control measures documented in this plan cannot be achieved for any reason, works are to be suspended and the activity(s) are to be assessed. In line with Public Health England guidelines where it is not possible to follow social distancing guidelines in full in relation to a particular activity, you should consider whether the activity needs to continue for the site to continue to operate, and, if so, take all the mitigating actions possible to reduce the risk of transmission.

All welfare will be regularly cleaned with supervisors to monitor the condition of the cleanliness of both the welfare and the works area.

Meetings – Where practically possible these will be undertaken over Teams or suitable provisions to be in place in the meeting room (with reduced numbers).

ANY EMPLOYEE FEELING UNWELL/EXPERIENCING COVID 19 SYMPTOMS MUST NOT ATTEND SITE – TELEPHONE OFFICE (01527 275214) TO REPORT AND SELF ISOLATE AS PER GOVERNMENT GUIDELINES

FULL COVID 19 POLICY CAN BE ACCESSED IN SITE OFFICE/FROM SUPERVISOR

DESCRIPTION OF WORK

- The works noted in this document is for the works to be undertaken on the partial demolition of the Pavillion Structure at Piccadilly Gardens Manchester. The works include for:
 - Havercroft to have undertaken all service disconnections / isolations prior to the commencement of works on site.
 - Installation of Propping (Temporary Works) as per the design issued by Havercroft Construction.
 - Installation of Protection measures on the ground to prevent from inadvertent damage during the demolition phase of the works.
 - Havercroft to install access scaffolding where required prior to the demolition works.
 - Marking out of the section of slab to be demolished.
 - The demolition will be undertaken in the following sequence:
 - Saw cut section of slab along the split line approx. 1m bays.
 - Demolition of the slab section with the use of a hydraulic pulveriser
 - Continue with the cut and munch sequence.
 - Processing and loading out of materials off site.
 - Clearance of protection measures.
 - Snagging and completion of the works and handover of the site back to Havercroft Construction.

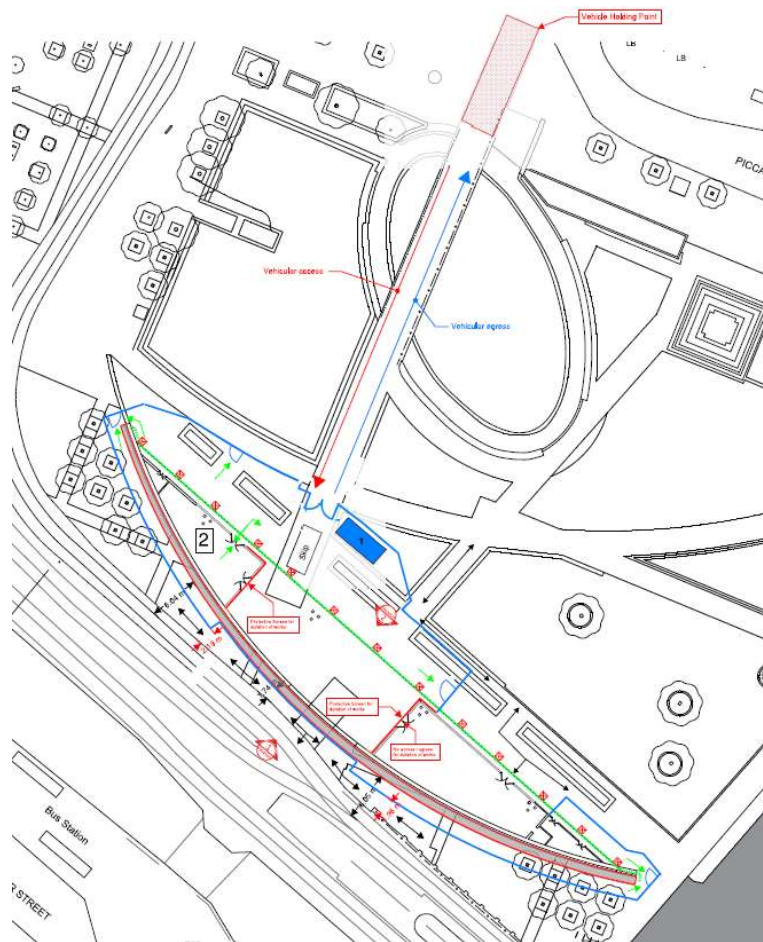
The following works identifies the working sequence that will be followed:

HOLD POINT	Confirmation that the services within the element of structure to be demolished have been isolated and all services around the cut line have been air gapped.	Works Supervisor Signature
HOLD POINT	Confirmation that any Permits required for the works to be undertaken are in place. All Permits in relation to works adjacent to Metro Link Tram Line will be obtained by Havercroft Construction and issued to ZWR.	Works Supervisor Signature
HOLD POINT	Confirmation that a Temporary Works Design is in place for the installation of propping system to the slab to facilitate the demolition works. The ZWR Supervisor will be the nominated Temporary Works Supervisor for the works on site. Reference to the ITP and QA Sheet in this document for the installation process.	Works Supervisor Signature

i. Plant & Equipment Delivery:

Scope: This section of the RAMS is for the delivery of plant and equipment to site for the works to be undertaken.

- a. The delivery to site of the 'Plant' and 'Waste Containers' for use during the works will be planned and coordinated in advance. All vehicle movements will be booked in with the clients teams and where necessary with Security. All vehicles entering and leaving site are subject to vehicle checks.
- b. The access to the main site will be via the designated vehicle entrance via Piccadilly Road Entrance



- c. All vehicle movements on site will follow the speed limit and directional routes of the site. All drivers will be issued with a site map and rules and procedures prior to attending site.

**HOLD
POINT**

Confirmation that a 'Traffic Marshall' / vehicle banksman will be used to control the delivery of vehicle movements within the demolition site area. This will include access and egress to the demolition area and to the designated unloading / loading point.

**Works Supervisor
Signature**

- d. Once at the site entrance, the traffic marshal will direct the driver to the unloading area / point within the site. Vehicle movement will be under the control of a traffic marshal at all times. Any plant on the vehicle will remain chained until it arrives at the unloading point.
- e. Once the vehicle has arrived at the unloading area the plant / equipment will be unloaded from the vehicle.
- f. Under the direct control of the “traffic marshal” the vehicle will then exit the demolition area and will leave site using the nominated traffic route.

ii. **Installation of Protection**

Scope: This element of the Method Statement consists of the methodology for the installation of protection to the ground prior to the commencement of demolition works. Protection will be in the form of boards placed over the ground. Havercroft prior to the placement of the boards will have installed a visqueen membrane over the area with a layer of sand.

- a. Prior to the installation of the protection measures, dilapidation photos will be taken of the ground beneath the demolition area.
- b. Boards will be delivered to site via HIAB. They will be landed as close to the work area as practically possible.
- c. The boards will be carried by 2 operatives and placed on the ground under the section of structure to be demolished.
- d. Ensure that the boards are level and flat. Avoid overlapping the boards unless a second layer of boards are installed.
- e. On completion of the demolition works, depending on the condition of the boards, they will either be stacked in the reverse process as they were installed or will be grabbed by the D-Rig with selector grab attachment and placed in the skip for removal off site.

iii. **Installation of Temporary Work Propping**

Scope: This element of the Method Statement consists of the methodology for the installation of Temporary Works Props to the section of the demolition area. The Temporary Works design has been undertaken by Havercroft Construction. All processes on Temporary Works will be under the supervision and sign-off by the works supervisor (Temporary Works Supervisor).

- a. The required propping detail will be hired and delivered to site by Havercroft Construction.
- b. The propping detail will be erected and constructed on site in accordance with the Temporary Works design and the manufactures instructions for the propping.
- c. All Temporary Works installations will be checked and supervised by the works supervisor. The Temporary Works register will be updated and signed off on completion of the installation works.

- d. Visual inspections will be undertaken on a daily basis to the props installed within the demolition area. Where practically possible and safe to do so, a percentage number of the props will be checked to ensure that the connection between the ground and the slab is still tight and the props are doing the task that they are designed to do.

iv. Installation of Protection

Scope: This element of the Method Statement consists of the methodology for the installation of protection to the ground prior to the commencement of demolition works. Protection will be in the form of boards placed over the ground. Havercroft prior to the placement of the boards will have installed a visqueen membrane over the area with a layer of sand.

- a. Prior to the installation of the protection measures, dilapidation photos will be taken of the ground beneath the demolition area.
- b. Boards will be delivered to site via HIAB. They will be landed as close to the work area as practically possible.
- c. The boards will be carried by 2 operatives and placed on the ground under the section of structure to be demolished.
- d. Ensure that the boards are level and flat. Avoid overlapping the boards unless a second layer of boards are installed.
- e. On completion of the demolition works, depending on the condition of the boards, they will either be stacked in the reverse process as they were installed or will be grabbed by the D-Rig with selector grab attachment and placed in the skip for removal off site.

v. Dust Suppression

The demolition works will have suitable and sufficient dust suppression in place throughout. Dust suppression will be in the form of atomised water sprays directed at the demolition face. This also includes for the dampening down during the processing of arisings. Ensure that all water run off points are protected to prevent silt and debris from allowing to enter into the site drainage. Protection to the manholes will be in the form of witches hats. Protection measures will be checked and replaced on a regular basis.

Visual inspections will be undertaken by the works supervisor at regular intervals to ensure that the dust control measures are suitable and sufficient for the works being carried out. Where additional dust suppression is required then the works process will be reviewed.



vi. Demolition

Scope: This element of the demolition consists of methodology for reducing the concrete framed slab structure back to the designated cut line. The structure is divided into bays, these bays will be determined by any load bearing element of the structure i.e. columns or rooms. In addition to the mechanical demolition works, they will be undertaken in tandem with Hi-Tech Saw Cutting Works. This is to ensure that the demolition is back to a finished line as the remaining section of the structure is to be retained.

HOLD POINT	The Asbestos (R&D) Survey for the site and confirmed that there are no Asbestos Containing Materials (ACM's) within the section to be demolished. Should any materials be identified, the removal works will be undertaken under separate RAMS Cover. All ZWR Demolition operatives are CAT B Asbestos Awareness Trained and should any material be identified during the demolition works that was not originally identified on the R&D Survey, the works will be stopped until such time that the material has been checked and identified.	Works Supervisor Signature
HOLD POINT	Confirmation that a suitable and sufficient exclusion zone is established around the works area. The exclusion zone will be under the control of banksman throughout the demolition process with banksman and machine operator in communication via radio.	Works Supervisor Signature
HOLD POINT	Confirmation that the structure has been checked to ensure that no personnel are within the building and the exclusion zone is sterile.	Works Supervisor Signature

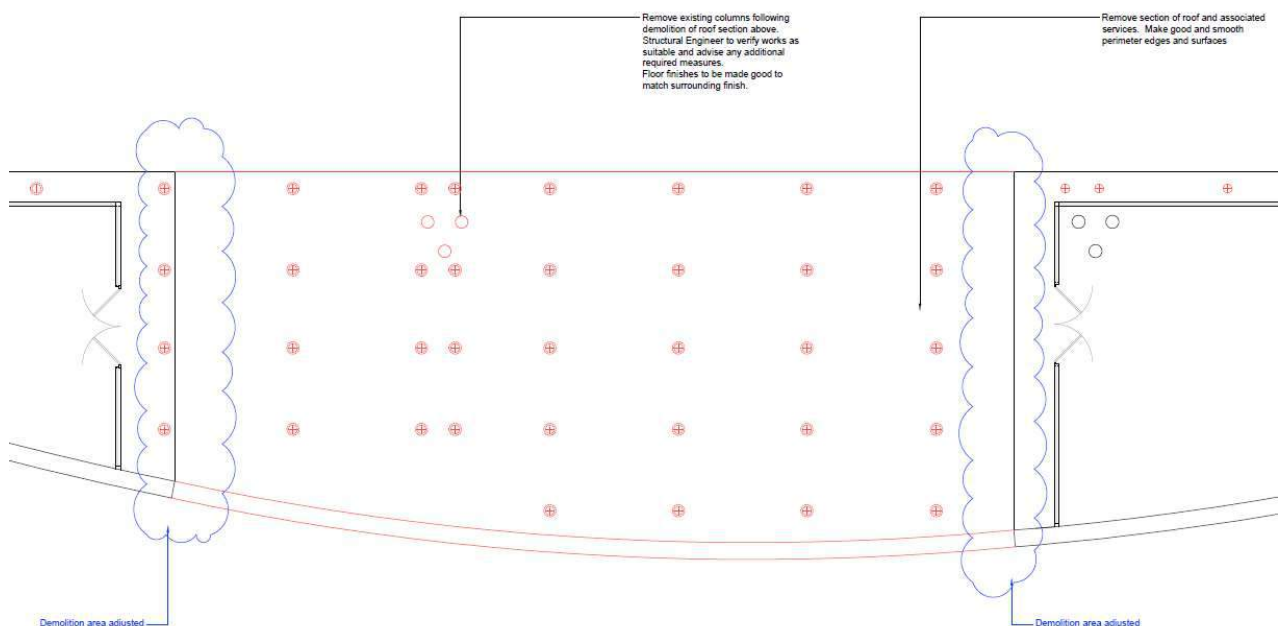
- a. The D-Rig used for the demolition works will be a 25t D-Rig with suitable demolition attachments to undertake the works. The machine will have rubber tracks fitted prior to coming out to site. This is to reduce the impact of track damage to the ground during the demolition works.
- b. Preparation of the working platform:
 - i. The platform is required for the safe working operation of the D-Rig during demolition. The platform will be constructed out of site-won material. The platform will be created using the bucket attachment on the 25t D-Rig.

Note: All works will be carried out within the guidance of NFDC Guidance for the use of high reach machines (DRG:101), and BS:6187 Section 17.6.

- ii. The works platform will be level and suitable for the machine. Initially the D-Rig will

operate on the boarded platform installed as part of the protection works. As the works progress, the arisings will be segregated and suitable demolition arisings not exceeding 300mm.

- iii. The working area for the D-Rig will be levelled off and tracked in. Ensuring that the platform is level and that a suitable and sufficient ramp is in place for the D-Rig to track on and off the platform. Ensure that a suitable drop zone is created in-front of the D-Rig for the demolition arisings to fall into from height.
 - iv. Should underground voids be known of or encountered during the demolition works, the covering slab will be broken out and infilled with suitable materials.
 - v. The working platform shall be inspected on a daily basis for signs of erosion or degradation caused by weather conditions, water run-off (including that from water suppression systems) and general wear. Pre-demolition inspections shall be carried out by the machine operator and the site manager prior to the commencement of any works.
- c. The in-situ reinforced concrete structure will be demolished within the red area as indicated below. The extent of the demolition up to the retained element of structure will be undertaken with the use of a Diamond Saw cut. (RAMS for the Saw cutting will be provided by Hi-Tech)



- d. The demolition will be undertaken in the following sequence approach:
- i. Saw cut along the split line 1m on either side of the demolition.
 - ii. The cut section of slab will then be demolished by the D-Rig with the pulverising attachment.
- e. The sequence approach will allow for the structure to temporarily maintain its integrity as

the demolition progresses through. It will also enable a clean separation cut along the demolition split line.

- f. The D-Rig will continue to progress through the structure until on the final 3m of slab to be demolished. The following will be undertaken:
 - i. The propping will support the section of slab to be demolished.
 - ii. The slab will be saw cut through completely.
 - iii. The D-Rig will then reduce the slab section across evenly and split in sections where practically possible.
 - iv. The free section will then be pulled over into the drop zone between the D-Rig and the structure.
- g. All concrete on the ground will be processed and materials segregated. All materials will be cleared and loaded off site for further processing at an approved waste transfer station. All tickets for materials off site will be compiled and included within the developing site Health and Safety File.
- h. Demolition arisings will be cleared off the slab on a regular basis to reduce the risk of floor