



# Victoria Park, Probation Centre

Construction Methodology And Management Stratgy

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October 2022

# **Victoria Park Probation Centre, Manchester**

## **Construction Methodology & Management Strategy**

### **1.0 Introduction**

The purpose of this document is to give a broad overview of the construction proposals in respect of the proposed development of Victoria Park Probation center, Laindon Road, Manchester M14 5YJ. Further detailed information will be included within the Principal Contractor's Construction Management Plan when the Principal Contractor is appointed.

The Victoria Park site is located to the South of the City Centre in the Longsight/Fallowfield area. The site is currently occupied by some low-level buildings, the old probation center and a badly burnt out single story building which are both unoccupied. The site is surrounded by highways and residential housing and the Client is aware of the Safe Working procedures and authorization that may be required from Manchester City Council for certain temporary works (e.g Hoarding etc).

### **2.0 Scheme Overview**

The proposed works include the redevelopment of the site to provide high quality residential housing, in the form of 41 one- and two-bedroom apartments, 30 three & four bed houses and one 6 bed detached house.

All houses have 100% parking and the apartments share 18 parking spaces.

The procurement programme indicates a possible start date on site of the 2nd quarter of 2023 with an anticipated construction period of 24 months.

A phase 1&2 site investigation report has been undertaken. A remediation strategy for dealing with any possible contamination present on the site will not be required, subject to a trail pit under the burnt out building after demolition. The geotechnical investigation will be used to confirm foundations for the new buildings.

The initial works will be, site set up (including welfare and security provision), creation of temporary access points and (following demolition of the existing buildings) site enabling works. The build will be traditional brick work and blockwork construction.

As part of the design and development process, a number of surveys will have been undertaken, including:

- Geo-environmental preliminary
- Asbestos (refurbishment and demolition)
- Existing services
- Ecological
- Transport
- Heritage
- Fire strategy
- Phase 1&2 site investigations
- Flood & Drainage
- Arboricultural impact assessment
- Air Quality
- Lighting assessment
- Noise Assessment
- Energy Statement
- Utility Statement
- Crime Prevention
- Signal Impact
- Daylight/Sunlight assessment
- Archaeological Assessment

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### **A brief Overview of the proposed Program is:**

- Site services and drainage
- New reinforced concrete foundations
- Block & Beam ground floors
- Brick work and Block work construction
- Core and staircase construction
- Intermediate floor slab construction
- Envelope works (Windows, roof works etc.)
- Internal fixtures and fittings, finishes, including M&E, lifts etc.
- Fit out works, testing & commissioning etc.
- External works, including landscape etc.
- Demolition and enabling works

The above will be developed once a Principal Contractor is appointed and this PC will produce specific information (Construction Phase Plan, Traffic Management Plan etc.) in relation to dates and timescales for the above works.

### **3.0 Access to and traffic circulation around the site**

Curtins Ltd have been appointed to undertake an analysis of and make recommendations regarding, traffic and parking etc. Curtins report and recommendations will form part of the Planning Application.

### **4.0 Surrounding land use and restrictions**

The site is well served by public transport with several bus routes running along neighboring roads.

The existing site has accessible space for the bulk storage of materials, therefore all site accommodation (offices, welfare, toilets etc.) will be located within the footprint of the existing site. Construction materials may have to be delivered & temporarily stored using a “just in time” procurement schedule. This will be a site management issue for the Principal Contractor.

There is a constant flow of traffic on Laindon Road and this will be taken into consideration as part of the traffic management plan, particularly when deliveries to site are occurring and mobile plant is maneuvering around the site.

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### **5.0 Proposed works**

#### **5.1 Foundations and Ground Floor Slab (new building)**

The scheme may require mini piling for the foundations of the apartment block with reinforced ground beams and pile caps. The depth of the piles will be determined by the site investigation proving the level of the competent sandstone, and the need to avoid surcharging the adjacent highways.

#### **5.2 Main Building Superstructure**

The design of the new 4-storey apartment block incorporates traditional brick work and block work construction. The design proposals show a central staircase within a fire-protected shaft with one lift and ancillary accommodation (service ducts, stores etc.)

Service risers have been located in the communal areas of the apartment block. All riser positions (M&E) and any required builder's work openings will be confirmed by the M&E designer prior to the start of the detailed design of the frame.

The structural engineer will detail any reinforced concrete required.

Further detail will be provided within the Principal Contractor's Construction Phase Plan and specialist sub-contractors risk assessment and method statements will also be required.

#### **5.3 Temporary Works/Supports**

The Principal Contractor will ensure that the stability and structural integrity of any excavations and the site is retained at all times throughout the works and in doing this will ensure where needed, that such temporary supports are designed and installed.

Prior to commencing any civil or structural works in any area, a survey will be carried out to establish the need for temporary support works, which should also be done in conjunction with the Consultant Structural Engineer and specialist sub-contractor.

Temporary propping requirements will be designed and specified by competent person(s) to prevent any uncontrolled collapse. Design Risk Assessments and Method Statements will be provided to cover all temporary works installations. The Principal Contractor will produce a schedule of temporary works within its Construction Phase Plan.

All temporary works will be designed and approved by a competent person and where appropriate be subject to independent checks. The installation of any temporary works and the subsequent inspection, monitoring and management will be undertaken by a nominated 'competent person' identified by the Principal Contractor.

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### **Key information**

Commencement Date: Currently anticipated to be the 2<sup>nd</sup> quarter of  
Completion Date: 2023 Anticipated 24-month completion period  
Hours of operation: Monday- Friday 8am to 6pm, Saturday 8am to 1pm.  
No works to be carried out on Sundays and public holidays.

### **Measures to control noise and dust**

#### **6.0.1 Dust suppression**

Dust is created on the site during most stages of construction and will be managed throughout the construction phase. Measures will be taken to minimize and control dust on site through industry standard measures, i.e. dampening down etc.

Internal works – Dust will be controlled in a similar manner. The majority of dust escaping to outside locally is created from the use of waste chutes. For that reason, the Principal Contractor will not use waste chutes, waste shall be transported in bins via a goods hoist.

Generally good housekeeping should be employed to reduce the amount of dust created. The Principal Contractor in conjunction with its sub-contractors shall ensure dust generated from site activities does not become a risk to others and in doing so shall assess the dust risk for each work package, ensure adequate controls are in place and review these controls with their contractors.

Measures will be taken to eliminate, or at least minimize, dust generation with consideration given to material usage, type of work equipment used and work methods applied. Where dust creation is unavoidable, dampening down techniques will be applied.

#### **6.0.2 Noise**

As part of the pre-planning process of work activities, those works, which may bring about excessive or high levels of noise will be pre-assessed, including the impact upon construction operatives and residents/neighbours in nearby premises.

The requirements described within The Noise at Work Regulations 2005 and the British Standard BS 5228 Noise and Vibration Control on Construction and Open Sites will be adhered to fully.

In brief, The Principal Contractor will limit as much as is practical high noise operations and where this is unavoidable measures will be taken, such as the selection of plant and equipment or work processes, which does not emit high noise levels or equipment, which is fitted with silencing/anti-vibration equipment.

Also any noisy equipment will be sited as far away from occupied premises as possible and turned off when not in use. Noise paths will be restricted by the placement of enclosures/barriers where practical. The above measures will be considered as part of the assessment process, which will identify noisy hazards, estimate likely exposure to noise by construction operatives and any other persons likely to

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be affected, identify measures required to eliminate or reduce noise exposure, and make persons likely to be affected by noise aware of the risks and controls which are being taken.

Full liaison will occur with affected residents/neighbors as part of the pre-planning of construction work activities and every effort will be made to minimise the impact upon their work activities as described above and also to work in cooperation regarding any specific requirements they may have, including restricting high level noise during key times. (Consideration will also be given to works occurring outside of normal works hours, where noise levels cannot be satisfactorily reduced).

Noise monitoring will occur during potential noisy activities and where the action levels are exceeded as identified within the Noise at Work Regulations (see below), then appropriate action will be taken.

Lower exposure action level is a daily or weekly exposure of 80db and a peak sound pressure of 135db

Upper exposure action levels is a daily or weekly exposure of 85db and a peak sound pressure of 137db

Additionally, liaison will also occur with the local authority regarding any restrictions they have and ensuring minimal impact upon neighbors.

### **6.1 Further key issues, which will also be considered**

- Ongoing liaison with affected persons pre-construction and throughout construction phase
- Hours of work will be as per Local Authority guidelines.
- Vehicle movement and deliveries will be controlled by the Principal Contractor. A full traffic management plan for the construction phase of the scheme will be produced which will describe in detail the arrangements for vehicular movement, access/egress, parking and how this will be coordinated and controlled with personnel identified.
- Emergency work (where required) must be done in full liaison with Manchester City Council representatives and any other statutory persons, i.e. emergency services and HSE. The Principal Contractor will be expected to identify these arrangements within their construction phase health and safety plan, which must also include emergency procedures for the site.
- Party Wall works will be done in full compliance with Party Wall Awards and with the input of key personnel, i.e. structural engineer, party wall surveyor.
- Scaffolding requirements will be assessed with appropriate permits applied for by the appointed Principal Contractor. Any scaffolding will be erected, maintained, inspected and used in accordance with the Work at Height Regulations and relevant British/European standards. Similarly, the use of mast climbers would require these same management controls.  
NOTE: Scaffold design will need to take into account proximity of public roads (hoarding) and protection of any pavements passing below or adjacent. Also debris netting will probably be

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required. If there is a requirement for advertising on this scaffold, this will have to be taken into account in the design (wind loading). Also this may have an impact on the amount of ties inserted into the building.

- Hoardings will be erected, which will provide protection for members of the public from construction works, and which also prevent unauthorised access to the site. These hoardings should cause minimum disruption and impact to members of the public and will consider the needs of highway users, particularly the disabled. Hoardings may be subject to a Temporary Works design, in accordance with CDM 2015 The Principal Contractor must apply for appropriate permits and licenses.
- Temporary lighting will be required during winter working and this will be designed to avoid light pollution and disturbance to neighbours. External floodlighting is to be avoided wherever possible, but H & S considerations will form part of Risk Assessments in this regard. The external scaffold and hoarding will require warning lights (as per normal practice).
- Skips and storage area will be identified by the Principal Contractor and be within the site boundary/hoardings
- NOTE: there is no longer a legal requirement to produce a Site Waste Management Plan but the Principal Contractor will be required to include within its Construction Phase Plan (CPP), a Waste Management Strategy, which includes methods and modes for recycling.
- Use of access equipment: Mobile elevated working platforms (MEWPs) may be utilised for some areas and the Principal Contractor will need to ensure that only trained and competent persons operate this type of equipment.

### **6.2 Details of Site Compounds, storage of plant and materials**

The arrangements for site accommodation and welfare are still to be agreed, however, the Employer's Requirements (and Tender Documentation) will require the Principal Contractor (when appointed) to ensure that facilities are fully compliant with the requirements of the Construction (Design and Management) Regulations 2015 in this regard.

With respect to the storage of plant and materials, as previously detailed, this will be within the confines of the site. Careful management of materials, equipment and storage are to be followed. The delivery, storage and movement of materials around the site shall not adversely affect the day-to-day usage of surrounding land uses. Management of deliveries and the amounts brought to site on a daily basis will be considered and organised in such a way as to not have excessive amounts building up. (Consideration will be given to "Just in Time" procurement).

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Suppliers and contractors will be made aware of the transport routes to be adopted. Delivery vehicles will be directed to the site entrance depending on what is being delivered.

### **6.3 Temporary highway works or closures**

At this stage it is envisaged that such works will be required, and liaison will occur with the Local Authority. The Traffic Management Plan (TMP) referred to above, will include any temporary measures required to address any necessary re-routing and closures.

### **6.4 Access for Construction Traffic**

Currently, the main vehicular access to the site is achieved from Laidon Road. There is a constant flow of traffic on all of the surrounding streets, most of which are also used for short-term parking. This will be taken into consideration as part of the traffic management plan, particularly when deliveries to site are occurring and mobile plant is maneuvering around the site. A separate pedestrian entrance/exit onto site will be formed.

Because of the existing physical site restrictions, it is not envisaged that there will be any significant vehicle ingress into the actual site and consequently loading/offloading of vehicles will have to use designated loading bays for this purpose. Undoubtedly, there will be some vehicles within the site (small JCBs, mini dumpers etc.) and the Traffic Management Plan will assess the risks arising and provide segregation of pedestrian/vehicle routes etc.

The majority of vehicles will be delivering materials, although initially there will be a number removing excavated/demolition materials, equipment and surplus-waste materials. The 'demolition' type work is for low rise buildings, it is envisaged there will be requirements for large machines to be brought onto the actual site to carry out excavation/other works.

The types of lorries and materials will vary during the course of the construction. Initially lorries will be for waste removal and concreting activities; followed by deliveries of concrete followed by scaffolding; bricks, blocks and roofing; then by partitioning and plasterworks; then by internal finishing materials such as joinery items, electrical, plumbing and mechanical materials and equipment, and furniture, and eventually for the removal of scaffolding and the delivery of paving materials.

The number of lorries arriving on site will vary depending on the activities being progressed at any particular time.

Access/egress arrangements for the site will allow for safe pedestrian and vehicular access onto site that has the least impact on members of the public and surrounding land uses.

Trained and competent banksmen will control all vehicular movement in and around the site.

Deliveries will be timed to avoid busy rush hour periods and also a buildup of site traffic. Construction vehicles will not be allowed to wait on surrounding streets, save for when waiting to be unloaded/loaded in the designated loading bays.

Liaison will occur with our neighbours throughout the construction phase.

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### **Wheel washing facilities**

Wheel washing facilities will be provided at the vehicle entrance/exit of the site. However, should any excavated materials be deposited on the highway these will be removed by the use of a road sweeper machine.

### **Recycling/Disposing of waste**

The legal requirement to produce a site waste management plan was removed in 2013, however, the principal contractor will be required to produce and define a waste management hierarchy of control (i.e a waste management strategy)

This should include:

- Mitigation of waste generated
- Re-use of materials where possible
- Recycling of materials
- Disposal of remaining waste at a suitable facility.

Waste produced during the construction process is to be cleared on a regular (ideally daily) basis. On each floor of the buildings, a series of paladin bins will be deposited within easy reach of the workstations. Contractors are to deposit waste in these bins during the day. The bins are then to be transported to the skip via a hoist.

To reduce the amount of waste for landfill, waste is to be segregated at the waste transfer station into the following categories:

- Cat A: Hazardous waste i.e. paint tins, mastic tubes etc.
- Cat B: Metal
- Cat C: General waste / building debris

### **6.5 Details of how excavated materials will be contained with the site and prevented from entering drainage network**

The Demolition Contractor will be required to undertake Risk Assessments and to prepare Method Statements before commencement, and those RAMS should identify how this issue will be addressed. CCTV surveys will be undertaken within affected drains both before (and after) demolition and construction works, and temporary protection will be provided above existing entry points. NB. this is not anticipated to be a significant risk.

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### **7.0 Summary Statement**

The Construction Design and Management Regulations 2015 will apply to this project and all appropriate controls and systems will be in place to comply with the standards of the Regulations and associated guidance.

Every stage of the project will be pre risk assessed and appropriate controls applied, sub-contractors will be pre vetted and will be subject to extensive pre contract requirements of information transfer and risk assessment.

A fundamental aspect of the Principal Contractor's role is the development of a Construction Phase Plan, which will take account of all known risks, which have been identified at pre-construction stage by the Principal Designer/CDM Consultant, the Design Team and also through site investigations.

The Construction Phase Plan will describe arrangements and procedures for managing these key risk areas in more detail, as well as any future risk, and also the resources, including personnel, which will be applied to the scheme, and which will ensure the Health and Safety of all those working on or affected by the project works.

The Principal Contractor will be required to have an on-going process of monitoring health and safety standards throughout its organisation. This is normally done directly (on site) by the site management team through regular inspections, toolbox talks etc. and via the risk assessment process both during the completion of risk assessments and then by monitoring the effectiveness of risk control measures, which have been implemented. Site managers will also undertake regular reviews of safety on site, including any accidents or incidents and any matters raised will be dealt with accordingly.

Health and safety is also incorporated as a fundamental aspect of the overall project review, which will occur and this monitoring and review process will be supported by the Principal Contractor's own safety advisors.

The Principal Contractor will at the earliest possible stage of the project enter into dialogue with all relevant parties, including neighbours to ensure there is effective coordination throughout all stages of construction