

Gate 9 at Heaton Park

135991/VO/2023 & 135992/LO/2032 Our Ref: AMP/43930-1

Scope of Works & Method Statement

Intersection of Bury Old Road and Sheepfoot Lane, Prestwich, Greater Manchester, M25
OGT. National Grid Reference of the approximate centre of the site 382571E, 403239N.

- The width of the opening is not wide enough to accommodate large modern vehicles. Currently the wall and post to the right-hand side of the gate are seriously damaged due to vehicular collision and in need of repair. Some damage to the original wall is as a consequence of the formation of the opening at Gate 9 in the 1970's, (see Heritage Statement). The post and wall to the left-hand side of the gate have been re-built at some point in more recent construction using slightly different bricks.
- When the damaged post and section of wall are taken down to carry out re-building it is proposed to relocate the post to widen the opening. The road will be widened at the same time and a new larger gate provided matching the style of the original. Relocating the post requires the road access from Bury Old Road to be enlarged and the pavement kerbs adjusted. The self-seeded trees that have grown up close to the road entrance and wall will be removed at the same time.
- When taking down the gate, post and walls, demolition works are to be carried out in accordance with BS 6187 and HASW regulations. Extreme care is to be taken to ensure that the stability and integrity of the remaining structure is not compromised. The Contractor shall be responsible for maintaining the stability and integrity of the existing a new structure for the duration of the works. All surplus debris shall be removed from site. Temporary works are the sole responsibility of the Contractor, who must design, supply and install all necessary temporary works required.
- All masonry shown for taking down to be carefully removed to foundation level. Brickwork to be re-built using the reclaimed bricks to match the existing height and width in English Garden Wall Bond to match existing with rebuilt brickwork toothed into the existing. Areas of loose or defective brickwork to remaining sections of wall should be removed and made good. Defective mortar joints to be raked out, cleaned and repointed in NHL 3.5 grade natural hydraulic lime mortar. Vegetation in the wall is to be removed and open joints raked out and repointed.
- Existing footings to the masonry wall comprise of corbelled sandstone and are set to a depth of 960mm. The Contractor will grub up the existing footings/foundations to damaged pier and wall and remove arisings from site, excavate and form new pier

foundations to allow reinstatement of the wall and pillar. New foundations to be traditional concrete pad foundations to Structural Engineer's detail.

- Copings will be reclaimed, and as much original masonry be re-used as is practical. New coping stones to match existing. All copings to be fixed to wall using Ancon stone coping restraints or equal performance standard. Samples will be taken and lime mortar mix and pointing to match the existing will be used. Contractor to submit proposals.
- Gate post copings currently out of alignment will be centred on the gate. The existing coping stone to the left-hand pillar is to be carefully removed and re-bedded centrally onto the pillar. The right-hand coping is currently in storage having been dislodged by the latest vehicular collision and is to be reinstated and re-bedded centrally onto the opposite pillar.
- A new double gate with arch top ornamental swing gate leaves and posts to match the style of the existing is to be fabricated in seamless welded tubular pale through rail construction for structural integrity. Pales of a minimum size of 16mm are to be spaced at a maximum of 100mm. Short adjusted pales with a finial top are to be inserted between the usual pales at the bottom of the gates. Barley twist infill bars and baskets with tamper proof connectors will match the existing. Hot dipped galvanised to BS EN 1461 with powder coated finish to BS EN 13438. New posts to be 150 x 150mm RHS set in concrete with a minimum length of 300mm and a minimum width of 250mm and minimum depth of 900mm and base plated 350mm (L) by 300mm (W) by 610 (D). Each post shall incorporate 6no. fixing lugs, (3no. to each side of the post), to enable the new posts to be bolted to the brick gate pillars. Horizontal rails for gates to be 60mm x 40mm and hanging/shutting styles to be rectangular hollow section, 60mm by 60mm and wall thickness 2mm. Flat bar rails to be 60mm x 6mm. Both gates to have three horizontal rails. Gate hinges which allow the gates to swing through an angle of 180 degrees must be integral to the gate construction and fully adjustable with tamperproof screws and bolts when the gates are closed, with catch fixings and welded steel caps. Two hold-open latches, centre gate stop and drop bolt clamp, sliding locking bar, drop bolt and gate stop keep level with the finished road surface. Each gate to be provided with heavy-duty spring-loaded jockey gate wheels with solid rubber wheel, galvanised finish, size 400 x 40mm, with the spring fully enclosed for safety purposes.
- An MCC Framework Contractor familiar with Heritage works shall be appointed under a Partnering Contract, (PSPC5), to carry out the works and any sub-contractors must demonstrate experience and competence to work on Heritage properties. All works will be carried out in accordance with the current CDM Regulations, Health & Safety at Work Act, COSHH Regulations and all other pertinent health & safety and welfare legislation. Prior to commencing works the contractor will have provided all relevant pre-construction information and produced a construction phase plan to the satisfaction of the PD Advisor appointed by Manchester City Council.

- Prior to carrying out the works the Principal Contractor will provide his own detailed method statements containing his proposals for propping the existing structure and installing the new supports.

Prepared by

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