

Construction and Demolition Management Plan

Dragonfly Contracts Ltd

Job Reference: DF2168

Client: Bruntwood

Project: Construction of 8th floor Restaurant

Location: Blackfriars House, The Parsonage,
Manchester, M3 2JA

Revision: 4 – 20/10/22



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1.0 Introduction

Dragonfly Contracts Limited have been appointed by Bruntwood Limited in relation to the site 'Blackfriars House, The Parsonage, Manchester, M3 2JA, to address planning condition 4 of planning consent Application No. 121979/FJ/2018. The detail of the planning condition is as follows:

Prior to the commencement of the development a detailed construction and demolition management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- *Method Statements and risk assessments for construction and demolition works;
- *A scheme for scaffolding and/or hoarding arrangements in order to ensure the safe operation of the highway
- *Display of an emergency contact number;
- *Details of Wheel Washing where relevant;
- *Dust and dirt suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Communication strategy with residents and local businesses which shall include details of how there will be engagement, consult and notify them during the works;
- *construction and demolition methods to be used; including the use of cranes
- *measures put in place to protect the river from accidental impacts from dust, debris and pollutants.

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

This document sets out to address the three requirements of the condition and describes the indicative programme of the demolition, strip out and construction works for the project and the key activities that would be undertaken on-site during the demolition and construction process.

This document has been prepared by Dragonfly Contracts, details of all necessary environmental management controls to ensure that potential adverse demolition and construction impacts are appropriately mitigated are included within this document. The striving goal in discharging the works is to impact as little as possible on the surroundings ensuring little or no inconvenience to the surrounding areas.

2.0 - Method statement and risk assessments

The below method statements have been attached with this construction and demolition plan and separate appendices to provide information on the high risk activities which have the potential to cause disruption to the highway and or pedestrian use of footpaths.

- Site access and Egress
- Delivery of materials
- Installation of glass balustrade
- Installation of scaffolding

3.0 - Scaffolding/Hoarding arrangements for the safe operation of the highway.

Due to the works being undertaken within the confines of the existing building Dragonfly do not believe there to be a need to install a full hoarding or low-level gantry scaffold, the nature of the building with an in step at 7th floor naturally provides a break and no works are to be undertaken to the façade. As part of Dragonfly contracts site set up a scaffold handrail system will be installed to the existing parapet wall at roof level to allow for the installation of debris netting to a height of approximately 2.4m, this will act as edge protection for personnel and debris to protect the public at ground level.

During the erection and strike of this Dragonfly will create manned exclusion zones to small sections at street level to provide secondary protection to members of the public. St Mary's parsonage is currently under a road closure which will assist with the management of these.

For the strip out works, local tented scaffolds will be installed. These are contained wholly within the confines of the existing building roof level and do not interact within 3m of the building edges. Dragonfly therefore deem that the handrail will create adequate protection for ground level highway users.

Once the steel super structure is installed Dragonfly will be installing a full perimeter scaffold to allow for the new 8th floor roofing works. Due to the in step on the new 8th floor, this scaffold will be erect wholly onto the existing roof slab and will form on site edge protection only. The existing handrail scaffold handrail will provide adequate protection to St Mary Parsonage elevation and all other elevations are a minimum of 6m from interaction with the public realm.

Internal scaffolds will be utilised for access to existing roof access stairs but again, these do not interact with the highway users.

4.0 – Display of an emergency contact number

Dragonfly's site is confined to with a Bruntwood Limited demise, the building displays emergency out of hours contact details for matters arising with links to the building.

Once the ground floor hoarding is erected, even though this is within the confines of Bruntwood's demise Dragonfly will present emergency contact details on this area. This hoarding will also require coordination with Electricity Northwest due to the existing high voltage transformer located within the old loading bay.

5.0 – Details of Wheel Washing

Due to the nature of the scheme and no ground works being undertaken it is not necessary to consider the requirements for wheel washing. Any construction traffic will be delivery vehicle or cranes which will only ever access areas via the public highways. All cranes will be situated on the highway and will be under a permit and road closure issued by MCC.

6.0 – Dust and Dirt Suppression methods

During the demolition stage most dust will be generated through the removal of concrete upstands. To minimise the impact of this on the surrounding areas tent scaffolds will be installed over the localised areas. Filtered dust extraction will be utilised within these to

provide fresh air and a cleaner working environment to the operatives undertaking the removal of these. The tent scaffold will also act as temporary weathering until the new roof lining is installed.

The removal of the existing caretakers flat will be undertaken by hand with operatives utilising hand tools to remove block by block and store them within an agreed location on the roof ready for removal. This process will minimise construction generated dust, as a secondary measure, house pipes will be utilised to dampen the work areas with water outlets protected by secondary water barriers to protect the river. This water will be removed via wet vac and disposed of.

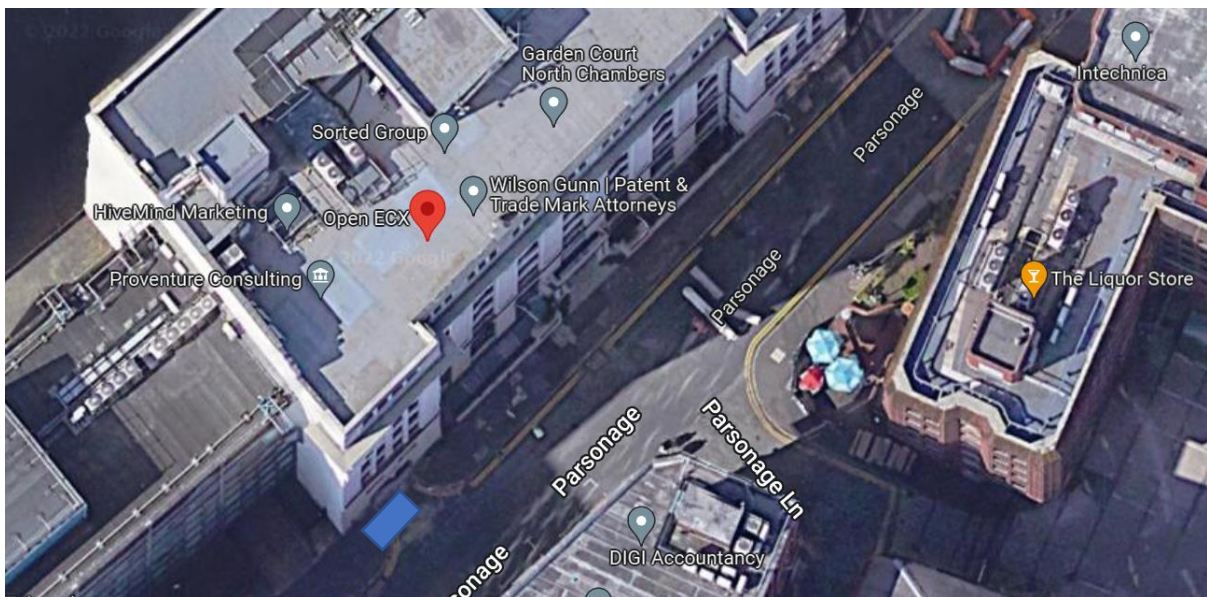
During construction, most early stage works which can generate works will be undertaken by wet methods. Again, isolating water barriers will be utilised along with wet vacs to prevent this running into the river or down surface water outlets.

Any dry works which generate dust will be undertaken with localised tool extraction to minimise any impacts.

Due to no ground works being undertaken, there won't be any dirt generation and any slurry will be removed through the above processes.

7.0 – Compound locations

Due to the nature of city centre working, all materials will be stored within the building footprint, due to the delivery process there will be a temporary compound created at street level to allow time for materials to be manually handled into the building. This compound will be located on St Mary's Parsonage:



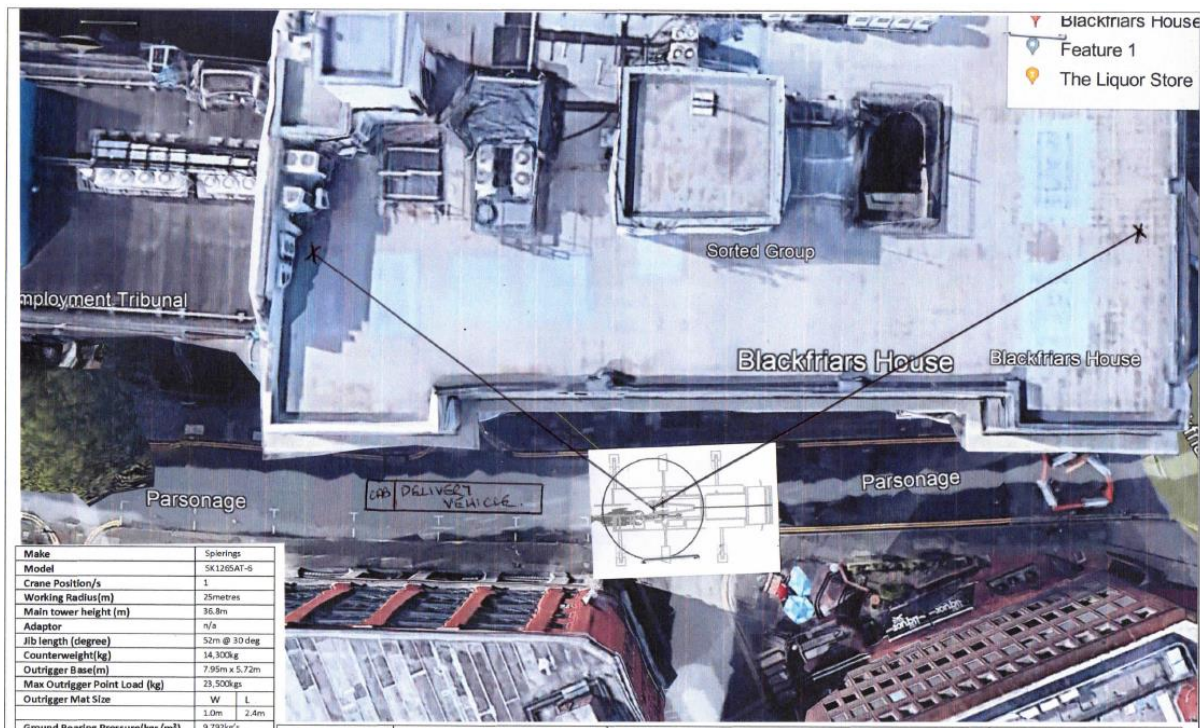
Where required temporary chapter 8 barriers will be utilised to separately pedestrians from any materials. Material orders will be split into smaller loads to ensure deliveries can be quickly and efficiently moved into the internal loading bay to minimise disruption to the public highway and pedestrians. The temporary compound will only be formed for the duration of the deliveries and will then be stripped so that the highway remains unaffected for most parts of the project.

Crane lifts:

During pre-agreed crane lift dates under permits issued by MCC then a larger external compound will be set up to St Marys Parsonage to enable the crane to be sited and delivery vehicles to be backed up to the area ready for unloading. Crane lifts are programmes periodically approximately 8 weeks apart with a maximum of 4nr being raised. Dragonfly will coordinate with nearby businesses regarding upcoming crane lifts and will provide notices within the immediate vicinity providing advanced notice of these. Further notice will be provided by Bruntwood.

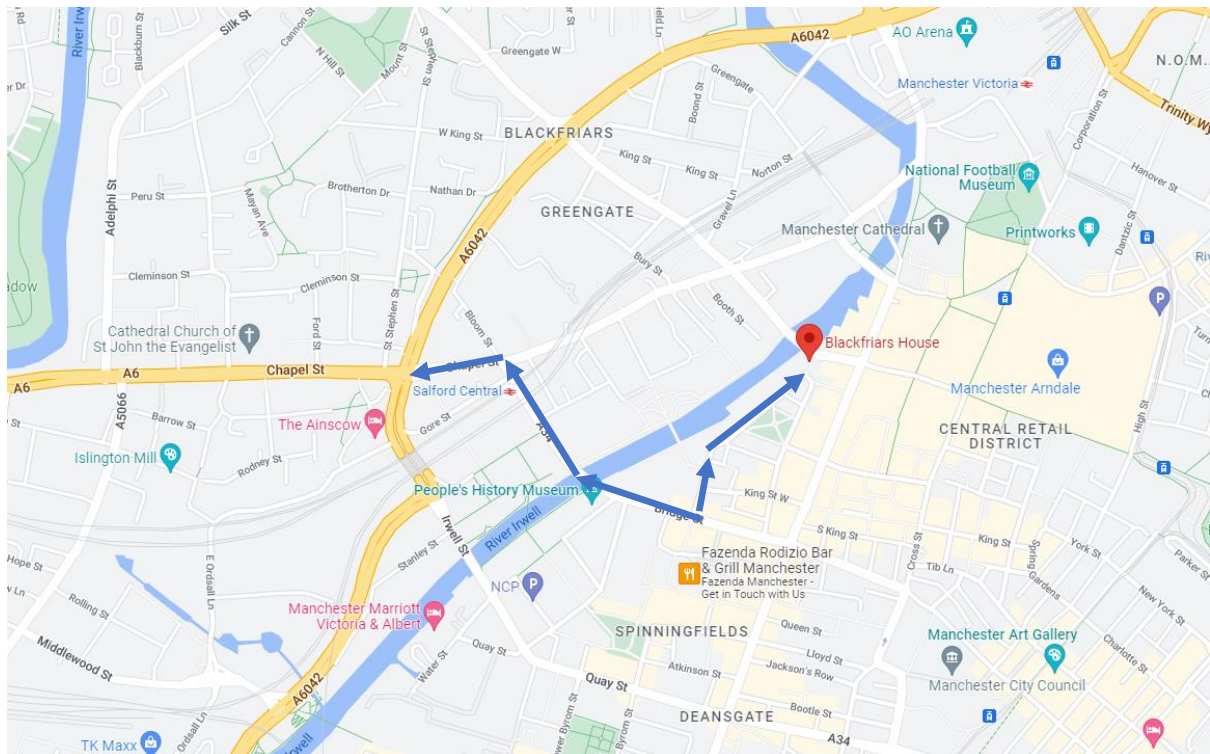
Machinery:

Due to the roof top nature of the project no large machinery (outside of periodic crane lifts) will be utilised. All access equipment will be via mobile towers which will be stored on site and all deliveries will be made utilising HIAB or Moffett systems to negate the need for on site fork lifts.



8.0 – Deliveries and waste collection

St Mary's Parsonage is a heavily used and restricted highway. During covid a closure was implemented at the Blackfriars Street elevation restriction access to a single route in and out from the Bridge Street junction. There is a turning location at the end of the street prior to the closure which will allow short vehicles to be manoeuvred to allow access and egress via a single access point. To achieve this Dragonfly will ensure all delivery and waste vehicles are marshalled by a Banksman.



The wider location surrounding the site has undergone recent changes in particular the introduction of a 1-way system to Deansgate along with the closure of The Parsonage at the Blackfriars Street junction. Deliveries and waste collections will be limited in size due to the one-way access nature, there is a turning location utilising Parsonage Lane. Vehicle access will be primarily via Bridge Street which provides good access to Trinity way for construction vehicles. There are existing controls in place for works around Bridge Street along with an upcoming change to restricted access, however, this comes into force following completion of the scheme.

9.0 – Location, removal and recycling of waste

Demolition waste

For demolition works please see attached roof demolition plan highlight all elements to be removed as part of the contract. During the pre-contract R&D survey ACM's have been identified in 2nr locations. Location 1 – outside cladding boards to existing caretakers flat, location 2 – cladding boards to external side of existing light well. All asbestos containing materials will be removed and disposed of by a certified contractor and works will be undertaken prior to any further strip out works.

All waste will be stored within the site constraints and will be removed periodically via dedicated wait and load services utilising caged vans. Our partnered waste removal contractors undertake sorting and suitable disposal on behalf of Dragonfly at an offsite facility.

Construction waste

During the construction phase Dragonfly will maintain house keeping through use of several wheelie bins. Each contractor will be provided adequate space to allow all waste materials to be stored within the site confines. Dragonfly will then utilise wait and load facilities working with midday collections to minimise the impact to pedestrians and the highways. Waste can be stored within an agreed site compound and collected periodically throughout the week. Each collection will be undertaken by our waste collection partner, who will collect the

waste from the roof top site and then dispose off site, providing the necessary collection and disposal notes along throughout the process.

Where possible, temporary materials will be ordered in a manner which means they can be re-used at later stages in the project. Where not, our waste removal partner will aim to recycle where possible.

10.0 – Parking of construction vehicles and staff

Given the nature of city centre working, no on construction parking will be provided. Instead, all contractors will be advised to utilise the nearby multi story car parks and public pay and display. The entrance to the building will be utilised to ensure that no vehicles are parked inconsiderately or in contravention to local parking restrictions. Any contractors found to be contravening these will be asked to move their vehicle.

11.0 – Sheeting over of construction vehicles.

Not applicable to this project. Any construction vehicles will be removed from the local area at the end of each working shift.

12.0 – Communication strategy with local residents and businesses.

Due to the planned limited impact Dragonfly are targeting their will b no specific communication structure implemented. Due to planning restrictions and restraints Bruntwood have undertaken an open forum for local residences to communicate and review any concerns that they have. At all times, Dragonfly will support Bruntwood and MCC with any communication requirements and will assist where possible to alleviate any concerns of the surrounding businesses.

Crane Lifts – Where crane lifts are required over weekend road closures, these will be communicated through UDP and MCC to ensure local businesses are made aware of the road closures and any impacts with adequate time.

13.0 – Construction and demolition methods to be used

Demolition

Given the location and logistical difficulties all demolition works will be undertaken utilising hand tools. The lightweight demolition can be managed safely in this manner utilising reverse installed techniques for most aspects of the removal process.

Construction

The general design was undertaken to avoid any additional load being placed onto the existing concrete lab roof. The design transfers all new loads through the existing steel frame.

Given the nature of the construction for the new structure, steel framed with SFS walls and lightweight steel floors it will be necessary to incorporate a number of crane lifts. This is necessary due to the sizing and weight of the base build framework. These crane lifts will be utilised to lift any larger materials such as plasterboards and decking.

Modern methods have been utilised in terms of SFS walls to minimise the additional weight installed onto the existing structure and to allow flexibility of the design.

14.0 – Measure taken to protect the river

During the construction phase all material storage, mixing and cutting areas will need to be monitored and managed correctly to ensure that the river is protected from accidental spillages or contamination. To ensure that this is set up correctly the following steps will be undertaken:

- All materials will be stored on the raised flooring providing adequate locations to install spill kits for wet materials where required.
- Any large format loose materials will be stored securely using ratchet straps to avoid any loose materials or packaging from blowing around site and entering the river when site is un-manned.
- All mixing areas for wet trades are to be located inward of the site boundaries and will be situated in areas where any spillages can be controlled and cleaned prior to entry the surface water drainage.
- All COSHH assessments will be requested from any sub-contractors one week prior to commencement on site to ensure that any products used are suitable for the location and to identify any risk to the river for further control measure to be put in place.
- All waste materials will be stored and removed from site, this includes any mixing and cleaning water from wet trades such as brick layers and plasterers.
- Materials used are to be considered low risk to the environment. Due to the viscosity of the materials there is adequate times to implement a spillage containment and all materials can be securely stored out side of site hours to prevent accidental release.