

Bafa Services Ltd.

DEMOLITION & CONSTRUCTION LOGISTICS PLAN

**Proposed Residential Development at
Portway, Wythenshawe, Manchester.**



Produced By:

Philip Bakes – PN Bakes Architectural Consultancy

05.09.2022

Rev. A 11/10/22 – Notes amended re working hours and dust control.

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1.0 INTRODUCTION

This report is written by PN Bakes Architectural Consultancy on behalf of Bafa Services Ltd. who are the Developers to complete the works at the site

The site is that of the former Happy Man PH located on Portway, which is close to Simonsway, which is the main distributor road linking the area to the M56 motorway and the surrounding area.

The works will involve demolition of the existing Public House to make way for the construction of 9No. Houses and 9No. Assisted Living Apartments.

This **Demolition and Construction Logistics Plan** will be adhered to at all times and will be present on site for the entire duration of the works.

Any subsequent revisions to this plan will be issued to Manchester City Council for their information and consideration.



2.0 PROGRAMME AND PHASING

The Works are due to commence with demolition in November, and are likely to take approximately 24 months to complete. A programme is included within Appendices.

The project will be split into two Phases, with the Houses facing Portway forming the first Phase and the Apartments following on as Phase 2.

A Phase Plan is included within the Appendices.

3.0 EMERGENCY CONTACT DETAILS

In the event of Emergencies, the Contact details are as follows :-

Mr. Basem Abdulrazak – 07766 396331

4.0 VEHICLE TYPES AND MOVEMENTS

During initial demolition stage of works there will be 1No. 30 tonne excavator and a smaller 5 tonne excavator, delivered to site on a low loader lorry.

There will be the need to two 20 tonne tipper lorries working in relay to take material off site, with approximately four trips per day for a period of approx. one week.

Materials will be separated for disposal, with separate skips being used for timber, plasterboard etc.

During the demolition period approx. three skips will be delivered / removed every two days.

Prior to construction beginning there will be the need for the delivery of clean crushed stone to form the road / hardstanding areas.

This will require approx. 6 deliveries per day using 20 tonne tipper lorries for a period of approx. one week. A roller vehicle will also be on site for approx. one week, delivered by low loader.

During the Construction phase there will be a 5 tonne excavator on site for the foundations, drainage and external works stages of work. This will be brought onto site and off hired as and when required.

There will also be an extending forks telehandler for transferring materials from compound to build areas as well as off loading deliveries. This will be kept on site for most of the build period.

During initial stages when foundations are being formed, there will be a number of concrete mixer wagons, but these will be for very limited periods i.e. when concrete is being poured. Therefore it is likely that there will be concrete deliveries for a period of only a few days, with perhaps four visits per day.

For main deliveries i.e. bricks, blocks, trusses etc. these are likely to be 17 tonne flat back lorries, with perhaps two deliveries per week.

Fixtures and fittings are likely to be delivered on 17 tonne rigid curtain sider lorries which will occur once main shell of the properties are complete. Again we would envisage perhaps two deliveries per week. Other deliveries of small items would be via 3 tonne vans and these would be at a rate of perhaps three deliveries per week.

All vehicles will enter the site and report to the site office prior to unloading to the secure compound. A banksman will be on hand to assist drivers and ensure safe unloading.

In addition it is likely that there will be approx. six trades persons vans arriving and leaving site per day. These will be parked up for duration of the working day in most cases.

All large deliveries will need to be booked in with Site Manager to ensure that no deliveries arrive at peak times, and that deliveries do not arrive at the same time as other deliveries, causing congestion or forcing lorries to wait on road side.

5.0 WORK DATES

The proposed dates for the works are as follows:

- Start date – November 2022
- Completion date - November 2024
- Overall duration – 24 months

6.0 WORKING HOURS

The site opening hours will be as outlined below. No works will be undertaken outside of these hours:

Weekdays	08.00 – 18.00
Saturday	08.30 – 14.00
Sundays and Public holidays	Closed

7.0 ACCESS AND PARKING FOR OPERATIVES AND VISITORS

All site operatives who work on the site regularly for the entire day's duration are strongly encouraged to travel to and from the site via public transport. The area is serviced by a number of bus routes and there is a bus stop only 20m away.

In addition the Metro link nearest stop is at nearby Manchester Airport.

Some trades people will need tools and are likely to arrive in their vans. In this case people will be encouraged to share vehicles to reduce journeys.

There will also be a secure container in which operatives can store cycles should they wish to do so.

There is a car parking area for staff and visitors close to the entrance. All operatives will be encouraged to use public transport or where not feasible to car share to minimise journeys.

Operatives will generally be employed from the local area and materials again where possible will be sourced locally.

Pedestrian access to the site will be via a lockable secure gate at the southern end of the site on Portway also marked on the plan attached. Barriers will be in place to separate pedestrians from the site where possible.

Note : All operatives will receive a detailed site induction prior to commencing any work and visitors will be expected to contact the site office to arrange for someone to collect them from the site access.

8.0 ACCESS FOR DELIVERIES AND STORAGE OF PLANT AND MATERIALS

Prior to the demolition of the existing buildings a secure 2400mm hoarding will be erected to the front of the site. Other sections already have a metal secure palisade fence. This will remain and covered with material to obscure any views into the site, and also to reduce and dust transference.

Double vehicle gates will be installed at the main entrance of the site and also a secure compound will be created within the site for materials and welfare facilities. (see plan attached). Lorries will access the site in forward gear and travel up towards the compound where they will be unloaded. A turning area will be formed to allow vehicles to turn and leave in forward gear.

A Banksman will be available for all deliveries to ensure safety.

All deliveries will be instructed to arrive and depart via Simonsway onto Portway, rather than through the existing Housing estate. Simonsway links the nearby motorway and Town Centre, and is only 200m from the site. There will be a competent trained banksman to meet all deliveries upon arrival to the site. Deliveries will be booked in prior to arrival to avoid more than one delivery arriving at one.

There will be various size and types of vehicles used to deliver and remove materials and waste to and from the site which will include:

- 8-wheel tipper / grab lorries for site clearance and groundworks muck away (Approx. size 9m long and 2.4m wide)
- Skip lorries (Approx. 7.0m x 2.4m)
- Ready mix concrete lorries (8.3m long and 2.4m wide)
- Deliveries of the bricks, blocks, floor beams etc. (14m long and 2.5m wide)
- General flatbed lorries and transit vans (various sizes)

Materials or plant will be unloaded either by extended forks telehandler, mechanical Hiab or by hand.

All materials will be stored within the secure compound until required, and then loaded onto scaffold loading platforms as required in the case of brick and blocks and roof tiles, or lifted directly into place in the case roof trusses or floor beams.

9.0 WHEEL WASHING AND STREET CLEANING

All vehicle access on and off site will be via one set of vehicle gates at the front of the site. A full wheel washing facility will be located at the gate to include mains supplied power washers, road shovels and industrial grade brushes.



At the demolition and groundwork stage, it is anticipated the requirement for wheel washing will be much greater and a designated banksman will be instructed to ensure all vehicles are checked and given permission to leave once they have been cleaned down.

The entrance to the vehicle access gate will continually be shovelled, swept and washed to ensure the highway is kept clean.

The surrounding areas, roads and pathways to site will be checked daily for general mud, dirt, debris and construction waste by the site manager and any breaches will be dealt with accordingly. Road sweepers will be utilised if and when required.

10.0 HOARDING AND SITE SECURITY

A 2400mm secure closed board fencing will be erected to the front perimeter of the site and existing steel security fencing already in place will be covered with material to prevent vision onto the site and also to reduce any dust transference. Monitored CCTV will also be in operation.

11.0 CONTROL OF DIRT, DUST, NOISE AND VIBRATION

The table below identifies any actions required for respective environmental issues such as noise, dust and dirt control etc

Hazard / Risk	Description	Control	Responsibility
Noise	When drilling or using noisy plant and tools	Section the area with sound protective sheets Display warning signs of loud working Keep openings closed during the completion of loud works Only complete all works within the agreed hours Complete tool box talks on all of the above to ensure compliance	Contractor and Sub-contractors
Vibration	When using pant or equipment	Ensure any vibration is not consistent and breaks are taken to not exceed industry guidelines	Contractor and Sub-contractors
Dust and mud	Contamination of occupied areas from dust etc.	Install monoflex protection to scaffold Ensure water suppression is implemented during dusty works Regular cleaning of hard standing areas Full wheel washing station in operation All wagons to be covered / sheeted before leaving / entering site.	Contractor and Sub-contractors

Best Practise Means will be employed in accordance with BS5228:2009 Part 1 during each phase of the project.

12.0 DISPOSAL OF CONSTRUCTION WASTE

During the demolition and construction of the project all waste will be separated to comply with the waster operators recycling policy.

Bafa Services Ltd. waste policy is stated below:

REDUCE • Discarding less material through the use of robust design and management practices, and encouraging members of the supply chain to adopt the same principle.

RE-USE • Making use of existing materials wherever practically possible, either on site or on other projects.

RE-CYCLE • Identifying and segregating materials for re-cycling.

- Appointing waste management contractors with a proven track record on recycling high volumes of waste construction and demolition material.

RESPONSIBLE DISPOSAL • Complying with current waste management legislation, and, company policy and procedure, for the safe disposal of waste.

13.0 CONTROLLING SURFACE WATER

There is an existing water course in the form of Baguley Brook approx. 60m to the south east, behind the houses on the opposite side of Portway. Due to the distance and the fact there are houses between the Brook and our site, it is **very** low risk that any contamination caused by a result of the works will flow to the Brook.

Nonetheless, to mitigate the risk of surface water runoff, storm water will be routed into the existing drainage points on site. This will be a temporary measure until the full drainage system has been constructed. Furthermore, all materials that are categorised as harmful to health will all be stored in suitable bunded storage containers on site. The Environment Agency will be notified of the works prior to any works commencing.

14.0 CONSULTATION WITH NEIGHBOURS

Prior to the works commencing we will write to all local neighbouring residents to notify them of the upcoming works and to give them contacts numbers for the site team should any issues arise. During the duration of the project neighbours will be kept informed of any planned noisy works or significant road disruption.

15.0 PROTECTION OF VULNERABLE ROAD USERS

The site will have protective hoardings to all boundaries, with warning signs displayed.

The works, with the possible exception of service connections will be wholly within the site, with footpaths and roads unaffected.

Banksman will always be on hand to make sure deliveries etc. enter the site safely and do no block footpaths or roads.

16.0 TEMPORARY TRAFFIC MANAGEMENT MEASURES

Should any off site works be required, there duration will be kept to a minimum, and all efforts will be made to get different service connections done at the same time.

It is likely that there will be some temporary opening up of road and footpaths, and if and when this occurs permits will be obtained from the Council and temporary traffic management in the form of traffic lights will be used to manage the traffic along Portway.

Also if required footpaths may be temporarily diverted.

17.0 TEMPORARY FACILITIES FOR BUS STOPS AND ROUTES

The nearest bus stops are further along Portway in front of the parade of Shops and also on the opposite side of the road.

Neither of these bus stops should be affected by our works.

18.0 HEALTH AND SAFETY

A full and thorough H&S plan will be produced prior to the works commencing. All operatives will be inducted and presented with the H&S plan.

Monthly H&S audits will be undertaken and any comments and concerns will be addressed to immediately.

All works completed will be documented and methodised with thorough Method Statements and Risk Assessments.

Health and Safety of operatives and the wider public will always be paramount.

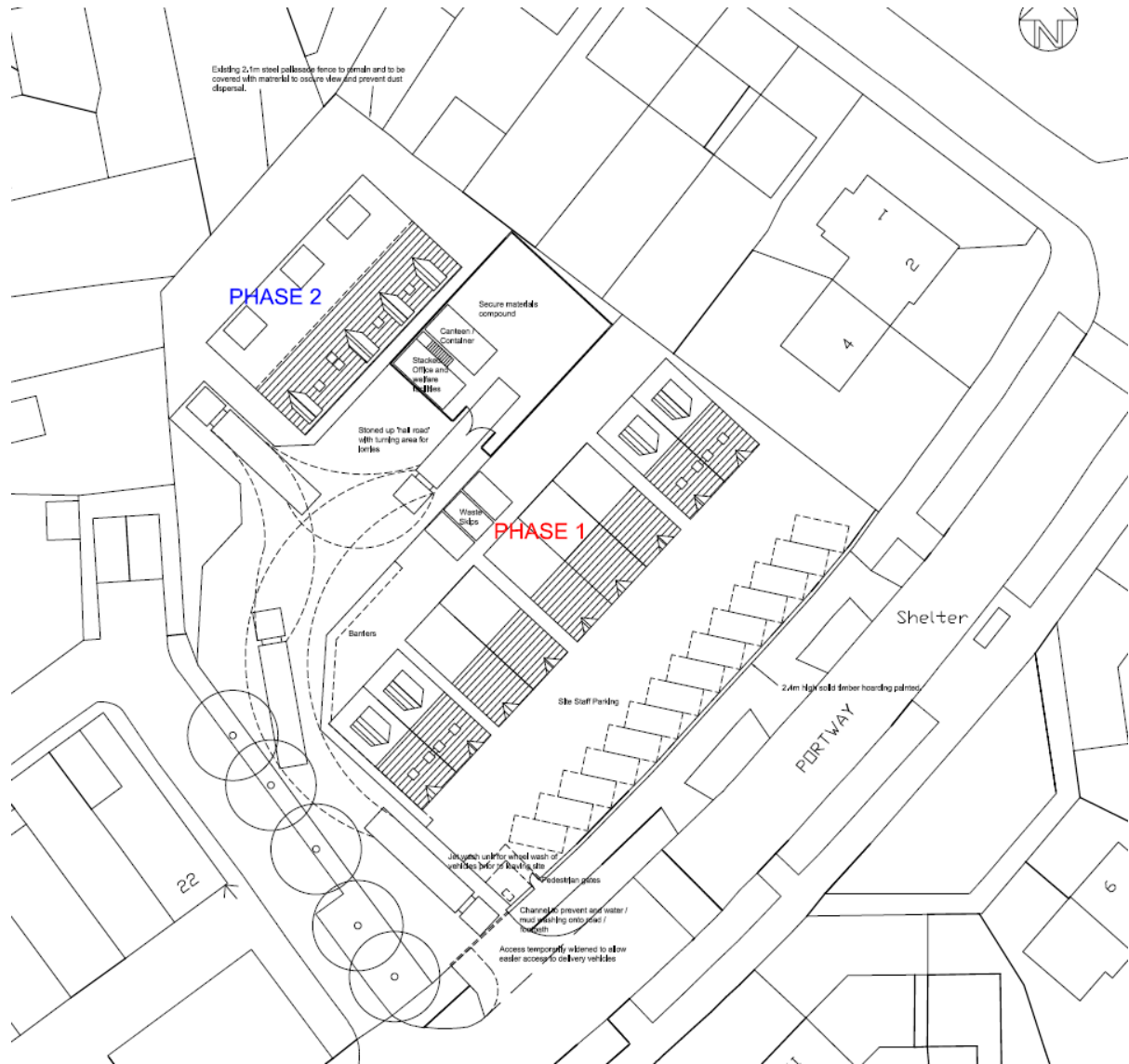
19.0 CONSIDERATE CONSTRUCTORS SCHEME

We have not as yet appointed a Main Contractor, but Contractors who are members of the scheme will be sort.

If the Contractor is not a member of the scheme, we would still expect that they would adhere to policies of the scheme.

Appendices

Appendix A – Phasing Plan



Appendix B - Build Programme

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