Reedham House

Link Bridge Removal

Demolition Management Plan and Method Statement for Link Bridge Removal



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1. Purpose of Submission

This document has been prepared in support of the proposed removal of the existing enclosed link bridge at Reedham House, Manchester, a Grade II listed building of recognised historic and architectural significance. The purpose of this submission is to provide a comprehensive suite of information to enable Manchester City Council, in its capacity as Local Planning Authority and Listed Building Authority, to discharge the planning and listed building conditions that relate specifically to the removal of the bridge structure and the subsequent reinstatement of the original external elevations.

The submission addresses the requirements of Condition 5 of the Full Planning Permission relating to the Construction and Demolition Management Plan and demonstrates the measures that will be implemented to ensure that the works are undertaken safely, responsibly, and with minimal impact upon the surrounding environment and neighbouring occupiers. It further addresses the requirements of Condition 9 of the Full Planning Permission and Condition 7 of the Listed Building Consent by setting out the methodology for the support, protection, and preservation of all adjacent historic fabric during the course of the works.

In addition, this document provides the information required to satisfy Condition 12 of the Full Planning Permission in relation to protected species and Condition 13 concerning nesting birds and seasonal ecological constraints. The methodology and specification for the temporary scaffolding and support arrangements associated with the works have been developed to comply with the requirements of Condition 8 of the Listed Building Consent, ensuring that all temporary structures are designed and erected in a manner that safeguards the historic fabric and minimises the need for intrusive fixings into the listed building.

The proposals also incorporate the principles and repair philosophy required by Condition 14 of the Listed Building Consent, with the reinstatement of the external masonry elevations being undertaken in accordance with the approved drawings prepared by Jon Matthews Architects. All making good works will utilise materials, workmanship, and detailing that match the existing building, thereby preserving the architectural integrity and significance of Reedham House.

The proposed works are limited in scope and comprise a carefully managed programme of dismantling and removal rather than conventional heavy demolition activities. The bridge structure will be systematically deconstructed through the manual removal of glazing, timber roof and floor elements, and the

subsequent unbolting and lifting of the primary steel support beams. No percussive demolition techniques, heavy breaking equipment, or vibration-intensive operations are proposed. The methodology has been specifically developed to minimise disturbance to the retained listed building, protect adjacent historic fabric, reduce impacts upon neighbouring occupiers, and ensure that the character and significance of the heritage asset are fully preserved throughout the execution of the works.

2. Planning and Listed Building Condition Compliance

The purpose of this document is to discharge the planning and listed building conditions that relate specifically to the removal of the existing enclosed link bridge at Reedham House. The scope of these works includes the careful dismantling and removal of the bridge structure, the installation of temporary weatherproof timber boarding to secure the former bridge openings, and localised masonry repairs associated solely with the removal of the existing steel beam bearings and connection points. Permanent infill and full reinstatement of the external elevations shall be undertaken as part of the wider approved redevelopment works in accordance with the approved Jon Matthews Architects drawings. The table below identifies each relevant condition and cross-references the corresponding sections of this submission which demonstrate compliance.

Condition	Requirement	Relevant Section(s)	Compliance Summary
Full Planning Permission Condition 5	Submission of a Construction and Demolition Management Plan	Entire Document, Sections 3–11	This document sets out the demolition methodology, traffic management arrangements, emergency procedures, environmental controls, risk management measures and programme for the safe removal of the bridge structure.
Full Planning Permission Condition 9	Protection of Historic Fabric	Sections 4, 14 and 18	Independent scaffolding, protective measures and low-impact dismantling techniques shall safeguard the retained Grade II listed fabric throughout the works. All temporary fixings and making-good works shall be undertaken using appropriate conservation methods and materials.
Full Planning Permission Condition 12	Protected Species	Section 12	Ecological inspections shall be undertaken prior to commencement where required, and works shall proceed in accordance with all statutory requirements relating to bats and other protected species.

Full Planning Permission Condition 13	Protection of Breeding Birds	Section 13	The works programme shall avoid the bird nesting season where practicable, with pre-commencement inspections undertaken by suitably qualified personnel if works occur during sensitive periods.
Listed Building Consent Condition 7	Protection of Historic Fabric During Works	Sections 4, 14 and 18	The demolition methodology has been specifically developed to minimise vibration, avoid unnecessary intervention and ensure that adjacent historic masonry and architectural features remain fully protected throughout the 48-hour programme.
Listed Building Consent Condition 8	Scaffolding and Temporary Works	Section 14	Independent scaffold systems and temporary protective measures shall be designed to minimise intrusive fixings into the listed structure and to provide adequate protection to the retained building fabric.
Listed Building Consent Condition 14	Masonry Repairs and Reinstatement	Section 18	The current works comprise only localised masonry repairs arising from the removal of steel beam bearings and connection details, together with the installation of temporary painted timber boarding to secure and weatherproof the former bridge openings. Permanent masonry infill and reinstatement of the elevations shall be undertaken as part of the wider approved redevelopment works in accordance with the Jon Matthews Architects drawings and the requirements of Condition 14.

The information contained within this submission demonstrates that the proposed bridge removal works have been carefully developed to satisfy the requirements of the relevant planning and listed building conditions. The methodology adopts a low-impact, conservation-led approach, ensuring that the works can be completed safely within a short 48-hour period whilst preserving the significance and integrity of the Grade II listed building.

3. Existing Structure

The existing structure comprises an enclosed glazed pedestrian link bridge spanning the narrow access route between the two elements of Reedham House and providing a connection at upper floor level. The bridge is a relatively modern addition to the historic building fabric and is clearly distinguishable from the original Grade II listed structure through its contemporary

appearance, materials, and method of construction. The bridge occupies the full width of the alleyway beneath and consists of a steel-framed enclosure with large glazed elevations to both sides, providing natural light and views along the adjoining street.

The principal structure comprises two primary steel support beams spanning between the opposing masonry walls, together with secondary steel framing supporting a timber floor deck and lightweight timber roof construction. The external elevations are formed from full-height glazed panels fixed within a painted steel frame, while the underside of the bridge incorporates a solid soffit spanning the highway below. The existing arrangement is shown within the accompanying photographic record and approved architectural drawings.

The structural connections to the retained building are limited in nature and are understood to consist primarily of steel beam fixings into the external masonry walls. The proposed works do not involve the removal or alteration of any significant elements of the original historic structure beyond the localised areas necessary to disconnect and remove the bridge supports and facilitate the subsequent reinstatement works. The existing historic brick elevations, architectural detailing, and masonry openings on either side of the bridge will be retained and protected throughout the duration of the works.

The approved proposals provide for the complete removal of the bridge structure and the reinstatement of the original external elevations in accordance with the drawings prepared by Jon Matthews Architects.

Following removal of the bridge structure, localised masonry repairs shall be undertaken only to the areas affected by the removal of the steel beam bearings, connection details, and associated fixings. The former bridge openings shall be temporarily enclosed using a suitably detailed and weatherproof timber boarding solution, finished in an appropriate painted colour to provide a secure and visually sympathetic appearance pending the wider redevelopment works. Permanent infill and reinstatement of the elevations shall be undertaken as part of the approved redevelopment proposals in accordance with the Jon Matthews Architects drawings and heritage requirements.

The removal methodology has been specifically developed to reflect the relatively lightweight nature of the structure and to minimise any impact upon the retained building. The works will comprise the progressive manual dismantling of the glazed panels, timber roof and floor elements, and the subsequent unbolting and controlled lifting of the primary steel members. No heavy demolition techniques, percussive breaking operations, or vibration-

intensive methods are proposed, ensuring that the surrounding historic fabric remains fully protected throughout the works.

4. Scope of Works

4.1 Overview

The works relate solely to the removal of the existing enclosed link bridge spanning the highway of Garden Lane between the buildings known as Reedham House. Garden Lane is a narrow, single-width highway linking Dunlop Street to the north with St Mary's Parsonage to the south and accommodates only very light levels of vehicular traffic associated with local access.

The bridge spans directly above Garden Lane and, in order to undertake the works safely, a temporary weekend road closure will be implemented for the duration of the demolition and lifting operations. Dunlop Street is lightly trafficked and therefore particularly suited to a short-term closure, minimising disruption to the surrounding highway network and neighbouring occupiers. Appropriate traffic management measures shall be implemented, including advance warning signage, barriers and agreed diversion routes in accordance with Chapter 8 requirements and any approvals obtained from Manchester City Council Highways.

The proposed works are limited in scale and comprise the careful dismantling and removal of a lightweight glazed and steel structure rather than conventional heavy demolition activities. The methodology has been specifically developed to minimise disruption to the public highway, neighbouring businesses and residents, whilst ensuring the protection of the retained Grade II listed building and its historic fabric.

4.2 Sequence of Works

1. Pre-commencement activities including confirmation of method statements and risk assessments, completion of a highway dilapidation survey, utility checks, stakeholder notifications and installation of advance warning signage.
2. Implementation of the weekend road closure and temporary traffic management arrangements, including all required signage, barriers and diversion routes.
3. Establishment of exclusion zones beneath and around the bridge structure to maintain public safety throughout the works.

4. Erection of independent access scaffolding and use of MEWPs to provide safe access whilst minimising impact on the historic building fabric.
5. Manual removal of the glazed panels and associated framing for recycling and disposal.
6. Progressive dismantling and removal of the timber roof construction.
7. Removal of the timber floor structure and associated supporting elements.
8. Controlled unbolting and lifting of the two principal steel support beams fixed into the external masonry walls.
9. Completion of localised masonry repairs associated with the removal of the steel beam connections and installation of temporary weatherproof timber boarding to the former bridge openings, pending permanent reinstatement as part of the wider approved redevelopment works.
10. Removal of all temporary works, final inspections and reinstatement of the surrounding highway areas.

5. Construction and Demolition Methodology

The proposed works have been developed to facilitate the careful and controlled removal of the existing enclosed link bridge whilst ensuring the protection of the retained Grade II listed building and minimising disruption to the surrounding public highway, neighbouring businesses, and occupiers. The methodology has been specifically designed to avoid unnecessary intervention to the historic fabric and to eliminate the need for conventional heavy demolition techniques. All activities shall be undertaken in accordance with the contractor's approved Risk Assessments and Method Statements, the requirements of the CDM Regulations 2015, and all relevant British Standards and guidance relating to demolition and temporary works.

Prior to the commencement of any physical works, exclusion zones shall be established beneath and around the bridge structure to prevent public access to the working area. Temporary traffic management measures and the approved weekend road closure arrangements shall be implemented, including all necessary warning signage, pedestrian diversions, barriers, and traffic controls. The closure of Garden Lane and the associated restrictions on Dunlop Street will ensure that lifting activities and demolition operations can be undertaken safely and without risk to members of the public.

Following the implementation of the traffic management measures, independent access scaffolding and associated protective systems shall be erected to provide safe working platforms for operatives. The scaffolding shall

be designed to minimise the requirement for fixings into the historic building fabric and shall incorporate suitable protection measures, including debris netting, plywood boarding, and protective membranes where necessary to safeguard the retained masonry and architectural features. Mobile Elevating Work Platforms (MEWPs) shall also be utilised to provide access to the external elevations and roof areas of the bridge structure.

Prior to the commencement of demolition activities, all necessary ecological inspections shall be undertaken in accordance with the approved planning conditions. Where required, inspections for bats, nesting birds, or other protected species shall be completed by suitably qualified ecologists, and the works shall proceed only following confirmation that the relevant statutory requirements have been satisfied.

The removal of the bridge shall be undertaken through a process of progressive dismantling, commencing with the careful manual removal of the glazed elevations and associated framing systems. Individual glazing panels shall be removed in a controlled manner using suitable lifting aids and lowered to ground level for segregation and recycling. The removal process shall avoid impact loading or excessive vibration and shall be undertaken by suitably trained operatives working from secure access platforms.

Following the removal of the glazed elements, the lightweight timber roof construction shall be dismantled by hand. Roof coverings, boarding, supporting timbers, and associated fixtures shall be removed progressively in manageable sections and lowered safely to the ground. The internal timber floor construction and associated structural elements shall subsequently be removed using similar methods, ensuring that the overall stability of the remaining bridge structure is maintained at all times throughout the process.

Once all non-structural elements have been removed, the primary steel support members shall be prepared for lifting operations. The two principal steel beams spanning between the buildings shall be disconnected from their fixings within the external masonry walls and removed in accordance with a detailed lifting plan prepared by a competent person. Appropriate lifting equipment shall be utilised, and all operations shall be undertaken within the controlled road closure area to ensure public safety and maintain adequate exclusion zones. Particular care shall be taken during these activities to prevent any damage to the retained historic fabric or adjacent building elements.

Following the complete removal of the bridge structure, localised masonry infill works shall be undertaken only to the areas affected by the removal of

the existing steel beam bearings, connection details, and any associated fixings that project into the external walls. These repairs shall be completed using materials and workmanship that are compatible with the existing historic fabric, with all brickwork, mortar, stonework, and detailing matching the existing building in terms of colour, texture, bond pattern, joint profile, and overall appearance to preserve the character and significance of the Grade II listed building.

The former bridge openings themselves shall be temporarily enclosed using a suitably detailed and weatherproof timber boarding solution, finished with an appropriate painted coating to provide a neat, secure, and visually sympathetic appearance pending the wider redevelopment works. The temporary enclosure shall maintain the security and weather integrity of the building whilst clearly remaining a reversible intervention that does not adversely affect the historic fabric. Permanent infill and reinstatement of the external elevations shall be undertaken as part of the wider approved redevelopment works in accordance with the drawings issued by Jon Matthews Architects.

Upon completion of the reinstatement works, all temporary scaffolding, protective measures, barriers, and site equipment shall be removed. A final inspection of the completed works shall be undertaken to confirm that the retained historic fabric has been appropriately protected, that all making-good works have been completed to the required standard, and that the public highway has been reinstated to its original condition.

At no stage shall percussive demolition techniques, heavy breakers, mechanical crushing equipment, or other significant vibration-producing activities be employed. The demolition methodology has been specifically developed as a low-impact, dismantling operation in order to safeguard the structural integrity and heritage significance of Reedham House and to minimise disruption to the surrounding environment.

6. Detailed Removal Methodology

The proposed sequence of works is as follows:

1. Garden Lane will be closed and a controlled exclusion zone established beneath and around the link bridge.

2. A photographic condition survey will be completed of the brickwork, masonry openings, door surrounds and other retained fabric immediately adjoining the bridge.
3. Any electrical or other services associated with the bridge will be isolated and confirmed safe before dismantling commences.
4. Suitable access equipment will be installed to provide safe access to both sides and the underside of the bridge. This will comprise independent access scaffolding, mobile access equipment or MEWPs as appropriate to the individual activity. No load will be transferred into the listed building unless specifically required for safety.
5. Protective boarding and suitable cushioning or membrane protection will be installed over vulnerable retained surfaces adjacent to the working area.
6. The glazed panels will be individually restrained and removed in a controlled sequence using appropriate glazing suction equipment and manual lifting aids. Panels will be lowered to ground level and placed directly into suitable stillages or containers.
7. The lightweight roof coverings, boarding and timber supports will then be progressively dismantled by hand in manageable sections.
8. The floor finishes, timber decking and secondary supporting members will be removed progressively while maintaining the stability of the remaining steel frame.
9. Removal of the lightweight elements will expose the principal steel members and their connections to the buildings. This will form a specific inspection hold point. The connections and adjoining masonry will be photographed and inspected before any attempt is made to release them.
10. Wherever possible, existing bolts and mechanical connections will be released using hand-held tools. Percussive demolition, heavy breakers and uncontrolled pulling against the masonry will not be permitted.
11. Before a principal steel member is disconnected, it will be fully supported by the selected lifting appliance. The member will then be released and lifted vertically clear without imposing lateral force on the retained walls.
12. The lifting operation will be carried out under the control of a competent lifting team. The final lifting arrangement will reflect the actual member sizes, weights, connection positions and available operating radius confirmed during the contractor's pre-start planning and exposure of the structure.
13. Following removal, the exposed connection areas will be inspected and photographed. Loose material will be carefully removed by hand and the openings will be made secure and weatherproof.

14. The existing door openings will be secured and temporarily enclosed as described below.
15. The working area will be cleared, the highway inspected and the temporary traffic-management arrangements removed.

The final task-specific RAMS and lifting arrangements will be completed by the appointed contractors before the works commence. These are operational health and safety documents and will reflect the actual plant, operatives and equipment employed. The works will not commence until they have been reviewed and accepted by the Construction Manager.

Scaffolding and Temporary Access

The access arrangement will be proportionate to the short duration and lightweight nature of the works. Independent scaffold or mobile access equipment will be used so that loads are not unnecessarily imposed upon the listed building.

Where an independent scaffold is used, it will be erected by competent CISRS-qualified operatives and will comply with TG20 requirements. Sole boards, base plates and suitable protection will be used at ground level. Any contact with the retained elevations will be isolated using suitable non-abrasive protection.

No drilling or fixing into decorative masonry, brick faces or stone features will be permitted. If a scaffold arrangement falls outside a recognised compliant configuration, the necessary temporary-works design will be prepared and checked before erection. The precise arrangement will depend upon the access equipment selected by the specialist contractor but will follow these stated heritage-protection principles.

Existing Connections and Masonry Repairs

The current document refers generally to possible brickwork, stonework and architectural detailing because the bridge connections are concealed. From the visible inspection, there is no identified decorative stone feature intended to be removed or altered as part of the works. The reference to stonework was precautionary and should not be interpreted as a proposal to remove any known stone detail.

The bridge appears to be connected principally through the modern door/opening arrangements and adjoining brick elevations. However, the exact

bearing details, fixing depths and condition of the concealed masonry cannot be verified without first dismantling the bridge.

Once exposed, the following procedure will apply:

- Each connection and affected area will be photographed and recorded;
- The minimum amount of modern fixing material necessary to release the bridge will be removed;
- Sound historic brickwork and masonry will be retained;
- No speculative cutting-out or wholesale replacement of masonry will be undertaken;
- Any replacement brick will be selected to match the existing in size, colour, texture and appearance;
- Any pointing or localised making good will use an appropriate compatible mortar matching the existing colour, texture and joint profile; and
- The extent of any visible permanent repair will be agreed following exposure, when the actual condition can be properly assessed.

This approach is considered preferable to specifying unnecessary or potentially inappropriate repairs based on assumptions about concealed construction.

Temporary Enclosure of the Openings

The bridge connects to existing door openings rather than requiring the creation of new openings in the listed elevations.

On the first side, the existing door leaves will be retained in the closed position and securely screwed and bolted shut. A secondary timber support arrangement will then be installed, over which 20 mm exterior/rain-grade plywood will be fixed to provide a robust, secure and weather-resistant enclosure.

The boarding will be neatly cut to suit the opening and sealed at its perimeter to prevent water penetration. Fixings will be made into the retained modern door or secondary timber support arrangement wherever practicable and not directly into decorative stonework or historic brick faces. The intervention will therefore remain capable of removal without unnecessary damage to the listed fabric.

The corresponding opening on the opposite side of the bridge is already boarded. Its condition, security, weather resistance and appearance will be

inspected as part of the works. It will be repaired, strengthened or over-boarded where necessary so that both openings are secure and present a consistent treatment.

The boarding is an interim treatment pending progression of the main redevelopment works and confirmation of the future use of the openings. It does not represent the proposed permanent architectural treatment of the listed elevations.

We recognise the concern that plain boarding could remain visually intrusive if retained for an extended period. The external face will therefore receive a neat, consistent and recessive finish. If preferred by the Conservation Officer, a suitable high-quality architectural window image can be applied to the external face so that the temporary enclosure reads visually as a window rather than unfinished boarding. The appearance will be consistent on both sides where externally visible.

Future Reinstatement

The temporary enclosure is required because the future use and final treatment of the openings form part of the wider redevelopment works and have not yet been concluded. Installing permanent masonry or a new window at this stage could result in abortive intervention to the listed fabric if the opening is subsequently required as part of the approved development.

The proposed approach secures and weatherproofs the building immediately following the bridge removal while retaining flexibility to implement the correct permanent treatment when the main works and future use of the openings are confirmed.

The temporary enclosure will be regularly inspected and maintained in a secure, weatherproof and visually acceptable condition. It will not prevent the later reinstatement of the elevation, window or surrounding masonry in accordance with the approved scheme and any further details agreed with the Local Planning Authority.

Overall, the proposed methodology is considered proportionate to a limited two-day operation involving the careful removal of a modern lightweight structure. It establishes clear controls to protect the listed building while avoiding unnecessary or speculative intervention before the concealed construction and actual condition of the historic fabric can be properly inspected.

7. Risk Assessments and Method Statements

Detailed contractor Risk Assessments and Method Statements (RAMS) shall be prepared, reviewed and approved prior to commencement of the works. All activities shall be undertaken in accordance with the Construction (Design and Management) Regulations 2015 and the contractor's approved safe systems of work.

The principal risks associated with the project include working at height, lifting operations, falling materials, manual handling activities, interaction with members of the public, temporary traffic management arrangements, and the protection of the retained listed building fabric. Appropriate control measures shall be implemented to mitigate these risks, including the use of independent scaffolding, exclusion zones, competent lifting personnel, trained traffic marshals, and continuous supervision by the site management team.

All operatives engaged in the works shall receive site-specific inductions, heritage awareness briefings, and toolbox talks relating to the particular hazards associated with the removal of the bridge structure. Particular emphasis shall be placed upon the protection of historic fabric and the requirement to avoid unnecessary disturbance or damage to retained building elements.

All lifting activities shall be undertaken in accordance with an approved lifting plan prepared by a competent Appointed Person and executed by suitably qualified operatives. Temporary works designs, scaffold calculations, and any supporting engineering information shall be prepared and independently checked by appropriately qualified engineers prior to installation.

Given the short duration of the works, which are programmed to be completed within a single 48-hour weekend possession, daily coordination meetings shall be undertaken to review progress, confirm upcoming activities, and ensure that all control measures remain effective throughout the operation.

7.1 Programme

Day	Time	Activity
Saturday	08:00	Road closure and site establishment
Saturday	09:00	Scaffold erection and exclusion zones
Saturday	10:00	Removal of glazing

Saturday	14:00	Removal of roof construction
Saturday	17:00	Removal of floor construction
Sunday	08:00	Steel beam lifting operations
Sunday	12:00	Masonry making good and temporary weather protection
Sunday	15:00	Removal of scaffold and temporary works
Sunday	17:00	Final inspections and reopening of the highway

8. Emergency Arrangements

Emergency contact details shall be displayed in a publicly accessible location throughout the works.

Emergency procedures shall include:

- First aid arrangements.
- Fire evacuation procedures.
- Contact details for responsible persons.
- Out-of-hours emergency telephone numbers.

Emergency access routes shall remain unobstructed at all times.

9. Traffic Management and Road Closures

Temporary Traffic and Pedestrian Management Plan

Nature and Duration of the Works

The proposed works are limited to the controlled removal of the existing glazed link bridge spanning Garden Lane. The works will be completed during a single two-day weekend possession, with the road closed only for the period necessary to undertake the scaffold, dismantling, lifting and temporary weatherproofing operations.

The proposed closure period is:

- Saturday: 08:00 to 18:00
- Sunday: 08:00 to approximately 17:00

Garden Lane will be reopened as soon as the works, final inspection and removal of the temporary traffic-management equipment have been completed. No continuing highway occupation or long-term construction traffic-management arrangement is proposed.

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Road Closure Arrangements

Garden Lane will be temporarily closed at both ends for the duration of the works. Chapter 8 compliant interlocking red-and-white barriers will be positioned across the full width of the lane at the junction with Dunlop Street and at the opposite end adjoining St Mary's Parsonage.

Each closure point will incorporate:

- Interlocking red-and-white Chapter 8 barriers with weighted bases;
- Clearly displayed "ROAD CLOSED" signage;
- Traffic cones where required;
- Advance warning signage on the approaches to the closure;
- A nominated traffic marshal or banksman during deliveries, lifting operations and other significant vehicle movements; and
- Project and emergency contact information.

The photographic visualisations included as Figures TM-01 and TM-02 illustrate the proposed general appearance and location of the barriers at each end of Garden Lane. The final positioning of barriers and signage will be undertaken by a competent traffic-management contractor in accordance with Chapter 8 of the Traffic Signs Manual and the requirements of Manchester City Council Highways.

The barriers will remain in place while the works are being undertaken but will be capable of controlled removal where access is required by the emergency services. The closure and working area will be supervised by the Site Manager throughout the operational periods.

Pedestrian Management

Pedestrian access beneath the link bridge will be prohibited during the works due to the risks associated with work at height, dismantling activities and lifting operations.

Pedestrians approaching Garden Lane will be directed away from the closed section by advance signage and barriers positioned at each end of the lane. Pedestrians will be required to follow the surrounding established public footways via Dunlop Street, St Mary's Parsonage and the adjacent highway network.

No pedestrian will be permitted to pass through the exclusion zone or beneath the bridge while dismantling or lifting operations are in progress. The barriers

will extend across the full accessible width of the lane so that pedestrians cannot inadvertently enter the working area.

The surrounding footways outside the closure points will remain available. Traffic marshals will assist pedestrians and provide directions where necessary, particularly during the establishment and removal of the closure.

Vehicle Access and Diversion

There is no through-vehicle access along Garden Lane while the road closure is in operation. Vehicles will be directed to use the surrounding highway network for the short duration of the works.

Dunlop Street and St Mary's Parsonage will remain operational except for any short-duration, controlled vehicle movement necessary to deliver or remove plant and materials. No construction vehicle will be permitted to wait or queue on the surrounding highway.

Access arrangements will be communicated in advance to neighbouring occupiers and any businesses that ordinarily use Garden Lane for servicing or deliveries. Where necessary, affected occupiers will be asked to rearrange deliveries outside the two-day closure period.

Construction Vehicles and Deliveries

The works are limited in scale and duration. Construction vehicle movements will therefore be restricted to those necessary for:

- Delivery and removal of access equipment and scaffold components;
- Delivery and collection of lifting equipment;
- Removal of dismantled glass, timber and steel;
- Removal of waste materials; and
- Delivery of materials required for temporary boarding and localised making good.

All deliveries and collections will be scheduled in advance by the Site Manager. Vehicles will attend at an allocated time and will not be permitted to arrive until the working area is ready to receive them.

Vehicle movements into or adjacent to the closure will be supervised by a trained banksman. Vehicles will leave the area immediately following unloading or collection, and materials will not be stored on the public highway outside the approved closure area.

The lifting vehicle, where required, will be positioned within the controlled closure and exclusion zone in accordance with the contractor's lifting plan. The precise position, operating radius and lifting arrangements will be confirmed by the Appointed Person before commencement.

Staff Parking

No staff or operative parking will be permitted within Garden Lane, the road-closure area or on the immediately adjoining sections of Dunlop Street.

Due to the city-centre location and the limited two-day duration of the works, operatives will be instructed to use public transport wherever practicable. Where travel by private vehicle is necessary, staff will use established public car parks within Manchester city centre.

The contractor will brief all operatives on the parking restrictions during the site induction. Parking on footways, waiting on surrounding streets and obstruction of neighbouring premises will not be permitted.

Emergency Access

Emergency access to Dunlop Street, St Mary's Parsonage and the surrounding properties will be maintained throughout the works.

The barriers at the closure points will be capable of being moved under the control of the Site Manager or traffic marshal if emergency access into Garden Lane is required. In such circumstances, works and lifting operations will cease, the working area will be made safe and access will be provided under controlled conditions.

The Site Manager will maintain a clear means of communication with the contractor, lifting team and traffic marshals throughout the works.

Installation and Removal

The traffic-management arrangements will be installed before the scaffold, access equipment, lifting equipment or demolition activities commence. The closure will be checked by the Site Manager before the working area is brought into use.

Barriers, signs and cones will be inspected throughout each working period and repositioned or replaced immediately if disturbed or damaged.

Upon completion of the bridge removal, temporary weatherproofing and localised making-good works, the following activities will be undertaken:

1. All waste, plant and materials will be removed;
2. Scaffold and temporary working equipment will be dismantled;
3. The carriageway and footways will be cleaned;
4. The highway will be inspected for damage or obstruction;
5. All traffic-management equipment will be removed; and
6. Garden Lane will be reopened to pedestrians and vehicles.

The arrangements are proportionate to the limited nature of the works and the single two-day weekend closure while providing a secure exclusion zone for the protection of pedestrians, road users, neighbouring occupiers and the workforce.

Figure TM-01 – Proposed Garden Lane closure at Dunlop Street

Figure TM-02 – Proposed Garden Lane closure at St Mary's Parsonage





10. Environmental Management Measures

The proposed bridge removal works comprise a carefully managed dismantling operation rather than conventional demolition activities and, as such, are not anticipated to generate significant levels of dust, noise, or vibration. The methodology has been specifically developed to minimise environmental impacts and to protect the retained historic fabric of the Grade II listed building and neighbouring properties.

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The demolition methodology has been designed to avoid unnecessary cutting, grinding, or breaking operations wherever reasonably practicable. The bridge structure comprises primarily glazed, timber, and steel components which can be dismantled and removed through manual methods and controlled lifting operations. Any cutting that is required shall be undertaken using suitable low-vibration equipment and, where appropriate, local dust suppression techniques shall be employed to minimise environmental impacts.

Noise associated with the works shall be managed in accordance with the principles contained within BS 5228, *Code of Practice for Noise and Vibration Control on Construction and Open Sites*. The duration of noisy activities shall be minimised, and all plant and equipment brought onto site shall be properly maintained and fitted with effective silencers and acoustic controls where appropriate. Operatives shall be instructed to avoid unnecessary idling of engines, excessive revving of plant, or the dropping of materials during dismantling operations.

The works have been specifically programmed to take place during a planned weekend possession, reducing potential impacts upon neighbouring commercial occupiers and limiting interactions with normal weekday traffic movements. Advance communication with adjacent businesses and stakeholders shall be undertaken to ensure that all parties are aware of the nature, duration, and timing of the activities.

Vibration impacts are expected to be negligible due to the nature of the proposed works. No percussive demolition techniques, heavy hydraulic breakers, mechanical crushing equipment, or other vibration-intensive methods shall be employed. The bridge shall instead be progressively dismantled through the manual removal of glazing, timber roof and floor components, followed by the controlled unbolting and lifting of the primary steel support beams. This approach significantly reduces the potential for structural movement or damage to the retained building fabric.

Particular consideration has been given to the protection of the adjacent historic masonry and architectural features. The removal methodology has been intentionally developed to minimise vibration transfer to the retained Grade II listed structure and to ensure that no adverse impacts occur to the surrounding historic fabric. Regular visual inspections shall be undertaken throughout the works to monitor the condition of adjacent masonry and to identify any issues at the earliest opportunity. Should any unexpected movement or damage be identified, works shall cease immediately and appropriate remedial measures shall be agreed with the relevant stakeholders before recommencing.

Overall, the combination of manual dismantling techniques, progressive waste removal, controlled lifting operations, and careful environmental management will ensure that dust, noise, and vibration are maintained at the lowest practicable levels throughout the execution of the bridge removal works.

11. Dust, Noise and Vibration Management

The proposed bridge removal works comprise a short-duration, 48-hour dismantling operation rather than conventional demolition activities and, as such, are not anticipated to generate significant levels of dust, noise, or vibration. The methodology has been specifically developed to minimise environmental impacts, protect neighbouring occupiers, and safeguard the retained historic fabric of Reedham House.

Dust suppression measures shall be implemented throughout the duration of the works to ensure that airborne particulates are kept to an absolute minimum. Manual damping down of materials shall be undertaken where necessary during the dismantling and handling of timber and masonry elements, particularly during the removal of components adjacent to the existing building fabric. Given the nature of the bridge construction, which principally comprises glazing, timber, and steel elements, significant dust generation is not anticipated.

All waste materials shall be removed from the bridge structure progressively as the works advance and shall not be permitted to accumulate on site. Waste skips and containers shall remain covered when not in active use to prevent the escape of dust and debris, and all materials shall be transferred directly into designated waste streams for removal and recycling. The limited duration of the works means that all demolition arisings are expected to be removed from site immediately following completion of the dismantling activities.

The demolition methodology has been specifically designed to avoid unnecessary cutting, grinding, or breaking operations. The majority of the structure will be removed through manual dismantling techniques, including the removal of glazing panels, timber roof and floor elements, and the controlled unbolting of the principal steel support members. Where minor cutting operations are unavoidable, suitable low-dust equipment and localised suppression measures shall be employed to minimise any environmental impacts.

Noise generated by the works shall be managed in accordance with the principles contained within BS 5228:2009+A1:2014, Code of Practice for Noise and Vibration Control on Construction and Open Sites. The short duration of

the works, combined with the planned weekend possession and the absence of heavy demolition equipment, will significantly reduce the overall impact upon neighbouring properties and businesses. All plant and equipment brought onto site shall be appropriately maintained, fitted with effective silencers where necessary, and operated in accordance with manufacturers' recommendations to minimise noise emissions.

Operatives shall be instructed to avoid unnecessary engine idling, excessive revving of mechanical equipment, and the uncontrolled dropping or handling of materials. Deliveries, lifting operations, and waste collections shall be carefully coordinated to ensure that activities are undertaken efficiently and with the minimum possible disturbance to the surrounding area.

Vibration impacts are expected to be negligible due to the nature of the proposed works. No percussive demolition methods, hydraulic breakers, mechanical crushers, or other vibration-intensive techniques shall be employed at any stage of the project. The bridge shall instead be progressively dismantled through the careful manual removal of individual components and the controlled lifting of the two primary steel beams once all secondary elements have been removed.

The removal methodology has been specifically designed to minimise vibration transfer to the retained Grade II listed building and to avoid any adverse impacts upon the surrounding historic fabric. The use of manual dismantling techniques, together with controlled lifting operations and temporary protection measures, ensures that structural loading and movement are kept to an absolute minimum. Particular care shall be taken during the removal of the steel beam connections to ensure that the adjacent masonry is not subjected to unnecessary stress or disturbance.

Throughout the 48-hour programme of works, regular visual inspections shall be undertaken to monitor the condition of the retained building fabric and to ensure that all environmental controls remain effective. Should any unforeseen issues arise, works shall cease immediately until appropriate mitigation measures have been implemented. The overall approach reflects the limited scale and duration of the intervention and ensures that dust, noise, and vibration impacts remain at the lowest reasonably practicable levels throughout the execution of the bridge removal works.

12. Waste Management

Waste streams shall be segregated into:

- Steel.
- Timber.
- Glass.
- General waste.

Licensed waste carriers shall remove materials from site.

Recycling shall be maximised wherever practicable.

13. Site Compound and Storage

No permanent site compound is required.

Small temporary storage areas shall be established within existing building curtilage only.

No storage shall obstruct public highways or emergency access routes.

14. Communication Strategy

Communications, Stakeholder Liaison and Complaints Procedure

The Construction Manager shall maintain responsibility for all communications with neighbouring occupiers, businesses, residents, Manchester City Council and other affected stakeholders throughout the works.

The principal receptors and stakeholders identified in connection with the works comprise:

- Occupiers and owners of Reedham House and the adjoining building;
- Businesses and residents fronting Garden Lane, Dunlop Street, St Mary's Parsonage and the immediate surrounding area;
- Pedestrians, cyclists and vehicle users who ordinarily use Garden Lane;
- Manchester City Council Highways, Planning, Environmental Health and Conservation officers;
- Emergency services;

- Utility providers and refuse-collection operators where their access may be affected; and
- Owners or occupiers requiring servicing or emergency access during the temporary closure.

A schedule of affected properties and stakeholders shall be maintained by the Construction Manager. Written notification shall be distributed not less than 14 days before the works, with a reminder issued approximately 48 hours before the road closure. The notification shall confirm the scope and duration of the works, working hours, closure arrangements, diversion routes and the project contact details.

A project contact board shall be displayed at each closure point. It shall provide the name and telephone number of the responsible site manager and an out-of-hours emergency contact.

Complaints may be made by telephone, email or directly to site management. The Construction Manager shall maintain a complaints register recording:

- Date and time received;
- Complainant's contact details, where provided;
- Location and nature of the complaint;
- Activity taking place at the relevant time;
- Initial response and immediate mitigation;
- Investigation undertaken;
- Corrective action implemented;
- Date the complainant was updated; and
- Date and basis of close-out.

Complaints shall be acknowledged as soon as practicable and, wherever possible, within two working hours during operational periods. Any complaint involving an immediate safety, access, noise, dust or vibration issue shall be investigated immediately. Where appropriate, the relevant activity shall be suspended until suitable controls have been implemented.

The complainant shall be advised of the outcome of the investigation and any action taken. Unresolved or recurring complaints shall be escalated to the Project Director. The complaints register shall be made available to Manchester City Council upon request and retained for the duration of the works.

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15. Highway Dilapidation Survey

A pre-commencement photographic survey shall be undertaken recording:

- Carriageways.
- Footways.
- Street furniture.
- Drainage features.

Any damage arising from the works shall be made good following completion.

16. Ecology and Protected Species

Prior to commencement:

Either:

a) A Natural England licence shall be obtained; or

b) Written confirmation shall be provided that no licence is required.

The limited nature of the works significantly reduces ecological risks.

17. Breeding Birds

No works shall occur between 1 March and 31 August unless ecological surveys confirm the absence of active nests.

Written confirmation shall be submitted to the Local Planning Authority where required.

18. Standards and Guidance

The works shall comply with:

- CDM Regulations 2015.
- BS 6187 – Demolition.
- BS 5228 – Noise and Vibration.
- Work at Height Regulations 2005.
- LOLER Regulations.
- Manchester City Council requirements.
- Historic England guidance for listed buildings.

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19. Conclusion

The proposed bridge removal works represent a low-impact and carefully controlled intervention to a Grade II listed building.

The methodology has been specifically designed to protect historic fabric, minimise public disruption and satisfy all relevant planning and listed building conditions.

The works shall be undertaken during a controlled weekend possession using manual dismantling techniques, temporary traffic management and appropriate heritage protection measures.



Fig.1 Existing entrance in façade



Fig.2 Proposed door temporary sealed



Fig.3 Existing link bridge



Fig.4 Proposed link bridge removed

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