Statement of Construction Practice
Project:

The Fairfax
Portugal St East
Manchester
M1 2WX

Client:

**Olympian Homes**
Buckingham Court
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London
SW1E 6PE

Principal Designer:

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Target Commencement: April 2022

Target Duration: 120w

Target Completion: August 2024

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## Scope of works

The development site is located in Manchester City Centre and is surrounded by residential and commercial properties. The site is bounded to the west by Portugal Street East, to the south-east by Adair Street, with and the new Metrolink line to the north-west and Great Ancoats Street to the north-east, in the Eastern Quarter of Manchester city centre.

Historically, the site was occupied by residential properties, these made way for the existing commercial factory and office units.

The project will deliver 488 high quality Build to Rent apartments comprising of 23 and 29 storey towers, 5 minutes' walk from Piccadilly train station and directly opposite the new proposed High Speed 2 terminal.

Duration – 120 W construction period commencing in April 2022

All work must be supervised.

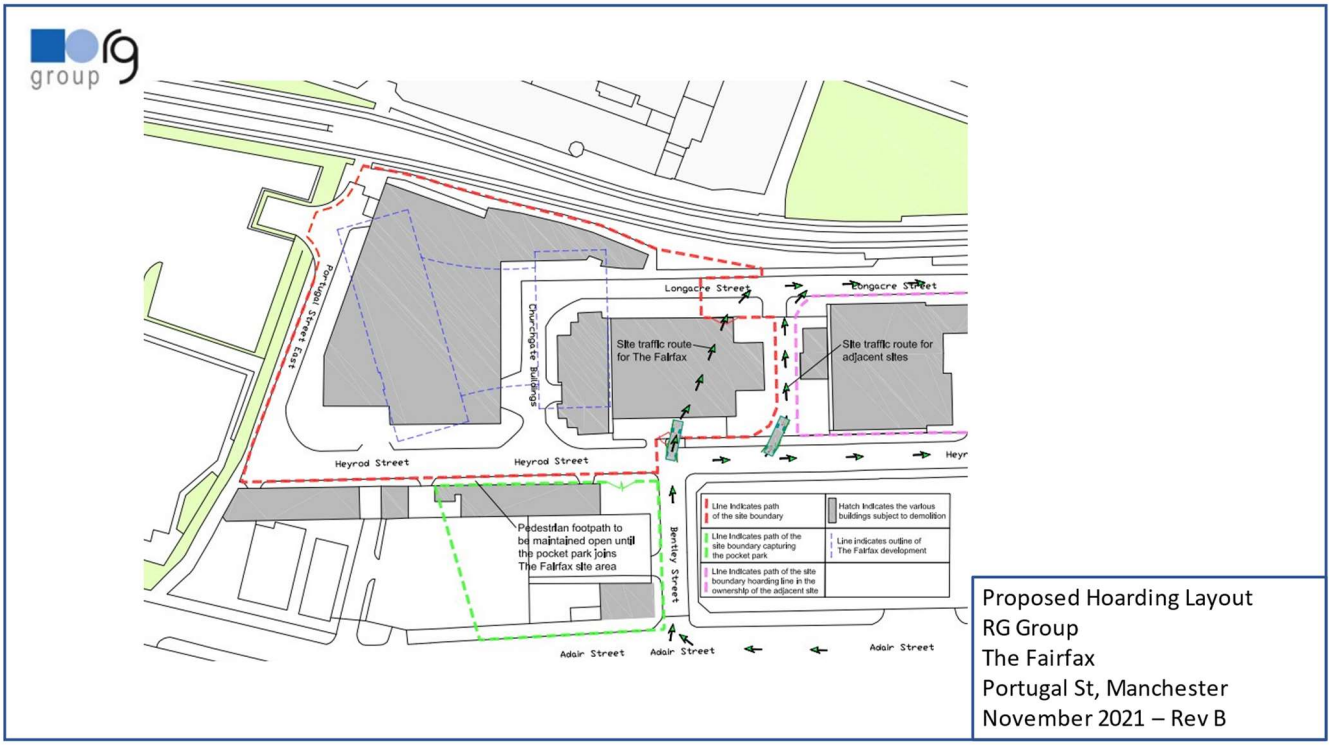
24 Hour emergency contact details will be provided in our newsletters and shown around the site on the hoarding.

The RG Group Project Manager will be the emergency contact for the site;

Details TBC

Examples of the emergency notice board shown;

## Logistics Overview




### Plant / Material Storage

Shown on the logistics plan, all materials and deliveries will be stored within the site hoarding. There are two points of delivery which are elaborated on in the specific phases further through the document.

### Security and Hoarding

The site hoarding will be installed as per the logistics plan. This is a 2.4m high solid timber hoarding supported by concrete blocks rather than penetrating the road and footpaths. The gateman carries out daily perimeter hoarding checks to ensure that any damage, rubbish or graffiti is dealt with. Needles have been found in the area, we have a sharps box on site to remove the risk from the public. When there is no workforce on site security arrangements will be made via by use of cameras, infrared and motion sensors which give far better cover than a guard. This is remotely monitored and direct calls to the police and the local security firm will be made to deal with any potential intruders.

The hoarding line has been reviewed with the adjacent sites to provide access through for their site traffic.

### TFGM Interface

The metrolink line to the North side of the scheme will require close co-ordiantion with TFGM and KAM. We are aware of the Working Safely Near Metrolink document and the importance of the Metrolink Hazard Zone and agree to liaise with the Metrolink Operator and Maintainer (KAM) in regards to anything that was mentioned in the Condition such as:- Agreeing crane plans (they must not oversail Metrolink); hoarding lines; obtaining isolations; permits as necessary etc.

### Delivery and Removal of Materials

The site has no significant storage facility. Generally, storage on site by Subcontractors will not be permitted unless authorized by the Construction Manager. Contractors will arrange for material to be delivered to site on a “just in time” basis and will ensure that their materials are restricted to their allocated works areas.

Materials are not to block access routes and emergency escape routes. No timber or other material with projecting nails, or similar sharp object is to be left lying around the site. Subcontractors are not to leave materials, tools etc. on the ground or on structures that could cause a trip hazard.
No vehicle shall move into or away from the site or conduct any reversing operation unless it is attended by a transport banksman. The banksman shall be in control of the operation. The vehicle shall be fitted with (and have in operation) a reversing alarm and a flashing amber beacon. All plant and equipment where possible is to have reversing cameras fitted as standard.
The existing hard standing will be maintained within the road closures to ensure that all vehicles leave site without their wheels contacting any mud or debris. A clean haul road will negate the need for wheel washing. The road will be maintained and inspected daily.

**Dust**
The site management team will conduct and record daily checks on any dust generated on site. Mitigation will be in place to ensure that this is controlled and reduced where possible.
The works will be carried out with the minimum inconvenience to the occupants of the nearby buildings.
The works shall comply with the Control of Pollution Act 1974 and Local Authority regulations as far as practically possible.

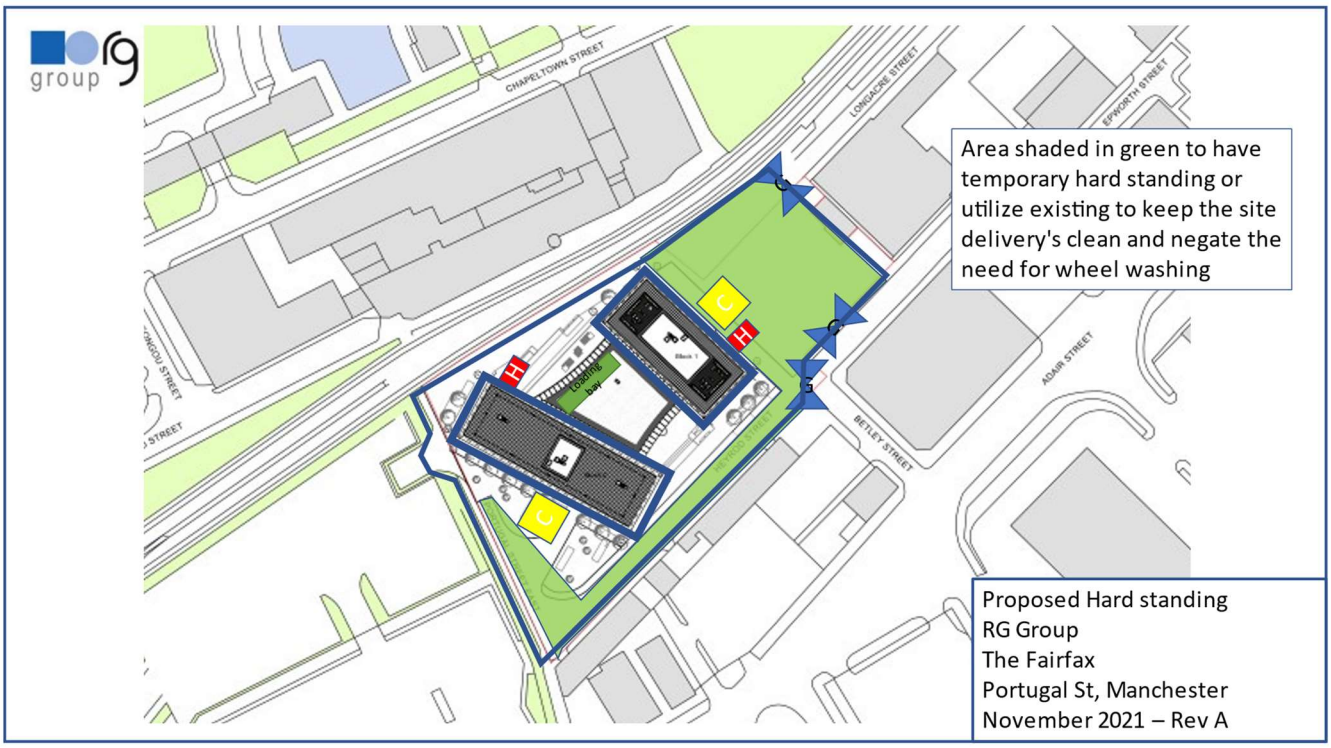
**Welfare Arrangements**

Arrangements need to be finalised on site, however the welfare arrangements will be on site for the operatives with either cabins as shown on the plan or making use of the constructed building. The welfare will be provided as per the RG Groups Welfare standards document attached below.

CPP26 - Site Welfare Facilities v9.

## Construction Phases

**Enabling works**



**Control mud, grit and Dirt onto the highway**

The hoarding shall be established as per the logistics plan for the enabling works phase of the scheme. During the groundworks phase we will limit the dirt being tracked out of site by ensuring that the existing hardstanding is maintained and kept clean. Site plant will not track onto the delivery area and delivery vehicles will not track onto site. A regular road sweep will be brought in to clean the hard standing and if required attend to the road. A jet wash bowser will be on site to deal will any minor cleaning issues within our site compound to keep the hardstanding clean.

To compliment and log this, daily checks are recorded and the full-time presence of the gateman ensures any potential infringement is dealt with before a vehicle leaves site or is responded to should any material be tracked out despite the mitigation in place.

Waste will be segregated on site and recycled where possible in line with our environmental policy.

**Control Dust and dirt being airborne**

During the enabling works dust may be generated, this will be controlled by dust suppression at source. If the site becomes dry over the summer months, we will have a bowser on site to damp down any exposed ground that could generate dust in excessively windy conditions.

## Concrete Frame

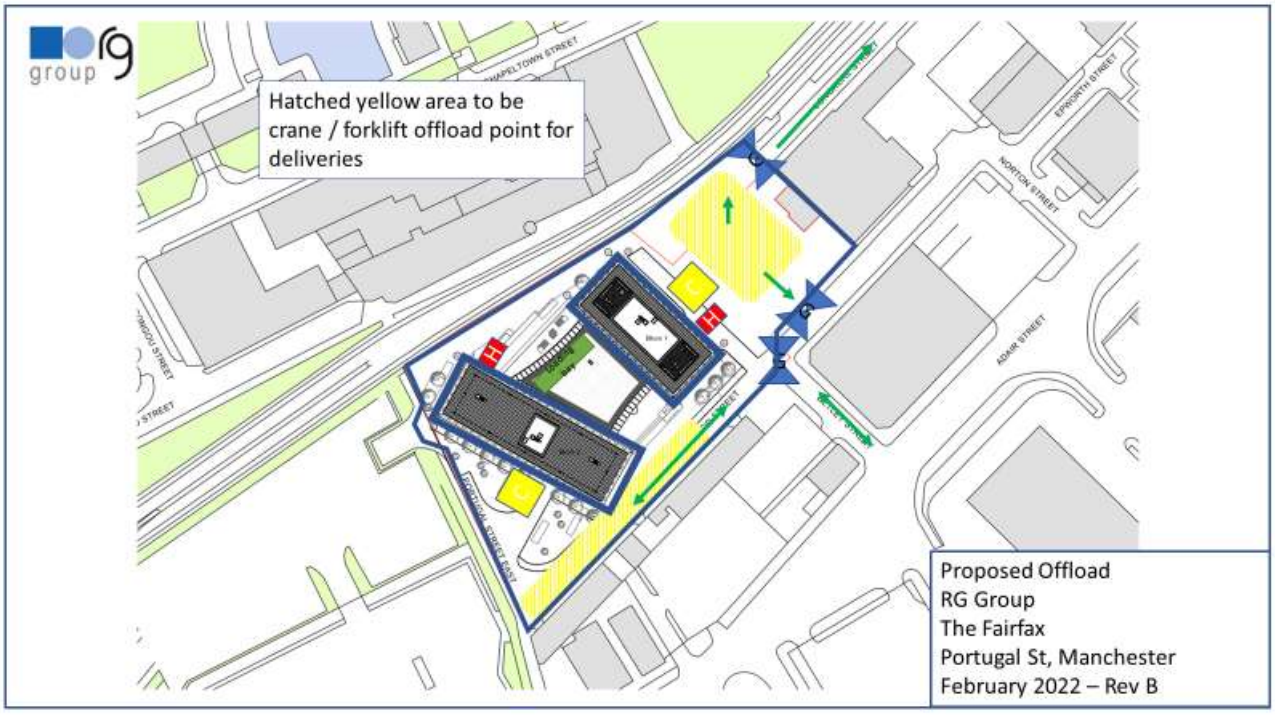
### Control mud, grit and Dirt onto the highway

Groundworks will be phased so that the haul road can be maintained in good condition, preventing the need for deliveries and collections driving on to exposed ground on site. Planning and maintaining a clean delivery route will prevent the need for designated wheel wash. There will be regular road sweeps as required and a jet wash on site to manage any minor issues. A designated route for the concrete frame deliveries will allow us to place the concrete pump in a manageable location. We can place the skip nearby and keep this area clean for all of the frame deliveries.

### Control Dust and dirt being airborne

Dust will be controlled at source with water suppression or vacuum extraction. As the building gets higher so too does the wind loading. To limit the dust blown off the newly poured slabs we will be screening the tower. This should control the dust at source and prevent / limit the need for any reactive action.

## Fit out




### Control mud, grit and Dirt onto the highway

We would continue to utilise the existing hard standing and maintain this with jet wash and road sweepers as required.

### Control Dust and dirt being airborne

The sequence of build negates the possibility of dust arising from inside the site becoming airborne and blowing out as the frame progresses, we will close the building envelope from within a screen, leaving behind a closed envelope that is then to be clad from mast climbers.

**Façade installation**

**Control mud, grit and Dirt onto the highway**

The use of masts opposed to scaffold for the façade installation limits deliveries which further reduces the possibility for tracking grit and dirt onto the highway.

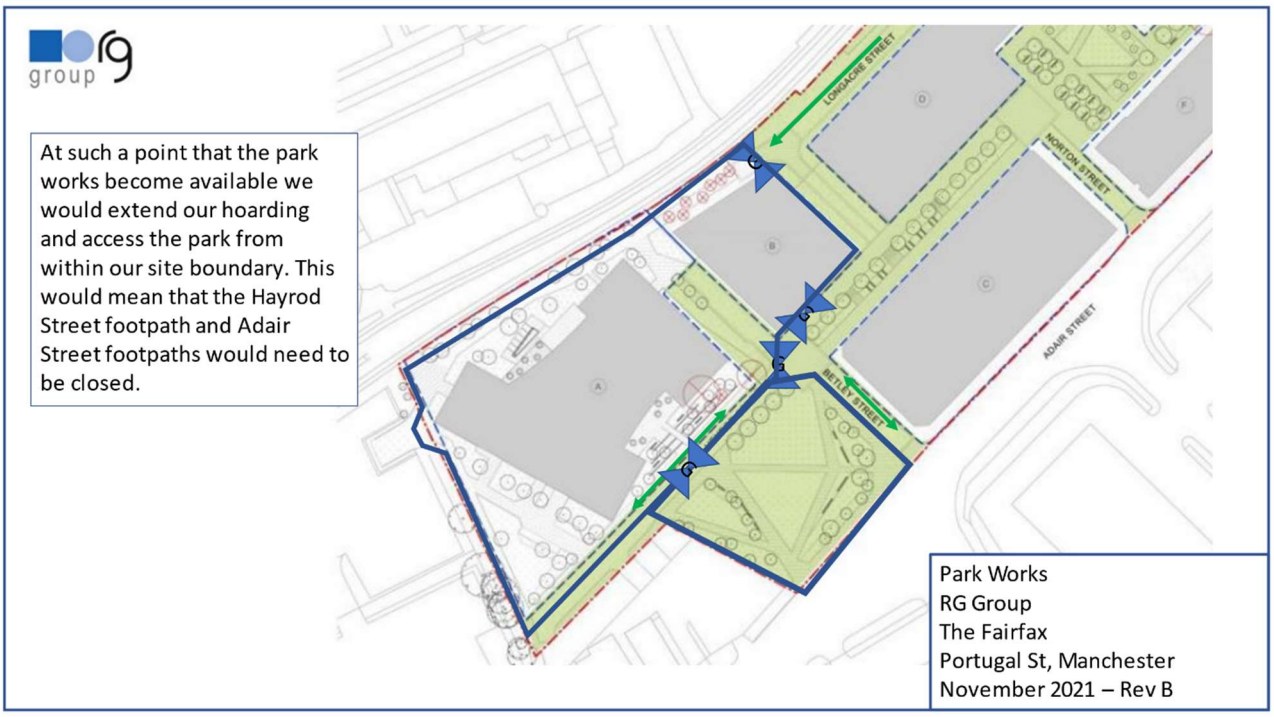
**Control Dust and dirt being airborne**

The façade will be installed predominantly from mast climbers. Masts require less transport than scaffold and generate less noise / disturbance due to the working practice. These will be netted and any dust controlled by keeping them clean of waste materials and packaging. Operatives are briefed on their public interface and impact on the image of construction, no shouting or swearing will be tolerated.

**Park Landscaping**

At such time that the landscaping works to the park become available we shall erect an additional phase of hoarding, in keeping with the existing to make the area safe and exclude the public during the construction works. The start of this works is anticipated to be in early 2023.

See site plan on next phase.




## Location, removal and recycling of waste

Waste materials will be segregated and managed by the RG Group logistics team. All deliveries and waste removals will be booked in via the online delivery booking system. Skips and muck away wagons will all ensure that waste is sheeted before leaving site. The sites recycling point will be located inside gate one, giving good access for skip wagons to collect the segregated skips, in line with RG Groups waste management policy.

A Site Waste Management Plan (SWMP) shall be developed for the project, which includes measures to minimise the amount of waste produced on site, estimates of waste arisings and the recording of waste removed from site. A live interactive site is to be used to generate SWMP and record waste removals. An Environmental Champion shall be appointed whose duty will be to oversee development of the SWMP, control waste produced by the project and organise skips, ensure tickets for carriage are issued, keep records and outline the system of disposal.
All waste emanating from site should be controlled, recorded, transferred and disposed of in accordance with the Waste Regulations.

All waste material to be transported off site shall be disposed of by licensed contractors, using vehicles licensed for transport of those waste materials and taken to licensed disposal facilities. A high standard of housekeeping shall be maintained at all times and waste materials will be stored in waste bins or skips only. If hazardous waste arisings are to be produced on site the site will register as a hazardous waste producer Controlled and hazardous waste shall not be mixed.
All hazardous material will be securely stored and signed. The removal will only be carried by a suitably licensed carrier, and a consignment note will be obtained and kept on record for 3 years with part E requested. The waste hierarchy will be enforced at all times. The Construction Manager and Contractors will be responsible for obtaining suitable sites for the disposal of hazardous and non-hazardous waste ensuring that the waste is treated prior to disposal.

## Parking of construction vehicles

There is no parking on site. All vehicles to be parked off site. There are multiple car parks located nearby that will be recommended to our contractors. Tool drop off's will be booked in like any other delivery.

## How this statement will be made publicly available

This statement will be available on the council's public access website and a printed copy held on site. We will note this in the first newsletter which will be delivered to local businesses and emailed where addresses are made available.

Regular communication with residents is key to making and maintaining relationships in the local area. RG are committed to the considerate constructor's scheme, have delivered multiple award-winning projects and won the Ultra Site of the year award in 2018 and highest scoring Ultra Site of the year in 2019 (award not issued owing to COVID 19).

News letters are displayed on our site hoardings, as per the below and issued to local residents and businesses. We are also active on social media and post regular project updates across various site.