

7-9 Piccadilly, Manchester

Framework Construction Environment Management Plan

Introduction

This Framework Construction Environment Management Plan ("Framework CEMP") has been prepared by Barton Willmore (with input from Mode Transport and 5Plus Architects) on behalf of its Client, Thackeray Investments (the "Applicant") to accompany a full planning application for the proposed redevelopment of the property at 7-9 Piccadilly, Manchester City Centre.

The development to which this report relates comprises the retention of the commercial unit on the ground floor, with the conversion of the upper floors into high quality Grade A office accommodation, including the sensitive introduction of a third, fourth and fifth floor onto Piccadilly Gardens/Back Piccadilly with a sixth floor set back to provide the opportunity for an attractive roof terrace. In terms of access, the proposals include for a main entrance to the proposed offices from Back Piccadilly.

The description of the development to which this Framework CEMP relates is as follows:

Retention, and future use of ground floor commercial units (for use Class E(a-d) retail and/or drinking establishment / Sui Generis Hot Food Takeaway) and partial demolition of the upper floors at 7-9 Piccadilly to provide for the development of a six storey of office development (Use Class E(g) above the retained commercial units at ground floor, together with rooftop amenity area, cycle parking, public realm improvements and associated works. The proposal includes upgraded facades to Piccadilly alongside a new frontage and accesses (pedestrian and servicing) to Back Piccadilly to incorporate a new office entrance / reception area."

This Framework CEMP will provide details on the sequencing and phasing of construction works associated with the above development, whilst also providing details on the proposed construction and demolition methods that will be utilised in the delivery of the development, as well as any highway considerations that are pertinent to the development proposals. It is anticipated that a more detailed CEMP would be prepared in advance of works commencing on site. This could be achieved by the use application of tried and tested planning conditions that are attached to any future grant of planning permission.

The Site and Surroundings

The Application Site extends to approximately 0.07 hectares and comprises a three-storey building with commercial premises (currently comprising a Superdrug and Greggs store) at ground floor level with storage on the upper floors.

The Site occupies a central location, with the principal elevation of the building fronting onto Piccadilly Gardens. The rear of the building (and service entrances) form part of Back Piccadilly and is visible along Tib Street. The extent of the Application Site area is shown on the enclosed Site Location Plan, enclosed at **Appendix 1**.

The Site is located within the Smithfield Conservation Area and immediately adjacent to the Stevenson Square Conservation Area, with several Grade II listed buildings located within the vicinity of the Site. The building itself which forms the Application Site is not listed. In terms of other statutory designations, the Site is not subject to any environmental designations or Tree Preservation Orders (TPOs). Furthermore, the Site is located within Flood Zone 1, the lowest flood risk category.

Piccadilly is not readily accessible by vehicles but is a key thoroughfare for pedestrians, buses and trams, with tram lines running directly opposite the Site. Back Piccadilly is accessible by vehicles but also forms part of the pedestrian network through the City Centre.

Construction Methodology

Scope

The works involve the demolition of a portion of the existing building down to 1st floor level with the construction of steel work structural frame, metal rib floors and steel frame core, external cladding systems to all elevations with internal areas fitted out to a CAT A level of Office. The capacity of the existing building's structural frame and sub-structure has been assessed by Structural Engineers and has been established that it is capable of accommodating the proposed development.

The detailed methodology and approach for the construction works will be developed with specialist Main Contractor input/ expertise in a detailed Construction Management Plan (CMP) and Construction Logistics Plan (CLP) to be reviewed and agreed with Manchester City Council as part of condition discharge process. This will be developed based on the existing ground floor retail units remaining in situ and trading during the construction works, albeit in a reduced ground floor footprint.

The Site

Figure 1 below sets out the site boundary of the proposed development.

Figure 1: Site Location Plan



As the site fronts Piccadilly Gardens (which benefits from restrictions for vehicles and servicing), it is proposed that all loading and unloading will take place on Back Piccadilly.

Adequate site hoardings will be installed around the site to protect the public from the construction works both at Piccadilly and Back Piccadilly. It is proposed to enclose the existing building above the ground floor retail units in a fully sheeted scaffold from the inception of the project.

The site compound and storage areas will be contained within the site as shown on floor plan at Figure 2 below.

Figure 2: Site Compound and Storage Areas



Sequencing / Phasing of Works

The following phased approach to the works will allow the construction works to be undertaken in a planned and safe manner, and will facilitate the shortest overall construction period to align with the proposed construction logistics strategy for construction vehicles access and egress from the site.

PHASE SUMMARY:

- | | |
|---------|---|
| Phase 1 | Site establishment |
| Phase 2 | Partial Demolition Works |
| Phase 3 | Erection of Steel frame and floors |
| Phase 4 | Construction of Building Envelop and roof |
| Phase 5 | Fit Out Works |
| Phase 6 | Handover / completion |

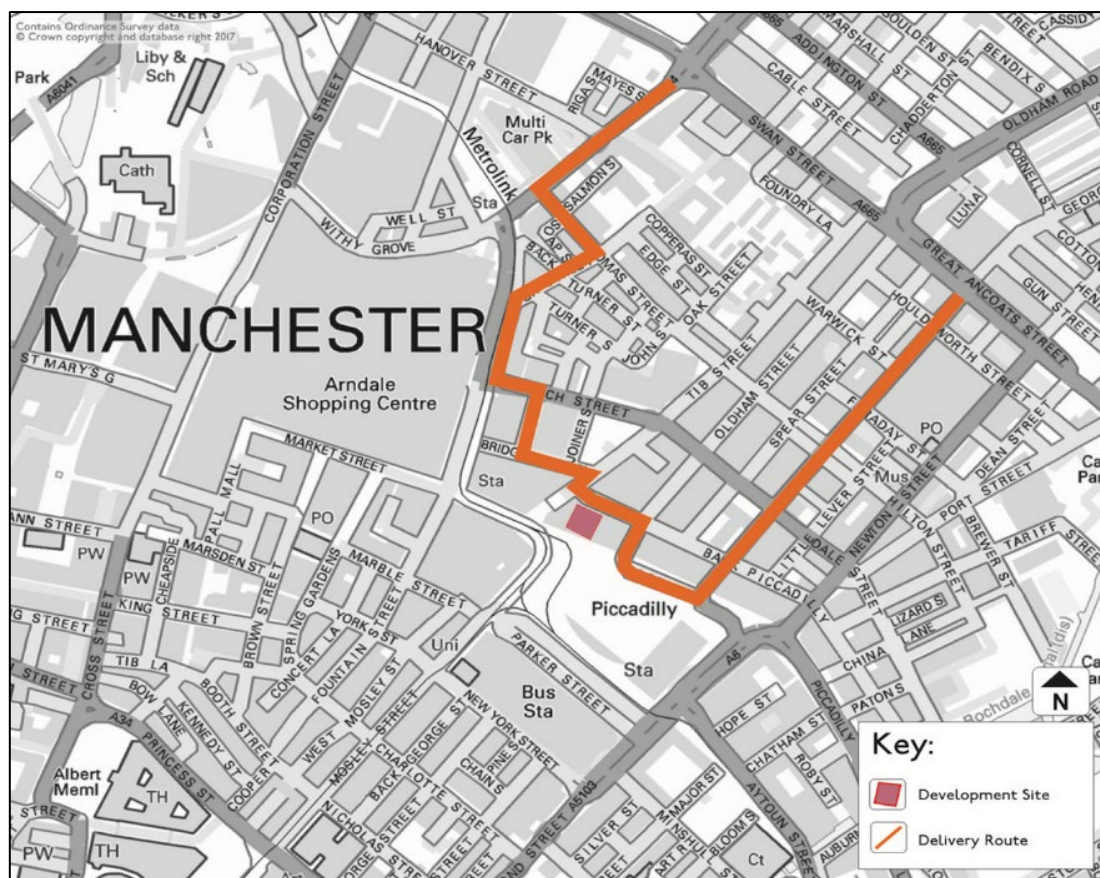
Construction Site Access and Operation

Mode Transport Planning have produced a framework Construction Traffic Management Plan (CTMP) which assesses the impact of the construction/ fit out phase on the highway network; including routing of vehicles type and frequency of vehicles, and the storage and disposal of materials and this is included in full at **Appendix 2** of this Note.

Access to the Site

Due to the westbound bus lane on Church Street, construction vehicles will approach the site on Church Street from the west and via High Street, with the one-way operation on Oldham Street requiring exiting vehicles to route via Piccadilly and Lever Street. The delivery route to the Site is illustrated at Figure 3 below.

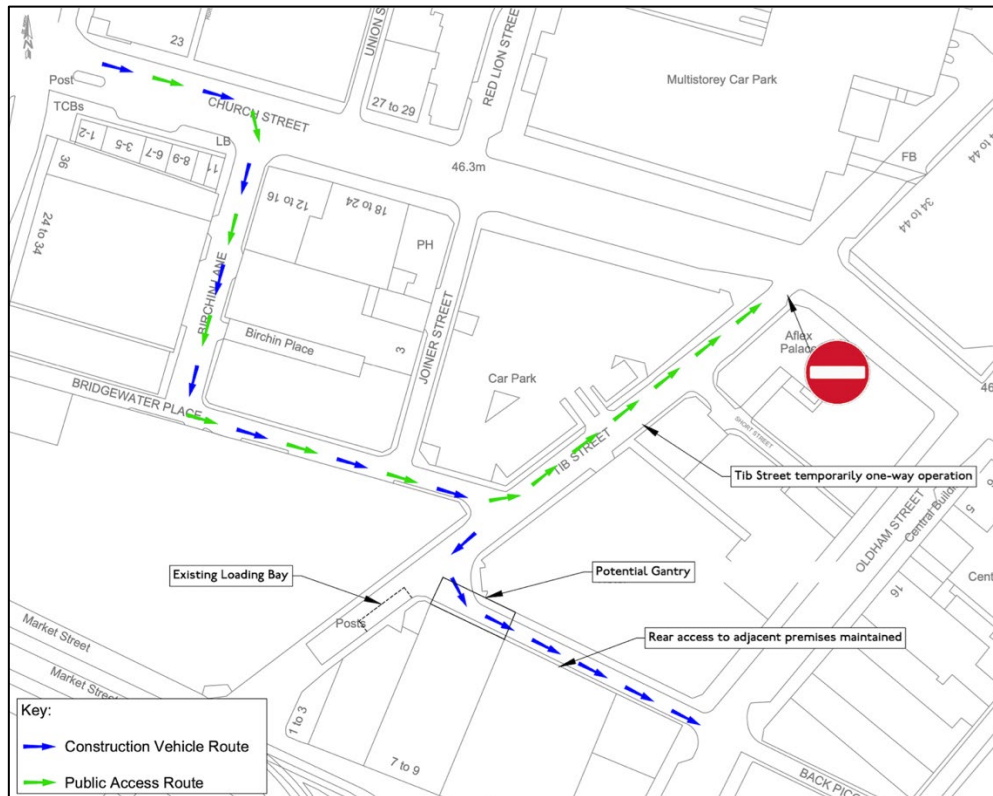
Figure 3: Proposed Site Delivery Route



Due to the eastbound, one-way operation of Bridgewater Place, any vehicles travelling south on Tib Street or arriving via Bridgewater Place would be unable to continue via Back Piccadilly while construction traffic was being unloaded to the rear of the development site. To avoid this situation, it is likely, and recommended that a temporary one-way system is put in place on Tib Street, with access via Birchin Lane and Bridgewater. Under

this arrangement, once construction vehicles reach Tib Street they can exit the one-way system to the north, whilst construction vehicles could access Back Piccadilly. Said arrangement is illustrated at Figure 4 below.

Figure 4: Proposed Temporary Highways Arrangement



On the basis of this recommendation; it is expected that the proposed temporary, one-way access arrangement and compound on Back Piccadilly will only be required during the phases of construction highlighted in the Table 1 below. Deliveries during the remaining phases will be undertaken from the existing loading bays on Tib Street.

Table 1: Construction Phasing and Delivery Arrangement

Construction Phase	Phase Description	Delivery Arrangement
Phase 1	Site Establishment	Existing loading bay
Phase 2	Partial Demolition Works	Temp one-way / compound
Phase 3	Erection of steel frame and floors	Temp one-way / compound
Phase 4	Construction of building envelope / roof	Temp one-way / compound
Phase 5	Fit out works	Existing loading bay
Phase 6	Hand over / completion	Existing loading bay

Delivery Strategy

The delivery strategy employed on the project will be a 'Just-in-Time' strategy. As set out below storage of materials on site will be on site but space is limited so materials will need to be brought in as and when they are needed. This will avoid construction vehicles waiting for long periods and will maximise space on site.

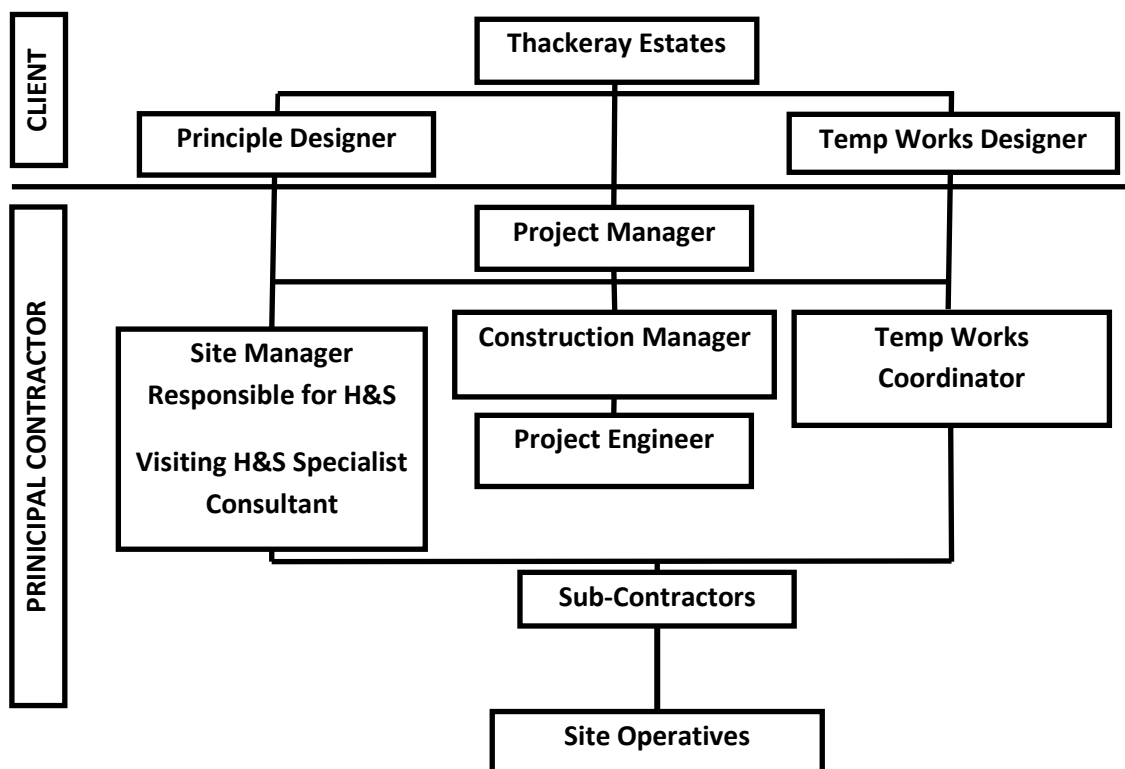
The crane installation method will be agreed with the council as part of the detailed CEMP. It is envisaged that the tower crane will be assembled using a mobile crane positioned adjacent the site on Back Piccadilly.

Banksman and traffic marshals will be an important feature of the daily logistics of the site. They will help to maneuver construction vehicles safely and control pedestrian movements where necessary.

Site Management:

Organisation - Overview as per Figure 5 below:

Figure 5: Organisation Chart, 7-9 Piccadilly



The (to be appointed) Principal Contractor will comply with the following:

- Contractors Health and Safety Assessment Scheme (CHAS);
- Considerate Constructors Scheme (CCS) or similar;

- Construction Industry Training Board (or similar) scheme (CITB) with operatives and management holding CSCS, CPCS, CCDO, etc. cards
- Site Managers Safety Training scheme / CSCS Gold Card
- Construction (Design & Management) Regulations 2015.
- Control of Pollution & Noise from Demolition and Construction Sites Code of Practice March 2008

Site Establishment

Adequate site hoarding will be installed around the site to protect the public from the construction works both at Piccadilly Gardens and Back Piccadilly.

The condition of the adjacent pavements and road will be surveyed prior to the start of construction activities and following the end of construction (with an intermediate check and record of condition at completion of Shell and Core Works and prior to commencement of fit out works) to record any damage and to ensure that it handed back in required condition

It is proposed to enclose the existing building above the ground floor retail units in a fully sheeted scaffold from the inception of the project to enclose the demolition activities. Due to the location of the site fronting Piccadilly Gardens with high levels of pedestrian traffic along with properties close by to the rear, this will ensure that noise and dust are contained within the confines of the site boundary

Site Waste Management

A SWMP will be put in place to ensure waste materials leaving site are recorded for project benchmarking purposes and will include:

- Identification of the person responsible for implementation of the plan.
- The target benchmark for resource efficiency (the minimisation of waste generated).
- A target CO2e reduction.
- The target benchmark, by weight or volume, for waste reclamation (i.e. diversion from landfill through reuse, recycling or recovery). This target has been set at 96% non-hazardous recycled, 96% demolition waste.
- Procedures and commitments for minimising hazardous and non-hazardous waste to achieve or exceed the target benchmark.
- Procedures for monitoring, measuring, and reporting hazardous and non-hazardous waste to identify and record the type and quantity of waste produced.
- Procedures for sorting waste generated into defined waste streams for subsequent reuse, recycling, or recovery (either on site or off site at a licensed facility).

- Procedures for monitoring, measuring, and reporting hazardous and non-hazardous waste to identify and record where and how each waste stream is disposed and the quantity reclaimed.
- Procedures for communicating the plan to management and operatives including appropriate targeted training.
- A review process to monitor the success of the foregoing procedures and promote continuous improvement during the project and for future projects.

Site Operation and Working Hours

- Monday to Friday – 8:00am to 5:30pm
- Saturdays – 8:30am to 1:00pm
- No works will take place on Sundays or Bank Holidays

Wheel Washing Facilities

The requirement for wheel washing facilities will be limited given vehicle movements are restricted to the adjoining highway and that very limited below ground works are proposed. This area will be subject to regular visual inspections and brush downs and a jet wash will be on site to remove any soil during earth works if required.

Vehicles will not leave the site with dirty wheels. The adjoining public highway (Back Piccadilly) will be assessed daily throughout the works to ensure it is kept clean and cleared as required.

Environmental Issues

A full assessment of the construction activities and their potential for adverse effects upon local sensitive receptors will be undertaken and controls, measures and methods of monitoring/reports will be included and agreed in the CMP.

As concluded within the supporting Air Quality Assessment Report, in terms of dust risk, providing effective mitigation measures are implemented, construction dust effects are 'not significant'

Community Liaison and Complaints

Liaison with occupiers of neighbouring properties and the wider Piccadilly Gardens Retailers/Occupiers will be undertaken prior to, and during the construction works. If there is any damage, liability insurance will be in place for any such eventualities.

A designated Project Team member (Project Manager / Site Manager in support) will deal with complaints and enquiries. This individual will be named at the site entrance, with a contact number, and will be identified to neighbours prior to the start of construction and whenever a change of responsibility occurs.

Any complaints will be logged on-site, fully investigated and reported to the as soon as possible. The complainant will be informed as to what action has been taken. In the event of unusual activities or events, all relevant third parties (i.e. statutory and non- statutory bodies) will be notified in advance of the work being carried out.



APPENDIX 1

SITE LOCATION PLAN



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All Contractors must note the site and are responsible for noting and checking all dimensions ready to start work.
5plus Architects are to be advised of any variation between drawings and site conditions.
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All dimensions and levels should be read only from those values stated in text, on the drawings.

KEY PLAN:
Application Boundary

REV: | DATE: | DETAILS:

5plus architects

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5plusarchitects.com

PROJECT:
7-9 Piccadilly
Manchester

TITLE:
Existing Site Plan
Red Line Boundary

SCALE: 1:1250@ A1 ORIGIN DATE: 06/07/21 DRAWN: MS CHECKED: EMcA

STATUS:
Information

PROJECT DRAWING NO: 05936 _MP_00_0000 REV: 0

HIGHWAYS TECHNICAL NOTE – FRAMEWORK CONSTRUCTION MANAGEMENT PLAN

7-9 Piccadilly, Manchester

FCMP – Construction Traffic

Client: Thackeray Investments

Job No: 325887

Date: 09 December 2021

File Name: CMP v1.1

Prepared by: MA

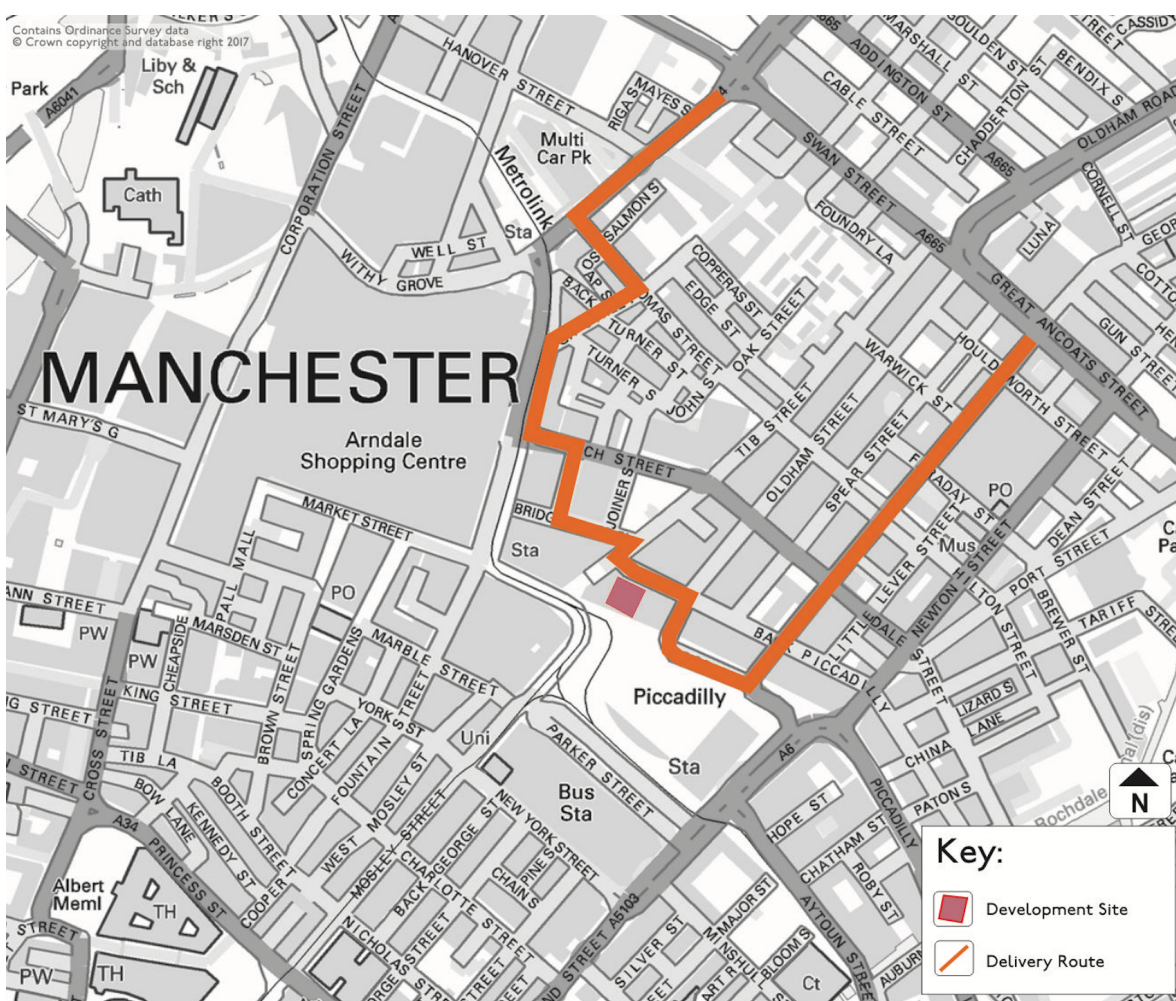
Approved by: ME

1. Site Access and Operation

1.1 Construction Traffic Routing and Deliveries

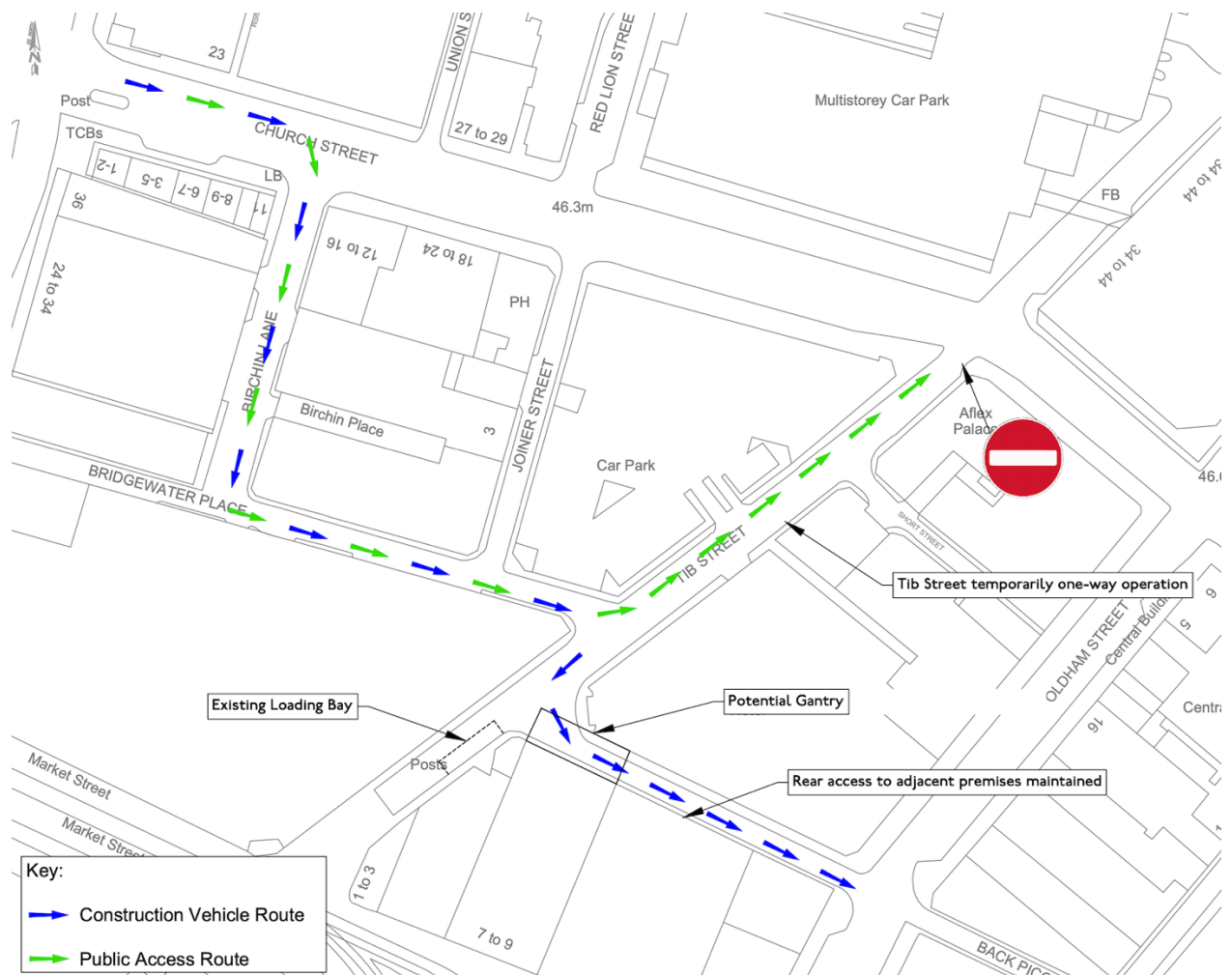
- 1.1.1 Due to the westbound bus lane on Church Street, construction vehicles will approach the site on Church Street from the west and via High Street, with the one-way operation on Oldham Street requiring exiting vehicles to route via Piccadilly and Lever Street (see Figure 1.1).

Figure 1.1 : Proposed Construction Traffic Routing



- 1.1.2 Due to the eastbound one-way operation of Bridgewater Place, any vehicles travelling south on Tib Street or arriving via Bridgewater Place would be unable to continue via Back Piccadilly while construction traffic was being unloaded to the rear of the development site. This arrangement is not likely to be acceptable given this will cause consistent delays to vehicles throughout the day.
- 1.1.3 To avoid this situation, it is recommended that a temporary one-way system is put in place on Tib Street, with access via Birchlin Lane and Bridgewater Place (see Figure 1.2)

Figure 1.2 : Proposed Temporary One-Way Operation on Tib Street



- 1.1.4 Under this arrangement, once vehicles reach Tib Street they can exit the one-way system to the north, whilst construction vehicles could access Back Piccadilly.
- 1.1.5 The routing arrangement would also allow a secure compound to be set up on Back Piccadilly. The only impact would be on the adjacent building, which will need to move their bins to the junction with Oldham Street on bin collection days.

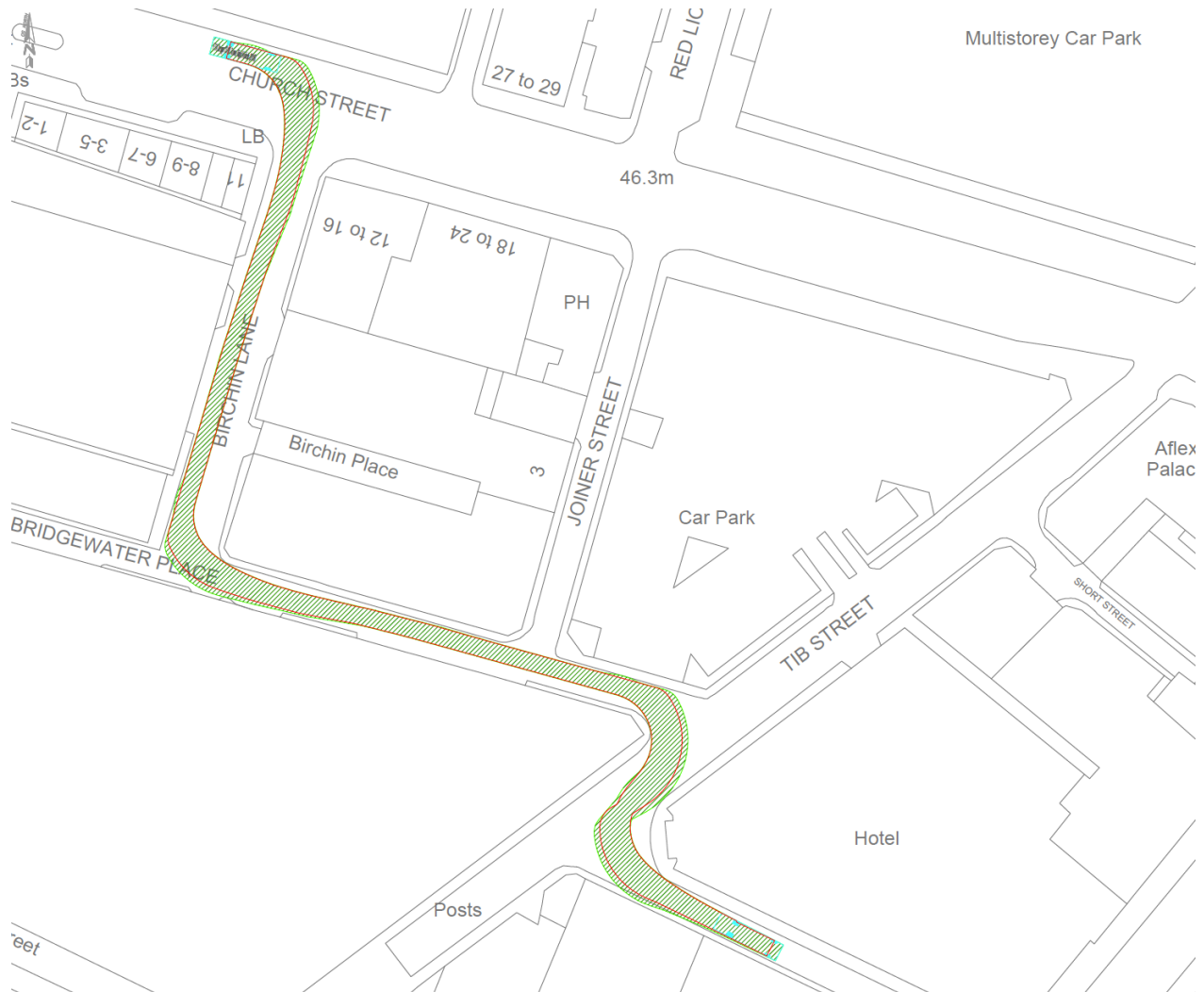
- 1.1.6 To accommodate a secure compound and deliveries, it is envisaged that Back Piccadilly would be closed under a temporary Stopping Up Order. In addition to this, hoarding will be extended into the carriageway along the northern side of Back Piccadilly.
- 1.1.7 The secure compound will provide a safe access and egress for the construction site, which can be controlled by security gates. All vehicles will be safely guided in and out of the compound by a trained banksman at all times.
- 1.1.8 It is expected that the proposed temporary one-way access arrangement and compound on Back Piccadilly will only be required during the phases of construction highlighted in [Table 1.1](#). Deliveries during the remaining phases will be undertaken from the existing loading bays on Tib Street.

Table 1.1 : Construction Phases – Delivery Arrangements

Construction Phase	Phase Description	Delivery Arrangement
Phase 1	Site Establishment	Existing loading bay
Phase 2	Partial Demolition Works	Temp one-way / compound
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Phase 6	Hand over / completion	Existing loading bay

- 1.1.9 As indicated in [Figure 1.2](#), there may also be the potential to provide a gantry structure over Back Piccadilly. The exact location and extent of the site hoarding and potential gantry will be agreed by the Contractor with Manchester City Council (MCC). The contractor will seek to ensure that deliveries are not made during the AM and PM peak hour periods.
- 1.1.10 The largest construction vehicle that will make regular deliveries to the site will be a 10m rigid. Swept path analysis has been undertaken which demonstrates that a 10m rigid vehicle can safely access Back Piccadilly, via Birchin Lane and Bridgewater Place, as shown in [Figure 1.3](#) with the full drawing attached in [Appendix A](#).

Figure 1.3 : Swept Path Analysis – 10m Rigid Construction Vehicle



1.2 Vehicle Access Times (Operating Hours)

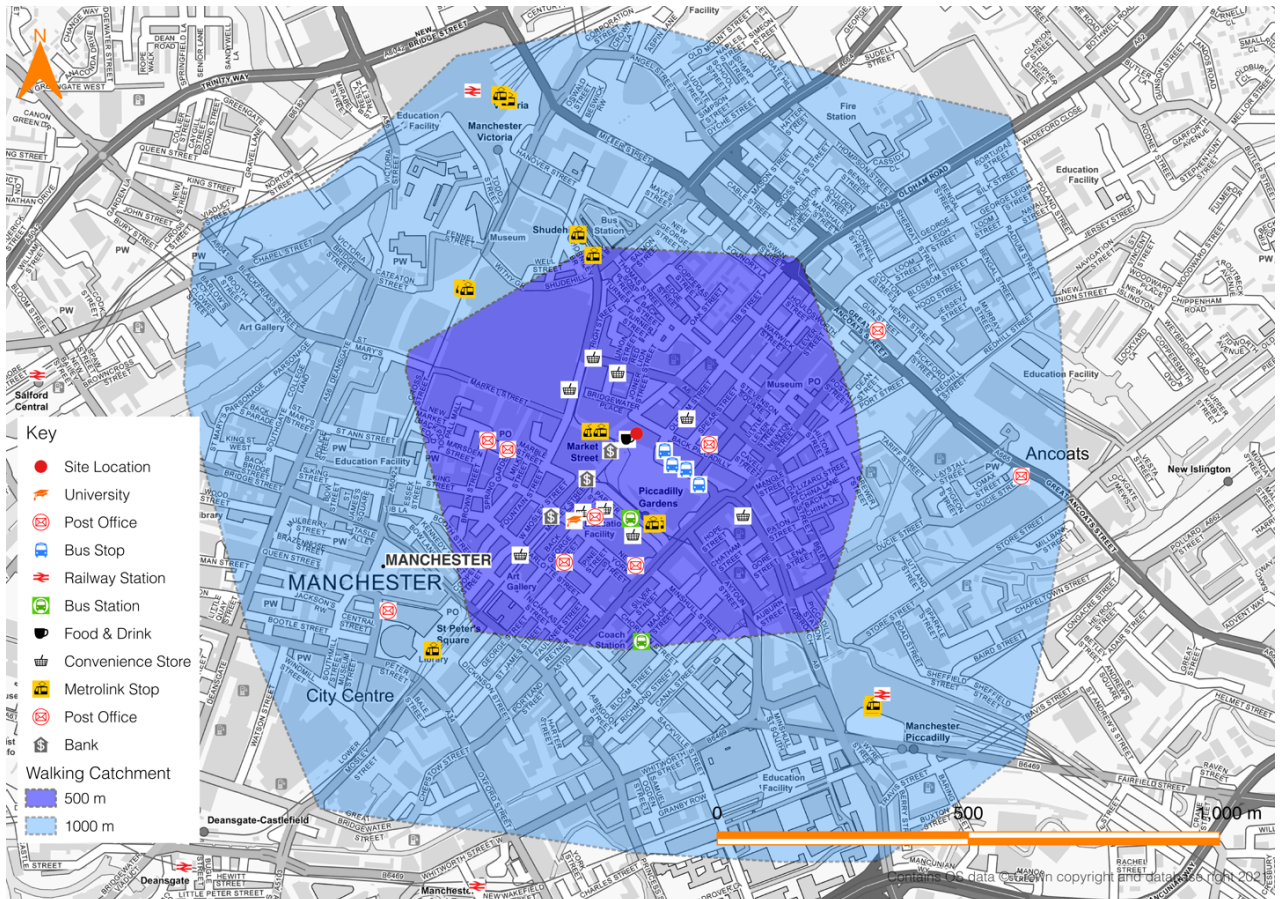
- 1.2.1 Wherever possible, deliveries will take place to avoid the peak AM and PM periods on the local highway network. In addition to this, the contractor will seek to schedule deliveries throughout the day to minimise the impact on the local highway network.

1.3 Contractor Staff Access

- 1.3.1 Due to the development site's location in Manchester City Centre, it is expected that the majority of contractor staff working at the site will travel via sustainable modes of travel, rather than single-occupancy car travel.

1.3.2 The development site is accessible using a wide range of sustainable modes of travel, including high-quality walking routes, cycle routes and public transport services, which collectively offer an alternative to private car trips. Public transport services and local amenities located in close proximity to the site are shown in Figure 1.4.

Figure 1.4 : Public Transport and Local Amenities



1.3.3 There will be no access to the site for staff vehicles to park, therefore any staff travelling by car/van will be required to park off-site in one of the local public car parks.

1.4 Material Storage

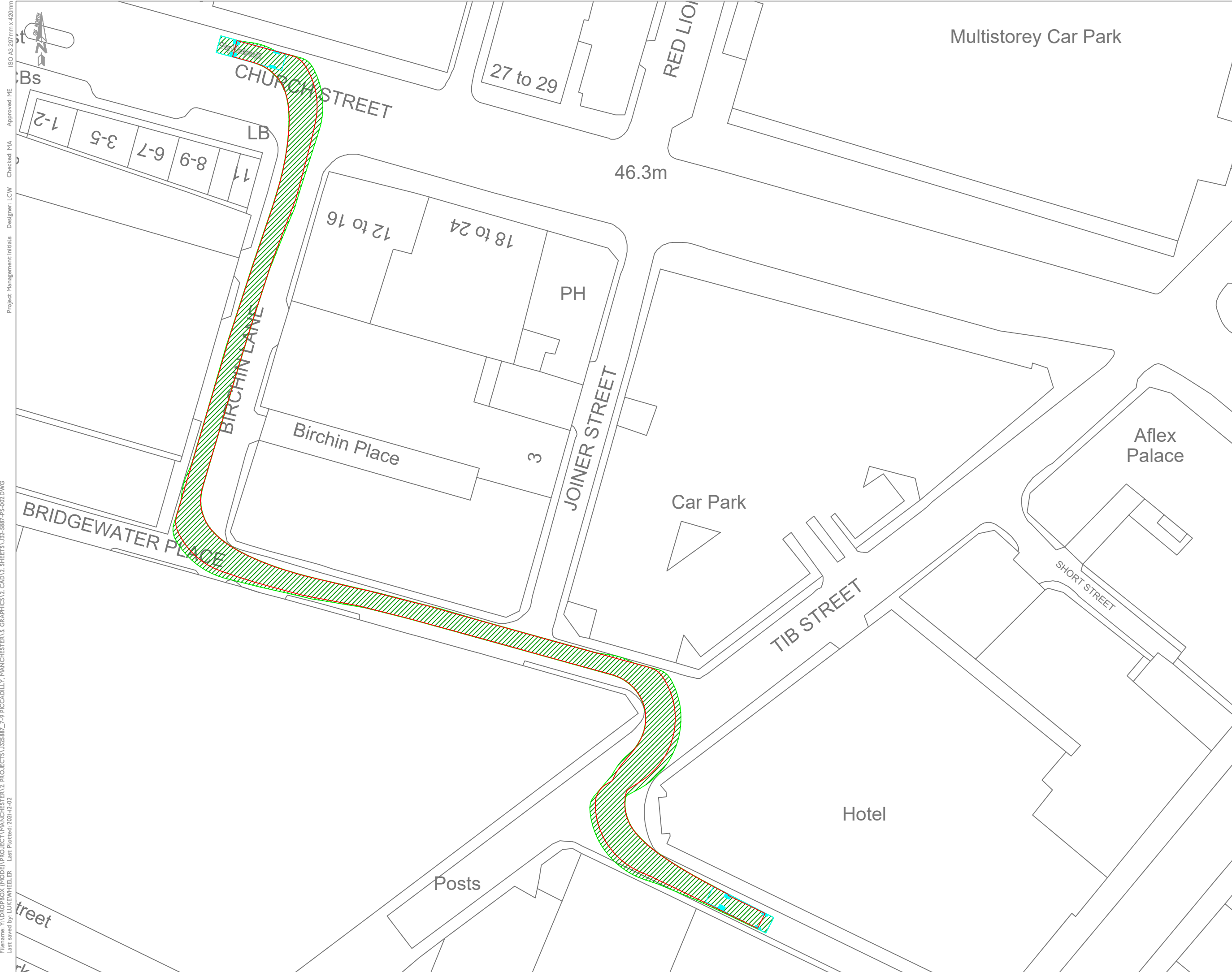
1.4.1 An area within the ground floor of the existing building fronting Back Piccadilly will be allocated for the storage of materials. The area will be located adjacent to the compound on Back Piccadilly, which will allow for the efficient transfer of materials as deliveries arrive on site.

1.4.2 As the site is relatively constrained and storage areas are limited, it is expected that a 'just-in-time' delivery management system will be operational. This will mean that storage requirements during construction are minimised.

1.5 Dust and Dirt Reduction

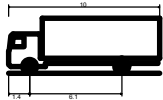
- 1.5.1 Due to the potential for dust and loose material generated during the construction process, all vehicles will pass through a wheel washing facility prior to exiting the site. The wheel washing facility will be located in site compound and will be continually available to all construction vehicles.

APPENDIX A Swept Path Analysis (10m Rigid)



transport planning

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FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.642m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of manchester city council.
 5. drawing based on os mapping.

issue/revision		
-	02/12/2021	issued
l/r	date	description

client: thackeray investments
project: 7-9 piccadilly, manchester
project number: J325887
scale: 1:500@A3
drawing title:
construction vehicle swept path analysis

drawing number:
J32-5887-PS-002

Filename: Y:\DROBOX\ (MODE)\PROJECT\MANCHESTER\2. PROJECTS\J325887_7-9 PICCADILLY, MANCHESTER\3. GRAPHICS\2. CAD\2. SHEETS\J32-5887-PS-002.DWG
Last saved by: LUKEWHEELER Last Plotted: 2021-12-02
Project Management Initials: Designer: LCW Checked: MA Approved: ME ISO A3 297mm x 420mm