

Victoria House - Manchester

Construction Management Plan for Planning Condition Discharge

28th June 2021

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1.0 Introduction

1.1 Statement of intent and overall control strategy

Domis are committed to maintain a dynamic and robust integrated management system. This will ensure that we deliver everything we do in a safe sustainable manner and to a high standard which meets or exceeds our customer's expectations.

We are committed to achieving excellence through:

- Preparing and implementing programmes and systems to benefit the integrated management system to ensure that it is continually improved and remains effective.
- Establishing and setting objectives and targets and closely monitoring their implementation.
- Empowering our people and our supply chain to be proactive in suggesting improvements to the processes, procedures and related documentation.
- Developing and training our people in both quality management and delivery.
- Engaging with our people on all matters to improve and embed learning across the business.
- Providing sufficient resources to enable this policy to function effectively and to ensure that this policy is regularly reviewed and communicated to all employees, our supply chain and stakeholders
- Complying with applicable regulatory, customer and other requirements.
- Conducting regular internal audits and management reviews.
- Seeking feedback on performance from stakeholders, our supply chain and employees.
- Implementing mechanisms which encourage the identification of best practice and drive innovation.
- Generating a commitment amongst all employees and our supply chain to provide the service delivery and workmanship required by our customers.

Domis's policy will be delivered by generating a culture which actively encourages exemplary management practices and insuring the real involvement and participation of all our people, our supply chain and stakeholders.

1.2 Existing development site

The current site located on Great Ancoats Street and Longacre Street in Manchester. As covered under planning permission 122000/FO/2018.

1.3 Summary of new works proposed

The project involves the construction of a 25-storey residential tower comprising of a basement with major incoming utilities, plant rooms, bike storage, car parking and servicing areas, Ground floor are including resident's reception area with lounges and 1st Floor gymnasium space. 175 apartments, consisting of, 1 bedroom 2 bedroom and 3 bedroom units. The building is located within the Heyrod Street regeneration framework area and within close proximity of the TfGM tram network. Prescriptive project controls have been established and discussed with TfGM.

2.0 Overview- Nuisance mitigation measures

2.1 Health and safety

The risks associated with each identified hazard and their specific management controls are recorded on the Overall project Risk Assessment form held in the Contract Management Plan.

Control measures are generally; activity risk assessments, point of work risk assessments, method statements, inspection and test plans and permits. Information from the assessment is issued to subcontractors to identify the particular control documents required before starting the work. Records of the preparation, approval, receipt, issue and communication of all risk assessments, method statements and permits are maintained on file.

2.2 Minimising disruption to ongoing use of adjacent buildings

The continuity of existing site operations will be at the heart of all our planning and delivery of the project. We will use the following hierarchy:

1. Protect and maintain all existing adjacent buildings operations and services
2. Protect and maintain all existing highway and footpath operations and services contained within
3. Use construction methods that are appropriate when working close to site users and staff
4. Plan and communicate on the above basis.
5. Deliver, monitor and control activities

We will continue to develop our plans in more detail as we move through to the next stage ensuring that, at any one point in time, all site users can continue to access the site unimpaired, that all site ME&P services remain live, that deliveries and visitors can access necessary areas and that site fire escape and muster points are protected.

Clear and safe dividing lines between site and construction operations will be created and

adapted to suit controlled changes.

2.3 Construction noise and vibration

Operations such as piling and reduced level dig can produce significant levels of noise close to the site boundary. We will minimise the impact of this and other noise pollution through the following processes:

- Use construction methods that minimise noise ie crushing as opposed to percussion tools; CFA piles as opposed to driven piles etc
- Ensuring haul roads and busy access routes are positioned away from occupied buildings
- Use of temporary enclosures local to the work area
- Ensuring the machinery or tools are in proper working order
- Positioning of plant as far as possible from adjacent buildings
- Advance notice of noisy works

Regular meetings with site staff and neighbours will highlight their concerns, and our construction methods and programming will be reviewed and adapted around their requirements.

Liaison will also occur with the LA pollution team to ensure 'Control of Pollution Section 61 agreements' are maintained.

2.4 Dust and Mud

The control and management of dust created through activities such as traffic movement, excavating material and demolition of traditional masonry & steel frame warehouse, operations will be managed through the following processes:

- Dampening of the ground surface to prevent air borne particles being carried by the wind
- Avoiding dry cutting materials such as concrete or bricks
- A traffic speed limit on the site to minimise disturbance of dust on the ground by site transport and delivery vehicles
- Using surfaced roads where possible for traffic movements on site
- The use of screens around the working space to contain any dust disturbed
- The use of debris netting to the perimeter of the concrete structures to contain loose debris
- Ensuring spoil being transported from site is in covered wagons
- All construction vehicles will have visual inspection and where mud arises from the site which may transfer to the highway, a wash down point will be installed with a silt trap/collection bund near to the site exit to minimise the risk of mud on the public highway.

Road sweeping will take place on a regular basis to the site compound, access road and local highway to eliminate mud and debris being transferred the surrounding road network from site.

2.5 Fire protection

On contract commencement the Project Manager will appoint a competent person to act as Fire Safety Coordinator to control fire evacuation and muster checks.

The Project Manager and the Fire Safety Coordinator will conduct a fire assessment to determine all potential fire hazards, the employees and other site users at risk and the fire safety arrangements. This will be recorded on the Fire Assessment and Arrangements Form.

Following completion of the Fire Assessment and Arrangements an action plan will be produced by the Project Manager and Fire Safety Coordinator to ensure all potential hazards are eliminated and all fire safety controls are in place prior to taking occupancy.

The Project Manager and Fire Safety Coordinator will ensure the content of the completed Fire Assessment and Arrangements is added to the Contract Management Plan.

The Project Manager will ensure the fire arrangements form part of the induction process and that all individuals are aware of the fire evacuation process. The Project Manager will ensure a drawing showing site / office layout and fire fighting arrangements is displayed at strategic locations. A Fire Notice is available to record this.

The Project Manager will nominate and arrange training for Fire Wardens. Consideration must be given to cover holiday and illness absences. The names of the Fire Wardens will be communicated. A Fire Notice is available to record these. The Fire Wardens will attend the relevant training, ensuring they fully understand the content and their overall responsibility.

The Fire Safety Coordinator will establish a Fire Safety Inspection Record for each location for each calendar year. This will be used to record Weekly Checks; Emergency Evacuation Drills and Annual Equipment Checks

The Fire Safety Coordinator (or his nominee) will undertake weekly checks on Fire Extinguishers; Fire Escape Routes; Fire Signs; Fire Alarms and Fire Brigade Access. This will be recorded on the Fire Safety Inspection Record

The Fire Safety Coordinator will undertake practice emergency evacuations at approximately six monthly intervals for locations where there is a static workforce, for locations where there is a high turnover of staff this frequency will be increased. During the emergency evacuation the Fire Wardens will adequately perform their duties and feedback any issues to the Fire Safety Coordinator.

Where the alarm goes off for an unknown reason but it becomes apparent there is not an emergency situation the alarm should be allowed to continue and the building evacuated to prevent confusion in the evacuation and treated thereafter as a practice drill. The Fire Safety Coordinator will record the details on the Emergency Evacuation Record and the

Fire Safety Inspection Record. Where actions have been identified these will be transferred to the Fire Assessment and Arrangements Form.

The Fire Safety Coordinator will ensure all fire fighting equipment is tested on an annual basis by a competent person. These will be recorded on the Fire Safety Inspection Form. The Fire Assessment and Arrangements will be reviewed on an annual basis or after any event which may affect its content, such as alteration or substantial changes in occupancy.

2.6 Light pollution

Site lighting will be carefully considered to ensure the required level of safety and security is achieved without causing excessive nuisance to neighbours. Floodlights will be located to provide the necessary site illumination and the lamp-heads will be specified to minimise overspill and directed to shine onto site. All tower cranes will have air-craft warning lights fixed to the upper part of the crane and jib.

2.7 Ground and watercourse pollution

Method statements for the works will be devised to take account of contamination risk and the effective management of that risk:

- All materials / processes will be handled / undertaken strictly in accordance with the suppliers / manufacturers recommendations
- All bulk solid, granular, liquid materials will only be stored on site in (limited) quantities necessary to meet the requirements of the construction process
- All liquid materials will be stored in suitable containers, adequately bunded to comply with Health, Safety and Environmental legislation / recommendations
- Sensitive areas will be subjected to specific protection regimes
- Spillage reaction / clean-up plans will be in place to be undertaken by a trained squad of personnel
- Specialist cleaning equipment will be placed in key locations around site to minimise any spillage should it occur
- All waste materials will be controlled / sorted into the appropriate waste containers on site prior to removal by an authorised / licensed waste carrier
- Interceptors will be used to remove solids etc from any site discharges, which may, with the agreement of the Local Authority be made into the surface water drainage system

2.8 Trees and existing hedge rows

This section is not applicable due to the fact that there are no hedgerows or trees on site.

2.9 Site Housekeeping

Throughout the project we will encourage and enforce an excellent housekeeping regime. A strategy will be developed and incorporated into the Site Rules which will be sent to suppliers and supply chain partners alike. The strategy will also form an essential part of the supply chain / suppliers pre-order interview.

We will ensure that all operatives engaged on the works are familiar with the work in progress, skilled at their task, aware of their duties and responsibilities to others and knowledgeable of the Site Rules. All persons working on site will attend the site safety induction and commit to the site rules.

2.10 Waste management proposals

We will operate a site wide waste segregation removal procedure. Recycling areas will be located on the service yard level and ground floor of the site. Waste wheelie bins will be situated in designated areas which will be filled by the subcontractors and taken by them to the recycling areas.

Waste reports will be created on a monthly basis which will detail the quantity, type and percentage of waste being produced, with the percentage of recycling achieved.

Waste control will be reviewed with the contractors during the procurement process to minimise packaging on deliveries and encourage removal of their own waste such as plasterboard, pallets, paint pots and cable drums.

The specialist contractors will work with the design team during the design stages to find the most efficient and economical solutions in reducing waste during the construction phase. In addition the strategy for maximising the levels of works through prefabrication off site will further reduce waste generation.

2.11 Liaison with community.

We will keep our neighbours well informed before and during the construction phase through various means: A member of the Domis team will be designated as the Project Community Liaison Manager responsible as a single-point contact to ensure good neighbour relations. A regular residents' meeting will be established at a frequency agreed with the residents to bring them up to speed with project progress and key elements of the work. It also provides an open discussion for residents to voice concern or highlight issues.

Newsletters will be widely distributed to identify completed works and focus on forthcoming activities to give neighbours early notice of such works. Information displays in prominent locations will contain various project-specific information.

A 24-hour emergency contact number will be established to allow concerns to be raised, these will be actively dealt with by the Domis Project Community Liaison Manager until the issue is resolved.

2.12 Site hours

Working hours will be in line with the LA planning requirements. These are anticipated to be 07.30 – 18.00 Mondays to Fridays and 08.30 – 14.00 Saturdays. No work on Sundays or Bank holidays

3.0 Construction Logistics and Construction Processes

This section contains statements and plans for traffic management and construction logistics for the works. Statements and plans to cover the following

3.1 Traffic management , Construction Logistics and Construction Methodology

3.1.1 3rd Party Consultation

We have consulted with and will continue to consult with various 3rd parties over the construction of the 25 storey tower, these include;

Manchester City Council (MCC) – Catherine Spencer “Highways Manager” – Highways, footpaths and other city centre developments to discuss the development and construction phasing and methodology and have provided in this CMP a section which further details the interface with Manchester City Council.

We have developed a site layout that is based on the minimal interference with transport network, a copy of the same is attached and we are in the process of confirming further meetings and dialogue with the Council.

TfGM

Meetings have occurred with TfGM and KAM representatives and the results of this have informed our final CMP, further details are provided in section 4 below.

Wider Manchester City Centre Issues

There is a large amount of construction work going on in the city centre and the roads around the site will be subject to road closures and diversions over the course of the project. We also note the Castings will be under construction and the Capital and Centric hotel project on Adair Street, meetings have been held with the other developers in this area to co-ordinate a more development wide approach to vehicular deliveries, etc. such as the one way delivery system which will be utilised across all the projects in this area.

3.1.2 Site Vehicle access restrictions

The site will operate a strict vehicle one way access regime, with only one vehicle being allowed into site at any time, the rest will be held off site and called in to site when the space is available. No vehicle holding will be allowed in the adjacent streets. Parking for site staff and operatives will not be allowed on site and they will have to use the existing public car parking in the city and through the use of public transport. There are a number of public car parks in close proximity of the site. and the train and tram networks are all within walking distance, e.g. Manchester Piccadilly.

3.1.3 Site Vehicle Management/Logistic plans

We have detailed below the agreed route into the site and the “layby” for vehicles to be unloaded from Longacre Street, we have ensured we have accommodated requirements of TfGM and MCC.

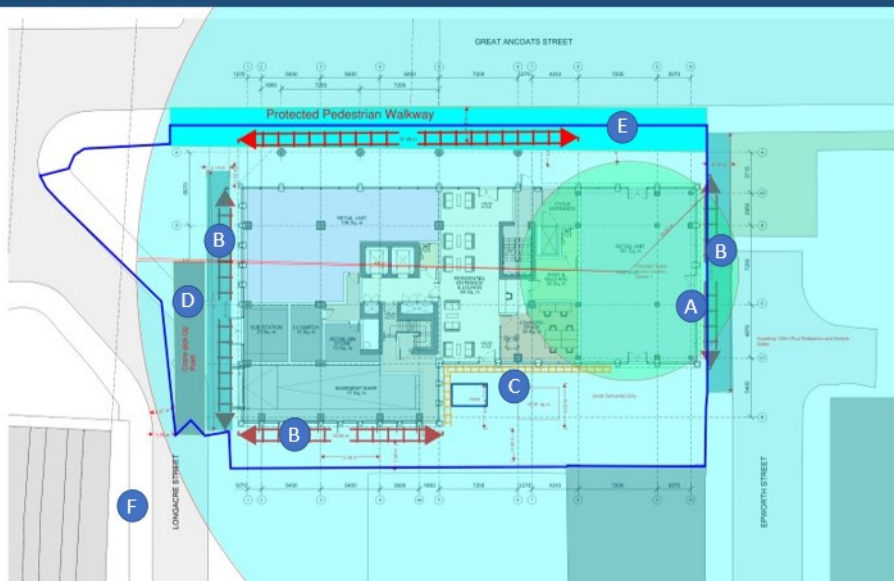


Demolition Works and Proposed Traffic Management Week 1 - 7

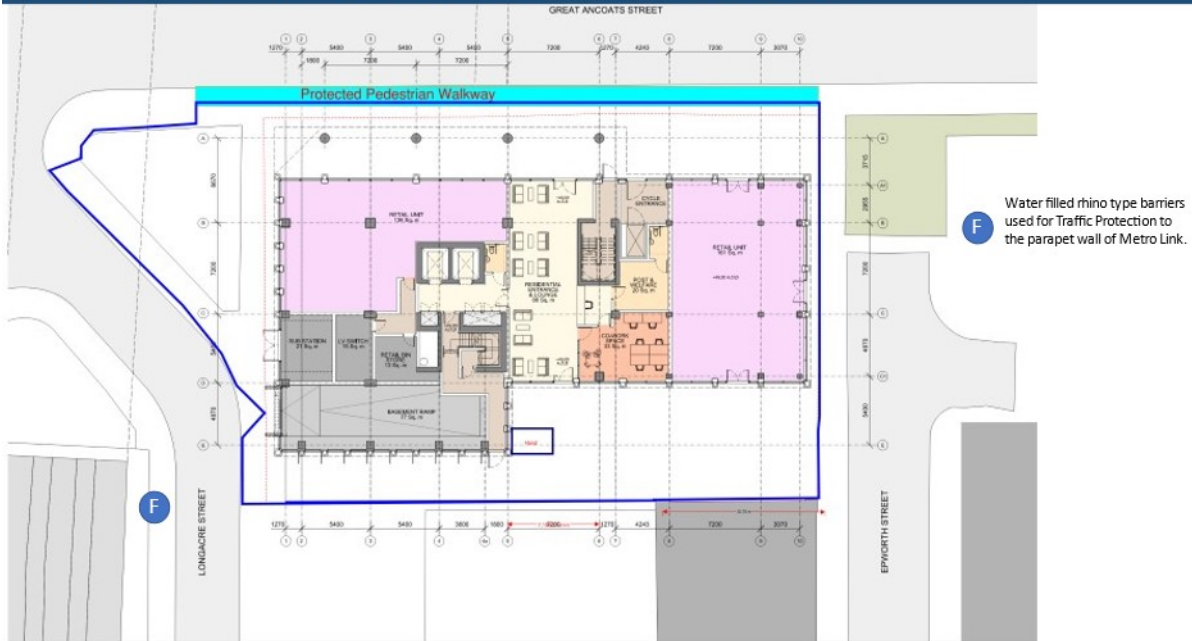


- A** Main Route for the Majority of Deliveries . Turn Left off Great Ancoats onto Adair Street Right on to Norton Street, Left up Heyrod Street and then Down Longacre Street on to Site .
- B** Alternative Route for small deliveries. Turn Left Great Ancoats on to Longacre St then Left on to Site.
- C** Proposed Site Accommodation and Welfare During Demolition
- D** Demolition of Existing Building
- E** Water filled rhino type barriers used for Traffic Protection to the parapet wall of Metro Link.

Logistics Plan Sub-Structure Frame & Façade Week 8 - 102



- A** Tower Crane Location 45m radius And 10m Out of Service radius to prevent oversailing
- B** Mast Climbers from ground floor
- C** Scaffolding to carry out envelope works to these areas
- D** Potential Crane Pick Up Point
- E** Scaffold Pedestrian Access Tunnel, Mast Climbers commence from first floor
- F** Water filled rhino type barriers used for Traffic Protection to the parapet wall of Metro Link.



3.1.4 Tower Cranes

We have developed our lifting strategy around one tower crane approach to the project;

TC 1 will be erected to construct the slip formed core and frame no oversailing will be required apart from a small amount on the Highways, which will be concluded with the requisite Oversailing license from MCC, the Tower crane location is shown within the logistics plans on the pages prior.

Road Closures will be required to rig and de-rig the cranes and this will be agreed with MCC once exact dates are known, at present the erection is shown;

- May 2022 and dismantle;
- March 2024

3.1.5 Site Establishment and Enabling Works

The proposal for the main site establishment and accommodation is being concluded at present, there are a number of options for this, which are in the process of being concluded with either MCC or private land owners, for ease of route and the least impact on the surrounding area item 2 below is preferable.

- 1.0 Pollard Street land as shown in map view below- ruled out by MCC due to ongoing use/lease in place with other developer.
- 2.0 Car Park at bottom of Heyrod Street, as shown in map view below – awaiting MCC car park department to provide feedback on availability.
- 3.0 Other private land users – discussions ongoing



3.1.6 Site Commencement

We will initially have site offices, welfare units and storage containers set up within the site footprint, that will service the operations on site, they will be set out to ensure they do not affect the operational plant on site.

3.1.7 Piling and substructure Works

The piling rig and concrete agitator will be delivered and operate within the site boundary, working on pile mat. Following completion of the piling, substructure works will commence consisting of reinforced concrete pile caps, ground beams and a ground floor slab.

3.1.8 Slip Formed Core.

We will erect TC 1 and commence construction of the slip form rig. During the pre-construction period we will design and procure the equipment, ensuring that the structural stability of the core is maintained in its temporary condition. The rig will be fully encapsulated to ensure that no materials fall out or blow off the structure.

3.1.9 Floor Construction

Once works have commenced on the construction of the floor slabs and level 4 has been cast the self-erecting 4 storey external protection screens will be erected at second floor level and will be jacked up to suit the progress of the frame. The self-erecting climbing screens will ensure that the work floors are fully protected against falls of debris and dust. When the climbing screens pass the completed floor they will be replaced by fixed screens. That will not be removed until the facade is water tight.



The slip form rig will be de-constructed and craned off the top of the core, the capping slab will be constructed.

3.1.10 Hoists.

Two passenger and goods hoists will be installed which serve all floors.

3.1.11 Site welfare and office accommodation

The operatives will arrive to site via the pedestrian walkway from the cabin set up to the site entrance, the location of which is yet to be concluded but is proposed to be off-site. Two turnstiles will control and secure access to the site, with access to the first floor would be via a temporary staircase.

3.1.12 SFS and window installation

The SFS and window installation will be carried out once the frame is at level 4 and is completed from the frame screens, this enables a safe installation method which is completely enclosed from the site to the public highways, etc.

3.1.13 Brickwork

Mast Climbers will be installed to the perimeter of the site within the site hoarding and brickwork will be progressively installed from these.

3.1.14 Lift Installation

When we have completed the core structure and capped at level 24 and have sufficiently advanced the floor slabs, we will commence with the installation of the passenger lifts. Owing to access restrictions and handling of materials we will fit out each lift shaft, before commencing the next and so on. By completing the lifts early we will get beneficial use of the lifts progressively.

When the floor has been glazed and the contractor has moved to the next floor we will install the Soil and Vent Pipes (SVP's) and construct an element of the party wall that will allow the pod to be slid and fixed in position. The pod can then be connected in to the SVP.

3.1.15 Apartment Fit Out

When we have a fully watertight floor, we will complete the high level corridor services, including any temporary electrics, power and lighting.

The first fix will commence with the metal stud walls, one side of plasterboard and the noggin brackets that carry the electrical back boxes as well as any structural supports required for door frames, kitchen units etc.

The completed first side boarded apartment will be handed over to the Mechanical and Electrical contractor for their first fix works to all services as well as ventilation and ductwork, electrical, comms and control wiring, sprinkler pipework and all pipework including all testing prior to handing back for second side boarding and ceiling works. The apartments will be plastered and mist coated when dry. The walls will be snagged and repaired where necessary ahead of 2nd fix joinery, kitchen installation and final decorations. Final fix electrical and lighting will be followed by floor finishes, builders clean and commissioning of services. The team will instigate an inspection and snagging process with the client team to clear all defects before final sparkle clean and lock up of the completed apartment.

As the apartments are completed we will finish the corridor fit out, including lift architraves etc and protect any finished surfaces necessary. From completion of the apartments we will instigate an inspection process to ensure the integrity of the apartments up until overall final project practical completion.

4.0 Construction and Demolition in relation to the TfGM asset

From discussions with TfGM, there are a number of items which are being worked through and concluded with them, the key one for the traffic management and this CMP is retaining the barrier as described below and also noted on the logistics plans, we have not proposed any lane closures as TfGM have stated they will not support this on Longacre as this will have potential to add a risk of collision from vehicles to the underpass structure there are a number of other items which are being concluded via conditions 5 and 6.

2. *Metrolink have concerns about the potential for vehicles to impact the Metrolink retaining wall. Whilst marshalling of vehicles is mentioned we are not confident that this will happen for all movements. No swept paths for the vehicles have been included and it is therefore unknown as to how generous this available is or isn't. A vehicle of the type proposed would not notice a standard kerb face and could easily make impact with the Metrolink retaining wall. To provide protection for Metrolink infrastructure I would request that some form of low level protection is located along the Metrolink kerb edge, shown in red in the image below, ideally water filled rhino type barriers.*

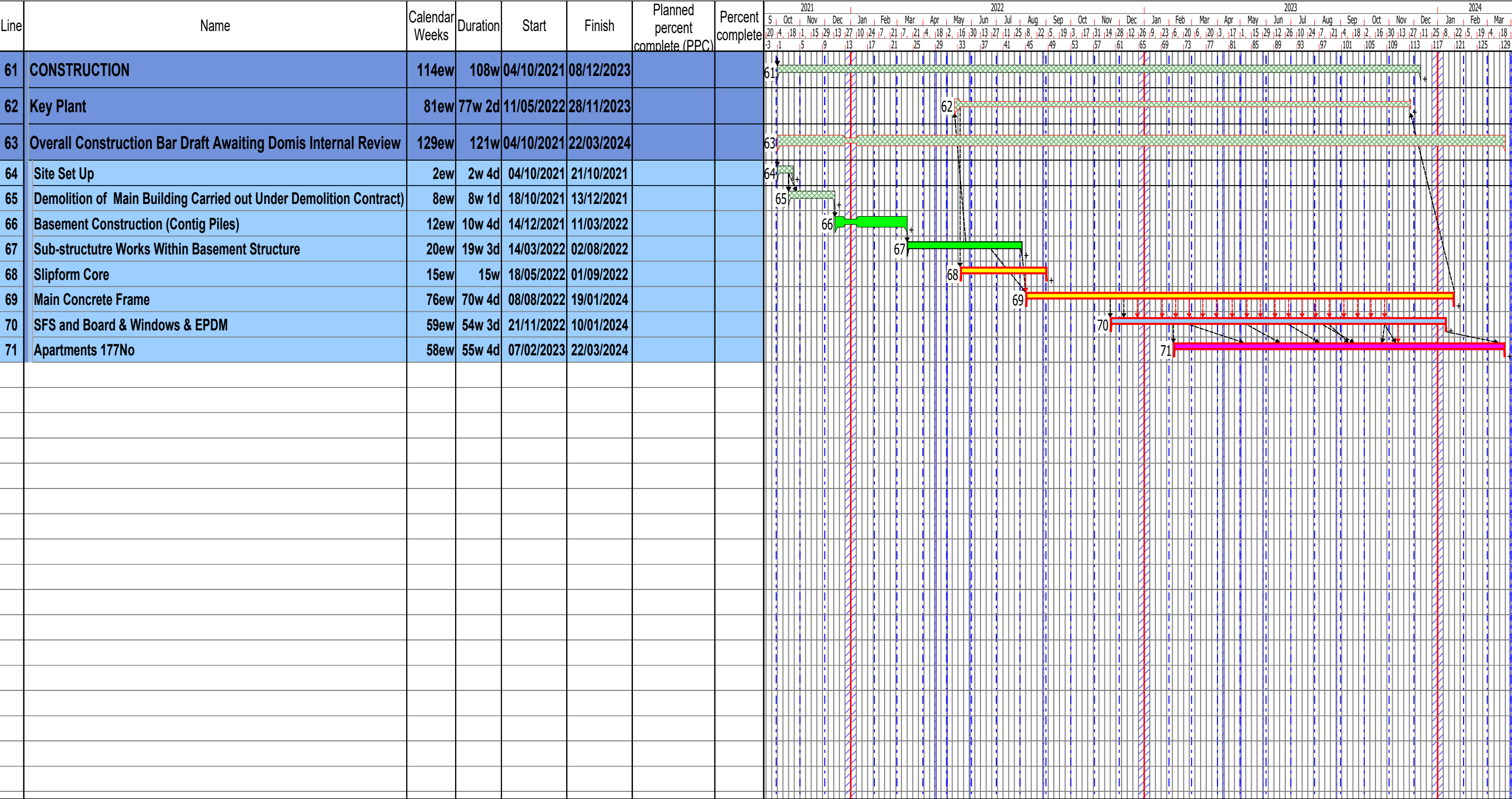


Metrolink cannot support the Discharge of Condition 4 based on the submitted document. However, providing the document is amended to fully address the comments raised above we would have no further comments to make in respect of the discharge of the Condition.

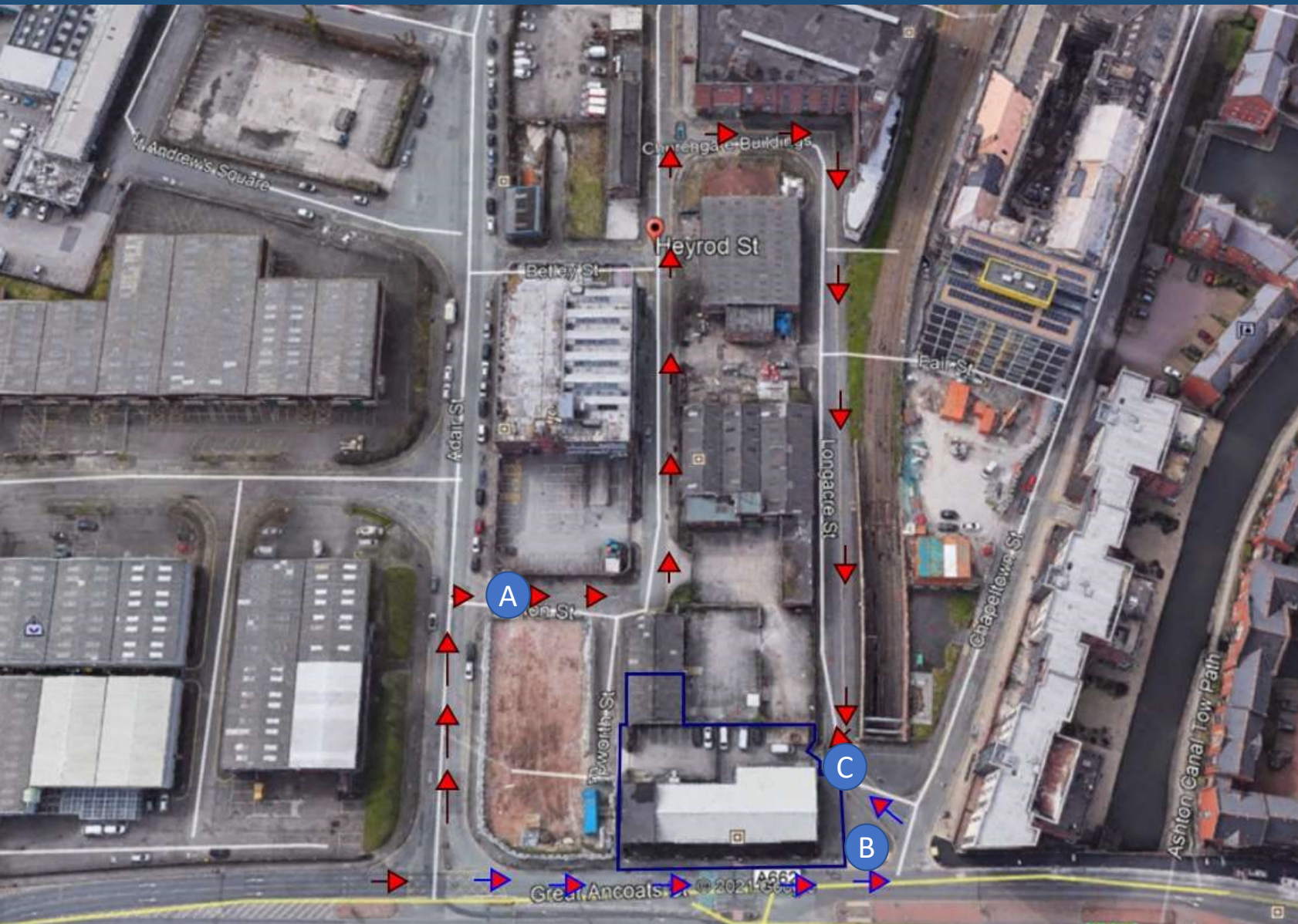
Appendix A Project Programme

Appendix B Project logistic plans

Contract No.	Contract:	Architect:	Programme Ref:
00001	High Level Construction Programme	Client:	A
			Revision Date: 27/04/2006



Traffic Management All Phases Post Demolition September 2021



A

Main Route for the Majority of Deliveries . Turn Left off Great Ancoats onto Adair Street Right on to Norton Street, Left up Heyrod Street and then Down Longacre Street on to Site .

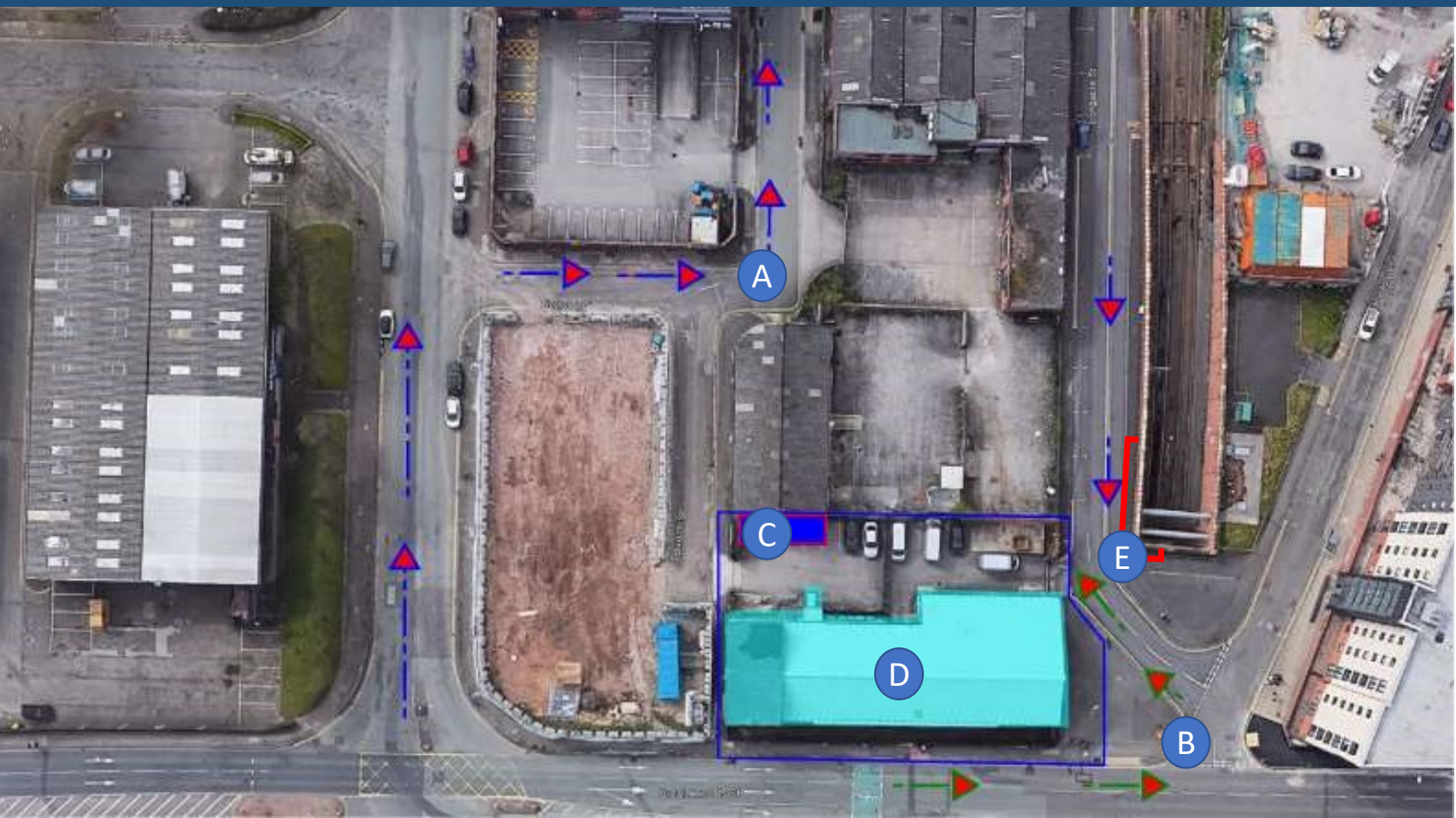
B

Alternative Route for small deliveries. Turn Left Great Ancoats on to Longacre St then Left on to Site.

C

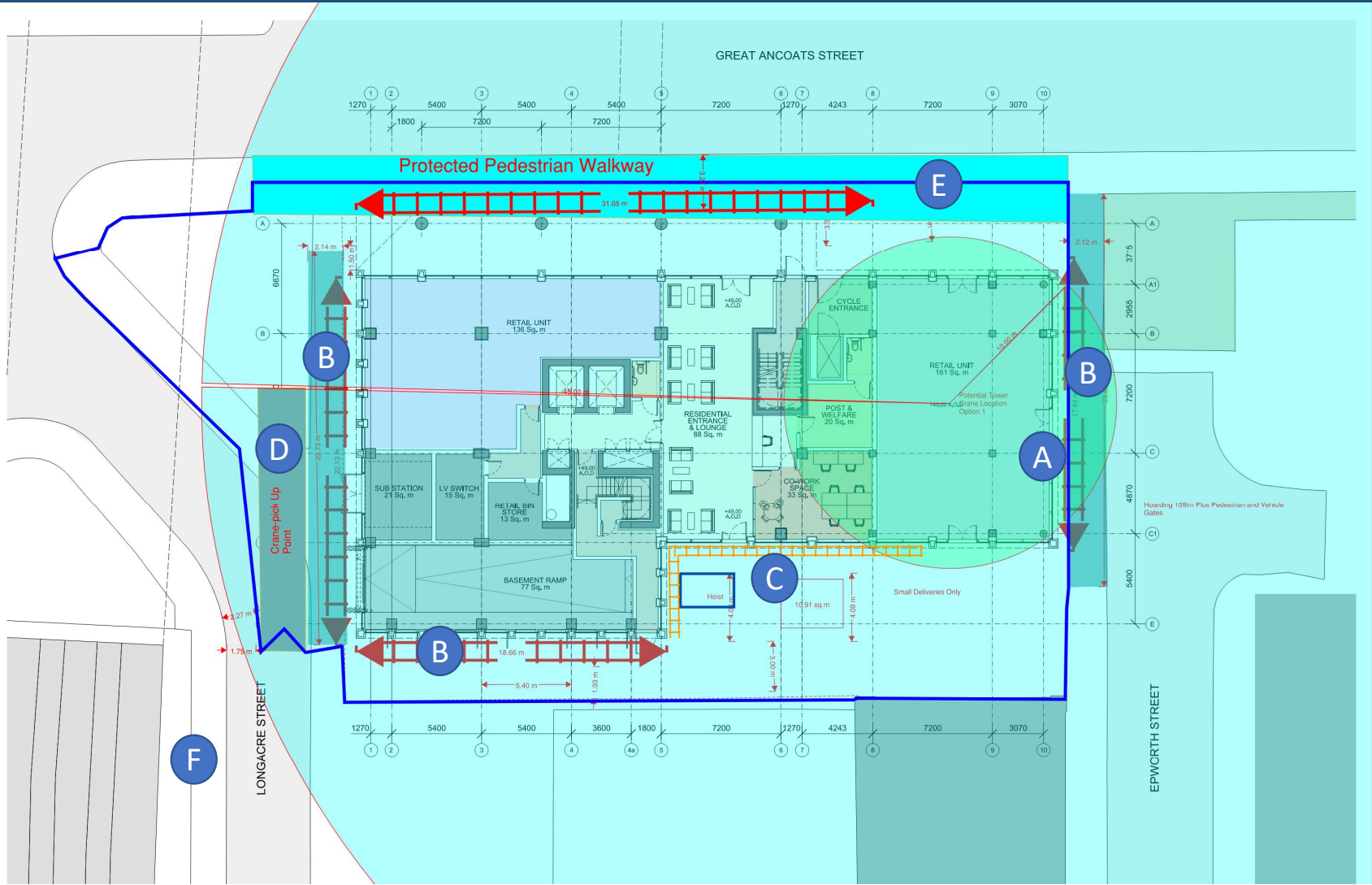
Potential Crane Pick up Point

Demolition Works and Proposed Traffic Management Week 1 - 7



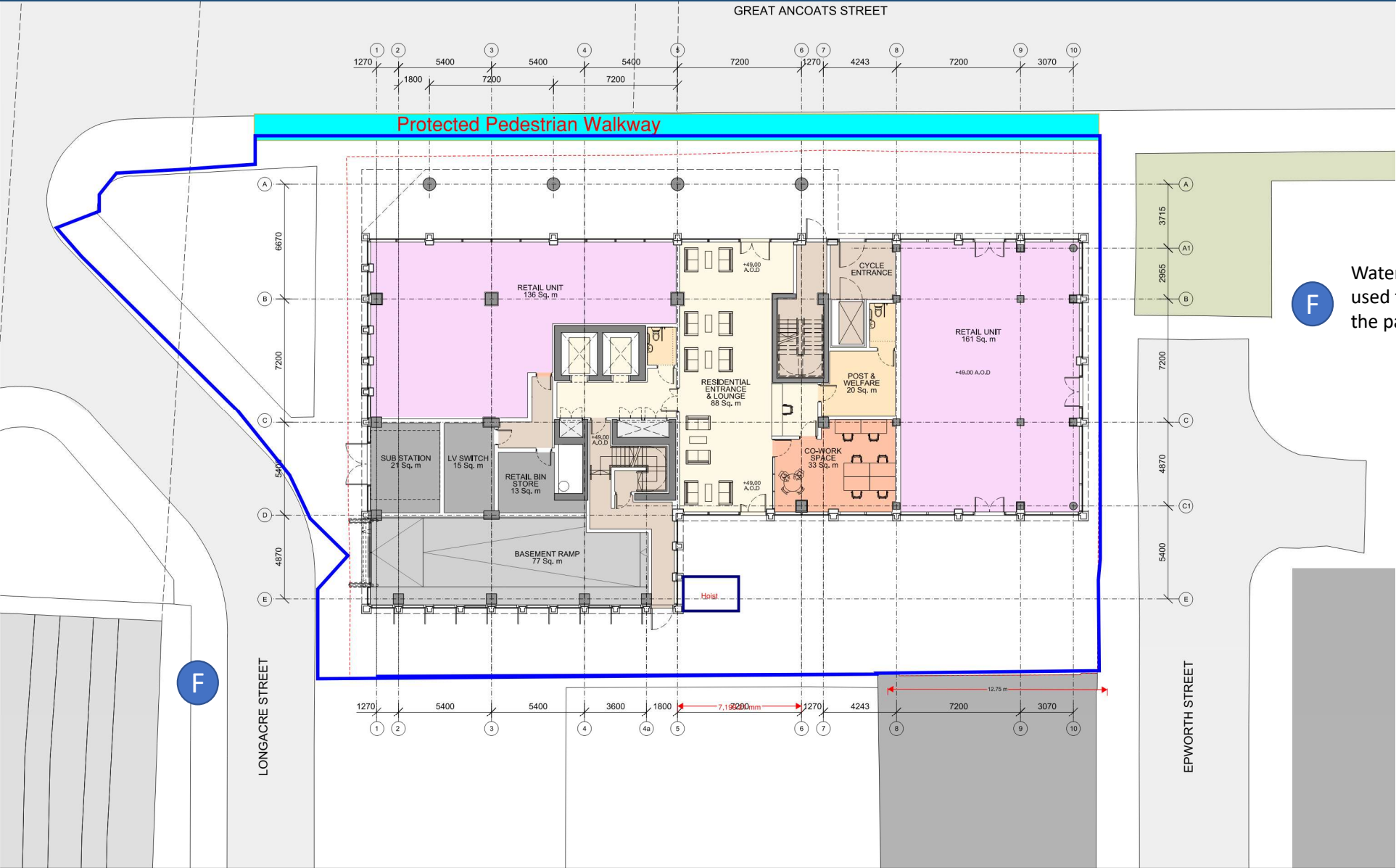
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Logistics Plan Sub-Structure Frame & Façade Week 8 - 102



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Logistics Plan Completion of Internal Works and Remaining External Works Weeks 103 - 122



F

Water filled rhino type barriers used for Traffic Protection to the parapet wall of Metro Link.

Site compound/accommodation options

