

FIRST STREET DEVELOPMENT– CONSTRUCTION MANAGEMENT PLAN



First Street Development, Manchester

MCC PLANNING PRE-COMMENCEMENT CONDITION DISCHARGE

CONSTRUCTION MANAGEMENT PLAN



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Appendices Section

- 1. Site Accommodation Plan (Wernick 4 storey arrangement)**
- 2. Site Management Principles Drawing**
- 3. Crane Oversailing Drawing**
- 4. Swept Path Analysis**

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1.0 Introduction and scheme overview

Construction of three buildings with heights varying from 10 storeys to 45 storeys together comprising Co-living bed-spaces and associated amenity facilities, with ground floor commercial units, private amenity space and public realm comprising hard and soft landscaping, car parking and cycle facilities and other associated works. The scheme will be delivered in a phased manner, with each building delivering its own area of landscaping and public realm, ahead of the whole which is delivered upon completion of the final building.

Snapshot of development:

Building	Height (Ground plus)	No of Beds
A & B	25	1187
C	16	322
D	44	715
		2,224

A brief overview of the proposed program is:

- Site Clearance and overturning
- Site set up and establishment, including hoarding improvement and welfare facilities
- Piling
- Substructure & drainage works
- Progression of concrete frame construction
- Installation of tower cranes and hoists to facilitate works
- POD installation
- Through wall envelope works inclusive of any associated temporary works
- Roof finishes
- Mechanical, electrical and plumbing installation
- Lift installation
- Finishes
- External works

Downing Construction Limited will be the appointed Principal Contractor and have prepared this document in conjunction with their H&S consultants, Rawlings Safety and Training Consultancy Services Ltd to discharge a pre-commencement planning condition.

Start Date: Q1, 2022

Duration: Block A&B 127 weeks after commencement
Block C 100 weeks after commencement
and Block D 153 weeks after commencement

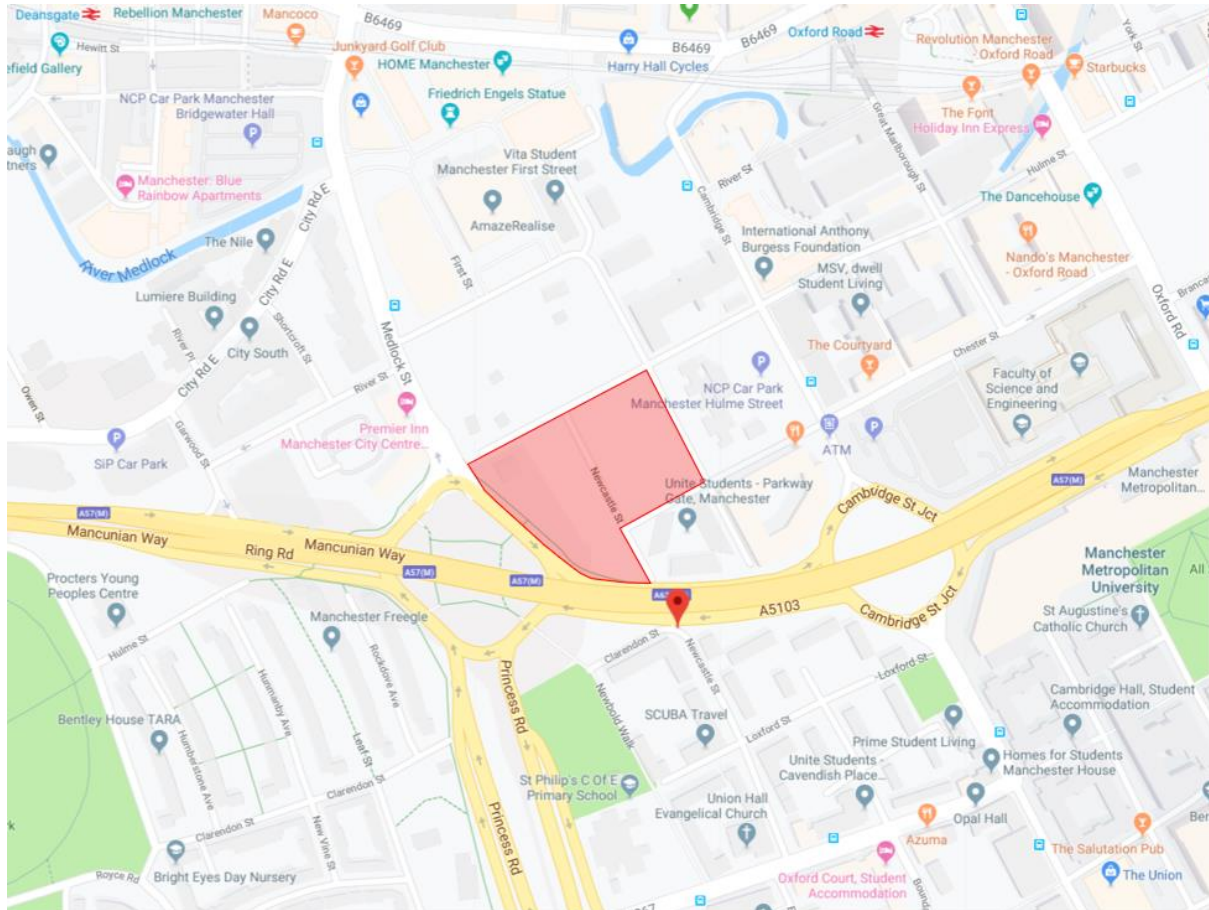
Emergency Contact Details will be displayed on site and included in our newsletters. This will include the project managers, name and mobile number, however at this stage the key emergency contact is Andy Thomas, Technical Director or Tony Dean, Senior Contracts Manager 0151 707 2666.

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2.0 Access to, and traffic circulation around the site

The site is situated on the South West corner of the wider First Street development area. Hulme Street forms the north site boundary with Wilmott Street to the East, Chester Street to the South and Medlock Street to the West.

The Site is situated close to the Manchester Inner ring road (Mancunian way A57) and is accessible from major motorway networks such as the M62 (M602). Manchester Oxford Road & Deansgate train stations are nearby and can be walked from in under 15 minutes, or by taxi in 5 minutes.



The A57 is a very busy road with a constant flow of traffic, which will be taken into consideration and included as part of any traffic management plan, particularly when deliveries to site and/or removal of waste is occurring. Fortunately, the roads which border the site are set back from the A57 and are quiet and will help to facilitate safe delivery and unloading of materials.

Banks-men will be employed to direct vehicles coming in to and leaving from the site and it will be critical that existing traffic systems are not restricted in any way. Approach signage will be placed to advise other road users of the location of the site and the likelihood of site traffic.

Downing Construction Limited as principal contractor will ensure that nominated persons control all site traffic movements, including the supervision of deliveries to and from the site.

The existing site hoarding already encompasses portions of pavements and roads previously closed by former parties responsible for the development. Downing Construction Limited intend to maintain the extent of the existing closures for the duration of the build programme. Downing Construction

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Limited will engage with the Highways Department at Manchester City Council regarding ongoing requirements for these closures which are crucial to the scheme, can be adequately serviced during the construction phase, minimising risk to the public. Please see appendix 2 and 3 for detailed mark ups of the site plan.

The main vehicular entrance to site will be from Chester Street onto a site one-way system exiting onto Hulme Street, the gates will be kept closed at all other times. There will also be additional entry and exit gates for other site traffic, which will be manned at all times when these gates are open, to ensure all traffic entering and leaving site can be managed safely and securely. Provision for cleaning site traffic wheel deposits will be in place as to ensure surrounding roads are kept clean as required, particularly during substructure and structural frame construction activities.

There will also be a separate security turnstile for pedestrians [both site operatives and visitors], with a designated and clearly signed path leading to the site welfare compound, to ensure that traffic and pedestrian segregation can be maintained at all times.

Understandably levels of traffic will consistently vary throughout the project's lifespan. Based on early vehicle movement analysis the estimated peak construction movements are anticipated as being an average of 40-45 vehicles per day during the "muck shift", with a vehicular peak during piling and reinforced concrete core and slab pour operations, this will quickly tail off as each frame achieves structural completion.

Access/egress arrangements for the site will allow for safe pedestrian and vehicular movement onto site that has the least amount of impact on members of the public and surrounding land users at all times. To minimise the impact on neighbours, passing members of the public and to mitigate environmental impact all our deliveries will be arranged via pre-booking system with the Site Management Team from Downing Construction Limited. Any vehicles arriving at site outside of this pre-booking system will be turned away and will have to be rescheduled. Our main control measures which will be adopted in respect of traffic management will be;

- Vehicles will be in line with the FORS accreditation scheme to ensure operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection.
- Existing drainage systems to be monitored, maintained and cleaned by Downing Construction Limited to prevent any environmental impact from proposed activities.
- Vehicles attending site will be coordinated by Downing Construction Limited (pre-booked only) to enable minimum attendance at any one time (Haulage vehicles will not be allowed to park up and wait around the site perimeter, on or within the site, unless immediately loading/unloading).
- Placement of construction site traffic signage on approach roads.
- Parking for site operatives will not be provided. At induction stage advice will be given to all operatives on local public transport links and the nearest available car parks.

Trained and competent banks-men will control all vehicular movement in and around the site. Deliveries will be timed to avoid busy rush hour periods and also any build-up of site traffic. Construction vehicles will not be allowed to wait on the A57 or neighbouring slip roads. Downing Construction will liaise with our neighbours throughout the construction phase and take into consideration any comments arising from these interactions.

Provided with this Construction Management Plan is a high-level indication of our Construction Site Plan including crane over-sails and traffic management, these can be found in the appendix. Please note a fully developed traffic management and access plan will be formulated as part of the

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Construction Phase Plan. This will further enhance the information described within this document and identify key personnel for its implementation.

Non-Road Mobile Machinery Envisaged

Type	Activity
Piling Rig	Piled foundations & Tower Crane bases.
Dumper Trucks & Excavators & Rollers	Initially pile arisings and substructure groundworks [including drainage] then removed from site. Later visit required for external hard/soft landscaping.
Cranes (mobile)	Piling attendance (pile type dependant) & the erection and dismantling of tower cranes for the scheme.
Tower Cranes	Installed for the duration of the concrete superstructure works initially with extended duration to finalise bathroom pod installation, roof mounted plant and façade installations.
Fork Lift	For attendance on deliveries and distribution of materials [from commencement of the superstructure to completion].
MEWP's (scissor lifts, cherry pickers)	Envisaged for isolated completion activities such as the infill of temporary ties, mast climber infills, signage erection and soffit works.
Mast Climbers / "Pick & Carry" Cranes / Spider Cranes	Will be used for the installation of the through wall construction or "pick and carry" cranes and spider cranes in combination with vacuum lifters to hold unitised curtain walling panels safely during their installation.
Hoists	It is envisaged each building will be served by an externally mounted passenger/goods hoist for vertical distribution until such time as the internal passenger lifts are available for beneficial use.
Road Sweepers	Daily (full time attendance during "muck shift"/piling & RC frame and part-time attendance during remaining trades) attendance on Hulme Street, Wilmott Street and Chester Street. Medlock Street & Cambridge Street are not likely to be affected but will be monitored by the Site Team.



3.0 Surrounding land use and restrictions

The site bounded by Hulme Street, Wilmott Street, Chester Street and Medlock Street and is in very close proximity to the Mancunian Way and City Centre which can become heavily congested at peak times of the working day. It is paramount to maintain vehicular and pedestrian access to and from the city centre and roads links.

The site is currently vacant and generally clear as it was previously ear-marked for re-developed. The previous developers' hoardings remain in place and afford good access routes which will aid early mobilisation plans.

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Downing Construction Limited intend to maintain the extent of the existing footpath and road closures (captured behind the current hoarding position) for the duration of the build programme. Downing Construction Limited will engage with the Highways Department at Manchester City Council regarding ongoing requirements for these closures which are crucial to the scheme, and that they can be adequately serviced during the construction phase, minimising risks to the public.

Downing Construction Limited will further engage with Manchester City Council in respect of obtaining and applying for the necessary permits for any over-sailing agreements and abnormal loads, and also ensure continuous cooperation with them throughout the build process.

Our most prominent neighbour is an ASK development site which has not yet commenced on site, bounded by Hulme St, Wilmott St and Medlock St. There is also converted 5 storey residential block in close proximity (bounded by Hulme St/Wilmott St/Cambridge St). Adjacent to the site on Wilmott Street there is also vacant plot shown below;



Immediate neighbours also include two UNITE student accommodation residences namely New Medlock House and Parkway Gate. Downing Construction Limited will liaise with and give every consideration to our neighbours throughout the works with every effort being made to minimise any disruption to them.

Environmental Context

The site bounded by Hulme Street, Wilmott Street, Chester Street and Medlock Street and is in very close proximity to the Mancunian Way and City Centre.

Due to its city centre location it is subject to significant noise and air quality considerations.

There are no known exclusion areas for the protection of any priority and/or other notable species that Downing Construction Limited are aware of.

Downing Construction Limited considerations to mitigate environmental impact are as follows;

- Recycling/disposing of waste
 - Downing Construction Limited will produce and define a waste management hierarchy of control (i.e. Waste Management Strategy). This will include:
 - Mitigation of waste generated
 - Re-use of materials where possible
 - Recycling of materials
 - Disposal of remaining waste at a suitable facility.
 - Waste produced during the construction process is to be cleared on a regular (preferably daily) basis.

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- On each floor of the buildings, a series of bins will be deposited within easy reach of the workstations. Contractors will deposit their waste in these bins during the day. The bins will then be transported to the correct skip **via a hoist**, to reduce manual handling to a minimum.
- Because of space limitations on the site, it is not envisaged that many skips can be located on site. Therefore, to reduce the amount of waste for landfill, waste is to be segregated at the waste transfer station into the following categories:
 - Recyclable Materials
 - Metal
 - General waste / building debris
 - Hazardous waste i.e. paint tins, mastic tubes etc
- Dust Suppression

Measures will be taken to eliminate, or at least minimize, dust generation with consideration given to material usage, type of work equipment used and work methods applied.

- Where deemed required by Downing Construction Limited management, Transport will be sheeted/fitted with dust covers during spoil removal & material deliveries. The appropriate safety measures will be in place to ensure sheeting is completed in accordance with HSE guidance.
- Dust suppression (Watering/Mist Spray) during vehicle loading procedures will be applied. There is no demolition or crushing activities required on this scheme which will drastically reduce any demand on dust suppression.
- Internal works – Dust will be controlled in a similar manner. The majority of dust escaping to outside locally is created from the use of waste chutes. For that reason, Downing Construction Limited will not use waste chutes, waste shall be transported in bins via a goods hoist.
- Good housekeeping will be employed to reduce the amount of dust created. Downing Construction Limited in conjunction with its sub-contractors shall ensure dust generated from site activities does not become a risk to others and in doing so shall assess the dust risk for each work package, ensure adequate controls are in place and review these controls with their contractors.

Dust is created on the site during most stages of construction and will be managed throughout the Construction Phase. Measures will be taken to minimise and control dust on site through industry standard measures.

3.0 Access to the works

- Access for Construction Traffic

In preparation of the traffic management plan, Downing Construction met with Veronica Wong and Paul Broadhurst from MCC on July 20th 2021 and agreed the existing highway closures could be maintained for our development. DCL will make formal applications accordingly in line with the proposed below and the drawings provided in the appendix.

- Currently, the vehicular access to the site is gained from Chester Street. There is a constant flow of traffic on all of the surrounding main streets, which will be taken into

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consideration as part of the Traffic Management Plan, particularly when deliveries to site are occurring and mobile plant is manoeuvring around the site.

- The majority of vehicles accessing site will be delivering materials, although initially there will be a number of vehicles removing excavated materials, equipment and surplus-waste materials. The number of wagons arriving on site at one time should be minimal, but this will vary depending on the activities being progressed at any particular time.
 - Access/egress arrangements for the site will allow for safe pedestrian and vehicular access onto and from the site, that also has the least impact on members of the public and surrounding land users.
 - Trained and competent banks-men will control all vehicular movement in and around the site.
 - Deliveries will be timed to avoid busy rush hour periods and also a build-up of site traffic.
 - Downing Construction Limited will liaise with our neighbours throughout the construction phase.
 - On-site parking will not be provided for the workforce and all site operatives will be encouraged to use public transport.
 - Swept path analysis can be found in the appendix
- Details of the Site Compounds, storage of plant and materials
 - With respect to the storage of plant and materials, this will be within the confines of the site. Careful management of materials, equipment and storage are to be followed. The delivery, storage and movement of materials around the site shall not adversely affect the day-to-day usage of surrounding land users. Management of deliveries and the volumes brought to site on a daily basis will be considered and organised in such a way as to not have excessive amounts of materials building up on site. (Consideration will be given to “Just in Time” procurement).
 - Suppliers and contractors will be made aware of the transport routes to be adopted. Delivery vehicles will be directed to the site entrance depending on what is being delivered. Deliveries are to be pre-booked for delivery times to the site, which will be co-ordinated by a site representative.
 - Welfare facilities will be proportionate to the works being carried out, numbers on site out and the weather conditions and comply fully with the requirements of CDM 2015.
 - Welfare facilities will consist of, as a minimum, rest facilities with tables and chairs with backs, running hot and cold water, including drinking water, toilets, wash hand basins, drying facilities, cleaning agents and drying rooms.
 - Site set up and layouts can be found in the appendix.
- Frame
 - The concrete frame contractor will construct the tower [lift/stair] cores in advance of the floor slabs utilizing the Slip Form technique. These cores will be constructed utilising the tower crane(s) in tandem with the sliding shutters to form the core(s). Operatives within the cores will access via a temporary Haki staircase or temporary hoist (height dependent).
 - Included in the core works will be the installation of the concrete staircases. This will provide access to all floors and will also be available as a means of escape to the floorplates as they are installed progressively to the eventual full core height.
 - The concrete frame contractor will use cranes, static and boom concrete pumps to distribute equipment and materials.

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- Façade
 - Mast climbers will be utilised for the installation of the through wall construction or “pick and carry” cranes and spider cranes in combination with vacuum lifters to hold unitised curtain walling panels safely during their installation.
 - Maintenance will be carried out at intervals that consider the intensity of use, operating environment, variety of operations and the consequence of malfunction or failure, or in accordance with applicable PUWER and LOLER regulations. Maintenance schedules will be based on the manufacturer's instructions. The schedules should aim to prevent deterioration of - safety critical parts and ensure their replacement before failure occurs.” – BS7981 Code of practice for the installation, maintenance, thorough examination and safe use of mast climbing work platforms (MCWPs).
 - Downing Construction Limited will ensure daily and weekly checks are undertaken with a competent engineer undertaking the routine servicing of all platforms at 6 weekly intervals and any necessary subsequent periodic thorough examination at 6 monthly intervals, starting from the date the platform is handed over to site control, in accordance with applicable PUWER and LOLER regulations.
 - Only ‘Downing Living’ branding will be permitted on any of the access equipment.
- Hoists
 - It is envisaged each building will be served by an externally mounted passenger/goods hoist for vertical distribution of materials etc until such time the internal passenger lifts are available for beneficial use.
 - The permanent lifts will be made operational as soon as possible and the beneficial use of the lifts will enable personnel and materials to be moved more easily between floor slabs.
- Safety Scaffolding
 - Isolated use of scaffolds for exclusion zones and safety measures will be required. The Work at Height Regulations 2005 require that scaffolds be designed and constructed to a generally recognised standard, or be designed and calculated to ensure that it is fit for the intended use, stable and of adequate strength. Downing Construction Limited will provide scaffolding contractors with as much information as possible within the tender process. This will include the following;
 - Purpose and position of scaffold
 - Period of time scaffold is required for
 - Design criteria for the scaffold
 - Security arrangements for scaffold
 - Traffic management arrangements
 - Site restrictions
 - The scaffolding sub-contractor must provide their risk assessments and method statements prior to commencing activity on site, which must cover the following;
 - Name of scaffold supervisor and/or person responsible for managing the work
 - Who is to use the scaffold and for what purpose
 - Delivery arrangements for materials
 - Proposed working hours for erection and dismantling
 - Site restrictions
 - Protection of the public

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- Fall protection
 - How the scaffold is to be stabilised
 - Number of ties required and pull tests (where applicable).
 - Hand-over arrangements
 - Regular Inspection Schedule (Scaff tags etc)
- Crane Use - General
 - Extensive coordination will be undertaken with our approved concrete frame contractor and structural engineer.
 - Over sailing license agreements will be obtained from Manchester City Council and any restrictions imposed on crane use/over-sailing will be reflected within the selection, positioning, and use of any Tower crane, and that all appropriate design information, crane details and subsequent lifting plans must be submitted to Manchester City Council and that the Tower crane will need to be configured to suit local stakeholder and authority requirements.
 - Ongoing dialogue will occur with respect to crane usage and will be done in conjunction with the design team, Principal Contractor and crane operator. At all times the requirements of the Lifting Operations and Lifting Equipment Regulations 1998, BS 7121-1 Code of Practice for the Safe Use of Cranes and GE700/D3 'Lifting Equipment and Accessories for Lifting' must be followed at all times.
 - Downing Construction Limited will ensure an **appointed person** who has adequate training, authority and experience will take overall responsibility and control of a lifting operations.
 - A safe system of work will be in place for all crane operations, which is written down and communicated to all relevant operatives. As a minimum this safe system of work must detail;
 - Thorough planning of the operation, along with the selection, provision and use of suitable cranes and equipment
 - The maintenance, testing and examination of all equipment
 - Supervision by trained and competent personnel, with all necessary authority to progress or stop a job as necessary
 - The provision of all test certificate and other documentation relevant to the equipment being used
 - The prevention of unauthorised use or movement of equipment, both by workers or members of the public who may be trespassing
 - The safety of all persons, both those involved in the lift as well as those not involved in the lift but who may be affected by the lifting operation.
 - Any temporary works associated with the crane base must be designed by a competent person and will require independent checking.

5.0 Procedural Matters

5.1 Complaints procedure

Site contact details will be prominently displayed on the external hoardings, and members of the public will be able to directly contact the site team with any complaints relating to the construction works. All complaints will be treated seriously and thoroughly investigated with the complainant kept fully informed of proceedings throughout and the outcome of the investigation.

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5.2 Fire and emergency procedures

As part of the site set up, adequate arrangements for protection against fire during the construction phase will be considered. This will include establishing the measures for fire detection, warning, and prevention, including appointment of fire marshals and establishment of evacuation procedures and assembly points.

Reference will be made to the Joint Code of Practice for Fire Prevention on Construction sites and HSG 168 Fire Safety in Construction, and a Construction Phase Fire Risk Assessment supported by a fire and emergency plan will be undertaken, and also reviewed/amended periodically, particularly if there are any significant changes on site. The construction phase fire risk assessment will consider any potential impact, from or to adjacent premises. Adequate written records will be kept of all fire alarm inspections, tests and fire evacuations.

Downing Construction Limited will endeavour to install and make ready the buildings permanent dry / wet riser system(s) as early as possible in the build programme.

5.3 Security

A 2.4m high solid hoarding exists at present. Portions of the hoarding will be replaced, repaired and adapted to facilitate the new site boundary. Existing signage will be removed and replaced with 'Downing Living' branding and advisory construction warnings.

All operatives and visitors will be required to sign in/out with a biometric fingerprint recognition system, which log all access and egress and act as an accurate personnel record. Gatemen will control the vehicular gates during site opening times. An out of hours security company will patrol the site and its perimeter on an hourly basis outside site working times. CCTV will be installed to main entrances and monitored by Downing Construction Limited.

5.4 Coordination and cooperation with non-construction persons

Downing Construction Limited will liaise with neighbours regarding the proposed works and in particular any elements that may impact upon their day to day undertakings. This will be done initially at pre-commencement update via letter drop/bulletin. Once the project has started, we plan to do quarterly newsletters to local residents and business. These updates will include:

- Progress, achievements and upcoming activities on site.
- Emergency contact details
- Provide a timetable/programme of works
- Information on the finished project
- Update on any works that could possibly cause a disturbance
- Details of site staff and contacts, should they wish to raise concerns or have comments on the information provided. The project manager will then log any concerns so that they can be contacted, discussed and actioned where appropriate.

This information/updates/newsletters will also be displayed on hoarding outside the project so that not only residents can see updates but people visiting the area can see what the project is all about.

Downing Construction Limited will endeavour to plan, manage, organize and carry out the works in such a way as to minimize disruption. Deliveries will be planned and timed as reasonably as possible.

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5.5 Temporary Works

Downing Construction Limited will take all reasonable measures to ensure that the stability and structural integrity of the new building(s) is retained at all times throughout the works and in doing this will ensure that temporary supports structures/systems are designed and installed where required.

Temporary works is defined in BS5975: 2008 “Code of practice for temporary works procedures and the permissible stress design of falsework” as “(those) parts of the works that allow or enable construction of, protect, support or provide access to, the permanent works and which might or might not remain in place at the completion of the works”.

Downing Construction Limited will apply suitable temporary work procedures for the project, which will contain the following elements:

- Appointment of a Temporary Works Co-ordinator (TWC)
- Production of a temporary works design
- Completion and maintenance of a temporary works register
- Independent checking of the temporary works designs as per the category requirements.
- Issue of a design/design check certificate, if appropriate.
- Pre-erection inspection of the temporary works materials and components.
- Appointment of temporary works supervisors

Potential temporary works on this scheme will include;

- Hoardings
- Crane bases & Tower Cranes
- Scaffolds
- Mast climbers
- Propping/Shoring to adjacent structures
- Hoists

The above list is not exhaustive and Downing Construction Limited will include a schedule of temporary works and their associated management procedures within the construction phase plan.

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6.0 Proposed works

Prior to any construction works commencing on site, all sub-contractors must provide full and comprehensive risk assessments and method statements for approval.

Below is a broad overview of the construction methodology.

Piling and Substructure Works

Prior to commencing on site, Downing Construction Limited shall make enquiries from all available Local Authorities and Statutory Authorities, etc, concerning the position and depth of existing service pipes, cables and other underground constructions which are likely to affect the works or be affected by the works.

The Piling Contractor will be responsible for the design, supply, delivery and installation of the piling works as required in accordance with his requirements and parameters coordinated and agreed with the Structural Engineer.

The Piling Contractor shall carry out the work in such a manner as that no buildings or structures, including their foundations, cladding, finishes, etc, or road surfaces, paving, services, etc, in the vicinity of the piling works, are disturbed or damaged in any way or their occupants unreasonably disturbed or affected.

The Piling works will commence during Q1 2022 onwards and take circa 20 weeks in total to complete on the basis of two visits split between the four structures.

The piling rig(s) and equipment will be delivered on low loaders, and during the piling operations, wagons will be regularly visiting site to deliver reinforcement and concrete and remove arisings from the piling works.

Following satisfactory testing of the piles, the substructure works will commence, initially consisting of in-situ pile caps and ground beam arrangements to accommodate the various structural grids transferring loads from the proposed upper levels. Waterproofing will then be installed in accordance with designed drawings, with the installation inspected regularly by the waterproofing system provider prior to the first ground floor slab pour in each structure.

During the substructure works, vehicles will be regularly delivering shuttering equipment, steel reinforcement and concrete to site, all of which will be lifted by a crane into position. During this period concrete pumps will be brought to site to assist in the general distribution of concrete.

Drainage and services applications outside the control of the site will be made as early as possible in the programme.

Concrete Frame Works

The superstructure concrete frame works will commence during Q2 2022 onwards and take circa 103 weeks to complete on the basis of a single continuous visit for all four structures.

The cores of the buildings are likely to be a slipform construction in which concrete is poured into a continuously slow-moving form, this is quickly followed by the precast stairs providing access to proposed floor plates.

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The superstructure floorplates will progressively follow the core albeit at a much-reduced rate, however, flat slabs are built quickly due to modern formwork being simplified and minimised. Rapid turnaround is achieved using a combination of early striking and panelised formwork systems. Post-tensioning of flat slabs enables longer and thinner slabs, with less reinforcement, and hence offers significant programme and labour advantages.

During this period there will be ongoing deliveries of plant, equipment and steel reinforcement all of which will be off-loaded by the Tower cranes (Luffer and Saddle). There will also be continuous deliveries of concrete which will be distributed by means of a static concrete pump to the floor slabs.

Facade works

The Façade works are programmed to start when the concrete frame has reached approximately the 10th floor. Mast climbers will be used to access the facade works and will be craned into position with the tower crane **or** “pick and carry” cranes and spider cranes in combination with vacuum lifters will be used to hold unitised curtain walling panels safely during their installation.

The facades will progress from Level 1 upwards in a progressive watertight manner to facilitate follow-on internal trades on the floor plates.

Due to the scale of the development, there is very little space on site for the storage of materials. Consequently, materials will be delivered on a “Just In Time” basis. Deliveries will have to be coordinated so as to not disrupt the concrete frame works, particularly when large concrete pours are in progress.

Mechanical, Electrical & Plumbing works

Commencement of the M&E installations will follow release of weathertight floorplates from the façade contractor(s) and again be progressively released in a manner that align with the build sequence. Isolated activities such as soil stack, wet/dry riser installations and core infrastructure may proceed in advance for the overall benefit of the scheme.

MEP Outline MEP Services Strategy

The development will be provided with the following sub stations fed from the local HV network: -

1no Substation serving Buildings A&B and Podium & 1no Substation serving Building C & 1no Substation serving Building D

From this point electrical services shall be distributed to serve all residential and communal facilities, via rising bus bar and LV cabling systems to sub distribution boards and on to final consumer units in apartments / studios etc.

Life safety systems shall be provided in accordance with BS9999 serving the following items; Sprinklers, Wet risers, Smoke ventilation, Car Park ventilation, Firefighting lifts, Firefighting shaft lighting, Fire alarms.

A fire alarm system to BS5839 Category L1 shall be provided throughout the development.

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In compliance with Part L and Manchester Core Strategy, space heating throughout will be provided by electric on peak heating.

Cold Water Storage / Boosters shall be provided to: - Building A (also feeding B), Building C & Building D.

Hot water generation will be provided in two manners -

- Co-Living Blocks A & B shall be via a central gas fired boiler / CHP plant with boosted hot and cold water feeding out through risers and horizontally through corridors to serve each apartment "cluster". Co-Living Block C (L2-16) shall be via central gas fired boiler / CHP plant with boosted hot and cold water feeding out through risers and horizontally through corridors to serve each apartment "cluster". Co-Living Block D shall be via central gas fired boiler / CHP plant with boosted hot and cold water feeding out through risers and horizontally through corridors to serve each apartment "cluster"
- Residential Block C (L17-43) shall be via local mains pressure direct fed electric water storage heaters.

Central plant configurations shall be such as to allow future connection to Manchester Civic Quarter Heat Network

Ventilation to Co-Living and Residential shall be provide by a mix of MVHR and MEVC dependent upon Part L assessment, TM59 overheating assessment and local air assessment conditions.

Above ground drainage shall be provided in compliance with BS12056 using primary ventilated stacks/stub stacks dependent upon height, tall elements shall utilise secondary venting or PAPA valves.

Smoke ventilation shall be provided in compliance with the fire report and Part B of Building Regs. Wet and dry risers shall be provided to firefighting shafts dependent upon the height of building. Sprinklers shall be provided in accordance with the fire report to comply with BS9251.

Finishing Works

The finishing works will commence approximately in Q1 2023 for a period of 98 weeks and will include partitioning, plastering, decoration, floor finishes, joinery, fitted furniture etc. The finishing works will require close coordination with the Concrete works and Façade works as these will be progressed simultaneously.

FIRST STREET DEVELOPMENT– CONSTRUCTION MANAGEMENT PLAN

7.0 KEY INFORMATION

Commencement Date: Q1 2022

Completion Date: **Block A&B** - 127 weeks after commencement
Block C - 100 weeks after commencement
and Block D - 153 weeks after commencement

Key Contacts: Ian Orton, Construction Director
Andy Thomas, Technical Director
Jim Dean, Commercial Director
Tony Dean, Senior Contracts Manager

Principle Designer:



46 Roby Road, Huyton, Liverpool, L36 4HF

Principal Contractor: Downing Construction Limited,
5 Myrtle Street, Liverpool, L7 7DN

Architect: SimpsonHaugh,
Riverside, 4 Commercial Street,
Manchester, M15 4RQ

Structural Engineer: Alan Johnston Partnership LLP,
4th Floor, 1 Dale Street
Liverpool, L2 2ET

Other key site personnel, project manager, site managers etc will be appointed and reflected in the construction phase plan.

FIRST STREET DEVELOPMENT– CONSTRUCTION MANAGEMENT PLAN

8.0 Summary Statement

The Construction Design and Management Regulations 2015 will apply to this project and all appropriate controls and systems will be in place to comply with the standards of the Regulations and associated guidance.

Every stage of the project will be pre-risk assessed and appropriate controls applied, sub-contractors will be pre-vetted and will be subject to extensive pre-contract requirements of information transfer and risk assessment.

A fundamental aspect of the Principal Contractor's role is the development of a Construction Phase Plan, which will take account of all known risks, which have been identified at pre-construction stage by the Principal Designer/CDM Consultant, the Design Team and also through site investigations.

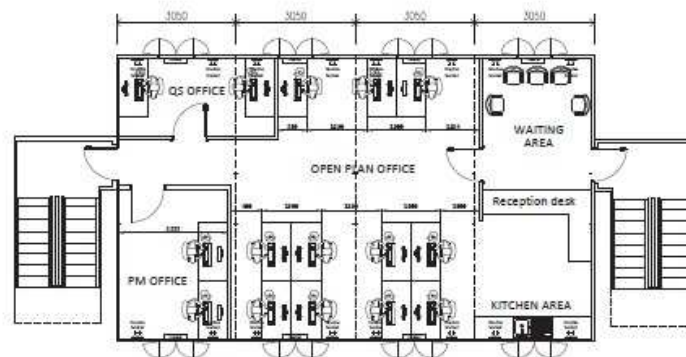
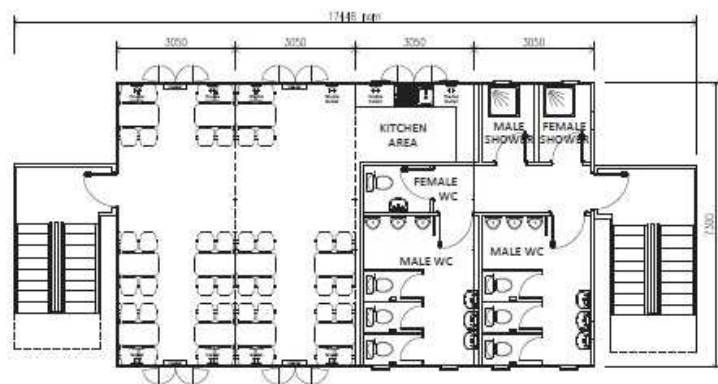
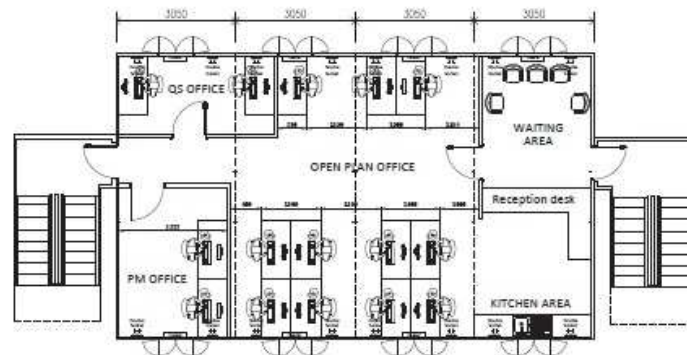
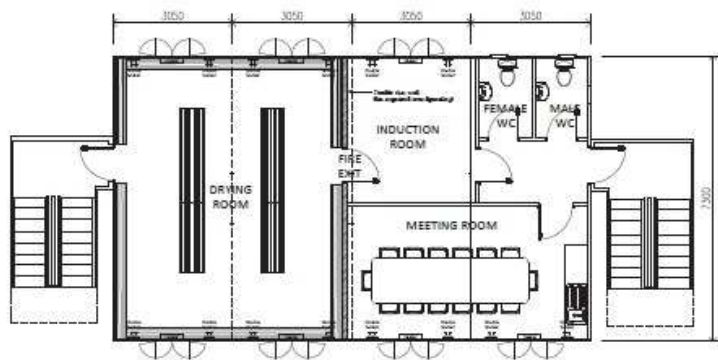
The Construction Phase Plan will describe arrangements and procedures for managing these key risk areas in more detail, as well as any future risk, and also the resources, including personnel, which will be applied to the scheme and which will ensure the Health and Safety of all those working on or affected by the project works.

Downing Construction Limited will have an on-going process of monitoring health and safety standards throughout its organisation. This is normally done directly (on site) by the site management team through regular inspections, toolbox talks etc. and also via the risk assessment process, both during the completion of risk assessments and then by following monitoring of the effectiveness of risk control measures which have been implemented. Site managers will also undertake regular reviews of overall safety on site, especially after any accidents or incidents and any matters raised from these will be dealt with accordingly.

Health and safety is also incorporated as a fundamental aspect of the overall project review, which will occur and this monitoring and review process will be supported by the Principal Designer (CDM) - Rawlings Safety Training and Consultancy Services Ltd (RCS).

The Principal Contractor will at the earliest possible stage of the project enter into dialogue with all relevant parties, including neighbours to ensure there is effective coordination throughout all stages of construction.

END OF THE CONSTRUCTION MANAGEMENT PLAN STATEMENT.



THESE DRAWINGS ARE NOTED FOR CONSTRUCTION AND MAY NOT BE USED FOR ANY OTHER PURPOSE. THESE DRAWINGS ARE TO BE USED IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS.

REVISION	DATE	BY
A -	00-00-18	

NOTES

Design Floor Loading 3 KN/m sq
Ceiling Height - mm

Please note, this drawing is generic and may refer to equipment or specifications that ultimately may not be required or installed.

Please note, any furniture shown on drawing is indicative and only a guide to room area's indicated

CODES

LW= low level window 1660 x 860
SW= standard window 1135 x 860
HW= high level window 385 x 860
FE= fire escape door no VP
ENT= entrance door dead lock & VP
FD= FD 30 916 door
FDV= FD 30 fire door with VP
SD= solid core door (toilets no VP)
DS= additional sockets to standard
ZIP= zip boiler tea point

Wernick
HIRE

CLIENT
George Downing Const

PROJECT TITLE
Big Set Up

DRAWING TITLE
AV Flex 7.2m 4 on 4 on 4

DRAWN D Emery	CHECKED	DATE CAD 2015
ORIGINAL SCALE NTS	DATE 04-01-18	
CONTRACT NO.	DRAWING NO. LEE-033-01a	

www.wernick.co.uk

NOTE:

Mast climbers will be used for the installation of the through wall constructions, (2 meter exclusion zone) or pick and carry cranes and spider cranes are combined with vacuum lifters which hold unitised curtain walling panels safely while they are installed with powerful suction cups.

Site Cabins to be positioned on the site of Building C during the construction of Buildings A, B and D. These will then be relocated to Back of House areas in the completed areas (TBC) during the construction of Building C.

This drawing is copyright.
Do not scale off dimensions.
All dimensions to be checked on site by contractor.
Contractor to report any dimensional discrepancies, errors or omissions prior to commencing on site.

NOTE:
DO NOT SCALE OFF DRAWING RELY ON INDICATED DIMENSIONS ONLY.

DRAWING TO BE READ IN CONJUNCTION WITH BAP SPECIFICATION.

INDICATIVE DETAILS TO ILLUSTRATE VISUAL INTENT ONLY, ALL TO CONTRACTOR'S DESIGN.

ALL DETAILS TO BE COORDINATED WITH ADJACENT TRADES AND RE AND R/E ENGINEER DETAILS.

THE CONTRACTOR IS RESPONSIBLE FOR MEETING THE SPECIFIED PERFORMANCE CRITERIA.

- Site Boundary
- New Hoarding Line, subject to Legal Agreements with MCC
- - - Indicative Existing Hoarding Enclosure
- New Hoarding Line as requested by ASK
- Max. Extents of Podium Roof (Buildings A/B/D)
- Max. Extents of Level 01/02 above podium roof (Buildings A/B)
- Max. Building Extents of Level 03 upwards (Buildings A/B)
- Max. Building Extents of Buildings C
- Max. Building Extents of Level 01 above Podium Roof Buildings D
- Max. Building Extents of Level 02 upwards Buildings D
- OVERALL MAX. EXTENTS BUILDING FOOTPRINT
- ⊗ Crane Mast Position - refer to separate drawings
- ⊗ 4.5m x 5m Hoist
- ⊗ Site Office
- ⊗ 9m X 3m double-stacked cabin provision for Subcontractors
- ⊗ Vehicular Gate / Security House
- ⊗ Show Flat
- ⊗ Substation (completed Scheme)
- ⊗ Temporary Substation (During Construction Period)
- ➔ Pedestrian Entrance / Turnstile
- ➔ 1m clear zone from Plot 9 Kerb edge
- ➔ Site Access Road
- ➔ Lift Area / Storage
- ➔ Safe Pedestrian Route

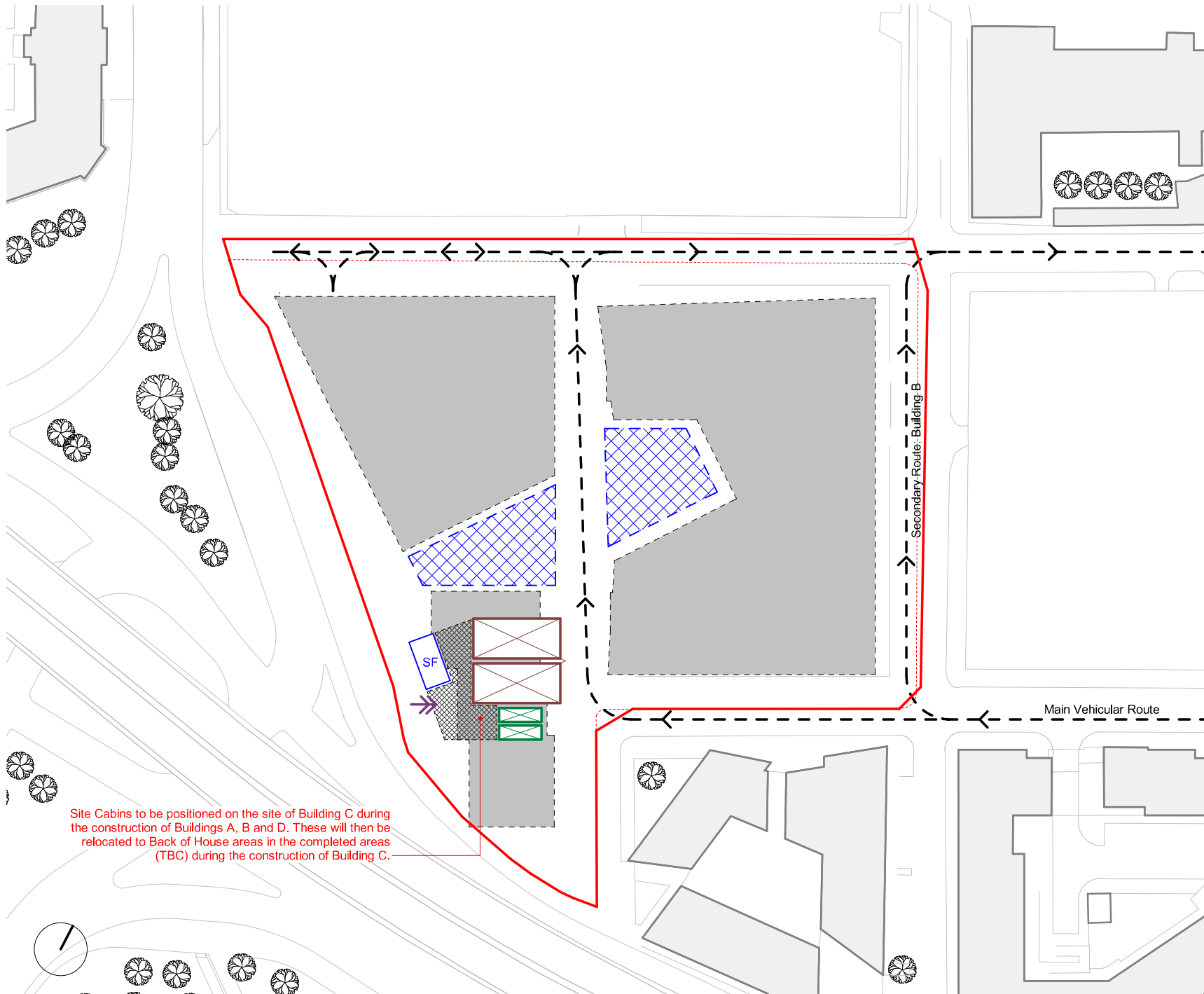
Rev	Date	Description
01	14-02-2025	ISSUED FOR TENDER
02	14-02-2025	SITE CHANGES MOVED AWAY FROM PLOT 9
03	14-02-2025	REMOVED HOARDING LINE AND INDICATIVE HOARDING
04	14-02-2025	ADDED VEHICULAR GATE AND SECURITY HOUSE
05	14-02-2025	ADDED SITE CHANGING AND SHOWING FLAT AND ACCESS TO BUILDING C SITE
06	14-02-2025	ADDED LIFT AREA, STORAGE AND TURNU

Project Title:
First Street South
Manchester

Drawing Title:
Building Extents Plan
Site Wide

For Information	
Plot No: 10266	Scale: 1 : 750@A3
Design Number: 10266-ZO-A-G100-SK-XX-001	Revision: P05

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All dimensions to be checked on site by contractor.
Contractor to report any dimensional discrepancies, errors or omissions prior to commencing on site.

NOTE:
DO NOT SCALE OFF DRAWING RELY ON INDICATED DIMENSIONS ONLY.
DRAWING TO BE READ IN CONJUNCTION WITH BHP SPECIFICATION.
INDICATIVE DETAILS TO ILLUSTRATE VISUAL INTENT ONLY, ALL TO CONTRACTORS DESIGN.
ALL DETAILS TO BE COORDINATED WITH ADJACENT TRADES AND RE AND M+E ENGINEER DETAILS.
THE CONTRACTOR IS RESPONSIBLE FOR MEETING THE SPECIFIED PERFORMANCE CRITERIA.

- Site Hoarding Line
- - - Site Boundary (When different to Hoarding Line)
- Site Office
- 9m X 3m double-stacked cabin provision for Subcontractors
- Vehicular Gate / Security House
- Show Flat
- Pedestrian Entrance / Turnstile
- Lift Area / Storage
- Safe Pedestrian Route
- Completed Scheme Footprint

No.	Date	Description
1	14/03/2023	First Issue

Project Title
First Street South
Manchester

Drawing Title
Construction Hoarding Plan
With Compound and Site Traffic Routes
Site Wide

Scale		Revision	
For Information	Scale	1:750 @A3	
Drawn By	10266	Check By	
Design No	10266-ZO-A-G100-SK-XX-002	Rev	

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