



Construction Management Plan

Redevelopment of
Pall Mall Court

Contents

1.0 - Introduction	3
1.1 – Background	3
1.2 – Site Location Plan	3
2.0 – Site Establishments & Logistics	4
2.1 – Site Operating Hours	4
2.2 – Site Establishment Plan	4
2.3 – Site Parking Arrangements	6
2.4 – Materials & Plant Deliveries	6
2.5 – Storage of Materials & Plant	6
2.6 – Construction Methods	6
2.7 – The Erection & Maintenance of Security Hoarding	7
2.8 – Traffic Management & Road Closures	7
2.9 – Access	7
2.10 – Temporary Lighting	7
2.11 – Access to Existing Properties & Businesses	8
3.0 Environmental Restrictions and Existing Risks	8
3.1 Site Waste Management Plan	8
3.2 – Recycling of Waste & Demolition Materials	9
3.3 – Air Quality Plan	9
3.4 – Control of Dust & Dirt	9
3.5 – Human Impact	9
4.0 – Programme	10
4.1 – Construction Programme	10

1.0 - Introduction

1.1 – Background

This Plan has been produced to support the application submitted to Manchester City Council (MCC) for the refurbishment and redevelopment of Pall Mall Court.

At the time of writing, a contractor has not been appointed. This document has been prepared by Bruntwood as an informed property developer and provides the framework for the Construction Management Plan (CMP) as well as indicating the anticipated delivery of the scheme. Should permission be granted for the redevelopment, further detail relating, but not limited to, the below shall follow:

- Site Waste Management Plan
- The parking of vehicles of site operatives and visitors
- Loading and unloading of plant and materials
- Storage of plant and materials
- Construction methods to be used
- Measures to control the emission of dust and dirt during construction
- A detailed programme of works
- Temporary traffic management measures
- Details on the timing of construction of scaffolding

Full consultation will be undertaken with MCC in respect of the detailed CMP to ensure that all development specifics have been considered and addressed.

1.2 – Site Location Plan

Pall Mall is located on King Street in Manchester City Centre and is bordered by Brown Street to the East, Marsden Street to the North and Cheapside to the West, adjacent to 55 King Street.

The building consists of one main 10 storey “tower” block, with two smaller 5 storey “wing” blocks to both King Street and Marsden Street forming the buildings “Z” shape footprint when seen in plan view. Please see location plan below:



2.0 – Site Establishments & Logistics

2.1 – Site Operating Hours

The works will be completed between Monday - Friday with weekend working reserved for specific tasks and operations such as noisy works in close proximity to Pall Mall Medical who will remain in occupation of the basement, ground and lower ground floors of the King Street wing throughout the redevelopment.

Official site working hours will typically be:

Mon – Fri: 7:00am – 5:00 pm,

Sat: 7:00am – 4:00pm (as required)

Sunday/Bank Holidays: 8:00am - 4:00pm (as required)

All noisy works will be completed in line with MCC's prescribed timeframes of:

Mon - Fri: 7.30am to 6:00 pm

Saturday: 8.30am to 2:00 pm

If for whatever reason noisy works need to be completed outside of the above prescribed timeframes, advanced permission will be sought from MCC.

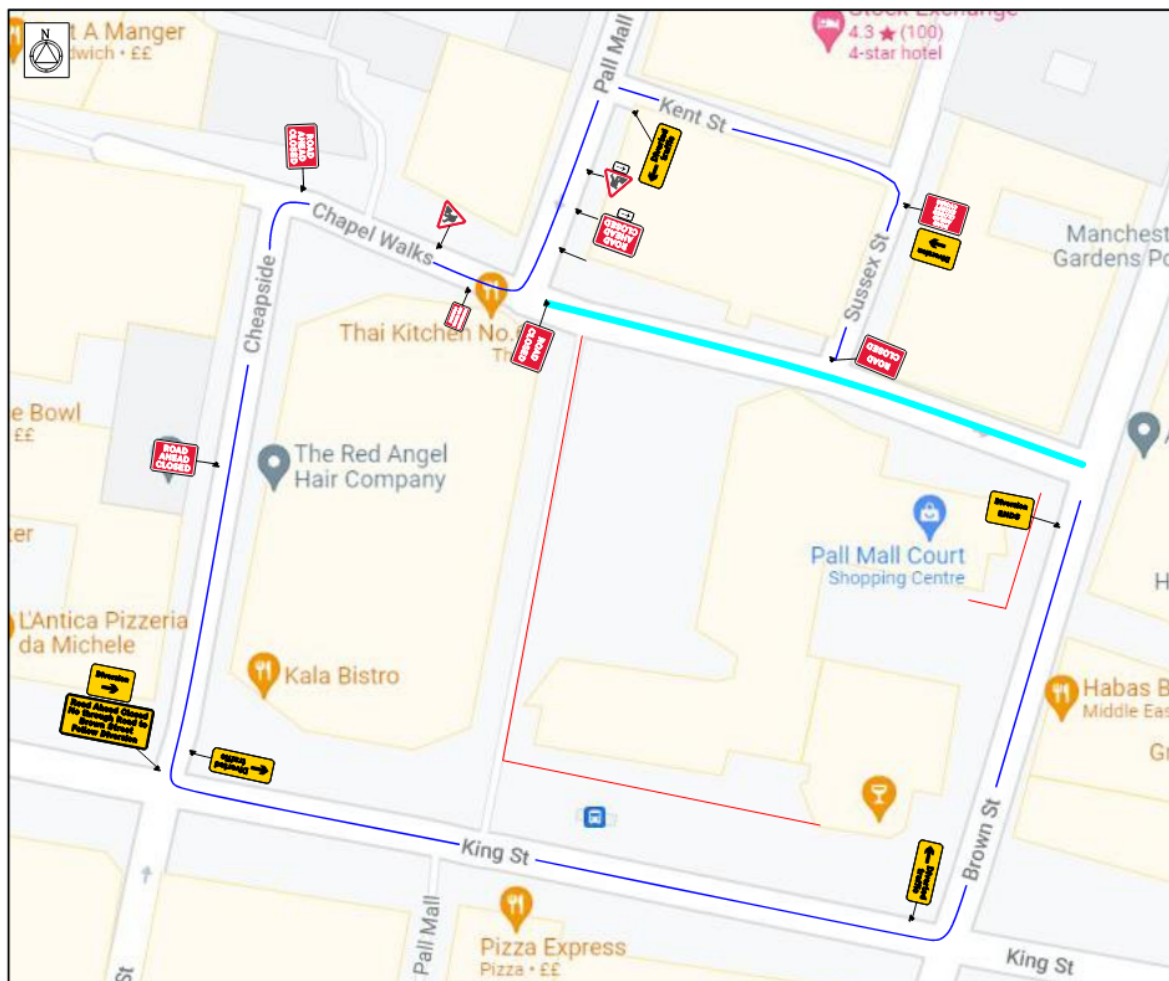
2.2 – Site Establishment Plan

Due to the location of the site, access for contractor vehicles, as well as for deliveries and the removal of waste materials is likely to be via Marsden Street. To Marsden Street there are seven parking bays which will, either in part or fully, need to be suspended for the duration of the works to facilitate safe access and egress from the construction site.

There is no provision for contractor vehicular access from Brown Street due to a service yard area which is shared with the Pinnacle building next door. Access from the front elevation off King Street is also not available due to the busy nature of this road, as well as limited vehicular access to deliver and remove materials due to parking bays, a bus stop and a zebra crossing all being within close proximity to one another.

The project office and site welfare will likely be located externally on the existing piazza between Pall Mall and 55 King Street (currently managed by Orbit Property). There will be welfare inclusive of a canteen, drying rooms and WCs, all in accordance with Schedule 2 of the CDM Regulations 2015.

The below plan denotes the likely site hoarding line in red (see section 2.7 below), with the partial **or** full closure of Marsden Street denoted in turquoise. Should a full closure be required, a Temporary Traffic Regulation Order (TTRO) will be submitted separately for approval.



2.3 – Site Parking Arrangements

There will be contractor parking provisions onsite however these will be limited due to restricted head height through the roller shutter entrance door to the basement car park accessed off Marsden Street. There is a small amount of off street car parking dotted around the site, as well as a number of other Bruntwood properties within close proximity.

2.4 – Materials & Plant Deliveries

Deliveries will be made to the site via Marsden Street. From here, materials will either be transported internally within the building via the roller shutter door providing access to the basement car park, or directly onto the piazza for storage and distribution as required. Any deliveries will be coordinated by a banksman and robust management controls will be implemented by the Principal Contractor to ensure the safe movement of vehicles.

2.5 – Storage of Materials & Plant

Due to the challenges associated with the site's location, the majority of deliveries will be made on a 'just in time' basis to minimise the amount of materials stored on site. A designated storage area will be utilised and this is likely to be located in the basement car park and the external piazza for the majority of materials. Materials required to complete works to higher level floors will be stored throughout the building, ensuring that they are stored safely and do not present a H&S risk.

2.6 – Construction Methods

Before any construction works begin, site boundaries will be established by means of solid hoardings to secure the site. Pedestrian and vehicular access and egress gates will be installed at agreed locations, most likely off Marsden Street as per section 2.2 above.

The general construction sequence and construction methods are as follows;.. TBC

2.7 – The Erection & Maintenance of Security Hoarding

The site will be secured by means of a security hoarding incorporating the necessary pedestrian and vehicle access gates as previously noted. Hoarding is likely to be solid in nature, with some areas utilising heras fencing to enable the passage of light through, for example in front of Pall Mall Medical to the King Street wing.

The access gates will be controlled by gatemen appointed by the Principal Contractor, who will coordinate all deliveries and removals to and from site. Pedestrian access to and from the site will be controlled and recorded allowing for detailed monitoring of all site personnel.

The site will be covered by CCTV and, if required, a physical guard presence will be utilised.

2.8 – Traffic Management & Road Closures

As per section 2.2 above, it is likely that either a partial (parking bay suspension) or full road closure will be required to Marsden Street to facilitate the redevelopment of the building. If and when required, a Temporary Traffic Regulation Order (TTRO) will be submitted separately for approval.

2.9 – Access

There is a requirement to access the whole of the external elevations of the building to complete the required façade works. Perimeter scaffolding has been deemed the safest and most efficient way to provide this access and will be erected accordingly to provide a safe working platform for working at height. The scaffolding will be designed to ensure protective fan decks are incorporated as required to protect both members of the public and site operatives.

All façade access, and any temporary access provisions, will be fully designed and approved by an appointed temporary works engineer.

2.10 – Temporary Lighting

Low level bulkhead type lighting will be provided to the perimeter of the hoarding lines to reduce the effects of any dark spots. This is of particular importance to the piazza elevation of the building which is renowned for antisocial behaviour due to the building's inherent design incorporating secluded overhang areas.

All walkways, staircases and access routes will also be lit by means of temporary lighting which will be of a minimal output, to reduce the effect on local residents and businesses. Lighting will be provided within the building, in the form of tripod task lighting as well as temporary bulkhead lighting to all floorplates.

2.11 – Access to Existing Properties & Businesses

It is anticipated that there will be little to no significant impact as a result of the works to surrounding properties and businesses. Due to the road layout surrounding the building, any partial or full closure of Marsden Street (TBC via submission of TTRO)

would have little impact on access routes and small traffic diversions would see this remedied.

The final logistics plan will be fully communicated to the site workforce by both Bruntwood and the Principal Contractor, as well as through the induction process and toolbox talks which will be rigorously enforced.

Letter drops will be completed to neighbouring premises prior to commencement of the works, with contact details of both the Bruntwood project manager and Principal Contractor provided.

3.0 Environmental Restrictions and Existing Risks

3.1 Site Waste Management Plan

The principal wastes predicted to be generated by the construction work include mixed construction and demolition wastes, packaging, timber and catering wastes (i.e. general waste). Hazardous waste in the form of asbestos is present within the building and will be remediated prior to commencement of any construction works. At the time of writing, a package of soft strip and asbestos remediation has been approved by MCC via letter of consent and this package of works will be completed in advance of planning approval.

A Site Waste Management Plan (SWMP) will be appended to the final Construction Management Plan for consideration by MCC prior to the commencement of the redevelopment. The principles of the waste hierarchy (eliminate, reduce, reuse, recycle, recover, disposal) will be applied to the SWMP to ensure best practice on site and to sustain high levels of sustainability in the project as a whole.

It is intended that the SWMP should be an evolving document during the course of the project and as such regular monitoring and reviews will be undertaken to ensure continual improvement, legal compliance and that cost effective solutions are in place.

3.2 – Recycling of Waste & Demolition Materials

All waste streams will be segregated, where possible, prior to being removed from the sites by a licensed carrier. All mixed waste is to be transported to a licensed transfer station where the waste is segregated and waste to landfill reduced whenever possible.

3.3 – Air Quality Plan

The most significant risk to air quality from the construction works will be during the groundworks period of the developments. Dust generated through all work activities will be controlled at source, so far as is reasonably practicable, by a recognised method and in line with legislative duties.

3.4 – Control of Dust & Dirt

Guidance from BRE states that the most effective mitigation technique for dust control is to prevent dust from becoming airborne, since it is difficult to suppress after this stage.

Dust is expected to arise primarily during dry weather and especially strong wind, albeit most dust emitting activities will be completed within the building itself. Consequently, good site management shall include the ability to respond quickly to such conditions by employing techniques as dampening down i.e. using a spray hose to deliver a fine spray as well as the use of on tool dust extraction whenever possible and practical to do so.

3.5 – Human Impact

Construction works can have an impact upon the local environment and the residents of local communities. As such, the following processes and procedures will be implemented, in addition to the above controls to minimise the effect that the redevelopment will have on the local community.

The intention is to communicate to local stakeholders through letter drops and communication boards with the primary personnel contact details on the perimeter of the sites and details of how to raise any concerns the local community may have during construction. All site staff and contractors will receive site inductions which will include a section on reducing the impact on the local community.

Local residents will be invited to advise of any concerns they may have, and an open-door policy will be endorsed. A Community Engagement Plan will be developed at pre-construction stage and will be fully implemented through the construction phases and beyond, with a strong proactive attitude being encouraged.

4.0 – Programme

4.1 – Construction Programme

The works are, subject to planning approval, programmed to run from August 2022 to November 2023, save for the already approved soft strip and asbestos remediation works which will be completed prior to this.