

Kier Construction Management Plan

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The project is due to commence in May 2021 and consists of the construction of a new 3 storey extension, on the land to the rear of the existing structure on 323 Oxford Road, formerly the Natwest Bank. The new extension will occupy the land right up to its boundaries with the adjacent Dover street footpath and Brighton Place Highway. There are currently no plans to carry out works within the existing building.

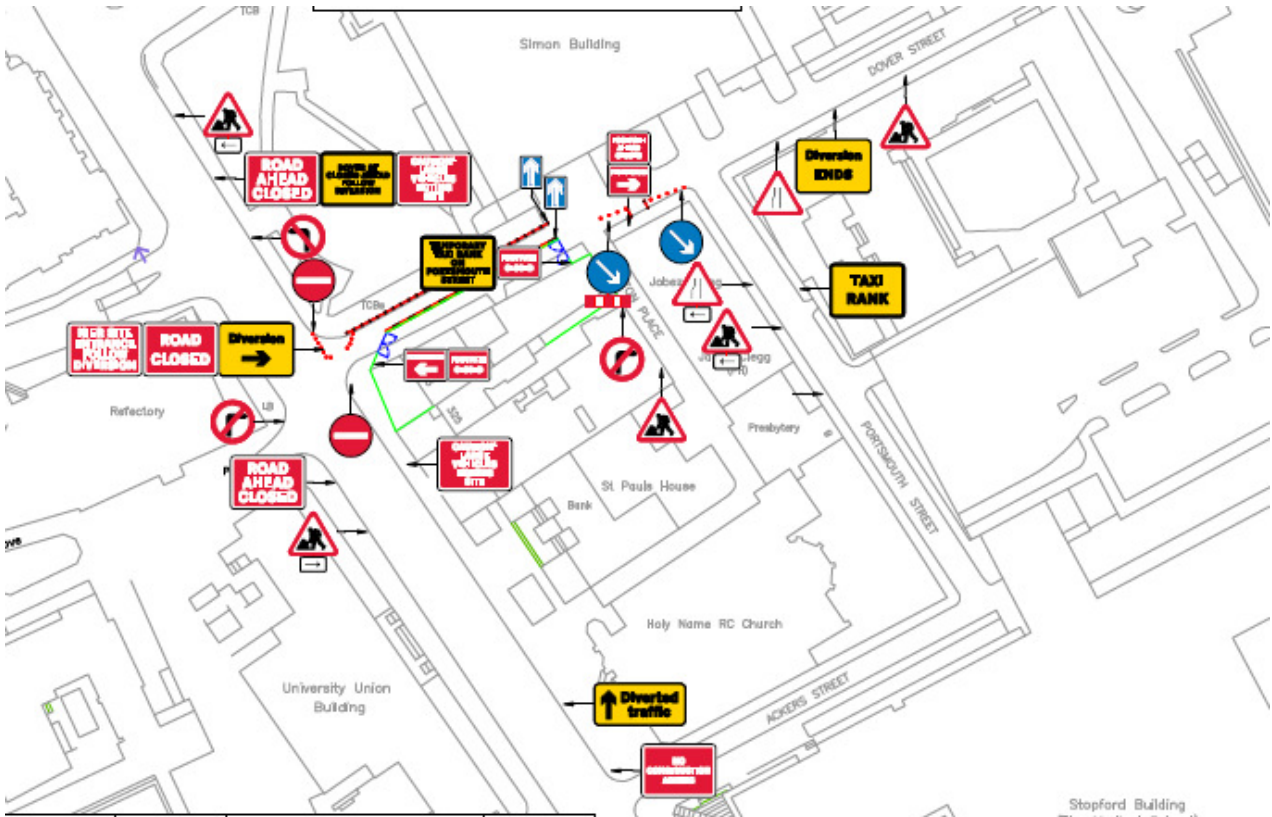
There will be specific focus on the potential for encountering asbestos containing materials within the existing building, as well as work in close proximity to listed structure, adjacent highways and neighbouring businesses, notably the KRO bar situated at 325 Oxford Road.



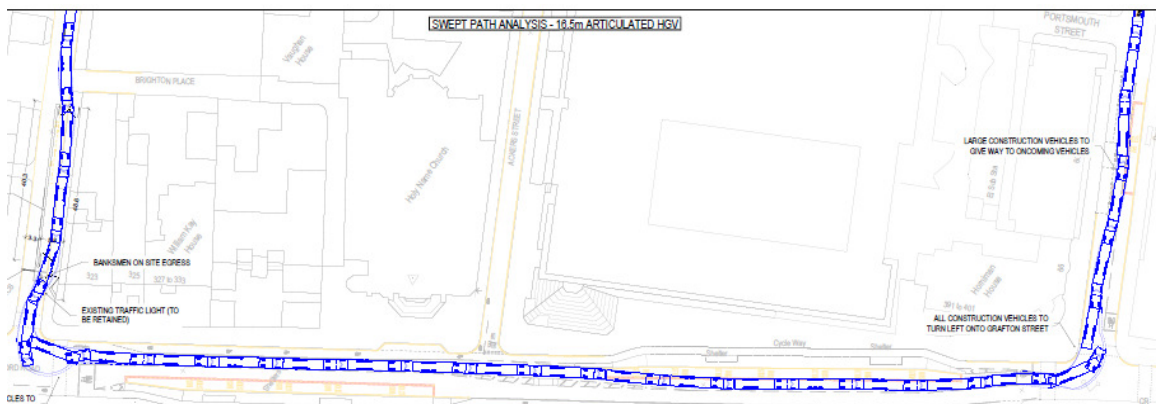
Christabel Pankhurst Institute Construction Management Plan



In terms of statutory notification and permits, a TTRO has been applied for and granted to cover the closure of the southern footpath on Dover Street, as well as the westbound lane to traffic for the duration of the works. This, and how it is to be implemented with signage is detailed below:-



As well as the above plan, a swept path analysis has been carried out to ensure that it vehicles can access and egress site and maneuver as necessary, thus reducing disruption to traffic using Dover Street and Oxford Road. An example of this analysis can be seen below:-



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4.0 Entrance/exit from the site for visitors/contractors/deliveries

As there is to be no parking on site, all visiting personnel excluding deliveries will need to access the site on foot via a turnstile situated off Brighton Place. The site offices are to be situated in the adjacent William Kay building, with operative welfare and accommodation situated in the courtyard at the rear of 327 Oxford Road (directly opposite the William Kay building). Access to the site is to be via a fingerprint controlled turnstile sited just off Brighton Place.

Deliveries are to access as described in section 3, reporting to the gateman in the first instance.

All reversing vehicles will need a banksman.

5.0 Location of directional signage within the site

The site will include appropriate signage for pedestrian access routes and vehicular access signs throughout site, mainly on pedestrian barriers, red hoops, and/or site boundary.

6.0 Material Delivery and Storage and machinery on site

Storage of plant and material is to be severely restricted on site to ensure that working space is not impacted. All storage that is permitted is to be within the boundary of the site, with deliveries to be arranged on a "just in time" basis to ease restrictions on space. Materials of value are to be stored inside the building where possible, and all plant is to be locked up when not in use.

Removal of spoil required during the substructure construction is to be on rigid 20T tipper trucks, which are to be appropriately spaced to ensure only one vehicle is accessing and egressing the site at any one time.

All vehicles are to be banked by a minimum of 2 traffic marshals at all times when reversing. Maneuvering is to be avoided on Dover Street or Oxford Road where possible to reduce disruption to passing traffic. Where this cannot be avoided, appropriate traffic marshalling is to be in place to ensure the safety of passing motorists and pedestrians.

7.0 Siting of temporary containers

Any storage containers will be made of non-combustible material and stored within the boundary of the site. There will at no point during the works be more than 2 containers on site at any one time.

8.0 Parking for contractors, site operatives and visitors

Due to existing parking constraints within the University Grounds, there will be no means to provide contractor and visitor for the duration of the project. Operatives will be encouraged via the induction to use public transport where possible and directed to local parking facilities where not.

9.0 Working space and extent of areas to be temporarily enclosed and secured during each phase of construction

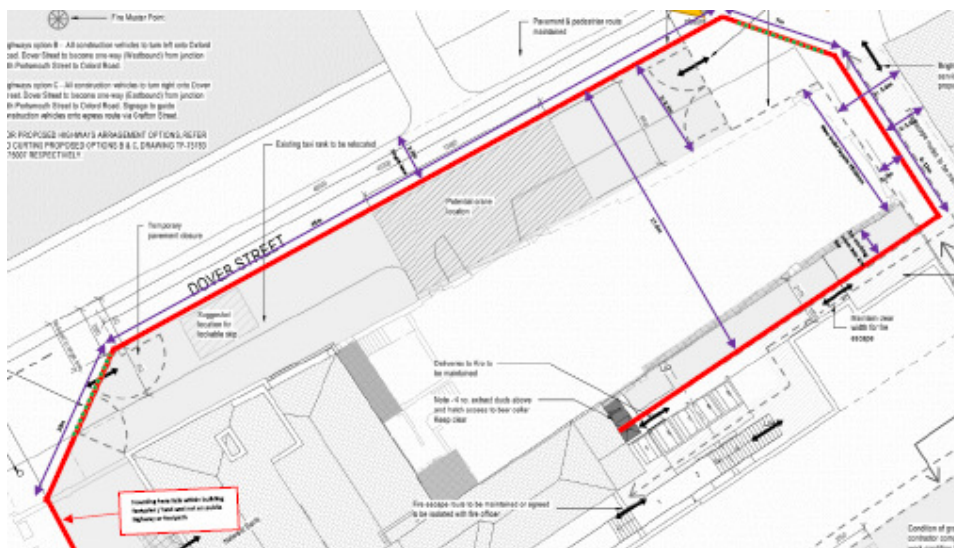
The works will be carried out in a single phase and will predominantly take place within the demise of the site, as defined by the property boundary and TTRO. Access will be required to oversail the neighbouring property (325 Oxford Road) and this has been agreed via a Party Wall Award, executed prior to construction.

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There will be short duration works which require plant or equipment to be temporarily placed on Brighton Place during the construction phase, such as completion of the high level vertical façade treatments and the completion of the 278 works to form a new footpath towards the end of the project. Any such works will be mobile in nature, or setup to avoid any extended access restrictions into or out of Brighton Place.

10.0 Site boundary and hoarding treatment

The below shows the proposed hoarding line, which will remain in place for the entirety of the construction phase. The sections situated on or adjacent to the highway are subject to a hoarding license (which has been approved and granted) and will be formed using a mesh TVCB system, which will provide traffic protection for those working on the project, whilst also maintaining visibility along the single lane stretch of highway, and ensuring the traffic signals are not obscured from view when approaching Oxford Road.



The solid sections of hoarding will be secured to concrete ballast, and will be decorated with Kier and University of Manchester branding.

11.0 Temporary roads/areas of hard standing

As the site areas is already predominantly hard landscaped with tarmac and solid foundations, no additional areas of temporary roads or hard standing are required.

12.0 Schedule for large vehicles delivering/exporting materials to and from site

Major construction vehicle movements will be programmed occur at intervals so as to avoid congestion around the site, with a strict "one vehicle at a time" policy in place at all times. Vehicles will be booked into timed slots, and will be asked to contact their site contact 10 minutes prior to arriving on site. Should there be a delay with a preceding delivery, then the vehicle scheduled to follow will be asked to park and wait in a safe place away from the site and University campus, until called to approach site once it is clear. .

It is not currently planned to provide wheel washing, as there should be no access for road vehicles to anything other than hardstanding once on site. The requirement for this will be constantly reviewed however throughout the project, and washing arrangements can be implemented if required.

13.0 Measures to control noise, vibration and dust

The most likely cause of noise, vibration and dust during the project is via the excavation and demolition works. There are already constraints in terms of noise and vibration as a result of the party wall agreement with the neighbouring licensed premises, so these will be monitored routinely in order to comply with these.

Dust will be suppressed at source using a variety of methods, from point of impact extraction, to flooding and damping down. The site haul road and surrounding highways will be under constant review in terms of their cleanliness, and a local roadsweeper will be on call should they required treatment.

14.0 Street sweeping/street cleansing

We will carry out road sweeping to the surrounding roads during the excavation works.

15.0 Waste Management/Recycling

There will be a single waste management/collection area from which skips will be exchanged once full and taken away once no longer in use. The waste management area will be situated within the site, with a fire-rated lockable skip used whenever it is necessary to store within 8m of an existing structure.

Working closely with our preferred supply chain waste management company, Premier Waste, we evaluate the constraints of the site to ensure works are planned and coordinated appropriately to make best use of available space.

By engaging Premier Waste rather than having multiple skips for the segregation of waste on site, one skip is provided for general waste and the segregation is undertaken in Premier Wastes' waste transfer centre. This is of benefit when working in confined and live environments where external space is restricted, and there is mass amounts of waste to remove. Kier waste is segregated from other waste at the waste transfer centre for the accuracy of our recycling data.

Premier Waste liaise with the Kier Project Lead to produce the Site Waste Management Plan. The SWMP estimates likely quantities of each potential waste stream, identifies ways in which to reduce, reuse, recover or recycle the waste both onsite and offsite and sets targets in accordance with legislation and duty of care.

All data is recording using SMARTWaste, which issue monthly waste data reports. This data allows the project team to assess the waste forecast against actual generated waste.

Wagons will be scheduled to arrive at intervals to take away demolition waste (to be managed and determined by demolition contractor).

16.0 Hours of working

The proposed hours of working are 07:30hrs to 17:30hrs Monday to Friday.

17.0 Community Engagement

It is proposed that regular leaflet drops will take place in the surrounding neighbourhood, to keep residents informed of site activity, particularly in relation to any potential disruption which could occur. There will be an information board situated at the site gate, which will display photographs, newsletters and dates etc. This will also provide details of the complaints procedure, which will allow us to receive feedback from the local community and act accordingly.

There is also a plan to employ at least 3no unemployed persons and 2no apprentices from the local area via "The Works," an organisation embedded within the uoM framework. Opportunities to engage with the secondary school situated immediately adjacent to the site access will also be explored.

18.0 Phasing of works including start/finish date

The works are due to commence in May 2021, and completed by the end of April 2021.
Key milestone dates include:

Reduced level excavaiton – May '21
Piling – July '21
Structural steel/pre-cast frame – August '21
Envelope – September '21
Fitout – from November '21