ALLIANCE

PREMIER HOUSE, RENAISSANCE, MANCHESTER

CONSTRUCTION MANAGEMENT PLAN
AND OUTLINE METHOD STATEMENT

MAIN CONSTRUCTION PHASE - REMODELLING OF EXISTING STRUCTURE AND CONSTRUCTION OF NEW OFFICE BUILDING

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1. Introduction

This Method Statement relates to the main phase of works to Premier House only. Premier House is a four-storey former office block which is part of the Renaissance Hotel site on Deansgate, Manchester.

This document sets out the overall method of delivery for the construction works, including logistics and environmental management processes required to be implemented on site by the appointed Principal Contractor engaged for the redevelopment of the office (Premier House) demise.

The exact measures implemented may be subject to development following further contribution by the Principal Contractor and consultation with Manchester City Council (MCC), Client team, and any other relevant stakeholders. All provisions implemented on site will achieve as a minimum legislative compliance.

2. Scheme Overview

The overall development site occupies a prominent location in the City Centre, fronting onto Deansgate, Blackfriars Street, and Victoria Bridge Street, and the River Irwell. The site is previously occupied by a four-storey, 1960s office building, Hotel and basement car park. Premier House has been vacant for many years and consequently become dilapidated over years of non-use.

The planning application to which this document relates is for the redevelopment of Premier House. The scope of works generally includes remodelling the existing structure with removal of parts of the existing structure and addition of new structural elements including columns and floors. The building will receive a new façade and internally new office and retail space.

[Note: Strip-out works and external demolition will have already been completed prior to this works commencing and windows replacement for the Hotel phase of the development will be underway under following License/Prior Applications:

- Soft Strip of Premier House; Licence # LP/JP/CVL2010/20846
- Prior Application – Replacement of windows to Hotel building; App No. 129468/FO/2021
- Prior Application – Part demolition of Premier House; App No. 130049/DEM/2021]

The site is located between Victoria Bridge Street, Deansgate and Blackfriars Street.

Site Location Plan

View of existing Premier House

The site is within an area of the City Centre that is characterised by retail uses with ground floor shops, leisure, food and drink uses. To the North East is The Arena concert venue, to the South is a largeoffice and further retail outlets, to the East is No. 1 Deansgate residential building and to the West is,the river Irwell.

This Method Statement is to be read in conjunction with the Construction Phase Health and Safety Plan (CPH&SP), the requirements of which must be strictly observed. The CPH&SP will be provided once a Principal Contractor has been procured and prior to works commencing on site.

3. Programme and Site Working Hours

Commencement Date: November / December 2021
Duration: Approximately 18 months

Normal Site Working Hours for all demolition and construction work, and ancillary operations, including deliveries to and dispatch from the site shall be confined to the following periods:

Between 08:00 and 17:00 Monday to Friday
Between 08:30 and 13:00 on Saturdays
No planned works on Sundays and Public Holidays.

The operation of plant/machinery/power tools and any noisy operations will be limited to the core hours stated above. Note that quiet works associated with office work may continue outside these hours.

It is recognised that there may be exceptional circumstances where the restriction on hours of work

cannot be adhered to, in which case all reasonably practicable mitigation management procedures will be implemented, such as the Principal Contractor will provide advance notification and justification for any extension to the working hours to the Planning Authority and notify any affected neighbours before works start outside normal hours.

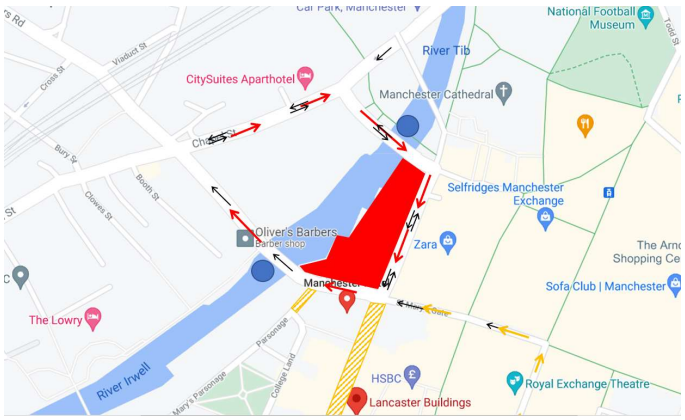
4. Site Access Strategy

Access to the Premier House Works will primarily be off Deansgate via vehicle entry/exit gates in the perimeter site hoarding to access the site from the Deansgate frontage.

Access to the live basement car park shall be maintained via Blackfriars Street during the works. The Car Park access ramp shall be kept live, with construction site access required to the Service Yard and car park levels restricted to specific managed movements with prior approvals and Temporary Traffic Management.

The adjacent site access to the Hotel and Residential phases of the development will be separately coordinated and adapted to ensure a coordinated approached to the overall development.

The primary route for site vehicles shall be via A6 Chapel Street, with vehicles arriving to site primarily East over Victoria Bridge and turning right onto Deansgate and then entering the site from Deansgate. On exiting, vehicles will exist onto Deansgate and turn right onto Blackfriars and leave via the one-way system over Blackfriars Bridge back to Chapel Street. A secondary route (for smaller, more lightweight vehicles) would be from Market Street / St Mary's Gate, and vehicles turn right onto Deansgate and straight into the offloading area. Vehicles would then exit site the site gate onto Deansgate and exit via Victoria Bridge Street. Ongoing vehicle routes to and from site will need to be reviewed and managed in accordance with Manchester City Council and to accommodate any other temporary traffic orders as required.

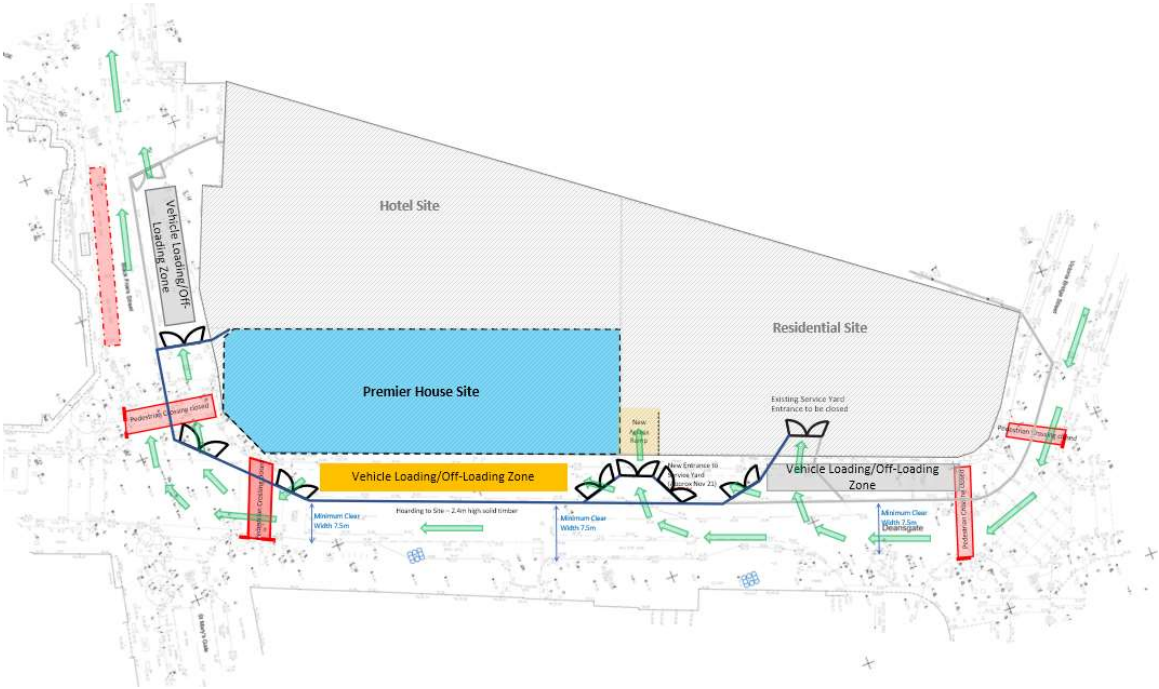


Construction vehicle local traffic movement

Advance planning and liaison on hoarding and vehicle movement has been entered into in order to manage the constraints of the site to best facilitate the construction of the project with minimal disruption to the local environment. Critically, the site boundary has been developed to create full site enclosure to reduce the interface with the public on all elevations. Due to the proximity of the site works to the existing footpath, and width of the existing pedestrian access along the Deansgate and Victoria Bridge elevations in particular, the footpath and part of the carriageway will be closed and pedestrian access diverted prior to arriving at the site vicinity. There is sufficient space and locations leading up the site to safely divert pedestrians away from the site, and to use the opposite sides of all three major roads for continued safe pedestrian movement.

Access to existing premises on Deansgate will not be affected with vehicle and pedestrian access maintained.

The vehicle approach and egress routing ensures that two-way traffic is maintained on Deansgate and Victoria Bridge Street, and a one-way TTRO on Blackfriars Street on the approach to Blackfriars bridge has been secured for the duration of the Hotel works. The traffic movement at the Deansgate / Victoria Bridge Street junction shall be managed with temporary traffic lights to control traffic along a section of single-lane road at the east end of Victoria Bridge Street, whilst maintaining the current overall traffic circulation.



Indicative Site Hoarding and Access Gates (with adjoining site hoarding interface)

Vehicle access gates shall be installed at various points in the hoarding to allow vehicle movement off the public road into the site boundary. These access points will vary over the duration of the works to suit the various works phasing, and the diagram above shows various possible locations but they will not all be operational at the same time other, with 2 site gates expected to be in use at one time.

Site vehicles delivering or removing materials from site shall be stationed inside the site hoarding line along Deansgate. All vehicles arriving at the site shall be pre-informed about the access routes and vehicle management system on site and shall comply with the Delivery Management System that will be implemented by the Principal Contractor. It is anticipated that approximately 20-25 vehicles will arrive/depart site on any given day, at peak construction.

No vehicles will be permitted to park /wait on the immediate access roads and vehicle holding points will be identified by the Principal Contractor in the wider area from site to allow just-in-time arrival to enable vehicles to be escorted directly to the designated area for delivery/collection.

Site access signage will be placed in clear visible positions warning both vehicles and pedestrians alike of the location of the site entrance.

Pedestrian access to site shall be via a dedicated site entrance gate segregated from the vehicle gates, likely to be on the corner of Deansgate/Blackfriars. All site operatives must at all times whilst on site comply with the site rules and requirements of the Health and Safety at Work Act 974 etc., the Construction (Design and Management) Regulations 2015 and all other relevant safety legislation codes, standard and guidance.

It should be noted that the works for Premier House and the new Residential Tower to the north of Premier House on the same site are envisaged to be under the coordinated control of one Principal Contractor to best coordinate and reduce the impact of the construction activities of both. Therefore parts of the site logistics mentioned in this document will overlap with the logistics required for the Residential Tower (made under separate application).

No parking on site shall be permitted and any operative vehicles may use the public car park in the basement of the development which will be kept in operation during the construction phase, or other nearby parking facilities.

5. Temporary Traffic Management

Temporary Traffic Management (TTM) shall be prepared, submitted and implemented for all works that interface with the public highway. Licenses for the perimeter hoarding shall already be in place as part of the separate Demolition Works planning application. Any modifications to this during the course of the construction phase shall be planned and coordinated with MCC and any additional TTM shall be implemented.

The TTM for site-wide logistics includes closing the current pedestrian crossings at Deansgate/Blackfriars and at Deansgate/Victoria Bridge Street, changing the road markings, and temporarily adjusting the traffic signals at both junctions. This shall remain in place for the duration of the Premier House works. A TTRO for the one-way traffic on Blackfriars has already been approved and implemented.

All site entrance and exit gates shall be managed and controlled by designated gatesmen and banksmen to ensure the safe and controlled movement of vehicles into/out of the site boundary and to ensure the traffic and pedestrians are managed accordingly. Any further detailed TM can be developed further by the Principal Contractor

6. Site Security

The construction site is are primarily within the demise of the existing building, with contractor office and welfare setup within the site boundary. Vehicles to and from site to service the works of Premier House will predominantly enter and exit the site gates along Deansgate. A new access point to the Hotel service yard area will be created as part of the works to facilitate shared access to the internal service yard area, which is part of the Hotel demise with shared access to the rear of Premier House. The main Site Security shall be at the dedicated pedestrian access point to enter/exit site. This point shall be determined by the Principal Contractor carrying out the works once they have been appointed.

Security will be in place at all perimeter/external access points to control access to and from the site.

Out of hours, all site access points will be locked and security present on site 24/7 to patrol and maintain security during non-working hours.

The integrity and effectiveness of site security arrangements will be subject to a daily recorded check by the Principal Contractor with any adaptations or amendments required addressed as a matter of urgency.

Site security will also be maintained by security cameras provided by an approved SIA registered security contractor. The cameras will be monitored 24/7 for the entire duration of this project.

7. Protection to the public

In addition to the specific measures identify in sections 4-6 above, the works shall be undertaken in such a manner to minimise the impact to the public, which the following aspects being implemented:

- Take all reasonable steps to minimise the creation of dust, with the use of low-impact breakers, screens and enclosures and water dust suppression systems where parts of the internal building need to be demolished and removed, should this be deemed necessary;
- Curtail, suspend or re-arrange work as necessary to allow the works to proceed whilst reducing the impact on any of the adjacent building occupiers or neighbouring properties/premises;
- Ensure all plant is fit for its purpose and adequately maintained so that noise generation is within the manufacturer's stated maximum noise level;
- Given particular consideration to activity on site at the start of the day to minimise disturbance of the neighbours. Reversing manoeuvres will be avoided in the early morning to prevent reversing sirens sounding. The timing of any particularly noisy operations will be coordinated to minimise disturbance as far as reasonably practicable;
- Monitor the condition of the pubic highway when HGVs are leaving site;
- Air-quality and noise monitoring shall be in place throughout the works.
- Light pollution from the site temporary lighting shall be planned in such a way and controlled to minimise the impact on the adjacent premises.
- Where pedestrians are required to walk near to the site hoarding, particularly relating to the opening of adjacent phases of the development, additional segregation, protection measures, lighting, or signage shall be provide as required.
- Site security and logistics staff shall be courteous and respectful to the public moving around the site boundary and shall provide directions in relation to the works or the vehicle movements being carried out.
- All construction delivery vehicles shall be fully compliant and roadworthy.

8. Labour Levels

Labour levels will be managed in accordance with the different work activities and phasing of work over the construction works programme. The below table gives an indicative break-down of resources for main packages of works, as a guide:

Principal Contractor	10
Site Logistics	10
Structural Works	40
Façade Works	20
MEP Works	30
Roofing	10
Interior Fit Out	25
Lifts	5
External Works	15
Sundry	20
Total	185

Maximum no of site personnel at peak times will be around 100-120. Numbers will be re-assessed and verified following review of the works by the Principal Contractor.

9. Plant and Equipment

The plant and equipment will be specified and provided by the Principal Contractor for the works once appointed. The below list identifies key items that are envisaged to be used, but may be substituted for alternative items further to construction methodology development by the Principal Contractor.

- Small to Medium-sized excavators with various pneumatic arm attachments for removing existing structural floors.
- Mobile Cranes for material delivery.
- Floor-mounted mini-cranes.
- 40m3 roll-on-off (roll on roll off) skips and lorries for general waste, timber and scrap metal
- Waste compactors and waste bins
- Scaffolding and access towers
- Mobile Elevated Access Platforms
- Mast climbers or Gondola Systems
- Concrete wagons and mobile concrete pumps
- Delivery vehicles of various sizes from small vans and pick-ups to articulated lorries
- Material and Access Hoists
- HIABS

The Principal Contractor shall operate a Delivery Management System to ensure all deliveries are planned, controlled and managed throughout their journey to and from site.

Note that for all applicable plant, certificates will be obtained for and copies of the certificates retained onsite. All operators will have appropriate CPCS cards and all site staff shall have a valid CSCS card.

10. Welfare Accommodation

Suitable welfare facilities will be established within the site boundary. This shall be in temporary cabins inside the hoarding/logistics area and/or temporary built in-place offices within the existing car park area on level -1 which is not currently part of the public car park space. The ground floor retail spaces may be used for site accommodation or material storage, depending on the detailed method of works developed by the Principal Contractor.

The site accommodation will comply with the Construction (Design & Management) Regulations 2015 and Covid guidelines and will provide the following facilities as a minimum: security, rest areas, toilets, changing rooms, drying rooms for work-wear, offices for Principal Contractor and Subcontractors, equipment stores, canteen facilities and first aid facilities.

All welfare shall be segregated from construction works and vehicles and designated PPE-free and mandatory PPE zones identified. PPE-free routes shall be provided from the site entrance points to the welfare and offices. Statutory and project information shall be displayed on Principal Contractor notice boards informing staff and visitors of the site requirements.

11. Temporary and Permanent Services Connections

Permanent services disconnections, diversions and new connections shall be coordinated by the MEP Consultant and relevant notices issued by Property Alliance Group.

All live services information will be stored on site within the Construction Phase Health & Safety file. Key service providers are as follows:

Electricity – Electricity North West
Gas – TransCo
Water – United Utilities
Telecoms – BT / Mercury

A full scope of service diversions shall be prepared as part of the overall development and the corresponding works will be managed with this Premier House works in accordance with the programme.

All temporary site services shall be provided from within the development, coordinated with the supplies to the Hotel site and shall be fed in to serve the Premier House works.

12. Environmental Management

12.1. Dust Control and Monitoring

The main demolition works will have been completed prior to the commencement of this works, but there will also be additional structural demolition works in this phase as described in Section 14. Dust may also be created on site during other phases of construction and this will be managed throughout in accordance to the specific works.

Generally good housekeeping should be employed to reduce the amount of dust created. The Principal Contractor 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.

Removal of demolition arisings shall be done using enclosures, water dust suppression with sprays, and netting and covering waste skips and tipper trucks. For other trades, waste shall be transported in bins via a goods hoist or internal lifts and brought to a single waste collection point for collection and removal in skips or compactors. Measures will be taken to eliminate, or at least minimise, dust generation with consideration given to material usage, type of work equipment used and work methods applied. Where dust creation is unavoidable, dampening down techniques will be applied.

Dust monitoring shall be implemented around the site perimeter and data recorded and monitored by the Principal Contractor throughout the site works.

12.2. Noise Control and Monitoring

Noise control measures shall always be addressed in advance of the works during the planning and assessment phase of the works and specific measures shall be incorporated in the method statements. Operation with high noise levels that may impact upon construction operatives and residents/neighbours in nearby premises shall be managed with appropriate noise reduction measures locally at the works location. Construction works shall limited to the site working hours as described in Section 3.

The requirements described within The Noise at Work Regulations 2005 and the British Standard BS 5228 Noise and Vibration Control on Construction and Open Sites will be adhered to fully.

The Principal Contractor will limit as much as is practical high noise operations and where this is unavoidable measures will be taken, such as the selection of plant and equipment or work processes, which does not emit high noise levels or equipment, which is fitted with silencing/anti-vibration

equipment.

12.3. Waste Management

The site shall implement a Waste Management Plan which shall provide a strategy and management plan for reducing, storage and disposal of all wastes generated during the construction works. It is also concerned with the establishment of procedures for complying with statutory and good practice requirements for waste management. The Principal Contractor is responsible for ensuring that the relevant documentation is completed and held on site. In addition, all operatives will be responsible for adhering to the requirements of the procedure.

Relevant Legislation and Guidance:

- Environmental Protection Act 1990, Part II;
- Environmental Protection (Duty of Care) Regulations 1991;
- Hazardous Waste Regulations, 2005;
- Controlled Waste (Registration of Carriers and Seizure of Vehicles) Regulations 1991; and
- Site Waste Management Plans – Guidance for Construction Contractors and Clients, Department of Trade and Industry; July 2004.
- The National Construction Best Practice Programme advocates 'lean production' methods and the minimisation of accidental on-site material wastage.

The reuse of materials should take place wherever possible. Any remaining waste should be considered for recycling.

To assist in achieving best practice, the Principal Contractor's attention shall be drawn to the following initiatives:

Waste exchange - electronic waste board where contractors can advertise the availability of various types of waste available and companies can search for materials they need (www.wasteexchange.org);

WRAP – The Waste Resources and Action Programme set up to establish markets for buying and selling recycled materials. Includes a guide to specifying sustainable aggregates www.wrap.org.uk
Best Practical Environmental Option - Assessment by BRE of methods of demolition, construction and disposal of wastes to enable development of Best Practical Environmental Options for waste management; and

Other Building Research Establishment (BRE) and CIRIA current initiatives relating to construction.

Over-ordering of materials should be avoided, and deliveries of materials should be arranged for the appropriate stage of construction. Packaging from raw materials should only be removed immediately prior to use, to avoid damage to the materials and waste generation.

Initiatives to reduce waste streams should be incorporated where possible. These may include obtaining information on materials packaging from manufacturers and suppliers and avoiding purchase of over-packaged materials, liaison with the suppliers to enable packaging material to be sent back for reuse, use of off-cuts where possible and the recycling of off-cut material by the supplier e.g. plasterboard.

12.3.1. Recycling

Materials to be recycled will be sorted on site and stored in an appropriate container or stockpile ready for collection. The amount of waste reused, recycled or sent to landfill should be recorded by Principal

Contractor and compared with the targets for waste re-use and recycling.

A detailed waste plan should be developed by the Principal Contractor to identify methods of waste minimisation and recycling. The following materials will be identified for potential recycling:

- Inert materials such as soils, clays, sand, gravel and natural stone;
- Metals such as reinforcement and steel, cables and wires;
- Packaging such as paint pots, pallets, cardboard, plastic wrapping, cable drums and wrapping bands;
- Concrete such as kerb stones, paving slabs, rubble and solid blocks;
- Timber; and
- Chemicals and oils.

12.3.2. <u>Waste Disposal</u>

Waste should be segregated into recyclable, inert, non-hazardous or hazardous waste and retained in clearly labelled stockpiles, skips or drums in designated areas.

All waste removed from site (including recyclable waste) must be taken to a licensed or exempt waste disposal facility by a registered waste carrier. The Principal Contractor will ensure that all waste carriers and waste disposal facilities are licensed. Non-hazardous waste will be covered by a Waste Transfer Note.

The Transfer Note must include an accurate description of the type, quantity and containment of waste, the European Waste Catalogue Number and details of the waste carrier. Sufficient information must be provided to ensure that the waste disposal operator is aware of any potential hazards of the substance. All documentation must be retained for a minimum of 2 years and be available for inspection.

12.3.3. <u>Waste Storage</u>

All waste will be stored in an appropriate container to prevent escape of material and the site must be left in a clean and tidy condition at the end of each day.

General waste materials removed as part of these works will be segregated into the various waste streams and loaded into the designated skip assigned for that material.

Waste will be segregated into the following waste streams:

- Reinforced Concrete
- Brick
- Metal
- Timber
- Plasterboard
- Hazardous Waste from paints, sealants, oils, etc
- Office Recyclables
- General Waste

Waste transfer notes will be issued for all waste materials from the site and these will be kept within the construction Phase Health and Safety File.

Food waste will be collected regularly to avoid attracting vermin to the site. More frequent cleaning will be carried out around canteens and toilets.

All roads, pavements, construction equipment, temporary structures, materials and machines will be kept clean and tidy at all times with litter and rubbish removed promptly.

13. Community Engagement

During the course of the works, community engagement is an important part of our responsibility. The Principal Contractor shall appoint a single point of contact, the Community Liaison Officer, for engagement and liaison with the local community and various schemes and communications shall be implemented:

The site shall be registered with the Considerate Constructors Scheme and shall aspire to achieve a minimum of Silver rating.

Any queries or complaints shall be received, logged, reviewed and responded by the Community Liaison Officer for anyone who wishes to raise an issue. These matters shall be actioned by the appropriate team member, according to the issue raised.

Communication about the construction works shall be provided, in the following forms: generally, project information displays on the site hoarding; a communications display board mounted to the hoarding; regular progress updates displayed at the site, distributed by email and issued as letter drops as appropriate; special notification of key events or significant works that may impact beyond the day-to-day site operations.

14. Construction Information and General Description of Works

The existing building frame is generally reinforced concrete with columns and concrete upstands with a beam and block floor. The structure is predominantly retained, with structural alterations to remove and add elements to reconfigure the building into its new use. The building envelope will comprise part retained and part new façade. Internal layout will be reconfigured to create 3 levels of office space and 4 retail units at ground floor. The works are described in more detail in the sections below.

a) Handover from Previous Demolition Works and Site Set-up

Demolition Works already completed as part of separate planning application are generally as follows:

- Removal of existing ramps and canopy structure along Deansgate elevation
- Full façade removal along Deansgate and Blackfriars elevation
- Part façade (windows only) along internal Hotel-facing elevation
- Full removal of the previous structure to the north or gridline 12

A full handover will take place from the Demolition Contractor to the Principal Contractor to ensure all aspects of the retained structure with any temporary conditions are identified and communicated.

The Principal Contractor shall take possession of the site from the previous Principal Contractor and ensure the site is secured and the existing hoarding checked and any modifications or adaptations required for the next phase of works. The hoarding line will be in accordance to the general layouts show in Section 4 above.

Construction signage displayed around the perimeter of the site will be reviewed and amended as required for this phase of the works.

b) Structural Modifications

- Removal of redundant existing internal walls
- Existing (varying stepped levels) mezzanine slabs from the previous retail units will be removed and replaced by a new ground floor slab (also stepped to suit new retail units design) and new mezzanine single level slab to form first level office floor.
- Extension of existing Level 1 and Level 2 slabs with new columns and beams on Deansgate elevation and structural strengthening to existing columns and beams
- Reduction of existing Level 1 and Level 2 slabs on Blackfriars elevation with structural strengthening to existing columns and beams and new structural beams and slab.
- The sequencing of the removal and addition of structure will require specific designed temporary works for both supporting the existing retained structure and to construct the new structural elements. This is envisaged to be installed all internally within the building.
- Removal and addition of lift shafts
- Adaption and extension of roof plant rooms including new slabs and beams
- Adaption and installation of riser penetrations
- Removal of various stair RC walls

The works involved with removal of existing structure and construction of new structure are integral and will require a coordinated approach which will require temporary works that facilitate both. After detailed design by the Principal Contractor the temporary works shall be installed internally and externally as required, all within the site boundary. This may take the form of scaffolding, falsework, system propping, or bespoke steelwork. This will also facilitate access for plant, equipment and operatives. A degree of localised structural modifications for connections for temporary works will be required.

The detailed sequence of works shall be determined by the Principal Contractor's engineer, but broadly the existing structure will be sequentially removed and replaced by new structure whilst maintaining the structural integrity of the retained building. Removal of the existing structure will require demolition works internally and at the building perimeter. The size of plant and equipment shall be constrained by access and suitability for the task to remove structure without damaging existing structure. Demolition equipment may include concrete saw cutting equipment, excavators with hydraulic and breaking attachments, hand-held breakers, gas-cutting equipment, and the like. Suitable enclosures shall be erected to contain the demolition works to control noise, dust, access and shall be adjusted on a daily basis as works progress. Changes in the physical site conditions shall be monitored and managed through the works management procedures in accordance with the Principal Contractor's policies and procedures.

New concrete structure elements shall be formed with temporary formwork and falsework erected on site and shall be cast in-situ. Access and working platforms shall be provided for all elements as required to safely carry out the works and shall be included in the overall temporary works design. In order to connect new structure to existing structure, concrete cutting, coring and drilling works shall be required.

Equipment and materials distribution methods shall be carefully and appropriately planned with preference given to plant-assisted movement to reduce manual handling as far as reasonably and practically possible. Due to the nature of internal structural modifications, internal dimensions and working spaces there may be limitations to the use of plant/equipment for this, and any manual handling activities shall be planned with manual handling assessments and training being carried out as required.

Processing of demolition arisings shall be managed locally within the demolition areas and loaded into waste skips and tipper trucks stationed in the loading zones to be removed from site.

Materials for the new reinforced structure shall be delivered to site as pre-bent reinforcement delivered on flat-bed articulated lorries and wet concrete delivered to site in 6-8 cubm concrete wagons and mobile concrete pumps with articulating placing booms used to place the concrete internally to the building. For perimeter elements, columns, cores or internal slabs, concrete skips carried by mobile cranes may also be used.

c) Installation of new façade

- New windows installed to the West Elevation facing the Hotel
- New Curtain Wall façade on Deansgate/Blackfriars/Internal elevations

A perimeter external temporary working platform shall be required to install the curtain wall system. The low-rise nature of the building lends itself to a perimeter scaffolding due the to the relative short-term access requirements. Materials will be fixed working from both internally and externally, but with materials lifted externally using mobile cranes positioned in the offloading bay or building-mounted mini floor cranes.

The upper floors, Level 1 to Roof will be installed first from the working scaffolding. The ground floor façade will typically be installed last, in order to facilitate ground floor logistics use as long as possible and to allow the scaffolding to be removed above after completion of the upper floors.

External mobile elevated working platforms of various types and sizes may be used temporarily for perimeter access, with the machines working from the logistics area inside the hoarding to access the full height building elevation.

Plant rooms on the roof shall be enclosed with a simple louvre system which shall be installed off local lightweight access scaffolding.

d) Installation of new Building Services and Lifts

- Removal of existing redundant lift shaft
- Construction of new lift shaft
- Installation of new building services to the whole building

The vertical transportation shall be consolidated to 2 lifts operating to the office floors, both accessible directly from the new office reception. The redundant shaft from the existing building further north shall be removed and in-filled and the additional shaft introduced adjacent to the existing shaft to create a two-lift service. Structural enhancements will be added to incorporate the new shaft. The existing lift shall be extended to roof level to provide access to the roof terrace.

The existing roof plant rooms shall be extended to accommodate the new building services serving the office and retail. Large roof plant shall be prefabricated and lifted onto the roof using mobile cranes located within the logistics area inside the hoarding.

New services shall be installed throughout for Category A fit out. Installation of services will typically be carried out using small mobile elevated working platforms, both powered and lightweight types, operating off the floors slabs to provide working access to high level on each floor. Mechanical hoists will be used to assist material handling internally.

Where services diversion works or new connections shall be made, this shall predominantly be done within the hoarding line of the site. Where any works are required outside of the hoarding, then any additional barriers, fencing, signage or traffic management shall be implemented.

e) Office fit out and Retail Shell & Core

- Category A fit out to office and retail spaces, with lobbies and reception with a basic functional fit-out

Internal fit out shall be installed throughout for Category A. Installation of finishes will typically be carried out using small mobile elevated working platforms, both powered and lightweight types, operating off the floors slabs to provide working access to high level on each floor.

f) External Works

- Hard and soft landscaping to the footpath on Blackfriars and Deansgate
- Early installation of the section on Blackfriars in front of the Hotel to coordinate with the works completion and opening
- Completion of section of entrance for new Service Yard

In coordination with completing the internal works, after the structure and envelope works are complete, the external works shall be coordinated to install new finishes to the existing footpath up to the new building line. Typically, this work will all be done within the existing hoarding line. In local areas, the permanent hoarding will need to be removed or altered and temporary fence may be used to carry out the external works. Any temporary management of pedestrians and traffic will be done with appropriate barriers and signage.

Phasing of the external works shall be done in coordination of the adjacent phases of the same development.

Any service connections or diversions shall be done in advance of the external finishes being installed.

g) Completion

- Testing and Commissioning
- Inspections and Quality Control
- Handover Documentation
- Defect Rectification
- Demobilisation of site set-up, including hoarding removal
- Acceptance and Practical Completion

Finishing works shall be managed alongside the construction works to ensure quality of finish is achieved and timely defect rectification ready for a smooth handover. Completion and handover shall need to be carefully planned and sequenced in relation to the adjacent phasing of the development and other adjacent works scheduled to suit.

15. Project Directory

The latest project directory is attached in Appendix 1.

Appendix 1. Project Directory