Construction Environmental Management Plan in support of the Planning Application for the new construction works to One City Road, Manchester Revision 1B – 25/8/20



Contents:

1. Introduction
2. Construction Programme and phasing including hours of site opening/operation
3. Site logistics:
   3.1 - Traffic Management Plan
   3.2 - Parking for site operatives and visitors
   3.3 – Swept Path Analysis
   3.4 - Storage of plant and materials
   3.5 - Security hoarding and maintenance
   3.6 - Loading and unloading of plant and materials
   3.7 – External Envelope Materials
   3.8 - Detail and timing of scaffolding and Access Provisions
   3.9 – Wheel washing
4. Environmental Considerations
   4.1 – Ecology
   4.2 – Noise and vibration assessment
   4.3 – Community Consultation Strategy
   4.4 – Site Waste Management Plan and Waste Recycling
   4.5 – Air Quality Plan
   4.6 – Human Impact Management Plan
   4.7 – Risk Assessments

APPENDICES

Appendix 1: Site Logistics Plan
Appendix 2: Draft Developing Draft Programme 20012/DDP01 Rev 2
Appendix 3: Traffic Management Plan

1 – Introduction

This Construction Environmental Management Plan (CEMP) has been produced by Marshall Construction (West Yorkshire) Ltd (MCWY) for the proposed redevelopment of One City Road, City Road East/ Medlock Street, Manchester M15 4PN. It details how construction operations will be planned and controlled to minimise any detrimental impact on local amenities, neighbouring residents/businesses and infrastructure. The plan provides a qualified assessment based on current information and is subject to modification during detailed construction planning and following discussions required with Manchester Highways.

The site is located at the junction of City Road East and Medlock Street near the City centre of Manchester. The current building is accessed from City Road East and Shortcroft Street. An existing building upto 4 storeys with app. 6 storey feature tower on the northern corner currently occupies the site, this is to be demolished and redeveloped with 2No New Office buildings; 1No 15 storeys incl. roof plant plus basement plantroom, the other 11No storeys incl. roof plant plus basement plantroom. The new structure will comprise a steel frame with composite floors around a structural core, the structure will be sat on new pile foundations with a façade mixture of precast feature panels and inset glazing. The offices will include a main circulation and service core with open plan office areas around the cores complete with primary mechanical and electrical services, suspended ceilings and raised access floors.

2 – Construction Programme and Phasing

The new construction works will follow the completion of the demolition works, as there is unlikely to be any overlap due to the access required and the demolition requiring the removal of the buildings including slabs.

There are basement areas for Plant & Services to consider

The Construction programme is based on normal working hours of 0730-1800 Monday to Friday and with deliveries within the same period. The workforce may arrive 30 minutes prior to the above time but will not work outside of these times – noise during the first hour of work will be kept to a minimum.

Occasional work on Saturdays between the hours 0830-1300 is anticipated for moving materials within the site to create space to ease deliveries and traffic congestion for the following week days. Generally, no works will take place on Sundays and Bank Holidays., other than when dismantling the second tower crane – this will be subject to further discussion and agreement with Manchester City Council Highways Department & Manchester City Council Environmental Health Department.

When works are required to be completed outside of the aforementioned working hours we will seek approval in advance from Manchester City Council Environmental Health Neighbourhood Services Department and provide a mail-shot to local residents and businesses explaining the need to work out of hours, the type of work to be completed and the likely duration of such works. It is considered that such instances will be limited and will include works such as tower crane erection/dismantling, and when power floating concrete slabs which require continuous works following pouring to achieve the finish whilst the concrete cures, although this will be minimal as the majority of slabs only require a pan finish.

A monthly newsletter will be produced and distributed to all adjacent residential and business properties updating on progress to ensure that the local community are kept up to date with the works.

Making services safe and demolition period (incl. removal of any ACM) carried out as a separate contract, is to finalise but is anticipated at approximately 6 months to complete.

The overall construction programme is anticipated at approximately 48 months following the completion of the demolition; with finishes progressed consecutively.

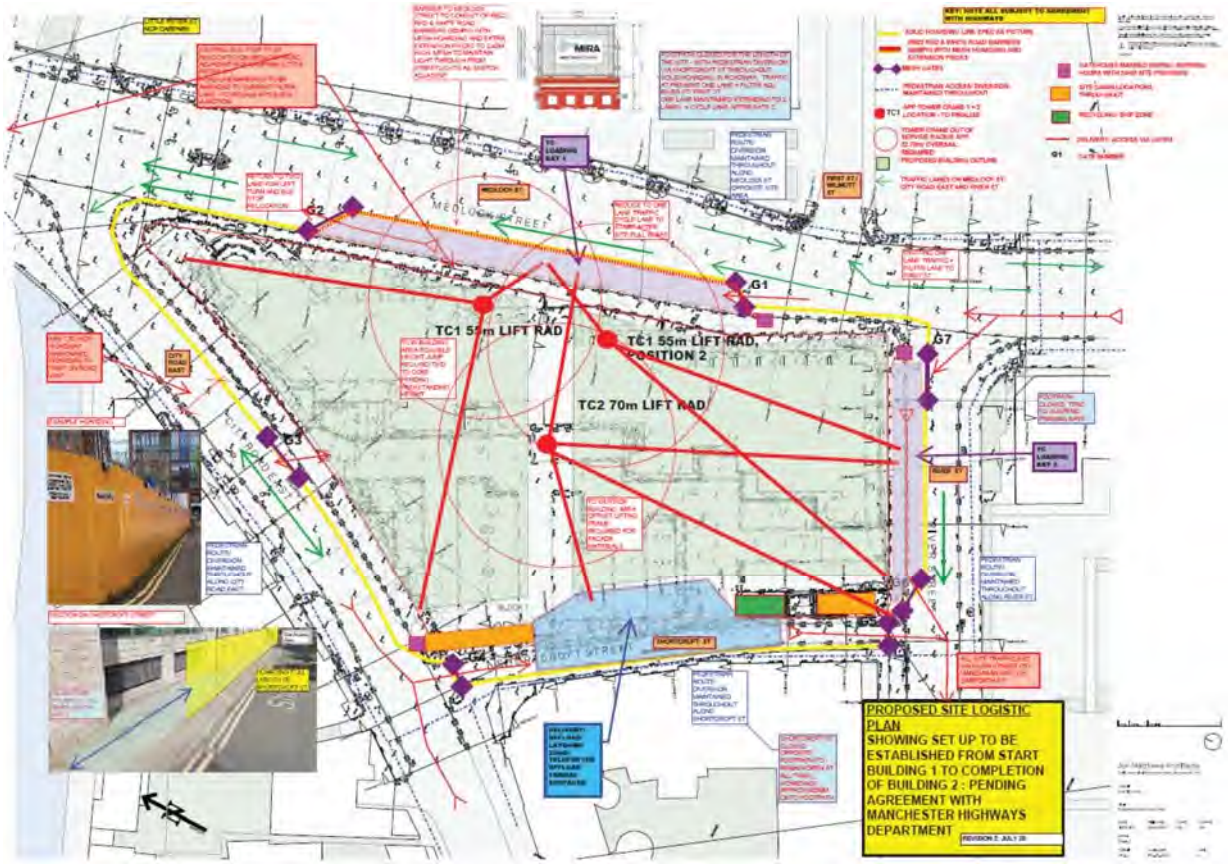
See attached Draft Developing Draft Programme 20012/DDP01 Rev 2; Appendix 2

3 – Site Logistics Plan (See Appendix 1)

The 'Site Logistics Plan' below (and Appendix 1) gives an overview of the proposed arrangements, the plan highlights:

- Existing Traffic Routes
- Site Access and Egress Routes
- Approx. Tower crane positions (To be finalised pending final loads, proposing max 2No cranes simultaneously)
- Solid security hoarding positions, gates and loading bays
- On site cabin locations
- Loading and unloading of plant and materials
- Pedestrian Routes Maintained
- Road, lane & footpath Closures
- Relocation of Existing Bus Stop

Proposed Site Logistics Plan Revision 2: July 20



Initially demolition and plant access will use the existing turning into site off City Road East in the proposed location of gate G3 This access will remain surfaced until sufficient progress has been achieved to the groundworks to Building 1, when the gate will no longer be available.

The access point for all deliveries to and from site will be made either along Medlock Street turning into the loading bay on Medlock Street, gate G1, via the Unloading zone on Shortcroft Street, gate G4 (to be closed to traffic for the duration) or onto River Street, gate G7, pending the delivery, timing and associated building/location.

Gate G4 will be predominantly used for Box van, Transits, flat bed wagons and smaller site deliveries with the majority of HGV's using Gate G1 and G7. A large number of deliveries into G1 and G7 will take considerable time to unload as the tower cranes will be used for unloading and also for erecting i.e. precast sections will have to be unloaded, lifted and fixed into place before the next section can be lifted, the use of G4 for smaller deliveries is therefore essential to be able to progress other works simultaneously and therefore minimise the overall period.

All deliveries/unloading will take place within the hoarded site boundary. Gates G1 and G7 will accept all heavy goods vehicles throughout construction operations. The vehicles will access the loading bays/ loading zone and will drive straight through and exit the hoarded areas onto the highways, therefore there will be minimal turning within the confines of the site; other than via gate G3 early in the programme.

Materials unloaded from G1 and G7 will be either temporarily stored in the (blue) offload/ laydown area off Shortcroft Street or lifted directly onto the building areas using the tower crane – which once the buildings foundations are established will be the only means of unloading from G1 and G7.

The magnitude of the buildings on the site means that during construction of the buildings – particularly when constructing building 2 there will be minimal external space available, for access/ unloading and accommodation and the co-operation of Manchester City Council Highways Department, the local community and considerate planning and liaison will be essential in order to make this a success and to minimise any disruption to all parties.

Deliveries will be organised on an as and when required basis due to the limited storage area. The area off Shortcroft Street between gates G3 and G5 will be utilised for predominantly smaller vehicles and temporary storage and will have a teleporter in service to unload and distribute the materials as required

Access needs to be maintained to the existing premises and pedestrian routes surrounding the site. Once the external hoarding line has been established all deliveries, access provisions, craneage and accommodation will also be contained within the hoarded area, which will have manned 24hour security. Therefore, once established; using appropriate Traffic Management, deliveries and access to the adjacent properties will not be impacted with regular amendments allowing pedestrians, occupiers and businesses to become accustomed to the layout. Temporary directional signage/ gate numbering will be clearly incorporated on the hoarding.

The Site Logistics Plan arrangement would necessitate the following;

- Road closure along Shortcroft St for the duration of the project,
- Closure of the footpath and part of one lane on Medlock Street including a relocation of the bus stop -this may require alteration of some of the existing road markings on Medlock Street. A minimum of one ‘ahead only’ lane traffic flow will be maintained throughout on Medlock Street, as the current arrangement upto River Street (with filter lanes). The lane closure will mean that where the number of lanes increases to two lanes after First Street this will still occur but further along Medlock Street after the loading bay; with the relocation of the bus stop.
- Closure of the footpath and part of the road including parking on River Street (access maintained)
- Closure of the footpath and part of the road on City Road East

Discussions will be held with Manchester City Council Highways Department and a TTRO application made to reflect the discussions.

Pedestrian access will be maintained around the full boundary of the site with the exception of a section on Medlock Street on our site side, which will have a diverted pedestrian route via Shortcroft Street. The vehicle delivery proposals avoid any reversing manoeuvres and keeps loading/unloading operations well away from the pedestrians on the surrounding footpaths.

Access and egress to and from site will be properly managed by the site team, who will ensure that all vehicles and pedestrians associated with the works are managed safely and in accordance with the agreed Traffic Management Plan. All vehicles will be checked for cleanliness before leaving site.

3.1 - Traffic Management Plan

The separate document attached (**Appendix 3)** describes how traffic in and around the proposed development will be managed.

Attached are 2No sketches showing the proposed delivery access and egress routes. These are also incorporated into the Traffic Management Plan.

Incoming Access & Egress Routes



INCOMING/ACCESS DELIVERY ROUTES



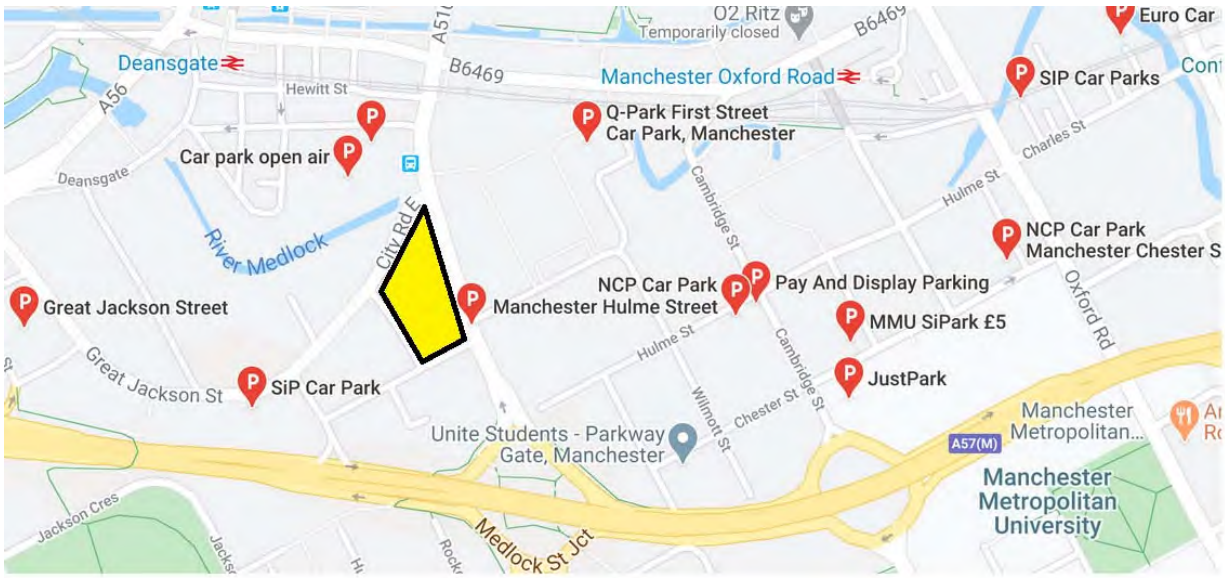
EGRESS DELIVERY ROUTES

3.2 - Parking for site operatives and visitors:

There will be no parking available on site for operatives/site management or visitors, it is envisaged that operatives/site management and visitor parking will generally be located off-site. There are a number of local pay and display carparks as shown on the diagram below i.e. NCP on Little Peter St, Q Park on Anne Horniman St.

Where vehicles are parked off-site, drivers will be instructed to park courteously and with due consideration to local businesses and amenities. It will be made clear to all Subcontractors and Operatives during their site inductions that they are not to park on the streets on or around the site unless in marked parking bays. Whenever possible, operatives will be encouraged to car share to further reduce the number of vehicles. The site will also promote the use of the Park and Ride facilities along with displaying relevant information such routes and frequencies for the tram, rail and bus routes which are available in the vicinity.

City Road East Local Parking



3.3 - Swept Path Analysis

A swept path analysis if required by Highways will be carried out to suit proposals following discussions regarding the proposed site set up/ access routes.

Please note that majority of vehicles can drive through loading zones G1 and G7 within in hoarded areas on the current road surfaces and exit via existing roadways G2 and G6, or access the site directly from the existing roadways G3 + G4 and turn within the site area if necessary and then egress via existing exits G3 and G5 onto the highway network.

3.4 - Storage of Plant & Materials

In order to maximise the available space, materials and plant will only be scheduled for delivery when required and on appropriately sized vehicles to suit the restricted access and working space. Materials will be either stored for a limited period on site, or where practicable, taken immediately to the point of use. No storage of materials will be permitted outside the site boundary. Large bulky items will have designated ‘lay-down’ areas near the point of use. In all cases, material deliveries will be scheduled to fit with the programme to avoid inundating the site. Also, refer to the site logistics and Traffic Management Plan for delivery procedures to site.

3.5 – Security Hoardings and Maintenance

To the full site perimeter, there will be a 2.4m high solid hoarding along with entrance/exit gates to the delivery/loading zones, these gates will be managed at all times by our dedicated logistics supervisor, security guards and banksmen. The perimeter hoardings and gates will be inspected on a daily basis by our logistics supervisor and any maintenance required will be carried out the same day. The section between G1 +G2 will be a RB22 (50mph) Red & White Road Barrier system with mesh panelling above to approx. 2.40m, the mesh will assist with maintaining streetlight coverage.

The hoardings will be located on concrete blocks to allow flexibility and to prevent the need for to affect the road surfaces or any services below, and also to enable removal and replacement as and when required for plant to access the envelope of the building.

24-hour manned security will be in place throughout the duration of the project with CCTV Cameras to the perimeters.

3.6 – Loading and unloading of plant and materials

A strict delivery procedure will be implemented to ensure that the roads surrounding the site are not overrun with delivery and site vehicles. Our logistics supervisor and banksmen will ensure that traffic flow is maintained on and around the site at all times. The loading and unloading of all plant, equipment and materials will be undertaken within the confines of the site area on temporary hard-core/concrete surfaces to pre-determined Gate locations pending the load and the timing within the programme. No offloading will be permitted along or from the public highway and will only take place behind the hoarding line.

Unloading arrangements will be planned well in advance of all deliveries and will be detailed in the orders provided to suppliers. Subcontractors unloading will also be planned and agreed prior to any deliveries again to pre-determined gate locations, so that the necessary provisions can be implemented. ‘Stacking’ of deliveries will not be permitted along any of the roads in the vicinity of the site and any unplanned deliveries will not be accepted.

Vehicles will usually be expected to provide integrated loading/unloading facilities i.e. ramps for plant access or mechanical ‘hi-ab’ for materials. Marshall Construction (West Yorkshire) will have teleporter facilities on site which will be used to off-load agreed deliveries only when integrated loading/unloading methods are unavailable. We will also have use of a tower crane for lifting plant and materials directly from the delivery vehicle located in the required loading bay to the active work fronts.

It is proposed to illuminate the site with 4no flood lights fitted to all four sides of the tower crane masts – currently proposed as upto two cranes erected. One of the cranes erected within building 1 to be relocated within Building 2, pending loadings to be finalised. Bulkhead lights will be fitted around the site hoardings and the site area will be illuminated from low level floodlights - facing into the site, particularly the cabin areas. The buildings will be lit with background fluorescent lighting to ensure safe working access/ egress for all operatives with works being carried out using localised task lighting. Where there is a risk of light pollution or nuisance to the surrounding properties shields will be provided to the lights to mitigate such effects, all lighting will be erected in a way that minimises any over-spilling impact on nearby residents.

Clearly marked traffic routes and offloading/storage zones will be provided, with all traffic being directed to these locations by our site management and the gateman. These site rules will be included within the subcontract orders and will be reviewed in detail at the pre-start

meetings. Vehicle routes will be marked and controlled to ensure that vehicles offload in the designated areas, accessed via the prescribed routes. All vehicles entering and leaving the site will be travelling forwards. Vehicles will not reverse on to the carriageway.

We anticipate at the peak of the works there will be in the region of 8 to 10 managed deliveries per day these will be directed/banked in to the unloading zone. (See section 4.2 for further vehicle information)

All subcontractors and suppliers will be required to give 48 hours' notice of deliveries. The movement of materials on site will also be controlled by our Logistics/ Liaison Manager.

3.7 – External Envelope Materials

Pre-cast Concrete Feature Facade

The external pre-cast concrete cladding contractor will specialise in the design, manufacture and installation of architectural precast concrete products. Due to the bespoke nature of the product and the need to ensure client satisfaction, comprehensive systems and procedures are in place during all stages of design, manufacture, transport and installation to ensure high standards are achieved.

Once a mix and finish have been agreed, the aggregates and cement are carefully stored internally and batched to ensure consistent finishes to the panels. There are rigorous quality procedures adhered to during the manufacture process. The manufacturers quality management system is based upon the requirements of ISO 9001:2008 and their quality manual ensures compliance with this and also to comply with the relevant EN regulations of the CE Mark. Once products are complete, they are loaded on to specially designed trailers to reduce the number of loads required and the use GPS tracking on delivery trailers to ensure "Just in Time" deliveries which assists in avoiding congestion on site. Whilst loads are maximised, there is no compromise of safety in any way.

Erection on site is carried with use of the tower crane assisted with mobile craneage located within the site area to lower levels, as required. The precast will be fixed either by means of access from internal floor slabs which eliminates the need for scaffolding on site and reduces the number of personnel required, or by using a mixture of MEWP and Mast Climber Access around the perimeter. Pending the final construction detailing scaffolding may be required to the full building facades to gain access for glazing works. The hoarding lines proposed are to enable suitable access width for plant/ access MEWPs or scaffolding where possible. During the design and manufacture stage, fixings are designed and installed based on the panels size and composition. The risk of damage to panels during handling is minimised as they are installed directly from the trailer onto the building and not stored on site. On occasion, panels may need to rotated prior to installation and this is carried out utilised specialised lifting equipment and craneage. By its nature, the product does not require packaging and this reduces waste on site. The contractors employ excellent site managers and erection teams and these, coupled with the quality procedures detailed above, ensure the maintenance of the appearance and quality of the products at all times.

Curtain Walling/ Glazing

Some of our curtain walling facade fabricators have over 25 years' experience designing, fabricating and installing architecturally pleasing high quality glazing systems in a range of low, mid and high-rise buildings

The proposals for system section sizes, bracketry and fixings etc would be fully engineered by a structural engineer. Any other calculations/tests required would be undertaken before design commences. All materials would be designed in conjunction with the system house

recommendations and tests and can be vetted and approved by the design department of the system house for further client comfort. When ordered, all materials would be fully checked under a ISO9001: 2008 quality management system. They would arrive at the production facility where they would be checked under another ISO9001: 2008 quality management system which would carry on throughout the full manufacturing process and beyond.

All materials would be pre-fabricated thus allowing reduced on-site wastage.

Deliveries would be fully programmed and scheduled with the main contractor to suit the site requirements and logistics. All packing of materials, deliveries, off-loading and site distribution would be in accordance with our risk assessments and method statements which would be fully approved by the main contractor's management team before commencement on site.

To assist with the installation, the use of MEWPs/ mast climbers or scaffolding for labour access and mobile micro-cranes and glass lifters to assist in the lifting and positioning of heavier glass items. All operators would be fully trained on the use of the machines and all machines would be fully certified from the hiring company.

Installation of the glazing facade would be carried out by fully trained and competent installation teams fully supervised by fully trained contracts managers and directors.

All installed items are fully inspected by and signed off prior to hand over to the main contractor as complete. As with design, the in-house system offers an on-site service where they will also inspect areas of installation and provide report of compliance with the recommendations.

3.8 – Detail and Timing of Scaffolding + Access Equipment

Pending the final façade sequencing the access requirements may change. The requirements for Mast Climbers or full scaffolding will be determined to suit the details adopted.

Whatever the details access will be required to the facades throughout the façade construction and possibly the frame construction; an access zone within the hoarding line will therefore be required. There will also be scaffold to the leading edge and internal edge protection/handrails.

Mast Climbers/ MEWPs / Scaffolding will be required for the installation the precast feature cladding and also the external glazing.

Pending the final system, Curtain walling & Glazing may be carried out from scissor lifts/access booms at ground level around the perimeter of the building to low level areas, then supplemented with mast climbers/ scaffolding to gain higher level access.

3.9 – Wheel Cleaning

Measures will be put in place to ensure that all vehicles leaving the site will as far as practically have their wheels free from mud etc. a jet wash machine will be installed adjacent to the gate houses to enable the wheels to be cleaned as required. The vehicles will be checked for debris before leaving the confines of the site boundaries. Once the tower crane is established the majority of vehicles will remain on tarmac surfacing.

The unloading/ laydown area off Shortcroft Street will be temporarily tarmac surfaced to areas not already surfaced, this area will be continually monitored for dirt and dust and will be cleaned as and when required as will the loading bays on Medlock Street and eventually River St.
A road sweeper will be engaged as and when required to clean the highway should the need arise during excavation works.

All site roads to be regularly brushed and kept free from mud and dust.

4.0 – Environmental Considerations

All applicable environmental legislation will be identified in a register held on site, this to ensure that all documents are put in place in order to comply with legal requirements. As part of our ISO 14001 Environmental Management System all registers will be updated on a regular basis. This will be audited both internally and externally.

4.1 – Ecology Appraisal

The site is near Manchester the city centre. An Ecological Appraisal will be carried out and will be submitted within the supporting information to the Planning Application.

Any recommendations where required will be actioned as part of our Environmental Considerations.

The site external area is currently utilised as a carpark. There are trees surrounding the site. These will require removal in agreement with the tree officer with cognisance of the bird nesting season.

4.2 - Control of Noise/Vibration

Noise and Vibration – A Noise and Vibration assessment on the proposed construction works has been produced by Fisher Acoustics Ltd.

All works will be carried out within permitted hours i.e.0730-1800 Mon-Fri, 0800-1300 Sat,

Where possible the ‘Best Practicable Means’ will be adopted throughout the construction works.

Advice concerning noise and construction is provided in BS 5228. Whilst specific noise criteria are not provided, it does provide a framework for good practice and highlights the key factors that should be considered if noise limits are appropriate. The site will be assessed in terms of the site location, existing ambient noise levels, proposed duration of site works, the hours of site works, the likely noise characteristics.

All plant will be suitably maintained to ensure it is in good working order and serviced regularly. Silencers, mufflers or other control measures must be used, as appropriate, to reduce the noise at source

Temporary static plant will be positioned bearing in mind neighbours (and suitably screened if required). The tower cranes will be positioned (anticipated max 2No cranes at once) as the site

logistics plan Rev 2 (Appendix 1). Static plant will be positioned as far as practicable from the site boundaries and sensitive receptors and public areas.

Where possible the use of mains electric supplies will be used to the tower Crane, Plant, site compound and accommodation areas. This will be down-rated to 110V for site use. There is an existing electric substation on site and a supply to the existing buildings – with an available supply to be determined. If the supplies available require supplementing with generators for specific plant these will be run during working hours only where possible, and any supplies required to be available beyond the working hours i.e. gatehouse, cabin areas for refrigeration/ drying and security health & welfare/ site lighting, will attempt to utilise mains supplies as these are quiet.

Quiet and low or reduced vibration plant, equipment and working methods must be used where possible, e.g. super-silenced generators. Local generators (screened if necessary) to be used in working hours only are to be located away from sensitive areas

Where possible Electrically powered plant will be preferred to be used in particular when working adjacent to sensitive receptors.

The site will be surrounded at the perimeter by 2.40m timber hoardings which will have noise reducing sound mats fitted to the rear to assist with containing any noise.

Letters and schedules will be provided to Local Residents advising exact concrete floor pour dates. The concrete will be placed during the working hours. Powerfloating is required to a pan finish only to the majority of the slabs, this will therefore generally be carried out within the working hours aswell. However, as the concrete curing is affected by the time of year etc., we will require a dispensation to work on the slabs as required beyond the working hours, although this is anticipated as being minimal. The choice of powerfloat will be considered to minimise sound where it is closest. The powerfloats will be regularly serviced and maintained.

As the works proceed up the building the powerfloating operation will move further away from the nearest residential area.

Piling is anticipated to be required to be carried out. All piling works will be carried out within the site working hours only.

Piling to be carried out using modern well-maintained equipment. The proposed method of piling will take cognisance of the surrounding residential properties. It must be noted that background road traffic noise is experienced.

Ensure workforce is informed of noise and vibration restrictions / requirements via toolbox talks and inclusion in Risk Assessment / Work Package Plans (Method Statements) and are informed of the sensitive neighbours and reminded to be sensitive when working adjacent to the site boundaries.

All deliveries to be carried out during the working hours

No wagons to be left idling – Engines to be switched off

Amplified music will not be allowed on site

Main Vehicle Delivery Point via Gate 1 is positioned furthest away from sensitive areas residential buildings

The following vehicles/ plant are anticipated on site at various stages:

Demolition Plant incl. long reach machines/ pincers, 360°loading machines and wagons

Cranes for stacked cabin lifts

2No Piling Rigs and 2No cranes to serve the rigs throughout the piling periods

360° Excavation Plant together with 6-10 wagons on turnaround from the tip location – with each wagon making between 5 and 8 trips/day.

Pile muncher (hydraulic), Quad Pile Cropper (from National Pile Croppers) or similar

Groundwork Plant incl. Excavators (2No), dumpers (2No), groundwater pumps (2No) during foundation period and external works completion

Tower Cranes (Upto 2No at a time) i.e. Wolffkran 630B , Potain MR608 or similar

Generators for Tower Crane - only if insufficient mains electric supply is unavailable.

Mobile Concrete Pumps for concrete floor pours (approx. 4No pours per floor).

Concrete wagons Upto 20No / day when pouring floor slabs.

Static Screed Pumps for screeds to lobbies and toilets.

Mortar Mixers – Approx. 3No.

Teleporter for unloading materials from start of founds to near completion Building 2.

Man/ Goods Hoists (Min 1No Twin per building).

13-15No Mast Climbers per building, and or scaffolding to facades.

Generators for Mast Climbers pending mains electric being available

Anticipate on average 8/10No deliveries per day.

4.3 - Community Consultation Strategy

General public:
Brief details of the scheme will be contained within an A4 flyer that will be available to the general public at locations on the hoardings around the site, this will give details of the scheme being undertaken and project timescales.

Surrounding Residents and Businesses:
We will make initial contact with the businesses adjacent the site and a letter will be issued advising of the forthcoming development. A separate letter will be issued showing the site logistics plan' once agreed with Manchester City Council this will also include a list of contact names for the project including levels of authority, mobile phone numbers etc.. Prior to commencement on site we will arrange to make a further visit to each individual business and inform them of the scope of works to the development, we will highlight the overall construction period, the site working hours (as previously noted) along with the periods where the noise sensitive works will take place, i.e. piling, groundworks etc. We will advise the measures we are taking on site to reduce as much as possible the noise levels anticipated, this by means of acoustic barriers fixed locally to the noise related activities, along with noise reducing power tools etc.

We will also issue on a regular basis a newsletter containing a progress update on the current position on site along with details of any forthcoming works that may have an impact on the surrounding businesses.

4.4 - Site Waste Management Plan (incl. recycling)

As main contractor for the works Marshall Construction will also be principal contractor for the Site Waste Management Plan. Construction site impacts are covered under the monitoring, sorting and recycling of site construction waste, as stated below: -

- Monitoring and reporting energy from site activities
- Monitoring and reporting on water consumption on site
- Monitoring, sorting and recycling construction waste from site
- Adopting best practice policies for air (dust) pollution

The aim of the Site Waste Management document is for the Principal Contractor to provide information, so that they: -

- Have information on the decisions taken by the design team and client during the design phase which relate to Waste Management.
- Can provide an updated Site Waste Management Plan on behalf of the client before work commences on site.
- Can develop the Waste Management Plan, which will be a working document especially in respect of: -
  - Recording waste removed from site.
  - Regularly review the plan.
  - Record the types of waste produced and whether they have been reused, recycled, or otherwise disposed of, and the means of that disposal.
  - Can complete and review the plan at the completion of the works as required.

As part of our ISO 14001 accreditation we carry out a SWMP irrespective if the regulations apply.

Waste Management:

Waste generated during the construction phase is to be cleared on a daily basis. Each floor plate will have a designated waste area that will see bins located within it that can be emptied at the end of each shift. Waste removal may need to occur several times a day during high waste activities, this will be carried out via the hoists and as such general operatives will be employed to ensure this will occur. The waste will enter in to a designated skip zone.

Site Waste Management will be controlled by the use of separate skips for the differing types of waste generated, these being:

- Metal
- Timber
- Hardcore
- Gypsum
- General Waste

All carriers of waste will hold a valid waste transfer licence and provide certification to the main contractor for all elements of the process. Detailed below is a table depicting the envisaged construction waste generated:

Material	Disposal to	Recycled/re-use	Recycled by	To land fill
Masonry	Hardcore skip/wagon	Recycle	Off-site contractor	
Broken-out concrete	Hardcore skip/wagon	Recycle	Off-site contractor	
Timber battens	Timber skip	Recycle	Off-site contractor	
Suspended ceiling grid	Metal skip	Recycle	Off-site contractor	
Metal curtain wall system including metal panels	Metal skip	Recycle	Off-site contractor	
Glass within the curtain wall system	Glass skip	Recycle	Off-site contractor	
Plantroom metal roof and wall cladding	Metal skip	Recycle	Off-site contractor	
Steel frame and metal cladding	Metal skip	Recycle	Off-site contractor	
Plasterboard	Special skip	Recycle	Off-site contractor	
General waste	General waste skip	Part Recycle	Off-site contractor	Part Landfill
Flat roof materials	General waste skip	Part Recycle	Off-site contractor	Part Landfill
PFS Steel frame	Metal skip/wagon	Recycled	Off-site contractor	

- Hazardous Waste - Separate skips/containers will be provided for any hazardous waste such as paint tins, mastic etc.

All carriers of waste will hold a valid waste transfer licence and provide certification to the main contractor for all elements of the process.

The New Construction Works

Masonry

The layout of internal blockwork partitions has been illustrated on the floor layout plans. The intention is to show an economical layout of blockwork between returns and openings which reduces the need for cutting. The contractor is also expected to use their experience to minimise blockwork waste.

Partitions & Plasterboard

The plasterboard dry lining lightweight partitioning: it is assumed the main contractor will set out the laying of sheets to minimise waste.

Curtain Walling/Windows/doors

Curtain Walling, Windows and internal doors will all be factory made and should be subject to factory quality control and waste management procedures.

Surface Finishes

Waste from sheet flooring and wall finishes will be reduced by limiting the number of colours used in the project.

Furniture / equipment

Equipment will be grouped where possible to minimise unnecessary service runs.

Mechanical and Electrical Installations

Pipework, thermal insulation, ductwork, and electrical containment will be ordered in section lengths to suit the installations, in order to minimise off-cut waste. Any metallic off-cut waste will be recycled where practical to do so. Production of waste material will be further minimised by off-site fabrication of ductwork, flues and pipework headers.

Recycled Materials

Where possible, practicable and without compromise to the specification, encourage the use of recycled materials.

Timber from Sustainable Sources

All timber will be procured from sustainably managed sources and in line with Marshall Construction Timber Policy
We aim to use timber procured from sustainable sources on our construction sites.
Our policy forms an important part of our environmental management system
and is one of our environmental targets that have been set so all staff need to be
aware and familiar with this policy.

In order for purchased timber to be classified as sustainable timber it has to have
a chain of custody certification number. This means that the timber has been
tracked through the production process from the forest to the consumer,
including all successive stages of processing, transformation, manufacturing and
distribution.

All timber will be purchased in line with either the FSC or PEFC accredited schemes that
certify the timber

Other timber may be used so long as documented evidence can be provided to
prove it is from a sustainable/legal source

Waste Licences

Waste permits, exemptions and licences will be monitored and verified throughout the development once the organisations have been identified.

4.5 - Air Quality Plan/Control of Dust

Dust emission mitigation measures will be implemented on site; a ‘Dust Management Plan’ as detailed below will be applied and managed on site. Once good practice dust control measures are implemented on site, air quality issues are not considered to be a constraint to the planning consent.

Dust Management Plan:

The site will be kept clean and tidy at all times and will accord with any statutory requirements. Dust suppression measures will be employed as and when required which will include high pressure hoses discharging a fine water spray.

Vehicle wheels will be checked for cleanliness prior to exiting the site with wheel cleaning facilities deployed at the exits to ensure no debris migrates on to the public highway. Vehicles delivering and removing materials of a dusty nature will be sheeted over.

Site layout will be planned, where possible, with dust minimisation a main consideration. Site Roads to be regularly brushed and kept free from dust and mud.

Issue	Control Measure
Communications	• Develop and implement a stakeholder communications plan that includes community engagement before work commences on site • Display the name and contact details of person(s) accountable for air quality ad dust issues on the site boundary. This may be the environmental manager / engineer or the site manager • Display the head or regional office contact information
Site management	• Record all dust and air quality complaints, identify causes(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken • Make the complaints log available to the LA upon request • Record any exceptional incidents that cause dust and / or air emissions, either on or offsite, and the action taken to resolve the situation in the log book • Provide a solid 2.40m high hoarding to the site perimeter which will act as a dust barrier
Monitoring	• Undertake daily on-site and off-site inspection to monitor dust, record inspection results, and make the log available to the LA upon request

	• Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the LA upon request • Increase the frequency of site inspections, when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions
Site Preparation	• Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible • Avoid site runoff of water or mud • Damp-down as required • Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used • Cover or fence stockpiles to prevent wind whipping
Operating vehicle / machinery and Sustainable travel	• Ensure all vehicles switch off engines when stationary – no idling vehicles • Avoid the use of diesel/ petrol powered generators or vehicles, and use mains electricity or battery powered equipment where practicable • Impose and signpost a maximum-speed-limit of 5mph on surfaced and 5mph on unsurfaced haul roads and work areas • Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials
Operations	• Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques • Ensure an adequate water supply on the site for effective dust suppression, using non-potable water where possible and appropriate • Use enclosed chutes and conveyors and covered skips • Minimise drop heights and use fine water sprays wherever appropriate • Ensure equipment is available to clean any dry spillages, and clean up spillages as soon as reasonably practicable using wet cleaning methods

Waste management	• No bonfires and burning of waste materials will be permitted
Construction	• Avoid scabbling (roughening of concrete surfaces) if possible • Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out • Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos
Track-out	• Use water-assisted dust sweeper on access and local roads, if required • Avoid dry sweeping of large areas • Ensure vehicles entering and leaving site are covered to prevent escape of materials • Inspect on-site access routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable • Implement a wheel cleaning system

4.6 - Human Impact Management Plan

We envisage that during the works at One City Road there will be limited disruption once the pedestrian diversion from Medlock Street is established around Shortcroft Street as this will be maintained throughout. The site hoardings and signage will encourage pedestrians to use the required routes around the building, these routes will be lit and made clear by signage along the hoardings. Discussions are required with Manchester Highways and TfGM to relocate the existing bus stop on Medlock Street further along Medlock Street i.e. adjacent the NCP Carpark on Little Peter St or a location to be agreed.

There will be a 2.4m high solid hoarding positioned at the extents depicted on the site logistics plan (See Appendix 1) complete with sound barriers fixed to the rear.

This logistics plan also demonstrates the proposed site management of delivery vehicles along with associated pedestrian walkways.

The hoarding system will generally be a 2.4m high solid hoarding supported by concrete blocks along with entrance/exit gates to the loading zones. This will be to the full perimeter except between G1 & G2 which will be a Road Barrier system with mesh panelling above to a height of approx. 2.40m, the mesh will assist with maintaining streetlight coverage. All gates will be managed at all times by our dedicated logistics supervisors.

Footpaths will remain in use all around the building (Except the site side on Medlock Street) as will foot access to adjacent properties. Clear Vehicular access will be maintained wherever possible and a flexible traffic scheme proposed to try to achieve this. However, there may be instances where vehicles may be temporarily held, again this will be minimised and prevented where possible. Regular liaison with the residents/ businesses will assist in mitigating traffic issues.

Any deliveries entering or leaving the site will be controlled by our gatemen and marshalled by banksmen where necessary.

Pedestrians may be held back temporarily for safety reasons using retractable barriers whilst deliveries access/leave the site. This will be from the City Road East (G3) initially and from the exits G5 & G6 onto River Street, and will only be for a matter of minutes, as full access routes will be restored as soon as the vehicle has safely moved onto site or the highway. General access around these entrances will be available at all times.

All subcontractors and suppliers will be required to give 48 hours' notice of deliveries, no articulated lorries will be allowed on site unless prior agreement with our site management, and the sizes will be checked and assessed on a daily basis to suit the operations and the progress made. The movement of materials on site will also be controlled by the logistics manager/banksmen and gatemen.

Access to the building will generally be from within the confines of the site hoarding however there may be instances where temporary access is required and the hoarding line moved out for a short period and returned as soon as possible. This will be in full agreement with Manchester City Council Highways Department who will be consulted throughout the development.

Continual dialogue and monthly newsletters etc. will be issued to the surrounding premises and businesses so that they are aware of the proposals throughout the scheme.

As part of our site management structure we will have a resident Logistic/ Liaison Officer who will be in regular contact with the surround businesses and premises keeping them informed of current progress on site along with details of any forthcoming works that may have an impact on the surrounding businesses.

A strict delivery procedure will be implemented to ensure that the roads surrounding the site are not overrun with delivery and site vehicles. We will ensure that all deliveries to site are made after 8am and no later than 5pm (wherever possible we will arrange for deliveries to take place between 9am and 4pm) so as not to disturb the surround businesses, these stipulations will be included with the subcontractor/supplier orders, any deviation from these times will result in the delivery being turned away. No offloading will be permitted along or from the public highway. Once established Pedestrian access routes will be maintained around the site at all times.

Roads around the site will be regularly brushed (and daily when conditions necessitate) and will be kept free from dust and mud.

Clearly marked traffic routes and offloading/storage zones will be provided on-site, with all traffic being directed to these locations by our site management and the gateman. Vehicle routes will be marked and controlled to ensure that vehicles offload in the designated areas, accessed via the prescribed routes. All vehicles entering and leaving the site will be travelling forwards. Vehicles will not reverse on to the carriageway.

We anticipate at the peak of the works there will generally be 8 to 10 managed deliveries per day these will be directed/banked up to the unloading zone.

Site accommodation due to the logistics of the site and due to the magnitude of the buildings a number of cabins will be positioned on the site off the existing Shortcroft Street, these will be for site operative's welfare i.e. toilets, canteen drying room, and the main office accommodation. Additional offices may be in rented premises local to the site. The site will be manned 24hours/day with a number of gatehouses located around the site, these will be the first point of call should any resident or pedestrian have an issue. The security guard will then contact the Logistics/Liaison Manager.

4.7 - Assessment of Envisaged Risks

Prior to commencement on site a Construction Phase Health and Safety Plan will be produced by the Principle Contractor (MCWY), the contents of this will be:

- Responsibilities
- Standards
- Continuing design development
- Safe building method
- Review of the Health and Safety plan (Pre-construction)
- Development and implementation procedure
- Information, co-ordination and co-operation
- Welfare
- Training
- Contractors Site Rules
- Monitoring
- Health and Safety File

Risk assessments and method statements for every element of the works will be produced by the individual contractor carrying out the task, these will be assessed and commented on by a qualified member of the MCWY team, controls will be implemented on each risk assessment to reduce the risks to as low as reasonably practical. The contractor carrying out the individual tasks will be responsible for carrying out the works in accordance with their risk assessments and method statements. Any deviation or unforeseen condition from the agreed risk assessment and method statement will result in the immediate suspension of the works, the contractor will then be requested to revert back to the agreed method statement or re-submit a new proposal for assessment by MCWY.

An assessment of the envisaged Trades and Associated Risk Levels has been assembled on the schedule below:

One City Road

Assessment of Trades and Associated Risk Levels

Jul-20

Trade	Level or risk			Type of Contractor	Risk Assessment Produced by	Risk Assessment reviewed by	Responsible for actions & implementation of the RAMS	Comments
	High	Medium	Low					
Site Set Up - cabins				Own labour	MCWY	MCWY	MCWY	
Perimeter Hoardings & Gates				Own labour	MCWY	MCWY	MCWY	
Temporary Electrics/Plumbing				Domestic S/C	S/C	MCWY	S/C	
Initial setting out				Own Engineering	MCWY	MCWY	MCWY	
Piling				Specialist	Specialist	MCWY	Specialist	Although categorised as high risk, controls will be implemented to reduce the risks as low as practicably practical
Excavation				Domestic S/C	S/C	MCWY	S/C	
Groundworks/drainage/foundations				Domestic S/C	S/C	MCWY	S/C	
Tower crane erection/dismantle				Specialist	Specialist	MCWY	Specialist	Although categorised as high risk, controls will be implemented to reduce the risks as low as practicably practical
Steel Erection				Specialist	Specialist	MCWY	Specialist	Although categorised as high risk, controls will be implemented to reduce the risks as low as practicably practical
Pre-cast Panels and stairs				Specialist	Specialist	MCWY	Specialist	Although categorised as high risk, controls will be implemented to reduce the risks as low as practicably practical
Erection/dismantle of passenger/goods hoist				Plant provider	Specialist	MCWY	Specialist	Although categorised as high risk, controls will be implemented to reduce the risks as low as practicably practical
Core drilling of service holes				Domestic S/C	S/C	MCWY	S/C	
Mechanical installation				Specialist	Specialist	MCWY	Specialist	Any high level access will be gained by mechanical lifters
Electrical installation				Specialist	Specialist	MCWY	Specialist	Any high level access will be gained by mechanical lifters
Plumbing installation				Domestic S/C	S/C	MCWY	S/C	
Stud partitions/plasterboard tape and joint				Domestic S/C	S/C	MCWY	S/C	Any high level access will be gained by mechanical lifters
Lift installations				Specialist	Specialist	MCWY	Specialist	Although categorised as high risk, controls will be implemented to reduce the risks as low as practicably practical
Fire protection/fire stopping				Domestic S/C	S/C	MCWY	S/C	Any high level access will be gained by mechanical lifters
Suspended Ceilings				Domestic S/C	S/C	MCWY	S/C	
Riased Access Floors				Domestic S/C	S/C	MCWY	S/C	
Decoration				Domestic S/C	S/C	MCWY	S/C	
Joinery Works				Domestic S/C	S/C	MCWY	S/C	
Ceramic tiling				Domestic S/C	S/C	MCWY	S/C	
Floor finishes				Domestic S/C	S/C	MCWY	S/C	
Fixture & Fittings				Domestic S/C	S/C	MCWY	S/C	
New incoming mains electricity				Specialist	Specialist	MCWY	Specialist	
New incoming mains water				Specialist	Specialist	MCWY	Specialist	
New incoming mains gas				Specialist	Specialist	MCWY	Specialist	
New incoming telecoms				Specialist	Specialist	MCWY	Specialist	

APPENDIX 1: SITE LOGISTICS PLAN REV 2

LITTLE PETER ST NCP CARPARK

EXISTING BUS STOP TO BE RELOCATED ON MEDLOCK ROAD ADJACENT NCP CARPARK (LITTLE PETER ST). ROAD LINEMARKINGS TO BE AMENDED TO CURRENT FILTER LANE - TO REMAIN AFTER BOX JUNCTION

BARRIER TO MEDLOCK STREET TO CONSIST OF RB22 RED & WHITE ROAD BARRIERS (50MPH) WITH MESH HOARDING AND EXTRA EXTENSION PIECES TO 2.40M HIGH. MESH TO MAINTAIN LIGHT THROUGH FROM STREETLIGHTS AS SKETCH ADJACENT

FOOTPATH CLOSED FOR THE LENGTH OF THE SITE - WITH PEDESTRIAN DIVERSION VIA SHORTCROFT ST THROUGHOUT, SOLID HOARDING IN ROADWAY, TRAFFIC AT PRESENT ONE LANE + FILTER ADJ RIVER ST/ FIRST ST. ONE LANE MAINTAINED EXTENDING TO 2 LANES + CYCLE LANE AFTER GATE 2.

TC LOADING BAY 1

PEDESTRIAN ROUTE/ DIVERSION MAINTAINED THROUGHOUT ALONG MEDLOCK ST OPPOSITE SITE AREA

FIRST ST./ WILMOTT ST

MEDLOCK ST

RETURN TO TWO LANE FOR LEFT TURN AND BUS STOP RELOCATION

REDUCE TO ONE LANE TRAFFIC CYCLE LANE TO START AFTER SITE PULL IN BAY

EXISTING ONE LANE TRAFFIC + FILTER LANE TO FIRST ST

TC1 55m LIFT RAD

TC1 55m LIFT RAD, POSITION 2

TC2 70m LIFT RAD

TC IN BUILDING AREA POSSIBLE HEIGHT JUMP REQUIRD TIED TO CORE PENDING FREESTANDING HEIGHT

TC IOUTSIDE BUILDING AREA OFFSET LIFTING FRAME REQUIRED FOR FACADE MATERIALS

MIN 7.30 WIDE ROADWAY MAINTAINED, HOARDING IN PART ON ROAD WAY

CITY ROAD EAST

EXAMPLE HOARDING



PEDESTRIAN ROUTE/ DIVERSION MAINTAINED THROUGHOUT ALONG CITY ROAD EAST

SECTION ON SHOTCROFT STREET



FOOTPATH CLOSED, TTRO TO SUSPEND PARKING BAYS

TC LOADING BAY 2

RIVER ST

PEDESTRIAN ROUTE/ DIVERSION MAINTAINED THROUGHOUT ALONG RIVER ST.

ALL SITE TRAFFIC EXIT VIA RIVER STREET (TO MANCUNIAN WAY VIA GARFORTH ST)

SHORTCROFT ST

PEDESTRIAN ROUTE/ DIVERSION MAINTAINED THROUGHOUT ALONG SHORTCROFT ST

SHORTCROFT ST CLOSED OPPOSITE FOOTPATH TO REMAIN OPEN AT ALL TIMES,, HOARDINGS APPROX 500MM ONTO FOOTPATH

DELIVERY/ OFFLOAD/ LAYDOWN ZONE: TELEPORTER OFFLOAD TARMAC SURFACED

BLOCK 1

BLOCK 2

KEY: NOTE ALL SUBJECT TO AGREEMENT WITH HIGHWAYS

- SOLID HOARDING LINE SPEC AS PICTURE
- RB22 RED & WHITE ROAD BARRIERS (50MPH) WITH MESH HOARDING AND EXTENSION PIECES
- MESH GATES
- PEDESTRIAN ACCESS/ DIVERSION MAINTAINED THROUGHOUT
- TC1 APP TOWER CRANE 1 + 2 LOCATION - TO FINALISE
- TOWER CRANE OUT OF SERVICE RADIUS APP. 22.70m/ OVERSAIL REQUIRED
- PROPOSED BUILDING OUTLINE
- TRAFFIC LANES ON MEDLOCK ST/ CITY ROAD EAST AND RIVER ST
- GATEHOUSE MANNED DURING WORKING HOURS WITH 24HR SITE PRESENCE
- SITE CABIN LOCATIONS THROUGHOUT
- RECYCLING/ SKIP ZONE
- DELIVERY/ ACCESS VIA GATES
- G1 GATE NUMBER

PROPOSED SITE LOGISTIC PLAN

SHOWING SET UP TO BE ESTABLISHED FROM START BUILDING 1 TO COMPLETION OF BUILDING 2 : PENDING AGREEMENT WITH MANCHESTER HIGHWAYS DEPARTMENT

REVISION 2: JULY 20

Jon Matthews Architects

Project: One City Road

Title: Proposed Ground Floor Plan

Scale: 1:250 @ A1 | Origin Date: 02/04/2020 | Drawn: FM | Checked: MH

Status: Stage 2

Project: 1402 | Drawing No: MP_07_2200 | Rev: -

APPENDIX 2: DEVELOPING DRAFT PROGRAMME 20012/DDP01 REV 2

MARSHALL

CONSTRUCTION GROUP

Project: ONE CITY ROAD, MANCHESTER M15 4PN

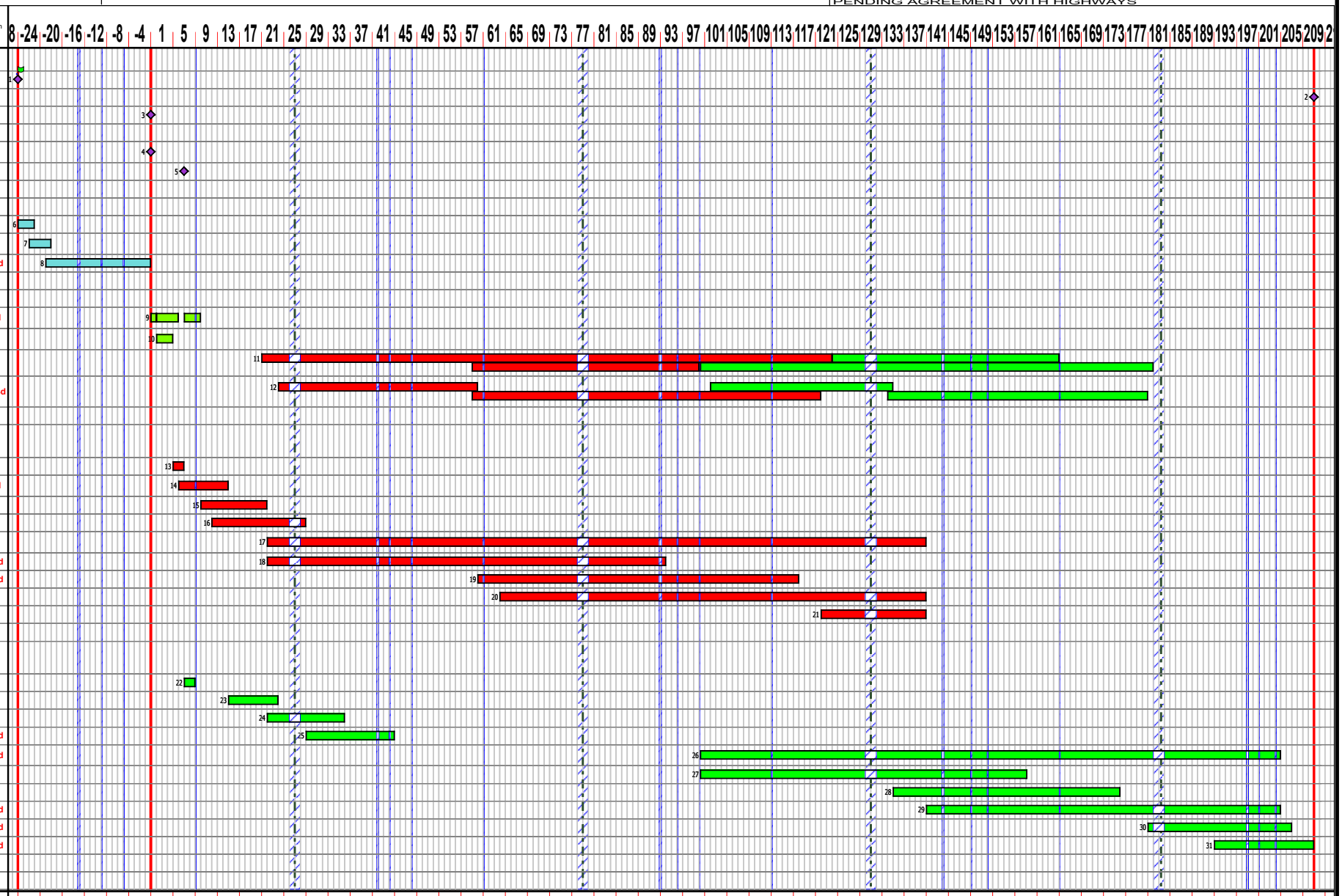
For: CDP Ltd

Title: DEVELOPING DRAFT PROGRAMME

PROG. No.: 20012/DDP/01
REV. No.: 2
DRAWN BY: SJH **DATE:** 29/07/2020

REVISION NOTES:
BUILDING 2 PILING AND FOUNDS TO FOLLOW BUILDING 1 WORKS
STRUCTURE, FACADES AND FINISHES TO FOLLOW PENDING TOWER CRANE AVAILABLILITY
PENDING STRUCTURAL DESIGN DEVELOPMENT
PENDING AGREEMENT WITH HIGHWAYS

Line	Name	Duration
1	START DEMOLITION ON SITE	
2	FORECAST COMPLETION	
3	START CONSTRUCTION WORKS	
4	COMMENCE WORKS TO SITE PREPARATION + BUILDING 1	
5	COMMENCE WORKS TO BUILDING 2	
	DEMOLITION	
6	SET UP SITE	3w
7	CLEAR EXISTING SERVICES AND PREPARE BUILDING FOR DEMOLITION	4w
8	DEMOLITION & CLEARANCE	18w 1d
	PRELIMS & SITE PREP	
9	SITE PREPARATION TO LEVEL (ALL SITE)	7w 4d
10	ESTABLISH FULL SET UP FOLLOWING DEMOLITION	3w
11	TOWER CRANES	252w
12	SCAFFOLDING/ ACCESS EQUIPMENT REQUIRED - PENDING STRUCTURE/ FACADE CONSTRUCTION DETAILING	169w 4d
	BUILDING 1 280K GROSS, 15 STOREYS INCL ROOF PLANT PLUS BASEMENT AREA	
13	PILE MAT	2w
14	PILING (APPROX. 2 RIGS & 2 CRANES) INCL ALL CRANE BASE LOCATIONS	8w 4d
15	BASEMENT	12w
16	FOUNDATIONS CONSTRUCTION	15w
17	SUPERSTRUCTURE & FINISHES INCL CORES	111w
18	STRUCTURE	66w 3d
19	FACADE	54w 4d
20	FINISHES	72w
21	EXTERNALS AROUND THE BUILDING	17w
	BUILDING 2 233K GROSS, 11 STOREYS INCL ROOF PLANT PLUS BASEMENT AREA	
22	PILE MAT	2w
23	PILING (APPROX. 2 RIGS & 2 CRANES)	9w
24	BASEMENT	12w
25	FOUNDATIONS CONSTRUCTION	15w 2d
26	SUPERSTRUCTURE & FINISHES INCL CORES	98w 4d
27	STRUCTURE	56w
28	FACADE	40w
29	FINISHES	60w 1d
30	EXTERNALS AROUND THE BUILDING	23w 1d
31	DECANT & COMPLETE EXTERNALS	17w 1d



MCWY Coding Library
MILESTONES | ENABLING WORKS | PRELIMINARIES | UNIT 01 | UNIT 02

Milestone Appearances
◇ Diamond

APPENDIX 3: TRAFFIC MANAGEMENT PLAN

MARSHALL

CONSTRUCTION GROUP

PROPOSED DEVELOPMENT

ONE CITY ROAD, MANCHESTER.

TRAFFIC MANAGEMENT PLAN

Revision Record:

Revision:	*Date:*	By:	*Summary of Changes:*
-	15.7.20	SJH	Draft initial issue for comment/approval.

Contents

1.0 Introduction 1
1.1 Introduction and Purpose 1
1.2 Site Location 1
1.3 Scope of Works 1
2.0 Key Staff 2
2.1 Roles and Responsibilities 2
3.0 Traffic Management Plan 2
3.1 Proposed Site Access/Egress 2
3.2 Planned Road Closures and Temporary Traffic Regulation Orders (TTRO's) 4
3.3 Contractors Parking 4
4.0 Vehicle Routes 5
4.1 Proposed Delivery Route 5

1.0 Introduction

1.1 Introduction and Purpose

1.1.1 This Construction Traffic Management Plan has been produced by Marshall Construction (West Yorkshire) Ltd (MCWY) for the proposed office development at One City Road Manchester.

2.1.2 The scheme is pending planning and comprises the demolition of existing buildings at One City Road construction of 2No new office buildings; 1No 15 storeys incl. roof plant plus basement plantroom, the other 11No storeys incl. roof plant plus basement plantroom.

3.1.3 The purpose and aim of this plan is to demonstrate how construction traffic will be planned and controlled to minimise any disruption to neighbouring properties and the local road network.

4.1.4 The plan will layout intended delivery routes along with anticipated closures to facilitate the construction process and to ensure the continued safe movement of traffic/pedestri ans throughout.

1.2 Site Location

The site is located at the junction of Medlock Street and City Road East on the approach to Manchester City Centre. Medlock Street leads directly to/ from Medlock Street Junction of the A57(M) Mancunian Way Ring Road. The current building is accessed from an entrance on City Road East.

1.2.1 Site address: One City Road, City Road East/ Medlock Street, Manchester M15 4PN

1.3 Scope of Works

1.3.1 Demolition of the existing buildings at One City Road (works carried out in conjunction with a specialist demolition contractor prior to construction works progressing)

2.3.2 Construction of 2No CAT A office buildings; 1No 15 storeys incl. roof plant plus basement plantroom, the other 11No storeys incl. roof plant plus basement plantroom.

- Demolition prior to construction works
- Substructure works (piling, foundations and basement excavation)
- Superstructure works
- Roof structure and coverings
- External envelope
- Internal finishes
- Fit out as required
- Complete external Areas

2.0 Key Staff

2.1 Roles and Responsibilities

2.1.1 **Table 1** (below) identifies MCWY roles associated with the works:

Table 1: MCWY Personnel

Name:	***Role:***
T.B.A	Contracts Manager
T.B.A.	Project Manager
T.B.A.	Site Managers
T.B.A.	Safety Manager
T.B.A.	Traffic Marshall/ Logistics/ Liaison
T.B.A	Planning

3.0 Traffic Management Plan

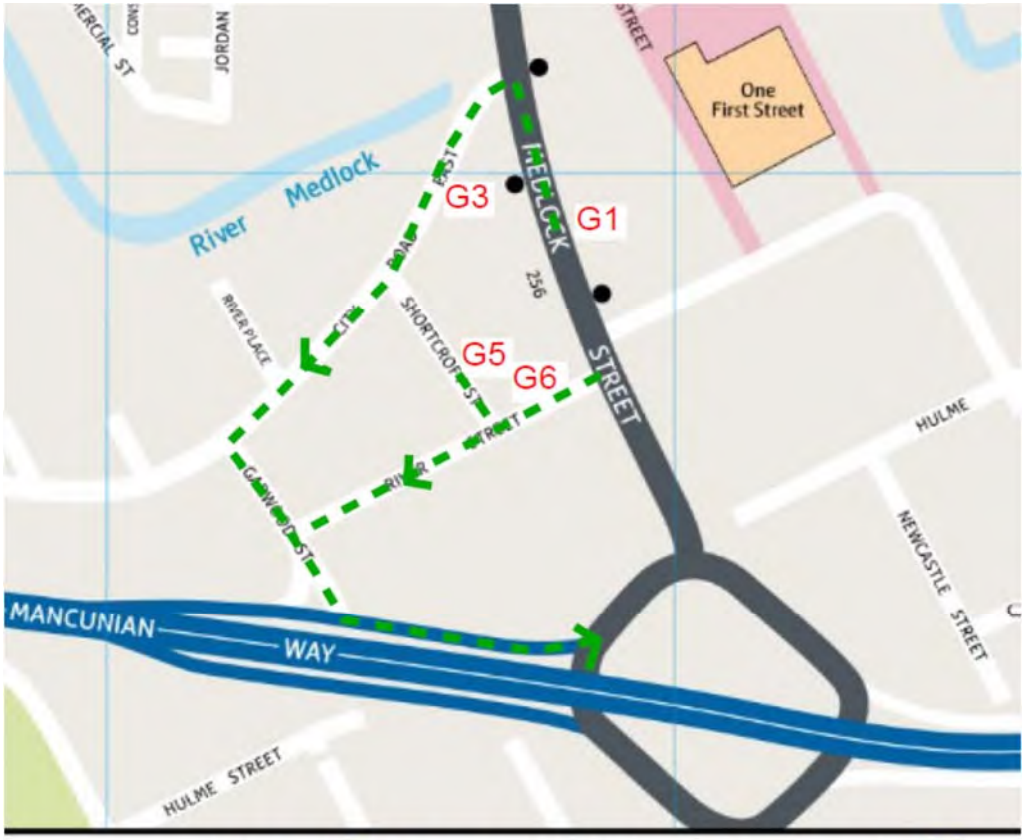
3.1 Proposed Site Access/Egress

3.1.1 Details of the proposed access/egress arrangements are as the attached diagrams.

Incoming Access & Egress Routes



INCOMING/ACCESS DELIVERY ROUTES



EGRESS DELIVERY ROUTES

3.1.2 The access point for all deliveries to and from site will be made from the Medlock St Junction of the Mancunian Way (A57(M) along Medlock Street A5103, straight into the loading bay (gate G1) on Medlock Street, or turning into City Road East (gate G3) and then into Shortcroft St (gate G4) - which is proposed to be closed to traffic both ways, or into River Street (gate G7) loading bay – pending the load and stage of construction.

3.1.3 Gate G4 will be predominantly used for Box van, Transits, flat bed wagons and smaller site deliveries with the majority of HGV's using Gate G1 and G7. A large number of deliveries into G1 and G7 will take considerable time to unload as the tower cranes will be used for unloading and also for erecting i.e. precast sections will have to be unloaded, lifted and fixed into place before the next section can be lifted, the use of G4 for smaller deliveries is therefore essential to be able to progress other works simultaneously and therefore minimize the overall period.

3.1.4 All delivery vehicles will be directed to a pre-determined delivery/unloading zone gate number and then unloaded within the hoarded site boundary. Gates G1 and G7 will accept all heavy goods vehicles throughout construction operations and will vary pending the load and timing as previously noted. The vehicles will either drive straight through or initially be turned within the confines of the site (i.e. excavation plant) and leave via City Road East (gate G3) or River Street (gates G5 & G6) back to the Mancunian Way via Garforth Street, or leave the Medlock Street Loading Bay (gate G2) and then to the Mancunian Way via City Road East – all vehicle movements on the highway will be forward facing (with no reversing manoeuvres)

3.1.5 The above arrangement would necessitate the following:

- Road closure along Shortcroft St for the duration of the project,
- Closure of the footpath and part of one lane on Medlock Street including a relocation of the bus stop -this may require alteration of some of the existing road markings on Medlock Street. A minimum of one 'ahead only' lane traffic flow will be maintained throughout on Medlock Street, as the current arrangement upto River Street (with filter lanes). The lane closure will mean that where the number of lanes increases to two lanes after First Street this will still occur but further along Medlock Street after the loading bay; with the relocation of the bus stop.
- Closure of the footpath and part of the road including parking on River Street (access maintained)
- Closure of the footpath and part of the road including parking on City Road East

Discussions will be held with Manchester City Council Highways Department and a TTRO application made to reflect the discussions. Line-markings will be altered as required and temporary double yellow lines will be provided around all the hoarding lines. All line

amendments and car parking bays will be reinstated on completion of the project. We will ensure that on-going liaison and discussions are carried out with both Highways and the Network Resilience Teams well in advance of the commencement of the works on site, we will also arrange a pre- start meeting with both teams to review in detail the overall site logistics, licences in place, TTRO applications and working hours for the various work element . Constant liaison with both Highways and the Network Resilience Teams will be maintained throughout the duration of the project.

3.1.6 A swept path analysis if required by Highways will be carried out to suit proposals following discussions regarding the proposed site set up/ access routes.

Please note that majority of vehicles can drive through loading zones G1 and G7 within in hoarded areas on the current road surfaces and exit via existing roadways G2 and G6, or access the site directly from the existing roadways G3 + G4 and turn within the site area if necessary and then egress via existing exits G3 and G5 onto the highway network.

3.1.7 Pedestrian access will be maintained around the full boundary of the site with the exception of a section on Medlock Street on our site side, which will have a diverted pedestrian route via Shortcroft Street – this will be lit and maintained throughout. The vehicle delivery proposals avoid any reversing manoeuvres and keeps loading/unloading operations well away from the pedestrians on the surrounding footpaths. Access and egress to and from site will be properly managed by the site team, who will ensure that all vehicles and pedestrians associated with the works are managed safely and in accordance with the agreed Traffic Management Plan.

Access needs to be maintained to the existing premises and pedestrian routes surrounding the site. Once the external hoarding line is established all deliveries, access provisions, craneage and accommodation will also be contained within the hoarded area, which have manned 24hour security. Therefore, once established; using appropriate Traffic Management, deliveries and access to the adjacent properties will not be impacted with regular amendments allowing pedestrians, occupiers and businesses to become accustomed to the layout. Temporary directional signage/ gate numbering will be clearly incorporated on the hoarding

3.1.8 Deliveries and access will be maintained to adjacent businesses and residents located on Medlock St, City Road East and River Street. Temporary traffic management will be installed during erection of hoardings and may be required by the Statutory Service providers and pending any drainage connections otherwise based on this proposal the effect on existing properties will be minimal and will constantly be considered during our daily planning and site management throughout.

3.1.9 We will engage with all the business surrounding the site and will review their deliveries and access requirements and concerns should they have any.

3.1.10 Access and egress to and from site will be properly managed by the site team, who will ensure that all vehicles and pedestrians associated with the works are managed safely and in accordance with the agreed Traffic Management Plan.

All deliveries will be scheduled to arrive at a pre-determined gate location and will be checked for cleanliness before leaving site.

3.1.11 Routes for emergency services will be kept clear at all times.

3.1.12 The local fire service will also be notified of the works prior to commencement on-site.

3.1.13 We believe that establishing the access and egress locations as shown on the Site Logistics Plan is the least disruptive to existing residents. Consideration will also be made with regards to adjacent developments in progress and access discussions with Manchester City Council Highways Department. We are also conscious of the traffic speed regulations/restrictions surrounding the site.

3.1.14 As set of dilapidation photographs will be carried out prior to commencement of works on site, these will be available for review by Manchester City Council Highways Department at any point throughout and on completion of the project.

3.2 Temporary Traffic Regulation Orders {TTRO's)

3.2.1 A TTRO application will be made to Manchester City Council Highways Department for the Road closure along Shortcroft St for the duration of the project, The Closure of the footpath and part of one lane on Medlock Street including a relocation of the bus stop which may require alteration of some of the existing road markings on Medlock Street. The Closure of the footpath and part of the road including parking on River Street with access maintained, and The Closure of the footpath and part of the road including parking on City Road East

3.2.2 Discussions will be held with both Manchester City Council Highways Department and the Police to agree suitable times and routes for the movement of any abnormal loads.

3.2.3 MCWY will, so far as is reasonably practicable, implement measures to mitigate any disruption to the local road network and take due cognisance of pedestrians, cyclists and other road users as appropriate.

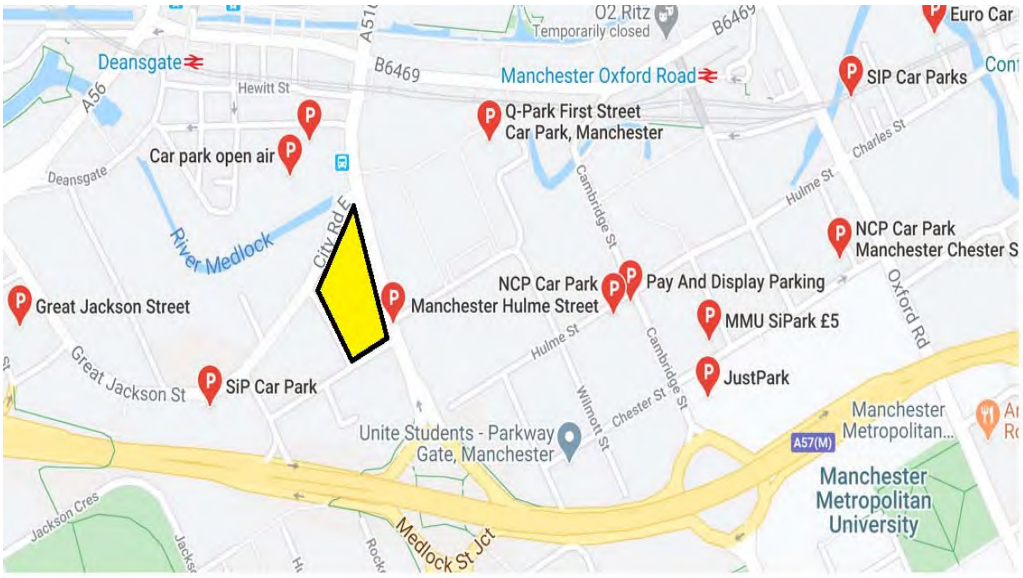
3.2.4 MCWY will endeavour to maintain private accesses affected by the temporary traffic management schemes. Pedestrian access to neighbouring properties will be maintained at all times.

3.2.5 All traffic management works will be completed by trained and competent personnel from a specialist subcontractor - Chapter 8 signage will be displayed and existing signage altered, amended and maintained as agreed with Highways.

3.3 Contractors Parking

3.3.1 The space available on site will become limited as the scheme progresses and as a result of the magnitude of the buildings. Following the demolition and site preparation works there will be no provision for contractors parking on-site. However, the site is well served with public transport links Train, tram and bus. In addition, there are numerous pay and display car parks within the local vicinity. It will be made clear to all Subcontractors and Operatives during their site inductions that they are not to park on the streets on or around the site unless in marked parking bays. There are a number of local pay and display carparks as shown on the diagram below i.e. NCP on Little Peter St, Q Park on Anne Horniman St.

City Road East Local Parking



4.1 Vehicle Routes

4.1 Proposed Delivery Route

4.1.1 As part of our subcontract orders we will stipulate that all deliveries to and from site will be made via the A57(M) Mancunian Way leaving at the Medlock Street Junction following the A5103 (Medlock Street) upto the site

4.1.2 To minimise disruption to the local road network during peak periods, the delivery of materials to site will be between 0900 hours and 1600 where practicable.

4.1.3 Wherever possible, deliveries will be scheduled to evenly spread the volume of construction traffic throughout the programme, so that any peaks are avoided.

4.1.4 Our site management will implement a robust scheduling system. Each subcontractor will be required to schedule deliveries well in advance of their arrival on-site.

4.1.5 Delivery planning will also form a key part of discussions held within subcontractors at their progress meetings.

4.1.6 Detailed instructions on delivery arrangements (to predetermined gates and times etc.), and vehicle routing will be issued to all site personnel, subcontractors and supplies involved with the project.

APPENDIX 1 : SITE LOGISTICS PLAN

LITTLE PETER ST NCP CARPARK

EXISTING BUS STOP TO BE RELOCATED ON MEDLOCK ROAD ADJACENT NCP CARPARK (LITTLE PETER ST). ROAD LINEMARKINGS TO BE AMENDED TO CURRENT FILTER LANE - TO REMAIN AFTER BOX JUNCTION

BARRIER TO MEDLOCK STREET TO CONSIST OF RB22 RED & WHITE ROAD BARRIERS (50MPH) WITH MESH HOARDING AND EXTRA EXTENSION PIECES TO 2.40M HIGH. MESH TO MAINTAIN LIGHT THROUGH FROM STREETLIGHTS AS SKETCH ADJACENT

FOOTPATH CLOSED FOR THE LENGTH OF THE SITE - WITH PEDESTRIAN DIVERSION VIA SHORTCROFT ST THROUGHOUT, SOLID HOARDING IN ROADWAY, TRAFFIC AT PRESENT ONE LANE + FILTER ADJ RIVER ST/ FIRST ST. ONE LANE MAINTAINED EXTENDING TO 2 LANES + CYCLE LANE AFTER GATE 2.

TC LOADING BAY 1

PEDESTRIAN ROUTE/ DIVERSION MAINTAINED THROUGHOUT ALONG MEDLOCK ST OPPOSITE SITE AREA

FIRST ST./ WILMOTT ST

MEDLOCK ST

RETURN TO TWO LANE FOR LEFT TURN AND BUS STOP RELOCATION

REDUCE TO ONE LANE TRAFFIC CYCLE LANE TO START AFTER SITE PULL IN BAY

EXISTING ONE LANE TRAFFIC + FILTER LANE TO FIRST ST

TC1 55m LIFT RAD

TC1 55m LIFT RAD, POSITION 2

TC2 70m LIFT RAD

TC IN BUILDING AREA POSSIBLE HEIGHT JUMP REQUIRD TIED TO CORE PENDING FREESTANDING HEIGHT

TC IOUTSIDE BUILDING AREA OFFSET LIFTING FRAME REQUIRED FOR FACADE MATERIALS

MIN 7.30 WIDE ROADWAY MAINTAINED, HOARDING IN PART ON ROAD WAY

CITY ROAD EAST

EXAMPLE HOARDING



PEDESTRIAN ROUTE/ DIVERSION MAINTAINED THROUGHOUT ALONG CITY ROAD EAST

SECTION ON SHOTCROFT STREET



FOOTPATH CLOSED, TTRO TO SUSPEND PARKING BAYS

TC LOADING BAY 2

RIVER ST

PEDESTRIAN ROUTE/ DIVERSION MAINTAINED THROUGHOUT ALONG RIVER ST.

ALL SITE TRAFFIC EXIT VIA RIVER STREET (TO MANCUNIAN WAY VIA GARFORTH ST)

SHORTCROFT ST

PEDESTRIAN ROUTE/ DIVERSION MAINTAINED THROUGHOUT ALONG SHORTCROFT ST

SHORTCROFT ST CLOSED OPPOSITE FOOTPATH TO REMAIN OPEN AT ALL TIMES,, HOARDINGS APPROX 500MM ONTO FOOTPATH

DELIVERY/ OFFLOAD/ LAYDOWN ZONE: TELEPORTER OFFLOAD TARMAC SURFACED

BLOCK 1

BLOCK 2

KEY: NOTE ALL SUBJECT TO AGREEMENT WITH HIGHWAYS

- SOLID HOARDING LINE SPEC AS PICTURE
- RB22 RED & WHITE ROAD BARRIERS (50MPH) WITH MESH HOARDING AND EXTENSION PIECES
- MESH GATES
- PEDESTRIAN ACCESS/ DIVERSION MAINTAINED THROUGHOUT
- TC1 APP TOWER CRANE 1 + 2 LOCATION - TO FINALISE
- TOWER CRANE OUT OF SERVICE RADIUS APP. 22.70m/ OVERSAIL REQUIRED
- PROPOSED BUILDING OUTLINE
- TRAFFIC LANES ON MEDLOCK ST/ CITY ROAD EAST AND RIVER ST
- GATEHOUSE MANNED DURING WORKING HOURS WITH 24HR SITE PRESENCE
- SITE CABIN LOCATIONS THROUGHOUT
- RECYCLING/ SKIP ZONE
- DELIVERY/ ACCESS VIA GATES
- G1 GATE NUMBER

PROPOSED SITE LOGISTIC PLAN

SHOWING SET UP TO BE ESTABLISHED FROM START BUILDING 1 TO COMPLETION OF BUILDING 2 : PENDING AGREEMENT WITH MANCHESTER HIGHWAYS DEPARTMENT

REVISION 2: JULY 20

Jon Matthews Architects

Project: One City Road

Title: Proposed Ground Floor Plan

Scale: 1:250 @ A1 | Origin Date: 02/04/2020 | Drawn: FM | Checked: MH

Status: Stage 2

Project: 1402 | Drawing No: MP_07_2200 | Rev: -