



Russells Construction

79 Mosley Street

Construction Management Plan

Rev 06

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Revision Updates

Rev	Date	Author	Changes
001	4/9/19	J. Ogden	N/A Draft 001
002	16/10/19	M. Round	General update + sections/plans included – issued for OBI approval
003	16/12/19	J. Ogden	Metrolink document in Appendix D
004	05/02/20	J. Ogden	Noise Comments incorporated
005	20/02/20	J. Ogden	TM/Logistics' Methodology Update
006	09/04/20	J. Ogden	Update to Plans – Turnstile + FE relocated, Working Hours updated and BGS Scaffold amended.

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1. Introduction

Russells Construction have been appointed by Boulton Brooks Real Estate (BBRE) to deliver the construction refurbishment works to 79 Mosley Street, Manchester. The purpose of this Construction Management Plan (CMP) is to address the detailed procedures, sequencing and the anticipated construction methodology prepared by the team engaged in the works. We believe that our involvement in the project through planning and pre-construction phases coupled with the experience we have gained by successfully delivering similar schemes in city centre locations has been key to the preparation of this document.

Project Specifics:

- Construction Programmes and Sequencing
- Waste and Recycling
- Transport Management and Site Logistics
- Pedestrian and Vehicular Access to Neighbouring Properties
- Alteration to Local Bus Routes and Public Transport Access
- Underground Services
- Community Liaison
- Noise
- Vibration
- Air Quality and Odour Control
- Training of Site Staff
- Lighting and Mitigation of Light Pollution
- Ecological Management

2. The Development

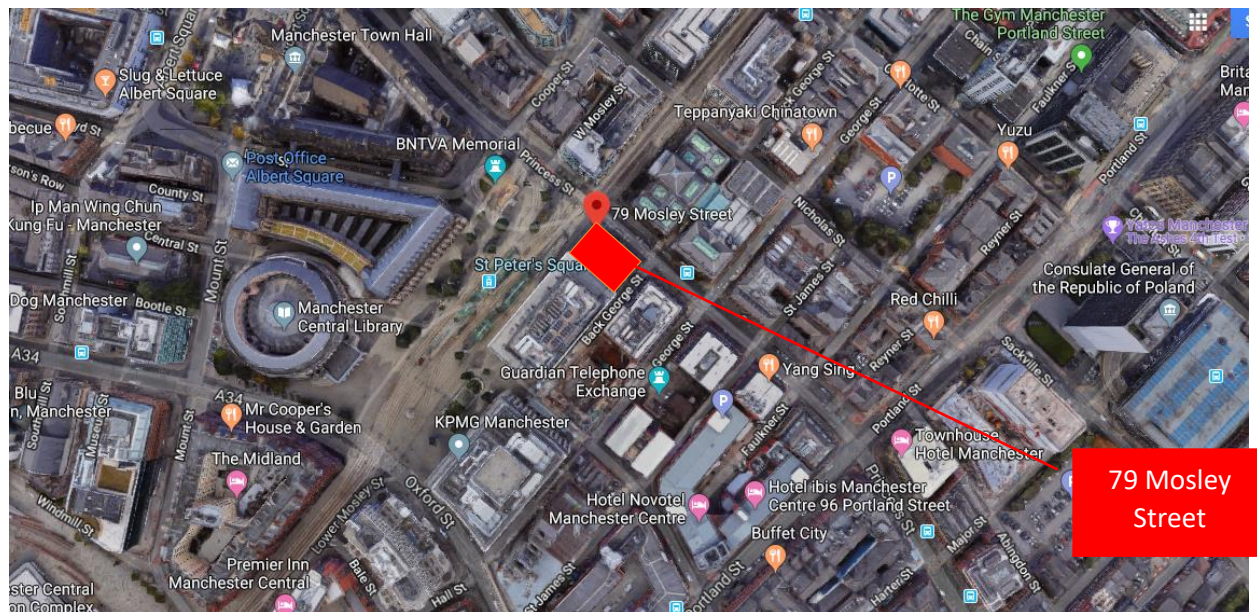
79 Mosley Street is an existing Grade 2 listed building located in the South Eastern part of Manchester City Centre on the corner of Mosley Street, Princess Street and Back George Street. The building is positioned off St Peters Square adjacent to No 2 St Peters, a 12-storey purpose, built office block recently completed in 2017.

The existing 5-storey property is to be transformed from its current condition into a modern 6-storey open plan office block with ground floor retail units.

The works briefly consists of a repair and refurbishment scheme to the retained facades, which will include the existing windows and shopfronts. All listed elements are to be delivered as part of the anticipated conservation/heritage strategy. The existing internal structure will be removed to allow the formation of a new steel and concrete frame solution constructed within the existing footprint of the building; this will include an additional single storey mansard roof extension adding one further floor level to the existing offering. The existing sash windows are to be carefully removed in order to afford access for the internal façade retention system to be installed, which has been designed to support the listed facades. Once the new frame is installed it will be tied into the internal face of the existing facades thus allowing the temporary façade retention system to be

removed. Internally, open plan office space are created across four floors constructed around a new central stair/lift core including toilet and shower facilities.

The property is indicated on the below location plan:



3. Outline Programme

We anticipate the timescales of the construction works to be as follows:-

Activity	Weeks
Enabling Works	73 weeks
Construction Period	82 weeks

Periods are based on the following construction hours:-

- 7.30am – 6.00pm Monday to Friday
- 8.30am – 2.00pm Saturdays

Site deliveries will take account of neighbouring properties and surrounding businesses where possible to minimise impact on traffic levels surrounding the site. Sundays and Bank Holiday working will be avoided where possible but may be required throughout the works.

There will be certain circumstances where construction works will be required to take place outside these hours to under activities such as ‘power floating’ concrete floor slabs and the erection/dismantling of the tower crane.

Prior to the commencement of the works on site, the footpath on Princess Street will need to be cleared of any obstructions in order to implement the traffic management proposals, form the main site compound and set the site boundary lines. This will involve relocating the existing bus stops

(including any associated street furniture) and any street lighting and planting immediately outside the main elevation on Princess Street.

As part of the site establishment, we will re-mark the central road markings in order to evenly proportion the width of each carriageway for the vehicles using Princess Street. Once formed, it will afford sufficient space to facilitate the construction works and act as the principal delivery route the majority of materials and equipment used in the works. It will include space to position waste skips for the enabling works, main demolition works and later fit out stages. Concrete pumps can be set up within the site compound for casting floor slabs and foundation and also allow us to safely erect the external façade scaffold and complex retention system. Our scaffold will be designed to incorporate key bridging arrangements to the front elevation to provide a limited but essential storage/off-loading area beneath the scaffold thus reducing the extent of the compound that would have been required otherwise. This area will allow us to offload smaller deliveries to a designated zone and from this point, they can then be transported to the main hoist and distributed vertically to the relevant floor or roof area.

On Princess Street, we will install a traffic barrier system to both the site compound and outer pedestrian hoarding line. The inner hoarding forming the site compound will consist of a solid barrier hoarding and the fence line a mesh type barrier to maximise sight lines for pedestrians crossing the highway at each end of the footpath diversion.

On the Mosley Street elevation, facing St Peters Square it will be necessary to reduce the width of the existing footpath in order for us to erect a full height scaffold whilst maintaining a safe walkway for the public. Along this elevation within the hoarding line, we propose to install the main site access and security turnstile that will act as the principal access and egress position for any subcontractors and visitors accessing the construction site. The site hoarding on this elevation we propose to secure the hoarding directly onto the main scaffold in order to minimise any impact on the footpath. A fire escape door will also be incorporated into the perimeter hoarding which discharges onto the widest part of the footpath outside the adjacent retail unit.

Whilst developing the CMP, the site team met and corresponded with representatives from both TFGM and Metro Link in order to understand any specific rules and procedures that we needed to follow or adopt as part of the works. Our particular concern was working in close proximity to the tram services and power lines, Metrolink have confirmed their specific requirements with regard to this element of works and issued guidance documents, which we have included in Appendix D. When erecting the scaffold to Mosley Street, we will need to seek written approval from Metrolink beforehand and ensure that the correct permits are in place at all times.

On the Back George Street elevation of the property, we propose to install a scaffold gantry across the existing carriageway to allow us to install a full height scaffold to the façade of 79 Mosley Street. This gantry will be necessary in order to minimise the width that a traditional scaffold would require at street level and to importantly maintain sufficient carriageway width for access to the neighbouring properties and existing construction site.

One of the initial site activities is to form a temporary opening in the Back George Street elevation of the property in order to create a clear opening for all plant and machinery to access the property. The site hoarding along this elevation will consist of a water-filled hoarding selected to protect the scaffold gantry from the risk of vehicle impact. This work will be undertaken as an initial enabling works package and necessary in order to afford access into the footprint of the property.

We have met with both the Princess Street Hotel management staff and No 2 St Peters Square Building Manager to discuss our proposals and believe that we have considered any key concerns raised during our discussion in the preparation of this plan.

At Russell's, we understand the risks and complications of city centre working and the importance of pedestrian safety and good traffic management. Throughout the development of this plan we believe that through engagements held with key parties, we have prepared a proposal that addresses any feedback communicated to us through site meetings and correspondence.

We appreciate that the location of the project adds further complications with respect to the existing road traffic and have therefore worked closely with our traffic management subcontractor UDP to produce plans that will direct traffic around the surrounding streets and safely address pedestrian footpaths diversions where applicable. Throughout the construction works, we will employ a full time Gatekeeper and qualified Traffic Marshall who will be responsible for all deliveries to and from the construction site. Given the restrictions of the construction site, we propose that all large deliveries access the site along Princess Street from the direction of Portland Street where they will then drive into the suspended bus stop position immediately adjacent to the Princess Street Hotel. From this holding position, the delivery will then be safely manoeuvred into the site compound and off the public highway when the gates will be closed. Once the delivery has taken place within the site compound it will be supervised as it exits and reverses into the holding area outside the Princess Hotel. When safe to do so, the vehicle will re-join the flow of traffic and drive from site as indicated on logistics plans included within Appendix 8. Smaller vehicles (where possible) will be able to enter the construction site directly and then supervised whilst they reverse into Back George Street and then join the traffic flow on Princess Street away from the city centre towards Portland Street.

Throughout the construction works, there will be occasions where we will need to obtain approval from Manchester City Council Highways for short-term road closures on Princess Street in order to safely undertake specific high risk/key construction operations. These will include, but not limited to, activities such as the erection assembly and dismantling of the tower crane, delivery of roof top plant and some concrete pours to upper levels.

The site team will ensure that the contents of the final CMP will be communicated to all subcontractors and suppliers as we believe that all parties involved in the works have an equal responsibility to ensure that the content of this CMP is adhered to at all times. Subcontractors and suppliers involved in the project will be advised that where necessary non-construction traffic will be given priority over site deliveries unless we believe that there is a risk to the health and safety of the general public or where the delivery should have priority to minimise any impact on traffic flow.

Strategy for the façade retention system

The proposed façade retention proposals is included in **Appendix C**.

The proposals are to utilise a combination of the new permanent structural steel installation and a temporary shoring system to retain the three facades located on Princess Street, Back George Street and Mosley Street. The facades are essentially retained from inside of the property with the majority of the supports located within the building to minimise external disruption to the facades. We believe this is the preferred method given the site constraints and limitations. Alternative forms of façade retention, including an external scaffold/kentledge option have been considered but these

have been deemed unsuitable for this particular scheme due to the general logistics and that would be made available and granted by Manchester Highways.

Key to this project and the safe erection of the façade retention system is the installation and use of a tower crane. As soon as practicable we propose to install the new foundations and tower crane base by accessing the basement level through the temporary opening formed on Back George Street façade. This opening will be secured at all times and only opened to allow plant and equipment to access the footprint of the building to undertake works such as foundation and piling operations to access the basement. Once the foundations required for the façade retention steelwork and tower crane bases are formed, we will then organise a road closure in order to safely erect the tower crane.

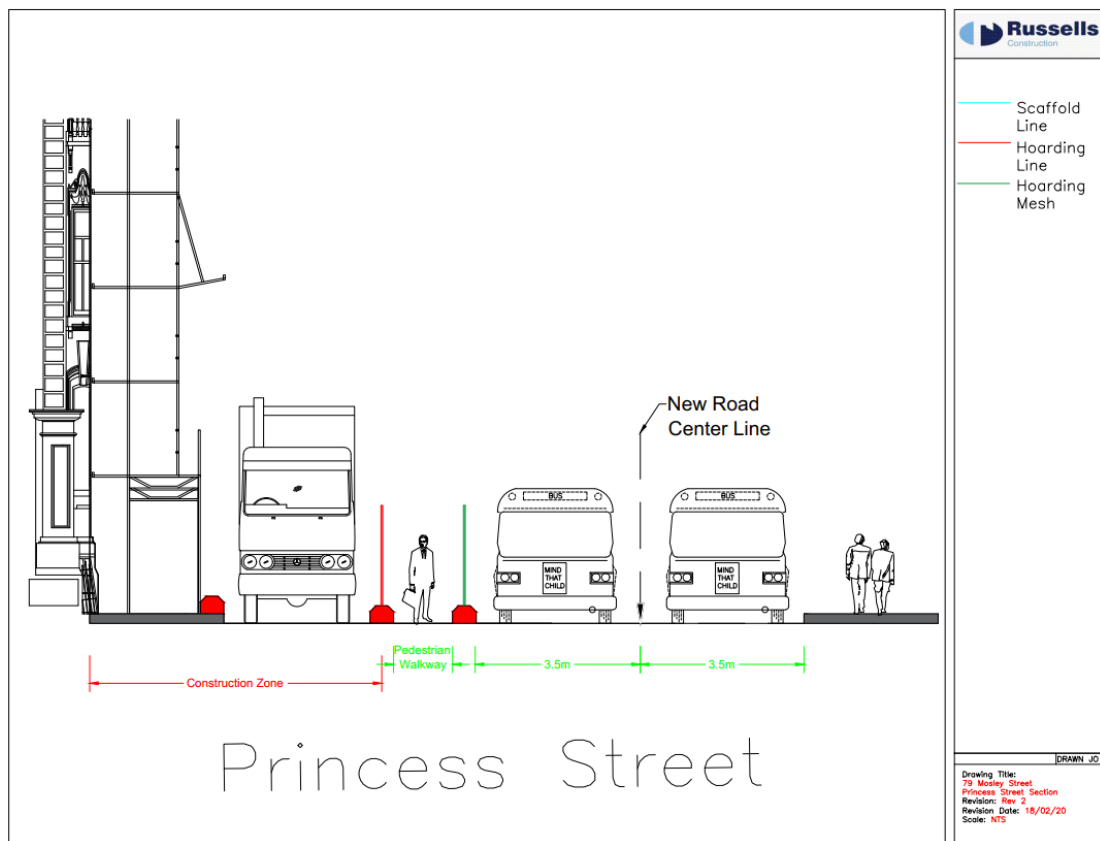
Using the tower crane, we will then install the new steel structure/retention system in order to commence the demolition works. Upon completion of the demolition works the existing internal floors, walls and other structural aspects, works will begin on the remaining foundations which will allow us to install the new precast stair and lifts shafts with a tower crane situated in the centre of the structure. In turn, this will see construction of the new steel frame and concrete floor slabs including the mansard roof structure.

As the new permanent structural items are installed, façade retention structural elements will be removed once the structural design team are happy that the new structure is supporting the existing walls. The newly installed roof will allow the incorporation of a new floor, increasing it from five storeys to 6-storey structure. As the levels progress temporary waterproofing will be installed, allowing is to commence the internal finishes to the office and retail areas.

The following sections explains what measures will be incorporated to each elevation.

Princess Street

The below image is an extract from the Princess Street logistics plan which is included in [Appendix A](#) of this plan. The section shows the main site compound located to the front of the property including the scaffold zone, the main service yard/loading area, the outer hoarding line, which creates the pedestrian walkway and newly applied road marking which evenly divide the remaining carriageway. The illustration identified the minimum width of both the safely undertake the façade retention and restoration works whilst also creating a principal site compound in order to fully service the construction works.

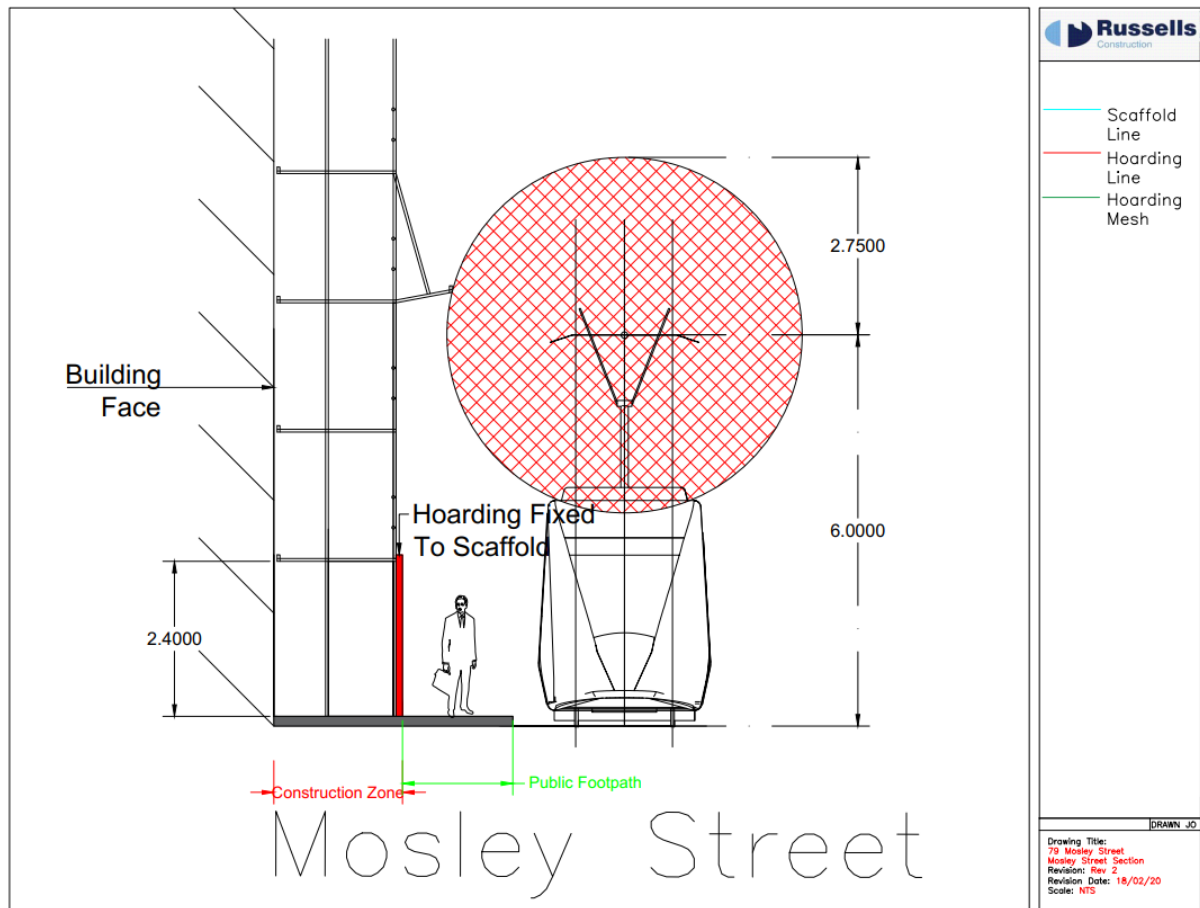


The site compound to Princess Street will be required throughout the construction works as it creates a principal delivery area for the majority of plant and material used during the construction works. The yard will be used to offload skips for all earthworks arising's and demolition waste to be removed from site, used as an offload and storage areas for all materials but also act as a holding yard as we offload pre-cast concrete and steelwork into its final position as we form the new internal structure. The yard will also be key for all concrete deliveries required as we form and cast the new internal floor slabs.

Mosley Street

On the Mosley Street elevation, we will erect a full height scaffold secured to the existing façade, which will reduce the width of the existing footpath. We have liaised with TFGM to understand what impact and/or interface this may have with the tram service and have subsequently provided incorporated their requirements into our scaffold proposals and methodology. Metrolink have provided a Working Safely near Metrolink guidance document and set out their requirements through our site meeting and correspondence. They have also advised that no scaffold will be erected to Mosley Street without their prior approval and necessary permits granted. One key point is to ensure that power to the tramlines are isolated whilst erecting the scaffold up to a height of 8 meters until the protection fan is formed. Once erected, this scaffold will leave a clear pavement width of approx. 1.6m from the outside face of our hoarding line to the existing kerb edge.

On Mosley Street, we also propose to install a biometrics turnstile system within our site boundary as indicated on the Site Layout Plan. This will serve as the principal access point for all staff and subcontractors working on the project.

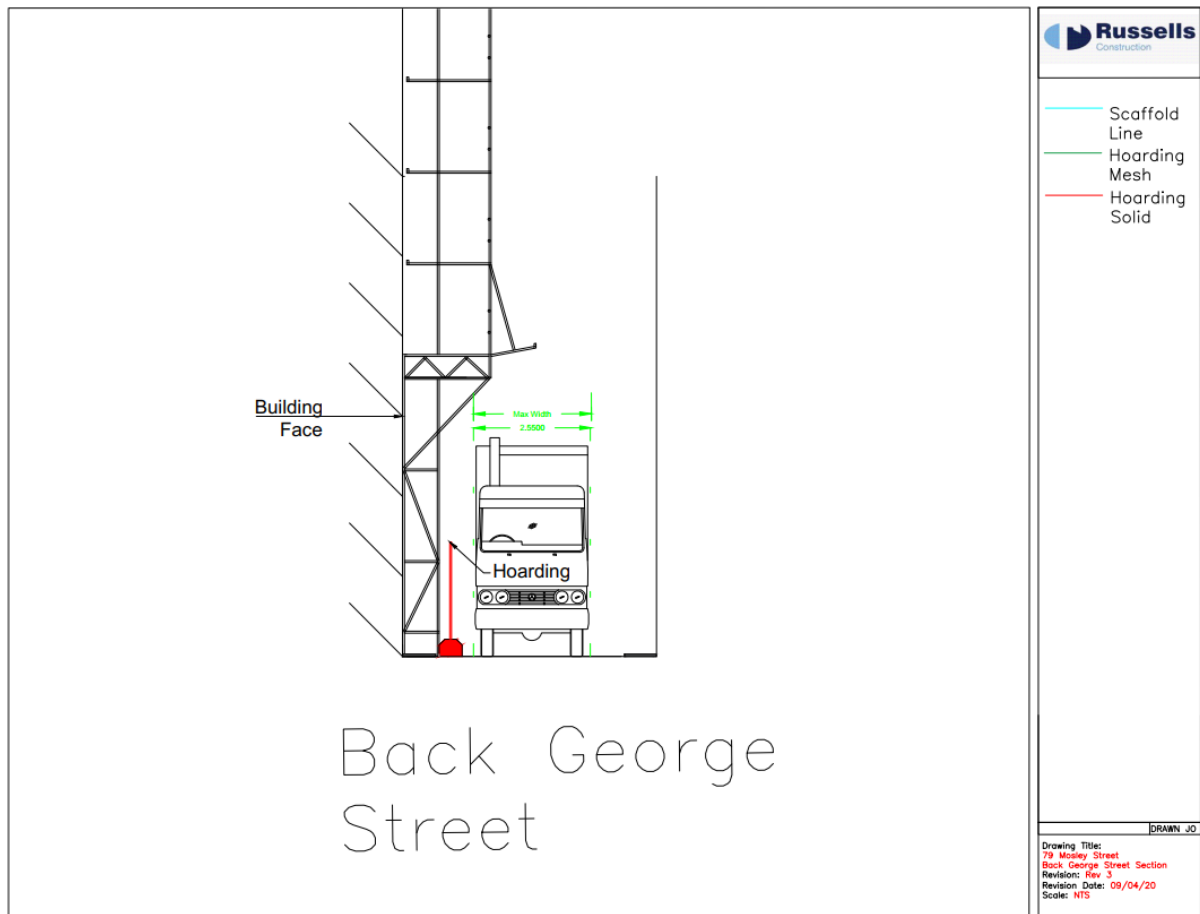


Back George Street

On Back George Street it will be necessary to design and install a scaffold solution that both services the construction works at 79 Mosley Street as well as maintaining sufficient carriageway width for vehicular access to the neighbouring properties and the Motel 1 construction site. We are aware that Back George Street is used by the adjacent property for access their basement car park and service yard, by the hotel service entrance and the neighbouring construction site.

With regard to the pedestrian footpath, there is an existing narrow footpath to both sides of the carriageway that will be hindered by the scaffold support columns. This will result in the footpath being closed off at both sides of the carriageway and therefore will need to discuss further with Manchester City Council Highways.

The scaffold solution will form a high-level gantry that effectively bridged the alleyway in order to maintain vehicle access. From the high-level gantry, we will erect a scaffold to the face of the property in order to undertake the necessary construction works.



Strategy for the Façade Retention System

Within [Appendix C](#), we have provided specific details for the proposed façade retention strategy that will be developed further with the project engineers and specialist subcontractors in due course.

Consideration has been given to alternative forms of façade retention, including an external scaffold/kentledge option but these have been deemed unsuitable given the general logistics and space available. Given the requirement for the façade retention need to take place from the inside, all the existing timber sash windows will be carefully removed, taken off site to be refurbished and reinstated at a later date. Once the new steel structure and retention system is in place, the demolition works will commence. Following the removal of the existing internal floors, walls and other structural aspects, works will then commence on the new precast stair and elevator cores followed by the new steel frame.

As the new permanent structural items are installed, façade retention structural elements will be removed in a phased manor with each level checked and signed off by the structural engineer.

4.1 Traffic & Pedestrian Management

In order to facilitate the proposed logistic plans, we have consulted with our traffic management subcontractor UDP to produce a traffic/pedestrian management plan that seeks to manage traffic flow around the surrounding streets. A copy of this plan is included in Appendix B. Please note that these proposals indicate that a second bus stop will be required to be relocated in front of the Princess Street Hotel to assist with the routing and tracking of deliveries into the development.

The proposals seek to address: -

- Traffic Management procedures for the project.
- Access, egress and turning points.
- Temporary or permanent alterations to local traffic routes/regulation orders
- Additions or alterations to signage and road markings on Princess Street.
- Redirection of pedestrian traffic and public transport routes.
- Segregation of vehicles and pedestrians on site.
- Any other measures to ensure the safe movement of pedestrians and vehicles, both on and off site such as angled site hoarding to maintain eye lines for moving traffic.

In preparing the Traffic Management Plan, we have considered the following:

- Impact on adjacent developments and properties
- Pedestrian Access routes.
- Facilitating deliveries to and from the construction site.
- Segregation of the construction site from the general public and highways
- Maintenance of existing refuse bin collection from existing properties.

The traffic management plan will be strictly enforced during the works and will be communicated to all subcontractors, suppliers and staff prior to commencement on site.

The dedicated Gate person and Traffic Marshal will be employed to manage all deliveries to and from the site compound and work with any other staff required to assist with traffic management in around the public highway. All deliveries will be pre-planned and co-ordinated with the neighbouring hotel, construction site and No 2 St Peters Square key deliveries.

4.2 Pedestrian Routes & Signage

Adequate signage will be installed/erected as part of the traffic management proposals to address traffic movements on the public highways.

Company branded signage will be erected around the site and compound communicating all safety obligations and standards to the workforce, visitors and general public (where applicable). Branded monarflex will be used to 'wrap' the scaffolding to each elevation.

A pedestrian footpath will be maintained at all times along Mosley Street, however on Back George Street the existing footpath will need to be closed due to the scaffold structure being constructed off the footpath at street level. On Princess Street the existing footpath will be temporarily diverted as indicated on our traffic management proposals and logistics plan.

On all occasions where deliveries are being received to the site there will be a gate person and traffic Marshall present to manage deliveries to ensure that vehicles enter and exit the site in a safe manner and prioritise pedestrian safety at all times.

4.3 Site Welfare, Security & Parking

The main site welfare and management offices will be located on Mosley Street within close proximity to the site and supply the workforce with sufficient welfare in accordance with the requirements set out in the CDM 2015 Regulations. Access to the site and the welfare for site staff will be via Mosley Street, where a biometrics turnstile will be installed affording access to approved personnel only - location of the turnstile is indicated on the site plans.

The perimeter of the site will be a hoarded off fully to enclose the site and separate the works from the general public. Access gates will be installed within the hoardings to service the works as identified on the logistics plans. During construction works, these gates will be manned at all times and only opened/in use where we need to control and manage vehicles entering and existing the site. All site deliveries will be pre-arranged and planned where possible to avoid any clashes with adjacent businesses or any events being held in and around the city centre.

Outside of working hours all access gates (vehicular and pedestrian) will be locked and any access point to the building at ground floor secured. We will install a CCTV security system that will monitor the site out of hours – we will also supplement the site with roaming security guarding who will periodically visit the site out of hours.

There will be no on-site parking available, the Contractors operatives and site staff will be encouraged to utilise public transport and/or car share where possible. There are a number of local car parks available for anyone who is unable to use public transport.

As part of our sub-contractor enquiries & orders, all personnel will be made aware of the necessary site measures and rules so that the works are effectively pre-planned and requirements managed when on site.

5. Construction/Works Activities

All site hoarding and fencing will be aligned in accordance with the attached site plans and details, which can be found in **Appendix A**.

The sequence of works shall generally comprise of the following: -

- Removal of any existing street furniture, lighting and signage including the bus stop relocation works
- Take possession of site
- Set up Traffic Management proposals/signage and form the main Site Compound
- Form a temporary opening in Back George Street in order for plant to access the basement level.
- Remove existing timber doors and two existing pavement level windows on Princess Street to afford route for arising to be removed from basement level
- Install temporary doors to secure any openings formed at street level
- Soft strip works commence internally and waste removed into site compound using conveyor system
- Erect a full height Scaffolding to all three facades
- Substructure works including excavating existing basement slabs then forming piled foundation (including crane base)
- Temporary road closure for crane rigging
- Install Tower crane through central light well

- Remove existing roof covering and roof structure including formation of openings through existing timber floors
- Removal of all existing windows and remaining doors
- Install Façade Retention System
- Internal Demolition commences
- Install remaining piled foundation bases, drainage and basement slabs
- Install pre-cast staircase and lift cores
- Steel Frame Installation
- Cast new concrete floor slabs
- Install refurbished and new windows
- Install Mansard Roof and mansard cladding
- Roof coverings and general flashing details
- Internal office Fit Out and Finishes
- Façade repairs/restoration works
- External Works
- Handover

6. Health & Safety

6.1 CDM

The project will be completed in accordance with the Construction (Design and Management) Regulations 2015 and all other relevant legislation.

6.2 HEALTH & SAFETY PLAN

Prior to commencement on site, a Construction Phase Health and Safety Plan will be produced by Russell's and issued to the Principal Designer for review and sign off. The contents of the CPH&SP will include:

- Responsibilities
- Standards
- 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 (RAMS) for all elements of the works will be prepared by the individual sub-contractor appointed on the project, these will also be reviewed by the Russell's site team prior to that works package starting on site. All works tasks will be risk assessed and final RAMS approved by a competent member of the site team prior to commencement of the works on site. Any deviation from the agreed risk assessment and method statement will result in the relevant works package activity being temporary halted until the necessary re-assessments and control measures are put in place.

7. Environmental

An Environmental Plan will be prepared to demonstrate the following: -

- Applicable environmental legislation
- Pollution
- Nuisance
- Ecology
- Public Relations

7.1 Pollution

Russell's Construction will identify any potential pollution risks and adopt control measures to minimise or eliminate where possible, pollution. The plan will identify protection measures where there is a perceived direct risk to water courses due to certain construction activity for example: -

- Piling.
- Earthworks (including stockpiling of spoil, and movement/storage of contaminated soils).
- Dewatering of excavations.
- Concrete works (including washing out concrete delivery vehicles).
- Storage and movement of fuels, oils and chemicals.
- cleaning (including plant/machinery and wheel washing)

7.2 Nuisance

Noise

Russells Ltd and its sub-contractors will, as far as is reasonably practicable, nobody on site is exposed to noise in excess of 80dB(A). Where noise levels are suspected to be at or above 80dB(A) the direct employer will be responsible for ensuring a suitable noise assessment is carried out. Suitable hearing protection must be made available to all affected personnel on request. Sub-contractors undertaking work that exceeds the noise level of 85dB(A) hearing protection zones must be set up with clear warning signs.

Whilst noise emissions are unavoidable, they will be intermittent by nature and as such limited to the working hours.

Plant suppliers will be requested to provide guidance on anticipated noise levels in advance of commencing work on site in order for the site team to review and assess its suitability. Compressors and percussion tools for example will be fitted with effective silencers of a type recommended by the manufacturer where possible.

Modern vehicles/plant machinery shall be encouraged where practicable and such vehicles and mechanical plant fitted with effective exhaust silencers. They shall be kept in efficient working order with all operations planned and undertaken in such a manner as to minimise noise emissions. We will utilise plant and work methods that reduce noise and vibration where reasonably practicable for example adopting an auger bored piled foundations solution rather than driven piles which will reduce noise & vibration levels.

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a D02675-010.rev minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.

Noise attenuation screening will be used for specific elements of the projects if deemed necessary with noise monitoring carried out during the course of the works. The existing windows are to be removed for refurbishment, but will be left in place for as long as possible to help contain noise, and similarly will be reinstated as soon as possible thereafter, all to ensure they are in place & assisting with minimising noise emissions for as long as possible. When the Back George St windows are removed for refurbishment, the openings will be boarded over.

Any mobile screens shall, as far as is reasonably practicable, have sufficient mass to be able to reduce the passage of sound across the barrier and be free of significant holes or gaps between or under any acoustic panels or board.

Noise level tests will be carried out at regular intervals by the Health and Safety team using monitoring devices. If necessary, hearing protection zones will be created where the use of hearing protection will be mandatory. The noise emitters will be replaced if possible. A liaison letter will be sent to neighbouring buildings, specifically in this instance; No 2 St Peters Square and The Princess Street Hotel, informing them of our project and the site personnel to contact should any issues arise from our activities. Regular contact will be maintained with neighbours throughout the project.

Vibration

Due to the vacant nature of the property, vibration will have minimal effect of nearby individuals, other than those undertaking works within the project area. Activities including excavating, piling and demolition will keep vibrations to a minimum by using size appropriate excavators, in situ piling methods and cutting of materials before complete removal. All small tools and equipment that produce localised vibration will be kept to a minimum and tracked by Russells management and subcontractor working on this project.

Air Quality

The sources of dust and emissions during construction will be via:-

- Site excavations
- Site Demolition
- Vehicle movements to and around the site
- Saw Cutting and other forms of material cutting.
- Construction operations – pouring concrete/screeds etc.

Due to the nature of construction site activities, the control of dust emissions will rely upon good management provisions, good site planning to minimise dust from becoming airborne. The weather conditions also contribute to the effects of dust emissions and as a result, it is often difficult to wholly eliminate dust from existing the site boundaries. The prudent use of water application, screening and good site planning and management will ensure effective dust control consistent with good practice and the standards expected of a major construction site. The following measures will be implemented: -

- Using water sprays to maintain damp surfaces during dry weather.
- Keep stockpiles for the shortest time possible and covered during dry spells where possible; Fine material stored in contained/ enclosed form.
- Minimise unnecessary handling of materials.
- No burning will be allowed on site.
- Sheeting of Lorries during transportation of construction materials and spoil export.
- Enclosure or covering all containers to prevent escape of dust and waste materials during loading and transfer.

- Construction of hoardings at the site perimeter or around dust sources.
- Vehicles not left idling, engines to be turned off.
- Dust suppression to be employed on all abrasive tools which produce dust.

Considering the potential impacts of emissions from construction traffic and plant, a number of mitigation methods could be applied to minimize the exhaust emissions, which include: -

- Requiring the use of reasonably new vehicles which conform to Euro VI standards as a minimum
- Ensuring that all construction plant and equipment is maintained in good working order and not left running when not in use.
- The planning of deliveries to be outside the peak rush hour demands thereby reducing the amount of standing time and avoiding adding to congestion.
- Adopting off site assembly where possible to minimize the number of road miles by construction traffic.
- The use of localised subcontractors, suppliers and labour where possible to minimise the distance travelled to site and hence the emissions produced.
- Use of local material suppliers and venders.

Lighting

The use of artificial light during construction will be required to be controlled to reduce the impacts on the surrounding residential properties. The lighting strategy will be such that safe levels of light are maintained for the works, however, where there is a risk of light pollution or nuisance to surrounding properties, shields will be provided to the lights to mitigate such effects.

7.3 Public Relations

Russell's will communicate regular updates to the surrounding residents and business either as a leaflet drop, newsletter or where required face-to-face discussions.

Community Consultation Strategy- Brief details of the scheme will be contained within an A4 community update that will be available to the general public at locations on the hoardings, this will give details of the scheme being undertaken and project timescales. Regular newsletters with details of forthcoming activities will be issued regularly.

Neighbouring Premises/Businesses- All neighbouring properties will be notified by an introductory letter then regular letter detailing forthcoming works. This will include an appraisal of the site logistics plan, overall construction period and site working hours along with details of the works and the periods where the noise/ vibration/ dust sensitive works will take place together with, information on activities that will have a direct interface with the neighbours

Human Impact Plan-

There will be a solid hoarding surrounding all elevations of the construction site as shown in attached plans and section drawings contained within **Appendix A and B**. These plans also demonstrate the proposed site management of delivery vehicles along with associated pedestrian walkways. Footpaths will remain in use on Mosley Street but because of the scaffold arrangements on Back George Street, the existing narrow footpaths will be closed. Signage will be installed and maintained through the works that will safely direct the general public to safe crossing locations

where necessary. Clear Vehicular access will be maintained wherever possible and the traffic scheme proposed provides flexibility to try to achieve this. Regular liaison with the residents/ businesses will assist in mitigating traffic issues. Any deliveries entering or leaving the site will be controlled by a gatemen and vehicle marshal. All subcontractors and suppliers will be required to give 48 hours' notice of deliveries in order for them to scheduled and planned effectively.

8. Waste Management

General Provision –Russell's will be responsible for the management of waste on the site. In general, the principles of the waste management hierarchy will prioritise waste minimisation, re-use of materials and recycling over disposal to landfill. All necessary licenses will be obtained for the storage, treatment and disposal of waste and registered waste carriers will be used or registration sought as a waste carrier.

Waste Minimisation and Monitoring – All waste produced on site will be categorised and quantified with opportunities for reuse, recycling investigated where possible. Waste will be cleared regularly from site and will be segregated where possible. This is not an explicit requirement but represents good practice on site and therefore all sub-contractors working on the project will be encouraged to follow this principle except where space does not permit. As a minimum, legal obligations to segregate waste into hazardous and non-hazardous waste will be observed at all times. Any and all hazardous waste should be controlled in accordance with Control of Substances Hazardous to Health (COSHH) Regulations.

Appendix A

Site Layout, Delivery & Logistic Plans

APPENDIX B

Traffic & Pedestrian Management Proposal

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Façade Retention Strategy

APPENDIX D

Working Safely Near Metrolink

Guidance Document