Upper Brook Street
STUDENT ACCOMMODATION



CONSTRUCTION MANAGEMENT PLAN
(PLANNING PERMISSION ISSUE)

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December 2024
Revision 1

Information Classification: Public

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Information Classification: Public

CONSTRUCTION METHOD STATEMENT

Upper Brook Street , Student Accommodation, Rusholme, Manchester

1.0 Introduction

This Construction Demolition Management Plan (CDMP) has been prepared pursuant to Condition 58 of planning permission ref: 137399/FO/2023 in line with the proposed site enabling works including the demolition and site establishment. It is submitted to discharge Condition 58 in part in so much as it relates to the Purpose Built Student Accommodation (PBSA) element of the planning permission, with a separate CDMP to be provided for the Kadans life science element. Once this phase of works is complete the successful acceptance of the Building safety act gateway 2 approval, the commencement of the combined 23 storey and 9 storey student accommodation blocks.

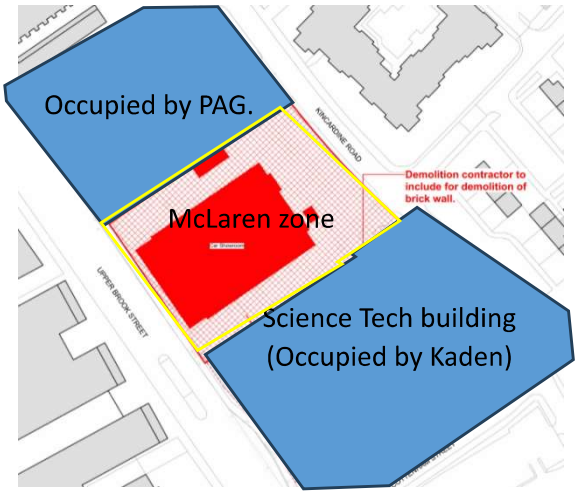
This document has been developed to outline the key Health and Safety aspects which are specifically related to this scheme and gives the approach MCL will take in the development and management of logistics, access and egress to and from site.

Throughout the project and when required various scopes of work will require specialist considerations, during these works detailed method statements will be provided by each appointed contractor. These method statements will comply with legal requirements, approved codes of practice and industry best practice. All methods statements will be reviewed and approved by the MCL project team prior to commencement.

The site is bounded between Upper Brook street and Kincardine lane, which is part of a demographic of student accommodation, University buildings/campus, Manchester city road network and residential housing, which is located past Kincardine. Upper Brook street is adjoined to the proposed science tech building, which will be built by a separate developer and contractor and also another privately owned and built development, occupied by Property Alliance Group

The scheme will deliver the following, which are relevant **only** to the PBSA element of the wider planning permission that will be delivered by MCL:

- The demolition of the mechanical garage (Citroen garage), ground turnover and site preparation.
- The new works consist of the construction of 2 new student residential buildings comprising Block 1 (23 storeys), Block 2 (9 storey) joined by a podium slab for exterior access and use. The ground floor will consist of student amenities, plant space and intended commercial space.
- External works consist of external drainage, roads, footpaths, fencing and hard/soft landscaping.



Below is an aerial image of the site location, with the proposed boundary (estimated view) between the two other projects.



2.0 PLANNING & PROGRAMME

The main phase of the project has been programmed to be completed within 141weeks. However the initial enabling works covered by this CDMP will commence in March 2025 will be for a period of 18 weeks.

The demolition and enabling works programme has been prepared using ASTA Powerproject, planning and project management software.

The programme will be monitored, tracked and updated on a regular basis by the project team with assistance from the planners.

A Procurement Schedule will be prepared that will identify key dates to be achieved within the design, detailing, approval and manufacture / procurement processes for individual trade operations.
This schedule will be utilised for the control of the procurement process of contractors from final enquiry through to appointment, drawing production, manufacturing and procuring processes, and to commencement on site. The schedule will be monitored, tracked and updated at progress meetings.

An Information Required Schedule will be produced that identifies final design achievement dates for outstanding design aspects. This schedule will be issued to all parties and monitored, tracked and updated at progress meetings.

The key milestones of the programme are:

- Enabling works Start on site Mar 2025
- Piling works Aug 2025
- Substructure Aug 2025
- Commence RC Frame Oct 2026
- Commence Bathroom Pod installation Jan 2027
- Commence Envelope Works Aug 2026
- Commence Fit out works Sept 2026
- Works completion Mar 2028
- Gateway approval June 2028

Key Programme Dates

Enabling Works **1st Quarter 2025**

Construction Works

Site Commencement	4th Quarter 2025
Project Completion	3rd Quarter 2028

Site Working Hours

It is proposed that site construction activities will be carried out during the following hours:

Monday to Friday		Saturday
Site open	07:00am to 5:30pm	08:00am to 2:00pm
Site working	08:00am to 6:00pm	08:30am to 2:30pm

Sunday/Bank Holidays No work unless with prior arrangement and subject to proposed site activities.

3.0 PROJECT MANAGEMENT

The site management for the project will initially comprise a site based Project Manager, Site Manager and Engineer who will lead the works and administer the contract, under the initial stage of the enabling works. As the contractor numbers increase the McLaren site management will do likewise to maintain safety protocols and control at all times. Below is a snapshot of the proposed organogram.

The Site Management will be assisted and supported by the following visiting and off-site based construction management personnel, responsible for the management and supervision of all site-based operations.

- Operations Director responsible for the whole scheme.
- A planner to help monitor the programme and give advice.
- Health & Safety Advisor to carry out audits and offer advice.
- A Building Services Manager to check installation and offer advice.
- A Commercial Manager will provide the commercial and procurement advice.

Project Consultant team

As well as the project management team, the below is the agreed and/or novated design team members working towards the building safety act gateway submission and thereafter.

Client	McLaren Properties
Architect	Shephard Robson
Structural Consultant	Roscoe
M&E	Tate/Briggs Forrestor
Landscape Architect	ReForm Landscape Architect
Acoustician	Cundalls
Fire Consultant	Cundalls
Project management	Buro Four
Commercial Management	Abacus

Principal Designer (CDM) RLB

Principal Design (Building Reg Preconstruction) Project 4 Safety

Principal Design (Building Reg Preconstruction) TBC

4.0 ENABLING WORKS/DEMOLITION AND SITE LOGISTICS

Construction Sequence:

Our construction programme identifies the proposed sequencing and interdependencies of the planned works. The control of quality and formalised snagging procedure using Dalux, which will be used as early as the enabling works phase, to record works progress and record completed works phases in line with the agreed hold points as identified within the inspection and test plan. This will help create a library of quality assurance and evidence throughout the entire construction phase.

Hedgehog management

Prior to commencing works onsite (and working in line with the completed ecology survey) with the hoarding works firstly a through and final inspection of grass/vegetation will be completed to understand if any Hedgehogs are present. Persons will be trained and guided using hand tools and PPE to carefully examine all areas. This will determine if any further preventative measures needs to be implemented, however if Hedgehogs are found, they will be picked using PPE and temporarily boxed, to be relocated into safe grassland vegetation away from the site boundary. The location of the found Hedgehog will be protected using a 500mm staked fence, which will be wrapped and sealed to ensure Hedgehogs cannot re-enter. Works will be monitored for 24 hours and if no further presence is found then the permanent hoarding to the remaining area will be completed.

Please note that further details of avoidance measures and a method statement for hedgehog management required by Condition 15 of the planning permission have been submitted separately to the Council for approval.

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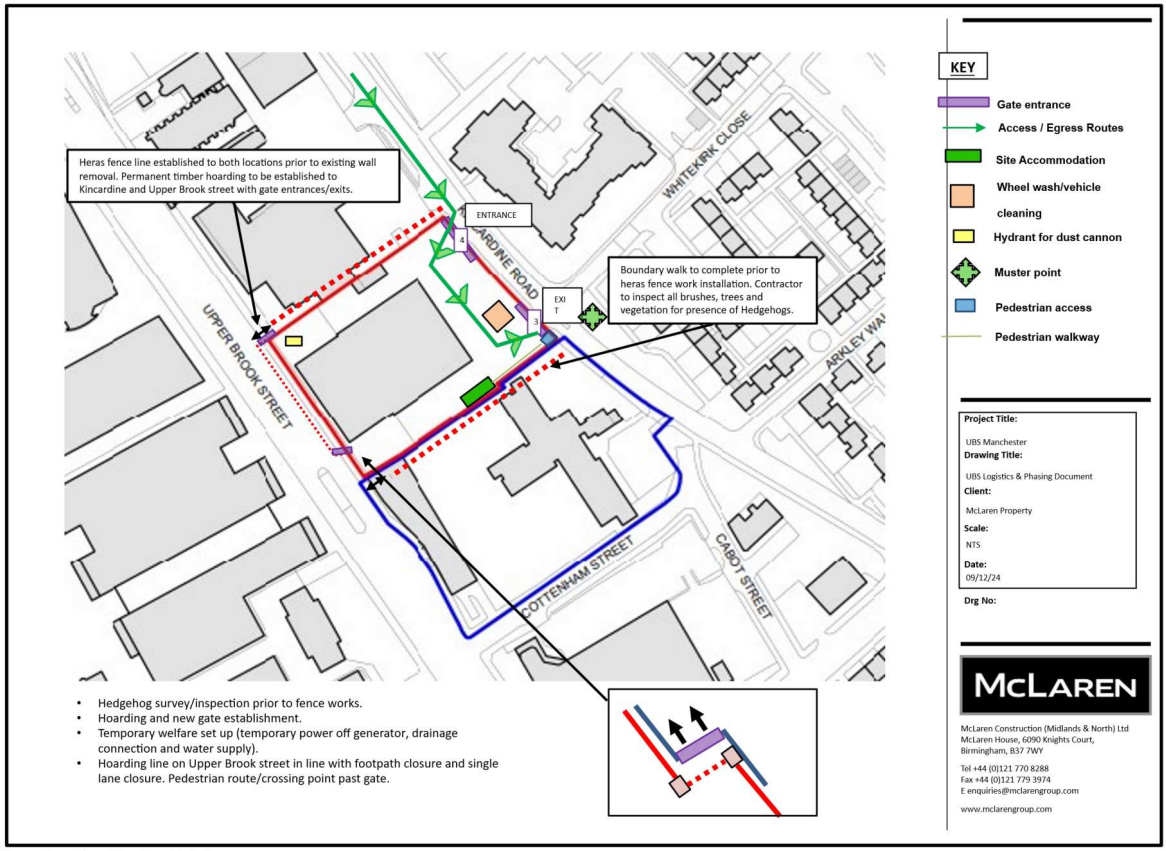
Enabling works and demolition

Once the hoarding works are complete this will enable the demolition works to be commence/be completed. The lane closure and footpath closure will be required to enable the frame and cladding to be safely removed, with a safe working perimeter exclusion of 6 metres being required. Dust cannons/suppression will be used when completing the demolition but to prevent any debris or dust meeting the carriage way the exclusion will be required with a banksman deployed within the site demise.

Once the demolition is completed, this will allow the foundations from the previous structure to be removed. Working in line with the waste management plan and agreed remediation strategy, the materials will be crushed and tested for reuse. The importation of material will be reduced where possible, so utilising/certifying the material onsite this will benefit the project. In regards to materials ground, a depth of 1.5 will be taken, again working in line with the waste management plan and remediation strategy material will be tested (soil classification analysis) and dependant on the classification this will determine where and at what depth it can be used for backfill. All materials will be stockpiled within 500m3 mounds, tested and once results will be documented in respect of location used. Ash and Clinker are the known potentials, with a low risk/severity rating. Its is assumed that the site will generally be classified as inert or non hazardous.

The site will then be stoned (using the material recycled from the building) and an importation of clean 6f5/topping layer of type 1 locations to formulate the piling matt for the next phase of works.

In summary, following the setting up of hoarding, site welfare and offices, we commence with our enabling works on site to strip the vegetation and isolate existing services and demolish existing buildings. Below Is an image of the logistics in association with these works.

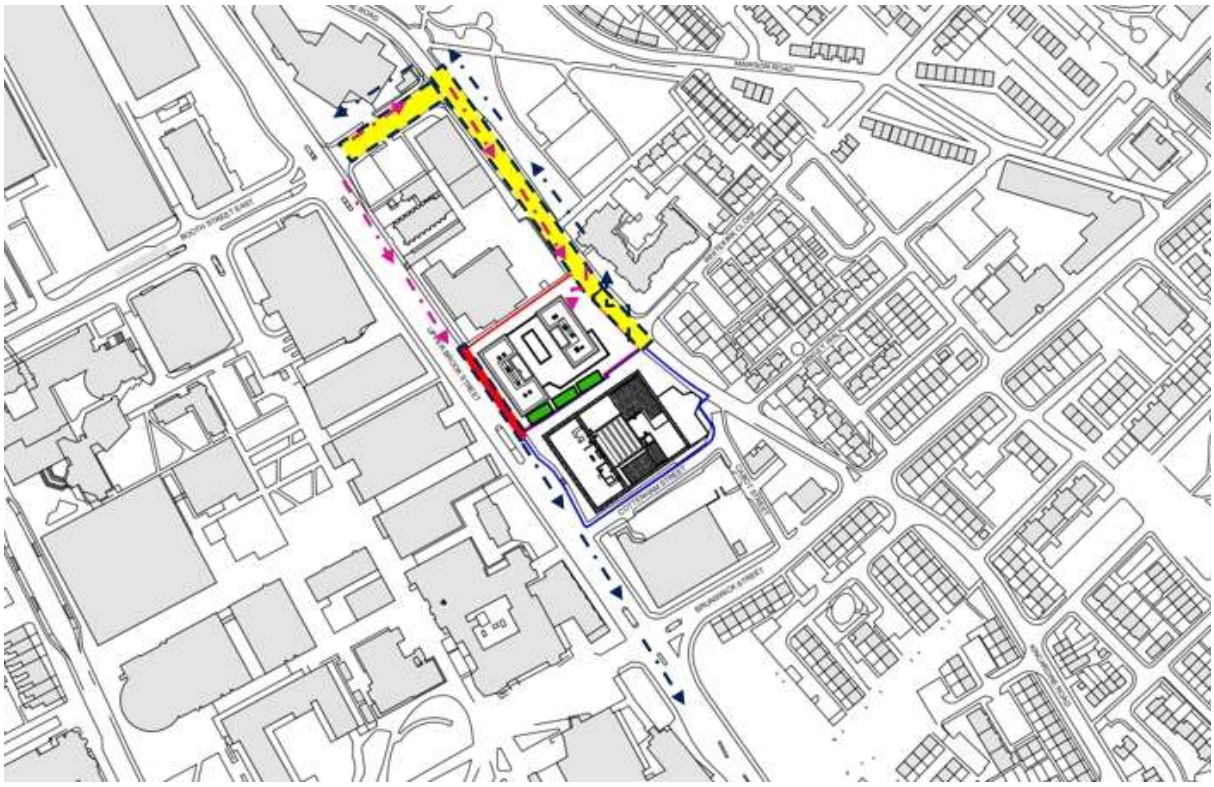


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SITE LOGISTICS

The below logistic plans have been developed in line with the future construction phase works, in association with access and egress and the safe offloading of materials for both general works activities and with the largest restriction being the lifting and installation of the precast panels.
McLaren are aware that the site access roads from Inchley Road onto Kincardine Road will present restricted site access, therefore the access upon Upper Brook street and the proposed pick up points in line with the road and footpath closure will be required to safely manoeuvre/off load materials.

Below is an image of the primary vehicle access route into the site area off Kincardine (yellow route) and the secondary route on Upper Brook Street (red area) which will be used for the full duration of the programme.



Lorries will not be permitted to park on Inchley Road and Kincardine Road to ensure access isn't restricted for pedestrians and other passing vehicles. They will arrive at the gate and be parked within the site fence line, being directed by the banksman. All deliveries will be booked in using the Biosite system, with the logistics manager coordinating daily deliveries with each of the gate entrances/exits.
All deliveries will be controlled in a timed manner to minimise risk of congestion on roads and within the site footprint; this will be communicated within the subcontract orders.
All vehicles entering site will have made contact with the contractors and be within the agreed delivery timeslot. Once given permission they will enter the site off the carriageway and into a holding area where the gateman /banksman will review the delivery information and offloading requirements. The delivery will then be off loaded in the agreed manner and safely controlled when leaving site. All vehicles will be inspected prior to exiting the site, with the gateman/banksman safely opening the gate firstly, halting pedestrian movement and allow the vehicle to turn/leave onto the carriageway.

SITE ACCESS, DELIVERIES AND DISTRIBUTION

All delivery vehicles will be provided with directions to the site and shall be required to turn off engines to avoid nuisance upon arrival. Delivery constraints will be identified to all suppliers and trade contractors. A delivery vehicle holding area will be provided at the side of the main entrance, within site.

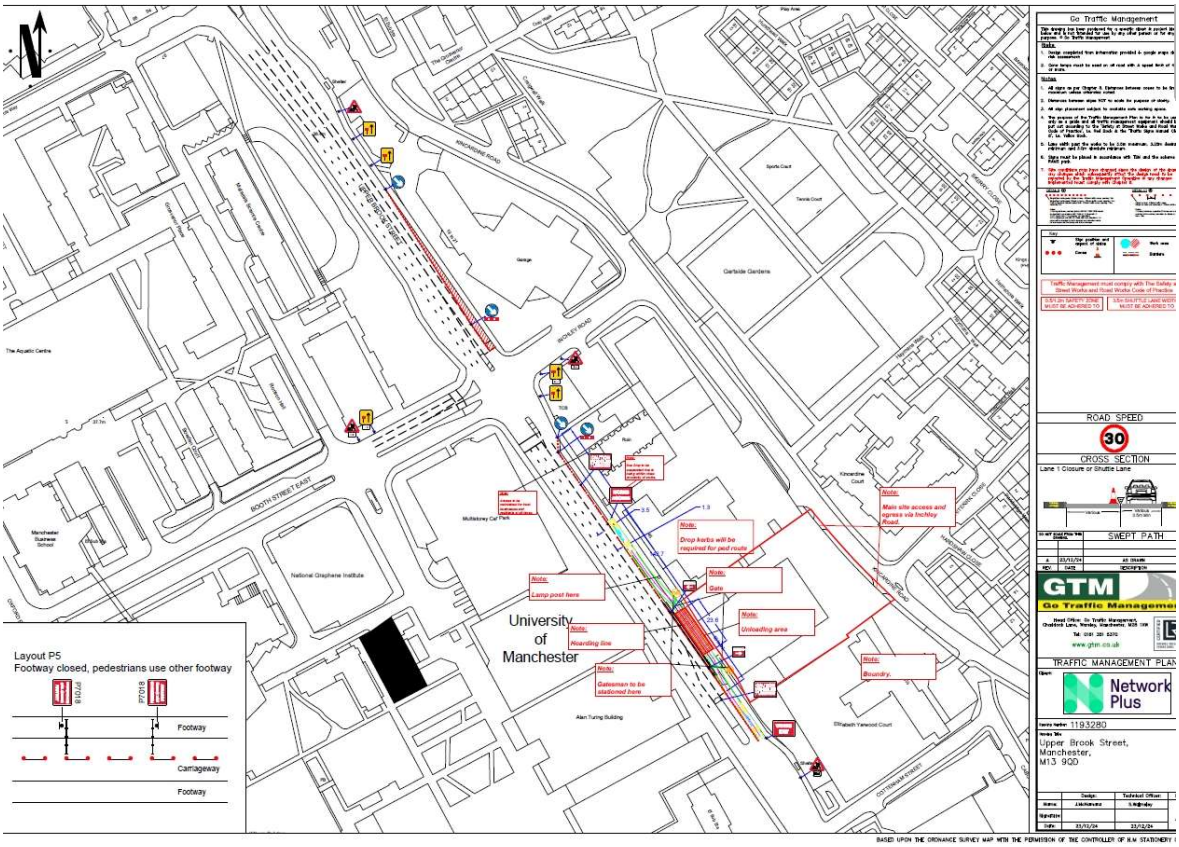
Deliveries of materials, plant, equipment and the collection of waste will be strictly controlled and co-ordinated to prevent congestion and disruption to local traffic movement. Pre-planned delivery timing will be agreed and strictly enforced.

Any reversing of delivery vehicles will be strictly controlled by a banksman.
When required McLaren will provide a wheel wash system and/or road cleaner but initially don't foresee any issues with dirty roads due to the existing hardstanding's being used until a clean stone working platform is in place.

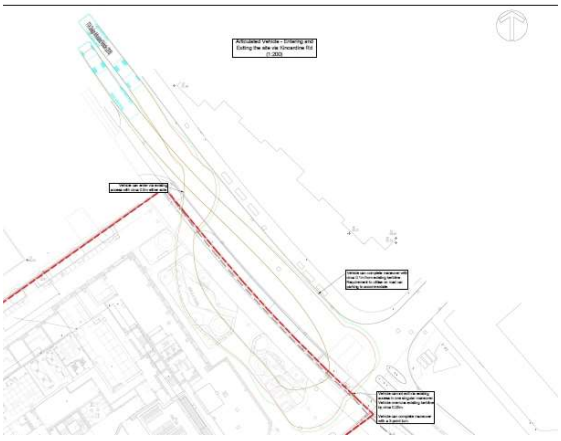
Vehicle access and exiting – Road swept analysis

McLaren construction have discussed and developed a series of road swept analysis to set out the entrance gates and exits. These positions have been agreed, with the traffic management plan being developed and issued to Manchester City Council for review. A formal application for a TTRO, which has been accepted in principle.

Below a image of the proposed traffic management plan to be installed within the enabling works phase in readiness for the main works commencement.



Below are sections of the road swept analysis, which positions and directs the vehicles entering and leaving the project. An articulated lorry has been used to develop this drawing series.





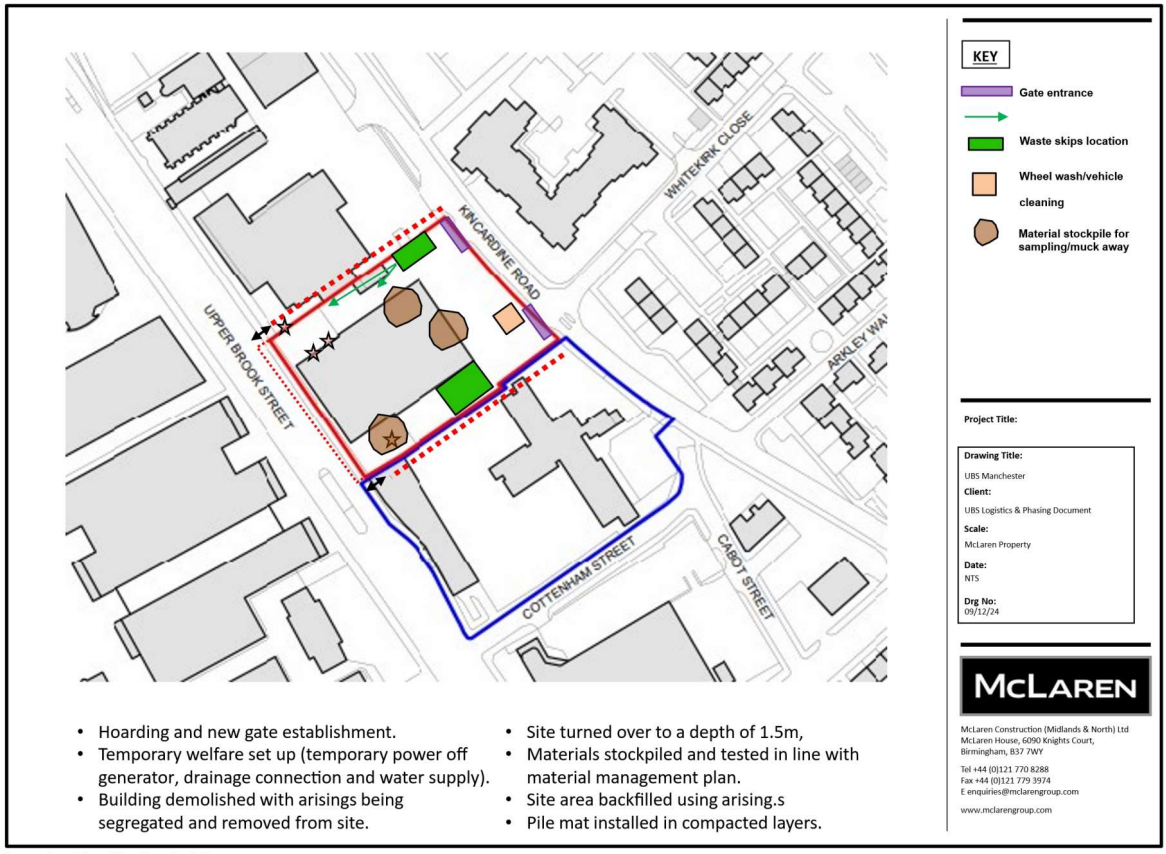


STORAGE, MOVEMENT AND HANDLING OF MATERIALS

All vehicle movements and deliveries will be subject to the control of a banksman.

The storage of plant and materials on site will only be permitted within the laydown area with most deliveries for key elements being off loaded and placed in position to prevent over loading the laydown area. A dedicated area will be provided for the storage of all equipment and materials delivered to site.

More vulnerable materials/equipment will be stored in secure containers, shown on the site plan, or programmed on to site to be incorporated directly into the construction.



- Hoarding and new gate establishment.
- Temporary welfare set up (temporary power off generator, drainage connection and water supply).
- Building demolished with arisings being segregated and removed from site.
- Site turned over to a depth of 1.5m,
- Materials stockpiled and tested in line with material management plan.
- Site area backfilled using arising.s
- Pile mat installed in compacted layers.

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All vehicles leaving site will be cleaned of debris, to ensure, debris on the wheels of the vehicles is removed/reduced. A road sweeper will be used also to ensure the highways are kept clear and clean from leaving traffic. The frequency of this operation will be reviewed in line with the frequency of deliveries or leaving vehicles. All vehicles will be sheeted/covered at all times when entering and leaving the project. This will be a fixed restraint supplied on all stone and muck away vehicles.
Hessian silt traps will be installed to all drains at entrances and exits to prevent silt deposits entering surface water drainage. These drains will be monitored and deposits cleaned/removed if highlighted.

Below are images of the jet wash to be used within the enabling works and the silt traps to be placed within the drains.





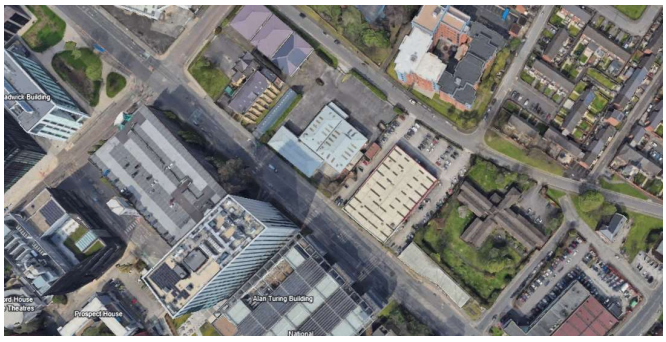
WELFARE AND OFFICE

The proposed welfare option for the enabling works will be within the site demise, located of Kincardine, with access walkways for none PPE work zones. This will be for the enabling works contractors only. For any asbestos removal, this will be segregated and within a separate confine onsite.

VISITOR PARKING

No parking will be permitted onsite or within the immediate areas of site. All contractors/operatives will be reminded to be considerate when parking in the local area and will be asked to refrain upon the roads or supporting access to the residential properties.

Below is an image of a local car park, which is approximately within 5 mins of walking distance. Contractors will be advised and notified within contract documentation.



5. SITE SECURITY AND SITE HOARDING

McLaren are responsible for ensuring that the site is secure, that construction
work is suitably segregated from those affected by the works and that unauthorised access
into the site areas is prevented.

The main entrance gates on Kincardine and Upper Brook street will be initially monitored 24/7 by CCTV surveillance cameras, to avoid unauthorised access, and then later by using out of hours security guards, as the job develops.
During working times, a gateman will be employed to control and monitor deliveries.

The western, eastern and southern perimeters will have Heras fencing with some timber hoarding for a more

As stated above, a 2.4m hoarding line will be . Daily inspections will be undertaken by the site team to identify any damage or graffiti, with any observations acted upon as quickly as possible. Vehicle entrance and exit gates will open into the site to prevent infringing upon the shared highway, whilst traffic marshals/vehicle banksmen will be used to prevent pedestrians and cyclists from inadvertently coming into contact with traffic entering or leaving the site. Throughout the construction works the roads will be monitored and road sweepers employed as necessary to ensure that debris from the site is not transferred onto the public highway.

HOARDING

We will erect a 2.4m timber hoarding to the perimeter of the site.

Emergency contact details will be displayed on the hoardings at the main entrance points to site and at regular intervals around the site.



All hoardings will be visually inspected daily and maintained accordingly. The main entrance to the site will be branded with McLaren branded signage and colours. Vehicle gates will also branded with McLaren signage, with fixed Gate numbers and mesh panelling to each sides of the hoarding to aid sight lines for vehicles entering/leaving.

Internal access routes and storage compounds will be segregated utilising Heras type fencing panels or pedestrian barriers as appropriate.

6.0 ENVIRONMENTAL

WASTE MANAGEMENT

We will seek to achieve the best possible recycling rates through the use of best practice on site and monitoring of production. A scheme of this nature lends itself to a waste management package. Suitably sized and labelled waste collection vessels will be provided at applicable locations and in adequate numbers on each level of the building by means of wheeled bins segregated into a variety of waste streams (or segregated at the waste depot, dependent upon agreed procurement route). Bins will be safely stored for the regular collection service, whilst surplus empty bins are quickly distributed back on site to ensure bins are always available for the workforce.

Keeping an efficient waste removal cycle helps ensure a tidy site culture is maintained which in turn reduces the build-up of waste, leading to reduced risk of housekeeping hazards. We will utilise a waste system which tracks waste once off site to ensure stringent reporting and validation of waste destinations.

With early planning and consultancy with our logistics and waste contractor, we plan to achieve 95% recovery of all waste removed from site. From this data we can generate the related reports required.

To assist site management with ensuring housekeeping on site is kept to a high standard, we would implement electronic management tools (SmartWaste & SnagR) which controls administration of non- conformance notices which are issued to Sub-Contractors who may fail to take responsibility of waste generated from their work activities. We will also implement a subcontractor scoring system with incentives for good practice in waste management to help achieve full cooperation and responsibility with the workforce.

An important part of the site management process involves site cleansing, rubbish removal and recycling. Our site waste management plan will be finalised and uploaded onto our Smartwaste software profile. This will be used to document the amount, type and requirement of waste used for the project.

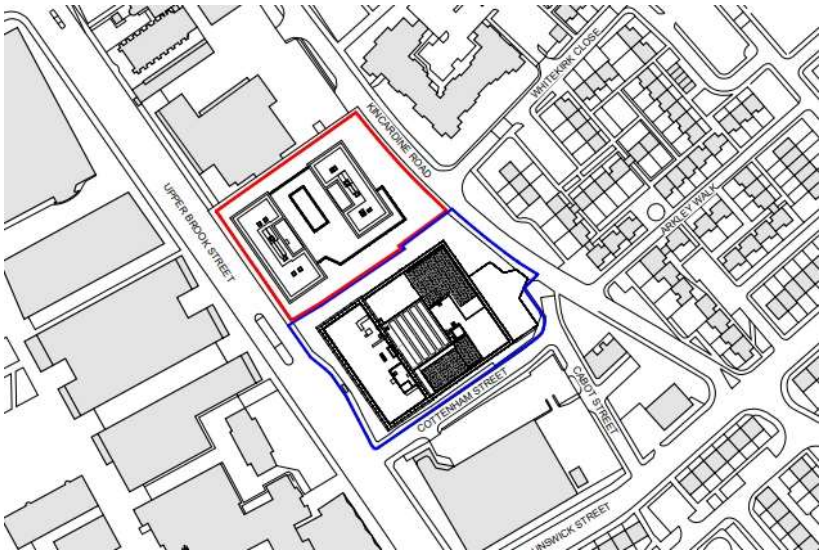
Measures of how we intend to reduce, re-use, recycle and manage site waste include;

- Ensure that all material removed from site is taken to waste recycling stations and separated for recycling
- Records of the waste recycling will be provided by the recycling stations.
- Enforcing good housekeeping measures e.g. proper storage of materials to minimise spillage.
- The use of raw materials as per manufacturer's instructions.
- Monitoring the generation of waste in order to identify trends and areas for further investigation.
- Identifying recyclable and salvageable materials and where feasible find secondary or alternative uses.
- Segregate waste types to facilitate recycling activities.
- Working with suppliers / subcontractors to minimise surplus material delivered to site.
- Working with suppliers to ensure only the necessary minimum of packaging is used.
- Consideration of alternative materials with lower wastage levels.
- Ensuring that all Duty of Care and other legal requirements are complied with during the disposal of wastes
- Consulting with suppliers to determine correct / appropriate disposal routes for waste products and containers.
- Assessing the project design to identify ways in which waste generation can be minimised through raw material
- Identify how wastage from temporary and permanent works activities can be avoided and minimised.
- Setting waste reduction targets as well as educating and informing site staff.
- Reducing usage of diesel, electricity and water on site by adopting good practices and Management procedures.

NOISE CONTROL

Construction methodologies should be made as efficient as possible to minimise noise impacts to local residential areas and offices. Additionally, every opportunity should be taken to provide 'temporary' screening where it is likely to provide effective mitigation. In places where screening is recommended as part of the traffic noise mitigation plan, the early installation of these screening measures where practicable would also reduce the construction noise levels considerably.

The location of the site and the requirement to make noise will be monitored throughout each phase of construction. The site will conduct noise assessment checks, which will be completed by the environmental coordinator, working with the contracted supply chain. Monitoring will be completed to the bel



METHODS OF NOISE REDUCTION

Ensure that all staff and operatives are briefed on the requirement to minimise nuisance from site activities, this will be mentioned within the site inductions, a programme of toolbox talks and all method statements. Any significant changes in numbers of workforce on site will force a review of the monitoring programme.

No equipment shall operate other than at the manufacturers' rated working levels; site staff shall not 'rev' equipment unnecessarily.

Use of machine based equipment on site shall be kept to an absolute minimum and only silenced or sound models shall be used.

No plant and equipment shall be left running if not required for immediate use. Where this is not practicable, equipment shall be set to idle in the quietest manner to minimise noise emissions.

Resilient materials will be used where possible to reduce impact noise where materials are being moved or dropped e.g. lining chutes and dumpers. Materials will be lowered whenever practicable and otherwise drop heights will be kept to a minimum.

NOISE REDUCTION FOR PLANT USE

The movement of plant onto and around the site will have regard to the normal operating hours of the site and the location of any noise sensitive receptors. Audible reversing alarms will be of a type, which whilst ensuring that they give proper warning, have a minimum noise impact external to the site.

Internal haul routes will be well maintained and avoid steep gradients.

Earth moving plant will be fitted with efficient sound reduction equipment and manufacturers' enclosure panels will be kept closed.

Location of the site compound is located to minimise the noise impacts of delivery vehicles on unmade ground.

NOISE REDUCTION OF STATIONARY PLANT AND TOOLS

Noise reduction measures for tools are as follows:

- Use of hydraulic or electric tools where possible;
- Use of alternative quieter equipment for concrete breaking/cutting;
- Fitting suitably designed sound reduction equipment to reduce noise without impairing efficiency;
- Use of damped tool piece or saw blade;
- Enclose in a suitably designed portable or fixed acoustic enclosure with suitable ventilation (with due regard to the health and safety of operatives).

The site will be kept clean and tidy at all times and will accord with any statutory requirements. Particular attention will be given to preventing the contamination of adjoining roadways.
Management of noise pollution and vibration control is given a high priority on all McLaren projects. Due to the close proximity of occupied buildings McLaren will endeavour to limit noise to acceptable levels, with regular noise monitoring completed by the site manager.

DUST MANAGEMENT

The dustiest operation during this enabling phase will be the demolition of the existing Citroen garage, however when completing the site turnover, dust will need to be suppressed also. As explained in the enabling works phase, dust cannons will be used to wet the structure prior to removal and with the further use of onsite jet washers and road sweepers, locations of work and highly trafficked locations will be monitored/treated.
Also during early groundworks a water bowser/jet wahs will be kept on site and used to dampen-down dry and dusty ground by towing it around site. It is our intention to seal the majority of stoned areas with a layer of macadam, early in the works, to control site cleanliness and lessen the release of dust into the atmosphere. Road sweepers should then be capable of damping down whilst removing surface dirt, which has the potential to cause dust.
As previously stated, we'll strive to avoid dusty material cutting on site by ordering pre-cut materials such as concrete lintels and manhole rings. Other items such as block paving will be cut on site using guillotine rather than dusty abrasive wheels. Where it is necessary to cut a product, which is likely to produce dust, then water suppressant will be used.
The main expected sources of dust release relate to traversing vehicles on dry stone or dirty ground. Other sources of dust stem from the cutting of mineral materials which displace particles into the atmosphere. The above mitigation will vastly reduce these main causes of dust and we do not currently foresee further items.

COMMUNITY ENGAGEMENT

Early engagement via a community newsletter, 'meet the project team' events and the like to convey the start date and early key activities to surrounding neighbours will ensure a good rapport. As the project progresses, an update on works completed within the month and works planned for the coming month along with photos to assist with visualisation will be provided by continuing the community newsletters for the duration of the works.

The project leads contact details will be displayed upon the site hoarding to enable residents and surrounding business the ability to discuss/communicate in all instances.

We are keenly aware of the impact of construction works, restricted access and the combined potential nuisance factors that noise, dust and vibration may impact on the surrounding environment. As such we will seek to minimise this impact through the selection of sympathetic plant and working methods. We will maintain a clean environment and keep public roads and pedestrian access routes clean and clear at all times.
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7.0 SAFETY

Full recognition and regard will be taken in the management and execution of the project to comply with the Construction Design and Management Regulations.

All contractors working on the project will have completed a McL pre-qualification questionnaire or be Achilles Building confidence accredited. All contractors will attend a pre-commencement Safety, Health and Environmental meeting prior to work commencing. At this meeting method statements, risk assessments and training records must be provided.

All McLaren projects are subject to Safety, Health and Environmental inspections every 2 weeks. Safety health audits will be completed every 3 months. Quality and Environmental audits will be completed by our internal and external consultants.

All contractors work activities will be reviewed at the above inspections and audits. Contractors will be required to have their own inspections and provide McLaren with the findings from these inspections.

PERSONNEL AND WELFARE

All personnel will be inducted prior to gaining access to the site. They will be informed of the specific site rules required in the contract relating to this project as well as McLaren site specific rules and their own company's method statements and risk assessment.
Initially, we anticipate using self-contained starter units whilst the main welfare set up is installed and connected to services. The initial starter unit set up will include sufficient welfare provision for the groundworks/demolition activities. The positioning of the starter cabins will allow vehicular and plant access without impeding on the safety of the workforce. This early welfare and accommodation will be established within the footprint of the site along the northern elevation. As highlighted on the phasing plans, the main welfare and accommodation will be prepared and set-up during the early enabling works, utilising the agreed area of land within the western boundary. This will take the form of stacked cabin configuration. Office accommodation will provide sufficient working room and meeting areas appropriate to the size of the team required to deliver this project.
Temporary lighting will be installed around these accommodation areas and within the site boundary to safely highlight pedestrian routes and illuminate dark areas. This lighting scheme will be designed to avoid light pollution effecting anything outside of the hoarding.

FIRE

On occupation of the site a fire risk assessment will be developed and updated as the project progresses. The fire risk assessment will take account of all contractor activities and ensure that suitable control measures are identified. The risk assessment will be communicated to all personnel on the project. A Fire warden will be appointed as detailed in the SHEQ Plan.

Dedicated fire point and escape routes will be established, inspected and maintained throughout the project and co-ordinated with the site team.
Immediate neighbouring businesses will also be consulted to ensure that the scheme works with their fire strategy and emergency escape routes.

SIGNAGE

Adequate signage will be installed such that vehicle deliveries and access to the site are clearly defined within the general site geographical area.

A main construction signboard will be erected together with site signage provided on approach and within the curtilage of the site as necessary to advise operatives/visitors and deliveries of safety requirements within the confines of the site and where to report on arrival. Such signage will include: -

- Traffic management signage (in line with traffic management plan).
- Accommodation / Access requirement.
- Office and welfare advisory signage.
- Vehicle entrances and gates.
- Pedestrian segregation, crossing points and plant movements.
- PPE requirements.
- Fire advisory signage and the muster point.
- Security measures and CCTV.
- Noise advisory signage.
- Warning signage.
- Emergency signage.
- Exclusion zone and restrictions.

8.0 CONCLUSION

This CMP has been developed specifically to demonstrate our understanding of the project requirements and to ensure that the project can be constructed whilst minimising the impact for all stakeholders.

Prior to the commencement of each stage or phase of the construction works specific method statements will be produced and agreed with the McLaren project team.

This document will remain “live” and will be updated with all works developments and will be updated in accordance with monthly inspections, SHEQ updates and critical activity plan developments.