

CONSTRUCTION MANAGEMENT PLAN

AT ROYAL BUILDINGS, MANCHESTER



Revision: 03

Date: February 2025



Document Control

Date	Content	Revision	Prepared & Approved By	Principal Contractor Approval
June 2024	First Issue	01	T Sandhu – Health & Safety Lead (The OM Group)	
January 2025	Second Issue	02	T Sandhu – Health & Safety Lead (The OM Group)	Jo Kowalski – Senior Project Manager (CCL)
February 2025	Third Issue	03	T Sandhu – Health & Safety Lead (The OM Group)	

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Construction Management Plan

Basic Information

Project Summary			
Document Number	CMP 03	Issue Date	February 2025
Project Name	Royal Building (Manchester)	Reference	Royal Building
Site Address	Royal Building 2 Mosley Street Manchester M2 3AN	Work Dates	Start: TBC Finish: TBC
Brief Description of Project	The project involves changing the use of the current building on the upper floor levels (1 st , 2 nd , 3 rd , and 4 th) from offices to a hotel accommodation, including all other associated works.		
Planning Reference	Planning Permission: Manchester City Council – 137450/FO/2023 (<i>application No.</i>)		
Principal Contractor Details			
Company Name	TBC – Details of the PC will be confirmed once appointed.	Contact Number	TBC
Project Manager	TBC	Job Title	TBC
Operatives	TBC		
Health & Safety			
Consultant Name	Damini Sharma	Contact Number	07807 777 885
Company Name	The OM Group		
First Aiders	TBC	Location of First Aid Facilities	Within the site office.
Nearest A&E Hospital	Manchester Royal Infirmary A & E Department Upper Brook Street Manchester M13 9NZ	Fire Marshall	TBC - Fire extinguishers and first aid kits available in the site office.
Emergency Details	Damini Sharma – Health & Safety Consultant – 07807 777 885		
Meeting Point & Contact Name	The fire assembly point until confirmed by the appointed PC, will be located On Mosley Street, either to the right-hand side by Burger King or to the left-hand side by The Heytea shop.		

Introduction

The purpose of the Construction Management Plan is to outline our approach to managing the construction works for the project taking place at the Royal Buildings, 2 Mosley Street, Manchester. This document includes specific comments on the site establishment, logistics, and the process of managing the overall environment surrounding the property. It will also ensure that the construction works cause the minimum disruption to the adjacent residents with a safe working and living environment maintained. The Plan will constantly be reviewed, and any changes or improvements will be added and agreed with Principal Contractor.

These proposals are to enable third parties to understand the nature of the works and the various construction activities associated with the development. This Construction Management Plan is subject to third party approvals and therefore amendments are likely. Formal approvals and activity methodology approaches will be addressed in detailed submissions to the design team and the Client.

Liaison with the neighbours and interested parties will continue throughout the project, as information is updated and as the project develops. Particular attention will be paid to ensure that the neighbours are kept apprised of progress and future works on the project. The information provided in this document is an overview of the key project activities at the Royal Buildings. Generic statements herein are to be further developed into plans, procedures, and detailed method statements as the project develops.

This Plan is to inform interested parties. It will be used as the background for the detailed construction method and risk assessments and will be included in all specialist trade contractor portions of the works.

The development project involves the changing the current use of the building, on the upper floor levels from offices to hotel accommodation, including the infill of lightwells within the property, including all other associated works.

Planning Application – Manchester City Council

Conditions that Apply to this CMP

Point 1: The project taking place at the Royal Buildings, 2 Mosley Street will commence on site from the date stated within the planning permission that was received from Manchester City Council, which is November 2023, with the expiration being to complete the project within a three-year time frame.

Point 2: The project will be carried out in accordance with the below drawings, which have been sent along with our Planning Application to Manchester City Council (**Application No: 137450/FO/2023**):

Drawing Title	Drawing No.	Revision	Date	Drawing Author
Existing Location Plan	9609-BA-XX-00-DR-A-01050	P3	2 nd November 2023	Buttress
Proposed Basement Floor Plan	9609-BUT-ZZ-01-DR-A-04000	P2	30 th June 2023	Buttress
Proposed Ground Floor Plan	9609-BUT-ZZ-00-DR-A-04001	P3	2 nd November 2023	Buttress
Proposed First Floor Plan	9609-BUT-ZZ-01-DR-A-04002	P3	5 th October 2023	Buttress
Proposed Second Floor Plan	9609-BUT-ZZ-02-DR-A-04003	P3	5 th October 2023	Buttress
Proposed Third Floor Plan	9609-BUT-04-DR-A-04004	P3	5 th October 2023	Buttress
Proposed Fourth Floor Plan	9609-BUT-ZZ-04-DR-A-04005	P3	5 th October 2023	Buttress
Proposed Roof Plan	9609-BUT-ZZ-00-DR-A-04006	P2	30 th June 2023	Buttress
Proposed Southeast Elevation	9609-BUT-ZZ-00-DR-A-05001	P7	12 th December 2023	Buttress
Proposed Northeast Elevation	9609-BUT-ZZ-00-DR-A-05002	P5	19 th October 2023	Buttress
Proposed Northwest Elevation	9609-BUT-ZZ-00-DR-A-05003	P3	19 th October 2023	Buttress
Proposed Southwest Elevation	9609-BUT-ZZ-00-DR-A-05004	P3	19 th October 2023	Buttress
Proposed Sections (Sheet 1 of 2)	9609-BUT-ZZ-00-DR-A-06001	P4	12 th December 2023	Buttress
Proposed Sections (Sheet 2 of 2)	9609-BUT-ZZ-00-DR-A-06002	P2	30 th June 2023	Buttress
Alternative Documents				
Royal Buildings Design & Access Statement		19 th October 2023		
Waste Management Strategy		30 th June 2023		

Point 3: In order to comply with the provisions of Manchester Core Strategy Policies SP1 and DM1 and the National Policy Framework, the Principal Contractor will provide the specifications on what materials will be used on site for the duration of the construction phase of the project. This shall be submitted to the Local Planning Authority – Manchester City Council.

Point 6: Relates to having in place (prior to commencement of the development), a Construction Management Plan, detailing how specific work practices will be carried out during the construction phase. For further information please refer to the following sections within the document: *Welfare Facilities, Communication and Consultation, and Specific Work Activity Hazards*.

Point 17: Throughout the life cycle of project, all work activities will be carried out in accordance with the measures and recommendations made within the submitted Preliminary Bat Roost Assessment (as prepared by Collington Winter/ June 2023). For further information on how the site and all work activities will comply with such measures, please refer to Section - *Specific Work Activity Hazards and Conditions* within this document.

Roles and Responsibilities

Principal Contractor

Ultimate responsibility lies with the Principal Contractor, but specific duties are delegated to others according to their experience and training. The Principal Contractor will ensure that this Policy is applied throughout the whole company as well as being adopted by all operatives, contractors, and visitors to premises where activities are being undertaken. Each individual person has a duty of care to himself as well as to all those that they come into contact with during any part of the working day.

The Principal Contractor has a specific duty to:

- a) Initiate the Principal Contractor's Policy for Health and Safety to prevent injury, ill health, and dangerous incidents and to set targets for the reduction of accidents and to initiate the Company Health and Safety Policy for safe places of work.
- b) Ensure that Principal Contractor's employees are aware of their responsibilities and that each administers and promotes with enthusiasm the requirements of this policy throughout the entire company.
- c) Communicate with the Independent Safety Advisors to ensure new safety legislation is conveyed through all levels of employees.
- d) Sanction the necessary resources for adequate welfare facilities and equipment and to allocate adequate time for training and all matters of Health and Safety to meet the requirements of the Company Policy.
- e) To ensure that Principal Contractor's Health and Safety Policy is fully implemented, and legislation standards are used as a minimum requirement.
- f) To ensure that at the outset of every project, the correct Health and Safety procedures are established.
- g) To ensure that Health and Safety training needs amongst operatives are identified and fulfilled.
- h) To create and maintain a strong positive Health and Safety culture throughout the duration of the project.
- i) To implement co-ordinate and control the administration of Health and Safety matters within the project site.
- j) To discipline any employee who fails to comply with his / her individual responsibilities towards achieving safe places of work.

- k) To stay abreast of developments in Health and Safety legislation and good working practices and to ensure that any new developments are communicated both quickly and effectively to all Company staff.
- l) To visibly set a good personal example for others to follow.
- m) To encourage all operatives to be '**considerate contractors**' when working in Manchester city. The Principal Contractor will ensure that the needs of the local neighbours, the surrounding community and the environment is considered throughout the construction phase of the project in order to cause minimum disruption to them.

Project Manager

To ensure that all works are planned in accordance with the requirements of the Health and Safety Policy and that it is regularly examined to establish if improvements or additions will be made and to have a general knowledge of applicable Health and Safety legislation.

- a) Ensure that Health and Safety is considered when allocating tasks or giving advice to others.
- b) To monitor the Health and Safety actions of others to ensure Health and Safety is given top priority and that the Company Health and Safety Policy is fully understood and implemented.
- c) To ensure that all who report to you are kept fully up to date on any matters relating to Health and Safety. This includes new legislation, good working practices and risk assessments etc.
- d) To provide the Principal Contractor with details of any areas where the Company Health and Safety Policy and actual Health and Safety practice differ and to highlight those areas where up to date refresher training may be required.
- e) To make the Principal Contractor aware of any Health and Safety matters, which are in any way unusual to those the Company normally deals with (i.e., where the risks or nature of the risks are greater or different to those normally encountered by the Company).
- f) To undertake positive vetting of the Health and Safety Policies and practises of other companies whose services the Principal Contractor proposes to employ and to provide feedback to the Principal Contractor in the event that policies and practices are found to be unsatisfactory.
- g) To maintain a comprehensive head office accident/ incident log for the Principal Contractor and to ensure that in the event of an accident occurring the circumstances are fully and accurately documented without delay. Furthermore, to ensure that in the event of an accident/ incident that requires the Health and Safety Executive to be notified that such notification is given without delay.
- h) To maintain a pro-active role in the assessment of risk and to familiarise him/ herself with the broad requirements of Health and Safety legislation.

- i) Ensure there is perseverance towards the continual improvement in the company's Health and Safety performance and to give a visible commitment to safety and ensure that logs and records, where kept are always up to date i.e., training and vehicle maintenance records etc.
- j) Ensure that accidents and incidents are fully investigated, and causation discovered.
- k) Ensure contractors carry out work activities so they do not cause any disruptions to local / nearby neighbours and the environment. Any issues will be communicated to either the Principal Contractor or Project Manager.

Site Manager

- a) Develop a strong concern for the safety of those that Principal Contractor engages on its sites and for those who may be affected by the activities of the Company. Understand that Principal Contractor's safety culture is a serious one and that Health and Safety is paramount at all times. Know, understand, and implement Principal Contractor's Health and Safety Policy with the objective of ensuring a safe workplace.
- b) Ensure that all employees that may be under your control are treated equally with regards Health and Safety and have a good understanding of the risks associated with their activities. Ensure that risk assessments and method statements are issued and communicated to employees by the regular checking and auditing of records of such communications. Never assume or leave Health and Safety matters to chance. Be pro-active and prevent accidents from happening.
- c) At the start of projects where significant or unusual risks become apparent, provide a briefing on Health and Safety issues to those engaged to undertake the works. Ensure that any operatives who join the project at a later date are similarly briefed. Frequently update operatives on Health and Safety matters.
- d) When visiting sites ensure that adequate personal protective equipment is provided and worn when appropriate and that a tidy site and storage area / yard is maintained. Materials not needed on site are to be removed or stored in an orderly fashion. Those areas of works that may be hazardous must have access barred. Ensure that where areas are not in a safe condition, persons are notified, notices are displayed, and access is prevented as far as is practicable.
- e) Never go to or leave a site without undertaking checks on Health and Safety. Similarly, within storage areas regular checks on safe procedures are to be made. Stop any unsafe or potentially unsafe working practices or remedy any unsafe situations immediately.
- f) Ensure that each project has planned emergency procedures, firefighting equipment, rescue procedures and an adequate first aid kit (and a trained First Aider where required) or that arrangements are made with the Principal Contractor for the shared usage of facilities.
- g) If, for any reason, you are away from work or unable to fully attend to Health and Safety responsibilities, immediately refer the matter to your replacement. Wherever possible take responsibility for fully briefing whoever takes over on any safety matters. Take responsibility for sites and places of work, inducting your replacement if necessary.

- h) Report any accidents/ incidents to either the Project Manager or Principal Contractor immediately after they happen. Ensure that any accidents are fully documented without delay.
- i) Never, under any circumstances, allow works to proceed in an unsafe manner.
- j) Take all practicable steps to ensure that the site supervisors and operatives follow method statements to enable the application of determined safe systems of work and therefore prevent bad practise that may result in the injury to any person. Check that those who need to be aware of them understand. Works must always be left in a safe condition, please note that Principal Contractor owes a legal duty to trespassers as well as other operatives as stated by the *Occupiers Liability Act 1984*.

Site Supervisors

- a) The Site Supervisor is to ensure that all safety inspections are up to date and fully documented and those documents are maintained in a good order.
- b) Copies of competence certificates and licences if requested by the Principal Contractor are to be held in a suitable filing system together with plant inspection sheets and method statements etc. on site.
- c) Deliveries are to be arranged and co-ordinated so as to ensure the safe scheduling of plant and trucks at the sites and pick up/ drop off points.
- d) All drivers are to be made aware of the Company's Policy towards those persons not completing tachographs.
- e) All plant drivers are to be made aware of the importance of cleaning vehicles before leaving muddy sites.
- f) Ensure that traffic routes are maintained in a suitable and safe condition on and off of the site.
- g) Ensure that notifications of accidents and incidents are given to the Project Manager for inclusion within the Accident/ Incident book.
- h) Refer to the Project Manager or Principal Contractor, details of any training that you feel would assist Principal Contractor in improving general Health and Safety awareness or competence levels.
- i) Plant operatives within Principal Contractor are to submit each week a defect report detailing any problems relating to plant. These records are to be checked, and any problems found to be present are to be rectified as soon as is practicable or relayed to the Site Manager.
- j) Ensure that operatives of plant undertake daily checks and equipment, and problems discovered are reported.
- k) Never, under any circumstances allow plant to be used if faulty or works to proceed in an unsafe manner and always prevent obstruction of access and egress routes, by the safe delivery and stacking of materials.

- l) Arrangements are to be made at the places of work to avoid confusion about areas of danger and activity but also to arrange responsibility for Health, Safety and Welfare.
- m) Ensure that suitable welfare facilities are always available at the project and ensure that they remain in a clean and acceptable condition i.e., toilets, wash facilities, hot water, drinking water and the availability of a mess room with a clothes-drying area.
- n) Relay method statements to operatives and ensure their continued accuracy and safety throughout the project by the observation and monitoring of hazards that may not have been foreseeable during the planning of the works.

Site Employees and Contractors

- a) To ensure that the locations where work is undertaken remain safe places of work and that we meet our aim of continual improvement, all site operatives and subcontractors are requested to.
- b) Read and understand Principal Contractor's Health and Safety Policy and comply with its requirements.
- c) Develop a personal concern for the safety of yourself and others that may be affected by your activities.
- d) Obtain a good understanding of the risks associated with your activities. Method Statements will have been produced for any activity involving a significant risk. Make sure they are seen, read, and fully understood. In the event of any uncertainty stop work and ask for guidance from a supervisor.
- e) Never, under any circumstances, work in an unsafe manner. If you feel you have been asked to do so – **don't!** Contact the Contract Supervisor or Site Supervisor immediately. If you ever feel that a machine is unsafe or dangerous, or you are worried about safety while operating the machine, stop work!
- f) Wear personal protective equipment when necessary but regard its usage as a last resort. Work to eliminate or control the risk first. Do not start work until you have done this. Keep all tools and plant in good condition. Inspect them frequently and do not use them if they are damaged or inadequate for the job.
- g) Report any damaged plant or equipment immediately and ensure that visual inspections are undertaken daily. Weekly inspection reports of plant are to be lodged with the Site Supervisor.
- h) Be aware that site emergency procedures exist. They are for your benefit. Find out what they are and establish the location and how to use fire-fighting equipment. Find out where First Aid equipment is kept and who the site First Aider is.
- i) Keep all facilities provided for welfare on site in a clean and tidy condition and ensure that the workplace remains tidy as far as is reasonable to make it a safer and healthier place to work e.g., Be aware of trip hazards.
- j) Not to play dangerous practical jokes or partake in "horseplay."

- k) Report any injury to yourself, which results from an accident at work, even if the injury does not stop you from working.
- l) Suggest safer methods of working.
- m) Primarily understand and accept that you are likely to have or be involved in an accident if you do not take positive steps to avoid them. In this respect your responsibility to yourself and to others is enormous. Be safe rather than sorry.

Welfare Facilities

The location of the welfare facilities on site will be located through the side entrance to the left-hand side of Burger King via the gated entrance. However, the exact location within the building is **TBC**.

When gaining access through the site entrance, the canteen and WC's and shower room will be located within the site office of the **TBC**.

Principal Contractor operatives and all subcontractors will have access to temporary site welfare facilities which will contain washing, drying, storage for personal equipment and an area for partaking of food and drink, in accordance with the requirements of schedule 2 of *The CDM Regulations 2015*.

The following facilities will be available on site, and cleaned daily:

- Toilet and wash hand basins with hot and cold water.
- Canteen with hot food facilities.
- Mess room/area. Seating with back support.
- A source of clean drinking water
- A first aid box (which will be kept in the site office).
- Sufficient and suitable firefighting equipment.
- A heated drying room, where appropriate.

Training

Induction

Prior to any person commencing work on site, they will receive Health and Safety Induction Training. Principal Contractor will conduct training for all employees under their control plus for subcontract management/ supervision who are thereafter required to induct their workforce. Principal Contractor will maintain a record on site of all Induction Training.

Risk Management

All persons associated with site activities which create significant risk of injury will be specifically briefed in the hazards and control measures applicable to the safe system of work. A record will be maintained of the briefing/ training.

Specific Training

All persons employed as plant operators, scaffolders, etc. will be trained to an appropriate training standard, either a CITB Certificate of Training Achievement or equivalent scheme.

Toolbox Talks

Toolbox Talks will be given to instruct and train employees and subcontractors on specific site tasks as and when necessary. These Toolbox Talks will be recorded, and a record maintained on site.

Communication and Consultation

Project Team Liaison

Staff members of Principal Contractor and the subcontractors are required to co-operate fully with other parties involved in the projects for issues that affect health and safety arrangements on the project.

Regular project progress meetings will be held with the Client, Designers and other parties involved in the project to ensure liaison between the parties involved in the project. Meeting minutes and any other relevant information will be circulated to the relevant parties involved in the project.

Community Liaison and Communication

Principal Contractor will ensure that regular liaison is carried out between the site and local residents and local businesses.

A display noticeboard shall be prominently displayed onsite. This noticeboard will detail the nature of the works being undertaken, a contact name, telephone number (including a telephone number to be used outside normal working hours), and a postal address where any enquiries can be sent.

The telephone number provided to local residents and businesses will be maintained at all times whilst the development works are taking place in order to respond to any enquiries and complaints.

Regular communication with neighbouring residents and any community groups will be maintained throughout the duration of the works to provide updates on the scheduled works and any changes that may occur as a result of unforeseen circumstances. All communications and received complaints will be dealt with by the Principal Contractor (once appointed), the PC will liaise with the local residents/ building occupants who have made a complaint, to provide them with outcomes and updates from their complaints.

A complaints register will be kept onsite with the Principal Contractor and will include the complainant's details, date and time of the complaint, cause(s) of the complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, and reasons for any unresolved complaints.

At least 21 days prior to the commencement of any site works, all occupiers surrounding the site are to be notified in writing of the nature and duration of works to be undertaken.

As per the requirements for construction, a copy of the Section 61 notice and a covering letter, explaining all of the arrangements that will be in place on site, in order to minimize the disruption to neighboring properties from the construction works, will be submitted to the local authorities, which is Manchester City Council.

A dedicated member of Principal Contractor's team will be given the role of community liaison. This person will have had prior experience in this role. He or she will handle any queries, concerns and

complaints from neighbours and maintain a logbook detailing such enquiries and any follow-up actions. The community liaison will discuss the works program with those neighbours directly adjoining the site to ensure they are aware of the works involved and to address any concerns beforehand.

Regular updates will also be provided regarding any work or activities that will affect neighbours.

Notification will be given to local residents via letter and through individual consultation.

Emergency contact details will be displayed on the noticeboard surrounding the site and distributed to adjoining neighbours.

Client:	Criterion Capital Ltd
Telephone:	0207 432 2444
Principal Contractor:	TBC
Site Contact:	TBC
Health & Safety Consultants:	The OM Group (Damini Sharma)
Telephone:	07807 777 885

Consultation with Workforce

Principal Contractor recognises that workforce consultation plays a key role in the effective health and safety management on site.

At the site induction Principal Contractor staff members and the sub-contractors will be encouraged to make suggestions, report any unsafe situation, near misses and communicate their concerns and ideas regarding health and safety to the site manager. Principal Contractor will take into account any reasonable request made by the staff member or the subcontractor regarding health and safety matters on site.

Principal Contractor's Health and Safety Committee include representatives from site staff. Site staff can approach their representative to identify or flag up any issues relevant to site health and safety.

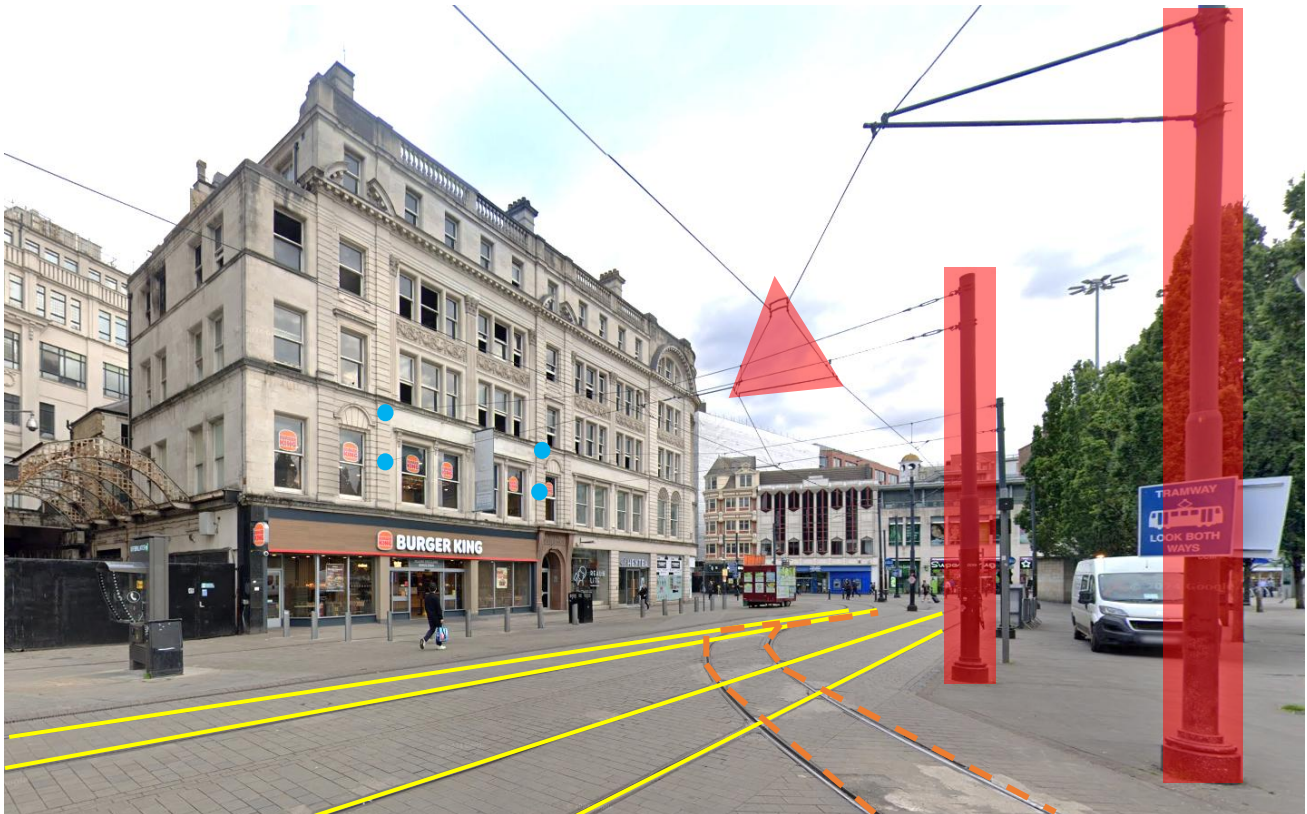
Consultation with the Metrolink Operator

Due to the close proximity of the tram link to the proposed development, and the overhead power lines (OLE) that connects directly onto the Royal Buildings itself, the Appointed Principal Contractor will ensure all necessary communications and arrangements have been sent and agreed with both the Local Planning Authorities and the Metrolink Operator/ Maintainer (KAM), to ensure all work activities that are being carried out on site is done in the most safest way possible, whilst ensuring there are no damage or disruptions to daily tram operations, the OLEs/ Overhead Line Poles or the metro tracks located in front of the building as per **Image 1** below.

Consultation with the Scaffolding Contractor & Metrolink Operator

The Principal Contractor will ensure they have appointed a certified scaffolding contractor prior to commencing the works onsite, the scaffolding contractor will not erect any scaffolding to the Royal Building until all designs and methodologies have been agreed with the local planning authorities (Manchester City Council) and the Metrolink Operator and TfGM.

Image 1 – Royal Buildings, OLE



- **Blue** - indicate the locations of the Overhead Power Lines (OLE) that are currently attached to the building itself.
- **Red** - indicates the location of the both the connecting cables from the OLE's to overhead line poles adjacent to the building.
- **Yellow & Orange** indicates the locations of the Tram Tracks adjacent to the building.

Specific Work Activity Hazards and Conditions

Project Description

The site is based within the city centre of Manchester, and sits on the corner of Fountain Street, leading onto Mosley Street where the main entrance is located. The building is currently occupied by commercial units, being eateries and offices.

The site is adjacent to public realm, the Tram line, Piccadilly Gardens Bus Station, and Piccadilly Gardens.

The works involve the changing the use of the current building on the upper floor levels from offices to hotel accommodation, which include the redevelopment of the 1st, 2nd, 3rd, and 4th floors of the existing building.

The property is an existing 5-story building with a basement and has a pitched roof construction. The ground floor of the building is currently used for commercial use (eateries / offices).

Please refer to **Figure 1** for the proposed site layout plan and **Figure 2** for the site location.

Permitted Working Hours – Manchester City Council

The working hours for the development site (including any construction and demolition activity) shall be:

- 07:30am to 18:00pm on Monday to Friday
- 08:30am to 14:00pm on Saturdays
- No working on Sundays or Public Holidays
- No Piling operations should begin prior to 09:00

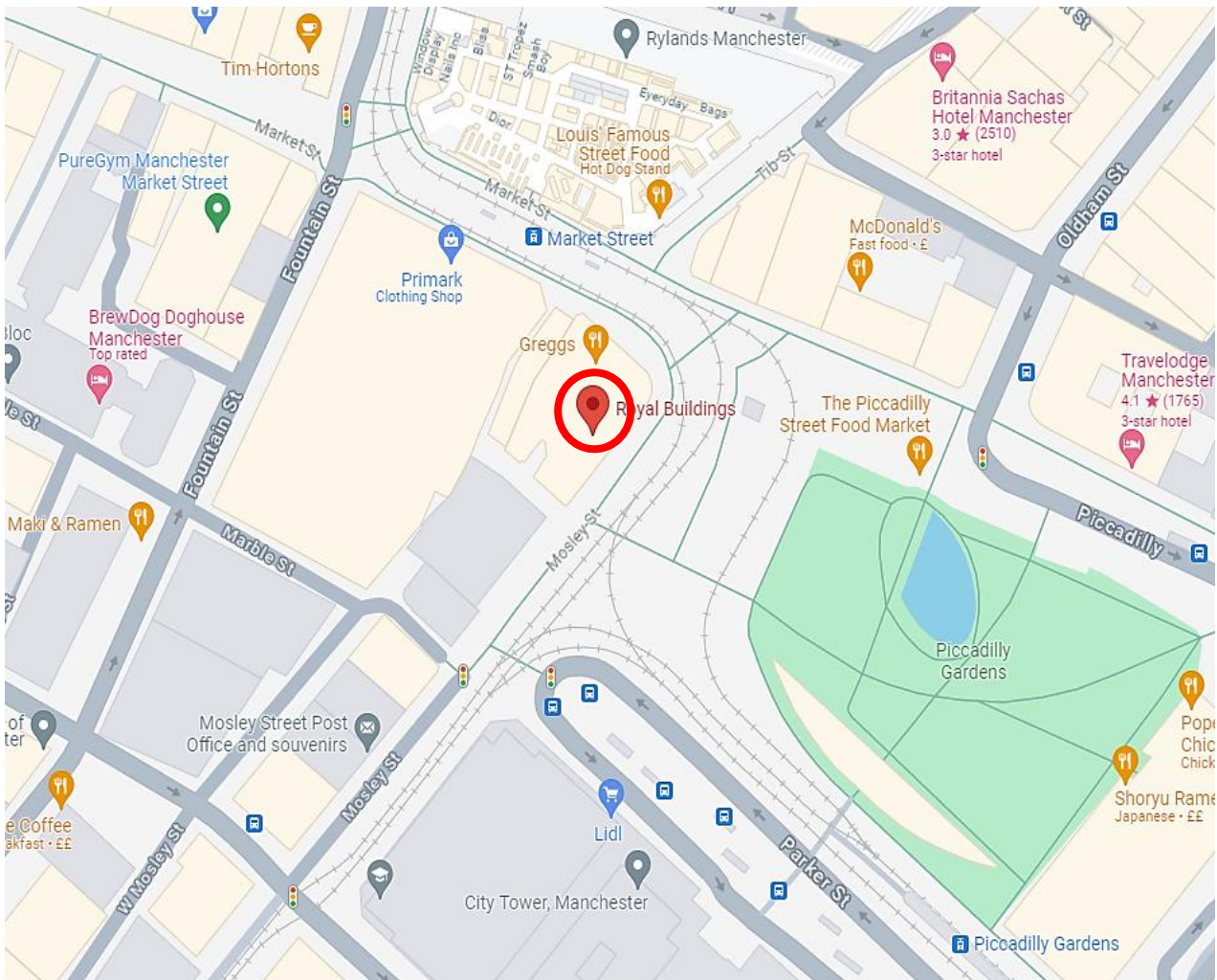
These working hours cover operations and work which are audible at the site boundary. Any noisy operations outside these hours shall not be undertaken without prior written approval from the local planning authority. These hours may be amended by the local planning authority where local circumstances demand it, as necessary.

Work activities include the following elements:

- Erection of scaffold and barriers to Royal Buildings, on Mosley Street / Fountain Streets elevation.
- The clearance of the plot.
- The installation of windows and doors.
- The installation of lightwells and fittings
- The installation of all utility supplies to accommodate hotel rooms.
- All MEP related works.
- All plumbing related works
- All internal fit out works
- All finishing works

Figure 1 – Proposed Site Layout Plan



Figure 2 – Site Location

Site Security

Visitors will be requested to identify themselves, and they will not be allowed on site until Principal Contractor's member of staff has greeted them.

All other entrances and exits to the site will remain secured at all times. The site will be locked at night with the gate closed during the day.

Security and staff will make regular inspections of the site boundary to ensure no suspect packages have been left.

The Site Manager is responsible for ensuring the site is secure at the end of each working day, including the removal or locking down of any access ladders/ stairs to scaffolding and the gantry areas. The scaffolding will be alarmed, along with CCTV Cameras positioned around the entire site if not already installed by previous occupiers.

All site scaffolding will be designed in compliance with HS standards and agreed with the local authority via the scaffolding license process. Erection and dismantling of scaffolding, dependant on the time frame it will take to erect, may need to be carried out in the evening time, if required by the Local Authority (Manchester Council) to avoid disruptions to daily transport and pedestrian routes that are within close vicinity to the site. The Principal Contractor will liaise with the local council prior to commencing onsite.

Scaffolding Arrangements Prior to Construction

A scaffolding contractor has liaised previously with the Metrolink Operator (KAM) to discuss the current designs of the scaffolding, its location once erected, how the scaffold will not damage or cause any disruptions to daily operations of the tram line and overhead power lines (OLE).

The Principal Contractor will again appoint the scaffolding contractor prior to commencement onsite, the scaffolding contractor will not erect any scaffolding to the Royal Building until all designs and methodologies have been agreed with Metrolink Operator and TfGM.

The Scaffolding Contractor will obtain authorisation to the tramway by submitting a **Metrolink Work Request Form**, to the Transport for Greater Manchester (TfGM) stating where and when the works will commence onsite and will provide a full scope of works.

TfGM

Weblink: <https://tfgm.com/public-transport/tram/working-safely>

Email: eplanner@metrolink.co.uk

Once all methodologies and designs have been agreed a safe method of working with the Metrolink Operator and obtained the authorisation to work, the Scaffolding Contractor will only carry out the work in the agreed way as set out in the agreed documentation. Failure to do so will mean the work will be suspended by TfGM or the Metrolink Operator.

Completed Work Request Forms for minor works must be returned at least 3-weeks before starting the works. Major works will require more notice and will be dependent on the nature of the works. Early liaison is therefore advised.

Scaffolding near the Metrolink

As per the TfGM 'Working safely near Metrolink,' scaffolding can be erected without permission if it is at a distance of greater than **4 metres** from the **Metrolink Electrical Hazard Zone**, i.e. **6 metres** from nearest rail or **7 metres** horizontally from the overhead power lines (OLE).

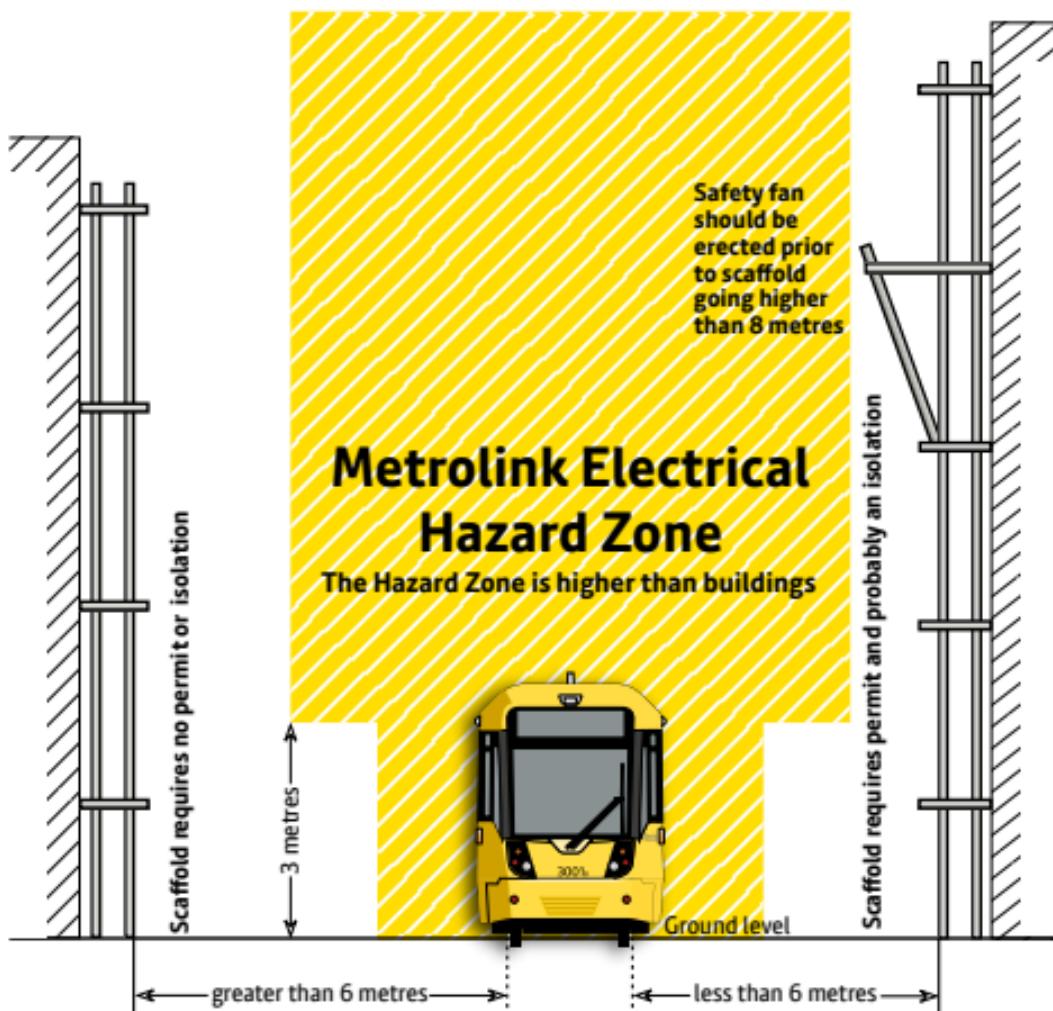
However, if the works are closer than this the Scaffold Contractor/ Principal Contractor will need to apply for a permit and will need to liaise with the Metrolink Operator about undertaking the work safely. For general guidance, which is as follows:

- If it is likely that an isolation of the overhead power lines will be required for the works, the typical night time isolation period to do this is between 1.30am – 4.30am (actual working time period is

approximately between 2am – 4am). Metrolink will advise if there are any planned isolations that the scaffolder could utilise.

- Scaffolding in close proximity to Metrolink will need a fan included at a height of **8 metres** prior to erecting scaffold above this height.
- Earthing of the scaffold and the installation of a Voltage Limiting Device may be required.
- A copy of the scaffold design and an independent design certificate will be required.
- If sheeting of the scaffold is proposed the details of the fixings will be required.

Image 2 – Scaffolding opposite to the Metrolink



Monitoring and Inspections

Site management will always be on site during working hours and will be conducting daily visual inspections and monitoring of work activities. There will also be an overview by the Project Manager on a weekly basis.

There will be health & safety inspections by The OM Group (external health & safety consultants) during the construction phase and any other related works.

During other elements, depending on work activities at that time, there will be fortnightly or monthly site safety inspection by The OM Group (external health & safety consultants).

Metro Track and Overhead Power Lines (OLE)

The Principal Contractor will ensure that all construction activities are carried out safely, efficiently, and in compliance with statutory regulations, contractual obligations, and industry best practices. Whilst taking into account the key risks and considerations of working near OLE / Metro Tracks, which are as follows but are not limited to:

- **Proximity to Metrolink Tram Line:** Risk of interference with tram operations, pedestrian access, and public safety.
- **Overhead Power Lines:** Potential for electrical hazards and necessary clearance requirements.
- **Restricted Site Access:** Limited loading/unloading areas due to public footpaths and tram tracks.
- **Noise and Vibration Management:** Impact on local businesses, residents, and infrastructure.
- **Structural Integrity of Royal Buildings:** Protection of the historic structure during construction.
- **Traffic and Pedestrian Management:** Safe movement of vehicles, workers, and the public around the site.

The Principal Contractor will be responsible for implementing a structured monitoring and inspection regime/ reporting procedures that aligns with the *CDM Regulations 2015*, *Health and Safety at Work Act 1974*, and local authority requirements.

Overhead Power Lines (OLE's): Should the proposed works require electrical isolations whilst certain work activities are being carried out, the Principal Contractor shall liaise with the Metrolink Operator to gain the right authorisations to undertake the works. No person(s) shall enter the electrical hazard zone until confirmed by Metrolink.

Monitoring and Reporting Continued

- **Site Records:** All inspections will be documented using a digital or paper-based checklist, with actions logged for rectification.
- **Incident Reporting:** Any safety concerns, near misses, or non-compliances will be reported immediately and investigated.
- **Compliance Audits:** Internal and external audits will be conducted to ensure adherence to safety and quality standards.

- **Stakeholder Communication:** Regular updates and reports will be shared with the client, Metrolink, local authorities, and utility providers where applicable.
- **Site and Delivery/ Collection Vehicles:** Daily inspections will be conducted by either the Principal Contractor or the Site/ Project Manager to ensure that under no circumstance's vehicles are blocking the tramway at any given time.

The Principal Contractor will ensure a formal procedure or routing plan is prepared and has been agreed with the Metrolink Operator prior to commencement on site.

Coordination with External Stakeholders: Given the location constraints and external interfaces, the Principal Contractor will coordinate with all relevant parties in order to remain compliant throughout the duration of the project:

- 1) **Metrolink Operations:** To ensure tram services are not disrupted and safety protocols are followed.
- 2) **Electricity Network Providers:** To manage risks associated with overhead power lines.
- 3) **Manchester City Council:** For road closures, pedestrian diversions, and public notifications.
- 4) **Local Businesses and Residents:** To address concerns regarding noise, dust, and access restrictions.

Demolition

Controlled internal demolition will occur across the upper floor levels of the site. Control measures for dust include dampening down and ensuring demolition occurs in controlled manor and rubble cleared throughout process to avoid build up. Site managers are always present on site and will be monitoring these activities.

Before any work commences on site an asbestos survey will be undertaken and if any asbestos is found this will be removed following the guidelines set out in BS 8520.

The works will be undertaken in accordance with the hours of permitted working as below:

- **Monday to Friday** – 07.30am to 18.00pm
- **Saturday** – 8.30am to 14.00pm
- **Sunday and Public Holidays** – No working, unless permission has been granted

Throughout the internal demolition works Principal Contractor will endeavour to comply with the guidance provided in BS 5228 with regard to noise control during construction and wherever possible use methods to minimise disruption to our neighbours.

Other control measures will include:

- Soft stripping of the internal structure by hand.
- Using water as dust suppressant.

- Cutting equipment to use water as suppressant or suitable local exhaust ventilation systems.
- Securely cover skips and minimise drop heights.

Monitoring of air pollution from all demolition and construction sites by use of dust monitors may be considered if deemed necessary.

The local planning authority (LPA) will provide advice on the appropriate air quality monitoring procedure and timescale - the requirements of which will be determined on a case-by-case basis.

Lighting

Having artificial lighting has been assessed by Principal Contractor, and would comprise of 110-volt task lighting, which will be erected when and where necessary.

Lighting can be arranged on site in a static formation, where lamps are fixed to support poles, masts, or items of plant such as scaffolding, or, it can be arranged locally, as, and where work is progressing, by the use of moveable supports or being hand-held with trailing leads.

Walkways are often illuminated by bulkhead lamps on standard mains voltage. Bulkhead lamps have a die-cast aluminium alloy body together with a vandal-resistant translucent polycarbonate diffuser. To illuminate general working areas, festoon (overhead) lighting can be suspended from grids at regular spacings. These are usually tungsten filament bulbs, and both cable and lamp holders must be appropriately weather-resistant.

The arrangement must be such that visual intrusion and light spillage are kept to a minimum, particularly near residential properties and busy roads where it may cause nuisance or distraction. Where necessary, lighting should be provided to site boundaries to ensure the safety of passing pedestrians.

The guidance notes 'Guidance Note 01/20 for the Reduction of Obtrusive Light' by the Institute of Lighting Professionals will be followed and adhered to.

Noise and Vibration

Best practical means are to be used at all times to minimise the noise and vibration impact of the works. All works are to follow the guidance of the Approved CoP BS5228.

This will include the following:

- Use of low vibration methods and silenced equipment and machinery, control and monitoring measures of noise, vibration, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary.
- Machinery and vehicles will be fitted with effective silencers wherever available. Acoustic covers are to be closed during operation. Equipment will be operated so it produces as little noise as possible.

- No idling engines or plant allowed onsite.
- All vehicles and plant used during the development will be maintained in good and efficient working order, and in accordance with manufacturer's specification.
- All plant and machinery in intermittent use shall be shut down in the intervening periods between works.
- Plant and machinery capable of generating significant noise and vibration levels will be operated in a manner to restrict its duration.
- Static plant and machinery shall be sited as far away as possible from inhabited buildings or other noise sensitive locations.
- All compressors shall be 'noise reduced' models that are fitted with properly lined and sealed acoustic covers which shall be kept closed whenever the machines are in use. All ancillary pneumatic percussion tools shall be fitted with mufflers or silencers of the type recommended by the manufacturers.
- All generators used on site should not be audible at or beyond the site boundary outside of approved working hours.
- The handling of materials shall be conducted in such a manner that minimises noise, including minimising drop heights into hoppers and lorries.
- No stereos or similar amplified devices shall be audible at the site boundary.

Toolbox talks will take place for all contractors to ensure they are aware of noise and vibration issues onsite.

Principal Contractor will consult with adjoining neighbours and agree, if possible, certain times of day when noisy work is minimised.

Dust

All dust levels are to be kept to a minimum and where possible controlled at source by the use of dust suppression systems. Site operatives are to wear suitable PPE/ RPE where the levels of dust cannot be controlled ensuring exposure is well within legal limits.

The following dust and dirt suppression measures will be pursued:

- a) All site personnel to enter and leave the site wearing clean clothes and shoe wear.
- b) The use of fine sprays during the loading or unloading of materials as well as on buildings and structures (during demolition works), cutting and drilling plant, unpaved areas, sand, spoil, and aggregate stockpiles.
- c) Preference of hydraulic construction over percussive techniques.
- d) Where practical, the use of building materials that are prefabricated or cut offsite including structural elements, cladding and woodwork.
- e) Burning of waste or unwanted materials on site to be strictly forbidden.
- f) Covering of all skips.
- g) Correct use of all plant and machinery and regular maintenance of their exhaust systems, which are to be positioned as far away from adjoining buildings as possible.
- h) Where practical to do so, petrol and diesel generators shall not be used.
- i) Having the scaffold wrapped.

Where practical, further measures will be devised in accordance with the BRE's Pollution Control Guides (2003) publications and the GLA's Best Practice Guidance on *The Control of Dust and Emissions from Construction and Demolition (2014)*.

Dirt, dust, and noise emissions will be continuously monitored by a designated person. Any deviation from the above methods will only be permitted in exceptional circumstances and with prior consent from the main contractor and all other relevant parties.

Site managers are on the site at all times during working hours and will be carrying out visual inspections and monitoring of work activities.

Either scaffolding and barriers (if required) will be installed all around the Royal Buildings property, on Mosley Street and on Fountain Street, all other boundaries of site is inaccessible to the public and to unauthorised personnel to prevent anyone walking in onsite.

Air Quality

Greater Manchester Clean Air Plan

Greater Manchester has high levels of air pollution on some of their local roads. It affects everyone's health and is linked to early deaths.

The government has directed GM to develop a Clean Air Plan. This plan must meet legal limits for nitrogen dioxide on local roads. GM must complete the plan as soon as possible and by 2026 at the latest.

The GM-proposed investment-led Clean Air Plan does not include a charging Clean Air Zone. All GM local authorities have developed an investment-led plan, which would bring air quality within legal limits by 2025, which is faster than a Clean Air Zone. It would also do so without causing hardship to residents or businesses.

The impact of poor air quality on health

Every year over a hundred people in Manchester die because of toxic air. Toxic air affects everyone. For some, it can be deadly. Improving air quality could help vulnerable people in Manchester.

Those at higher risk include:

- Children,
- Pregnant women
- Older people
- And people with medical conditions such as asthma, heart attack, and COPD

Legalities

By law Manchester City Council have to review and assess air quality against the following pollutants:

- Carbon monoxide (CO)
- Nitrogen dioxide (NO₂)
- PM₁₀ particulate matter
- Sulphur dioxide (SO₂)
- Lead
- Benzene
- Ozone (O₃)

If approved by the government, the Clean Air Plan would use government funding. We would use this funding in the city region for:

- 64 zero-emission electric buses for the Bee Network to run in areas with poor air quality.
- Clean vehicle grants for all eligible GM-licensed taxis and private hire vehicle owners.
- Local measures to manage traffic flow.
- Improve air quality on some roads in the centre of Manchester and Salford.

If the government approves the Clean Air Plan no vehicle would be charged to drive in a Clean Air Zone in GM.

Asbestos

Any identifiable Asbestos found onsite will be removed from site via a competent waste contractor in order to comply with *The Hazardous Waste Regulations 2005* and the *Control of Asbestos Regulations 2012*.

Should any suspect material be discovered, the Principal Contractor shall cease work in the area, cordon it off and immediately inform the Project Manager and the Principal Designer.

Operatives will have Asbestos Awareness Training in place and if any materials are suspected to contain asbestos, work will be stopped immediately.

Traffic and Vehicle Management

All deliveries to and from site, will be carefully controlled to ensure minimal disruption to the local environment is caused. All local speed limits will be observed. Banksman will be posted in the road whilst marshalling wagons or delivery vehicles to / from the site. No artic lorries will be allowed to site.

All transport activities during the construction phase of the project will be managed, maintained, and reviewed by the Principal Contractor to ensure that the site remains in line with the National Planning Policy Framework (NPPF) and Manchester Core Strategy.

The Transport Statement was produced by Vectos in June 2023 on behalf of the client on **Job No: VN232670**.

For further information please refer to the initial report which will be available upon request from the Principal Contractor.

Road Cleanliness

Principal Contractor will monitor the surrounding roads and footpaths on a daily basis and ensure that the construction works do not have a negative impact on road cleanliness, and to ensure the roads/ streets are kept in a good condition throughout the development process. Intersection points of the roads accessing to the site will be cleaned as required.

Deliveries

Deliveries including the transport of materials, plant, and equipment to the development site shall only take place during the following hours:

- 07:30am to 18:00pm on Monday to Friday
- 08:30am to 14:00pm on Saturdays
- No deliveries on Sundays or Public Holidays

All deliveries once offloaded from the vehicles, will be directed into the building itself. No deliveries, servicing or collections will take place during the hours of: 00:30am to 06:00am. For specific deliveries to site, if required by the Tram Operator (TFGM) will be done in the early mornings if required. These types of deliveries will be coordinated with the delivery drivers and the Principal Contractor.

Any deliveries outside the above hours will not be undertaken without prior written approval of the local planning authority.

NO deliveries / collections or site vehicles are to park or block the tramway at any given time. Any vehicles seen doing so may be refused off site by the Principal Contractor.

Delivery vehicles shall not be permitted to wait, queue, or circulate on the public road when the development site is not open for deliveries.

Servicing and deliveries for Royal Buildings are to operate from the gated entrance next to Burger King on Mosley Street of the site.

Smaller van deliveries may occur throughout the working week as required. No deliveries will take place on weekends or public holidays.

Banksmen will be available on site to coordinate deliveries and to ensure that the safety of pedestrians, cyclist and other vehicles is ensured at all times. Other methods to optimise deliveries and to reduce their impact on traffic and congestion include:

- a) Consolidating deliveries whenever possible

- b) Not accepting part loads unless essential
- c) Issuing notices to sub-contractors and delivery companies stipulating that deliveries that have not been booked in advance or happen outside agreed delivery slots may be turned back and re-scheduled.
- d) All parties will need to sign in & Out (name / time) with the Site Management.
- e) A daily record of visitors will be kept on site.
- f) All trade contractors are to submit material delivery requests to the Construction Project Manager a minimum of 24 hours in advance.
- g) Any contractors / subcontractors are to be notified that no waiting or queuing is permitted on the local roads.
- h) No vehicles are to be left unattended. No stacking of vehicles or parking within on-street parking bays is permitted. Vehicles not adhering to the above can and will be turned away by the Site Manager.

All drivers will be informed of any lorry restriction areas and will not be allowed to drive through any of these zones. Drivers will be advised to use the shortest possible route between the site and larger roads.

The Principal Contractor will ensure that works vehicles cause minimal obstruction or inconvenience to the operation of the local public highway and local residents by strict adherence to the measures set out in this Plan.

During deliveries, Chapter 8 barriers will be in place on the pavement areas all around the property on Mosley Street to ensure that pedestrians are kept segregated from vehicles when deliveries and collections are made. A banksman will also be available, at the entrance to direct pedestrians across the road to use the pavement on the opposite side of the road, whilst deliveries and collections are taking place.

Once the project is completed, the surrounding pavement and other road surfaces will be inspected and if any damage has occurred, they will be reinstated to an equal or greater condition to that prior to the commencement of the works.

Vehicle Routes

Vehicle access and movement will enter from either Fountain Street leading on to Mosley Street or via directly Mosley Street. Parked vehicles are to remain just outside the site/ boundary fence unless stated otherwise. Pedestrian access is gained to the sites main entrance via Mosley Street next to Burger King.

The pavement will be closed either side of the site entrance to pedestrians via use of Chapter 8 barriers and banksman while deliveries and collections occur.

Regular sweeping of access roads to the site will be carried out where mud/ debris/ dust is likely to affect residents and/or highway safety. In dry conditions damping down of road surfaces will be carried out to control dust. A vehicle wheel wash will be provided to minimise carry-over to the highway. There is no free parking available on adjacent roads.

Parking and Transport for Operatives

All parking and transport arrangements for site operatives will be communicated either by the Principal Contractor / Site Manager up on induction. Operatives that travel to site via public transport can gain access to the site multiple ways via car travel, cycling, tram lines or bus routes. All public transport is easily accessible for those travelling this way. For more details on travel routes please refer to **Figure 3** below.

Vehicle, Plant and Machinery

Maintenance and statutory inspections and records of all plant and machinery will be available and provided when the relevant contractors can allocate the relevant plant. No specific construction vehicles (i.e., diggers, HGVs/ Artic, piling rig etc.) will be required onsite due to the nature and location of the development.

Transport and Vehicle Standards

Principal Contractor will ensure that:

- All vehicles attending site will be CLOCS / FORS compliant. This will be a requirement included on the subcontractor's contracts prior to attending site.
- All vehicles and plant will be switched off when not in use. There are no idling vehicles allowed within the site. This is to reduce noise and emissions.
- All vehicles will comply with requirements of Greater Manchester Clean Air Plan.

Site Deliveries

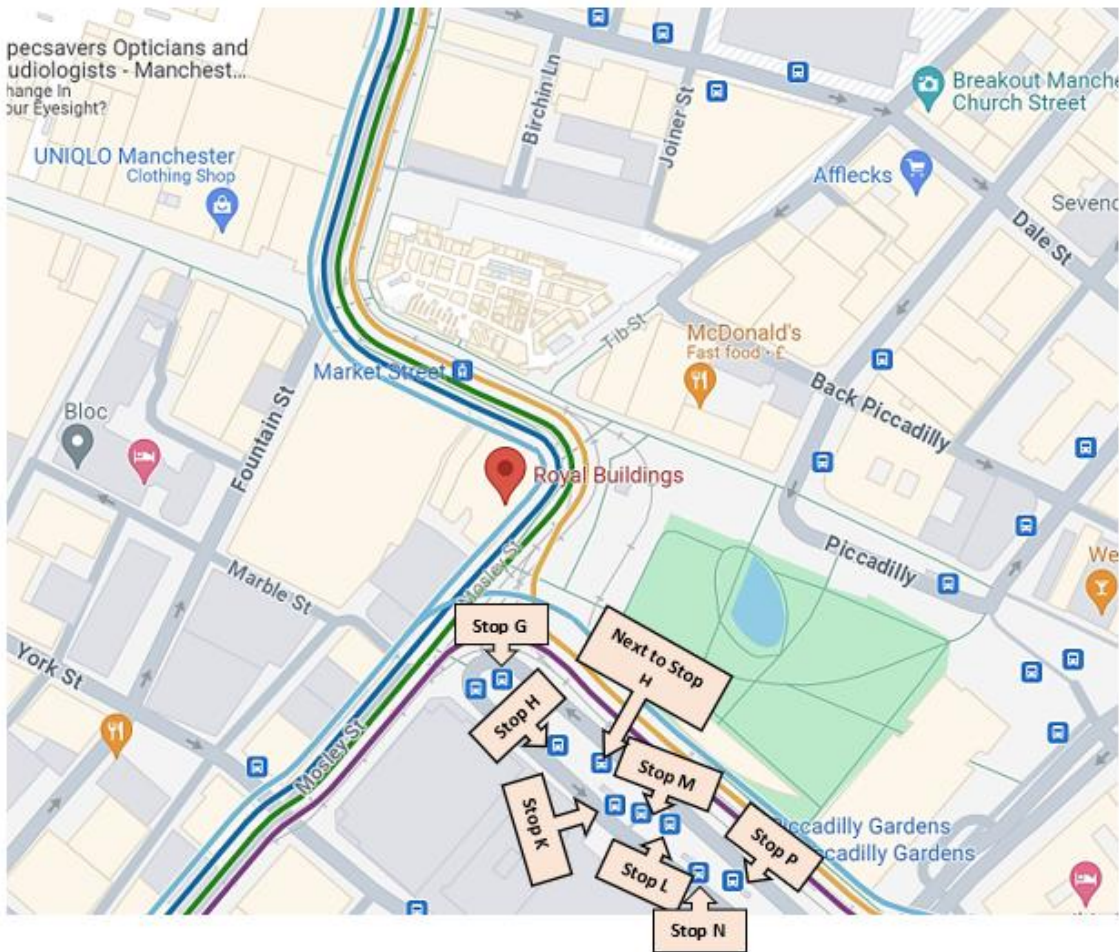
As the project moves into the Construction Phase, it is determined that all deliveries will be programmed to arrive during specific agreed times via the Principal Contractor or Project Manager. These details will be communicated up on site inductions. Delivery vehicles will be prohibited from waiting on the main road or within the site with their engines running, all staff will be instructed to load/ off-load quietly.

All deliveries once offloaded will be directed into the Royal Building itself via the banksmen. Any materials being delivered to site will be stored within the building, the storage location within the site will be confirmed via the Principal Contractor once appointed.

U-Turns

Vehicles will not be expected to U-turn within the site itself and. U-turns and turning using the main road will not be permitted.

Figure 3 – Travel Routes for Operatives



- 1) **Tram Lines** – Mosley Street (Stop CV), **Blue Line**, **Navy Line**, **Green Line** & **Yellow Line**.
 - a) The Tram lines are easily accessible from the Victoria Rail Station (Stop NW) which is located just off Corporation Street leading onto Todd Street/ Victoria Station Approach.
 - b) All lines lead onto Fountain Street, with the **Blue**, **Navy**, and **Green** line directing on to Mosley Street and the **Yellow Line** leads onto Parker Street. All tram stops are within close proximity of each other.
- 2) **Bus Routes** – There are nearby bus stops to the right-hand side when existing out of the Royal Buildings, towards Piccadilly Gardens, where there are multiple bus stops and timings:
 - a) Bus stops; **Stop G** – 87 and 142
 - b) **Stop H** – 43 and 143
 - c) **Next to Stop H** – 42, 42A, 42B, 42C, 111 and 250
 - d) **Stop K** – 263 and X50
 - e) **Stop L** – 15, 255 and 256
 - f) **Stop M** – 85, 85A and 86
 - g) **Stop N** – 38, 101, 102 and 103
 - h) **Stop P** – 35, 36 and 37

Site Access and Metrolink Interface Management

Due to the site's constraints at the Royal Buildings, 2 Mosley Street, all construction site vehicles will be required to traverse the Metrolink tram tracks to access the site. This introduces significant operational and safety considerations, necessitating a clearly defined and agreed procedure between the Principal Contractor, Metrolink Operator, and Metrolink Maintainer to ensure tram services are not disrupted, and all movements are safely controlled.

The key challenges here are:

- **Limited On-Site Space:** The constrained site footprint requires precise scheduling and coordination of vehicle movements to prevent congestion or obstruction of the tramway.
- **Shared Access with Metrolink:** Vehicles must cross tram tracks, requiring a safe access procedure and agreed routing plan with Metrolink authorities.
- **Live Overhead Power Lines:** The presence of 750V DC overhead power cables presents additional hazards, particularly for high-sided vehicles or lifting operations.
- **Tram Service Disruptions:** Any unauthorised vehicle movement or blockage could cause delays or hazards to tram operations and public transport users.

Agreed Access Procedure with Metrolink

A formal Access Procedure will be developed in consultation with Metrolink Operator and Maintainer before construction activities commence. The procedure may include but is not limited to:

- 1) **Pre-Agreed Vehicle Movements & Scheduling:** All vehicle movements across the tram tracks will be pre-planned, scheduled, and communicated to the Metrolink control team. Deliveries and collections will be restricted to agreed time windows to avoid peak public transport periods.
- 2) **Vehicle Entry and Crossing Control:** A Banksman/Traffic Marshal will be present at all times to supervise vehicle movements over the tram tracks. A permit-to-access system will be implemented, ensuring only authorised vehicles cross the tracks at pre-approved times. Vehicle waiting areas will be designated to prevent queuing on the tramway.
- 3) **Communication with Metrolink Operations:** A direct communication line will be established between the site team and Metrolink's control centre to coordinate access requests. Real-time updates will be provided to Metrolink regarding planned deliveries and vehicle crossings.
- 4) **Signage and Physical Controls:** Warning signage and barriers will be installed at crossing points to alert drivers and pedestrians to tramway hazards. Speed restrictions will be enforced for all site vehicles crossing the tracks.
- 5) **Emergency Access and Incident Response:** In the event of an emergency, the Principal Contractor will liaise with Metrolink and Emergency Services to ensure clear access for response vehicles. A contingency plan will be developed to address any unexpected vehicle breakdowns on or near the tramway.

- 6) **Compliance and Monitoring: Daily Inspections:** The Site Manager and Traffic Marshals will conduct daily checks to ensure compliance with access protocols. Regular Coordination Meetings: Weekly meetings will be held to review any issues, adjustments, or operational concerns. Incident
- 7) **Reporting:** Any vehicle-related incidents or near-misses involving the tramway will be reported immediately to Metrolink and logged for investigation.

Tramline

As part of construction works taking place at the Royal Buildings, the below outlines how the protection of three tramline suspension cables located directly in front of the building will be managed by the Principal Contractor and site operatives. The works will be carried out in compliance with the Construction Management Plan and relevant health and safety regulations.

Tram Link Suspension Cables

The Principal Contractor will liaise with a scaffolding contractor in order to create a purpose-designed scaffolding drawing for the scaffolding to be erected to enclose the tramline suspension cables, forming a protective "box" around the cables. The scaffold will be engineered to provide a structurally stable enclosure, considering live tramline operations and wind loading factors.

The scaffold structure will include sufficient clearances to allow the tram cables to remain fully functional during the construction phase of the project. However, this will only be conducted once all procedures and methodologies have been agreed with the Metrolink Operator and Maintainer.

Cable Enclosure

Once the Principal Contractor has obtained and had agreed the scaffold design with the Tram Operator (TFGM) the appointed contractor shall ensure that the three tramline suspension cables will be guided through the scaffold structure using appropriate fixings and protective sleeves, ensuring no stress or interference with their operation. The enclosure will be lined with ply sheeting on all sides to shield the cables from construction activities, debris, and potential impact.

Protection Through Scaffold

The scaffold design will ensure that the tram cables remain operational "through" the scaffold by incorporating safe routing systems within the enclosure. Flexible protection measures help will accommodate any cable movement and maintain operational integrity throughout the life cycle of the project. The rest of the tram infrastructure will be protected via the normal site transport procedures and by the site banksmen,

Regular inspections of the scaffold structure and cable protection systems will be conducted by qualified contractor. This will be arranged via the Principal Contractor/ Project Manager.

Site Waste Management

Waste will be managed under the principle of hierarchical waste management priorities which, in order of importance, are as follows: **Reduce, Reuse, Recycle** and **Dispose**.

It is important to tackle waste at the outset by reducing the amount of waste being produced in the first place, which is ensuring that the correct quantity of materials are ordered in the most environmentally friendly way. Each subcontractor will be responsible for ordering and supplying their own materials, thus minimizing the risk of waste through overordering (for which the subcontractor would be financially liable). Each subcontractor will also be required to use the most environmentally friendly packaging at its disposal (including recycled) without adversely affecting the safe handling and protection of materials.

The principle of “just-in-time” deliveries will furthermore reduce the risk of damage (and thus waste) through stockpiling.

Principal Contractor will employ as many local subcontractors and suppliers as possible in order to reduce fuel consumption and packaging needs. An audit trail, covering incoming materials and outgoing waste, will be kept.

Where practical (and in agreement with recommendations from any ground investigation reports), waste resulting from site clearance and demolition will be salvaged (such as crushed concrete or soil reused for landscaping).

The use of reclaimed aggregate will be encouraged. Where it is not possible to reuse materials on site, Principal Contractor will attempt to transport these materials to other nearby building sites or to sell them to intermediary companies for reuse.

Principal Contractor will make use of material and waste exchanges. Where reuse is not practical or possible, the contractor will endeavour to recycle as much waste as possible offsite through the use of recycling companies. To facilitate this, segregated waste and recycling skips will be located at the rear of the site and will be made available at all times. Each subcontractor will be responsible for moving waste and recycling (segregated at source where possible) into these skips and inducted beforehand on the correct use thereof.

Due to the location of the development site, a waste compactor will not be used onsite, however the use of a suitable skips will be placed on the back of the road between Royal Building and the Primark retail store to avoid disruptions to the public. All materials will be transported to the footpath of the building.

Due to use of skips onsite, skip licences have been applied for, together with the use of wait and load as required. Once licenses have been issued, they will be kept with the Principal Contractor for reference.

Hazardous materials are to be sealed, stored, and disposed of in appropriate and safe manner in order to avoid contact with ground- or wastewater.

Burning of waste will not be allowed on site. The management and disposal of any remaining landfill waste will be handled in accordance with all relevant statutory requirements, including the *Environmental Protection Act 1990* and the *Environmental Permitting Regulations 2007*.

The above principles will be incorporated into all subcontractor documentation and discussed with all relevant parties before works commence.

In relation to how waste will be managed once the development has been completed, please refer to the **Waste Management Strategy** document that has been submitted to **Manchester City Council** in **June 2023**.

Preliminary Bat Roost Assessment

As part of project taking place at the Royal Buildings, the below summarises how all work activities during all phases of the project will be carried out onsite and what measures will be put in place prior to commencing onsite. Taking into consideration the submitted *Preliminary Bat Roost Assessment (PBRA)* prepared by *Collington Winter (June 2023)*.

The assessment report outlines the specific measures and recommendations to safeguard bat populations during construction activities at the Royal Buildings (2 Moseley Street), these recommendations will be incorporated into this Construction Management Plan to ensure compliance with wildlife protection legislation, including the *Conservation of Habitats and Species Regulations 2017 (as amended)*.

Pre-Construction Survey Requirements

A further bat activity survey shall be conducted by a certified ecologist if any roof voids, crevices, or features identified as having moderate or high bat roost potential will be directly impacted by the works. Any required surveys will follow the guidelines set out by the *Bat Conservation Trust (BCT)* and will be conducted during the active bat season, which is between May to September.

- 1) **Timing of Works:** Where possible, works that involve roof structures, soffits, or other identified bat roost features will be scheduled outside of the bat active season (*May to September*) to avoid disturbance to potential roosting bats. The Principal Contractor prior to the work commencing onsite shall conduct a visual inspection of the site to determine if any of the works will affect any potential roosting bats or other potential species i.e., birds. From the visual inspection, if the works must occur during the bat active season, a licensed bat ecologist shall be appointed by the Principal Contractor to oversee the activities.
- 2) **Lighting Mitigation:** Construction lighting shall be directed away from areas with potential bat roost features, particularly at dawn and dusk when the bats are most active. The use of low-intensity, directional lighting (e.g., LED with warm colour temperature) is recommended to minimise light spill.
- 3) **Soft Stripping of Structures:** Any works involving the removal of roofing materials, soffits, or crevices shall be conducted using a soft stripping method under the supervision of a licensed ecologist. This ensures that any bats/ birds present can be safely relocated.
- 4) **Emergency Protocols:** If a bat or birds are discovered during works, all work activities in the immediate area shall be ceased, and a licensed bat ecologist shall be contacted immediately for further advice via the Principal Contractor. All site personnel will then be briefed on this protocol during their site inductions, so they are aware of what to do in the event of discovering any bats/birds roosting.
- 5) **Ecological Enhancements:** As part of ecological mitigation, bat boxes or similar roosting features maybe installed on the building or nearby trees to provide alternative roosting opportunities. The location and specification of these enhancements shall follow the advice of a licensed ecologist.

- 6) **Monitoring and Compliance:** A record of all ecological measures shall be documented and maintained by the Principal Contractor, and any post-construction monitoring requirements specified by the ecologist shall be implemented where required.

Incorporation into the Construction Management Plan

To comply with Planning Conditions as set out by Manchester City Council, the above measures and recommendations will be integrated into the Construction Management Plan as follows:

- A **construction schedule** will reflect the timing and supervision requirements outlined in the PBRA.
- A **wildlife briefing** will form part of the site induction process to inform all site personnel of the bat / bird protection measures and what the emergency protocols are in the event of discovery.
- All activities involving potential roost features will be carried out under the guidance of a **licensed ecologist**, whose contact details will be kept with the Principal Contractor / Project Manager.
- Monitoring and reporting systems will be established to demonstrate compliance with ecological requirements throughout the construction phase of the project.

These measures ensure that construction activities proceed in full compliance with the bat protection legislation while supporting local biodiversity objectives.

Construction Phase Requirements

Preliminary Bat Roost Assessment Report

A bat roost assessment was undertaken by **Collington Winter Environment Limited** on behalf of the client on the **7th June 2023**, upon completion of the site survey a report was prepared for the Royal Buildings, the key objectives were to:

- 1) Identify any areas of bat roosting potential within the building.
- 2) Assess the value of the building for roosting bats.
- 3) Search for signs of bats.
- 4) Provide recommendations on any further surveys or mitigation required for bats

Summary of the Assessment

In summarisation of the assessment report, the surveyor noted at the time of visit that the survey identified multiple PRF's throughout the building in relation to the slate tile roof and the tears within the roofing felt. The building was assessed as providing 'low' bat roosting potential due to the identified PRF's.

Other Considerations

An inspection of the roof was completed, and no evidence of nesting birds were observed. However, there are suitable platforms for nesting birds such as European herring gulls (*Larus argentatus*) and pigeons (Columbidae) relating to the roof structure.

Recommendations

Upon completion of the site visit, the surveyor noted within the report their recommendations to be considered prior to the construction works commencing onsite, which were as follows:

Precautionary Working Methods: There were Potential Roosting Features (PRF's) identified along the roof of the building and therefore there was a possibility that an individual bats will roost under the slate tiles that were found to be slipped and cracked. It is considered that the site is located within Manchester City Centre, which is of limited value for bat populations, it is unlikely that bats will utilise this area. A review of the local planning portal identified that a series of nocturnal bat surveys were completed in August 2020 on the Rylands Building on Market Street, this is a nearby similar style building.

This survey found no roosting bats and only one common pipistrelle commuting throughout the nocturnal surveys completed at the site, indicating very limited bat presence within this aspect of Manchester (Urban Green, 2020).

Under Collins (2016) when a building was assessed as having 'low' bat roosting potential, a minimum of one nocturnal bat survey should be completed. However, upon review of the location of PRFs identified, it would not be possible to identify the PRFs from ground level, whilst surveyors would not be able to safely survey the building during dusk. And as stated, previous bat surveys completed in proximity to the site identified very limited bat presence within the area.

As stated under Section 5.2.9 of Collins (2016), it states "If the structure has been classified as having low suitability for bats, an ecologist should make a professional judgement of how to proceed based on all evidence available". Given the very low residual risk of bats being present in this instance, it is considered more proportionate and practical for Precautionary Working Methods (PWMs) to be adopted. Should the Local Planning Authority be minded granting planning permission, then the agreement and subsequent implementation of PWMs should be conditioned as part of the planning consent.

Principal Contractor Duties: The appointed Principal Contractor shall source a licensed Ecologist to conduct a site survey for the proposed works to the building and roofing area. The Principal Contractor will liaise with the appointed Licenced Ecologist in regard to conducting a toolbox talk to site personnel and what to do in the event of discovering any bats or nesting birds.

The PWMs would be undertaken under the supervision of a licenced bat ecologist to reduce the risk of killing or injuring any bats that may be affected during proposed works on the roof. The surveyor recommended that:

- All contractors working on the site must be briefed with a Toolbox Talk by the licenced ecologist, on the legal protection afforded to bats and their roosts, and on how to proceed if a bat is discovered during the course of the work.
- The licenced ecologist shall undertake a daylight inspection to assess the status of the site for bats prior to works commencing on site.
- The licenced ecologist will attend site on the day of the scheduled works to undertake a search for bats in relation to the potential roosting features identified during the PRA prior to the works commencing. If any bats are located, all works will cease, and Natural England is to be contacted immediately and a licence to be obtained.

Once the selected features have been removed under supervision, works can proceed in the absence of the licenced ecologist, at their discretion. If a bat is discovered at any unsupervised time, work must cease immediately, and a licenced bat handler must be called for advice. This advice will include leaving the bat to disperse of its own accord or wait for the licenced ecologist to move the bat. Builders and contractors are explicitly forbidden from handling bats except in the case of finding a trapped or injured bat. In which case the bat may be moved into a safe and secure place (e.g. a box) and the registered ecologist must be contacted immediately

Lighting Mitigation: The surveyor noted within the report that construction lighting should not be directed towards retained and surrounding habitats. The construction lighting will impact bats which are sensitive to light. Directional lighting will be achieved by angle and orientation of beam, use of a cowl, louvre or other light shield, or a combination of these.

Nesting Bird Check: The works should be undertaken outside of the breeding bird season (*March to September, inclusive*). If this is not possible, a suitably qualified ecologist should undertake a nesting bird check no more than 48 hours prior to removal. If nesting activity is observed, the nest(s) should be left in situ until the young have fledged. A suitable buffer to be maintained and determined by the ecologist.

Final Summarisation

The final summary of the site survey and as noted within the report, the surveyor also noted that low bat roost suitability was assigned to the building Royal Buildings, Manchester, due to the lack of evidence of PRFs during the PRA. Precautionary working methods have been recommended to the client to ensure no roosting bats are injured during the works; in the unlikely chance they are present.

It was also recommended that no works shall begin until a licenced ecologist has agreed to attend the site on the day of the works commencing, no works should begin until the ecologist is on site. There is a risk of breaching relevant legislation.

Buried Services

Prior to the commencement of any works onsite, the Site Manager will obtain copies of the sites service plans from the statutory authorities. Once the service plans/ drawings have been obtained, the area will be CAT scanned in order to determine live locations. All work activities carried out will be done in accordance with the HSG47 guidance. Any discoverable buried services that are still deemed as live, will be handled by trained and competent operatives only.

Tree Protection

In accordance with BS 5837:2012, tree protection shall be provided for the retained trees T1 (Horse chestnut), T2 (Yew) and T5 (Lawson cypress). Additionally, excavation of the planter to the north of the site shall be undertaken by hand to prevent damage to the tree roots of T1 and T2.

If T1, T2 or T5 become seriously damaged, diseased or die during site clearance, construction or within a period of five years after first occupation of the site, they shall be replaced with a suitable species and at a size approved by the Local Planning Authority, in the same position, and shall be retained thereafter.

Implementation, monitoring, and corrective action

The Site Manager for Principal Contractor will undertake regular site inspections to monitor compliance with this Construction Management Plan and to ensure that nuisance is not caused to surrounding uses. Where non-compliance is identified, the responsible person shall ensure that corrective action is taken.

Appendix A – Noise Impact Assessment

Royal Buildings, 2 Mosley Street, Manchester, M2 3AN

Report Title: Noise Impact Assessment – Royal Buildings, Manchester

The conclusion from this assessment was that the noise emissions from fixed plant items on site would result in sound levels at least 15 dB below the background sound level at the nearest noise sensitive receptor locations at all times, and of a magnitude below the ‘Lowest Observed Adverse Effect Level’ (LOAEL). As such, no further mitigation measures, for example louvred barriers or similar, would be required here at present.

The current façade design of the Royal Buildings allows for appropriate internal noise levels for hotel use, with the existing façade providing a level of attenuation at least 3 dB better than required. As such, no improvement works would be required. Should any modifications be made to the existing facades, such as installation of through wall/window ventilation, the façade should be designed to attenuate external noise by at least 30 db.

There is considered to be a very low risk for noise breakout from the proposed hotel to adversely affect the neighbouring land uses. Consequently, from a noise perspective, the proposal would be compliant with both National Planning Policy (the ‘National Planning Policy Framework’) and MCC (Manchester City Council) Planning Policy.

For further information please refer to the initial report which will be available upon request from the Principal Contractor.

Figure 1 - Sound Pressure Level (dB)

