



THE REPUBLIC, MAYFIELD MANCHESTER

CONSTRUCTION MANAGEMENT PLAN



DATED – October 2024



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1.0 Introduction

1.1 Summary

This document has been prepared to communicate the Construction Management Plan and the logistics strategy at different stages of construction for The Republic, Mayfield. The plan outlines the safety, logistics and environmental measures to be adopted and implemented during the project.

The document has been developed through reviewing key documents and discussions with all relevant parties, this includes:

- Current Design Information
- Planning Report
- Consultation with Manchester City Council
- Discussions with the Design Team
- Discussions with key Works Contractors

Alongside this document the Lendlease Environmental Health and Safety Plan (EHS Plan) describes the environmental and safety related strategy and procedures for the project. Which are prescribed by the Lendlease Global Minimum Requirements (GMR's) and European Delivery Requirements (EDR's) which set out the construction procedures and provide the detail in terms of minimum standards.

1.2 Planning conditions requirements

The enabling phase of the development shall be carried in accordance with Construction Management Plan (Enabling Works) (dated September 2020) relating to Site Remediation prepared by P. P. O'Connor. Prior to the commencement of above ground works, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority with consideration to include consultation with the Environment Agency which for the avoidance of doubt should include;

- Display of an emergency contact number; - section 5.6
- Details of Wheel Washing; - section 5.3
- Dust suppression measures; - section 5.5
- Compound locations where relevant; - section 3
- Location, removal and recycling of waste; - section 3
- Routing strategy and swept path analysis; - section 3.9
- Communication strategy with residents and businesses which shall include details of how there will be engagement, consult and notify residents during the works; - section 5.6
- Parking of construction vehicles and staff; and section 3
- Sheeting over of construction vehicles. Section 5.5



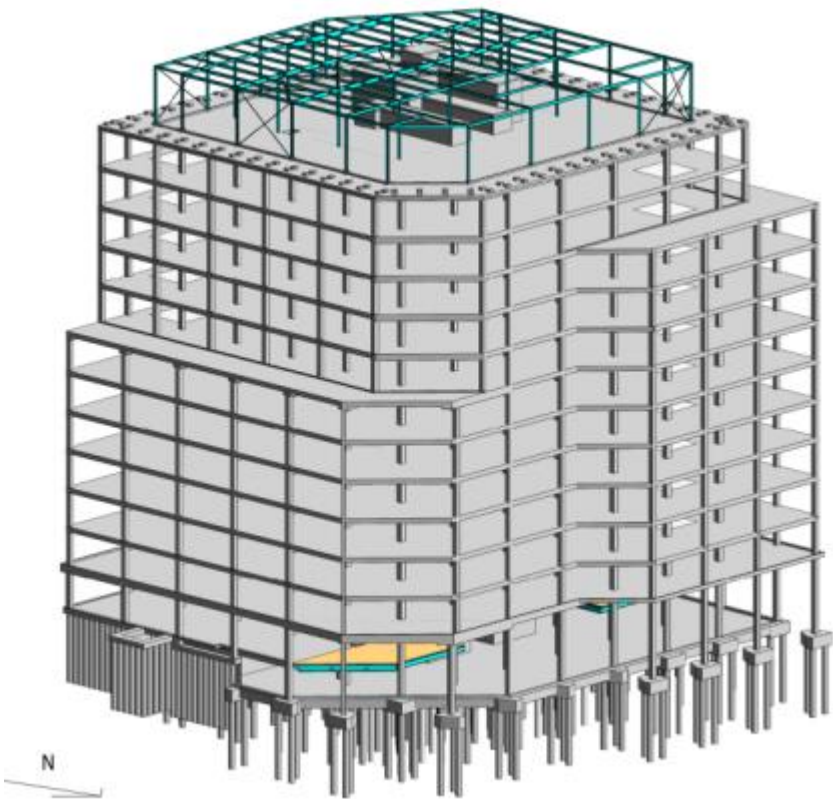
1.3 The Scheme

The Republic is a 12 Story commercial office block providing high end, net zero carbon office space complete with external roof terraces. Lendlease are contracted to complete shell and core works and fit out to Cat A. The building is founded on pile foundations with above ground a reinforced concrete structure including post tensioned concrete floor slabs with a façade formed of unitised curtain walling and pre-cast concrete cladding at low level.

1.4 Project Working Hours

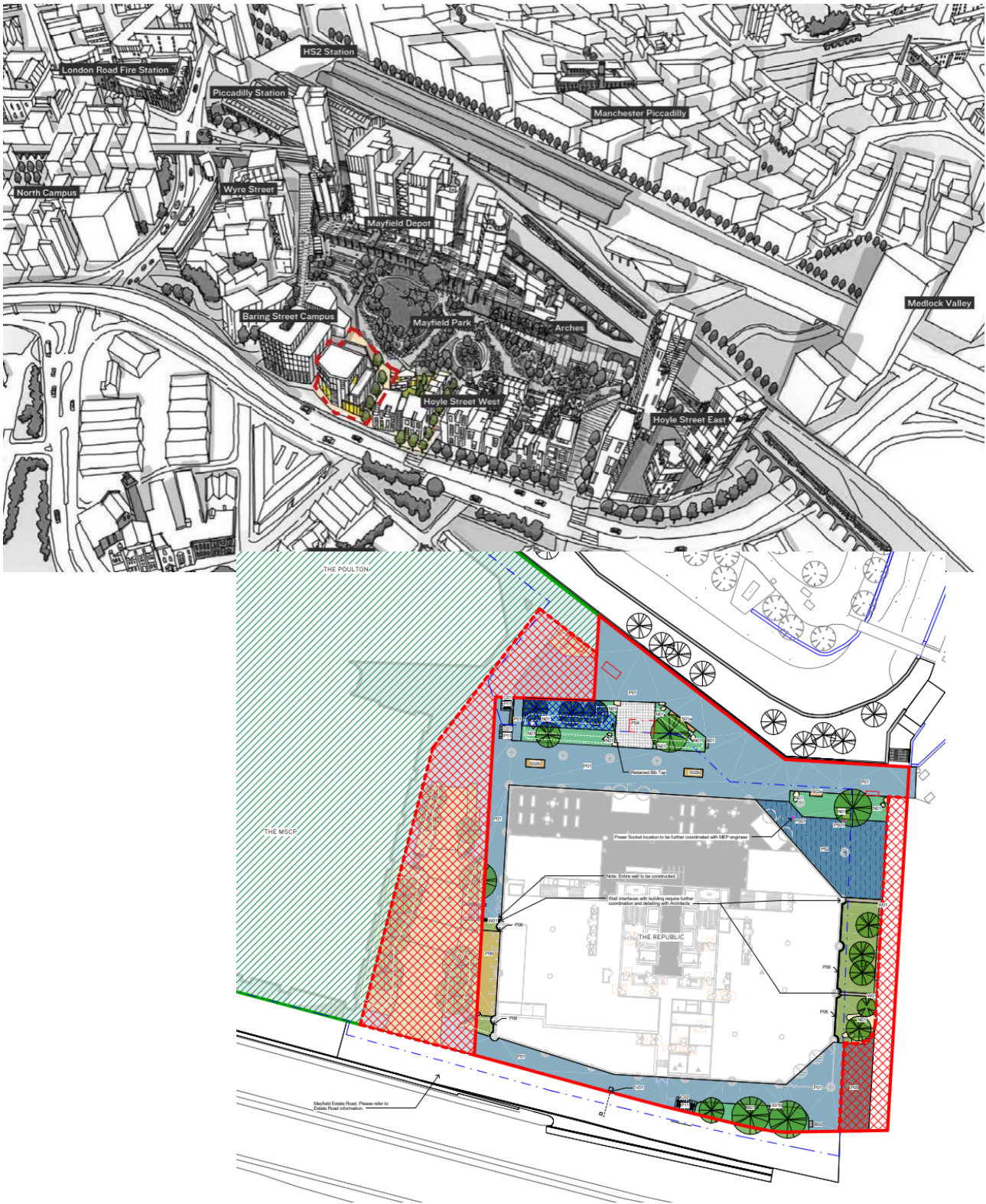
The Republic is planned to have working hours from Monday to Friday 07:30 – 18:00. It is not planned to constantly work Saturdays and only by exception. This would be from 08:30 – 14:00 and only as required. Any work that is required outside of these hours will be discussed and agreed with Manchester City Council and be for specific tasks i.e. tower crane erection. These works will be communicated to the local neighbours in advance and following approval.

Project Name	The Republic, Mayfield
Project Location	Manchester
Programme	124 weeks
Project Type	Commercial
Form of Contract	JCT Contract, Design and Build
Client	Landsec U+I
Main Contractor	Lendlease
Architect	Morris + Company
Structural Engineer	Civic
MEP Consultant	WSP
Principle Designer (CDM)	IM2



1.5 Site Location

The Republic is part of the wider Mayfield redevelopment. The Park is at the heart of the redevelopment with the new and re-purposed buildings to be constructed around it. The river Medlock, which has seen significant work to clean up and re-open is central to the park and runs from East to West. To the South of the building is the A635 Mancunian Way ring road. The slip road onto this has been stopped up and is now part of the development infrastructure. The Republic is the first development of the next development phase following the completion of the Park. On completion of The Republic there will be a mix of permanent and temporary external works to provide access to the building from the park elevation for pedestrians and from the South and to the West for vehicles



2.0 Work Stream Stages

The Republic has several work stream stages over the programmed duration which are split into:

- 1. PCSA Early Works
- 2. Piling, bulk excavation and ground floor construction
- 3. Superstructure, façade & Cat A Fit Out

2.1 PCSA and Enabling Works

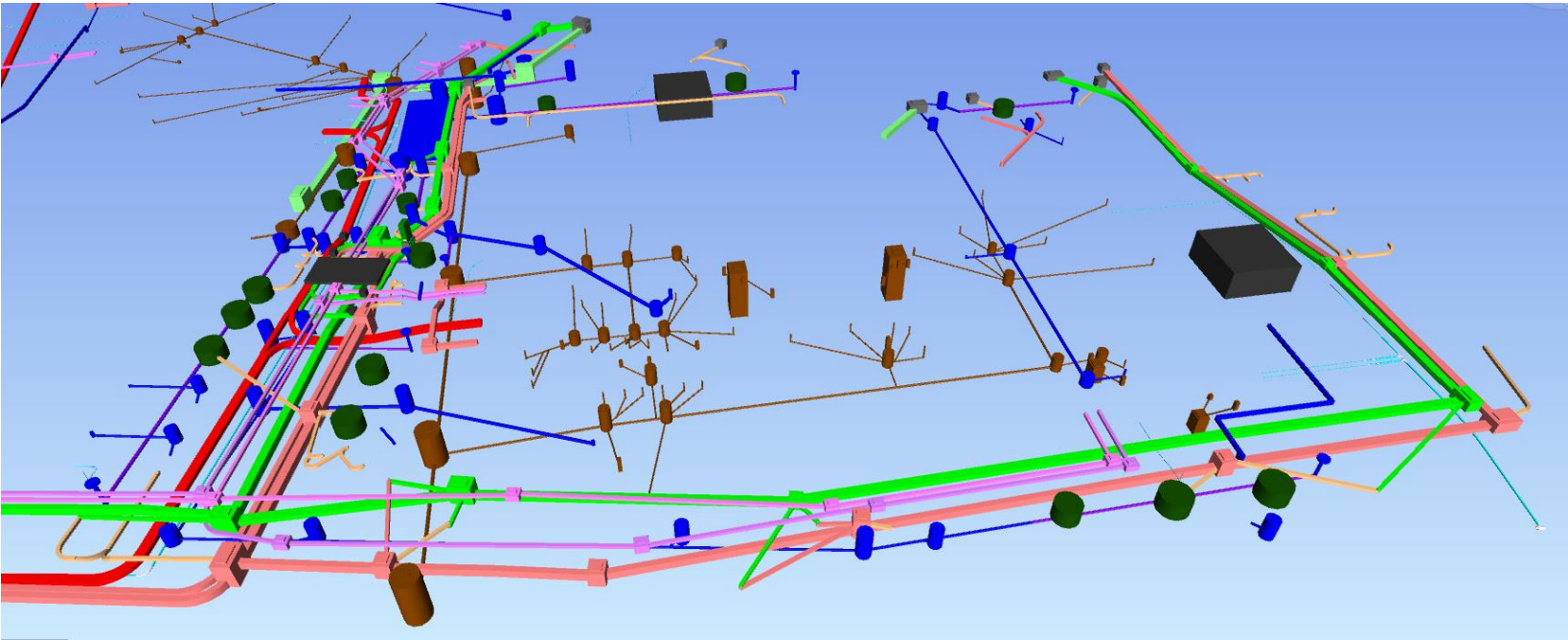
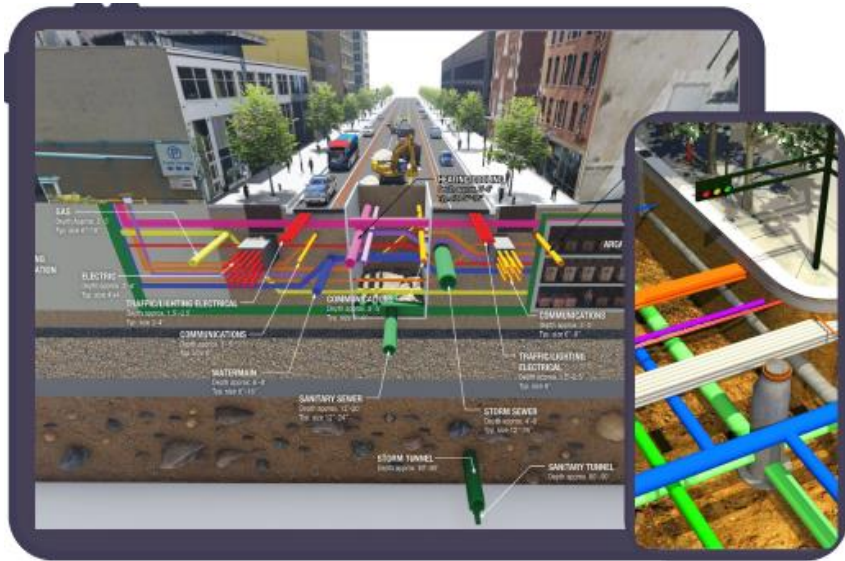
To provide the best efficiency throughout the construction programme we will use the PCSA period to establish the site and set up for success. This would include bedding in with the adjoining works contractors, agreeing routes for haul roads and walkways and agreeing welfare setup. As part of the enabling works we will form the pile working platform ready to start piling. This would require a small welfare setup on site. The localised hoarding including modifications to the existing would also be installed at this point and gates established to provide and control access around the plot.

During the PCSA we will look to undertake the existing buried services surveys to establish what is where within the plot. We will then undertake or work with the wider development team to bring the new services within the plot boundary including drainage, water and ducting requirements for power and data. Being involved at this stage will ensure that future temporary works such as tower crane bases and hoist platforms are coordinated. The pile probing for UXO will also be conducted during the PCSA to reduce this risk to as low as possible.

Temporary rainwater management system will be established at this point to control run off and prevent environmental damage.

2.2 Infrastructure

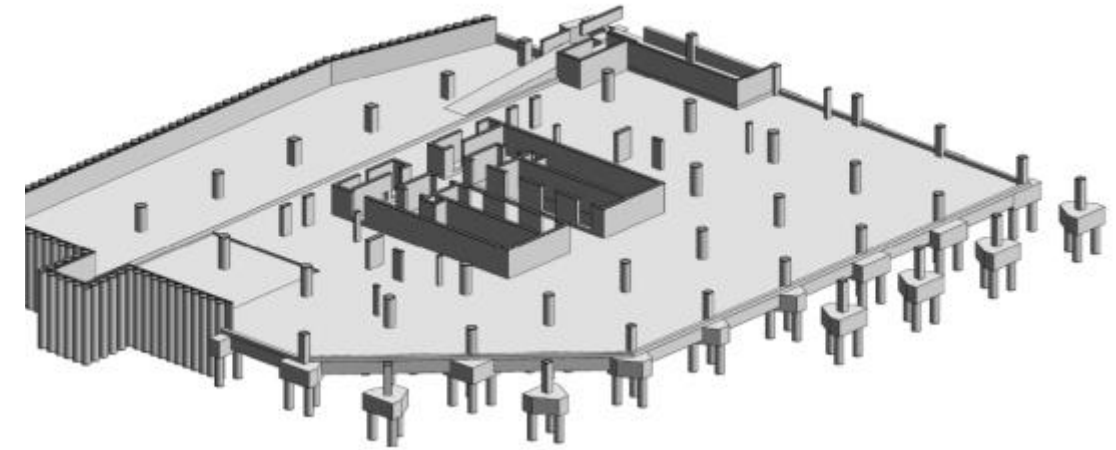
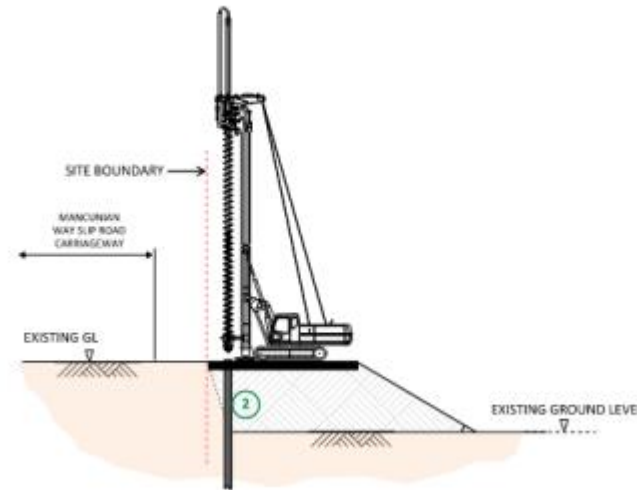
Lendlease have been instructed to install additional below ground service and drainage infrastructure which will serve both The Republic building and provide provisions for the MSCP and Poulton. The works includes a connection to the new foul water drainage system to be installed in the Mancunian Way and surface water connections into the existing outfall to the River Medlock. The ducted service infrastructure will pick up supply routes to The Republic and again provide a point for continuation to the plots on the wider development.



2.3 Piling, Excavation and Ground Floor Construction

The pile design comprises CFA piles with a contiguous piled wall to the perimeter of the single story ground floor retaining wall at the South of the building. Pile probing will take place prior to piling works to ensure the plot is clear of obstructions.

It will be necessary to provide a piling platform across working area. The retaining wall pile platform will be at a higher level than the main building area. Piling will commence with contiguous wall and then move to the core area. Whilst the core area is being piled the temporary platform will be removed. The remainder of the piles can then be installed along with the piles for the 2 tower crane bases. Arisings will be WAC tested to check for contaminants before being transferred to an appropriate waste facility.



2.4 Superstructure, façade & Cat A Fit Out

The superstructure of the building comprises a jump formed concrete core with post tensioned RC slabs. We are intending on using double height precast columns to reduce hook time and working at height. The core will consist of two stairwells, eight lifts, multiple service risers and WC provision. Precast stairs will be installed following completion of the core structure.

The façade is made up of precast columns /spandrels to level 1 with a unitised façade to the majority of the building. There are some areas of stick built curtain walling to loggia areas and a steel façade stick system to the ground floor. The unitized system will be installed by loading out the floor plates with the panels and then using a mini crane on the floor plates to lift the unitized panels via launching tables and then erected. The panels will be installed wrapping the building and completing level by level. Due to the size of the panels a large hoist will be needed to accommodate the 1875 cladding module.

Cat A fit out will be undertaken which will involve the installation of all mechanical and electrical services, blockwork, raised access flooring, exposed soffits and joinery partitions and doors to the main upper floor areas. Communal and circulation spaces including WCs will be fitted out to high standard in line with modern commercial office demands.

2.5 External works

Lendlease will be installing the permanent external finishes to the areas directly outside of The Republic tying into Mayfield Park. The external works includes both hard landscaping and soft landscaping works including planting and trees and street furniture. Part of the Lendlease scope also includes the provision of temporary finishes to the east and west of the plot.



3.0 Site Establishment

3.1 Project / Construction Office

Due to the site constraints we will set up the project office and site welfare accommodation in an area of the future development plots. The plot is the site of a former building that has been demolished. The surface is demolition crush and existing slabs. Due to time ongoing there are a number of plants and vegetation that has developed. A Preliminary Environmental Assessment will be carried out which will identify any ecology to be considered including the potential for any invasive plant species. We have chosen the area to the East of the site adjacent to the existing infrastructure located in Hoyle Street. This provides good access for the workforce and visitors and allows the park operations to continue. This site setup will comprise Lendlease and Contractors' offices, toilets, shower, drying room and site canteen.

The pedestrian site entrance will be situated from the footpath on Hoyle Street. This provides easy access from Manchester Piccadilly train and tram stations plus walking routes away from Mancunian Way

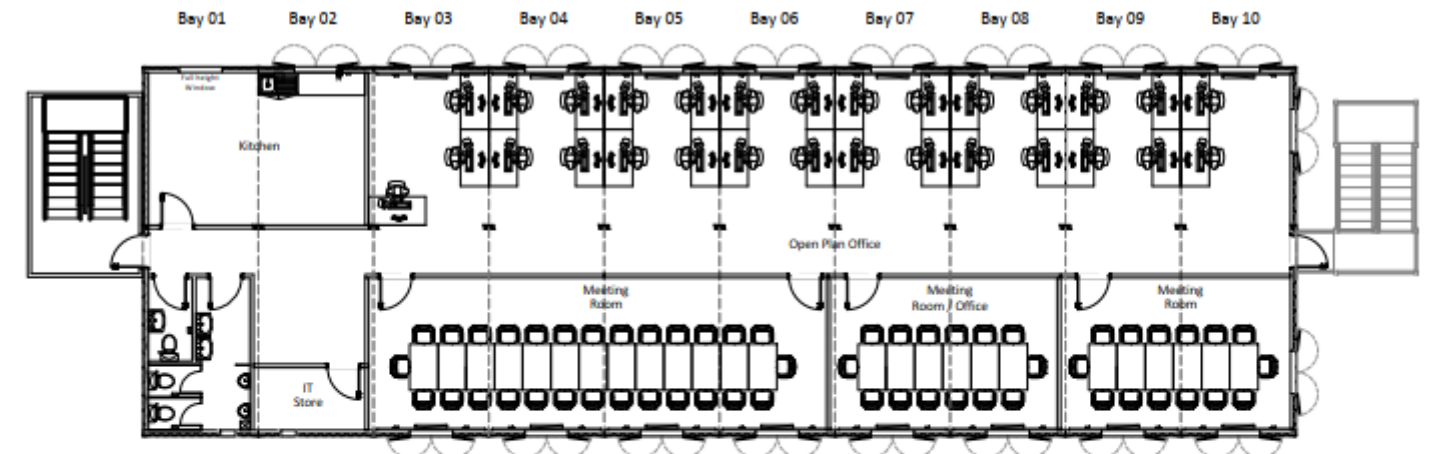
Initially a small number of jackleg cabins will be utilised to provide site accommodation in the early phase of the works. These will then be replaced by modular cabins providing a more spacious and bespoke welfare arrangement.



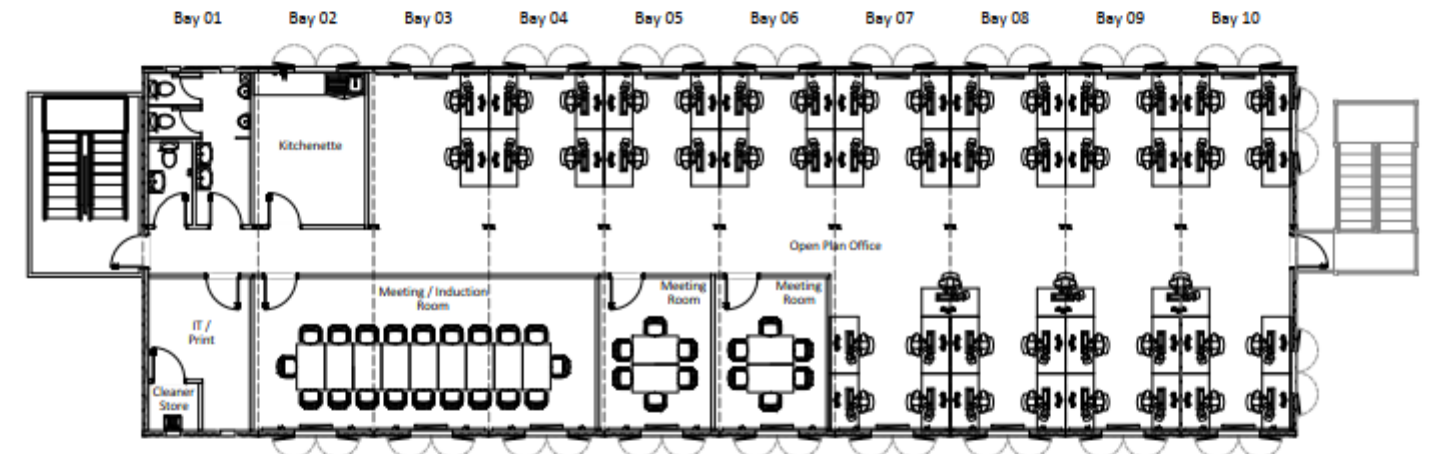
3.2 Welfare Establishment

The main welfare and site set up will be formed from modular site accommodation units and has been sized to accommodate a peak workforce of between 180-220 operatives. The welfare will comprise of the following:

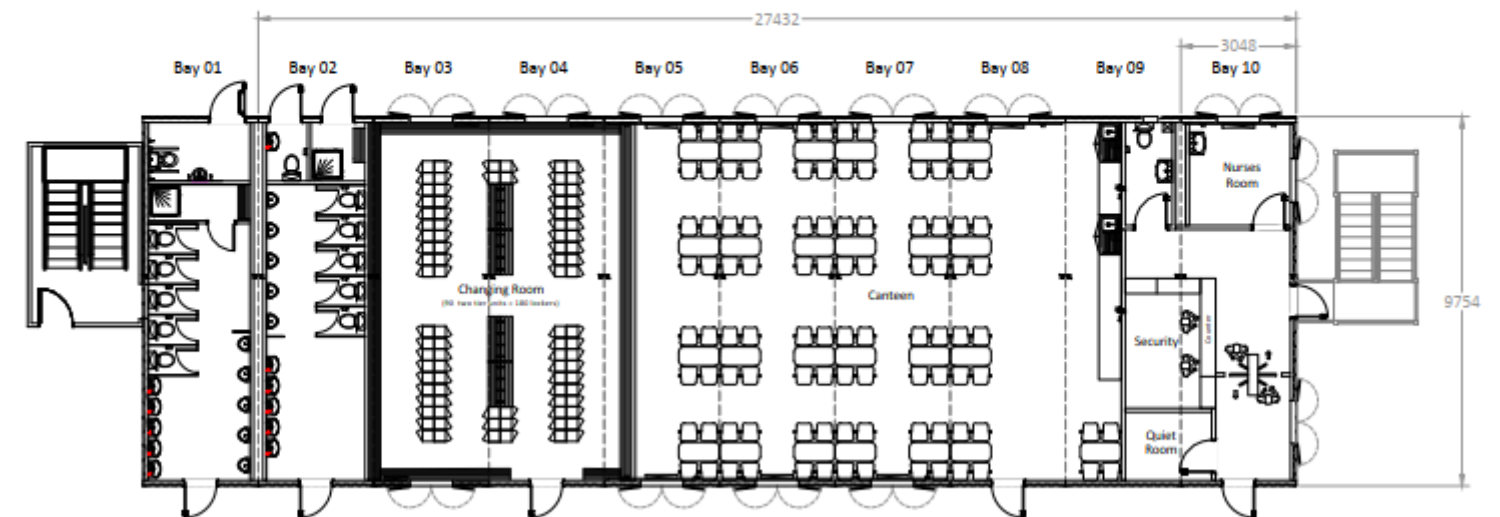
1. Security entrance
2. Catering facility
3. Food preparation area and seating with catering
4. Changing room for changing into PPE / Site clothes for both male and female.
5. Lockers for security of personal belongings for 200 operatives
6. Drying room for site clothes with heater / dehumidifier
7. Toilets and shower facilities for both male and female.
8. Offices, meeting rooms and training rooms
9. First aid/ nurses room
10. Prayer / worship room
11. Break out areas



Second Floor Plan



First Floor Plan



Ground Floor Plan

We believe that the quality of the site facilities has a direct bearing on the attitude of the workforce and the mutual respect that is required from all the team to make a successful project and, as such, all operatives must respect the use of these which are maintained to a high standard. There will be toilet and wash facilities provided within the welfare for male, female and disabled. Showers and drying facilities are also included for. The welfare is sized for the whole of the project team to work collaboratively.



3.3 Hoarding

The permanent main works site perimeter hoarding will be a minimum of 2.4m high to prevent any unauthorised access on to the project. Pedestrian and vehicle gates will be installed where necessary to facilitate the logistics of the project and will be managed by the site security and logistics contractor. The exiting hoarding will be reviewed by an engineer to determine what and if any upgrade works are required to ensure suitable for the period of the project and for compliance with the Lendlease minimum standards..

3.4 Site Security

Access to the project will be controlled by turnstiles equipped with biometric readers and a on site 24/7 security team. The security company's duties shall include but not be limited to the following:

1. Ensuring that the site is controlled and secure.
2. Ensuring all site personnel and visitors sign or clock in when entering and leaving the project.
3. Controlling site HRS access system and having a full knowledge of all personnel on site at all times.
4. Informing and recording of security breaches, including operation of the "drugs and alcohol policy" by bringing to the attention of Lendlease the attempted entry of workers visibly under the influence of drugs or alcohol or who appears unfit for work for whatever reason. LL operates an alcohol and drugs random testing procedure on all their projects.

5. The free issue and administration of site lockers.
6. Retaining a full knowledge of the fire safety plan.
7. Controlling issue of keys.
8. Completion and issuing of daily log sheet, weekly reports and delivery vehicle log.
9. Control access to the hoist and other site areas
10. The issuing of security site passes once the relevant induction and paperwork is completed will be undertaken by the lead security guard or a logistics contractor's manager.
11. Produce access / egress reports to Lendlease concerning personnel on site. Records will not be provided to others without the specific permission of Lendlease Management. Reports will be issued to the Lendlease Manager when required
12. Ensure no operatives enter site without having the Lendlease site induction

Msite Human Recognition System (HRS) will be used to manage site access and egress.

It will be the responsibility of the Site Logistics Contractor's security guards and Works Contractors to ensure that all emergency exits are closed and clear of debris etc., at all times. The other responsibilities which are detailed within the Lendlease GMRs, EDR's and Means and Method which include:

1. Responsibility for ensuring all access ways are kept clear
2. Opening and securing site
3. Carrying out regular site patrols

3.5 Pedestrian Access

Access to the project for people will be from Hoyle street. There will be no onsite parking. We are encouraging the site team to use public transport which is positioned in close proximity to the project. We have identified cycle and walking routes from the main transport hub of Manchester Piccadilly station. Cycle storage will be provided on site. Access around the site from Hoyle street to the building will be via an internal site walkway which is well lit from street lighting but will be supported by temporary bulkhead lighting.

The welfare is designed to allow flow through and then onto site. Access is controlled via M-Site turnstile. Access is only granted if current skills card and accreditations are in place and a site specific induction has been received.

The site walkways will be demarked with water filled barriers and positioned to avoid the main vehicle access ways. Where crossing is needed this will be lit and controlled with red hoops and gates.

3.6 Vehicle and Delivery Access / Unloading

Vehicle access will all be from Mancunian Way and Hoyle street. This allows vehicles to use well established routes and provides clear access into the site. On leaving the site all vehicles will be directed to turn left and follow the roads up to the junction with Fairfield Street. Limiting the vehicle exit point to a left turn only will ensure that the traffic on Mancunian way isn't affected by vehicles trying to emerge from Hoyle street and the junction at Fairfield street is wider with increased visibility. On site vehicle movements will be controlled by identified traffic marshal and to follow the traffic routes.

The emphasis of our traffic management plan is to provide safe and efficient access and egress for personnel and vehicles in and around the site, minimising disruption to neighbours and existing users of the surrounding roads as well as public walking around the external of the project. Lendlease will deploy road sweeping within the site and to Hoyle street to both limit any debris being transported off site and to maintain the cleanliness of the surrounding roads. On days of concrete pours this will generate the peak traffic movements of around 40 movements in the day. On non slab pour days we estimate this to be around 20 vehicle movements.

The vehicle and delivery route will be from Hoyle Street off from Mancunian Way. Lendlease will ensure physical separation and will manage/ control any vehicles entering and exiting the site from and onto the public highway. This will be done using trained traffic marshals, gatemen and barriers when required.

The Logistics Team will be responsible for managing vehicles entering and exiting the project in accordance with the Lendlease Traffic Management Site Procedures. Individual Works Contractors will be responsible for loading and unloading Construction materials and plant within the designated loading/offloading area, however Logistic Manager / LL manager will retain responsibility for loading and unloading of their deliveries at all times.

The Logistics Team will manage all Works Contractor deliveries onto the project and utilise an online logistic delivery system and managed by the logistic team. A 48hrs look ahead will be made available to Lendlease for checking on the priority deliveries and to ensure vehicle movements are suitably coordinated.

No deliveries, unloading or loading will be permitted to take place prior to or beyond the site working hours unless previously agreed with logistics contractor in agreement with LL Management. Any un-booked deliveries will be refused access at the gate.

Offloading and loading areas will be established to facilitate deliveries to site. This will be managed by logistic contractor and the relevant contractor whose delivery it is.

Storage outside of the LL site area will not be permitted under any circumstances. Storage on site will be kept to the minimum required to execute the works in a safe efficient manner unless previously agreed with the main contractor.

No more material to be on site at any one time than is required. The contractor will employ a "Just in time" (JIT) delivery to site policy and will always confirm and agree all deliveries with Lendlease and the Logistic Manager.



Other constraints that will be applied to all Works Contractors, delivery vehicles, site staff and operatives by the logistics manager are as follows:

1. Vehicles will be checked if they have been booked through the system by the logistic manager / traffic marshal.
2. The traffic Marshall will issue the delivery drivers rules and request a signature stating they have understood the site rules before the vehicles is marshalled into the site.
3. The operator is in possession of the required PPE before being able to exit the vehicle
4. Deliveries to the site are to be controlled by the Works Contractor's traffic marshal responsible for the delivery who is also responsible for ensuring the area around the vehicle is segregated from all risks
5. No vehicles will be left unattended
6. Vehicles are not to idle and must switch of their engines when in position.
7. A safe access onto the back of any vehicles with correct edge protection must be in place before any permitted person can attempt to access the rear of a flatbed vehicle.
8. Any person who attempt to access the back of a flatbed who is not permitted and if the vehicle has no safe edge protection will be stopped by the traffic Marshall and reported.
9. All deliveries to the hoist will require having barrier put around the vehicle and the doors of the hoarding to the hoist to eliminate risk of the public.
10. Any vehicle reversing must have a signaler in attendance
11. All compacting vehicles are to use the safety barrier at the rear of the compactor to eliminate anyone from walking behind and being struck by any moving parts of the vehicles.
12. Persons gaining access to the back of vehicles and unloading will be protected by a vehicle barrier.
13. All vehicles delivering to site will have a pre-arranged destination. No offloading will be permitted outside these zones

3.7 Temporary Electrics

The general power requirements are for the following items:

- Welfare facilities
- External boundary lighting
- External and internal Walkway / access and egress lighting
- 110v Power supplies
- Transformers on every level
- Task lighting shall be provided by the works contractor
- The works contractor is to utilise as many portable hand tools as possible therefore implementing a no trailing leads policy

3.8 Temporary Water Supplies

Temporary water supplies will be to the following areas:

- Welfare facilities
- Building floorplates (for wet trades)
- External site boundary, location TBC

3.9 Car Parking/ Public Transport and Cyclists

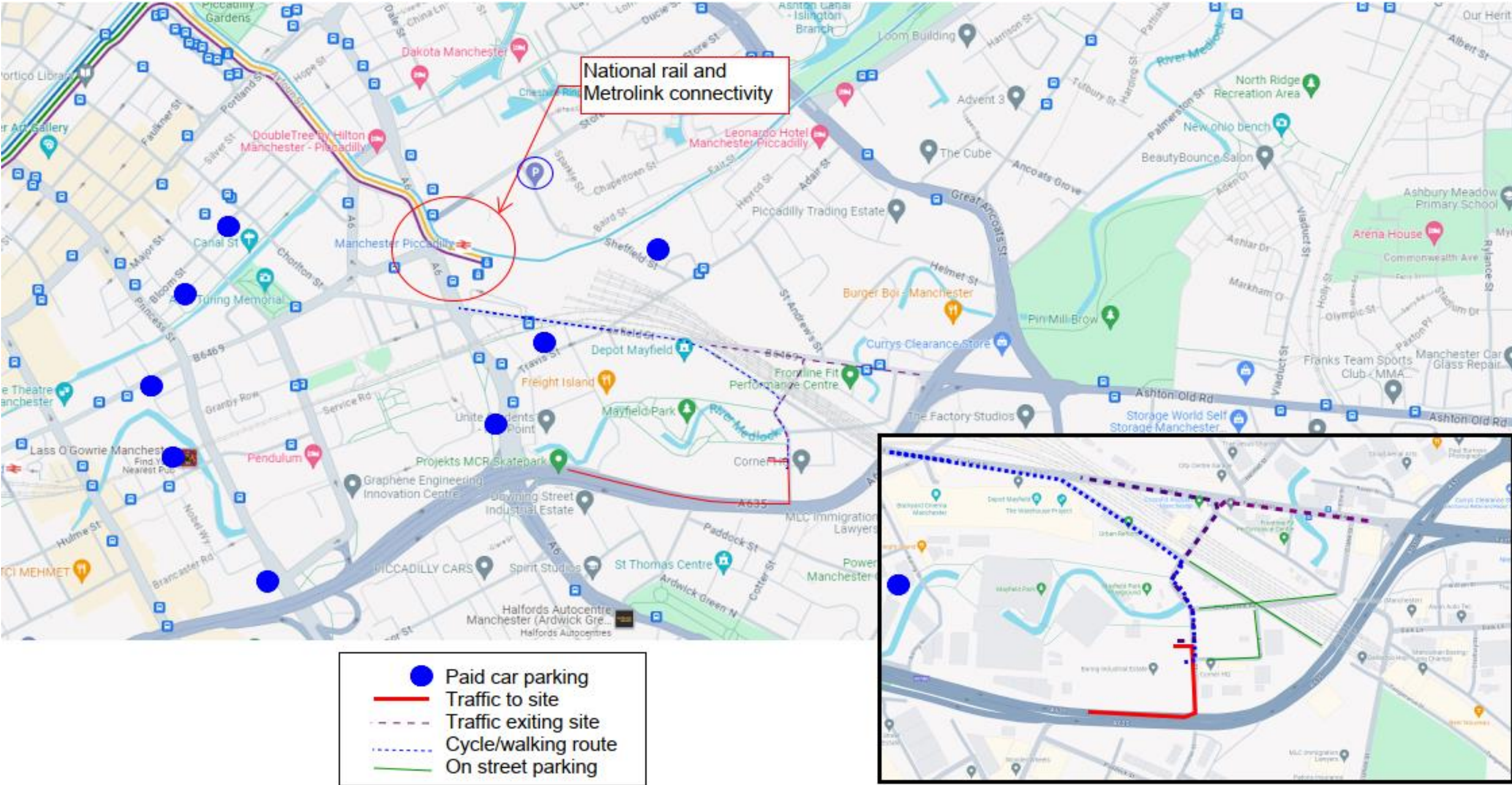
There will be no parking on site for operatives, members of the project team, work contractors or visitors.

Managers and the work force are encouraged to use public transport routes as there are ample public transport links with the Manchester Piccadilly tram stop in close proximity and national rail station within walking distance. There are various car parks within a short distance to the site should they be required.

Contractors vans shall only be permitted on the site by exception following prior agreement with the logistics manager and will park in designated areas. Vans are only generally permitted if it is required to complete the contractors works.

Cycling will be encouraged through provision of a cycle shelter within the welfare compound. We will also investigate a cycle repair visiting shop for on site maintenance to encourage cycle use.





3.10 Existing Tenants & Adjoining Owners

Part of the success of this project depends on carrying out the works in such a manner that noise impact on the park, neighbouring properties, the local community and surrounding roads is minimised.

The project will depend on carrying out the works in such a manner that the impact on the neighbouring properties, the local community and surrounding roads is minimised in term of dust, noise, co2 emissions, littering etc.

This document identifies the measures we will take to operate the site. In addition, we will implement the following measures to address neighbour issues:

- Liaison with the Manchester City Council
- Initiate meetings and briefings with the client and neighbours
- Letter drops and briefings
- External notice board on hoardings with contact names and numbers
- Viewing panels through hoardings
- Registration with the Considerate Constructors Award Scheme
- Complaints log, with actions recorded

1. The Poulton and MSCP
2. Mayfield Office
3. Freight Island
4. The Depot
5. Student Accommodation
6. Mayfield Park users
7. Hoyle St. light industrial
8. Temperance St. commercial spaces
9. Plot K
10. Plot J



4.0 Site specifics

4.1 Induction

All persons working on the project construction site will be required to attend the Site Induction which will be delivered on Mondays and Wednesdays at 8:00am within the welfare area. The induction will involve the following:

- All persons are required to pre-enroll with Lendlease security booking systems at least 24 hours before induction.
- Checking of the operatives' training credentials as well as informing them of the specific Site Rules and House Rules associated with the project as well as providing a general understanding of the project.
- On completion of the induction all personnel will be registered onto the MSite HRS enabling them to use the turnstiles to securely enter and exit both the welfare compound and the main site



4.2 Skills Cards

All operatives must hold a valid skills card such as CSCS or affiliate as required by their works. Paper certificates are not valid. The Security / Site Logistics Works Contractor is required to have an electronic means to verify CSCS smart cards such as a smart card reader with the CITB software installed on the Security system. All cards are to be verified for authenticity prior to the issue of a security pass.

4.3 IIF

All site operatives are to attend an IIF (Incident & Injury Free) workshop within 14 days of being on-site, otherwise access will be removed. The Lendlease policy orientation is part of our on-going commitment to ensure our projects continue to be safe places to work.

4.4 Supervisors

All supervisors must hold the necessary CSCS Supervisors skills cards and must have attended a SSSTS training course before being allowed to supervise on site. Further, all supervisors will undergo a supervisor competency check by Lendlease to ratify their credentials and provide formal approval to take on a supervisory role on the project.

4.5 Visitors

All visitors must sign in on arrival and be escorted, around site wearing full PPE, by a nominated person. Generally, the escort will be a subcontractor manager if accessing site. If this isn't possible the visitor must undertake a full site induction.

4.6 PPE

- **Branded PPE** - Lendlease will establish a branded site PPE dress code which shall be procured by all Works Contractors for the duration of these works. This will include Hard Hat and Hi-Viz vests
- **Hard hat colours** – Site specific roles require different hard hat colours as shown. Along with this Lendlease management will wear red hats so they can be easily identified. All site personnel will have their name sticker on their hat so interaction is easier.
- **Mandatory PPE** - will include the 5-point PPE as per all Lendlease projects (shown in the image below). If at any point anyone is found not wearing the correct PPE they will initially be verbally warned, on the second time 'yellow carded' and warned of their non-compliance. In the event of a third occurrence, the operative will be asked to be removed from site. This will be communicated to each operative at the site induction

4.7 Smoking

Smoking is prohibited on the site. A smoking area with shelter will be provided within the welfare location and will be identified at the site induction. Anyone found smoking on site in non-designated smoking areas will be removed off site. Cigarettes must be extinguished in the sand filled bins. Bins will also be provided for general rubbish. A separate area will be provided for vaping.

4.8 Site Radios

To enable efficient communication with the project teams in the event of an emergency within the day-to-day site operations, or if the Site fire alarms are activated. The following works contractors will have radio communication:

- The Logistic Contractor
- Tower Cranes
- Security
- Other Works Contractors are to supply their own radios as required.

It is advisable that other Works Contractors procure their radios from the same supplier as the Site Logistics Works Contractor to maintain cross communication across site and between trades by use of the same Frequencies.



Black: Supervisor



Orange: Slinger/Signaller



White: Site Manager
Competent Operative
Vehicle Marshall (distinguished by the wearing of a different coloured high visibility vest)



Blue: All those coming to site who do not fall into any of the above categories



Helmet Stickers

Green first aider sticker

Role

First Aider



Red fire marshal sticker

Fire Marshal



Hard hats must be worn



Protective footwear must be worn



High visibility jackets must be worn



Protective gloves must be worn



Eye protection must be worn

The Site Logistics Works Contractor will designate appropriate channels for specific communications. The emergency channel will be the same frequency throughout the project to ensure no confusion during emergency operations on site.

4.9 Site Lockers / Changing

Lockers will be issued to operatives by security on request and on the basis of first come first served, following site induction. This will be audited on a regular basis to ensure that adequate lockers are available. Lockers will be returned to security on the operative leaving the site. If operatives leave site for more than 2 weeks the locker must be surrendered. Operatives are to supply their own locks and keys. All lockers unused due to operatives not attending site for more than 3 weeks without prior reason will be opened by Security, the contents disposed of and the deposit forfeited. There will be no consumption of food within the locker/changing area under any circumstances and any persons found will be removed from site.

The site changing facilities will not be used as a tool store - the site changing area must be kept tidy and any items found in a disorderly/untidy fashion will be disposed of.

4.10 First Aid

Lendlease as the main contractor will have first aid trained personnel on site.

Each trade contractor will also be responsible for first aid cover and must have at least one 3 day trained First-Aider for every 10 persons they employee dependent upon risk and no fewer than one per working group or per gang on site. Proof of training must be submitted to the LL office.

All accidents and near misses, no matter how small must be reported to Lendlease who will be responsible for maintaining the Accident Log in a format to suit the CPHSP and LL GMR's.

In the event of a serious accident the emergency services will be called **and the nearest hospital is the Manchester Royal Infirmary on Oxford Road, Manchester. M13 9WL.**

4.11 Life Safety

A specific fire and emergency plan has been developed that includes all insurance and regulatory requirements, these are:

- Clearly signed Emergency escape routes maintained by the Lendlease Construction Manager and Trade Logistic Manager
- Muster point will be clearly identified and emergency procedures displayed throughout the works and in the site offices.
- Emergency escape routes will always be kept clear of rubbish and materials with regular checks to be carried out by the Lendlease Construction Manager.
- Emergency lighting within the stair cores and designated escape routes will be provided.
- A temporary fire alarm break glass system will be maintained throughout the project.
- Fire points are installed at each emergency exit as indicated on the plans.

The fire points will have CO2 and water extinguishers and fire plans, these are to be maintained and checked weekly and a register kept for inspection by management.

The Muster point will be highlighted at Site Induction. On exiting the building all personnel must make their way to the muster point where a lollipop will be displayed with their Contractor name to enable them to report for roll call. All Personnel are asked to stand with their company. The Site Logistics Works Contractor will be responsible for providing, maintaining, and storing the lollipops and ensuring all Works Contractors are represented

4.12 Control of Fire and Temporary Fire Alarms

Enabling works – fire alarm or evacuate alarm will be the use of an air horn.

Site Wide - In the event of a fire or emergency an alarm will be raised through the WES+ fire evacuation system (or similar) generally positioned at exit points on each level of each the construction areas. The alarm can be raised by pressing the push button/ break glass on the alarm.

Welfare accommodation - The hard wired / wireless system control panel will be located within the main security area which will identify the zone in which the activation has taken place. If a break glass or detector is activated then the fire alarm system will give a visual alarm at main security point in the main security office within the site welfare/site office.

During normal working hours the site-based construction teams will investigate the alarm.

In the event of activation out of hours, the Site security will investigate and in the event of a fire the alarm will be activated and the fire brigade called. Security will contact the Lendlease emergency contact for the project.

Fire alarm checks will be carried out by the Security / LL construction managers or logistics works contractor. If there is an emergency then everyone will use mobile/radio contact to raise the alarm for an emergency exit of the project.

When the Fire alarm is activated in working hours followed by a full evacuation, operatives will exit the building via the nearest escape and make their way to the muster point. Once at the muster point placards will be issued to a representative of each contractor, personnel are to gather in their appropriate contractor groups where a head count will be performed by an appointed person from each Contractor to ensure all their operatives are out of the building and accounted for using the MSite roll call. The appointed trade person responsible for documenting the operatives will then report to the LL fire manager and security to confirm that the building has been evacuated properly. All evacuated operatives will remain at the muster point until an all clear can be given to safely return to the construction zones. The Evacuation drill will take place every 3 months. The fire alarm system will be checked weekly by the responsible Works Contractor.

4.13 Typical Floor Access & Escape Routes

All pedestrian escape routes are highlighted within the project Fire Plan. There are several different possible escape routes on each level of the building. The muster point will also be identified within the project Fire Plan and in the site induction. Each contractor must appoint their own fire marshal to manage the evacuation of operatives during an evacuation.

4.14 Notice Boards

Notice boards are an important means of communication with the site personnel. The site project office notice board will contain information on safety, who's a first aider, sustainability topics, what's going on around and within the site, site insurance certificate, F10, site rules, latest safety posters, etc. Other notice boards will contain the same information but also, latest LL safety poster, goggle cleaning wipes, fire plan, etc. The Site Logistics Works Contractor will be responsible for maintaining these notice boards and informing LL of any deficiencies.

4.15 Mobile Phones

As per the GMR's, EDR's and Means and Methods. Use of mobile phones or whilst operating machinery or directing operations or undertaking work is prohibited. Usage is confined to permitted safe areas identified at the site induction.

4.16 Steps, Alloy Towers and MEWP's

The following rules apply to the use of the above items of equipment:

- Steps are not allowed on site unless the appropriate RAMS and permit is issued by the Lendlease Construction Manager and then under a permit only.
- Mobile alloy towers can only be erected by competent person with a current PASMA certificate.
- The Trade-contacts package manager/foreman will be responsible for checking that it is correctly erected, carrying out weekly checks and the issuing of scaffold tags.
- Mobile alloy towers can only be used once they have a scaffold tag.
- Copies of the weekly inspection must be given to LL tower coordinator. It is the responsibility of the Works Contractor to make sure
- MEWPS, i.e. cherry pickers and elevated work platforms, must only be used by competent persons with a current IPAF
- certificate or other CITB approved card.
- All operative using Mobile tower or MEWPS will be responsible for installing an exclusion zone and all tools being used to be tethered.

4.17 Safety of Vehicles Coming to Site and Material Deliveries

Lendlease has recognised from our experience on many projects that vehicles do not only create a risk upon arriving on and leaving our site but also during the approach to site.

All delivery vehicles are required to be CLOCS and FORS registered minimum bronze heading towards gold standard.

The Logistic Manager will be responsible for the maintenance of the delivery system and will highlight any updates in the weekly coordination meetings with all Works Contractors planning deliveries. Materials will be managed on a Just in Time basis with storage kept to an absolute minimum within the site area. The Site Logistics Works Contractor will be responsible for all material movement and storage throughout the site. Deliveries will need to be programmed with the Site Logistics Works Contractor with a minimum of 48hrs notice given and then only if there is time in the delivery programmed. All deliveries will be coordinated with the Lendlease Construction Manager daily who will have the overall authority on delivery priorities

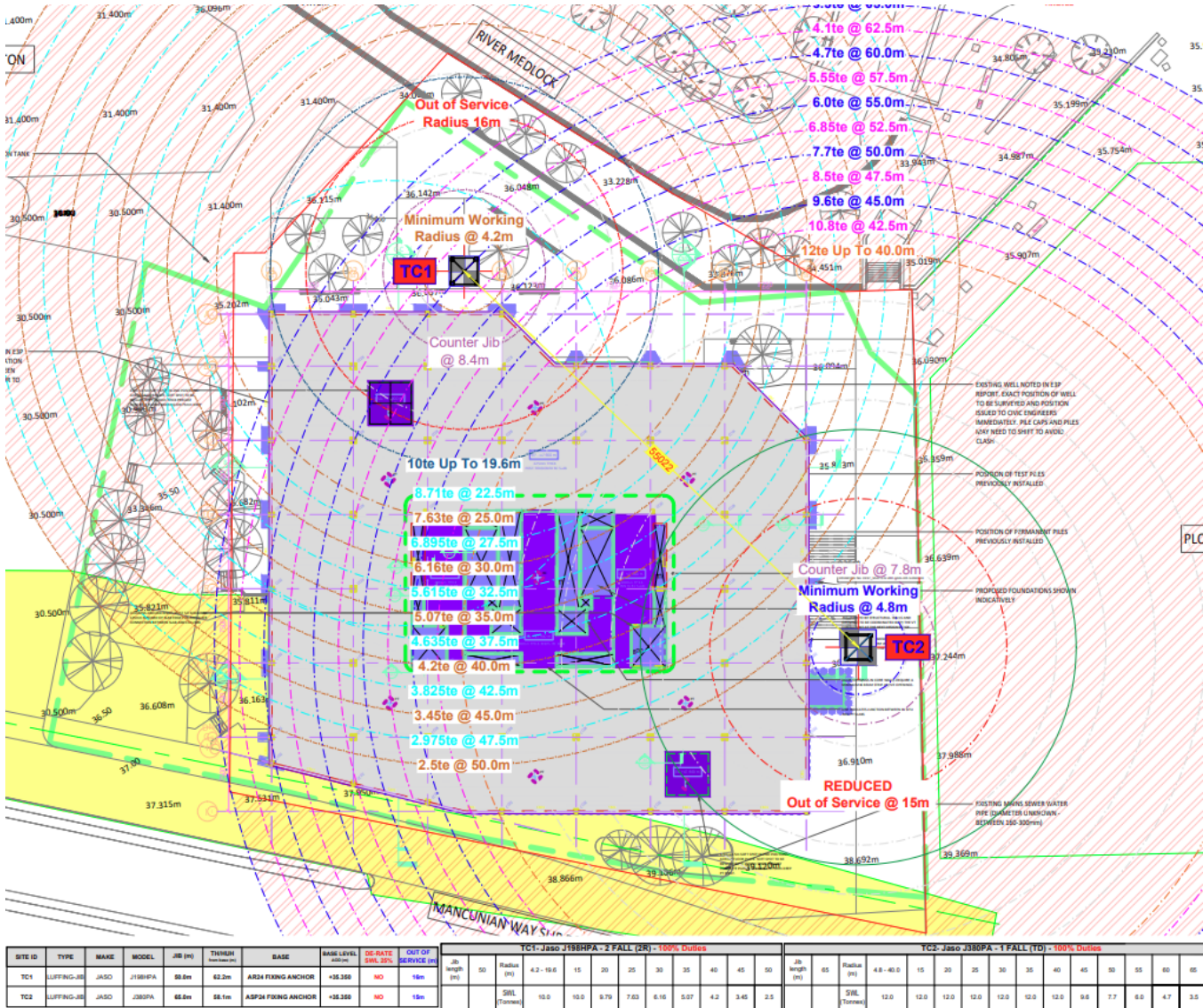
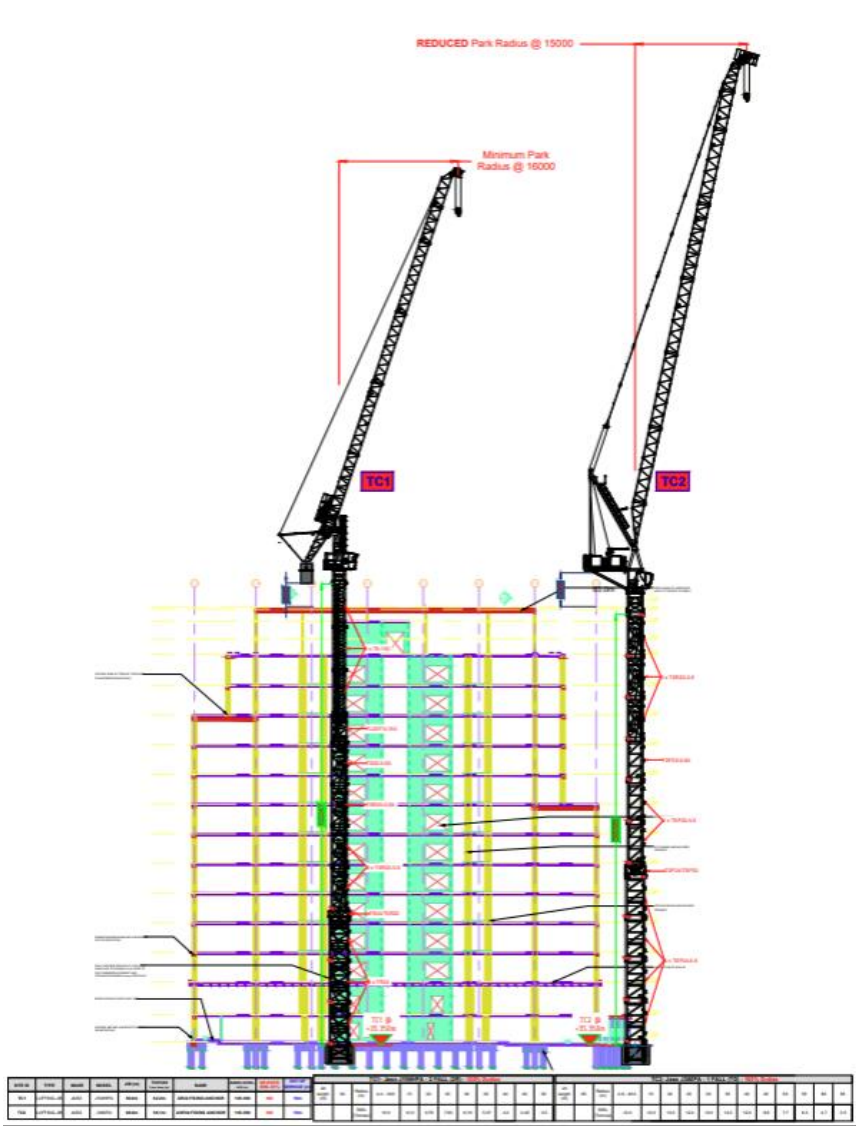
Access through Manchester City Centre to the site to be risk assessed and reviewed eliminating right turns if practicable possible.



4.18 Tower Cranes

Due to the large floor plan and to achieve our benchmarked programme we will use two tower cranes for the erection of the structure. These are positioned out of the building footprint. The benefit of this is that the architectural finish to the flat slab is maintained and the structure can be fully complete level by level and thus releasing MEP unhindered install to soffit. The location of the crane bases will be fully investigated prior to piling and any services identified will be either diverted or worked around with our temporary works engineers. We have experience of this in placing bases lower under services or above ground and piled between services.

Two luffing jib cranes have been identified to remain with the site boundary during use and to eliminate any oversailing especially affecting the Mancunian way. Cranes are currently sized for insitu concrete slabs and precast columns and twin wall cores. As the external precast at level 1 design is developed this may require additional mobile craneage or for larger tower cranes.



4.19 Hoists

The dimensions of the façade panels requires a non-standard hoist car to allow the panels to be transported to the floors. To facilitate this an Alimak Scando XXL with 2.5m wide hoist car has been selected for The Republic. This allows the façade panels to be delivered flat and in stallages and then wheeled into the hoist for transportation to the required floor level. This hoist will be twinned with a second slightly smaller hoist car for workforce transportation to the working levels. Dedicated hoist drivers to be in place together will call point system to ensure the efficient use.

4.20 Mobile Cranes and Lorry Loaders

All Mobile cranes and lorry loaders used for the works will have the correct and current in date certification for use of lifting operations. Certification will also be present for webbings, slings, lifting accessories and for lifting points on plant delivered. If certification is not present, then deliveries will be sent away. Please refer to LOLER Regulations and LL Standard Operating Procedures. All lifting plans are to be approved by the LL lifting Manager two weeks prior to lift. A crane or lorry loader checklist must also be completed prior to the start of any lifting operations on site.

5.0 Environmental

The environmental management plan is part of the Lendlease EHS Plan.

Lendlease will report all environmental KPI information on an internal system called Footprint.

5.1 Site Waste Management Plan

For the drainage diversion works, bulk excavation and piling operations, the relevant contractors will be responsible for the disposal of any arisings at an appropriate waste facility following WAC testing to establish its composition.

Beyond this stage of the project, a Lendlease approved waste disposal contractor will be appointed and a site waste management plan will be developed ensuring all waste is segregated and recycled or disposed of correctly. The waste disposal contractor will hold all relevant and in date waste carrier's licenses and facility management license.

5.2 Waste Removal

The waste disposal contractor will provide skips or compactors for the project. Waste collection will be achieved by wheelie bins placed on each floor. Waste will be loaded each day into the bins by the Works Contractors and taken to a central location on the floor. An on-site waste segregation system will operate to which all Works Contractors will be expected to comply. Bins for different recyclable materials will be placed on the floors and clearly labeled, such as metal, wood, plasterboard and card & paper. Full bins will be removed and replaced with empty bins by the Trade logistic contractor for rubbish collection as the work proceeds. Waste which poses an environmental hazard will be removed and disposed of in the correct manner by the respective trades. Packaging from all Works Contractors will be required to be placed in the correct bins provided and removed by the Logistics contractor.

All waste will be taken to a central location for disposal. Waste will be collected by a visiting mobile compactor. Waste not suitable for a compactor will be transferred to skips and removed from site. Compactor waste will be taken to a waste transfer station for recycling and final disposal. Controlled waste will be disposed of in accordance with the appropriate regulations, special waste bins will be provided in the loading bay for disposal of items such as fluorescent tubes, aerosol canisters and paint tins. As much packaging as possible will be recycled, with a specific regime to be put in place for sorting and transferring to the appropriate recycling facility.

The Trade logistics contractor will implement the projects 'no-tolerance' regime on waste and carry out full daily inspections. It is not the intention of Lendlease to spend time taking pictures of contractors' rubbish and issue clearance notices concerning it. However, should contractors not comply with the above, LL will act to remove waste and charge the appropriate contractor or contractors. LL will operate a policy of ceasing all works by a contractor until such time that they have complied with the required housekeeping regime.

ALIMAK Scando 650 XXL /50

Technical data

SCANDO 650 XXL - Right/second hoist in twin setup

GENERAL

Installation country
Main regulation
Drive unit - Hoist 2
Hoist setup
Entrance door - Hoist 2
Exit door - Hoist 2
C-door - Hoist 2

United Kingdom
EN 12159:2012
3x11 kW FC
Dual (twin) hoist
Vertical door with threshold ramp
Vertical door with threshold ramp
Wall, Option with C-door not Possible

PERFORMANCE

Pay load capacity - Hoist 2
Number of persons - Hoist 2
Average speed up/down at rated payload - Hoist 2
Max lifting height this configuration - Hoist 2
Cable guiding system - Hoist 2
Buffer - Hoist 2 Spring
Number of buffers - Hoist 2
Safety device - Hoist 2
Tripping speed - Hoist 2

2500 kg
31 pers
0.7 m/s (42 m/min)
200.000 m
Cable trolley on separate guide
3
GFDII
1 m/s

CAR

Internal car length (L1) - Hoist 2
Internal car width (W) - Hoist 2
Internal car height (H2) - Hoist 2
External car length (L2) - Hoist 2
Door width, A and B door (K) - Hoist 2
Door opening heights (H1) - Hoist 2
Min shaft length (Y) - Hoist 2
Min shaft width (Z)

5.000 m
2.500 m
2.800 m
5.180 m
2.500 m
2.500 m
5.380 m
5.838 m

ELECTRICAL DATA - PRELIMINARY

Supply voltage
Frequency
Power consumption - Hoist 2
Starting current - Hoist 2
Recommended power supply fuses - Hoist 2
Car voltage - Hoist 2
Motor power - Hoist 2
Feeding power cable(s) - Hoist 2

400 V
50 Hz
76 kVA
126 A
125 A
400 V
3x11 kW FC
Trolley, 25 mm2 Trail + Control + 35 mm2 Fixed
89.000 m

TRANSPORT DIMENSIONS AND WEIGHTS

Car weight (incl drive unit) - Hoist 2
Drive unit weight - Hoist 2
Mast section weight
Mast section length

3.300 kg
890 kg
136 kg
1.508 m

* Image shows Base landing

5.3 Wheel washing

During the construction phase especially during the piling and basement bulk excavation works we anticipate spoil to be picked up by muck away and delivery wagons. To manage the cleanliness of the site and more importantly the public highway a mixture of on-site jet-wash wheel cleaning and road sweepers will be used to maintain clean roads for vehicle access and egress on and off site.

All primary access routes will be existing hard standing where possible, secondary routes will have either temporary tarmac or be stoned up which will assist in minimising the extent of soiling of vehicles.

Gatemen will inspect all wagons before exiting on to the public highway to check for wedged rocks/ stones within the wheels and also check the cleanliness. They will have access to a jet wash to use in the event vehicles are soiled and will ensure they are suitably clean prior to exiting the site.

5.4 Surface Water management and Flood Risk

As the site is located adjacent to the River Medlock Lendlease will implement a system to control surface water run off. This will be via hard standing being formed early in the project to prevent silt being generated and to direct run off to cut off trenches adjacent to the hoarding to contain on site. Any water that requires pumping from excavations will be passed through a siltbuster to remove solids and then discharged to foul/combined sewer system as per trade effluent consent. As surface water drainage is installed this will be bunged off to prevent use until a time in the project where this can be made live without risk to the River Medlock.

The Buro Happold Site Wide and Phase 1 Flood Risk Assessment has been reviewed and this shows that The Republic and the full site area is outside of the flood risk zone. This is due to the remodeling of the park area and the retaining walls that have been created as part of the park works.



5.5 Noise/Dust and Vibration

No noisy works are to take place prior to 08:00hrs. A system of monitoring noise, dust and vibration will be established. All open vehicles will be sheeted before leaving the project. All vehicle release to the public roads will be under control of the traffic marshal located at the gate.

5.6 Community Engagement

Lendlease will encourage and chair regular engagement meetings with the external stakeholders to give updates on the project and listen to their views and values. Newsletters will be distributed prior to key milestones which will keep interested parties informed about the project.

Lendlease will display a site contact for external personnel to contact if they feel the need to. This will be displayed on the external hoarding outside of the site entrance and at the entrance to the site accommodation.

An onsite complaints register will be kept up to date and owned by the project team to action.

Complaints Procedure – Lendlease will display site contact information on the site hoarding / gates for third parties to contact in case of a complaint or query. Lendlease will log all the third-party complaints and interactions in a complaints register which will be held on site. Lendlease will respond to each complaint as a matter of urgency and send monthly newsletter updates regarding the project.

Key to the success of the project will be the engagement with Wates who are delivering the adjoining buildings. A regular fortnightly planning meeting will be held to inform of each other's planned works. This will be supported by weekly and daily communication to coordinate the works and deliveries.



5.7 Considerate Constructors Scheme

CCS registration shows that as a business Lendlease are committed to being considerate of the impacts of construction activity in the vicinity and to build trust with the public. The scheme is focused on 3 key areas; Respect the community, care for the environment and value the workforce. The project will be register with the Considerate Contractors Scheme and will target a score of >40/45. The key considerations will be detailed in the site induction, but include:

- Consideration to public traders and business. Special attention to those with sight, hearing and mobility difficulties.
- Environment in relation to noise and dust must be kept to a minimum and controlled. Waste minimisation is encouraged with the reuse and recycling of materials wherever possible.
- Cleanliness of the site and surrounding areas. Hoardings, barriers, lights and signage are to be maintained and be presentable. Waste and materials are not to accumulate
- Good neighbour. Keep our neighbours informed of what we are doing; progress, upcoming tasks and milestones, and that we are members of the CCS.
- Respectful and safe standard of dress will be maintained at all times. The site is to be presentable and professional in appearance and in behavior with the lewd and derogatory language severely disciplined.
- Safe in all activities from construction to deliveries. Care and attention will extend to those that not only work on the site, but also visitors, the public and neighbours. The site will also be kept secure.
- Responsible in the actions that everyone associated with the site undertake
- Accountable to the CCS with membership clearly visible to the public. The sites contact details and emergency contact number will also be displayed.

5.8 Ecology

A Preliminary Ecological Assessment (PEA) Survey will be conducted for the full site to establish a baseline of any protected habitats or species present on site. The survey will determine what measures are needed to be taken prior to the commencement of works for The Republic.

We are aware that during the park works there has been significant improvement of the ecology in the area with the river being cleaned and restored plus the removal of intrusive weeds. The area south of the river is currently covered with recycled demolition crushed aggregate ready for construction of the following phases.

 RESPECT THE COMMUNITY Constructors must manage their impact on their neighbours and the public to support a positive experience, by: Ensuring courteous and respectful language and appropriate behaviour in and around the construction activity. Providing a safer environment, preventing unnecessary disturbance, and reducing nuisance for the community from their activities. Proactively maintaining effective engagement with the community to deliver meaningful positive impacts.	 CARE FOR THE ENVIRONMENT Constructors must minimise their impact and enhance the natural environment, by: Prioritising environmental issues to protect the natural environment and minimising negative impacts. Optimising the use of resources, including minimising carbon throughout the value chain. Engaging with the community to improve the local environment in a meaningful way.	 VALUE THEIR WORKFORCE Constructors must create a supportive, inclusive, and healthy workplace, by: Actively encouraging and supporting an inclusive and diverse workplace. Proactively supporting safe working, mental and physical wellbeing at work. Providing workplaces that are, well maintained, clean and secure from physical and biological hazards.
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