

# **Construction Management Plan (CMP)**

## **FOR HOTEL DEVELOPMENT AT PICCADILLY/ GORE STREET MANCHESTER**



**Prepared by: Manchester (Northside) Ltd**  
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| Document Control | Construction Management Plan<br>For Hotel Development at Piccadilly/ Gore Street Manchester |
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|           |                                                                            |
|           | Prepared by Mike Liverman<br>m.liverman@lamingongroup.com<br>0777 613 7919 |

## CONTENTS

|     |                                                   |
|-----|---------------------------------------------------|
| 1.0 | Introduction                                      |
| 2.0 | Programme & working hours                         |
| 3.0 | Logistics overview                                |
| 3.1 | Deliveries                                        |
| 3.2 | Site plant                                        |
| 3.3 | Personnel site access                             |
| 3.4 | Site accommodation                                |
| 3.5 | Construction and demolition methodology           |
| 3.6 | Control of noise, dust and vibration              |
| 3.7 | Site hoarding                                     |
| 4.0 | Traffic management                                |
| 4.1 | Logistics manager                                 |
| 4.2 | Road Marshalls and Banksmen                       |
| 4.3 | Vehicle types                                     |
| 4.4 | Vehicle management, timescales and vehicle types. |
| 4.5 | Lorry holding areas and vehicle routes            |
| 4.6 | Parking                                           |
| 5.0 | Waste management plan                             |
| 5.1 | BREEAM                                            |
| 5.2 | Management, training and awareness                |
| 5.3 | Waste Management Considerations                   |
| 5.4 | Site Waste Management Operations                  |
| 5.5 | Waste Stream Management Methodologies             |
| 6.0 | Neighbourly issues                                |
| 7.0 | Appendix: Site Logistics Plan                     |

## 1.0 Introduction

This Construction Management Plan (CMP) has been prepared for the redevelopment of the site at 12-16 Piccadilly bounded by Gore Street and Chatham Street Manchester, to the south of Piccadilly Gardens and north of Piccadilly train station.

The site is on the east side of a city block site bounded by Piccadilly to the east, Gore Street to the south, Roby Street to the west and Chatham Street to the north. The Waldorf Public House occupies part of the block to the south-west corner.

The proposed development includes the substantial retention and refurbishment of the existing Grade II Listed Building Former Union Bank at 12 Piccadilly along with a 34 storey new build tower on the currently vacant site adjacent at 14-16 Piccadilly.

This document demonstrates the strategy for the safe management of arriving and departing vehicles and the operatives working on the site during the construction phase of the project in order to ensure the safety and considerations of the neighbours and members of the public. The policing of the CMP will be a contractual obligation for the Main Contractor undertaking the works and they will be responsible for amendments and enhancements to the plan.

The main contractor will also be audit and monitor the CMP over the life of the project to ensure compliance. The site and Contractor will be registered with the Considerate Contractor Scheme with contact details for any issues displayed on the hoarding.

## 2.0 Programme and working hours

Although there is currently no set date it is anticipated that the main contract works will commence Q1/2 2025

The main phases of work are:

|                                     |           |
|-------------------------------------|-----------|
| Piling, substructure and excavation | 6 months  |
| Superstructure and cladding         | 16 months |
| Internal fitting out works.         | 6 months  |

Proposed working hours

The site is intended to operate normal working hours 08.00 to 18.00 Monday to Friday.

Generally, vehicles will arrive and depart between 07.30 and 18.00.

Some works may be carried out on Saturday mornings (08.00 to 13.00)

There will be a need for special deliveries outside these hours (eg crane erection and dismantling, major plant deliveries), which may also need temporary road closures which are to be agreed with the Manchester City Council's Highway Team (MCC Highways).

## 3.0 Logistics overview

The plan for this project has been developed with the following principles in mind:

- Safety as Number 1 priority

- No stopping or parking on Piccadilly or the surrounding roads any time

- Minimise the construction vehicle movements on Piccadilly.

Minimise the impact of the construction works on neighbours, road users and the general public.

Secure the site to prevent unauthorised access

Managed delivery scheme to minimise traffic impact

### 3.1 Deliveries & Access

It is the intention to put in place following discussions with MCC Highways a full or partial road closure on Gore Street for the duration of the works. This will run from Piccadilly up to the gable of the Waldorf Public House. Pedestrian access will be maintained along this road on the pavement opposite the site to maintain access and allow access to the Waldorf Public house by members of the public. If a partial road closure is progressed the road will be made one way with the consent of MCC Highways.

Any existing parking bays will be suspended along Gore Street for the duration of the works. An unloading bay will be set up in the area of Gore Street closed off. This area will have gates at each end, be fully hoarded off from the road with barriers and lights in place. Vehicles will use the one-way system to enter the delivery area and then leave by the opposite gate. Once vehicles are in the delivery area the gates will be closed.

This process will be managed by a logistics manager who will ensure that deliveries are timed and coordinated to prevent vehicles being turned away from site due to the loading area being full. All vehicle movements into and out of the site to ensure safety will be managed by the banksman. This area will be serviced mainly by the tower crane during the construction of the sub/superstructure and cladding.

Depending on the nature of the deliveries it is envisaged that between 4 and 20 vehicles could be using this loading bay per day.

### 3.2 Site plant

It is proposed that the project will be serviced by a single luffing jib tower crane. The position is likely to be in one of the lift shafts. The crane will be restricted from over sailing the neighbouring properties. This crane will service the entire site with a lifting radius allowing it to offload delivery vehicles and heavy items from the unloading bay.

After the tower cranes have been removed all incoming deliveries will have suitable means of unloading. The loading out on floors of bathroom pods, MEP Plant and Equipment and finishing materials such as metal studding, plasterboard and others will be progressed. Such items will have to be adequately stored and protected. Loading gantries at different levels of the building may also be considered. Hoists will be considered as part of the ongoing work for the distribution of personnel and materials.

Scaffolding of the existing building will be necessary during works to the outside of the building. This scaffolding will only be erected for the minimal period necessary. This scaffold will utilise some of the existing footpath and a licence will be required to undertake this work.

### 3.3 Personnel site access

Access for site operatives and staff will be via a single point of access into the site, safely segregated from material deliveries. This entrance will be equipped with security turnstile with digital staff tagging and manned by a security guard during normal working hours.

### 3.4 Site accommodation and offices

Due to the restrictive nature of the site and the extent of the construction works site accommodation is envisaged to be initially within the existing building for at least 9 months and thereafter sourced locally in rented offices.

On site welfare facilities for site operative will provided throughout the contract

### 3.5 Construction and demolition methodology

The works will start with temporary site service installations, hoardings to the boundary and installation of site accommodation.

The partial demolition of the existing building will take place before the piling work progresses. Piling will be followed by bulk excavation of the basement along pile cap and beams at which point the crane will be installed.

The structural frame then be erected on a floor by floor basis with the main core ahead of the floors. It is anticipated that the cladding will commence when the structure reaches the 6th floor. The alteration and refurbishment work to the existing building will run concurrently with the new building. After the roof plant has been located and the cladding works completed the tower crane will be removed.

Internal works commence directly after the cladding at each level with temporary weathering as necessary. Joinery, wall, floor and ceiling finishes will follow on a floor by floor basis working up the building.

Special works and sequencing will be agreed with the immediate adjoining owners through party wall agreements

### 3.6 Control of noise, dust and vibration

There is a commitment to minimise and control the environmental impact and neighbourhood nuisance of our work. Where local residents are likely to be affected, all relevant and appropriate working methods that minimise noise, dust and air pollution will be employed at all times.

A designated person who will have responsibility for ensuring good practice methods are followed and will be on site at all times whilst operations are taking place.

In order to demonstrate commitment to good practice we have opted for the following methods of construction

- Dust suppression (dampening down)

- Wheel washing during bulk excavation

- Hand demolition at the boundary where necessary

High quality acoustically shielded generators employed where permanent electric supply unavailable

Compressors to be 'sound reduced' models

Liaison will take place with local residents who may be affected by construction works where they will be informed of the nature of the works, proposed hours of work and their expected duration. Shouting and raised voices will not be permitted other than in cases where warnings of danger must be given. Site operations will be planned to prevent noise generation from double handling of materials and overlapping of high noise activities.

All large concrete pours will be scheduled to start as early as possible, within normal hours, on the day of pour to avoid overruns.

Where possible, dust will be retained within the building demise by sealing voids/openings and employing dust suppression methods such as damping down with water.

The area around the site, including the public highway will be adequately swept using wet sweeping methods to prevent any accumulation of dust and mud. During initial earthworks related operations wheel cleaning facilities will be used prior to releasing construction vehicles onto the public carriageway.

### 3.7 Site hoarding

Hoardings will be erected prior to any construction work commencing minimising the impact of the activity on pedestrians and road users. Timber sheeting consisting of 2.4m high – 18mm ply wood (from an FSC approved source) will be erected along the site boundary to enclose the site. This will have a top rail and skirting and a durable painted finish. Appropriate lighting will be fixed to the outside of the hoarding along Gore Street.

Licences will be displayed in a prominent position on the hoarding along with the name; address and telephone number of the licensee and building company to enable contact in emergencies

### 4.0 Traffic management

The site traffic management and logistic plan will be implemented and managed by a number of key people in the site team.

#### 4.1 Logistics manager

The Logistic Manager will be responsible for the safe and efficient execution of all logistical operations and for the supervision of all logistic staff. This will include the delivery booking system which will require all deliveries to be scheduled 48 hours in advance.

He will be responsible for ensuring delivery of the Logistics services in accordance with the Health and safety requirements of the project and our own Health, Safety and Environment Policies, including the completion of all necessary statutory documentation.

The Logistic Manager will also ensure that the agreed logistical, fire and traffic management plans are maintained, implemented and kept up to date.

#### 4.2 Road Marshalls and Banksmen

The Road Marshalls will be responsible for the safe entry and exit of vehicles from the site and will ensure strict adherence with the delivery protocols on the ground. The Banksmen will ensure the safe and efficient unloading of vehicles within the designated area co-ordinating closely with the road Marshall and the crane and hoist operators. All traffic management staff will be equipped with appropriate PPE, whistles and radios.

The roles and responsibilities of trained Traffic Management Operatives are outlined below.

- Managing the safety and efficiency of vehicles and plant accessing/egressing the project.

- Implementing the pre-agreed delivery schedule for the arriving vehicles.

- Ensuring the contractors strictly adhere to the lay down restrictions.

- Considering the safety of third parties at all times as part of the traffic management duty.

- Ensuring that the produced /agreed methods statement/risk assessments are implemented.

- Liaising / reporting directly to the logistic managers for events such as:

- Incidents and / or unsafe acts / situations.

- Any vehicles and drivers not complying with the site rules and procedures.

- Assisting with emergency situations quickly and efficiently.

- Liaising associated construction staff to ensure their safety

- Monitoring the cleanliness of the vehicles leaving the project, ensuring the integrity of the highways.

- Wearing the correct PPE at all times.

- Being aware of their own environment at all times/ensuring that they are never placed in danger

- Being aware of the other vehicles, pedestrians and cyclists at all times (ensuring safety).

#### 4.3 Vehicle types

The restrictive nature of the project is such that there is minimal storage and thus will limit the quantity of materials being delivered at any one time. We therefore expect the majority of deliveries to be made via concrete mixers initially, vans or 11m meter rigid back lorries. Notwithstanding this there will be provision for occasional deliveries by articulated lorries.

#### 4.4 Vehicle management

All access and egress areas will be monitored and controlled by our trained traffic marshal. All screening and verifying of delivery vehicles will be carried prior to unloading. Once the load has been removed, the vehicle can depart under the guidance of a qualified traffic marshal/banksman. For situations requiring the control of abnormal vehicles, approval from the Local Authority will be obtained.

#### 4.5 Lorry holding areas and vehicle routes

In order to manage deliveries to this very restricted site a suitable and safe holding area outside of the city centre will be identified for vehicles travelling some distance or arriving out of their timeslot.

#### 4.6 Parking

There will be no facility for the operatives or staff to park on site. Use of public transport will be promoted through a suitable travel plan. Those operatives that arrive in crew buses or vans will be required to park in local public car parking facilities or drop off a park remotely

#### 5.0 Waste management plan

##### 5.1 BREEAM

All construction waste management to be to BREEAM Wst01 Standards. (Refer to BREEAM guide for full details.) The aim is to "reduce construction waste by encouraging reuse, recovery and best practice waste management practices to minimise waste going to landfill."

The amount of waste generated/100 sq.m of NIA should be < 3.4 m3 and <3.2 tonnes.

The target is to ensure the maximum diversion of resources from landfill soft waste should be sorted as per the BREEAM requirements

The requirement will be to meet or exceed the following;

|                 |                           |
|-----------------|---------------------------|
| Non demolition: | 70% by volume 80% weight  |
| Demolition:     | 80% by volume 90% weight  |
| Excavation:     | 90% by volume and weight. |

##### 5.2 Management, training and awareness

The Building Contract will require a member of the construction team will be appointed as Waste Manager to ensure commitment, operational efficiency, and accountability during the construction of the project. The Waste Manager will be trained in how to set up and maintain a record keeping system, and how to establish targets for the waste management on site. He/she will be also trained in the best methods for segregation and storage of recyclable materials, have information on the materials that can be reused on site. The Waste Manager will train site operatives and subcontractors at the commencement of their involvement in the project and ensure sub-contracts include suitable clauses relating to waste management and recycling.

This will include materials to be segregated, the storage methods and the location of the waste storage areas. A subsection on hazardous wastes will be incorporated and the particular dangers of each hazardous waste will be explained.

The Waste Manager will have overall responsibility to oversee, record and provide feedback to the client on everyday waste management at the site. Authority will be given to the Waste Manager to delegate responsibility to sub-contractors, where necessary, and to coordinate with suppliers, service providers and sub-contractors to prioritise waste prevention and salvage. The Waste Manager will set up and maintain a record keeping system, perform audits and establish targets for waste management on site.

##### 5.3 Waste Management Considerations

Waste materials generated will be segregated on site where it is practical. Where the on-site segregation of certain waste types is not practical, off-site segregation will be carried out by the appointed waste management contractor. Skips and other receptacles will be provided to facilitate segregation at source. The appointed waste contractor will collect and transfer the

waste accordingly as receptacles are filled.

Typical non-hazardous and hazardous waste streams generated by construction and demolition at typical sites are designated by their accompanying European Waste Code (EWC) Classification.

The Waste Management Hierarchy states that the most preferred option for waste management is prevention and minimisation of waste, followed by reuse and recycling/recovery, energy recovery (i.e. incineration) and, least favoured of all, disposal. The excavations are required to facilitate construction so the preferred option (prevention and minimisation) cannot be accommodated for the bulk excavation phase.

The next option (beneficial reuse) may be possible for some and potentially all of the inert natural material (Category A1). This material could be used as fill material in other construction projects or engineering fill for waste licensed sites. Beneficial reuse of surplus excavation material as engineering fill may be subject to further testing to determine if materials meet the specific engineering standards for their proposed end-use (e.g. in respect of sulphate content, pyrites etc.).

A circular economy statement is submitted in support of the planning application and the contractor will be encouraged to consider and explore circular economy opportunities throughout the life of the project.

If the material is deemed to be a waste, removal and reuse/recycling/ recovery/disposal of the material will be carried out in accordance with the Waste Management Section of the CEMP. Once all available beneficial reuse options have been exhausted, the options of recycling and recovery at waste permitted and licensed sites will be considered. The option of disposal of inert natural material to landfill will only be considered once all available reuse options have been explored and where void capacity cannot be secured at appropriately permitted/licensed facilities for recycling or recovery purposes.

#### 5.4 Site Waste Management Operations

Waste materials generated will be segregated on site where practical. Where onsite segregation of certain waste types is not practical, off- site segregation will be carried out. There will be skips and receptacles provided to facilitate segregation at source. All waste receptacles leaving site will be covered or enclosed.

The appointed waste contractor will collect and transfer the wastes as receptacles are filled. All waste arisings will be handled by an approved waste contractor holding a current waste collection permit. All waste arisings requiring disposal off-site will be disposed of at a facility holding the appropriate licence or permit, as required.

Dedicated bunded storage containers will be provided for hazardous wastes such as batteries, paints, oils, chemicals etc., if required.

## 5.5 Waste Stream Management Methodologies

### Soil/excavated materials

The Geo-Environmental report has established that there is a minor risk of contamination on the site from the upper layers of made ground and excavated material will be disposed of to a suitable landfill site.

Below the made ground the material will be classified as inert. Clean and inert soils, gravel, stones etc. which cannot be reused on site may be used as capping material for landfill sites, or for the reinstatement of quarries etc. This material is often taken free of charge for such purposes, reducing final waste disposal costs.

### Concrete, Bricks, Tiles & Ceramics

The majority of concrete, bricks, tiles, and ceramics waste generated as part of the construction works is expected to be clean, inert material and should be recycled, where possible.

### Hard Plastic

Hard plastic is a highly recyclable material and the majority of the plastic generated will be from new material off-cuts. It will be recycled, where possible. All recyclable plastic will be segregated, where suitable, to improve its recovery quality.

### Timber

Timber that is uncontaminated, i.e. free from paints, preservatives, glues etc., will be segregated and stored in skips for timber recycling.

### Metal

Metals will be segregated into mixed ferrous, cladding, aluminium, high grade stainless steel, low grade stainless steel etc., where practical. Metal is highly recyclable and there are numerous companies that will accept these materials. Metals will be segregated and stored in skips.

### Plasterboard

There are currently a number of recycling services for plasterboard (gypsum). Plasterboard from the construction phase will be stored in a separate skip, pending collection for recycling.

### Glass

Glass materials will be segregated for recycling, where possible.

### Waste Electrical and Electronic Equipment (WEEE)

WEEE (if any) will be stored in dedicated covered cages/receptacles/pallets pending collection for recycling.

### Other Recyclables

Where any other recyclable wastes such as cardboard, soft plastic are generated in sufficient quantities, these will be segregated into dedicated skips or other receptacles.

### Non-Recyclable Waste

Construction waste which is not suitable for reuse or recovery will be placed in separate skips or other receptacles. This will include polystyrene, some cardboard and plastic which are deemed unsuitable for recycling (e.g. if contaminated). Prior to removal from site, the non-recyclable waste

skip/receptacle will be examined by a member of the waste team to determine if any recyclable materials have been placed in there by mistake. If this is the case, efforts will be made to determine the cause of the waste not being segregated correctly and recyclable waste will be removed and placed into the appropriate receptacle and a procedure put in place to avoid a repetition.

#### Hazardous Wastes

On-site storage of any hazardous wastes produced will be kept to a minimum, with removal off-site organised on a regular basis. Storage of all hazardous wastes on site will be undertaken so as to minimise exposure to on-site personnel and the public and to also minimise potential for environmental impacts. Hazardous wastes will be recovered wherever possible and, failing this, disposed of appropriately.

### 7.0 Neighbourly issues

As developer and operator of the completed building we are committed to the maintenance good relations with neighbouring residents and businesses. There will be a Neighbour Liaison Manager within our project team and will be the single point of contact for neighbours and the general public.

An early and open dialogue with the local community will be started before work on site commences to ensure that they are fully informed of our activities as the project progresses, this communication will take several forms:

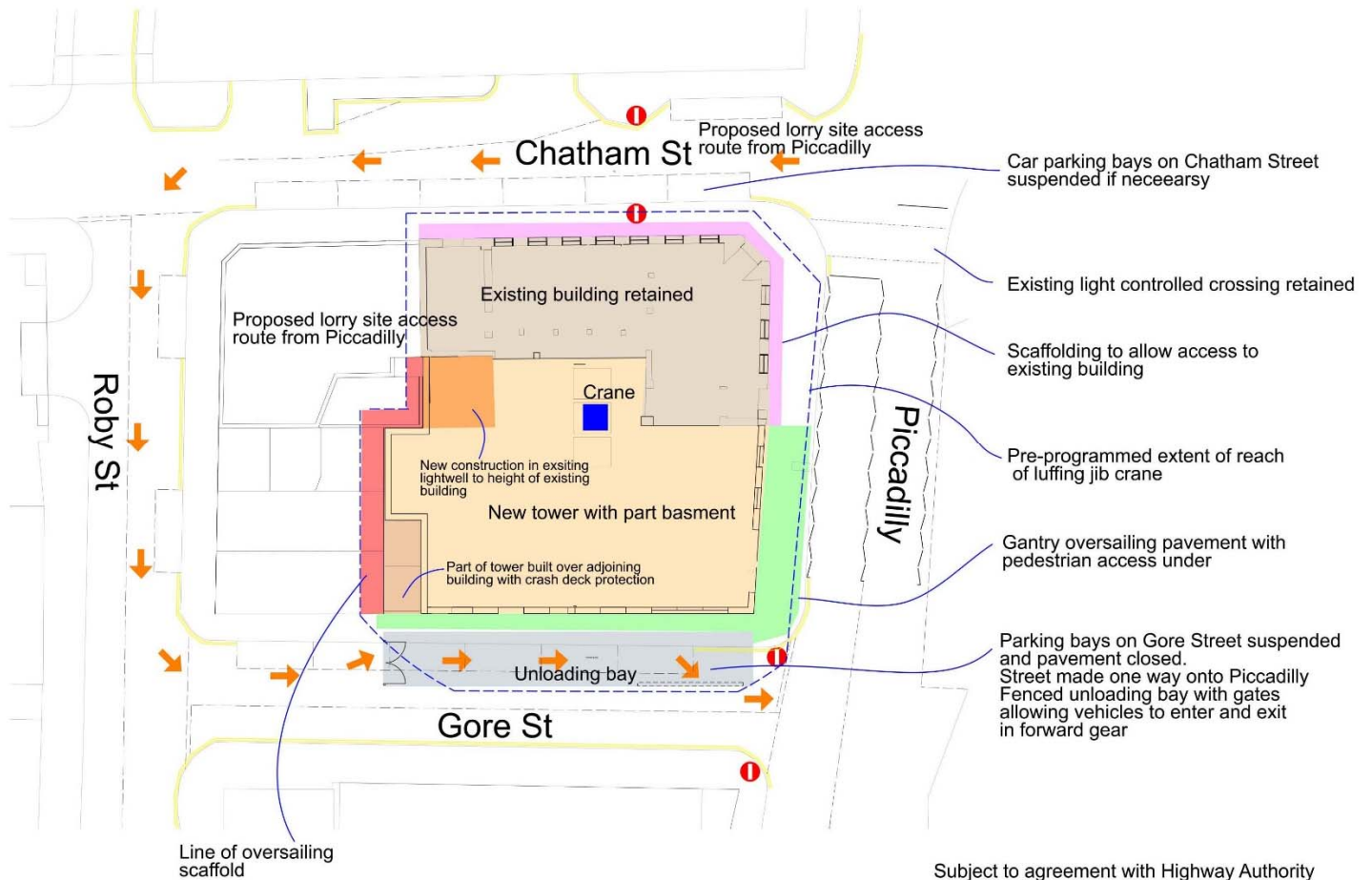
- Newsletter distributed to residents and businesses advising of upcoming activities.
- Notices and progress newsletter posted on the site hoarding.
- Clearly visible contact details posted on the hoarding including 24-hour emergency telephone number.
- Regular meetings with key stakeholders.

Particular attention will be paid to communicating potentially higher impact activities such as crane erection, noisy operations and deliveries of large items of plant.

We will also ensure that:

- The workforce conducts themselves in an appropriate manner.
- The workforce maintains a respectable dress code.
- The project is registered with the Considerate Constructors Scheme.

7.0 Appendix  
Site plan: With proposed site logistics layout



Site logistic plan