WORDSWORTH
CONSTRUCTION MANAGEMENT

Treehouse Manchester

224 bed hotel with event space, restaurant and bar

Construction Phase

Refurbishment of existing structure

treehouse
MANCHESTER

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Introduction

This Construction Management Plan relates to the works to be undertaken to the former Renaissance Hotel only.

This document sets out the overall method of delivery for the construction works, including logistics and environmental management processes required to be implemented on site by Wordsworth Construction Management, the appointed Principal Contractor engaged for the works.

The project comprises of the full refurbishment of the hotel including:

- Enabling activities for installation of fixed/static scaffold to facilitate window replacements and curtain walling
- Installation of roof cradles for external building works
- Installation of steel works for external hoist system
- Dismantling roof plant for disposal
- Construction of a rooftop terrace
- External cleaning to North and South elevations

Internal works comprising of:

- Stripping out of existing fixtures and fittings
- Installation of joinery, wall and floor finishes
- Mechanical and Electrical services strip out and replacement
- Installation of client supplied furniture, fixtures and equipment across the whole hotel internal areas

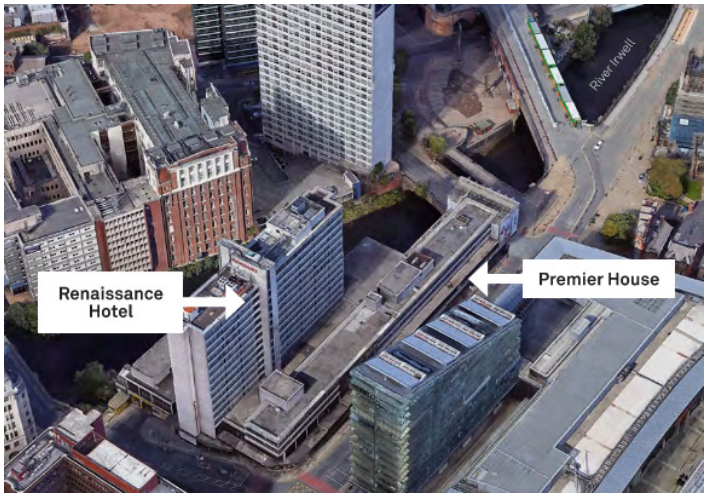
The exact measures implemented may be subject to development following further consultation with Manchester City Council (MCC), Client team, and any other relevant stakeholders.

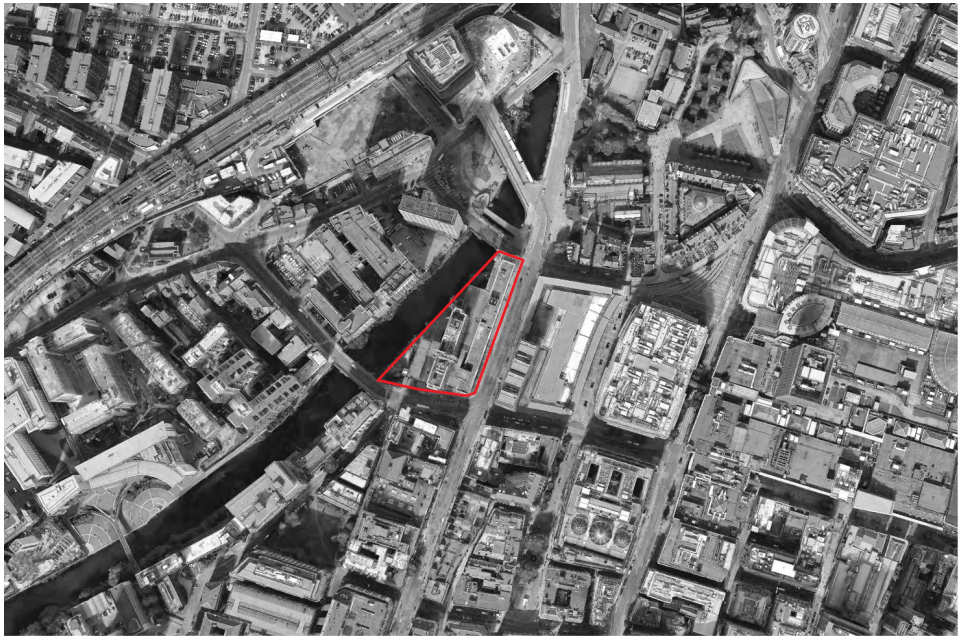
All provisions implemented on site will achieve, as a minimum, legislative compliance.

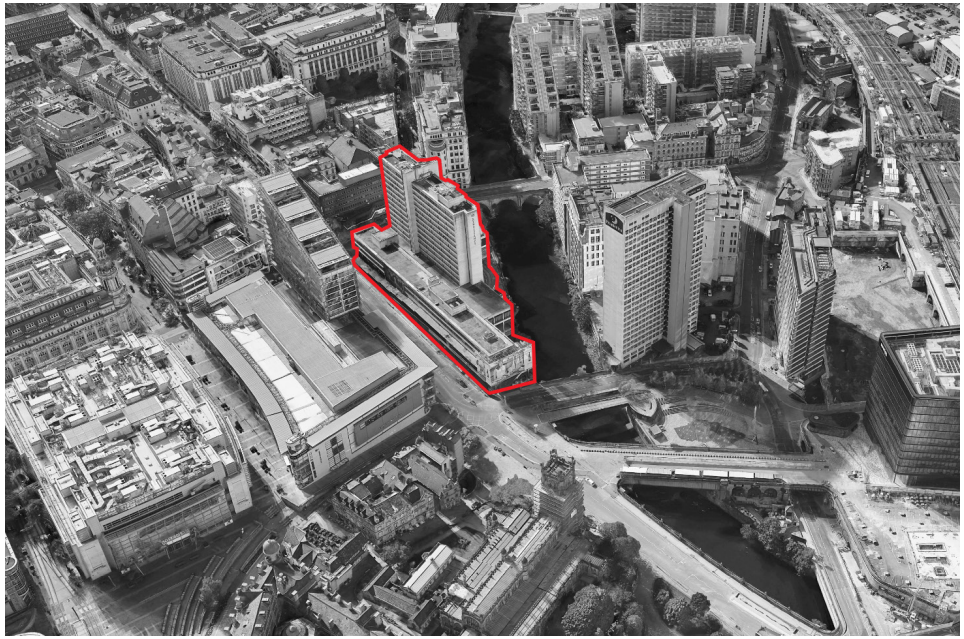
Scheme overview

The site is located within Manchester City Centre and surrounded by busy inner-city roads, commercial and residential buildings and the River Irwell to the Western aspect. The property fronts three roads and forms a whole block between the River Irwell, Blackfriars Street, Deansgate and Victoria Bridge Street. This includes Manchester's mediaeval quarter containing the cathedral and Cheetham's Library.

The building was originally built in the last 1960's early 1970's and used for offices. It was subsequently developed into a hotel and is at present vacant.







Programme and site working hours

Commencement Date : 24 April 2023

Duration : Circa 14 months

Normal site working hours for all demolition and construction work, and ancillary operations, including deliveries to and dispatch from the site are in place.

No construction works will take place outside of these permitted hours of working. Any person or company found working outside of normal site working hours without permission will be removed from the project.

The operation of plant/machinery/power tools and any noisy operations will be limited to the core hours stated above.

Note that quiet works associated with office work may continue outside these hours.

It is recognised that there may be exceptional circumstances where the restriction on hours of work cannot be adhered to.

In which case all reasonably practicable mitigation management procedures will be implemented, such as advance notification and justification for any extension to the working hours to the Planning Authority and notify any affected neighbours before works start outside normal hours.

Emergency contact out of hours will be via the permanent security guard situated on site.

All construction related complaints/queries received from the general public will be responded to within 12 hours.

Site access and construction logistics

Access to the works will primarily be off Deansgate via vehicle entry/exit gates in the perimeter site hoarding to access the site from the Deansgate frontage.

Access to the live basement car park shall be maintained via Blackfriars Street during the works. The car park access ramp shall be kept live, with construction site access required to the service yard and car park levels restricted to specific managed movements with prior approvals and temporary traffic management.

The primary route for site vehicles shall be via A6 Chapel Street, with vehicles arriving to site primarily East over Victoria Bridge and turning right onto Deansgate and then entering the site from Deansgate. On exiting, vehicles will exist onto Deansgate and turn right onto Blackfriars and leave via the one-way system over Blackfriars Bridge back to Chapel Street.

Advance planning and liaison on hoarding and vehicle movement has been entered into in order to manage the constraints of the site to best facilitate the construction of the project with minimal disruption to the local environment. Critically, the site boundary has been developed to create full site enclosure to reduce the interface with the public on all elevations.

Due to the proximity of the site works to the existing footpath, and width of the existing pedestrian access along the Deansgate and Victoria Bridge elevations in particular, the footpath and part of the carriageway will be closed and pedestrian access diverted prior to arriving at the site vicinity.

There is sufficient space and locations leading up the site to safely divert pedestrians away from the site, and to use the opposite sides of all three major roads for continued safe pedestrian movement. Access to existing premises on Deansgate will not be affected with vehicle and pedestrian access maintained.

The overall logistics strategy for the project has been developed and planned out, in conjunction with the initial phase of works already complete and detailed coordination and consultation with the MCC Highways and Licensing. This next phase will continue the site hoarding and temporary traffic management scheme implemented previously.

Vehicle access gates shall be installed at various points in the hoarding to allow vehicle movement off the public road into the site boundary. These access points will vary over the duration of the works to suit the various works phasing but they will not all be operational at the same time other, with 2 site gates expected to be in use at one time.

Site vehicles delivering or removing materials from site shall be stationed inside the site hoarding line along Deansgate. Vehicles arriving at the site shall be pre-informed about the access routes and vehicle management system on site and shall comply with the Delivery Management System that will be implemented by Wordsworth Construction Management.

It is anticipated that approximately 20-25 vehicles will arrive/ depart site on any given day, at peak construction.

Site access and construction logistics

The proposed construction works will not affect any vehicular or pedestrian movements. The hoarding is currently in place, with vehicles using the one-way system from Victoria Bridge Street to Deansgate. There is no change to the pedestrian movement and pedestrians will continue to use the existing pavement on Deansgate, fronting the site, and will continue to connect The Cathedral with Deansgate and St Mary's Gate.

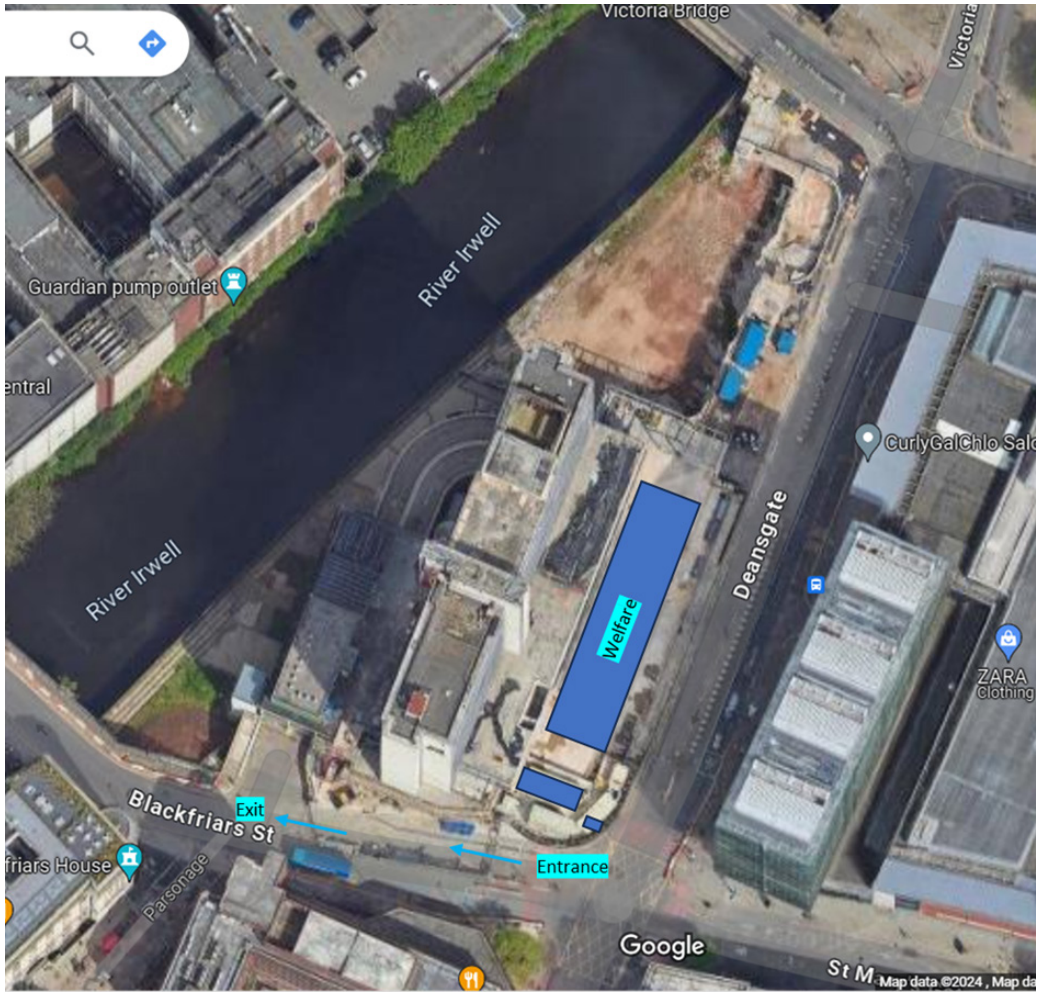
No roads or further pavement closure will be necessary to facilitate the construction phase and the current site set up and hoarding line will remain in place for the whole duration of the works.

The following images provide an overview of the site-set up during the build period.

No vehicles will be permitted to park/wait on the immediate access roads and vehicle holding points will be identified in the wider area from site to allow just-in-time arrival to enable vehicles to be escorted directly to the designated area for delivery/collection.

Site access signage will be placed in clear visible positions warning both vehicles and pedestrians alike of the location of the site entrance.

Pedestrian access to site shall be via a dedicated site entrance gate segregated from the vehicle gates, likely to be on the corner of Deansgate/Blackfriars.



All site operatives must at all times whilst on site comply with the site rules and requirements of the Health and Safety at Work Act 974 etc., the Construction (Design and Management) Regulations 2015 and all other relevant safety legislation codes, standard and guidance.

Temporary traffic management

Temporary Traffic Management (TTM) shall be prepared, submitted, and implemented for all works that interface with the public highway.

Licenses for the perimeter hoarding shall already be in place as part of the separate Demolition Works planning application.

Any modifications to this during the construction phase shall be planned and coordinated with MCC and any additional TTM shall be implemented.

The TTM for site-wide logistics includes closing the current pedestrian crossings at Deansgate/Blackfriars and at Deansgate/Victoria Bridge Street, changing the road markings, and temporarily adjusting the traffic signals at both junctions.

This shall remain in place for the duration of the Premier House works. A TTRO for the one-way traffic on Blackfriars has already been approved and implemented.

All site entrance and exit gates shall be managed and controlled by designated gatesmen and banksmen to ensure the safe and controlled movement of vehicles into/out of the site boundary and to ensure the traffic and pedestrians are managed accordingly.

Site security

The construction site is primarily within the demise of the existing building, with contractor office and welfare setup within the site boundary.

Security will be in place at all perimeter/external access points to control access to and from the site.

Out of hours, all site access points will be locked with security present on site 24/7 to patrol and maintain security during non-working hours.

The integrity and effectiveness of site security arrangements will be subject to a daily recorded check with any adaptations or amendments required addressed as a matter of urgency.

Site security will also be maintained by security cameras provided by an approved SIA registered security contractor with the cameras being monitored 24/7 for the entire duration of the project.

Protection to the public

In addition to the specific measures identified in sections 4-6 above, the works shall be undertaken in such a manner to minimise the impact to the public, with the following aspects being implemented:

- Take all reasonable steps to minimise the creation of dust, with the use of low-impact breakers, screens and enclosures and water dust suppression systems where parts of the internal building need to be demolished and removed, should this be deemed necessary.
- Curtail, suspend, or re-arrange work as necessary to allow the works to proceed whilst reducing the impact on any of the adjacent building occupiers or neighbouring properties/ premises.
- Ensure all plant is fit for its purpose and adequately maintained so that noise generation is within the manufacturer's stated maximum noise level.
- Give particular consideration to activity on site at the start of the day to minimise disturbance of the neighbours. Reversing manoeuvres will be avoided in the early morning to prevent reversing sirens sounding. The timing of any particularly noisy operations will be coordinated to minimise disturbance as far as reasonably practicable.
- Monitor the condition of the public highway when HGVs are leaving site.
- Air-quality and noise monitoring shall be in place throughout the works when required. This item is particularly applicable to future phases of work, not this application. This application is for internal refurbishment, therefore noise monitoring is not necessary.
- Light pollution from the site - temporary lighting shall be planned in such a way and controlled to minimise the impact on the adjacent premises.
- Where pedestrians are required to walk near to the site hoarding, particularly relating to the opening of adjacent phases of the development, additional segregation, protection measures, lighting, or signage shall be provide as required.
- Site security and logistics staff shall be courteous and respectful to the public moving around the site boundary and shall provide directions in relation to the works or the vehicle movements being carried out.
- All construction delivery vehicles shall be fully compliant and roadworthy.

Labour levels

Labour levels will be managed in accordance with the different work activities and phasing of work over the construction works programme. The below table gives an indicative breakdown of resources for main packages of works, as a guide:

Principal Contractor	10
Site Logistics	4
MEP Works	30
Roofing	10
Interior Fit Out	40
Lifts	5
External Works	15
Sundry	20
Total	**134**

Maximum number of site personnel at peak times will be around 100 - 140.

Numbers will be re-assessed and verified following review of the works by the Principal Contractor.

Plant and equipment

The plant and equipment will be specified and provided by the trade contractors for the works once appointed. The below list identifies key items that are envisaged to be used but may be substituted for alternative items where necessary.

- Small to medium-sized excavators with various pneumatic arm attachments for removing existing structural floors.
- Mobile cranes for material delivery.
- Mobile cranes for steelwork erection.
- Floor-mounted mini-cranes.
- 40m^3 roll-on-off (roll on roll off) skips and lorries for general waste, timber, and scrap metal
- Waste compactors and waste bins
- Scaffolding and access towers
- Mobile Elevated Access Platforms
- Mast climbers or gondola systems
- Concrete wagons and mobile concrete pumps
- Delivery vehicles of various sizes from small vans and pick-ups to articulated lorries
- Material and access hoists
- HIABS

A delivery management system shall be operated to ensure all deliveries are planned, controlled and managed throughout their journey to and from site.

Note that certificates will be obtained for all applicable plant and copies of these certificates retained on site. All operators will have appropriate CPCS cards and all site staff shall have a valid CSCS card.

Welfare accommodation

Suitable welfare facilities will be established within the site boundary. This shall be in temporary cabins inside the hoarding/ logistics area and/or temporary built in-place offices within the existing car park area on level -1 which is not currently part of the public car park space. The ground floor spaces may be used for site accommodation or material storage.

The site accommodation will comply with the Construction (Design & Management) Regulations 2015 and will provide the following facilities as a minimum: security, rest areas, toilets, changing rooms, drying rooms for workwear, offices for Wordsworth Construction Management and trade contractors, equipment stores, canteen facilities and first aid facilities.

All welfare shall be segregated from construction works and vehicles and designated PPE-free and mandatory PPE zones identified. PPE-free routes shall be provided from the site entrance points to the welfare and offices. Statutory and project information shall be displayed on the site notice boards informing staff and visitors of the site's requirements.

Temporary and permanent services connections

Permanent services disconnections, diversions and new connections shall be coordinated by the MEP Consultant and relevant notices issued by Wordsworth Construction Management. All live services information will be stored on site within the Construction Phase Health & Safety file. Key service providers are as follows:

- Electricity – Electricity North West
- Gas – Cadent
- Water – United Utilities

A full scope of service diversions shall be prepared as part of the overall development. All temporary site services shall be provided from within the development, coordinated with the supplies to the site and shall be fed in to serve the works.

Environmental management

DUST CONTROL AND MONITORING

The main demolition works are completed. Dust and fugitive dust emissions may also be created on site during other phases of construction and this will be managed throughout in accordance to the specific works and the following mitigation measures:

Fugitive Dust Emission Mitigation Measures

ISSUE	CONTROL MEASURE
Communications	• Develop and implement a stakeholder communications plan that includes community engagement before work commences on site • Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environmental manager/engineer or the site manager • Display the head or regional office contact information • Develop and implement a Dust Management Plan(DMP) or similar, which may include measures to control other emissions, approved by the LA
Site Management	• Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner and record the measures taken • Make the complaints log available to the LA upon request • Record any exceptional incidents that cause dust and/or air emissions, either on or off site, and the action taken to resolve the situation in the log book
Monitoring	• Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the LA upon request • Increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions
Site Preparation	• Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible • Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site • Fully enclose specific operations where there is a high potential for dust production and they are active for an extensive period • Avoid site run off of water or mud • Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used
Operating vehicle/ machinery and sustainable travel	• Ensure all vehicles switch off engines when stationary – no idling vehices • Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable

Environmental management

ISSUE	CONTROL MEASURE
Operations	• Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques • Ensure an adequate water supply on the site for effective dust suppression, using non-potable water where possible and appropriate • Use enclosed chutes and conveyors and covered skips • Minimise drop heights and use fine water sprays wherever appropriate • Ensure equipment is available to clean any dry spillages, and clean up spillages as soon as reasonably practicable using wet cleaning methods
Waste Management	• Avoid bonfires and burning of waste materials
Demolition	• Soft strip inside buildings before demolition • Ensure water suppression is used during demolition operations • Avoid explosive blasting, using appropriate manual or mechanical alternatives • Bag and remove any biological debris or damp down such material before demolition
Earthworks	• Re-vegetate earthworks and exposed areas/ soil stockpiles to stabilize surfaces as soon as practicable • Use hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable
Construction	• Avoid scabbling (roughening of concrete surfaces), if possible • Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out
Trackout	• Use water assisted dust sweeper on access and local roads if required • Avoid dry sweeping of large areas • Ensure vehicles entering and leaving site are covered to prevent escape of materials • Record all inspections of haul routes and any subsequent action in a site log book • Implement a wheel washing system if required

Generally good housekeeping should be employed to reduce the amount of dust created. Wordsworth Construction Management, in conjunction with the trade-contractors shall ensure dust generated from site activities does not become a risk to others and in doing so shall assess the dust risk for each work package, ensure adequate controls are in place and review these controls with their contractors.

Removal of demolition arisings shall be undertaken using enclosures, water dust suppression with sprays, and netting and covering waste skips and tipper trucks. For other trades, waste shall be transported in bins via a goods hoist or internal lifts and brought to a single waste collection point for collection and removal in skips or compactors. Measures will be taken to eliminate, or at least minimise, dust generation with consideration given to material usage, type of work equipment used and work methods applied. Where dust creation is unavoidable, dampening down techniques will be applied.

Environmental management

NOISE CONTROL AND MONITORING

Noise control measures shall always be addressed in advance of the works during the planning and assessment phase of the works and specific measures shall be incorporated in the method statements. Operation with high noise levels that may impact upon construction operatives and residents/neighbours in nearby premises shall be managed with appropriate noise reduction measures locally at the works location. Construction works shall be limited to the site working hours as described in Section 3.

The requirements described within The Noise at Work Regulations 2005 and the British Standard BS 5228 Noise and Vibration Control on Construction and Open Sites will be adhered to fully.

High noise operations will be limited as much as practical and where this is unavoidable measures will be taken, such as the selection of plant and equipment or work processes, which does not emit high noise levels or equipment, which is fitted with silencing/anti-vibration equipment.

WASTE MANAGEMENT

The site shall implement a Waste Management Plan which shall provide a strategy and management plan for reducing, storage and disposal of all wastes generated during the construction works. It is also concerned with the establishment of procedures for complying with statutory and good practice requirements for waste management.

Wordsworth Construction Management is responsible for ensuring that the relevant documentation is completed and held on site.

In addition, all operatives will be responsible for adhering to the requirements of the procedure.

Relevant Legislation and Guidance:

- Environmental Protection Act 1990, Part II
- Environmental Protection (Duty of Care) Regulations 1991
- Hazardous Waste Regulations 2005
- Controlled Waste (Registration of Carriers and Seizure of Vehicles) Regulations 1991
- Site Waste Management Plans – Guidance for Construction Contractors and Clients, Department of Trade and Industry July 2004
- The National Construction Best Practice Programme advocates ‘lean production’ methods

The reuse of materials should take place wherever possible. Any remaining waste should be considered for recycling.

Over-ordering of materials should be avoided, and deliveries of materials should be arranged for the appropriate stage of construction. Packaging from raw materials should only be removed immediately prior to use, to avoid damage to the materials and waste generation.

Environmental management

Initiatives to reduce waste streams should be incorporated where possible. These may include obtaining information on materials packaging from manufacturers and suppliers and avoiding purchase of over- packaged materials, liaison with the suppliers to enable packaging material to be sent back for reuse, use of off-cuts where possible and the recycling of off-cut material by the supplier e.g., plasterboard.

RECYCLING

Materials to be recycled will be sorted on site and stored in an appropriate container or stockpile ready for collection. The amount of waste reused, recycled, or sent to landfill will be recorded and compared with the targets for waste re-use and recycling.

A detailed waste plan will be developed to identify methods of waste minimisation and recycling. The following materials will be identified for potential recycling:

- Inert materials such as soils, clays, sand, gravel, and natural stone
- Metals such as reinforcement and steel, cables, and wires
- Packaging such as paint pots, pallets, cardboard, plastic wrapping, cable drums and wrapping bands
- Concrete such as kerb stones, paving slabs, rubble, and solid blocks
- Timber
- Chemicals and oils

WASTE DISPOSAL

Waste will be segregated into recyclable, inert, non-hazardous, or hazardous waste and retained in clearly labelled stockpiles, skips or drums in designated areas.

All waste removed from site (including recyclable waste) must be taken to a licensed or exempt waste disposal facility by a registered waste carrier. Non-hazardous waste will be covered by a Waste Transfer Note. The Transfer Note must include an accurate description of the type, quantity and containment of waste, the European Waste Catalogue Number, and details of the waste carrier.

Sufficient information must be provided to ensure that the waste disposal operator is aware of any potential hazards of the substance. All documentation must be retained for a minimum of 2 years and be available for inspection.

WASTE STORAGE

All waste will be stored in an appropriate container to prevent escape of material and the site must be left in a clean and tidy condition at the end of each day.

General waste materials removed as part of these works will be segregated into the various waste streams and loaded into the designated skip assigned for that material.

Environmental management

Waste will be segregated into the following waste streams:

- Reinforced Concrete
- Brick
- Metal
- Timber
- Plasterboard
- Hazardous waste from paints, sealants, oils, etc
- Office recyclables
- General waste

Waste transfer notes will be issued for all waste materials from the site, and these will be kept within the construction Phase Health and Safety File.

Food waste will be collected regularly to avoid attracting vermin to the site. More frequent cleaning will be carried out around canteens and toilets.

All roads, pavements, construction equipment, temporary structures, materials, and machines will be always kept clean and tidy with litter and rubbish removed promptly.

MANAGEMENT OF IMPACT TO RIVER IRWELL

The location of the construction site is immediately adjacent to the River Irwell. Therefore precautions will be taken to ensure that construction works do not impact the biodiversity of the river, including wildlife, plants, and water quality.

A robust dust management plan will be implemented (as described above) and all surface water drainage systems will be protected to ensure no construction debris, materials or substances are discharged to the river during the works.

Minimising risks to river function and flooding

Physical disruption/alteration of the river channel dimensions has the potential to alter the river flow regime through the section of the river. Any significant changes in channel bed and bank form may adversely affect flood water levels and therefore add to the overall flood risk. For example, if large volumes of demolition debris (brickwork and concrete) are allowed to fall into the river channel unchecked, the bed profile of the river will change, and this can adversely impact on local water levels and conveyance, particularly during flood conditions, where the discharge rate is high and the river water level elevated.

These changes in channel dimensions can thus affect flood water levels, in both an upstream and downstream direction. As a result, measures will be taken to prevent and minimise demolition and construction debris from entering the channel along the entire section of river included within the development boundary.

Environmental management

This will be achieved using several approaches, which may include:

- The installation of temporary watertight coffer dam structure(s), inflatable booms and shuttering to prevent debris from falling directly into the river channel. Debris needs to be contained within the construction area of the site. Any debris which falls into the river channel behind temporary structures will be removed after construction work is finished, prior to removal of temporary protective dams and structures, thus leaving the river channel in its original, unaltered configuration
- Carefully directed and executed demolition works in order to minimise the amount of material entering the river channel. This includes, for example the careful siting and use of excavators and other heavy plant and machinery
- Replacement of the current riverbank protection to construction design and flood specifications using appropriate building material, which may include cast concrete and/or brickwork/blockwork.

The measures outlined above will also preserve both the planform and cross-sectional integrity of the river channel along the affected reach between Victoria and Blackfriars Street bridges. Again, if the channel dimensions, configuration, and roughness (coefficient) remain unaltered, then flood risk will not be adversely affected.

Minimising risks to water quality

Demolition and construction work generate large quantities of dust and fine-grained particulates, which can be highly mobile both in air and in water. Dust and fine sediments easily find their way into the air and section 12 presents a summary of the measures taken to reduce or dampen dust during demolition and construction work.

Demolition and construction work both have the potential to adversely impact water quality in adjacent watercourses unless preventative measures are put in place to minimise the risks.

Fine sediment is easily mobilised and entrained (picked up) in runoff across any natural or artificial surface and thus must be prevented from entering rivers, streams, and culverts.

In this regard, the principal risks identified include the risk of course and fine-grained demolition sediment input to the River Irwell and the risk of liquid pollutants entering the river from spillages and leaks which may occur on site during the work.

Stringent efforts will be made to prevent or else minimise the risk of pollution to the Irwell by adopting a series of measures during the demolition and construction phases.

Environmental management

These will include the following:

- Small, easily re-deployable inflatable booms to capture, retain or dissipate sediment-rich runoff at identified hotspots within the construction site. Once water has drained away, sediment can be removed allowing the re-use of these retention features. Inflatable booms/barriers can also be moved around the site quickly and easily in case they are required in other areas.
- Portable/re-deployable geotextile mats or rolls can also be used to trap fine sediment and can also be moved around the construction site as and when required. Here, mats may need to be pegged out/anchored to prevent them from being washed away or dislodged during periods of heavy rainfall/ runoff.

Extremely fine sediment which is held in suspension requires time to settle out. Where conditions allow, runoff will be stored for a period and allowed to soak away naturally. This should allow this fine sediment to settle out.

It is important to note that runoff collecting naturally on site during the construction and demolition phase will not exit the site completely free from sediment. However, efforts will be made to minimise sediment loads in runoff at all stages of the development.

Chemical leaks and spills represent another potential risk to water quality. Diesel fuel and hydraulic fluid leaks and spillages from heavy plant pose a very significant risk to water quality in the adjacent River Irwell.

A spillage prevention and containment protocol will be adopted for the duration of the demolition and construction work to minimise the risk of spillage and leaks, particularly during the refueling or servicing of vehicles on site. Preventative measures will include:

- A designated area for vehicle refuelling/servicing, with an underlying protective membrane to ensure that fuel and chemical spills and leaks cannot enter demolition waste, material stockpiles, bare earth, watercourses, and runoff retention features onsite.
- A liquid management, handling, contaminant and containment/clean up protocol to prevent the above from occurring. This will include the use of sand or similar material that can be used to soak up significant quantities of spilt fluids. The containment protocol adopts the assumption that no fuel, hydraulic fluid, or other chemicals will be allowed to enter the soil, surface, and groundwater systems at any time during the development of the site.
- The use of runoff retention booms and sediment traps (as described above) will also serve to contain any fuel and chemical spills should they occur on site.

Community engagement

During the works, community engagement is an important part of our responsibility. A single point of contact will be appointed for engagement and liaison with the local community and various schemes and communications shall be implemented:

The site shall be registered with the Considerate Constructors Scheme.

Any queries or complaints shall be received, logged, reviewed, and responded to by the point of contact for anyone who wishes to raise an issue. These matters shall be actioned by the appropriate team member, according to the issue raised.

Communication about the construction works shall be provided, in the following forms: generally, project information displays on the site hoarding; a communications display board mounted to the hoarding; regular progress updates displayed at the site, distributed by email, and issued as letter drops as appropriate; special notification of key events or significant works that may impact beyond the day- to- day site operations.

The construction impact on neighbours and the public to support a positive experience will be managed 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
- 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.
- 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.

Construction information and general description of works

The proposed design for Premier House, following partial demolition of the existing structure, ramp & canopy, is the second of three new schemes brought forward by Joint Venture Partners as part of the wider masterplan for the redevelopment of the Renaissance site.

Key features to the new proposal include:

- Create a Treehouse Hotel.
- Additional roof top bar constructed.
- Transform the external appearance of the Premier House and create a positive presence for this important site
- The scheme will create active frontages onto Blackfriars Street and Deansgate providing retail space at ground floor level
- Re-use of the existing structural frame, reducing the developments carbon footprint
- Reduce energy in use by significant upgrade to both the building services and its fabric

The proposed scheme is designed and measured against local and national environmental policies to reduce energy consumption and carbon emissions and create a flexible building which is adaptable to climate change and future occupants needs.

The site has been earmarked for regeneration since 1999,however, has remained undeveloped for over two decades.

The proposal for Premier House is sustainable and most importantly deliverable and will completely transform the outdated and unappealing parts of the existing building, build on the present structure and open the ground floor activities towards Deansgate and Blackfriars Street creating active frontages and stimulating public interactions.

WORDSWORTH
CONSTRUCTION MANAGEMENT

The Gillow Suite
The Nostell Estate Yard
Nostell
Wakefield
WF4 1AB
t: 01924 802290
e: info@wordsworthcs.co.uk
w: www.wordsworthconstruction.services