

HOTSPUR PRESS, MANCHESTER

INTERIM CONSTRUCTION MANAGEMENT PLAN

NOVEMBER 2023

REVISION 3

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1.0 Introduction

This Construction Management Plan (CMP) has been prepared by on behalf of Manner (applicant), for the construction of a purpose-built student accommodation (PBSA) at the Hotspur Press Complex.

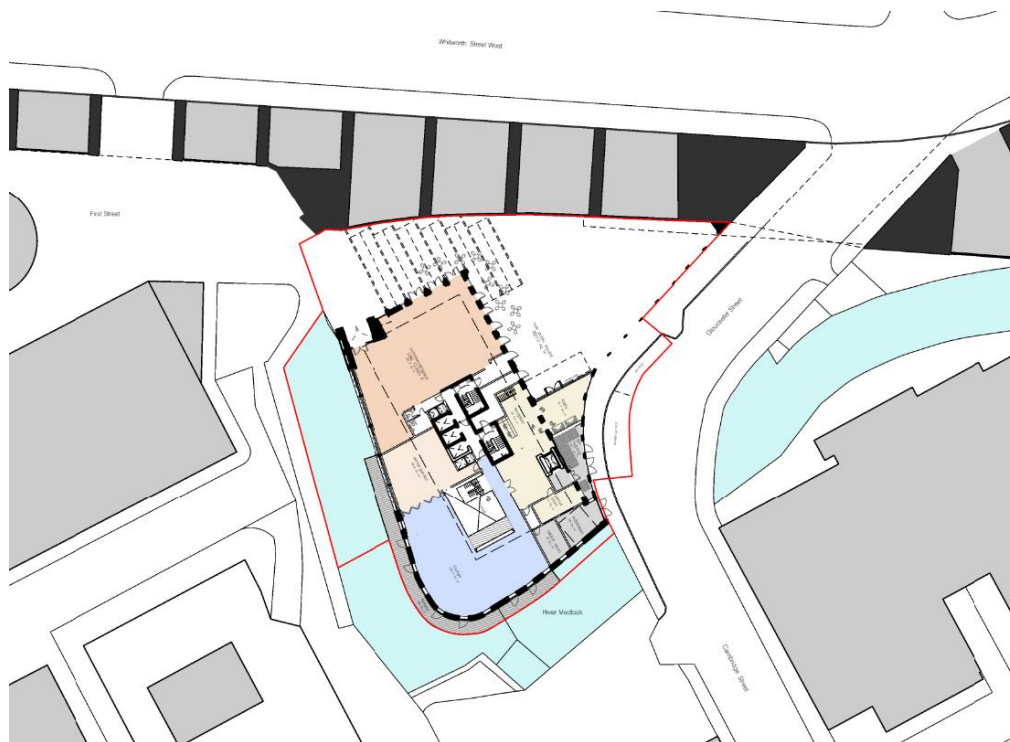
This document has three aims:-

- Provide Manchester City Council (MCC) with supporting information in its consideration of an application for full planning permission for the development at the site.
- Guide the project execution during the design and preconstruction stages.
- Safely control and manage the construction phase.

The CMP, has taken into consideration the development setting, including environmental impacts and constraints of a busy central city location.

2.0 Site location

The site is located on the corner of Whitworth Street West and Gloucester Street, Manchester M1 5QR.



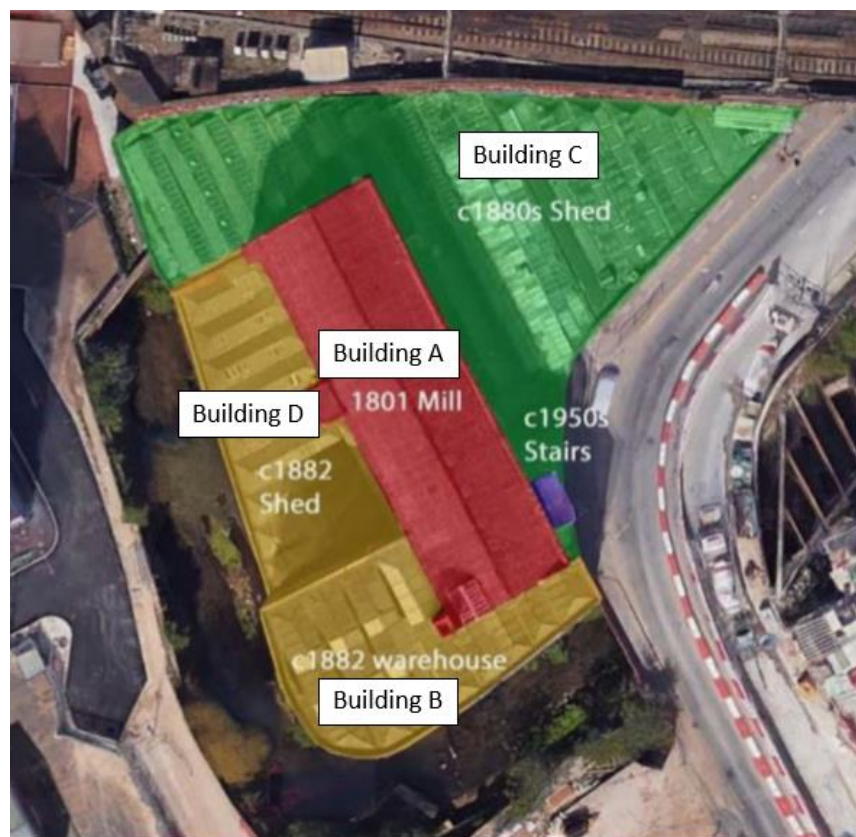
Site location Plan **(extract from Hodder & Partners site plan Oct 2023)**

The site is bounded by the river Medlock to the south and east and the Grade Two listed railroad viaduct, adjacent to Oxford Road station to the north and west.

3.0 Site description

The site comprises a vacant, former mill circa. 1800, known as the Hotspur Press. Originally, a cotton warehouse named Medlock Mill, it was converted to a printing press in the early 1900 and remained in use till 2011. Although not listed or within the Whitworth Street conservation area, the buildings that make up the complex have non-designated heritage status.

Therefore, the aim and desire of the applicant is to incorporate as much of the existing façade into the new development as possible and maintain the link with the past.



Existing complex layout (**extract from Civil Engineers Structural Appraisal Sept.'23**)

4.0 Proposed development

Planning permission project description

“Partial demolition and redevelopment of the former Hotspur Press Complex (Medlock Mill) and redevelopment of the site to provide Purpose Built Student Accommodation (Sui Generis Use Class) within a part 4-storey (existing) and part 36-storey (new build) building with ground floor commercial or community uses (Use Classes F(e), F2(a)(b) and E(b)), associated ancillary internal and external amenity space, public realm (including a new public square), hard and soft landscaping and associated highway works”

The new accommodation is schedule as follows (*Hodder & Partners schedule of accommodation 23.11.23*):-

Hotspur Press 23.11.2023													
OPTION 4													
Existing Warehouse													
	Cluster	Studio	Beds per floor	LKD sq.m	Corridor sq.m	Amenity sq.m	Outdoor sq.m	Commercial sq.m	NIA sq.m	NIA sq.ft	GIA sq.m	GIA sq.ft	Gross to Net %
Level -01						464		278	464	4993	1009	10857	46
Level 00						474			752	8088	1042	11212	72
Level ME2						135			135	1464	192	2185	70
Level 01	18	6	24	126	94	0			709	7633	939	10104	76
Level 02	18	6	24	126	94	0			709	7633	939	10104	76
Level 03	13	6	19	87	50	49	84		577	6209	788	8479	73
Total	49	18				1,121	84	278	3,346	36,020	4,909	52,821	
	67						1,483						

Tower													
	Cluster	Studio	Beds per floor	LKD sq.m	Corridor sq.m	Amenity sq.m	Outdoor sq.m	Commercial sq.m	NIA sq.m	NIA sq.ft	GIA sq.m	GIA sq.ft	Gross to Net %
Level 04	12	4	16	67	27				371	3992	506	5440	73
Level 05	12	4	16	67	27				366	3938	506	5440	72
Level 06	12	4	16	67	27				371	3992	506	5440	73
Level 07	12	4	16	67	27				371	3992	506	5440	73
Level 08	12	4	16	67	27				371	3992	506	5440	73
Level 09	12	4	16	67	27				366	3938	506	5440	72
Level 10	12	4	16	67	27				371	3992	506	5440	73
Level 11	12	4	16	67	27				371	3992	506	5440	73
Level 12	12	4	16	67	27				371	3992	506	5440	73
Level 13	12	4	16	67	27				366	3938	506	5440	72
Level 14	12	4	16	67	27				371	3992	506	5440	73
Level 15	12	4	16	67	27				371	3992	506	5440	73
Level 16	12	4	16	67	27				371	3992	506	5440	73
Level 17	12	4	16	67	27				366	3938	506	5440	72
Level 18	8	7	16	40	22				345	3712	506	5440	68
Level 19	8	7	16	40	22				362	3895	506	5440	72
Level 20	8	8	16	40	22				362	3895	506	5440	72
Level 21	8	8	16	40	22				362	3895	506	5440	72
Level 22	8	8	16	40	22				362	3895	506	5440	72
Level 23	8	8	16	40	22				362	3895	506	5440	72
Level 24	8	8	16	40	22				362	3895	506	5440	72
Level 25	8	8	16	40	22				362	3895	506	5440	72
Level 26	0	16	16						343	3691	506	5440	68
Level 27	0	16	16						346	3723	506	5440	68
Level 28	0	16	16						346	3723	506	5440	68
Level 29	0	16	16						346	3723	506	5440	68
Level 30	0	16	16						343	3691	506	5440	68
Level 31	0	16	16						346	3723	506	5440	68
Level 32	0	16	16						346	3723	506	5440	68
Level 33	0	16	16						346	3723	506	5440	68
Level 34	0	16	16						343	3691	506	5440	68
Level 35	0	16	16						346	3723	506	5440	68
Level 36											5	54	0
Total	232	279							11,504	123,783	16,184	174,142	
	511												

Accommodation Mix			Total Amenity/Commercial	
	Total	% Mix		Total
Cluster	281	49%	sq.m	1,483
Studio	297	51%		
	578			

Fresh Guide Comparison		
	Fresh sqm	Proposed sqm
Gym	100	98
Multimedia	50	75
Priv. Cinema	n/a	74
Study Area	65	116
Games Area	50	n/a
Reception	85	153
Laundry	n/a	28
Break-out space	n/a	73

Total Building GIA		
	sqm	sqft
	21,093	226,963

Total Building NIA		
	sqm	sqft
	14,850	159,789

Gross/Net %	
70	

*NIA calculation includes corridors and LKD of clusters.

NIA has been measured to the inside of full height glazing in accordance with NIA 4 of the RICS Guidance - on the basis that elements of the window structure or design do not render the space substantially unusable. In accordance with NIA 1 an area is usable if it can be used for any sensible purpose in connection with the purposes for which the premises are to be used.

The proposed development is described further as follows:

- Demolition of the 1880 sheds (Building C), including part of the Cambridge Street boundary wall. The demolition of the significantly altered 1801 mill (Building A) and the single storey 1882 shed (Buildings D), with the retention of the external facades. The



curved 1882 warehouse (Building B) is also to be demolished with the retention of the curved façade to the river frontage.

- A new 36 storey building will be constructed behind the retained facades. The new building will comprise PBSA from levels 1 to 36.
- Basement and ground floor ancillary facilities include of a Gym, TV/cinema room, study areas, laundry, cycle and refuse storage, lounge, reception and commercial unit.
- Significant new public realm and a high-quality connection between First Street, Cambridge Street and Gloucester Street.
- Sustainability, renewables and BREEAM. A report has been prepared by Hoare Lea Consultants, Rev. 2 dated 13.10.23, with the proposed target shown below;-

The development is expected to comply with all relevant national and local policy, as outlined in sections 2 and 3 and aims to achieve the following sustainability target:

- BREEAM rating of "Excellent"
- The reduction in emissions is currently targeted to at 6.7% over Part L baseline.
- A 40% reduction in water consumption over notional baseline.

In summary, the project ambitions are expected to be achieved during the next stage following further design development and collaboration.

5.0 Vehicle site access, traffic systems and restrictions

Primary access to the site will be via. Cambridge Street off the Mancunian Way from the east. More details of the site set up and logistics is contained in section 6.0 of this document.

Construction vehicle traffic will include, but not be limited to:

- Plant & equipment i.e. piling rigs, tower and mobile cranes
- Tipper trucks
- Insitu concrete wagons
- Prefabricated material deliveries i.e. structural steelwork, precast concrete, bathroom pods
- Material delivery off-loading
- Demolition and Waste skip removal

It is proposed to create a vehicle maneuvering arrangement on site via. A single access point.

Due to the confines of the site, no parking will be available on site. Visitors and site personnel will be encouraged to utilise public transport or where not possible public car parking facilities in the vicinity. No parking on either Gloucester Street or Cambridge Street will be permitted.

Projected construction traffic flows

It is estimated that the development will create the following vehicle movements per day.

Vehicle Type	Demolition Works/ façade retention	Substructure	Superstructure	Services, finishes & fitout
HGV	5	20	25	10
Light Commercial	15	15	30	20

Where possible the movement of HGV's associated with material transportation to and from site will be restricted to Monday to Friday 07.30 to 18.00, Saturday 07.30 to 13.00, with no Sunday or Bank holiday working, without prior permission.

Strict material delivery scheduling and booking system will be imposed on the project to ensure congestion is avoided and ensure the availability of the tower cranes for timely material unloading. It is envisaged to locate a nearby off site wait area to call in vehicles as needed.

All deliveries to site will be scheduled by the Principal Contractor site logistics coordinator and all unscheduled or non- agreed deliveries will be turned away. All suppliers and subcontractors will be notified in advance of the desired location for delivery. Direction and access point maps with site delivery rules and times will be issued with each order.

A suitably trained traffic marshal will be posted at the main access and direct and control traffic on a daily basis during normal working hours. They will be clearly identifiable to the public and drivers. The traffic marshals will ensure all deliveries are removed from the public highway and onto site upon their arrival.

During demolition and substructure stage of the project, wheel wash will be utilized for all vehicles leaving the site. In addition, Cambridge and Gloucester Streets will be swept as required with a road sweeper.

All construction traffic will be directed to and from site from the Mancunian Way, turning left onto Cambridge Street, thereby avoiding the city centre.

To avoid congestion of delivery vehicles and blockages of nearby roads, deliveries will be scheduled, and any clashes will be dealt with by requesting drivers to wait at a nearby safe holding area away from the site and traffic.

Any abnormal loads to be delivered will be notified in advance to the local authorities/Police (i.e., vehicles wider than 3m, longer than 16.5m or higher than 4.4). It is envisaged that abnormal movements associated with assembly and removal of the cranes will occur overnight and/ or weekends.

6.0 Local environmental considerations

As the site is located within an area characterised by a mix of uses, it is the intention to minimise the impact that the construction process could cause to the local environment and businesses, by this we will ensure to follow the relevant Standards and Acts. All care will be taken not to cause the primary environmental nuisances, vibration, noise and dust pollution.

In addition, we will take all necessary steps to ensure that the adjacent River Medlock is kept free from any construction material, waste or debris. We will liaise with the Rivers Authority and monitor the situation for the whole of the construction period.

Are key objectives will be to ensure: -

- Co-ordinate delivery times to prevent queuing traffic beyond the site boundary.
- Ensure that all plant and equipment are correctly silenced.
- Maximum use of prefabricated components.
- Strict adherence to the site working hours.

In addition, we undertook a project specific Air quality impact assessment report dated 29 September 2023 for the construction phase which was prepared by Nalo Tetra Tech. The summary of findings are as set out below; -

'The potential effects during the demolition and construction phases include fugitive dust emissions from site activities, such as earthworks, construction and trackout. During the construction phase, site specific mitigation measures detailed within this assessment will be implemented. With these mitigation measures in place, the effects from the construction phase are not predicted to be significant.'

'The dust risk categories have been determined in Section 5.0 for each of the four construction activities. The assessment has determined that the potential impact description of dust emissions associated with the construction phase of the proposed development is 'medium risk' at the worst affected receptors.'

Using the methodology described in Appendix A, appropriate site-specific mitigation measures associated with the determined level of risk can be found in Section 8.2 of the 2023 IAQM Guidance Document 'Guidance on the Assessment of Dust from Demolition and Construction'.

The mitigation measures have been divided into general measures applicable to all sites and measures applicable specifically to demolition, earthworks, construction and trackout. They are categorised into 'highly recommended' and 'desirable' measures.

The mitigation measures for the proposed development are detailed in Table 7-1 and Table 7-2.'

Table 7-1. IAQM Guidance on the Assessment of Dust from Demolition and Construction 'Highly Recommended' Mitigation Measures

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 environment manager/engineer or the site manager.
Display the head or regional office contact information.
Dust Management
Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the Local Authority. The level of detail will depend on the risk, and should include as a minimum the highly recommended measures in this document. The desirable measures should be included as appropriate for the site. The DMP may include monitoring of dust deposition, dust flux, real time PM ₁₀ continuous monitoring and/or visual inspections.
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 local authority when asked.
Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book.
Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked.
Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
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 site or specific operations where there is a high potential for dust production and the site is active for an extensive period.
Avoid site runoff of water or mud.
Keep site fencing, barriers and scaffolding clean using wet methods.
Remove materials that have the potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below.
Cover, seed or fence stockpiles to prevent wind whipping.
Ensure all vehicles switch off engines when stationary - no idling vehicles.
Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable.
Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.

Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.

Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.

Use enclosed chutes and conveyors and covered skips.

Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.

Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

Avoid bonfires and burning of waste materials.

Earthworks

No Action Required.

Construction

Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.

Trackout

Use water-assisted dust sweeper(s) on access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use.

Avoid dry sweeping of large areas.

Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.

Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.

Record all inspections of haul routes and any subsequent action in a site log book.

Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.

Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).

Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.

Access gates to be located at least 10m from receptors where possible.

Table 7-2. IAQM Guidance on the Assessment of Dust from Demolition and Construction 'Desirable' Mitigation Measures

Communications

No Action Required.

Dust Management

Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of site boundary, with cleaning to be provided if necessary.

Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on un-surfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate).

Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).

Earthworks

Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise 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.

Only remove the cover in small areas during work and not all at once.

Construction

Avoid scabbling (roughening of concrete surfaces) if possible.

Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.

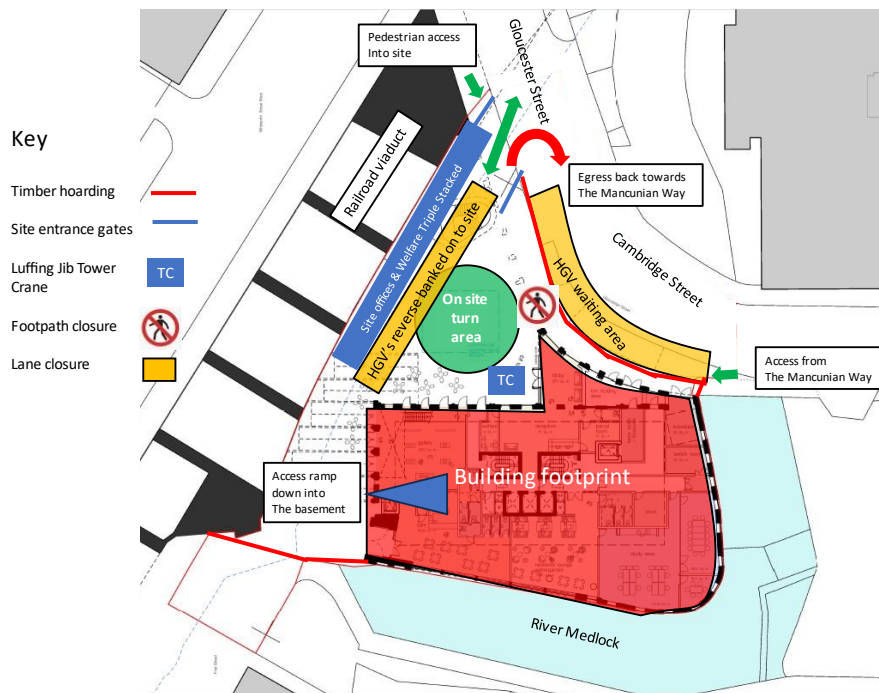
For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.

Trackout

No Action Required.

7.0 Site Setup and logistics

Below is our indicative site set up and logistics plan which will be firmed up by the Main Contractor following their appointment.



The Applicant will ensure that an adequately qualified Main Contractor is engaged to construct this high-rise development and that subcontractors undertaking the hazardous elements of the project have the necessary expertise.

All necessary licenses will be obtained from MCC. Liaison and agreement will also be obtained from Network Rail Asset Management regarding any working or crange restrictions and the Rivers Authority.

Construction vehicle access will be via Cambridge Street off the Mancunian Way. However, this will necessitate articulated HGV's being reversed banked on to site. Part of the existing boundary will be demolished to provide the necessary access width off Cambridge Street.

Cambridge Street/ Gloucester Street footpath will be closed for the duration of the project. Together with a partial lane closure on Cambridge Street adjacent to the site.

A temporary office and welfare facility will be created on the separate parcel of land adjacent to the site, shown on the redline drawing. Following demolition, access will be created through and on to site. Pedestrian access will therefore be from Whitworth and First streets.

Access for emergency services on site will be via Cambridge and Gloucester Streets through the main site entrance gates. Local Emergency Services will be notified of the access points before work starts on site. The traffic marshal will ensure that safe access routes are maintained for emergency services.

The Main Contractor will ensure that contact details are posted on the site notice boards, which will provide details and dates of any construction activities that may affect the

general public.

The Main Contractor will send out letters to local businesses and residences advising them of the anticipated start date of the project.

The current intention is to use one, Luffing Jib tower crane. The exact location of the tower crane is to be determined. A temporary road closure of Cambridge and Gloucester Streets will be required to facilitate the crane delivery and erection. This activity is likely to be on a Sunday, following liaison and agreement with MCC Highways and Network Rail. The Main Contractor will ensure that appropriately qualified crane hire company and staff are used. Prior to commencement of works a highway condition survey will be carried out on the adjacent roads and footpaths.

This will also involve the location and protection of any underground services that may be affected.

The site will be secured by timber hoarding panels with gates as necessary to facilitate deliveries and emergency egress.

Security will be maintained by the use of a secure gate system with 24/7 security. All vehicular gates will be locked at all times and controlled by the traffic marshal. Emergency doors will only be utilised in an emergency and not accessible from the outside.

Site notice boards will be displayed at the site entrance and will display the project particulars, contact details, access and egress procedure, site rules and all necessary health and safety information. These boards will also allow notices to be posted to provide local residents with information on any construction activities which may affect them.

All site activities are to be contained within the fence line and a comprehensive traffic management plan will be implemented to ensure no disruption is caused to traffic or pedestrians on the adjoining roads or walkways. Specific areas will be designated for loading, unloading, storage, offices and welfare facilities.

The Main Contractor will ensure a good rapport is established with all neighbouring residents and businesses.

The members of the public will be able to communicate with the construction team via a main point of contact and site security can be contacted out of working hours. The contact numbers will be posted on a hoarding and distributed to the neighbours.

Considerate Constructors Scheme

The Main Contractor will be a member of the Considerate Constructors Scheme (CCS) and the project will be registered under the scheme.

8.0 Local Authority Planning Requirements

8.1 Main Contractor & Project Manager Details

TBC once a Main Contractor is appointed.

Tel: TBC / Mob: TBC

Email: TBC

The above information will be displayed on the notice boards around the site.

8.2 Location of site sign board and notice boards

The site sign board will be positioned on the hoarding line on Cambridge Street. Notice boards will be erected on the site boundary hoardings adjacent site entrances. The notice board will also include the Considerate Constructors Scheme information.

8.3 Temporary hoardings

All boundaries of the project will be closed off using timber hoarding. All hoarding will be maintained and always kept in good repair. The colour scheme/ advertisement is to be advised. Notice boards displaying contact details and considerate constructor posters will be fixed to the hoarding.

Contact will be made with the MCC to ensure that any site setup is discussed and agreed with them.

8.4 Isolation and/or protection of existing services

All services in association with the structures are to be isolated safely by the Main Contractor. Written confirmation will be kept on site as a reference.

Conclusive service plans including drainage will be applied for and will be available detailing live services in the pavement and to existing properties. The pavement services are not affected by the development.

The site area will be scanned to verify that no services exist, but any services encountered will be diverted or protected on a bespoke basis.

8.5 Disposal / storage of rubbish

A detailed Construction Waste Management Plan will be produced in accordance with the Principal Contractor's Environmental Policy.

This will include details of how the construction team will intend to reduce and manage site waste:

- The reuse of any demolition waste on site as pile materials where suitable.
- Enforcing good housekeeping measures e.g., proper storage of materials to minimize spillage. Correct storage of building material can significantly reduce the waste generated as well as contribute to a safe working environment. Where possible the site should adopt a "just in time delivery" service to eliminate the need for storage.
- Use of raw materials as per manufacturers instructions.
- Monitoring the generation of waste in order to identify trends and areas for further investigation.
- An area will be designated by the site manager within the site for the safe storage of building materials to reduce the waste generated through poor storage. It is estimated that up to 13% of materials delivered to a construction site go into a skip without ever being used.
- Unused blocks and bricks should be taken back to the storage area to encourage their reuse within the project; used timber should be de-nailed and stored correctly, in preparation for reuse.
- Identifying recyclable and salvageable materials and where feasible find secondary or alternative uses.

- Segregating waste types to facilitate recycling activities.
- Working with suppliers / subcontractors to minimise surplus material delivered to site.
- Working with suppliers to ensure only the necessary minimum of packaging is used. Consideration of alternative materials with lower wastage levels.
- Ensuring that all Duty of Care and other legal requirements are complied with during the disposal of wastes.
- Consulting with suppliers to determine correct / appropriate disposal routes for waste products and containers.
- Assessing the project design to identify ways in which waste generation through raw material wastage and from temporary and permanent works activities can be avoided and minimised.
- Setting waste reduction targets as well as educating and informing site staff.
- Reducing usage of diesel, electricity and water on site by adopting good practices and management procedures.

Waste produced on site is classified in accordance with the European Waste Catalogue (EWC) and the List of Waste Regulations 2005. This will ensure that waste produced on site is disposed / recycled or recovered in the correct legal manner.

Construction waste sorting and removal will be organized and undertaken by a separate work package. The recycling levels will be monitored.

The colour coding of waste skips as developed by the Institute of Civil Engineers will be adopted on this site and will be as follows:

- White: Gypsum and plasterboard products.
- Grey: Inert clean concrete, rubble, hardcore, brick and block etc. that will not decompose or create a hazard when buried.
- Black: Mixed general waste any waste except contaminated waste that cannot be recycled in other skips on the site.
- Blue: Metal all types of clean metal, including rebar offcuts, scrap metal (no empty paint tins, as these are considered hazardous) etc.
- Green: Wood all types of clean, untreated timber or wood products (treated timbers may contain hazardous preservatives.)
- Brown: Packaging cardboard, paper products etc. (not polythene sheeting or ties, this should go in the mixed skip)
- Orange: Hazardous only for contaminated waste such as asbestos, paint tins, mastic tubes, tarmac, or any product fitted with a COSHH label etc.

8.6 Inert waste

The recycling of waste will be encouraged throughout the company and will begin at tender stage, with the reuse on site of soils, demolition rubble and concrete.

8.7 Wood recycling

The Main Contractor is to implement and maintain a wood/timber rack this is to ensure

that the wood/timber delivered is stored correctly and that off cuts are de-nailed and stored in the rack in preparation for re-use within the project.

8.8 Brick and block

The Main Contractor is to be encouraged to re-use all of the waste bricks and blocks through arranging for the materials to be placed on pallets and returned to the brick storage area, the site manager then identifies areas which these products can be reused within the building. Any brick and blocks which cannot be re-used are taken off site by a skip contractor for reprocessing into crushed or 6F2 type material.

8.9 Metals

All metal waste arising on the site will be segregated and removed for re-processing.

8.10 Polythene and hard plastics

Polythene and hard plastics are separated at source and placed in skips; the skip contractors then shred and bale the plastics before they send it off to be recycled into new plastic products.

8.11 Contaminated arisings

Before any soil is removed from site it is tested at an accredited laboratory to determine its true characteristics and thus ensure the material is disposed of at the correct licensed facilities. Only registered haulers are used to transport the soils off site and a waste transfer note is issued for each load.

8.12 Plasterboard

The Principal Contractor and its sub-contractors will work alongside British Gypsum to ensure all of the plasterboard waste from this site is recycled into new board.

8.13 Site fires

The Principal Contractor and their sub-contractors are to implement a strict policy of no burning of waste materials on site.

8.14 Safe pedestrian access

Hoarding Licenses from the Local Authority will be agreed and applied for and the conditions will be fully complied with by the Main Contractor, ensuring all road markings and signage are not obscured. The extent of the hoarding line will be agreed with the Local Authority for pedestrian safety.

8.15 Location of workers conveniences

The position of the workers conveniences will be shown on the logistics plan.

8.16 Vehicle site ingress and egress

Vehicle site ingress and egress plans will be provided to all haulers. The use of smaller wagons will be encouraged. Any damage to the adjacent roads and existing footpath will be repaired by the Main Contractor.

8.17 Construction vehicle movements and timings

Delivery of materials and plant will be carefully scheduled as not to cause congestion to the surrounding areas. All suppliers' vehicles are FORS registered as part of the CCS.

8.18 Traffic Management Measures

The Main Contractor will agree with MCC any footpath or road closures, together with the payment of any fees.

8.19 Transport Management Groups

The Principal Contractor will ensure there is a representative of the company at all required CTMG or Construction Coordination Group meetings.

Vehicle safety measures

Before leaving site, all vehicles are visually checked for safety purposes to ensure they do not pose a risk to the public.

9.0 Working hours

Monday to Friday 07.30 to 18.00, Saturdays 07.30 to 13.00 with no Sunday or bank holiday working, without prior permission.

10.0 Notifications

During the contractor preconstruction period, the Main Contractor communication links with the following bodies and authorities:

- Health and Safety Executive.
- Planning and Building Control Authorities.
- Network Rail Asset Management
- The Rivers Authority
- Environment Agency
- Emergency services
- Highways Authority
- Considerate Contractors Scheme
- Statutory Authorities
- Residents and retail operators

11.0 Site Surveys

During the design and preconstruction stages of the project the Main Contractor will undertake the following surveys

- Dilapidation survey of adjoining properties, roads and footpaths
- Ground investigation including a topographical survey and ground gas monitoring
- CCTV of the existing surface and foul water system.
- Asbestos survey
- Existing underground service tracing
- River water quality
- Ecological

- Acoustic
- Flood risk
- Fire report
- ****Add more as required****

12.0 Materials delivery and storage

The Main Contractor will endeavor to ensure that deliveries to site happen during off peak hours. Subcontractors and suppliers will be required to produce material delivery schedules. These schedules will be reviewed during site meetings, with delivery slots booked.

"Just in Time" scheduling of deliveries will minimize on site storage capacity, double handling and congestion around the site.

Site storage of materials and plant will be very carefully controlled with the allocation of zones. Detailed plans of the site will be drawn up outlining areas available for moving and storing materials during the various stages of the contract works.

Wherever possible, materials will be delivered shrink-wrapped and palletized to be unloaded and distributed safely by crane or hoist.

Diesel fuel for site plant will be stored in sealed tanks inside bunded walls in accordance with Main Contractors Environment Policy. The use of diesel driven plant and equipment will be kept to an absolute minimum. Wherever possible equipment and plant will be electrically powered to reduce noise and prevent emissions.

13.0 Storage of hazardous material, chemicals and gases

Secure storage of hazardous material, chemicals and gases will be controlled in accordance with our Health and Safety Legislation and Environmental Policies.

14.0 Site induction / site rules / consultation

Every person who works on site will be required to undertake a Site Induction presentation. The presentation will identify rules, reporting procedures, key members of staff and will highlight specific hazards at the time of the induction. The Main Contractor will hold regular tool box talks and update operation on new hazards as the works progress. All operatives will be required to understand English.

15.0 Health and Safety

The Main Contractors Health, Safety and Environmental department will provide advice during all stages of the project and will have a dedicated member of staff.

The layout of the site accommodation ensures that all staff, visitors and operatives will have the ability to store and retrieve the correct PPE before entering the construction area.

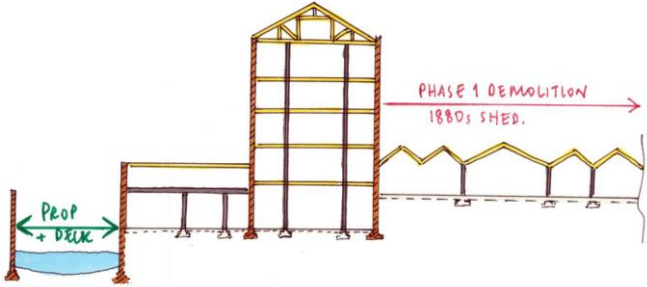
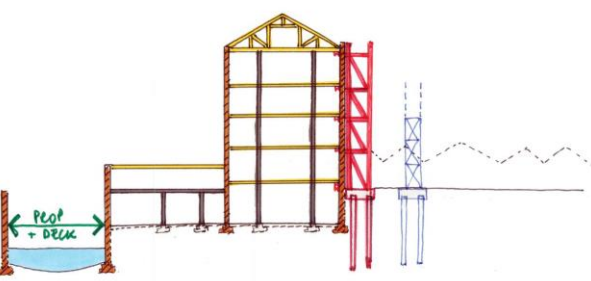
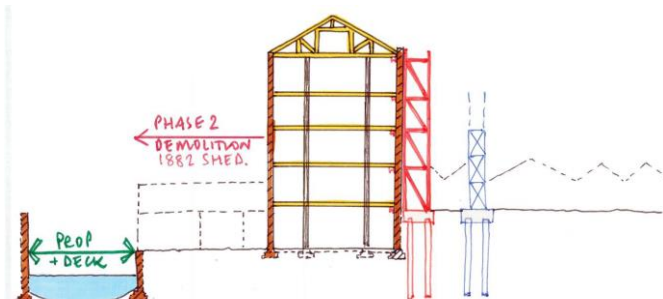
The Main Contractor will ensure that First Aider(s) are present on site at all times.

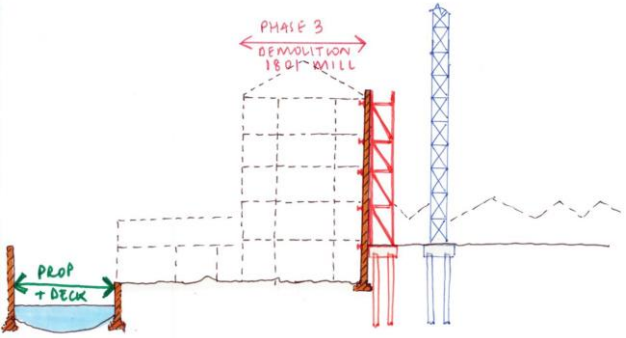
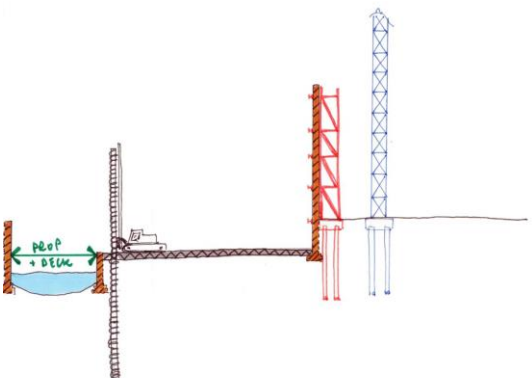
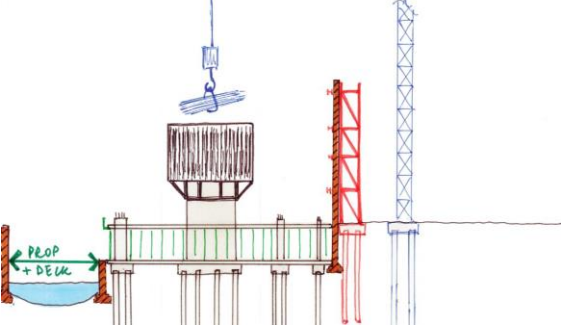
A sound / noise meter will be available on site to check noise levels at the site boundaries during certain operations, ensuring that the 75dB level is not exceeded. The appropriate PPE will be available to operatives as required, together with noise protection zones around Hazardous areas.

16.0 Outline deconstruction and construction sequence

Abstract from Civic Engineers methodology document dated September 2023. Refer to original document for full details.

The final construction sequence together with Risk assessment and method statement will be developed by the Main Contractor, during the preconstruction stage.

Install propped deck across the river to the other bank and Phase One demolition.	 The diagram shows a cross-section of a river with a bridge structure. A green arrow labeled 'PROP + DECK' points from the left bank towards the bridge. A red arrow labeled 'PHASE 1 DEMOLITION 1880s SHED.' points from the bridge towards the right bank. The bridge structure is shown with multiple levels and a central tower.
Install piles to the façade retention system and tower crane. Install external façade retention system. Install tower crane.	 The diagram shows the same cross-section of the river and bridge. A red arrow labeled 'PHASE 2 DEMOLITION 1882 SHED.' points from the bridge towards the left bank. A blue crane is shown on the right bank, and a red structure is shown on the bridge. The green arrow labeled 'PROP + DECK' is still present.
Phase Two demolition, create access ramp down into the basement.	 The diagram shows the same cross-section of the river and bridge. A red arrow labeled 'PHASE 2 DEMOLITION 1882 SHED.' points from the bridge towards the left bank. A blue crane is shown on the right bank, and a red structure is shown on the bridge. The green arrow labeled 'PROP + DECK' is still present. A dashed line indicates an access ramp down into the basement.

Phase Three demolition demolish from top down	 The diagram illustrates the Phase 3 demolition process. A demolition 180° mill is shown on the right, with a red arrow indicating the direction of demolition from the existing structure. On the left, a prop and deck system is shown, with a green arrow indicating the direction of the prop and deck. The existing structure is shown in dashed lines, and the new structure is shown in solid lines.
Piling and basement construction	 The diagram shows the piling and basement construction phase. A prop and deck system is shown on the left, with a green arrow indicating the direction of the prop and deck. A piling rig is shown on the right, with a red arrow indicating the direction of piling. The existing structure is shown in dashed lines, and the new structure is shown in solid lines.
Central RC core construction and basement construction. New ground, first, second and third suspended slabs will provide the permanent lateral restraint, allowing the façade retention system to be removed.	 The diagram illustrates the central RC core construction and basement construction phase. A prop and deck system is shown on the left, with a green arrow indicating the direction of the prop and deck. A central RC core is shown in the center, with a blue arrow indicating the direction of the core. The existing structure is shown in dashed lines, and the new structure is shown in solid lines.

17.0 Construction Outline Programme

A detailed construction programme will be developed by the Main Contractor. An outline construction programme is provided below but this will be updated as a Main Contractor is appointed.