

Construction Management Plan
For
One Medlock Street, Manchester
Block B PBSA
Planning Condition 45



Version	Date	Author	Approved
Rev -	(16-10-23)	MR	RN
Rev A	(10-11-23)	MR	RN

CONTENTS

1.0	Introduction
2.0	Site location
3.0	Site description
4.0	Site deliveries and logistics
5.0	Local environment considerations
6.0	Scope of works
7.0	Site set up
8.0	Construction sequence
9.0	Local authority planning requirements
10.0	Working hours
11.0	Notifications
12.0	Site surveys
13.0	Site rules
14.0	Health & Safety
Appendix A	Site logistics plans
Appendix B	Outline construction programme

Project

Block B PBSA, One Medlock Street, Manchester, M15 5FJ

Client

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Key Dates	
Commencement	8 th January 2024
Duration	181 weeks
Completion	28 th June 2027

1.0 Introduction

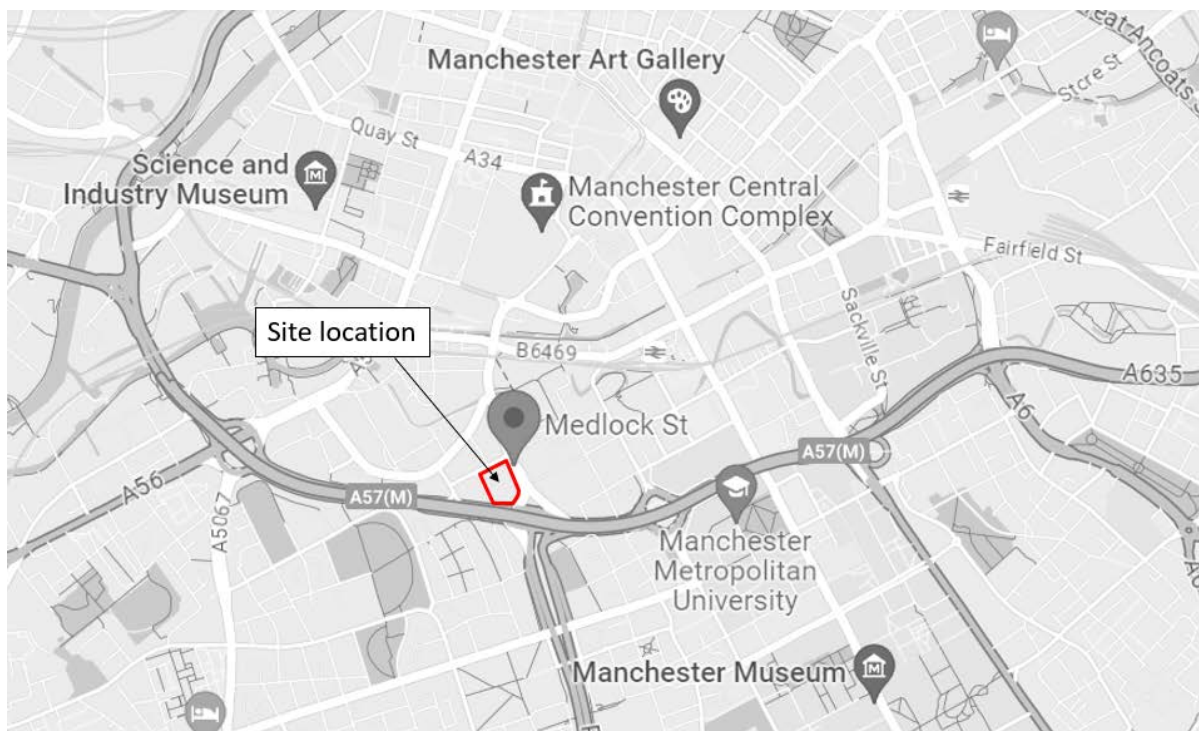
This Construction Management Plan has been prepared by RG Group for the One Medlock Street Project (Block B) on behalf of Dominvs Group. The document has been prepared to discharge pre-demolition planning condition as set out by Manchester City Council.

The Construction Management Plan provides a detailed overview of the system and procedures to manage the construction operations on site, ensuring that all standards and protocols are adhered to and ensuring the development stages are managed in the most safe and efficient manner possible.

2.0 Site Location

The location of the Site in relation to the surrounding built up area is identified in Figure 2.1 below.

Figure 1.0 Site Location Plan



The site is situated within the 'Central Area' of the First Street SRF. This is an area of the city centre that has been transformed into a mixed-use location through the delivery of large-scale commercial office space, cultural and leisure development, and residential uses along with high-quality public realm. These developments have allowed people to connect through bustling networks, work within one of fastest growing destinations which welcomes innovation in all aspects and live at First Street whether that is in a contemporary apartment or modern student accommodation.

3.0 Site Description

The existing site, known as One Medlock Street, measures c.0.94ha and comprises previously developed land within Manchester City Centre. It is bounded by River Street to the north; Medlock

Street to the west and south-west; the Mancunian Way, its exit slip road, and the Mancunian Way/Princess Parkway junction, to the south' and the River Street Tower PBSA development to the east.

The existing site currently comprises an existing five-storey Premier Inn hotel, owned by Whitbread PLC providing two hundred rooms and designated surface parking for hotel residents (113 car parking spaces). The construction is mainly brick and blockwork with concrete slabs. The car park is predominantly tarmac with areas of landscaping including several semi- mature trees which are to be removed as part of the demolition phase.

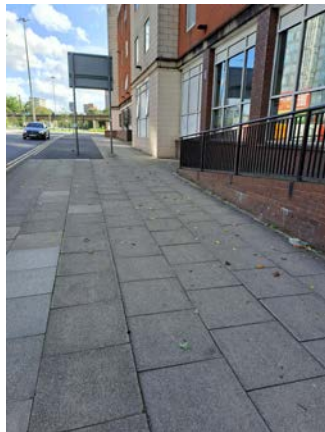


Figure 3.1 Existing five story Premier Inn hotel

The Site is not located within a designated Conservation Area. The Castlefield Conservation Area is located c.450m to the north-west of the site, with the Whitworth Street Conservation Area c.650m to the north-east.

No listed buildings or structures are situated on the Site The site is located on the south side of Manchester City Centre, adjacent to the Mancunian Way.

3.1 Proposed Development

As stated in the planning application form and Section 1, the description of development is as follows:

“The demolition of the existing hotel building and structures and the development of the site for office uses (Use Class E), flexible office/community use (Use Class E/F1/F2) and purpose-built student accommodation (Sui Generis) comprising two separate buildings, along with associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works”.

- The Proposed Development comprises the demolition of the existing Premier Inn hotel and car park on-site and the construction of two buildings to deliver commercial office floor space (Use Class E); purpose-built student accommodation (Sui Generis); and flexible community space (Class E/F1/F2 floorspace).
- This CMP provides construction management details for the works associated with Block B (PBSA) only. The Block A commercial space will be developed by others under a separate programme of works at a later date.

- Block B PBSA tower building is 37 storeys in height plus ground and mezzanine levels and will be 151.99 m above ordnance datum in height, to the top of the roof.

The proposed unit mix of the PBSA of the Proposed Development is summarised in the table below:

Unit Type	Total Units	Total Beds
Studio	272	272
Twodio	34	68
Threedio	34	102
6 Bed Cluster	44	264
7 Bed Cluster	44	308
Total	428	1014

4.0 Site access and logistics

4.1 Site Access

The site is bounded by Mancunian Way, Medlock Street and River Street and is in close proximity to the main route to the city centre. The Mancunian Way and Medlock Street can become heavily congested at peak times of the working day.

The site is proposed to be accessed from River Street, with traffic directed to site from Medlock Street / Mancunian Way (A57 M).

In addition, access from Mancunian Way slip road directly into the site as an alternative means of access to support the works will be especially required during the S278 works when the junction of Medlock Street & River Street will be in accessible.

4.2 Site Parking

Parking will be made available on the part of the Phase 2 / Block A area and within the confines of the site boundary, however this will be limited and alternatively, management staff, operatives will be encouraged to utilise public car parking facilities in the vicinity and avoid parking in nearby residential areas.

Where possible, contractors will be encouraged to use public transport near the site including Manchester Oxford Road and Deansgate train stations.



Figure 4.1 - Mancunian Way, Medlock Street and River Street routeway.

4.3 Construction Vehicle Access

Construction vehicles will enter the site off River Street via secure gates which will open inwards onto the site. All vehicle movements will be managed by the logistics teams on and off the site.

Deliveries will consist of but not be limited to:

- Deliveries on low loaders
- Concrete wagons
- Articulated vehicles
- Small goods vehicles

The site logistics plan located in Appendix A outline RG Groups proposals for managing and controlling of site traffic and captures all temporary footpath closures, loading bay suspensions and street lighting removal that is required to allow the Project to be delivered safely.

The purpose of this plan will be to set out how the site is to be organised to eliminate and control risks from site transport.

This will be achieved through careful management, programming and coordination of the construction works. In order to minimise the impact of construction traffic on the existing roads and highway network the following principles will be actioned:

- Several parking bays on River Street (approximately 10No.) will be suspended for the duration of the works;
- Footpath closures will be implemented on River Street for the duration of the works and on Medlock Street for the demolition and external works phase. Pedestrians will be diverted to the opposite side of the road.
- Delivery vehicles whenever practical will avoid “peak public traffic hours” to reduce traffic congestion and nuisance to the existing surrounding road and highway networks.
- To minimise the volume of construction traffic from outside the area, local suppliers and subcontractors will be used whenever practical and suitable to do so.
- The approaches to the site shall be suitably signed by RG Group to ensure that delivery / contractor vehicles stick to the correct route to site.
- The site entrance will be appropriately signed to ensure no accidental entry by the general public.
- The site entrance will be signed for “Emergency Access Point” for safe access and egress of emergency vehicles.
- Delivery vehicles will be unloaded within the offloading areas detailed on the site logistics plan. All offloading operations will be managed by a dedicated, trained banksman.
- To avoid construction traffic congestion and nuisance to the surrounding area all suppliers and subcontractors will be made aware of the traffic routes.
- Clearly marked out storage areas shall be located away from pedestrian traffic.
- Site vehicle routes will be segregated from pedestrians.
- Crossing points will be established in areas with good visibility and appropriate signage.
- One way traffic routes and/or turning circles will be established on site to eliminate the risks from reversing vehicles.
- Trained and competent banksmen will be deployed to monitor vehicle movements, particularly in relation to slewing plant and the site pedestrian crossing points.

- The site entrance will be maintained and kept clean and clear by RG Group operatives. There will be an “on site wheel washing” facility to prevent mud exiting the site onto the surrounding roads. This will be augmented with a vehicular road sweeper as appropriate.
- RG Group adopt an operating policy that only persons with the relevant CITB/CTA/CPSA qualifications can operate plant on site.

For environmental and road safety issues all refuse containers leaving the site will be appropriately covered to avoid debris littering the surrounding roads and highways.

We estimate the following number and types of vehicles during the construction phase:

Phase	Avg Maximum Vehicles	Vehicle Types
Demolition Phase - Waste removal - Earth removal	5-10 a day	Much away vehicles Low loaders
Groundworks - Earth removal - Concrete placement - Reinforcement & shuttering	20-40 a day	Much away vehicles Low loaders Tipplers Small articulated lorries
Concrete Frame / Façade - Concrete placement - Reinforcement & shuttering - Unitised façade panels - Bathroom Pods - Roofing materials	40-50 a day	Concrete wagons Low loaders Small articulated lorries Flatbed wagons
Façade / 1st fix Internal Works - Unitised / precast façade panels - Mechanical & electrical materials - Stud works - plasterboard. -	30-40 a day	Large articulated vehicles Small articulated lorries Flat beds
Internal Works - Plasterboard - Ceiling tiles - Carpet / vinyl	30-40 a day	Large articulated vehicles Small articulated lorries Flat beds Small vehicle deliveries
Externals - Topsoil - Paving - Landscaping	10-20 a day	Concrete vehicles Small articulated lorries Flat beds Large articulated vehicles

We anticipate that the number of construction vehicles will peak during the substructure and concrete frame construction and anticipate the daily number of movements to be between 45-50 vehicles a day. These would primarily consist of muck away vehicles, concrete wagons, flat bed vehicles for reinforcement and shuttering and general small deliveries.

It is proposed that most deliveries will be able to be managed within the confines of the site during the early stages of the project however it is likely that as the site becomes more advanced some deliveries will require to be undertaken from River Street.

4.4 Routing strategy for HGV's

It is anticipated that demolition and construction traffic will take the A57 (Mancunian Way/Trinity Way) or the A5103 (Princess Road) towards the Site. The site will then be accessed via Medlock Street and River Street.

Vehicles leaving site will proceed southwest on River Street, turning right on to Garwood Street, followed by a left turn on to Great Jackson Street prior to rejoining the A57 M (bridge weight and tracking tbc). Alternatively, vehicles will leave River Street, turn left onto Garwood Street, and left onto A5103 to then re-join the Mancunian Way.

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.

RG Group as Principal Contractor will make contact where required with the Police on such matters and be fully cooperative with any unforeseeable matters.

Please refer to Figure 4.2 below detailing the primary access and egress routes to and from site.



Figure 4.2 Primary access and egress routes

4.5 Scheduling of Deliveries

RG Group as Principal Contractor will manage the overall material delivery scheduling and booking system which will be imposed on the project to ensure congestion is avoided and ensure the availability of the cranes and hoists for timely material unloading. It is envisaged to locate a nearby off site wait area to call in vehicles as needed but deliveries will ultimately be planned on a just in time basis.

All deliveries to site will be scheduled by the RG Group 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.

All entrances to the site will be managed by trained traffic marshals to segregate and organise all vehicle movements on and off the Site. This will involve the segregation of pedestrians using physical barriers to ensure vehicle movements are separated from members of the public.

4.6 Wheel washing

Construction vehicles that are required to access and exit the site will be subject to a visual wheel inspection and when required these will be jet washed to ensure all vehicles leave site in a clean and safe condition. In addition, and during the groundworks phase, a road sweeper will be employed on a regular basis to ensure the road network in the immediate vicinity is kept clean. Footpaths at cross over points will be inspected and kept clean on a daily basis by the logistics team.

4.7 Pedestrian Routes

The pavement directly outside of the site on River Street will be closed to facilitate site setup. It is proposed that pedestrians would be safely diverted, via existing pedestrian crossings at both ends of the site and directional signage will be installed for the duration of the footpath closure.

Site pedestrians will be kept separate from vehicles on site by using separate site entry and exit points and barriered footways. A pedestrian entrance onto site will be located near the site offices & welfare accommodation. The location has been indicated on the site logistic plans located in Appendix A.

Pedestrians will have a good view of any vehicles at gates and other crossings. Where necessary banksmen or signallers will be provided, especially for high-risk situations such as reversing or where visibility is restricted.

No reversing of vehicles without a banksman will be permitted. Vehicles will not be permitted to reverse onto a public highway unless absolutely necessary and only under the supervision of a banksman. No reversing of vehicle signs will be displayed at the site entrances.

Adequate lighting will be provided if necessary as well as other suitable warning signs. Banksmen and signallers will be trained in their duties. Vehicle drivers and visiting drivers will be informed about site transport rules during the site induction. Roads and walkways used by pedestrians or public vehicles will be kept free of obstructions and mud.

Pedestrian & vehicular routes outside of the site boundaries shall be maintained at all times. RG Group Site Management shall carry out regular inspections of the site hoardings to ensure that all walkways are kept clear and that the hoarding is maintained in a good condition.

Designated pedestrian crossing points during the construction works, shall be monitored by a designated banksman who will ensure that existing roads and footpaths are not blocked during the construction. The site logistic layouts indicate the anticipated crossing positions during the project.

4.8 Materials Control and Storage

Delivery vehicles will be controlled to ensure that unloading only takes place within designated times of 08.00 – 17.00 and in the correct location. We will endeavour to achieve off peak hours where possible. All subcontractors will be required to produce a procurement schedule for their materials which will be monitored at their weekly or fortnightly meetings and must book delivery slots with our traffic controller. "Just in Time" scheduling of deliveries where possible will minimize storage capacity required, double handling and congestion around the site.

Where "Just in Time" deliveries are not economic or practical, site storage of materials and plant will be very carefully controlled by restricted allocation of zones to trades. 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 the RG Group 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.

4.9 Secure Storage of Materials, Plant, Tools, Chemicals and Gases

Secure storage of materials, plant, chemicals, and gases will be controlled in accordance with our health and safety procedures and environmental policy.

4.10 Vertical transportation

4.10.1 Crane Distribution

Currently it is the intention to utilise a tower crane positioned within the new building footprint to provide the means to distribute materials on the site. The tower crane will be utilised for the construction of the concrete frame and core, distribution of bathroom pods, loading out of unitised façade panels (large sections and crown works) and for roofing material.

The tower crane lifting radius and out of service radius will be maintained within the site boundary and no oversailing rights will be required from third parties.

A temporary road closure will likely be required to River Street to facilitate the crane delivery and erection. This activity will be negotiated with MCC Highways, as necessary. RG will provide appropriately trained staff to act as marshals and banksmen to manage delivery vehicles and ensure safe access is always maintained.

In addition to the tower crane, the unitised façade will be installed via spider cranes positioned on the floor slab and work items such as the precast panels to the façade, external works will require the use of mobile cranes.

4.10.2 Hoists

We propose to utilise a number of hoists to provide access to the floorplates for both goods and operatives. To minimise the number of leave out locations in the facade we propose to use a common tower system which allows multiple hoists to be used in a single location.

The hoists will be sufficiently sized to allow bathroom pods, unitised façade panels and general building material such as plasterboard to be transported to each level.

4.10.3 Beneficial use of lifts

In the latter stages of the internal works, the new lifts will be provided for beneficial use allowing operatives to access the upper levels internally. The proposed lifts are not suitably sized for distribution of large sized materials so therefore the floorplates will be loaded out in advance before the removal of the hoists.

Please see Figure 4.3 below showing the proposed tower crane location.

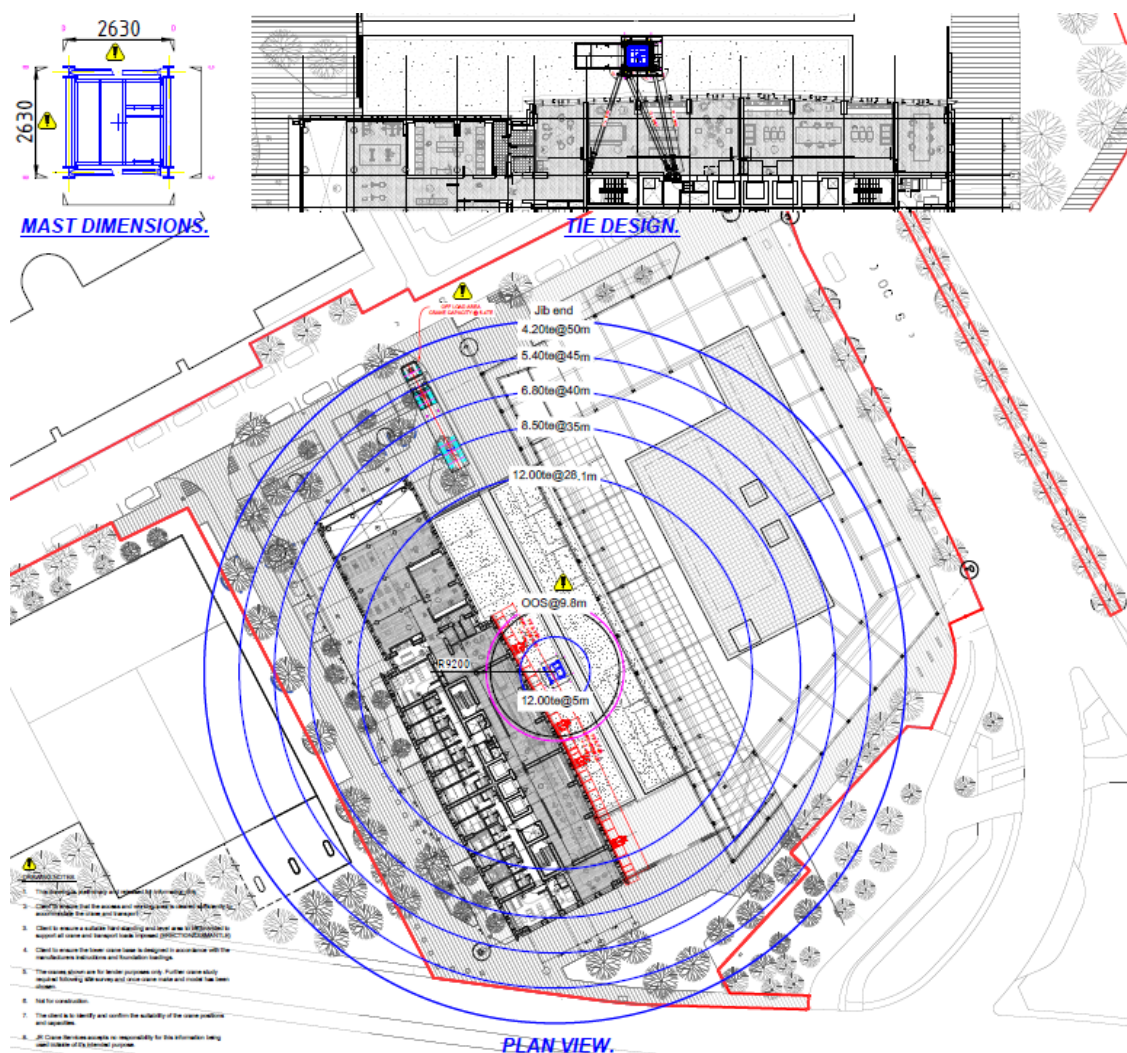


Figure 4.3 Proposed crane plan (option 1)

5.0 Local Environment 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.

Our most prominent neighbours to the site are River Street Tower a similar sized high rise student accommodation block and the private residential apartments and townhouses located on City South on the opposite side of River Street.

All care will be taken not to cause the primary environmental nuisances, vibration, noise, and dust pollution. Below are some actions will be carried out to abate these problems should they be required.

During the construction phase of the development there is the potential for air quality impacts as a result of dust emissions from the site.

A range of control measures to minimise and prevent dust, noise and nuisance during the works are tabled below. The measures shown will be discussed with the supply chain and adopted as best practice for the project.

5.1 Noise Control

RG Group are mindful of the disruptive effect that excessively noisy operations can have on the occupants of adjacent areas and property and accordingly the project team will ensure that all work will be carried out in accordance with BS 5228 “Noise Control on Construction and Open Sites – Part 1”. Notwithstanding the above the following noise control procedures are applied to all RG Group sites:



- 1) All current legislation, noise abatement orders, guidance notes and codes of practice will be consulted and strictly adhered to;
- 2) Where necessary noise levels will be monitored and noise assessments carried out;
- 3) Noisy plant and equipment will be located to provide minimum disturbance;
- 4) Plant, wherever practicable, will be electrically powered;
- 5) All plant and machinery will be fitted with efficient exhausts, silencers and mufflers and maintained in good condition;
- 6) All compressors used on site shall have ‘sound reduced’ units fitted with acoustic linings or enclosures and all ancillary pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturer;
- 7) Acoustic screens / barriers will be erected around excessively noisy plant.

Specialist subcontractors will be required to address noise and the ways it will need to be controlled within their method statement. PPE will only be considered as a last resort and must be worn where identified.

5.2 Control of Dust (Air Pollution)

RG Group will ensure that any dust caused by the construction works will be kept to a minimum wherever possible. Excessive dust generated from construction operations shall be controlled by water spray where required. In order to control the dust on site, RG Group will ensure that the following conditions are adhered to:

- Site vehicles shall not travel over un-watered haulage roads during periods of dry weather;
- Dust suppression equipment shall be used on all drilling / cutting machines;
- All loaded vehicles shall be adequately sheeted before leaving site.

5.3 Control of Vibration

Vibration caused by the construction works shall be kept to a minimum wherever possible.

Equipment and working methods shall be planned in such a way as to prevent the loss or damage to any property, caused by vibration transmitted through the ground. During these operations RG Group site management shall closely monitor the vibration for possible damage to surrounding buildings.

5.4 Mitigation of Incidents in Respect of Water Resources & Flood Risk

The storage of materials may lead to the accidental release of contaminated run-off during a rain event. There is also the potential for pollution or sediments from run-off to enter surface watercourses during normal rainfall events.

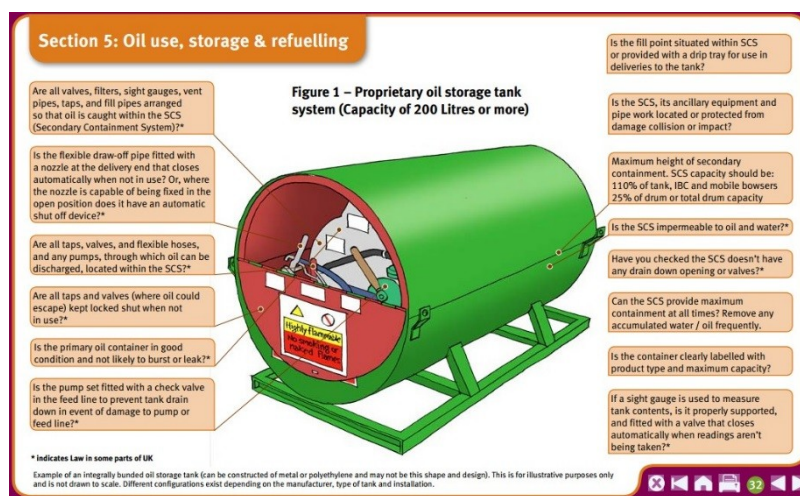
RG Group shall allow for temporarily plugging all drains, gullies etc to any external areas to prevent the discharge of contaminated surface water into the drainage system.

Risks to the local environment will be effectively controlled by employing standard, good practice management practices and controls such as:

- Regularly maintaining construction plant to reduce the risk of hydrocarbon contamination;
- Storing, handling and managing materials with due regard to the sensitivity of the local environment and thus the risk of accidental spillage or release;
- Locating above ground storage tanks on designated areas of hardstanding;
- Storing liquids such as fuels, degreasers, solvents, lubricants and paints in segregated, bunded enclosures;
- Ensuring that any tanks storing more than 200 litres of oil on-site have secondary bunding. Bunding will be specified as having a minimum capacity of not less than 110% of the container's storage capacity or, if there is more than one container within the system, of not less than 110% of the largest container's storage capacity or 25% of their aggregate storage capacity, whichever is the greater;
- Appropriately siting and supervision of refuelling areas;
- Ensuring only a minimum quantity of fuel is retained on-site to reduce potential for release in the event of an incident;

- Avoiding servicing of plant as far as practically possible to reduce potential for oil and fuel spills. If required drip trays will be used for plant servicing and repair on-site;
- Immediately reporting any spillage via site management team and addressed using site spill kits and an incident report prepared;
- Siting storage points away from existing drainage;
- Ensuring only trained operatives dispense fuel and chemicals and ensuring any runoff passes through soil interceptors.

A plan for implementing flood risk management at the site must be produced to ensure that appropriate measures to mitigate environmental, health and safety concerns are acted on if a flood warning is received.



5.1 Temporary Drainage Measures

RG will ensure that temporary drainage is utilised to prevent excessive run off from concrete slabs on the site onto highways surfaces.

6.0 Scope of works

The outline scope of works consists of the following activities:

- Demolition of the existing five story Premier Inn including statutory service supplies, removal of existing car park hard standings and landscaping.
- New foundations in the form of piles foundations, pile caps and ground beams
- New foul and surface water drainage and incoming service supplies.
- Diversion of existing public sewer within River Street.
- Concrete frame construction to core and floorplates from G to level 37.
- Installation of unitized glazed façade panels and precast concrete feature panels.
- New terrace and flat roof finishes
- Installation of passenger and fire fighting lifts.
- New service installations including mechanical ventilation, fire sprinkler system, wet risers, electrical lighting, small power and data.
- Internal fit out to 1014 student accommodation units and associated communal and social rooms reception areas including partitions, ceilings, fire doors, kitchens, bathroom pods, floor finishes and decoration.
- Landscaping works to the Phase 1 demise including highway works to River Street.
- Test and commissioning of all building systems installed as part of the works.

7.0 Site Set Up

The site will be secured with a 2.4m high timber hoarding to its perimeter to ensure that it is fully segregated from the public demise. This will be erected prior to the hard demolition phase and be maintained throughout the project lifecycle and removed to accommodate final external works prior to hand over.

It is expected the hoarding will remain in place to the Block A demise along the Medlock Street and River Street elevations and along the internal service yard road constructed between Block A & B.

The hoarding will be suitably lit where required and will display site safety signage and contact information for the site manager. The River Street elevation will consist of secure security gates that provide both entrance and access points for construction traffic. A separate pedestrian entrance will be provided directly into the site welfare from River Street for site operations.

7.1 Site Security

All operatives and visitors will be required to sign in/out with a biometric system, which log all access and egress and act as an accurate personnel record.

Gatemen will control the vehicular gates during site opening times. An out of hours security company will patrol the site and its perimeter on an hourly basis outside site working times. CCTV will be installed to main entrances and monitored.

It is the intention to provide out of hours site security for the duration of the project.

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.

7.2 Site contacts and emergency numbers

RG will ensure that contact details are posted on the site notice boards located on both Medlock and River Street, which will provide details and dates of any construction activities that may affect the general public.

The contact details of the Project and Site Manager will be displayed together with out of hours emergency contact details.

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 hoarding 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.

7.3 Details of the Site Compounds, storage of plant and materials

With respect to the storage of plant and materials, this will be within the confines of the site. Careful management of materials, equipment and storage are to be followed. The delivery, storage, and movement of materials around the site shall not adversely affect the day-to-day usage of surrounding land users.

Welfare facilities will be proportionate to the works being carried out, numbers on site out and the weather conditions and comply fully with the requirements of CDM 2015.

Welfare facilities will consist of, as a minimum, rest facilities with tables and chairs with backs, running hot and cold water, including drinking water, toilets, wash hand basins, drying facilities, cleaning agents and drying rooms.

Site set up details are contained within our logistics plan within Appendix A and within Figure 7.1 extracted below.

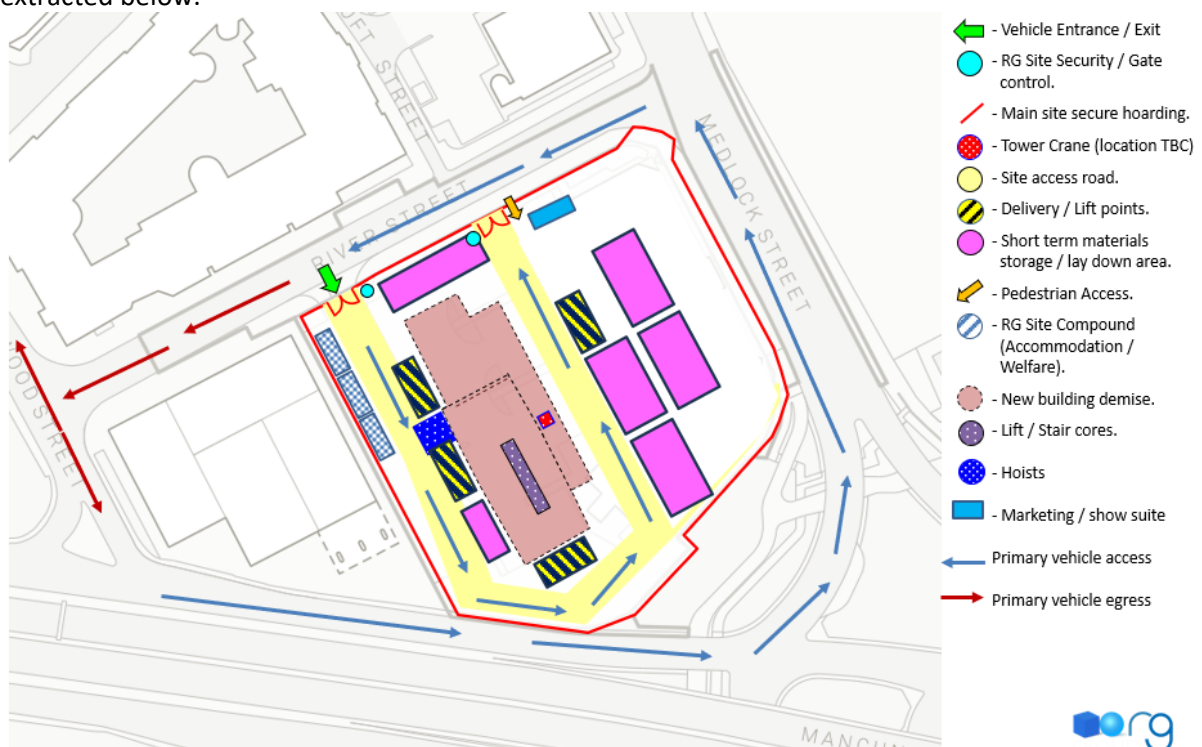


Figure 7.1 Site logistics plan

7.4 Fire and emergency procedures

Access for emergency services on site will be via River Street and the main site entrance gates. Local Emergency Services will be notified of the access points before work starts on site. RG's traffic marshal will ensure that safe access routes are maintained for emergency services.

As part of the site set up, adequate arrangements for protection against fire during the construction phase will be considered. This will include establishing the measures for fire detection, warning, and prevention, including appointment of fire marshals and establishment of evacuation procedures and assembly points.

Reference will be made to the Joint Code of Practice for Fire Prevention on Construction sites. and HSG 168 Fire Safety in Construction, and a Construction Phase Fire Risk Assessment supported by a fire and emergency plan will be undertaken, and reviewed/amended periodically, particularly if there are any significant changes on site. The construction phase fire risk assessment will consider any potential impact, from or to adjacent premises.

Adequate written records will be kept of all fire alarm inspections, tests, and fire evacuations. RG Group will endeavour to install and make ready the buildings permanent dry / wet riser system(s) as early as possible in the build programme.

In the event the site would require to be evacuated a muster point opposite the site on River Street and opposite Two Medlock Street will be made aware to all operatives during site inductions

7.5 Temporary Works

RG Group will take all reasonable measures to ensure that the stability and structural integrity of the new building(s) is retained at all times throughout the works and in doing this will ensure that temporary supports structures/systems are designed and installed where required.

Temporary works is defined in BS5975: 2008 “Code of practice for temporary works procedures and the permissible stress design of falsework” as “(those) parts of the works that allow or enable construction of, protect, support or provide access to, the permanent works and which might or might not remain in place at the completion of the works”.

RG Group will apply suitable temporary work procedures for the project, which will consist of the following elements:

- Appointment of a Temporary Works Co-ordinator (TWC)
- Production of a temporary works design
- Completion and maintenance of a temporary works register
- Independent checking of the temporary works designs as per the category requirements.
- Issue of a design/design check certificate, if appropriate.
- Pre-erection inspection of the temporary works materials and components.
- Appointment of temporary works supervisors

Potential temporary works on this scheme will include.

- Hoardings
- Crane bases & Tower Cranes
- Scaffolds
- Mast climbers
- Propping/Shoring to adjacent structures
- Hoists

The above list is not exhaustive, and RG Group will include a schedule of temporary works and their associated management procedures within the construction phase plan.

Access Scaffolding Arrangements

RG Group will provide general access scaffolding and equipment for the works as appropriate. All scaffolding work will be designed and carried out by a recognised scaffolding company with appropriately trained operatives. Safety inspections will be carried out by the scaffolding company on all erected scaffolds on a weekly basis.

Scaffolding provided by RG Group will include:

- Proprietary access stair(s) to main cores during forming of the cores;
- Proprietary guardrail edge protection to all levels and leading edges;
- Guardrail edge protection to all staircores and stairs until such time as permanent balustrade is installed;
- Independent scaffold to full height of buildings for goods hoist run-off;
- Cantilever scaffold to heads of all liftshafts.

7.6 Liaison and Good Neighbour Policy

RG Group will ensure a good rapport is established with all neighbouring residents and businesses; we have a track record of establishing excellent relationships with local residents on previous developments successfully undertaken.

Consultation with the local residents, businesses etc. will take place in the preconstruction phase and Information will be distributed to the neighbours on a regular basis through a Monthly Newsletter to advise them of planned operations and any impact they will have upon them.

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

7.7 Considerate Constructors Scheme

RG Group are a registered to the Considerate Constructors Scheme and our team have vast experience of working within Local Authority Considerate Constructors Schemes. We will register this development for participation in the scheme, embracing all the good practices outlined and will aim Contractor for maximum scoring under each section of the scheme.

7.8 Protection of Third Parties

All site activities are to be contained within the hoarding 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 loading and unloading areas have been designated inside the site boundary.

Where construction or demolition works are to be carried out above any adjoining buildings, roads or pedestrian walkways and there is a risk of falling materials, monaflex sheeting or debris netting will be installed as a safety precaution.

7.9 Protection of Services

All services in association with the structures are to be isolated safely and written confirmation will be kept on site as a reference.

Conclusive service plans including drainage have been obtained detailing live services in the pavement and to existing properties. The pavement services are not affected by the development however the S278 works may require lowering and diversion. Further investigation into the public areas are still to be undertaken at this stage.

All service diversions and services which are to be maintained will be undertaken in accordance with the relevant statutory authorities.

8.0 Site Waste Management

Waste Management

In line with Sustainable Construction strategy and the Site Waste Management Regulations 2008, RG Group shall implement a SWMP for the project. Its full and proper implementation by the Designers, RG Group and Supply Chain will bring benefits to all parties involved. These benefits include but are not limited to:

- Full attention to the waste minimisation hierarchy – eliminate, reduce, reuse, recycle & dispose.
- Environmental benefits such as reduction in vehicular movements to and from site.
- Cost benefits to both the Client and RG Group.
- Meeting the requirements of RG Group quality & environmental systems.
- Greater control over risks in relation to materials and waste on site, good housekeeping assists with safety.
- A demonstration of waste minimisation and compliance with relevant legislation including duty of care and statutory licences.

In brief, the overall aim of the SWMP will be to avoid waste, reduce the impact of the construction works on resources, the environment and minimise waste management costs through SMART objectives.

Waste will be avoided or minimised throughout the entire design and construction process so that the focus for direct costs is into the quality of the build and not what is being disposed off-site. Late changes in specification when materials are already on site are considered to be wasteful. Poor or incorrect storage of materials is wasteful.

The likely waste classification and likely origins are listed below:

Potential Waste Type	Waste Colour Code and Category	Likely Origin of Waste
Timber	ACTIVE	During construction works
Concrete / Bricks / Blocks	INERT	During construction works
Metals	ACTIVE	During construction works

Sub-soils	INERT and ACTIVE	During construction works
Plasterboard	ACTIVE	During construction works
Mixed	ACTIVE	During construction works
Packaging	ACTIVE	During construction works
Hazardous	ACTIVE	During construction works

RG Group are well versed with the BREEAM requirements in relation to waste minimisation. Our SWMP's are robust enough to qualify for BREEAM credits.

RG Group responsibilities throughout the duration of the Project:

RG Group will ensure that:-

- A waste champion is appointed for the project to drive the waste minimisation culture on the project;
- All waste removed from the site is dealt with in accordance with the waste Duty of Care in Section 34 of the Environmental Protection Act 1990, and the Environmental Protection (Duty of Care) Regulations 1991, that materials are handled efficiently to minimise wastage and that all waste arising from site will be managed appropriately;
- All different type of wastes & waste streams likely to be produced are identified and shall arrange for appropriate storage and disposal measures in line with Duty of Care;
- An estimation of quantities involved for each proposed waste stream is provided;
- Targets and measurement criteria for the waste streams are set at the start of the project;
- A record will be kept of who removes the waste, what type of waste are removed, and where the waste goes off site;
- Any waste produced during the construction process is either re-used, recycled or disposed of correctly;
- The SWMP will be monitored on a regular basis to ensure that the plan reflects the progress of the works;
- The Client is informed upon the progress of the SWMP at regular meetings;
- The SWMP is reviewed upon completion of the project to learn any lessons where things could be done better, with regard to amount of recycling undertaken and costs involved;
- The SWMP is kept on file for a period of two years after practical completion.

All personnel will be made aware of the relevant requirements of the SWMP at the initial site induction and in subsequent tool box talks. The SWMP will be made available in the site office for inspection at any time.

8.1 Disposal / Storage of Rubbish

An important part of the site management process involves site cleansing, rubbish removal and recycling.

A detailed Construction Waste Management Plan will be produced in accordance with the RG Groups 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 minimise 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.
- The use of raw materials as per manufacturer’s instructions.
- Monitoring the generation of waste 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
- General construction waste management will be provided by a package contractor who will be managed by the RG Groups site logistics coordinator.
- Where gypsum plaster products are used, the specialist contractors will be required to arrange recycling directly with the manufacturer.

- Data will be provided by the waste management contractor on the level of waste produced and the level to which this material has been recycled.
- It will be the responsibility of each section manager to keep the site area under their control safe from build-up of rubbish.

8.2 Sorting and Recycling of Construction Waste.

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 onsite is disposed / recycled or recovered in the correct legal manner.

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 – 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.

8.3 Inert waste

The recycling of waste on site is encouraged throughout the company, this begins at tender stage where we try to identify the materials which can be reused on site such as soils, rubble from demolition, car park surfaces and natural rock all of which we process on site into a reusable material, the site build levels could be rationalized in design to limit the cart off.

8.4 Wood Recycling

RG Group will 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.

8.5 Brick and Block

Where possible it will be encouraged to re-use all 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.

8.6 Metals

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

8.7 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.

8.8 Soils and Spoil

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 offsite and a waste transfer note is issued for each load.

8.9 Plasterboard

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

8.10 Site Fires

RG Group and their sub-contractors are to implement a strict policy of no burning of waste materials on site.

9.0 Construction Sequence

9.1 Project Key Dates

We anticipate that the overall project will be completed in a period of 182 calendar weeks with works commencing in January 2024 and practical completion being achieved by June 2027.

The table below provides a number of key dates for the project extracted from the outline construction programme included within Appendix B of this document.

Item	Start	End
Vacant Possession of the site	January 2024	
Demolition works	January 2024	June 2024
Groundworks	March 2024	November 2024
Concrete Core & Frame	September 2024	September 2026
Façade works & roof works	May 2025	February 2027
Internal Works	July 2025	May 2027
External Works	November 2026	May 2027
Test & Commissioning	April 2027	June 2027
Practical Completion		June 2027

Detailed below is an overview of the construction methodology for the project, all work will be carried out in association with RG's and specialist contractors comprehensive risk assessments and method statements.

9.2 Demolition

Once hoarding and site welfare has been established the internal soft strip works will be undertaken to the existing building together with the removal of vegetation and trees within the site area.

It is currently planned that all tree removal including the stumps and roots of the trees will be undertaken before 1st March 2024 in accordance with the Amenity Tree Removal Survey undertaken.

In parallel, service terminations and diversions will be undertaken by the relevant statutory authorities to allow the building to then be safely de-constructed.

The existing building was constructed in circa 2000 and therefore the risk of asbestos is minimal, this has been further confirmed by the Asbestos Management Survey issued to date. However, upon vacant possession of the building a Refurbishment and Demolition Survey will be commissioned to ensure no asbestos is present.

Once the building has been soft stripped and any potential asbestos removed, the hard demolition of the structure together with the removal of the foundations will be undertaken.

The perimeter footpath to the building on both River Street & Medlock Street are to be suspended to allow the demolition works to be undertaken safely. The demolition will be undertaken with the use of long reach excavators and the use of a demolition screening curtain method rather than having the need to construct a demolition scaffold.

Upon the site being cleared the existing hard standings and foundations to a depth of 2000mm.

Within the proposed footprint of the future Block A development, the Archaeological WSI has identified two areas of archaeological interest which will require investigation. As the demolition works near completion the two zones of archaeological interest will be secured and hoarded with heras fencing to safely separate them from the workforce. The archaeological team can then undertake their investigation works once the demolition phase has been safely completed and before Block A development commences.

9.3 Piling Works / Substructure

As the demolition works are completed the piling mat will be laid and tested.

The piling contractor shall carry out the work in such a manner as that no buildings or structures, including their foundations, cladding, finishes, etc, or road surfaces, paving, services, etc, in the vicinity of the piling works, are disturbed or damaged in any way or their occupants unreasonably disturbed or affected.

The Piling works will commence during Q1 2024 onwards and take circa 10 weeks.

The piling rig(s) and equipment will be delivered on low loaders, and during the piling operations, wagons will be regularly visiting site to deliver reinforcement and concrete and remove arisings from the piling works.

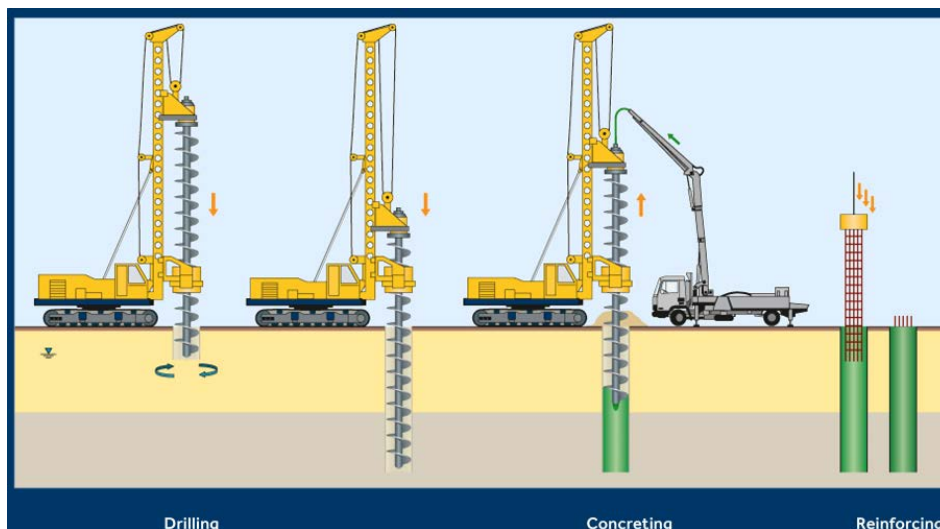


Figure 9.1 Typical piling sequence / methodology

Following satisfactory testing of the piles, the substructure works will commence, initially consisting of in-situ pile caps and ground beam arrangements to accommodate the various structural grids transferring loads from the proposed upper levels.

Waterproofing will then be installed in accordance with designed drawings, with the installation inspected regularly by the waterproofing system provider prior to the first ground floor slab pour.

During the substructure works, vehicles will be regularly delivering shuttering equipment, steel reinforcement and concrete to site, all of which will be lifted by a crane into position. During this period concrete pumps will be brought to site to assist in the general distribution of concrete.

Essential early drainage and services works, and associated diversions will also be undertaken at this stage. The remaining drainage works will continue throughout the project and in parallel with the frame and façade.

9.4 Frame and core

The superstructure concrete frame works will commence during Q2 2024 onwards and take circa 100 weeks to complete.

The concrete core will be formed using preformed shutters and boxes and will progress 3 to 4 floors in advance of the concrete floor slab, columns, and shear walls.

The superstructure floorplates will progressively follow the core albeit at a much-reduced rate, however, flat slabs and columns are built quickly due to modern formwork being simplified and minimised.

Rapid turnaround is achieved using a combination of early striking and panelised formwork systems.

During this period there will be ongoing deliveries of plant, equipment, and steel reinforcement all which will be off-loaded by the tower crane. There will also be continuous deliveries of concrete which will be distributed by means of a static concrete pump to the floor slabs.

As the floorplate construction progresses, canti-decks will be installed to facilitate the delivery of bathroom pods. The bathroom pods will be lifted by the tower crane and onto canti decks on each floor level and distributed to each room to await final positioning during the fit-out phase.

9.5 Façade works.

The installation of the unitised façade will be undertaken once the concrete frame has reached level 6. The brackets for each panel will be installed in advance. The panels will be delivered to site in flatbed wagons and off loaded via tele-handler and distributed up the building via a goods hoist.

The panels will then be lifted from a turn table with a mini / spider crane situated three floors above the workface to hang the panels ready for installation.

The façade installation will progress on a floor-by-floor basis in this method, enclosing the floorplate and making it weathertight.

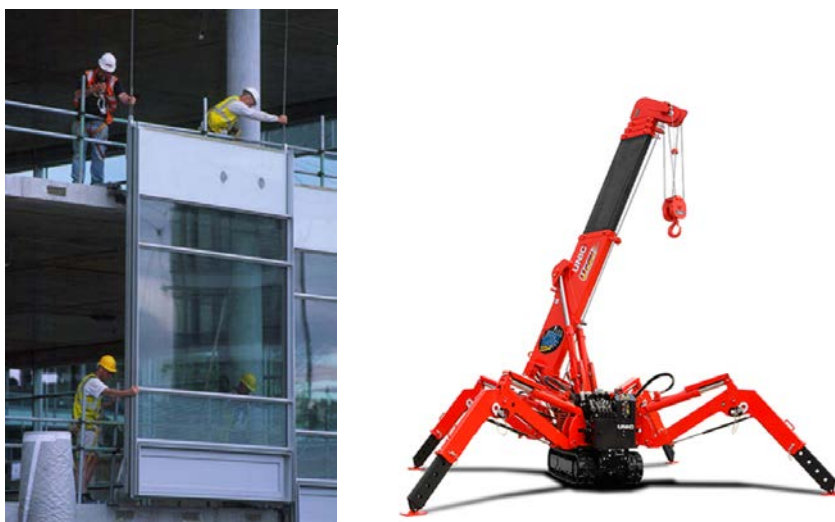


Figure 9.2 Installation of unitised facade and typical spider crane used for installation.

The crown of the building, levels 35 to 38, will be constructed with the use of the tower crane to hang and fix the unitised panels.

The precast concrete panels to the River Street elevation will be installed with the use of a mobile crane.

Once the crown of the building is completed the hoist will be removed and the tower crane utilised to infill the façade leave outs on each level. This will be the last operation of the tower crane after which this will be dismantled, and the subsequent façade infills undertaken.

9.6 Internal works

The internal works shall commence at the earliest opportunity once the building becomes provisionally weathertight. The first work activity associated with the internal finishing of the building will be to locate the modular bathroom pods in their final position and commence plaster boarding to service risers and 1st side drylined partitions. In a large number of areas holes for the pod riser will have been formed previously during the construction of the frame utilising a proprietary fire sleeve cast into the slab. This method removes the need to core drill multiple numbers of holes through the concrete slab and allows installation of the building services within the pod risers to commence almost immediately.

On completion of the 1st side boarding, 1st fix building services, including fire sprinkler installation, will be commenced. Following completion of the 1st fix services to the partitions, 2nd side boarding of the partitions will commence. Once the 1st fix services are complete in the ceiling void and signed off, the plasterboard ceilings will then commence. When sufficient areas of plasterboard walls/ceilings become available, a plaster skim coat finish will be applied to all surfaces.

Following completion of the skim coat plaster, the 2nd fix works such as joinery, 2nd fix mechanical & electrical installation, mist coat decoration can commence. The 2nd fix works shall be coordinated between all trades so that a methodological sequence can be adopted throughout the building.

Once initial finishes have progressed sufficiently, final fix works such as final fix services, lift installations, final fix joinery, decorations, soft flooring, and fixtures & fittings will commence. Finally, window blinds/curtains, internal signage, snagging and building cleaning will take place once all other works have been completed. Upon completion of the internal finishes of each room they shall be locked off and remain secure until ready for final commissioning. Testing & commissioning of the mechanical & electrical services will be an on-going activity towards the end of the project and as systems become available.

To facilitate efficient progress of the internal works, materials will be transported vertically via 2No. passenger goods hoists that are to be positioned at various locations around the buildings. It is not intended to utilise the tower crane for distribution of materials for the internal works. At a point in the programme of works, it will be necessary to remove the hoists and complete the envelope works in time for the final handover. At this point, it is intended to utilise the permanent passenger lifts within the buildings for the transportation of small materials and for operatives. The lift cars will be fully lined out with 18mm plywood to protect the wall and floor finishes prior to the lifts being put into use. Once all materials have been installed, the lift protection will be removed ready for final handover.

9.7 Commissioning Management

We shall provide a detailed commissioning and 'soft landings' programme which will detail the testing and commissioning procedures to be employed by the services installations subcontractors and detail our final works in completing the finishing's within the building, including our quality checking regime, final cleaning, and handover procedures.

At the appropriate point in time an area of completion will be offered to the client for snagging, following quality checking and cleaning.

During the final period of works, we shall instigate a series of training sessions which will allow the Olympian Homes staff and facility managers to familiarise themselves with the building systems and its operation.

9.8 Completion - Commissioning Management

The Project Manager and the Package Managers will ensure that service installations are installed and checked and where appropriate, tested in accordance with the specification. Inspection and Test Plans will be produced by the building services contractor prior to commencing works.

The Project Manager will ensure that progressive snagging of installed services is completed within the timescales agreed by the Client and their representatives. Our commissioning regime is tightly monitored throughout the build process, this is via our onsite Package Managers and our subcontractor's Commissioning Manager. The commissioning process is programmed to suit both the build and handover milestones, thus delivering a fully compliant designed and working system to meet the client's expectations.

To ensure systems are available for commissioning, the systems to be commissioned are pre-commissioned by the subcontractors Commissioning Manager. Pre-commissioning is carried out on each individual system installed and the individual subcontractors provided with a list which highlights any items that require to be rectified to allow formal commissioning to commence.

9.9 Commissioning Programme

As soon as practicable after the specialist commissioning contractor or the designated subcontractor's personnel are appointed, the Project Manager will agree a commissioning programme for the contract. The commissioning programme must include the following information:

- Power/fuel required dates
- Pre-commissioning period
- Commissioning period
- Witnessing periods
- Client demonstration
- Client training

9.10 Witnessing/Recording/Demonstration

The Project Manager will ensure that the appropriate party witnesses all commissioning and that results are properly recorded. Draft copies of all test certificates which form part of the Contract

Quality Records, should be retained on file. All instruments used for testing must be in a known state of calibration. Records of electrical witnessing/testing will be made. The Project Manager will arrange for installations to be demonstrated to the Client or representative by the appropriate specialist following commissioning of the systems. The 'as fitted drawings and O&M Manuals must be available in either draft or final form before demonstrations are carried out. The Project Manager is responsible for managing the witnesses of any whole system testing required by the Building Control or Fire Authority.

9.11 External works

As works progress internally to completion the external public realms, service yard road and landscaped areas will be constructed. This will include all paving, tarmac, street furniture, tree pit and soft landscaping works within the site boundary and as part of the S278 works on both Medlock Street and River Street.

Incoming water and electricity supplies will be brought into the building by the representative Statutory Authority once the plant areas and incoming service entries become weathertight.

The areas of soft landscaping will then be graded to level, filled with suitable topsoil, and planted in accordance with the landscape architect's layouts and details.

10.0 Working Hours

Operations creating noise which is audible at the site boundary should not occur outside the hours of 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays and at no time on Sunday's or Public Holidays. A sound/ noise meter will be kept on site at all times to check noise levels at the site boundaries during certain operations, ensuring maximum noise level of 75dB LAeq.

11.0 Notifications

During the contractor mobilisation period, following award of contract and possession of the site, RG Group will ensure communication is set up with the following authorities:

- Notice will be served to the Health and Safety Executive.
- Meeting with building control and planning authorities.
- Meeting with local environmental health officer.
- Meeting with local Police and Fire Brigade.
- Liaison with local residents and retail operators.
- Notification to the emergency services giving full details of the construction works.
- Considerate Contractor Scheme enrolment.
- Highways Authority

12.0 Site Surveys

Prior to commencing on site RG Group will carry out some further intrusive site investigation to ratify service positions on the site and to carry out a dilapidation survey of the existing footpath and highway. In addition, and upon vacant possession an Asbestos Refurbishment & Demolition survey will be undertaken to locate any potential asbestos containing material.

13.0 Site Rules

Every person who enters the site will receive a specific project induction before they are allowed to leave the compound and commence work on site.

Inductions will provide an introduction to the project, a description of the project risks and a review of the individual's competency. Site access will only be permitted following site induction from the RG Group's management personnel.

All site operatives and visitors will be inducted prior to commencement on site in a clearly defined facility without exception.

Site induction for each operative will include the rules and procedures around the following items:

- Behaviour toward others on site and nearby.
- Drugs and alcohol.
- Smoking areas.
- PPE and safety issues.
- Welfare facilities and use of.
- Security issues.
- Emergency procedures.
- Good and bad practices.

RG Group will ensure that all inducted operatives understand English. We will hold regular consultation meetings with the workforce to assess safety performance on site and review where can be improved, which will be open to all on site. In addition to this we shall actively encourage the use of a 'comment box' so that site observations can be forwarded and actioned in a confidential manner.

We will hold regular 'toolbox talks' with subcontractors and site operatives outlining a variety of relevant Health and Safety issues.

14.0 Health & Safety

To minimise risk and control exposure, the project team health, safety, and environmental department will give advice at planning stages on all activities and all health and safety requirements. H&S is diligently monitored throughout our projects and reported to the main board.

We treat safety as a high priority and have developed a successful programme of initiatives in order to improve health and safety awareness and performance on all our projects. These work by actively encouraging site operatives to think in a manner that assesses personal safety and the safety of others, not only on site but also throughout their lives.

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.

14.1 First Aid

RG site management team are qualified First Aiders and as a company, we ensure we will have first aiders on site at all time.

14.2 Noise and Hearing Protection Zones

A sound / noise meter will be kept on site at all times to check noise levels at the site boundaries during certain operations, ensuring a maximum noise level of 75dB LAeq. Inside the site, and closer to noise sources, hearing protection zones, where hearing protection must be provided and worn if noise levels reach 80 – 85 Db, will be set up. RG Group shall endeavour to follow the Control of Noise at Work Regulations throughout the project.

Careful planning and use of appropriate plant and equipment normally keeps these requirements to few and very short periods.

The construction of the development will be carried out in accordance with detailed method statements and risk assessments approved by RG's management and in accordance with this construction management plan and RG Groups Health, Safety and Environmental Procedures.

APPENDIX A

SITE LOGISTICS PLANS



Trusted experts in
responsible
construction

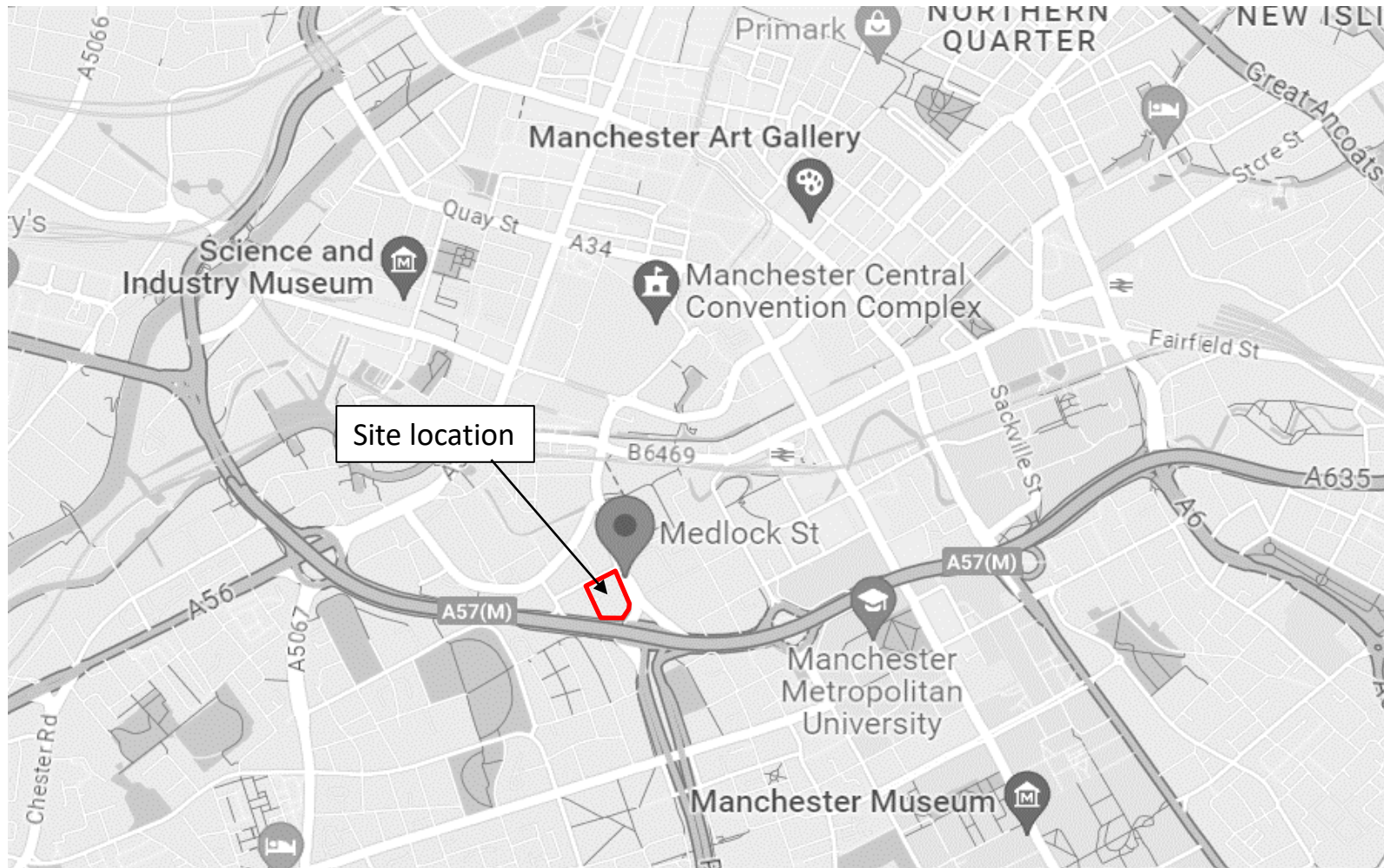
Dominus Group

New Student
Accommodation
Development -
Medlock Street,
Manchester

Proposed Logistics /
Phasing

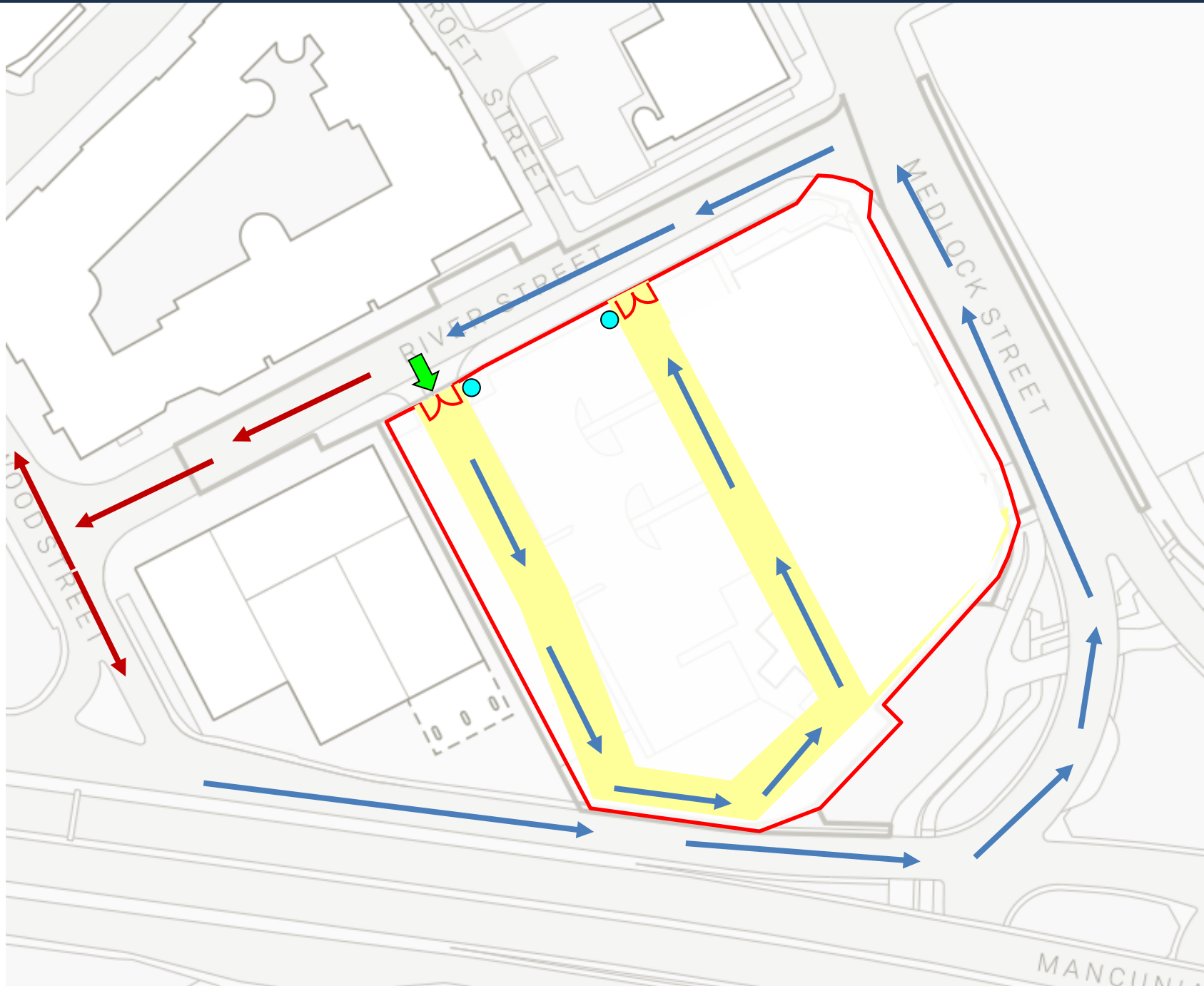
16th October 2023



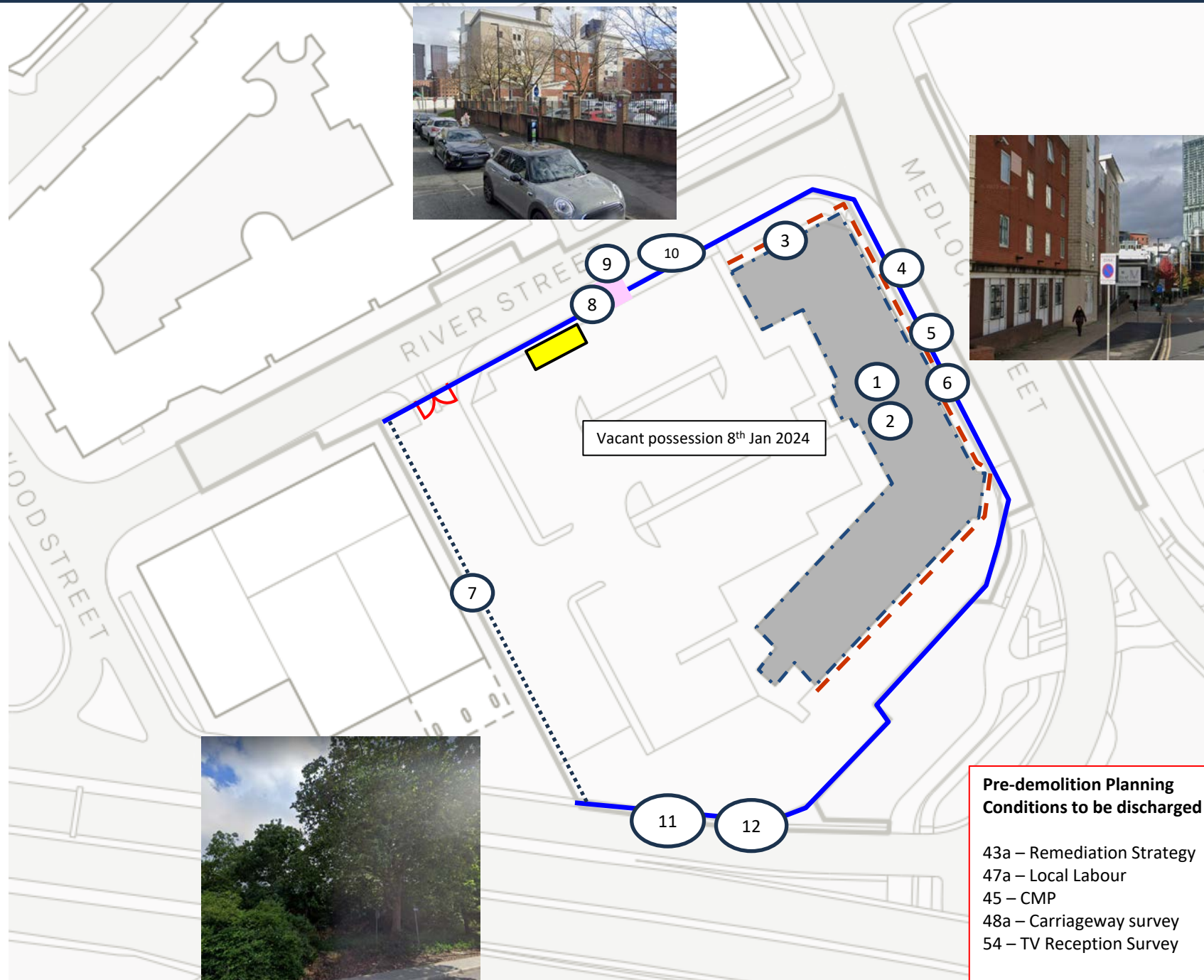
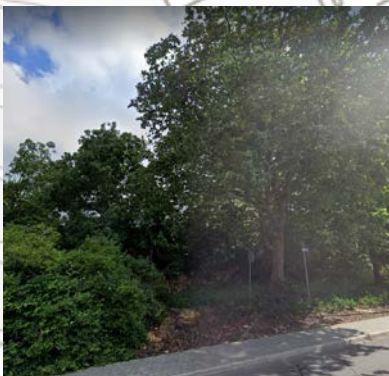


Site location plan

One Medlock Street Primary Access & Egress Routes



-  - Vehicle Entrance / Exit
-  - RG Site Security / Gate control.
-  - Main site secure hoarding.
-  - Tower Crane (location TBC)
-  - Site access road.
-  Primary vehicle access
-  Primary vehicle egress



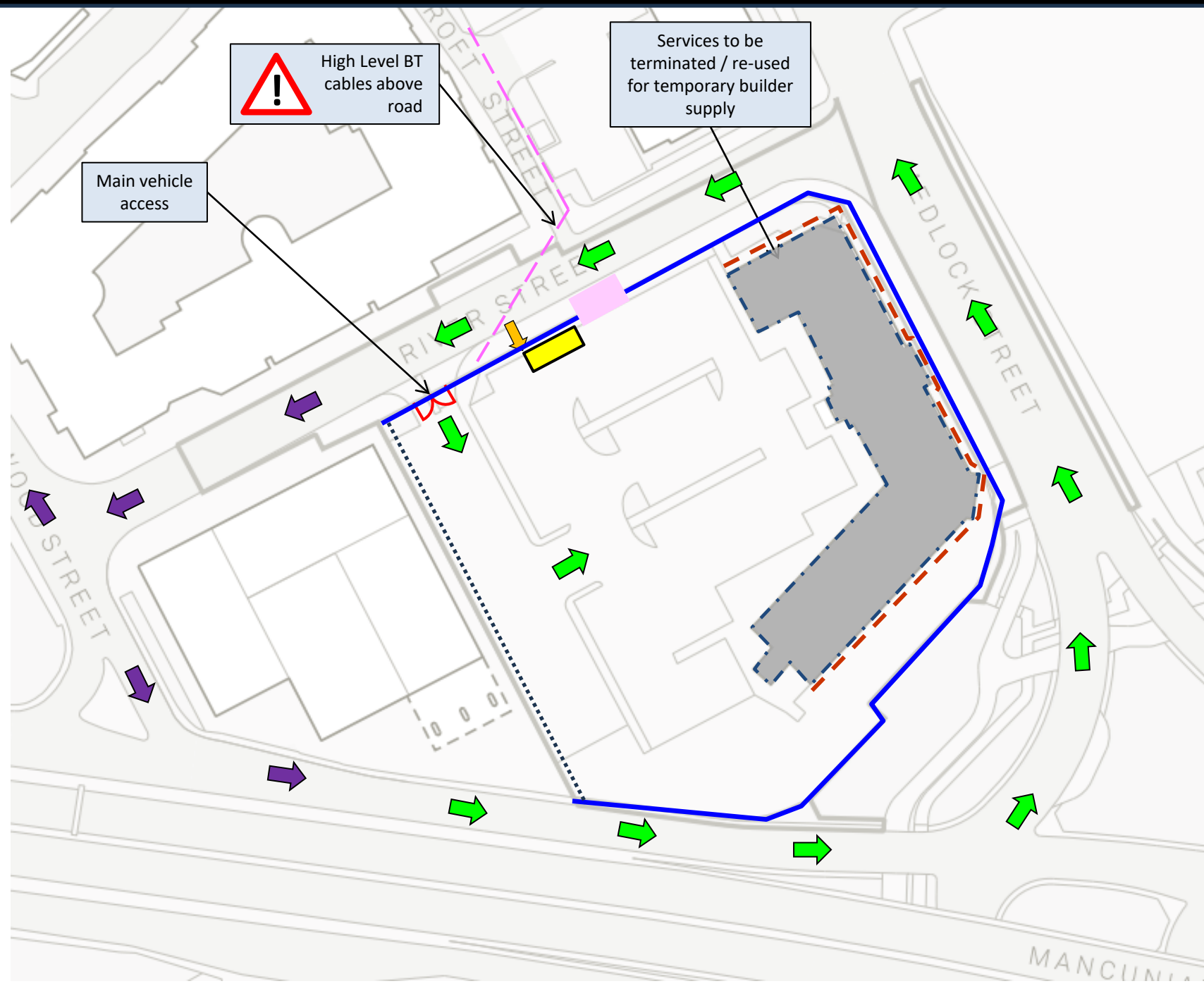
- 1 Asbestos R&D Survey
Required to building
- 2 Section 80 notice for
demolition
- 3 Service terminations
- Gas
- Water
- BT/Comms
- Electrical
- 4 Footpath suspension &
removal of assets
- 5 Hoarding license
- 6 Scaffold license
- 7 Boundary surveys
- 8 Temporary cross over
application
- 9 Parking Bay suspensions to
River Street
- 10 Removal of assets in street /
lighting columns / parking
meter
- 11 Lane closure to Mancunian
Way to allow tree removals
- 12 Asset removal of lighting
columns, power, signage

Pre-demolition Planning Conditions to be discharged

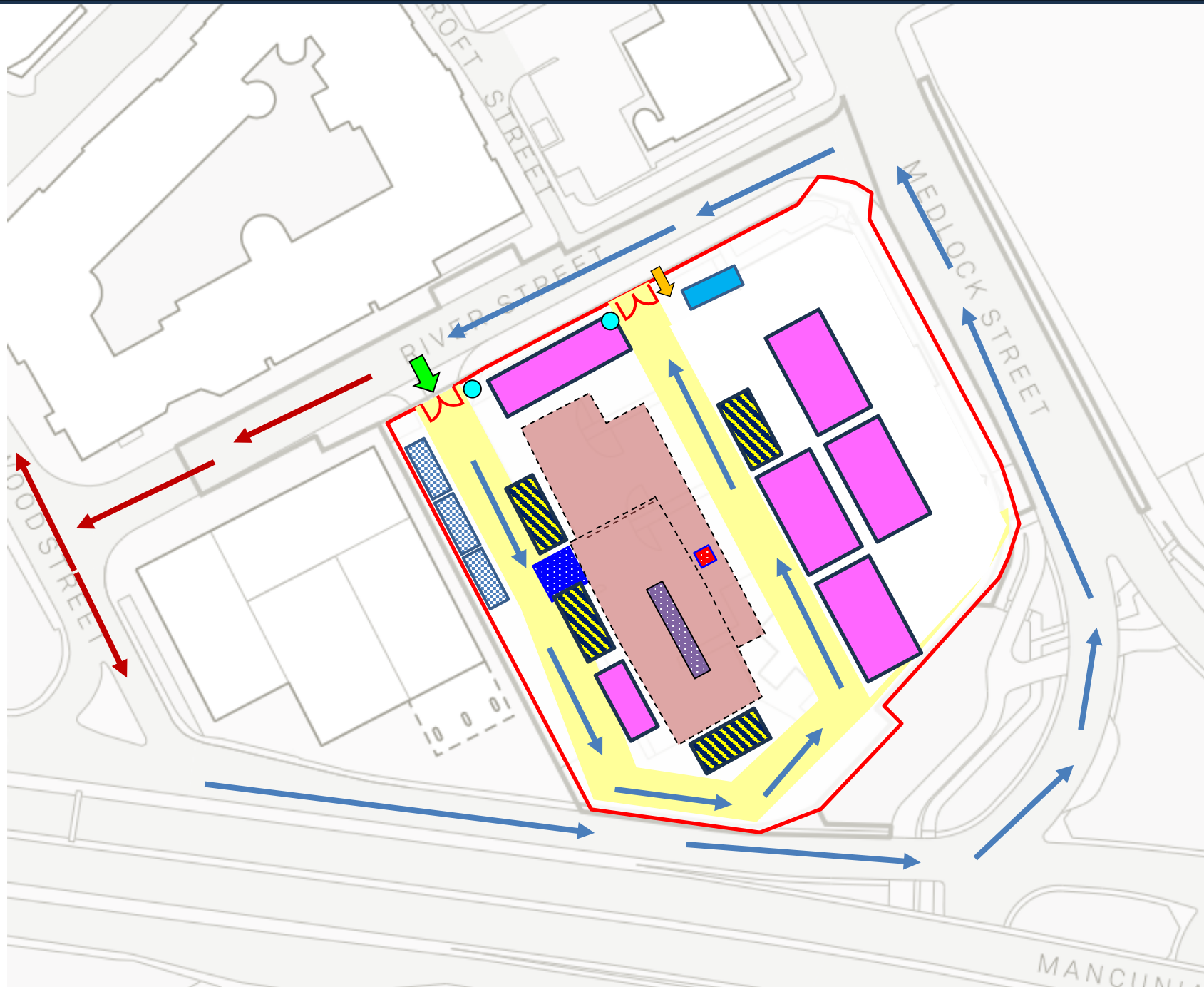
43a – Remediation Strategy
47a – Local Labour
45 – CMP
48a – Carriageway survey
54 – TV Reception Survey

One Medlock Street

Site Logistics 1 – Demolition Phase (Jan 2024)

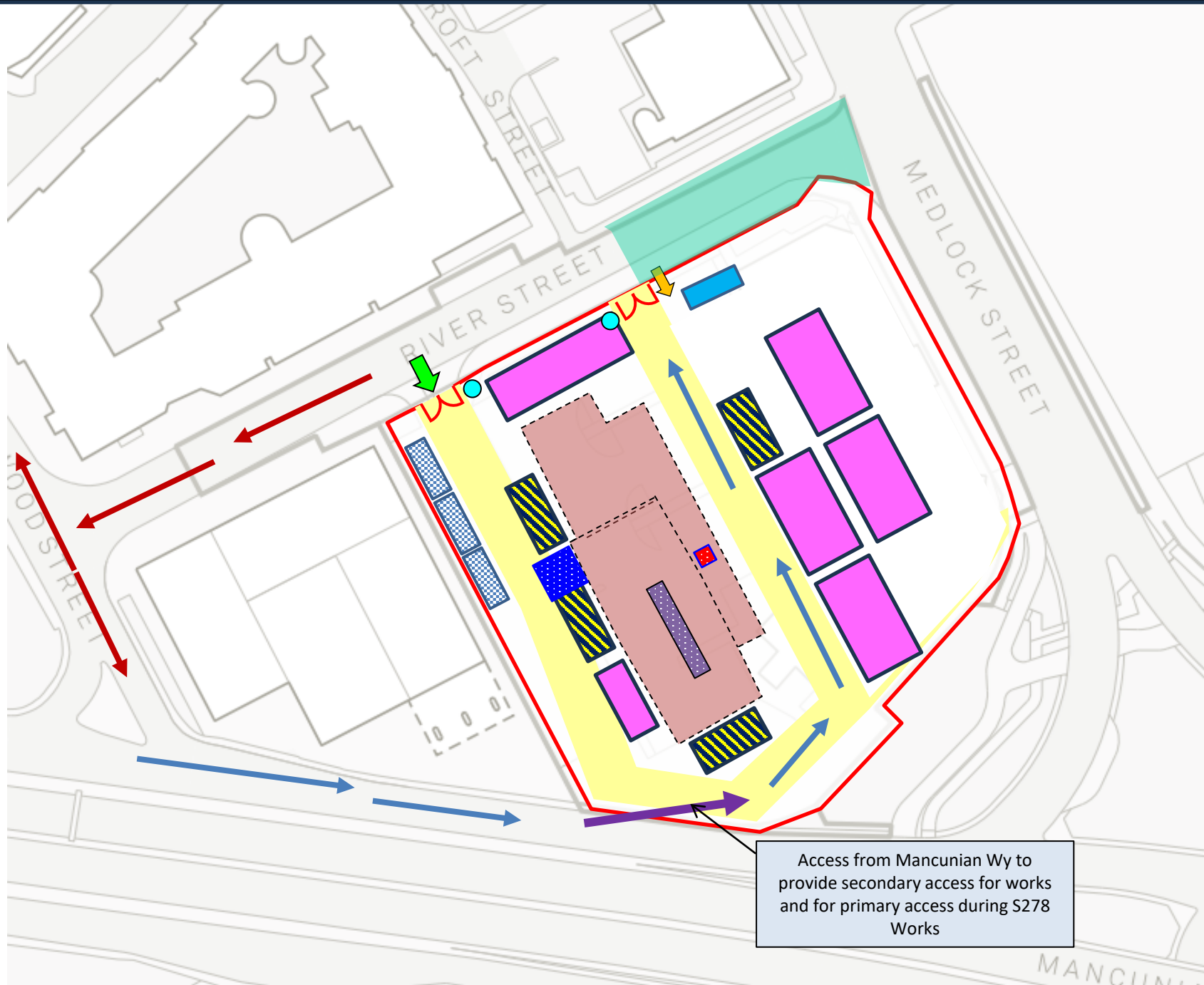


-  Site Access Route
-  Site Egress Route
-  Existing building to be demolished
-  Demolition Contractor timber Hoarding
-  Screened heras fencing
-  Demolition Screen zone
-  Demolition Contractor accommodation
-  Pedestrian Access
-  Temporary crossover to be formed for secondary access
**In location of new permanent access point*



- ← - Vehicle Entrance / Exit
- - RG Site Security / Gate control.
- - Main site secure hoarding.
- - Tower Crane (location TBC)
- - Site access road.
- ▨ - Delivery / Lift points.
- - Materials storage / lay down area.
- ↘ - Pedestrian Access.
- ▨ - RG Site Compound (Accommodation / Welfare).
- ▨ - New building demise.
- - Lift / Stair cores.
- - Hoists
- - Marketing / show suite
- ← - Primary vehicle access
- - Primary vehicle egress

One Medlock Street Site Logistics Option During S278 / Drainage Works



-  - Vehicle Entrance / Exit
-  - RG Site Security / Gate control.
-  - Main site secure hoarding.
-  - Tower Crane (location TBC)
-  - Site access road.
-  - Delivery / Lift points.
-  - Materials storage / lay down area.
-  - Pedestrian Access.
-  - RG Site Compound (Accommodation / Welfare – triple stack)
-  - New building demise.
-  - Lift / Stair cores.
-  - Hoists
-  - Section 278 Works
-  - Primary vehicle access
-  - Primary vehicle egress
-  - Secondary access off Mancunian Way to provide one way system through site

One Medlock Street Block B Completion

Dominvs Group



● - Block B building.





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APPENDIX B

OUTLINE CONSTRUCTION PROGRAMME

