



UPPER BROOK STREET MASTERPLAN (WILLIAMS MOTOR CO (HOLDINGS)/ALLIANCE UBS LIMITED)

**CONSTRUCTION MANAGEMENT PLAN
AND OUTLINE METHOD STATEMENT**

**ALL PHASES OF CONSTRUCTION - CONSTRUCTION OF 983 PURPOSE BUILT STUDENT
ACCOMMODATION AND 500,000 SQ. FT. LAB AND WORKSPACE WITH ASSOCIATED WORKS**

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Contents

1. Introduction	4
2. Scheme Overview	4
3. Programme and Site Working Hours	6
4. Site Access Strategy	7
Site Vehicles	7
Public Pedestrians	10
Operative Pedestrian Access	10
5. Temporary Traffic Management.....	11
6. Site Logistics.....	11
7. Site Security	11
8. Protection to the public	11
9. Labour Levels	12
10. Plant and Equipment	13
11. Welfare Accommodation.....	13
12. Temporary and Permanent Services Connections.....	14
13. Environmental Management.....	14
14. Community Engagement	17
15. Construction Information and General Description of Works.....	17
16. Project Directory.....	21
Appendix 1. Project Directory.....	22

1. Introduction

This Method Statement relates to the proposed mixed-used development at Upper Brook Street, Manchester. It comprises three phases;

- Phase 1 to create circa 30 (Building A1), 14 (Building A2), and 12 (Building A3) storey purpose built student accommodation as well as a 12 (B1) storey life science building, including a new public square on the former Inchley Road and car park adjacent to the Chapel;
- Phase 2 to create a circa 10 (B2) storey life science building;
- and Phase 3 to create a circa 8 (B3) storey life science;
- all phasing to be in addition to associated works including landscaping, public realm and highways.

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

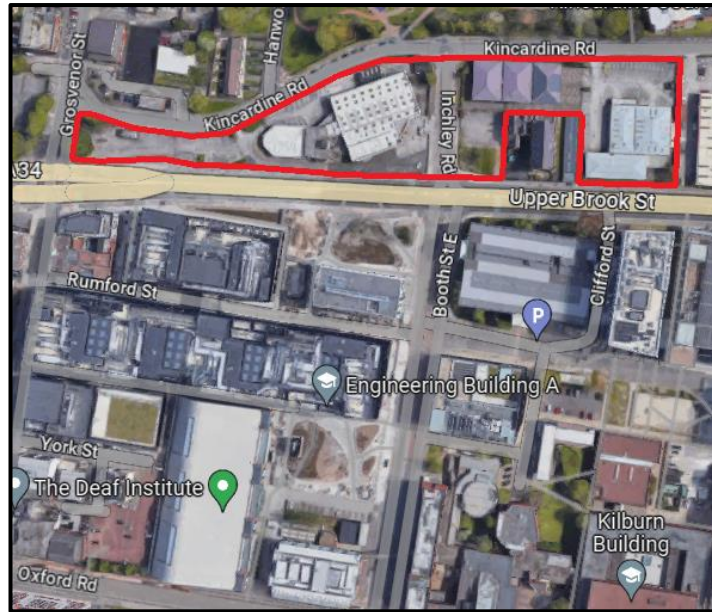
The exact measures implemented may be subject to development following further contribution by the Principal Contractor and consultation with Manchester City Council (MCC), Client team, and any other relevant stakeholders. All provisions implemented on site will achieve as a minimum legislative compliance.

2. Scheme Overview

The overall development site occupies a strategic location in the City Centre, fronting onto the A34 Upper Brook Street directly adjacent to the Oxford Road corridor. Currently the site comprises derelict former 'Williams Group' BMW & Jaguar car showroom and service centres which were initially constructed between 1981-1990. The operator deemed the site "no longer fit for purpose" in 2016 and shortly after ceased operations moving to a new site and leaving the existing buildings vacant. The site is split by Inchley Road which runs East-West to the centre of the site. The proposed A1-A3 and B1 buildings will be located in the Northern area of the site. The Grade II listed Chapel operating as a student accommodation is located South of Inchley Road and will be bounded by the proposed phases 2 and 3.

The site is located to the South of the City Centre and Mancunian Way and is adjacent to the University of Manchester and Manchester Metropolitan University districts to the West as well as Manchester Royal Infirmary further to the South of the site. The University buildings include the National Graphene Institute, Information Technology Building, and the Manchester Engineering Campus highlighting the area as being a hub for education, technology and science.

To the South of the proposed development site, McLaren Property plan to deliver a 740-bed student scheme within a 23-storey building together with c.215,000 sq. ft. life sciences workspace.



Proposed Site Boundary

The full planning application to which this document relates is for the redevelopment of the site to comprise 983 Purpose Build Student Accommodation beds and c.500,000 sq. ft. of life sciences and office space along with associated landscaping, public realm and highway works. The site will include a central thoroughfare providing public realm space linking to Gartside Gardens to the rear, the proposed PBSA and life science buildings are strategically placed to accentuate the associated public realm works as well as the listed Chapel Hello Student Accommodation. There will also be ground floor retail offerings in addition to amenity space.

This CMP Outline Method Statement is to be read in conjunction with the Construction Phase Health and Safety Plan (CPH&SP), the requirements of which must be strictly observed. The CPH&SP will be provided once a Principal Contractor has been procured and prior to works commencing on site.



Proposed Development Fronting Upper Brook Street



Proposed Public Realm



Gartside View

3. Programme and Site Working Hours

Anticipated Commencement Date: Q2 2024

Duration: Approximately 7.25 years

Normal Site Working Hours for all construction work, and ancillary operations, including deliveries to and dispatch from the site shall be confined to the following periods:

Between 07:30 and 18:00 Monday to Friday

Between 08:30 and 14:00 on Saturdays

No planned works on Sundays and Public Holidays.

The operation of plant/machinery/power tools and any noisy operations will be limited to the core hours stated above. Note that quiet works associated with office work may continue outside these hours.

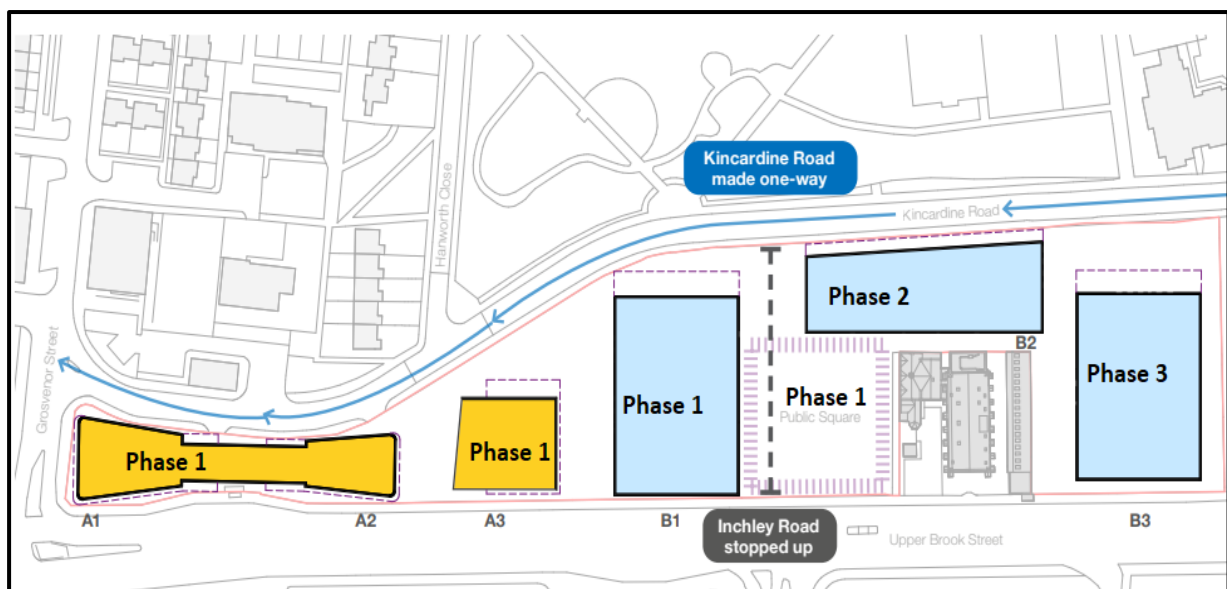
It is recognised that there may be exceptional circumstances where the restriction on hours of work cannot be adhered to, in which case all reasonably practicable mitigation management procedures will

be implemented, such as the Principal Contractor will provide advance notification and justification for any extension to the working hours to the Planning Authority and notify any affected neighbours before works start outside normal hours.

The proposed development is planned across 3 phases. Following enabling and demolition works, phase 1 is to create 983 units of purpose built student accommodation across buildings A1, A2, A3, (with buildings A1 and A2 split by a podium with roof terrace) and an 12 storey life science building B1. Phase 1 will also include a public realm adjacent to the existing Chapel and the pedestrianisation of Inchley Road. Phase 2 is for the proposed 10 storey life science building B2 along with associated landscaping and highway works, phase 3 is the final life science building proposed as 8 storeys. See below indicative phasing plan.

It is envisaged that the commencement of the phases will be consecutive as follows; phase 1 to commence in March 2024; phase 2 to commence in January 2025; and phase 3 to commence in January 2026. The approximate duration of each phase is proposed to be as follows;

- Phase 1: 33 months
- Phase 2: 24 – 30 months
- Phase 3: 24 – 30 months



Indicative phasing plan

4. Site Access Strategy

Site Vehicles

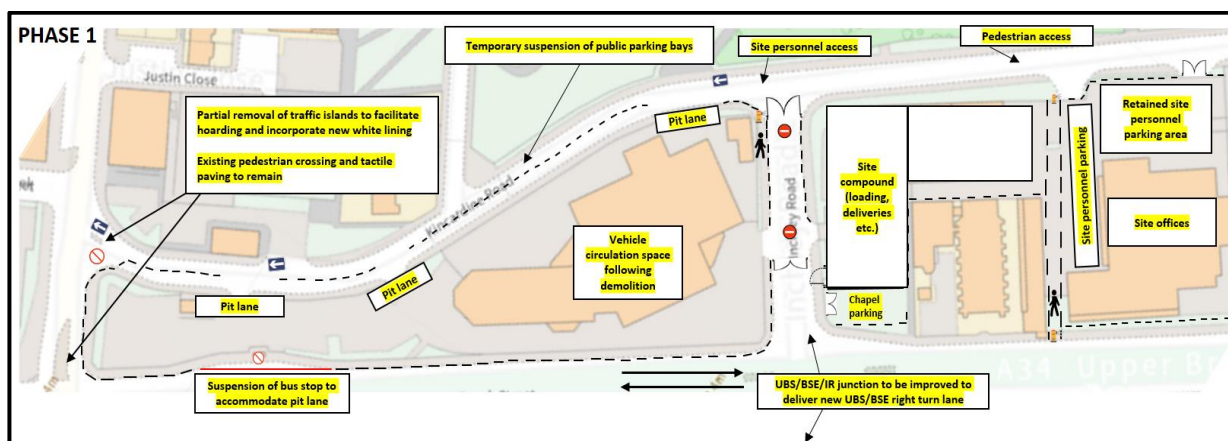
The construction methodology relies on closing one lane along Kincardine and forming a new one-way system heading North towards the city centre. Inchley Road will also be stopped up initially through obtaining the necessary Traffic Regulation Order. An initial hoarding line will be formed along the entire length of Kincardine Road boarding the site with strategically placed pit lanes for vehicle deliveries, offloading and material movement to supply the construction works and site compound. The existing bus stop on Upper Brook Street adjacent to Grosvenor Street will also be closed to form a logistics pit lane, the bus stop will be relocated to the existing bus stop to the South of the Chapel, which will be agreed with TfGM.

In addition to the lane closure, the public parking bays along Kincardine Road will also be temporarily

suspended in order to facilitate the new site hoarding line and one-way provision, however this will likely to only be during the initial phase, it is anticipated the one-way carriage way will then be circa 3.5m wide. Any hoarding adjustments will be undertaken accordingly prior to the commencement of each phase. During phase 1 the main pit lanes will be incorporated along the Northerly end of Kincardine Road adjacent to Grosvenor Street as well as on the opposite side fronting Upper Brook Street, in the existing bus stop to facilitate access for the phase 1 excavation works. All of the above is subject to necessary permissions being sought from Manchester City Council. Existing street furniture, lighting and shrub shall be removed/relocated as part of enabling works subject to obtaining necessary provisions with a temporary street lighting design.

The primary route for site vehicles shall be off Upper Brook Street or Brunswick Street turning into the site compound where Kincardine Road currently sits. Once any loading / off-loading has been concluded, vehicles can then leave the site by turning left or North onto Kincardine Road and then turning onto Grosvenor Street. Ongoing vehicle routes to and from site will need to be reviewed and managed in accordance with Manchester City Council requirements and to accommodate any other temporary traffic orders as required.

In order to facilitate efficient vehicle manoeuvring, installation of lane separating hoarding and associated works, we are proposing the removal of traffic islands located on the edge of Grosvenor Street and Upper Brook Street up to the traffic lights. The traffic lights and controls will remain unchanged, we will replace the former traffic islands with white lining. See below site boundary and hoarding layout plan for phase 1.



Phase 1 indicative hoarding / highway layout plan

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

Due to the proximity of the site works to the existing Kincardine Road, the road will be changed to a one way. There is sufficient space and locations leading up the site to safely divert pedestrians away from the site, and to use the opposite sides of all three major roads for continued safe pedestrian movement as shown above.

At the beginning and the end of term, drop off parking will be maintained for the adjacent Chapel with the site hoardings.

Vehicle and separate site pedestrian access gates shall be installed at each end of the hoarding as shown

above to allow vehicle movement off the public road into the site boundary with the least impact on the traffic circulation.

Site vehicles delivering or removing materials from site shall use the hoarded off logistics area provisions located off Kincardine Road adjacent to the site compound. All vehicles arriving at the site shall be pre-informed about the access routes and vehicle management system on site and shall comply with the Delivery Management System that will be implemented by the Principal Contractor. It is anticipated that approximately 50-60 vehicles will arrive/depart site on any given day, during phase 1 at any time and we anticipate this dropping to 25-30 during phases 2 and 3. We anticipate 15-20 tippers during the demolition and excavation works for each phase.

These movements will be across the three phases as follows; phase 1 to have 120 movements; phase 2 to have 60 movements; and phase 3 also having 60 movements. It is suggested that due to site constraints deliveries will need to be operated on a strict booking system, which would effectively spread deliveries across the day and avoid the potential for “surges”. No vehicles will be permitted to park / wait on the immediate access roads and vehicle holding points will be identified by the Principal Contractor in the wider area from site to allow just-in-time arrival to enable vehicles to be escorted directly to the designated area for delivery/collection.

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

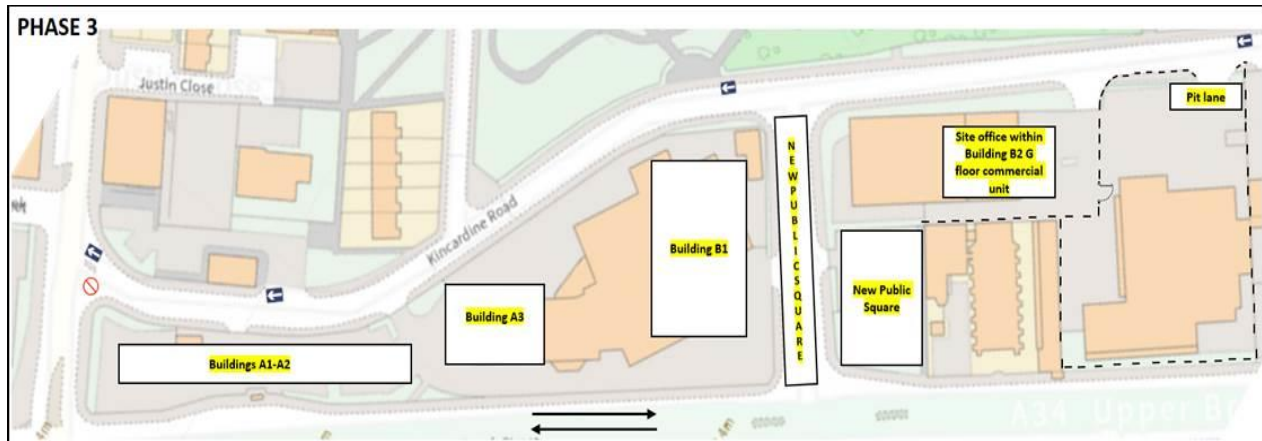
It should be reiterated that an alternative site compound may be implemented prior to commencement of subsequent phases.

Site personnel will be encouraged to travel to site using public transport as much as possible. Piccadilly train and tram station is a 13 minute walk from the site. Piccadilly Gardens bus interchange is a circa 19 minute walk from the site.

Should this not be possible, there are 4 public car parks within a half a mile radius of the site with 2,446 spaces available. Site operatives will be instructed not to park in the residential areas surrounding the site. See below site boundary and hoarding layout plans for phases 2 & 3.



Phase 2 indicative hoarding / highway layout plan



Phase 3 indicative hoarding / highway layout plan

Public Pedestrians

Pedestrians shall be diverted from the site perimeter using the Traffic Management and agreed routing as implemented during the demolition phase of the project, and throughout the project thereafter.

In addition, the new public square on and adjacent to Inchley Road will be operational following phase 1 and therefore can be utilised as a throughfare by public pedestrians.

Operative Pedestrian Access

Pedestrian access to site shall be via a dedicated site entrance gate segregated from the vehicle gates, either on the side of Upper Brook St/Inchley Road or at Kincardine Road/Inchley Road, depending on the phasing of the works. All site operatives must at all times whilst on site comply with the site rules and requirements of the Health and Safety at Work Act 1974 etc., the Construction (Design and Management) Regulations 2015 and all other relevant safety legislation codes, standard and guidance.

No parking on site shall be permitted and any operative vehicles may use nearby parking facilities.

Demolition Phase

Once the site hoarding and gates have been installed, the buildings outlined below in blue will be demolished, this is the first phase of demolition. The building outlined in red will be demolished where phase 2 has commenced.

The building outlined in red will be used to form the site offices and welfare facilities for the first phase, it will then be demolished, and site cabins will be triple stacked to form the same facilities for phase 3. The car parking area outlined in red will also be used for management staff of the site.



Indicative demolition phasing

5. Temporary Traffic Management

Temporary Traffic Management (TTM) shall be prepared, submitted and implemented for all works that interface with the public highway. Any modifications to this during the course of the construction phase shall be planned and coordinated with MCC and any additional TTM shall be implemented.

All site entrance and exit gates shall be managed and controlled by designated gatemen and banksmen to ensure the safe and controlled movement of vehicles into/out of the site boundary and to ensure the traffic and pedestrians are managed accordingly. Any further detailed TM can be developed further by the Principal Contractor

6. Site Logistics

The logistics of the site will be very much within the control of the appointed Main Contractor, but it is anticipated that a total of 9 tower cranes and external hoists will be required across the phases, as well as cantilever loading platforms, and external mast climber platforms. Potential locations for tower cranes and hoists shall be confirmed once a Main Contractor has been appointed. For tower crane assembly, sections of full road closure will be required at weekends to carry out the erection works safely. Separate applications will be made via the Main Contractor for these works.

7. Site Security

The site will have security during the times where work is not ongoing with adjoining interfaces having physical hoarding or fencing separation. Access control measures will be coordinated by the Principal Contractor. All personnel shall enter via a Site Security control point dedicated for pedestrian access point to enter/exit site. All gates shall be controlled by a designated gateman/banksman to ensure only authorised vehicles enter the site.

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

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

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

8. Protection to the public

In addition to the specific measures identified in sections 4-7 above, the works shall be undertaken in such a manner to minimise the impact to the public, with the following aspects being implemented:

- Take all reasonable steps to minimise the creation of dust, with the use of low-impact breakers, screens and enclosures and water dust suppression systems where parts of the internal building need to be demolished and removed, should this be deemed necessary;
- Curtail, suspend or re-arrange work as necessary to allow the works to proceed whilst reducing the impact on any of the adjacent building occupiers or neighbouring properties/premises;
- Ensure all plant is fit for its purpose and adequately maintained so that noise generation is within the manufacturer's stated maximum noise level;
- Giving particular consideration to activity on site at the start of the day to minimise disturbance

of the neighbours. Reversing manoeuvres will be avoided in the early morning to prevent reversing sirens sounding. The timing of any particularly noisy operations will be coordinated to minimise disturbance as far as reasonably practicable;

- Monitor the condition of the public highway when HGVs are leaving site;
- Air-quality and noise monitoring shall be in place throughout the works.
- Light pollution from the site temporary lighting shall be planned in such a way and controlled to minimise the impact on the adjacent premises.
- Where pedestrians are required to walk near to the site hoarding, particularly relating to the opening of adjacent phases of the development, additional segregation, protection measures, lighting, or signage shall be provide as required.
- Site security and logistics staff shall be courteous and respectful to the public moving around the site boundary and shall provide directions in relation to the works or the vehicle movements being carried out.
- All construction delivery vehicles shall be fully compliant and roadworthy.

9. Labour Levels

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

<u>Phase 1 - A1-A3 & B1</u>		<u>Phase 2 - B2</u>		<u>Phase 3 - B3</u>	
Demolition Contractor	35	Demolition Contractor	30	Demolition Contractor	0
Principle Contractor	30	Principle Contractor	25	Principle Contractor	20
Site Logistics	30	Site Logistics	25	Site Logistics	20
Structural Works	50	Structural Works	35	Structural Works	30
Façade Works	30	Façade Works	30	Façade Works	25
MEP Works	50	MEP Works	35	MEP Works	25
Roofing	30	Roofing	23	Roofing	15
Interior Fit Out	35	Interior Fit Out	20	Interior Fit Out	15
Lifts	15	Lifts	12	Lifts	10
External Works	30	External Works	20	External Works	20
Sundry	40	Sundry	20	Sundry	20
Total	<u>375</u>	Total	<u>275</u>	Total	<u>200</u>

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

10. Plant and Equipment

The plant and equipment will be specified and provided by the Principal Contractor for the works once appointed. The below list identifies key items that are envisaged to be used, but may be substituted for alternative items further to construction methodology development by the Principal Contractor.

- Small to Medium-sized excavators with various pneumatic arm attachments for removing existing structural floors.
- Mobile Cranes for material delivery.
- Tower Crane
- 40m3 (roll on roll off) skips and lorries for general waste, timber and scrap metal
- Waste compactors and waste bins
- Scaffolding and access towers
- Mobile Elevated Access Platforms
- Mast climbers or Gondola Systems
- Concrete wagons and mobile concrete pumps
- Delivery vehicles of various sizes from small vans and pick-ups to articulated lorries
- Material and Access Hoists
- HIABS and articulated delivery lorries

The Principal Contractor shall operate a Delivery Management System to ensure all deliveries are planned, controlled and managed throughout their journey to and from site.

Note that for all applicable plant, certificates will be obtained for and copies of the certificates retained onsite. All operators will have appropriate CPCs cards and all site staff shall have a valid CSCS card.

11. Welfare Accommodation

Suitable welfare facilities will be provided within the site boundary and rearranged accordingly prior to the commencement of the phases. It is envisaged that the number of site operatives will fluctuate as the project progresses and therefore sufficient provisions will be implemented.

The existing former car showrooms South of Inchley Road will be used for site offices. During phase 1, the Southern most former car showroom buildings will form the site offices, the showroom to the East of the Chapel will be demolished and utilised as a site compound for drop-offs, loading and associated activities. For phase 2 the Southern most car showroom buildings will be demolished and will be utilised as a site compound and triple stacked office facility will be built fronting Upper Brook Street. For the final phase, or phase 3, it is envisaged that the site office will be within a ground floor commercial unit of the newly constructed B2 building.

The site accommodation will comply with the Construction (Design & Management) Regulations 2015 and Covid guidelines and will provide the following facilities as a minimum: security, rest areas, toilets, changing rooms, drying rooms for work-wear, offices for Principal Contractor and Subcontractors, equipment stores, canteen facilities and first aid facilities.

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

12. Temporary and Permanent Services Connections

Permanent services disconnections, diversions and new connections shall be coordinated by the MEP Consultant and relevant notices issued by Property Alliance Group.

All live services information will be stored on site within the Construction Phase Health & Safety file. Key service providers are as follows:

Electricity – Electricity North West Limited

Gas – Cadent Gas

Water – United Utilities

Telecoms – Open Reach

A full scope of service diversions shall be prepared as part of the overall development.

13. Environmental Management

A Stage 1 site investigation has been undertaken on the site and all identified measures will be adhered to and in accordance with the report.

13.1. Dust Control and Monitoring

Dust may be created on site during phases of construction, and this will be managed throughout in accordance to the specific works.

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

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

Dust monitoring shall be implemented around the site perimeter and data recorded and monitored by the Principal Contractor throughout the site works.

13.2. Noise Control and Monitoring

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

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

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

13.3. Waste Management

The site shall implement a Waste Management Plan which shall provide a strategy and management plan for reducing, storage and disposal of all wastes generated during the construction works. It is also concerned with the establishment of procedures for complying with statutory and good practice requirements for waste management. The Principal Contractor is responsible for ensuring that the relevant documentation is completed and held on site. In addition, all operatives will be responsible for adhering to the requirements of the procedure.

Relevant Legislation and Guidance:

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

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

To assist in achieving best practice, the Principal Contractor’s attention shall be drawn to the following initiatives:

Waste exchange - electronic waste board where contractors can advertise the availability of various types of waste available and companies can search for materials they need (www.wasteexchange.org);

WRAP – The Waste Resources and Action Programme set up to establish markets for buying and selling recycled materials. Includes a guide to specifying sustainable aggregates www.wrap.org.uk

Best Practical Environmental Option - Assessment by BRE of methods of demolition, construction and disposal of wastes to enable development of Best Practical Environmental Options for waste management; and

Other Building Research Establishment (BRE) and CIRIA current initiatives relating to construction.

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

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

13.3.1. Recycling

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

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

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

13.3.2. Waste Disposal

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

All waste removed from site (including recyclable waste) must be taken to a licensed or exempt waste disposal facility by a registered waste carrier. The Principal Contractor will ensure that all waste carriers and waste disposal facilities are licensed. Non-hazardous waste will be covered by a Waste Transfer Note.

The Transfer Note must include an accurate description of the type, quantity and containment of waste, the European Waste Catalogue Number and details of the waste carrier. Sufficient information must be provided to ensure that the waste disposal operator is aware of any potential hazards of the substance. All documentation must be retained for a minimum of 2 years and be available for inspection.

13.3.3. Waste Storage

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

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

Waste will be segregated into the following waste streams:

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

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

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

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

14. Community Engagement

During the course of the works, community engagement is an important part of our responsibility. The Principal Contractor shall appoint a single point of contact, the Community Liaison Officer, for engagement and liaison with the local community and various schemes and communications shall be implemented:

The site shall be registered with the Considerate Constructors Scheme and shall aspire to achieve a minimum of 'Silver' rating.

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

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

15. Construction Information and General Description of Works

Initial enabling works include the aforementioned removal / relocation of existing street furniture lighting and shrub, as well as the diversion and protection of existing utility infrastructure including the diversion of the existing gas main to Kincardine Road.

The following is a general description of the works applicable to the structures and associated areas across the project, individual phases are mentioned throughout.

a) Asbestos Removal

Following completion of the Asbestos survey any Asbestos Containing Materials have been identified, quantified and located on site plans will be removed in accordance with legislation.

Site and task specific method statements associated with the licensed asbestos removal works will be completed ahead of commencement and issued to the HSE. A copy will also be stored within the CPHSP together with Risk Assessment and operative training records.

b) Soft Stripping Internal

A compound area will be formed at various points adjacent to the building by use of Heras type fencing and this will form a secure area where skips will be located. This area is also known as the "Drop Zone".

All waste materials will be removed within the confines of the site.

Operatives carrying out the soft strip will remove waste materials from within the building via the windows and place within the designated waste skip below. If no skip is available at that time, then the materials will be passed onto the floor below where it will be reloaded into a skip by use of a demolition machine whilst fitted with a grapple attachment, once a skip becomes available.

Warning signs (as described below) will be displayed at the appropriate points around the perimeter of the drop zone:

1. Danger Demolition in Progress.
2. Danger Demolition Keep Out.
3. Danger Dropping Zone.

Operatives will strip out all doors, frames, wall covering, floor coverings, suspended ceilings, windows, timber of any description, studded and non-structural/load bearing walls, toilets, pipe work, ducting, electrical items and any debris.

Waste will be segregated into the following waste streams:

- General Waste – Carpets, tiles, plastics, rock wool, roofing felt, MDF etc.,
- Recycled Timber – Clean solid timber, non MDF, non tanned.
- Plasterboard

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

c) Demolition

As a preface to the methods identified below, the following general description of the sequence of work may be valuable:

- Removal of any identified asbestos
- Demolition of structures using only demolition-specification excavators with appropriate attachments;
- Processing of arisings (e.g., loading of waste into skips, stockpiling masonry, loading scrap, timber materials for recycling) using an additional demolition-specification excavator with appropriate attachments;
- Removal and disposal off site of all waste materials deemed associated with the demolition works.

The working area which will be classed as a “Demolition zone” will be fully enclosed with hoarding which will be fully secured at all times. The perimeter location of the fencing will be moved accordingly to suit the sequence of demolition.

There will be a series of scaffolding assembly which will be undertaken sequentially to facilitate the internal strip out works.

Safety measures include liaising with trained and qualified professionals to comprehensively review the temporary structures to ensure they have been correctly and safely installed prior to commencing the excavation.

The building will be demolished mechanically to ground level by use of demolition type excavator fitted with various controlled attachments such as a 360-degree rotational selector grab always and only to be operated by a licenced and trained operative.

Following initial works, the operative will begin at roof level with the utilisation of the 360-degree rotational grapple to remove any roof coverings and placed at ground level for further processing and / or reuse.

All windows will be mechanically removed and be lifted in their entirety and lowered to ground level to designated processing locations.

Remaining side walls will be folded into the footprint of the building. To ensure structural stability, and when necessary, the demolition contractor will “scrape” any floors in the building to remove demolition arisings. This will continue until all arisings are segregated and appropriately processed.

This will be continued for all elements that are to be demolished on site and carried out sequentially; working from the top downwards.

The demolition process will be carried out sequentially, this will begin with the existing buildings to the East of Inchley Road, thereafter moving to the buildings on the West side fronting onto Kincardine Road. It should be noted that subject to final decisions that one building may be retained to be utilised as a site office during construction.

The hoarding will be adjusted accordingly so that personnel are able to conduct the work in safe and compliant manner, with necessary permissions being sought from Manchester City Council.

All rubble arising from the works will be removed from site using 4-wheel tippers.

d) Handover from Demolition Works and Site Set-up

A full handover will take place from the Demolition Contractor to the Principal Contractor to ensure all aspects of the works with any temporary conditions identified and communicated.

The Principal Contractor shall take possession of the site from the Demolition Principal Contractor and ensure the site is secured and the existing hoarding checked and any modifications or adaptations required for the next phase of works. The hoarding line will be in accordance to the general layouts show in Section 4 above.

Construction signage displayed around the perimeter of the site will be reviewed and amended as required for this phase of the works.

e) PBSA Buildings A1-A3 & Lab and Workspace Buildings B1-B3

The building structures are proposed as a reinforced concrete frame with new basements to be formed by contiguous piled walls.

The structures above the ground floor will be a reinforced concrete frame, with post-tensioned slabs. This will progressively be constructed with a traditional formwork system and perimeter protection screens. The type of system shall be determined by the appointed Main Contractor.

f) Façade

The proposed façades will be of aluminium glazed panels unitised curtain walling which will be

prefabricated and assembled off-site and delivered to site in units of 4 on flatbed packs. Whilst waiting for the prefabrication and assembly, curtain wall anchors will be installed onto the frame and set out layout points will be marked for the subsequent installation. Once delivered to site, the panels will be lifted by crane to be sequentially locked into the curtain wall anchors on a floor-by-floor basis. Following locking and quality assurance checks, resistant sealing to scenes will be applied, then fire protection, and finally a stool trim to the internal, subject to evolution of design.

g) Roofs

The proposed design includes roof space amenity as well as space for associated plant. The space will be designed to enhance wellbeing through the creation of transient space which involves the delivery of prefabricated glazed panels supported by steel frame and lifted by crane into position to be installed via a propping or bracket system, the structural detail has not been fully developed.

Proposed buildings A1 and A2 will be separated by a ground level podium with an external roof top terrace. The 14 storey proposed A2 will comprise of a top floor roof terrace with proposed 12 storey A3 having an external roof terrace above the commercial unit located on the ground floor.

Proposed 12 storey life science B1 building will have an external terrace on level 6, in addition to the proposed 10 storey B2 building. The 8 storey proposed B3 will have an external terrace on level 4.

The proposed roof spaces will be standing seamed with external louvres and plant enclosure in addition to a balustrade around the perimeter of the buildings.

h) Fit-Out – Building Services and Internal Layouts

The works shall entail full building fit-out of interior finishes, with building services, lifts, common spaces, apartments, and back of house works. Delivery of all materials shall follow the same logistics strategy as outlined above.

i) External Works

These works shall be at the end of the programme of works once the main logistics areas are no longer required and the building works and fit-out works are predominantly finished.

Any service connections or diversions shall be done in advance of the external finishes being installed.

The below image shows an indicative vision from the Landscape consultant for external landscaping following public consultation and initial conversations with Manchester City Council Highways Team.

j) Completion

- Testing and Commissioning
- Inspections and Quality Control
- Handover Documentation
- Defect Rectification
- Demobilisation of site set-up, including hoarding removal
- Acceptance and Practical Completion

Finishing works shall be managed alongside the construction works to ensure quality of finish is achieved and timely defect rectification ready for a smooth handover. Completion and handover shall need to be carefully planned and sequenced in relation to the adjacent phasing of the development and other adjacent works scheduled to suit.

16. Project Directory

The latest project directory is attached in Appendix 1.

Appendix 1. Project Directory