FIRST ST, PLOT 10A, MANCHESTER

CONSTRUCTION MANAGEMENT PLAN

FIRST ST PLOT 10A, MANCHESTER – REV 03

Rev 02 – 20/07/23

Contents

1.0 Introduction ... 3
- **1.1 Summary** ... 3
- **1.2 Scheme** ... 3
- **1.3 Site Location** ... 4

2.0 Work Stream Stages ... 5
- **2.1 Sewer and Utility Diversions** ... 5
- **2.2 Piling, Bulk Excavation and Basement Construction** ... 6
- **2.3 Superstructure, façade & Cat A Fit Out** ... 6

3.0 Site Establishment ... 7
- **3.1 Project / Construction Office** ... 7
- **3.2 Welfare Establishment** ... 8
- **3.3 Toilets** ... 8
- **3.4 Lendlease / Contractors Offices and Welfare Layout** ... 8
- **3.5 Hoarding** ... 9
- **3.6 Site Security** ... 10
- **3.7 Pedestrian Access** ... 10
- **3.8 Vehicle and Delivery Access / Unloading** ... 10
- **3.9 Temporary Electrics** ... 12
- **3.10 Temporary Water Supplies** ... 12
- **3.11 Car Parking/ Public Transport and Cyclists** ... 12
- **3.12 Existing Tenants & Adjoining Owners** ... 12
- **3.13 Road Closures and Temporary Traffic Regulation Orders (TTROs)** ... 13

4.0 Site specifics ... 14
- **4.1 Induction** ... 14
- **4.2 Skills Cards** ... 15
- **4.3 IIF** ... 15
- **4.4 Supervisors** ... 15
- **4.5 Visitors** ... 15
- **4.6 PPE** ... 15
- **4.7 Smoking** ... 15
- **4.8 Site Radios** ... 16
- **4.9 Site Lockers / Changing** ... 16
- **4.10 First Aid** ... 16
- **4.11 Life Safety** ... 16
- **4.12 Control of Fire and Temporary Fire Alarms** ... 17
- **4.13 Typical Floor Access & Escape Routes** ... 17
- **4.14 Notice Boards** ... 17
- **4.15 Mobile Phones** ... 17
- **4.16 Steps, Alloy Towers and MEWP's** ... 18
- **4.17 Safety of Vehicles Coming to Site and Material Deliveries** ... 18
- **4.18 Tower Cranes** ... 19
- **4.19 Hoists** ... 19
- **4.20 Mobile Cranes and HIABS** ... 20
- **4.21 Floor Structural Loads** ... 20
- **4.22 Scaffolding** ... 21

5.0 Environmental ... 21
- **5.1 Site Waste Management Plan** ... 21
- **5.2 Waste Removal** ... 21
- **5.3 Wheel washing** ... 21
- **5.4 Noise/Dust and Vibration** ... 22
- **5.5 Community Engagement** ... 22
- **5.6 Considerate Contractors Scheme** ... 22
- **5.7 Archaeology** ... 23
- **5.8 Ecology** ... 23

1.0 Introduction

1.1 Summary

This document has been prepared to communicate the Construction Management Plan and the logistics strategy at different stages of construction for First St, Plot 10a, Manchester Project.

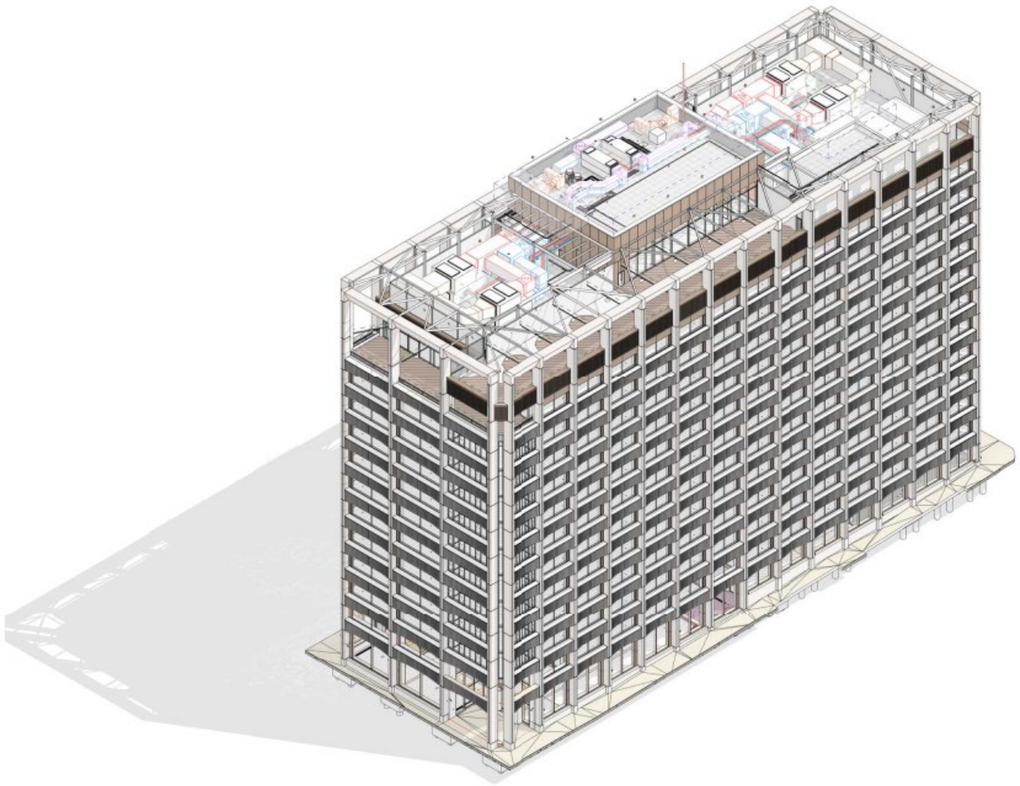
The document has been developed through reviewing key documents and discussions with all relevant parties, this includes:

- Current Design Information
- Planning Report
- Consultation with the Manchester City Council
- Discussions with the Design Team
- Discussions with key Works Contractors

Alongside this document the Lendlease Environmental Health and Safety Plan (EHS Plan) describes the environmental and safety related strategy and procedures for the project. Which are prescribed by the Lendlease Global Minimum Requirements (GMR's) and European Delivery Requirements (EDR's) which set out the construction procedures and provide the detail in terms of minimum standards.

1.2 Scheme

Project Name	First St Plot 10a
Project Location	Manchester
Programme	Aug 2023 – Q3 2025
Project Type	Commercial
Form of Contract	JCT Contract, Design and Build
Client	Ask Developments
Main Contractor	Lendlease
Architect	Jon Matthews Architects
Structural Engineer	Ramboll
M&E Consultant	Cundall (to Stage 3 only)
Principle Designer (CDM)	Shaun Brennan - Safer Sphere

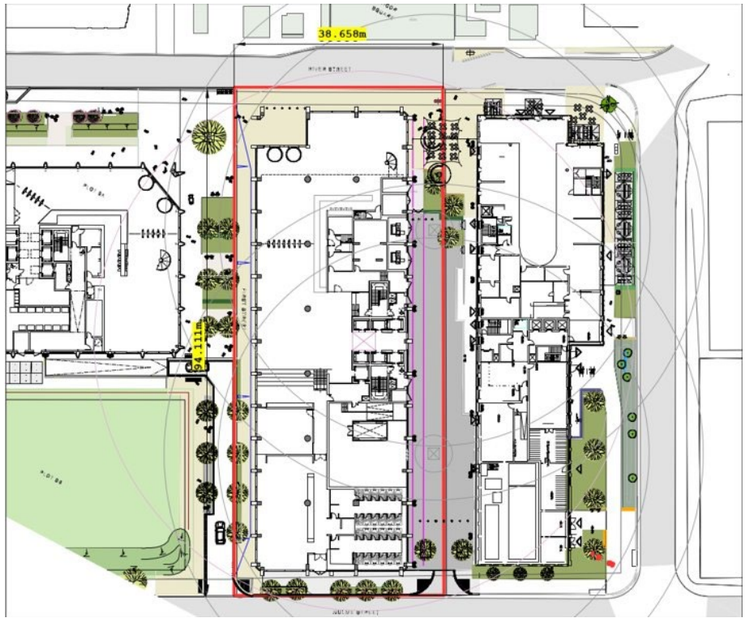


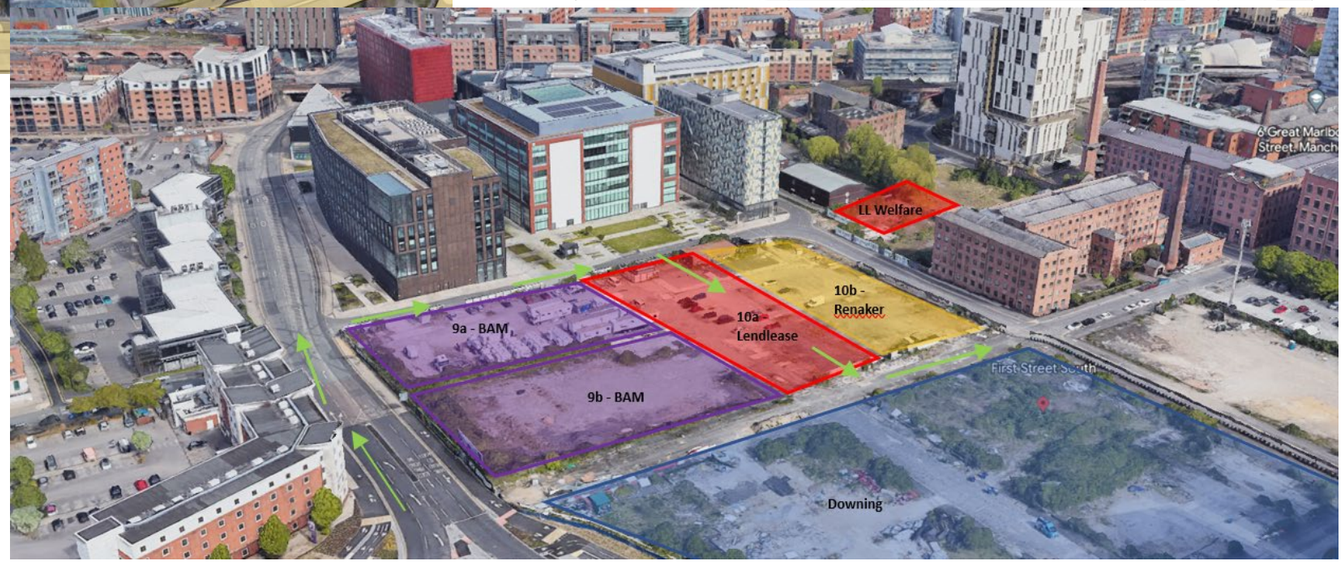
First St Plot 10a is a 12 Storey commercial office block with single Storey basement providing high end, net zero carbon office space complete with external roof terraces. Lendlease are contracted to complete shell and core works and fit out to Cat A. The building is to be an in-situ concrete core with post tensioned concrete slabs with a façade formed of unitized facade panels comprising of polished concrete, glazing and louvres.

As part of the early phase of works there are a number of utility diversions and alterations to be undertaken, this includes the rerouting of a HV cable, removal of a redundant gas main and the installation of new combined drainage all within River St.

1.3 Site Location

First St Plot 10a is set to expand the existing mixed-use First St development and is located adjacent to existing First St occupiers such as HOME cinema, the INNSiDE by Melia hotel and Vita student accommodation. The site is bounded on three sides by three other separate construction developments.





2.0 Work Stream Stages

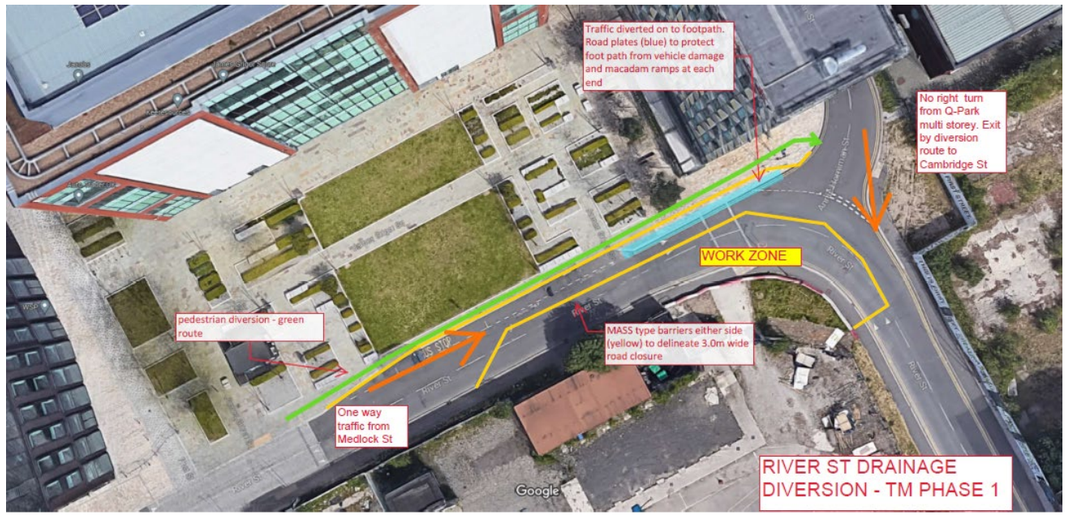
The Plot10a development has several work stream stages over the programmed duration which are split into:

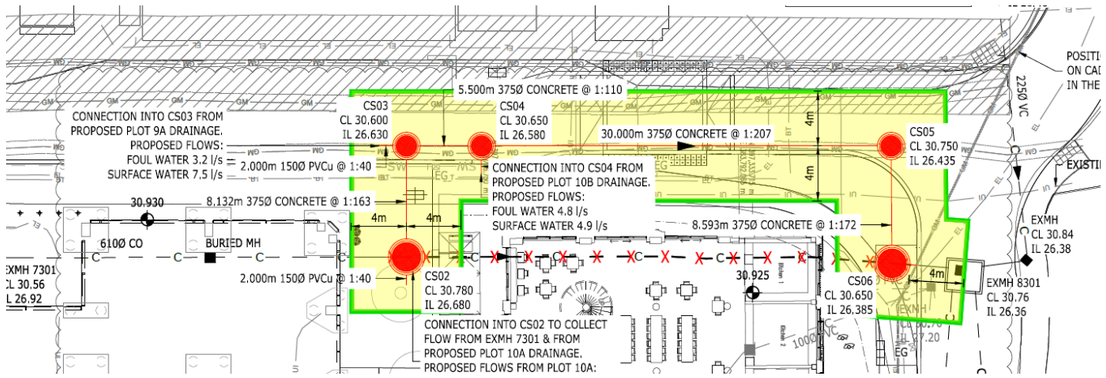
1. Sewerage and utility diversions
2. Piling, bulk excavation and basement construction
3. Superstructure, façade & Cat A Fit Out

2.1 Sewer and Utility Diversions

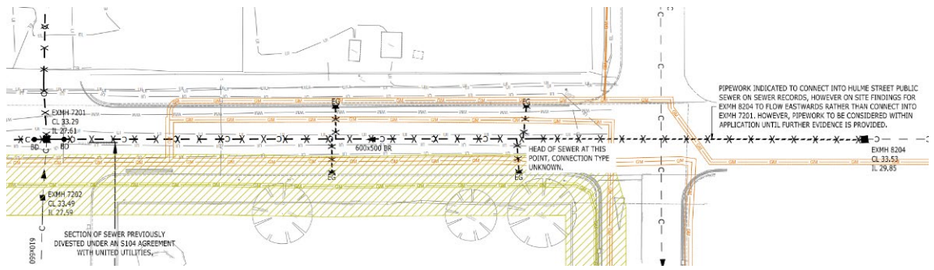
As part of the master development plan the existing drainage which flows from plot 10a and through plot 10b requires re-routing outside of the development footprint into River St. The new combined drainage run includes the installation of new 375mm diameter concrete pipe and 1500mm and 2100mm diameter manholes. The new route will utilize the route of an existing 1m diameter redundant gas main which will be removed as part of the works. An existing HV cable will also require re-routing to facilitate the drainage diversion. Traffic management in the form of a partial road closure will be implemented throughout these works with River St becoming one way from West to East.

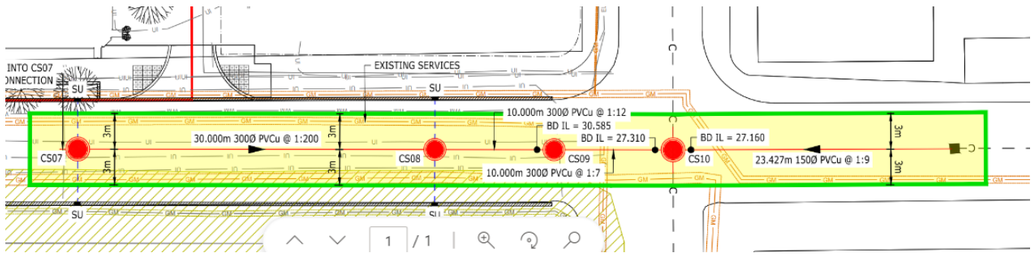
These works are anticipated to start in August 2023 and complete in March 2024.





A further drainage diversion is required at the Hulme St end of the development to change the flow of the existing drainage from West to East into the main North to South public sewer at junction of Hulme St and River St. This diversion will take place later in the construction programme with works to be undertaken in 2025.

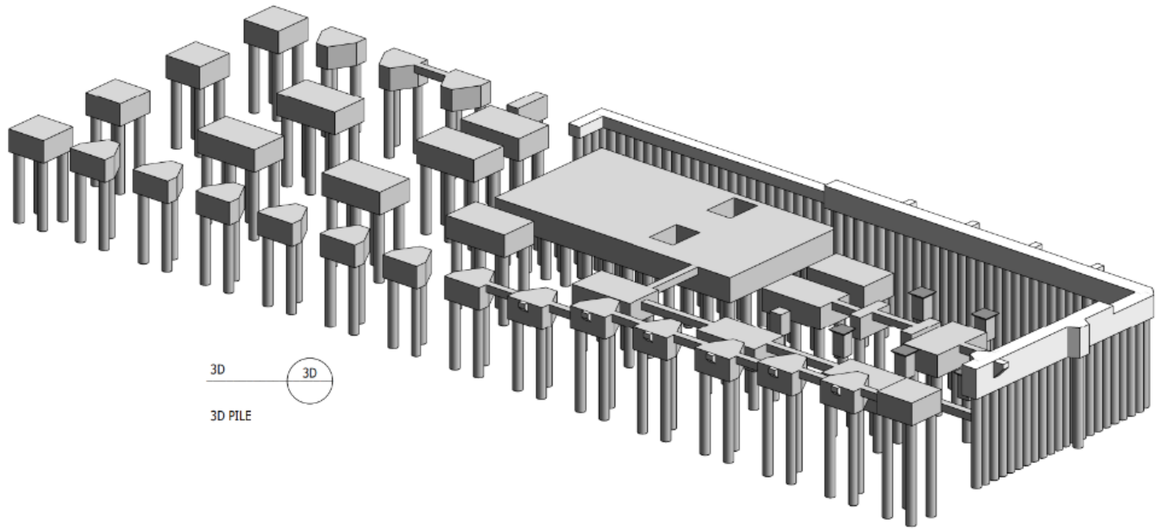




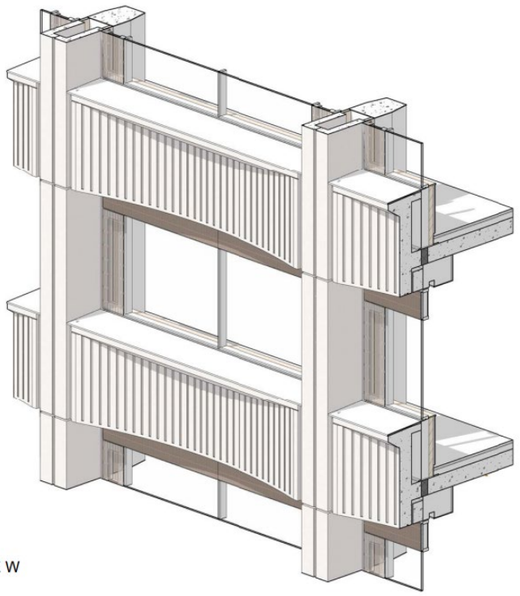
2.2 Piling, Bulk Excavation and Basement Construction

The pile design comprises CFA piles with a contiguous piled wall to the perimeter of the single storey basement area at the South East corner of the building. Pile probing will take place prior to piling works to ensure the plot is clear of obstructions.

Sheet piling will be utilized for the bulk excavation which will involve the removal of approximately 3500m^3 of material to form the basement concrete frame structure. Arisings will be WAC tested to check for contaminants before being transferred to an appropriate waste facility.



2.3 Superstructure, façade & Cat A Fit Out



The superstructure of the building comprises a slip formed concrete core with post tensioned RC slabs. The core will consist of two stairwells, six lifts, multiple service risers and WC provision.

The façade is made up of Precast columns /spandrels to ground and roof level with onsite stick curtain walling and louvres. The current intent is to install the façade to the upper floors with unitized panels consisting of polished concrete curtain walling and louvres. These will be installed with the onsite Tower Crane.

Cat A fit out will be undertaken which will involve the installation of all mechanical and electrical services, raised access flooring and exposed soffits to the main upper floor areas. Communal and circulation spaces including WCs will fitted out to high standard in line with modern commercial office demands.

Externally, roof terrace spaces will be provided, a rainwater attenuation tank installed, and landscaping completed to the building perimeter in-keeping with the adjacent plots.

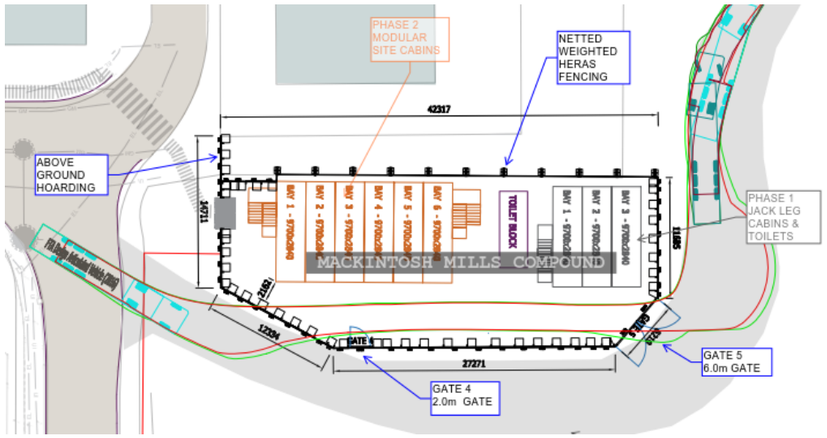
3.0 Site Establishment

3.1 Project / Construction Office

The project office and site welfare accommodation will be situated in an area of the adjacent Macintosh Mills development. This site setup will comprise Lendlease and Contractors' offices, toilets, shower, drying room and site canteen.

The pedestrian site entrance will be situated off of River St and a vehicle route will be established through the compound providing access from Cambridge St., access into the compound will be through biometrically controlled full height turnstiles.

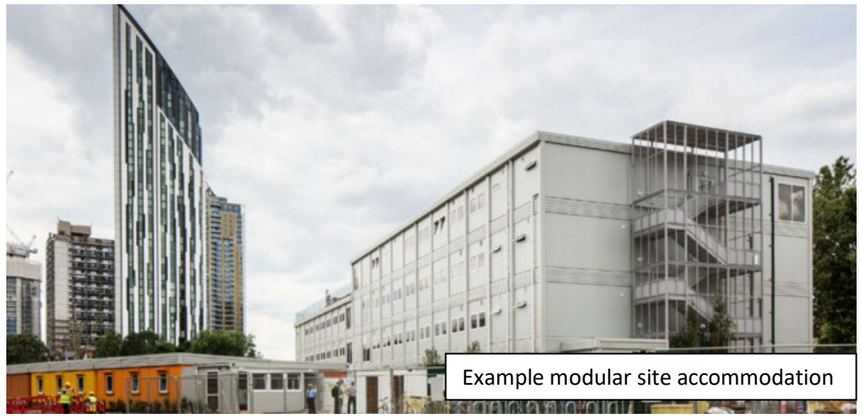
Initially a small number of jackleg cabins (shown in grey) will be utilised to provide site accommodation in the early phase of the works. These will subsequently be replaced by modular cabins (shown in orange) providing a more spacious and bespoke welfare arrangement.



3.2 Welfare Establishment

The main welfare and site set up will be formed from modular site accommodation units and has been sized to accommodate a peak workforce of between 100-150 operatives. The welfare will comprise of the following:

- Security entrance
- Catering facility
- Food preparation area and seating with catering
- Changing room for changing into PPE / Site clothes for both male and female.
- Lockers for security of personal belongings for 150 operatives
- Drying room for site clothes with heater / dehumidifier
- Toilets and shower facilities for both male and female.
- Offices, meeting rooms and training rooms
- First aid/ nurses room
- Prayer / worship room
- Break out areas



Example modular site accommodation

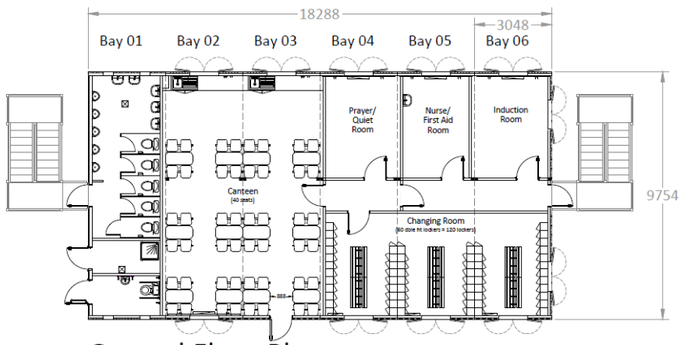
We believe that the quality of the site facilities has a direct bearing on the attitude of the workforce and the mutual respect that is required from all of the team to make a successful project and, as such, all operatives must respect the use of these which are maintained to a high standard.

3.3 Toilets

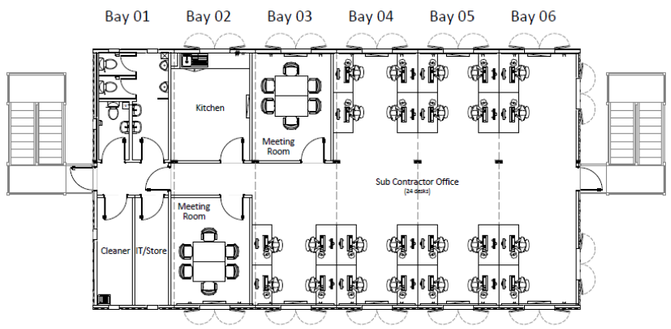
There will be toilet and wash facilities provided within the welfare for male, female and disabled. Showers and drying facilities are also included for.

3.4 Lendlease / Contractors Offices and Welfare Layout

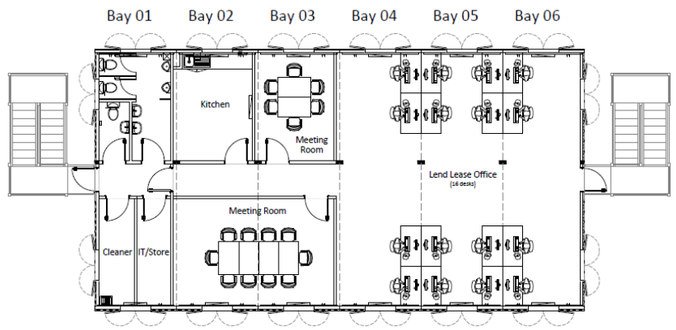
The layout of the modular site accommodation will be as per the below plans:



Ground Floor Plan



First Floor Plan



Second Floor Plan

3.5 Hoarding

The sewer and utility diversion works are within the public highway so crash tested water filled rhino barrier system will be utilised for these works as shown. The hoarding is 2.42m high and top panel will be a mixture of solid and mesh dependant on location and public interface. Locations of vehicle and pedestrian access gates are shown in the logistics plan for the works.

The permanent main works site perimeter hoarding will be a minimum of 2.4m high to prevent any unauthorized access on to the project. Pedestrian and vehicle gates will be installed where necessary to facilitate the logistics of the project and will be managed by the site security and logistics contractor.

3.6 Site Security

Initially site security will be managed via remotely monitored CCTV with roaming patrols and call out facility. Access to the project will be controlled by full height turnstiles equipped with biometric readers. As the project progresses the security strategy will change to an on site 24/7 security team. The security company's duties shall include but not be limited to the following:

- Ensuring that the site is controlled and secure.
- Ensuring all site personnel and visitors sign or clock in when entering and leaving the project.
- Controlling site HRS access system and having a full knowledge of all personnel on site at all times.
- Informing and recording of security breaches, including operation of the ***"drugs and alcohol policy"*** by bringing to the attention of Lendlease the attempted entry of workers visibly under the influence of drugs or alcohol or who appears unfit for work for whatever reason. LL operates an alcohol and drugs random testing procedure on all their projects.
- The free issue and administration of site lockers.
- Retaining a full knowledge of the fire safety plan.
- Controlling issue of keys.
- Completion and issuing of daily log sheet, weekly reports and delivery vehicle log.
- Control access to the hoist and other site areas
- The issuing of security site passes once the relevant induction and paperwork is completed will be undertaken by the lead security guard or a logistics contractor's manager.
- Produce access / egress reports to Lendlease concerning personnel on site. *Records will not be provided to others without the specific permission of Lendlease Management*. Reports will to be issued to the Lendlease Manager when required
- Ensure no operatives enter site without having the Lendlease site induction

MSite (see image) Human Recognition System (HRS) will be utilized to manage site access and egress

It will be the responsibility of the Site Logistics Contractor's security guards and Works Contractors to ensure that all emergency exits are closed and clear of debris etc, at all times. The other responsibilities which are detailed within the Lendlease GMRs, EDR's and Means and Method which include:

- Responsibility for ensuring all access ways are kept clear
- Opening and securing site
- Carrying out regular site patrols

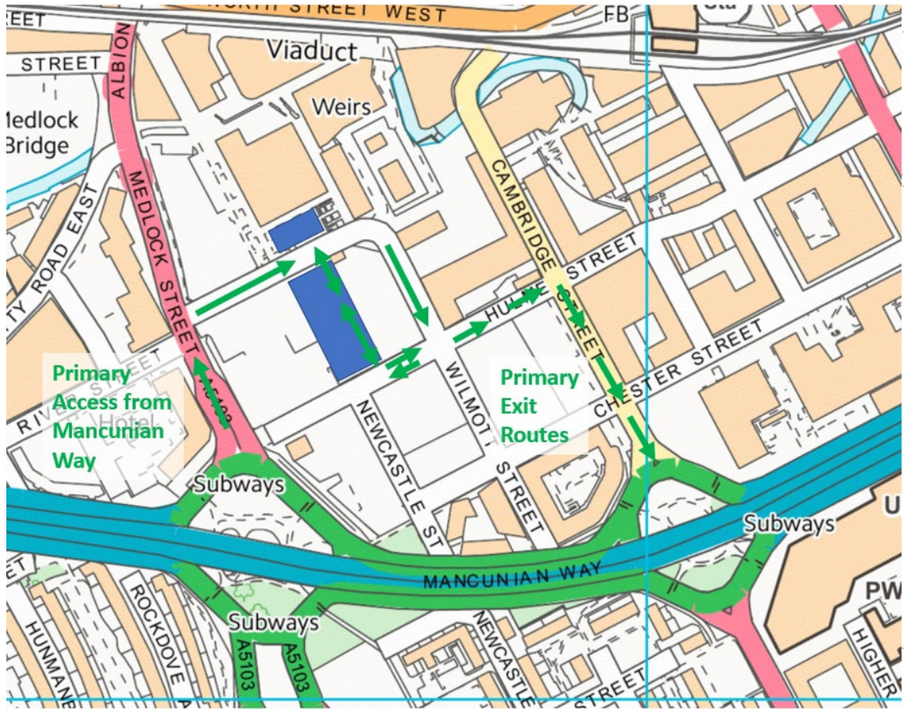
3.7 Pedestrian Access

All pedestrian access to the site accommodation will be via River St, access to the site will also be via River St where additional MSite turnstiles will be situated.

All personnel entering the site and project site offices are required to pass through the Security Human Recognition turnstiles, this prevents an unauthorized access on to the site. Inducted personnel will be granted access and egress to the site welfare and work areas by using the biometric reader and swipe card HRS system. The welfare and project offices will be staffed during working hours and monitored by a remote security team outside of these hours until such time as 24hrs on site security is in place.

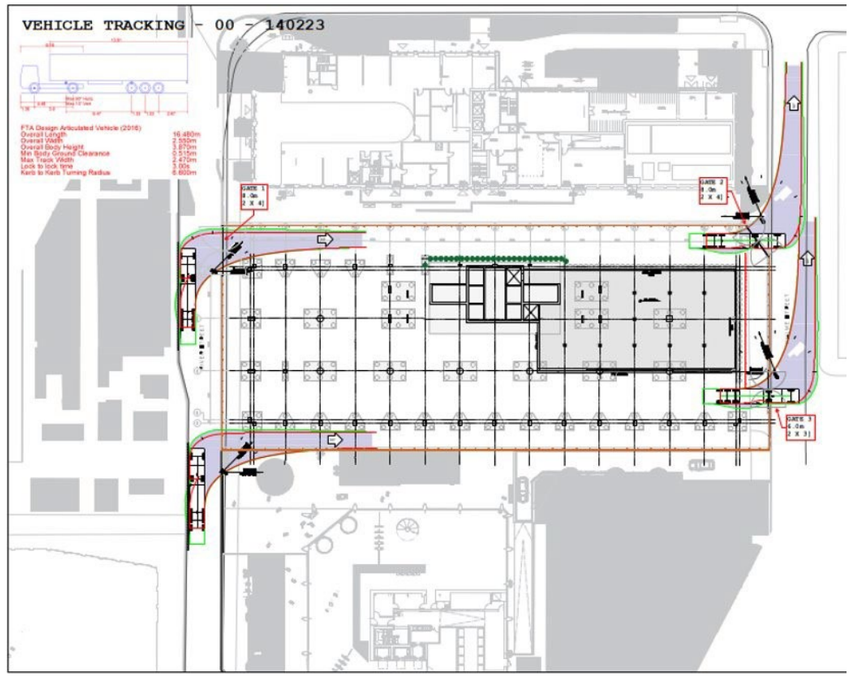
3.8 Vehicle and Delivery Access / Unloading

The emphasis of our traffic management plan is to provide safe and efficient access and egress for personnel and vehicles in and around the site, minimizing disruption to neighbours and existing users of the surrounding roads as well as public walking around the external of the project.
The main vehicle and delivery route coming to site will access down River St. via Medlock St. from Mancunian Way. Vehicles will traffic through the site footprint and exit onto Hulme St in an Eastbound direction. Lendlease will ensure physical separation and will manage/ control any vehicles entering and exiting the site from and onto the public highway.



This will be done using trained traffic marshals, gatemen and barriers when required.

The Logistics Works Contractor will be responsible for managing vehicles entering and exiting the project in accordance with the Lendlease Traffic Management Site Procedures. Individual Works Contractors will be responsible for loading and unloading Construction materials and plant within the designated loading/offloading area, however Logistic Manager / LL manager will retain responsibility for loading and unloading of their deliveries at all times.



A Logistic Contractor will manage all Works Contractor deliveries onto the project.

All deliveries will be booked using an online logistic delivery system and managed by the logistic management contractor. A 48hrs look ahead will be made available to Lendlease for checking on the priority deliveries and to ensure vehicle movements are suitably coordinated.

No deliveries, unloading or loading will be permitted to take place prior to or beyond the site working hours unless previously agreed with logistics contractor in agreement with LL Management. Any unbooked deliveries will refused access at the gate.

Offloading and loading areas will be established to facilitate deliveries to site. This will be managed by logistic contractor and the relevant contractor whose delivery it is.

Storage outside of the LL site area will not be permitted under any circumstances. Storage on site will be kept to the minimum required to execute the works in a safe efficient manner unless previously agreed with the main contractor.

No more material to be on site at any one time than is required. The contractor will employ a “Just in time” (JIT) delivery to site policy and will confirm and agree all deliveries with Lendlease and the Logistic Manager at all times.

Other constraints that will be applied to all Works Contractors, delivery vehicles, site staff and operatives by the logistics manager are as follows:

- Vehicles will be checked if they have been booked through the system by the logistic manager / traffic marshal.
- The traffic Marshall will issue the delivery drivers rules and request a signature stating they have understood the site rules before the vehicles is marshalled into the site.
- The operator is in possession of the required PPE before being able to exit the vehicle
- Deliveries to the site are to be controlled by the Works Contractor’s traffic marshal responsible for the delivery who is also responsible for ensuring the area around the vehicle is segregated from all risks
- No vehicles will be left unattended
- Vehicles are not to idle and must switch of their engines when in position.
- A safe access onto the back of any vehicles with correct edge protection must be in place before any permitted person can attempt to access the rear of a flatbed vehicle.
- Any person who attempt to access the back of a flatbed who is not permitted and if the vehicle has no safe edge protection will be stopped by the traffic Marshall and reported.
- All deliveries to the hoist will require having barrier put around the vehicle and the doors of the hoarding to the hoist to eliminate risk of the public.
- Any vehicle reversing must have a signaller in attendance
- All compacting vehicles are to use the safety barrier at the rear of the compactor to eliminate anyone from walking behind and being struck by any moving parts of the vehicles.
- Persons gaining access to the back of vehicles and unloading will be protected by a vehicle barrier.
- All vehicles delivering to site will have a pre-arranged destination. No offloading will be permitted outside these zones
- Lendlease and logistic contractor reserves the right to refuse entry to any vehicle or driver.

3.9 Temporary Electrics

Initially works for the sewer diversion and enabling works won't require mains power and all works will be power by mechanical plant, as the project develops a temporary substation will be required due to the capacity required for the size and scale of the project. The temporary welfare accommodation will be powered by mains power for the duration of the project.

The general power requirements are for the following items:

- Welfare facilities
- External boundary lighting
- External and internal Walkway / access and egress lighting
- 110v Power supplies to building plots on each level (generally in corridor areas)
- Transformers one each level (generally in corridor level)
- Task lighting shall be provided by the works contractor
- The works contractor is to utilise as many portable hand tools as possible therefore implementing a no trailing leads policy

3.10 Temporary Water Supplies

Temporary water supplies will be to the following areas:

- Welfare facilities
- Building floorplates (for wet trades)
- External site boundary, location TBC

3.11 Car Parking/ Public Transport and Cyclists

There will be no parking on site for operatives, members of the project team, work contractors or visitors.

Managers and the work force are encouraged to use public transport routes as there are ample public transport links with the St. Peter's Square and Deansgate/Castlefield tram stops in close proximity and both Oxford Road and Deansgate train stations within walking distance. There are various car parks within a short distance to the site should they be required.

Contractors vans shall only be permitted on the site by exception following prior agreement with the logistics manager and will park in designated areas. Vans are only generally permitted if it is required to complete the contactors works.

Cycling will be encouraged through provision of a cycle shelter within the welfare compound.

3.12 Existing Tenants & Adjoining Owners

Part of the success of this project depends on carrying out the works in such a manner that noise impact on the building, neighbouring properties, the local community and surrounding roads is minimised.

The project will depend on carrying out the works in such a manner that the impact on the neighbouring properties, the local community and surrounding roads is minimised in term of dust, noise, co2 emissions, littering etc.

This document identifies the measures we will take to operate the site. In addition, we will implement the following measures to address neighbour issues:

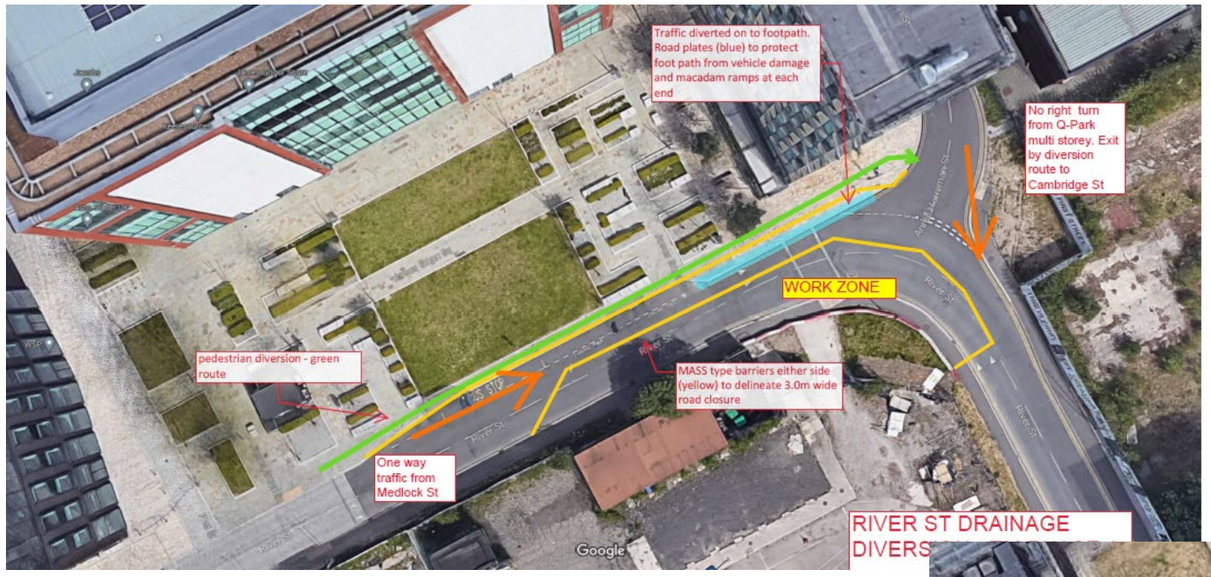
- Liaison with the Manchester City Council
- Initiate meetings and briefings with the client and neighbours
- Letter drops and briefings
- External notice board on hoardings with contact names and numbers
- Viewing panels through hoardings
- Registration with the Considerate Constructors Award Scheme
- Complaints log, with actions recorded

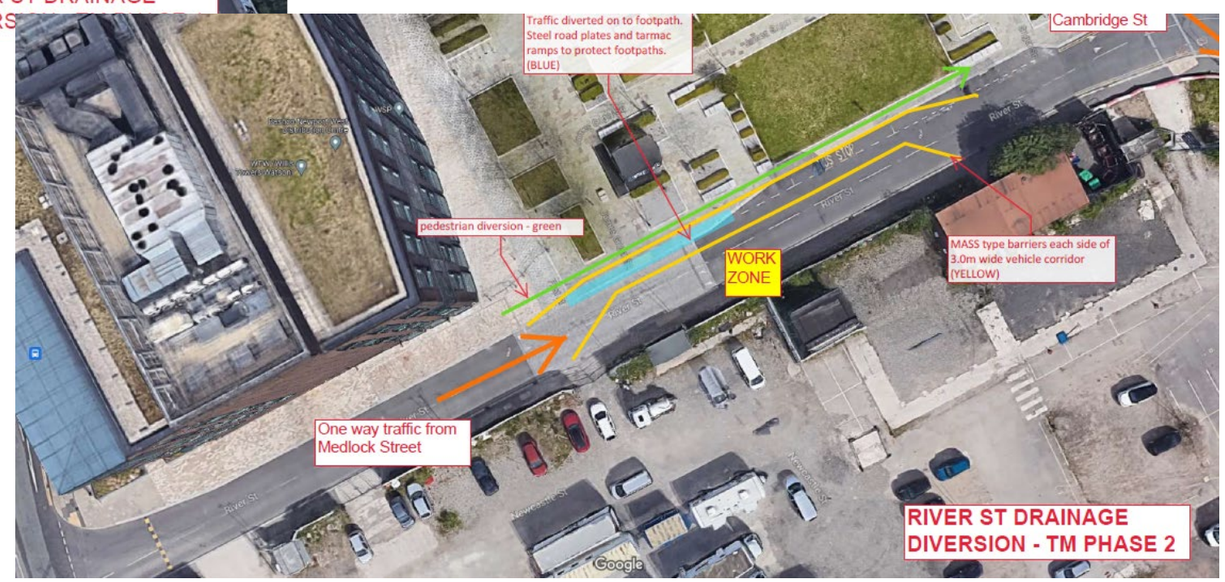
Key third parties / neighbours are:

1. Project at Plot 10b – Renaker
2. Project at Plot 9a – BAM
3. Downing Student Accommodation Project
4. Vita Student Accommodation
5. INNSiDE by Melia Hotel
6. Macintosh Mills (residential)
7. Adjacent commercial office spaces

3.13 Road Closures and Temporary Traffic Regulation Orders (TTROs)

At the commencement of the construction phase the existing hoarding line will be moved onto the footpath to the North of the plot, this will close this footpath and pedestrians will be diverted to the opposite side of the carriageway. During the drainage diversion works, a partial road closure will be required on River St. to create a safe working environment whilst working in the road. Indicative proposals for the two phases of drainage works are shown below:





Whilst there will be footpath closures and partial road closures required during the construction works, the roads in question are privately owned and do not form part of the MCC road network and therefore no TTROs are required.

Regardless, these works have been discussed with MCC Highways and all relevant information has been provided for their information. All elements of traffic management will be implemented following best practice and to a Highways compliant standard.

4.0 Site specifics

4.1 Induction

All persons working on the project construction site will be required to attend the Site Induction which will be delivered on Mondays and Wednesdays at 8:00am within the welfare area. The induction will involve the following:

- All persons are required to pre-enrol with Lendlease security booking systems at least 24 hours before induction.
- Checking of the operatives' training credentials as well as informing them of the specific Site Rules and House Rules associated with the project as well as providing a general understanding of the project.
- On completion of the induction all personnel will be registered onto the MSite HRS enabling them to use the turnstiles to securely enter and exit both the welfare compound and the main site

4.2 Skills Cards

All operatives must hold a valid skills card such as CSCS or affiliate as required by their works. Paper certificates are not valid. The Security / Site Logistics Works Contractor is required to have an electronic means to verify CSCS smart cards such as a smart card reader with the CITB software installed on the Security system. All cards are to be verified for authenticity prior to the issue of a security pass.

Black: **Supervisor**

Orange: **Slinger/Signaller**

White: **Site Manager**
Competent Operative
Vehicle Marshall (distinguished by the wearing of a different coloured high visibility vest)

Blue: **All those coming to site who do not fall into any of the above categories**

Helmet Stickers	Role
Green first aider sticker	First Aider
Red fire marshal sticker	Fire Marshal

4.3 IIF

All site operatives are to attend an IIF (Incident & Injury Free) workshop within 14 days of being on-site, otherwise they will be removed. The Lendlease policy orientation is part of our on-going commitment to ensure our projects continue to be safe places to work.

4.4 Supervisors

All supervisors must hold the necessary CSCS Supervisors skills cards and must have attended a SSSTS training course before being allowed to supervise on site. Further, all supervisors will be undergo a Supervisor competency check by Lendlease to ratify their credentials and provide formal approval to take on a supervisory role on the project.

4.5 Visitors

All visitors must sign in on arrival and be escorted, around site wearing full PPE, by a nominated person. Generally, the escort will be a subcontractor manager if accessing site. If this isn't possible the visitor must undertake a full site induction.

4.6 PPE

- **Branded PPE** - Lendlease will establish a branded site PPE dress code which shall be procured by all Works Contractors for the duration of these works. This will include Hard Hat and Hi-viz vests
- **Hard hat colours** – Site specific roles require different hard hat colours as shown below. As well as below Lendlease management will wear red hats so they can be easily identified. All site personnel will have their name sticker on their hat so interaction is easier.
- **Mandatory PPE** - will include the 5-point PPE as per all Lendlease projects (shown in the image below). If at any point anyone is found not wearing the correct PPE they will initially be verbally warned, on the second time 'yellow carded' and warned of their non-compliance. In the event of a third occurrence, the operative will be asked to be removed from site. This will be communicated to each operative at the site induction

4.7 Smoking

Smoking is prohibited on the site. A smoking area with shelter will be provided within the welfare location and will be identified at the site induction. Anyone found smoking on site in non-designated smoking areas will be removed off site. Cigarettes must be extinguished in the sand filled bins. Bins will also be provided for general rubbish. A separate area will be provided for vaping.

4.8 Site Radios

To enable efficient communication with the project teams in the event of an emergency within the day-to-day site operations, or if the Site fire alarms at activated. The following works contractors will have radio communication:

- The Logistic Contractor
- Tower Cranes
- Security
- Other Works Contractors are to supply their own radios as required.

It is advisable that other Works Contractors procure their radios from the same supplier as the Site Logistics Works Contractor to maintain cross communication across site and between trades by use of the same Frequencies.

The Site Logistics Works Contractor will designate appropriate channels for specific communications. The emergency channel will be the same frequency throughout the project to ensure no confusion during emergency operations on site.

4.9 Site Lockers / Changing

Lockers will be issued to operatives by security on request and on the basis of first come first served, following site induction. This will be audited on a regular basis to ensure that adequate lockers are available. Lockers will be returned to security on the operative leaving the site. If operatives leave site for more than 2 weeks the locker must be surrendered. Operatives are to supply their own locks and keys. All lockers unused due to operatives not attending site for more than 3 weeks without prior reason will be opened by Security, the contents disposed of and the deposit forfeited. There will be no consumption of food within the locker/changing area under any circumstances and any persons found will be removed from site.

The site changing facilities will not be used as a tool store - the site changing area must be kept tidy and any items found in a disorderly/untidy fashion will be disposed of.

4.10 First Aid

Lendlease as the main contractor will have first aid trained personnel on site at all times.
Each trade contractor will also be responsible for first aid cover and must have at least one 3 day trained First-Aider for every 10 persons they employee dependent upon risk and no fewer than one per working group or per gang on site. Proof of training must be submitted to the LL office.
All accidents and near misses, no matter how small must be reported to Lendlease who will be responsible for maintaining the Accident Log in a format to suit the CPHSP and LL GMR's.

In the event of a serious accident the emergency services will be called **and the nearest hospital is the Manchester Royal Infirmary on Oxford Road, Manchester. M13 9WL.**

4.11 Life Safety

A specific fire and emergency plan has been developed that includes all insurance and regulatory requirements, these are:

- Clearly signed Emergency escape routes maintained by the Lendlease Construction Manager and Trade Logistic Manager
- Muster point will be clearly identified and emergency procedures displayed throughout the works and in the site offices.
- Emergency escape routes will be kept clear of rubbish and materials at all times with regular checks to be carried out by the Lendlease Construction Manager.
- Emergency lighting within the stair cores and designated escape routes will be provided.
- A temporary fire alarm break glass system will be maintained throughout the project.
- Fire points are installed at each emergency exit as indicated on the plans.

The fire points will have will CO_2 and water extinguishers and fire plans, are to be maintained and checked weekly and a register kept for inspection by management.

The Muster point will be highlighted at Site Induction. On exiting the building all personnel must make their way to the muster point where a lollipop will be displayed with their Contractor name to enable them to report for roll call. All Personnel are asked to stand with their company. The Site Logistics Works Contractor will be responsible for providing, maintaining and storing the lollipops and ensuring all Works Contractors are represented

4.12 Control of Fire and Temporary Fire Alarms

Sewer Diversion works – fire alarm or evacuate alarm will be the use of an air horn.

Site Wide - In the event of a fire or emergency an alarm will be raised through the WES+ fire evacuation system (or similar) generally positioned at exit points on each level of each the construction areas. The alarm can be raised by pressing the push button/ break glass on the alarm.

Welfare accommodation - The hard wired / wireless system control panel will be located within the main security area which will identify the zone in which the activation has taken place. If a break glass or detector is activated then the fire alarm system will give a visual alarm at main security point in the main security office within the site welfare/site office.

During normal working hours the site-based construction teams will investigate the alarm.

In the event of activation out of hours, the Site security will investigate and in the event of a fire the alarm will be activated and the fire brigade called. Security will contact the Lendlease emergency contact for the project.

Fire alarm checks will be carried out by the Security / LL construction managers or logistics works contractor. If there is an emergency then everyone will use mobile/radio contact to raise the alarm for an emergency exit of the project.

When the Fire alarm is activated in working hours followed by a full evacuation, operatives will exit the building via the nearest escape and make their way to the muster point.
Once at the muster point placards will be issued to a representative of each contractor, personnel are to gather in their appropriate contractor groups where a head count will be performed by an appointed person from each Contractor to ensure all their operatives are out of the building and accounted for using the MSite roll call. The appointed trade person responsible for documenting the operatives will then report to the LL fire manager and security to confirm that the building has been evacuated properly. All evacuated operatives will remain at the muster point until an all clear can be given to safely return to the construction zones. The Evacuation drill will take place every 3 months. The fire alarm system will be checked weekly by the responsible Works Contractor.

4.13 Typical Floor Access & Escape Routes

All pedestrian escape routes are highlighted within the project Fire Plan. There are a number of different possible escape routes on each level of the building. The muster point will also be identified within the project Fire Plan and in the site induction. Each contractor must appoint their own fire marshal to manage the evacuation of operatives during an evacuation.

4.14 Notice Boards

Notice boards are an important means of communication with the site personnel. The site project office notice board will contain information on safety, who's a first aider, Sustainable issues, what's going on around and within the site, Site insurance certificate, F10, Site rules, latest safety posters, etc. Other notice boards will contain the same information but also, latest LL safety poster, goggle cleaning wipes, fire plan, etc. The Site Logistics Works Contractor will be responsible for maintaining these notice boards and informing LL of any deficiencies.

4.15 Mobile Phones

As per the GMR's, EDR's and Means and Methods. Use of mobile phones or whilst operating machinery or directing operations or undertaking work is prohibited, Usage is confined to permitted safe areas identified at the site induction.

4.16 Steps, Alloy Towers and MEWP's

The following rules apply to the use of the above items of equipment:

- Steps are not allowed on site unless the appropriate RAMS and permit is issued by the Lendlease Construction Manager.
- Mobile alloy towers can only be erected by competent person with a current PASMA certificate.
- The Trade-contactors package manager/foreman will be responsible for checking that it is correctly erected, carrying out weekly checks and the issuing of scaffold tags.
- Mobile alloy towers can only be used once they have a scaffold tag.
- Copies of the weekly inspection must be given to LL tower coordinator. It is the responsibility of the Works Contractor to make sure
- MEWPS, i.e. cherry pickers and elevated work platforms, must only be used by competent persons with a current IPAF
- certificate or other CITB approved card.
- All operative using Mobile tower or MEWPS will be responsible for installing a 3m exclusion zone and all tools being used to be tethered.

4.17 Safety of Vehicles Coming to Site and Material Deliveries

Lendlease has recognised from our experience on many projects that vehicles do not only create a risk upon arriving on and leaving our site but also during the approach to site.

All delivery vehicles are required to be CLOCS and FORS registered minimum bronze heading towards gold standard.

The Logistic Manager will be responsible for the maintenance of the delivery system and will highlight any updates in the weekly coordination meetings with all Works Contractors planning deliveries. Materials will be managed on a Just in Time basis with storage kept to an absolute minimum within the site area. The Site Logistics Works Contractor will be responsible for all material movement and storage throughout the site. Deliveries will need to be programmed with the Site Logistics Works Contractor with a minimum of 48hrs notice given and then only if there is time in the delivery programme. All deliveries will be coordinated with the Lendlease Construction Manager daily who will have the overall authority on delivery priorities

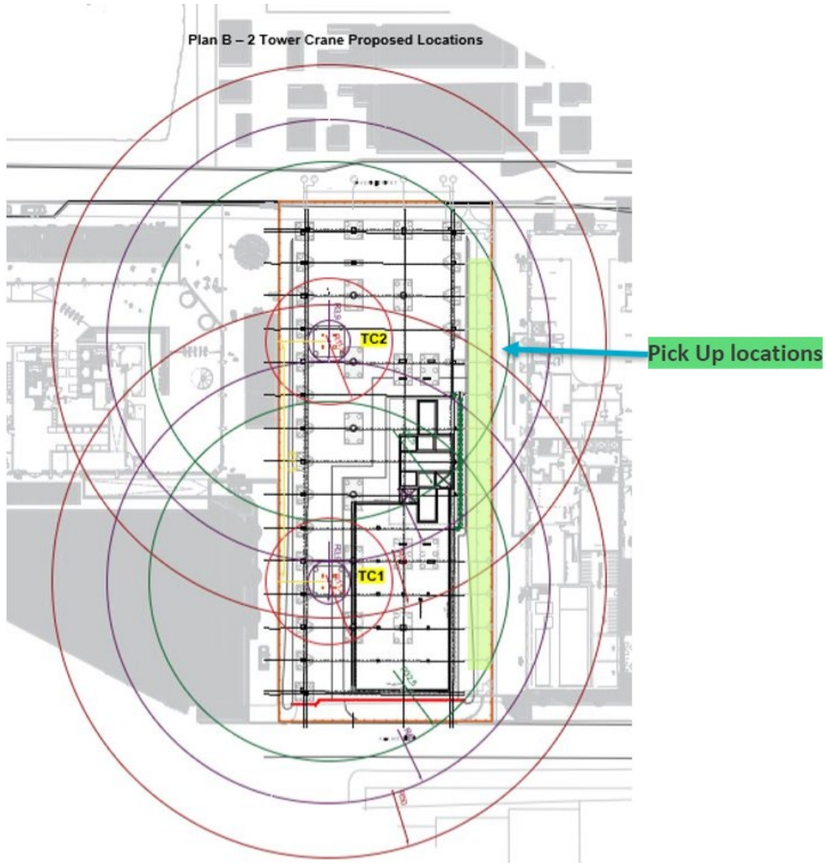
Access through Manchester City Centre to the site to be risk assessed and reviewed eliminating right turns if practicable possible.

4.18 Tower Cranes

Tower cranes aren't required for the initial sewer and utility diversion works. Two tower cranes will be utilized predominantly for the superstructure and façade works.

A separate plan for tower crane location has been produced, this also identifies the types, specification and capacity for each tower crane.

See indicative plan for tower cranes (right):

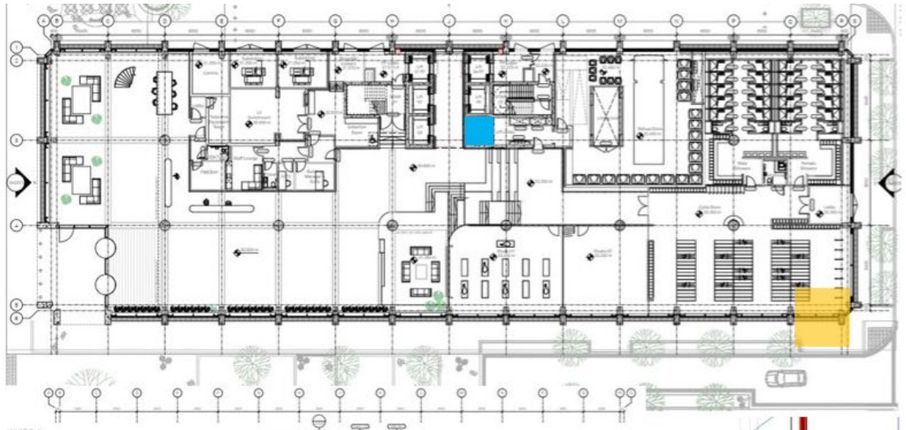


4.19 Hoists

There will be one hoist installed to the South West corner of the site, this will be for the vertical transportation of both passengers and goods.

The hoist will be operated by a competent CPCS qualified hoist operator who will also be responsible for carrying out daily pre-use checks. A weekly check will also be performed by a competent hoist engineer. All documentation will remain in the site office.

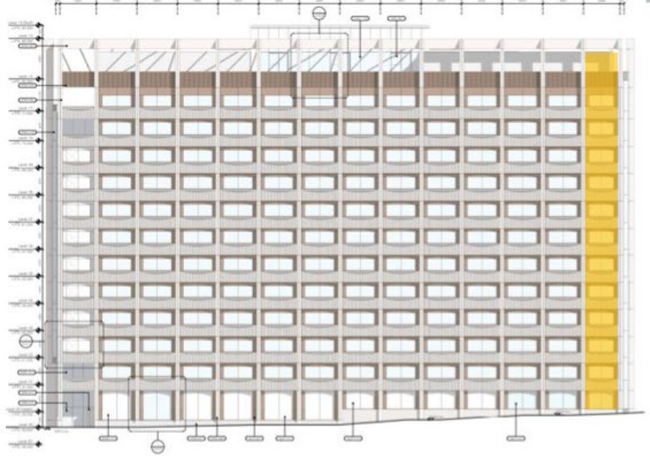
The hoist will be taken out of action if the wind speed exceeds 35mph. The maximum hoist load is 2 tonnes.

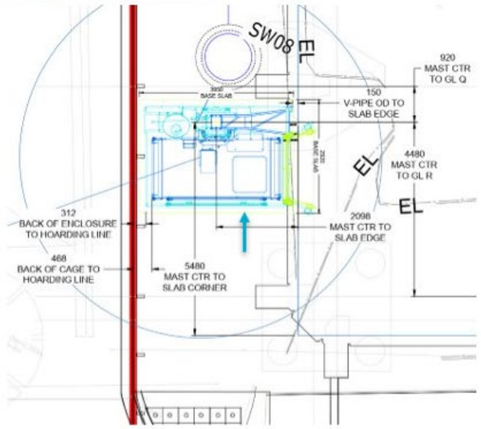


Vertical Transportation Strategy

Single Alimak 650 goods/ passenger hoist to be installed GL Q – R on grid line 6. Hoist to be progressively installed once L6 floor slab is cast (hoist sizes on next slide)

Goods lift No. 6 to be prioritised for beneficial use. Once operational external hoist to be removed. Serves floors Basement to L12





4.20 Mobile Cranes and HIABS

All Mobile cranes and HIABs used for the works will have the correct and current in date certification for use of lifting operations. Certification will also be present for webbings, slings, lifting accessories and for lifting points on plant delivered. If certification is not present, then deliveries will be sent away. Please refer to LOLER Regulations and LL Standard Operating Procedures. All lifting plans are to be approved by the LL lifting Manager two weeks prior to lift. A crane or lorry loader checklist must also be completed prior to the start of any lifting operations on site.

4.21 Floor Structural Loads

The podium slab will be required to take heavy vehicle and plant loads for access, egress, material distribution and to undertake elements of works. Loading requirements will be checked by Lendlease to ensure loads applied aren't exceeded. This also applies for suspended floor slabs in relation to loading out and powered equipment being used on upper floor slabs. Propping maybe required in both instances but this will become apparent once plant loads are determined during the construction phase.

4.22 Scaffolding

No scaffolding is required for the sewer and utility diversion works.

Minimal scaffolding will be required for the remainder of the works and will likely be limited to edge protection and proprietary access towers.

5.0 Environmental

The environmental management plan is part of the Lendlease EHS Plan.

Lendlease will report all environmental KPI information on an internal system called Footprint.

5.1 Site Waste Management Plan

For the drainage diversion works, bulk excavation and piling operations, the relevant contractors will be responsible for the disposal of any arisings at an appropriate waste facility following WAC testing to establish its composition.

Beyond this stage of the project, a Lendlease approved waste disposal contractor will be appointed and a site waste management plan will be developed ensuring all waste is segregated and recycled or disposed of correctly. The waste disposal contractor will hold all relevant and in date waste carrier's licenses and facility management license.

5.2 Waste Removal

The waste disposal contractor will provide skips or compactors for the project. Waste collection will be achieved by wheelie bins placed on each floor. Waste will be loaded each day into the bins by the Works Contractors and taken to a central location on the floor. An on–site waste segregation system will operate to which all Works Contractors will be expected to comply. Bins for different recyclable materials will be placed on the floors and clearly labeled, such as metal, wood, plasterboard and card & paper. Full bins will be removed and replaced with empty bins by the Trade logistic contractor for rubbish collection as the work proceeds. Waste which poses an environmental hazard will be removed and disposed of in the correct manner by the respective trades. Packaging from all Works Contractors will be required to be placed in the correct bins provided and removed by the Logistics contractor.

All waste will be taken to a central location for disposal. Waste will be collected by a visiting mobile compactor. Waste not suitable for a compactor will be transferred to skips and removed from site. Compactor waste will be taken to a waste transfer station for recycling and final disposal. Controlled waste will be disposed of in accordance with the appropriate regulations, special waste bins will be provided in the loading bay for disposal of items such as fluorescent tubes, aerosol canisters and paint tins. As much packaging as possible will be recycled, with a specific regime to be put in place for sorting and transferring to the appropriate recycling facility.

The Trade logistics contractor will implement the projects 'no-tolerance' regime on waste and carry out full daily inspections. It is not the intention of Lendlease to spend time taking pictures of contractors' rubbish and issue clearance notices concerning it. However, should contractors not comply with the above, LL will act to remove waste and charge the appropriate contractor or contractors. LL will operate a policy of ceasing all works by a contractor until such time that they have complied with the required housekeeping regime.

5.3 Wheel washing

During the construction phase especially during the piling and basement bulk excavation works we anticipate spoil to be picked up by muck away and delivery wagons. To manage the cleanliness of the site and more importantly the public highway a mixture of on-site jet-wash wheel cleaning and road sweepers will be utilised to maintain clean roads for vehicle access and egress on and off site. A proprietary wheel wash cannot be used due to site constraints.

All primary access routes will be existing hardstanding where possible, secondary routes will have either temporary tarmac or be stoned up which will assist in minimizing the extent of soiling of vehicles.

Gatemen will inspect all wagons before exiting on to the public highway to check for wedged rocks/ stones within the wheels and also check the cleanliness. They will have access to a jet wash to use in the event vehicles are soiled and will ensure they are suitably clean prior to exiting the site.

5.4 Noise/Dust and Vibration

No noisy works are to take place prior to 08:00hrs.

5.5 Community Engagement

Lendlease will encourage and chair regular engagement meetings with the external building tenants and building owners to give up dates on the project and listen to their views and values. New letters will be distributed prior to key milestones which will keep residents and building tenants informed about the project.

Lendlease will display a site contact for external personnel to contact if they feel the need to. This will be displayed on the external hoarding outside of the site entrance and at the entrance to the site accommodation.

An onsite complaints register will be kept up to date and owned by the project team to action.

Complaints Procedure – Lendlease will display site contact information on the site hoarding / gates for third parties to contact in case of a complaint or query. Lendlease will log all the third-party complaints and interactions in a complaints register which will be held on site. Lendlease will respond to each complaint as a matter of urgency and send monthly newsletter updates regarding the project.

5.6 Considerate Contractors Scheme

The project will be register with the Considerate Contractors Scheme and will target a score of >40/45. The key considerations will be detailed in the site induction, but include:

- Consideration to public traders and business. Special attention to those with sight, hearing and mobility difficulties.
- Environment in relation to noise and dust must be kept to a minimum and controlled. Waste minimisation is encouraged with the reuse and recycling of materials wherever possible.
- Cleanliness of the site and surrounding areas. Hoardings, barriers, lights and signage are to be maintained and be presentable. Waste and materials are not to accumulate
- Good neighbour. Keep our neighbours informed of what we are doing; progress, upcoming tasks and milestones, and that we are members of the CCS.
- Respectful and safe standard of dress will be maintained at all times. The site is to be presentable and professional in appearance and in behaviour with the lewd and derogatory language severely disciplined.
- Safe in all activities from construction to deliveries. Care and attention will extend to those that not only work on the site, but also visitors the public and neighbours. The site will also be kept secure.
- Responsible in the actions that everyone associated with the site undertake

- Accountable to the CCS with membership clearly visible to the public. The sites contact details and emergency contact number will also be displayed.

5.7 Archaeology

An archaeological survey and report has been conducted with no reported items of archaeological interest identified.

5.8 Ecology

No ecological issues are envisaged in relation to this project