

An architectural rendering of modern buildings under a blue sky with clouds. The image is overlaid with a semi-transparent blue filter. On the left, there is a multi-story building with a grid-like facade of windows and balconies. To its right is a taller, more slender building with a similar grid pattern. In the foreground, there are some trees and a street with a few small figures of people. The text is overlaid on the lower left portion of the image.

June 2023
Outline Construction Management Plan

Upper Brook Street Masterplan (McLaren / Kadans)



Upper Brook Street Masterplan- McLaren/ Kadans

McLaren Property and Kadans Science Partner

Demolition & Construction Management Plan (Outline)

June 2023

Upper Brook Street Phase 1

Document Control

Document Ref No: RPS_CMP_UBSP1

Date	Author	Checked	Distribution
30/06/2023	J Roberts	G James / L Perry	For Information

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1.0 Introduction

1.1. Document Purpose

This Outline Demolition & Construction Management Plan (CMP) details the expected arrangements during the construction period, such as to demonstrate that reasonably practicable measures will be deployed to limit the impact of the works on the local community and surrounding environment.

The development shall be carried out in accordance with the approved construction management plan.

1.2. Project Description

Phase 1 of the Upper Brook Street Masterplan is comprised of two separate buildings on adjacent plots with surrounding public realm.

- Plot B: Sci-Tech Building
- Plot C: Purpose Built 737 bedroom Student Accommodation Building, consisting:
 - Upper Brook Street Block (GF + 22 Residential Floors)
 - Kincardine Block (GF + 8 Residential Floors)

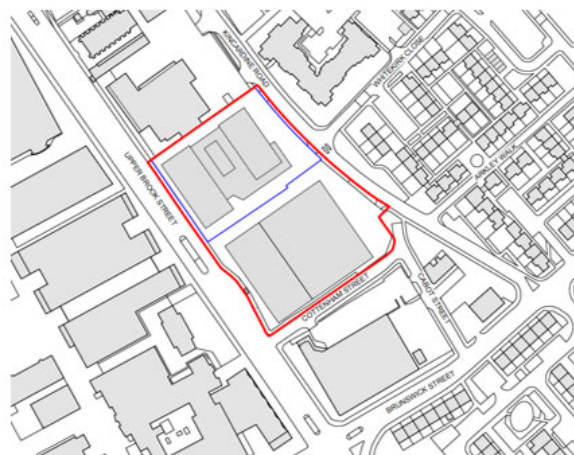


Artists Impression of Proposed Scheme

Upper Brook Street Phase 1

1.3. Project Location

The project is located approximately 1km to the South of Manchester City Centre, off Upper Brook Street (A34), opposite the University of Manchester Campus.



Site Location Plans

The plots are located within the wider Upper Brook Street masterplan as defined in the 'Strategic Regeneration Framework for the Oxford Road Corridor' guidance (SRFG) prepared by Deloitte.

There are a range of different existing uses surrounding the proposed application site. To the west is primarily residential, while the buildings to the east are predominantly for academic use.

1.4. Construction Delivery - Procurement Strategy

The projects currently developed to RIBA stage 2 and the strategy for construction delivery is currently being finalised. Two primary options:

- Option 1: Single Contractor Delivery for both Student & Sci-Tech Building.
- Option 2: Separate Delivery Contractors for the Student & Sci-Tech Building.

The arrangements set out in this Outline CMP assume Option 2 delivery arrangement, however are equally applicable to Option 1.

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2.0 Construction Overview

2.1. Outline Construction Programme

Subject to planning approval, contractor procurement and design development, the proposed outline construction time line is as follows:

Jan 24 – Feb 24	Demolition & Enabling Works
Mar 24 – Jul 25	Sub & Superstructure Works
Sept 24 – Aug 26	Envelope & Internal Fit-out Works
Sept 26 – Dec 26	End User Occupation

2.2. Key Construction Stages & Logistics

The following section briefly describes the key construction stages and associated outline logistic arrangements that will be deployed during the project delivery stage.

Stage 1: Demolition & Enabling Works

The northern half of the site, Plot C, is occupied by an old car showroom and garage.

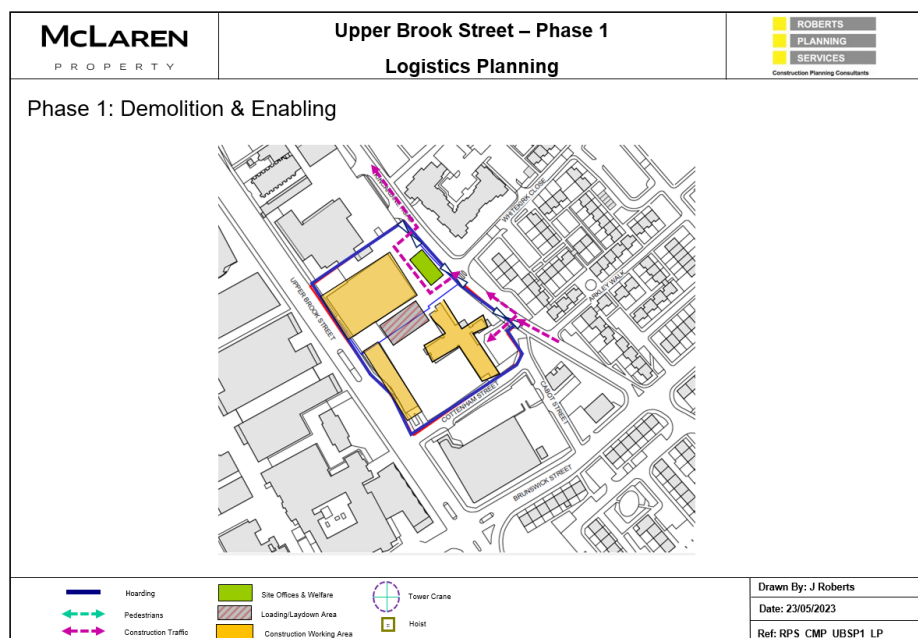
The southern part of the site, Plot B, is occupied by the former Elizabeth Yarwood Court, a two-storey red brick building set within landscaped gardens.

This Initial stage of works will seek to clear the site and prepare formation ready for the main new build works. Works to be undertaken include:

Operation	Key Plant	Key Lorry Movements
Initial site secure and welfare	Telehandler Excavator & Site Dumpers	Low Loader Lorries HIAB Lorries
Asbestos removal & soft strip	Decontamination Unit Telehandler	Skip & roll-off container lorries
Demolition	Demolition style Excavators	Skip & roll-off container lorries Tipper Trucks
Utility Disconnection / Diversions	Excavator & Site Dumpers Trench support equipment	Grab Lorries
General clearance	Excavator & Site Dumpers Vegetation Processing Equ	Tipper Trucks

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The proposed site logistic arrangements for this stage are shown below:



Stage 1: Site Logistic Arrangements

The site will initially be secured by means of temporary security fencing (or use of existing where suitable), until such time that site clearance is sufficiently advanced to allow the long-term permanent hoarding arrangement to be installed.

Similarly, short term welfare accommodation will be established to service the initial needs of the workforce.

The main vehicular access will be via Kincardine Road and make use of existing access points into the garage and accommodation plots.

Stage 2: Sub & Superstructure Works

The next stage of works will see the building foundations and substructure installed and the main Insitu concrete superstructures progressed.

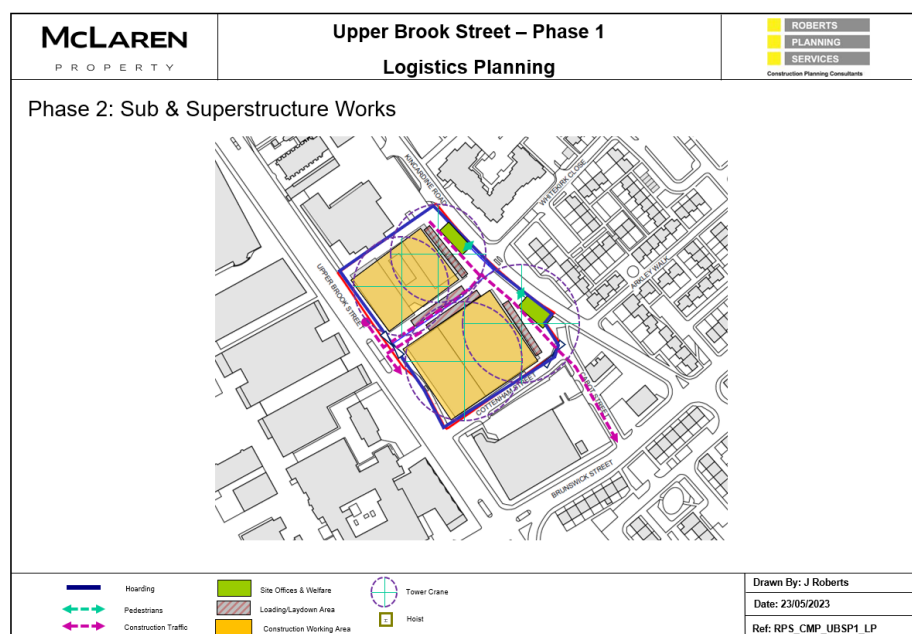
Works to be undertaken include

Operation	Key Plant	Key Lorry Movements
Bulk Excavation	Excavators ATD Dumpers	Low Loader Lorries Tipper lorries – Muck Away
Foundation Piling	Piling Rig Support Crane (crawler or similar)	Artic flatbed type LGV – Rebar cage delivery Concrete Lorries Low Loader type LGV

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Drainage	Excavators Trench support equ	Artic flatbed type LGV Tipper lorries – gravel delivery
Substructure works	Tower Crane Mobile Concrete Pump Excavators Site Dumpers (9t or less)	LGV – Rebar cage delivery Concrete Lorries
Superstructure works	Tower Crane Mobile Concrete Pump	LGV – Rebar & formwork delivery Concrete Lorries

The proposed site logistic arrangements for this stage are shown below:



Stage 2: Site Logistic Arrangements

Both buildings will be separate and demarcated work zones and have their own dedicated office and welfare accommodation and associated pedestrian workforce access.

Vehicles will access the site travelling southbound on Upper Brook Street (A34) and in via an access gate positioned between the two buildings. Vehicles will exit the site via the A34 access gate or on to Cabot Street via a newly formed access gate (& return to the A34 via the signalised junction with Brunswick Street).

Tower cranes to be fitted with over sail protection to prevent boom & hook encroachment outside the site perimeter.

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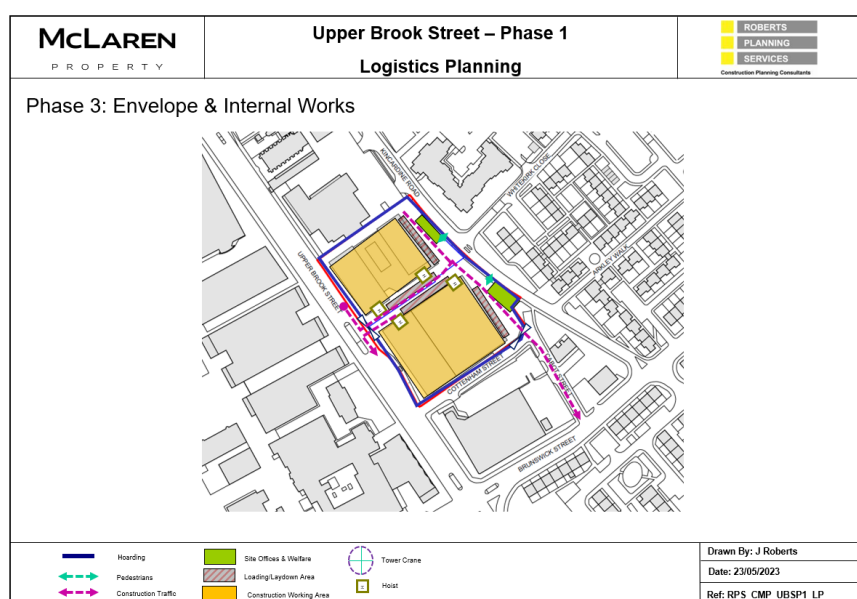
Stage 3: Envelope & Fit-out Works

The final stage of works will see the building envelope and internal MEP and finishes installed.

Works to be undertaken include:

Operation	Key Plant	Key Lorry Movements
Vertical façade systems	Access Equ (scaffolds and/or mast climbers) MEWPs Telehandlers	Artic flatbed & curtain sided type LGVs Rigid flatbed & curtain sided type lorries
Roofing Systems	Tower Crane Hotmelt equ	Artic flatbed & curtain sided type LGVs Rigid flatbed & curtain sided type lorries
Main Plant Installations	Mobile Crane	Artic flatbed type LGV HIAB type lorries
Internal MEP & Finishes	Telehandlers	Artic flatbed & curtain sided type LGVs Rigid flatbed & curtain sided type lorries

The proposed site logistic arrangements for this stage are shown below:



Stage 3: Site Logistic Arrangements

Office/welfare and vehicular access arrangements will be as Stage 2.

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Tower cranes will be removed once superstructure and initial roof works are complete (remaining lifts been undertaken by ad-hoc mobile cranes).

Hoists will be established along the central (east-west) spine logistic route to serve each floor of the individual buildings.

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3.0 General Construction Arrangements

The following section sets out the key considerations, procedures and practical arrangements that will be adopted during the construction period.

3.1. Site Perimeter

During the initial demolition & enabling stage of works a continuous site perimeter hoarding will be established to provide both protection to the public and security to the site. The hoarding will be 2.4m high timber construction or an equivalent propriety system. Site access gates will be constructed using a steel mesh material to increase visibility when entering and leaving site

3.2. Site Accommodation & Welfare

Separate site offices and welfare facilities for each of the build projects will be located to the East side of the site.

The self-contained accommodation blocks will consist of an Office and Welfare area that houses the canteen, drying room, W. C's and office space with designated secure access for personnel and visitors.

3.3. Site Security

All construction work will be undertaken behind continuous site hoardings, which will be maintained in a good condition throughout the duration of the works.

Vehicular access will be through defined gated entrances, which will be supervised by traffic marshals during site operating hours. Outside of hours, these access points will be locked shut.

Pedestrian access will be via dedicated secure turnstiles or equivalent with personnel only granted regular access following site induction. Visitors will be accompanied on site at all times.

The Site will have round the clock security and CCTV installed at appropriate points.

3.4. Site Inductions

All construction personnel will be required to hold a current valid CSCS Card or equivalent and to have received a site induction, prior to gaining regular access to site.

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Site specific logistics, safety and environmental information will be provided at the induction so that all operatives and staff including visitors are aware of the potential risks and mitigation measures required to ensure their own personal health and safety and that of others. The induction will also include measures required to be undertaken to respect the local community and prevent undue disturbance.

Key Information from the site induction will be displayed prominently on noticeboards at suitable locations around the Site, including within the site canteen and reception.

3.5. Working Hours

Core operational hours for construction will be as follows:

- Weekdays: 07:30 – 18:00
- Saturday: 08:30 – 14:00

Work outside these times and on Sundays & Public holidays will be by exception and subject to notification and agreement with MCC.

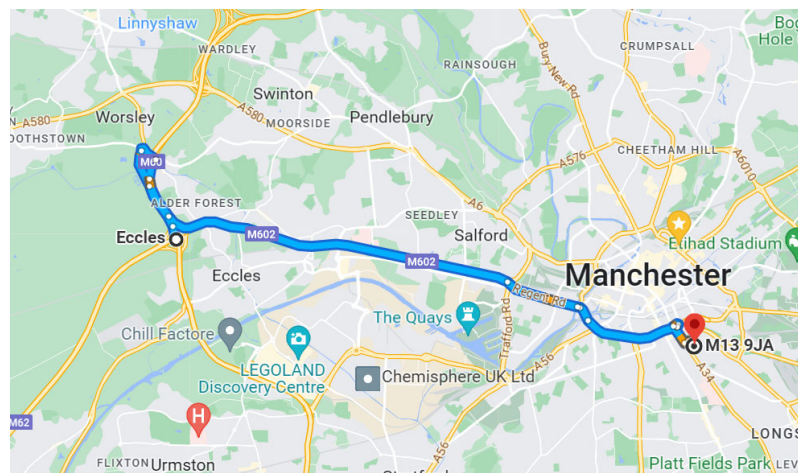
3.6. Material Delivery Arrangements & Routes

The key construction site logistics layouts have been developed (see section 2) taking into account the local traffic flows and consideration of our impact on the surrounding area.

The site will be primarily fed via the southbound A34 into a newly formed access gate.

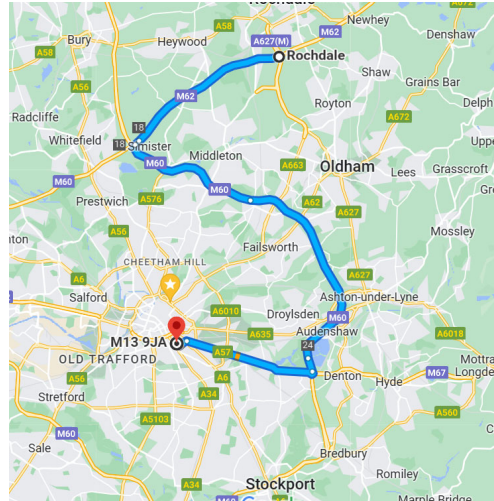
The following city-wide routes are proposed for the majority of major material deliveries.

Route from West: M602 – Mancunian Way – A34 South Bound:



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Route from North / East: M62 – M60 clockwise – A57 westbound



Route from South

Traffic originating from the south, will be directed to travel either clockwise or anticlockwise on the M60 and then follow the above west & east routes into the city and to the site.

Site signage will advise delivery vehicles of no waiting on the public highways, with appropriate daily monitoring to ensure minimum impact to local highway users during working hours.

Deliveries will be controlled via a logistics manager and will be required to be booked into site a minimum of 24 hours ahead of delivery, all delivery vehicles will be given a timeslot for their delivery to ensure that the site can safely unload the vehicle and also allow control of delivery times to be restricted to outside peak flows.

3.7. Work Force Travel Arrangements

The project is located on the edge of the city centre and is therefore well served by all modes of public transport, including train, tram and bus services. The workforce will be encouraged to utilise these, along with walking and cycling, for travel to and from site were reasonably practicable.

Due to the limited site footprint, it is envisaged that only a very limited number of onsite parking spaces will be available to serve ad-hoc needs.

All other persons travelling by private vehicle will be requested to make use of established car parks within the surrounding area.

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Save for designated pay & display bays, no on-street parking on the surrounding residential streets will be permitted for the workforce.

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4.0 Management of Construction Impacts

4.1. General

A project specific Environmental Management Plan (EMP) will be established prior to commencement of the site works. This will set out the identification and assessment of the risks to the environment from the proposed works and the mitigation and control procedures and measures that will be implemented.

Continuous monitoring of environmental issues and controls will form part of regular site checks. Monitoring will establish compliance of employees and contractors to this EMP and associated statutory obligations.

The EMP will remain 'live' throughout the construction phase and will be amended in line with developing site conditions.

Briefing and training will be given with regards any specific site environmental risks identified.

In the event of any incident, the environmental incident response plan procedures will be followed.

Key interested parties and statutory authorities:

Organisation	Key Responsibilities	Contact Details
Local Authority	- Nuisance, e.g. noise, dust, odour, air emissions. - Section 61 notices for out of hours working. - Highways arrangements and access	MCC
Environment Agency (EA)	Waste Management, Contaminated Land, Water Pollution, Discharges to surface water drains and watercourses	EA Incident Hotline: 0800 80 70 60
Local Water Company	- Discharges to surface water - Discharges to foul sewer (trade effluent)	United Utilities

Before commencement of the construction works a dilapidation survey including photographs and commentary will be undertaken of the surrounding highway and amenities surrounding and in the immediate vicinity of the site perimeter.

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4.2. Control of Dust & Other Air Quality Impacts

The control of dust from construction sites is key to ensure a good working environment and to limit the impact on the surrounding community and environment.

Each work operation will be assessed to identify the likelihood of generation of dust and other airborne emissions. An appropriate mitigation technique and associated management will then be implemented.

Dust from Excavation:

Use of industry standard damping down techniques during dry periods where there is the risk of dust particles from our works becoming airborne. Regular inspection by the Contractor will be undertaken during the main period of excavation to ensure that appropriate dust suppression technique(s) are deployed based on the prevailing site and weather conditions.

Dust from Cutting Operations:

Wherever possible all elements requiring on site cutting will first be assessed to see if off-site cutting can be utilised prior to delivery

Onsite cutting will utilise water suppression and/or air extraction vacuum type equipment specific to the material in question.

Exhaust Emissions

In order to control any excess emissions from the exhaust systems on construction site plant, a stringent check on all plant will be carried out when they are delivered to site. Management will work to a low emission policy that all plant should be regularly serviced prior to being bought to site (evidence will be required to allow delivery), wherever possible plant will have modern exhaust & baffle systems installed, vehicles & plant will not be left idling

4.3. Control of Noise & Vibration

Reducing the impact of noise & vibration generated by the construction works will be a key priority.

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Each work operation will be assessed to identify the likelihood of generation of noise and vibration. An appropriate mitigation technique and associated management will then be implemented.

Practical steps will include:

- Installation of solid perimeter hoarding.
- Construction work undertaken in the designated hours.
- Use of noise & vibration limited plant & equipment.
- Use of suitable locations for cutting operations.
- Induction to reinforce the good neighbour message.
- Suitable communication media with local community.

4.4. Debris on the Highway

Care will be taken to ensure footways and carriageways adjacent to the site are kept clean at all times.

The following measures will be implemented as and when necessary:

- All HGVs removing demolition spoil and soil will be sheeted over before leaving the Site.
- Road sweeping to clean the Site hard standing and any mud or debris deposited by Site vehicles on roads or footpaths in the vicinity of the Site.
- A wheel wash facility will be established at the Site access / egress points (within the Site boundary).
- Banksmen will be charged with the responsibility of checking the cleanliness of vehicles exiting the Site.
- Regular patrols of the perimeter of the Site to ensure general good order and cleanliness.

4.5. Water Pollution

The major causes of water pollution include silty water, spillages of oil, fuels or chemicals due to poor storage or handling of materials, and washout from concrete operations.

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The following will be put in place to manage water and pollution waste on site:

- Control measures adopted around existing water course sources (i.e. drain covers etc).
- All necessary legal consents are to be place for any discharge to a watercourse, ditch or drain.
- Induction to brief workforce on the procedures to be followed in case of an incident – including location and use of pollution spill kits.
- Oils and chemicals will be stored in impermeable bunded areas away from drains and watercourses, and from areas of vehicular movement to prevent accidental damage.
- Chemicals are to be stored according to COSHH requirements.
- Drip trays are to be used under all static plant and during refuelling from mobile plant.
- Dedicated concrete wash out zone & equipment.

4.6. Waste Management

A Site Waste Management Plan (SWMP) will be produced by each Contractor and will form the basis of compliance and used as a tool for recording waste arising on Site. The SWMP will be regularly audited.

A waste risk assessment will be undertaken in advance of any work starting with the findings used to inform the SWMP.

The SWMP will set out the targets for diverting waste from landfill, in line with Building Research Establishment (BRE) Environmental Assessment Method (BREEAM).

Steps to be taken include:

- Checks will be carried out in advance of any waste being removed from Site. As a minimum, this will include checking that waste has been appropriately classified, ensuring that all waste carriers are appropriately registered with the Environment Agency, and that all disposal or recycling sites have a valid and appropriate environmental permit or exemption in place.
- All waste to be segregated and stored prior to removal off-site. All waste containers, bays and stockpiles must be appropriate to the type of waste stored and must be clearly labelled to identify any specific storage instructions and to facilitate the reuse and recycling of materials.

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- Where any hazardous waste is to be handled for disposal this shall be carried out in accordance with developed risk assessments and material safety data sheets.
- All hazardous waste must be disposed of in accordance with The Hazardous Waste (England and Wales) Regulations (as amended) and in accordance with Section 34 of the Environmental Protection Act - Duty of Care. Waste Consignment Notes will be obtained for each movement of hazardous waste.
- All non-hazardous waste must be managed in accordance with The Waste (England and Waste) Regulations 2011 (as amended). Every transfer of non-hazardous waste must be accompanied by properly completed Waste Transfer Note (WTN).
- Where recycled aggregate is produced on-site or imported the correct documentation shall be made available to demonstrate that the material has ceased to be a waste.

4.7. Community Liaison & Complaints

Local community engagement communication channels will be established to ensure that occupiers of nearby properties businesses and local residents are informed in advance of works taking place, including the estimated duration.

The Construction will be registered with the Considerate Constructor Scheme and through compliance with the 'Code of Considerate Practice' will develop sound relations with all stakeholders that may be affected by the works

A complaints procedure will be implemented across the Site prior to work commencing. The complaints procedure will provide a mechanism for local stakeholders to raise the concerns about the project and to receive feedback once those complaints are investigated and closed out.

During construction, Contact Boards (including details of Emergency Contact Number) will be displayed prominently on hoardings and near Site entrances to ensure that residents and others can direct their questions and complaints to a member of staff who has the authority to take action and that problems can be rectified quickly.