

**NEW PREMIER HOUSE OFFICE
RENAISSANCE, MANCHESTER**

**CONSTRUCTION MANAGEMENT PLAN
AND OUTLINE METHOD STATEMENT**



**MAIN CONSTRUCTION PHASE - REMODELLING OF EXISTING STRUCTURE AND CONSTRUCTION OF
NEW OFFICE BUILDING**

Starwood Capital Group & Property Alliance Group

**Rev 01 – for Premier House Planning Application (Section 73 Application) June 2022
Rev 02 – for Premier House Planning Application (Section 73 Application) January 2023
Rev 03 – for Premier House Planning Application. Response to Event & Traffic Management.
Rev 04 – for Premier House Planning Application. Response to fugitive dust measures August 2023
Rev 05 – for Premier House Planning; 12hr Response Time Added to Section 3 & Working Hours**

Content

1.	Introduction	3
2.	Scheme Overview	3
3.	Programme and Site Working Hours	5
4.	Site Access & Construction Logistics.....	5
5.	Temporary Traffic Management.....	14
6.	Site Security	15
7.	Protection to the public	15
8.	Labour Levels	16
9.	Plant and Equipment	16
10.	Welfare Accommodation.....	17
11.	Temporary and Permanent Services Connections	17
12.	Environmental Management	17
13.	Community Engagement	20
14.	Construction Information and General Description of Works	21

1. Introduction

This Method Statement relates to the main phase of works to Premier House only. Premier House is a four-storey former office block which is part of the Renaissance Hotel site on Deansgate, Manchester.

This document sets out the overall method of delivery for the construction works, including logistics and environmental management processes required to be implemented on site by the appointed Principal Contractor engaged for the redevelopment of the office (Premier House) demise.

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

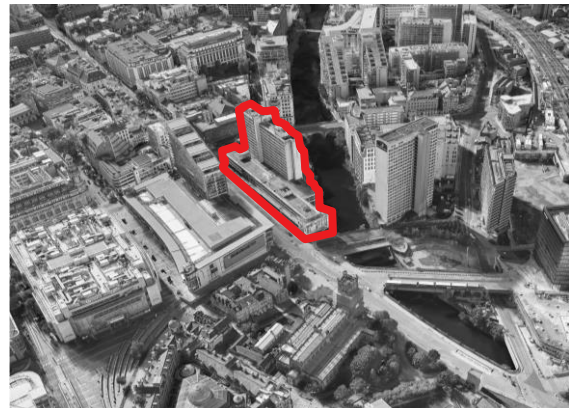
The overall development site occupies a prominent location in the City Centre, fronting onto Deansgate, Blackfriars Street, and Victoria Bridge Street, and the River Irwell. The site is previously occupied by a four-storey, 1960s office building, Hotel, and basement car park. Premier House has been vacant for many years and consequently become dilapidated over years of non-use.

The planning application to which this document relates is for the redevelopment of Premier House. The scope of works generally includes rebuilding from the car park roof slab upwards with a new structural steel frame and composite slabs, incorporating an additional floor and equalising and improving on the previous floor to ceiling heights within the new floors. The building will receive a new façade and internally new office and retail space.

[Note: Strip-out works and full demolition of the previous concrete structure will have already been completed prior to this works commencing and windows replacement for the Hotel phase of the development will be underway under following License/Prior Applications:

- Soft Strip of Premier House; Licence #LP/JP/CVL2010/20846
- Prior Application – Replacement of windows to hotel building; App No.129468/FO/2021
- Prior Application – Part demolition of Premier House; App No. 130049/DEM/2021
- Prior Application – Demolition of remaining structure of Premier House; App No TBC]

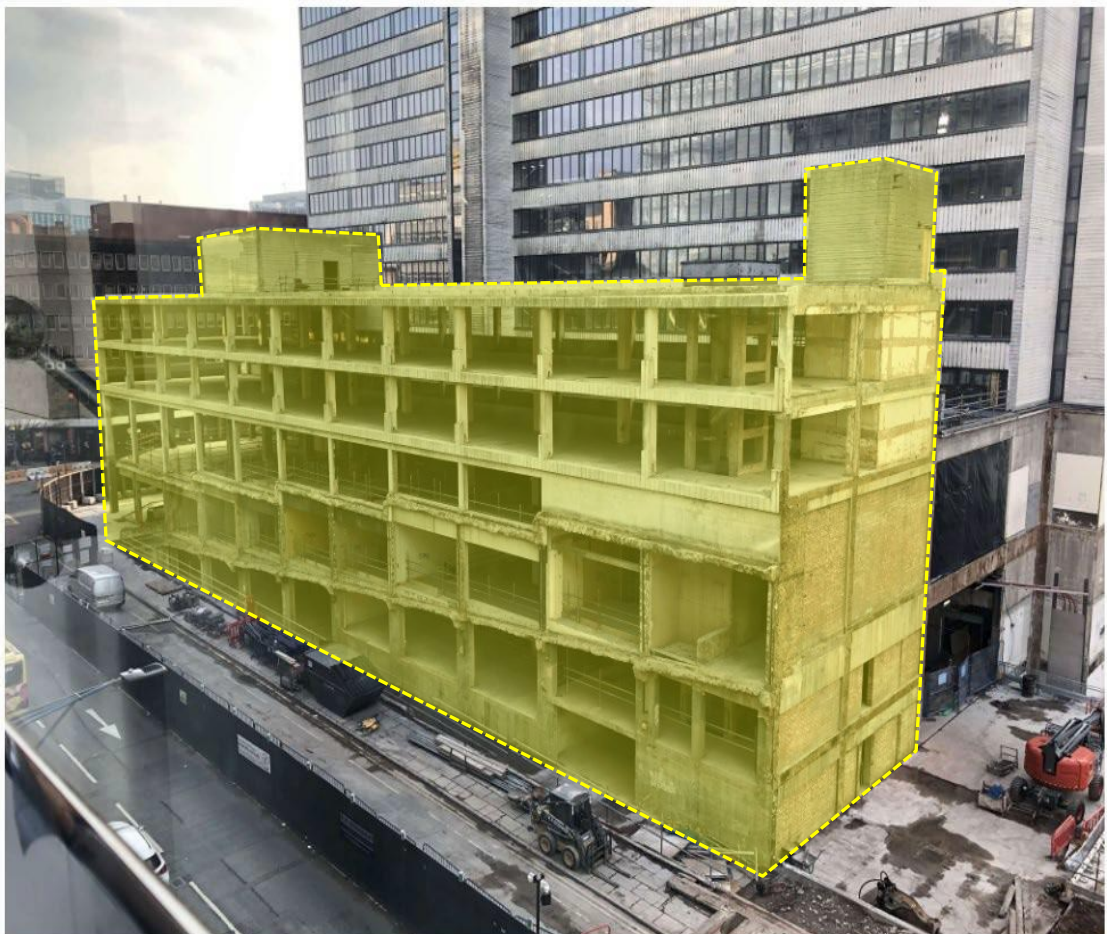
The site is located between Victoria Bridge Street, Deansgate and Blackfriars Street.



Site Location Plan



Previous view of Premier House prior to Full Demolition



Residual Premier House concrete structure to be removed



Arial View of Premier House Post Demolition, Looking South Towards Deansgate / Blackfriars

The site is within an area of the City Centre that is characterised by retail uses with ground floor shops, leisure, food, and drink uses. To the North East is The Arena concert venue, to the South is a large office and further retail outlets, to the East is No. 1 Deansgate residential building and to the West is the River Irwell.

This 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.

3. Programme and Site Working Hours

Commencement Date : November 2023

Duration : 80 weeks

Normal Site Working Hours for all demolition and construction work, and ancillary operations, including deliveries to and dispatch from the site have been agreed with Mr Graeme Souter in EHO and are as follows. No construction works will take place outside of these permitted hours of working.

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.

Emergency contact number out of hours will be Will Clarke (Property Alliance Group) : 07583 001 454 / 0161 868 4300.

All construction related complaints / queries received from the general public and/or EHO will be responded to within 12 hours max.

4. Site Access & Construction Logistics

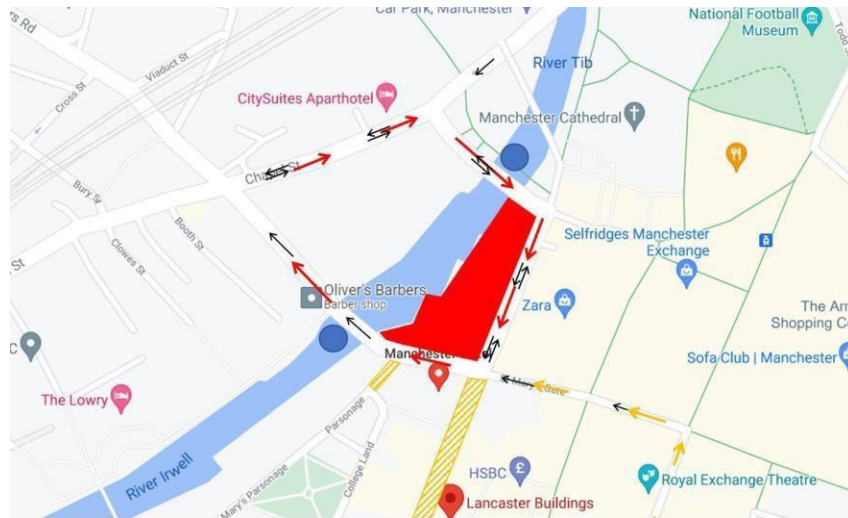
Access to the Premier House Works will primarily be off Deansgate via vehicle entry/exit gates in the perimeter site hoarding to access the site from the Deansgate frontage.

Access to the live basement car park shall be maintained via Blackfriars Street during the works. The Car Park access ramp shall be kept live, with construction site access required to the Service Yard and car park levels restricted to specific managed movements with prior approvals and Temporary Traffic Management.

The adjacent site access to the Hotel and Residential phases of the development will be separately coordinated and adapted to ensure a coordinated approach to the overall development.

The primary route for site vehicles shall be via A6 Chapel Street, with vehicles arriving to site primarily East over Victoria Bridge and turning right onto Deansgate and then entering the site from Deansgate. On exiting, vehicles will exist onto Deansgate and turn right onto Blackfriars and leave via the one-way system over Blackfriars Bridge back to Chapel Street.

A secondary route (for smaller, more lightweight vehicles) would be from Market Street / St Mary's Gate, and vehicles turn right onto Deansgate and straight into the offloading area. Vehicles would then exit site the site gate onto Deansgate and exit via Victoria Bridge Street. Ongoing vehicle routes to and from site will need to be reviewed and managed in accordance with Manchester City Council and to accommodate any other temporary traffic orders as required.



Construction vehicle local traffic movement

Advance planning and liaison on hoarding and vehicle movement has been 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 footpath, and width of the existing pedestrian access along the Deansgate and Victoria Bridge elevations in particular, the footpath and part of the carriageway will be closed and pedestrian access diverted prior to arriving at the site vicinity. 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. Access to existing premises on Deansgate will not be affected with vehicle and pedestrian access maintained.

The overall logistics strategy for the project has been developed and planned out, in conjunction with the initial phase of works already complete and detailed coordination and consultation with the MCC Highways and Licensing. This next phase of site hoarding and temporary traffic management scheme shall be implemented in advance of carrying out the secondary phase of the demolition works, which shall be completed prior to this phase of the project. However, the new hoarding layout and temporary traffic management will be kept in place for the commencement of these works. Please refer to Sisk document, Renaissance Manchester Logistics Strategy Rev003-0104, and the overall layout plan extracted below:

The vehicle approach and egress routing requires a new TTRO for one-way traffic on Deansgate, which has already been pre-approved by MCC Network Management and the one-way TTRO on Blackfriars Street on the approach to Blackfriars bridge will remain in place.

Vehicle access gates shall be installed at various points in the hoarding to allow vehicle movement off the public road into the site boundary. These access points will vary over the duration of the works to suit the various works phasing, and the diagram above shows various possible locations but they will not all be operational at the same time other, with 2 site gates expected to be in use at one time.

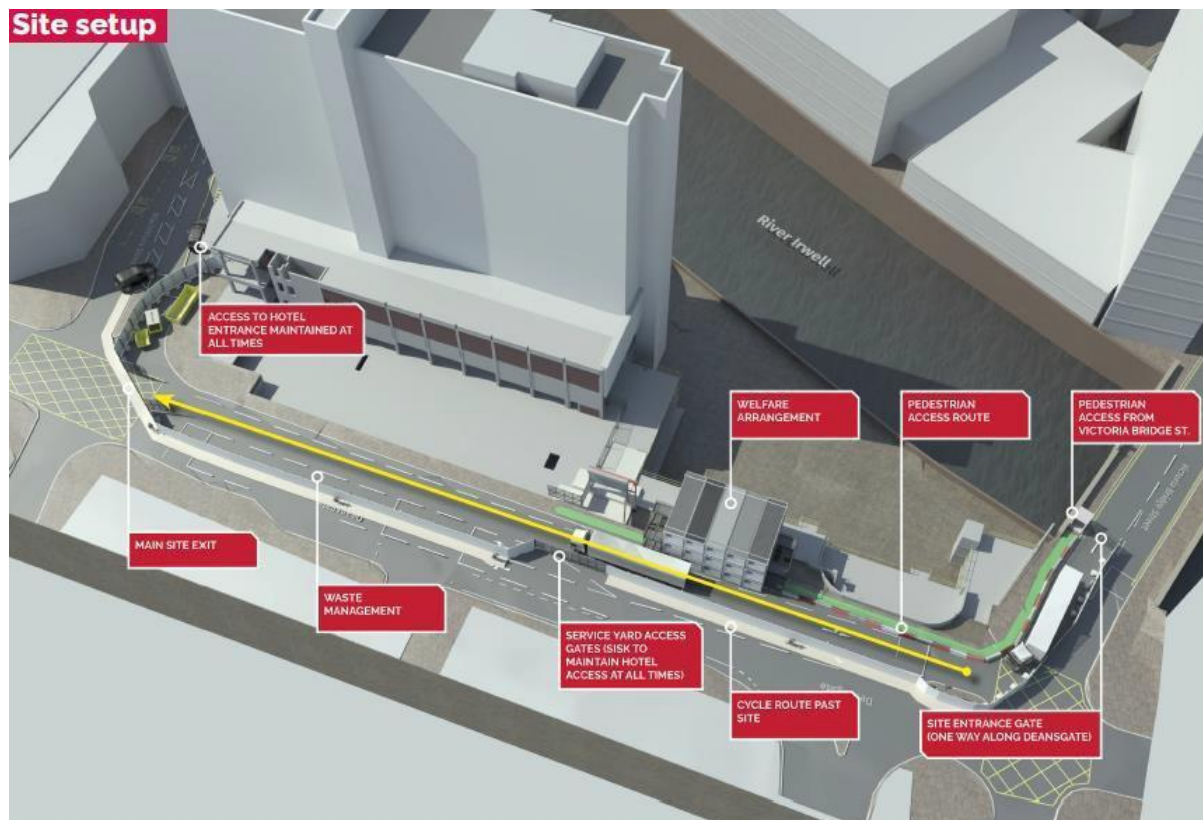
Site vehicles delivering or removing materials from site shall be stationed inside the site hoarding line along Deansgate. All vehicles arriving at the site shall be pre-informed about the access routes and vehicle management system on site and shall comply with the Delivery Management System that will be implemented by the Principal Contractor.

It is anticipated that approximately 20-25 vehicles will arrive/depart site on any given day, at peak construction.

The proposed construction works will not affect any vehicular or pedestrian movements. The hoarding is currently in place, with vehicles using the one-way system from Victoria Bridge Street to Deansgate. There is no change to the pedestrian movement and pedestrians will continue to use the existing pavement on Deansgate, fronting the site, and will continue to connect The Cathedral with Deansgate and St Mary's Gate.

No roads or further pavement closure will be necessary to facilitate the construction phase and the current site set up and hoarding line will remain in place for the whole duration of the works.

The following images provide an overview of the site-set, construction logistics, sequence, and construction methodology during the 80 week build period.



Week 1-5

Scaffold to Existing Core

New lift pit at loading bay level

Structural Alterations to openings in existing staircore & lift shaft

Drilling & dowelling

Perimeter retaining walls



Week 6-13

Construct new core lvl 2-5

Internal RC walls at loading bay level



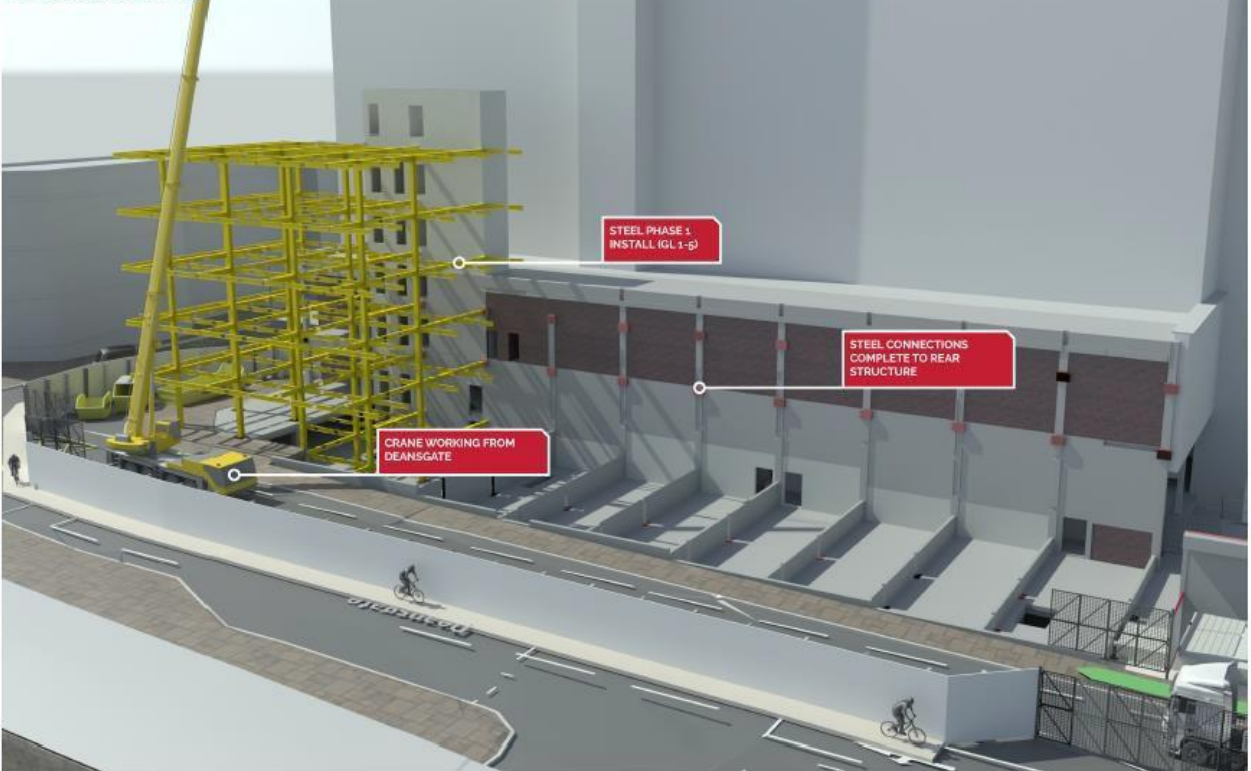
Week 13-14

Steel connections to existing slabs, columns & walls



Week 15-17

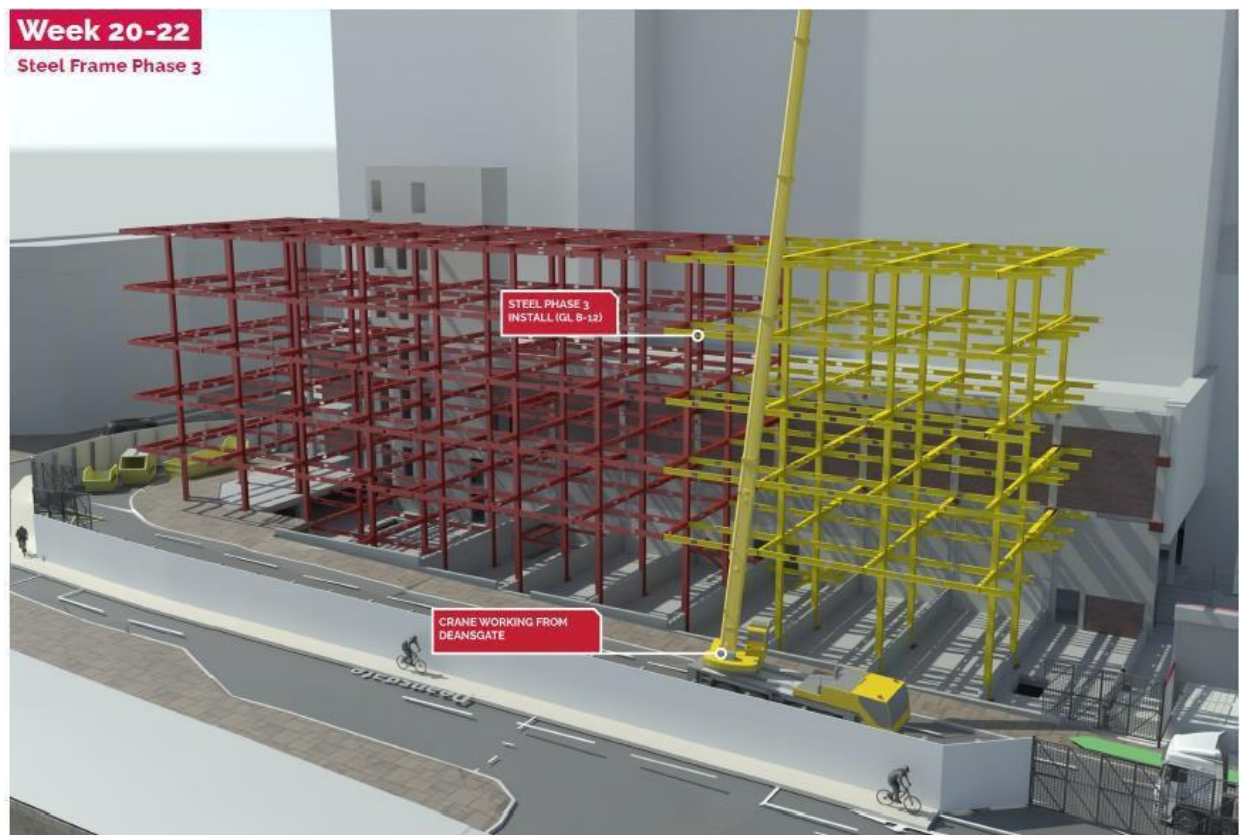
Steel Frame Phase 1



Week 18-19
Steel Frame Phase 2

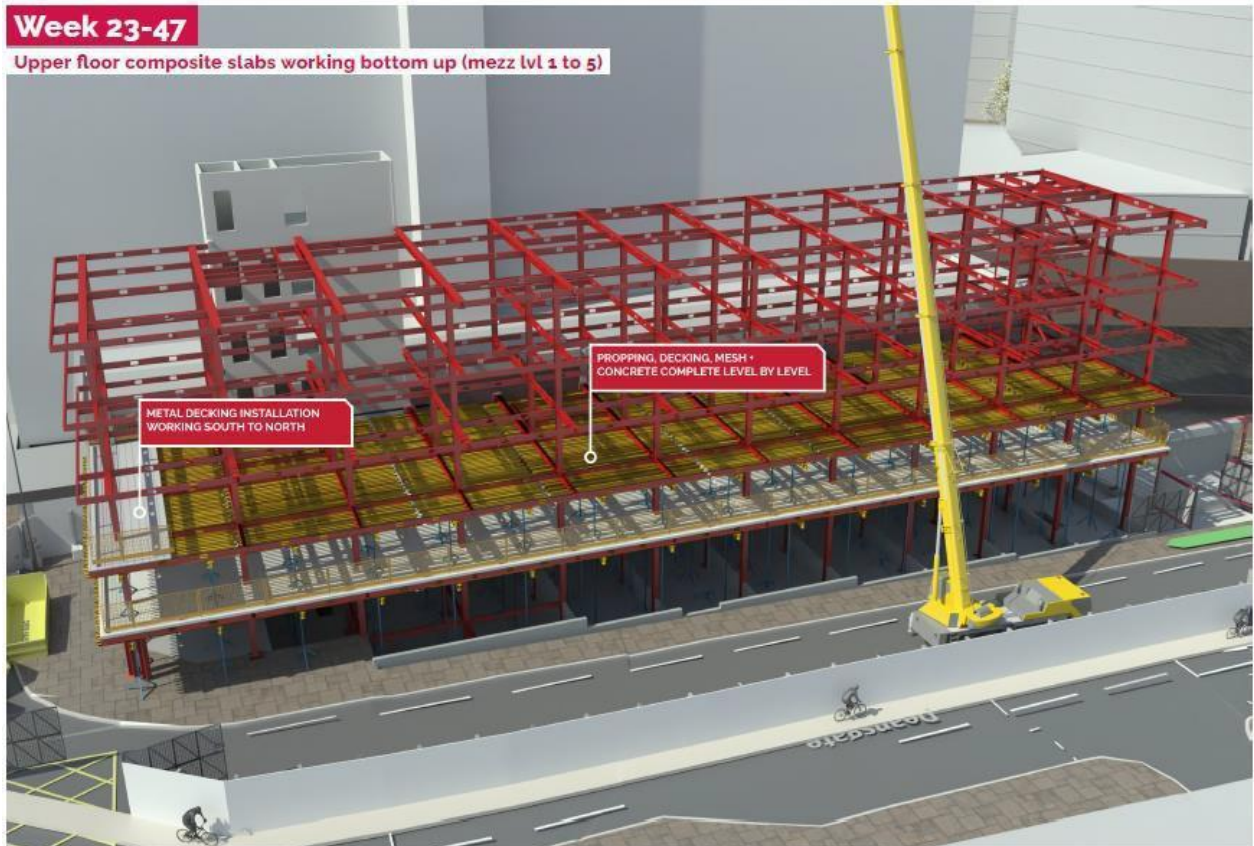


Week 20-22
Steel Frame Phase 3



Week 23-47

Upper floor composite slabs working bottom up (mezz lvl 1 to 5)



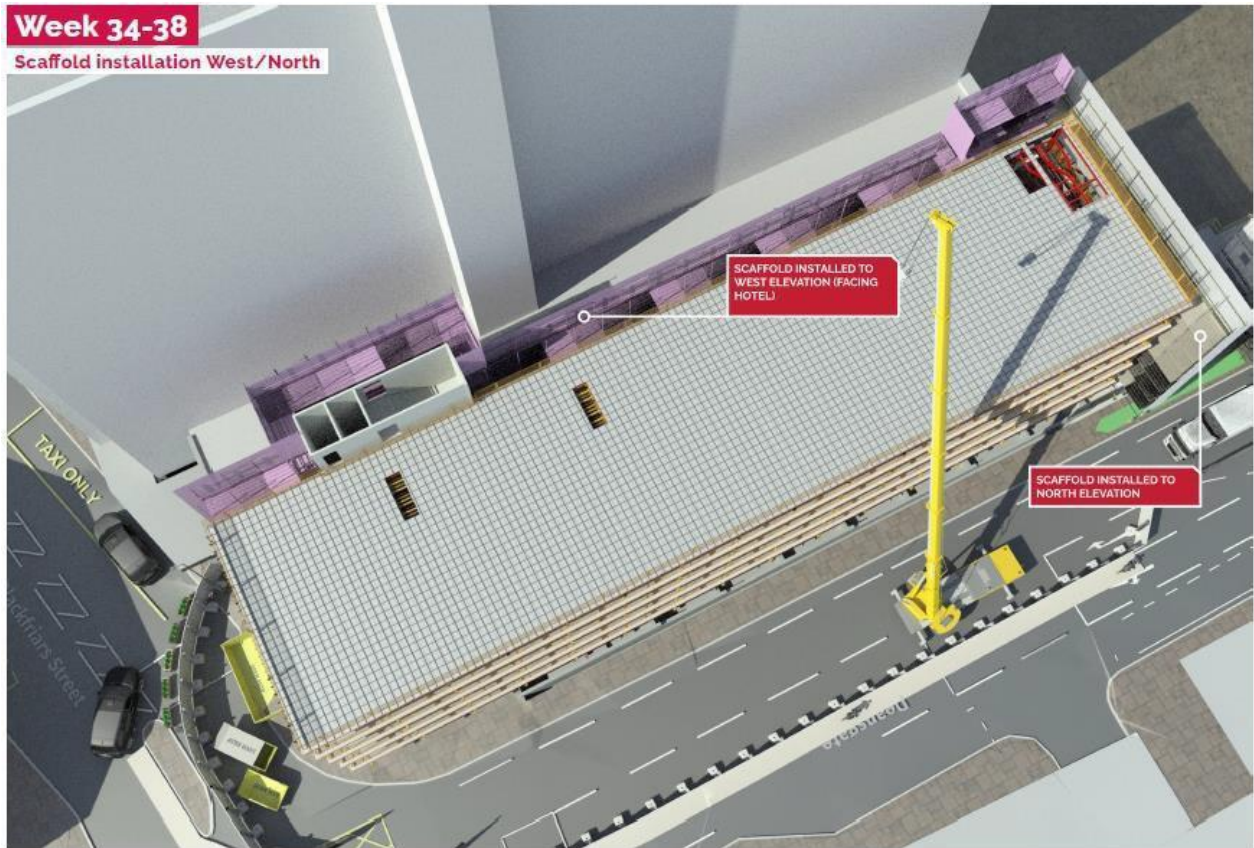
Week 47-48

Propping, decking, mesh + concrete complete



Week 34-38

Scaffold installation West/North



Week 42-47

Frame Complete, Strike Propping



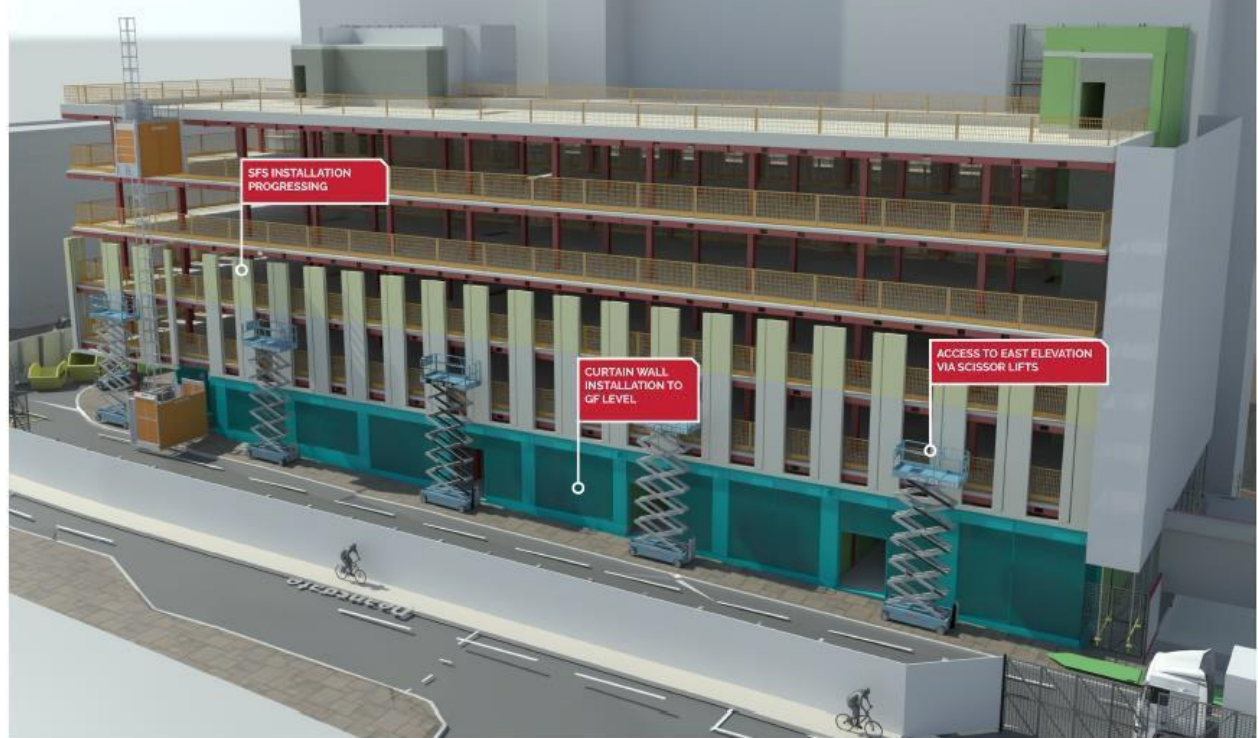
Week 46-47

Hoist installation & ground floor construction



Week 48-72

Envelope progressing North, East and South
Fit-out commences week 55



Week 72-80

Hoist removal & external works
Fit-out ongoing





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.

Pedestrian access to site shall be via a dedicated site entrance gate segregated from the vehicle gates, likely to be on the corner of Deansgate/Blackfriars. 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.

It should be noted that the works for Premier House and the new Residential Tower to the north of Premier House on the same site are envisaged to be under the coordinated control of one Principal Contractor to best coordinate and reduce the impact of the construction activities of both. Therefore parts of the site logistics mentioned in this document will overlap with the logistics required for the Residential Tower (made under separate application).

No parking on site shall be permitted and any operative vehicles may use the public car park in the basement of the development which will be kept in operation during the construction phase, or other nearby parking facilities.

5. Temporary Traffic Management

Temporary Traffic Management (TTM) shall be prepared, submitted, and implemented for all works that interface with the public highway. Licenses for the perimeter hoarding shall already be in place as part of the separate Demolition Works planning application. Any modifications to this during the construction phase shall be planned and coordinated with MCC and any additional TTM shall be implemented.

The TTM for site-wide logistics includes closing the current pedestrian crossings at Deansgate/Blackfriars and at Deansgate/Victoria Bridge Street, changing the road markings, and temporarily adjusting the traffic signals at both junctions. This shall remain in place for the duration of the Premier House works. A TTRO for the one-way traffic on Blackfriars has already been approved and implemented.

All site entrance and exit gates shall be managed and controlled by designated gatesmen 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 Security

The construction site is primarily within the demise of the existing building, with contractor office and welfare setup within the site boundary. Vehicles to and from site to service the works of Premier House will predominantly enter and exit the site gates along Deansgate. A new access point to the Hotel service yard area will be created as part of the works to facilitate shared access to the internal service yard area, which is part of the Hotel demise with shared access to the rear of Premier House. The main Site Security shall be at the dedicated pedestrian access point to enter/exit site. This point shall be determined by the Principal Contractor carrying out the works once they have been appointed.

Security will be in place at all perimeter/external access points to control access to and from the site.

Out of hours, all site access points will be locked and security present on site 24/7 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.

7. Protection to the public

In addition to the specific measures identified in sections 4-6 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;
- Given 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.

8. 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:

Principal Contractor	10
Site Logistics	10
Structural Works	40
Façade Works	20
MEP Works	30
Roofing	10
Interior Fit Out	25
Lifts	5
External Works	15
Sundry	20
Total	185

Maximum no of site personnel at peak times will be around 100-120. Numbers will be re-assessed and verified following review of the works by the Principal Contractor.

9. 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.
- Mobile Cranes for steelwork erection.
- Floor-mounted mini-cranes.
- 40m3 roll-on-off (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

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.

10. Welfare Accommodation

Suitable welfare facilities will be established within the site boundary. This shall be in temporary cabins inside the hoarding/logistics area and/or temporary built in-place offices within the existing car park area on level -1 which is not currently part of the public car park space. The ground floor retail spaces may be used for site accommodation or material storage, depending on the detailed method of works developed by the Principal Contractor.

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.

11. 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
Gas – Cadent
Water – United Utilities

A full scope of service diversions shall be prepared as part of the overall development and the corresponding works will be managed with the Premier House works in accordance with the programme. All temporary site services shall be provided from within the development, coordinated with the supplies to the Hotel site and shall be fed in to serve the Premier House works.

12. Environmental Management

12.1. Dust Control and Monitoring

The main demolition works will have been completed prior to the commencement of these works, but there will also be additional structural demolition works in this phase as described in Section 14. Dust and fugitive dust emissions may also be created on site during other phases of construction and this will be managed throughout in accordance to the specific works and the following mitigation measures:

Fugitive Dust Emission Mitigation Measures

Issue	Control Measure
Communications	- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site - Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager - Display the head or regional office contact information - Develop and implement a Dust Management Plan (DMP) or similar, which may include measures to control other emissions, approved by the LA
Site management	- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken - Make the complaints log available to the LA upon request - Record any exceptional incidents that cause dust and/or air emissions, either on- or off- site, and the action taken to resolve the situation in the log book
Monitoring	- Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the LA upon request - Increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions

Issue	Control Measure
Site preparation	- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible - Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site - Fully enclose specific operations where there is a high potential for dust production and they are active for an extensive period - Avoid site runoff of water or mud - Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used
Operating vehicle/machinery and sustainable travel	- Ensure all vehicles switch off engines when stationary - no idling vehicles - Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable
Operations	- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques - Ensure an adequate water supply on the site for effective dust suppression, using non-potable water where possible and appropriate - Use enclosed chutes and conveyors and covered skips - Minimise drop heights and use fine water sprays wherever appropriate - Ensure equipment is available to clean any dry spillages, and clean up spillages as soon as reasonably practicable using wet cleaning methods
Waste management	Avoid bonfires and burning of waste materials
Demolition	- Soft strip inside buildings before demolition - Ensure water suppression is used during demolition operations - Avoid explosive blasting, using appropriate manual or mechanical alternatives - Bag and remove any biological debris or damp down such material before demolition
Earthworks	- Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable - Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable
Construction	- Avoid scabbling (roughening of concrete surfaces), if possible - Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out

Issue	Control Measure
Trackout	• Use water-assisted dust sweeper on access and local roads, if required • Avoid dry sweeping of large areas • Ensure vehicles entering and leaving site are covered to prevent escape of materials • Record all inspections of haul routes and any subsequent action in a site log book • Implement a wheel washing system, if required

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. A water supply for high-pressure jet washing cleaning facilities will be available to clean down all construction vehicles and wheels prior to leaving site, to ensure mud and excess debris is not transferred from the construction site to the highways.

12.2. 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, and as agreed with Mr Graeme Souter in EHO.

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.

12.3. 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, PartII;
- Environmental Protection (Duty of Care) Regulations1991;
- 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

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.

12.3.1. 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.

12.3.2. 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.

12.3.3. 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 always kept clean and tidy with litter and rubbish removed promptly.

12.3.4. Management of Impact to River Irwell

The location of the Premier House construction site is not immediately adjacent to the river Irwell; however, precautions will be taken to ensure that construction works do not impact the biodiversity of the river, including wildlife, plants, and water quality.

A robust dust management plan will be implemented (as described above) and all surface water drainage systems will be protected to ensure no construction debris, materials or substances are discharged to the river during the works.

Protecting the River Irwell

The development includes the re-modelling of a section of the riverbank on the eastern bank of the river Irwell, located between Victoria Bridge and Blackfriars Street Bridge (located downstream to the south).

The scheme layout includes plans to re-model this stretch of the riverbank, principally by lowering the existing bank and pedestrian footpath in the central section, which will be accessed by two new sets of steps to the north and south to allow pedestrian access to the lowered section of the riverbank. This lowered section of path with its access steps and walkway have been included together with an appropriate planting scheme and garden layout in order to enhance the aesthetic quality of the development.

As the River Irwell lies immediately adjacent to the affected reach of riverbank, this phase of the development scheme will require additional protective measures to ensure that both the river channel, the water contained within it and its associated riparian natural habitats are protected from any potentially negative effects that may arise during the demolition and construction work.

Measures will be used to protect the river from the following potential risks:

- Physical disruption / alteration of the river channel dimensions that may arise during demolition or construction work;
- Disruption / alteration of the river channel bank planform and cross-sectional profile;
- Coarse and fine sediment pollution which may be generated from demolition and construction work;
- Pollution input from spillages and leaks during demolition and construction.

Each of the above has the potential to significantly impact on the river, in terms of water quality, habitats and biodiversity. Physical changes to the river bed, river bank and channel dimensions also have the potential to change the flow characteristics of the river at this point, with potential adverse impacts in terms of flood risk.

Minimising Risks to River Function and Flooding

Physical disruption / alteration of the river channel dimensions has the potential to alter the river flow regime through the section of the river. Any significant changes in channel bed and bank form may adversely affect flood water levels and therefore add to the overall flood risk. For example, if large volumes of demolition debris (brickwork and concrete) are allowed to fall into the river channel unchecked, the bed profile of the river will change, and this can adversely impact on local water levels and conveyance, particularly during flood conditions, where the discharge rate is high and the river water level elevated.

These changes in channel dimensions can thus affect flood water levels, in both an upstream and downstream direction. As a result, measures will be taken to prevent and minimise demolition and construction debris from entering the channel along the entire section of river included within the development boundary. This will be achieved using several approaches, which may include:

- The installation of temporary watertight coffer dam structure(s), inflatable booms and shuttering to prevent debris from falling directly into the river channel. Debris needs to be contained within the construction area of the site. Any debris which falls into the river channel behind temporary structures will be removed after construction work is finished, prior to removal of temporary protective dams and structures, thus leaving the river channel in its original, unaltered configuration;
- Carefully directed and executed demolition works in order to minimise the amount of material entering the river channel. This includes, for example the careful siting and use of excavators and other heavy plant and machinery;
- Replacement of the current riverbank protection to construction design and flood specifications using appropriate building material, which may include cast concrete and/or brickwork/blockwork.

The measures outlined above will also preserve both the planform and cross-sectional integrity of the river channel along the affected reach between Victoria and Blackfriars Street bridges. Again, if the channel dimensions, configuration, and roughness (coefficient) remain unaltered, then flood risk will not be adversely affected.

Minimising Risks to Water Quality

Demolition and construction work generate large quantities of dust and fine-grained particulates, which can be highly mobile both in air and in water. Dust and fine sediments easily find their way into the air and section 12.1 presents a summary of the measures taken to reduce or dampen dust during demolition and construction work.

Demolition and construction work both have the potential to adversely impact water quality in adjacent watercourses unless preventative measures are put in place to minimise the risks. Fine sediment is easily mobilised and entrained (picked up) in runoff across any natural or artificial surface and thus must be prevented from entering rivers, streams, and culverts. In this regard, the principal risks identified include the risk of coarse and fine-grained demolition sediment input to the river Irwell and the risk of liquid pollutants entering the river from spillages and leaks which may occur on site during the work.

Stringent efforts will be made to prevent or else minimise the risk of pollution to the Irwell by adopting a series of measures during the demolition and construction phases. These will include the following:

- Small, easily re-deployable inflatable booms to capture, retain or dissipate sediment-rich runoff at identified hotspots within the construction site. Once water has drained away, sediment can be removed allowing the re-use of these retention features. Inflatable booms / barriers can also be moved around the site quickly and easily in case they are required in other areas.
- Portable / re-deployable geotextile mats or rolls can also be used to trap fine sediment, and can also be moved around the construction site as and when required. Here, mats may need to be pegged out / anchored to prevent them from being washed away or dislodged during periods of heavy rainfall / runoff.

Extremely fine sediment which is held in suspension requires time to settle out. Where conditions allow, runoff will be stored for a period and allowed to soak away naturally. This should allow this fine sediment to settle out.

It is important to note that runoff collecting naturally on site during the construction and demolition phase will not exit the site completely free from sediment. However, efforts will be made to minimise sediment loads in runoff at all stages of the development.

Chemical leaks and spills represent another potential risk to water quality. Diesel fuel and hydraulic fluid leaks and spillages from heavy plant pose a very significant risk to water quality in the adjacent River Irwell. A spillage prevention and containment protocol will be adopted for the duration of the demolition and construction work to minimise the risk of spillage and leaks, particularly during the re-fuelling or servicing of vehicles on site. Preventative measures will include:

- A designated area for vehicle refuelling/servicing, with an underlying protective membrane to ensure that fuel and chemical spills and leaks cannot enter demolition waste, material stockpiles, bare earth, watercourses, and runoff retention features onsite.
- A liquid management, handling, contaminant and containment/clean up protocol to prevent the above from occurring. This will include the use of sand or similar material that can be used to soak up significant quantities of spilt fluids. The containment protocol adopts the assumption that no fuel, hydraulic fluid, or other chemicals will be allowed to enter the soil, surface, and groundwater systems at any time during the development of the site.
- The use of runoff retention booms and sediment traps (as described above) will also serve to contain any fuel and chemical spills should they occur on site.

13. Community Engagement

During 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.

The main contractor will manage the construction impact on their neighbours and the public to support a positive experience, by:

- Ensuring courteous and respectful language and appropriate behaviour in and around the construction activity
- Providing a safer environment, preventing unnecessary disturbance, and reducing nuisance for the community from their activities
- Proactively maintaining effective engagement with the community to deliver meaningful positive impacts
- Actively encouraging and supporting an inclusive and diverse workplace
- Proactively supporting safe working, mental and physical wellbeing at work
- Providing workplaces that are, well maintained, clean and secure from physical and biological hazards.
- Prioritising environmental issues to protect the natural environment and minimising negative impacts
- Optimising the use of resources, including minimising carbon throughout the value chain
- Engaging with the community to improve the local environment in a meaningful way.

14. Construction Information and General Description of Works

The existing building frame is generally reinforced concrete with columns and concrete upstands with a beam and block floor. The structure is predominantly retained, with structural alterations to remove and add elements to reconfigure the building into its new use. The building envelope will comprise part retained and part new façade. Internal layout will be reconfigured to create 3 levels of office space and 4 retail units at ground floor. The works are described in more detail in the sections below.

a) Handover from Previous Demolition Works and Site Set-up

Demolition Works already completed as part of separate planning application are generally as follows:

- Full removal of the previous concrete structure east of the hotel
- Interfacing structural elements saw cut clean at the cut line with the hotel
- Hotel structure retained
- Car Park roof slab / Service Yard Slab level retained
- Construction of enabling elements of the new structure, typically access ramps/slab, suspended slab on Service Yard Slab

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

The Principal Contractor shall take possession of the site from the previous 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.

b) Steel Frame and Composite Floor Slabs

- Provide new connection details to existing structure to receive new steelworks connections
- Erect new steel frame columns and beams progressively vertically and structural bay sections
- Form new composite floors slabs with metal decking, reinforcement, and concrete
- New concrete lift shaft and staircores

Steelwork shall be erected from the ground / service yard slab level using MEWPs positioned on the lowest slab or road. A mobile crane shall be used for lifting steelwork into place. Material shall be offloaded directly from delivery vehicles stationed within the logistics enclosure within the site boundary on Deansgate. Edge protection shall be pre-installed into the permanent and temporary edges to ensure safe working areas are provided as soon as metal decking is in place.

Metal decking packs shall be lifted onto the steelwork once full structural bays have been completed and decking laid out from below using MEWPs or lightweight access platforms to provide access. Scaffold temporary access stairs will provide access to the metal decking to allow for studding and reinforcement fixing. Reinforcement loose bar and mesh shall be lifted onto the decking in bundles and distributed by hand at each floor level. Temporary back-propping of the metal decking shall be installed as required for temporary loading conditions. Concrete will be pumped using static or mobile pumps in either full or partial floors.

Roof plant rooms will be lightweight steel structures, with concrete plinths and upstands with roofing edge parapet RC upstands. The roofing system will be applied to the roof slab and the detailed method will be developed following design finalisation.

c) Installation of new façade

- New Curtain Wall façade on all elevations

A perimeter external temporary working platform shall be required to install the curtain wall system. The low-rise nature of the building lends itself to a perimeter scaffolding due to the relative short-term access requirements. Materials will be fixed working from both internally and externally, but with materials lifted externally using mobile cranes positioned in the offloading bay or building-mounted mini floor cranes.

The upper floors, Level 1 to Roof will be installed first from the working scaffolding. The ground floor façade will typically be installed last, in order to facilitate ground floor logistics, use as long as possible and to allow the scaffolding to be removed above after completion of the upper floors.

External mobile elevated working platforms of various types and sizes may be used temporarily for perimeter access, with the machines working from the logistics area inside the hoarding to access the full height building elevation.

Plant rooms on the roof shall be enclosed with a simple louvre system which shall be installed off local lightweight access scaffolding.

d) Installation of new Building Services and Lifts

- Removal of existing redundant lift shaft
- Construction of new lift shaft
- Installation of new building services to the whole building

The vertical transportation shall be consolidated to 2 lifts operating to the office floors, both accessible directly from the new office reception. The redundant shaft from the existing building further north shall be removed and in-filled and the additional shaft introduced adjacent to the existing shaft to create a two-lift service. Structural enhancements will be added to incorporate the new shaft. The existing lift shall be extended to roof level to provide access to the roof terrace.

The existing roof plant rooms shall be extended to accommodate the new building services serving the office and retail. Large roof plant shall be prefabricated and lifted onto the roof using mobile cranes located within the logistics area inside the hoarding.

New services shall be installed throughout for Category A fit out. Installation of services will typically be carried out using small mobile elevated working platforms, both powered and lightweight types, operating off the floors slabs to provide working access to high level on each floor. Mechanical hoists will be used to assist material handling internally.

Where services diversion works or new connections shall be made, this shall predominantly be done within the hoarding line of the site. Where any works are required outside of the hoarding, then any additional barriers, fencing, signage or traffic management shall be implemented.

e) Office fit out and Retail Shell & Core

- Category A fit out to office and retail spaces, with lobbies and reception with a basic functional fit-out

Internal fit out shall be installed throughout for Category A. Installation of finishes will typically be carried out using small mobile elevated working platforms, both powered and lightweight types, operating off the floors slabs to provide working access to high level on each floor.

f) External Works

- Hard and soft landscaping to the footpath on Blackfriars and Deansgate
- Early installation of the section on Blackfriars in front of the Hotel to coordinate with the works completion and opening
- Completion of section of entrance for new Service Yard

In coordination with completing the internal works, after the structure and envelope works are complete, the external works shall be coordinated to install new finishes to the existing footpath up to the new building line. Typically, this work will all be done within the existing hoarding line. In local areas, the permanent hoarding will need to be removed or altered and temporary fence may be used to carry out the external works. Any temporary management of pedestrians and traffic will be done with appropriate barriers and signage.

Phasing of the external works shall be done in coordination of the adjacent phases of the same development.

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

g) 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.
