

Old Brewery Gardens Development - Manchester

Construction Management Plan

3rd March 2023

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1.0 Introduction

1.1 Statement of intent and overall control strategy

Domis are committed to maintain a dynamic and robust integrated management system. This will ensure that we deliver everything we do in a safe sustainable manner and to a high standard which meets or exceeds our customer's expectations.

We are committed to achieving excellence through:

- Preparing and implementing programmes and systems to benefit the integrated management system to ensure that it is continually improved and remains effective.
- Establishing and setting objectives and targets and closely monitoring their implementation.
- Empowering our people and our supply chain to be proactive in suggesting improvements to the processes, procedures, and related documentation.
- Developing and training our people in both quality management and delivery.
- Engaging with our people on all matters to improve and embed learning across the business.
- Providing sufficient resources to enable this policy to function effectively and to ensure that this policy is regularly reviewed and communicated to all employees, our supply chain and stakeholders.
- Complying with applicable regulatory, customer and other requirements.
- Conducting regular internal audits and management reviews.
- Seeking feedback on performance from stakeholders, our supply chain and employees.
- Implementing mechanisms which encourage the identification of best practice and drive innovation.
- Generating a commitment amongst all employees and our supply chain to provide the service delivery and workmanship required by our customers.

Domis's policy will be delivered by generating a culture which actively encourages exemplary management practices and insuring the real involvement and participation of all our people, our supply chain, and stakeholders.

1.2 Existing development site

The current site located on Dutton Street, Manchester, M3 1LE, as covered under planning permission 118831/FO/2018

1.3 Summary of new works proposed

The project involves the construction of two buildings accommodating 556 no. 1, 2 & 3 bedroom apartments, of varying heights ranging from twelve to twenty five stories with flexible commercial space located at Ground & Mezzanine levels on the frontages around the scheme.

2.0 Overview - Nuisance mitigation measures

2.1 Health and safety

The risks associated with each identified hazard and their specific management controls are recorded on the Overall project Risk Assessment form held in the Contract Management Plan.

Control measures are generally; activity risk assessments, point of work risk assessments, method statements, inspection and test plans, and permits. Information from the assessment is issued to subcontractors to identify the particular control documents required before starting the work. Records of the preparation, approval, receipt, issue and communication of all risk assessments, method statements and permits are maintained on file.

2.2 Minimising disruption to ongoing use of adjacent buildings

The continuity of existing site operations will be at the heart of all our planning and delivery of the project. We will use the following hierarchy:

1. Protect and maintain all existing adjacent buildings operations and services.
2. Protect and maintain all existing highway and footpath operations and services contained within.
3. Use construction methods that are appropriate when working close to site users and staff.
4. Plan and communicate on the above basis.
5. Deliver, monitor and control activities.

We will continue to develop our plans in more detail as we move through to the next stage ensuring that, at any one point in time, all site users can continue to access the site unimpaired, that all site ME&P services remain live, that deliveries and visitors can access necessary areas and that site fire escape and muster points are protected.

Clear and safe dividing lines between site and construction operations will be created and adapted to suit controlled changes.

2.3 Construction noise and vibration

Operations such as piling and reduced level dig can produce significant levels of noise close to the site boundary. We will minimise the impact of this and other noise pollution through the following processes:

- Use construction methods that minimise noise ie crushing as opposed to percussion tools; CFA piles as opposed to driven piles etc.

- Ensuring haul roads and busy access routes are positioned away from occupied buildings.
- Use of temporary enclosures local to the work area.
- Ensuring the machinery or tools are in proper working order.
- Positioning of plant as far as possible from adjacent buildings.
- Advance notice of noisy works.

Regular meetings with site staff and neighbours will highlight their concerns, and our construction methods and programming will be reviewed and adapted around their requirements.

Liaison will also occur with the LA pollution team to ensure 'Control of Pollution Section 61 agreements' are maintained.

2.4 Dust and Mud

The control and management of dust created through activities such as traffic movement, excavating material and demolition of traditional masonry & steel frame warehouse, operations will be managed through the following processes:

- Dampening of the ground surface to prevent air borne particles being carried by the wind
- Avoiding dry cutting materials such as concrete or bricks
- A traffic speed limit on the site to minimise disturbance of dust on the ground by site transport and delivery vehicles
- Using surfaced roads where possible for traffic movements on site
- The use of screens around the working space to contain any dust disturbed
- The use of debris netting to the perimeter of the concrete structures to contain loose debris
- Ensuring spoil being transported from site is in covered wagons
- All construction vehicles will have visual inspection and where mud arises from the site which may transfer to the highway, a wash down point will be installed with a silt trap/collection bund near to the site exit to minimise the risk of mud on the public highway.

Road sweeping will take place on a regular basis to the site compound, access road and local highway to eliminate mud and debris being transferred the surrounding road network from site.

2.5 Fire protection

On contract commencement the Project Manager will appoint a competent person to act as Fire Safety Coordinator to control fire evacuation and muster checks.

The Project Manager and the Fire Safety Coordinator will conduct a fire assessment to determine all potential fire hazards, the employees and other site users at risk and the fire safety arrangements. This will be recorded on the Fire Assessment and Arrangements Form.

Following completion of the Fire Assessment and Arrangements an action plan will be produced by the Project Manager and Fire Safety Coordinator to ensure all potential hazards are eliminated and all fire safety controls are in place prior to taking occupancy.

The Project Manager and Fire Safety Coordinator will ensure the content of the completed Fire Assessment and Arrangements is added to the Contract Management Plan.

The Project Manager will ensure the fire arrangements form part of the induction process and that all individuals are aware of the fire evacuation process. The Project Manager will ensure a drawing showing site / office layout and fire fighting arrangements is displayed at strategic locations. A Fire Notice is available to record this.

The Project Manager will nominate and arrange training for Fire Wardens. Consideration must be given to cover holiday and illness absences. The names of the Fire Wardens will be communicated. A Fire Notice is available to record these. The Fire Wardens will attend the relevant training, ensuring they fully understand the content and their overall responsibility.

The Fire Safety Coordinator will establish a Fire Safety Inspection Record for each location for each calendar year. This will be used to record Weekly Checks; Emergency Evacuation Drills and Annual Equipment Checks

The Fire Safety Coordinator (or his nominee) will undertake weekly checks on Fire Extinguishers; Fire Escape Routes; Fire Signs; Fire Alarms and Fire Brigade Access. This will be recorded on the Fire Safety Inspection Record

The Fire Safety Coordinator will undertake practice emergency evacuations at approximately six-monthly intervals for locations where there is a static workforce, for locations where there is a high turnover of staff this frequency will be increased. During the emergency evacuation the Fire Wardens will adequately perform their duties and feedback any issues to the Fire Safety Coordinator.

Where the alarm goes off for an unknown reason, but it becomes apparent there is not an emergency situation the alarm should be allowed to continue, and the building evacuated to prevent confusion in the evacuation and treated thereafter as a practice drill. The Fire Safety Coordinator will record the details on the Emergency Evacuation Record and the Fire Safety Inspection Record. Where actions have been identified these will be transferred to the Fire Assessment and Arrangements Form.

The Fire Safety Coordinator will ensure all fire-fighting equipment is tested on an annual basis by a competent person. These will be recorded on the Fire Safety Inspection Form. The Fire Assessment and Arrangements will be reviewed on an annual basis or after any event which may affect its content, such as alteration or substantial changes in occupancy.

2.6 Light pollution

Site lighting will be carefully considered to ensure the required level of safety and security is achieved without causing excessive nuisance to neighbours. Floodlights will be located to

provide the necessary site illumination and the lamp-heads will be specified to minimise overspill and directed to shine onto site. All tower cranes will have air-craft warning lights fixed to the upper part of the crane and jib.

2.7 Ground and watercourse pollution

Method statements for the works will be devised to take account of contamination risk and the effective management of that risk:

- All materials / processes will be handled / undertaken strictly in accordance with the suppliers / manufacturer's recommendations.
- All bulk solid, granular, liquid materials will only be stored on site in (limited) quantities necessary to meet the requirements of the construction process.
- All liquid materials will be stored in suitable containers, adequately bunded to comply with Health, Safety and Environmental legislation / recommendations.
- Sensitive areas will be subjected to specific protection regimes.
- Spillage reaction / clean-up plans will be in place to be undertaken by a trained squad of personnel.
- Specialist cleaning equipment will be placed in key locations around site to minimise any spillage should it occur.
- All waste materials will be controlled / sorted into the appropriate waste containers on site prior to removal by an authorised / licensed waste carrier.
- Interceptors will be used to remove solids etc from any site discharges, which may, with the agreement of the Local Authority be made into the surface water drainage system.

2.8 Trees and existing hedge rows

This section is not applicable since there are no hedgerows or trees on site.

2.9 Site Housekeeping

Throughout the project we will encourage and enforce an excellent housekeeping regime. A strategy will be developed and incorporated into the Site Rules which will be sent to suppliers and supply chain partners alike. The strategy will also form an essential part of the supply chain / suppliers pre-order interview.

We will ensure that all operatives engaged on the works are familiar with the work in progress, skilled at their task, aware of their duties and responsibilities to others and knowledgeable of the Site Rules. All persons working on site will attend the site safety induction and commit to the site rules.

2.10 Waste management proposals

We will operate a site wide waste segregation removal procedure. Recycling areas will be located on the service yard level and ground floor of the site. Waste wheelie bins will be situated in designated areas which will be filled by the subcontractors and taken by them to the recycling areas.

Waste reports will be created on a monthly basis which will detail the quantity, type and

percentage of waste being produced, with the percentage of recycling achieved.

Waste control will be reviewed with the contractors during the procurement process to minimise packaging on deliveries and encourage removal of their own waste such as plasterboard, pallets, paint pots and cable drums.

The specialist contractors will work with the design team during the design stages to find the most efficient and economical solutions in reducing waste during the construction phase. In addition, the strategy for maximising the levels of works through prefabrication off site will further reduce waste generation.

2.11 Liaison with community.

We will keep our neighbours well informed before and during the construction phase through various means: A member of the Domis team will be designated as the Project Community Liaison Manager responsible as a single-point contact to ensure good neighbour relations. A regular residents' meeting will be established at a frequency agreed with the residents to bring them up to speed with project progress and key elements of the work. It also provides an open discussion for residents to voice concern or highlight issues.

Newsletters will be widely distributed to identify completed works and focus on forthcoming activities to give neighbours early notice of such works. Information displays in prominent locations will contain various project-specific information.

A 24-hour emergency contact number will be established to allow concerns to be raised, these will be actively dealt with by the Domis Project Community Liaison Manager until the issue is resolved.

2.12 Site hours

Working hours will be in line with the LA planning requirements. These are anticipated to be 07.30 – 18.00 Mondays to Fridays and 08.30 – 14.00 Saturdays. No work on Sundays or Bank holidays

3.0 Construction Logistics and Construction Processes

This section contains statements and plans for traffic management and construction logistics for the works. Statements and plans to cover the following:

3.1 3rd Party Consultation

We have consulted with and will continue to consult with various 3rd parties over the construction of BRWRY Gardens. Central to these discussions is to agree detailed phasing and traffic management plans for the wider developments as a whole.

3rd parties include:

Manchester City Council (MCC) North team “Highways Manager” – We have developed a site layout that is based on the minimal interference with transport network, a copy of the

same is attached and we are in the process of confirming further meetings and dialogue with the Council.

Latimer Scheme

In accordance with the approved Latimer CMP we have provided and shown the shared access route through the “highways strip”. We are aware that both developments will be running concurrently and final detailed traffic management plans will be concluded once the developers have appointed a principal contractor.

The Manchester College

The developer has met with the college and understand the access requirements and constraints around the “highways strip” and will be continuing dialogue with the college prior to both developments commencing.

Further to the initial planning sessions and agreements with our neighbouring developments, we would propose that once the works to each site commences there will be weekly contractor forums set up to discuss forthcoming issues and arrangements to ensure the shared access routes continue to run safely and efficiently.

3.2 Site Vehicle access restrictions

The lower site off Great Ducie Street will operate a strict one-way vehicle access regime, with vehicles only being permitted onto site when space is available and have been pre-arranged. The upper site entrance off Dutton St which will be in use during the groundworks phase and prior to the erection of the tower cranes will be a two-way system while in use. Following the erection of the tower cranes and as the superstructure progresses, vehicles will be offloaded by crane from temporary loading bays on Dutton Street, this will be made possible as the majority of existing parking arrangements are required to be relocated to Park Street. No vehicle holding will be allowed in the adjacent streets. A small amount of site management and visitor parking on site will be permitted but parking for operatives on site will not be permitted, they will have to use the existing public car parking in the city or public transport. There are a number of public car parks in close proximity of the site and the train and tram networks are all within walking distance, e.g. Manchester Victoria Station.

3.3 Site Vehicle Management/Logistic plans

We have detailed below the agreed routes into site and the “laybys” for vehicles to be unloaded from on Dutton Street and via Great Ducie Street, ensuring we have accommodated the requirements of MCC.

3.4 Tower Cranes

We have developed our lifting strategy around a three-tower crane approach to the project;

TC1, TC2 and TC3 will be erected to construct the slip formed cores and concrete frames of Buildings A-E. A small amount of oversailing will be required on the Highways and neighbouring land, which will be concluded with the requisite Oversailing Licenses from

MCC and property owners, the Tower crane locations are shown within the logistics plan in appendix B.

Road Closures may be required to rig and de-rig the cranes will be agreed with MCC once exact dates are known, at present the erection and dismantle dates are as follows:

- TC1 - Oct 2023 – Jun 2025
- TC2 - Dec 2023 – Dec 2024
- TC3 - Jun 2024 – Jul 2025

3.5 Site Accommodation and Welfare

The proposal for the main site accommodation and welfare is shown within the logistic plan off Francis Street, the land is under the ownership of the developer for the Brewery Garden Site.

3.6 Enabling Works

Once the foundation design is complete, an extensive enabling works package will be formulated including demolition, ground improvement, obstruction removal, retaining wall removal, reduced level excavations, and piling mat construction.

3.7 Piling and substructure Works

The piling rig and concrete agitator will be delivered and operated within the site boundary, working on the designed piling mat. Following completion of the piling, substructure works will commence consisting of reinforced concrete pile caps, ground beams, retaining walls and ground floor slab.

3.8 Slip Formed Core.

Each tower crane will be erected in time to commence construction of the various slip form rigs. During the Pre-Construction period we will design and procure the equipment, ensuring that the structural stability of the cores is maintained in its temporary condition. The rig will be fully encapsulated to ensure that no materials fall out or blow off the structure.

3.9 Floor Construction

Once works have commenced on the construction of the floor slabs and level 4 has been cast the self-erecting 4 storey external protection screens will be erected at second floor level and will be jacked up to suit the progress of the frame. The self-erecting climbing screens will ensure that the work floors are fully protected against falls of debris and dust. When the climbing screens pass the completed floor, they will be replaced by fixed screens. That will not be removed until the facade is watertight.



The slip form rig will be de-constructed and craned off the top of the core, and the capping slab installed.

3.10 Hoists.

Three passenger and goods hoists will be installed, serving Blocks A, B/C, and D/E

3.11 SFS and window installation

The SFS and window installation will be carried out once the frame is at level 4 and is completed from the frame screens, this enables a safe installation method which is completely enclosed from the site to the public highways, etc.

3.12 Brickwork

Mast Climbers will be installed to the perimeter of the site within the site hoarding and brickwork will be progressively installed from these.

3.13 Lift Installation

When we have completed the core structure and capped at roof levels and have sufficiently advanced the floor slabs, we will commence with the installation of the passenger lifts. Owing to access restrictions and handling of materials we will fit out each lift shaft, before

commencing the next and so on. By completing the lifts early we will get beneficial use of the lifts progressively.

3.14 Apartment Fit Out

When we have a fully watertight floor, we will complete the high-level corridor services, including any temporary electrics, power and lighting.

The first fix will commence with the metal stud walls, one side of plasterboard and the noggin brackets that carry the electrical back boxes as well as any structural supports required for door frames, kitchen units etc.

The completed first side boarded apartment will be handed over to the Mechanical and Electrical contractor for their first fix works to all services as well as ventilation and ductwork, electrical, comms and control wiring, sprinkler pipework and all pipework including all testing prior to handing back for second side boarding and ceiling works. The apartments will be plastered, and mist coated when dry. The walls will be snagged and repaired where necessary ahead of 2nd fix joinery, kitchen installation and final decorations. Final fix electrical and lighting will be followed by floor finishes, builders clean and commissioning of services. The team will instigate an inspection and snagging process with the client team to clear all defects before final sparkle clean and lock up of the completed apartment.

As the apartments are completed we will finish the corridor fit out, including lift architraves etc and protect any finished surfaces necessary. From completion of the apartments, we will instigate an inspection process to ensure the integrity of the apartments up until overall final project practical completion.

4.0

Appendix A

Summary Project Programme

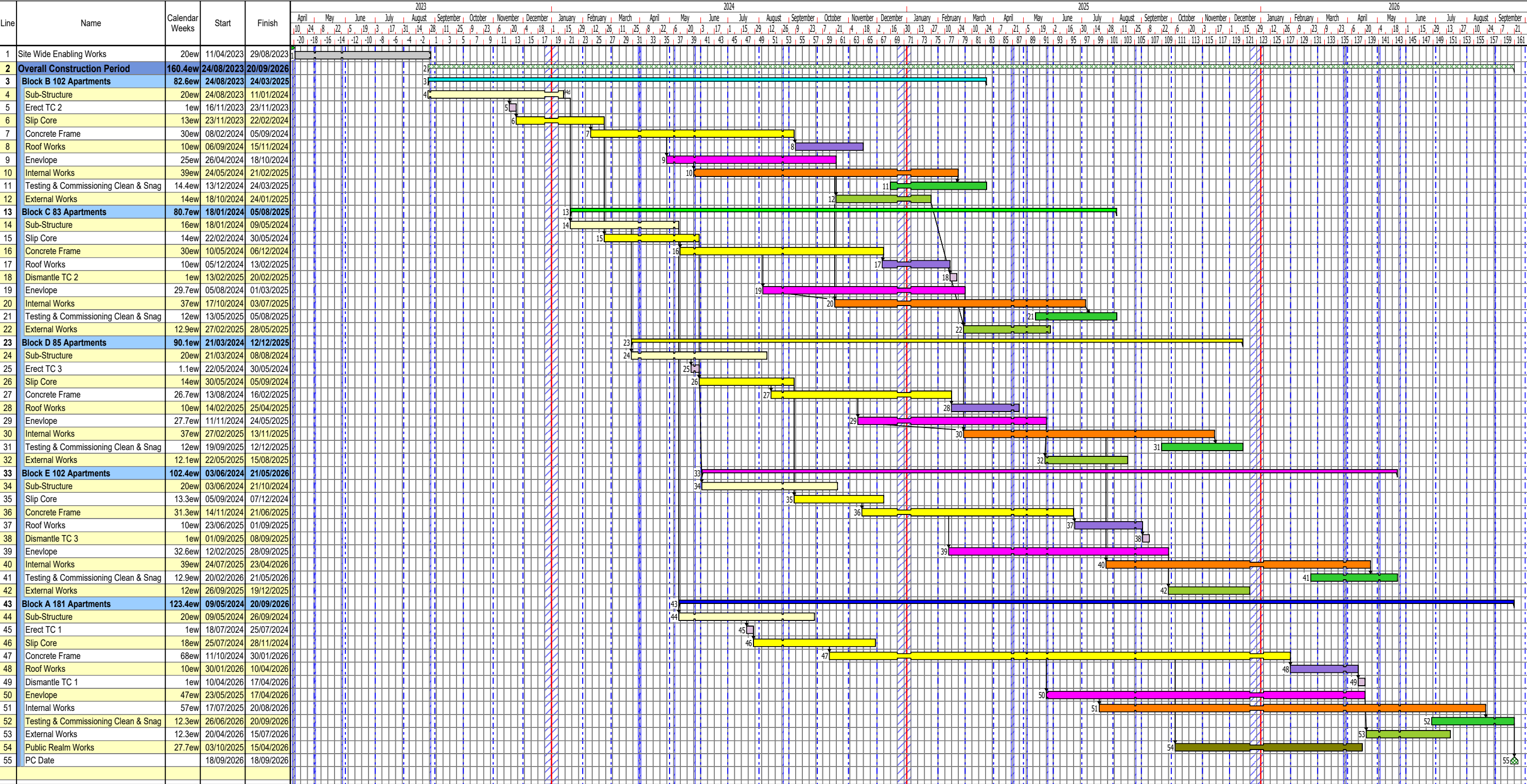
Appendix B

Site Logistic Layout

Appendix C

Project Phasing Plans

Contract No. 000/1/DCP	Contract: Draft Contract Programme	Architect: Client: SALBOY	Programme Ref: 000/1/DCP Revision Date:
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Trades Contractor,Procurement Stages,Design Discipline,Operations,House Type

Site Wide Enabling Works	Sub-Structure	Tower Cranes	Testing & Commissioning Clean & Snag	External Works	Public Realm Works	Block A	Block B
Apartments	Block C	Concrete Frame	Block D	Envelope	Block E	Roof	

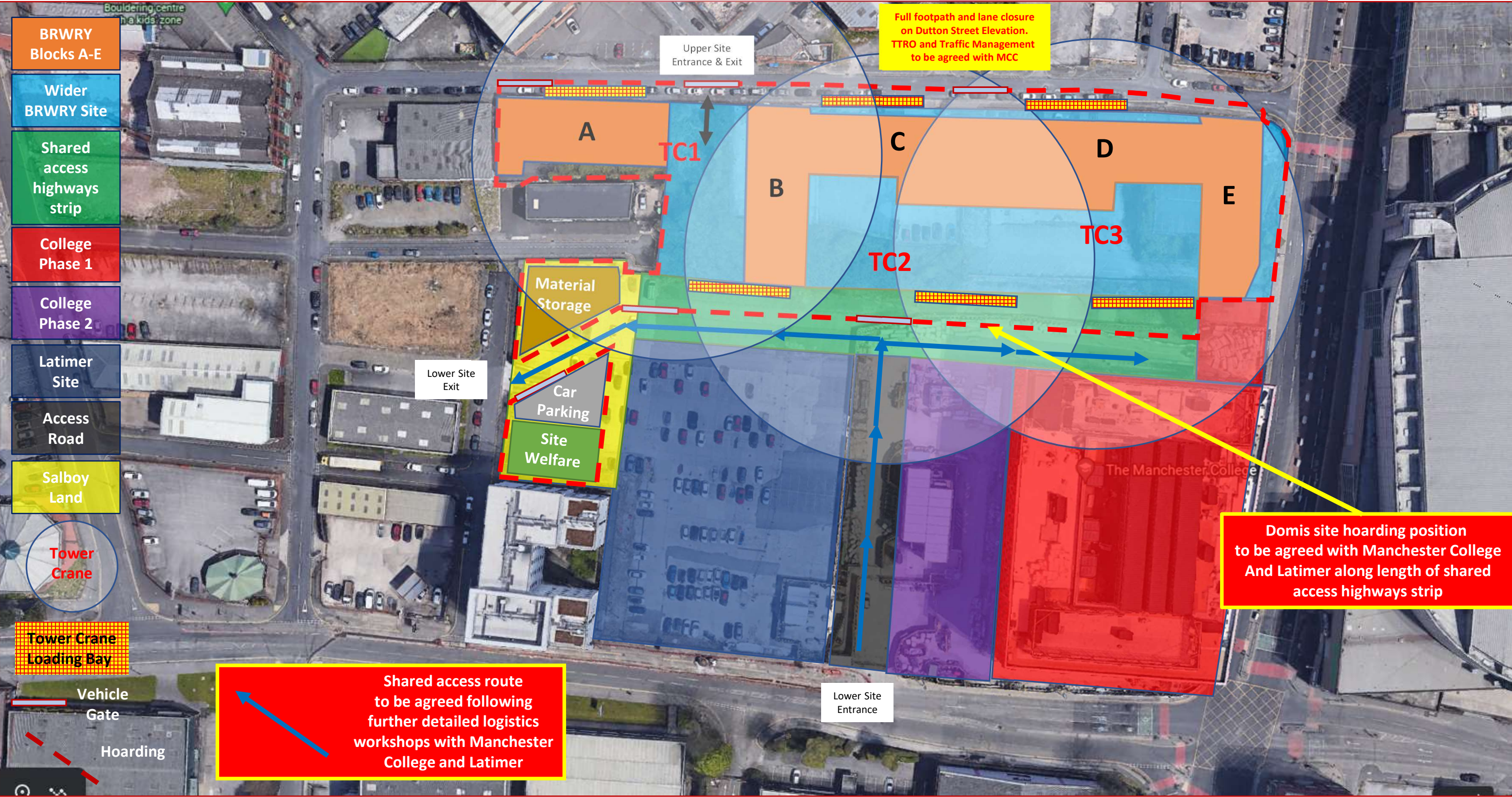
Milestone Appearances

Finish Milestone

Rev Comment: Revision comment - Chart Properties

Prepared By:
KJ

Orig Issue:
27/01/2023



Phase 1

(Week -20 to 0)

Site Enabling Works

- Erection of site hoarding
- Demolition of extg building
- Demolition of extg retaining walls
- Extensive proof digging and removal of extg foundations
- Reduced level excavation and earth works
- Installation of piling mats

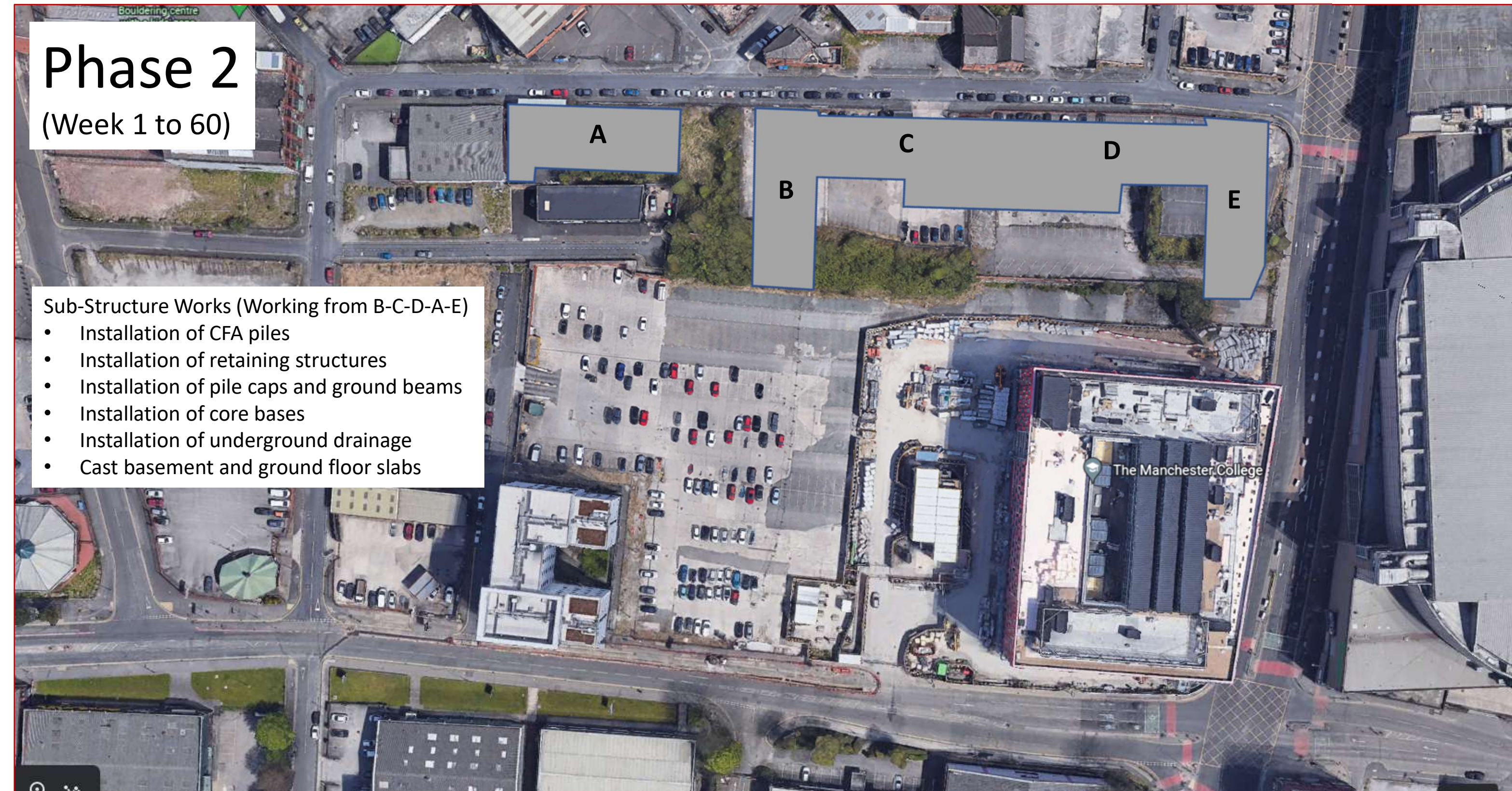
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Phase 2

(Week 1 to 60)

Sub-Structure Works (Working from B-C-D-A-E)

- Installation of CFA piles
- Installation of retaining structures
- Installation of pile caps and ground beams
- Installation of core bases
- Installation of underground drainage
- Cast basement and ground floor slabs

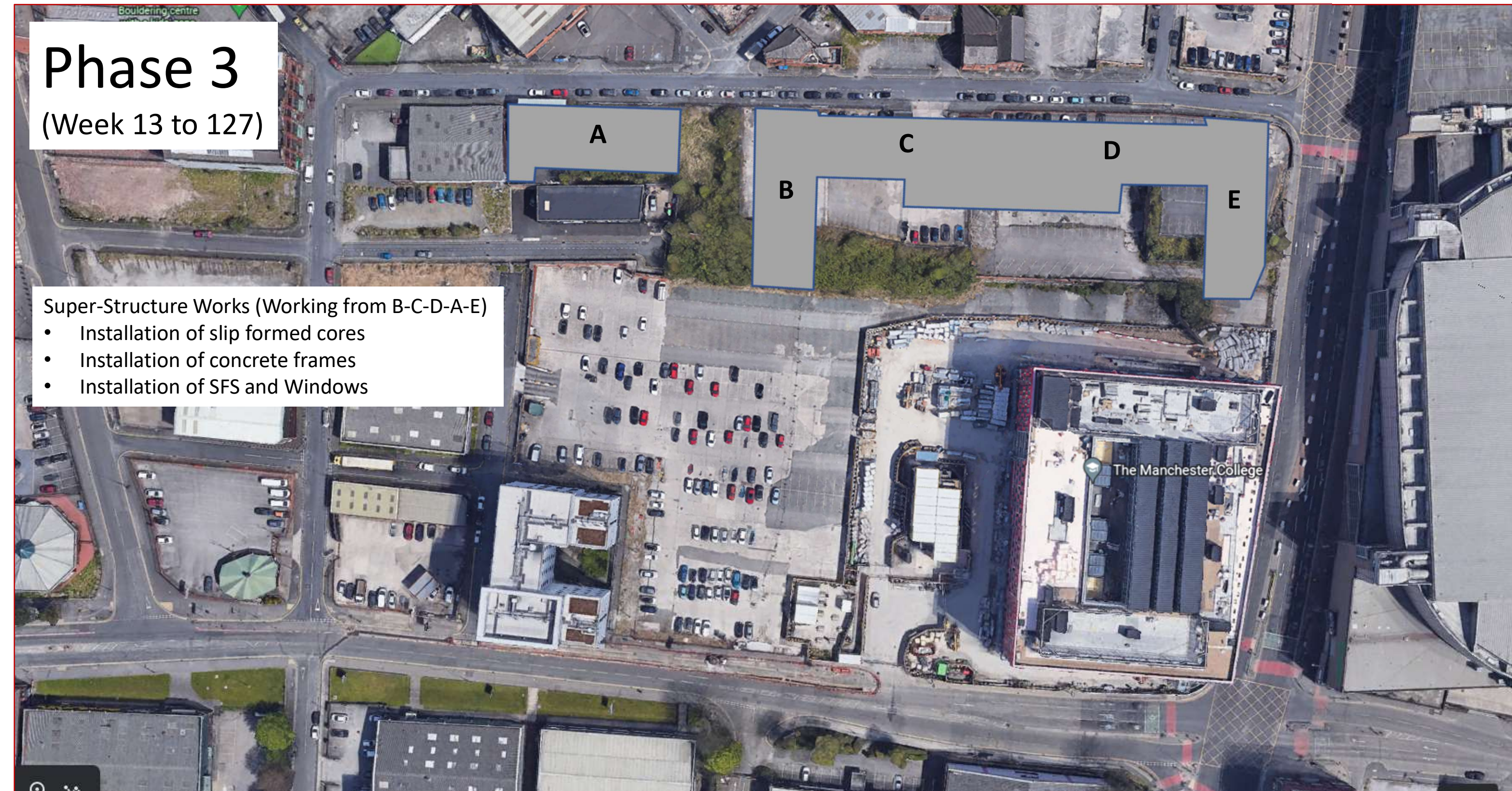


Phase 3

(Week 13 to 127)

Super-Structure Works (Working from B-C-D-A-E)

- Installation of slip formed cores
- Installation of concrete frames
- Installation of SFS and Windows



Phase 4

(Week 34 to 156)

Envelope and Internal Works (Working from B-C-D-E-A)

- Completion of roofs, make fully watertight
- Installation of Brickwork
- Full apartment fit-outs

A

B

C

D

E

The Manchester College

Phase 5

(Week 60 to 151)

External Works

- Install both sets of “Spanish” steps
- Complete public realm “Highways Strip”
- All other hard and soft landscaping

