

Construction Management Plan

Redevelopment of
Pall Mall Court

Contents

1.0 - Introduction	3
1.1 – Site Location Plan	3
2.0 – Site Establishments & Logistics	4
2.1 – Site Operating Hours	4
2.2 – Site Establishment Plan	4
2.3 – Site Parking Arrangements	6
2.4 – Materials Deliveries	6
2.5 – Storage of Materials	6
2.6 – Construction	6
2.7 – The Erection & Maintenance of Security Hoarding	7
2.8 – Traffic Management & Road Closures	7
2.9 – Access	7
2.10 – Temporary Lighting	8
2.11 – Access to Existing Properties & Businesses	8
3.0 Environmental Restrictions and Existing Risks	9
3.1 Site Waste Management Plan	9
3.2 – Recycling of Waste & Demolition Materials	9
3.3 – Control of Dust & Dirt	9
3.4 – Human Impact	10
4.0 – Programme	10
4.1 – Construction Programme	10

1.0 - Introduction

1.1 – Site Location Plan

Pall Mall is located on King Street in Manchester City Centre and is bordered by Brown Street to the East, Marsden Street to the North and Cheapside to the West, adjacent to 55 King Street.

The building consists of one main 10 storey “tower” block, with two smaller 5 storey “wing” blocks to both King Street and Marsden Street forming the buildings “Z” shape footprint when seen in plan view. Please see location plan below:



2.0 – Site Establishments & Logistics

2.1 – Site Operating Hours

The site will be operated and managed by Dragonfly Contracts Ltd, in their capacity as Principal Contractor under the CDM Regulation 2015.

The works will be completed between Monday - Friday with weekend working reserved for specific tasks and operations such as noisy works in close proximity to Pall Mall Medical, who will remain in occupation of the basement, ground and lower ground floors of the King Street wing throughout the redevelopment.

Official site working hours will typically be:

Mon – Fri: 7:00am – 5:00 pm,

Sat: 7:00am – 4:00pm (as required)

Sunday/Bank Holidays: 8:00am - 4:00pm (as required)

All noisy works will be completed in line with Manchester City Council's prescribed timeframes of:

Mon - Fri: 7.30am to 6:00 pm

Saturday: 8.30am to 2:00 pm

No noisy works on Sundays

If for whatever reason noisy works need to be completed outside of the above prescribed timeframes, advanced permission will be sought from Manchester City Council.

2.2 – Site Establishment Plan

Access for contractor vehicles, as well as for deliveries and the removal of waste materials will be via Marsden Street. To Marsden Street, there are seven parking bays which will be fully suspended for the duration of the works to facilitate safe access and egress from the construction site. These spaces are currently suspended to facilitate the soft strip and asbestos remediation works which are being undertaken.

There is limited contractor vehicular access from Brown Street due to a service yard area which is shared with the Pinnacle building next door. Access to this service yard will be required sporadically and will be subject to advanced notice and agreement with Pinnacle.

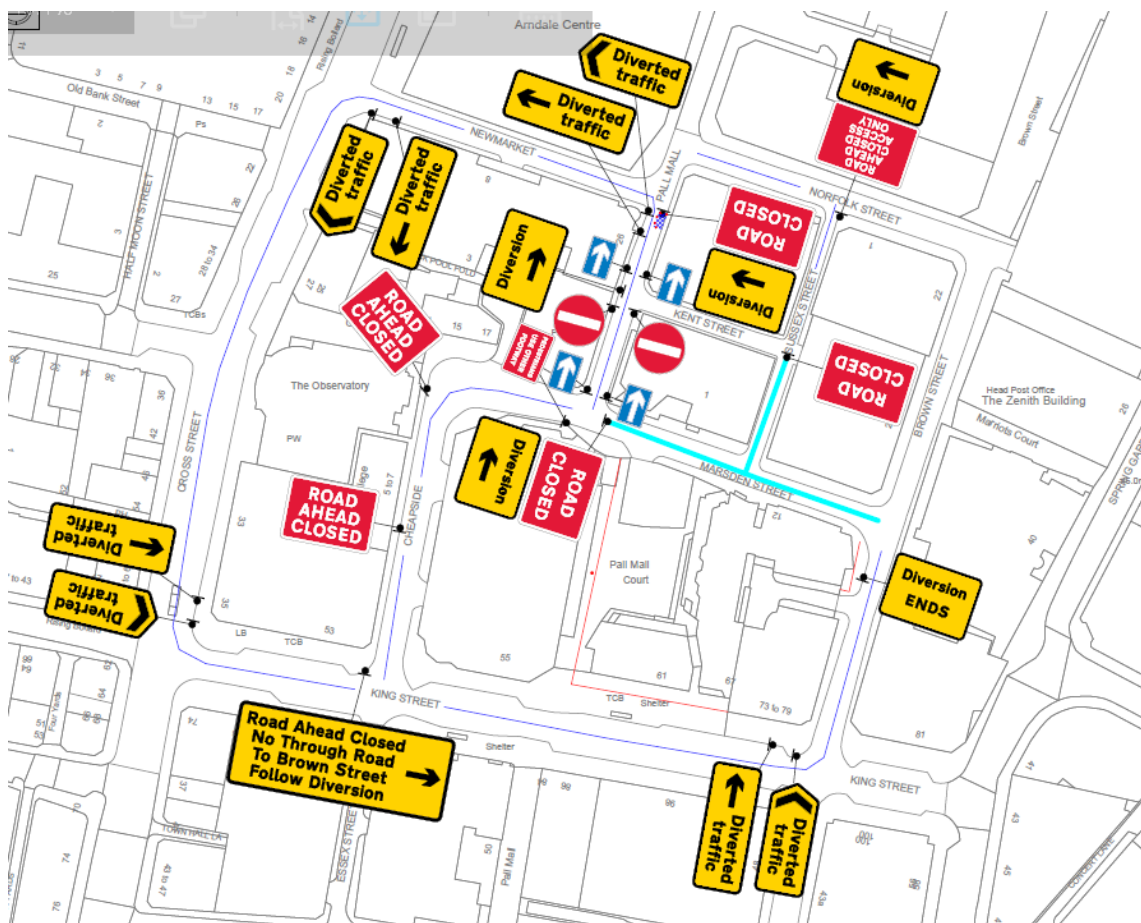
Access from the front elevation off King Street is also not available due to the busy nature of this road, as well as limited vehicular access to deliver and remove materials

due to parking bays, a bus stop and a zebra crossing all being within close proximity to one another.

The project office and site welfare will be located on the first floor of the building, within the main tower block. The historic fitout to this floor is not being stripped out as part of the soft strip package of works and therefore lends itself to being utilised for welfare, as opposed to locating this in a standalone cabin externally on the existing piazza between Pall Mall and 55 King Street (currently managed by Orbit Property). This is both a more effective and secure location for the welfare facilities to be located.

The first floor includes subdivided office rooms to enable contractor and client meetings, dining facilities, a functioning kitchen with hot water and toilet facilities, all in accordance with Schedule 2 of the CDM Regulations 2015. When this floor is then stripped out ahead of refurbishment, a floor higher up in the building, providing the same facilities, will be utilised for welfare.

The below plan denotes the site hoarding line in red (see further detail in section 2.7 below), with the full closure of Marsden Street denoted in turquoise. This plan has been reviewed on site with Manchester City Council Highways Department (Wednesday, 20 July at 15:30). A larger copy of the road closure plan is appended to this document and is titled "UDP-10833 Marsden Street, Pall Mall, Manchester, M2 1DH new (3)"



2.3 – Site Parking Arrangements

There are contractor parking provisions on site however these are limited due to restricted head height through the roller shutter entrance door to the basement car park accessed off Marsden Street. There is a small amount of off street car parking dotted around the site, as well as a number of other Bruntwood properties within close proximity. Dragonfly's site management team will use the basement car park as well as the project's main subcontractors. The remainder of the project team will be required to utilise public / street parking as required.

2.4 – Materials Deliveries

All loading and unloading of materials will be undertaken within the hoarding line on Marsden Street or via the service yard entrance, accessed off Brown Street. There will be no forklift truck on site, therefore all delivery vehicles where required will have their own plant (hiab or similar) for removal of materials. All deliveries will be coordinated by a banksman and a weekly delivery booking schedule will be utilised.

2.5 – Storage of Materials

Due to the challenges associated with the site's location, the majority of deliveries will be made on a 'just in time' basis to minimise the amount of materials stored on site. All materials will be offloaded into the hoarded area on Marsden Street and then immediately distributed within the building. Other than waste materials, no general materials or plant are to be stored externally within the site hoarding zones.

2.6 – Construction

Before any construction works begin, site boundaries will be established by means of solid hoardings to secure the site, as denoted in the appended road closure document titled "UDP-10833 Marsden Street, Pall Mall, Manchester, M2 1DH new (3)".

The general construction sequence will be as follows: the lower level windows to the courtyard elevation will be removed, in readiness for the curtain walling system to be installed. Simultaneously, the lower ground and ground floor slabs will be cut and the steelwork installed to create the newly formed atrium. Following on from this, new roof coverings will be installed to the main building, as well as the King Street and Marsden Street wings. Scaffolding will be installed to the full building to enable the removal and reinstatement of the windows and, in conjunction with this, the internal fit out works shall be undertaken including new lifts, new toilets, lift lobbies, suite refurbishment and creation of F&B / amenity space to the lower ground floor, as well as cycle storage, changing facilities and showers to the current basement car park.

There are no excavation works being completed or works which would lead to significant dirt / debris contaminating vehicle tyres. There is therefore no specific requirement to provide wheel washing facilities however water will be available throughout the site should the requirement for sporadic cleaning arise.

HSE guidance dictates sheeting of "tipper" vehicles. It is not anticipated that tipper vehicles will be utilised on this project due to the nature of works and therefore a specific methodology for sheeting has not been included within this CMP. Should the need arise for this at a later stage in the project, Dragonfly will ensure that this is managed and the risk reduced as far as reasonably practicable in line with their duties as Principal Contractor under the CDM Regulations 2015.

2.7 – The Erection & Maintenance of Security Hoarding

The site will be secured by means of a security hoarding incorporating the necessary pedestrian and vehicle access gates as previously noted. Hoarding will be solid in nature, with some areas utilising heras fencing to enable the passage of light through, for example in front of Pall Mall Medical to the King Street wing.

The access gates will be controlled by gatemen who will coordinate all deliveries and removals to and from site. Pedestrian access to and from the site will be controlled and recorded allowing for detailed monitoring of all site personnel.

The site will be covered by lighting and remote monitored CCTV outside of normal working hours.

2.8 – Traffic Management & Road Closures

As per section 2.2 above, a road closure is required to Marsden Street to facilitate the safe redevelopment of the building. The proposed closure and traffic management plan has been discussed on site with the Manchester City Council Highways Department (Wednesday, 20 July at 15:30) and is detailed in the appended plan titled "UDP-10833 Marsden Street, Pall Mall, Manchester, M2 1DH new (3)".

2.9 – Access

There is a requirement to access the whole of the external elevations of the building to complete the required façade works. Perimeter scaffolding has been deemed the safest and most efficient way to provide this access and will be erected accordingly to provide a safe working platform for working at height.

Taking into consideration the listed status of the building and the need to minimise fixing details as much as possible, scaffold tie locations have been given careful consideration, particularly in relation to their location i.e. to the face of the window reveals or within the reveals.

Installing the ties in the recesses gives a distance of approx. 1.30m/1.75m back to scaffold and 1.10m at the lower level recesses. Additionally, with the scaffold being sheeted (required from both a H&S and weather protection perspective), it will need lots more bracing & inevitably the tie forces will significantly increase.

Installing the ties on the outer faces means closer proximity to the scaffold of about 0.60m, keeping tie loads low & allowing a tie to be installed every other bay. If the tie load increases as a result of fixing into the recesses, the number of tie fixings then has to increase, ultimately defeating the purpose of minimising the impact on the building. Not only this, if additional bracing is required as a result of fixing into the recesses, the removal and installation of the windows will take significantly longer due to restricted access for operatives and tools / materials.

2.10 – Temporary Lighting

Low level bulkhead type lighting will be provided to the perimeter of the hoarding lines to reduce the effects of any dark spots and minimise the risk of antisocial behaviour or unauthorised access to site. This is of particular importance to the piazza elevation of the building, which is renowned for antisocial behaviour due to the building's inherent design incorporating secluded overhangs and low level stepped recesses.

All walkways, staircases and access routes will also be lit by means of temporary lighting which will be of a minimal output, to reduce the effect on local residents and businesses. Lighting will be provided within the building, in the form of tripod task lighting as well as temporary bulkhead lighting to all floorplates.

2.11 – Access to Existing Properties & Businesses

It is anticipated that there will be little to no significant impact as a result of the works to surrounding properties and businesses. Due to the road layout surrounding the building, the proposed closure of Marsden Street will have little impact on access routes and small traffic diversions, as detailed in section 2.2 above and as agreed on site with Manchester City Council Highways Department (Wednesday, 20 July at 15:30), will see this remedied.

The final logistics plan will be fully communicated to the site workforce by both Bruntwood, in their capacity as Client and Dragonfly, in their capacity as Principal Contractor. The logistics plan will form a critical part of the induction process and toolbox talks for all contractors working on site which will be rigorously enforced.

Letter drops were completed to neighbouring properties week commencing 25th April 2022, detailing the proposed redevelopment works. The letter drop was completed by Deloitte, in their capacity as planning consultant and included details of the building's current condition, justification for the proposed redevelopment works, benefits to be

expected for local residents as a result of the redevelopment and contact details for any further discussion which the local residents may wish to have.

3.0 Environmental Restrictions and Existing Risks

3.1 Site Waste Management Plan

The principal wastes predicted to be generated by the construction work include mixed construction and demolition wastes, packaging, timber and catering wastes (i.e. general waste). Hazardous waste in the form of asbestos is present within the building and will be remediated prior to commencement of any construction works. At the time of writing, a package of soft strip and asbestos remediation has been approved by MCC via letter of consent and is currently being completed on site.

A Site Waste Management Plan (SWMP) is appended to this Construction Management Plan for consideration by MCC prior to the commencement of the redevelopment.

It is intended that the SWMP should be an evolving document during the course of the project and as such regular monitoring and reviews will be undertaken to ensure continual improvement, legal compliance and that cost effective solutions are in place.

3.2 – Recycling of Waste & Demolition Materials

All waste streams will be segregated, where possible, prior to being removed from the sites by a licensed carrier. All mixed waste is to be transported to a licensed transfer station where the waste is segregated and waste to landfill reduced whenever possible.

3.3 – Control of Dust & Dirt

Guidance from the BRE (Building Research Establishment) states that the most effective mitigation technique for dust control is to prevent dust from becoming airborne, since it is difficult to suppress after this stage.

Dragonfly, as standard, implements procedures to control the emission of dust including, but not limited to, all tools being fitted with dust extraction equipment, misting/watering areas before sweeping and segregating joinery cutting zones to ensure dust which is released is contained to specified areas.

Further details will be included in each individual subcontractor's site specific risk assessments and method statements (RAMS) with Dragonfly managing this in their capacity as Principal Contractor under the CDM Regulations 2015.

3.4 – Human Impact

Construction works can have an impact upon the local environment and the residents of local communities. As such, the following processes and procedures will be implemented, in addition to the above controls to minimise the effect that the redevelopment will have on the local community.

As detailed in section 2.11 above, letter drops have been completed to local residents. Communication boards with primary personnel contact details on the perimeter of the sites will be in place and details of how to raise any concerns the local community may have during construction. All site staff and contractors will receive site inductions which will include a section on reducing the impact on the local community.

The primary site and emergency contact will be the Dragonfly project Manager, Chris Myers:

Chris Myers
Projects Director
Dragonfly Contracts Ltd
www.dragonfly.uk.com
0161 643 3003
07423 430 22

4.0 – Programme

4.1 – Construction Programme

Soft strip removal and asbestos remediation works are currently on site and are nearing completion. Subject to planning approval, targeted for mid September, the works are to commence on site immediately with a target completion date of late 2023.

A detailed programme of works is appended to this Construction Management Plan, titled "220819-PM-Draft Master Update (Summary) 19.08.22". It must be appreciated that these dates are subject to change depending on approvals from Manchester City Council and appointment of all of the subcontractor supply chain.