



One Medlock Street

Outline Construction Management Plan

CUMMING
Building Value Through Expertise

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1.0 Introduction

This Outline Construction Management Plan has been prepared by Cumming Group on behalf of Premier Inn Hotels & Dominvs Group (“the applicant”). It aims to support Manchester City Council (‘MCC’ or ‘the Council’) in its consideration of an application for full planning permission for the demolition of the existing hotel building and structures and the development of the site for office uses (Use Class E), flexible office/community use (Use Class E/F1/F2) and purpose-built student accommodation (Sui Generis) comprising two separate buildings, along with associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works (the ‘Proposed Development’) at One Medlock Street, Medlock Street, Manchester (‘the Site’).

The Outline Construction Management Plan provides a brief overview of the system and procedures to manage the construction operations on site, ensuring that all standards and protocols are adhered to and ensuring the development stages are managed in the most safe and efficient manner possible.

A detailed Construction Management Plan will be submitted pursuant to a planning condition or obligation, should planning permission for the Proposed Development be granted.

2.0 Site Location

The broad location of the Site in relation to the surrounding built up area is identified in Figure 2.1 below (drawing reference. 100_MP_00_1000 Rev A).

Figure 2.1: Site Location Plan (Source: Jon Matthews Architects).



The site is situated within the ‘Central Area’ of the First Street SRF. This is an area of the city centre that has been transformed into a mixed-use location through the delivery of large-scale commercial office space, cultural and leisure development, and residential uses along with high-quality public realm. These

developments have allowed people to connect through bustling networks, work within one of fastest growing destinations which welcomes innovation in all aspects and live at First Street whether that is in a contemporary apartment or swanky student accommodation. In addition to that, First Street offers great opportunity to enjoy the vibrant surroundings whilst being able to eat and drink from flavours all around the world which can satisfy anyone's indulging senses. Catering for all First Street can be seen as a home for 'date night's, client lunch, cheeky beers or coffee and cakes.

3.0 Site Description

The existing site, known as One Medlock Street, measures c.0.94ha and comprises previously developed land within Manchester City Centre. It is bounded by River Street to the north; Medlock Street to the west and south-west; the Mancunian Way, its exit slip road, and the Mancunian Way/Princess Parkway junction, to the south' and the River Street Tower PBSA development to the east. The existing site currently comprises an existing five-storey Premier Inn hotel, providing two hundred rooms and designated surface parking for hotel residents (113 car parking spaces). The Site is not located within a designated Conservation Area. The Castlefield Conservation Area is located c.450m to the north-west of the site, with the Whitworth Street Conservation Area c.650m to the north-east. No listed buildings or structures are situated on the Site The site is located on the south side of Manchester City Centre, adjacent to the Mancunian Way.

Site Access

This site presents a great opportunity for utilising various public transport links such as the Deansgate-Castlefield Metrolink and Deansgate Train Station offering inter-city and outer-city possibilities, respectively. Further to that, the site enables students from the city's two major universities, University of Manchester & Manchester Metropolitan University the option of a short walk or bike ride using the Transport for Greater Manchester's new Bee Network cycle hire scheme.

Proposed Development

As stated in the planning application form and Section 1, the description of development is as follows:

"The demolition of the existing hotel building and structures and the development of the site for office uses (Use Class E), flexible office/community use (Use Class E/F1/F2) and purpose-built student accommodation (Sui Generis) comprising two separate buildings, along with associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works".

- The Proposed Development comprises the demolition of the existing premier Inn hotel and car park on-site and the construction of two buildings to deliver commercial office floor space (Use Class E); purpose-built student accommodation (Sui Generis); and flexible community space (Class E/F1/F2 floorspace).
- At 13 storeys in height plus basement and ground level, a block building (known as 'Block A') will provide the commercial office floor space and be 97.71m above ordnance datum (AOD) in

height, to the top of the roof.

- At 37 storeys in height plus ground and mezzanine levels, a tower building (known as 'Block B') will provide the PBSA and be 151.99 m above ordnance datum in height, to the top of the roof.
- The proposed unit mix of the PBSA of the Proposed Development is summarised in the table below:

Unit Type	Total Units	Total Beds
Studio	272	272
Twodio	34	68
Threedio	34	102
6 Bed Cluster	44	264
7 Bed Cluster	44	308
Total	428	1,014

An approximate construction duration of 166 working weeks (excluding Christmas closures and bank holidays) has been assumed at this stage which includes site mobilisation and the associated enabling and demolitions.

The Principal Contractor will develop a detailed construction programme once appointed. While the principle of the above dates will remain, the exact timescales may change as the logistics and sequencing of the site are yet to be finalised.

Outline Phasing

The Proposed Development will consist of one overall construction phase and is anticipated to take place over a 3-year period, from Q4 2023 to Q4 2026, subject to securing planning permission.

It is currently unknown whether Block A or Block B would come forward first (as this would be subject to further demolition and construction planning by the principal contractor, once appointed), it has been assumed that Block A and Block B would come forward at the same time, representing a worst-case scenario. Refer to Appendix A.

4.0 Traffic Systems and Restrictions

Site Access

The site is proposed to be accessed from River Street, with traffic directed to site from Medlock Street / Mancunian Way (A57 M). The site perimeter will be delineated with a solid 2.4m hoarding. Site space needs

to be considered with the neighboring development River Street Tower, so an efficient site setup will be utilised.

Construction Vehicle Access

Construction vehicles will enter the site off Medlock Street with secure gates on River Street. The secure gates will open inwards onto the site. Deliveries will include, but not be limited to:

- Deliveries on low loaders
- Concrete tippers
- Pre-fabricated materials
- Small goods

No parking will be made available on the construction part of the site for any contractors, the Principal Contractor's staff, or visitors. If parking is required, visitors or site personnel will be encouraged to utilise public car parking facilities in the vicinity and avoid parking in nearby residential areas. Where possible, contractors will be encouraged to use public transport.

The current intention is to utilise two tower cranes for the development due to the limited space available. The exact locations of the tower cranes are to be determined. It is likely that one of the bases for the crane will be designed into the permanent structure of the building. A temporary road closure will likely be required to River Street to facilitate the crane delivery and erection. This activity will be negotiated with MCC Highways, as necessary. The appointed Principal Contractor will provide appropriately trained staff to act as marshals and banksmen to manage delivery vehicles and ensure safe access is always maintained.

Prior to commencement of work a highway condition survey will be carried out on the adjacent roads including the footpaths within the site's locality. Inspections will be undertaken by the clients professional team personnel as well as the appointed Principal Contractor.

Projected Construction traffic flows

The exact number of vehicle movements anticipated to be generated by the Proposed Development is currently not known and is subject to specific demolition and construction phasing and timings (which will be determined by the principal contractor, once appointed). However, it is considered that there will be approximately 56 HGVs arriving at and leaving the Site, as advised by the project's Transport Consultants (Vectos).

It is anticipated that demolition and construction traffic will take the A57 (Mancunian Way/Trinity Way) or the A5103 (Princess Road) towards the Site. The Site will then be accessed via Medlock Street and River Street.

During demolition and construction, the provision for demolition/construction vehicle parking will be provided within a temporary demolition and construction compound, the location of which is unknown at this time but will be within the Site. Where Site workers/contractors require specific plant/machinery etc. to undertake works, it is assumed that these will be delivered/dropped-off at the Site, with vehicles leaving shortly after.

As such, during demolition, it is assumed that there will be a limited requirement for 'parking' and any parking will be accommodated within the Site where necessary. Following demolition and Site clearance, it is assumed that further temporary car parking will be provided within the Site subject to the works being undertaken at that time. Nevertheless, the access arrangements will remain the same.

All measures identified above will be controlled through a Demolition and Construction Logistics Plan (to be managed and updated as required by the principal contractor) which will be prepared in response to a suitably-worded planning condition.

Scheduling of Deliveries

All entrances to the Site will be managed by trained traffic marshals to segregate and organise all vehicle movements on and off the Site. This will involve the segregation of pedestrians using physical barriers to ensure vehicle movements are separated from members of the public.

The Principal Contractor will manage the overall material delivery scheduling and booking system will be imposed on the project to ensure congestion is avoided and ensure the availability of the tower cranes for timely material unloading. It is envisaged to locate a nearby off site wait area to call in vehicles as needed.

All deliveries to site will be scheduled by the Principal Contractor site logistics coordinator and all unscheduled or non-agreed deliveries will be turned away. All suppliers and subcontractors will be notified in advance of the desired location for delivery. Direction and access point maps with site delivery rules and times will be issued with each order.

A suitably trained traffic marshal will be posted at the main access and direct and control traffic on a daily basis during normal working hours. They will be clearly identifiable to the public and drivers. The traffic marshals will ensure all deliveries are removed from the public highway and onto site upon their arrival.

Whilst the majority of site vehicles will remain on the highway within the site hoarding there may on occasion be vehicles that drive onto the site itself. Construction vehicles that are required to access and exit the site will be subject to a visual wheel inspection and if required these will be jet washed to ensure all vehicles leave site in a clean and safe condition. In addition, and during wet season/earthworks road sweeper will be employed.

Routing strategy for HGV's

All HGV's will be directed to travel to site from the Mancunian Way (A57 M), turning on to Medlock Street. Vehicles leaving site will proceed southwest on River Street, turning right on to Garwood Street, followed by a left turn on to Great Jackson Street prior to rejoining the A57 M (bridge weight and tracking tbc).

To avoid congestion of delivery vehicles and blockages of nearby roads, deliveries will be scheduled, and any clashes will be dealt with by requesting drivers to wait at a nearby safe holding area away from the site and traffic.

Any abnormal loads to be delivered will be notified in advance to the local authorities/Police (i.e., vehicles wider than 3m, longer than 16.5m or higher than 4.4). It is envisaged that abnormal movements associated with assembly and removal of the cranes will occur overnight.

The Principal Contractor will make contact with the Metropolitan Police on such matters and be fully co-operative with any unforeseeable matters.

Pedestrian Routes

The pavement directly outside of the site will be closed to facilitate site setup. It is proposed that pedestrians would be safely diverted, via existing pedestrian crossings at both ends of the site and directional signage will be installed for the duration of the footpath closure.

Contractors Vehicles and Visitors

The Principal Contractor's operative staff, subcontractors and visitor's cars will not be permitted to park on or outside the site. They will be directed to use a nearby public car park. Subcontractors will be notified in advance of the location of available car parks. Direction and access point maps with site delivery rules and times will be issued with each order.

Subcontractors with non-portable tools/heavy equipment will be allowed to access the site in order to off-load their equipment before parking off site.

The access onto site will be strictly monitored and enforced by the Principal Contractors staff so sub-contractors will not be able to 'bend rules' and park in restricted areas. The demolition and construction of the Proposed Development is estimated to generate 455 net Full Time Equivalent (FTE) jobs.

Emergency services

Access for emergency services on site will be via River Street and the main site entrance gates. Local Emergency Services will be notified of the access points before work starts on site. The Principal Contractor's traffic marshal will ensure that safe access routes are maintained for emergency services.

Site contacts

The Principal Contractor will ensure that contact details are posted on the site notice boards, which will provide details and dates of any construction activities that may affect the general public.

The Principal Contractor will send out letters to local businesses and residences advising them of the anticipated start date.

5.0 Local Environmental Considerations

As the site is located within an area characterised by a mix of uses, it is the intention to minimise the impact that the construction process could cause to the local environment and businesses, by this we will ensure to follow the relevant Standards and Acts. All care will be taken not to cause the primary environmental nuisances, vibration, noise and dust pollution. Below are some actions will be carried out to abate these problems should they be required. Reduction in noise disruption will be achieved by:

- Coordinated delivery times and efficient traffic management to prevent queues of traffic accessing the site.
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers).
- Utilising construction techniques that minimise the production of noise.
- Utilisation, where possible, of prefabricated components.
- Strict adherence to the site working hours.

During the construction phase of the development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. These were assessed in accordance with the IAQM methodology. Assuming good practice dust control measures are implemented, the residual significance of potential air quality impacts from the dust generated by demolition, earthworks, construction and track out activities was predicted to be not significant.

Therefore, no ongoing monitoring is required. A range of measures to minimise or prevent dust emissions will be implemented throughout the demolition and construction of the development.

Issue	Control Measure
Communications	- Develop and implement a stakeholder communication plan that includes community engagement before work commences on site - Display the name and contact details of person(s) accountable for airquality 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), 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 offsite, and the action taken to resolve the situation in the logbook
Monitoring	- Undertake regular on-site and off-site inspection, where receptors are nearby, to monitor dust, record inspection results and make the log available to the local authority when asked - Carry out regular site inspections, 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
Preparing and maintaining the site	- 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 - Avoid site runoff of water or mud - Keep site fencing, barriers and scaffolding clean using wet methods - Remove material that have a potential to produce dust from site as soon as possible, unless being re-used on site

Issue	Control Measure
	Cover, seed, or fence stockpiles to prevent wind-whipping
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 - Implement a Travel Plan that supports and encourages sustainable travel
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 or burning of waste materials
Demolition	- Soft strip inside buildings before demolition - Ensure effective water suppression is used during demolition operations - Avoid explosive blasting, using appropriate manual or mechanical alternatives
Earthworks	- Re-vegetate earthworks and exposed areas/soil stockpiles to stabilize surfaces as soon as practicable - Use Hessian, mulches or tackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable - Only remove secure covers in small areas during work and not all at once

Issue	Control Measure
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 • Ensure bulk cement and other fine powder material are delivered in enclosed tankers and stored in silos with suitable emission control system to prevent escape of material and overfilling during delivery • For smaller supplies of fine powder material ensure bags are sealed after use and stored appropriately to prevent dust
Trackout	• Use water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of site • Avoid dry sweeping of large areas • Ensure vehicles entering and leaving site are covered to prevent escape of materials • Implement a wheel washing system, if required

In addition to the above provisions the following measures will be taken to reduce any further negative effects on the environment:

- Ensuring all contaminants kept on site are safely stored with the necessary procedures put in place for leaks and spillages etc.
- A waste management system will be implemented onsite.
- An ecology survey will take place to investigate the presence of ecological or invasive species and a detailed report with photographs will be produced and will be thoroughly reviewed with the Principal Contractors team before works commence

The Principal Contractor will treat environmental issues seriously and will carry out good management practices to minimise the effects of noise and dust on the environment and local community.

To ensure good lines of communication with the local community the following procedure will be put in place to address comments and complaints:

- Monthly meetings will be offered to the local community should a need for engagement be identified. These meetings are a point where concerns can be voiced and more detailed information pertaining to the build programme can be reviewed, critical impact milestones such as the erecting and dismantling of the tower crane can be discussed in advance of the site activity.
- For emergency concerns a direct contact phone number to the Site Manager / Site Secretary is listed on the monthly newsletters and will be clearly displayed at the site entrance on the notice board.

- When a comment or complaint is registered the Site Manager will look to address the concern immediately or within 24hrs, depending on the severity / complexity of the issue and report back to the complainant when the issue is resolved.

Contaminated Land

Based on the “Contaminated Land Desk Study” report carried out by Ramboll UK Ltd. The site was historically occupied by terraced housing and two public houses with later a school in the west of the site. The houses and one of the public houses were cleared around 1938. The site remained the same until around 2000 when the site was redeveloped as hotel and car park which is still present today.

Previous and current uses of the land lead to a low to moderate risk of potential soil and /or groundwater contamination at the site. The site lies in an area of moderate environmental sensitivity with residential, office, construction site land uses adjacent, and underlying geological strata classified as Secondary and Principal aquifers. The site is not in an area affected by past coal mining activities.

Previous site investigations were undertaken for the existing Premier Inn, unfortunately, this information has not been made available. From BGS website, it indicates 8 boreholes on the site, however these are shown as confidential. One historical borehole close to site indicates conditions to comprise stone, clay and sand underlain by Sand and ballast, which is underlain by Sandstone.

Recommendations

Based on the “Contaminated Land Desk Study” report, a further Phase 2 intrusive ground investigation will be required. This would be used to obtain information on geotechnical and contaminated land conditions at the site, to inform the design and construction of the proposed development, and to identify any mitigation measures or remediation that may be required to reduce the potential risks from ground contamination. Information on contamination is also likely to be required as part of the planning process for the future proposed development of the site.

Temporary Drainage Measures

The Principal Contractor will ensure that temporary drainage is utilised to prevent excessive run off from concrete slabs on the site onto highways surfaces.

6.0 Site Setup

It is proposed to hoard the open and accessible perimeter areas of the site allowing space for a single crane setup to facilitate the construction of the building and its elevations, providing a safe segregation to third parties. Temporary footpath closures and / or diversions may be required to erect a safe hoarding line. The Principal Contractor will apply for the necessary licenses at the appropriate time.

Site Security

The site will be secured by timber hoarding panels with gates as necessary to facilitate deliveries and emergency egress.

Security will be maintained by the use of a secure gate system with 24/7 security. All vehicular gates will be locked at all times and controlled by the traffic marshal. Emergency doors will only be utilised in an emergency and not accessible from the outside.

Site notice boards will be displayed at the site entrance and will display the project particulars, contact details, access and egress procedure, site rules and all necessary health and safety information. These boards will also allow notices to be posted to provide local residents with information on any construction activities which may affect them.

All site activities are to be contained within the fence line and a comprehensive traffic management plan will be implemented to ensure no disruption is caused to traffic or pedestrians on the adjoining roads or walkways. Specific areas will be designated for loading, unloading, storage, offices and welfare facilities.

All footpaths and walkways surrounding the perimeter of the site boundary will remain unimpeded from construction activities at all times.

Liaison and Good Neighbour Policy

The Principal Contractor will ensure a good rapport is established with all neighbouring residents and businesses. The Principal Contractor has a track record of establishing excellent relationships with local residents on previous developments successfully undertaken.

Consultation with the local residents, businesses etc. will take place in the near future. Information will be distributed to the neighbours on a regular basis through a Monthly Newsletter to advise them of planned operations and any impact they will have upon them.

The members of the public will be able to communicate with the construction team via a main point of contact and on site security can be contacted out of working hours. The contact numbers will be posted on a hoarding and distributed to the neighbours as part of the of our regular newsletter issues.

Considerate Constructors Scheme

The Principal Contractor will be a member and the project will be registered under the '*Considerate Constructors Scheme*.'

The Principal Contractor and the project team have experience of working within Local Authority Considerate Constructors Schemes. The Principal Contractor will register this development for participation in the scheme, embracing all the good practices outlined. The Principal Contractor will aim to achieve a minimum score of 7 out of 10 in each section of the CCS.

Protection of Third Parties

All site activities are to be contained within the hoarding line and a comprehensive traffic management plan will be implemented to ensure no disruption is caused to traffic or pedestrians on the adjoining roads or walkways. Specific loading and unloading areas have been designated inside the site boundary. Where construction or demolition works are to be carried out above any adjoining buildings, roads or pedestrian walkways and there is a risk of falling materials, monaflex sheeting or debris netting will be installed as a safety precaution.

7.0 Local Authority Planning Requirements

Site Manager Details

TBC once a Principal Contractor is appointed.

Tel: TBC / Mob: TBC

Email: TBC

Location of Large Notice Board

The notice board will be erected on the site boundary hoarding adjacent the entrance along River Street and will clearly identify the name, telephone number and address for services of the site manager. The notice board will also include the Monthly Newsletter and Considerate Constructors Scheme information.

Hoardings

All boundaries of the project will be closed off using timber hoarding. All hoarding will be maintained and kept in good repair at all times and painted white. Notice boards displaying contact details and considerate constructor posters will be fixed to the hoarding.

Contact will be made with the Local Authority to ensure that any site setup is discussed and agreed with them.

Restriction of Vehicles Accessing Site / Damage Prevention

Where possible vehicles will be subject to size restrictions (max 15.5m Articulated Lorry) to ensure no damage occurs to adjacent streets during the construction period. To prevent any damage from occurring the smaller 12m Rigid Lorry will be utilised from the outset.

Protection of Services

All services in association with the structures are to be isolated safely by the Principal Contractor. Written

confirmation will be kept on site as a reference.

Conclusive service plans including drainage will be applied for and will be available detailing live services in the pavement and to existing properties. The pavement services are not affected by the development. The site area will be scanned to verify that no services exist, but any services encountered will be diverted or protected on a bespoke basis dependent on type and location.

Disposal / Storage of Rubbish

An important part of the site management process involves site cleansing, rubbish removal and recycling.

A detailed Construction Waste Management Plan will be produced in accordance with the Principal Contractor's Environmental Policy.

This will include details of how the construction team will intend to reduce and manage site waste:

- The reuse of any demolition waste on site as pile materials where suitable.
- Enforcing good housekeeping measures e.g., proper storage of materials to minimise spillage.
- Correct storage of building material can significantly reduce the waste generated as well as contribute to a safe working environment. Where possible the site should adopt a "just in time delivery" service to eliminate the need for storage.
- The use of raw materials as per manufacturer's instructions.
- Monitoring the generation of waste in order to identify trends and areas for further investigation.
- An area will be designated by the site manager within the site for the safe storage of building materials to reduce the waste generated through poor storage. It is estimated that up to 13% of materials delivered to a construction site go into a skip without ever being used.
- Unused blocks and bricks should be taken back to the storage area to encourage their reuse within the project; used timber should be de-nailed and stored correctly, in preparation for reuse.
- Identifying recyclable and salvageable materials and where feasible find secondary or alternative uses.
- Segregating waste types to facilitate recycling activities.
- Working with suppliers / subcontractors to minimise surplus material delivered to site.
- Working with suppliers to ensure only the necessary minimum of packaging is used. Consideration of alternative materials with lower wastage levels.
- Ensuring that all Duty of Care and other legal requirements are complied with during the disposal of wastes.
- Consulting with suppliers to determine correct / appropriate disposal routes for waste products and containers.
- Assessing the project design to identify ways in which waste generation through raw material wastage and from temporary and permanent works activities can be avoided and minimised.
- Setting waste reduction targets as well as educating and informing site staff.
- Reducing usage of diesel, electricity and water on site by adopting good practices and management procedures.

General construction waste management will be provided by a package contractor who will be managed by the Principal Contractor's site logistics coordinator.

Where gypsum plaster products are used, the specialist contractors will be required to arrange recycling directly with the manufacturer.

Data will be provided by the waste management contractor on the level of waste produced and the level to which this material has been recycled.

It will be the responsibility of each section manager to keep the site area under their control safe from build-up of rubbish.

Sorting and Recycling of Construction Waste.

Waste produced on site is classified in accordance with the European Waste Catalogue (EWC) and the List of Waste Regulations 2005. This will ensure that waste produced onsite is disposed / recycled or recovered in the correct legal manner.

The colour coding of waste skips as developed by the Institute of Civil Engineers will be adopted on this site and will be as follows:

- White: Gypsum – gypsum and plasterboard products.
- Grey: Inert – clean concrete, rubble, hardcore, brick and block etc. that will not decompose or create a hazard when buried.
- Black: Mixed general waste – any waste except contaminated waste that cannot be recycled in other skips on the site.
- Blue: Metal – all types of clean metal, including rebar offcuts, scrap metal (no empty paint tins, as these are considered hazardous) etc.
- Green: Wood – all types of clean, untreated timber or wood products (treated timbers may contain hazardous preservatives.)
- Brown: Packaging – cardboard, paper products etc. (not polythene sheeting or ties, this should go in the "mixed" skip.)
- Orange: Hazardous – only for contaminated waste such as asbestos, paint tins, mastic tubes, tarmac, or any product fitted with a COSHH label etc.

Inert waste

The recycling of waste on site is encouraged throughout the company, this begins at tender stage where we try to identify the materials which can be reused on site such as soils, rubble from demolition, car park surfaces and natural rock all of which we process on site into a reusable material, the site build levels could be rationalized in design to limit the cart off.

Wood Recycling

The Principal Contractor is to implement and maintain a wood/timber rack this is to ensure that the wood/timber delivered is stored correctly and that off cuts are de-nailed and stored in the rack in preparation for re-use within the project.

Brick and Block

The Principal Contractor is to be encouraged to re-use all of the waste bricks and blocks through arranging for the materials to be placed on pallets and returned to the brick storage area, the site manager then identifies areas which these products can be reused within the building. Any brick and blocks which cannot be re-used are taken off site by a skip contractor for reprocessing into crushed or 6F2 type material.

Metals

All metal waste arising on the site will be segregated and removed for re-processing.

Polythene and Hard Plastics

Polythene and hard plastics are separated at source and placed in skips; the skip contractors then shred and bale the plastics before they send it off to be recycled into new plastic products.

Soils and Spoil

Before any soil is removed from site it is tested at an accredited laboratory to determine its true characteristics and thus ensure the material is disposed of at the correct licensed facilities. Only registered haulers are used to transport the soils offsite and a waste transfer note is issued for each load.

Plasterboard

The Principal Contractor and its sub-contractors will work alongside British Gypsum to ensure all of the plasterboard waste from this site is recycled into new board.

Site Fires

The Principal Contractor and their sub-contractors are to implement a strict policy of no burning of waste materials on site.

Safe Pedestrian Access

Hoarding Licenses from the Local Authority will be agreed and applied for and the conditions will be fully complied with by the Principal Contractor, ensuring all road markings and signage are not obscured. The extent of the hoarding line will be agreed with the Local Authority for pedestrian safety.

Location of Workers Conveniences

The position of the workers conveniences will be shown on the logistics plan.

Vehicle Site Ingress and Egress

Vehicle site ingress and egress plans will be provided. To prevent any damage from occurring, smaller wagons will be utilised from the outset. If damage to the existing footpath or kerbs was caused, the Principal Contractor would make good these areas.

Proposed Truck Movements and Timings

Delivery of materials and plant will be carefully scheduled as not to cause congestion to the surrounding areas. A number of deliveries are envisaged per day and smaller vehicles will be utilised from the outset, but any damage to the footpaths or kerbs would be rectified by the Principal Contractor and smaller wagons used if needed.

All suppliers' vehicles are FORS registered, this is backed up within the CCS (Considerate Constructors Scheme). All the Principal Contractor's suppliers purchase orders are to state FORS registered as a necessity.

Traffic Management Measures

There are requirements for temporary traffic management measures for a partial / full road closure as there will be tower cranes on this site. All deliveries will be unloaded within the site boundary. All site deliveries will be scheduled, and site access controlled by security operatives.

Transport Management Groups

The Principal Contractor will ensure there is a representative of the company at all required CTMG or Construction Coordination Group meetings.

Vehicle Safety Measures

Before leaving site, all vehicles are visually checked for safety purposes to ensure they do not pose a risk to the public. The Principal Contractor will be expected to have a dedicated plant department or facility that oversee the maintenance and safety of their own vehicles as well as ensuring that any sub-contractor vehicles have been sufficiently maintained.

8.0 Working Hours

Operations creating noise which is audible at the site boundary should not occur outside the hours of 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays and at no time on Sunday's or Public Holidays. A

sound/ noise meter will be kept on site at all times to check noise levels at the site boundaries during certain operations, ensuring maximum noise level of 75dB LAeq.

9.0 Notifications

During the contractor mobilisation period, following award of contract and possession of the site, the Principal Contractor will ensure communication is set up with the following authorities:

- Notice will be served to the Health and Safety Executive.
- Meeting with building control and planning authorities.
- Meeting with local environmental health officer.
- Meeting with local Police and Fire Brigade.
- Liaison with local residents and retail operators.
- Notification to the emergency services giving full details of the construction works.
- Considerate Contractor Scheme enrolment.
- Highways Authority.

10.0 Site Surveys

Before work starts, the Principal Contractor will produce:

- A dilapidation survey of adjoining properties, adjoining public roads and paths, illustrating their current state.
- A plan and level survey of the construction area.
- A survey of the existing surface and foul water system.
- An underground service survey.

11.0 Materials Control and Storage

Delivery vehicles will be controlled to ensure that unloading only takes place within designated times of 08.00 – 17.00 and in the correct location. We will endeavor to achieve off peak hours where possible. All subcontractors will be required to produce a procurement schedule for their materials which will be monitored at their weekly or fortnightly meetings and must book delivery slots with our traffic controller.

"Just in Time" scheduling of deliveries where possible will minimize storage capacity required, double handling and congestion around the site.

Where "Just in Time" deliveries are not economic or practical, site storage of materials and plant will be very carefully controlled by restricted allocation of zones to trades. Detailed plans of the site will be drawn up outlining areas available for moving and storing materials during the various stages of the contract works.

Wherever possible, materials will be delivered shrink-wrapped and palletized to be unloaded and distributed safely by crane or hoist.

Diesel fuel for site plant will be stored in sealed tanks inside bunded walls in accordance with the Principal Contractor's Environment Policy. The use of diesel driven plant and equipment will be kept to an absolute minimum. Wherever possible equipment and plant will be electrically powered to reduce noise and prevent emissions.

12.0 Secure Storage of Materials, Plant, Tools, Chemicals and Gases

Secure storage of materials, plant, chemicals and gases will be controlled in accordance with our health and safety procedures and environmental policy.

13.0 Induction / Site Rules / Consultation

Every person who enters the site will receive a specific project induction before they are allowed to leave the compound and commence work on site.

Inductions will provide an introduction to the project, a description of the project risks and a review of the individual's competency. Site access will only be permitted following site induction from the Principal Contractor's management personnel. All site operatives and visitors will be inducted prior to commencement on site in a clearly defined facility without exception.

The Principal Contractor's induction talks for operatives new to the site shall include site rules which cover among other things:

- Behaviour toward others on site and nearby.
- Drugs and alcohol.
- Smoking areas.
- PPE and safety issues.
- Welfare facilities and use of.
- Security issues.
- Emergency procedures.
- Good and bad practices.

The Principal Contractor will ensure that all inducted operatives understand English. The Principal Contractor will hold regular consultation meetings with the workforce to assess safety performance on site and review where can be improved, which will be open to all on site. In addition to this the Principal Contractor shall actively encourage the use of a 'comment box' so that site observations can be forwarded and actioned in a confidential manner.

The Principal Contractor shall be required to hold regular 'tool box talks' to subcontractors and site operatives outlining a variety of relevant Health and Safety issues. A 'Tag' turnstile will be used to record all entry and egress of workers and staff.

14.0 Health and Safety

To minimise risk and control exposure, the project team health, safety and environmental department will give advice at planning stages on all activities and all health and safety requirements. H&S is diligently monitored throughout our projects and reported to the main board.

The Principal Contractor shall treat safety as a high priority and has developed a successful programme of initiatives in order to improve health and safety awareness and performance on all of our projects. These work by actively encouraging site operatives to think in a manner that assesses personal safety and the safety of others, not only on site but also throughout their lives.

The layout of the site accommodation ensures that all staff, visitors and operatives will have the ability to store and retrieve the correct PPE before entering the construction area.

First Aid

It is the intention to appoint a Principal Contractor who's site management team are qualified First Aiders and as a company, the Principal Contractor shall strive to increase the percentage of competently trained site staff. The site will always have First Aid attendance.

Noise and Hearing Protection Zones

A sound / noise meter will be kept on site at all times to check noise levels at the site boundaries during certain operations, ensuring a maximum noise level of 75dB LAeq. Inside the site, and closer to noise sources, hearing protection zones, where hearing protection must be provided and worn if noise levels reach 80 – 85 Db, will be set up. The Principal Contractor shall endeavour to follow the Control of Noise at Work Regulations throughout the project.

Careful planning and use of appropriate plant and equipment normally keeps these requirements to few and very short periods.

15.0 Construction Activities

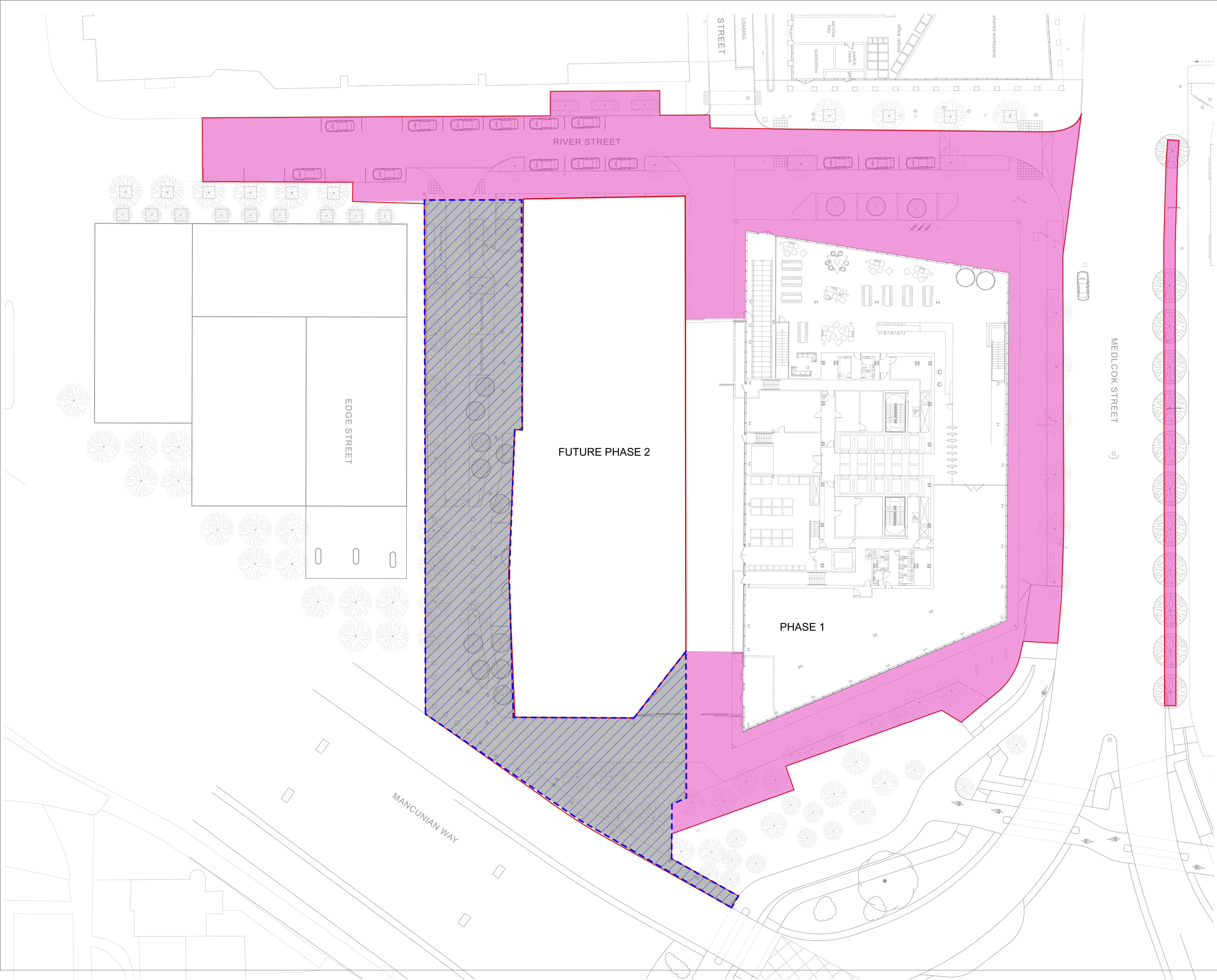
The construction of the development will be carried out in accordance with detailed method statements and risk assessments approved by the Principal Contractor's management and in accordance with this construction management plan and the Principal Contractor's Health, Safety and Environmental Procedures.

16.0 Construction Programme

An indicative demolition and construction programme has been summarised in the Environmental Statement Vol 2 Chapter 5.

Appendix A

Phase Plans



- Key
- Extents of hoarding line/compound
 - Extents of permanent finishes
 - Extents of temporary tarmac finish
(Future on-site compound when the residential scheme is delivered)
 - Permanent landscape finishes delivered post construction of the office building

P02	12.10.22	Updated layout	CB	RM
P01	01.03.21	First issue	JC	RM
Revision	Date	Description	Drawn	Apprvd.



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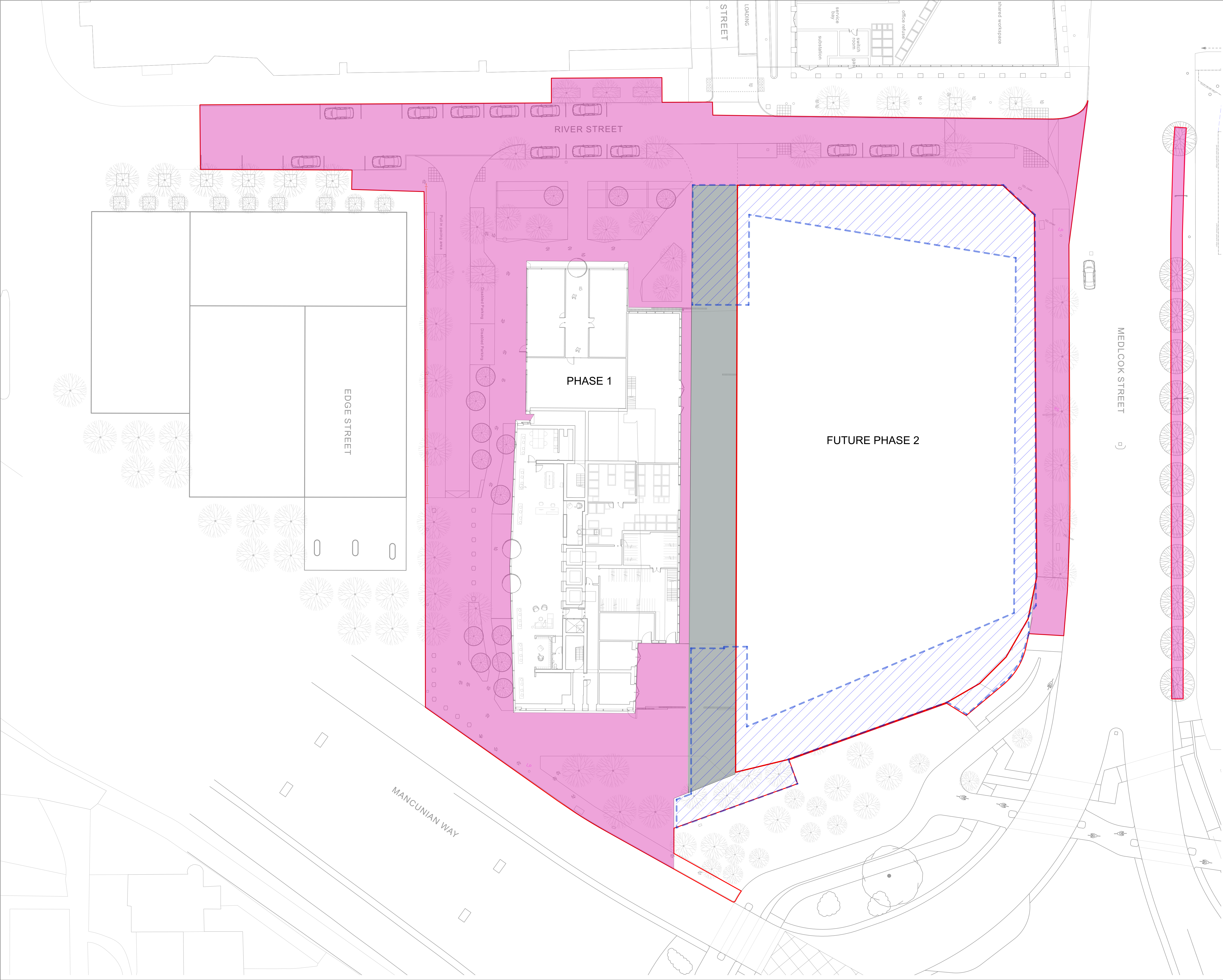
Project One Medlock

Drg Title Phasing Plan 01 - Office Building

Created on	Created by	Approved by
12-11-20	JC	SF

Scale	Size	Workstage
NTS	A1	Information

Drg No.	Suitability	Revision
2072-PLA-XX-XX-DR-L-0011	S1	P02



Key

- Extents of hoarding line/compound
- Extents of permanent finishes
- Extents of temporary tarmac finish
- Permanent landscape finishes delivered post construction of the residential building

P02	12.10.22	Updated layout	CB	RM
P01	01.03.21	First issue	JC	RM
Revision	Date	Description	Drawn	Apprvd.

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Drg Title Phasing Plan 02 - Residential Buidling

Created on 12-11-20
Created by JC
Approved by SF

Scale A1
Size
Workstage
Information

Drg No. 2072-PLA-XX-XX-DR-L-0012
Suitability S1
Revision P02