

Introduction

The project is for the design and build of the external works to the elevations, improvements to the entrance features, new signage and new LED screen installations at The Printworks, 27 Withy Grove, Manchester, M4 2BS

The project will commence on site 21st February 2022 and complete by 25th November 2022. The external works are in Corporation Street, Withy Grove, Dantzic Street and Balloon Street.

As yet we have not appointed any subcontractors therefore various options are indicated for the works with in the Plan. We have consulted with Metro link (Gregg Mitchell) and Manchester Highways (Steve McNeill) in the preparation of this Construction Management Plan.

There may be some adjustments to the programme to accommodate Manchester City Council highway works to Dantzic Street and Corporation Street programmed for this year.

This Construction Management Plan has been developed to satisfy the following planning conditions

Application number: 125294/FO/2019 condition 5 and
Application number: 125295/AOH/2019 condition 9

These conditions are identical and are as follows;

No development shall take place, including any works of demolition, until a Construction Management Plan (CMP) with detailed method statements of construction and risk assessments, has been submitted to, and approved in writing by the Manchester City Council as Local Planning Authority, (approval to be in consultation with Transport for Greater Manchester). The approved CMP shall include and provide for: -

- Agreed safe methods of working adjacent to the Metro link Hazard Zone and shall be adhered to throughout the construction period.
- the erection, maintenance and dismantling of scaffolding, including protection of Metro link building fixings;
- construction and demolition methods to be used; including the use of cranes (which must not over sail the tramway);
- the parking of vehicles of site operatives and visitors;
- The retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metro link both during construction.
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- the erection and maintenance of security hoarding at a minimum distance of 1.5m from the kerb which demarcates the tramway path, unless otherwise agreed with Transport for Greater Manchester;
- provision of a "mock up" security hoarding to review and mitigate any hazards associated with positioning next to an operational tramway prior to permanent erection;
- measures to control the emission of dust and dirt during construction and;

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- a scheme for recycling/disposal of waste resulting from demolition and construction works.

Reason - To safeguard the amenities of the locality, and in the interest of highway safety, pursuant to policies SP1, T1, EN9, EN19 and DM1 of the City of Manchester Core Strategy.

For the ease of review we have used the above to set out our proposals for this project. Some of these proposals will be the subject of review to ensure the works are carried out safely and in accordance with Manchester City Council and Metro link requirements.

Agreed safe methods of working adjacent to the Metro link Hazard Zone and shall be adhered to throughout the construction period.

There are two locations which are near to the tram lines Corporation Street and the Dantzic Street, Balloon Street junction. These are indicated in blue on the E21-0086 SL-02 Site Logistics Plan for The CMP at the end of this document.

Dantzic Street, Balloon Street junction the works to this junction are to remove the current decorative features, realign the existing signage and install a new LED screen.

Currently there is a Metro link planned power outage from 20th to the 27th March.

After discussion with Gregg Mitchell the works to this area can be carried out either from a scaffold or a scissor lift MEWP.

We will endeavour to carry out the removals within the period noted above. The method of work will be confirmed following appointment of our subcontractors.

Corporation Street Scaffolding to these elevations will be registered on the blue permit scheme so if any problems occur with the scaffold Metro link drivers can immediately report it to ourselves for correction.

The erection, maintenance and dismantling of scaffolding, including protection of Metro link building fixings;

On the Dantzic Street / Balloon Street junction Metro link overhead lines are stressed to stanchion beside the track, as shown in the picture opposite. The stanchion will be outside of our working area. All operatives will be made aware of the need to ensure the stanchion is not touched, damaged or interfered with.

If scaffolding is used on this elevation it will be erected and dismantled in a Metro link power outage period. This will be applied for in sufficient time. We understand Metro link plan a number of outages to section of the line during 2022 and we will seek to piggy back our works onto these. Generally Metro link outages are longer than contractor outages.





Corporation street works are not in the Metro link hazard zone. The first lift of scaffolding will be erected normal working hours 7.30am -6pm Monday to Friday and 8.30am to 2pm Saturdays. Dismantling (striking) will be the reverse of this.

On Corporation Street the Metro link overhead power lines are fixed back to the Corporation Street heritage façade. During the erection and striking of the scaffold all operatives

will be briefed on the need to take care around these fixings. When the scaffold is in the vicinity of the stressing wire a scaffold tube with padding will be installed over and or adjacent to the wire to prevent any accidental knocking.

Construction and demolition methods to be used; including the use of cranes (which must not over sail the tramway);

Except for the demolition of the plant room behind the clock tower most of the work involves the removal of existing signage, its support system and other unwanted features. This will mainly be unbolting the items from the façade. The façade is then repaired and cleaned. A new LED ribbon screen is to be installed above the existing parapet. This screen requires a new steel support structure.

On the Dantzic Street / Balloon Street corner if a crane is used to support the items being removed it will be stood in Dantzic Street for which a road closure will be required. These works will be coordinated with a Metro link power outage and the crane will not over sail the overhead power lines.

Along Withy Grove if a crane is used a road closure will be obtained to stand the crane on the road and lift the redundant steel down from the upper levels. New steel installed with a crane will be carried out in a similar manner.

For the Dantzic Street entrance if a crane is used it will be sited in the loading bay or disabled parking bay either side of the entrance. As the Highways authority would prefer a scaffold to be used in this area the use of a crane is unlikely.

All other works will be carried out from the scaffolding. The scaffolding to Corporation Street and Withy Grove will be shrink wrapped to ensure cleaning products do not escape the working area. All other scaffolding will be wrapped with monoflex sheeting.

Scaffolding to Garden Street will be founded on the footpath where applicable & cantilever out above vehicle height with a fan. Works to the heritage façade below the scaffold will be carried out from MEWPS with a road closure. This is to be agreed with neighbouring contractor and MCC.

Parking of vehicles of site operatives and visitors;

Car parking for staff, site operatives and visitors will be off site in local car parking facilities. With no parking areas on site operatives will be required to deliver small tools and materials to

the site but they will only be allowed to off-load, but will then be directed to use either public parking in the nearby vicinity or off site. We will encourage car sharing and the bussing in of operatives by our subcontractors. All the surrounding streets are controlled parking and this will discourage the use of on street parking in the surrounding areas.

The retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metro link both during construction.

Any track side equipment cabinets along Corporation Street will still be accessible. Generally we intend to allow pedestrians to walk under the scaffolding erected. When cleaning the façade we may temporarily divert the pedestrians to Corporation Street into the bus layby. At this point Metro link will have a 24 hour contact number to use to obtain any access to their equipment.

The loading and unloading of plant and materials

There is no space to unload and store materials on site. All deliveries will need to be 'just in time'. Deliveries and will be timed to ensure two vehicles are not on site at the same time due to the space limitations.

All deliveries will be coordinated with the centre management to mitigate any disruption to other occupiers. Delivery of materials will be via Wells Street or Mark Lane or Corporation Street between the hours of 07.30 am – 6pm.

Drivers of large vehicles will be asked to wait in an offsite holding area and phone ahead in order that a banksman can wait for them at the Dantzic Street / Wells Street Corner / Corporation Street The banksman will supervise the delivery reversing into Wells street where it will be unloaded.

Materials delivered to site will be via suitably sized transport, due to the restricted area for unloading and storage. This requirement will be incorporated into all of our subcontract pre start agreement documentation and will be reinforced by our site staff. Deliveries requiring larger delivery vehicles such as the steel, cladding and metal decking will require special consideration and be co-ordinated to arrive on site at pre-designated times, in the hours noted above.

Where vehicles are required to deliver small tools and materials to the site, they will be allowed into the site, within the hours noted above, to off-load, but will then be directed to use either public parking in the nearby vicinity or off site.

We record all deliveries to site and delivery mileage in accordance with our commitment to Construct CO2. Our recording of vehicle movements enables us to measure the carbon generated by projects.



The storage of plant and materials used in constructing the development

As noted above there is no room for storage of materials and plant on site. There is limited space with in the Mall which will be utilised. We may install a storage gantry to Withy Grove to store materials for the works to the elevation only. This will be double boarded with visqueen between the boards to prevent dust and detritus from dropping on the pavement users.

The erection and maintenance of security hoarding at a minimum distance of 1.5m from the kerb which demarcates the tramway path, unless otherwise agreed with Transport for Greater Manchester

On Corporation Street if a hording is used this will be more than 1.5m away from the track side. On the Dantzic Street Balloon Street corner prior to erection we will submit our proposals to Metro link for approval. It is likely to be a solid Herras fence as it will need to be erected at the start of the shift and removed for the day time.

Provision of a "mock up" security hoarding to review and mitigate any hazards associated with positioning next to an operational tramway prior to permanent erection

As noted above on Corporation Street the potential hording is outside the hazard zone. However we will agree with Metro link and the highways the type and location of hoarding required.

Measures to control the emission of dust and dirt during construction

We will ensure that dust levels generated from our operations and materials stored on site are minimised and kept within the limits set out in the current EH40 to protect all those in the vicinity of the works.

We will take measures to minimise the impact of noise and dust on the surrounding occupants and the local environment of the building including:

- Externally where dust is created it will be controlled by regular damping down.
- The scaffold to Withy Grove and Corporation Street will be shrink wrapped. This will prevent dust and dirt being emitted from the site. Elsewhere scaffolds will be monoflex sheeted. This also limit the migration of dust and dirt form the site.
- all necessary precautions are taken to protect building occupants, site operatives and the general public from the effects of the inhalation of respirable dust caused by the work operations
- Operations that create dust may employ dust suppression techniques, where practicable, such as mechanical dust extraction. drilling and cutting equipment with dust suppression devices will be utilised
- air testing may be carried out to monitor the dust exposure levels

A scheme for recycling/disposal of waste resulting from demolition and construction works

A Site Waste Management Plan (SWMP) will be developed for this project, prior to commencement of any works and is implemented during the construction phase. We segregate waste on-site wherever possible, to maximise the re-use and recycling opportunities.

We operate an Integrated Management System which is accredited to ISO 14001.

The site-specific waste management plan is prepared in accordance with our Company Procedures by Nigel Whiteoak, SHEQ Manager prior to commencement of construction. The SWMP is completed with the client including:

- minimising design stage waste
- forecasting waste types and volume (inc hazardous)



- Implementing waste management strategies.

Implementation of the plan during construction is monitored and recorded with a post-contract review completed within three months for evaluation of the success of the plan and any cost savings generated by waste management.

Key lessons learnt and best practice is incorporated within future plans to attain continuous improvement. Upon completion of projects the results from the Site Waste Management Plan are compared with the site targets. We use smart waste and WRAP guidelines to produce levels for the amount of waste produced. We record and monitor the effectiveness of waste segregation and recent schemes are achieving over 95% of waste recovered, with a small quantity going to landfill.

No waste will be burnt on site. All waste will be disposed of in accordance with current regulations (Waste (England and Wales) Regulations 2011).

Where it is practicable material removed from the building will be loaded into vehicles and removed from site immediately. The waste material may be stored within the working area until the delivery period noted above. All other waste will be stored in a skip sited in the loading bay with the Centre Management agreement. Waste will then be removed from site to a transfer station for sorting and recycling.

The site team will ensure that debris is removed from the site regularly and safely to ensure a clear, safe working environment

As part of the construction phase health and safety plan a clear method statement will be developed to indicate how spoil and debris from the working areas is transported to the skip location.

Noise

Noisy activities to the elevation works will include the removing of signage and steel work. The removal of the clock tower and structural steel work supporting the signage. Installation of new steel, breaking through the roof of the centre to allow new steel to be installed. Breaking out concrete / paving's for the installation of new foundations to new steel.

Until we have appointed our subcontractors and agreed a sequence and programme we are unable to advise on equipment used or the duration on site. We currently do not envisage the ambient noise level being substantially raised. To ascertain if we are raising the ambient level a sound risk register will be prepared with proposed measures required to mitigate the risks and we will carefully plan the work as to when these operations are carried out.

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We will use a sound meter and record sound levels at the perimeter of the site before and during the works.

We will agree acceptable noise levels with the Centre management team and comply with BS 5228 Code of Practice for Noise Control on Construction and Demolition Sites.

By recording noise levels and analysing the results, we can establish any offending activities and review any possible alternative equipment or methods of work.

All small plant will be fitted with suppressors and maintained in good, efficient working order.

While - Attach to method statement if applicable Copy - Site File			Ref: SF/S39 Sheet: 1 of 1
NOISE MONITORING/ASSESSMENT RECORD			
Name & Address of Workplace R. B. H. WILKINSON WAY SITING CROSS HOUSE		Contract No. SI 7011	
PARTICULARS OF SOUND LEVELS RECORDED			
Workplace Area & Operative Name	Type of Work/Equipment	Duration/Distance	dB (A)
CONTROL ROOM	DIAMOND DRILLING RIG	1m	103.2
(CONTROL ROOM) OUTSIDE DOOR	"	5m	72.5
STONES	"	2m	61.5
Comments (e.g. relevant to conditions at time of survey, or type of noise) BACKGROUND NOISE FROM ADJACENT TRAFFIC			
Suggested noise control methods 3m BAR PLUGS WITHIN ROOM 31dB (EN 152-22012)			
Hearing protection provided AS ABOVE FOR INSIDE OF CONTROL ROOM OTHER AREAS BAR PLUGS NOT REQUIRED.			
Other Comments			
Type of instrument used for survey (3020631 SN) Digital Sound Meter 8928		Date of Last Calibration 27.11.13	
Signature J. Wick		Date 05.12.2013	

Contacts

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Metro link Gregg Mitchell Engineering Planning Manager 07971 387107.