

Prepared by Bridgehead Consultancy Limited

On behalf of Beaconsfield Commercial Limited

Construction Management Plan

One North Parade, Manchester, M3



This report has taken into consideration the instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Bridgehead Consultancy Ltd

The Dock
Station Road



Document Verification

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1. Introduction & Executive Summary

The purpose of the Construction Management Plan is to establish the overall delivery and site control, thus minimising impacts during the construction of One North Parade.

This report has been prepared to support an application for full planning permission for the proposed construction of the project. This is an initial plan and has been prepared in advance of the appointment of the Main Contractor.

This document has been developed following the engagement with all stakeholders regarding the development of the site. The purpose of this document is to outline the principles of the construction methodology and construction logistics for the proposed site works, and is subject to refinement as the project evolves and the Main Contractor is appointed on the development.

This report details the proposed outline programme and key activities for the construction works, with potential significant environmental impacts associated with these activities being identified and, where necessary, proposals for mitigation are outlined in consideration to the requirements of Manchester City Council.

The development will likely procure a single Main Contractor for the entire construction works with the appointed Main Contractor supervising and overseeing all works. The Main Contractor, when appointed, will use this report as a basis for further preparation of its own working site activity which will be submitted later.

2. Site Location

The site is located inside the Manchester Ring Road, adjacent to Parsonage Gardens, and just south of the river Irwell. Although the site sits near Deansgate which attracts high footfall due to the number of eateries, shops, bars and pubs, the access via St Mary's Parsonage is less heavily congested reducing the interface between public and construction vehicles.

The existing footprint of the site is defined by the roads Parsonage, College Land, Parsonage Gardens and neighbouring buildings. Parsonage Gardens is popular location for locals to relax so will be a key interface for the project to manage.

The site has very good public transport options, with three train stations (Victoria, Deansgate and Salford) within a 15-minute walk. In addition to trains, bus and tram stops can be located a short distance from the project.

3. Site Establishment

3a. Site Hoarding

An early activity will be to protect and enclose the site before construction activity commences. A solid hoarding will be employed to the whole perimeter of the site boundary and always maintained. Site hoarding will be 2.5m high, painted and made of solid outdoor grade plywood.

Concrete blocks will be deployed on the inside of the hoarding to ensure adequate stability. The design of the hoarding will be undertaken by the hoarding contractor to ensure it is fit for purpose and complies with local authority requirements.

The site hoarding line will include low level lighting where the hoarding line fronts the public highway. This lighting will only be illuminated in the dark autumn nights and overnight.

Signage will be displayed on the hoarding for health and safety purposes, Considerate Constructors Scheme signage and a point of contact for the neighbouring residents.

3b. Welfare & Accommodation

It is fundamentally important to provide a safe and comfortable environment for all sites workers; therefore, site establishment and welfare accommodation will be installed to provide a high quality and secure site.

The Main Contractor is responsible for providing appropriate welfare facilities, with typical site accommodation including:

- Main Contractor management offices and meeting rooms.
- Welfare facilities including canteen, drying/changing rooms as well as toilet and shower facilities.
- Supply of drinking water.
- Security office.
- Sub-contractor facilities.

Due to the lack of space outside of the building footprint, the Main Contractor will need to consider alternative welfare and accommodation options. Some potential options they should consider are as follows:

- Hire of local building office space.
To alleviate pressure on the constrained site footprint and provide a high-quality welfare and office environment, local commercial space within walking distance of the site may be leased for use as welfare or management accommodation. Being situated in the city centre, several options will be considered to review whether this option is viable.

- Benefits
 - No knock-on effect to programme due to temporary works.
 - Can provide logistical flexibility with space required through the phases of the construction process.
- Considerations
 - Distance from the project.
 - Requirement for toilet facilities on site for operatives.
 - Potential high cost associated with renting the office space.
- Installation of a gantry in Parsonage.

A temporary gantry may be installed above Parsonage to support stacked welfare and office cabins. This vertical solution helps mitigate on-site spatial limitations while maintaining public access beneath.

 - Benefits
 - Maximises usable site footprint.
 - Maintains vehicle and pedestrian access.
 - Supports clean site image and Considerate Construction Commitments by reducing ground level clutter.
 - Considerations
 - Highways approval and licensing.
 - Temporary works design required.
 - Access and means of escape plan.
 - Reduces space on the gantry for materials to be held prior to crane lift.
- Use of some space in the basement

A portion of the new basement may be temporarily used for welfare during the construction phase, subject to survey and approvals.

 - Benefits
 - Discreet and does not affect visual appearance of the site.
 - Potential lower long-term cost than other options.
 - Considerations
 - Access, egress and fire safety provisions.
 - Possible conflict with sequencing of MEP installation causing delays to programme.
 - Temporary works required to erect welfare.

3c. Parking

There will be no parking provided for construction worker vehicles on the site nor will there be any off-site provision. Parking will not be allowed on the site and all contractors and sub-contractors will be advised through their contract documentation that no parking is available and that all personnel should use sustainable transportation.

4. Site Setup and Logistics

4a. Considerations

As the site is in a busy area of central Manchester, it is important to consider how the site will be serviced and the impact of construction logistics on the surrounding area. Construction logistics planning is both considered at a macro and micro level.

Construction logistics planning allows project and design management teams to understand how their proposed project design will be impacted by site and vehicle movements.

Within construction logistics planning, access and egress routes are determined to offer the least congested solution for vehicles, cyclists and pedestrians to the site and surrounding area.

Site activity must avoid any unnecessary disruption to the local community and ensure the safe and efficient operation of the construction phase of the project. Planning of the construction logistics process ensures site operations are effectively planned, managed and monitored to keep the project site moving safely without compromising productivity.

The traditional backbone of construction logistics has always been delivery & traffic management, waste management, material distribution, welfare provision, site security and safety.

4b. Construction Logistics Plans

4b.1 Construction Logistics Plan (1)

Construction traffic to arrive at site via Bridge Street, turning right onto St Mary’s Parsonage. All vehicles to exit the site by performing a three-point turn at the junction with Parsonage Lane and follow the reverse of the vehicle access route.

Pit lane required adjacent to the project on Parsonage for deliveries and collections. Lane closure to be implemented for project duration. Main Contractor to ensure through traffic can always be achieved.

Parking bay suspension required to allow for vehicle holding/material drop zone on St Mary’s Parsonage.

Hoists located on the south elevation of the project for material and operative distribution.

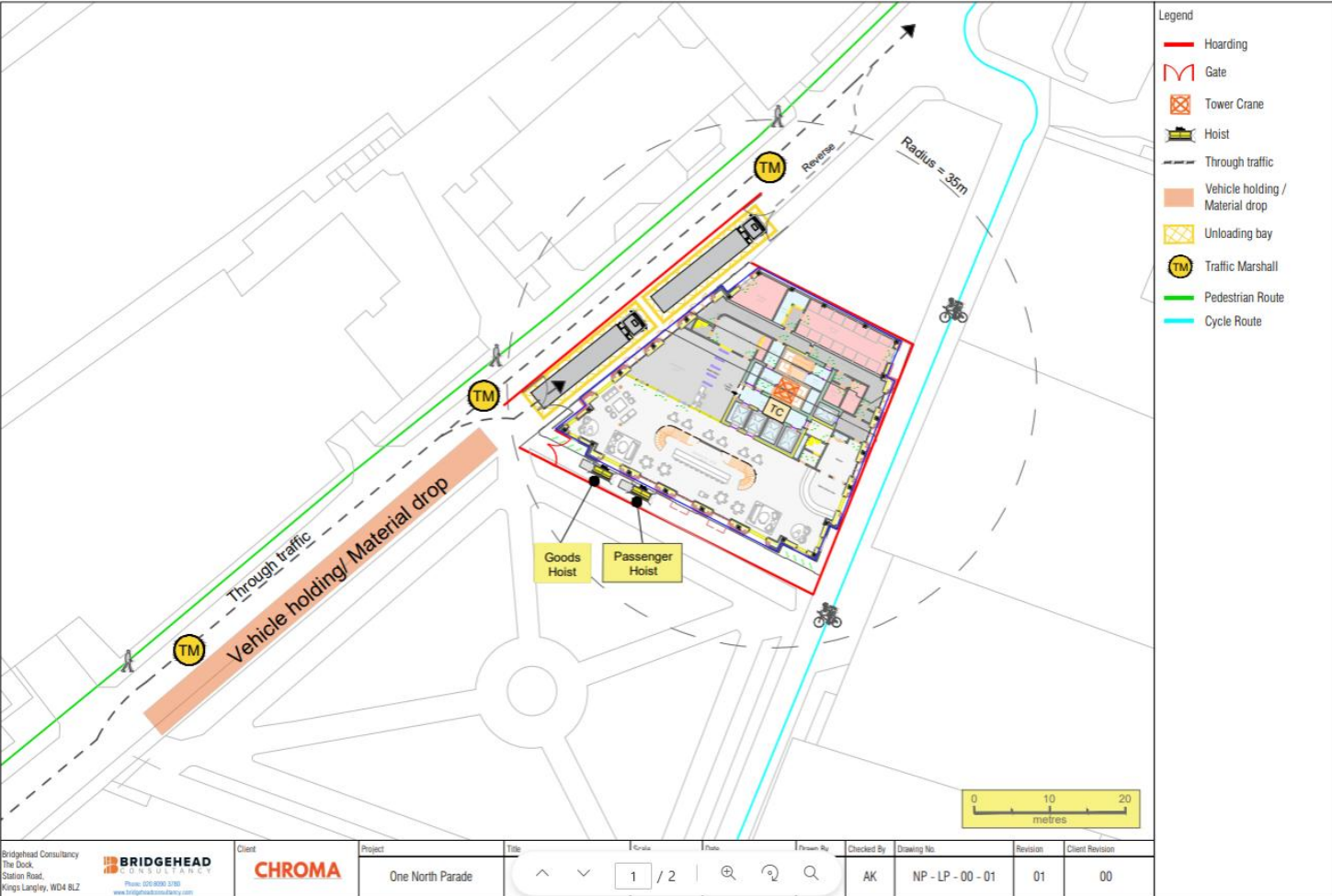


Fig. 1 - One North Parade - Logistics Plan, Option 1

4b.2 Construction Logistics Plan (2)

Construction traffic to arrive at site via Bridge Street, turning right onto St Mary’s Parsonage. All vehicles to exit the site by performing a three-point turn at the junction with Parsonage Lane and follow the reverse of the vehicle access route.

Pit lane located in suspended parking bays on St Mary’s Parsonage for deliveries and collections. Lane closure to be implemented for project duration. Main Contractor to ensure through traffic can always be achieved.

Gantry over Parsonage to be erected allowing for additional materials storage, additional hoists, potential welfare. Potential opportunity for void in gantry to allow for spider crane to offload vehicle parked underneath.

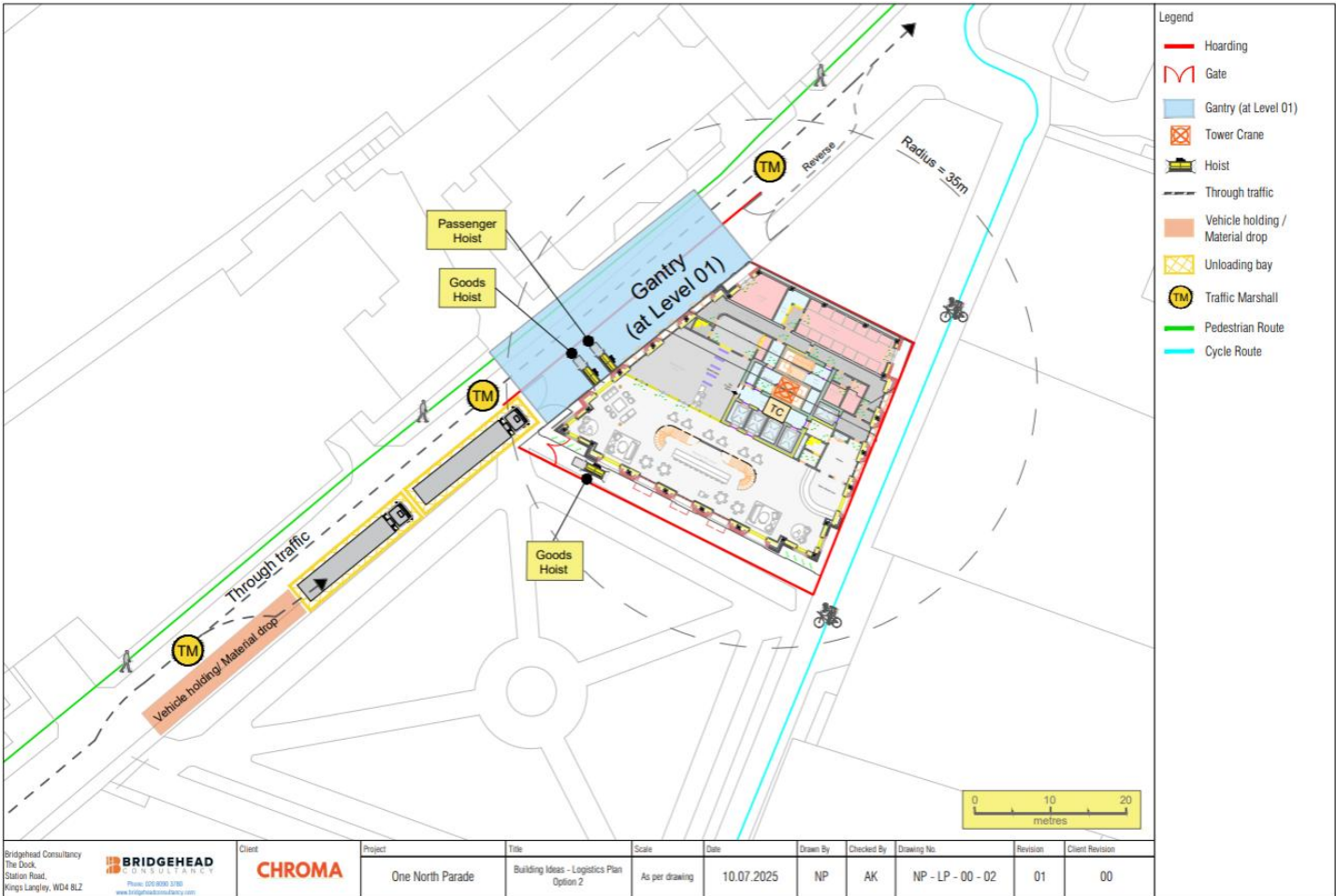


Fig. 2 - One North Parade - Logistics Plan, Option 2

4c. Construction Logistics and Cyclist Safety (CLOCS)

The standard for construction logistics, managing work related road risk (WRRR), is the result of collaboration between construction clients, logistic operators and industry associations.

The document draws together emerging practices from several individual standards, policies and codes of practice into one common WRRR standard. This common standard is implemented by developers and can be adhered to in a consistent way by fleet operators.

The standard aims to ensure that construction companies follow effective practice in the management of their operations, vehicles, drivers and construction sites.

Each requirement has been developed to reduce the risk of a collision between heavy goods vehicles in the construction sector and vulnerable road users, such as cyclists and pedestrians.

The standard sets the detailed minimum requirements to create a consistent baseline but is written in a way that encourages road safety to be managed ever more rigorously as new best practice emerges.

The CLOCS standard is a key step to demonstrate the commitment of construction logistics industry organisations to improve road safety throughout the supply chain.

The contractor will be required to operate both the Fleet Operator Recognition Scheme (FORS) and Construction Logistics and Cyclist Safety (CLOCS) safety schemes whilst working on site.

4d. Delivery Route

All deliveries to site will be undertaken through an electronic delivery management system, managed by the construction logistics team, with all deliveries allocated a specific time slot. Typically, failure to adhere to the time slot may result in a subcontractor's deliver being denied access to the site. There will be no waiting on the street for access to the site.

Construction vehicle traffic will be directed away from Manchester City Centre and would be required to take any of the following routes:

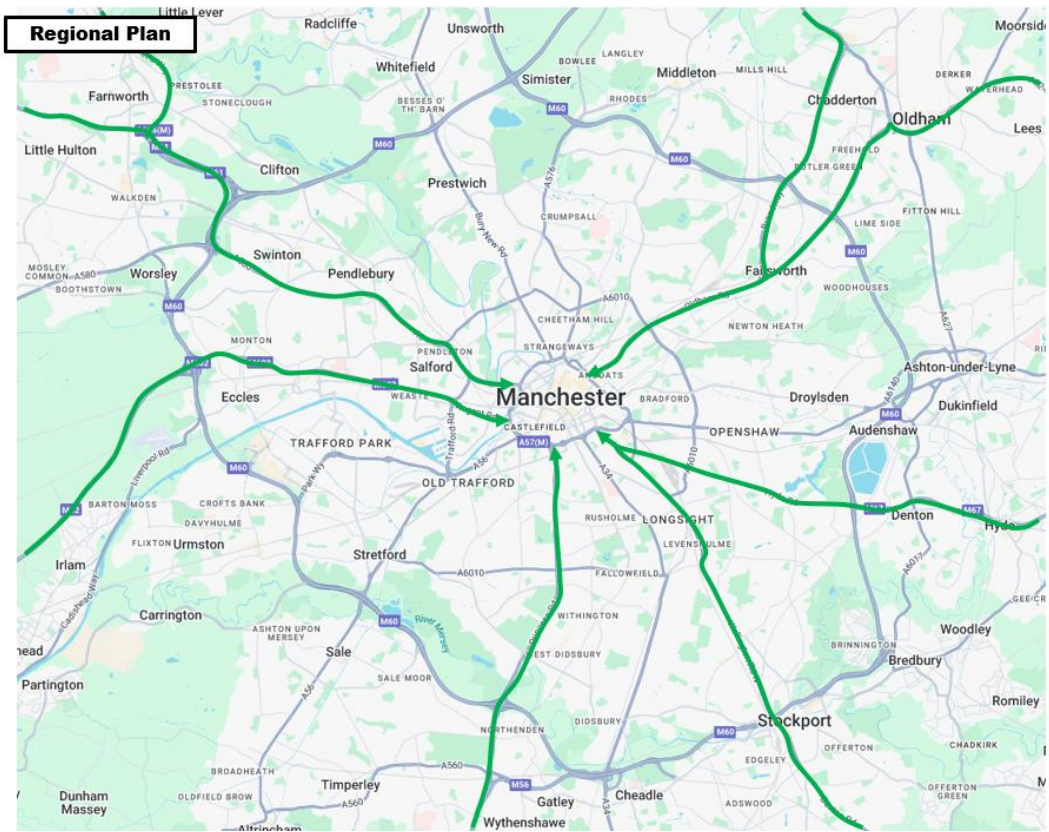


Fig. 3 – Regional Delivery Plan

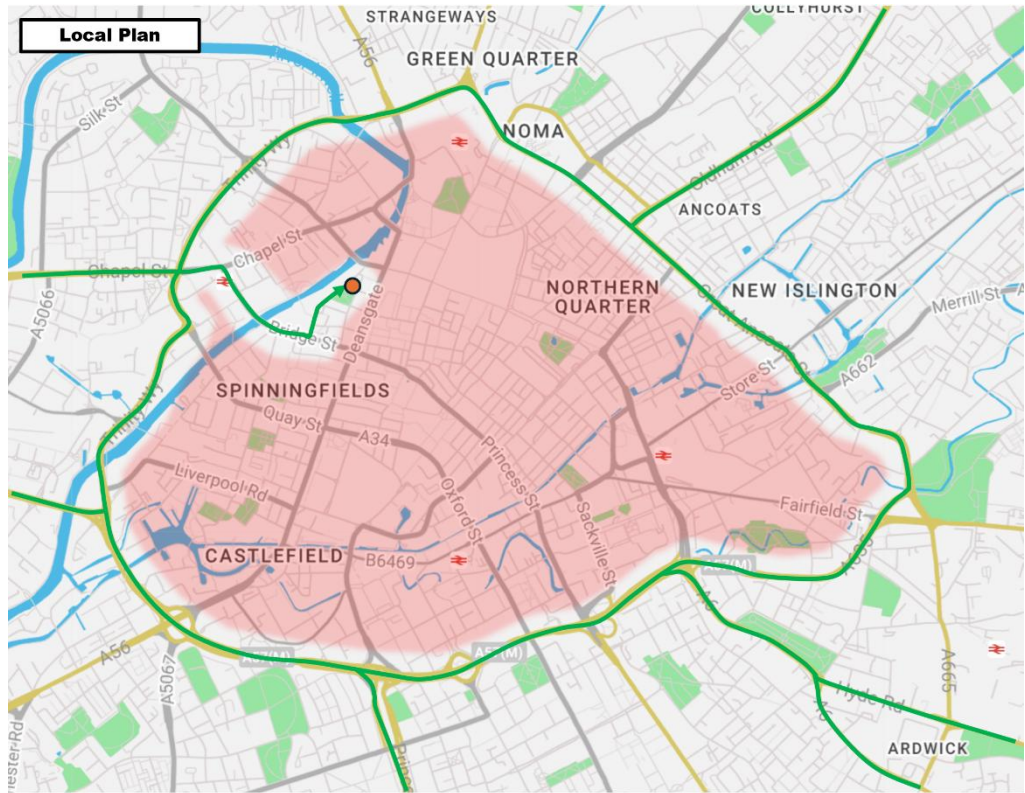


Fig. 4 – Local Delivery Plan

4e. Vehicle Site Access & Egress

We propose all construction traffic to access the site via Bridge Street, turning left onto St Mary's Parsonage to ensure they do not drive through Manchester City Centre.

All deliveries to site should be undertaken through a shared electronic Delivery Management System (DMS), managed by the construction logistics team, with all deliveries allocated to a specific time slot.

Failure to adhere to the time slot may result in a Sub-Contractor's delivery being denied entry as there will be no allotted vehicle holding zones on the public street to allow access to the site.

The delivery management process and system are integrated into the traffic management planning and operation, to ensure the two work proactively together to reduce the impact of vehicle congestion. They will also be co-ordinated with crane and hoist movement on site.

This provides the safest and most sustainable working solution of segregation to the workforce from material deliveries. All movement and unloading of both contractors, over the private road will be managed by the construction logistics team.

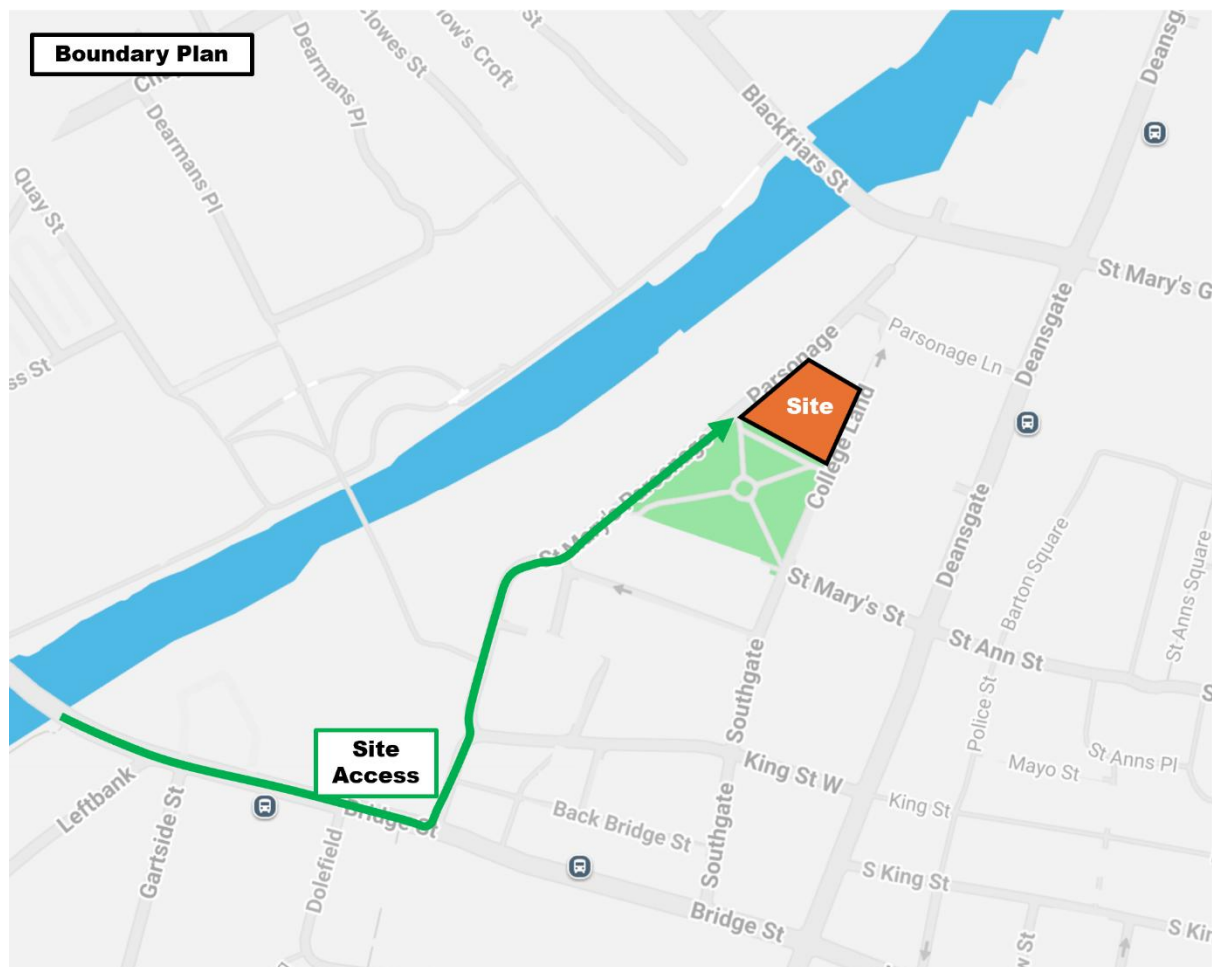


Fig. 5 – Boundary Delivery Plan – Access

To egress the project, vehicles will be marshalled to perform a three point turn at the junction of Parsonage Lane to face South/West on Parsonage and leave the project boundary via St Mary's Parsonage, turning right onto Bridge Street to keep away from the city centre, and continue their onward journey.



Fig. 6 – Boundary Delivery Plan – Egress Option 1

Articulated vehicles will be required throughout the project lifecycle to facilitate the delivery of several materials which cannot be delivered on smaller wagons. As a secondary option, we propose the temporary removal of the cycle only lane at the north of Parsonage, allowing vehicles to turn left onto Blackfriars Street/Blackfriars Road before joining Trinity Way and continuing their journey allowing a one-way system to be implemented, eradicating the need for reversing and turning of construction traffic, and creating a safer environment for cyclists and pedestrians.



Fig. 7 – Boundary Delivery Plan – Egress Option 2

4f. Pit Lane Delivery Areas

Due to the limited area available within the site footprint the proposed use of pit lanes, to enable the delivery of materials, will be required on Parsonage.

Our two proposals are for the pitlane to be implemented either adjacent to the site (logistics option 1) or in suspended parking bays south of the site (logistics option 2). In both cases a lane closure will be required. In either case, through traffic will remain accessible.

We propose for Parsonage to become a one-way road north bound to assist in managing the interface between pedestrian and construction traffic.

4g. Traffic Management

A robust traffic management approach is key to construction logistics and will be crucial to the success of the 1 North Parade site. Traffic management will manage all site related traffic and take responsibility for supervising and directing all vehicle and pedestrian movement in and around the site.

The commitment to the CLOCS industry standard not only ensures that all fleet services will be compliant with the FORS silver standard (at a minimum) but also means the

construction logistics team are dedicated in ensuring that the construction traffic is safely managed, protecting sites and local communities from collisions and pollution.

4h. Delivery Management

Managing site deliveries is critical to the logistical planning and movement of a construction site with poorly managed deliveries causing significant project delay and disruption. All material deliveries are to be planned to be off loaded directly to the location where the materials are required or to be pre-assigned to lay down areas.

Effective and efficient delivery and material management will also promote safe operative movement around the site and allow for easier transportation of materials within the site by the sub-contractors.

A web-based delivery management system will be used to manage and control all collections and deliveries from the site.

A competent Delivery Manager will supervise all deliveries, with the construction logistics team taking over all material distribution from delivery to the location required.

The access gates are to be manned, and an operative will control pedestrian flow while the vehicle is being directed into the site.

Operatives will ensure suitable pedestrian and vehicle segregation using extendable gates (or similar) where required. This will ensure pedestrians do not cross vehicular paths, as well as ensuring they do not gain access to the site. The same arrangement will be provided at the exit gate from the site.

The Main Contractor will manage a Just-in-Time delivery policy for all site materials and deliveries.

4i. Hoists, Lifts, & Cranes

External hoisting positions may be required for use during the construction of 1 North Parade. As a general principle, deliveries to site will be off-loaded within the site hoarding. The crane will be suitably sized and coordinate with the oversailing licences by the appointed Main Contractor to ensure that there will be no height clashes with the existing adjacent buildings.

Furthermore, hoists can often operate inefficiently (with half loads going up to the floors). Through central delivery management, there is unbiased movement of materials. Deliveries go to the relevant location on the same day regardless of time of arrival (ready for use the next day). All hoist checks are to be done correctly, and any faults found must be logged and reported to the Main Contractor to alleviate any the time lost.

Once the internal lift installation has been completed, they will be able to be used for the beneficial use of operatives and materials aiding in distribution.

The site's spatial constraints may require a tower crane to be located within the building footprint. While this enables a central lifting position and efficient coverage of the structure, it introduces challenges including the need to integrate the crane base with the permanent structure, complex installation and tie-in requirements, and limited flexibility for removal. Detailed planning should be undertaken by the Main Contractor to ensure the crane does not impede structural sequencing or pose safety risks. All crane installation, tie-in and dismantling operations should be fully coordinated with the structural engineer and temporary works coordinator.

4j. Loading & Unloading

A pit lane will be required for deliveries, lay down of materials and concrete deliveries into the site demise.

Materials must be pre-loaded in a manner that will ease off-loading and onward site handing e.g. palletised goods, pre-slung reinforcing and mesh, stillages or crates for flat panels and glass must clearly identify lifting/handling arrangements, with panels, glass sheets individually secured to stillage/crates where possible to prevent any load shedding during panel/glass removal. All such stillages must be stored on firm and level ground.

Suitable arrangements must be in place to provide access to vehicle loads where required e.g. for Banksman (slingers/signallers) to eliminate persons needing to access the rear of vehicle and therefore minimise the risk of falling.

4k. Public Path & Road Closures

Due to the lack of space available within the site footprint, the proposed use of a pit lane will be required the closure of one lane on Parsonage and a footpath closure varying in length depending on the strategy undertaken by the Main Contractor.

A temporary partial closure of College Lane may also be required to facilitate the erection of scaffolding on the East elevation.

The duration of these closures is subject to the Main Contractor's submission of the Project Construction Programme.

5. Site Working Hours

The working hours for construction activities will be in line with requirements of the Control of Pollution Act 1974, Section 60 and the site will operate in accordance with the following Manchester City Council guidance:

- Monday – Friday: 7:30am – 6:00pm.
- Saturday: 8:30am – 2:00pm.
- Sunday/Bank Holidays: No work.

The workforce may arrive on site 30 minutes prior to work commencing but there is to be no working outside of these times (unless changed by prior agreement with Manchester City Council).

Noise is to be kept to a minimum in the first hour and site operations on a Saturday should be avoided where possible.

Out of hours work will be kept to an absolute minimum where possible, however may be required for some works such as installing the crane. For this an application for approval will be submitted via the Environmental Protection Team at Manchester City Council.

6. Waste Management

Control of waste material on site is a key factor in the successful outcome of a project and BREEAM requirements. The Main Contractor will agree and implement a Site Waste Management Plan (SWMP) at the commencement of the works. The strategy should be based around locating licensed waste carriers close to the project.

Wheelie bins will be utilised to remove waste from the various work locations. If there is space, skips should be considered for larger items. The construction logistics contractor would be responsible for co-ordinating the removal of the full wheelie bins via compactor on a regular basis to aid in keeping the site clean and safe. Furthermore, the skips will be continuously replaced regularly to ensure space for waste material is always available.

Through the production of a sustainable procurement strategy, the Main Contractor will set targets for responsible sourcing of materials. This will use product certification such as FSC, ISO 14001, BES 6001 etc and will encourage products to be selected based on Environmental Product Declarations where possible.

The Main Contractor must have 100% chain of custody certification on timber products (i.e. FSC and PEFC) and will develop a blacklist of products/materials that are either harmful or come from unsustainable sources. The Main Contractor will also reduce the amount of waste to landfill through increased recycling and reuse of materials.

Sub-contractors are to actively investigate measures to reduce the level of CO2 created because of their activities. This will include interrogating their supply chain to identify opportunities to eliminate part-loads. In addition, sub-contractors will be required to log delivery miles to site, fuel type, vehicle type and size will be recorded for all vehicles attending the site.

7. Site Security

The site security for the project will be in operation from the outset with the worksite being fully enclosed and protected from unauthorised access. The Main Contractor shall ensure that the site remains secure and always controlled with all works undertaken having the appropriate signage.

Paying specific attention to access and egress points, working with a Security Industry Authority (SIA) approved security contractor, the Main Contractor is to deploy static site guarding and mobile patrol services to act as a deterrent to non-authorised personnel and carry out checks to those entering the project on a daily basis.

Combining physical checks with biometric, facial recognition and access control systems, the Main Contractor will be able to give a true account of who is on and off site at any time.

Physical security barriers are to be installed to provide a deterrent to unauthorised access to site with Closed Circuit Television (CCTV) to be installed around the entire site boundary.

The internal and external boundaries of the site will be patrolled regularly in line with the approved risk and threat assessment with clear site security signage displayed around the external perimeter of the project.

7a.1 CCTV Plan for Logistics Plan (1)

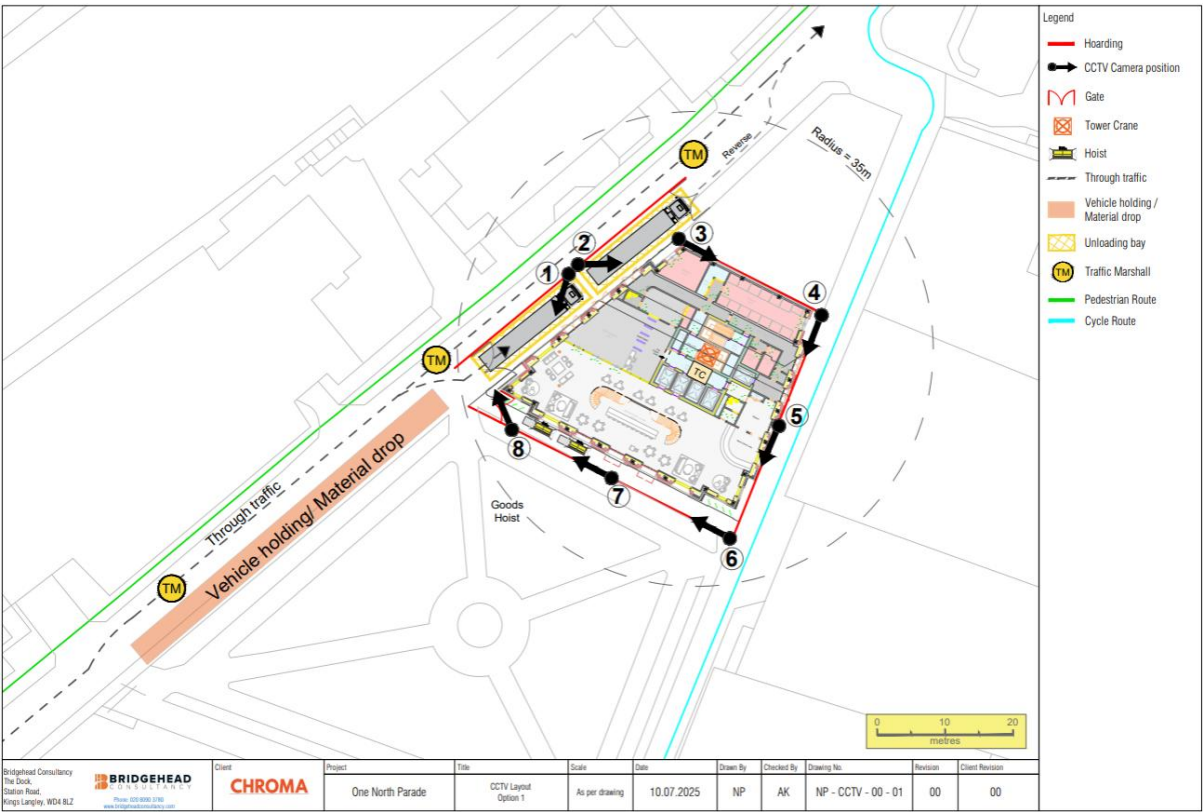


Fig. 8 - One North Parade - CCTV Plan, Option 1

7a.2 CCTV Plan for Logistics Plan (2)

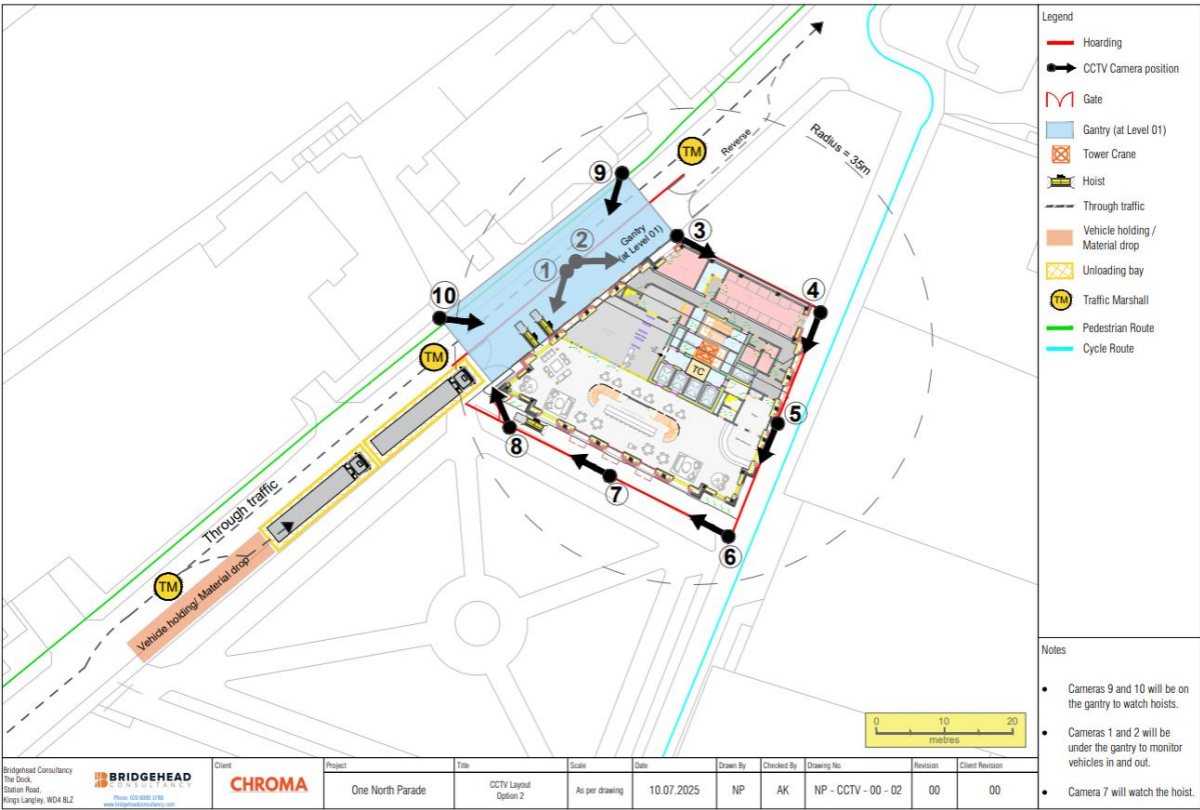


Fig. 9 - One North Parade - CCTV Plan, Option 2

8. Summary Programme

- Site Establishment / Enabling / Demolition - 7 months expected to begin in Q3 2026 until Q1 2027
- Main Contract Works – 30 months expected to begin in Q1 2027 until Q3 2029

Broken down per the summary programme below -

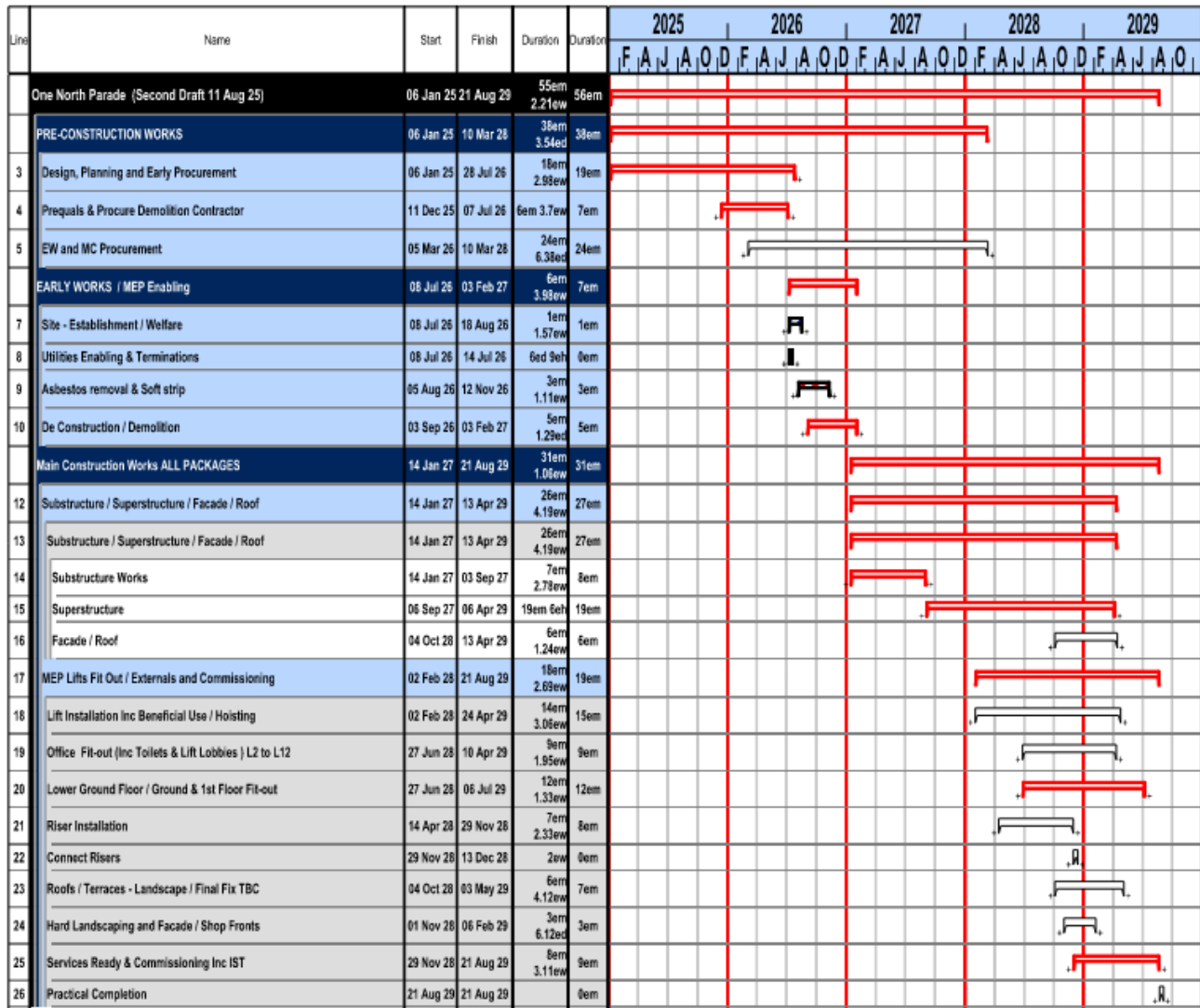


Fig. 10 – Summary Programme

SUMMARY OF WORKS	EXPECTED TIMEFRAMES
Demolition and Early Works	7 months
Substructure	8 months
Superstructure	19 months
Facade	6 months
MEP Installation and Fit-Out	19 months
Landscaping and Public Realm	3 months
Commissioning, Project Completion and Handover	9 months

(Please refer to works overlaps in the summary programme above)

Programme Assumptions

The programme and method hereinafter are based on the following scope. The scheme comprises the demolition of two existing office buildings that were built in 1860 as warehouses of 4 and 5 storeys. Deepening and joining up the two buildings basements and constructing a new 15 level (B1, ground, L1 to 13) structure that occupies all the plot's land. The building will be used predominantly for offices with reception and restaurant on the ground floor.

The pre-demolition audit identifies 100% recycling; this would slow down the demolition phase of the project. A mitigation measure would be to remove all material off site to be sorted and recycled.

The initial reports indicate asbestos to be recycled; therefore, we have allowed for extensive asbestos removal which will need to be undertaken before any other material is removed or loose fit items taken off site.

The asbestos survey will identify the extent of the asbestos which may reduce our programme period and if areas including loose fit items can be removed in parallel.

The existing basement is free standing and does not need any propping during the demolition or excavation stage.

The structural programme has been based on the following parameters:

- Perimeter walls are off a secant piled wall, secant piles to prevent water egress from nearby river. Piles cap at basement slab level.
 - From the secant piles concrete columns are punched up to support the ground floor slab
 - Any perimeter lining wall can be installed as the frame extends upwards beyond the ground floor.
 - Allow 160 no. piles on the perimeter
- Piles below the core.
 - . Allow 40 number piles under the core
- Other than the core and perimeter no more concrete walls in the basement are considered and will be formed in blockwork.
- The perimeter has a concrete lining to seal the basement not a structural wall.
- The core does not change in shape until the roof over run. If the core does change shape the slip will have to be altered which delays the project as the core is on the critical path.
- If the perimeter is a structural wall the construction will be delayed as heavier reinforcement but also the existing perimeter will need to be propped which will delay the wall and B1 basement slab construction. Perimeter wall construction: poured in 6m lengths, one every day after day 3 of the initial pour set up.

- An allowance two weeks to erect each level of steel work (400 / 450 m2 per week per crane). An allowance of 4 weeks has been made for the truss installation at ground floor.
- The decking should be manufactured from the steel frame model and therefore quickly fixed but if it is not manufactured to the model or frame is not accurately installed the decking will take longer to install and delay the programme

9. Details of the Works

9a. Demolition and Construction Methodology

Demolition

Before any demolition work the building will be secured, perimeter fence erected, and services made safe (this may require the client contacting utility providers to collect meters and cap services). With a new substation being constructed we understand that there is an existing substation on site that will need to be removed. This will have been either decommissioned and plant removed the power utility wants to keep before the main contractor commences or in the first week of the project.

Strip out and then demolition will commence on the larger building at the south first before moving on to the small building at the north of the site (marked 2). While the north building is being stripped the southern structure will undergo demolition. When two floors have been stripped of asbestos we will commence the internal soft strip. We have made allowance for any roof top plant to be removed.

When demolition has reached ground level the ground floor slab will be progressively removed along with the basement structure. This is followed by breaking up the basement slab and any redundant foundations.

Substructure

The staggered nature of the demolition means more than one piling rig may not be possible or commercially viable especially when you consider the laydown space required, and support plant needed. We have allowed a small amount of time with two piling rigs on site (3 weeks), one on the secant piling full time with one on the internal piles full time when the secant piling has cleared the northern section.

The presence of the piling rigs and support plant will reduce the opportunity to start excavation and creation of the pile caps. We have planned these works start after the 1st piling rig has left site. Two teams can be used on cropping piles if required.

Lift core pile cap and raft will be constructed with traditional methods once the piling is completed.

Superstructure

The superstructure is defined as the verticals and above from the B1 slab construction and the following scope has been considered.

- Ground floor slab is a transfer slab
- Core is concrete slipped construction and can free stand full height.
- Frame uses the core for support and is structural steel with metal decking infilled with reinforced concrete.
- Perimeter has a concrete lining wall.
- Ground floor cantilevers the short distance from the perimeter columns (formed off the secant piles) to the existing perimeter wall or new lining wall.
- Mobile crane based in the basement will be used to support the construction of the core, columns and walls until the tower crane is erected.

Core Construction

The core will be built off the newly formed B1 slab which limits vertical works other than the perimeter columns and lining wall. When the core has completed level 2 and is moved to level 3 the lower trailing platform should be clear of the ground floor. This allows the ground floor slab to be tied into the core. As a slipped core uses up a lot of tower crane time the steel frame will not commence until the core is completed.

The core for the four lifts, two stairs and intermediate walls will be slipped, shown inside the red line in Figure 11. If the plant room and / or riser walls (inside the blue line) are concrete or can be changed to concrete they could be added to the core slip.

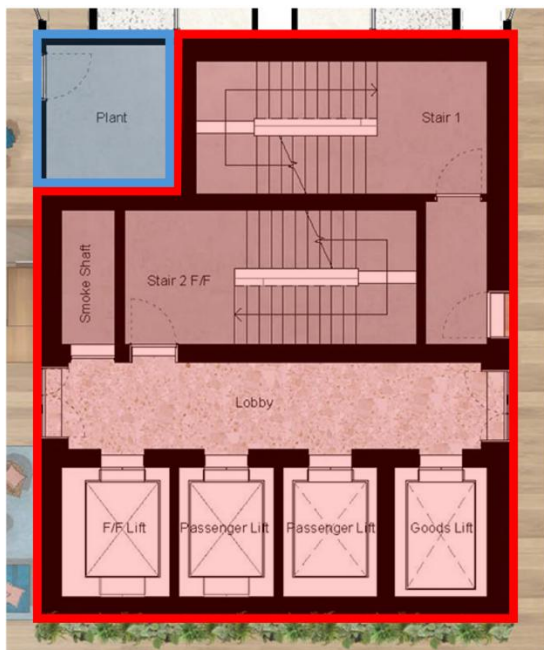


Figure 11 - Slip Core

The core inside the red lines is a large core with thick walls. The initial process is to cast the walls B1 to ground floor, these walls are the start of the slip form. From the ground floor the walls are slipped and trailing platforms added, we will assume there is 2 levels of trailing platforms.

With normal site hours and such a large core, we will allow 1.2m rise per day, for a concrete core slip works when the concrete pour has completed there is 3 – 4 hours for tidying up, letting the concrete start to set to allow the core to be slipped ready for the next day, installing reinforcement etc. As the core risers lift and floor openings are sealed for safety reasons.

As stated previously the stair 2 flights will be a system similar to stair master (Figure), stair 1 could be similar or pre cast either way stair 1 flights are installed as the core rises as this provides access to the floors when the steel frame is erected.



Figure 12 - Stair Master: Perm Shutters, Metal Risers, Preloaded Rebar

Concrete Superstructure

For the B1 to Ground element, the programme is based on 10 internal columns and 24 ((120lm / 6m) + 4 corner) perimeter columns or 34 in total. Production rate is 3 columns cast per day or 12 days to erect the B1 columns.

The ground floor slab will commence when the columns are cast as the labour can move on to this operation but cannot complete until the perimeter walls are installed and the slip trailing platform has cleared the ground floor slab. We have allowed one week after the perimeter walls are completed and trailing platform has cleared the ground floor to complete the ground floor decking, reinforcement installation and concrete pour.

Structural Steel

An assessment of 10 days to erect each level of steel work has been made. Once a detailed piece count can be made the programme periods can be adjusted.

Each level of steel decking will be erected as the frame on the same level progresses. The concrete slab installation can commence when the lowest level of decking has two levels of decking above it as a safety barrier. Each floor will only take 1 week vs 2 weeks for the steel frame therefore the concrete slab installation is an intermediate task.

Façade and Roof Installation

When the level 5 deck is cast the area below is free for façade installation but with only one crane and this is dedicated to the steel frame erection façade installation will be delayed. An opportunity exists to review installation methods and façade design to allow use of floor mounted cranes or monorail to install cladding panels.

The panel design will be crucial to the install rate and lifting requirements. Also, the site logistics may determine the panel size, for this draft programme we will assume a façade panel is: See Figure .

- 1 level high
- Double window
- Part brickwork either side of the window to the next panel

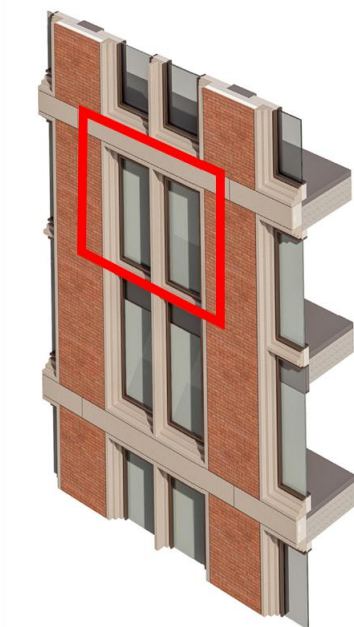


Figure 13 - Assume Typical Facade Panel Size

Based on the above assessment there is 26 panels on a typical floor, with an allowance for infill panels, 30 panels per typical floor have been considered. Lining up the brickwork and stonework will slow the installation down the programme allowance is 1 panel per hour or 8 per day or 4 days per floor.

When ground floor façade is completed, the basement is starting to become a dry environment for fit out. When level 1 façade is completed the ground floor is available for fit out.

For the mansard levels 12 and 13 we will assume the dormer windows are modular with the infill being built in-situ. The 38 dormer windows will take 1 – 1.5 hours to install per unit, allow 1 week for installation.

After the dormers are installed the tower crane is not required and hence can be removed, we will allow 1 week after the dormers are installed to load out the mansard cladding materials and roofing materials. When the tower crane is removed the roof to stair 2 can be cast, we would recommend the design is developed to remove the need for the roof decking to require propping or supports.

Roof builds up is not defined and hence an allowance of 4 weeks for roof installation to include tying into the mansard roof and drainage system / outlets. Note we will allow the roof to stair 2 to cure for 2 weeks before starting the roof covering.

MEP, Partitions and Interior Fit Out and Commissioning

Access dates for the basement and lower levels have been identified in the programme for the commencement of Plant Room construction in B1 level followed by the installation of the main plant. Another priority for plant installation that is key is the roof level plant.

Basement and Ground floor fit out will commence once propping has been removed and a degree of weathertightness has been achieved and utilise traditional access systems for all trades.

Cat A Fit-out (Inc Toilets & Lift Lobbies to Levels 2 to 12 will be commenced once the floor plates are weather tight on the level above the subject floor.

Any sensitive finishes that require air-conditioned environmental conditions will not be commenced until the areas are ready.

Lift Installation will commence once the shafts are watertight and consideration will be given to using the Good Lift in beneficial use for the movement of fit out materials to the upper floors.

MEP system testing and commissioning will commence once the main plant and risers are installed and the permanent power is energized. Programmes and detailed method statements will be developed for pre-commissioning, live testing and integrated system testing in line with the fit-out completion.

10. Operative Histogram Analysis

A preliminary assessment of the labour levels has been made, and an average of 109 operatives is expected on site with a peak level of 146 when the fit out commences in parallel with the envelope and roof activities.

11. Vehicle Histogram Analysis

Construction vehicle movements will vary during the works; however, it is anticipated that the maximum number of trips will be as below.

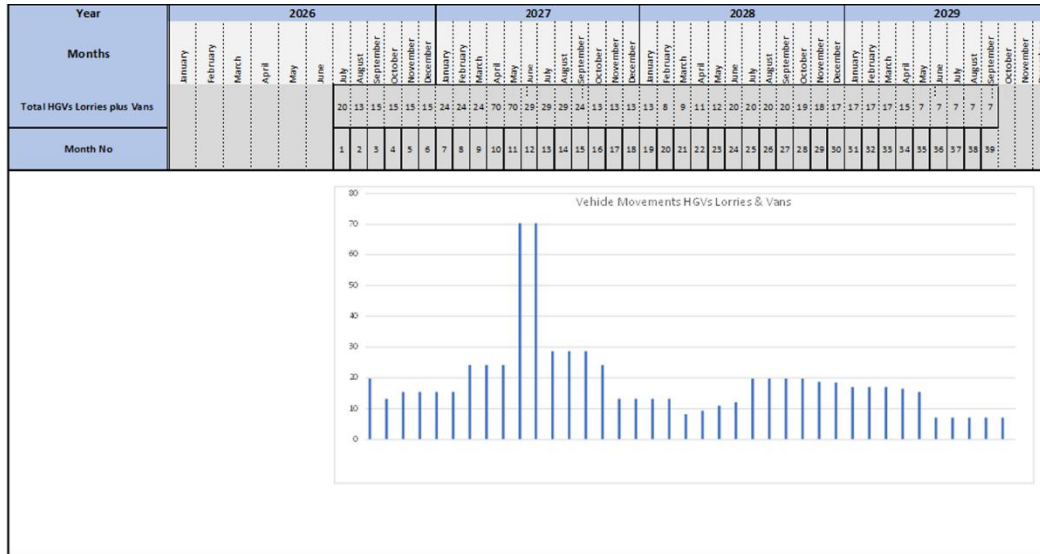


Figure 14 – Vehicle Histogram Analysis

In the early stages of the project there will be a variety of vehicles, plant and equipment requiring access to the site. Some of the vehicles will be coming to the site on a regular turnover basis and some on a one-off or infrequent basis.

SUMMARY OF VEHICLE TYPE, USE AND DISTRIBUTION

Vehicle Type	Use	Distribution
Rigid heavy goods vehicles	Excavated material removal	Strategic road network to motorway
Small articulated vehicle	Plant, steel bar, bricks and cladding panels	Strategic road network to motorway
Specialized articulated HGV	Tower crane erection & dismantle, mechanical & electrical plant, façade panels, roofing materials	Strategic road network to motorway
Specialized equipment low loader	Occasional delivery of plant	Strategic road network to motorway
Vans	Plant service and small materials	Distributed to local and strategic road network
Cars	Occasional deliveries, couriers etc	Distributed to local and strategic road network

11a. Construction Vehicles

The site speed limit is 5mph and is to be displayed on site signage at the site entrances which must be communicated to all delivery drivers through the delivery instructions. No vehicles should be left unattended at any time. All engines must be turned off when not in use and keys removed to prevent unauthorised persons using vehicles. The site and surround roads has an anti-idling and anti-reversing policy and this is also

communicated in the delivery instructions.

All deliveries to site should be undertaken through an electronic Delivery Management System (DMS), managed by the construction logistics team, with all deliveries allocated to a specific time slot and shared between both sites.

Failure to adhere to the time slot may result in a sub-contractor's delivery being denied entry as there will be no allotted vehicle holding zones on the public street to allow access to the site.

The delivery management process and system is integrated into the traffic management planning and operation to ensure the two work proactively together to reduce the impact of vehicle congestion. They will also be co-ordinated with crane and hoist movement on site.

12. Health, Safety, Environmental & Quality

The management of safety, health, environmental & quality is a crucial element to all UK construction sites. Construction sites are high-risk areas which can present life threatening situations if not properly managed.

The site will be managed in line with the 'Construction (Design and Management) Regulations 2015' and all associated legislation, including environmental responsibilities placed on the duty holders. The duty of care owed to those directly involved, and those indirectly affected by the project, will be recognized and managed in line with regulatory guidance, and industry best practice.

One of the aims of this plan is to facilitate the safe and timely completion of the project, whilst ensuring that the clear lines of communication are always available to those with an interest in the project, and those in the local community looking for reassurances for their own interests.

The health, safety and well-being of all individuals associated with the appointed Main Contractor, supply chain and stakeholders is an integral part of the site operation. To manage the site safely and efficiently, the following areas will be required as part of the site establishment:

- Clear health and safety information and signage in the offices and worksites, holding regular toolbox and site talks as well as issuing internal communications via email and notice boards.
- Before any member of the team enters the site, whether one of the appointed Main Contractor's own workers or part of the supply chain, they must have undertaken the relevant induction training, hold the correct qualifications and are equipped with the correct PPE.
- Ensure clear walkway and access between the buildings are well-marked safe access and egress across the site.

- Up to date RAMS (Risk Assessment and Method Statement) are to be completed by operatives to ensure high-risk activities are managed safely, and the project is compliant with the Health and Safety at Work Act 1974.

12a. Fire Precautions

All fire precautions will be taken, and fire checks will be made at the end of each working day, before personnel leave the site. Fire points will be set up within easy reach of the work areas, storage points and hot works locations. Throughout the works, 'hot works permits' will be required as standard for all hot works. The process will be managed by the appointed Main Contractor.

12b. Fire Alarms

The project will be temporarily fire alarmed back to separate security monitoring areas. The appointed Main Contractor will agree fire communication, evacuation strategies, drills for both them and relevant third parties.

12c. Emergency Evacuation Procedure

Contact names and phone numbers will be made available in case of out of hours emergencies relating to the site. This information will be drawn up and prominently displayed on site by the appointed Main Contractor. The site offices will also have their own plans drawn up with site evacuation routes clearly marked on site (inclusive of fire extinguisher points) and practice drills being carried out regularly.

12d. Fuel Management

All fuel will be stored in bunded tanks away from any surface water drains or gullies. Emergency spill kits will be suitably available on site.

12e. Flood Risk & Surface Water Drainage

The site at 1 North Parade, Parsonage, Manchester, M3 2LY is located within Flood Zone 1 as defined by the Environment Agency's *Flood Map for Planning*, indicating a low risk of fluvial (river) or tidal flooding. However, the site is in a highly urbanised area with limited natural drainage, and surface water flood risk is a key consideration due to the high proportion of impermeable ground surfaces and surrounding topography.

The Environment Agency's Surface Water Flood Risk Map identifies sections of Parsonage and nearby roads as being at medium to high risk of surface water accumulation during periods of intense rainfall. This risk is particularly relevant during the demolition and groundworks phases when permanent drainage systems may not yet be in place.

To mitigate this, the following surface water management measures will be implemented throughout the construction phase:

- Temporary surface water drainage systems will be installed to capture and redirect runoff away from public highways and neighbouring properties. This may include the use of temporary gullies, silt traps, and settlement tanks.
- A wheel washing facility will be established at the site egress, with all runoffs captured and filtered to prevent mud and contaminated water from reaching the public sewer or carriageway.
- During periods of heavy rainfall, non-essential works will be paused, and site access will be controlled to prevent the tracking of water or silt off-site.
- A nominated Flood Risk Lead will oversee weekly inspections of drainage and suppression systems, with additional inspections following any significant rainfall event.

Should any part of the site experience unexpected water accumulation, a temporary pumping system will be deployed to redirect water into designated settlement or attenuation areas. No water will be discharged directly into the sewer network without prior approval from United Utilities or the local authority.

These measures form part of the project's commitment to Best Practicable Means (BPM) under current guidance and legislation, including the Environment Agency Pollution Prevention Guidelines (PPGs) and BS 6031:2009 – Code of practice for earthworks, ensuring that both flood risk and environmental harm are minimised throughout the duration of the works.

12f. Unexploded Ordnance Survey

A review of the site location has been undertaken to assess the potential risk of encountering unexploded ordnance (UXO) during the construction works. The site lies within an area of central Manchester that experienced recorded bomb damage during World War II, although the extent and density of bombing varied across the city centre.

As part of the pre-construction phase, a Preliminary UXO Risk Assessment will be obtained from a recognised specialist. This desktop study will examine historic bombing records, Luftwaffe raid data, military archives, and previous land use to determine the likelihood of UXO contamination.

Should the assessment identify a medium or high risk, a Detailed UXO Risk Assessment will be commissioned in accordance with CIRIA C681: *Unexploded Ordnance – A Guide for the Construction Industry*. In this case, appropriate mitigation measures will be implemented, which may include:

- UXO awareness training or toolbox talks for groundworkers and other site personnel.
- A UXO engineer or watching brief during ground-breaking or intrusive works.
- Use of non-intrusive detection methods such as magnetometer or ground-penetrating radar surveys.

- Emergency response protocols for the safe evacuation and management of any suspected UXO discoveries.

If the site is confirmed to be low risk, the risk assessment report or clearance certificate will be retained in the health and safety file and referenced in the Construction Phase Plan. All findings and associated mitigation requirements will be communicated to the Principal Contractor and subcontractors and addressed in the site induction.

UXO risk mitigation is part of the overall risk management strategy for groundworks and enabling works on this project and will be reviewed and updated as necessary throughout the construction phase.

12g. Considerate Constructors Scheme

The appointed Main Contractor, Sub-Contractors and Consultants will be required to enrol and comply with all the requirements of the Considerate Constructors Scheme, which is administered by the Construction Industry Board.

This voluntary code of practice seeks to:

- Minimise any disturbance or negative impact (in terms of noise, dirty and inconvenience) sometimes caused by construction sites to the immediate neighbourhood.
- Eradicate offensive behaviour and language from sites.
- Recognize and reward the Contractor's commitment to raising standard of site management, safety and environmental awareness beyond statutory duties.

Principally, the requirement will be for all stakeholders to pay their employees the Real Living Wage as a minimum, as defined by the Living Wage Foundation. Apprentices working on site must be paid at least the apprentice National Minimum Wage progressing to the age-related minimum wage for those over 19 beyond their first year.

Contractors must also provide safe sites to work on and live near to. Therefore, the requirement is to operate to high standards of Health & Safety and set targets for significant reductions in Accident, Injury, and Incident Rates (AIIR), in alignment with the Considerate Constructors Scheme code.

12h. Wheel Wash Management

Wheel washing facilities will be provided on site to prevent mud and debris from being tracked onto the public highway. While most deliveries will be taken from the road and will not encounter exposed ground, specific control measures will be implemented during demolition and piling activities when vehicles are required to enter or exit the site. During these phases, wheel wash systems will be used where necessary to clean the wheels of construction vehicles prior to leaving site. These systems will be maintained in good working order and monitored regularly to ensure their effectiveness in keeping surrounding roads clean and minimising dust and dirt migration.

12i. Dust Suppression

Manchester City Council's Local Development Framework Core Strategy (2012, updated 2024) guides the spatial strategy for development within Manchester. At all times, the Air Quality Policy EN16 will be considered. This policy states: "The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created using the development itself, including from Combined Heat and Power and biomass plant. When assessing the appropriateness of locations for new development, the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas."

Developers are also expected to follow Manchester City Council's Air Quality and Planning Guidance and the principles of the IAQM's "Control of Dust and Emissions from Construction and Demolition" (2024), which outline appropriate mitigation based on site-specific risks.

Some activities have the potential to create large amounts of dust. During these activities, the following dust suppression methods will be utilised:

- The use of filters to remove particles from the air. This method is particularly useful in small and enclosed spaces and is not to be used outdoors or in large areas.
- Dust extraction can be used to remove dust from the air into a central receptacle (e.g. a vacuum). This is particularly useful for specific tasks such as cutting or drilling.
- Water-based dust suppression will be used for large-scale dust control. This includes dampening down materials before, during, and after breaking, cutting or disturbing. The use of a garden hose, pressurised water canisters or water misting cannons is recommended.
- Dust-generating activities will be located as far away as reasonably practical from site boundaries and neighbouring properties.
- All plant and equipment will be maintained in accordance with the manufacturer's recommendations to ensure emissions to atmosphere are minimised.
- Skips, chutes, and conveyors will be covered and, if necessary, enclosed to ensure that dust does not escape.
- Delivery activities, plant locations, and stockpiled materials will be reviewed regularly to ensure no significant dust-generating risks are present.
- Where reasonably practicable, working methods will be enacted to avoid generating dust altogether.

Some operations (such as demolition) will require dust suppression to always be used. Dust suppression methods will align with the recommendations of the Institute of Air Quality Management's (IAQM) *Control of Dust and Emissions from Construction and Demolition* (2024), and with best practice in the GLA's Supplementary Planning Guidance.

A road-sweeping machine will be periodically deployed as required to either brush clean the roads around the site or, in periods of dry weather, to dampen the highway to control dust. Dust will be constantly monitored with the use of monitoring equipment, and suppression will be targeted at the working face. Water sprays will be regulated and controlled to prevent excess runoff and minimise the risk of surface water flooding.

Non-road mobile machinery (NRMM) used on site will meet at least Stage IV emission standards wherever possible, and machinery will be fitted with particle filters where appropriate, in line with evolving best practice.

12j. Noise Pollution

The Main Contractor's Method Statement will align with the standards set out in BS 5228:2009+A1:2014, *Code of Practice for Noise and Vibration Control on Construction and Open Sites*, to ensure that Best Practicable Means (BPM) are implemented in the management of noise and vibration. These codes of practice will inform the site-specific control measures adopted and documented by the Main Contractor as part of their noise and vibration management strategy.

NOISE IMPACTS AND HEADLINE MITIGATION MEASURES DURING DEMOLITION AND CONSTRUCTION

Issue	Potential Impacts	Mitigation
Plant and Machinery	Increased noise levels from plant during excavation, piling and general construction works (e.g. from the use of air compressors and diamond cutters).	All mechanical plant and machinery used during the enabling works will be fitted with proper and effective silencers and will be maintained in good and efficient working order. Static plant and machinery will be sited as far away as possible from inhabited buildings or other noise sensitive locations and located adjacent to proposed stockpile locations, where possible and practicable. All plant and machinery in intermittent use will be shut down in the intervening periods between work.
Construction Traffic	Increased road noise levels from construction vehicles. Traffic congestion caused by site traffic.	Traffic routing will be selected to avoid the requirement for vehicle reversing. Phased deliveries to minimise numbers of vehicles attending site. Engines to be switched off when vehicles are idle or on site. Beepers, radios etc. to be silenced.

Compressors	Plant and machinery is capable of generating significant noise and vibration levels.	All compressors will be 'noise reduced' models that are fitted with properly lined and sealed acoustic covers which will be kept closed whenever the machines are in use. All ancillary pneumatic percussion tools will be fitted with mufflers or silencers of the type recommended by the manufacturers.
Diesel or Petrol Powered Equipment	Multi-fuel combustion equipment is capable to produce excessive noise.	Wherever possible mains electricity or battery powered equipment will be used instead of diesel or petrol powered equipment.
Handling of Materials	Handling of Materials can increase noise levels if not considered.	The handling of materials will be conducted in such a manner that minimises noise, including minimising drop heights into hoppers and lorries.
Stereos or Similar Amplified Devices	Stereos or similar amplified devices are capable in creating additional noise.	No stereos or similar amplified devices will be audible at the site boundary.

Unless specified otherwise, works will be with all Best Practical Means (BPM) taken to minimise any noise disruption to adjacent businesses and residential properties.

Site operations that are audible at the site boundary are to be restricted to only taking place between 0730 to 1800hrs Monday to Friday, and 0830 to 1400hrs on Saturdays (these hours include deliveries and removal of plant, equipment, machinery and waste).

Operatives working in noisy areas will be monitored to ensure they are wearing the necessary protective equipment and that they are not exceeding their permitted exposure periods.

Where it is necessary to carry out noisy activities, these will be identified well in advance by the Main Contractor and the timing agreed prior to commencement.

Several methods are to be taken to mitigate noise levels, and the nuisance caused including.

- The use of acoustic barriers. These are best suited to noise coming from a particular area and can be fixed to fence panels to surround the noisy works. They are most effective when they are as close to the noise creation as reasonably possible.
- The use of electricity from the incoming main, avoiding the use of generators on site.
- The banning of radios and other speakers for non-construction related activity.

- The use of modern plant and machinery.
- Mufflers fitted to site plant with inspection covers to remain closed during the operation of plant.
- Pneumatic tools used only when a reasonable alternative is not available and fitted with mufflers or silences when reasonable possible.
- Switching off idling plant / equipment when not in use.
- Where possible, locating noisy activities away from sensitive receptor locations.
- Limiting drop heights when loading muck away vehicles with excavators.
- The use of noise monitoring equipment in agreed receptor points around the site perimeter to ensure compliance with noise limits.

All plant and equipment to be used for the works will be properly maintained, silenced where appropriate to prevent excessive noise and switched off when not in use and where practical.

12k. Vibration Suppression

All site personnel to ensure industry best practice is implemented and encouraged during the planning and works execution the Main Contractor will ensure a dedicated point of contact is available should complaints or compliments be raised by neighbours or members of the public.

To mitigate vibration absorbed by operatives (HAVS) all tools will be checked for their HAVS rating and used in accordance with the HSE recommendations on safe working time using the Ready Reckoner. Should the tools have vibration reduction options, these must be always used.

To prevent ground vibrations (which could compromise structure), continuous ground vibration monitoring is to be installed with any construction activity deemed to create high levels of vibration.

12l. Lighting Pollution

Working with the Local Authority and third-party consultants, the appointed Main Contractor is to introduce measures to minimise impact on artificial lighting, such as restrictions in hours of operation, and the location and angling of lighting.

12m. Neighbour and Community Liaison'

Community relations personnel will be provided, who will be focussed on engaging with occupiers of nearby properties (residential and business), local amenity associations and neighbourhood forums (where these exist) at all stages of the project starting and, where practicable, before any works begin on site. This will be of particular importance in proximity to noise sensitive receptors or those sensitive to vibration where early engagement will be invaluable in planning logistics.

They will provide appropriate information and be the first line of response to resolve issues of concern. Reasonable steps will be taken to engage with the elderly and residents with disabilities and with other groups in the neighbouring area who might be affected by construction impacts in different ways (religious groups with different holy days or noise sensitive receptors for example).

This will include producing a newsletter at appropriate stages, providing details of site progress (including photographs) and a look ahead to the coming week advising people in advance of any likely noisy works that are likely to take place.

The community relations personnel will ensure that occupiers of nearby properties, local amenity associations, business improvement districts or similar groups where these exist, will be informed in advance of works taking place, including: the start date, estimated duration and nature of the project, the principal stages of the project, details of contact names and numbers of appropriate site personnel.

The community relations personnel will be required to take a proactive approach with a robust system of communication between all members of the project being established between all parties. This may require regular meetings to ensure that both parties are aware of any activities or issues that may impact the project.

The community relations personnel shall ensure that a 'contact board' is displayed outside the site (e.g. on hoardings), identifying key personnel (with contact addresses, telephone numbers and email address) so that members of the public know who to contact in the event of a report or query.

The robust system of communication will detail how a contact number will be advertised to the public, investigation procedure when a complaint is received, any monitoring to be carried out and what will happen if the complaint is not resolved. Written records of any complaints received (and actions taken) shall be kept and will be forwarded to the Local Authority during construction works on request.