



FRAMEWORK CONSTRUCTION MANAGEMENT PLAN

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This document has 14 pages including the cover.

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EXECUTIVE SUMMARY

The Framework Construction Management Plan will outline the client's intentions for a construction project and acts as a key information document for the project team, statutory authorities and other stakeholders. This Framework Construction Management Plan is an iterative document which will be updated as project parameters develop during the pre-construction, construction and post-construction phases of the project as new information is identified, and when a contractor is appointed.

1. Introduction

The purpose of this Framework Construction Management Plan (CMP) is to outline our approach to managing the construction of the Postal Street development which will be delivered by The City Council of Manchester through This City, a housing company owned by Manchester City Council.

This document seeks to address the requirements of the above and includes comment on the envisaged construction operations comprising site establishment, logistics and the process of managing the overall local environment. It seeks to ensure that the works cause the minimum practicable disruption to neighbours including by achieving a safe working and living environment. It is important to note that this document has not been prepared by a Principal Contractor. Once a contractor(s) have been appointed and prior to starting on site, an updated CMP will be submitted pertinent to these works.

This Plan provides an overview of the key project activities. Generic statements will be updated at the appropriate stage of the project execution together with relevant procedures and detailed method statements. This Plan will be used as the template for developing the construction phase health and safety plan, in tandem with the Construction Method Statement.

In selecting the appropriate constructors, we shall assess their project track record and management procedures to ensure capability to deliver a project safely and with minimum practicable disruption and inconvenience to local neighbours. Throughout the works the constructors will be required to provide relevant method statements and risk assessments for the works.

To the extent that this project execution requires third party regulatory approvals, this Plan will be reviewed to bring it into line with such requirements of the same. Liaison with the neighbours and interested parties will continue throughout project execution and as information is updated. Neighbours and project stakeholders will be kept informed of progress and anticipated works.

It is the appointed contractor's responsibility to identify all relevant regulations and statutory approvals within the detailed Construction Management Plan, ensuring all necessary permissions are obtained prior to commencing work.

The information contained in the rest of this document is subject to change following appointment of the contractor(s) and development of the detailed Construction Management Plan. It is proposed the detail of the final Construction Management Plan is controlled using planning conditions to allow details to be developed by the appointed contractor(s) in advance of works commencing on site (excluding site prep). This will allow enough time to agree the contract specific requirements.

2. Project Description and Background

The Proposed Development comprises 126 new residential units, accommodated within a building of 8 storeys (including 711 sqm of commercial ground floor space). There is no on-site car parking provision.

The Site is in a highly accessible and sustainable location, located closely to a variety of multi-modal public transport connections such as Piccadilly station (500m away) and Piccadilly Gardens Bus Interchange (400m away).

Piccadilly Basin lies immediately to the south of Postal Street. Although the Site itself does not fall within the SRF area, the framework does identify it as being in 'an area of influence' in the SRF. Thus, the SRF should be a key consideration for future development plans.

The Site is situated within the Northern Quarter, an inner-city neighbourhood located within Manchester City Centre, sitting within the Piccadilly Ward. The site is bounded by Postal Street to the east, Newton Street to the north, Faraday Street to the west and Dean Street to the south. Following the demolition of commercial units, the Site currently comprises an area of vacant hardstanding containing no vegetation. The Site can be accessed along the frontage on Newton Street and with vehicular access via Dean Street.

The project team is comprised of the following:

Architect: Hawkins\Brown
MEP Engineer: Hannan Associates
Civil & Structural Engineer: Heyne Tillet Steel
Fire Engineer: OFR Consultants
Transportation Consultant: SK Transport
Acoustic Engineer: Sandy Brown
Principal Designer (CDM/BSA): Hawkins\Brown
Planning Consultant: Deloitte
Project Management Consultant: AtkinsRéalis
Cost Management Consultant: AtkinsRéalis

A number of other consultants have been appointed to carry out various other services.

3. Construction Delivery and Programme

Subject to viability and the granting of planning permission and building regulations, the project is expected to start on-site around Q2 2027, with completion expected around Q2 of 2029. A more detailed project programme will be developed by the appointed contractor.

4. Planning Permission

A planning application is expected to be submitted to the Local Planning Authority in Q1/2 of 2025. The planning application will be supplemented with several technical reports produced throughout the design stages carried out to date.

5. General Conditions and Site Information

5.1 Site Access

It is anticipated construction traffic and deliveries will gain access to the site via the A665 Ring Road, onto Newton Street, and then pull into the site layby. Egress will be via the A6 Piccadilly/Mancunian Way to minimise the impact on the tight grid layout of the Piccadilly Basin. A detailed plan will be developed once a contractor is appointed to define all vehicle movements, including operatives, visitors, deliveries, removal of materials, waste and plant.

To ensure safety and compliance, we recommend that the CLOCS system is used for all vehicles. Local car parks, including Dean Street and Port Street TPS, will be maintained via the access routes on Port Street to ensure convenient parking options. We will also actively encourage the use of public transport, cycling, and walking to work to promote a healthier and more sustainable commute.

The emphasis of the traffic management plan is to provide safe and efficient access and egress for personnel and vehicles in and around the site, minimising disruption to neighbours and existing users of the surrounding roads as well as public walking around the external of the project.

Clear and concise signage will be displayed to ensure that site operatives and visitors to the site are well advised in respect of access/egress and parking arrangements. The contractor(s) will utilise the existing signage in place to demark the access route and advise visitors and the general public of the works taking place. Subcontractors and delivery companies will be issued with a copy of the detailed CMP and made aware of delivery and site opening timings.

There are further public parking facilities within 100m of the site boundary should these need to be utilised.

The site will be hoarded and scaffolded where necessary. Should the hoarding/scaffolding need to encroach past the site boundary to allow construction activities to proceed, MCC highways will be engaged at the earliest possible stage for approval.

5.2 Construction Methodology

A detailed CMP and Construction Phase Plan describing the sequencing, programme and logistics will be developed by the contractor to outline the construction methodology of the Postal Street Development.



Limited ground works to rationalise site levels and the diversion of buried services, as necessary, will be the first activities following site mobilisation. This exercise will then likely be followed by the following works: piled foundations; ground floor slab; superstructure frame; roof covering; façade; building services; fit out and finishes; landscaping.

Several other developments are expected in the locality. Access and egress routes to the scheme will therefore need to be coordinated and agreed upon in advance of works commencing, with other contractors working in the area. As such, during the formulation of the detailed CMP, This City will be actively involved in discussions with MCC highways which will include information about other developments in the area which are known.

Before commencement on site, and in some instances during the works, appropriate licences, permissions and permits to work will be required from local stakeholders to facilitate development in line with the project programme.

5.3 Construction Traffic Management Plan

The appointed contractor(s) will establish a process to ensure regular dialogue to manage the co-ordination of adjacent construction activities. This should consider key interfaces, timing of activities, deliveries, crane strategy, access/egress, loading and unloading, traffic management etc. The contractor(s) will also develop the detailed logistics plan as part of the detailed Construction Management Plan.

During the construction phase roads and footpaths closures may be required to facilitate the works. The appointed contractor(s) will liaise with the highway authority to implement a traffic management strategy to ensure activities that impact the surrounding highways are managed in a safe manner. Where possible disruption to the local highways will be minimised but where this is unavoidable appropriate actions will be put in place and will be approved by the highway authority before works commence.

Logistical arrangements will be identified in the Construction Phase Plan. All vehicles entering the site during construction will be required to stop at the site compound and report to the on-site construction manager. Mandatory signing in and out will be required. Depending on the expected deliveries in a day, deliveries will be scheduled to avoid conflicts between incoming and outgoing traffic.

Construction compounds will have sufficient room for vehicles to wait within the site to ensure no vehicles will wait on the public highway or its verge before turning in. In the event of a potential access queue for the compound delivery drivers may be asked to use prior compounds on approach for drop-offs or as a layby to avoid risk of congestion.

Any sub-contractor, supplier or delivery company will be provided with a copy of the detailed CMP and asked to follow the arrangements detailed in the plan including any restrictions which have been implemented. The arrangements will form part of the induction.

5.4 Working Hours

Working hours at the site will be determined during the procurement of the Principal Contractor(s) and hours of operation will be according to MCC's guidelines.

Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement. Noise to be kept to a minimum in the first hour. If it is required to work outside these

hours, this will only be done following consultation with Manchester City Council's Environmental Health officers.

5.5 Site Compound

The establishment of the site compound will be agreed with the City Council through the condition discharge process and requirement for the contractor to submit a detailed CMP.

The compound will be protected to delineate the working areas, site boundaries and protect sensitive features from disturbance. Temporary offices, welfare facilities and secure storage of plant and materials will be provided by the contractor.

The compound will be constructed and laid out in such a way to allow for the siting of administration offices and welfare facilities. There will be areas for storage of materials and equipment. There will be a suitable lay-down area to allow lorries to unload goods and materials and it will be sufficiently sized to allow construction vehicles to exit the compound.

Managers and the work force are encouraged to use public transport routes as there are ample public transport links with the Piccadilly train station less than 5 minutes' walk away. There are various car parks within a short distance to the site.

Contractor's vans shall only be permitted on the site following prior agreement with the logistics manager and will park in designated areas. Vans are only generally permitted if required to complete the contractor's works.

5.6 Equipment, Plant and Material Storage

The contractor will identify the equipment and plant to be used, including type, size and expected number. Plant and methods should be selected by the contractor to minimise impact and generate the lowest noise, dust and vibration levels possible.

The Contractor will define the method of delivery / removal of materials and plant from the site, including the identification of access routes for deliveries and personnel. In general, access will be maintained at all times.

The contractor will designate an area within the compound for material storage and ensure that it is adequately stored away from the working areas as well as public access.

5.7 Health, Safety and Staff Wellbeing

The Construction Phase Health and Safety Plan will describe the arrangements for the management of construction work and the monitoring of compliance with relevant statutory provisions, to ensure the effective management of health and safety throughout the construction period on site. This document fulfils the Principal Contractor's duty under regulation 12 of the Construction Design and Management Regulations 2015.

The appointed contractor(s) will have specific processes and documents in place through their own management system to ensure compliance with all regulations. These documents, which form an integral part of this plan, define and describe procedures which ensure, so far as is reasonably practicable, the health and safety of all persons on site, or others who may be affected by the construction works.

Key information on health and safety risks, including relevant parts of the construction phase health and safety plan, will be shared with contractors and discussed at the initial subcontractor health and safety meeting. It will also be communicated with workers through induction and worker engagement.

CDM Regulation 12(2) requires that the Construction Phase Plan must include specific measures concerning work which falls within the categories set out in Schedule 3 of the Regulations. The appointed contractor will be responsible for preparing and maintain this list of possible Schedule 3 activities, with appropriate control strategies applied.

Appropriate site safety rules will be implemented and regularly reviewed by the appointed contractor(s). The appointed contractor(s), through their management systems, will implement measures to ensure the health and wellbeing of all site operatives. All persons having any business on site, whether operatives or visitors will report to the site office and sign the Signing in Book. Persons will then attend an induction and receive a copy of the site rules, construction protocols, for access onto the site.

5.8 Wheel Washing

The contractor(s) will ensure that pro-active measures are taken to prevent slurry/spoil from vehicles leaving site during the works being deposited on the public highway. The cleanliness of site roads will be inspected regularly by the Principal Contractor(s) who will advise on the requirement of wheel-washing apparatus and will ensure that all site vehicles are thoroughly cleaned.

Wagons carrying loose material will be covered before leaving site, additionally, damping down will be considered in windy weather conditions, depending on the materials being carried. Additional damping down and road sweeping will be introduced if required as the project progresses. The contractor(s) will implement additional procedures as required to manage the removal of any contaminated materials from site.

5.9 Pollution, Waste Management and Environment

Measures will be put in place to minimise all forms of pollution arising from the works and will be managed via the appointed contractor(s) specific procedures within their management system. The contractor shall adopt good construction management practices that will reduce the risks of accidental discharge of pollutants into watercourses or groundwater. These practices will be incorporated into the detailed Construction Management Plan once a contractor is appointed.

The contractor(s) shall, in order to reduce the need for waste disposal, minimise the generation and environmental impacts of waste arising during the works and shall maximise opportunities for the re-use and recovery of wastes. All waste is managed in line with environmental legislation is to be taken onto the highway by a licensed waste carrier under a waste transfer note and disposed of at a licensed facility, preferably a waste transfer station to maximize recycling opportunities.

The management and disposal of waste generated by this contract will be managed in accordance with the contractor's Waste Management Procedure and recorded in the Site Waste Management Plan. Other waste generated on the project will be taken offsite with skips managed by the contractor, who will seek to employ a local waste management company, and they will be responsible for delivering, exchanging and removing skip containers from site when required.

A comprehensive programme of material testing will be required to demonstrate that earthworks materials are to the required standard and this testing programme should be extended to cover contamination testing of materials where appropriate.



Dust suppression techniques will be adopted at all times in accordance with task specific method statements. Water suppression will be used when cutting masonry and concrete products, dampening down will be employed externally if vehicles are causing dust to be drawn from external surfaces or in high winds and extraction will be used when cutting timber and the like during construction.

All fuel and oil will be stored in accordance with the relevant regulations and handled in such a way that minimises the risk of pollution.

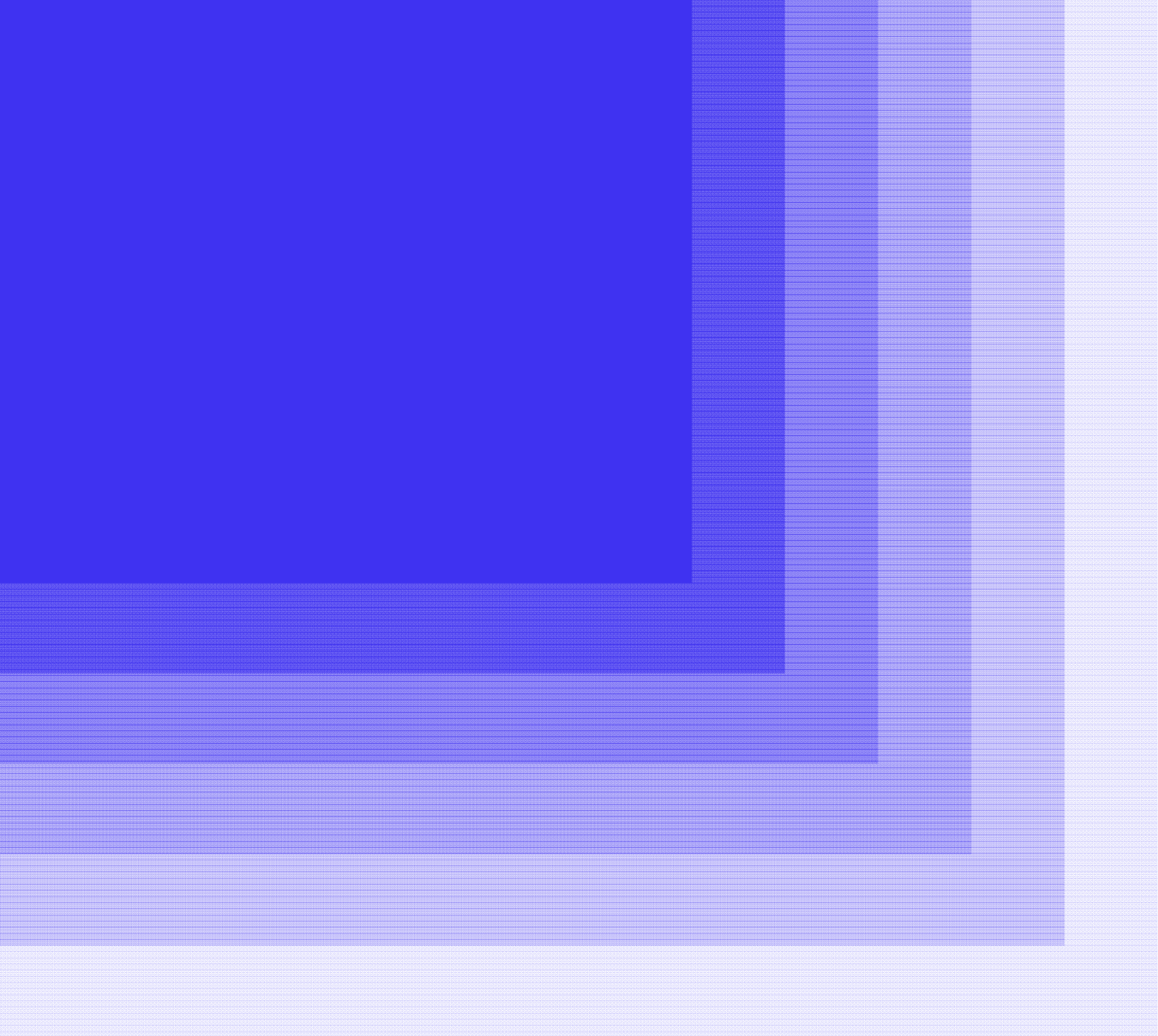
6. Community Liaison, Communication and Complaints

Upon appointment of the main contractor a Community Liaison Officer will be available on site and a telephone number will be published for use by members of the public wishing to provide feedback or make enquiries. All correspondence or information requests will be captured promptly by the Site Manager and made aware to the Client Project Manager. Careful monitoring of feedback received, including recording details of the location of the affected party, time of the disturbance and nature of the noise can assist with managing the works to reduce the likelihood of further complaint.

Noise may be a key subject of complaint where construction works take place close to residential areas. Working hours, plant types, construction methods and noise mitigation measures are likely to be subject to Section 61 consent, under the Control of Pollution Act which is granted by the local authority.

The contractor will maintain close liaison with the local authority environmental health team to develop mitigation measures. The local authority environmental health team may also be the first to be contacted by residents affected by noise and will require to be kept apprised of progress, programme and upcoming phases of works that may give rise to disturbance in order that they can respond to complainants.

Liaison will also be undertaken with local councillors as representatives of the local community to discuss and address any issues.





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