

Plot H, Manchester

Construction Environmental Management Plan

October 2025

Revision - A

Contents

1.0 Introduction 4
2.0 Project Location 5
3.0 Description of the Works 6
4.0 Surrounding Neighbourhood 8
5.0 Construction Programme 9
6.0 Working Hours 9
7.0 Project Logistics Plan 10
8.0 Traffic Management Plan 13
9.0 Staff Travel Plan 19
10.0 Noise and Vibration Control 20
11.0 Dust and Arisings Control 21
12.0 Site Waste Management Plan 23
13.0 Key Activity Method Statements 25
APPENDIX A 28

Revision History

Revision	Date	Reason for Revision
01	20/10/2025	Initial Plan

1.0 Introduction

This Construction Environmental Management Plan (CEMP) has been prepared in support of the development on Plot H, Manchester.

The purpose of the CEMP is to describe how construction of the proposed development could be undertaken, as well as the measures implemented to minimise disruption to neighbouring properties and the local area.

The CEMP will, after acceptance, be used to inform potential parties having an involvement in the scheme of the requirements which are to be complied with. It will be necessary to periodically revise the CEMP to reflect any changes in circumstances as determined by the project, and any such revisions will be submitted to Manchester City Council for approval.

2.0 Project Location

The site is located near central Manchester just outside the City Centre.
The site is situated east of Princess St, and North of Charles St, Manchester M1 7AR (see below).

The site currently comprises of an existing Multi Storey Car Park. The site is surrounded predominately by Residential buildings and a Network Rail Asset to the North.

The site is bound to the North by a Network Rail Viaduct. Princess St is bounded to the East of the site and Charles Street wraps around the site on the South and West boundaries.

Location Plan:



3.0 Description of the Works

Demolition of existing car park and construction of a new mixed-use building, consisting of a podium building of 5 floors and 3 towers spanning from 5 floors to 32 floors starting above the podium.

3.0a Demolition

Demolition includes removal of all asbestos containing materials then careful deconstruction of buildings located on Plot H namely: Charles Street Multi-Storey Car Park, retro, The Nu Beat Club and Lookey News Agent. The works are estimated to progress between November – April 2026

3.0b Excavation, Piling & Below Ground Drainage

In terms of piling, pile design is currently being reviewed, however it should be noted that a site-specific ground investigation report needs to be completed to determine the final foundation design.

Once all piles have been installed the team will commence a further reduced dig exposing the tops of the piles, where they will be cut and prepared to the correct height to receive the main pile caps which will in turn, tie the substructure foundations together.

Following on from the completion of the piling for the main development the piling and forming of pile cap will be undertaken for the construction of the tower crane base.

Following on from the pile cap installation across the block, the below ground drainage, services and ground floor slab will be progressed.

3.0c Superstructure

The superstructure will commence with the erection of the lift / stair cores which will be formed either using a jump form or slip system. The insitu concrete floorplates will follow the cores and rise up the building to the roof levels where over runs and parapets will be erected.

At the end of the RC frame being constructed roof works will commence.

Throughout the process of completing each floor, we will install temporary waterproofing which, when linked to the façade installation releases internal construction processes in a safe and waterproof environment.

3.0d Façade & Internals

Once the concrete frame has made sufficient progress, we will begin to install the façade. The initial SFS and cementation board installation will be constructed making use of mast climbers and or scaffolding, which will be erected once the concrete frame has reached a level to allow safe working practices and reducing any working at height risks.

The windows and glazing will then commence from the mast climbers followed by the insulation of render / brick slips and pointing. This process will follow up the building with key co-ordination between relevant sub-contractors.

Mast climber dismantle programme will commence where the ties are struck in a methodical manner to allow the façade to be completed. This process is from top down and will release the lower ground works upon completion.

At the same time as the envelope is progressing so too will be the internal fit out. This will consist of three key stages of construction:

- Early Works — Loading out bathroom pods, set out rooms / corridors, high Level 1st Fix services.
- Fit Out — Dry Lining, Carpentry, MEPH 2nd fix, fire stopping, Flooring, Decoration.
- Finals — Fit Out FFE, MEPH commissioning & testing, final carpentry, final decoration, deep clean, mastic, deep clean

3.0e Boundary Treatments & Landscaping

The external areas to the development are predominately paved. Further details to follow.
Terrace gardens landscaping will commence after suitable access is available.

3.0f Completion

The main construction programme will detail the processes, key dates and sequences for the construction stated above and once the sequence is commenced the process will simply continue up the building be it external or internal.

Once the façade has been completed and all internal works are installed, the main contractor will move to the final phase of the project's journey. Critical sections of testing, commissioning along with functionality testing and inspections, snagging and handover processes will get underway this along with external public realm works will bring the construction process of this building to a close.

4.0 Surrounding Neighbourhood

The immediate neighborhood comprises of commercial offices with car parking facilities. Directly to the north of the site is a Network Rail Viaduct. Directly South and West are residential properties.

All adjacent properties and building users will be kept regularly up to date on the works activities.

Considerate Constructors Scheme

The main contractor will be a member of the Considerate Constructors Scheme (CCS) and will enroll the site prior to any works being undertaken.

Requirements of the scheme will form part of any sub-contract orders along with the site induction process. The rules for the scheme will be rigorously enforced. Failure by operatives to comply will result in removal from the site.

The aim of working under the CCS (Consideration Contractors Scheme) is to promote respect for our neighbours and those who come into contact with our works.

Details of Consultation with Local Businesses and Neighbours

The main contractor and supply chain will take due care of the community and environment within which it will be working.

The site team will have direct responsibility for establishing good community relationships with all neighboring residents and businesses. From the start of this project an individual directly involved in the management of the site will be identified as being specifically responsible for community relations (Community Liaison Representative). This single point of contact will be established for all liaison with the general public.

The contractor will initiate early and honest communications to establish a good rapport with the community which will help reduce problems that may arise during the construction process.

Before work commences the contractor will write to all neighbours in the vicinity of the proposed works informing them of project details, providing contact names and telephone numbers, which will include a 24-hour emergency hotline.

Regular newsletters will be circulated, keeping the neighbours up to date with what has and will happen on-site, as well as the CMP being made publicly available for people to view on the information boards which will be displayed on the site hoarding, access to the CMP will also be provided via a web address or QR code on the letter sent to residents and local businesses. The information boards will also highlight the key personnel on site including their contact details.

The contractor will maintain full and regular communication with all affected neighbours regarding site activities, deliveries and traffic. Deliveries will be organised outside of peak hours as to not affect traffic on Charles Street and Sackville Street. The site team will liaise with neighbouring businesses regarding their delivery dates and times as to not clash and cause issues getting to the relevant delivery points.

The contractor will ensure that any particularly sensitive works or issues are dealt with in a professional and accountable manner, with the public and local community kept informed at all times. This may include out-of-hour delivery of large items of plant such as piling rigs, cranes etc.

In the event of a complaint, the Community Liaison Representative will respond by return. All complaints will be logged, and all actions tracked.

Prior to any person being allowed on site they must participate in a Health, Safety and Environment induction, which amongst others will highlight the requirements set out in the Considerate Constructors Scheme.

Other points of action:

a) Ensure that the site lighting does not affect neighbours.
b) Provide viewing apertures in the hoardings.
c) The contractor will ensure that our workforce maintains an appropriate and respectable dress code.
d) Encourage operatives not to leave site in their dirty work clothes.
e) No smoking on site.
f) No foul language.
g) No music on site.

5.0 Construction Programme

The construction works are anticipated to be concluded within a period of 130 working weeks including both demolition and construction phase.

The programme then follows the sequence above through the piling, concrete frame, façade and then ultimately fit out to the end of the programme with the external areas being completed ahead of PC.

6.0 Working Hours

The site working hours will be typically from 07:30 to 18:00 on weekdays and 08:30 to 14:00 on Saturdays (subject to Manchester City Council approval or conditions).

Work outside these hours will only be permitted with written dispensation from the Construction Manager and approved by the Manchester City Council.

There are to be no works on Sundays, Bank Holidays or outside the permitted working hours stipulated by MPA.

Some activities may need to be undertaken outside of normal working hours, for example the tower crane erection and lifting of any exceptionally large loads such as roof mounted plant etc. These activities will be determined by the contractor in due course where all the relevant permissions will be put in place beforehand.

7.0 Project Logistics Plan

Site Layout

As far as is reasonably practicable and appropriate, the site layout and appearance will be designed using the following principles:

a) The site will be fully secure by the use of a solid hoarding of timber/metal or plastic.
b) Site lighting will be located and directed so as not to intrude into adjacent properties or create a road hazard.
c) Security cameras will be sited and directed so that they do not intrude into adjacent properties.

Site Hoarding

The site hoardings will accord with the following principles:

a) The hoarding linking directly with a street will extend to the kerb, closing off the pavement.
b) The hoarding will be 2.4m minimum height, plywood faced, timber frame hoarding, suitably painted.
c) The hoarding may be increased in height to form an enhanced acoustic screen, where required or imposed by planning.
d) Notices will be displayed on all site boundaries where appropriate to warn of hazards on site such as deep excavations, constructions, access etc.
e) Appropriate sight lines/visibility splays will be maintained to ensure that the safety of both vehicles and pedestrians is preserved.
f) Temporary fences may be used in certain circumstances to allow short-term works to be undertaken.

g) Prior to the completion of the work, reinstatement plans will be agreed with Manchester City Council and in reference to 3.0e above.
h) The hoarding can be located without interfering with or damaging trees outside the site boundary
i) All licenses will be applied for in good time with Manchester City Council.

See figure 2 for further details.

Wheel Washing

It is of the highest importance that debris is not transferred on to the carriageway. All delivery vehicles will enter and exit the site using the vehicle gates, near the exit gate there will be a wheel wash station where jet washing will be provided on either a metal surface or compacted stone.

Every vehicle leaving site will be inspected by a site officer and all debris removed using the jet washer. Regular inspections will be undertaken by the site manager and mechanical sweeper deployed to remove all debris tracked from the site. The route the sweeper is to take will be the approved construction and delivery route detailed within this report.

To compliment and log this, daily checks are recorded, and the presence of a full-time gateman ensures any infringements are dealt with before a vehicle leaves the site or is responded to should any materials be tracked onto the highway despite mitigation put in place.

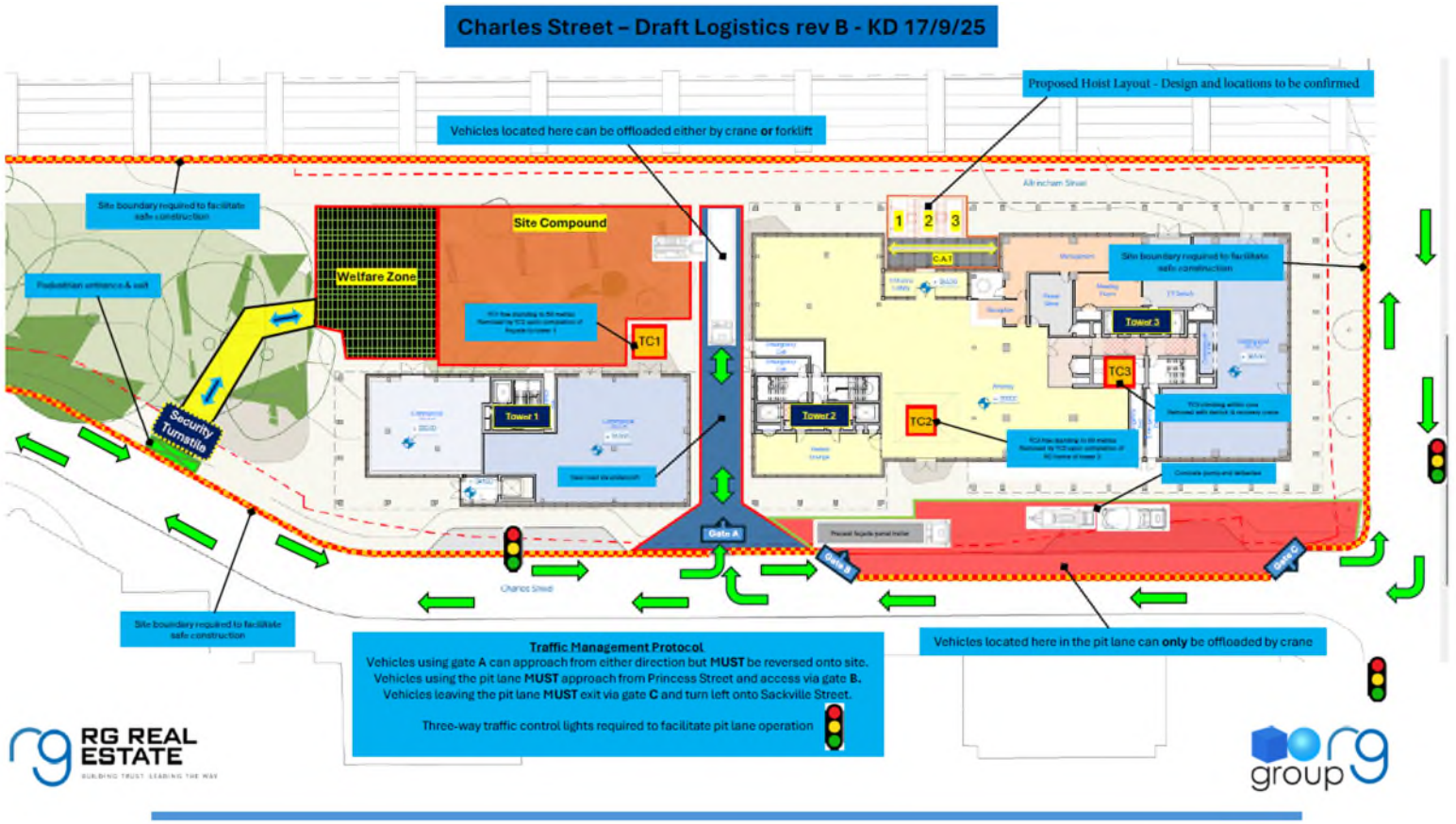
Project Accommodation

The site accommodation, including welfare, drying rooms and offices for the initial works (groundworks, superstructure) are planned as per figure 1. Thereafter we would look to relocate the site welfare facilities into the ground floor / cycle store areas of the new development. The location of the site welfare will need to be off site following the relevant approval from the local authority.

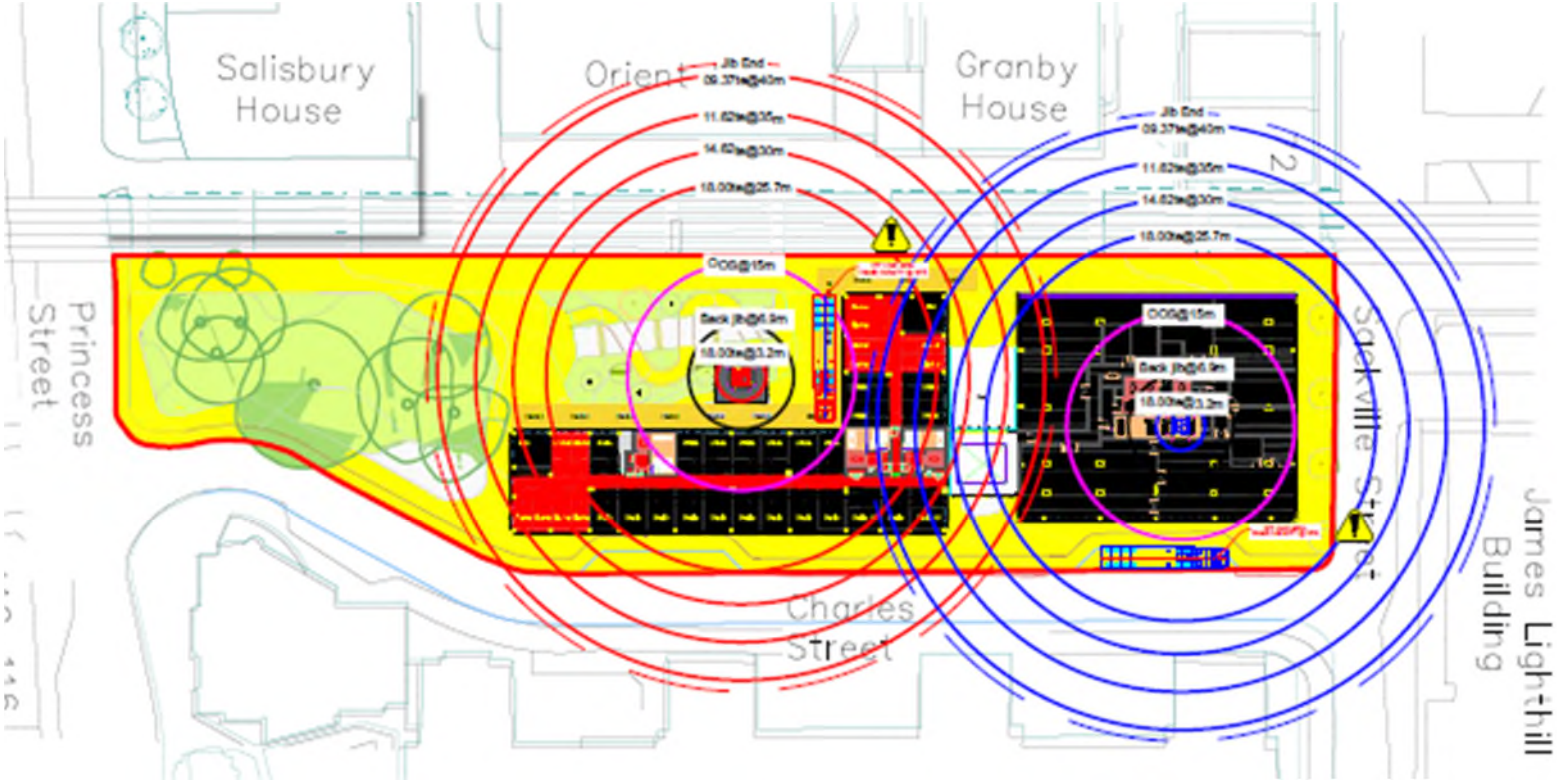
Vertical Transportation

It is currently envisaged that the project will require a tower crane and 3 no twin goods and passenger hoist, details to follow. The locations and details of which are shown in figure 1 below.

Figure 1



Crane Details



8.0 Traffic Management Plan

The aim of this part of the plan is to provide an overview of the expected logistical activities and their control during the construction of the project. Traffic management is a high-risk element and requires close control. At all times the contractor will have trained and experienced banks person on hand to assist with any reversing and offloading within site boundaries. Specific care will be taken of pedestrians and cyclists.

Pedestrians and vehicles will be carefully segregated with physical barriers used at all times. All deliveries will be planned and will follow a set protocol. The safe collection and delivery of goods, materials, plant and waste will require cooperation and exchange of information between all parties in the supply chain. This cooperation will be achieved via planned deliveries which will be staggered to avoid peak rush hour traffic periods. In addition, secure storage for tools etc. will be provided on site to reduce the reliance on delivery vans.

We will operate a detailed traffic management plan separate from this CMP which highlights the following:

a) Timely deliveries to suit construction activities and local traffic hotspots / times which will avoid peak times.
b) Size and weight of deliveries.
c) Designated delivery routes to minimise the impact on the community.
d) Designated delivery time to promote a strong discipline, create a 'no surprises' regime and to minimise disruption.
e) Dedicated and qualified slinger/signaller and banksman to ensure the safe and monitored handling of each delivery.
f) Only using qualified operators when operating plant.
g) Dedicated public liaison / logistics coordinator who approves each delivery.

Please note certain movements such as temporary accommodation, piling rigs, tower crane installation and de-rig will require out-of-hour permission. These will be coordinated with the Police, The Contractors Environmental Health Officer (EHO) and NCC Highways & Transport in advance of the works being carried out.

Work Related Risk

All delivery vehicles to the project will require FORS (Freight Operator Recognition Scheme) Silver Standards unless agreed otherwise.

Site Access

The site is proposed to be directly accessed off Charles St. The site perimeter would be delineated with a solid timber hoarding. Site space is restricted so an efficient site setup would be utilised, as defined within **Appendix A – Logistic Plan**.

Construction vehicle access

Construction vehicles would enter the site off Charles Street, entering through the main gates, which open inwards onto the site and park up entirely within the site boundary. No parking would be made available on the construction part of the site for any contractors, RG Group staff or visitors. If parking is required, they would be encouraged to utilise public car parking facilities in the vicinity and avoid parking on

the street in nearby areas. Where possible, contractors would be encouraged to use public transport.

RG Group would provide appropriately trained staff to act as car park marshals and banksmen to manage delivery vehicles or plant movements and ensure safe access is maintained at all times.

Prior to occupation of site and commencement of work; this date is TBC; a highway condition survey would be carried out on along the construction traffic route; inclusive of the footpaths within the site's location. Inspections would be undertaken by RG Group and any damage caused directly by RG Groups' construction works would be remediated to its condition prior to the works upon completion of the contract.

Deliveries

It is planned that all significant deliveries, off-loading and removal of arisings will be conducted via Charles St in the pit lane marked on figure 1. A strict regime will be enforced, requiring all vehicles to 'pre-book' their slot utilising an on-line delivery system as to not have deliveries turning up to site during peak hours. Non-conforming deliveries will be turned away and informed to use a holding area which is to be confirmed.

Noise and vibration levels will be monitored using an approved noise monitoring specialist in accordance with BS5228 and any trigger levels specified. All noise and vibration monitoring equipment will be maintained, calibrated and operated in accordance with the manufacturer's requirements.

Projected construction traffic flows

The construction traffic would primarily comprise the following types of vehicles.

Vehicle Type
• Car/Pick Up/3.5T Van
• 7.5T Box Van/Panel Van
• Low Loaders and Articulated HGV's
• Ready Mix Concrete Trucks
• Mobile Cranes
• Water Bowsers/Mobile Effluent Tankers
• Road Cleaning Vehicles
• Skip Lorries
• 32T Tipper Trucks/Grabwagons/HIABS

Average daily construction movements during each respective Phase

Phase	Average Trip rate
Enabling	7 vehicles per day
Sub-Structure	5 vehicles per day
Concrete Pours	7 vehicles per day
Super Structure	10 vehicles per day
Fit-out	7 vehicles per day

Storage of Materials

The contractor will operate a delivery philosophy based upon a 'just in time' policy, thus reducing the need to store materials on site. If materials are needed to be stored on site, they will be stored in containers. Where this is not possible, the contractor will ensure that all stored materials are stacked, placed on racks, padlocked, interlocked, or otherwise secured to prevent them from sliding, falling or collapsing. If materials cannot be stored in a container they will be placed in an appropriate position on site to minimise any surface run-off.

When stacking materials, the security of the site and adjoining properties will be observed, for example materials will be stored sufficiently far away from the hoarding line, so as not to aid unauthorised access.

Material that cannot be stacked due to size, shape or fragility will be stored safely on racks or in bins.

Structural steelwork, reinforcement, and other cylindrical materials, unless in stacks, will be blocked to prevent spreading or tilting.

In all cases the contractor will have full control of where materials are stored and will ensure that the site and adjoining properties remain safe with minimal impact at all times.

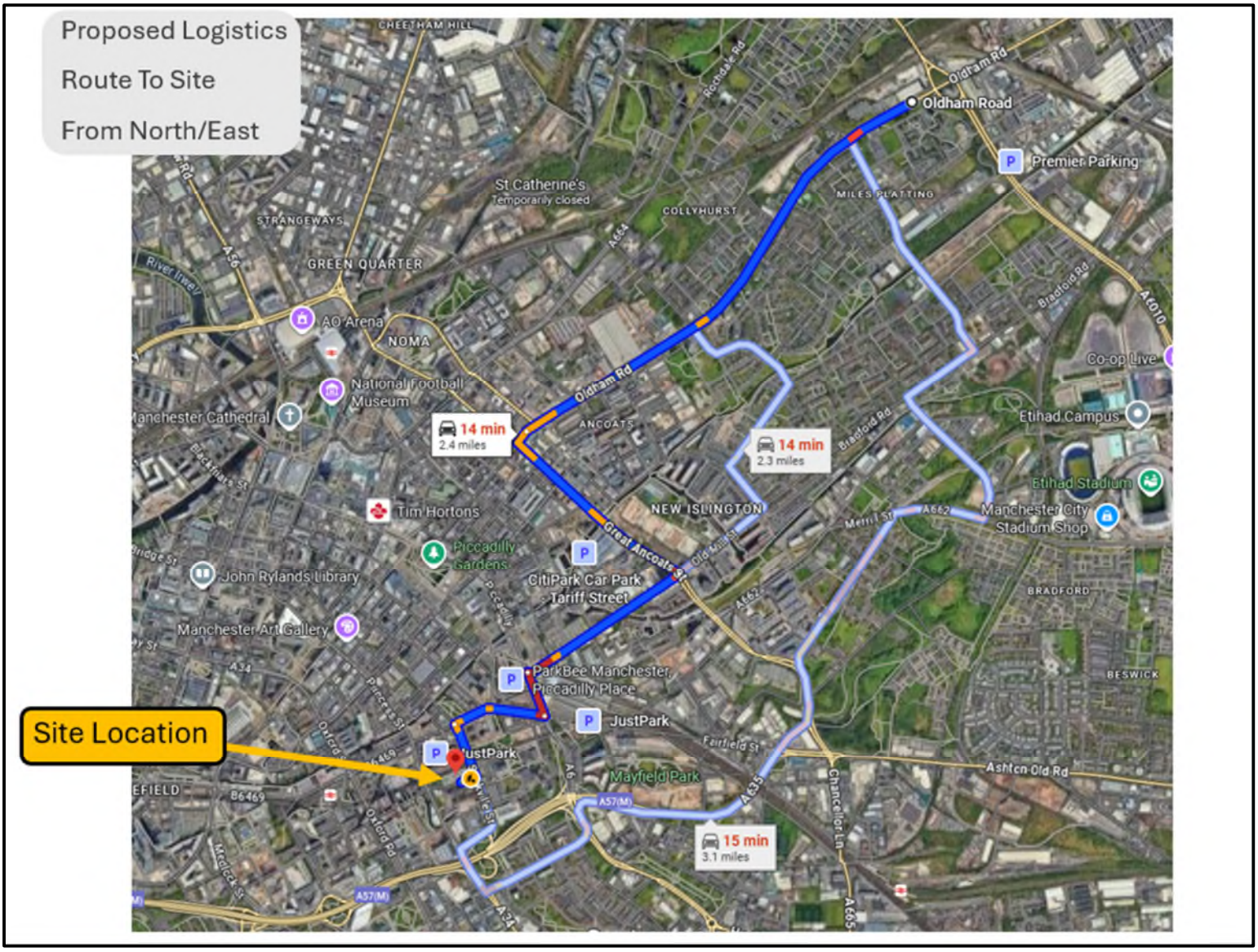
All materials delivered to site will be offloaded within the demise of the site hoarding at all times during the construction, no materials will be stored outside of the site hoardings.

Oils, fuels and chemicals will be stored away from drains and watercourses, and secondary containment shall be provided in the form of spill tray. There will be one area onsite designated as a re-fuel area which will be stoned and contain Visqueen under the stone.

Routing strategy for HGV's

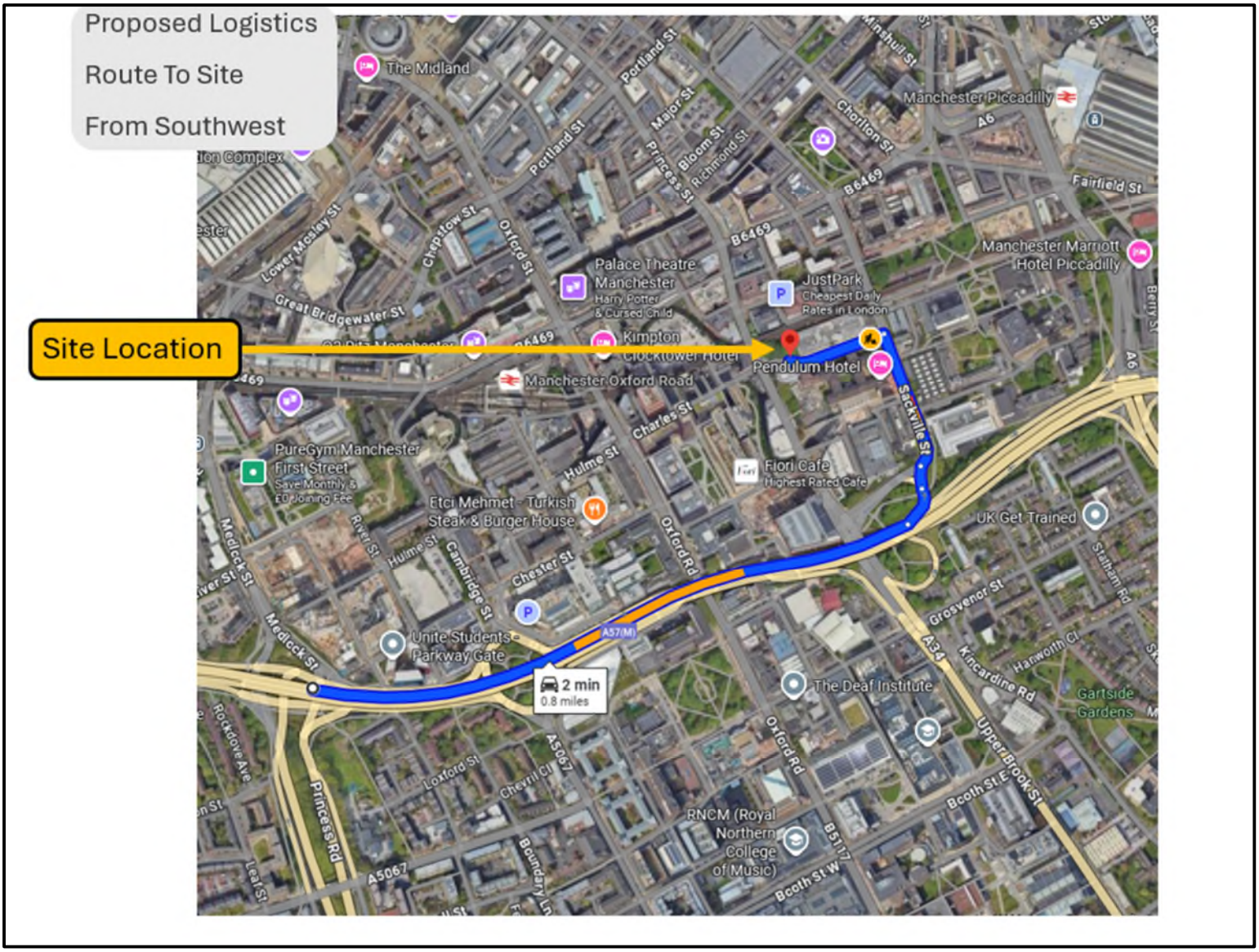
Construction traffic would be proposed to be routed in the following manner:

From North / East



Construction vehicles traveling from the Northeast would be expected to Head south-west on Oldham Rd/A62 for 1.1 miles then use the left 2 lanes to turn slightly left onto Great Ancoats St/Oldham Rd/Ring Rd./A665 and then continue to follow Great Ancoats St/Ring Rd./A665 for 0.5 miles. They will then turn right to join Store St and follow for 0.4 miles. Vehicles will turn left onto London Rd/A6 then in 0.1 miles will take a sharp right onto Fairfield St/B6469 and continue to follow B6469. In 0.2 miles turn left onto Sackville St then in 0.1 miles turn right onto Charles St, the site entrance will be located directly on your right.

From Southwest



Construction vehicles travelling from the Southwest would be expected to head east on A57(M) then in 0.5 miles take the A34 exit towards Wilmslow/Universities. In 177 ft take the slip road to The University of Manchester and continue for 102 ft then merge onto Sackville St. In 0.1 miles Vehicles will then turn left onto Charles St. The pit lane is located directly to your right

Any abnormal loads including cranes to be delivered would be notified in advance to the local authorities / Police. It is envisaged that abnormal movements associated with assembly and removal of the crane would occur overnight. RG Group would contact Avon & Somerset Police on such matters and be fully co-operative with any unforeseeable matters.

Pedestrian Routes

The pedestrian routes along the East & South side on Sackville St (East) and Charles St (South) will need to remain closed during the works to allow a safe and suitable working space around site and to allow for scaffolding.

Emergency services access for emergency services on site would be via the main access gates off Charles St.

Local Emergency Services would be notified of the access points before work starts on site. The traffic marshal would ensure that safe access routes are maintained for emergency services.

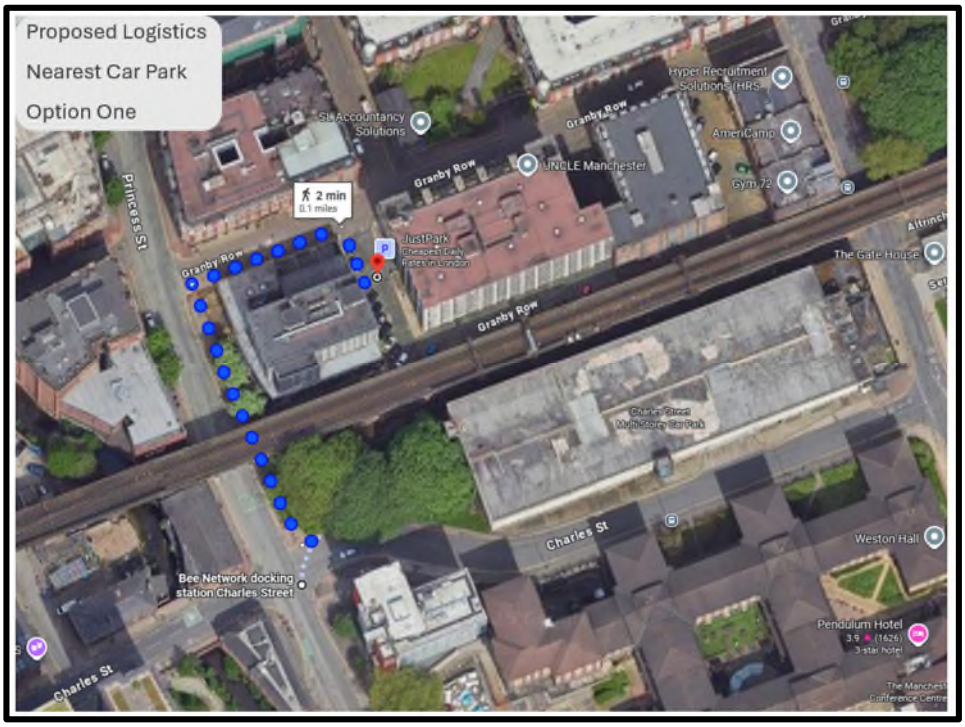
9.0 Staff Travel Plan

The project has no provision for onsite parking apart from in the demolition phase. The use of private cars will be actively discouraged. All operative staff and visitors will, in accordance with the Staff Travel Plan, be encouraged to use public transport and to travel where practical at different times of the day.

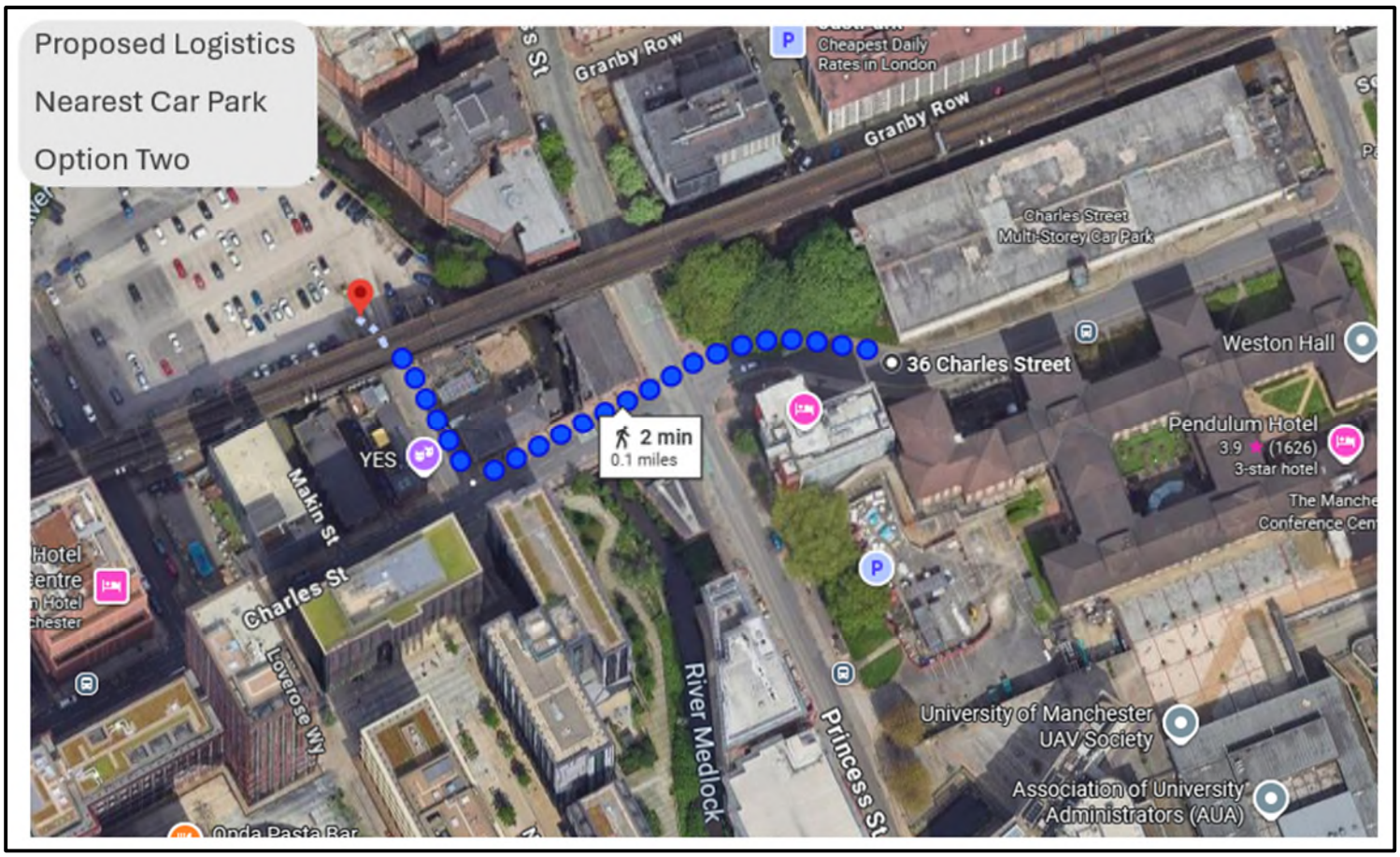
The developed plan will contain a summary of local transport facilities, supporting maps, timetables and cycle routes.

All personnel will be made aware of the Staff Travel Plan during their site inductions, which will form part of formal orders with Trade Contractors. Contractors will be discouraged against parking on the local streets and will be encouraged to use local car parks.

If vehicles are needed, contractors will be encouraged to use public parking nearby, the closest car park to Charles St is a JustPark on Granby Row which is less than a 5-minute walk away from the site.



An alternative car parking option is York Street Car Park, which is a 2-minute walk away from the site.



10.0 Noise and Vibration Control

The objectives of the noise and vibration management plan are (as far as reasonably practicable), to seek to control and limit noise and vibration level. This is so that affected properties and other sensitive parties are protected from excessive noise and vibration levels associated with the construction activities.

Prior to the works commencing on site, noise and vibration surveys will be undertaken for a minimum of one continuous week.

Noise and vibration monitoring will begin prior to demolition and will continue until the internal fit-out commences.

The results of the continuous monitoring will form part of the monthly report to the client team and will help identify any ‘spikes’, highlighting the cause along with the offsetting measure required.

Selection and Use of Equipment

Best practicable means will be employed in selecting equipment that will be used on the worksite. The following documents and principles will be adhered to:

a) Each item of plant used on the work site will comply with the noise limits quoted in the relevant European Commission Directive.
b) Plant and equipment liable to create noise and/or vibration whilst in operation will, as far as reasonably practicable, be located away from sensitive receptors.
c) The use of barriers to absorb and/or deflect noise away from noise sensitive areas will be employed where required and reasonably practicable.
d) All plant equipment and noise control measures applied to plant and equipment will be maintained in good and efficient working order and operated such that noise emissions are minimised as far as reasonably practicable.
e) Any plant, equipment or items fitted with noise control equipment and found to be defective will not be operated until repaired.
f) Fixed items of construction plant should be electrically powered in preference to diesel or petrol driven.
g) Vehicles and mechanical plant employed for any activity associated with the construction works will be fitted with effective exhaust silencers and will be maintained in good working order and operated in a manner such that noise emissions are controlled and limited.
h) Machines in intermittent use should be shut down or throttled down to a minimum during periods between work.
i) Static noise-emitting equipment operating continuously will be housed within a suitable acoustic enclosure where appropriate.

11.0 Dust and Arisings Control

The contractor will seek to control and limit emissions and pollutants from vehicles and plant used on the site, including dust from construction activities. The contractor will identify potential sources of emissions to the atmosphere and apply appropriate control techniques and implement measures to reduce the impact of dust, in a timely manner.

Vehicle and Plant Emissions

Adverse impacts of vehicle and plant emissions will be controlled by implementing the following measures where appropriate:

a) Engines of all vehicles and plant on site will not be left running unnecessarily.
b) Low emission vehicles will be utilised, and plant will be fitted with catalysts, diesel particulate filters or similar devices.
c) Plant will be well maintained, with routine servicing of plant and vehicles to be completed in accordance with the manufacturer's recommendations and records maintained for the work undertaken.
d) The use of diesel-powered generators will be kept to a minimum. Where practical, battery or mains operated equipment will be used.

As contractors and active members of the CCS, the team will be driven, proud and responsible individuals seeking to minimise the effect of the construction process on neighbours and users of the area.

Dust

Tight control of the generation of dust will be utilised on site; these will include water suppression and on tool extractions. These will be specifically detailed in the respective trade Contractor Quality Plan. In order to mitigate and reduce the dust levels on site the following measures will be put into place.

a) General Communication – The name and contact details of the person accountable for air quality and dust will be displayed on the site boundary.
b) Site management – All complaints regarding dust and air quality will be recorded, with remedial action taken in a timely manner. The log of complaints will be made available to local authorities if requested.
c) Monitoring – Daily onsite and offsite inspections will take place where receptors are nearby to monitor just levels. This will include surface dust level checks on cars, windows and sills, cleaning will be provided if necessary.
d) Operational vehicles/ machinery – Ensure all vehicles are switched off when not in use and daily checks are conducted to identify any potential issues. Diesel and petrol generators are to be avoided in favour of battery powered or mains electric.
e) Operations – Cutting, grinding or sawing equipment should be fitted with suitable dust suppression techniques. Minimise drop height from loading and handling equipment.
f) Earthworks – Stockpiling to be kept to a minimum to avoid exposure to wind pick up, if stockpiles of soils and materials are required, then the exposed surface shall be dampened down, and stockpiles will be positioned as far as possible away from neighbouring properties.
g) Construction – Ensure aggregates are stored in bunded areas and not allowed to dry out, for smaller powdered materials the bags should be sealed after use and stored appropriately.
h) Trackout – Any vehicles leaving site must be covered to prevent materials escaping during their transport, and any inspections of haul routes require recording in the site logbook with any actions rectified in good time.

12.0 Site Waste Management Plan

The measures to be considered for the project include:

The works will be undertaken in such a way that, as far as is reasonably practicable, the amount of spoil and waste (including ground water, production water and run- off) to be disposed of will be minimised, and any waste arising from the site will be properly categorised and dealt with in accordance with the appropriate legislation and guidance.

a) A formal and detailed Site Waste Management Plan (SWMP) will be developed by the contractor.

b) The disposal of all waste or other materials removed from the site will be in accordance with the requirements of the Environment Agency, Control of Pollution Act (COPA), 1974, Environment Act 1995, Special Waste Regulations 1996, Duty of Care Regulations 1991 and Waste Management Regulations 2006.

c) In general, and in accordance with the principles of the UK Government 'Waste Strategy 2010', a principal aim during construction will be to reduce the amount of waste generated and exported from the site.

d) This approach complies with the waste hierarchy whereby the intention is to first minimise, then treat at source or compact and finally dispose of waste off-site as necessary. All relevant contractors will be required to investigate opportunities to minimise and reduce waste generation, such as:

   (i) Agreements with material suppliers to reduce the amount of packaging or to participate in a packaging 'take-back' scheme.
   (ii) Implementation of a 'just-in-time' material delivery system to avoid materials being stockpiled, which increases the risk of damage and therefore the disposal of waste.
   (iii) Attention to material quantity requirements to avoid over-ordering and therefore generation of waste materials.
   (iv) Segregation of waste at source where practical.
   (v) Re-use and recycling of materials off-site where re-use on-site is not practical (e.g. through use of an off-site waste segregation facility and re- sale for direct re-use or re- processing).

General arrangements

A set of standardised emergency response procedures will govern the management of environmental incidents; these will be contained within the Site Environmental Plan. Trade contractors will be required to adhere to and implement these procedures and ensure that site operatives are familiar with the emergency arrangements.

The Site Environmental Plan will contain emergency phone numbers and the method of notifying statutory authorities. Contact numbers for key members of staff will also be included.

Pest Control

Rodent control will be in place and dealt with by a specialist contractor. The drains will be sealed off to prevent rodents accessing from the sewer.

Eating on site will be discouraged except in designated welfare facilities. This, along with robust housekeeping of the site, should minimise the risk of any infestation.

Dealing with spills

A site drainage plan will be kept on site, showing the water interests in the vicinity of the site. This plan will include the location of both foul and surface water drains. Spill kits will be kept on site. The precise contents and capacity of the spill kits will depend on the detailed inventory of products that will be stored and handled on the site.

The spill kits will be clearly marked and sign-posted, close to the area where materials are stored and handled. In the event a spill occurs the following actions will be taken:

a) When a spill occurs the site manager will be informed immediately.
b) In dealing with the spillage, the personal safety of the site-workers and the general public will not be compromised.
c) Where required to stop or contain the spillage, associated work will be halted.
d) The cause of the spillage will be stopped.
e) The spill will be contained. Particularly pathways to any drains and water courses will be blocked as soon as possible.
f) The spilled materials will be removed and disposed of in accordance with the waste regulations.

Water Management Plan

The objectives of the water management plan are to implement working methods to protect surface and groundwater from pollution and other adverse impacts including change to flow volume, water levels and quality.

Water Management

Works will be undertaken in accordance with approvals from the Environment Agency where appropriate.

Site Drainage

Site drainage, including surface run-off and dewatering effluents, will be discharged to sewers where reasonably practicable and relevant permissions will be obtained from the sewerage undertaker. Site drainage will meet the requirements for effluent and flood risk standards required by the sewerage undertaker.

The relevant sections of BS6031: Code of Practice for Earthworks for the general control of site drainage will be followed.

Dewatering

Should the potential presence of any localised perched water be present, this will be confirmed through geotechnical investigations to be undertaken. In the event of localised perched water, mitigation measures will be put in place to include consent for which will be obtained from the Environment Agency.

13.0 Key Activity Method Statements

The following provides an indication of how key activities will be undertaken.

Piling and Groundworks

'Piling and Groundworks are potentially the most sensitive phase of the project. The contractor will therefore undertake the following:

a) Early liaison with neighbours
b) Early erection of hoarding
c) Establish damping down, waste collection points
d) Access will be via Charles St
e) Egress will be from Charles Street using the pit lane & Main gates
f) Appropriate plant will be used
g) Noise/vibration/dust suppression and monitoring

In order to minimise nuisance, the following procedures will be carried out taking all reasonable care to keep noise and vibration within acceptable levels:

a) Meet with Environmental Health Officers and Noise Team Representative to establish the constraints that apply under the Control of Pollution Act 1974.
b) Meet with representatives of the adjoining owners/occupiers/residents to establish good neighbour relations and understand their needs and acceptable noise levels.
c) Carefully select all specialist sub-contractors following discussion of the environmental conditions required and inclusion of these conditions within the sub-contract documentation.
d) Concentrate wherever possible on any noisy activities within the agreed periods, scheduling support operations to the primary work task to intermediate times.
e) Undertake risk assessments to comply with relevant regulations.
f) Refine the overall Method Statement, Construction Programme and logistics to reflect the requirements. This will entail a thorough examination of every activity, to establish when, where and how it is carried out. This will be started prior to possession of the site and continue ahead of planned activities throughout the project.
g) Comply with the principles of BS 5228; Code of Practice for Noise and Vibration Control on Construction and Open Sites.
h) Agree temporary works with all relevant parties.

Substructure

The substructure will follow the sequencing of the works as follows:

a) Install piling platform
b) Construct perimeter piling & bearing piles by CFA method
c) Install perimeter capping beam or thickenings
d) Excavations to reduce level, earthwork support, Install limited under slab drainage, Foundation Installation.
e) Backfilling and blinding

Incoming Services

New or replacement incoming services will be applied for by the Client. The Statutory undertakers will then be responsible for securing viable routes to site and applying for the necessary licenses including road closures.

General

The team will also:

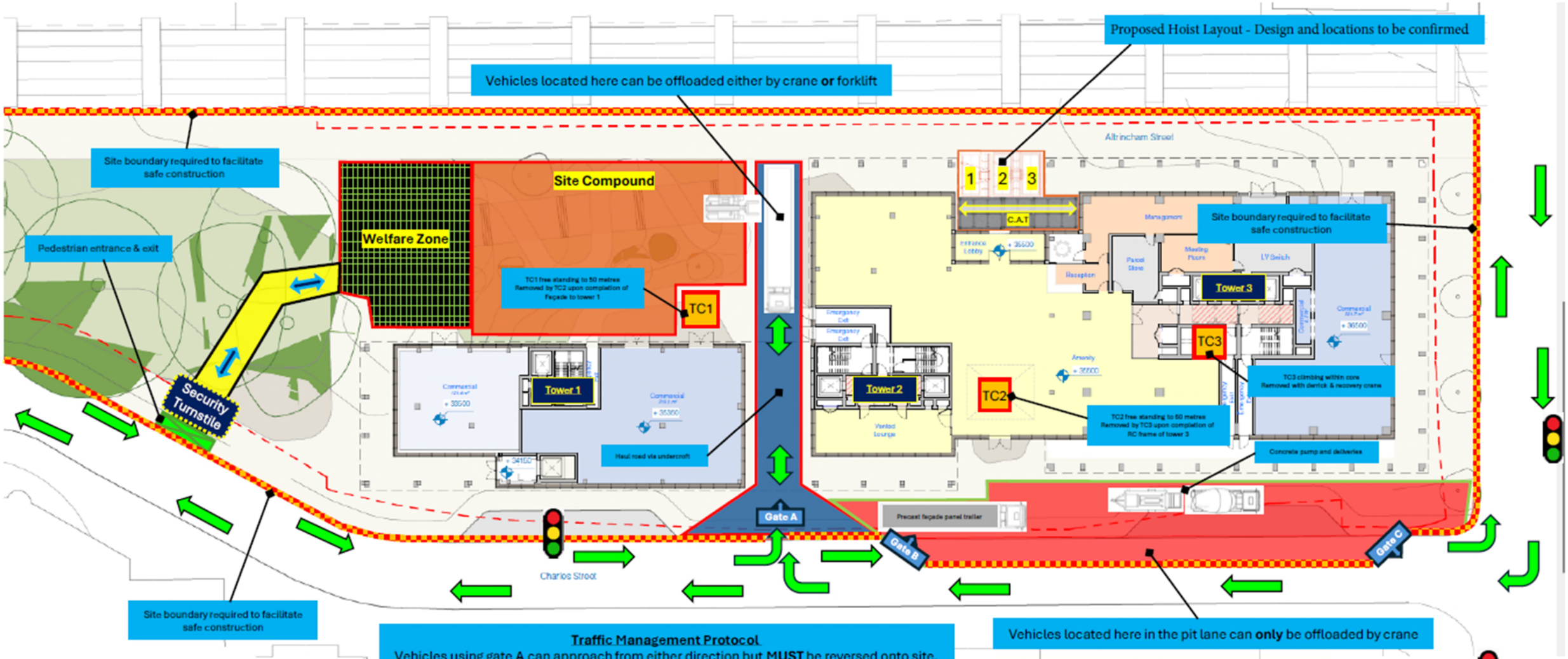
a) Establish liaison procedures with interested bodies and neighbours
b) Provide and maintain clear and safe working environment
c) Establish adequate access, egress and delivery regime
d) Instigate 'just-in-time' deliveries to ensure the workplace does not become congested
e) Consider an off-site temporary holding area to guarantee material delivery volume
f) Comply with security, safety and fire safety requirements to all premises
g) Instigate induction seminars for all staff and operatives
h) Establish the Project Management Plan including site safety procedures and fire plan
i) Fully understand the needs, operations and working environment of the end user
j) Always be fully flexible towards accommodating change and be immediately responsive to end user / client requests in a controlled manner
k) Understand the services installation design along with structure and finishes interface to maximise co-ordination
l) Zone the works to allow trade operatives clear access and undisturbed working
m) Review works to instigate advanced structural modifications
n) Where applicable, maximise the use of prefabrication. Adequately protect finished works to minimise rectification activities
o) All teams, including design teams, to be fully conversant with phasing and sequencing requirements
p) Maintain a weather tight environment by employing a temporary waterproofing plan
q) Install riser works at the earliest opportunity
r) Complete high- level works prior to low- level activity, introducing void closure inspection procedures
s) Progress blockwork and wet trades at the earliest opportunity to clear messy work and maximise drying out periods
t) Install plant and equipment at the earliest time to maximize the testing and commissioning period
u) Establish a logical workflow that finalises with a sequence working down and out of the building

END OF DOCUMENT

APPENDIX A

Site Logistic Plans

Charles Street – Draft Logistics rev B - KD 17/9/25



Traffic Management Protocol

Vehicles using gate **A** can approach from either direction but **MUST** be reversed onto site.
Vehicles using the pit lane **MUST** approach from Princess Street and access via gate **B.**
Vehicles leaving the pit lane **MUST** exit via gate **C** and turn left onto Sackville Street.

Three-way traffic control lights required to facilitate pit lane operation

RG REAL ESTATE
BUILDING TRUST, LEADING THE WAY

rg group