HARVALE DEVELOPMENTS

RENSHAW HOUSE

76nr PBSA



Hyde Grove, Manchester. M13 9LQ

CONSTRUCTION & DEMOLITION MANAGEMENT PLAN

BDP CONSTRUCTION

CONSTRUCTION & DEMOLITION MANAGEMENT PLAN (CMP)

(Submitted in Discharge of Condition 3)

Planning Permission Ref: 140060/FO/2024
Site: Renshaw House, Hyde Grove, Manchester M13
Applicant: Harvale 2 Ltd
Principal Contractor: BDP Construction Ltd
Demolition Contractor: To be Confirmed

1. Purpose of This Plan

This Construction & Demolition Management Plan (CMP) is submitted in full discharge of Condition 3 of planning permission 140060/FO/2024.

Condition 3 requires details of:

- Construction and demolition traffic routing
- Vehicle activity, access arrangements and swept paths
- Contractor parking arrangements
- Dust, mud and wheel washing measures
- Noise reduction measures
- Highway dilapidation survey
- Emergency contact arrangements

This CMP covers both demolition and construction phases, including all associated vehicle movements and site activities, and will be implemented for the duration of the works.

2. Relationship to Approved Documents

The following documents were submitted as part of the planning application and approved by the Local Planning Authority. They inform and support the measures set out in this CMP:

- Construction Management Plan (application-stage)
- Demolition Method Statement
- Waste Management Strategy
- Health & Safety Method Statements
- Transport Assessment
- Transport Statement Addendum
- Environmental Standards Statement

The Transport Assessment and Transport Statement Addendum established the acceptability of the site access arrangements, routing principles and the ability of the local highway network to accommodate vehicle movements associated with the development.

This CMP builds upon those approved principles and provides the operational construction and demolition management framework required by Condition 3.

Where any discrepancy arises, this CMP shall take precedence for the purposes of discharging Condition 3.

3. Description of the Works

The development comprises:

- Demolition of the existing building at Renshaw House
- Site clearance and enabling works
- Construction of a 76-bed Purpose Built Student Accommodation building
- Associated external works, servicing and landscaping

4. Phasing of Works

Phase 1 – Pre-Commencement

- Installation of hoarding and site security
- Utility disconnections and isolations
- Site set-up and welfare installation
- Completion of a pre-commencement highway dilapidation survey

Phase 2 – Demolition

- Soft strip of internal fixtures and fittings
- Removal of asbestos-containing materials (if identified) by licensed contractor
- Controlled mechanical demolition of the existing structure
- Removal of demolition arisings from site

Phase 3 – Construction

- Substructure and foundations
- Superstructure and envelope
- Internal fit-out and services
- External works and landscaping

5. Construction & Demolition Traffic Routing

All demolition and construction traffic will follow agreed routes designed to minimise impacts on the local highway network.

Approved Routing

- Construction vehicles will approach the site via A34 Upper Brook Street and access the site from Hyde Grove.
- Vehicles will exit via Hyde Grove and return to the A34.
- Construction traffic will not use unnecessary residential side streets.

Traffic Management Controls

- All HGV movements will be pre-booked and managed by the site team.
- No queuing or waiting of construction vehicles will be permitted on Hyde Grove.
- Engines will not be left idling on the public highway.
- Where reasonably practicable, deliveries will be scheduled to avoid peak traffic periods.

The routing strategy and access arrangements are consistent with, and supported by, the approved Transport Assessment and Transport Statement Addendum.

A Construction & Demolition Traffic Routing Plan is provided as **Appendix C**.

6. Vehicle Activity, Access and Swept Paths

Vehicle Types

Anticipated demolition and construction vehicles include:

- 8-wheel tipper wagons
- Skip wagons
- Rigid HGVs
- Concrete wagons
- Plant delivery vehicles
- Light goods vehicles

Indicative Vehicle Movements

- Demolition phase: approximately 6–10 HGV movements per day
- Construction phase: typically 4–12 HGV movements per day, depending on programme stage

Vehicle movements will be actively managed to minimise disruption.

Access Arrangements

- A single, controlled vehicular access will be used from Hyde Grove.
- A trained banksman will supervise all HGV movements, including reversing and manoeuvring within the site.

Swept Path Analysis

Swept path analysis has previously been undertaken as part of the Transport Statement Addendum to demonstrate that larger vehicles can safely access and operate within the site.

For the purposes of Condition 3, construction- and demolition-specific swept path drawings will be provided to demonstrate that the largest anticipated construction vehicles can enter and leave the site in a safe and controlled manner without overrunning footways or causing obstruction to the public highway.

Construction swept path drawings are provided as **Appendix D**.

7. Contractor Parking, Loading and Site Logistics

Contractor Parking

- No contractor or construction staff parking will be permitted on Hyde Grove or surrounding residential streets.
- Site operatives will be encouraged to use public transport or off-site parking arrangements.
- This requirement will be enforced through site inductions and subcontractor controls.

Loading & Unloading

- All loading and unloading of materials and demolition arisings will take place within the site boundary.
- No loading or unloading will occur on the adopted highway.

A Site Logistics Plan identifying access points, loading areas, welfare facilities and material storage zones is provided as **Appendix E**.

8. Dust, Mud and Wheel Washing Measures

Measures to control dust, mud and debris will include:

- Water misting and damping down during demolition and dusty operations
- Sheeting of all wagons carrying loose material
- Debris netting and hoarding to contain dust where appropriate
- Provision of wheel washing or jet-washing facilities at the site exit
- Use of a road sweeper where required

Any mud or debris deposited on Hyde Grove or surrounding footways will be removed promptly.

9. Noise and Vibration Control

Standards and Approach

All demolition and construction works will be carried out in accordance with **BS 5228-1:2009+A1:2014** (control of noise) and **BS 5228-2:2009+A1:2014** (control of vibration) on construction and open sites, and the principle of **Best Practicable Means (BPM)** under Section 72 of the Control of Pollution Act 1974. Should the Council require it, the Principal Contractor will make a prior consent application under Section 61 of that Act in respect of the noisier phases of work.

Noise-Sensitive Receptors

The nearest noise- and vibration-sensitive receptors are the residential properties fronting Hyde Grove and Plymouth Grove (the closest of which lie within approximately 10–20 m of the site boundary), the former church building to the west, and nearby student accommodation and academic buildings. Mitigation and monitoring are focused on these receptors.

Principal Sources, Indicative Levels and Duration

The noisiest activities are mechanical demolition (a tracked excavator fitted with a hydraulic breaker), concrete cutting and breaking out of slabs and foundations, and associated muck-away. The demolition phase is expected to last approximately 2–3 weeks, with the noisiest breaking and cutting operations being intermittent within that period. Indicative sound levels for the main items of plant (typical values from BS 5228-1 Annex C, expressed as L_{Aeq} at 10 m) are set out below; actual levels depend on the plant and operation and will be confirmed by monitoring.

Plant / activity	Indicative L_{Aeq} at 10 m (dB)	Principal phase
Tracked excavator (13 t), muck-away	79	Demolition / groundworks
Excavator-mounted hydraulic breaker	85	Demolition
Concrete / masonry cutting saw	85	Demolition
Handheld breakers and power tools	82	Demolition / construction
Concrete wagon / mixer	79	Construction
Dumper / telehandler	79	Construction
Mobile crane	72	Construction
Compressor / generator	70	All phases

The values above are instantaneous activity levels at 10 m for a single item of plant. The limits below are averaged across the working day (L_{Aeq} over the working period); because the noisiest operations are intermittent, the predicted day-averaged level at the nearest facade is expected to remain within the proposed limit, confirmed by the monitoring described below.

Noise Limits at the Site Boundary (proposed, to be agreed)

The following daytime limits are proposed at the nearest residential facades, to be confirmed with Environmental Health using the category method in BS 5228-1 Annex E:

- **Monday to Friday:** works not to exceed **75 dB $L_{Aeq\ (10\ hr)}$** at the nearest residential facade.
- **Saturday:** works not to exceed **65 dB $L_{Aeq\ (5\ hr)}$** at the nearest residential facade.
- A **complaint / review trigger** will additionally apply where site noise is more than **10 dB(A) above the prevailing background** during the noisiest operations.

If the Council requires a measured baseline, BDP Construction will carry out a short baseline noise survey at the nearest receptor prior to demolition and agree the final limits before the noisier works begin.

Vibration Limits (proposed, to be agreed)

Ground-borne vibration will be controlled in accordance with BS 5228-2 and BS 7385-2. Transient vibration at the nearest occupied buildings will be limited to levels below the threshold for cosmetic damage (a peak particle velocity, PPV, not exceeding **10 mm/s** at building foundations), and, so far as reasonably practicable, kept below **1 mm/s PPV** at residential facades to limit disturbance to occupiers. No percussive or vibratory piling is currently anticipated; if any is required, low-vibration techniques will be adopted and additional monitoring put in place.

Mitigation – Best Practicable Means

- Use of modern, well-maintained plant fitted with effective silencers and acoustic covers or enclosures; electrically powered plant used in preference to diesel where feasible.
- Selection of inherently quieter methods where practicable (for example shearing or ‘munching’ in preference to percussive breaking).
- Positioning of noisy plant, compressors and stockpiles away from sensitive receptors, and use of the site hoarding and material stockpiles as acoustic screening.
- No unnecessary idling of engines; noisy plant switched off when not in use; radios not permitted on site.
- Sequencing of the noisiest operations to the middle of the day and limiting the number of noisy activities taking place at the same time.
- Briefing of all operatives on noise and vibration control at site induction, with the requirements enforced by the site management team.

Monitoring

- A baseline noise check will be taken at the nearest sensitive receptor before demolition commences.
- Noise monitoring (L_{Aeq} and L_{Amax}) will be carried out using a Class 1 sound level meter during the noisiest activities, at the site boundary position closest to the nearest residential receptors.
- Vibration monitoring (PPV) will be undertaken at the nearest buildings during breaking, cutting and any other potentially high-vibration activities.
- Monitoring locations are selected to represent the nearest receptors, and all readings are recorded and retained on site.

Action Levels and Alerting the Site Manager

An action level will be set a few decibels below the agreed noise limit (and correspondingly for vibration). Where continuous monitoring is used, the equipment provides an audible/visual alarm that alerts the site manager immediately when the action level is approached. Where periodic spot checks are used, readings are taken at defined intervals during the noisiest works and logged, and the site manager is notified as soon as a reading approaches the action level.

Action on Exceedance

If a noise or vibration limit (once agreed) is approached or exceeded, the site manager will stop or modify the activity giving rise to the exceedance; identify and rectify the cause and apply additional mitigation before the activity resumes; record the event, the reading and the action taken in the site log; and notify the Council's Environmental Health team of any significant or persistent exceedance and agree corrective measures.

Working Hours

- 08:00–18:00 Monday to Friday
- 08:00–13:00 Saturday
- No routine work on Sundays or Bank Holidays

The noisiest and percussive operations (mechanical breaking and cutting) will be managed within these hours and, so far as practicable, avoided at the very start and end of the working day. Any working outside these hours will only take place with the prior agreement of the Council and advance notice to affected residents.

Notification and Complaints

Local residents will be notified in advance of the commencement of demolition. A site information board displayed on Hyde Grove will give the name of the site manager (Jake Buxton) and a 24-hour contact number (07852 591172). All complaints will be logged and responded to promptly, with the aim of responding within one working day, and the Council's Environmental Health team will be kept informed.

10. Highway Dilapidation Survey

A full photographic and video Highway Dilapidation Survey has been completed prior to the commencement of demolition works to provide an objective record of the existing condition of the surrounding highway, footways and public realm.

The survey covers (as a minimum):

- Hyde Grove carriageway
- Adjacent footways
- Kerbs, gullies and drainage features
- Street furniture (including signs, bollards and lighting columns)
- Areas likely to be affected by construction traffic routes

The survey was undertaken on 29 January 2026 and includes a photographic record and a supplementary perimeter video record.

A post-completion survey will also be undertaken. Any damage attributable to demolition or construction traffic will be repaired by the Principal Contractor at no cost to Manchester City Council, in agreement with the Highway Authority.

The completed Highway Dilapidation Survey is included as **Appendix I**.

11. Demolition Methodology

Demolition will be undertaken in accordance with the submitted Demolition Method Statement and will include:

- Completion of a Refurbishment & Demolition asbestos survey prior to demolition
- Removal of asbestos by licensed contractors where required
- Controlled, top-down mechanical demolition
- Establishment and enforcement of exclusion zones
- Continuous dust suppression
- Segregation and removal of demolition arisings
- No on-site crushing unless separately agreed with the Council

12. Waste Management

Waste will be managed in accordance with the submitted Waste Management Strategy.

Key measures include:

- Segregation of waste streams where practicable
- Use of licensed waste carriers
- Disposal to appropriately licensed facilities
- A target of at least 90% diversion from landfill for demolition waste

13. Emergency Contact Arrangements

A site information board will be displayed on Hyde Grove prior to commencement, providing:

- Site manager contact details
- A 24-hour emergency contact number

Emergency access routes will be maintained at all times.

14. Compliance Statement

This Construction & Demolition Management Plan is submitted in full discharge of Condition 3 of planning permission 140060/FO/2024 and will be adhered to throughout the demolition and construction phases of the development.

APPENDICES

- **Appendix A** – Application-Stage Construction Management Plan
- **Appendix B** – Demolition Method Statement
- **Appendix C** – Construction & Demolition Traffic Routing Plan
- **Appendix D** – Swept Path Analysis (Construction Vehicles)
- **Appendix E** – Site Logistics Plan (access, loading, welfare, storage, skips)
- **Appendix F** – Waste Management Strategy
- **Appendix G** – Environmental Standards Statement (dust, noise, vibration extracts)
- **Appendix H** – Transport Statement Addendum (approved document – relevant extracts)
- **Appendix I** - Highway Dilapidation Survey (29 January 2026)
- **Appendix J** - Construction Managementment Plan Addendum
- **Appendix K** - Construction Management Plan Addendum (Traffic & Pedestrian Management)

APPENDIX A

MIA JAMES
CONSTRUCTION & INTERIORS

RENSHAW HOUSE

Mia James Construction & Interiors
May 2024

Construction Management Plan

Address

D8, The Village Square,
Bramhall,
Stockport
SK7 1AW United Kingdom

Phone & Fax

Phone: +44 161 536 5731

Online

Email:
info@miajamesconstruction.com
Website:
www.miajamesconstruction.com

Record of Plan Holders and Revisions

This document details the individuals associated with the Project who hold a copy of this Plan.

Copy No.	Holder's Name	Organisation	Date Issued
01			
02			
03			
04			
05			

Issue Number	Date	Comments	Revised By
01			

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01. Project Overview
Renshaw Project Essentials



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Introduction to Renshaw House: Set to transform the site of the former Renshaw House at Hyde Grove, Manchester, M13 9LQ, Renshaw House is a state-of-the-art Purpose-Built Student Accommodation (PBSA) that promises to redefine student living in the heart of Manchester. This L-shaped, five-story building, complete with a roof space dedicated to green spaces and solar panels, is designed to seamlessly blend with the city's architectural heritage while offering modern, sustainable living.

Scope of Works

» Erection of an L-shaped, 5-story PBSA building with roof space, integrating the latest in sustainable construction techniques.

» Development of comprehensive communal amenities, including.

- » A spacious social area designed to foster community and interaction.
- » A fully equipped gym and cinema room for leisure and wellness.
- » A secure storage for 100 bicycles, promoting green transportation.
- » An inviting communal garden space, providing a serene retreat within the urban landscape.

» Incorporation of green roofing and solar panels, demonstrating a commitment to environmental sustainability.

» Strategic location within the Oxford Road corridor, easy access to educational institutions, public transport, and city amenities.

01. Project Overview
Renshaw Project Essentials



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Key Project Goals and Objectives

To provide a high-quality, eco-friendly living environment tailored to the needs of modern students.

To contribute positively to the local community through aesthetic enhancements and sustainable practices.
To prioritise safety, efficiency, and minimal environmental impact throughout the construction phase.
To establish a new benchmark in PBSA, offering unparalleled amenities and living conditions for students.

Renshaw House raises the bar with its Solar Green Roof, meeting 2021's Part L Compliance for energy and ecology. It aims for a net biodiversity gain, adding an outdoor canopy and convenient laundry facilities. These enhancements spotlight our commitment to sustainable, practical student living.

Renshaw House is not just a place to live; it's a space designed to enhance the student experience, promote well-being, and foster a sense of community. Through meticulous planning and a commitment to quality and sustainability, Renshaw House is set to become a beacon of modern student accommodation in

Programme
Construction Timeline Overview

02

Start.

Construction is anticipated but not confirmed to start for Q2 2025.

Contract Period.

Expected to last 14 months, targeting completion in Q3 2026, covering all construction phases from setup to finalisation.

Site Working Hours
Overview

For the construction, careful consideration has been given to the scheduling of site working hours. These hours have been established to ensure efficient progress on the project while minimising disruption to the local community and adhering to local regulations and guidelines.

Aspect	Details
Agreed Working Hours	» Weekdays (Monday to Friday): Work on the site will commence at 08:00 and conclude at 18:00. Saturdays: Limited activity is permitted from 08:30 to 13:00. The reduced

Site Working Hours

Careful consideration has been given to the scheduling of site working hours. These hours have been established to ensure efficient progress on the project while minimising disruption to the local community and adhering to local regulations and guidelines.

Agreed Working Hours

Weekdays (Monday to Friday): Work on the site will commence at 08:00 and conclude at 18:00. This schedule allows for a full day's work while ensuring that construction noise does not extend into the early morning or late evening, respecting the surrounding residential and academic environments.

Saturdays: Limited activity is permitted from 08:30 to 13:00. The reduced hours and scope of work on Saturdays are designed to balance the need for progress on the project with the community's expectation for quieter weekends.

Sundays and Bank Holidays: No construction activities are scheduled for Sundays or Bank Holidays, allowing for a period of rest and quiet for both the construction team and the local community.

Considerations & Exceptions

In exceptional circumstances where work outside these hours is deemed necessary (e.g., to accommodate specific construction tasks that cannot be performed during regular hours or to mitigate unforeseen delays), such work will be conducted only after obtaining the necessary approvals from Manchester City Council and after providing adequate notice to affected residents and businesses.

All efforts will be made to schedule the noisiest activities during the central part of the workday to minimise the impact.

The construction management team will closely monitor and manage work hours, ensuring compliance with the agreed schedule and promptly addressing any community concerns that arise.

Communication and Flexibility

Open lines of communication will be maintained with the local community and stakeholders, offering a transparent approach to the scheduling of work and any necessary deviations from the standard hours.

Flexibility in managing work hours will allow for adjustments in response to project needs, weather conditions, and community events, ensuring that the construction of Renshaw House progresses smoothly while maintaining a harmonious relationship with the surrounding area.

The construction management team will closely monitor and manage work hours, ensuring compliance with the agreed schedule and promptly addressing any community concerns that arise.

Site Set Up Overview

Site Set Up Summary Table

This table includes all details for implementing comprehensive security measures, such as 2m perimeter hoarding for enhanced security and privacy, along with CCTV surveillance featuring thermal cameras, and regular security patrols to maintain site integrity. It also outlines the use of full perimeter hoarding not only for securing the site but also for displaying project signage, including safety notices and emergency contact information. The establishment of a designated area within the site for offices, welfare facilities, and secure storage for tools and equipment is detailed, alongside the storage of all materials within the site perimeter in specified areas, with hazardous materials secured according to COSHH regulations. Environmental control

Aspect	Details
Security Measures	» 2m Perimeter Hoarding for security and visual privacy. CCTV Surveillance including thermal cameras. Regular Security Patrols to ensure site integrity.
Hoardings	» Full perimeter hoarding to secure the site and provide a base for project signage, including safety notices and emergency contact details.
Site Compound	» Designated area within the site for site offices, welfare facilities, and secure storage for tools and equipment.
Materials Storage	» All materials stored within site perimeter in defined areas. Hazardous materials secured in compliance with COSHH regulations.
Environmental Controls	» Measures in place to control dust, noise, and vibration impacts. Waste management facilities on-site for sorting and recycling of construction waste.
Accessibility and Safety	» Clear signage for directing construction traffic and indicating safety information. Defined access points for construction traffic, detailed in a CTMP.

Site Set Up Essentials

Establishing a well-organised and secure construction site is crucial for the smooth progression of the project. The site set-up has been meticulously planned to ensure safety, efficiency, and minimal disruption to the local environment and community.

Security Measures

2m Perimeter Hoarding: To maintain site security and privacy, a 2-meter high perimeter hoarding will be erected around the entire construction site. This hoarding will also serve as a visual barrier, minimising the visual impact of construction activities on the local community.

CCTV Surveillance

CCTV cameras, including thermal imaging cameras for night surveillance, will be installed at strategic locations around the site perimeter. This comprehensive surveillance system will enhance security, deter unauthorised access, and help monitor construction activities.

Regular Security Patrols

In addition to electronic surveillance, regular security patrols will be conducted to ensure the integrity of the site perimeter and to address any security concerns promptly.

Hoardings

The full perimeter hoarding will not only secure the site but also provide a canvas for project signage, including safety notices, project information, and emergency contact details. The site wiil present a professional appearance and communicate essential information to the public.

Site Compound and Materials Storage

A designated site compound will be established within the site perimeter, housing site offices, welfare facilities for the construction team, and secure storage for tools and equipment.
All materials will be stored within the defined storage areas inside the site perimeter to keep the site organised and prevent any obstruction or safety hazards. Hazardous materials will be stored in compliance with COSHH regulations, ensuring they are secured against unauthorised access and environmental exposure.

Environmental Considerations

The site set-up plan includes measures to control dust, noise, and vibration emanating from the construction site, minimising their impact on the surrounding community and environment. Waste management facilities will be provided on-site to encourage sorting and recycling of construction waste, aligning with the project's sustainability goals.

Accessibility and Safety

Clear signage will be installed around the site perimeter and within the site compound, directing construction traffic, indicating pedestrian routes, and safety information. Access points for construction traffic will be clearly defined and managed to minimise any disruption to local traffic. A Construction Traffic Management Plan (CTMP) will detail the approach routes for construction vehicles and outline measures to manage deliveries etc.

Access Strategy
Efficient and Safe Management of Site Access and Vehicle Coordination

Access Summary Table

This table encapsulates key access-related aspects, such as vehicle operation hours, route management avoiding Plymouth Grove, loading procedures, delivery coordination, and innovative parking solutions, including partnerships for subcontractor parking.

Aspect	Details
Vehicle Arrival & Departure Hours	» Operates within site hours; outside operations need approval. Minimises local traffic and resident impact.
Access Route Management	» Uses Hyde Grove for construction traffic. No entrance on Plymouth Grove to avoid main road disruption. Full Traffic Management Plan, consulting Manchester City Council (MCC), enhances strategy.
Loading and Unloading Procedures	» Designated areas with banksman oversight for efficiency. Prevents local traffic disruption.
Delivery and Vehicle Coordination	» Shedules avoid peak traffic times. Site Manager oversees vehicle movements and deliveries (Please see sweep path reports in on pages 42-43).
Parking and Personnel Access	» Limited on-site parking; partnerships with local parks for subcontractor parking. Public transport use encouraged. Site induction includes access control briefing.



Vehicle Access Points and Coordination

General Vehicle Arrival and Departure Times

Construction vehicles are scheduled within site working hours, from 08:00 to 18:00 on weekdays and 08:30 to 13:00 on Saturdays. Any activity beyond these periods, including Sundays and Bank Holidays, will require advance approval.

Access Route and Vehicle Entry

Hyde Grove is designated as the primary route for construction traffic, intentionally avoiding Plymouth Grove to lessen the impact on main road traffic and increase safety. This approach is detailed in Appendix One, guiding heavy-load delivery vehicles from the main road to Hyde Grove to minimise local traffic disruption. Our Traffic Management Plan, crafted with Manchester City Council, will further refine this strategy. This strategy is documented in the sweep path analysis, included within the relevant documents at the end of this report.

Loading and Unloading Areas

Efficient loading and unloading will be conducted in specific zones, overseen by a certified banksman to prevent local traffic disturbances and uphold site safety.

Delivery Scheduling and Vehicle Coordination

To reduce traffic impact, delivery timings are set outside peak local traffic times, requiring at least 24-hour notice from suppliers and subcontractors. The site is prepared to host a variety of construction vehicles, including skip lorries, muck-away lorries, ready-mixed concrete lorries, flatbed delivery vehicles, and articulated lorries, all within local road and site access limits. Vehicle movements and deliveries, coordinated by a Site Manager, aim for an organised traffic flow on Hyde Grove and anticipate 2 to 3 movements per day, increasing with key construction phases.

Parking Solutions and Personnel Access

Limited on-site parking leads to alternative parking provisions in nearby controlled zones, supplemented by partnerships with local parks for subcontractor parking at reduced costs. Encouraging public transport among site personnel aims to decrease parking demand. A detailed site induction will introduce access controls to all site workers, emphasising secure entry through a Physical Coded Gate.

Incorporating these comprehensive measures into vehicle access, coordination, and management underscores our commitment to reducing disruption, ensuring safety, and enhancing efficiency during Renshaw House's construction phase.

Pedestrian & Cyclist Safety
Prioritising Pedestrian and Cyclist Safety

Pedestrian and Cyclist Safety Summary Table

This table highlights our commitment to pedestrian and cyclist safety around the construction site, detailing measures such as designated clear pathways, strategic signage for guidance and hazard awareness, visibility enhancements for safe navigation, and active community engagement through regular updates and a dedicated liaison officer. Additionally, it outlines our collaboration with local authorities to ensure our safety measures align with city regulations, including temporary traffic management plans when necessary.

Aspect	Details
Clear Pathways and Signage	» Safe, marked pathways separated from vehicle routes. Strategic placement of informative and warning signage.
Visibility Enhancements	» Use of lighting and reflective materials for better visibility of pathways and signage.
Community Engagement	» Dedicated liaison officer for pedestrian and cyclist safety concerns. Regular updates on access changes and construction progress.
Coordination with Local Authorities	» Collaboration with Manchester City Council for safety measures alignment. Implementation of temporary traffic management if required.

Ensuring the safety of pedestrians and cyclists during the construction is a top priority. Our approach focuses on implementing effective safety measures, clear signage, and maintaining open communication channels with the community to mitigate any potential hazards.

Safety Measures and Signage

» Clear Pathways: Safe, well-defined pathways for pedestrians and cyclists will be maintained around the construction site. These pathways will be clearly marked and separated from vehicle routes to ensure safety.

» Signage: Informative signage will be placed strategically around the site, providing guidance for pedestrians and cyclists and alerting them to potential hazards.

» Visibility Enhancements: Lighting and reflective materials will be used to enhance the visibility of pathways and signage, especially during low light conditions.

Community Engagement and Communication

» Community Liaison: A dedicated community liaison officer will be appointed to address any concerns related to pedestrian and cyclist safety. This officer will also be responsible for disseminating information about construction activities that may affect pedestrian and cyclist routes.

» Regular Updates: The community will receive regular updates regarding construction progress and any temporary changes to pedestrian and cyclist access. These updates will be communicated through various channels, including local community boards, social media, and the project website.

Coordination with Local Authorities.

» Collaboration with Local Authorities: We will work closely with Manchester City Council and local transportation departments to align our pedestrian and cyclist safety measures with city regulations and best practices.

» Temporary Traffic Management: If necessary, temporary traffic management measures will be implemented in consultation with local authorities to ensure the safety of pedestrians and cyclists during peak construction phases.

Management of Traffic
Traffic Management and Congestion Reduction Strategy

Traffic Management and Congestion Reduction Strategy Table

This table showcases our proactive measures to mitigate local traffic impact during the construction of Renshaw House, focusing on strategies both within and outside the site to alleviate congestion and ensure smooth vehicular and pedestrian movement.

Aspect	Details
Construction Traffic Management Plan (CTMP)	» Detailed plan outlining vehicle and delivery management to minimise impact on local traffic.
Delivery Scheduling	» Deliveries scheduled during off-peak hours to avoid contributing to peak time congestion.
Communication with Local Authorities	» Continuous coordination with Manchester City Council and traffic authorities to align strategies with local regulations and optimisation efforts.
Use of Banksman	» Banksman to direct construction vehicles, ensuring efficient site access and reducing road occupancy time.
Minimisation of Road Occupancy	» Strategic site access and internal logistics planning to minimise construction traffic impact on local roads, including within the site and off-site storage.
Monitoring and Adjustments	» Regular review and adjustment of traffic management strategies based on traffic flow observations and community feedback.

The construction of Renshaw House is strategically planned to ensure minimal impact on local traffic, with a focus on reducing congestion and maintaining smooth vehicular and pedestrian flows around the site.

Traffic Management Strategy

» Construction Traffic Management Plan (CTMP): A comprehensive CTMP will be developed and implemented, outlining the approach to managing construction vehicles and deliveries to minimise their impact on local traffic.

» Delivery Scheduling: Deliveries to the site will be scheduled during off-peak hours to reduce potential congestion on local roads, especially Hyde Grove, which functions as a no-through road.

» Communication with Local Traffic Authorities: Continuous coordination with Manchester City Council and local traffic authorities will ensure our traffic management strategies are in line with citywide traffic flow optimisation efforts and comply with local regulations.

Measures to Mitigate Congestion

» Use of Banksman: Trained banksmen will manage the movement of vehicles into and out of the site, ensuring efficient unloading and minimising the time vehicles spend stationary on local roads.

» Minimisation of Road Occupancy: Efforts will include limiting the occupancy of local roads by construction traffic. This involves direct access to the site for unloading materials and strategic positioning of storage areas within the site and off-site to expedite the transfer of materials from vehicles.

» Monitoring and Adjustments: The traffic management strategy will be regularly monitored for effectiveness, with adjustments made as necessary based on observed traffic patterns and feedback from local residents and businesses.

Control of Dirt and Dust
On the Public Highway

Dust and Dirt Control Measures Summary

This table consolidates our comprehensive approach to managing dirt and dust emissions from the Renshaw House construction site, aimed at safeguarding local roads, properties, and the wider community from potential environmental impacts. Through strategic site cleanliness protocols, the implementation of wheel wash facilities, dust suppression techniques, real-time monitoring of dust levels, and active communication with the local community, we commit to upholding the highest standards of environmental care. Adherence to regulatory compliance and the education of our site personnel in best practices further reinforce our dedication to minimising the project's environmental footprint.measures for dust, noise, and vibration impacts, waste management facilities for sorting and recycling of construction waste, and the implementation of clear signage for directing construction traffic and indicating safety information are also included. Defined access points for construction traffic, detailed in a Construction Traffic Management Plan (CTMP), ensure smooth operations and safety.

Aspect	Details
Site Cleanliness	» Regular site cleaning schedules to minimise dust generation and dirt accumulation.
Wheel Wash Facilities	» Installation of a wheel wash station for vehicles exiting the site to prevent dirt transfer to public roads.
Dust Suppression Measures	» Use of water spraying systems and dust suppressants in dust-prone areas, especially under dry conditions.
Real-time Monitoring	» Monitoring of dust levels around the site with dust meters, adjusting control measures based on real-time data.
Community Liaison	» Communication with the local community about dust control efforts and measures to maintain site cleanliness.
Compliance and Best Practices	» Adherence to environmental regulations and best practices for dust control, with site personnel trained in effective measures.

The construction of Renshaw House, given its urban setting, necessitates stringent control measures to prevent dirt and dust from affecting local roads, properties, and the broader community.

Dirt and Dust Management Strategies

» Site Cleanliness: Regular cleaning and maintenance schedules will be implemented within the site boundaries to minimise the generation of dust and prevent the accumulation of dirt that could be transferred to public highways.

» Wheel Wash Facilities: A wheel wash station will be installed at the exit point for construction vehicles, ensuring that mud and dirt are not carried out onto public roads by vehicles leaving the site.

» Dust Suppression Measures: Water spraying systems and dust suppressants will be used in areas prone to generating dust, especially during dry conditions, to mitigate airborne dust particles.

Communication and Monitoring

» Real-time Monitoring: Dust levels around the construction site will be monitored using dust meters to ensure they remain within safe and acceptable limits. Adjustments to dust control measures will be made as needed based on real-time data.

» Community Liaison: Information regarding dust control measures and site cleanliness efforts will be communicated to the local community, providing reassurance about the steps being taken to minimise environmental and health impacts.

Compliance and Best Practices

» Adherence to Regulations: All dirt and dust control measures will comply with local environmental regulations and best practice guidelines, ensuring the construction project does not detrimentally impact air quality or public health.

» Training and Awareness: Site personnel will receive training on the importance of dirt and dust control, including the correct use of suppression equipment and practices to minimise the spread of dust.

Communication with Local Business and Residents

Community Communication Strategy Summary Table

This table outlines our strategic approach to maintaining open and effective communication with local businesses and residents throughout the Renshaw House construction process. It encompasses initial notifications about the project's commencement, regular updates on construction progress, and the establishment of a feedback mechanism to facilitate two-way communication. Furthermore, the strategy includes community meetings to engage directly with stakeholders and visible information boards to provide accessible and ongoing project details. Emphasising responsiveness and transparency, this plan ensures community concerns are promptly addressed and transparent operations are maintained, highlighting our commitment to positive community relations and minimising construction impacts.

Aspect	Details
Initial Notification	» Advance notification about the construction project, including key information like timeline, work hours, and contact details.
Regular Updates	» Ongoing updates provided to the community to keep them informed about construction progress and any impacts.
Feedback Mechanism	» Establishment of a dedicated channel for the community to express concerns, ask questions, or give feedback.
Community Meetings	» Hosting of periodic meetings to engage directly with the community, present updates, and address concerns.
Visible Information Boards	» Placement of information boards around the site, offering accessible updates and safety information to passersby.
Responsiveness and Transparency	» Commitment to promptly addressing community feedback and operating transparently about construction activities and mitigation measures.

Effective communication with local businesses and residents is a cornerstone of the Renshaw House construction project, acknowledging the importance of community relations and aiming to minimise any potential inconvenience caused by construction activities.

Communication Strategies

» Initial Notification: Prior to the start of construction, local businesses and residents will be notified about the upcoming project, including key details such as the construction timeline, work hours, and contacts for further information or to report concerns.

» Regular Updates: Throughout the construction phase, regular updates will be provided to keep the community informed about progress, any significant milestones, and potential impacts on local traffic or access.

» Feedback Mechanism: A dedicated communication channel will be established (e.g., a hotline or email) for the community to raise concerns, ask questions, or provide feedback directly to the project team.

Community Engagement

» Community Meetings: Periodic community meetings will be scheduled, offering a forum for face-to-face communication, presenting updates, and addressing any concerns from local businesses and residents.

» Visible Information Boards: Information boards will be placed around the site perimeter, providing up-to-date information about the project, including safety measures, progress photos, and contact information for queries or concerns.

Responsiveness and Transparency

» Rapid Response to Concerns: All feedback and concerns received from the community will be addressed promptly, with efforts made to resolve issues in a timely and satisfactory manner.

» Transparent Operations: The project team is committed to operating with transparency, openly sharing information about construction activities and any expected disruptions or noise, and detailing the measures in place to mitigate such impacts.

Dust Control
Business and Residents

Dust Control Strategies and Compliance Summary Table

This summary encapsulates the comprehensive strategies and practices implemented in the construction project to manage and mitigate dust emissions. By employing advanced dust suppression systems, ensuring the covering of dust-prone stockpiles, minimising soil disturbance, and conducting continuous monitoring and visual inspections, we actively work to prevent dust from impacting the surrounding environment and community. The health and safety of construction workers are safeguarded through the provision of personal protective equipment, while strict compliance with local environmental and health regulations underpins all our dust control efforts. These measures collectively underscore our dedication to maintaining high standards of environmental care and health safety throughout the construction process.

Aspect	Details
Dust Suppression Systems	» Use of water misting and dust suppressant chemicals to prevent dust from becoming airborne.
Covering Stockpiles	» Materials that generate dust will be covered or treated, especially under windy conditions.
Minimising Disturbance	» Limiting soil disturbance areas to reduce dust generation potential.
Continuous Monitoring	» Using particulate monitors for continuous dust level monitoring, adjusting control measures as needed.
Visual Inspections	» Regular inspections to identify areas needing additional dust control efforts.
Worker Protection	» Provision of PPE to protect workers from dust exposure during high-risk activities.
Compliance with Regulations	» Adherence to all relevant environmental and health regulations to ensure safety and air quality.

Effective dust control is crucial for mitigating environmental health risks and maintaining air quality around the Renshaw House construction site. This section outlines the proactive measures taken to prevent and manage dust emissions.

Control of Dirt and Dust on the Public Highway for Renshaw House

The Renshaw House project employs a strategic approach to managing dirt and dust, aiming to minimise environmental nuisances and safety hazards associated with construction activities.

Dirt and Debris Management

Efforts to control dirt and debris include the engagement of an approved road sweeping company, equipped with specialised vehicles for cleaning adjacent roads and the site entrance. This proactive measure ensures that dirt and debris accumulation is promptly addressed, maintaining clean and safe public highways near the construction site.

Dust Mitigation Plan

A detailed dust control mitigation plan is in place, focusing on:

» Suppression Techniques: Spraying a fine mist over unpaved areas, stockpiles of sand, spoil, and aggregates, and during the loading and unloading of dust-generating materials to prevent dust from becoming airborne.

» Targeted Areas: Special attention is given to areas prone to dust generation due to traffic, wind exposure, or construction activities.

» Wheel Washing Facilities

» To prevent the spread of mud and debris onto public roads:

» Initial Measures: All vehicles exiting the site during groundworks will undergo manual washing to remove any adhered dirt.

» Construction Phase Adaptations: Despite reduced vehicle movements in later phases, a temporary wheel washing station, including access/egress hardstanding, manual wheel pressure washers, and inspections for loose debris, will be established. This ensures vehicles only leave the site clean, especially during wet weather or when conditions necessitate additional cleanliness measures.

» Vehicle Sheeting Practices

» To further control dirt and dust, vehicle sheeting will be utilised for:

» Protection and Compliance: Keeping materials dry, securing loads during transit (as mandated by the Road Traffic Act 1991), maintaining material temperature, and adhering to environmental regulations.

» Sheeting Options: Depending on the specific delivery and legal requirements, options include leaving the load unsheeted (when permissible), using automated/mechanical or manual sheeting systems without requiring personnel to climb onto vehicles, and employing work platforms or gantry/harness systems for safe sheeting operations.

» Should sheeting be necessary, a thorough risk assessment will be conducted to identify hazards and implement appropriate mitigations.



Health and Safety Duties & Responsibilities of all Project Personnel

Project Safety Roles and Compliance Framework Summary Table

This table provides a concise summary of the health and safety roles, responsibilities, and compliance mechanisms integral to the Renshaw House project. It outlines the structured approach to leadership in safety management, detailing the specific duties of the Project Manager and Safety Officer in overseeing and implementing the project's safety strategy. Additionally, it categorises the obligations of all workers and subcontractors in adhering to safety protocols and highlights the critical role of ongoing training and awareness programs. The framework ensures regular safety audits and a robust incident reporting system, establishing a comprehensive safety culture and compliance across the project. This structured overview reflects our commitment to maintaining a safe construction environment, promoting well-being, and ensuring legal adherence throughout the project's lifecycle.

Aspect	Details
Project Manager	» Ensures overall safety compliance, promotes safety culture.
Safety Officer	» Implements safety plans, conducts inspections, provides training.
All Workers	» Follow safety protocols, use PPE, report hazards.
Subcontractors	» Adhere to project safety policies, ensure worker training, maintain documentation.
Training	» Mandatory induction and ongoing safety education for all personnel.
Monitoring	» Regular audits to assess safety measures and compliance.
Incident Reporting	» Structured reporting for accidents and near-misses to facilitate investigation and corrective action.

A robust health and safety program is paramount for the success of the Renshaw House project. Clear definitions of duties and responsibilities ensure a secure working environment, promoting the highest standards of safety across all construction activities.

Health and Safety Leadership

» Project Manager: Oversees the overall health and safety strategy, ensuring compliance with legal standards and promoting a safety-first culture.

» Safety Officer: Implements the safety plan, conducts regular site inspections, and provides safety training and resources to all personnel.

Personnel Responsibilities

» All Workers: Required to follow established safety protocols, wear appropriate personal protective equipment (PPE), and report any hazards or unsafe conditions immediately.

» Subcontractors: Must adhere to the project's safety policies, ensure their workers are properly trained, and comply with all reporting and documentation requirements.

Safety Training and Awareness

» Induction Training: Mandatory for all new personnel, covering site-specific hazards, emergency procedures, and the use of PPE.

» Continuous Education: Regular safety meetings and training sessions will be held to reinforce safety protocols and introduce new safety measures as the project evolves.

Monitoring and Compliance

» Regular Safety Audits: Conducted to assess the effectiveness of safety measures, identify potential risks, and implement corrective actions.

» Incident Reporting: A structured process for reporting and investigating accidents, near-misses, and safety violations to prevent recurrence.

Health and Safety Goals
Achieving Safety Excellence

Health and Safety Excellence Objectives Summary Table

This table encapsulates the ambitious health and safety goals of the Renshaw House project, emphasising our commitment to eliminating risks, preventing accidents, and enhancing the well-being of all construction participants. It delineates our key safety objectives, including achieving zero accidents, ensuring compliance with health and safety legislation, and fostering active engagement across the team. The table further outlines strategic safety initiatives like continuous risk assessment, comprehensive safety training, and health and wellness programs. It also highlights our methodology for performance monitoring and improvement through safety performance indicators and a feedback loop for continuous safety protocol refinement. This integrated approach underscores our dedication to not only meeting but surpassing health and safety benchmarks, ensuring a safe, healthy, and productive construction environment.

Aspect	Details
Zero Accidents	» Implement proactive measures and a vigilant safety culture to prevent accidents and incidents.
Compliance with Legislation	» Adhere to all relevant health and safety laws, with processes in place to incorporate updates and changes.
Active Engagement	» Encourage involvement in safety practices, hazard reporting, and participation in safety programs.
Continuous Risk Assessment	» Regularly evaluate and mitigate risks associated with construction activities.
Safety Training and Education	» Provide ongoing training to ensure all personnel are equipped with the knowledge and skills to work safely.
Health and Wellness Programs	» Launch initiatives aimed at supporting the overall health and well-being of the workforce.
Performance Monitoring	» Use KPIs to monitor safety performance, with a focus on continuous improvement based on feedback and data analysis.

The Renshaw House project is committed to achieving the highest standards of health and safety, with clear goals set to eliminate risks, prevent accidents, and promote well-being among all involved in the construction process.

Key Safety Objectives

» Zero Accidents: Aim for zero reportable accidents or incidents throughout the construction phase, promoting a culture of safety and vigilance.

» Compliance with Legislation: Ensure full compliance with all local and national health and safety regulations, continually updating practices to reflect the latest standards.

» Active Engagement: Foster an environment where every team member feels responsible for safety, encouraging active participation in safety meetings, training, and hazard identification.

Strategic Safety Initiatives

» Continuous Risk Assessment: Implement a dynamic process for ongoing risk assessment and mitigation, adapting to new challenges as the project progresses.

» Safety Training and Education: Provide comprehensive training programs covering critical safety topics, proper equipment use, emergency response, and hazard recognition.

» Health and Wellness Programs: Beyond immediate safety concerns, introduce initiatives focused on the physical and mental health of workers, recognising the importance of overall well-being in achieving safety goals.

Performance Monitoring and Improvement

» Safety Performance Indicators: utilise key performance indicators (KPIs) to measure safety outcomes, identify areas for improvement, and benchmark against industry standards.

» Feedback and Continuous Improvement: Establish a feedback loop from all project stakeholders to refine safety protocols and practices continually.

Site Safety Inductions
Achieving Safety Excellence

Essential Safety Induction Elements Summary

This summary details the structured approach to site safety inductions for the Renshaw House project, emphasising the importance of instilling a robust safety culture from the outset. Through a comprehensive induction program, individuals are educated on site-specific hazards, emergency procedures, the correct use of personal protective equipment (PPE), and the protocols for reporting unsafe conditions. These sessions are designed to be interactive, ensuring active participation and understanding, with mandatory attendance required for all personnel prior to starting work. This initiative is pivotal in promoting safety awareness and compliance, thereby contributing to the overall goal of maintaining a secure and healthy work environment for everyone involved in the project.

Aspect	Details
Introduction to Safety Culture	» Overview of the project's safety commitments and expectations for all personnel.
Site-Specific Hazards	» Detailed briefing on potential hazards present at the Renshaw House construction site.
Emergency Procedures	» Instructions on emergency protocols, including evacuation procedures and emergency contacts.
Personal Protective Equipment (PPE)	» Guidelines on the use and care of PPE specific to various tasks and roles on the construction site.
Reporting Procedures	» Clear processes for reporting safety concerns, incidents, and near misses, emphasising the importance of communication.
Delivery and Documentation	» Induction sessions to be interactive and mandatory, with comprehensive records maintained for compliance and training purposes.

Effective site safety inductions are vital for ensuring that all individuals working on the Renshaw House project understand the safety practices, procedures, and the importance of compliance with health and safety guidelines.

Induction Program Content

» Introduction to Safety Culture: Emphasising the project's commitment to safety first, explaining the expected safety behaviors, and the role of each worker in fostering a safe site.

» Site-Specific Hazards: Detailed information on potential hazards specific to the Renshaw House site, including any unique risks associated with its location, design, and construction phase activities.

» Emergency Procedures: Clear instructions on emergency response protocols, including evacuation routes, assembly points, and the roles of safety officers and emergency response teams.

» Personal Protective Equipment (PPE): Guidelines on the correct use, maintenance, and storage of PPE provided to workers, tailored to different roles and tasks on site.

» Reporting Procedures: Procedures for reporting unsafe conditions, incidents, or near misses, including contact information for site safety officers and management.

Delivery and Documentation

» Mandatory Attendance: All new workers, subcontractors, and visitors must undergo the safety induction before commencing work or site visits.

» Interactive Sessions: Inductions will be delivered through interactive sessions, including presentations, discussions, and practical demonstrations, to ensure engagement and understanding.

» Documentation and Records: Attendance at safety induction sessions will be documented, with records maintained as part of the project's safety documentation. This ensures compliance and allows for follow-up on specific training needs.

First Aid Arrangements
Achieving Safety Excellence

Comprehensive First Aid Provision Summary

This summary outlines the essential first aid arrangements for the Renshaw House construction project, demonstrating a committed approach to ensuring the health and safety of all site personnel. The plan includes the establishment of well-equipped first aid stations and the availability of mobile first aid units to ensure a swift response to any incident. It highlights the presence of qualified first aiders, who receive continuous training to effectively handle medical emergencies. Furthermore, the summary details the procedures for emergency response and the importance of incident reporting for ongoing safety improvement. These measures collectively form a robust framework for addressing first aid needs, underpinning the project's dedication to maintaining a safe and responsive working environment.

Aspect	Details
First Aid Stations	» Well-equipped first aid stations located throughout the site for easy access.
Mobile First Aid Units	» Mobile units available for rapid response, especially in remote areas of the site.
Qualified First Aiders	» A team of trained first aiders on-site at all times, with ongoing training to maintain skills.
Emergency Response	» Defined emergency procedures for swift medical response and efficient coordination with external emergency services.
Incident Reporting	» Documentation and review of all first aid incidents to improve safety and emergency response protocols.

The Renshaw House construction project places a high priority on the availability and accessibility of first aid, emphasising quick and effective responses to any medical emergencies that may occur.

First Aid Arrangements

» The Renshaw House construction project places a high priority on the availability and accessibility of first aid, emphasising quick and effective responses to any medical emergencies that may occur.

First Aid Facilities

» First Aid Stations: Strategically located first aid stations will be easily accessible throughout the construction site, stocked with essential supplies and equipment for treating common injuries.

» Mobile First Aid Units: For larger sites or areas where accessibility may be challenging, mobile first aid units will be available to provide rapid response capabilities.

First Aid Personnel

» Qualified First Aiders: A team of personnel trained in first aid will be on-site during all working hours. These individuals will have the skills to respond effectively to a variety of medical emergencies.

» Continuous Training: First aiders will undergo regular refresher courses to ensure their skills and knowledge are up- to-date with current best practices and standards.

Emergency Response

» Emergency Procedures: Clear procedures will be established for responding to medical emergencies, including protocols for calling emergency services and guiding them to the site.

» Incident Reporting: All incidents requiring first aid treatment will be documented, and reports will be reviewed to identify potential improvements in safety measures and emergency response.

Fire & Emergency Arrangements
Achieving Safety Excellence

Emergency Response and Fire Safety Summary Table

This table outlines the integrated fire safety and emergency response strategies at the Renshaw House construction site, highlighting the thorough measures for fire prevention, detection, emergency response, and evacuation. It describes the implementation of regular risk assessments, strategic placement of fire safety equipment, and the deployment of advanced detection systems to minimise fire hazards. The summary further details the development of specific emergency procedures, the formation of dedicated emergency teams, and the execution of regular evacuation drills to ensure preparedness. Additionally, it emphasizes ongoing training and effective communication channels as key components of ensuring all site personnel are well-versed in emergency protocols. This structured approach exemplifies the project's dedication to maintaining a safe environment through comprehensive planning and proactive safety management.

Aspect	Details
Fire Prevention and Detection	» Risk assessments, fire safety equipment installation, and fire detection systems to mitigate fire hazards.
Emergency Response Plan	» Comprehensive procedures for various emergencies, with designated emergency response teams.
Evacuation Procedures	» Clearly marked routes and exits; regular drills to ensure familiarity with evacuation procedures.
Training and Communication	» Ongoing training on fire safety and emergency protocols; effective dissemination of emergency information.

The comprehensive strategy for fire safety and emergency preparedness at Renshaw House encompasses prevention, detection, response, and evacuation procedures.

Fire Prevention and Detection

» Risk Assessment: Regular fire risk assessments to identify potential fire hazards and implement measures to mitigate these risks.

» Fire Safety Equipment: Installation of fire extinguishers, fire blankets, and other firefighting equipment at strategic locations throughout the site. Regular maintenance and inspection schedules will ensure readiness.

» Fire Detection Systems: Deployment of smoke detectors and fire alarms in key areas, including temporary structures and storage areas.

Emergency Response Plan

» Emergency Procedures: Development of site-specific emergency response procedures, including clear instructions for fire outbreaks, medical emergencies, or other incidents.

» Emergency Teams: Designation of trained emergency response teams with specific roles during an emergency, such as first aiders, fire marshals, and evacuation coordinators.

Evacuation Procedures

» Evacuation Routes and Exits: Clearly marked and unobstructed evacuation routes and exits, with signage visible throughout the construction site.

» Evacuation Drills: Regular evacuation drills to ensure all site personnel are familiar with evacuation procedures and assembly points.

Training and Communication

» Training Programs: Regular training sessions for all personnel on fire safety, use of firefighting equipment, and emergency response protocols.

» Information Dissemination: Distribution of emergency contact numbers and procedures to all workers. Posting of emergency information at strategic locations around the site.

Approval & Production of Work Safety Systems and Risk Assessments

Safety Compliance and Risk Management Process Summary

This table provides a comprehensive summary of the processes for the submission, review, approval, and tracking of Method Statements, as well as the management of high-risk activities through the Permit to Work system for the Renshaw House construction project. It outlines the necessity for sub-contractors to submit their Method Statements well in advance of their work start date to allow for a detailed safety review. Method Statements are then categorized into 'CAT A' for accepted methods or 'CAT B' for those requiring revisions, ensuring all site activities adhere to strict safety standards. Additionally, the summary details the specialised permits required for managing high-risk tasks, such as digging, confined space entry, hot work, and more, to ensure these activities are performed under rigorous safety controls. This framework is essential for maintaining a safe work environment, systematically managing risks, and ensuring all construction activities are executed with the highest safety compliance.

Aspect	Details
Method Statements Submission	» Sub-contractors to submit Method Statements well in advance, facilitating thorough review.
Review and Approval	» Method Statements categorised as ‘CAT A’ (accepted) or ‘CAT B’ (requires revision) based on safety criteria.
Documentation and Tracking	» Documenting the review process and maintaining a log of all Method Statements and their approval status.
Permits to Work System	» Comprehensive permits system for high-risk activities, ensuring controlled and safe execution of these tasks.

The Contractor is responsible for a robust process ensuring all work activities are preceded by thorough planning and risk management.

Method Statements & Risk Assessments

» Submission Timelines: Sub-contractors are required to submit their Method Statements at least 2 weeks in advance of the scheduled start date on-site, with a preference for 30 days' notice to facilitate detailed review.

» Review and Approval: Each Method Statement is reviewed to ensure it meets the project's safety standards. Upon approval, the Method Statement is classified as 'CAT A' status, indicating it is accepted. Method Statements failing to meet required safety criteria are designated 'CAT B' status and require revision.

» Documentation: The review process is documented using a Method Statement Review form, which is then communicated back to the sub-contractor, confirming the status of their Method Statement.

» Tracking: A log is maintained for all Method Statements and their current status, ensuring that all tasks undertaken on-site have been properly assessed and approved.

Permits to Work

» To manage high-risk activities, a Permit to Work system will be in place, encompassing several specific permits tailored to various construction tasks:

» Specialised Permits: These include:
» Permit to Dig
» Permit to Enter (Confined Space)
» Hot Work Permit
» General Work Permit (High Risk)
» Permit to Demolish
» Permit to Lift
» Permit to Work on Live Electrical Apparatus (Commissioning & Testing)
» Out of Hours Work Permit (Working without [Company] Supervision)
» Temporary Works Permits

Control Measures

» This system ensures activities identified as high risk are conducted under strict controls and only after receiving the appropriate permit, thereby mitigating potential hazards.

Construction Site Rules
Achieving Safety Excellence

Site Safety and Conduct Rules Summary

This table methodically outlines the key site rules and conduct guidelines for the Renshaw House construction project, encapsulating both individual responsibilities and collective duties to maintain the highest standards of safety, behaviour, and operational efficiency. It underscores the importance for all personnel to complete mandatory induction, adhere to safe working practices, and comply with personal protective equipment (PPE) requirements. Additionally, the table sets forth strict prohibitions against alcohol, drugs, and unsafe behaviours, alongside stringent health protocols to address COVID-19 risks. It further details collective responsibilities regarding the respectful use of site resources, visitor protocols, and operational safety measures, including vehicle movement, equipment operation, ladder safety, and electrical work standards. Through these detailed guidelines, Renshaw House is committed to creating a secure, efficient, and respectful working environment for every project participant.

Aspect	Details
Induction & Safe Work Compliance	» Complete induction; adhere to safe work methods and PPE requirements.
Prohibited Behaviours & Items	» No alcohol/drugs, personal entertainment devices; prohibition against disruptive behaviour.
Health & Safety Protocols	» Follow COVID-19 and other health safety protocols as required.
Resource Respect & Misuse	» Misuse of site resources leads to exclusion; ensure equipment and facility integrity.
Visitor & Operational Protocol	» Visitors follow entry and PPE rules; vehicle and equipment operation by certified personnel only; adherence to safety signage and emergency plans.

Effective site safety inductions are vital for ensuring that all individuals working on the Renshaw House project understand the safety practices, procedures, and the importance of compliance with health and safety guidelines.

Induction Program Content

» Introduction to Safety Culture: Emphasising the project's commitment to safety first, explaining the expected safety behaviors, and the role of each worker in fostering a safe site.

» Site-Specific Hazards: Detailed information on potential hazards specific to the Renshaw House site, including any unique risks associated with its location, design, and construction phase activities.

» Emergency Procedures: Clear instructions on emergency response protocols, including evacuation routes, assembly points, and the roles of safety officers and emergency response teams.

» Personal Protective Equipment (PPE): Guidelines on the correct use, maintenance, and storage of PPE provided to workers, tailored to different roles and tasks on site.

» Reporting Procedures: Procedures for reporting unsafe conditions, incidents, or near misses, including contact information for site safety officers and management.

Delivery and Documentation

» Mandatory Attendance: All new workers, subcontractors, and visitors must undergo the safety induction before commencing work or site visits.

» Interactive Sessions: Inductions will be delivered through interactive sessions, including presentations, discussions, and practical demonstrations, to ensure engagement and understanding.

» Documentation and Records: Attendance at safety induction sessions will be documented, with records maintained as part of the project's safety documentation. This ensures compliance and allows for follow-up on specific training needs.

Renshaw House
Environmental Strategy

Environmental Impact Reduction Plan

Renshaw House prioritises environmental sustainability, focusing on green energy use, local procurement to cut emissions, rigorous waste management for recycling and reuse, and strict site practices to limit noise and prevent air pollution. This concise approach underscores our ISO 14001-aligned commitment to reducing our ecological footprint.

Aspect	Details
Energy Usage	» utilising green energy sources and monitoring consumption.
Fuel Consumption	» Prioritising local contractors to reduce transportation emissions.
Waste Management	» Implementing a Waste Management Plan focused on reuse and recycling, with landfill as the last resort.
General Practices	» Enforcing no burning, noise suppression, and CO2 emission reduction measures to protect the environment.

The Renshaw House project is dedicated to minimising its environmental footprint, adhering to the principles of ISO 14001 for environmental management.

Energy Usage

» Green Energy: Efforts to utilise green energy sources for the construction phase, including the installation of meters to monitor and manage energy consumption efficiently.

Fuel Consumption

» Local Procurement: Prioritising local contractors and labour to reduce transportation emissions and support the local economy, aligning with our goal to lessen environmental impact.

Waste Management

» Sustainable Disposal and Recycling: Following a robust Waste Management Plan, we commit to:
» Segregating waste to enable recycling and reuse.
» Maximising the reuse of materials within the project and broader company.
» Minimising landfill use, with landfill as the last resort for waste disposal.
» Ensuring surplus or waste materials are managed through reuse, recycling, or, as a last option, landfill.

General Environmental Practices

» No Burning on Site: Prohibiting the burning of materials to prevent air pollution.

» Noise Suppression: Fitting all vehicles and plant with noise suppression devices, where available, to minimise noise pollution.

» Restrictions on Radios: Banning radios on-site to control noise levels.

» Noise Management: Induction sessions will include guidelines on minimising noise, including the use of plant equipment and consideration for nearby residents.

» CO2 Reduction: utilising a power supply from the local Electrical Utility Company to reduce CO2 emissions.

Arrangements for Control of Significant Risks

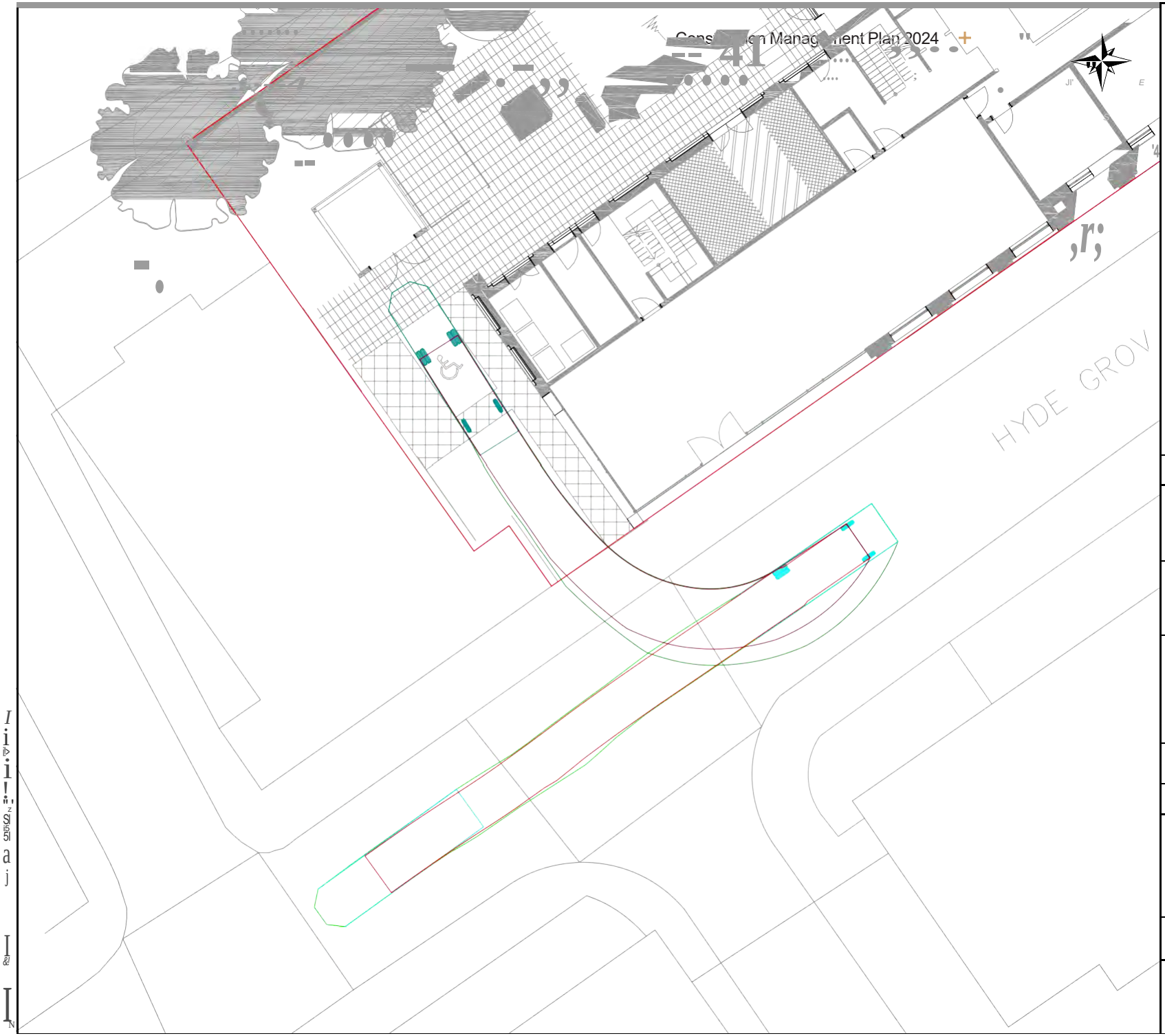
Project Risk Review

This table assesses whether significant risks are applicable to the Renshaw House project, focusing on material delivery / removal, service handling, and various construction-specific risks. A 'Y' (Yes) indicates that the risk is relevant and requires control measures, while 'N' (No) suggests the risk is not applicable.

Significant Risk Factor	YES / NO
Working with or near fragile materials	» YES / NO
Lifting operations control	» YES / NO
Plant and equipment maintenance	» YES / NO
Excavations and poor ground condition work	» YES / NO
Wells, underground earthworks, and tunnels	» YES / NO
Work on or near water with drowning risk	» YES / NO
Diving-related work	» YES / NO
Caisson or compressed air work	» YES / NO
Work involving explosives	» YES / NO
Traffic route and vehicle/pedestrian segregation	» YES / NO
Hazardous materials storage and equipment	» YES / NO
Asbestos handling	» YES / NO
Contaminated land issues	» YES / NO
Manual handling risks	» YES / NO

» YES / NO

Significant Risk Factor	YES / NO
Hazardous substances and health monitoring needs	» YES / NO
Noise and vibration impacts	» YES / NO
Work with ionising radiation	» YES / NO
Exposure to UV radiation from the sun	» YES / NO



NOTES

1

DETAILS	DRAWN	CHECKED

CLIENT

MIA JAMES CONSTRUCTION

PROJECT

RENSHAW HOUSE, MANCHESTER

DRAWING TITLE

SWEPT PATH ANALYSIS

SCALES

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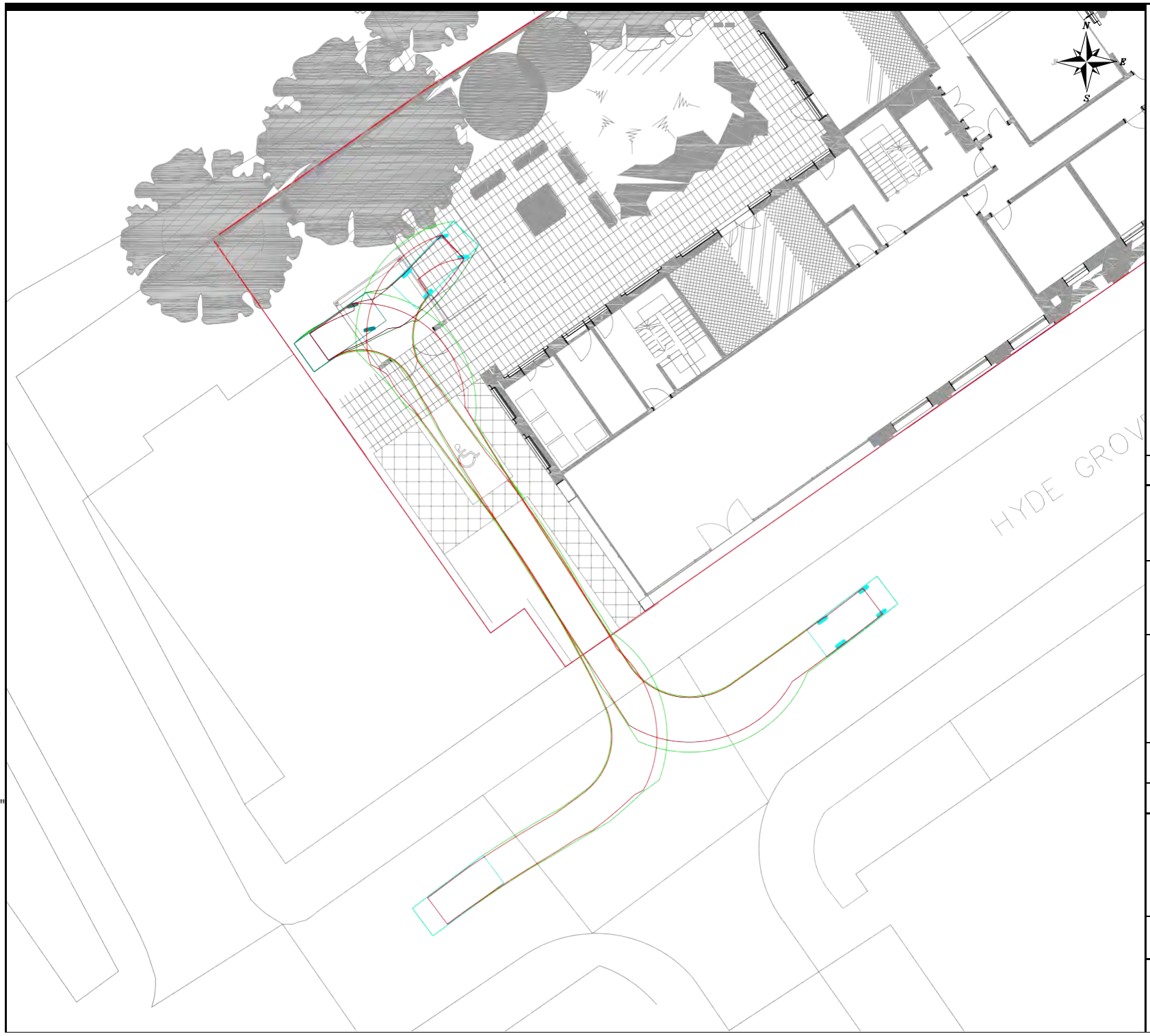
Eddisons
340 Oeansgate
Manchester
M34LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER

4178-SP03

Eddisons



NOTES

DETAILS | DRAWN | CHECKED

CLIENT

MIA JAMES CONSTRUCTION

RENSHAW HOUSE, MANCHESTER

SWEPT PATH ANALYSIS

SCALES

1:250@A3

LG CHECKED JE DATE MAR 24

Eddisons
340 Deansgate
Manchester
M34LY

Email: info@croftts.co.uk
Tel: 01618377380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER

4178-SP02

Eddisons

MIA JAMES
CONSTRUCTION & INTERIORS



Construction Management Plan

www.miajamesconstruction.com

APPENDIX B

Cheshire Demolition and Excavation Contractors Ltd

Health and Safety Method Statement & Associated Risk & COSHH Assessments

"Removal of existing dwelling and removal of materials. "

PROJECT: Demolition

LOCATION: RENSHAW HOUSE, MANCHESTER

PRINCIPAL CONTRACTOR: **Mia James Construction and Interiors Ltd**

DEMOLITION CONTRACTOR:
Cheshire Demolition & Excavation Contractors Ltd
72, Moss House Cottage
Moss Lane
Macclesfield
Cheshire
SK11 7TT

DURATION OF WORKS: 2/ 3 Weeks

PROPOSED START DATE: March 10th 2024

DATE PREPARED: 15 November 2024

PREPARED & ISSUED BY: Mr F S Swindells **SIGNED:** *F.S. Swindells*

EMERGENCY OUT OF HOURS CONTACT NUMBERS:

Cheshire Demolition Ltd: **01625 424 433 / 503 822(office)**

Mr. Stan Swindells (Director): **07714 012 460(mobile)**

Demolition Site Supervisor: **Mr. TBC**
Site First Aider: **Mr. TBC**

J A D CONSULTING Ltd: **01623 600 830 (office)**
JAMES DEAN (Tech IOSH) – H&S Advisor: **07713 055089 (mobile)**

EMERGENCY SERVICES CONTACT NUMBERS

FOR ALL SITE EMERCENCIES DIAL **999**

(1) INTRODUCTION:

The following Health and Safety Method Statement addresses all the foreseeable hazards and risks associated with the Demolition of the existing dwelling which we are to carry out on behalf of the Principal Contractors Mia James Construction and Interiors Ltd.

This Statement defines the procedure, which will be applied to minimise the risks and will form part of the Training Document for all Site Operatives. This will ensure that all Operatives deployed to these work operations are made fully aware of their responsibilities and will apply the appropriate “control measures”.

No demolition to take place until confirmation of planning permission, statutory notices to Local Authority, ecology report if applicable have been confirmed.

To confirm that all Site Operatives have read and fully understood the contents of this Method Statement, they will sign the attached Health and Safety Method Statement Acknowledgement Form.

To the rear of this Method Statement is an amendment sheet which is to be completed by our site foreman in agreement with the site operatives where there is any potential change / deviation from the original method statement.

Throughout the proposed work operations Mr F.S. Swindells or Alex Lowe will attend the site at regular intervals to monitor the works and the work activities so as to ensure that the works are being carried out safely and in accordance with the control measures identified within this method statement.

Should Mr F.S. Swindells have any concerns during the monitoring of the works and work activities he will contact the company’s external safety advisors Strategic Safety Solutions Ltd who will arrange to attend site along with Mr F.S. Swindells.

(2) SCOPE OF WORKS

a) Demolition of dwelling.

We anticipate that the above scope of works will involve:-

a) Erection of heras type fencing to secure the site and to establish safety zones
b) Positioning of safety signage in prominent areas on the heras fencing
c) Confirmation/Identification and isolation of any existing services
d) Low level Soft Strip of all buildings
e) Demolition of building via machine fitted with grapple attachments

(3) HAZARDS:

1. Falling Persons, Materials, Tools etc.
2. Working within a school
3. Working in the Vicinity of the Mobile Plant
4. Premature Collapse of the buildings, walls of building etc.
5. Potential Contact with Live Services
6. Manual Handling
7. Potential Interaction with other contractors etc.

(4) IDENTIFIABLE RISK MEDIUM

Our Safety Advisors have identified the foreseeable risk for these work operations as a potential **HIGH** risk activity. However, provided that our Site Foreman inducts all of the staff into the contents of this Method Statement and of the ‘control measures’ which will be applied during our work operations and all of the staff have signed the

attached Method Statement Induction Form as having attended and agreeing to the method of work, then the risk will be significantly reduced to a **MEDIUM** risk activity.

Prior to commencement Site Foreman will undertake the on site Induction and relay the rules of the site to our site staff that will have read and been inducted into this Method Statement.

(5) DESCRIPTION OF THE BUILDING STRUCTURES :

- Demolition of existing dwelling.

(6) SERVICES:

We will request service location plans from the Principal Contractor and we will also request the following information from the Principal Contractor.

- Details on the previous incoming electrical supply which is to be isolated with written confirmation that the electricity supply has been isolated and removed from the building this to be obtained upon arrival at site at the Principal Contractors site induction.
- Gas none confirmed
- Water supply non confirmed
- Principal Contractor to ensure that a temporary water stand pipe is available for the suppression of demolition dust / rubble during dry periods
- Copy of the Demolition & Refurbishment Asbestos Survey Report.

(7) SEQUENCE OF WORK:

- Obtain site rules / restrictions from the Clients site induction and also confirmation of termination service cable locations.
- Mia James Construction and Interiors Ltd to erect demarcation and site perimeter safety segregation heras fencing
- Mia James Construction and Interiors Ltd to Provide Welfare erect safety signage to the perimeter of the site.
- Bring to Site Mobile Plant i.e. 13.5 360º Excavator
- Strip out all internal fixtures and fittings.
- Demolish structures using 360 degree excavator fitted with hydraulic breaker
- As each section is reduced to the ground by the excavator and placed away from the demolition operations our operatives will then process the materials into waste, hardcore, etc and each item will be placed in skips or stockpiled as the site or the materials may dictate.
- Structure will be pulled inwards to prevent the debris from being strewn over the whole site.
- Build up of debris to the buildings will be removed to maintain access routes, operatives to wear the required PPE for the work.
- Safety zones will be erected and maintained where high level works are in progress. Banksman to be used where demolition operations are close to access points.
- All the waste / debris will be placed into the skips/ company Lorries for removal from site.

(8) ACCESS TO THE BUILDING:

- Vehicular access will be via the existing entrance.
- We will adhere to the Mia James Construction and Interiors Ltd plan whilst delivering and operating heavy plant/ vehicle access to the site we will appoint a banksman who will be responsible for guiding all delivery vehicles and removal Lorries off/on site.
- All of the appointed hauliers delivering/removing equipment/waste from the site will be informed of the vehicle access to the site and will be made aware of the site conditions. Higher Lane.
- Once on site we will review the site access and if possible we will form a turning area on site so that all vehicles can leave the site in a forward facing direction.

(9) LOADING AND UNLOADING OF PLANT:

- Prior to arriving on site we will liaise with the Principal Contractors Mia James Construction and Interiors Ltd site manager regarding the location of the designated loading and unloading area for heavy plant.
- To maintain stability, trailers will be parked on firm level ground.
- Loads should be spread as evenly as possible, during both loading and unloading. Uneven loads can make the vehicle or trailer unstable.
- A demarcation area to be provided prior to unloading.
- To access the bed of the delivery vehicle we will use the access facilities provided by the Principal Contractor Mia James Construction and Interiors Ltd.
- Cheshire Demolition will be responsible for the transportation of Demolition deliveries to site. All other deliveries to site will be the responsibility of the Principal Contractor.

(10) PROCEDURE

- On arrival on site our site operatives will attend the Principal Contractors site specific induction and will register within the Principal Contractors daily site register. Whilst at the Principal Contractor's /clients induction we will request information relating to the location of the Fire Assembly Point which the Principal Contractor should identify with suitable signage and also the sites Emergency Evacuation Procedure.
- We will also request permission to utilise the Principal Contractors site First Aid Arrangements and Fire Fighting Equipment.
- Whilst at the site induction we will request permission to utilise the established site Welfare Arrangements which they must provide in line with the requirements of Schedule 2 of the CDM Regulations 2007 for which the client will ensure is available prior to commencement of the works.
- Any accident that may arise as a result of carrying out the proposed demolition works will be immediately reported to the Principal Contractor so that this can be recorded within the Principal Contractors accident book. We will also contact our head office and our external safety advisors who will arrange to attend site to carry out an internal accident investigation should the accident result in being reportable to the HSE.

- Only persons employed and appointed by Cheshire Demolition Ltd or sub contractors will be authorised to be within the demolition area. No other person will be allowed onto our site without the express consent of our Site Forman

- All of our operatives are experienced, trained and competent to carry out these work operations in a safe and controlled manner, having carried out similar work operations in the past.

- Our site operatives have attended several safety courses including the National Federation of Demolition Contractors Health & Safety Awareness course and our staff are C.S.C.S. / C.P.C.S. Registered.

- Personal Protective Equipment will be issued to all of our site staff on commencement of the project and each person will be informed at the Site Induction that the wearing of P.P.E. is a site rule and is mandatory throughout the demolition process, which will be policed by our Site Foreman and also by the company's Safety Advisors during their site inspections. A supply of P.P.E. will be available on site and kept by the Site Foreman for distribution should any of the items be lost or damaged.

- P.P.E. during all demolition processes will include:

    - Hard Hats
    - Safety Footwear
    - High Visibility Vests
    - Gloves (Nitrile A827 /A827P)
    - Eye Protection (impact / scratch resistant EN166 2001)
    - Ear Protection
    - Respiratory Protection (FF P3 disposable dust masks)
    - All Cheshire Demolition Staff were face fit tested for disposable FF P3 dust masks as part of their Asbestos Awareness Training Course.

- We will use the following plant, tools and equipment, all of which will be in a good state of repair and well maintained in line with the requirement of L.O.L.E.R 1998 and P.U.W.E.R. 1998.

    - Excavators 13 ton 360º
    - Hydraulic Breaker attachments.
    - Cutting Equipment (petrol cut off saw)
    - Eight Wheeled Lorries
    - Selection of Various Small/Large Hand Held Tools
    - Skips

- All of the mobile plant will be operated by our C.P.C.S. licensed operatives.

- All mobile plant will be inspected before use by the operator on a daily basis and our operator will ensure that a written report for the plant is completed every 7 days.

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- Our excavator will be equipped with a revolving amber light secured to the cab of the excavator, a reverse alarm and all round vision in the form of mirrors placed strategically around the body of the excavator. The excavator will also be equipped with F.O.P.S to the top of the cab and to the windows of the excavator in order to protect the operator from the falling / flying objects

- Cheshire Demolition Ltd will be responsible for all on site deliveries associated with the demolition process and will appoint a banksman to assist with all deliveries and removals and we will also use a banksman during the periods when our site plant is carrying out any reversing operations.

- Our Excavator will not be used for carrying out lifting operations.

- Prior to commencing the demolition process we will first identify the hazardous zone / safety zone for the demolition area and establish a 1.8 metre high heras fence around these areas. The heras fence will be supported in manufacturer's blocks and will be double clipped top and bottom of each panel so as to form a secure fence.

- We will post the following safety notices in prominent positions on the protective heras fencing:-

  - Site Reporting Procedure - Demolition in Progress - Wearing of P.P.E.

- Service location plans will be requested from Echelon Project in order for us to identify the services entering the building and to ensure that the services have been terminated or diverted. We will also carry out a survey of each of the building to ensure that all services have been isolated and also to ensure that none of the isolated service points encroach within our demolition area.

- Fire extinguishers will be available at strategic points within the demolition area. Where this is not practical these will be provided within the company vehicles or at a fire point situated at the access into the hazardous zone. A fully equipped first aid box will be available on site.

- Where hot work operations are envisaged these will be undertaken under the guidance and control of the Principal Contractors Mia James Construction and Interiors Ltd systems of work (Hot Work Permit,) All hot work operations will be suspended a minimum of at least one hour prior to the end of the working shift/day so that the Site Foreman can undertake a 'Fire Watch' identifying and extinguishing any hot spots (smouldering etc).

- Whilst working at height or exposed floor opening areas we will install edge protection along all exposed edges into the excavation so as to prevent our staff from accessing within two metres of the exposed excavation edge.

- Pits and ducts identified are to be marked and areas segregated and backfilled prior to the demolition works.

- Throughout the demolition process several of the components, may require manual handling. This will include lifting of small window/door lintels, lifting of timber studding, de-glazed timber window frames, skirting, architraves and doors. Where our staffs consider items to be too large or too heavy for manual handling (team lifting) then these items will be lifted and manoeuvred by using the sites mobile plant fitted with a grapple attachment.

- **No item will be lifted over the heads of site staff.**

- All of the demolition waste will be sorted and will be loaded directly onto skips using the site mobile plant and this will be transported back to our transfer station.

- All waste steel sections and scrap metal will be placed separate from the demolition works which we will then place on a company vehicle for removal from site.

- Several environmental changes may affect the immediate vicinity in which our works are to take place. These will include an increase in noise and dust pollution. To combat against these affects we will where reasonably practicable undertake all work operations during normal working hours (08.00 – 17.00). All machinery will be fitted with silencers and maintained to manufacturers warranties
- Water will be made available and will be connected to all saw cutting machinery or sprayed onto the wall using a fine mist attachment so as to suppress the dust. COSHH data sheets will be made available where hazardous waste or contaminated ground is highlighted. We will appoint a reputable road sweeper to maintain the highway adjacent to the site in a clean and tidy condition. During these periods we will issue our site operatives with the appropriate P.P.E. (ear protection, respiratory protection, eye protection).

- All waste produced during the demolition process will be placed within our roll on/off skip for removal from site.

- All spoil produced is to be loaded onto eight wheel lorries and removed from site

- On completion of our demolition work we will ensure that the area is cleaned/tidied, all waste loaded into the roll on/off skip, all materials will be placed on company vehicles and removed from site.

- Finally on completion of all of the intended works we will remove all safety signs and the protective heras fencing and foot blocks and hand the site back to the Principal Contractor Mia James Construction and Interiors Ltd.

APPENDICES:

(1) RISK ASSESSMENTS

Protecting the General Public
Demolition Operations
03 - Hydraulic Breakers
04 – Excavators
06 – Disc / Cut off Saws
37 – Use of Oxy/Acetylene Cutting Equipment
54 – Use of Tower Scaffolds
55 – Use of Scaffolds
74 – Structural Stability of the Building during Demolition

(2) COSHH ASSESSMENTS

01 – Aggregates
05 – Dust from Masonry Works
24 – Diesel
25 – Hydraulic Fluid
200 - Concrete

Amendments to Method Statement

This Method Statement has been prepared by the Company's Health and Safety Advisor. Any amendments to this Method Statement will be only undertaken by the Advisor and this Statement Superseded.

Where it becomes necessary to amend/alter this Method Statement due to unforeseen circumstances, or changes in site conditions etc., the nominated person in charge of the works will notify any changes to the Company Health and Safety Adviser who will have the authority to rectify the Method Statement.

When the Method Statement is altered/amended all persons employed on the project will sign/initial and date the alteration/amendment.

We have altered/amended this Method Statement to include the following:

_____

_____

_____

_____

_____

_____

Signed: ---------- Date: ----------

---------- ----------

---------- ----------

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We have altered/amended this Method Statement by deleting the appropriate paragraphs as indicated throughout this Statement. All deletions have been signed and dated by the appropriate site operatives.

HEALTH & SAFETY METHOD STATEMENT ACKNOWLEDGMENT FORM

Prepared By: Mr W. Kirby – Health & Safety Director
Assisted By: Mr. Stan Swindells (Director)
Date: 23/11/23

All Site Operatives /Subcontractors must ensure they have read and understand all the Information contained within this Health and Safety Method Statement, prior to signing this Acceptance sheet

	Date	Print Name	Company Name	Signature
1.	23/11/23	F S SWINDELLS	Cheshire Demolition	F S Swindells
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				
16.				
17.				
18.				

APPENDIX 1.0

RISK ASSESSMENTS

APPENDIX 2.0

COSHH ASSESSMENTS

APPENDIX 3.0

TRAINING CERTIFICATES

APPENDIX C

Demolition Routing

In (from site)

Out (from site)

Construction and demolition traffic to follow agreed A34 / Hyde Grove routing only.

- Deliveries scheduled to avoid peak traffic periods where reasonably practicable.

- No engine idling on the public highway.

- No queuing or waiting of construction vehicles permitted on Hyde Grove.

- All HGV movements to be pre-booked and managed by the site team.

PLYMOUTH GROVE

PLYMOUTHGROVE

HYDE GROVE

HYDE GROVE

Banksman / Marshal point (as required)

Site Access Gate

Dust Surpression (e.g. misting / damping) & sheeted skips

Renshaw House, Hyde Grove
Demolition Traffic Routing Plan
Base: Topographical Survey

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0 1m 5m 10m

Scale - 1:250 @A3

N

Rev	Date	Comment	T A Dr	RT Ch
P01	28.03.24	First Issue		

CHARTERED ARCHITECTS
INTERIOR DESIGNERS
SPACE PLANNERS
PROJECT MANAGERS
LANDSCAPE ARCHITECTS

Bracken House, Lidgett Lane. Leeds LS8 1PQ
+44(0)113 266 6044 (t) | +44(0)113 268 1859 (f)
architecture@gwp-arch.com | www.gwp-arch.com

GWPA Ref (544)2337

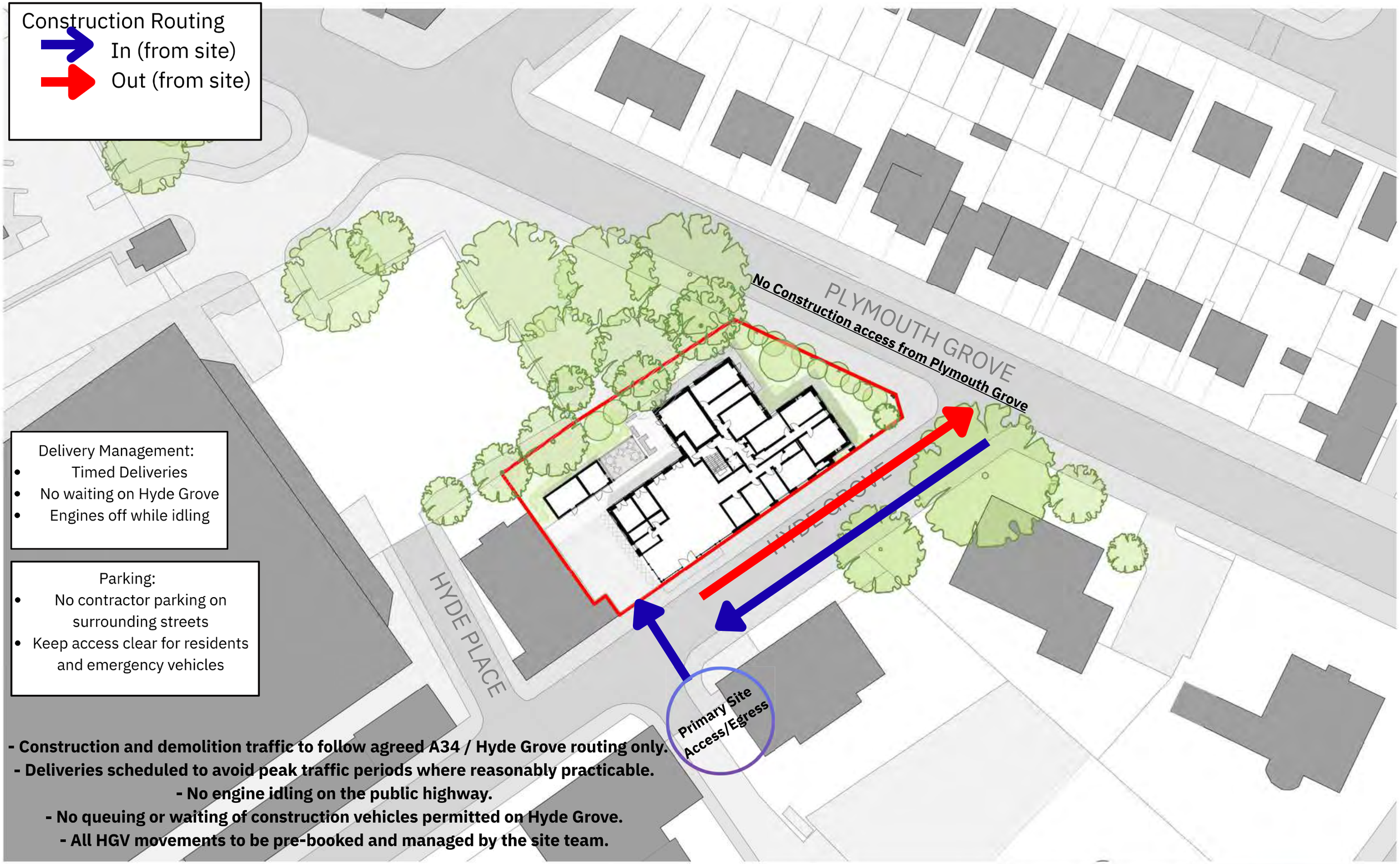
Job Title Renshaw House, Hyde

Client Mia James Construction

Topographical Survey

Name	(544)2337-GWP-01-00-D-A-(PA)-0002		
Scale	1:250@A3	Revision	P01
Drawn/Checked	TA/RT	First Issue	28.03.24
Drawing Status	A - Approval		

Manchester • (544)2337-GWP-01-XX-M3-A-RenshawHouse-ClusterFlatsOption3-P01



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Renshaw House, Hyde Grove
Construction Traffic Routing Plan
Base: Proposed Site Plan

0 10m 20
Scale - 1:500 @A3

N

P0507.11.24	Updated EA Studio provision	JW TA
P0410.09.24	Updated as Studio scheme	TA RT
P0309.08.24	Updated as planning comment	TA RT
P0202.05.24	Updated as planning comment	TA RT
P0128.03.24	First Issue	TA RT
Rev Date	Comment	Dr Ch

/Volumes/Data/CAD/(544)2337 Renshaw House, Manchester/A_Architects_(GWP)/Model/Renshaw House, Manchester+ (544)2337-GWP-01-XX-M3-A-RenshawHouse-StudioReducedHeightOption2-P11.pln

GWP Job Reference (544)2337

Job Title Renshaw House, Hyde

Client Mia James Construction

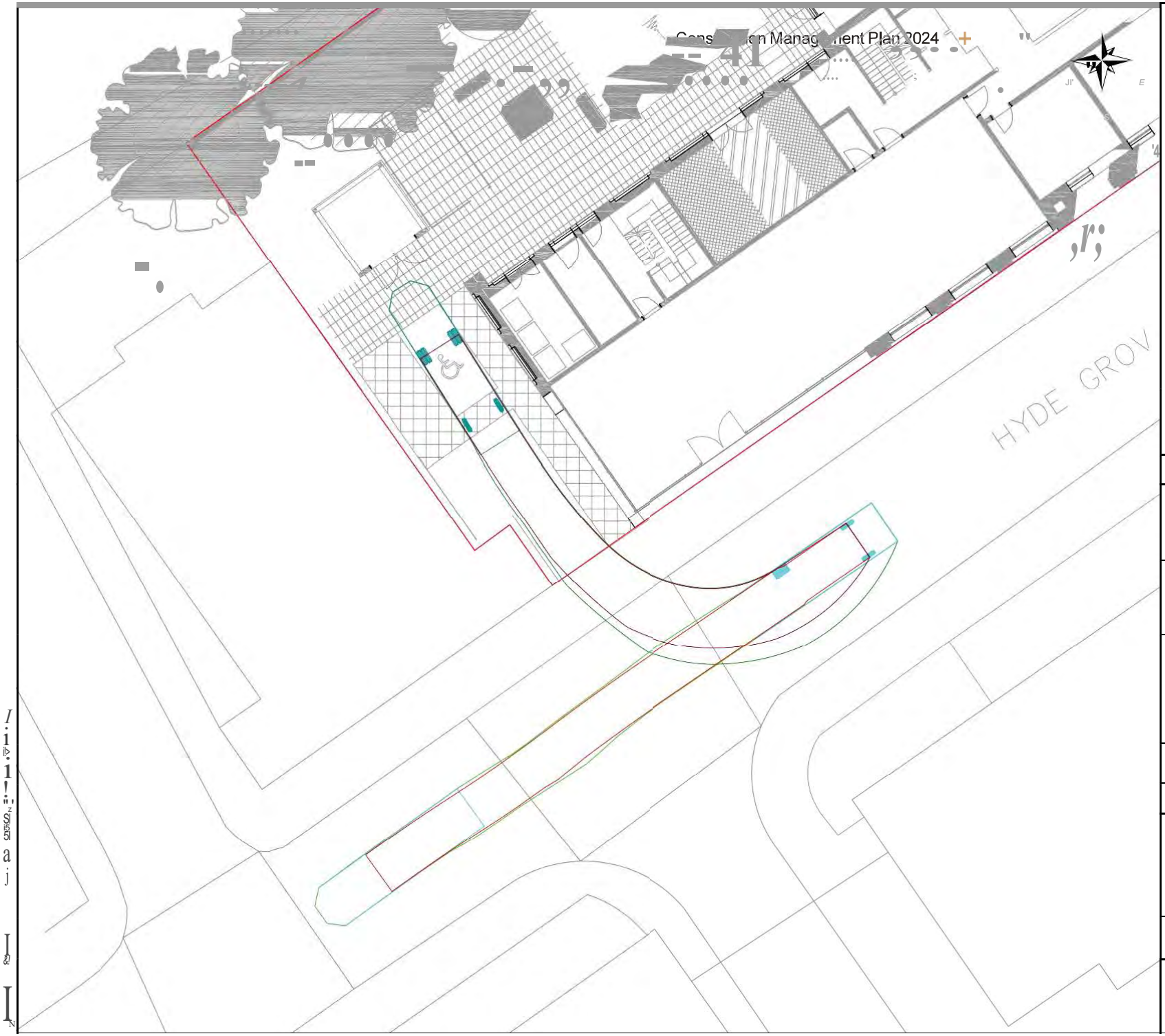
Proposed Site Plan

Name (544)2337-GWP-01-00-D-A-(PA)-0008
Scale 1:200@A3 Revision P05
Drawn/Checked TA / RT First Issue 28.03.24
Drawing Status A - Approval

GWP
CHARTERED ARCHITECTS
INTERIOR DESIGNERS
SPACE PLANNERS
PROJECT MANAGERS
LANDSCAPE ARCHITECTS

Bracken House, Lidgett Lane. Leeds LS8 1PQ
+44(0)113 266 6044 (t) | +44(0)113 268 1859 (f)
architecture@gwp-arch.com | www.gwp-arch.com

APPENDIX D



NOTES

1

4.319m
1.686m
1.466m
0.228m²
1.591m
4.00s
5.042m²

DETAILS	DRAWN	CHECKED

CLIENT

MIA JAMES CONSTRUCTION

PROJECT

RENSHAW HOUSE, MANCHESTER

DRAWING TITLE

SWEPT PATH ANALYSIS

SCALES

1:250@A3

LG CHECKED JE DATE MAR 24

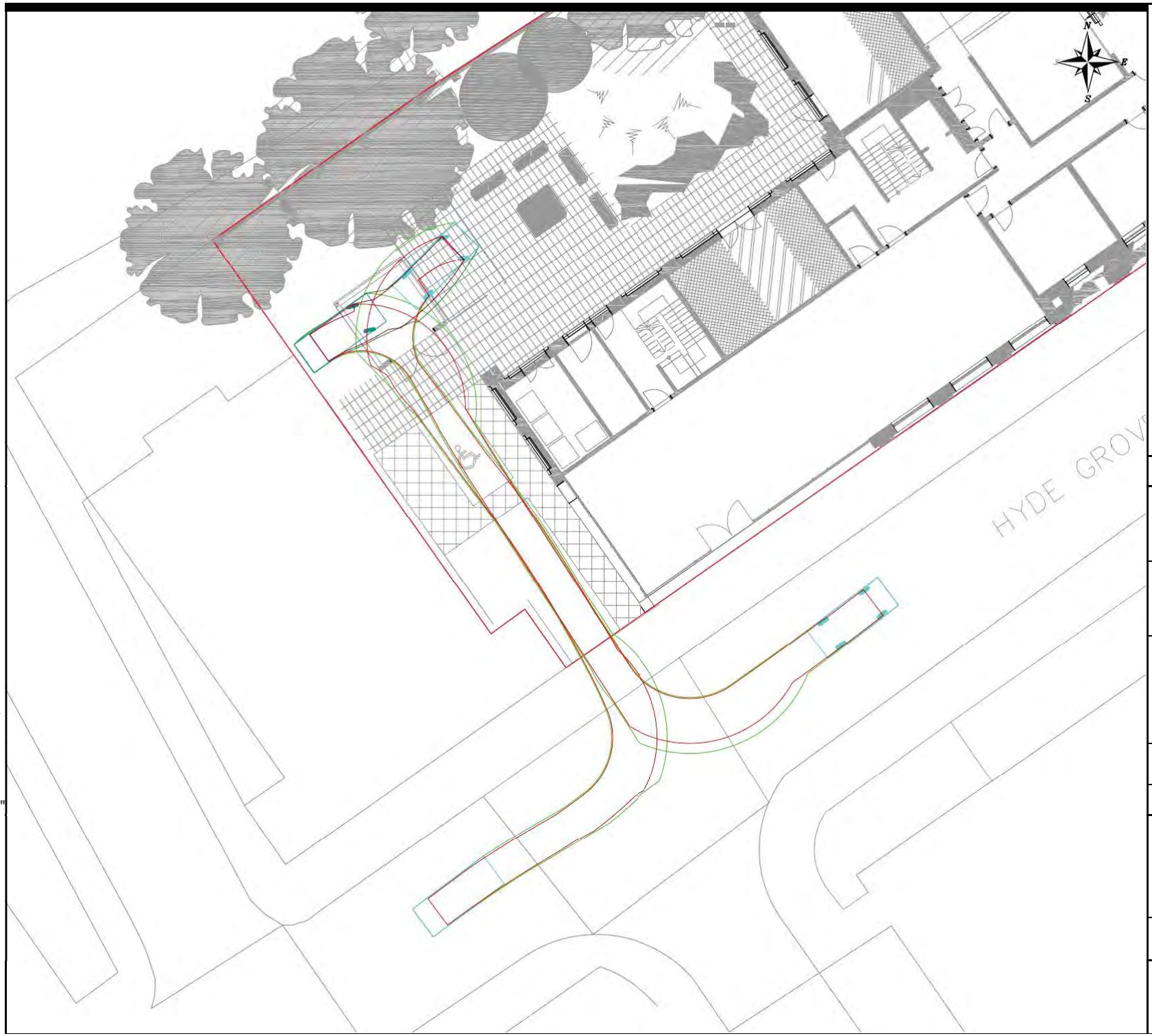
Eddisons
340 Oeansgate
Manchester
M34LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER

4178-SP03

Eddisons



NOTES

DETAILS | DRAWN | CHECKED

CLIENT

MIA JAMES CONSTRUCTION

RENSHAW HOUSE, MANCHESTER

SWEPT PATH ANALYSIS

SCALES

1:250@A3

LG CHECKED JE DATE MAR 24

Eddisons
340 Deansgate
Manchester
M34LY

Email: info@croftts.co.uk
Tel: 01618377380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER

4178-SP02

Eddisons

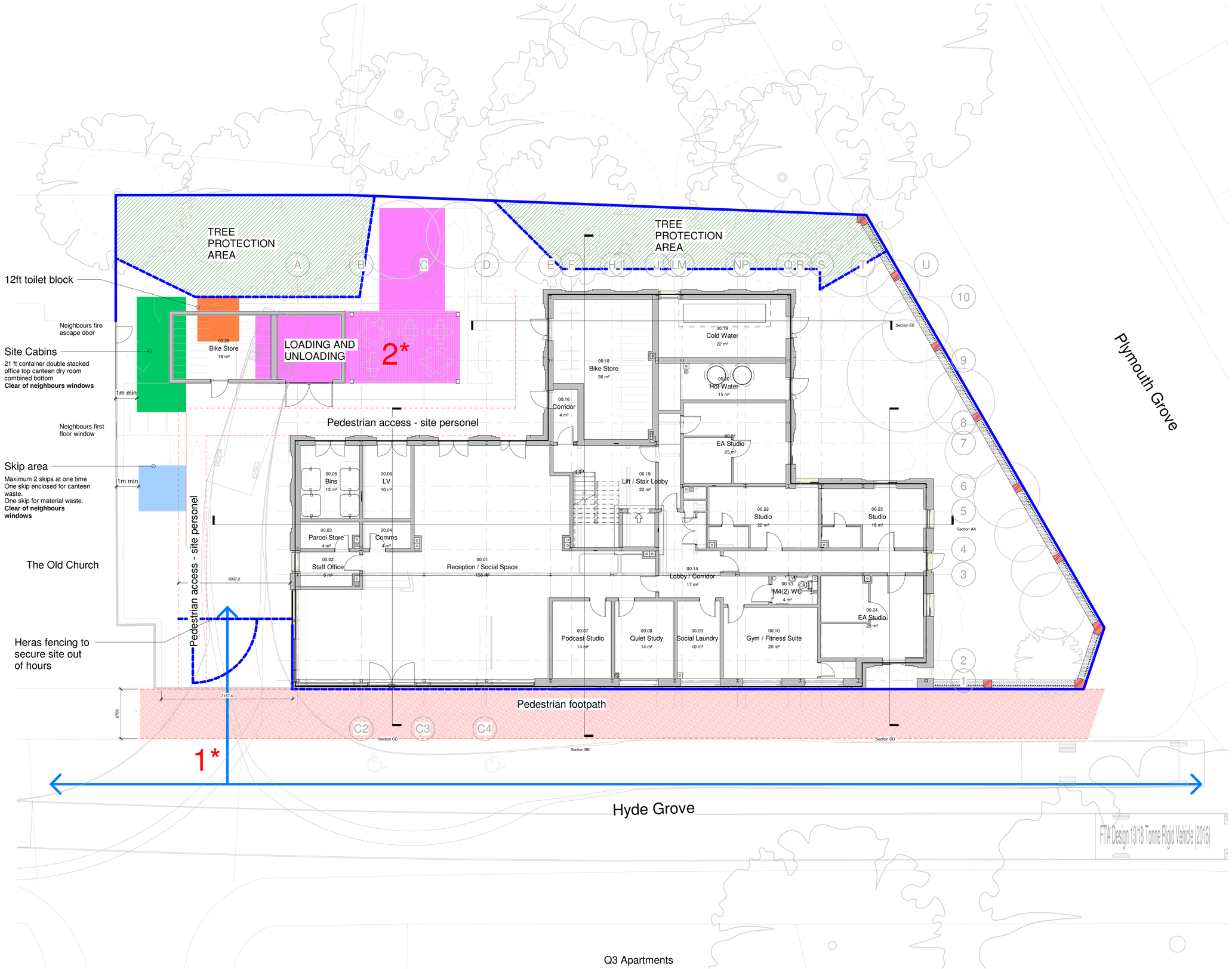
APPENDIX E

All dimensions to be checked on site.
Discrepancies ambiguities and/or omissions between this drawing and information given elsewhere must be reported immediately to the architect before proceeding.

THIS DRAWING IS COPYRIGHT.

This drawing is to be read in conjunction with drawings:-

CHECKED	REVIEWED	REV	AMENDMENT	DATE
NK	NK	-	Planning Condition Discharge Issue	18/03/26
NK	NK	A	Site Setup amended	22/04/26
NK	NK	B	Distances to boundary added	29/04/26



Planning Notes:

Hoarding and pedestrian segregation

- The site boundary will remain enclosed by the existing 1.8 m-high metal perimeter fencing.
- Any fencing sections removed during site preparation will be reinstated using 1.8 m-high Heras fencing.
- Safe pedestrian access for the public will be maintained along Plymouth Grove and Hyde Grove.
- Separate pedestrian access routes will be maintained within the site for construction personnel
- BDP Construction to discuss and agree any requirements for licensing, hoarding / scaffolding, skips and temporary points of access (Section 50) with MCC's Highways Licensing Team

Site vehicle movements:

- All loading and unloading will take place within the designated laydown area, fully inside the site boundary.
- Vehicles will access the site from Hyde Grove via the main gate.
- Vehicles will reverse into the laydown area under banksman control, unload, and then exit in forward gear to ensure safe manoeuvring.

1* Banksman to control pedestrian access at delivery vehicle entry to site

2* Banksman present during maneuvring within the site

Existing 1.8m high metal fencing (retained during construction)

1.8m high Heras fencing

Tree Protection as per Arbocultural Method Statement

Minimum zone for pedestrian access

mawsonkerr

1 Charlotte Square, Newcastle upon Tyne, NE1 4XF

T:0191 230 1799 E: info@mawsonkerr.co.uk W: www.mawsonkerr.co.uk

Project: Renshaw House, Manchester			Job Number: 25050
Client: BDP Construction			
Drawing: Site Logistics Plan			Drawing Number: AD(0)001
Scale: 1 : 100	Page: A1	Drawn by: Author	Date: Jan '26	Rev: B

APPENDIX F

Appendix E - Waste Management Strategy (v7.00 from September 2023)

Planning Application Number:
Date Submitted:
Estimated volumes / m2 required by the development

Will this property be used as a House in Multiple Occupation (HMO)?	~~Yes /~~ No (delete as appropriate)
If this property will be used as an HMO, how many people do you intend to accommodate (5+)?	

Low Rise Domestic

Waste Types	Capacity required (litres)	Number of bins required (per household)	Confirm what is to be provided (and whether the developer or the resident will be responsible for ordering these)
General refuse	140 standard / 240 in certain circumstances	1 x wheeled bin (possibly more for HMO)	n/a
Pulpable Recycling	240	1 x wheeled bin (possibly more for HMO)	n/a
Mixed Recycling	240	1 x wheeled bin (possibly more for HMO)	n/a
Garden Waste	240	1 x wheeled bin (possibly more for HMO)	n/a
Food Waste	23	1 x 23 litre caddy (Possibly more for HMO)	n/a

High Rise Apartment Developments

Bin storage capacity has been calculated at 75L per student based on a two weekly collection cycle. The Plans provided detail the bin store area to be provided. There is sufficient space for residents to access each container and space for staff to manoeuvre each container for collection.	Yes / No (delete as appropriate) How many of each container do you plan to provide? __2__ x general refuse x 1100 litre (based on 110 litres per apartment) __0__ pulpable Recycling x 1100 litre (based on 55 litres per apartment) __2__ x mixed recycling x 1100 litre (based on 55 litres per apartment) __0__ x food waste x 240 litres (based on 10 litres per apartment) __0__ x garden waste (if applicable) x 240 litres
Is it as easy, or easier, for residents to recycle, as it is for them to dispose of general waste?	Yes / ~~No (delete as appropriate)~~

Commercial Developments

Please state number of bins you propose, showing calculations where appropriate.

General Waste - Dry recycling (include material type details) - Food Waste - Industrial Waste - Other -

Has / will a contract be obtained with a licenced waste carrier?	Yes / No (delete as appropriate

Mixed Use Developments

Are the stores for residential and commercial waste completely separate from each other, with residents having no access to the commercial store and the commercial units having no access to the residential store?	Yes / No (delete as appropriate)

Internal Stores (Residential and Commercial)

Please provide details of internal stores / segregation of waste and recycling.

The internal store will be to the rear of the building. Waste and Recycling Bins will be provided ensuring waste can be appropriately separated.

Storage Areas for Waste Containers (Residential and Commercial)

Please provide details of container stores, attaching plans if appropriate.

See proposed ground floor plan provided with Application.

Ensure all bins in the store are accessible	X
Ensure recycling facilities are as easy to access as general refuse	X

Please confirm details of waste store ventilation and hygiene / cleaning proposals

Ventilation – Louvred metal door

Hygiene – Wash down facilities plus a central drainage point will be provided

Please provide details of who will be responsible for placing the bins at the collection point and returning them to the store / property promptly e.g., resident / management company

Residents will be required to transport their waste and recycling from their apartments to the bin store on the ground floor. Staff of the management company will then be responsible for moving the bins to the curbside for collection.

Please ensure that you have attached:

Detailed plans of bin stores	X
Location plans showing stores	X
Location plans showing the proposed collection point and the route the collection vehicle will take (please refer to the Road, Vehicle and Waste Operative Access Specification – paying particular attention to turning space and reversing)	X

Please ensure that you have completed this form in accordance with the latest version of GD04 Waste Storage and Collection Guidance for New Developments – v.7 September 2023, read in conjunction with the Waste and Recycling Service Standard found on the Council website.

APPENDIX G

Mia James Construction

Environmental Standards Statement

Renshaw House

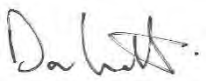
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Watt Energy & Consulting Engineers Ltd
40 King Street, Manchester, M2 6BA

t. 0161 43 43 103
w. www.wece.co.uk
e. office@wece.co.uk

watt
Energy & Consulting Engineers

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Director	Daniel Watt 
Sustainability Consultant	Jude Darnborough

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Appendix A – Building Regulations UK (BRUKL) ADL 2013 output document(s)

Appendix B – Building Regulations UK (BRUKL) ADL 2021 output document(s)

1 Executive Summary

This Environmental Standards Statement has been prepared by Watt Energy on behalf of Mia James Construction to support a planning application to provide purpose-built student accommodation (PBSA) at the Renshaw House site. The statement specifically addresses the following Manchester City Council approved climate change action plans in addition to planning policies, as stipulated in the Manchester Core Strategy (July 2012):

- Guide to Development in Manchester SPD (2007)
- Our Manchester Strategy 2016-2025
- Manchester: A Certain Future (2013)
- Manchester Climate Change Board – The Zero Carbon Framework 2020-2038
- Climate Change and Low Emissions Implementation Plan 2016-2020
- Meeting Our Objectives and Targets – Manchester Climate Change Framework – 2020-25
- Manchester Residential Quality Guidance 2017
- Core Strategy Policy DM 1 - Development Management
- Core Strategy Policy EN 4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Core Strategy Policy EN 6 - Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies
- Core Strategy Policy EN 8 – Adaptation to Climate Change
- Core Strategy Policy EN 9 – Green Infrastructure
- Core Strategy Policy EN 14 – Flood Risk
- Core Strategy Policy EN 15 – Biodiversity and Geological Conservation
- Core Strategy Policy T 1 – Sustainable Transport
- Places For Everyone Joint Development Plan Document (DPD) - Policy JP-S2: Carbon and Energy

The statement details how the development will incorporate sustainable design and resource efficiency in line with the Energy Hierarchy, so to meet the policy requirements and council targets whilst reducing its overall environmental impact. The methodology and calculations are consistent with the MCC Appendix A EN6 Energy Target Explanation and all figures used within this report have been based on the most recent issue of drawings and modelled using IESVE 2013 to accurately predict Energy Usage and CO_2 reductions.

In relation to the planning documents and policies outlined above, the development is required to achieve a 10% reduction in carbon emissions over Part L 2013 of the Building Regulations.

In order to achieve compliance the development has been designed with a holistic low energy design concept involving a fabric first approach. The U-values, design air permeability have been designed to be as low as possible and the ventilation strategy maximises the use of natural ventilation. Furthermore, low and zero carbon renewable technologies have been considered throughout the design process.

Following the LZC feasibility assessment, it is proposed that the development will also benefit from a **124m2 PV array** and an **Air Source Heat Pump supplying the Hot Water** only unit that will be implemented on the main flat roof areas and plant room.

As a result of the above the predicted site wide reduction in CO_2 can be summarised as:

- 16.6% over Part L 2013 of the building regulations

The development was also modelled under Part L 2021 of the building regulations to show compliance under the new part L, see Appendix B.

This statement also examines how the design, specification and characteristics of the proposal will contribute to sustainability and meet the relevant objectives outlined within the National Planning Policy Framework (NPPF) 2023, in addition to the Manchester City Council approved climate change action plans and core strategy planning policies outlined above. The sustainability measures assessed included:

- Flood Risk Zone
- Green and Blue Infrastructure
- Sustainable Drainage Systems (SUDs)
- Biodiversity / Ecology
- Internal Water Efficiency
- Waste Management
- Materials
- Pollution Control

The development therefore complies with all Manchester City Council's current and future policy requirements relating to creating a sustainable development.

In relation to the planning target centred around carbon emissions reduction, the proposed development is achieving a **16.6%** reduction in these emissions, over the Part L1A 2013 of the Building Regulations. This surpasses all of Manchester City Council's planning targets and therefore allows compliance to be reached.

2 Planning Statement

The following statement relates to the proposed development at Renshaw House, Hyde Grove, M13 9LG.

2.1 The Site and Proposed Development

The site is located southeast of the centre of Manchester, within Chorlton and Medlock. The site occupies approximately 0.126 hectares of land. A plan, with the site's extents denoted by the red outline seen in Figure 1 (shown later in this subsection).

The proposal includes the demolition of existing building and erection of building between three and six-storeys to provide purpose-built student accommodation (PBSA - Sui Generis) with associated access, parking, landscaping, and other ancillary works. Also provided will be associated ancillary facilities including a refuse/recycling store and bike store.



Figure 1: Ground Floor Plan

2.2 Relevant Policies and Guidance

2.2.1 Local Planning Policy

2.2.1.1 Manchester Core Strategy

Manchester's Core Strategy (CS) was adopted on 11th July 2012 and is the key Development Plan Document (DPD) guiding the measures assessed in this report.

CS Policy DM 1 - Development Management: Stipulates that all new development should have regard for several development principles relevant to sustainability, including: waste management, designing for health, flood risk, green infrastructure, biodiversity. Additionally, subject to scheme viability, developers will be required to demonstrate that new non-domestic development will achieve a BREEAM Rating of 'Very Good' or for domestic development to achieve the Code for Sustainable Homes standard.

CS Policy EN 4 – Reducing CO2 Emissions: This policy targets the reducing of CO_2 emissions through the following of the energy hierarchy; firstly reducing the need for energy through efficient design measures, followed by clean energy and lastly, the application of renewable or LZC technologies. In addition to this point, MCC state within this policy all new development is required to use building materials that have low embodied carbon.

CS Policy EN 6 - Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies: This Policy requires electricity intense residential development of 10 or more units or a non-domestic development with a floor area greater than 1000m^2 to meet, as a minimum, a 15% reduction in domestic CO2 emissions over Part L of the 2010 Building Regulations, unless proven to be unviable. As Part L 2013 of the Building Regulations represents a 6% improvement on 2010 levels, this target is subsequently equivalent to a 9% improvement in CO2 emissions over Part L 2013. Section 2.3 provides evidence of how this target is achieved.

CS Policy EN 8 – Adaptation to Climate Change: Expects all new development to be adaptable to climate change in terms of its design, layout, siting, and function of both building associated external spaces.

CS Policy EN 9 – Green Infrastructure: Requires new developments to maintain existing green infrastructure whilst using every opportunity, in accordance with current Green Infrastructure Strategies, to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between area of green infrastructure.

CS Policy EN 14 – Flood Risk: This policy expects all new developments to minimise surface water run-off through the use of SUDs and Green Infrastructure.

CS Policy EN 15 – Biodiversity and Geological Enhancement: Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on or adjacent to the proposed site.

CS Policy T 1 – Sustainable Transport: Policy aims to deliver sustainable, high quality, integrated transport systems to encourage a shift away from car travel to public transport, cycling and walking.

2.2.1.2 Guide to Development in Manchester, Supplementary Planning Document 2007

The Development Guide in Manchester Supplementary Planning Documents (SPD) establish and set out the ongoing generation of the City by providing a set of set principles which will guide developers, architects, and residents in the design of the city. The MCC Core Strategy stipulates that all new residential developments should comply with the design guidance set out in the SPDs. These principles include the following environmental standards relevant to this report: energy strategy, water consumption, drainage management, weather resilience, waste management, construction management, biodiversity, and waterways.

2.2.1.3 Manchester Residential Quality Guide 2017

The Manchester Residential Quality Guide has been developed to help shape the creation of new homes and communities across the Greater Manchester city region, beginning with the Centre and its immediate surroundings. This document outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. The guidance includes the following nine components:

Make it Manchester – developers must understand the city's unique character, heritage old and new, density and scale in various parts of the city and appreciate how new homes will fit in to what is already there.

Make it bring people together – new homes must encourage a sense of community and neighbourliness, offering a mix of tenures to promote a mix of people.

Make it animate streets and spaces – understand the relationship between new homes and its environment and create public space.

Make it easy to get around – make sure developments have good transport links, along with good walking and cycling provision.

Make work with the landscape – development should improve the connection with the local environment with improved biodiversity, as well as greening and water schemes.

Make it practical – dealing with waste, car parking, bike storage and visitors should be made as easy as possible.

Make it future proof – design must anticipate the impacts of climate change and extreme weather with efficient design and adaptability.

Make it a home – sufficient space, natural light, privacy and storage are essential for people to settle down and flourish.

Make it happen – ensuring proposals are delivered, to a high quality, with high design standards and high sustainability.

2.2.1.4 Manchester's Great Outdoors 2015-25

A Green and Blue Infrastructure Strategy for Manchester aims to invest to date in the city's Green and Blue infrastructure over the next 10 years (by 2025). Four objectives have been established to enable the vision to be achieved: 1. Improve the quality and function of existing green and blue Infrastructure, to maximize the benefits it delivers. 2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth. 3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond. 4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy, and the local environment.

2.2.1.5 Manchester Climate Change Framework 2020-25

Following the declaration of a climate emergency by MCC In July 2019, this framework was adopted and is an in-depth strategy to accompany the Draft Manchester Zero Carbon Framework 2020-38, which was published in February 2019. It is a framework that will continue to develop over the next five years, in line with changes in policy, climate science, rate of progress and other factors. The framework has set out four objectives to facilitate this:

Objective 1 – Staying within our carbon budgets.

- Direct CO2 emissions: staying within our 15-million-ton carbon budget for 2018-2100, including reducing the CO2 emitted from our homes, workplaces and ground transport by at least 50% during 2020-25.
- Indirect CO2 emissions: understanding and taking action on the things that we consume, and which generate greenhouse gases through their production, transportation and disposal.

Objective 2 – Climate adaptation and resilience

- Increase the amount of urban green infrastructure cover, aiming for a 10% increase by 2038 from 2018 levels, in line with the Greater Manchester aim.
- Respond to these risks by incorporating adaptation and resilience within our plans and strategies, and acting to make necessary changes to our buildings, infrastructure and our natural environment.

Objective 3 – Health and wellbeing

- Adapt the city's built and natural environment and prepare our residents to become more resilient to these changes. Increasing the amount and quality of green space to enable residents to benefit from the improved physical and mental health that will come as a result.

- Improving the energy efficiency of the city's homes and providing access to affordable, secure supplies of renewable energy are essential help get 38,000 Manchester households out of fuel poverty.

Objective 4 – Inclusive, zero carbon and climate resilient economy

- Ensure that Manchester establishes an inclusive, zero carbon and climate resilient economy where everyone can benefit from playing an active role in decarbonising and adapting the city to the changing climate.

2.2.2 Manchester City Council's Planning Document Targets

Manchester City Planning Policy currently uses the following documents to look to establish the carbon reduction targets to be achieved in new developments across the City.

These documents use different terminology to describe achieving the various reduced carbon emissions.

Please see below a summary of the terminology and targets set out within the current Manchester Planning Policy documents:

Planning Document:	Time of Production or Adoption:	Low Carbon Target:	Sustainable Design Definition:
Manchester Council's Core Strategy 2012-2027	Adopted 2012	Targets a **9%** reduction in carbon emissions over Part L Building Regulations.	**Low Carbon** (9% over Part L 2013)
Climate Change and Low Emission Strategies 2016-2020	Adopted 2016	Targets a **48%** reduction in carbon emissions from 1990 - 2020	**Low Carbon** (48% over 1990 emissions)
Manchester: A Certain Future	Produced in 2009, updated in 2013	Targets emitting 41% less CO_2 in 2020 than in 2005 – Equates to **10%** over Part L 2013 (if going by Part L requirements)	**Low Carbon** (10% over Part L 2013)

Table 1: Overview of Manchester Planning Documents Carbon Targets

2.2.3 Places For Everyone Joint Development Plan 2022 - 2039

Places for Everyone is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts.

The plan is a joint development plan of the nine districts which will determine the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development.

It will also ensure all new developments are sustainably integrated into Greater Manchester's transport network or supported by new infrastructure.

The Key DPD policies considered in this report are:

Policy JP-S2: Carbon and Energy

The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including:

An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable;

a) Be net zero carbon which applies:

- from adoption– to regulated operational carbon emissions;
- from 2028 - to all emissions 'in construction'.

From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions. Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy, which in order of importance seeks to:

I. Minimise energy demand;
II. Maximise energy efficiency;
III. Use renewable energy;
IV. Use low carbon energy; and
V. Utilise other energy sources.

2.2.4 National Planning Policy

The NPPF (Revised December 2023) sets out the Government's planning policies for England and how these are expected to be applied. The overall emphasis of the NPPF is to reiterate the Government's key objectives, including securing sustainable development.

The NPPF defines the purpose of the planning system as being to contribute to the achievement of sustainable development. It explains at Paragraph 8 that there are three dimensions to sustainable development. These are economic, social and environmental and should be pursued simultaneously through the planning system.

Paragraph 10 states that at the heart of the Framework is a presumption in favour of sustainable development.

2.3 Sustainable Design Strategy

2.3.1 Energy and Carbon Emissions

Building Services Strategy

In response to the policy requirements and climate change plan targets set out in section 2.2, developments should aim to assist and achieve the following carbon reduction targets:

1. Achieve a minimum of 10% CO2 reduction over the Part L 2013 Target Emission Rate (TER), as per Target 2 (Electricity intense buildings) in Table 12.1 of Policy EN6.
2. Assist in achieving carbon neutrality by 2038.

To achieve the most accurate calculations and estimates, the proposed units have been modelled using The Simple Building Energy model (SBEM*)* the government's standard procedure for assessing non-domestic developments.

The proposed strategy for minimising energy use and carbon emissions is based on the energy hierarchy described in CIBSE Guide F 2012 (Energy efficiency in buildings). The energy hierarchy has been adopted for the development to ensure that the correct approach to design is taken to promote an energy-efficient low carbon solution (see figure 2). This has ensured that the benefits of effective methods of energy use reduction have been maximised first. The approach adopted is as follows:



Fig 2: Energy Hierarchy

Minimise energy demand – Implement passive design measures and optimise the building envelope in terms of orientation, air tightness, and insulation. For example, the proposal is targeting a low carbon classification through a holistic low energy design concept as it will be designed with a fabric first approach whereby standards designed to exceed Building Regulations compliancy are aspired to for all fabric U-values and air permeability targets.

- Solar control glazing (Carbon Reduction Checklist- Solar gain/Overheating)
- Reduced air permeability
- Building Fabric Materials selection to improve thermal properties (Carbon Reduction Checklist- Fabric First)

The glazing specifications for the new building will be optimised to ensure that the glazed elements provide excellent thermal performance combined with optimum solar reflectance to minimise summer solar heat gains along with high daylight transmittance factors to maximise daylight factors.

Meet demands efficiently – Specification of energy efficient decentralised plant, heating, ventilation, lighting, and system controls to facilitate efficient operation. Provision of LED lighting and associated controls, combination of natural and mechanical ventilation systems with heat recovery and electricity sourced heating and cooling systems.

LED lighting throughout with associated occupancy control C/W daylight dimming control to benefit from natural daylight.

Particular attention is being paid to the wellbeing of occupants. The ventilation strategy has been developed to minimise noise ingress from the proposed location as far as possible while minimising the risk of overheating.

Additional Renewable Energy Measures

Opportunities for incorporating low and zero carbon technologies (LZCT) have been considered for this development. The viability of several separate technologies was examined in a LZCT study (see section 3).

ASHP hot water only via a centralise communal heat pump.

124m2 PV array, approximately 62 x 400W panels. Please be advised the recommended allocation of PV is subject to change and the final allocation of PV across may differ from this report on final construction as the design develops.

Efficient and Sustainable Design Measures

In line with the above Sustainable Design Strategy, the following Energy Efficient design measures are specified.

- High levels of insulation throughout with minimal thermal bridges
- Passive solar gains and internal heat sources
- Excellent level of airtightness
- Good indoor air quality by openable windows

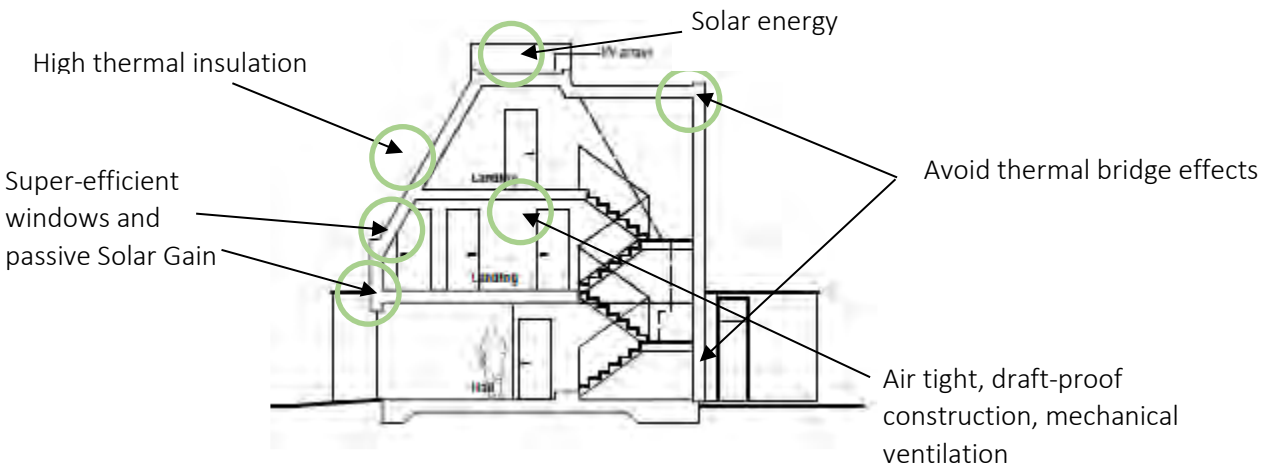


Fig 3. Efficient Design Measure examples

The Proposed specifications and key energy efficient design measures are as follows:

Residential Units:

- Ground floor U-values of 0.14 W/m²K
- External Wall U-values of 0.15 W/m²K
- Flat Roof U-values of 0.10 W/m²K
- Low Double Glazed Window U-values of 1.2 W/m²K
- High efficacy LED lighting with daylight linked dimming and occupancy sensing as appropriate
- 100% efficient electric panel heaters to each studio
- MVHR and Heat pumps used for any air conditioning with a Seasonal Coefficient of Performance (SCOP) of 5 to amenity spaces
- Air Permeability Rate of 3m³/hm² in all occupied rooms

2.3.2 Choice and Impact of Renewable Technology

All reasonable technologies were investigated for their suitability to the site and development; please refer to section 3 for details.

In addition to energy efficiency measures, it is proposed that the development will feature the following Low/Zero carbon Technologies:

- 124m2 PV array to the main flat roof area (Approx. 50no. 400W Panels) implemented onto the roof.
- Centralised ASHP providing the domestic hot water only with an SCOP of 3.3

The above energy efficiency measures and LZC contribution has provided an 16.6% reduction in CO2 following Energy Efficiency Measures.

- Energy Saving from onsite LZC Technologies = 47938 kWh/Yr
- CO2 Saving from onsite LZC Technologies = 19657 kgCO2/Yr

2.3.3 Energy and CO_2 Reduction Summary

A summary of all stages of the energy demand assessment from baseline figures to final carbon reduction are shown in Figures 1 & 2 below:

Summary of CO2 Emission Reductions	Total CO2 emissions (kgCO2/year)
Baseline emissions	118577
Improved emissions (application of energy efficiency measures and renewable energy technology) % CO2 displaced in total	98920
% CO2 displaced by renewable energy	16.6%

Table 2: Summary of CO2 Reductions

	Energy demand (kWh pa)	Energy saving achieved (%)	Regulated CO_2 emissions (kg pa)	Saving achieved on residual CO_2 emissions (%)
Building Regulations Part L compliance ("Baseline" energy demand & emissions)	306048.4		118577	
Proposed scheme after on-site renewables energy efficiency measures	258110.4	15.7%	98919.6	16.6%
Proposed scheme offset for financial contribution or other "allowable solution"			0	0
Total savings on residual emissions				**16.6%**

Table 3. Total Energy and Carbon Emissions Savings

For a full Breakdown of the figures and calculations please see Appendix A – Energy Demand Assessment Spreadsheet.

Baseline energy demand

'SBEM' was used to produce the figures used within the calculations.

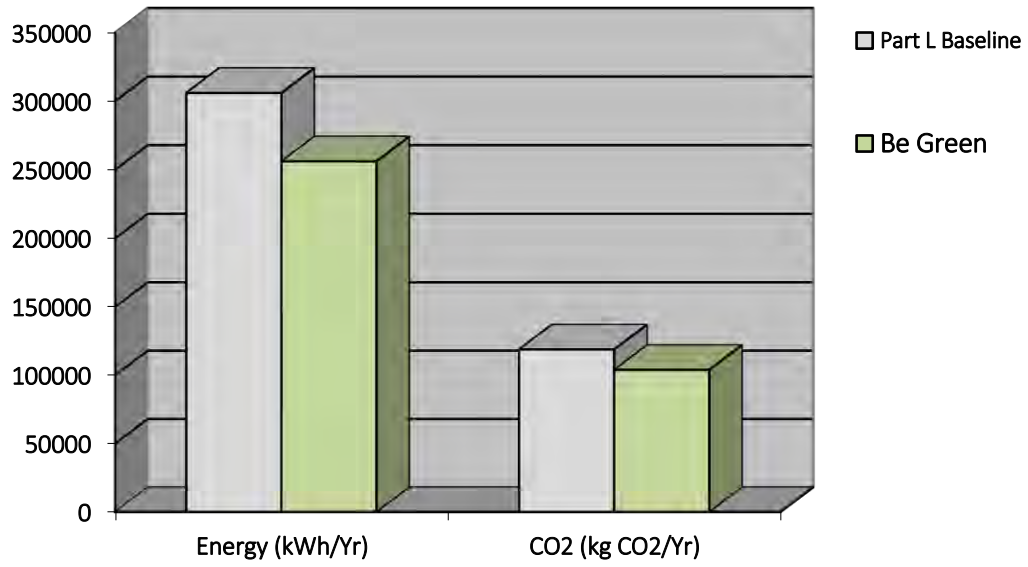
Baseline energy demand (kWh pa)	306048.4
Baseline carbon emissions (kg pa)	118894

Improved emissions (after application of energy effcieicny measures and renewable energy technology)

The following table demonstrates how the development achieves the reduction in carbon dioxide emissions from energy efficiency measures and LZC technologies.

Energy saving from the use of renewables (kWh)	47938
Saving on residual emissions from the use of renewables (kg)	19657
Saving on residual emissions from the use of renewables (%)	16.6%

The chart below illustrates the improvements over the Part L Compliant Baseline:



2.3.4 Manchester City Council' Policy and Targets Summary

With regards to the Manchester City Council's planning documents policy and targets (outlined in section 2.2.1 to 2.2.3) the table below details how the Sustainable Design Strategy (outlined in section 2.3.1) achieves the current planning policy requirements and targets.

Planning Document:	Sustainable Design Strategy
Manchester Council's Core Strategy 2012-2027	The Sustainable Design Strategy achieves a **16.6%** reduction in carbon emissions over Part L 2013 - **exceeding** the EN6 documents Low Carbon target of 9% over Part L 2013.
Climate Change and Low Emission Strategies 2016-2020	The Sustainable Design Strategy achieves a **16.6%** reduction in carbon emissions over Part L 2013 – **exceeding** the documents Low Carbon target of 48% over 1990 Emissions.
Manchester: A Certain Future	The Sustainable Design Strategy achieves a **16.6%** reduction in carbon emissions over Part L 2013 – **exceeding** the documents Low Carbon target of 10% over Part L 2013.

Table 4. Summary of MCC and Planning Targets

As a result of the sustainable design parameters outlined within section 2.3.1 and the energy and CO2 reduction figures summarised above, the Renshaw House achieves a total reduction of **16.6%** in carbon emissions over Part L 2013.

The low carbon classification for Renshaw House development can be derived from its prioritisation of fabric first carbon reduction through exceeding Building Regulation design standards, before the incorporation of on-site renewable technologies.

2.3.5 Net Zero Carbon

This section is in response to the Place For Everyone DPD setting out how the development will achiev Net Zero Carbon.

The UK Green Building Council provide a framework definition of Net Zero Carbon Buildings to set out definitions and principles around two approaches to net zero carbon, which are of equal importance: construction and operational Energy.

Figure 4 below outlines which principles should be followed to demonstrate alignment with net zero carbon for construction and for operational energy.

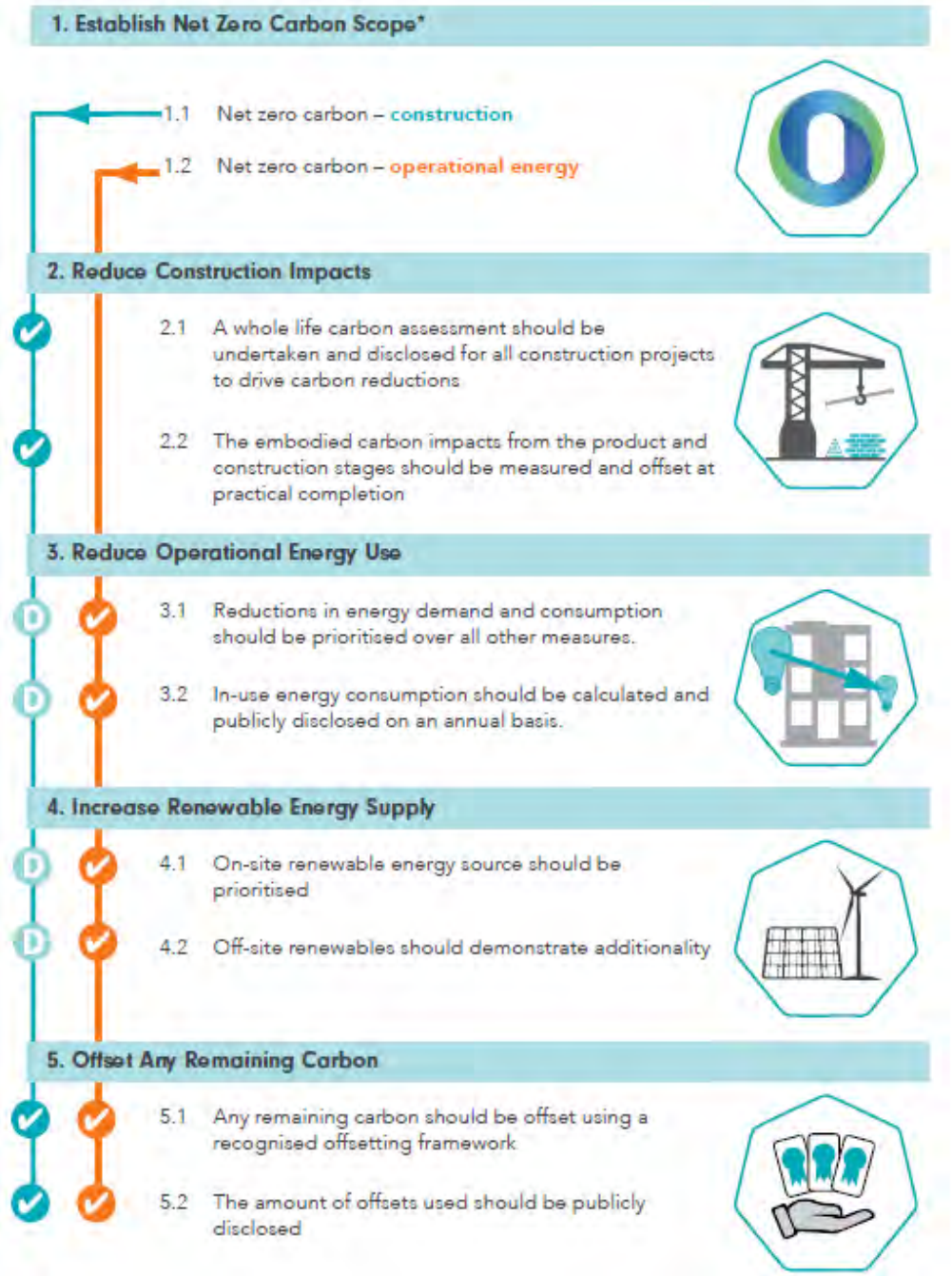


Figure 4. UK GBC Net Zero Carbon Pathway

The development complies with steps 1-3 of the framework, to comply with step 4 the development will sign up to a Green Tarriff whereby all the electricity used by the dwellings in operation will be 'matched' by renewable energy that your energy supplier buys on your behalf.

As the UK GBC advise the purchase of renewable energy generated off-site should demonstrate additionality, that is, supply directly attributed to the building developer, owner or occupier which would not otherwise have taken place. This reduces the likelihood of double-counting any off-site renewable energy.

Power Purchase Agreements (PPAs) for electricity, certified low-carbon district heating/cooling and certified green gas (e.g. biogas from sustainable sources) will all achieve this aim and provide the most credible additionality.

2.3.6 Heat and Energy Networks

"*To comply with policy JP-S3, heat and energy network assessments will be required as part of an energy statement to support planning applications for new developments within the identified "Heat and Energy Network Opportunity Areas" to demonstrate compliance with PfE energy policies. Within the identified "Heat and Energy Network Opportunity Areas", unless it can be demonstrated that there are more effective alternatives for minimising carbon emissions or such connection is not practicable or financially viable, it is expected that: New residential developments that are '10 dwellings or more' or other developments over 1,000 m2 floorspace shall:*

i *Connect to an existing or planned heat/energy network or be designed to enable future connection (where within 500m of such a network); and/or*
ii *Install a site-wide or communal heat/energy network solution*."

Consideration has been made to connect to a local heat network. Figure 5 below shows locations of identified existing heat networks and also CHPs that are identified on DECCs CHP register. There are no connectable or planned heat networks the development could connect to therefore it would not be expected to install a site heat network and individual/dwelling specific technologies would be acceptable.

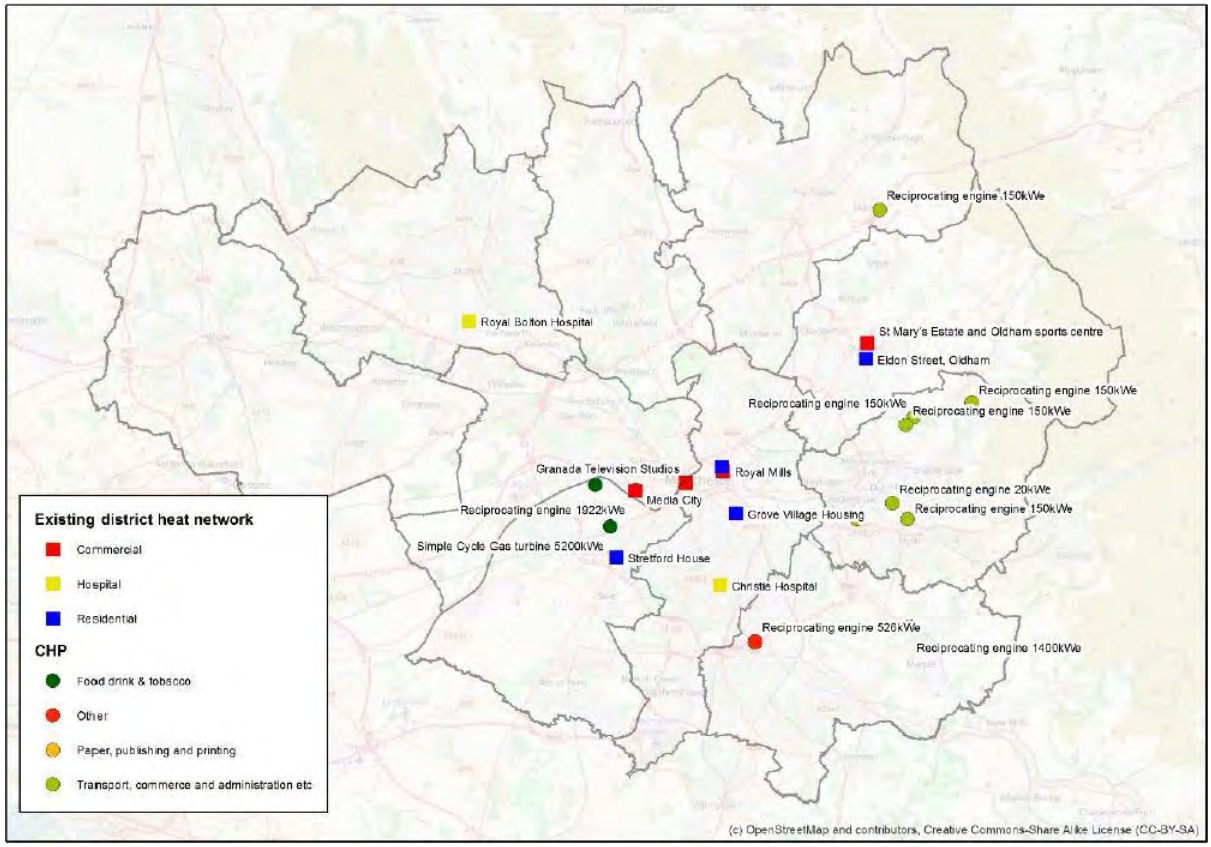


Figure 5. Existing heat networks and CHP

BREEAM

The PfE suggests demonstrating compliance with policy JP-S2, "*For non-residential developments, achieve at least BREEAM excellent standard (or equivalent) for the 'Ene 01 – reduction of energy use and carbon emissions' category rising to 'BREEAM outstanding' equivalent for ENE 01 from 2028*." Therefore, the development will need to be assessed by A BREEAM assessor.

2.4 Adaptation to Climate Change

In addition to the primary building design and fabric, many other issues that will influence creating a Sustainable Development, including flood prevention, material use, waste minimisation and transport. All these issues feature regularly within the separate climate change action plans, outlined within section 2.2, as areas that Manchester is aiming to significantly improve on in order to become a more carbon neutral and clean city.

All the sections of creating a sustainable development should be taken into consideration from the start of the development and promoted throughout the building construction on site in order to maximise their benefits. Additionally, features which enable more efficient usage should also be specified to encourage the building users to maintain efficient use once construction has been completed.

2.4.1 Flood Risk Zone

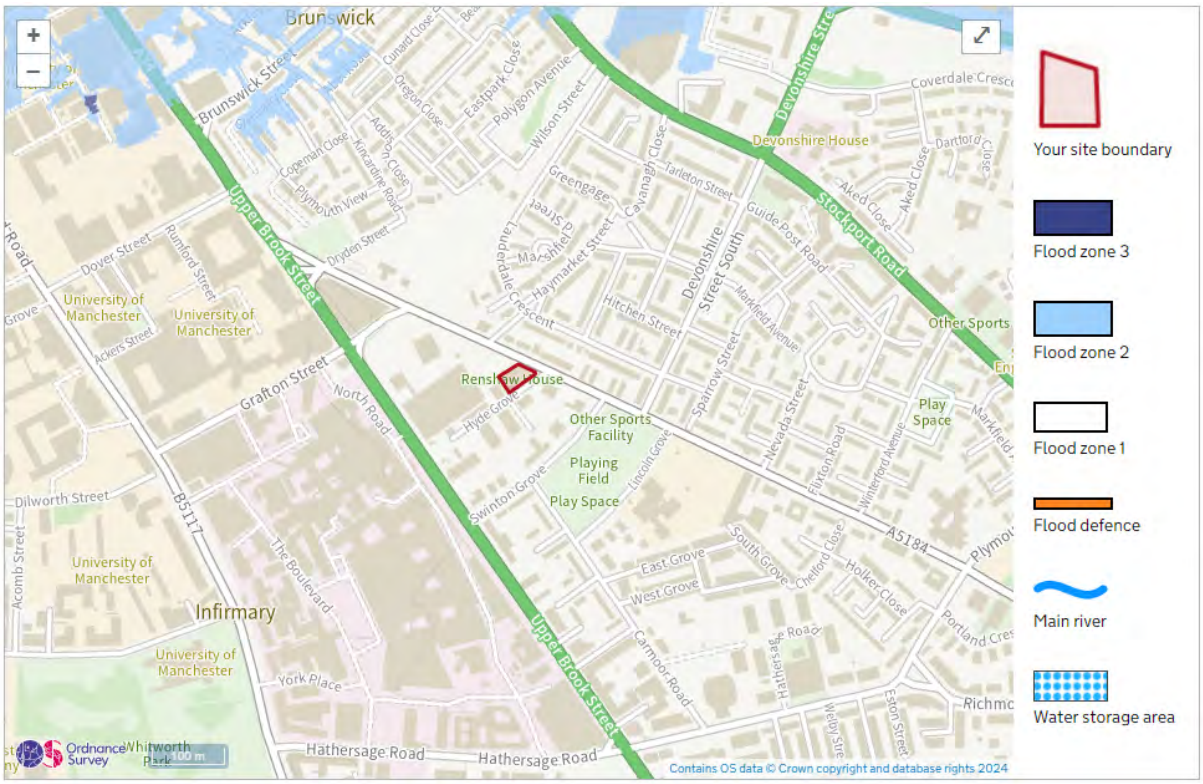


Fig 4: Flood Risk Map

The above map and snippet have been taken from a Government licenced flood risk map for Manchester. It can be seen that the site is just located within flood risk zone 1 and therefore has minimal to no risk of flooding.

2.4.2 Green Blue Infrastructure

2.4.2.1 Sustainable Drainage Systems (SUDs)

Even though it has been shown that the proposed scheme is located on a site with a low to zero flood risk, it should still be ensured that the levels of surface water run-off do not increase from the existing development to the proposed, especially due to the new scheme having a different footprint and potentially resulting in new areas of impermeable surfacing. Therefore, a drainage strategy assessment should be undertaken, by a suitably qualified professional, to assess the feasibility of introducing on-site SUDs measures, that will reduce surface water run-off and any flood risks associated.

By incorporating SuDs, flood risk can be managed and mitigated. Section 1.1 of the SuDs Manual (Ciria C753) states the following:

"Sustainable drainage systems (SuDS) can deliver multiple benefits.

Surface water is a valuable resource, and this should be reflected in the way it is managed and used in the built environment. It can add to and enhance biodiversity, beauty, tranquillity and the natural

aesthetic of buildings, places and landscapes and it can help make them more resilient to the changing climate."

The general concept of SUDs is to manage the flood and pollution risks in developed areas. This is done by efficiently managing surface water run-off by either slowing down the surface water run-off, or by reducing the quantity of surface water run-off. There are different methods to achieve this such as:

- Harvesting – capturing rainwater and facilitate its use within the development
- Infiltrating – rainwater infiltrates into the ground
- Storing – capturing rainwater and control the flow through the means of storing and releasing it slowly i.e. attenuation
- Conveying & treating – capturing rainwater and removing any contaminants, then convey the flow towards a downstream system

The SuDS Manual describes the four pillars of SuDS design as Water Quality, Water Quantity, Amenity and Biodiversity as illustrated in Figure 3 below:

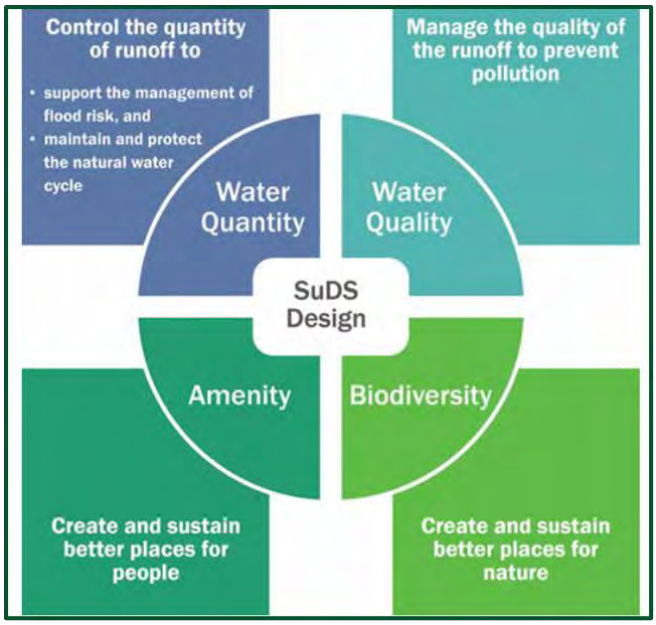


Fig 5. Representation of figure 2.1 of the SUDs Manual

SuDS are increasingly gaining popularity as a holistic solution to a wide range of pressing issues including flood risk, water pollution, groundwater depletion, biodiversity loss and urban decline.

Drainage Hierarchy

To alleviate pressure on existing sewer networks and to address issues of climate change the following hierarchy has been developed and implemented from a planning perspective.

The Planning Practice Guidance, states that:

"generally, the aim should be to discharge surface run-off as high up the following hierarchy of drainage options as reasonable practicably:

1. *Into the ground (infiltration)*
2. *To a surface water body*
3. *To a surface water sewer*
4. *To a combined sewer"*

The "Building Regulations Approved Document H" refer to this discharge hierarchy.

Description	Benefit
Flood risk management	SuDS aim to have an attenuating affect by slowing down and storing surface water run-off
Drainage resilience	Future proofing designed to be resilient against climate change
Natural flow regime protection	Mimic natural drainage arrangements to emulate natural flow
Water quality	Filter out pollutants and discharge cleaner water
Water reuse	Can be strategically placed to clean and capture water for reuse
Biodiversity and ecology	SuDS use vegetation and natural landscape to support biodiversity and ecology
Amenity	Improve visual integrity and desirability of the site by implementing green and blue features
Carbon reduction	SuDS can reduce carbon use throughout the life cycle including construction, maintenance, and demolition
Microclimate	Aim in reducing heat island effects
Education	Educate and engage the general public about surface water management

Table 5. Outline of types of green/blue infrastructure and associated benefit

2.4.2.2 Biodiversity

Similarly, to the previous section on SUDs, there could be adverse impacts on the surrounding ecology as well potential for the enhancement. Therefore, a preliminary Ecological Appraisal and Biodiversity Net Gain Assessment have been completed for this scheme to ensure that any existing ecology on or near the site is adequately protected and to determine the possibility of new habitat creation, planting schemes, green wall areas.

2.4.3 Internal Water Efficiency

Part G of the Building Regulations requires all new dwellings to have an internal water consumption of no greater than 110 litres / person / day, unless specified to be less. Therefore, fittings proposed should have low flow rates, capacities, effective flush volumes etc. Example targets for these to achieve the required internal consumption are as follows:

Appliance	Unit of measure	Amount (litres)
WC (Dual flush)	Full flush volume	4
WC (Dual flush)	Part flush volume	2.6
Taps (excluding kitchen)	Flow rate l/min	5
Kitchen taps	Flow rate l/min	6
Bath	Capacity to Overflow	170
Shower	Flow rate l/min	8
Washing Machine	Litres / kg dry load	8.17
Dishwasher	Litres / place setting	1.25

Table 6. Internal Water Efficiency Flow Rates

The above rates will achieve a total internal water consumption of 106.31 with a bath present and 98.25 with only a shower present.

The specifying of 'A' rated appliances should be prioritised where possible.

2.4.4 Waste Management

2.4.4.1 Occupational Waste

Manchester City Council's Waste Storage and Collection Guidance for New Developments 2017 encourages all new developments to incorporate a waste management strategy into the build at the earliest stage possible.

2.4.4.2 Construction Waste

A target of at least 90% of waste generated on site, throughout the construction stage of the development, to be diverted from landfill' will be included as part of a Construction Environmental Management Plan (CEMP) to be agreed with MCC.

The proposal will also endeavour to maximise the use of recycled materials on site, whereby further promoting the minimising of waste production.

2.4.5 Materials

The construction of new buildings and building elements has a large environmental impact in terms of both, energy, and embodied carbon of new materials. Therefore, Manchester City Council promote the prioritising of environmentally friendly materials, where possible, and encourages the use of recycled building materials.

Where new materials are to be used, careful consideration of their environmental impact should be taken. This can be achieved by ensuring that only materials that score well under The Green Guide to Specification. This useful online tool can be used as a reference that provides guidance on the relative environmental impacts for a wide range of different building specifications. The BRE's Environmental Profile Methodology determines the Life Cycle Assessment (LCA) of materials, which is what the Guide's specifications are based on.

In order to take full advantage of low impact materials, elements key to the scheme should be specified to achieve ratings of between A+ and C under The Green Guide's ratings. Insulation materials that are specified will also have a global warming potential (GWP) of 5 or less, with an ODP of 0. Additionally, 100% of all timber used as part of the scheme will be responsibly sourced from suppliers that are either Forest Stewardship Council (FSC) accredited, Programme for the Endorsement of Forestry Certification accredited, or a similar recognised accreditation body.

To further promote embodied energy and carbon savings, the scheme will first prioritise the reusing of any demolished materials within the site, however if this is not possible secondary priority must be given to the redirecting from landfill, in line with the waste hierarchy.

Finally, in addition to the above policy points, the development is also recommended to register with the Considerate Constructors Scheme, or a similar approved scheme.

2.4.6 Pollution Control

To reduce emissions of gases with high global warming potential (GWP) and nitrogen oxide (NOx) into the atmosphere, new buildings will be specified with insulating materials that have a GWP of less than 5. This will follow throughout the development to reduce the impact that the construction phase has upon climate change.

Additionally, the following measures will be implemented:

- Pollution Prevention Guidance will be adhered to in respects of air (dust) and water (ground and surface) pollution during the demolition and construction phase.
- External light fittings will be controlled through a time switch, or daylight sensor, to prevent operation during daylight hours to limit the impact of artificial lighting for the development's residents and surrounding environment.

Sound insulation will be specified to achieve Building Regulation Part E compliance standard (this will be verified by pre-completion testing) in addition to meeting the requirements of the council. This will reduce the impact of sound pollution for the occupants within adjoining dwellings.

3 Feasibility Assessment of Renewable Energy and Low Carbon Technologies

Solar Hot Water (Thermal)

Solar water heating systems are one of the more familiar renewable technologies used at the moment. They use the energy from the sun to heat water, most commonly for hot water needs. Solar heating systems use a heat collector that is usually mounted on a roof in which the sun heats a fluid. This fluid is used to heat water that is stored in either a separate hot water cylinder or in a twin-coil hot water cylinder (the second coil is used to provide additional heating from a boiler or other heat source).

Solar hot water panels could be used however, PV will provide slightly better savings and avoid the need for water storage cylinders when compared.

Renewable Technology Not Chosen.

Photovoltaic Panels (PV)

Photovoltaic modules convert sunlight directly to DC electricity. The solar cells consist of a thin piece of semiconductor material, in most cases of silicon. Through a process called doping, very small amounts of impurities are added to the semiconductor, which creates two different layers called n-type and p-type layers.

Certain wavelengths of light are able to ionize the silicon atoms, which separates some of the positive charges (holes) from the negative charges (electrons). The holes move into the positive or p-layer and the electrons into the negative or n-layer. These opposite charges are attracted to each other, but most of them can only re-combine by the electrons passing through an external circuit, due to an internal potential energy barrier. This flow of electrons produces a DC current.

A PV array can be mounted on the suitable roof space. The amount proposed at this stage covers a **124m2 area approximately 62 x 400W panels.** Please be advised the recommended allocation of PV is subject to change and the final allocation of PV across may differ from this report on final construction as the design develops.

Chosen Renewable Technology

Ground Source Heat pumps

A heat pump is a device that takes up heat at a certain temperature and releases it at a higher temperature. The essential components of a heat pump are heat exchangers (through which energy is extracted and emitted) and a means of pumping heat between the exchangers. The effectiveness of the heat pump is measured by the ratio of the heating capacity to the effective power input, usually known as the coefficient of performance (COP). Ground-source heat pumps (GSHP) extract heat from the ground. They are classified as either water-to-air or water-to-water units depending on whether the heat distribution system in the building uses air or water. Ground source heat pumps either use long shallow trenches or deep vertical boreholes to take low grade heat from the ground and then compress it to create higher temperatures.

Ground source heat pumps would not be suitable due to the lack of land space around the properties and the associated costs.

Renewable Technology Not Viable

Air Source Heat pumps

Air source heat pumps absorb heat from the outside air. This is usually used to heat radiators, underfloor heating systems, or warm air convectors and hot water in your home. An air source heat pump extracts heat from the outside air in the same way that a fridge extracts heat from its inside.

The system performs down to air temperatures of -20°c which means that they are more than suitable for installations within the UK. Hot water and Heating can be provided 365 days a year. The hot water is produced without the aid of electrical immersions and at 55°c is more than hot enough for baths and showers.

There are two main types of air source heat pump system:

- An air-to-water system distributes heat via your wet central heating system. Heat pumps work much more efficiently at a lower temperature than a standard boiler system would. So they are more suitable for under-floor heating systems or larger radiators, which give out heat at lower temperatures over longer periods of time.
- An air-to-air system produces warm air which is circulated by fans to heat your home. They are unlikely to provide you with hot water as well.

Air Source heat pumps are a good option to provide heating and cooling. A centralised ASHP will provide the domestic hot water demand and the air conditioning units in the communal amenity spaces.

Chosen Renewable Technology

Biomass Heating

Biomass is any plant-derived organic material that renews itself over a short period.

Biomass energy systems are based on either the direct or indirect combustion of fuels derived from those plant sources. The most common form of biomass is the direct combustion of wood in treated or untreated forms. The use of biomass is becoming increasingly common in some European countries.

The environmental benefits relate to the significantly lower amounts of energy used in biomass production and processing compared to the energy released when they are burnt. This can range from a four-fold return for biodiesel to an approximate 20-fold energy return for woody biomass. Biomass-fuels can be used to produce energy on a continuous basis (unlike renewables such as wind or solar energy) and it can be an economic alternative to fossil fuels as it is a potential source of both heat and electricity.

However, Biomass systems have particular design management and maintenance requirements associated with sourcing, transportation and storage and are therefore more commonly used in commercial developments rather than domestic installations. It can be less convenient to operate than mains-supplied fuels such as natural gas and are more management intensive and require expertise in facilities management. Sources of biomass can also fluctuate, so boilers should be specified to operate on a variety of fuels without risk of overheating or tripping out.

A communal biomass system would not be feasible for this development due to the expense associated with the necessary output to heat all dwellings on the site.

Renewable Technology Not Chosen

Wind

Wind turbines convert the kinetic energy in wind into mechanical energy that is then converted to electricity. Turbines are available in a range of sizes and designs and can either be free-standing, mounted on a building or integrated into a building structure.

The wind speed in the area is under the advised minimum and the built-up area means that a wind turbine wouldn’t be feasible.

Renewable Technology Not Viable

4 Conclusion

This statement has assessed the proposed development at the Renshaw House site against the relevant climate change and sustainability policies and targets, as outlined within: the Manchester City Council Core Strategy (July 2012), Our Manchester Strategy, Manchester: A Certain Future and The Zero Carbon Framework, through the following of the energy hierarchy, the modelling of apartments in the IES software and addressing all aspects of a sustainable development. In addition, the proposal has been assessed against national sustainable design definitions to determine how it can be classified.

As part of this process, the development was designed with a fabric first approach; with U-values, design air permeability and ventilation targets all aspiring to exceed Building Regulations Part L 2013 standards. This approach demonstrates a holistic low energy design concept, involving very low limiting values and thus led to high-energy performance targets and being defined as a low carbon development.

Furthermore, an LZC feasibility assessment was carried out, with all suitable technologies investigated for their suitability to the site and development. The assessment determined that a 124m2 PV array and centralised ASHP supplying the domestic hot water and air conditioning demand can be proposed at this stage bringing the total carbon reduction to 16.6%. The development was also modelled under Part L 2021 of the building regulations which can be found in Appendix B to show compliance.

In addition to this renewable technology provision, the development can also be defined as carbon neutral and Net Zero Carbon because it will have net zero carbon emissions. This is to be achieved by obtaining all the energy used on site from a 100% renewable energy electricity supply provider.

The development will also be adapting to climate change by incorporating sustainable drainage measures into the design, protecting existing ecology, enhancing biodiversity where possible and providing cycle storage provision to residents.

In addition to the following of the energy hierarchy through the efficient design and renewable technology measures mentioned and meeting all relevant Manchester City Council carbon targets the proposal will include many sustainability measures throughout construction and once completed, which will contribute heavily to the development's sustainability performance and accord with the requirements of the NPPF. The key measures to be included and therefore can be taken from this report include:

- The proposal sits within Flood Risk Zone 1 and therefore has minimal to no risk of flooding.
- A SUDs strategy will be produced to outline all measures to be incorporated that will ensure any additional surface water is collected, treated and removed.
- The development will incorporate green infrastructure where possible.
- Waste minimisation will be targeted from throughout construction and occupational phase. It is targeted that at least 90% of construction waste will be diverted from landfill.
- In addition to targeting Secure by Design accreditation through adoption crime prevention measures, the site layout promotes busy spaces and routes and facilitates natural surveillance.

These will therefore reduce the fear of crime and subsequently improving mental health of residents, visitors and workers.

- Prioritising reusing existing materials and locally sourced materials for construction to reduce waste and transportation to landfill in addition and promote a low embodied carbon development.
- When new materials are specified that are not locally attainable then only those that score well on the BRE: The Green Guide to Specification are to be used; to further encourage the use of sustainable materials and reductions in embodied carbon.

As a result of all the above, the proposed sustainable design and energy strategy allows the development to comply with Manchester City Council's planning policy requirement and is in line with all targets put forward in their planning documents.

watt

Energy & Consulting Engineers

APPENDIX H

NOTE:

Enclosed are extracts from the Transport Statement Addendum Note (4178 TSAN.01) already uploaded on the local authorities planning portal.

The submitted Transport Statement in full can be located at the following link:

https://www.dropbox.com/scl/fi/ndw9kss2d2zolvnadgt13/TRANSPORT_ASSESSMENT-2536536.pdf?rlkey=cg51pzd46r5qbqzrm6deq4mgb&dl=0

The submitted Transport Statement Addendum in full can be located at the following link:

https://www.dropbox.com/scl/fi/s35ic64elltf2yueenb8f/TRANSPORT_STATEMENT_ADDENDUM-2624393.pdf?rlkey=2i6ldumwdupeackztuq8vs29v&dl=0

Eddisons

340 Deansgate
Manchester, M3 4LY

T. 0161 837 7350
F. 0161 837 7351

Proposed Student Accommodation, Renshaw House, Manchester
Transport Statement Addendum Note (4178 TSAN.01)

Introduction

This Note has been produced in response to comments received from Manchester City Council ("MCC") on the Transport Statement provided as part of a planning application for purpose-built student accommodation on land off Hyde Grove, Manchester.

This note provides a response to all comments raised, with additional information provided within the appendices.

It should be noted that some elements of the proposed design have been updated in response to wider consultation comments. The information discussed below is all based upon the latest scheme design, a copy of which is provided in **Appendix 1**

Transport Assessment and Travel Plan Content

Transport Assessment

The MCC comments requested a review of Personal Injury Accident data for the area local to the site, which has been undertaken.

A copy of the review is provided in **Appendix 2**, but in summary, the review shows that one accident has occurred within the area of interest. The details do not suggest that there is a safety issue or that the proposed development would exacerbate an existing unsafe situation.

Travel Plan

The comments requested that the Travel Plan be updated to state that the monitoring process would be carried out for a period of 5 years. The Travel Plan has been updated accordingly, a copy is provided in **Appendix 3**.

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Parking and Access

Disabled Parking

The comments request confirmation that the design of the disabled car parking spaces would be in accordance with MCC guidance "Design for Access 2". We confirm that to be the case; the detailed design of those spaces would be undertaken as part of the Traffic Regulation Order application, which would identify the location of the parking spaces and the double yellow line parking restrictions requested by MCC.

Pedestrian Visibility

The comments query whether sufficient pedestrian visibility would be provided when leaving the site courtyard. We confirm that 1.5m x 1.5m visibility splays can be achieved when leaving the courtyard.

Service and Fire Vehicle Access

The comments query whether the above vehicles can enter the site in a forward gear, turn within the site, and leave in a forward gear. There is insufficient space for those movements to occur, but it is not expected that such vehicle access would be frequent in any event. There is sufficient space for such vehicles to reverse into site if needed. The swept path analyses of these movements is shown on the updated site layout in **Appendix 4**.

Refuse Vehicle Access

The comments query if refuse vehicles could enter and turn within the site; as above, those movements could not be accommodated.

However, we suggest that refuse collectors would prefer to undertake a kerbside collection at this location given the characteristics of the short cul-de-sac highway arrangement and the efficiencies associated with that type of collection method. As discussed in the application TA, the building management team would ensure that the bins would be delivered to the back of footway prior to collection, and returned to the bin store once emptied. We do not consider that arrangement to be unusual, or detrimental to pedestrian safety, and we consider it preferable to a refuse vehicle reversing over the footway into the site.

Taxi and Food Delivery Movements

The comments requested clarification on how short-term movements would be accommodated at the site, such as taxi and food deliveries.

Taxi movements are typically a 'quick turnaround' type of activity, even more so given the prevalence of taxi tracking apps such as Uber. People waiting for taxi collection would typically be waiting within the reception area in advance of the taxi arrival. They would likely also be aware of the imminent arrival of the taxi given app tracking. The dwell time of a collecting taxi is therefore likely to be negligible.

This would also be the case for people being dropped off by taxi, with vehicles stopping briefly for passengers to alight before leaving the area. If those movements occur on-street, adjacent to the site service yard area, that should not be an issue for the operation of the local highway given the infrequent nature of these movements. The site's expected taxi activity (shown in TA Table 5.1) showed that one taxi trip was expected to occur during the highway peak periods, based on TRICS information.

With regards to online shopping deliveries, given the central location of the site, we expect the majority of those movements to be via Cargo Bike. A maximum of 2 movements per day to service the whole building is expected. Similarly, food delivery movements are expected to be primarily bike-based. Those movements should be easily accommodated by the service yard space and external bike parking.

Taxi and delivery movements should therefore be suitably accommodated by the proposed site. We also confirm that a food / parcel delivery management strategy will be incorporated within the Student Management Plan, as requested by the MCC comments.

Site Layout and Design Matters

We confirm that that the adjacent church does not have any rights of access through the site's proposed service yard area.

We confirm that the proposed entrance canopy extends over the adopted highway and that a 'projection over' license will be sought from MCC accordingly . We confirm that the canopy would have a headroom clearance of over 2300mm and would be set back more than 450mm from the edge of carriageway.

We confirm that any gates or access doors would open inwards and would not impact on the adopted highway.

We confirm that all pedestrian routes within the site curtilage would be a minimum of 1.8m wide.

Off-Site Works

We agree to the resurfacing of the footway around the site perimeter on Hyde Grove, however, the footway along Plymouth Grove appears to currently be of a suitable standard. We also agree to upgrade the pedestrian crossing on Plymouth Grove from Pelican to Puffin status.

We confirm that we can undertake a Section 278 application and TRO application post-permission and we understand that the TRO matters in particular should commence at the earliest opportunity given the typical timescales involved.

The TRO scheme would cover the extent of the proposed double yellow lines and the location of the proposed disabled parking spaces as discussed above.

We also confirm that the CTMP will be updated to include phasing and construction traffic details, including commentary of the quality of construction vehicle routes.

APPENDIX I





Renshaw House
Highway Dilapidation Survey

Site: Renshaw House
Location: Hyde Grove, Manchester
Planning Authority: Manchester City Council
Date of Survey: 29th January 2026
Prepared by: James Kinsey, BDP Construction

1. Introduction

This Highway Dilapidation Survey has been undertaken to record the existing condition of the surrounding highway, footways and public realm prior to the commencement of demolition and construction works at Renshaw House.

The purpose of the survey is to provide a clear photographic and video record of baseline conditions to enable comparison following completion of the works, in accordance with planning condition requirements.

2. Scope of Survey

- Hyde Grove carriageway
- Adjacent footways
- Kerbs, gullies and drainage features
- Street furniture (including signs, bollards and lighting columns)
- Areas likely to be affected by construction traffic routes

3. Survey Methodology

The survey was undertaken by walking the full perimeter of the site and surrounding highway areas. Photographs were taken to capture both general context and specific existing defects where observed.

Photographs are date-stamped and referenced below with brief descriptions. A short video walkaround was also recorded to supplement the photographic record.

4. Photographic Record

Each photograph is numbered and accompanied by a short description below:

4.1 Hyde Grove Carriageway

The below photos are of the Carriageway on Hyde Grove. There are some road markings but not in full. There has also been resurfacing to parts of the road.







4.2 Adjacent Footways

The below photos are of the adjacent carriageways surrounding the perimeter of the site. There is a few areas that have been resurfaced but no damage to footways.









4.3 Kerbs, Gullies and Drainage

Below there are three photo's showing general curb damage on Hyde Grove. There is one drain adjacent to the site on Hyde Grove that is pictured too.









4.4 Street Furniture

Below is four photo's of Street Furniture along the perimeter of the site. There is some damages to one of the posts on Plymouth Grove as pictured.









4.5 Construction Traffic Routes

Below are four pictures of the Construction Traffic Route along Hyde Grove from Plymouth Grove.









5. General Perimeter Photo's

A video record of the surrounding highway and site perimeter was captured on the survey date to supplement the photographic record.









6. Video Record

Below is a Dropbox link to a video recording of the perimeter of the site.

https://www.dropbox.com/scl/fo/lz69unkdtco0n3yc74wq0/AHk-R4Wu6SPfvK_FJf7ZjoY?rlkey=2m5al8n3jvi92a1u5a0v55h2w&dl=0

7. Summary

This survey provides a factual record of the existing condition of the surrounding highway, footways and public realm at the time of inspection. Any defects shown within the photographic and video record are considered to be pre-existing prior to the commencement of demolition and construction works.

8. Declaration

This Highway Dilapidation Survey has been prepared as an objective record of site conditions at the time of inspection and is submitted for the purposes of discharging planning condition requirements.

Name: James Kinsey
Date: 29th January 2026

APPENDIX J

RENSHAW HOUSE, HYDE GROVE, MANCHESTER (M13 9LQ)

PLANNING REFERENCE: 140060/FO/2024

CONDITION 3 – CONSTRUCTION TRAFFIC MANAGEMENT PLAN & PEDESTRIAN MANAGEMENT PLAN

ADDENDUM NO.2 – DUST AND MUD CONTROL

1. Introduction

This addendum has been prepared to supplement the previously submitted Construction Traffic Management Plan & Pedestrian Management Plan Addendum.

It provides additional information in respect of dust and mud control measures during demolition and construction works, as requested by Manchester City Council Environmental Health.

This document should be read in conjunction with:

- Construction Traffic Management Plan & Pedestrian Management Plan
- Drawing AD(0)001 – Site Logistics Plan
- Drawing AD(0)002 – Refuse Management Plan
- Drawing AD(0)003 – Service Strategy Plan

2. Dust Control Measures

The contractor will implement appropriate measures to minimise dust generation throughout demolition and construction works.

All works will be undertaken in accordance with best practice guidance for construction dust management.

These will include:

- Damping down of working areas during dry or windy conditions
- Minimising dust-generating activities where reasonably practicable
- Limiting drop heights for materials during handling
- Covering or containing fine materials where required
- Maintaining good site housekeeping at all times

Stockpiles of materials will be kept to a minimum and managed to prevent dust dispersal.

3. Vehicle and Material Management

To prevent the spread of dust and debris:

- All vehicles carrying loose materials will be sheeted prior to leaving site
- Deliveries will be controlled and coordinated to reduce unnecessary vehicle movements

- Internal haul routes will be maintained in a clean and orderly condition

4. Mud Control Measures

Measures will be implemented to prevent mud and debris being deposited onto the public highway.

These will include:

- Provision of a suitable hardstanding area at the site access point
- Wheel cleaning facilities (e.g. jet wash or equivalent) will be provided where necessary
- Regular inspection of the site access and surrounding highway
- Immediate removal of any mud or debris tracked onto Hyde Grove

A road sweeper will be utilised where required to maintain highway cleanliness.

5. Monitoring and Management

The Site Manager will be responsible for ensuring that dust and mud control measures are implemented and maintained.

- Daily monitoring of site conditions will be undertaken
- Additional mitigation measures will be introduced where necessary
- Any complaints will be responded to promptly and appropriately

6. Summary

The above measures ensure that dust, dirt and mud associated with the development are effectively controlled and managed throughout the construction period.

Accordingly, the Construction Traffic Management Plan is fully compliant with the requirements of Condition 3.

APPENDIX K

RENSHAW HOUSE, HYDE GROVE, MANCHESTER (M13 9LQ)
PLANNING REFERENCE: 140060/FO/2024

CONDITION 3 – CONSTRUCTION TRAFFIC MANAGEMENT PLAN & PEDESTRIAN MANAGEMENT PLAN (ADDENDUM)

1. Introduction

This addendum has been prepared to support the discharge of Condition 10 and provides a clear summary of the proposed construction traffic management and pedestrian management arrangements for the development at Renshaw House, Hyde Grove, Manchester.

This document should be read in conjunction with the following drawings:

- AD(0)001 – Site Logistics Plan
- AD(0)002 – Refuse Management Plan
- AD(0)003 – Service Strategy Plan

2. Site Access and Vehicle Routing

All construction and demolition traffic will access the site via Hyde Grove.

- Vehicles will approach the site from the A34 (Upper Brook Street) and access via Hyde Grove.
- A single controlled access point is provided as shown on the Site Logistics Plan.
- Vehicles will enter the site, reverse into the designated laydown / loading area under banksman control, and exit the site in forward gear.
- No construction vehicles will queue or wait on Hyde Grove.

All vehicle routing and access arrangements are consistent with the approved Transport Assessment and Transport Statement Addendum submitted as part of the planning application.

3. Loading, Unloading and On-Site Management

- All loading and unloading will take place within the site boundary in the designated laydown area.
- No loading or unloading will take place on the public highway.
- A banksman will be present at all times when vehicles are manoeuvring within the site.
- Deliveries will be pre-booked and coordinated by the site team.

- Where reasonably practicable, deliveries will be scheduled outside peak traffic periods.

Typical construction vehicles will include:

- 8-wheel tipper vehicles
- concrete wagons
- HIAB delivery vehicles
- occasional articulated vehicles for larger deliveries

4. Pedestrian Management

Safe pedestrian movement will be maintained at all times during demolition and construction.

- Public pedestrian routes along Hyde Grove and Plymouth Grove will remain open and unobstructed.
- The site will be fully secured and segregated from the public.
- A banksman will control vehicle movements at the site access point to ensure safe interaction with pedestrians.
- Dedicated pedestrian routes within the site will be maintained for construction personnel, as shown on the Site Logistics Plan.

These measures ensure safe separation between construction activities and the public highway.

5. Site Boundary Treatment (Hoarding / Fencing)

The site is currently enclosed by existing 1.8m high metal perimeter fencing.

- This fencing will be retained throughout the construction period.
- Where sections of fencing have been removed during site preparation, these will be reinstated using 1.8m high Heras fencing.
- No additional temporary hoarding is proposed.

The site boundary treatment ensures that the site remains secure and that construction activities are fully contained within the site.

6. Utilities

The development will utilise the following utility connections:

- Foul and surface water will discharge to the existing public sewer network (in accordance with the approved drainage strategy prepared by JCC).

- A new electricity connection will be provided, utilising the existing network in the vicinity of the site.
- A new water connection will be provided from Hyde Grove.
- No gas connection is proposed for the development.

7. Servicing and Deliveries (Operational Phase)

For completeness, the approved servicing strategy confirms:

- A designated service / delivery bay is provided adjacent to the main entrance.
- This area will accommodate taxis, private hire vehicles and delivery vehicles (e.g. food deliveries, parcels).
- The location will be clearly signed and is positioned to allow efficient access to the building reception.

Further details are shown on drawing AD(0)003.

8. Refuse Collection

Refuse management arrangements are shown on drawing AD(0)002 and include:

- A dedicated bin store at ground floor level.
- Provision of 4 × 1100L Eurobins.
- Weekly private waste collection.
- Refuse vehicles will utilise the designated servicing area adjacent to the bin store.

9. Summary

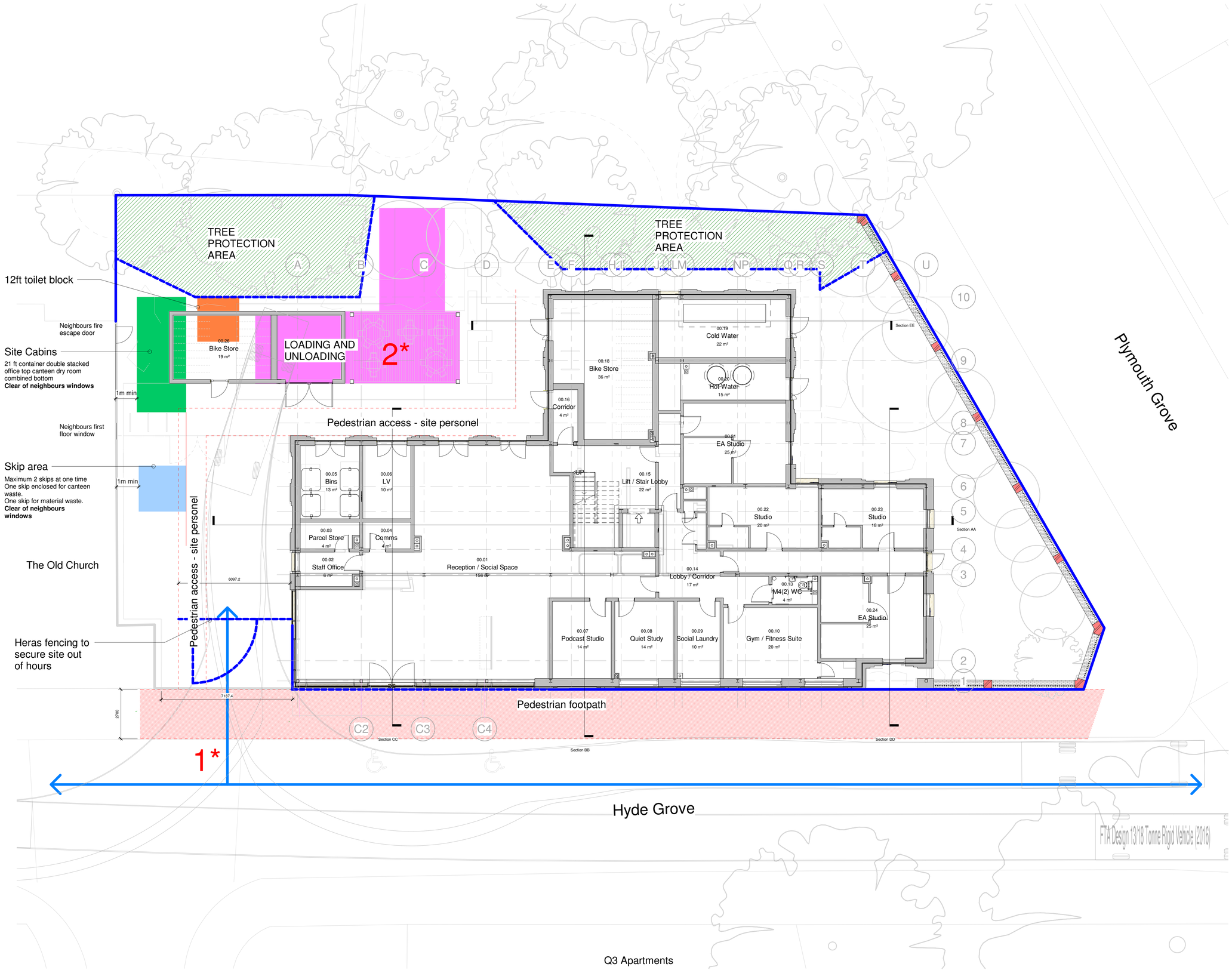
The submitted drawings and this addendum demonstrate that:

- Construction traffic will be safely managed within the site.
- Pedestrian safety will be maintained at all times.
- All loading, unloading and servicing will take place within the site boundary.
- The site will remain securely enclosed by existing fencing.

Accordingly, the proposals provide a robust and appropriate Construction Traffic Management Plan and Pedestrian Management Plan in accordance with the requirements of Condition 10.

Appendices:

Appendix A – AD(0)001 Site Logistics Plan
Appendix B – AD(0)002 Refuse Management Plan
Appendix C – AD(0)003 Service Strategy Plan



All dimensions to be checked on site.
Discrepancies ambiguities and/or omissions between this drawing and information given elsewhere must be reported immediately to the architect before proceeding.

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This drawing is to be read in conjunction with drawings:-

CHECKED	REVIEWED	REV	AMENDMENT	DATE
NK	NK	-	Planning Condition Discharge Issue	18/03/26
NK	NK	A	Site Setup amended	22/04/26
NK	NK	B	Distances to boundary added	29/04/26

Planning Notes:

Hoarding and pedestrian segregation

- The site boundary will remain enclosed by the existing 1.8 m-high metal perimeter fencing.
- Any fencing sections removed during site preparation will be reinstated using 1.8 m-high Heras fencing.
- Safe pedestrian access for the public will be maintained along Plymouth Grove and Hyde Grove.
- Separate pedestrian access routes will be maintained within the site for construction personnel
- BDP Construction to discuss and agree any requirements for licensing, hoarding / scaffolding, skips and temporary points of access (Section 50) with MCC's Highways Licensing Team

Site vehicle movements:

- All loading and unloading will take place within the designated laydown area, fully inside the site boundary.
- Vehicles will access the site from Hyde Grove via the main gate.
- Vehicles will reverse into the laydown area under banksman control, unload, and then exit in forward gear to ensure safe manoeuvring.

1* Banksman to control pedestrian access at delivery vehicle entry to site

2* Banksman present during maneuvring within the site

Existing 1.8m high metal fencing (retained during construction)

1.8m high Heras fencing

Tree Protection as per Arbocultural Method Statement

Minimum zone for pedestrian access

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1 Charlotte Square, Newcastle upon Tyne, NE1 4XF

T:0191 230 1799 E: info@mawsonkerr.co.uk W: www.mawsonkerr.co.uk

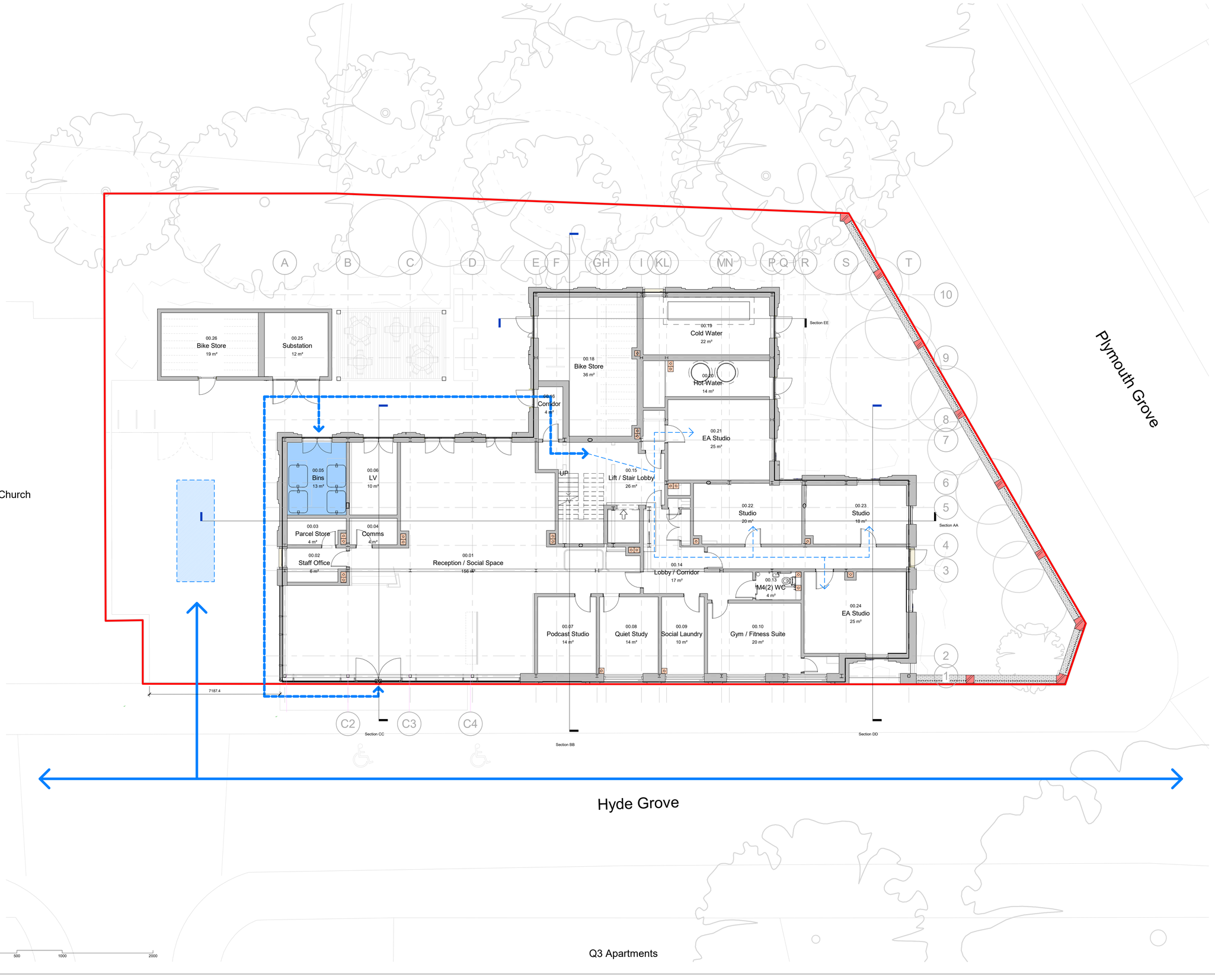
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Client: BDP Construction				
Drawing: Site Logistics Plan			Drawing Number: AD(0)001	
Scale: 1 : 100	Page: A1	Drawn by: Author	Date: Jan '26	Rev: B

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CHECKED	REVIEWED	REV	AMENDMENT	DATE
NK	NK	-	Initial issue	18/03/26



Planning Notes:

Refuse Access

Students will transport their own general waste and recycling to the designated Bin Store via the internal route shown, accessed from the main stair and lift core. An external door provides direct access into the Bin Store for ease of use and management.

Refuse Collection

Compact refuse collection vehicles will utilise the dedicated servicing area immediately adjacent to the Bin Store for safe and efficient waste collection. The servicing bay allows vehicles to pull in clear of pedestrian routes and undertake collections without obstructing site access.

Refuse Store Provision

- 4 × 1100L Eurobins located within the Bin Store, accommodating both general waste and recycling streams.
- External louvred doors providing natural ventilation.
- Wash-down facility and floor drain integrated within the store for hygiene and maintenance.
- Weekly waste collection carried out by a private waste contractor.

Main route to bin store

Ground floor studio route to bin store

Vehicle route to collection point

Refuse Store

Service/ Refuse Vehicle Parking

mawsonkerr

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T:0191 230 1799 E: info@mawsonkerr.co.uk W: www.mawsonkerr.co.uk

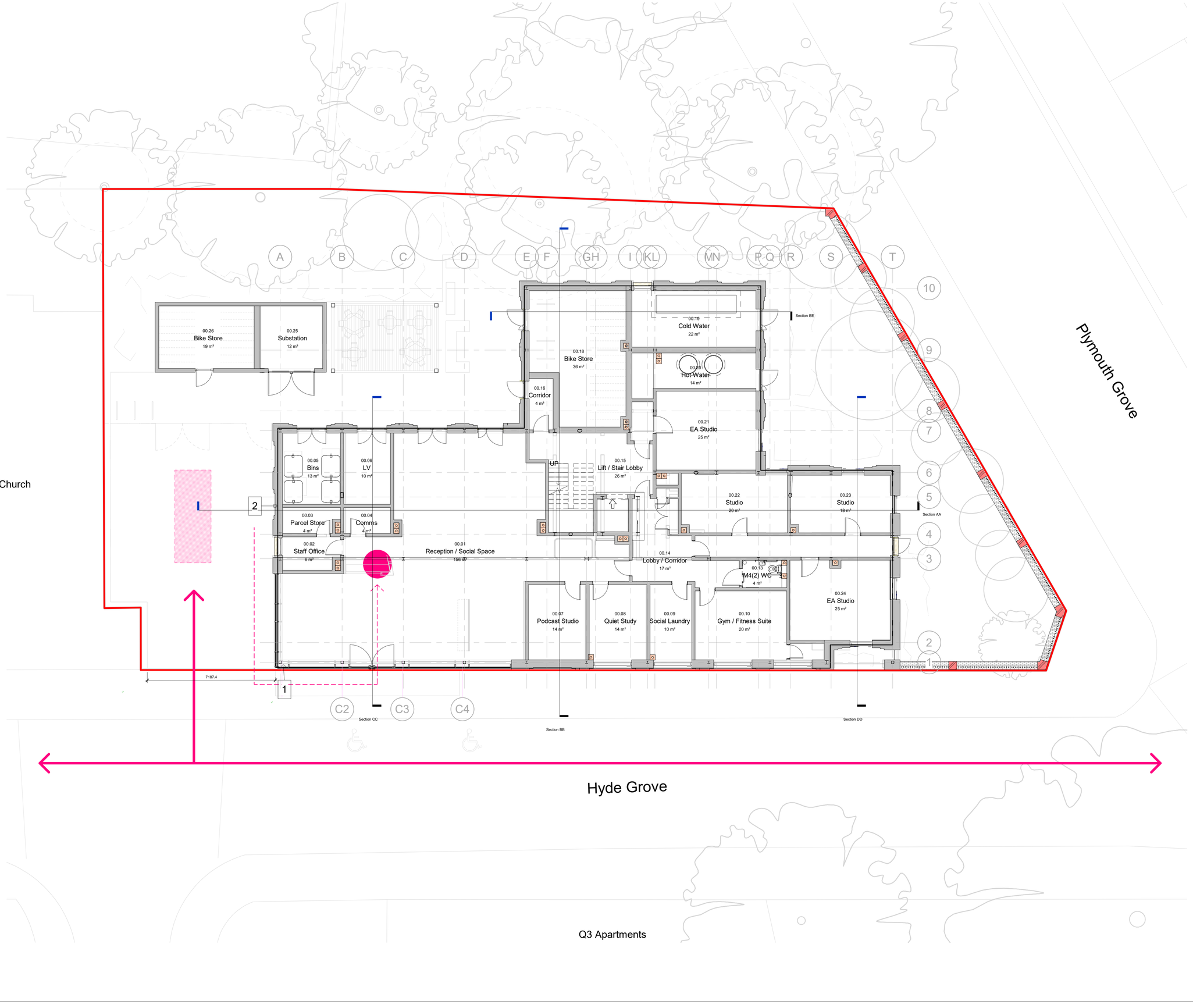
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Renshaw House, Manchester			25050	
Client:				
BDP Construction				
Drawing:			Drawing Number:	
Refuse Management Plan			AD(0)002	
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1 : 100	A1	Author	Jan '26	-

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CHECKED	REVIEWED	REV	AMENDMENT	DATE
NK	NK	-	Initial issue	18/03/26



Planning Notes:

Delivery / Taxi Access Strategy

A pick-up and drop of for taxis/private hire/Uber is provided in the service / delivery vehicle zone, adjacent to the building main entrance. This also provides space for deliveries (including Amazon, supermarket and food takeaway deliveries).

The location will be clearly sign-posted and is immediately adjacent to the main entrance in order to provide quick access to the main reception for deliveries / orders. Students will collect their deliveries from the main entrance area.

1 — 500 x 500 max Window vinyl sign "<--Taxis and deliveries"

2 — 500 x 500 max sign on brickwork "Taxis and deliveries 5 min max stay All deliveries to reception -->"

Delivery driver route to reception

Delivery Vehicle/taxi route

Service/ Refuse Vehicle Parking

Reception

mawsonkerr

1 Charlotte Square, Newcastle upon Tyne, NE1 4XF

T:0191 230 1799 E: info@mawsonkerr.co.uk W: www.mawsonkerr.co.uk

Project:			Job Number:	
Renshaw House, Manchester			25050	
Client:				
BDP Construction				
Drawing:			Drawing Number:	
Service Strategy Planning			AD(0)003	
Scale:	Page:	Drawn by:	Date:	Rev:
1 : 100	A1	Author	Jan '26	-