Construction Management and Phasing Plan

Prepared on behalf of Kirindolam 8 Ltd in support of an application for full planning consent.

10 July 2026

Inspiring Built Environments

Cost Management
Project Management
Programme Management
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Contents

Introduction 2
Programme 3
Phasing and Logistics 4
Construction Methodology 5
Construction 6
Key Delivery Principles 7
Infrastructure 7
Traffic Management Plan 7
Deliveries 8
Parking 8
Health and Safety 8
Construction Materials 8
Site Security and Safety 8
Environmental Management 9
Environmental Legislation 9
Pollution 9
Nuisance (Noise, Vibration & Dust) Noise & Vibration 10
Dust 11
Public Relations 11
Waste Management Strategy 11
Operational Waste Removal 11
Summary 12
Appendix 1 13
Appendix 2 14
Appendix 3. 18

Introduction

1. This document describes the construction management and phasing process for the development of No.1 Castlefield site and sets out the construction phase strategy, also it describes the proposed construction programme and key activities that will be undertaken. Detailed consideration of potential impacts during the construction process and any necessary mitigation measures are provided in each relevant phase and residential blocks A & B.

   Operating a major construction site in Manchester is subject to a range of UK legislation that ensures health and safety standards are met. Key legislation include:

   - Health and Safety at Work Act 1974: Imposes broad duties on employers, the self-employed, and workers to protect people at work and anyone else affected by work activities.
   - Construction (Design and Management) Regulations 2015 (CDM 2015): Applicable to every construction project in Great Britain, from small domestic refurbishments to major infrastructure, and sets out who counts as a client, designer, principal designer, principal contractor, contractor, or worker, along with what each of them has to do.
   - Building Safety Act 2022: Introduced criminal liability for site managers, enhanced fire safety systems for buildings over 11 metres, and Martyn's Law requiring terrorism risk assessments for publicly accessible construction sites.
   - General Workplace Regulations: Cover risk assessment, work equipment, manual handling, working at height, personal protective equipment, noise, vibration, and hazardous substances.
   - Building Safety Regulator (BSR): Established within the HSE to enforce building safety standards and act against non-compliant work. These laws create a framework where safety is planned from the earliest design decisions and actively managed on site, rather than being bolted on at the end. Compliance with these regulations is essential for a safe and legally sound working environment.

2. The main aim throughout the construction period is to regulate and diminish the impact on the surrounding boundary treatments, including Ellesmere Street and Trentham Street, via adopted roads. The northern boundary is primarily formed by the embankment to the mainline railway, with a small portion of the northeastern corner of the site overlooking the Bridgewater Canal; consideration will be based on an engrossed BAPA. The eastern boundary is bordered by the existing 6/7 storey Castlefield Locks and therefore the above items will be given due consideration throughout the duration of the works. Close collaboration with the highways department and other construction project management teams from nearby sites will be promoted by the Applicant to achieve this aim.

3. The following narrative explains this methodology and timescales envisaged at the time of the planning application. More detailed proposals will be developed once a principal contractor is appointed and prior to commencement on site. This will include preparation of detailed plans to incorporate Construction Management, Construction Phase Health and Safety, Environmental Management as well as Site Waste Management, Logistics and Traffic Management.

Programme

4. See Appendix 1.
5. Key programme dates are provided below. In summary, the building period is scheduled to be circa four years in total from starting on site.

Activity	Start Date	Finish Date	Duration
Pre-Construction Period	15 Jul 2026	23 Dec 2027	72 weeks
Planning Consents	14 Jan 2027	10 Feb 2027	4 weeks
Design & Contractor Procurement (Stage 1)	11 Feb 2027	24 May 2027	14 weeks
Main Contractor Early Procurement Feedback	24 May 2027	21 Jun 2027	4 weeks
Gateway 2 Submission	22 Jun 2027	23 Nov 2027	22 weeks
Gateway 2 Consents	24 Nov 2027	24 Nov 2027	Milestone
Funding Negotiation	24 May 2027	9 Nov 2027	24 weeks
Main Contractor Tender Negotiation (Stage 2)	29 Oct 2027	23 Dec 2027	8 weeks
Block A Construction	**11 Jan 2028**	**8 Mar 2032**	**205 weeks**
Block A – Site Preparation	11 Jan 2028	13 Mar 2028	9 weeks
Block A – Piling	25 Jan 2028	13 Mar 2028	7 weeks
Block A – Basement /Substructure	14 Mar 2028	9 Aug 2028	20 weeks
Block A – RC Frame	25 Jul 2028	8 Oct 2030	109 weeks
Block A – Roof	25 Sep 2030	28 Jan 2031	16 weeks
Block A – Unitised Façade	19 Oct 2029	8 Jul 2031	96 weeks
Block A – Apartment Fit-Out & Services	23 Nov 2029	19 Feb 2032	114 weeks
Block A – Final Commissioning	26 Nov 2031	22 Jan 2032	12 weeks
Block A – Gateway 3 Approval	7 Jan 2032	2 Mar 2032	10 weeks
Block A Practical Completion	**8 Mar 2032**	**8 Mar 2032**	**Milestone**
Block B Construction	**18 Jan 2028**	**8 Apr 2031**	**161 weeks**
Block B – Site Preparation	18 Jan 2028	31 Jan 2028	2 weeks
Block B – Piling	31 Jan 2028	31 Mar 2028	9 weeks
Block B – Substructure	1 Aug 2028	15 Nov 2028	15 weeks
Block B – RC Frame	29 May 2029	21 Jun 2029	29 weeks
Block B – Roof Finishes	28 Mar 2030	5 Jul 2030	16 weeks
Block B – Apartment Fit-Out & Services	31 Aug 2029	9 Jan 2031	73 weeks
Block B – Final Commissioning	28 Jan 2031	29 Apr 2031	12 weeks
Block B – Gateway 3 Approval	6 Feb 2031	2 Apr 2031	8 weeks
Block B Practical Completion	**8 Apr 2031**	**8 Apr 2031**	**Milestone**

Overall construction period: approximately 4 years 2 months (Jan 2028 to Mar 2032), with a total programme period of approximately 5 years 8 months from initial planning submission to final completion.

Phasing and Logistics

6. See Appendix 2.

7. The project is programmed to commence with a pre-construction phase running from July 2026 to December 2027, during which planning approvals, Building Safety Act Gateway 2 submissions and approvals, funding agreements, and the two-stage contractor procurement process will be completed. This phase culminates in the appointment of the main/principal contractor and readiness to commence on site.

8. Construction of both blocks is scheduled to begin in January 2028 with site preparation, enabling works, piling, and substructure construction undertaken concurrently across the development.

9. For Block A (436 apartments), the early phase of construction comprises site preparation, piling, and basement & substructure works, followed by the construction of the reinforced concrete frame, which forms the critical path of the project. Once the structure progresses, roof construction and the installation of the unitised glazed façade commence, allowing the building envelope to be progressively made weather tight. Lift installation, external façade completion, and internal fit-out activities then proceed in a phased manner from the lower floors upwards. Apartment finishes, building services installation, commissioning, and testing continue through to late 2031, followed by inspections, snagging, external works, Gateway 3 approval, and final handover. Practical Completion for Block A is programmed for 8 March 2032.

10. For Block B (157 apartments), the sequence follows a similar route but on a shorter programme. Following site preparation, piling, and substructure works, the reinforced concrete frame is erected, followed by roof steelwork and roof finishes. The building envelope is then completed through a combination of masonry, SFS framing, windows, rainscreen cladding, and curtain walling. Internal apartment fit-out and MEP installations commence while façade works are still ongoing, enabling a phased completion strategy. Final inspections, commissioning, external works, and Gateway 3 activities are undertaken during 2031, leading to Practical Completion on 25 August 2031, approximately six months ahead of Block A.

11. The overall delivery strategy can therefore be summarised as:

    - Planning, procurement and Gateway approvals (July 2026 – December 2027).
    - Site preparation, piling and substructure works (January 2028 onwards).
    - Concrete frame and structural construction (2028–2030).
    - Building envelope and façade installation (2029–2031).
    - Internal fit-out, MEP installation and commissioning (2030–2032).
    - Practical Completion of Block B (August 2031).
    - Practical Completion of Block A and overall project completion (March 2032).

12. Overall, the construction phase extends from January 2028 to March 2032, with Block B completing first to allow an earlier occupation and handover strategy while Block A continues through to the final completion date.

13. The proposals are based upon normal working hours in line with MCC Guidance of 08:00hrs - 1800hrs Monday to Friday and 0800hrs to 1400hrs on Saturdays.

14. On Sundays and Bank Holidays noisy working will generally not be planned. On some occasions, certain operations may be required to proceed during these periods, for example tower crane erection and dismantling. These will be infrequent and will be agreed with the Environmental Health Officer (EHO) and local residents through a series of neighbourly engagements. The frequency of these will vary and respond to demand. Access to the Site will be permitted 30 minutes prior to the working day commencing, with noise being kept to a minimum for the first half hour of each day.

1. See Appendix 3. For Monaghans Ltd, No.1 Castlefield, Initial Tower Crane Layout & Locations, P00 Draft 01/04/2026.

Construction Methodology

15. The following is a brief overview of the methodology to be adopted for the construction and fit out of the Proposed Development. The section also considers general logistics as well as traffic management for the movement of material to the disposal of waste.

16. The whole Site has been cleared, and some excavation will be required to hard standings that remain. The Site could operate as a batching plant, a marketing suite for Kirindolam 8 Ltd, sales and a surface car park. Initially during the site investigation, a 'Heras' open mesh hoarding will be erected. This will be followed by solid hoarding surrounding each block as it comes forward and any associated space required for construction logistics, prior to the start of the construction works proper. Given the phased nature of the scheme, the exact location of this hoarding will differ from phase to phase, and access to highways will remain open.

17. The site welfare space will be located within the site demise, and smaller welfare facilities will temporarily be installed into upper floors of the towers or will occupy the bottom two floors of the previously constructed Phase Block A. The welfare facilities will be suitably sized to suit the anticipated number of operatives and fitted out with the correct facilities.

18. Any temporary public road or footpath closures associated with the construction phase will be agreed with MCC highways department and relevant diversion signage put in place.

19. Access to the Site entrances will be controlled by biometric scanner through a secure metal turnstile. This will monitor operative movements and prevent unauthorised public access to the Site. The main gates will be locked and secured at all times except when a delivery is being made. The gates will be manned by qualified logistics/banksmen who will co-ordinate traffic, bank deliveries and ensure the road and pavement areas are kept clean.

20. Where required, appropriate wheel and vehicle wash facilities will be in place to ensure delivery wagons leave site clean and tidy with regular cleaning of nearby surrounding streets as appropriate using road sweepers.

21. Any loading and unloading of material deliveries will occur within the EIA Site boundary unless exceptional circumstances require special measures to be instigated.

22. Waste materials will be placed in skips and these will be removed on a regular basis. Food waste from canteens and eating areas will be contained within a smaller covered skip as recommended by EH guidelines.

23. The Site will employ security guards as appropriate to prevent and discourage nuisance. Regular patrols will take place throughout the shift. As an additional measure, CCTV will be installed to elements of the EIA Site and compound to aid early identification of potential issues.

Construction

24. The works generally comprise of the following:

- Establish site compounds, welfare facilities, temporary services, hoarding, access routes and logistics infrastructure to support the construction phase.
- Undertake enabling works, piling and substructure construction for both blocks concurrently to create the foundation systems and basement structure for Block A.
- Construct the reinforced concrete frame structures using a floor-by-floor sequence supported by tower cranes and temporary hoists, with the frame forming the primary critical path activity.
- Progress roof construction and structural completion in line with the frame programme to facilitate commencement of envelope works.
- Install the external façade systems in a phased manner to achieve early weather-tightness:
- Block A – unitised glazed façade system.
- Block B – masonry façade, SFS framing, windows, rainscreen cladding and curtain walling.
- Commence internal fit-out activities progressively behind the completed façade zones, allowing work fronts to be released as floors become watertight.
- Install mechanical, electrical and public health (MEP) services alongside partitioning, drylining and apartment fit-out works using a coordinated floor-by-floor approach.
- Complete apartment fit-out including kitchens, bathrooms, internal finishes, joinery, floor finishes and decorations on a phased basis.
- Undertake lift installations in parallel with the fit-out programme to support both construction logistics and final building operation.
- Carry out phased testing, commissioning and verification of all building services systems, including life-safety, fire protection and integrated building controls.
- Implement progressive quality inspections, snagging and defect rectification throughout the construction period to minimise completion risks and improve handover quality.
- Complete external works, landscaping, public realm and final site-wide infrastructure works towards the latter stages of the programme.
- Prepare and submit Building Safety Act Gateway 3 documentation, secure statutory approvals and complete all compliance requirements prior to occupation.
- Undertake final inspections, client demonstrations, handovers and practical completion activities, with Block B handed over first, followed by Block A and overall project completion.

Key Delivery Principles

- Concurrent construction of both residential blocks.
- Reinforced (basement to block A) concrete frame construction with piled foundations.
- Progressive weather-tight envelope strategy.
- Phased fit-out following façade completion.
- Parallel MEP installation and commissioning.
- Continuous quality assurance and compliance management.
- Gateway 3 approvals and phased practical completion.
- Block B Practical Completion: August 2031.
- Gateway 3 approvals, final commissioning and phased practical completion leading to full project handover.

Infrastructure

25. The phases for Block A & B work generally comprise of the following:

- Drainage connection to main foul drain into adopted roads.
- Rainwater drainage, via approved attenuation system into the combined sewer.
- Electrical connection with 2 new indoor substations from within site boundaries.
- Mains water connection to main situated in adopted roads.
- Telecoms and data infrastructure connections from adopted roads/footpaths.

Traffic Management Plan

26. The Site is served well from perimeter roads (Ellesmere Street) and west (Trentham Street) via adopted roads. Deliveries will traverse from these arteries to the Site entrance via the main roadway.
27. This approach negates the need for traffic to access via the city centre. A full traffic management plan will be developed with permission of MCC to include:

- Integration of traffic management scheme with surrounding construction developments and calming measures.
- Access, egress, drop off and turning areas.
- Temporary and/or permanent alterations to local traffic routes (both vehicular and pedestrian).
- Additions, alterations and positions of any temporary signage, road markings or protection barriers.
- Pedestrian access around site and relevant protection, lighting and signage schemes.
- Temporary suspension/ relocation of any parking bays.
- Segregation of plant, materials and pedestrians on site and safe access routes between welfare and site areas.
- The provision of car parking, off and on site, and public transport strategy for staff and operatives.
- Loading bays, hoist positions and tower crane areas.

- Any other measures to ensure the safe integration of pedestrians, cyclists and road users both on, off and surrounding the development.
- The Principal Contractor Protocol of timed and booked deliveries and off-peak deliveries will be incorporated into the traffic management plan.

Deliveries

28. Delivery routes for the major materials and items of plant will be as per the section above and we will endeavour to deliver outside of peak traffic hours to diminish local disruption and the normal workings of the surrounding properties.

Parking

29. There will be a limited number of visitor and key staff parking within the Site area. Additional parking will also be available on the surrounding public car parks, the closest of which are owned and operated by the developer. Site personnel will be encouraged to utilise the extensive public transport options available to them.

Health and Safety

30. The project will be carried out in accordance with the Construction, (Design and Management) Regulations 2015, and all other relevant legislation and guidance.
31. The Principal Contractor will demonstrate competency in the management and execution of Health and Safety. The Principal Contractor will have the appropriately trained management resource and procedures in place to oversee the activities of a complex, high rise city centre construction project.
32. As demonstrated by the appointment prior to the planning application, the Principal Contractor will work closely with the Principal Designer at this early stage of the project and will influence the detailed design to remove construction and residual safety risks.
33. The Principal Contractor will produce a Construction Phase Health and Safety Plan prior to works commencing on site that will be reviewed and signed off by the client and their Principal Designer. This document will form the basis of the procedure for managing health and safety during the construction phase and will be periodically reviewed as the work progresses.

Construction Materials

34. There have been no materials at this stage of the design process which are considered to generate a risk to construction personnel which will be unfamiliar to an experienced contractor. The hazards arising from the use of wet cement, epoxy resins and solvent based paints can be expected and appropriate measures to minimise any risk will be a requirement of the main contractor.

Site Security and Safety

35. Protecting the public from risks to their health and safety arising from the construction work is a high priority. Every care will be exercised to prevent risk to members of the public and appropriate action, including the erection of perimeter fencing to a specified standard, will be taken.
36. Vandalism and theft of plant, equipment, materials and fuel is possible throughout the duration of the development. The Principal Contractor will take appropriate action, as described in previous sections, to ensure the site is secure at all times from unauthorised access. As described previously, the site will have metal turnstile access system controlled by a biometric access control system.

37. The provision of CCTV and/or a static guard would be considered if required to assist in the prevention of unauthorised access and activities.

Environmental Management

38. An Environmental Plan, in line with the Principal Contractor environmental management system, will be developed to address and monitor the following issues:

- Applicable environmental legislation.
- Pollution.
- Nuisance (Noise, vibration, dust, emission and light).
- Public relations.

Environmental Legislation

39. Applicable environmental legislation will be identified in a register, to ensure that appropriate systems are put in place in order to comply with the legal requirements in question.

Pollution

40. The Principal Contractor working closely with statutory authorities will establish procedures to ensure the prevention of water and ground pollution, relating to the following risk activities:

- The ground investigation report establishes the water table at a level that will not require full scale dewatering of the site, however due consideration will be required to the basement and deep drainage excavations. This will be carried out by local pumping with settlement tanks to an agreed discharge point with United Utilities.
- Soil contamination remediation, if required, albeit the current reports suggest the site is free from contamination.
- Earthworks, including piling, spoil movement and removal, and movement of any contaminated or uncontaminated soils.
- Concrete works (including washing out of concrete delivery vehicles and pumps).
- Storage and movement of fuels, oils, chemicals and other such fluids.
- Cleaning (including plant, machinery and wheel washing).

Nuisance (Noise, Vibration & Dust) Noise & Vibration

41. The principal concerns relating to the nuisances of noise and vibration come from construction activities such as demolition, excavation, cutting, breaking out and plant movements. Mitigation measures will be considered to include low noise options, noise attenuation techniques and carrying out certain activities during agreed hours of the day.

42. In order to regulate the noise, the Principal Contractor will provide the following:

- Any compressors brought on to the Site to be silenced, or sound reduced models fitted with acoustic enclosures.
- All pneumatic tools to be fitted with silencers or mufflers where available.
- Care to be taken when erecting or striking scaffolds to avoid impact noise from banging steel. All operatives undertaking such activities to be instructed on the importance of handling the scaffolds to reduce noise to a minimum.
- Most deliveries to be programmed to arrive during normal working hours only. Care to be taken when unloading vehicles to regulate noise. Delivery vehicles to be routed so as to reduce disturbance to local residents. Delivery vehicles to be prohibited from waiting within or in the vicinity of the Site with their engines running.
- All plant items to be properly maintained and operated according to manufacturers' recommendations in such a manner as to avoid causing excessive noise.
- Where possible, all plant to be sited so that the noise impact at nearby noise sensitive properties is regulated.
- Local hoarding, screens or barriers to be erected as necessary to shield particularly noisy activities and
- Problems concerning noise from construction works can often be avoided by taking a considerate and neighbourly approach to relations with the local residents. Where possible, works should only take place during given periods, e.g. during normal construction hours and not at night.

43. To regulate the vibration, the Principal Contractor will provide the following:

- Adoption of low vibration working methods. Consideration should be given to use of the most suitable plant.
- Where processes could potentially give rise to significant levels of vibration, on - site vibration levels should be monitored regularly by a suitably qualified person.
- Where processes could potentially give rise to significant levels of vibration, on-site vibration levels should be monitored regularly by a suitably qualified person.
- The provision of cut-off trenches in order to interrupt the direct transmission path of vibrations; and,
- Application of piling techniques aimed at reducing resistance to penetration e.g. pre-boring for driven piles and adding water to the hole for impact bored piles.

Dust

44. The principal concerns relating to air quality and emissions from construction activities are in the form of dust and fumes. The degree of dust deposition is usually dependent on the nature of the works. Increased levels of dust are most likely to occur during site activities related to demolition, piling, moving construction traffic and groundworks.

45. To regulate the dust and fumes the Principal Contractor will provide the following;

- Providing a hard surface where vehicle movements occur.
- Control measures and dust suppression techniques.
- Minimising stock piling and positioning in a manner that reduces risk of dust arising through wind action.
- Measures such as screening and covering.
- Installation of appropriate wheel and body wash facilities.
- Keeping of adjacent roads and pavements clean.
- Ensure plant is turned off and not left running when not in use.
- Selection of electrically powered plant where possible in lieu of diesel or petrol plant.

Public Relations

46. The principal contractor will ensure that regular contact is made with local residents and community groups to ensure they are kept up to date with general progress on the site. This is especially important for major work elements such as piling and tower crane erection due to our proximity to adjacent residential schemes. The principal contractor will display a contact number on hoardings which will be answered 24/7.

Waste Management Strategy

47. In line with the Site Waste Management Plan Regulations 2008, a Site Waste Management Plan (SWMP) will be developed by the principal contractor and agreed with MCC.

Operational Waste Removal

48. Waste generated during the construction phase is to be cleared on a daily basis to a main holding skip. Each floor plate will have a designated waste area that will see bins located within it that can be emptied at the end of each shift. During high waste activities, such as dry lining, this waste removal may need to occur several times a day via the hoists and as such general operatives will be employed to ensure this will occur. Hazardous waste will be stored and disposed of separately, but main waste will enter a common skip where our supplier will sort at their transfer station before issuing us recycling percentages and data.

49. To reduce the volume of waste sent to landfill, waste from site will be segregated at the waste transfer station into the following categories.

- CAT A: Hazardous waste - Paint tins, mastic etc
- CAT B: Metal
- CAT C: Timber

Summary

50. The Construction (Design and Management) Regulations 2015 will apply to this project, and all appropriate controls and systems will be in place to comply with the standards of the Regulations and associated guidance.

51. Every stage of the project will be pre-risk assessed and appropriate controls applied; sub-contractors will be pre-vetted and will be subject to extensive pre-contract requirements of information transfer and risk assessment.

52. A fundamental aspect of the Principal Contractor's role is the development of a Construction Management Plan, which will take account of all known risks, which have been identified at pre-construction stage by the Principal Designer/CDM Consultant, the Design Team and also through site investigations.

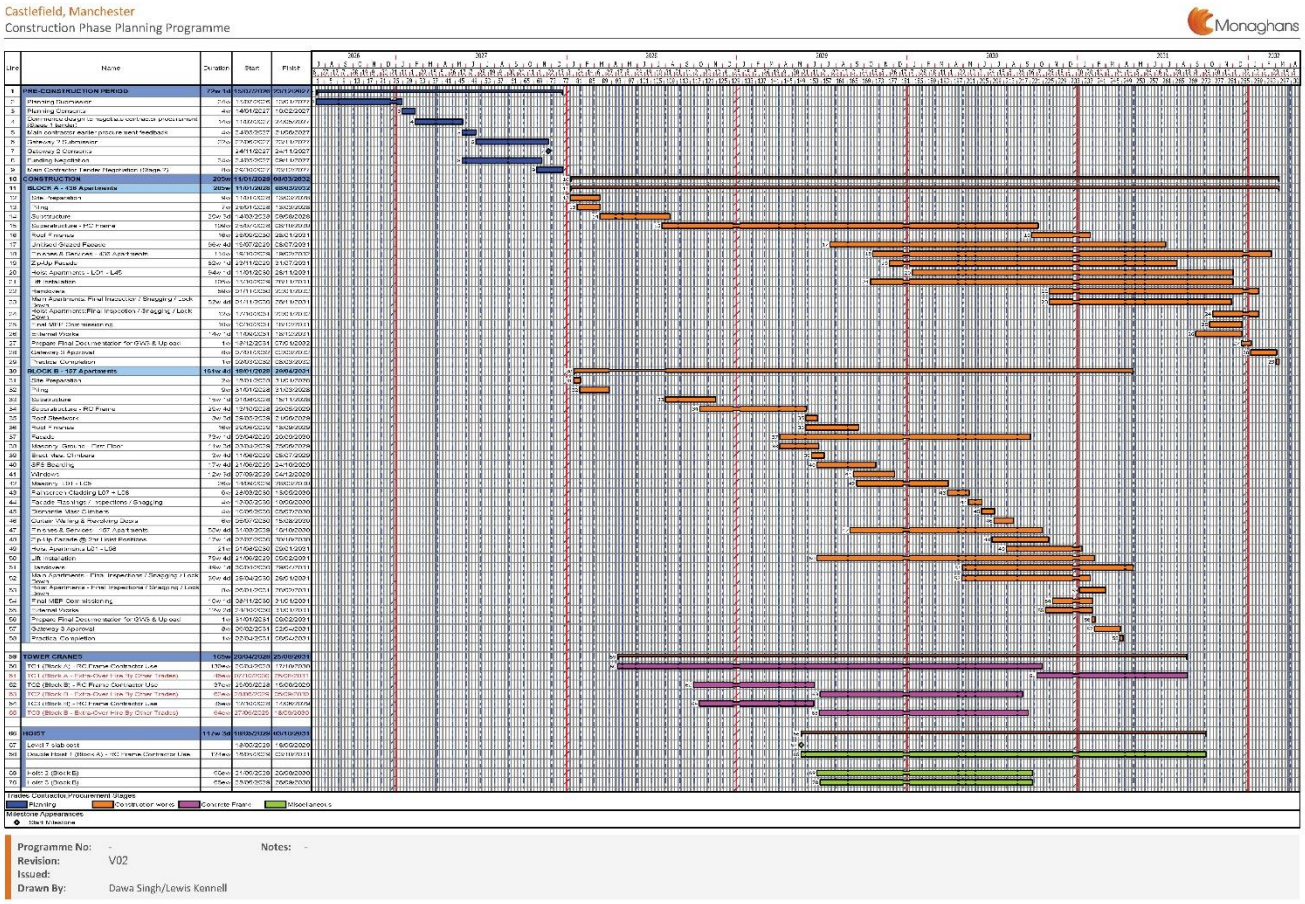
53. The Construction Management Plan will describe arrangements and procedures for managing these key risk areas in more detail, as well as any future risk, and also the resources, including personnel, which will be applied to the scheme and which will ensure the Health and Safety of all those working on or affected by the project works.

54. The Principal Contractor will have an ongoing process of monitoring health and safety standards throughout its organisation. This is normally done directly on site by the site management team through regular inspections, toolbox talks etc., and also via the risk assessment process, both during the completion of risk assessments and then by monitoring the effectiveness of risk control measures that have been implemented. Site managers will also undertake regular reviews of safety on site, including any accidents or incidents, and any matters raised will be dealt with accordingly.

55. Health and safety is also incorporated as a fundamental aspect of the overall project review. The Applicant will appoint a competent Principal Contractor. The Principal Contractor can demonstrate competency in the management and execution of Health and Safety. The Principal Contractor will work closely with the Principal Designer at this early stage of the project and will influence the detailed design to remove construction and residual safety risks.

56. The Principal Contractor will at the earliest possible stage of the project enter into dialogue with all relevant parties, including neighbours to ensure there is effective coordination throughout all stages of construction.

Appendix 1 – Construction Phase Planning Programme



Appendix 2 – Construction Phasing Plan

Construction Phasing Plan
No. 1 Castlefield



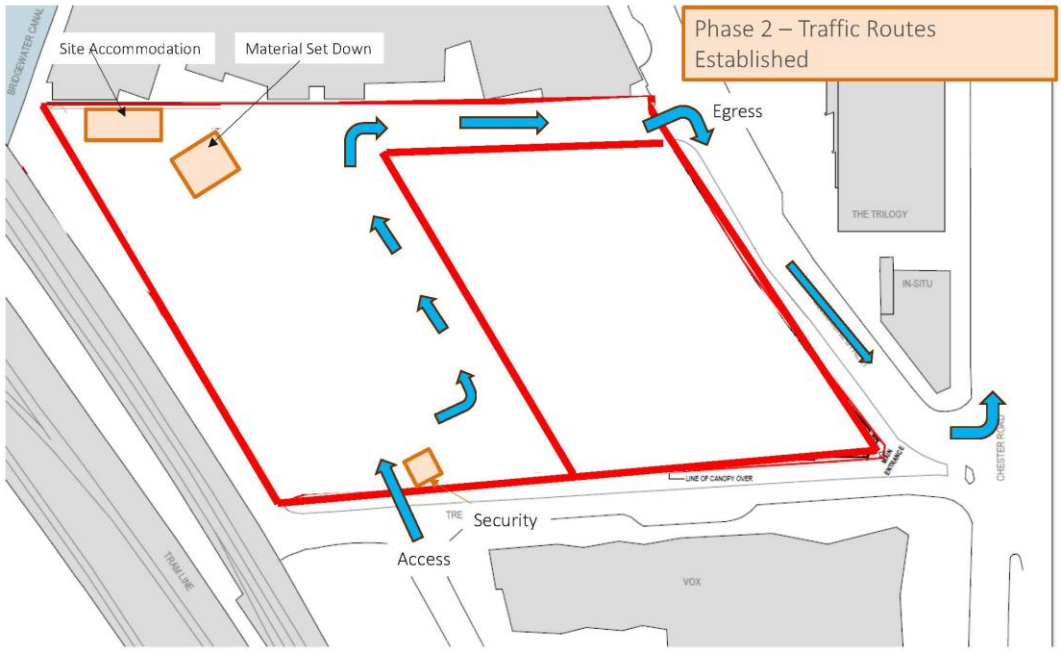
Construction Phasing Plan
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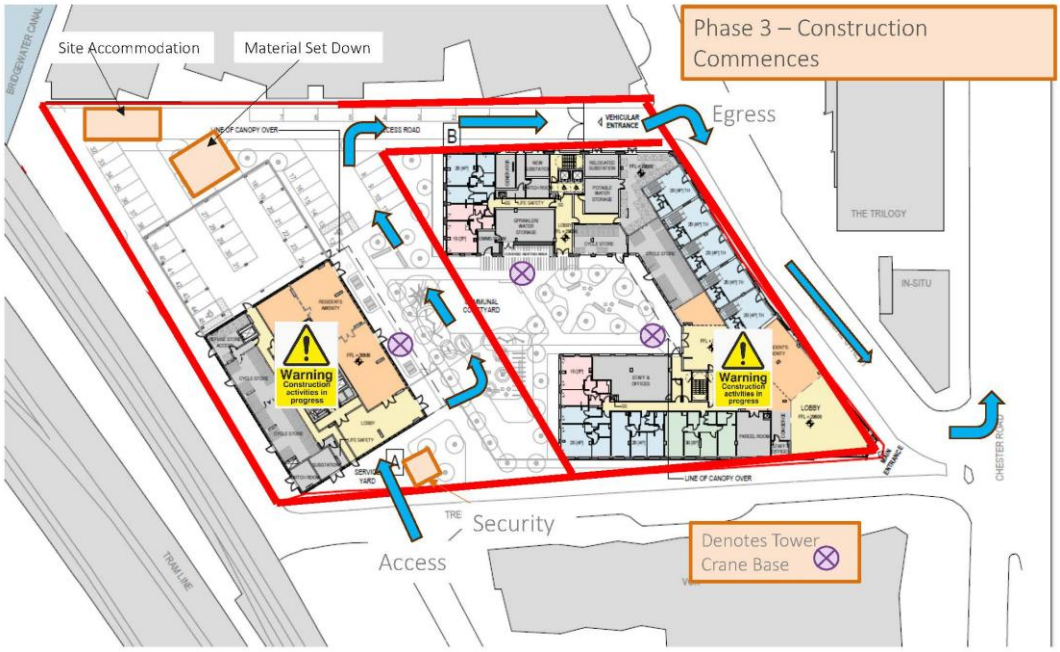
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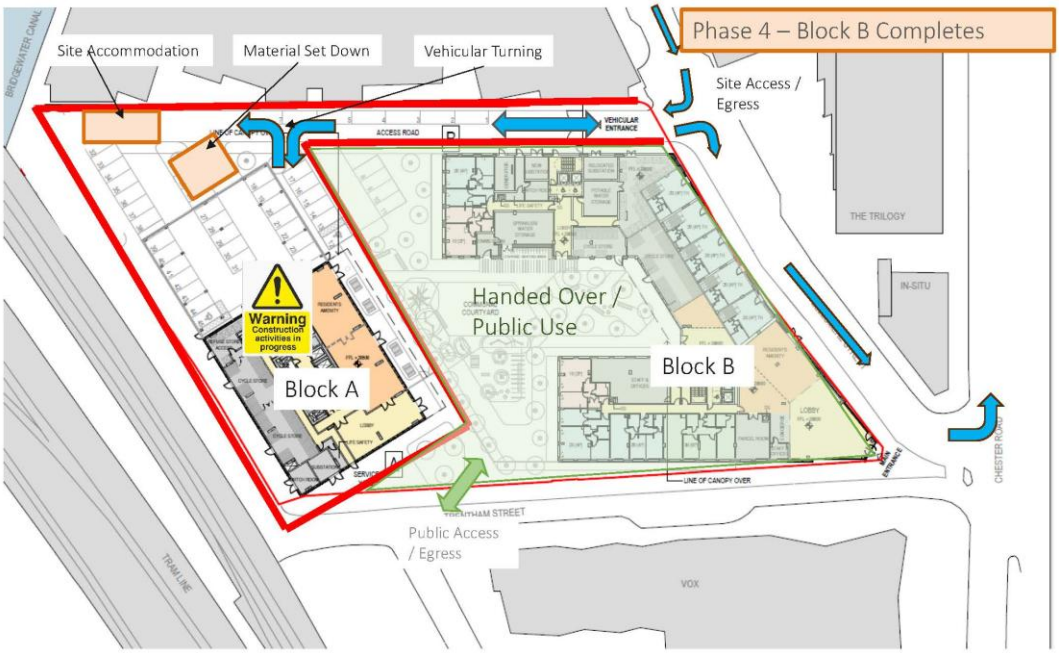
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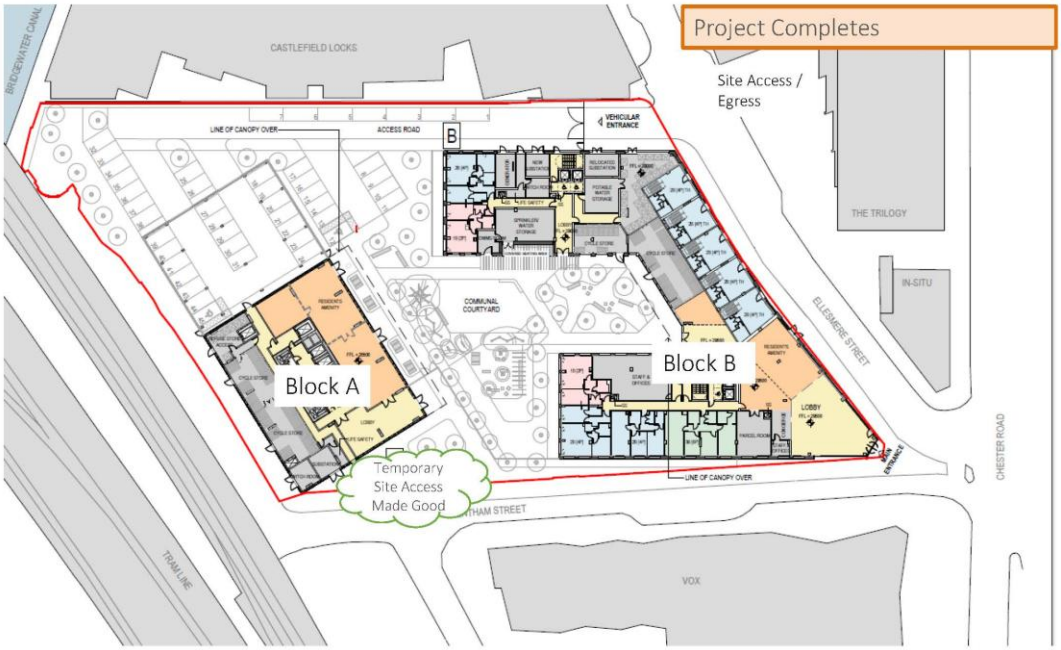
Construction Phasing Plan
No. 1 Castlefield



Construction Phasing Plan
No. 1 Castlefield



Construction Phasing Plan
No. 1 Castlefield



Appendix 3 - For Monaghans Ltd, No.1 Castlefield, Initial Tower Crane Layout & Locations

