Demolition Management Plan

Manchester University

Document Reference: PPO - DMP – C0721 REV 3

Project:

Faraday Tower

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0	Daniel Mackinlay	01.06.2026	Nikki Rowen	01.06.2026		
1	Daniel Mackinlay	08.06.2026	Nikki Rowen	08.06.2026		
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1. Project Introduction

The purpose of the DMP is to discharge Manchester City Council's planning conditions in relation to the overall scheme. The document focuses on the traffic management arrangements and other key aspects of the works as mentioned in the planning conditions. This document does not include the demolition method statements. Method statements will be issued in due course and when information and sequencing have been agreed in the coming weeks.

PPOC have been awarded the demolition works package of Faraday Tower which is currently a 13-storey high-rise concrete building in the grounds of Manchester University.

The works require the full demolition of the structure down to slab level, with the basements and foundations remaining in place.

It is the responsibility of PPOC to plan and coordinate the demolition and site traffic arrangements. As the demolition works are being carried out in a busy city centre environment, within a live University Campus and residential properties, it is critical that the demolition or project delivery vehicles do not affect or disturb the surrounding businesses or members of the public. A key objective for the project is to prevent obstructing the University, residents and local business delivery regimes, so our activities do not cause any distress to the surrounding neighbours. Due to the restricted nature of the site and the need for the public, delivery vehicles and construction vehicles to share the same access roads, it is critical that our works are thoroughly planned and coordinated.

2. Project Information

Project Name:	Faraday Tower – University of Manchester	
Project Address:	Sackville Street	
	Manchester	
	M60 1QD	
Client:	Daniel Stinton - 07917245137	
Contractor:	PPO Connor Group	
Contractor Address:	PPO Connor Ltd	
	61 Mosley Road	
	Trafford Park	
	Manchester	
	M17 1GJ	
Start date:	July 2026	
Completion date:	March 2029	
Working Hours:	Monday – Friday	07:30 – 18:00
	Saturday	08:00 – 13:00
	Sunday	Permission Required
Contact:	Daniel Mackinlay - 07379445013	

3. Methods of Communicating DMP

This demolition traffic management plan will be issued to the PPOC transport department so it can be distributed to all delivery drivers across the business. All PPOC site contactors and our supply chain will be provided with the document prior to them arriving to site. Other interested parties can receive the traffic management plan on request. The site traffic management plans will be displayed on the site gates and safety notice boards.

We will keep our neighbours well informed before and during the demolition phases through various means. PPOC has a Project Community Liaison Officer who is responsible as a single point of contact to ensure good neighbour relations. If required residents meetings can be established at a frequency agreed with the residents to bring them up to speed with project progress and key elements of the work. It also provides an open discussion for residents to voice concern or highlight issues.

Monthly Newsletters will be widely distributed to identify completed works and focus on forthcoming activities to give neighbours and business early notice of such works. The monthly newsletters will be posted to the surrounding property's and will be displayed on the site notice boards located on the site hoarding.

A 24-hour emergency contact number will be established to allow concerns to be raised, these will be actively dealt with by the PPOC Project Community Liaison Officer until the issue is resolved.

4. Key Objectives

This DMP for the demolition of Faraday Tower has been prepared to protect the safety of pedestrians, cyclists, public road users so they can continue to use the surrounding highway network.

The project specific plan will be developed appropriate to the demolition operations, location, risk, and volume of pedestrians, vehicles and mobile plant and the interface issues with the surrounding environment. This document will be a part of a regular review process and the reviews shall reflect and incorporate public and client feedback and comments.

5. Scope

The works will be undertaken over one phase during on site visit with the scopes of works for each phase being described below.

The scope of works covered by this DMP is listed below but not limited too:

- Site Set Up – Welfare Facilities
- Installation of 2.4m site hoarding and access gates around site boundary
- Utility Disconnections and isolations
- Soft strip of Faraday Tower and waste disposal
- Asbestos and Mercury Removal
- Installation of goods hoist
- Installation of protection scaffold
- Installation of Tower bases and crane
- Top Down Demolition Works down to slab level
- Basement drainage and its protection
- Service Tunnel Remedial Works
- Repairing slabs and tarmac works to building footprint

6. Access into site

Access into the site will be in accordance with the delivery hours agreed with MCC and UM which are assumed to be 07:30 – 18:00 Monday – Friday, 08:30 – 13:00 Saturday with no works permitted on Sunday. Access to site outside these hours will be subject to notification / agreement with MCC e.g. for large items of plant under movement orders issued by the local Police service or local Highways agency

The traffic management strategy will be reviewed regularly and reissued if amendments are required.

The Vehcile Gate is the only access point for vehicles and will be used for all vehicle sizes both large and small. Due to the restricted nature of the site, a banksman will need to be present to Marshall vehicles on and off the site. The Vehcile Gate is the only access gate capable of receiving large and heavy plant on low loaders. **Ped Gate 1** is for access /egress on foot from Sackville Street – A second Ped Gate (Ped Gate 2) is available but will remain locked throughout the works. This gate will only be used if activities or tasks prevent the use of **Ped Gate 1.** A scaffold crash deck or something similar will be installed from Ped Gate 1 to the building to protect site users against falling debris.

As shown on the plans below, a loading / unloading area, storage area has been accommodated within the main compound

Throughout the duration of the demolition programme all site traffic will be met at the gates and directed in and out of site by a dedicated traffic marshal.

The sketch below shows the site access arrangements.

When heavy plant and vehicles need to enter and exit site to and from the highway appropriate supervision will be provided to control the flow of pedestrians and vehicle traffic.

Traffic Marshalls will be used during the movement of heavy plant and vehicles. Some items of plant will require moving on low loaders and will be timed to minimise disruption to road traffic from the nearest suitable controlled access point.

Access Points

Site Access Points

The main site entrance for pedestrians is via **Ped Gate 1** off Sackville Street.

A second **Ped Gate 2** is available but will be locked at all times. This is an alternative access point into site in the event that works or activities prevent access to **Ped Gate 1**

The Vehicle Gate is the only Access point into site for deliveries.

All deliveries will be coordinated to prevent disruption to University operations

Scaffold Protection fan will be installed from ped gate 1 to building entrance as shown

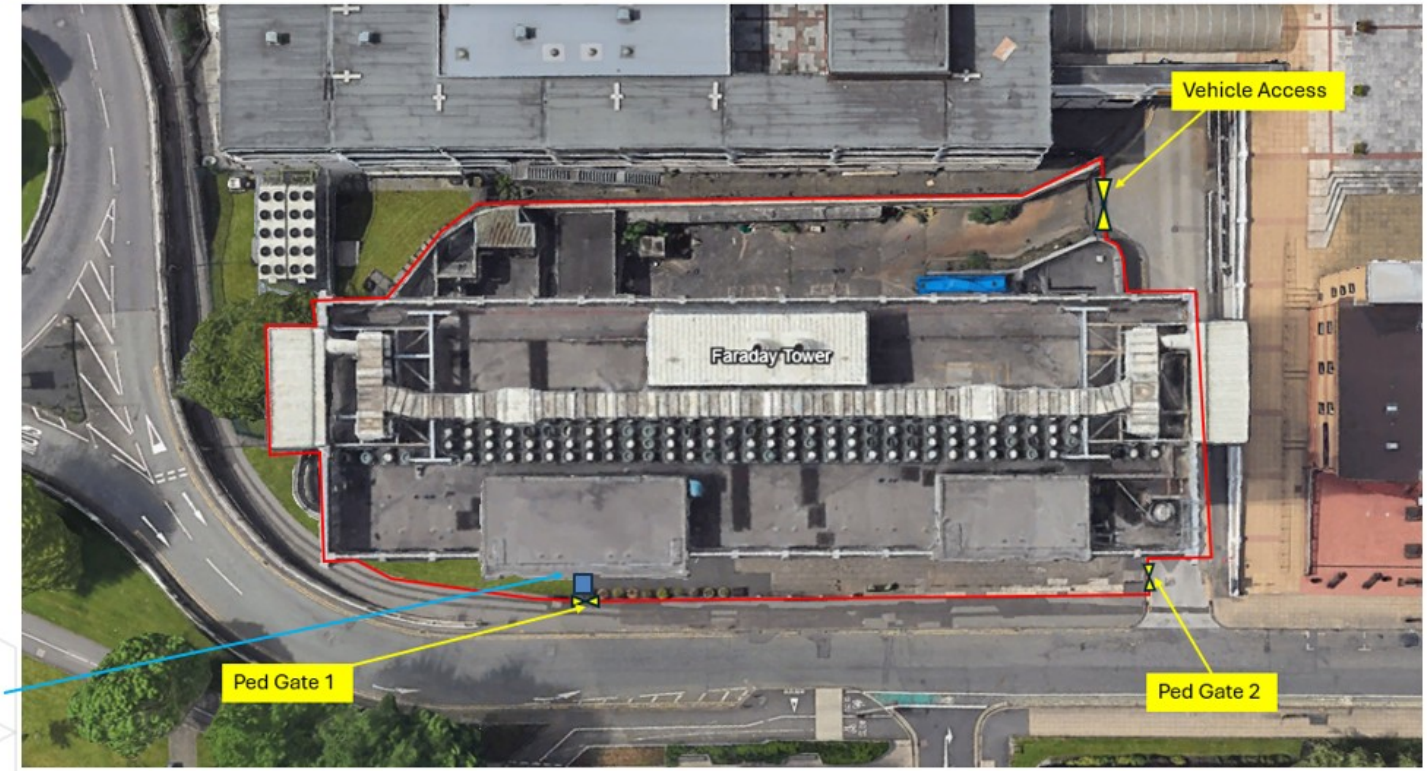


Figure 1 *shows the access / egress points at the site for the demolition phase*

Temporary Welfare

Weeks 1 – 5

Before the internal areas of the building can be used as welfare any loose asbestos will need to be removed.

An environmental clean of the proposed welfare area will be carried out during the first 2 weeks of the project.

PPOC will establish temporary welfare in self contained cabins located in the compound

Once the environmental clean has been undertaken, temporary water, electrics and furniture will be installed.

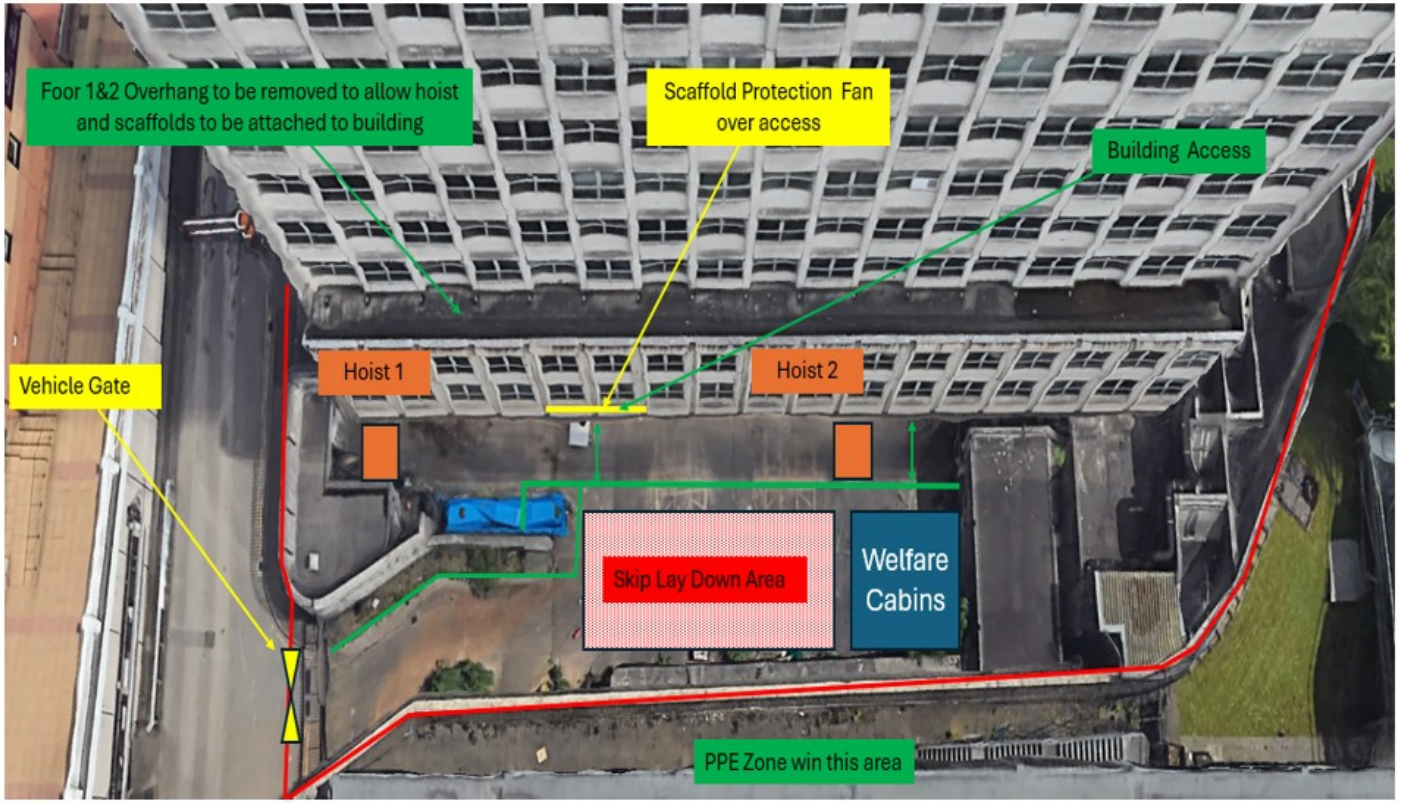


Figure 2 shows the proposed site set up

Welfare Proposal

Weeks 6 - 57

The area shown within the green highlighted area is being proposed to be used as welfare from week 6 to 57.

The number of personal on site will be at its maximum during this period so to prevent using up vital space around the building, welfare facilities will be established within the building during this time.

Once soft strip, asbestos and mercury removal works are undertaken, then the welfare facilities will then be relocated into welfare cabins prior to demolition works commencing

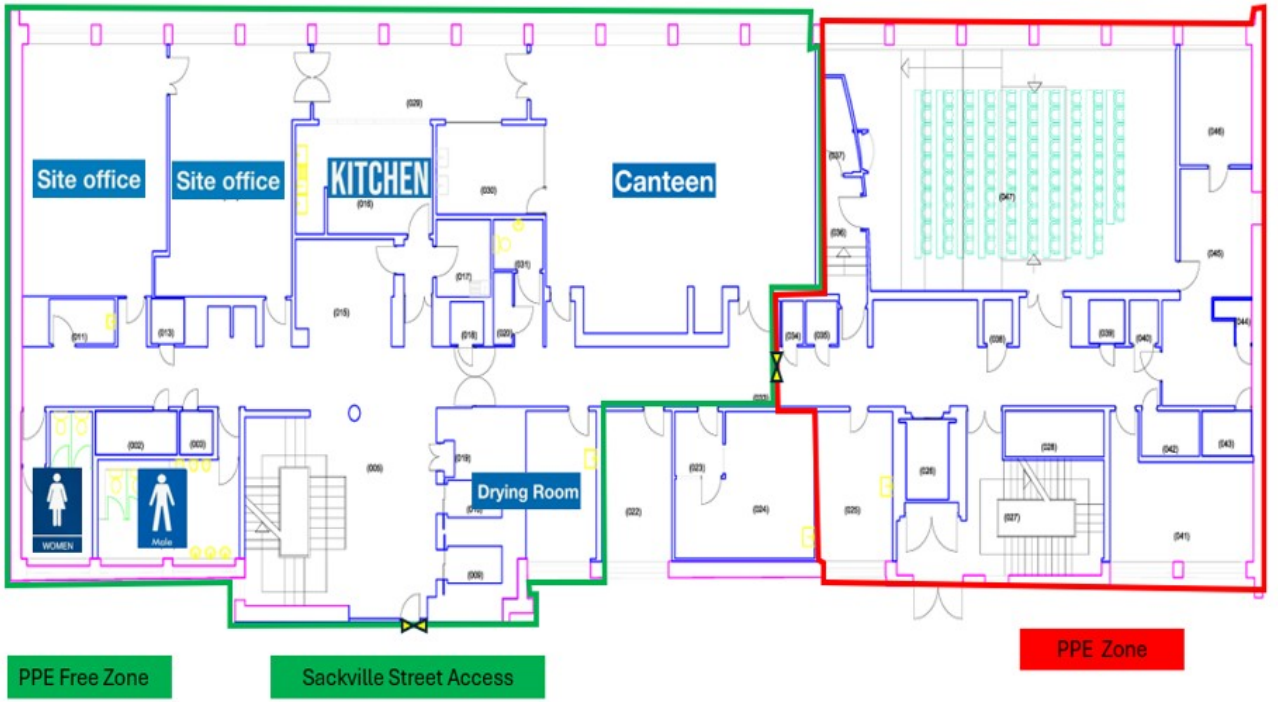


Figure 3 shows the proposed site set up

During the works it is anticipated that their will be an average of 10 - 15 vehicles per day attending site which will need to abide by the council's standard traffic hours of 07:30 – 18:00 as set out within the planning conditions. The type of vehicles which are expected to attend site will vary from small cars and vans up to large low loaders.

Every wagon movement will be managed by suitably trained and experienced traffic marshals who will make sure that they enter site as safely and quickly as possible without preventing any delays to other road users. When a vehicle approaches site (gate 1) the traffic marshal will direct the wagon into site and towards the loading / off loading area within the site boundary.

7. Routes to be used by Demolition Traffic

The delivery routes for demolition traffic has been developed to minimise disruption to the surrounding road network in the area. The map below shows the routes for inbound and outbound traffic to site

All vehicles will approach the site from Mancunian Way and onto Sackville Street heading North. All vehicles will turn left off Sackville Street onto Drover Lane and then reverse into site under the instruction of a vehicle Marshall.

All vehicles will leave the site and then turn left onto Sackville Street an into the one way system.

The route has been chosen as they utilise the major roads to and from site, are the most direct and cause the least disturbance to the local infrastructure.

The routes as mentioned above are shown below.

Traffic Routes

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TM Plans

All Traffic will enter Sackville Street via Mancunian Way.

All traffic will enter the site by turning left through the barriers and then reversing into the site gates.

All vehicle movements will be overseen by a vehicle Marshall in and out of site.

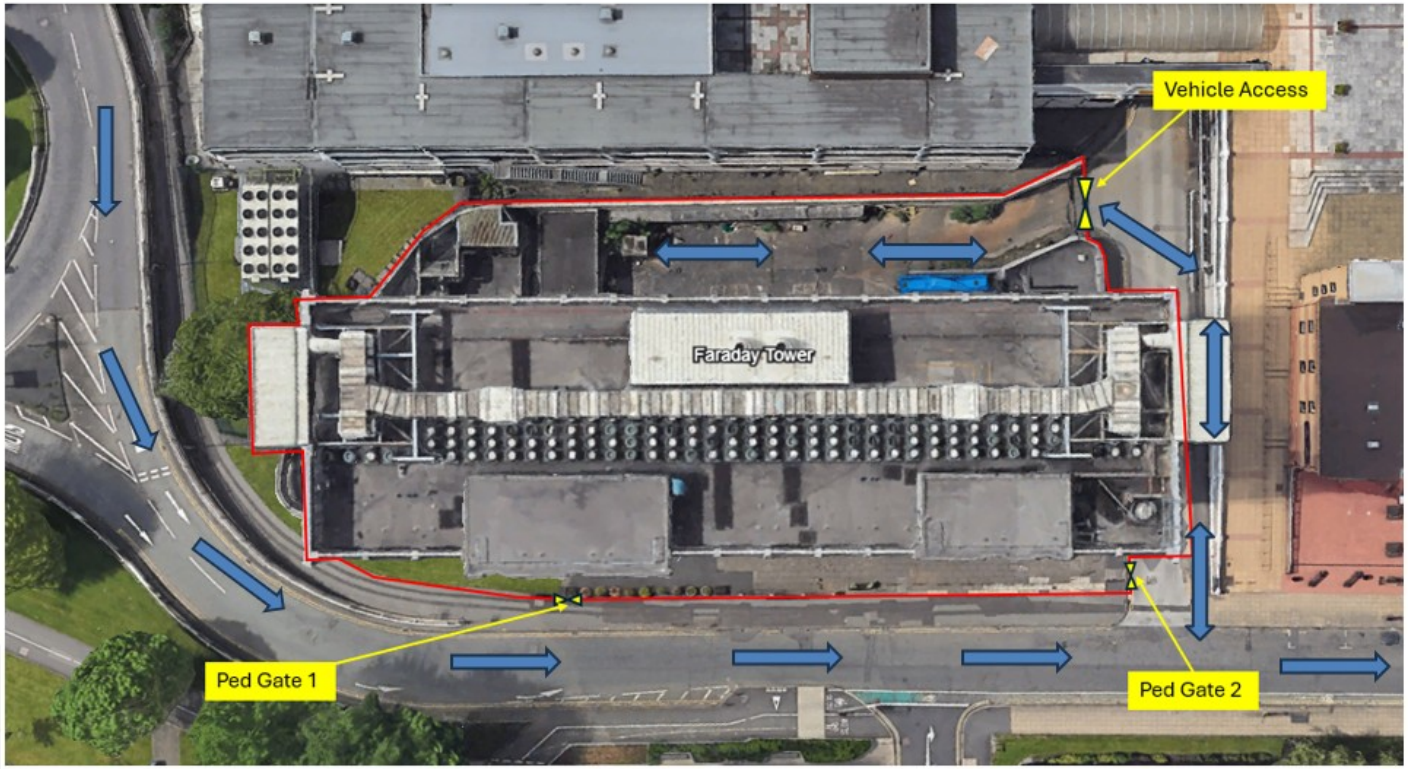


Figure 4 - Site Approach Roads

8. Pedestrians and Cyclist Interface

Pedestrians and cyclists will enter the site via Ped Gate 1. No other gate is to be used.

To prevent the public entering the site, the vehicle gate will remain locked at all times to prevent unauthorised access int the demolition area. Designated gate men will also be stationed at access points for the duration of the works.

Site safety notice boards will be positioned on the access points highlighting the traffic management plans and pedestrian routes around the works.

9. Deliveries & Collections

All deliveries will be agreed in advance with the site manager so the site team can expect their arrival in advice. All contractors, suppliers and haulage contractors will be supplied with the traffic management plan and site managers contacts details so arrangements can be made to attend site. All PPOC in house transport will be informed about the access arrangements via the PPOC Transport Manager. Once delivery vehicles approach the site the gateman will open the vehicle gate and instruct the vehicles to enter into the site boundary. The gateman will then advise the vehicles were to load / off load once the gate has been closed.

Deliveries and collections can be restricted to between 09:30am and 16:30 to ensure that during peak times construction traffic will be prevented from causing obstructions on the highway.

Once vehicles have been loaded / unloaded the PPOC gateman will then guide the vehicles out of the site egress gate and back onto Sackville Street where the vehicle must turn left and head North.

10. Vehicle Coordination

PPOC will have overall responsibility for the coordination of all construction deliveries and will advise what times and when suppliers are expected to arrive to site. During busy periods delivery times will be staggered to prevent vehicle congestion in and around site.

The PPOC site manager will have overall responsibility and will be the person supervising and monitoring vehicle movement to / from site.

During busy periods when large number of construction traffic could be expected the delivery suppliers will be asked to contact the site manager 20 – 30 mins prior to the arrival to site to confirm that access into site is clear.

All HGV drivers will be fully advised of the approved routes to and from the worksite (and relevant restrictions) prior to attending site. A summarised copy of this document will be issued to all delivery vehicles as well as our supply chain.

11. Road Closures

To enable the tower crane to be erected to carry out the works Sackville Street will have to be closed to allow the crane to be built and erected over the course of 3 days. Prior to roads being closed MCC will be consulted as well as the local stakeholders to make them aware about disruption to the local area. PPOC will look to chose dates which minimise disruption such as working over weekends during quieter periods. PPOC will provide as much notice as possible once discussion with MCC Highways have been consulted and dates have been agreed. The road will have to be closed to dismantle the crane once works are complete.

12. Parking Facilities

There are no parking facilities on site. All personnel who are required to visit the site are encourage to use the pay and display bays in and around the works.

All site staff are actively encouraged to use public transport or cycle to work. Cycle storage will be available in a safe and secure location adjacent to the welfare area.

The parking of site vehicles on footpaths, double parking and parking on double yellow lines is not permitted anywhere around the site.

13. Road Cleaning

The cleanliness of roads in the vicinity of the worksite will be maintained at all times throughout the duration of the works. Wheel washing facilities in the form of jet washing will be established within the site boundary before vehicles enter onto the public highway. Should any debris fall on the highway, then road sweepers will be utilised to clean the surrounding roads to a standard acceptable by MCC. Road gullies / drains will be managed and monitored throughout the duration of the works.

The surrounding roads will be cleaned on a regular basis. PPOC as a company (although this is not anticipated on this project) have an emergency call out procedure utilising sweepers on other sites in the vicinity.

We currently have several live sites in the area being serviced by a full-time road sweeper so if the need arises, the road sweeper will be called immediately to carry out road cleaning duties.

14. Unloading of vehicles and storage of plant and equipment.

All delivery vehicles which attend site will be loaded / unloaded within the demolition site boundary and within the loading areas. Suitable plant and equipment such as FLTs, telehandlers and excavators will be used to load / unload delivery vehicles.

Plant and materials which are delivered to site will be stored within lay down areas as shown above sketches.

All COSHH substances, fuels and oils will be stored away from the highway in safe and suitable areas within the site boundary.

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15. PPO Connor Group 24hr Emergency Contact

Please call the 24hr emergency contact - PPOC Head Office Out Of Hours - 0161 776 0333

The PPOC site managers details will also be provided when known.

If the emergency contact is unavailable for any reason an alternative contact number will be made available.

16. Site Security

The site will be secured by a 2.4m timber hoarding with access gates located in the poisoned shown in the above sketches. The site hoarding will be installed to the relevant temporary works designs and checked weekly by the site manager.

Site safety notice boards will be made available on the access points and as shown on the sketches above. The site notice boards will provide regular updates about the works as well as provide contact details for the PPOC site manager in the event that contact is needed. The monthly newsletter as well as other relevant project information will also be displayed.

The site is also patrolled by out of hours security who will be present when PPOC are not on site, over weekends and bank holidays.

17. Dilapidation Surveys

Prior to works commencing photographic dilapidation surveys will be undertaken of both the highways and neighbouring properties to document the condition of the local roads and condition of adjacent structures. The photographs will be saved and circulated between all interested parties once complete. The photographs will be carried out on the morning of the project start date. Completion photographs will be taken once the project is complete so they can be compared in the event that any damage / complaints or claims are raised.

18. Vegetation Clearance

Any vegetation clearance will be undertaken outside of bird nesting season which is March through to September. If this is not possible an ecologist within 48 hours of removal will review the works and safeguard any active nests which will be documented in a method statement and must be approved by the LPA in advance.

19. Waste Recycling

As part of the PPOC Group of Companies, we have in a in house recycling centre based in Sharston. All waste from the project will be separated by waste type and then placed into waste skips. The waste will then be delivered to PPOC Environmental were it will be further processed and treated, diverting 99% from landfill as a result.

The generated concrete and hardcore is to be removed from site and recycled at PPOC's aggregate recycling facility a short drive away from the project.

We envisage that the faraday Tower Demolition project will recycle in excess of 99% of all materials on site, with only asbestos containing materials and mercury going to landfill.

20. Vehcile Safety schemes

CLOCS (Construction Logistics and Cyclist Safety) and FORS (Fleet Operator Recognition Scheme) are UK vehicle safety schemes that work together to enhance road safety.

FORS provides a comprehensive framework for fleet management across various sectors while CLOCS specifically focuses on managing work related road risks in the construction industry.

Operators accredited to FORS Silver are automatically compliant with CLOCS simplifying the compliance process.

Both CLOCS and FORS are designed to align and keep compliance simple, ensuring safety in logistics and construction.

PPOC hold FORS Gold so are compliant with CLOCS.

21. Dust Noise and Vibration

Please see site specific DNVMP which should support this document – C0721-DNVMP-REV-0