

New Cross, Manchester

Construction Management & Methodology Plan

Pre-Construction Stage



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1.0 Document Control

<u>Revision</u>	<u>Date</u>	<u>Author</u>	<u>Section Amended & Notes</u>
01	17/12/2020	GJ	Pre-Construction / Planning
02	05/02/2021	GJ	Document Revised and Updated– Working Hours and Highway Section Revised following comments and liaison with adjacent developer / contractor.

2.0 Introduction

The purpose of this Construction Management and Methodology Plan is to address the detailed procedures, sequencing and construction methodology anticipated by the project team engaged in the planning, liaison, and construction of 2 of the new buildings on the New Cross development in Manchester (Bendix Street & Oldham Road).

It is also designed to be a live document which will eventually also address how any planning conditions imposed on the project will be managed or discharged by the construction teams.

The plan outlines proposals on traffic and environmental measures to be adopted during construction and provides supplementary information to the Environmental Statement on construction related issues.

It is not to be confused with the Construction Phase Health & Safety Plan, which will provide the contractor with a mechanism to comply with its legal responsibilities when acting as principal contractor in respect to the Construction (Design & Management) Regulations 2015.

The CMP considers all aspects and stages of the construction process, being;

1. Enabling Works (Demolition) & Substructure
2. Superstructure – Jumpform Core & RC Frame
3. Envelope – Roof & Façade
4. Internal Fit Out & Commissioning



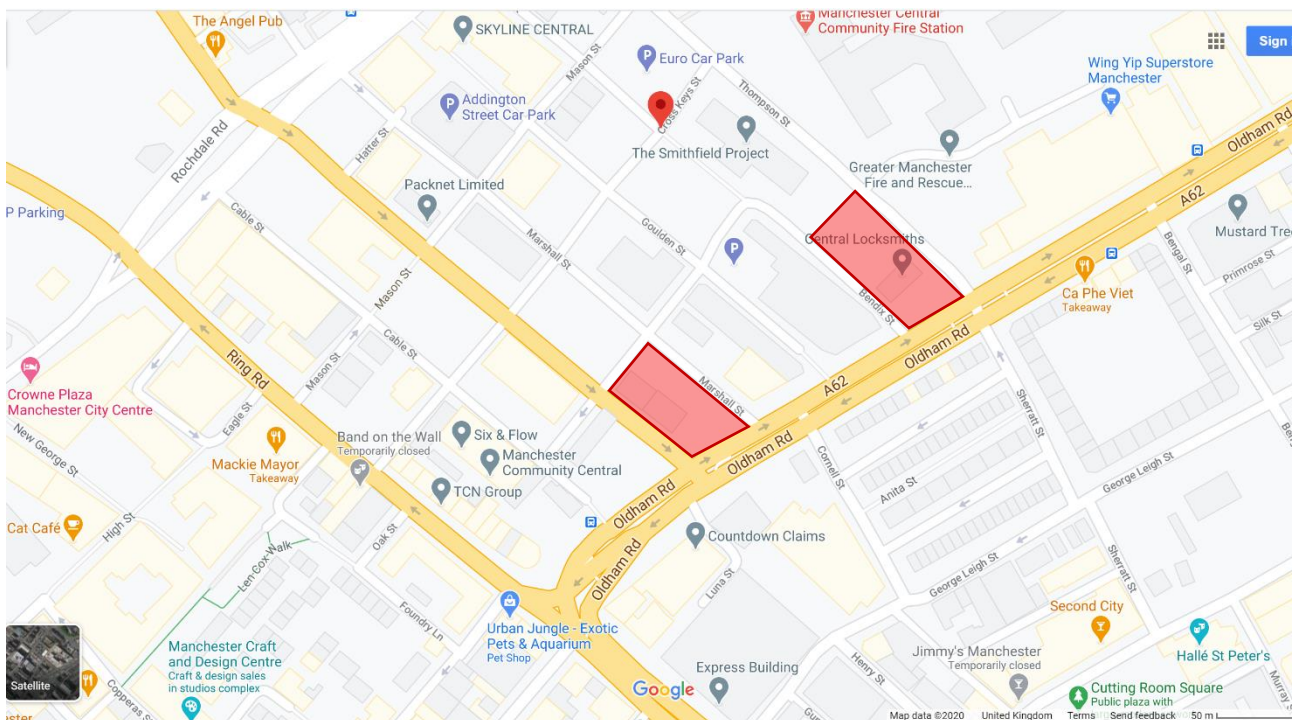
3.0 Site Details

3.1 Site Location

The sites are located just outside of the ring road to the North-East of the city centre. They are both adjacent to the A62 Oldham Road and are either side of the new Balfour Beatty development.

The Bendix Street development is bound by Thompson Street to the north east, Oldham Road to the south, Bendix Street to the south west and a building occupied by Turning Point to the north west. The Site comprises circa 0.14 ha of developed land, currently used as a locksmith business. The proposals include a residential building of 12 stories with ground floor commercial / amenity uses.

The Oldham Road development is bound by Oldham Road to the south east, Marshall Street to the north east, Chadderton Street north west, and Addington Street to the south west. The site is 0.13 ha and currently has some partially occupied buildings and a small car park. The proposal includes a residential development at 11 stories with ground floor commercial / amenity uses.



3.2 Description of the Site & Boundaries

From the knowledge taken from visits and inspections on site and as shown on the architect's drawings and pre-construction information issued, we have formulated a logistics plan for managing the site during the construction works.

Bendix Street - It is envisaged and planned that the main access to the site will be via Bendix Street, with a secondary access on Thompson Street. We will operate a one-way system on site meaning vehicles will exit the site onto either Oldham Road or Thompson Street depending on which

entrance they used to access the site. In order to implement our traffic plans successfully we will need to temporarily close Bendix Street and a lane on Thompson Street. These plans are detailed further in the traffic management section of this document.

Oldham Road - It is envisaged and planned that the main access to the site will be via Marshall Street. We will operate a one-way system on site meaning vehicles will exit the site onto either Oldham Road or Chadderton Street depending on where they are onsite. In order to implement our traffic plans successfully we will need to temporarily close sections of Marshall Street and Chadderton Street. These plans are detailed further in the traffic management section of this document.

Site Boundaries

The site will be fully self supported hoarded to all elevations of both sites.

The fencing shall be fully maintained throughout the works and inspections recorded and actioned on a weekly basis. Formal procedures will be instigated and maintained to control access to the works and to prevent and safeguard against any unauthorised entry on site. Site security measures will also be reviewed and deployed for the periods when construction works are not on-going to ensure the site always remains secure and safe.

It is imperative that this existing access way and entrance is kept clean and well managed at all times and to aid this all deliveries to site will be pre-booked in via an online system to mitigate the flow and quantities of construction traffic and deliveries to eliminate any congestion or build-up of site traffic outside of the site boundary.

A detailed traffic management plan will be implemented prior to works commencing on site and monitored throughout the works on a daily basis. This plan will also be communicated through our procurement manager to all subcontractors before orders are agreed and placed.

3.3 Pre-Start Survey

Prior to commencement, full surveys will be carried out to record the following, which will be agreed with the appropriate client's representatives:

- The condition of any adjoining buildings, features, roads, hard standings, and boundaries.
- The location / depth of all existing main services, drainage, and manholes – details shall be obtained from the relevant authorities or other owners.
- All service authorities and adjacent landowners shall be notified of the proposed works not less than one week before commencement of activities.

Documentation

All relevant documentation should be in place prior to commencement on site, including the F10 document, Outline Construction Phase Health & Safety Plan, Designers Risk Assessments and a Site Waste Management Plan. A site-specific Environmental Impact assessment will also be carried out.

All existing drawings will be obtained from the design consultants prior to the planning and execution of the works along with the following documentation:

- Planning Approval – the reserved matters will be discharged prior to starting.
- Building Regulation Approvals – this will be reviewed regularly to ensure that we have provided the clients representatives with any information they require to satisfy the Building Control Inspector.
- Topographical Surveys
- Dilapidation Survey.
- Drainage Surveys.
- Existing Service Survey.
- Environmental Assessment Report.
- Waste Management Plan.
- Ecology Report.
- Asbestos Clearance Report.
- Any Environmental Clearance Reports from previous enabling works.

4.0 Scope of The Works, Programme & Construction Methodology.

When considering the programme and methodology for the builds, the New Cross development offers a unique set of challenges for the construction team.

The busy city centre location combined with the close proximity of main roads and neighbouring properties means that our proposals need to be clear from the start in order to minimise disruption to the surrounding area.

We have developed our programme and methodology with these issues in mind and are confident that our experience and expertise in working these sorts of constraints will enable us to develop a strong relationship with the local area and provide a spectacular new building.

We have built up a detailed design, procurement & construction programme showing all activities, their durations, and the relationship between them. The durations have been calculated using historic output data combined with expert feedback from our supply chain. Taking these things into account we are confident that we have produced a robust programme that will deliver Bendix Street in 112 calendar weeks, and Oldham Road in 117 calendar weeks which is inclusive of the enabling and demolition works to the existing buildings present on the plots.

4.1 Bendix Street

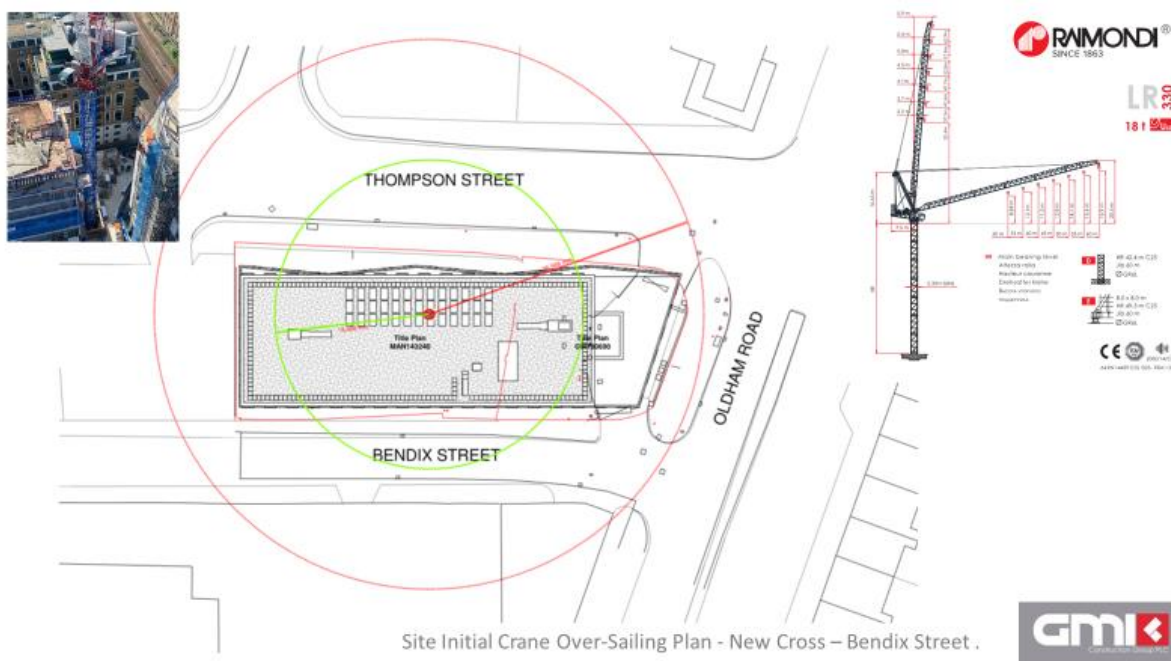
4.1.1 Enabling Works & Substructure

Our first task upon receiving possession of the site in week 1 will be to demolish the existing building on the site & prepare the ground for the piling rig. These works will be completed up to week 8.

From here the piles and substructure works will be carried out and completed during the months of September & October 2021. Initially we will focus on completing the foundations for the main

4.1.2 Superstructure – Core & RC Frame

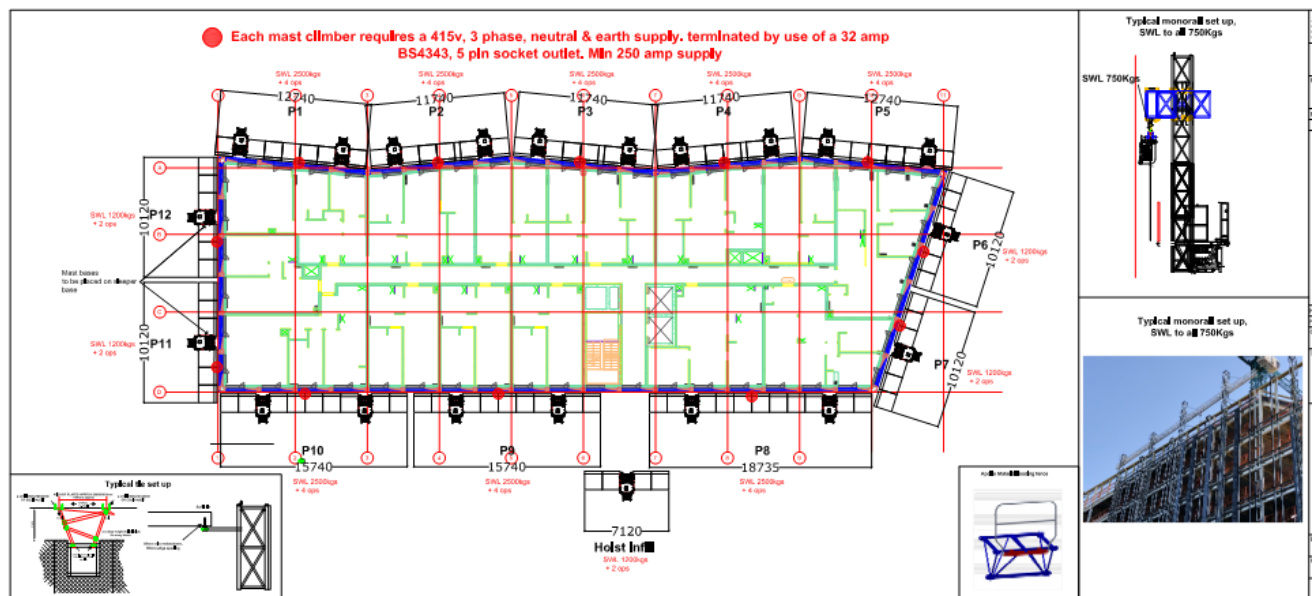
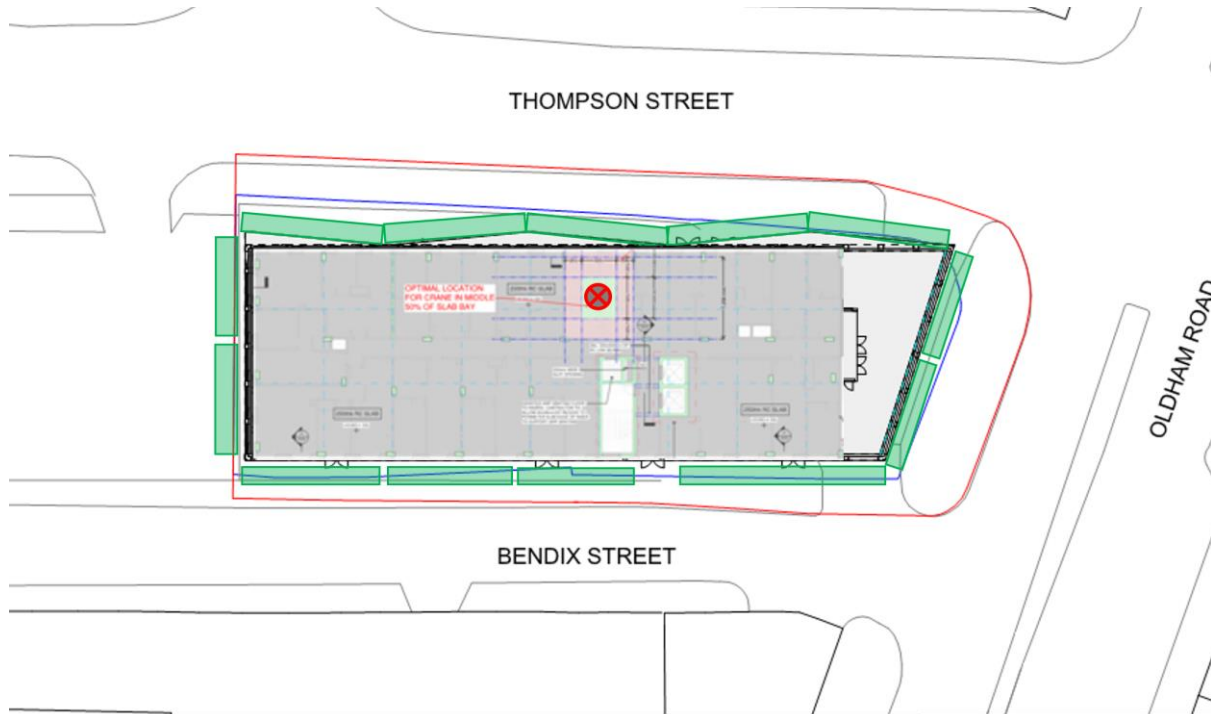
The remainder of the RC frame will commence in week 25 once the substructure works have been completed across the site. This will be completed in its entirety over a period of 41w 1d which takes us to the start of November 2022.



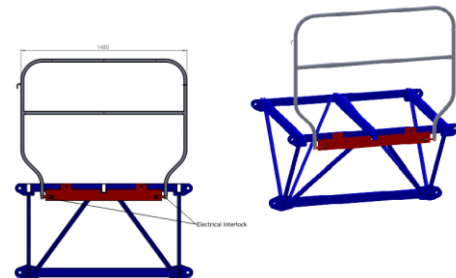
4.1.3 Envelope – Roof & Façade

Once the RC frame has been erected to the 6th floor and the lower floors have gained strength, we will begin the SFS, CP board, and window installation to the levels 1-4. We will access the works via mastclimbers which will be erected below the RC formwork. The layout of the mast climbers is shown on the slide below. Once these levels have been installed the RC frame will have progressed

onto the 10th floor which will release floors 4-7 for SFS installation. The mastclimbers will then be extended up to level 7. This process will repeat up to the roof level.



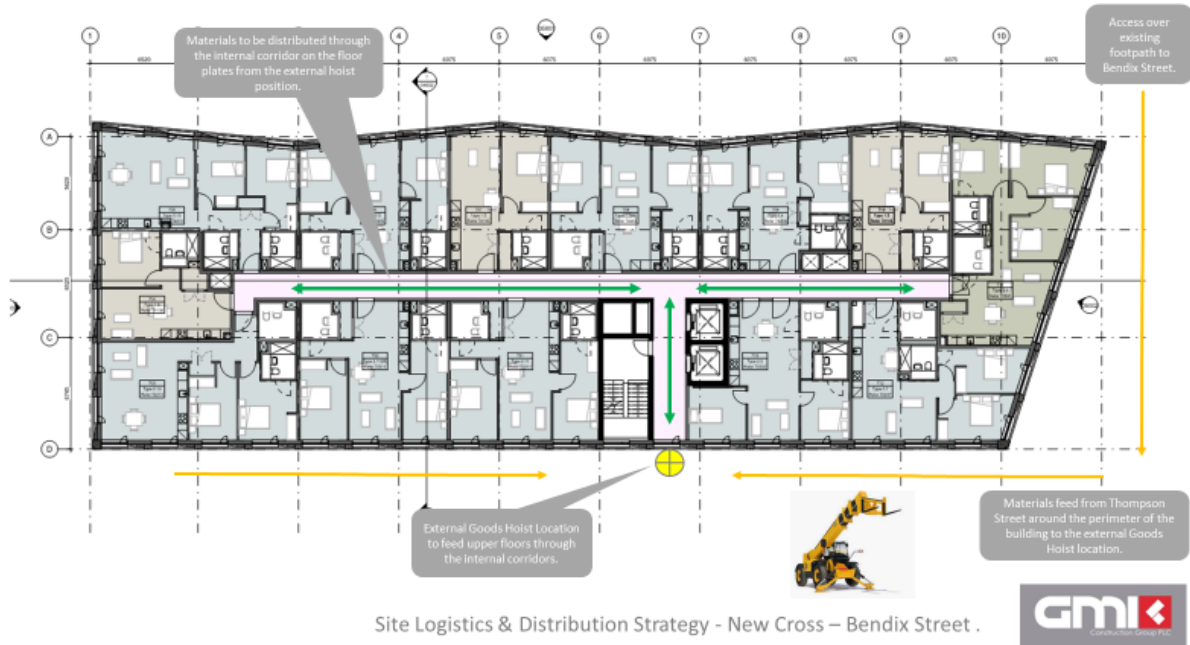
Once the RC frame has been completed, cured, & formwork removed from site we will install begin the GRC installation. The panels will be lifted into place using a monorail system which will work in tandem with the mastclimbers. These works will commence on the NW elevation in week 69 and be installed to all areas over a period of 23 working weeks.



4.1.4 Internal Fit Out & Commissioning

The main fit out works will commence on the ground floor in week 55. These works will be released once the SFS & CP board has been fully installed 3 floors above the floor to be fit out. This produces a practically watertight margin above the works which means any water ingress to the workface will be minimal. The fit out works will continue up the building sequentially as the upper floors are made watertight.

In order to load out materials onto floor plates we will leave a section of façade on the new extension down. This will allow direct access to the floor plates from the goods hoist via Bendix Street. We will infill the façade as the fit out works up the building. Once offloaded onto a floor plate the materials can be moved around via the corridors on each floor. The layout can be found on the slide below.



The general sequencing on the habitable floors is that the rooms are completed before we work our way out into finishing the circulation areas. The ground floor commercial & lobby areas will begin in week 84 once dry lining labour has finished on the upper floors. These fit out works will be completed over a period of 22w.

Overall the fit out & commissioning works to all areas will be completed over a period of 54w 2d which will take us to a completion date of mid-September 2023.

4.2 Oldham Road

4.2.1 Enabling Works & Substructure

Our first task upon receiving possession of the site in week 1 will be to demolish the existing building on the site & prepare the ground for the piling rig. Our demolition plan for these works can be found on the slide below. These works will be completed in week 8 of the overall programme. All existing services feeding the building to be isolated prior to the commencement of the demolition works.

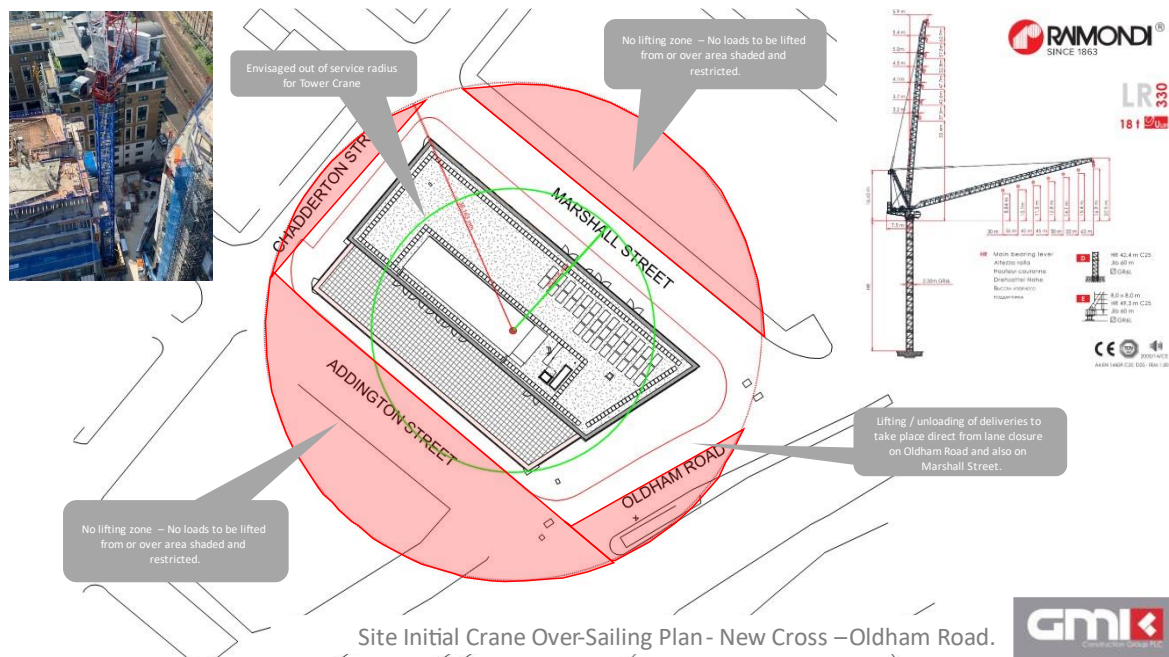


From here the piles and substructure works will be carried out and completed during August 2021. Initially we will focus on completing the foundations for the main core as this will enable us to begin jumpforming as the remainder of the substructure works are being completed.

4.2.2 Superstructure – Jumpform Core & RC Frame

The main core erection will commence in week 19 and be completed over a period of 8w 1d.

The remainder of the RC frame will commence in week 26 once the substructure works have been completed across the site. This will be completed in its entirety over a period of 39w which takes us to the end of May / early June 2022.

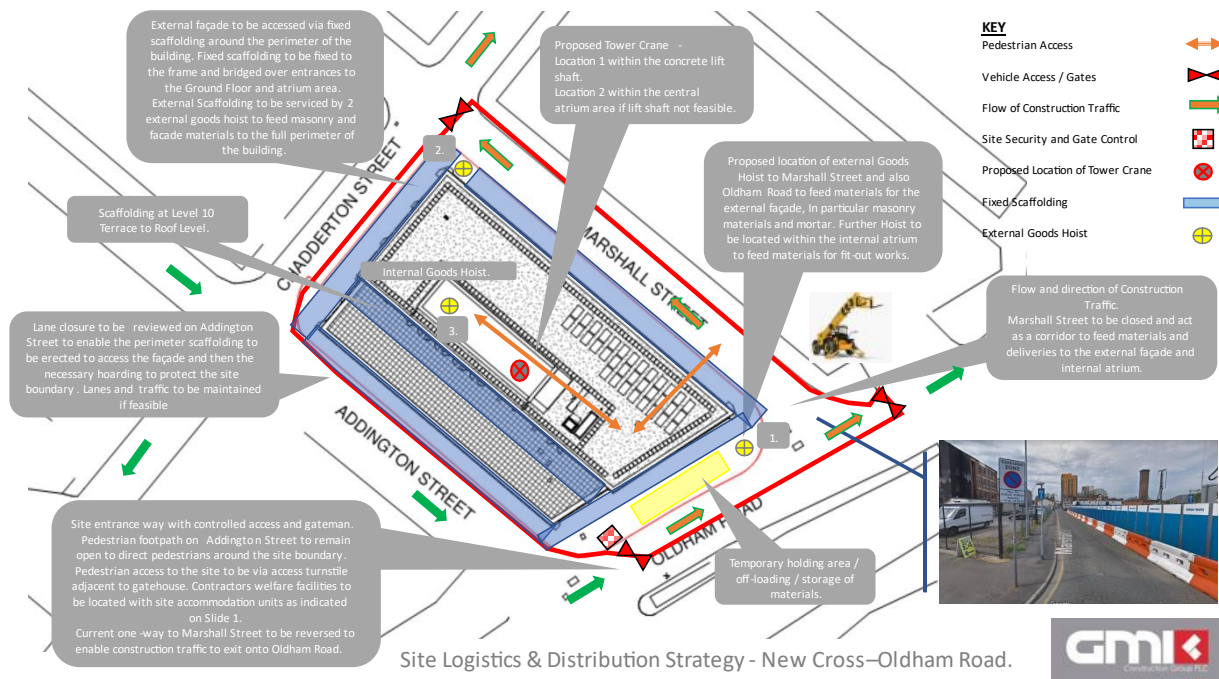


A tower crane will be needed for the entirety of the RC frame erection as shown on the above plan. Due to the lack of available space onsite we will attempt to locate the crane within the lift shaft. If this option is not viable we will locate the lift within the atrium, however this option will involve some making good once the crane has been removed. Once the frame has been fully erected and the crane removed, we will infill the void internally within the ground floor slab as detailed on the programme.

4.2.3 Envelope – Roof & Façade

Once the RC frame has been erected to the 6th floor and the lower floors have gained strength we will begin the SFS, CP board, and window installation to the levels 1-4. In order to access these works we will need to utilise a full perimeter scaffold which will be erected below the RC formwork. The scaffold layout is shown on the slide below. Once these levels have been installed the RC frame will have progressed onto the 10th floor which will release floors 4-7 for SFS installation. The scaffold will then be extended up to level 7. This process will repeat up to the roof level.

The facing brickwork will follow in an area once the SFS & CP board has been completed. Concentrating on the watertight line of the CP board means that the brickwork does not form part of the critical path meaning that these works are de-risked significantly.

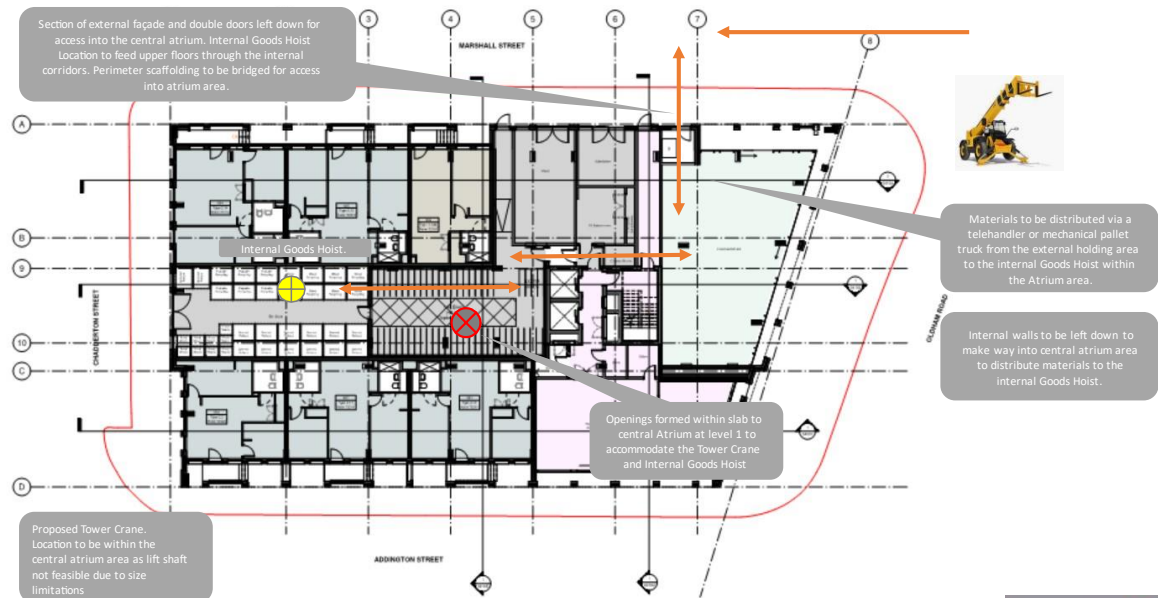


Once the masonry has been completed up to the roof in a zone then the GRC arch installations can be carried out. These will be lifted into place using a spider crane located on the roof of the building once the scaffold has been progressively stripped in the area. These works will commence on the Chadderton Street elevation in week 75 and be installed to all areas over a period of 28 working weeks. The GRC features will be lifted and stored upon the roof via mobile cranes and then installed utilising spider cranes sited on the roof. The external mobile cranes may also assist with installing of the GRC features.

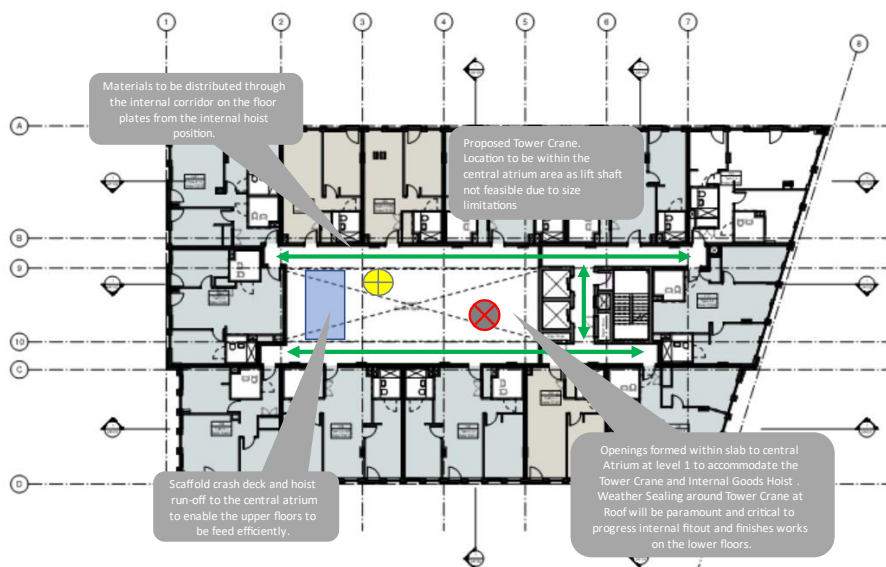
4.2.4 Internal Fit Out & Commissioning

The main fit out works will commence on the first floor in week 55. These works will be released once the SFS & CP board has been fully installed 3 floors above the floor to be fit out. This produces a practically watertight margin above the works which means any water ingress to the workface will be minimal. The fit out works will continue up the building sequentially as the upper floors are made watertight.

In order to load out materials onto floor plates we will utilise an internal goods hoist. This will allow direct access to the floor plates from the ground floor via the north of the building. We will infill the floor as the fit-out works are completed and the hoist removed. Once offloaded onto a floor plate the materials can be moved around via the corridors on each floor. The layout can be found on the slides below.



Site Logistics & Distribution Strategy Ground Floor - New Cross – Oldham Road.



Site Logistics & Distribution Strategy Upper Floors - New Cross – Oldham Road.



The general sequencing on the habitable floors is that the rooms are completed before we work our way out into finishing the circulation areas. The ground floor commercial & lobby areas will begin in week 82 once dry lining labour has finished on the upper floors. These fit out works will be completed over a period of 24w.

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Overall the fit out & commissioning works to all areas will be completed over a period of 58w which will take us to a completion date of mid-May / Early June 2023.

Execution of the Works

Specific Method Statements and Risk Assessments will be provided for all activities prior to commencement of the works. Method Statements for activities identified as requiring special attention or high-risk by the Principle Designer or GMI site management team will be reviewed by GMI's health and safety manager and submitted to the Principle Designer for review / approval if deemed required and necessary.

Completion of Activities

At completion of activities and before any subcontractor leaves site, GMI will carry out detailed inspections of the works completed and produce snagging lists for subcontractor action in line with our integrated Quality Management System and audit.

The design team will also be advised at this stage and will be requested to make any comments and observations.

Handover

It is intended that all snags will have been actioned and final cleaning completed to present to the client's team for acceptance. 10 to 12 weeks prior to PC, a handover workshop will be facilitated to promote and manage a 'soft landing' approach to completion.

Site Management Plan

It is proposed the project will be managed by a strong management team, led by a visiting Construction Director, and a site-based Project Director / Senior Project Manager and supplemented with experienced internals and frame / façade senior site managers.

Please see enclosed project organogram and CV's detailing the proposed team.

The site team will also be supplemented with experienced specialist third party such as Hydrock MRB as our M&E checking consultants and Wintech for the Façade. These services will enhance and support the project team throughout the full project duration.

5.0 New and Existing Utilities

It is envisaged that a full review of underground services will be undertaken and any services located to have been disconnected accordingly prior to the demolition works commencing onsite.

New services will be brought into the site via the most appropriate route from the highway. All works will be co-ordinated with the surrounding building operators and fully compliant with best practice for these operations.

6.0 Hazard / Risk & Environmental Management and Controls

Policy's & Procedures – all schemes follow the GMI Management “Risk Control Planning” policy no. QES1_2_3. Consisting of; Design, Pre-Commencement, Operations, Environmental, Supply Chain.

Workshops & Meetings – Pre-construction – Highways, Neighbours, Full Design-Build & Client Team, Key Sub-contractors, Commercial. During Construction – feedback sessions, item in all meeting minutes.

Control Log – Risk Registers (updated & live), safety audits.

Risk Assessments and Control Procedures - Element specific risk assessments will be developed during the course of the works in conjunction with the specialist sub-contractors, these will be in line with requirements of the construction phase health and safety plan, the designers risk assessments etc. With particular attention being given to the adjacent boundary conditions and the unique solution needed for each elevation.

Below are some key areas where, in conjunction with the design team and our supply chain, we are currently further developing site control proceedings.

Site Specific items - relating to Health and Safety where particular attention will be given during pre-construction phase that the team will develop specific Method Statements and Risk control procedures to manage;

- Public Safety in and around the entrances to site and the site boundaries.
- The proximity of the adjacent main roads and associated control measures implemented to ensure no disturbance of the service.
- The presence of local businesses and offices in and around the construction site.
- Public realm and existing footpaths around the perimeter of the site.
- Erection / Dismantling and management of on-site Tower Crane.
- Managing and ensure that the existing fire escapes from neighbouring buildings are not hindered or compromised at any time during the works.
- External Goods Hoist for the distribution of materials into the building.
- Maintained Pedestrian access to the completed residential block (by others) for the duration of the works on site.

Whilst this list is not exhaustive, it will be used as discussion points for the team developing the project Construction Phase Health and Safety Plan.

6.1 Working Hours

The construction hours will be as set out in the planning approval; however, we anticipate these to be in the realm of;

07.30am – 6.00pm Monday to Friday

08.30am – 2.00pm Saturday's

Closed / No Working - Sundays and Bank Holidays.

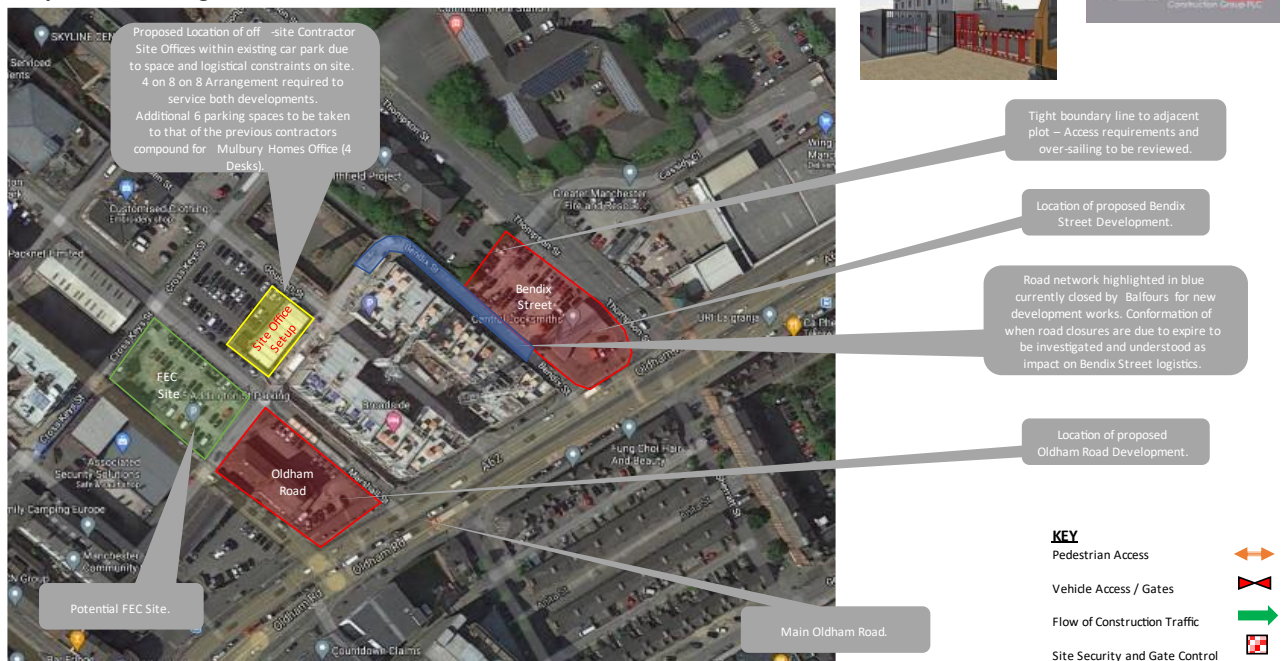
There may be certain circumstances where construction work will be required to take place outside of these hours.

The exact phasing and timescales of this will be communicated to our neighbours and direct to the relevant Environmental Health Officer for the area for the necessary section 60 approval if deemed required.

6.2 Construction Site Accommodation Welfare and Storage

For the duration of the project, we intend on locating our site offices on the Addington Street Car Park on a slightly larger footprint to the previous contractor and this set-up as shown on our logistics plan will service both sites. An additional 6 car parking spaces will need to be taken to that of the previous setup. The offices are in close proximity to site and provide ample accommodation for site staff, operatives, and visitors alike. Access to the sites from here will be through a pedestrian access gate located in the hoarding of both developments. Further details of this can be found in the 'Contractors Staff and Operative Site Access' section of this document.

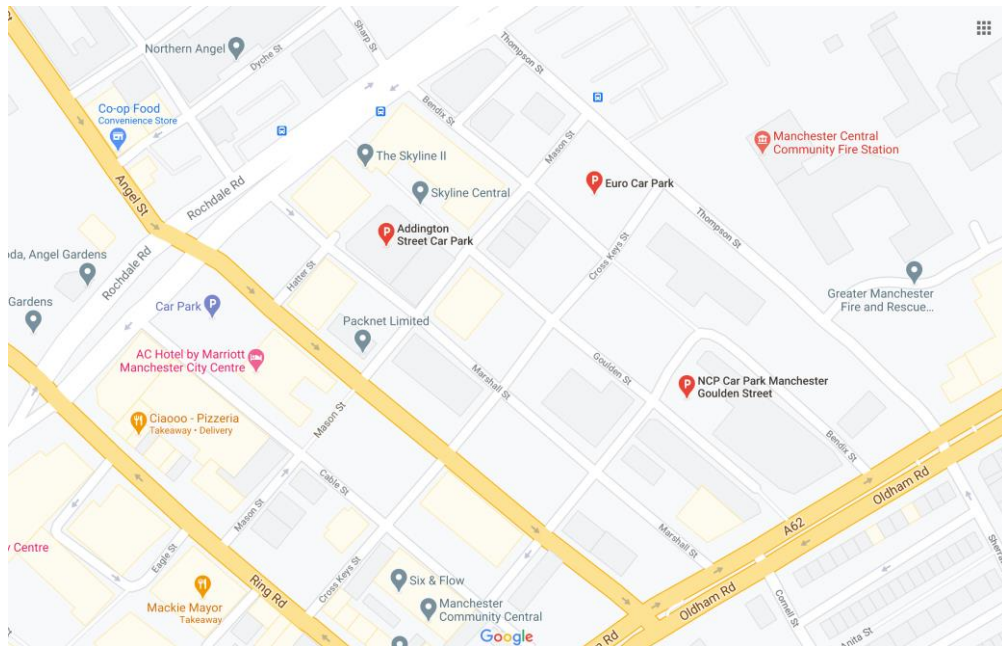
New Cross – Overview (Bendix & Oldham) Manchester, Proposed Main Logistics Plan



Material storage on the site is extremely limited, all supply chain members will co-ordinate their respective needs with the site gateman and deliveries team. All deliveries will need to be booked in on an online delivery system. This will help alleviate construction traffic in the surrounding area. Materials will be offloaded from the vehicle directly to the point of use wherever possible.

6.3 Car Parking for Contractors Staff and Operative

There is no provision for parking within the footprint of the sites. However, there are multiple local sites and open car parks around the developments which will permit safe and controlled contractor parking. The secure site is located off Cross Keys Street and will house all staff / contractor parking, ensuring no requirement for off-site public parking by associated personnel. Before any construction works begin, liaison relating to parking arrangements for the duration of the project, will be undertaken with the relevant personnel.



Public transport is also readily available with several readily available bus routes.

Contractors Staff and Operative Site Access

Generally pedestrian access will be restricted to the pedestrian entrances on both sites where a security turnstile system will be in operation. Workers will be logged in whilst all visitors will report to the designated gate person to be escorted to the site offices for induction, at all times pedestrians and vehicle movements shall be kept segregated as far as reasonably practical. Public transport will be promoted throughout the scheme as there are several public transport options readily available.

A secure turnstile with biometric or allocated fob access onto the site working areas from the public realm to prevent any unauthorised access.

There will be no access granted unless authorised by GMI, this will be following a site safety induction and in the case of visitors, escort onto site by competent team members. There will be access through the turnstile and then a designated walkway to the site, the turnstile will be both the point of access and egress from site and will record the personnel for emergency evacuation purposes as well as recording data for capturing the carbon footprint of the site and information in relation to the projects social impact plan.

The site will also be monitored out of hours by a tag guard system whereby if the motion sensors/beams are broken, a locally appointed security guard will be immediately notified and attend site to investigate and deal with the situation as necessary, as the frame progresses the security will upgrade to that of a static guard.

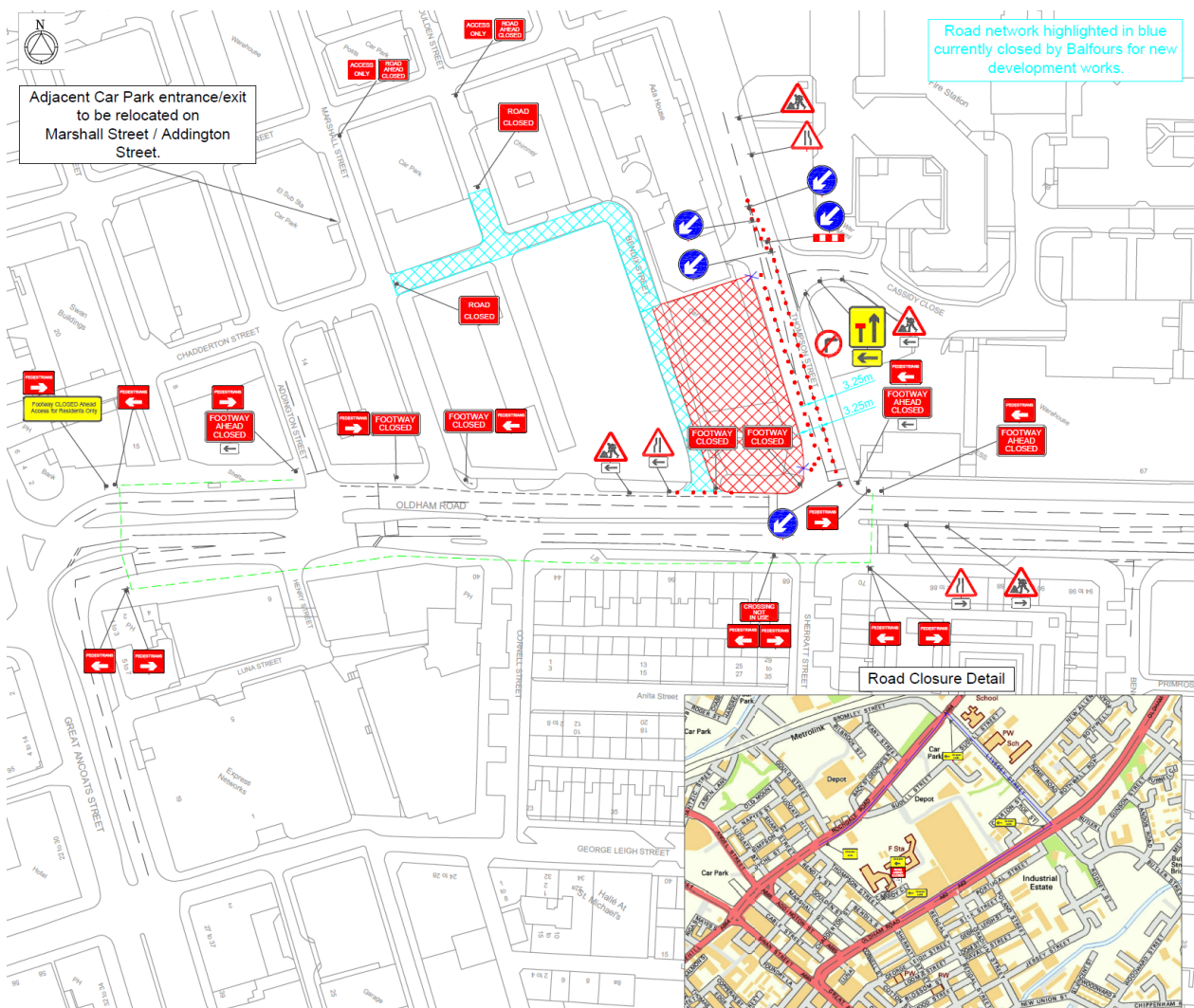
Cyclists - There are no cycle lanes currently around the perimeter of the site boundary however our site gatemmen and banksmben will be observant of cyclists when directing public and vehicle movements alike.

6.4 Deliveries, Highways & Safety

Road Closures & One Way Alterations

Bendix Street

In order to carry out our works safely we will need to impose a number of temporary restrictions to some of the surrounding roads. These are needed due to the extremely limited amount of space we have available to us onsite. The overview of which can be found on the slide below.

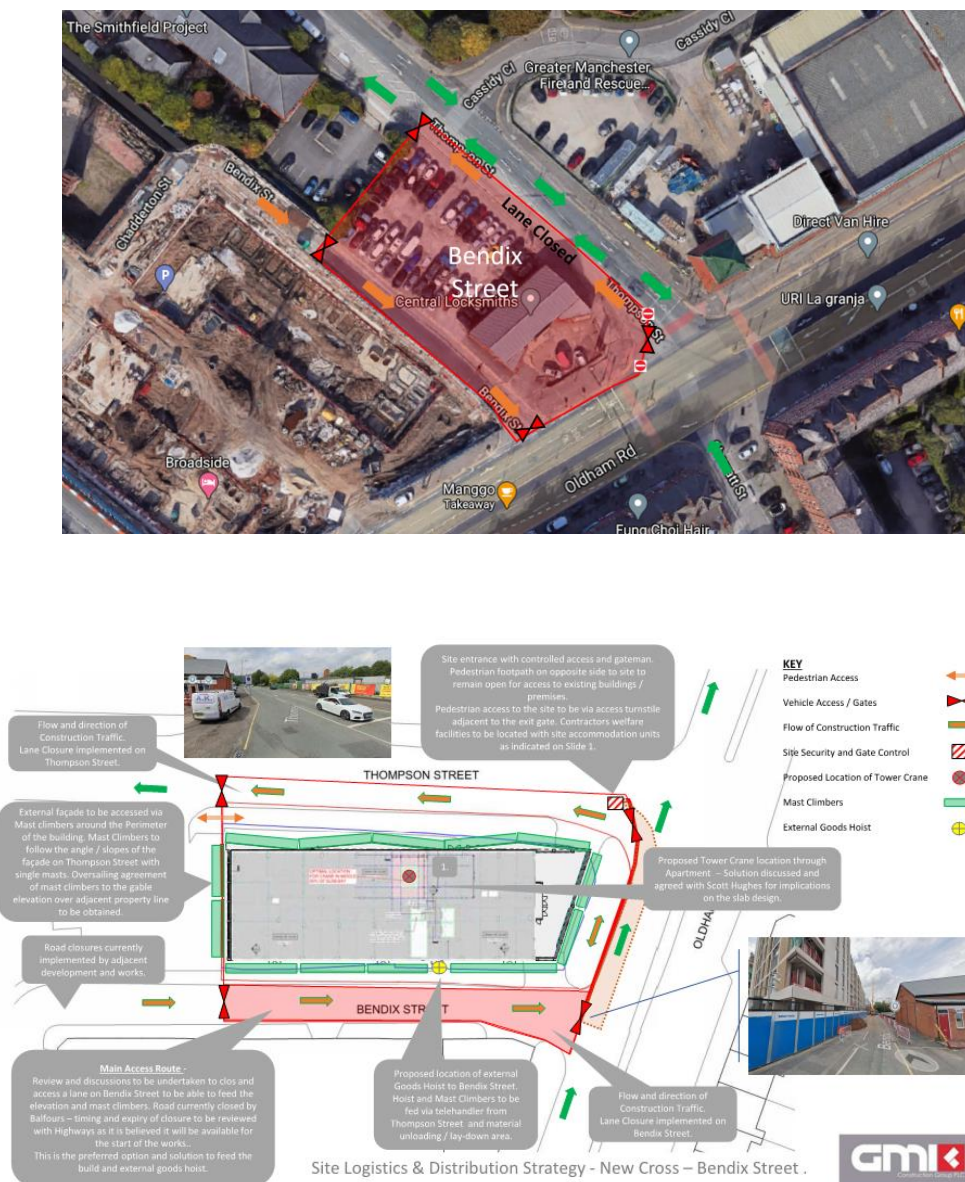


Firstly we will need to implement a full closure on Bendix Street as per the previous contractor for the duration of our works onsite. This will be used as our main delivery route & be encroached

upon by the mastclimbers once installed. Once the mast climbers are installed to the Bendix Street elevation, a full closure on Bendix Street will enable delivery vehicles to be safely unloaded and materials temporarily stored.

Secondly, we will need to temporarily take a lane on Thompson Street. Currently the road is 2 way with a filter lane at the junction with Oldham Road. We propose that we temporarily take the lane adjacent to the site whilst using the filter lane to maintain the 2-way access on Thompson Street. This space is needed for vehicular access to the Thompson Street elevation works for material movement and distribution, again the extent of existing footpath will be encroached once the external mastclimbers are installed to the Thompson Street elevation leaving no room at all without the lane closure to feed the mastclimbers and distribute materials.

These measures are also highlighted on the slides below -



We will ensure that all changes are signposted thoroughly to avoid confusion when the changes are in their infancy.

Oldham Road

As per current / agreed / signed off arrangement.

6.5 Plant and Equipment

It is envisaged that there will be piling rigs, 360 excavators, dumpers, rollers, mobile tower crane, mobile concrete pumps, hoists, and associated smaller mobile access plant on site throughout the project. A crusher will also be present for the initial stages of the scheme and for the required demolition activities. The materials from the demolition phase will be re-used on site for the piling operations.

All the plant and equipment on site will be maintained in accordance with the PUWER Regulations. All plant will also be operated by competent and trained personnel who will also carry out their weekly and daily maintenance checks. No plant will be operated on the highway unless they hold the relevant licenses.

Fuel Storage - All fuels will be stored in a double bunded container with a capacity of 110% and kept padlocked shut when not in use. Drip trays will be used underneath the containers to contain any drips of fuel. A designate fuel storage area will be set up on the project away from any surface water drainage to ensure refuelling is carried out in a controlled environment. A spill kit will also be located in the controlled zone and in the event of a spillage the site management will be notified immediately, and the fuels cleaned up immediately.

Erection of large plant equipment such as the onsite tower crane will be co-ordinated with the local highways, police and adjacent property teams.

6.6 Construction Environmental Management Plan

The development of a 'Construction Environmental Management Plan' will be undertaken for the site during the procurement phase of the scheme.

The CEMP defines responsibilities and methods during the construction phase of this development to manage potential impacts on the environment and operation of all surrounding stakeholders.

The CEMP addresses the following issues associated with the development:

Dust Emissions;

Control measures for adjacent canal.

Ecology;

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Water Pollution;

Waste Management;

Contaminated Land; and

Community Responsibility.

Compliance with this document is a contractual requirement for GMI and all its sub-contractors operating on the site. By using our GMI company Construction Environmental Policies and Procedures as an operational framework we will integrate the specific requirements of this CEMP into site specific operational procedures on the project.

All proposed sub-contractors on the project have confirmed their compliance with both GMI's Environmental Policies and the CEMP.

Considerate Contractors and Landscaping Consultant

The project will be registered with the Considerate Contractors Association. Additionally, we will engage and liaise with the landscaping consultants as the consultant advising on our methods and working practices, including protection of existing infrastructure & trees albeit the scope for the external works and protection of existing landscaped features at New Cross is extremely limited.

Neighbours

GMI acknowledge the presence and the importance of the existing properties / businesses / offices adjacent and surrounding the proposed site and will be considerate of their needs and the needs of their customers / staff at all times throughout the construction phases. Any local residents and neighbours will be updated regularly on site activities and progress as the works progress. GMI encourage open and clear channels of communications with all stakeholders.

GMI will identify any potential risks which may arise from neighbouring land users / projects or businesses and ensure adequate arrangements are in place to mitigate those risks. These risks along with the mitigation measures will be clearly defined within the Construction Phase Plan and shared with all stakeholders.

Regular liaison between all parties on site will be organised and managed by GMI with site meetings held to discuss ongoing works and plan ahead to any forthcoming works which may have an impact on others. All works will be coordinated with the relevant parties to ensure that risks are identified and adequately controlled.

GMI propose weekly coordination meetings with neighbouring properties to ensure no disruption is caused and the day-to-day logistics can be discussed in detail.

GMI operate an 'open door' policy with all of the workforce and subcontractors with regards to Health and Safety and encourage positive collaboration and intervention. All Health and Safety information will be displayed on a site notice board on the external perimeter of the site boundary for all to access and review.

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The site will be kept clean and in good order for the at all times. The Site facilities, offices, toilets and drying rooms will always be maintained to a good standard. All surplus materials and rubbish will be managed and controlled to ensure they do not spill over into the site surroundings.

7.0 **Avoiding Mud & Dirt on Highways**

Our strategy for minimising mud on the highway is to keep construction traffic on surfaced routes to and from the site. As vehicles enter the site they will do so on this protected surface, this will therefore minimise the opportunity for mud to enter the highway. The gateman will check each vehicle as it exits the site and is escorted back out onto the highway. Additional regular checks will be made by the site management of the surrounding roads to ensure they are kept in a clean state. We will ensure that mud and or debris will not be allowed to get onto the highway.

At the commencement of the works onsite and prior to any main excavation works taking place and to mitigate any mud on the roads, a jet washer will be used to clean the wheels of vehicles before exiting site onto the highway. Once the site operations are well underway it will not be necessary as vehicles will be fully on hard surfaced roadway.

As an additional precaution, a road sweeper will be deployed as and when required to ensure that the exit road and any other surrounding roads are not affected.

Concrete Wash Out - The concrete washout will be undertaken on site. A specific washout skip will be positioned within the compound area during concrete pours. Concrete vehicles will be offloaded and cleaned within the site compound thereby ensuring no debris or spills are deposited on the street / highway.

7.1 **Measures to control the emissions of dust and dirt during construction**

The site management team will conduct regular checks for the potential generation of dust on site. Any dust generated during the initial groundworks phase will be controlled by either towable water bowsers to suppress the dust across site, hose pipes or constant water spray/mists set on the hoarding to dampen down the site.

Any other dust that is created from the use of concrete or wood cutting will be controlled by water suppression bottles or on tool local exhaust ventilation system.

When very windy conditions prevail and there is a potential of dust being blown up onto the highway, work will stop until the situation can be appropriately controlled / remedied including any necessary liaison with Manchester City Council's Highways Department if needed.

Compliance with current legislation on dust control including the Environmental protection Act 1990 and the Control of Act 1974 will be ensured.

7.2 Noise and Vibration

The working hours on site are described in paragraph 6.1 above. There may be a requirement to work occasionally outside of these working hours. Noise monitoring will be carried out and recorded throughout the project.

It is not anticipated there will be much vibration created during the construction works, other than the small vibration affecting the individual. Where individuals are concerned, a hand arm vibration assessment will be carried out and measures put in place to eliminate or reduce vibration to the individual. Vibration from the piling operations should be well contained within the building site footprint.

Again, we will ensure compliance with current legislation on dust control including the Environmental protection Act 1990 and the Control of Act 1974. Relevant codes of Practice set out procedures for dealing with the control of noise on construction and demolition sites as per BS5228: 2009 noise and Vibration Control on Construction and Open Sites.

7.3 Waste and Recycling

All waste generated during the construction phase will be disposed of using skips that have been supplied by reputable suppliers. Waste management licenses and waste carrier's licenses will be obtained from all suppliers prior to removing the waste from site thus ensuring that all waste has been dealt with in accordance with the regulations.

Any hazardous waste i.e. empty spray paint cans, oily rags etc will be disposed of in the site hazardous waste drums. Once these are full, they will be collected and disposed of by GMI's designated waste management contractor.

Some of the waste produced during the construction phase will be recyclable. All spoil arisings for the groundworks will either be removed from site or used as capping material where permitted. Designated skips will be used to recycle other waste

Effective management of waste on site will consist of the following measures;

- Closed skip container (food waste etc.)
- Regular clean-up of the site
- Careful handling and transportation to avoid damage
- Efficient ordering
- Off-site manufacturing (Precast elements / Curtain Walling / GRC & Façade Panels).
- Skips will be located on Clarence Street near to the site gates for ease of access.

Contact Details.

GMI Construction Group Plc

Carvers Warehouse

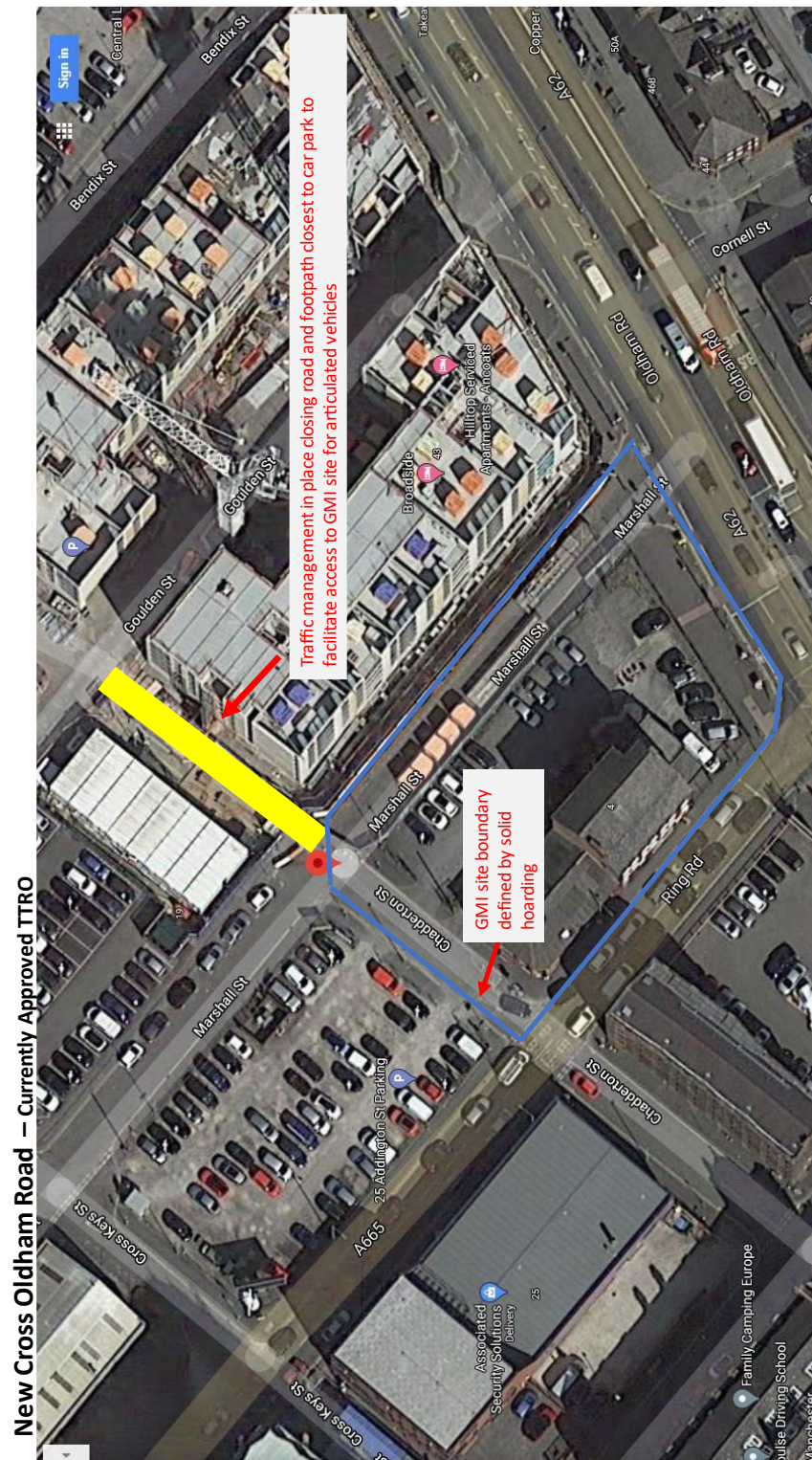
77 Dale Street

Manchester

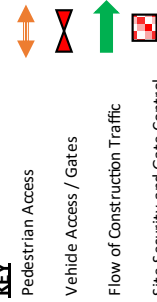
M1 2HG

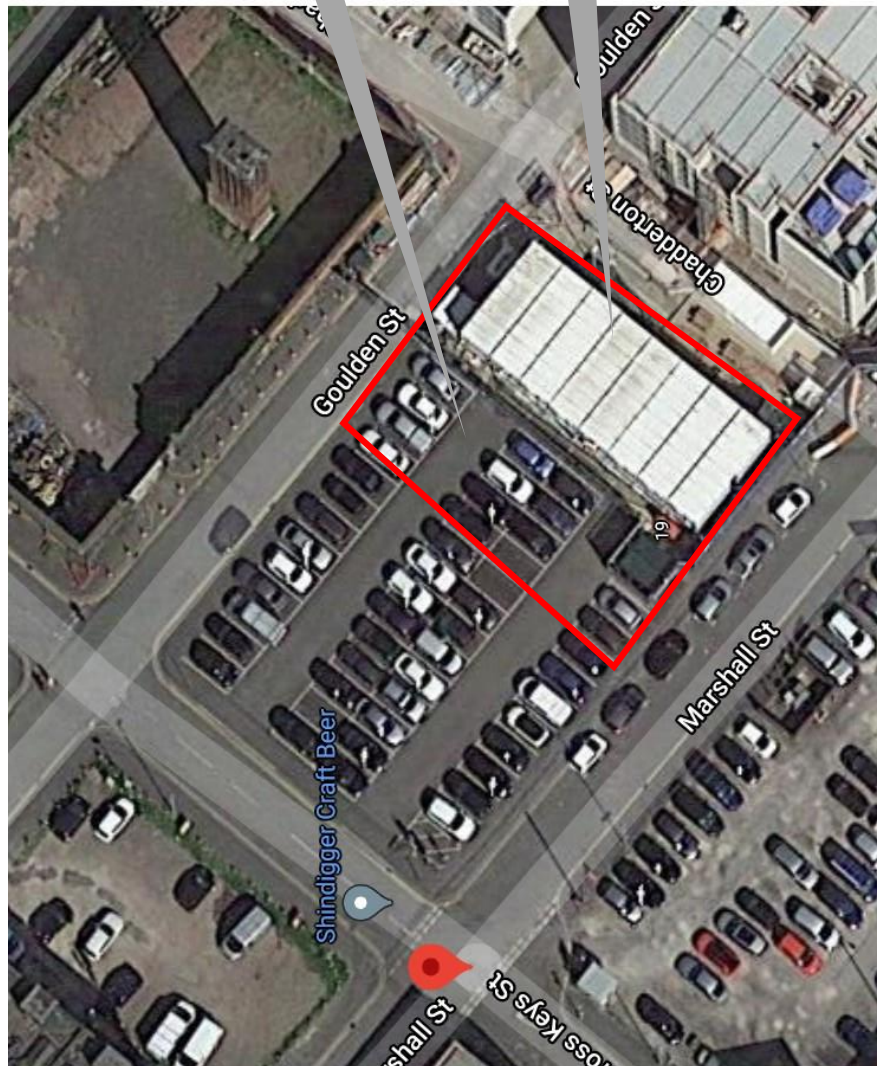
0161 3024503

Name	Position	Mobile	Email
David Bramwell	Senior Project Manager (Oldham Road)	07510666363	david.bramwell@gmicon.co.uk
Adrian Cronin	Senior Project Manager (Bendix Street)	07890040183	adrian.cronin@gmicon.co.uk
Anthony Judge	Construction Director	07967787871	anthony.judge@gmicon.co.uk



New Cross – Overview (Bendix & Oldham) Manchester, Proposed Main Logistics Plan





Proposed area for GMI Site
Accommodation set-up for Oldham road
and Bendix Street developments and
area of car park to be taken.

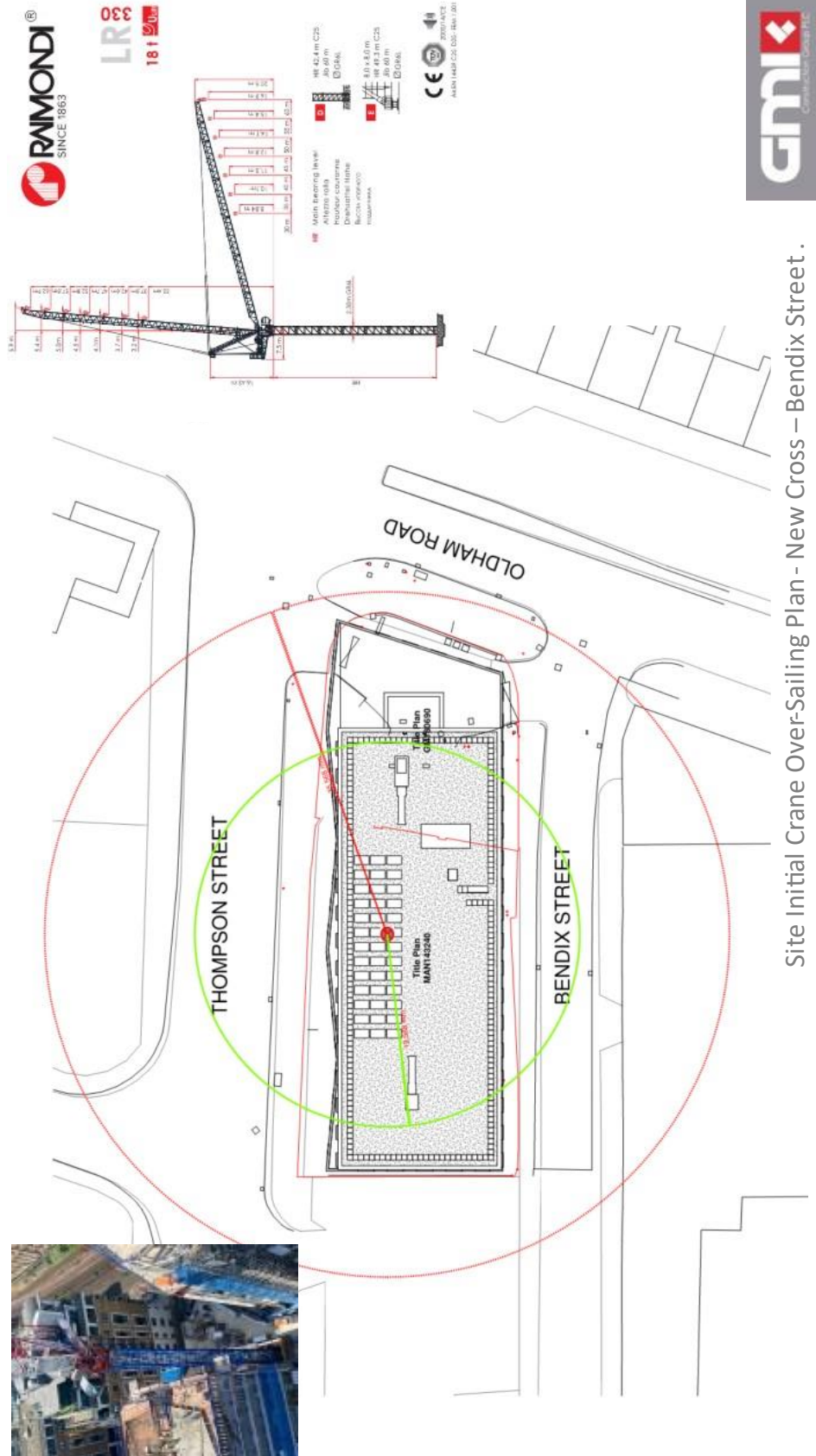
Supposed area for GMI Site
Accommodation set-up.
Configuration – 8 on 8 or 8 triple stacked
arrangement suggested and to be
investigated in the first instance.

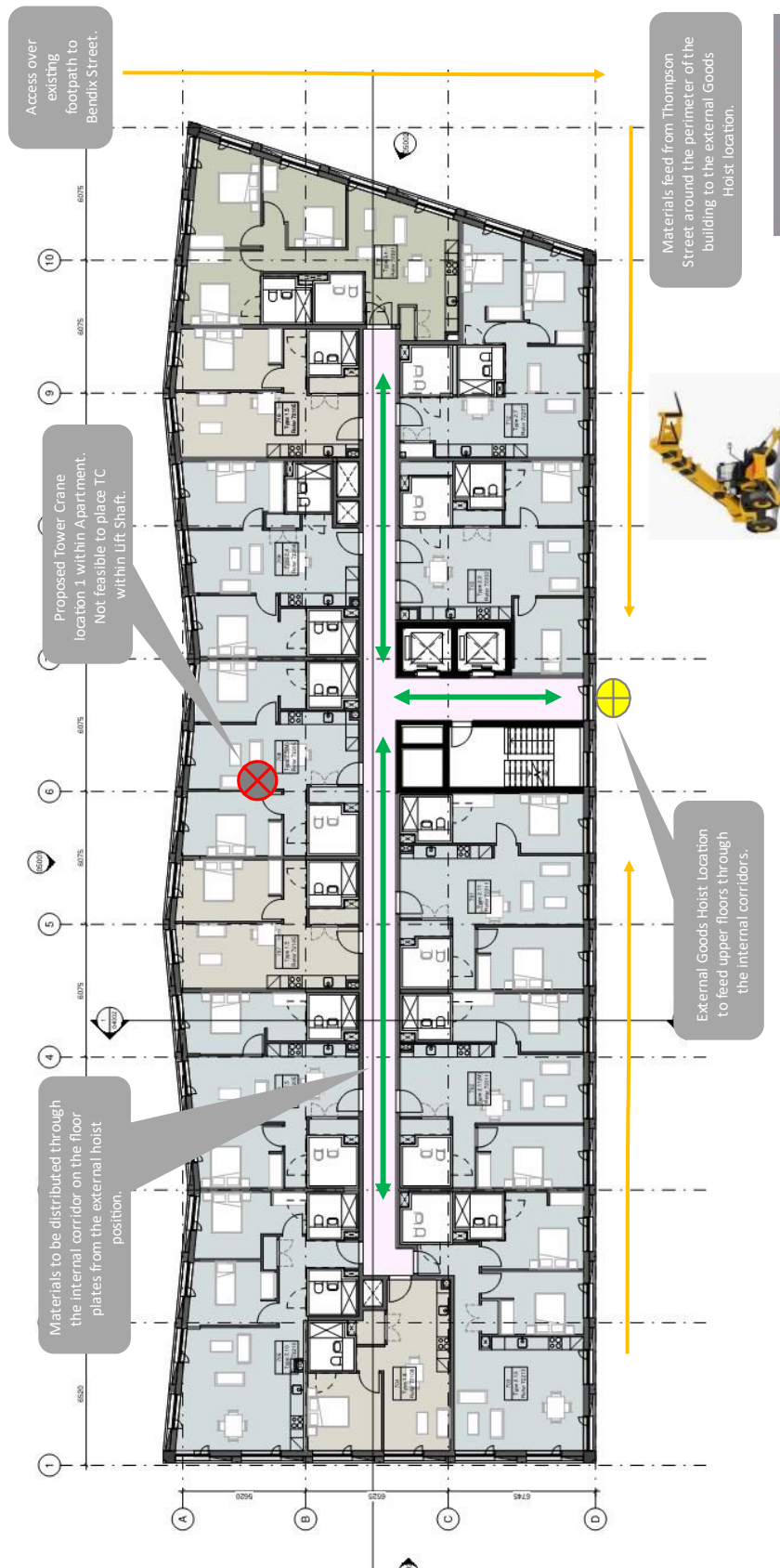
Compound – Site
Accommodation Set-up.

New Cross – Overview (Bendix Street), Manchester Proposed Logistics Plan & Lane / Road Closures









Site Logistics & Distribution Strategy - New Cross - Bendix Street .

