



Gilbert-Ash

Construction & Environmental Management Plan

Great John Street Hotel, Manchester



Great John Street Hotel

Date: 2/09/20	Document not approved	A	B	C
Author – Damien McKenna	Approved – Subject to revision	Tick as Appropriate		
Current status of Document	Document approved - Proceed			

Revision History		
Date	Revision No.	Details of Revision
2/09/20	A	Initial issue
25/09/20	B	Site layout updated with visuals

Sign Off	Print Name	Signature	Date
Gilbert-Ash	John McGerty	J McGerty	18-12-2020

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Section 1 – Introduction

This **Construction & Environmental Management Plan (GA-CEMP)** sets out our proposed principles and requirements to minimise the impacts of the construction process on the amenity of neighbouring occupiers and the environment and how these will be managed and mitigated.

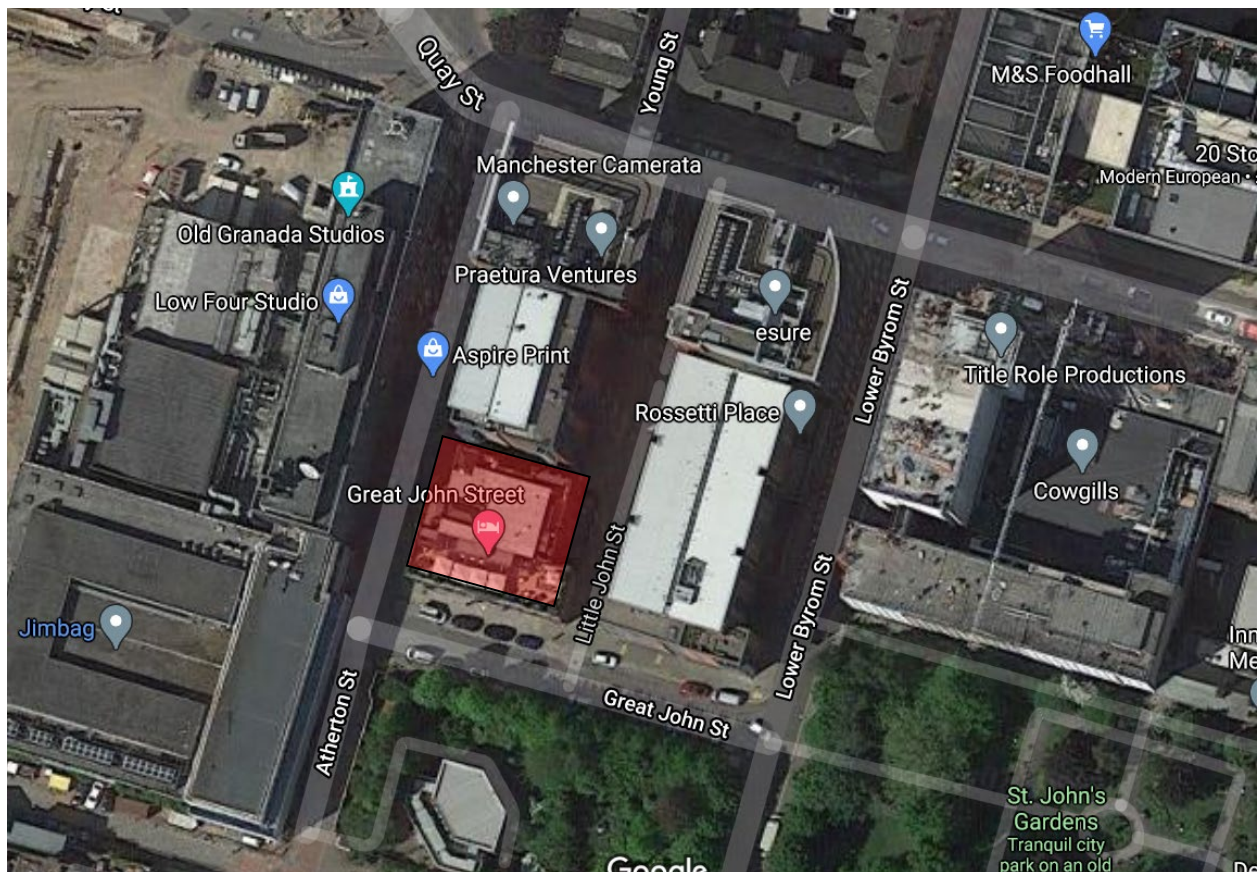
This plan has been developed in accordance with the principles set out in the Council's "Technical Guidance for Demolition and Construction", and the guidance contained in "Greater Manchester Air Quality Strategy and Air Quality Action Plan. 28- sustainable freight distribution: a plan for Greater Manchester"

Details include how the impact of on-site activities will be managed during the construction phase including traffic management, dust, noise and vibration management.

The Site & Surrounding Areas

The site is in Central Manchester, located within the Castlefield Conservation Area and adjacent to the St. John's Street Conservation Area.

The site is bounded by Great John Street to the south, Atherton Street to the west and pedestrianised Little John Street to the east. To the north of the site is a modern residential building, Rossetti Place opposite on Little John Street is also residential



Section 2 – Key Personnel

Client:	The Hut Group (THG) Voyager House Chicago Avenue Manchester M90 3DQ Jack Britten Jack.Britten@thehutgroup.com Project Manager 07393 240 098
Principle Contractor	Gilbert-Ash 47 Boucher Road Belfast BT12 6HR Tel: 028 9066 4334 <u>Mob: 07971005057</u> Damien McKenna: mckenna@gilbert-ash.co.uk
Principle Designer:	Gardiner & Theobald LLP (G&T Project Safety) Merchant Exchange 17-19 Whitworth Street West Manchester M1 5WG Richard Miles r.miles@gardiner.com 07756 251 375/ 02072093000
Consultant Structural Engineer	WSP 8 First Street Manchester M15 4RP Antony Jones antony.jone@wsp.com 07717 300 697
Project Manager / Quantity Surveyor	Gardiner & Theobald LLP (G&T Project Safety) Merchant Exchange 17-19 Whitworth Street West Manchester M1 5WG Ian Campbell – QS – i.campbell@gardiner.com 07341 869 161 Jonathon Williams – EA – j.williams@gardiner.com 07795 617 900

Architect	EPR Architects York House York Street Manchester M2 3BB. Chris Fulham chris.fulham@epr.co.uk 07923 318 330
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Section 3 – Site Contacts

1. Full postal address of the site and the planning reference relating to the Construction works.

Site Address: Great John Street Hotel, Manchester, M3 4FD

2. Contact details for the person responsible for submitting CMP

Name: Damien McKenna (Contract Manager)
Address: 47 Boucher Road, Belfast, BT12 6HE
Tel: 028 9066 4334
Mob: +44(0)79 7100057
Email: Mckenna@gilbert-ash.co.uk

3. Registered contact address details for the main contractor responsible for undertaking the works.

Name: Gilbert-Ash Ltd
Address: 47 Boucher Road, Belfast, BT12 6HR (Head Office)
Tel: 02890664334
Email: belfast@gilbert-ash.co.uk

4. Contact details of the site and project manager responsible for day-to-day management of the works.

Name: Chris Maguire
Address: 47 Boucher Road, Belfast, BT12 6HR (Head Office)
Tel: +44(0) 7710706072
Email: chris.maguire@gilbert-ash.co.uk

5. Contact details of the person responsible for dealing with any complaint from local residents and businesses, etc.

Name:	Stuart Forsyth (H&S Advisor)
Address:	9 Empire Square, Tabard Street, SE1 4NA (London Office)
Tel:	07736878788
Email:	stuart.forsyth@gilbert-ash.co.uk

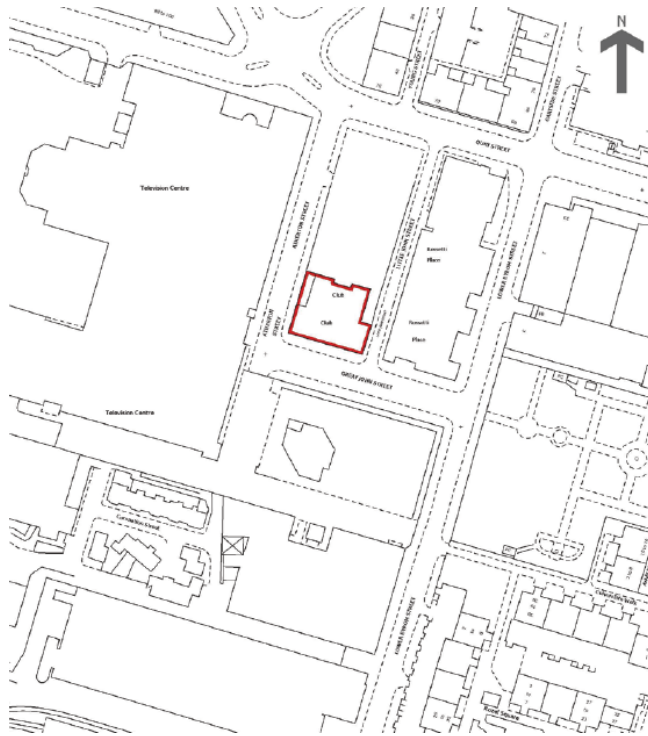
6. Contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name:	Gilbert-Ash Ltd (Att: Damien McKenna)
Address:	47 Boucher Road, Belfast, BT12 6HR (Belfast Office)
Tel:	02890664334
Email:	Mckenna@gilbert-ash.co.uk

Section 4 – About the Site

1. Site location plan and a brief description of the site, surrounding area and development proposals for which the CEMP applies.

The site is located at Great John Street, Manchester M3 4FD



Application Site Boundary

The building was constructed as “The Atherton Street County School” in 1912 for the Manchester Education Committee. The school later became part of Granada TV complex during the 1960s and in 2004 the building was converted into a boutique hotel named Great John Street Hotel, resulting in a number of internal alterations to the building.

The site is located within the Castlefield Conservation Area and is adjacent to St John's Street Conservation Area.

The principal front elevation of the building is on Great John Street and now forms the main entrance to the hotel. The site is bounded by Great John Street to the south, a narrow back street to the east named Little John Street, by Atherton Street to the west and by modern apartment building to the north.

The site was listed in 1994 as “St John College of Further Education” and is Grade 2 which are of special interest

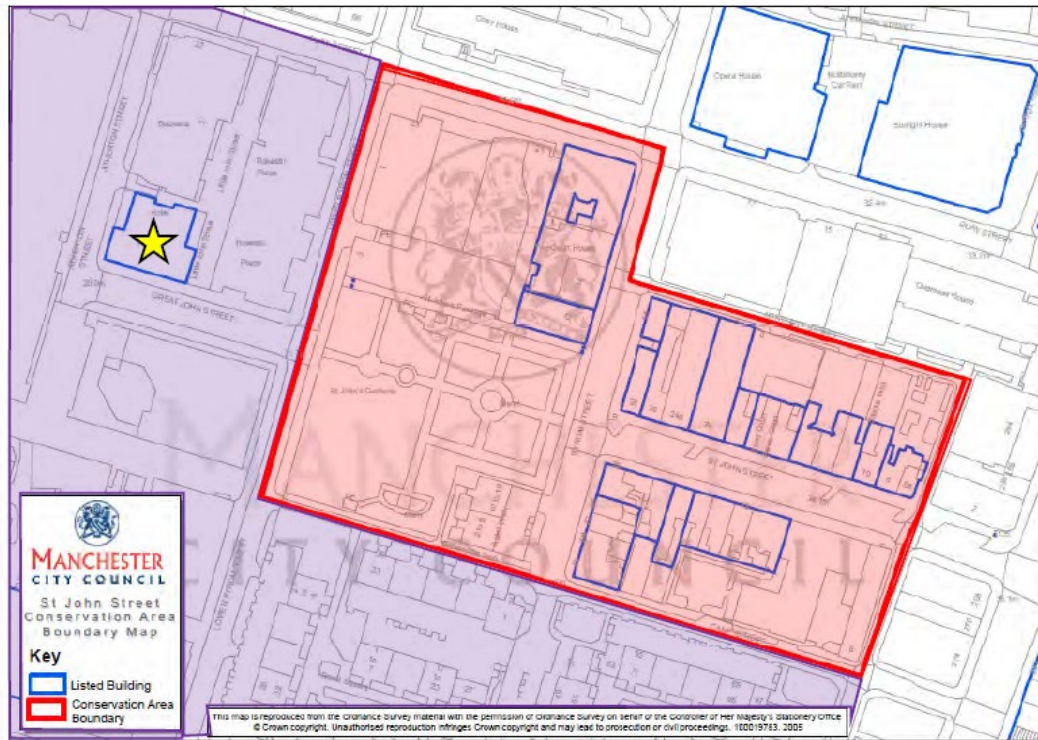


Figure 3: Map of the area surrounding the Site (indicated by yellow star) adapted from the St. John's Conservation Area Map. The Conservation Area is shaded in red. The Castlefield Conservation Area is shaded purple. Listed Buildings are outlined blue.

2. Description of the construction works including the size and nature of the development.

The Proposed Scheme

The project comprises of the full refurbishment of Great John Street Hotel, it was operating as a 30-bedroom hotel, to create a new 23 luxury boutique hotel. The loss of overall bedrooms is a product of increasing the GF area. The brief is to upgrade the current offering of a hotel to create destination spaces to attract guests and the local public alike with an improved food and beverage offering.

Original fabric of the building is to be removed both internally and externally to accommodate the new aspiration for the building. In addition to the internal work, there will be new external additions to the East elevation (Little John Street), namely a glasshouse extension to the bar at GF. An additional lift is proposed to improve access within the hotel.

It is also proposed that the existing rooftop events space/ bar is to be replaced with a new feature rooftop bar which will enhance the rooftop through the use of an elegant curved roof system and glazing to create an impressive and dynamic space.



Ground Floor reception and bar area



Typical bedroom



Roof top bar area

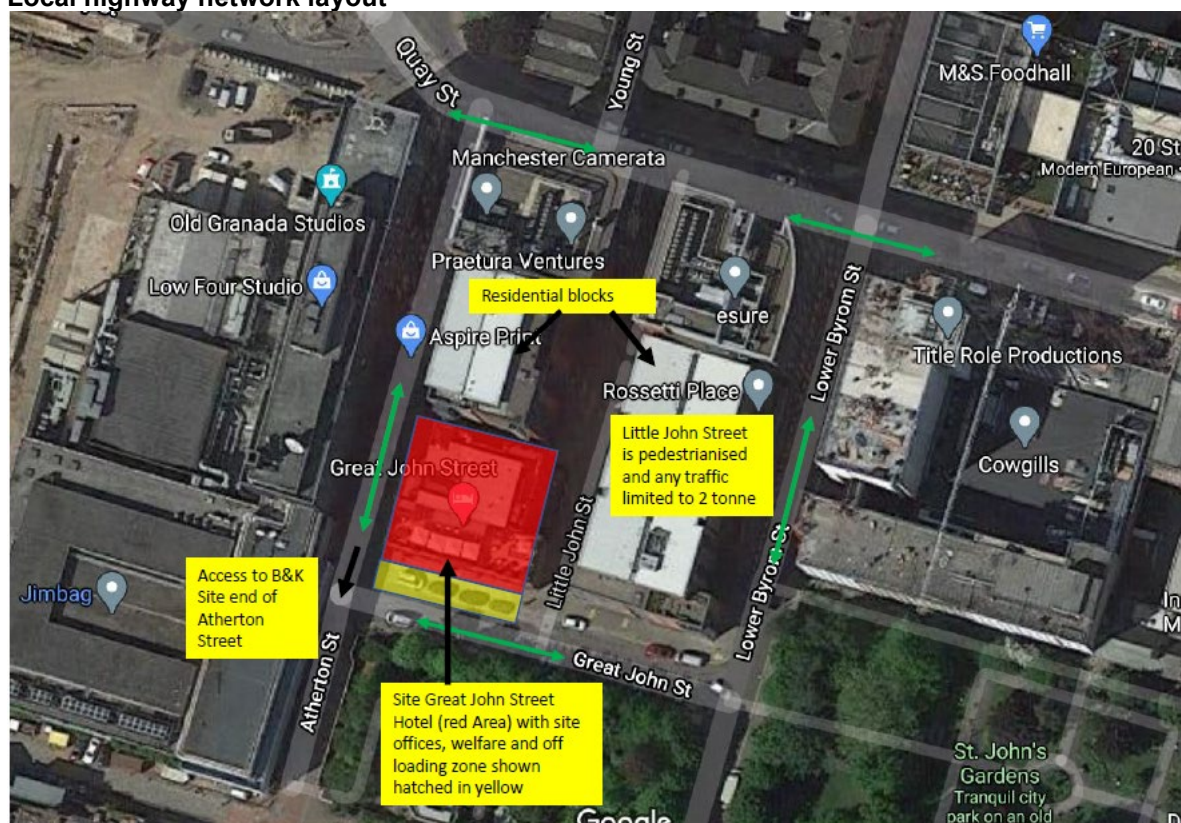
3. **Nearest potential dwellings, business, etc. likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting, etc.).**

The site is in Central Manchester, located within the Castlefield Conservation Area and adjacent to the St. John's Street Conservation Area. Opposite on Little John Street is a 9-storey residential block (Rossetti Place) with some office on the ground floor on Lower Byrom Street. To the north of the hotel is a 12-storey residential block (Bauhaus), it also has 2 levels of underground car parking which are accessed off Atherton Street and next to the rear of the hotel.

Bowmer and Kirkland have a site opposite redeveloping the old Granada studio site with the entrance at the end of Atherton Street. ARJ Construction are also opposite on Atherton Street working on the old Granada Studio office block.

4. **Plan detailing the local highway network layout in the vicinity of the site. This includes details of main proposed site access locations, storage, site accommodation, etc.**

Local highway network layout



Construction Methodology

COUNCIL PERMISSIONS

To allow our works to proceed we have agreed the following with Manchester City Council prior to works commencing.

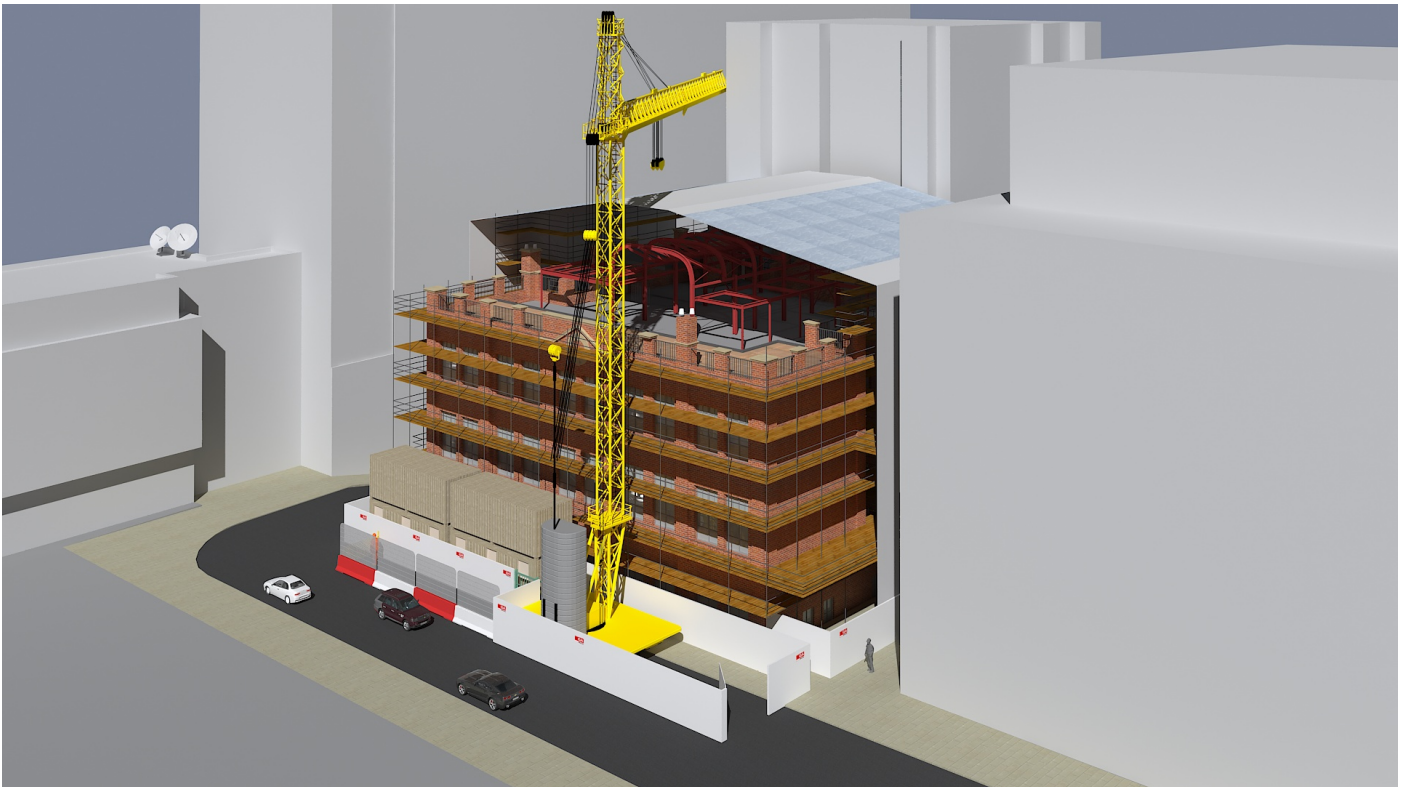
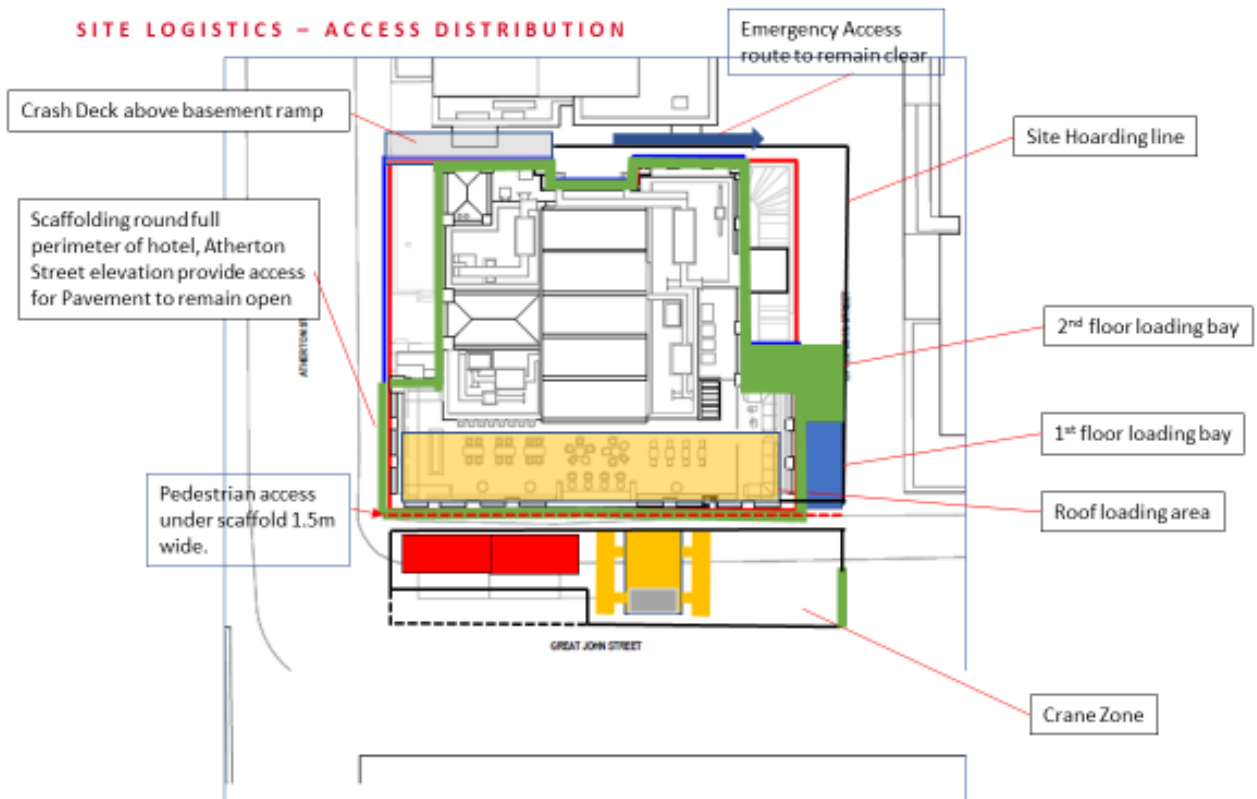
A	Closure of part footpath fronting Great John Street Hotel to allow space for site cabins, crane, and set up including hoarding	Duration of project
B	Closure of part Little John Street to allow erection of scaffold and hoarding	Duration of project
C	Suspension of 10 car parking bays on Great John Street to allow road to function as 2-way traffic	Duration of project
D	Hoarding Licence	Duration of project
E	Scaffold Licence	Duration of project

SITE ESTABLISHMENT

On commencement the site area around the hotel will be fenced off using a solid type herras allowing the safe erection of the scaffold, installation of self-erecting tower crane and site cabins, The site establishment of the site and management of the site movements are critical to the success of the project. In acknowledgement of this we have prepared a Site Plan contained within this document.

offices, canteens, drying rooms, male and female toilets are located within the hoarded boundary.

SITE LOGISTICS - ACCESS DISTRIBUTION



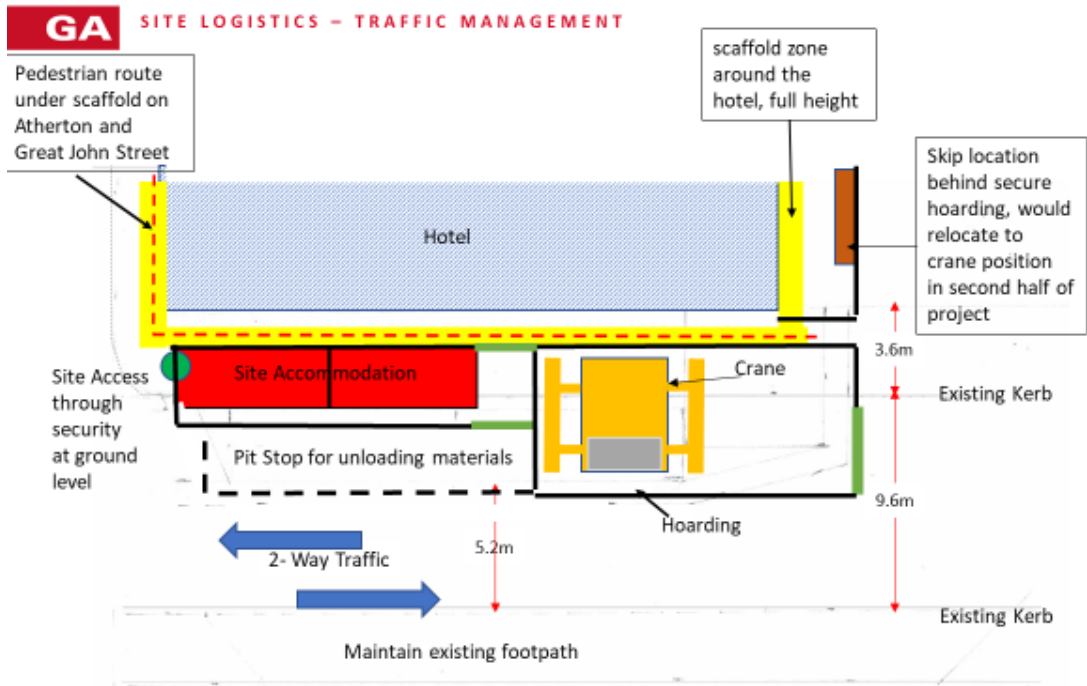


Image showing the site set up with tower crane, full height scaffold (will be sheeted) and the pit stop area in front of the hoarding for unloading materials



Image showing pedestrian walkway under the scaffold, will be a minimum of 1,5m wide and illuminated

5. **Proposed start and end dates for each phase of construction as well as an overall programme timescale. (Summary of Programme with key tasks, durations and milestones).**

Please find attached *Appendix A* containing Draft Construction Programme

In Summary:

Site works commenced: October 2020

Planned Completion Date: August 2021

6. **Changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant).**

The main electrical supply is been upgraded and this has been arranged directly with the client

Section 5 – Community Liaison

Significant time savings can be made by running an effective neighbourhood consultation process. This is being undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision-making process helps with their understanding of what is being proposed in terms of the development process. Ideally this consultation and discussion process should have already started with the results incorporated into the CEMP first draft submitted to the Council for discussion and sign-off. This communication is ongoing during the current build, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

1. Consultation process

Katie Daniels of Euan Kellie Property Solutions as part of the planning phase has met with the local business and residents. To date the neighbouring residents and businesses are aware that works are planned for the hotel with Manchester and Cheshire Construction been on site carrying out the soft strip and we will continue the liaison on a monthly basis or as necessary. We also plan to issue information flyers detailing the future works ahead and any major deliveries or possible disruption that may occur. Our first newsletter will be issued when we have a confirmed start date

The site Manager will be available to meet face to face and the site contact details will be displayed on the external hoardings.

2. Construction Working Groups, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter / letter drop, or weekly drop in sessions for residents.

Gilbert-Ash will contact any working groups in the vicinity of the site and continue the community liaison work throughout the project. We will also co-ordinate with the other 2 contractors working on Atherton Street

Gilbert-Ash will ensure monthly letter drops are issued to local residents/ business's, which detail up and coming construction sequences.

3. Schemes – such as 'Considerate Constructors Scheme' should form part of the consultation and be notified to the Council.

Whilst not a contractual requirement for this contract GA will be managing the scheme the same as if we were registered with Considerate Constructors. We will operate an open-door policy and liaise with local residents and business's on a regular basis to keep them informed.

4. Works to Neighbouring Construction Sites

Gilbert-Ash are aware that there are other construction sites in the general vicinity of this site, however we do not expect these works to impact on our project. We will contact these contractors and ensure good lines of communication are upheld.

Section 6 – Transportation Issue associated with the Site

1. Brief description of the proposed working hours within which vehicles will service the site during the construction period.

Construction vehicle movements for deliveries to site will be restricted to site working hours between 08.00 to 18.00 Monday to Friday and 09.00 to 14.00 on Saturdays unless otherwise advised. Suppliers will be advised of the restrictions relating to deliveries.

Note: addition traffic marshals will be required at all times whilst off-loading materials and in regards to vehicle movements

Site management will control deliveries of material to site through a booking system, on a just in time basis, requiring 48 hours notice of any delivery. No unauthorised deliveries will be accepted. In the event of a delivery vehicle missing a time slot the vehicle will not be allowed to wait in the neighbouring roads. Any deliveries that cannot be accommodated will have to be rebooked.

2. Details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. An average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

Various sized vehicles will visit site for deliveries and collections:

Small light-waste vehicles e.g. 3.5 ton basis deliveries and hire equipment

Heavy skip wagons e.g. 20 ton for rubbish skips

Heavy rigid flat-bed 10 to 20 ton i.e. plant / material deliveries, scaffold and collections

The type and frequency of the vehicles arriving at site will vary as work progresses.

For all vehicles over 3.5 tonnes must meet all of the following conditions:

- Operators must be a member of Fleet Operator Recognition Scheme <https://www.fors-online.org.uk/> similar at the Bronze Level.
- All drivers must have undertaken cycle awareness training such as the Safe Urban Driver module through FORS or similar.

All vehicles associated with the construction of the Development must:

- Have a close proximity warning system fitted comprising of front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.
- Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.
- Have a Class VI mirror
- Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

Need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used.

All deliveries will be kept within the site working hours with the frequency varying depending on the works as dictated by construction programme. The maximum vehicles will be 10 with the average being 2 to 5 major deliveries per day on average, all adequately spaced throughout the day to prevent any potential bottlenecking. The dwell time will be a maximum of 20 minutes. All vehicles will drive into the site "pit-stop" area for either off load by hand or by the mobile tower crane detailed on 'Site Logistics Plan'. All delivery vehicles will be

equipped with auditable reversing alarms and we will request engines are turned off, and not left idling during, during loading / unloading operations.
Any vehicle arriving at site before or after the agreed time of delivery will be turned away.
The majority of deliveries will be scheduled for weekdays to avoid Saturdays.

3. Details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.)

A self-erecting tower crane will be used for off loading and distribution of materials, no lifts will be done over the public highway or pedestrian routes, a bankmans will be in attendance at all times.

There will be a requirement for a full perimeter scaffold to all elevations of the hotel, except for Atherton Street this will be within the hoarded site. Atherton Street pavement will remain open and a pedestrian walkway and fan will be provided to ensure walkway remains open at all times . The access to the underground car park off Atherton Street will also remain clear for access.

The scaffolding will be in accordance with the TG20:13 & TG:20

The scaffold will have the following to protect the footpath;

- Adequate signage and lighting
- Standards to have red and white tape and foam protection

4. Details of hoarding requirements or any other occupation of the public highway.

A self supporting solid hoarding will be used around the hotel to secure the site, with secure access for the workforce and double lockable gates for materials. The hoarding will be fully maintained throughout the project and the design will be recorded on the temporary works register and inspected daily/weekly by the site manager (temporary works appointed coordinator).

5. Details of proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.

Gilbert-Ash will be applying for a legal order to have the parking bay opposite the hotel and for the pavement in front of the hotel closed for the contract duration. We will also apply for part of the pavement to Little John Street to be closed for the length of the hotel to allow scaffold and hoarding to be erected, pedestrian access will still be available.

Vehicles who are unable to be unloaded will be required to leave site and rebook, these details will be in all the subcontractors and suppliers orders

6. Details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes, and Banksman and/or Traffic Marshall Arrangements.

The site entrance gates will be controlled to avoid any obstruction to the public footpath and kept shut when not in use to prevent any unauthorised persons entering the site.

All vehicles either accessing or egressing the site will be supervised by traffic marshals at all time to ensure full consideration and safety of pedestrian and cyclists within the immediate vicinity of the site are maintained.

Details of the Site Management will be displayed on the site hoarding to enable any member of the public to make contact should an incident occur. Such incidents and / or complaints will be acted upon promptly, depending on the nature, with a review of our working procedures and traffic plan made if deemed necessary.

The adjoining public highway will be kept clean and free from obstructions. Lighting and signage will be used on temporary structures/ gantry / hoardings, etc.

A secure hoarding will be in place with lockable access points to prevent unauthorised access.

Section 7 – Traffic Management for the Site

1. **Details of how the access and egress arrangements for construction vehicles will be managed. To the contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.**

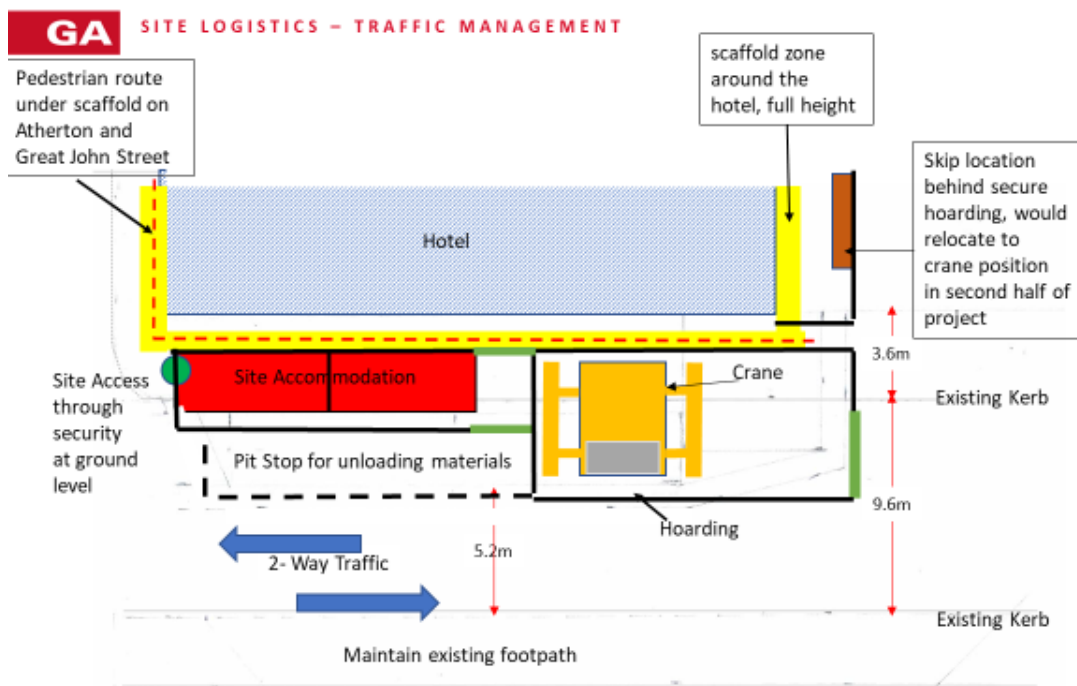
All vehicle movements will be supervised by Logistic Manager / Traffic Marshalls.

Logistic Manager will control deliveries of material to site through a booking system, on a just in time basis, Requiring 48hours notice of any delivery. No unauthorised deliveries will be accepted. In the event of a Delivery Vehicle missing a time slot the vehicle will not be allowed to wait in the neighbouring roads. Any deliveries that cannot be accommodated will have to be rebooked. These details will also be appended to the subcontractor official order.

All delivery drivers will be notified of the delivery arrangements / rules during our Site Inductions and these will be policed by our Site Logistics Manager during the project works.

2. **Details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). Scaled site plan attached, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site.**

See traffic management plan below showing the “pit stop” area for deliveries which will have a traffic marshal in place and off load will either be by tower crane onto roof or loading bays or by hand and in through the ground floor



Section 8 – Environmental Issues

1. Details of the times of noisy operations, outlining how the construction works are to be carried out.

Noisy operations include:

- Internal alterations (all within the building)
- External repairs to façade (scaffold will be sheeted)

These works will take place between the hours of 08.00 to 18.00 hours, Monday to Friday and **08.30** to 14.00 hours on Saturday.

In some circumstances it may however be necessary for noisy construction works to be carried out outside of these hours (ie lifting plant to roof). Such works may arise from emergency circumstances or the delivery of large plant and equipment where congestion and risks to safety prevent roads being used during working hours. Should this become a necessity we will apply for short term Out Of Hours (OOH) permission. We will also notify all local residents and businesses via a letter drop, should this occur.

We will do everything reasonably possible to ensure noise from works within these hours is also kept to a minimum. This includes using well-maintained and silenced plant and equipment including compressors, generators, power tools etc to be used.

The notice can specify types of plants and machinery, permitted hours of operation, boundary noise levels and the use of 'best practicable means' to keep all noise to a minimum - like plant and machinery used on the site shall be properly silenced and radios or other amplified music shall not be played.

We will install noise, dust and vibration monitoring stations around the site to record impact levels advising our management team should these levels be exceeded.

Noise, Vibration and Dust:

Noise; We will take a baseline acoustic readings before work starts on site for a controlled period. Once the baseline readings are established we will suggest trigger levels for the system to notify of any infringements. Planning regulations may state trigger levels/limits but if you're in a particularly noisy area which is possible in a city centre location, the baseline readings could exceed these so some judgement may be required. Amber alert trigger level at 72 LAeq(1 hour) And the Red alert trigger level at 75dB LAeq(1 hour).

Vibration; The proposed vibration limit at residential receptors will be 1mm/s ppv and 2mm/s ppv for commercial receptors.

Dust: All skip wagons leaving site will be covered

2. Predictions for noise and vibration levels throughout the proposed works.

GA will employ a monitoring company to set up continuous monitoring of dust, noise and vibration with stations set up at points to be agreed. Background noise readings will be taken in advance to set our monitoring base line

Trigger levels have been set up and site management will be advised via "text" and "email" should these levels be exceeded

Noise Impact

The following table lists indicative equipment representative of the more significant types anticipated. The sound level for each item of equipment has generally been taken from library data in British Standard BS 5228-1:2009. The equipment and calculations are to be confirmed by the contractor prior to construction, and during initial site noise monitoring the validity of this data will be confirmed and adjusted where necessary for the major items of equipment.

Equipment	Model	Type	Estimated LAeq at 10 m	Data reference
Excavator	Contractor to confirm	40 tonne	80 dB	BS 5228
Scraper	Contractor to confirm	30 tonne	80 dB	BS 5228
Haul truck	Contractor to confirm	40 tonne	88 dB	BS 5228
Water truck	Contractor to confirm		76 dB	BS 5228
Generator	Contractor to confirm		59 dB	BS 5228
Fuel tanker	Contractor to confirm		76 dB	BS 5228
Waste truck	Contractor to confirm		78 dB	BS 5228
Crushing plant	Contractor to confirm	NA	88 dB	estimate

At the initial substructure stage a piling rig will be required. The common data for a piling contractor with piling rig in operation is a level of 80 dB LAeq at 20m.

The following activities are the most likely to cause noise;

- Establishment of main compound and office.
- Laydown areas
- Several vehicles will be operational in the area at once, along with generators etc
- Initial earthworks crews will be used in parallel to form a piling platform. It has been assumed that all soil will be removed from site using excavators and tipping lorries.
- Piling Works
- Concrete Works

4. Details describing mitigation measures to be incorporated during the construction works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

All vehicles and mechanical plant used for the purpose of the works will be fitted with effective exhaust silencers, will be maintained in good and efficient working order and operated in such a manner as to minimise emissions.

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228:2009 'Noise and Vibration Control on Construction and Open Site'.

All noisy plant and machinery will be shut down during period of non-use and will be fitted with noise bafflers where possible.

Acoustic screens will be erected around works carried out in close proximity to areas of increased public use where practicable. Any mobile screens will have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical.

Alternative types of equipment that create less noise will be considered where possible e.g. using cutting torch instead of electric grinder.

Gilbert-Ash will provide suitable ear protection for operative undertaking noisy works. Suitable noise barriers will be used at the working face where possible.

Gilbert-Ash will also provide general ear protection in the form of free issue disposable ear plugs for all site staff.

If noise levels exceed 3dB(A) of the predicated level, or there is a complaint, the works causing the elevated noise levels will cease and an investigation carried out to determine the causes and remedial measures.

Similarly, if vibration levels are exceeded, or there is a complaint, the works causing the elevated vibration levels will cease and an investigation carried out to determine the causes and remedial measures.

To avoid problems concerning noise from the construction works we will take consideration and neighbourly approach to relations with local residents. Works will not be undertaken outside of the hours agreed with the local authority

5. Evidence that staff have been trained on BS 5228:2009

Noise and Vibration will be covered in Site Inductions and weekly toolbox talks to all employees, subcontractors and people employed on the site.

We will make sure that all subcontractors and other people employed in connection with the work must be aware of and, where practical, to keep to the guidelines.

All of the subcontractors appointed by GA will produce site specific Risk Assessments and Method Statements which will be reviewed by our site manager and safety advisor.

They will be encouraged to not cause unnecessary noise from the activities; for example, 'revving' vehicle engines, music from radios and shouting.

Please refer to *Appendix D* for GA Site Instruction S1 34 which shows how we deal with Noise and Vibration that all employees receive this training as part of our Integrated Management System.

6. Details on how dust nuisance arising from dusty activities, on site, will be prevented.

Dust operations will be:

- Internal alterations
- Remedial works to the facade
- Traffic movements

Suitable dust suppression will be used both on internal and external works, screens will be installed as necessary.

Regular inspection and, if necessary, cleaning of local highways and along the Site boundaries to check for dust deposits (and removal where necessary).

Building works will only be carried out between the hours of 08:00 and 18:00 Monday to Friday and 09:00 and 14:00 Saturday

Where possible, work that creates dust will be avoided during periods of high wind. Dust screens will be provided near public areas.

When working in a dusty environment all operatives must wear suitable dust-masks (minimum FFP3), protective eyewear gloves.

When loading away or moving materials using mechanical means, the material will be well soaked with water in advance of the operation. This will allow the water to soak through the material thoroughly. A fine spray of water will also be applied during the loading process.

Dust levels outside the site will be regularly monitored by Gilbert-Ash during the works.

If dust level is significant, or there is a complaint, the works causing the elevated dust levels will cease and an investigation carried out to determine the causes and remedial measures.

7. Details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

There is no excavation taking place so the risk is very low. There will however, be a water jetted road sweeper on call, should an incident occur.

8. Details describing arrangements for monitoring of noise, vibration and dust levels.

A dedicated member of the Gilbert-Ash management team will be responsible for control of noise, vibration and dust on site.

Noise monitoring arrangements include taking noise readings at different locations around the site utilising a DT-8820 environment meter.

A table of weekly Noise Level Analysis will be prepared to reflect results taken.

All monitoring will be continuous throughout the period.

Vibration survey will be carried out during the works.

Measured vibration levels during the project will be compared to the criteria in BS5228 2009: 1mms-1 PPV residential and 2mms-1 commercial.

9. Risk Assessment has been undertaken in line with the GA's Control of Dust and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence.

Air Quality Risk Assessment

The construction effects of the proposed development on local air quality will primarily be from dust during the period of construction activities.

During the construction phase of the proposed development it is predicted that air quality impacts may include:

- Dust generation from the construction phase activities (including demolition, clearance, excavation & general site grading, and the import of construction materials);
- Generation of exhaust fumes by construction plant on site during the construction works and possible fugitive emissions of volatile organic compounds (VOCs) from stored fuels and chemicals.

THE DUST EMISSION MAGNITUDE FOR THIS SITE ARE VALUED AS FOLLOWS

ACTIVITY	DUST EMISSION MAGNITUDE
Structural alterations	Medium
Earthworks	N/A
Deliveries to site and use of haul routes	Low
Construction	Medium
Track out	Small

The following receptors have been identified:

- Local business;
- Wider local community;
- Site Workers;
- Ecological receptors.

With the use of appropriate mitigation measures, the magnitude of dust impact upon the identified receptors (within 500m of the site) is predicted to be rated as Medium.

The emissions of combustion related pollutants from the construction phase activities and traffic are expected to be negligible in terms of the effect on local air quality due to the low vehicle numbers expected.

Medium Rating

- Locations where the people exposed are workers, and exposure is over a time period relevant to the air quality objective for PM10 (in the case of the 24- hour objectives, a relevant location would be one where individuals may be exposed for eight hours or more in a day).
- Indicative examples include office and shop workers but will generally not include workers occupationally exposed to PM10, as protection is covered by Health and Safety at Work legislation.

Legal Requirements

In addition to the legislation, we aim to comply with national standard Guidance on the assessment of dust from the demolition and construction.

Section 79 of the Environmental Protection Act 1990 defines a number of factors relating to dust and air pollution which constitute a statutory nuisance including;

- Smoke emitted from premises as to be prejudicial to health or a nuisance;
- Fumes of gases emitted from premises as to be prejudicial to health or a nuisance;
- Dust, steam, smell or other effluvia arising on industrial, trade or business premise and being prejudicial to health or a nuisance;
- Any accumulation or deposit which is prejudicial to health or a nuisance.

During the construction phase, the following action or measures are to be implemented:

NO.	ACTION	RESPONSIBLE PERSON
1	All subcontractors will undertake best working practices to avoid dust and emissions being generated.	Construction Director / Site Manager
2	Where appropriate during groundwork phases of the project facilities for wheel washing will be installed and maintained at site exit point.	Construction Director / Site Manager
3	All loads of loose or dusty materials transported from site shall be securely sheeted.	Site Manager / SHE Advisor

4	Sufficient road sweeping equipment and personnel will be provided to keep roadways cleaned to ensure no mud, dirt, debris or other loose material is deposited outside the site	Site Manager / SHE Advisor
5	Mobile browser will be used during dry periods to dampen vehicle routes	Site Manager / SHE Advisor
6	Public roads shall be regularly inspected for cleanliness and cleaned as necessary	Site Manager / SHE Advisor
7	Stockpiles of soil / sand and hardcore will be kept moist and the minimum slope shall be gentle to avoid windblown soil dust	Site Manager / SHE Advisor
8	Speed limits shall be enforced and adhered to on site	Construction Director / Site Manager / SHE Advisor
9	Site vehicles/ machinery to be switched off when not in use	Site Manager / SHE Advisor
10	During warm and sunny weather, unpaved areas subject to traffic and wind, stockpiles and dust-generating materials shall be damped down.	Site Manager / SHE Advisor
11	Plant and equipment shall be regularly maintained to ensure emissions are kept to a minimum.	Construction Director / Site Manager / SHE Advisor
12	Localised suppression measures will be employed for any cutting or grinding operations likely to cause nuisance	Construction Director / Site Manager / SHE Advisor
13	All plant and equipment will be regularly maintained to ensure emissions are within acceptable limits	Construction Director / Site Manager / SHE Advisor
14	The storage of fuel and/or the location of re-fueling operations shall not occur in a position that could give rise to nuisance from fugitive VOC emissions.	Site Manager / SHE Advisor
15	A Dust Action / Monitoring Plan will be formulated for the construction phase. It is essential to monitor for dust generation, including TSP, PM10, PM2.5 and PM01 to be determined	SES Consultant/ Construction Director / SHE Manager

RA Recommendations for this project

In addition to the measures stated above, the construction phase activities shall be conducted in accordance

with the Construction Environmental Management Plan (CEMP) set around trigger conditions that may potentially cause dust nuisance to arise. These trigger conditions should take account of conditions such as prevailing meteorology (such as wind speed and direction) and local conditions such as low soil moisture due to prolonged periods of hot and dry weather.

The CEMP should provide for additional dust suppression measures beyond normal and routine dust abatement measures. Typically, these additional suppression measures may include the use of extra water browsers and sprays, the application of chemical dust suppressants (if appropriate), cessation of activities under adverse weather conditions and dust monitoring, as appropriate. Vehicles wheels should be washed or cleaned before leaving the site.

Incidents & Agreed Corrective and / or Preventative Action

All records associated with monitoring will be recorded using the Site Diary and any scheduled site inspections. Any issues reported will be recorded via the Non-Conformance procedure and associated Corrective and Preventative Action procedure.

All non-conformances (including corrective & preventative actions) will be reviewed and verified by the IMS Coordinator to ensure all action is completed within the timescale specified.

10. Mitigation measures from the SPG.

We confirm adherence to the relevant mitigation measures from the supplementary planning guidance (SPG) will be delivered on site.

11. If the site is a “High Risk Site”, real time dust monitors will be required, as detailed in the SPG.

Dust, noise and vibration monitors will be provided.

12. Details about how rodents, including rats, will be prevented from spreading out from the site.

Gilbert-Ash will carry out visual surveys of the site to determine the presence of rodents.

If rodent droppings, dead rodents or evidence of nests / gnawing the building fabric a rodent control specialist will be employed to place rodent bait such as an indirect anticoagulant: Vitamin K1 (phytomenadione)

The bait will be place in tamperproof boxes.

The boxes are not traps and it is unlikely that rodents will die inside them.

The bait boxes will be left untouched.

During subsequent visits by rodent control specialist may place additional baits in response to activity, which will be removed once the infestation has been resolved.

The rodent control specialist will make recommendations for additional proofing and housekeeping.

13. Management of Construction Waste

Gilbert-Ash are ISO 14001 certified and all waste on site is managed via the company Integrated Management System Site Instruction, SI32 ENVIRONMENTAL WASTE MANAGEMENT (attached), which details the company's procedure for managing waste on all sites. We follow the principles of the waste management hierarchy when planning our waste management controls for each site. Examples of how we prevent or reduce waste on site include; contacting suppliers to reduce packaging for materials sent to site, identify methods of pre-fabricating items off site and just-in-time ordering to ensure there is not a surplus of waste materials etc

Any subsequent waste which will be developed through the construction phase will be segregated on site where storage allow us. We will have skips for mixed waste, however, we will be employing licenced waste removal contractors who have or will take the waste to a facility where they segregate themselves and recycle

al materials. They must publish recycling figure of at least 95% to comply with GA's waste to landfill targets of minimum 92%.

Any hazardous waste is segregated on site and removed by specialist hazardous waste licenced contractors.

We will obtain and retain copies of Waste Transfer Notes for all waste loads which are taken from the site to ensure we have records of who took the waste and where the waste has been taken to. All waste dockets are logged into a waste management portal called Sustain IQ, which allow the site management to forecast and record all waste leaving a site and will gauge how the site is operating and how much waste is being produced. Sustain IQ converts all the data inputted, to develop a site specific Site Waste Management Plan.

See appendix E

Section 9 - Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with the Council. This may require the CEMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

Signed: D McKenna.....

Date: 8/1//21

Print Name: Damien McKenna

Position: Contracts Manager

End of form

Appendix A – Draft Construction Programme

See attached

Appendix B – GA Site Instructions S1 34

See below

DIGNITY AT WORK POLICY



As part of its overall commitment to equality of opportunity Gilbert-Ash is fully committed to promoting a good and harmonious working environment where every employee is treated with respect and dignity and in which no worker feels threatened or intimidated because of his or her age, religious beliefs, political opinion, sex or sexual orientation, marital status, disability or race. The aim of this policy is to prevent harassment and bullying by communicating clearly the type of behaviour that is not acceptable in our workplace and the action that will be taken should this occur.

Harassment and bullying at work in any form is unacceptable and will not be permitted or condoned. It detracts from a productive working environment and can affect the health, confidence, morale and performance of those affected by it, including anyone who witnesses or knows about the unwanted behaviour.

Sexual, sectarian and racial harassment, as well as harassing a disabled person on account of disability or harassing someone on grounds of sexual orientation or age is unlawful under the sex discrimination, fair employment, race relations, disability, sexual orientation and age legislation. It may also be a civil offence, a criminal offence and it may contravene health and safety legislation.

It will be treated by the Company as misconduct up to and including gross misconduct warranting dismissal.

The policy is fully supported by senior management and it will be monitored and reviewed annually.

SITE:

The following rules must be adopted for the works:

1. All personnel entering the site must enter their details into the signing in/out register located in the site office. Personnel leaving the site must sign out.
2. Site personnel are to park vehicles as directed by site management. **Private vehicles are not allowed on site. G-A will designate parking prior to work commencing on site this is non negotiable and failure to comply may result in exclusion from the site.**
3. All personnel must undergo a site induction training course prior to starting work on site. The aim of this is to make everyone familiar with safety and health issues specifically related to working on this project.
4. All personnel must be conversant with the action to be taken in the event of a fire or other emergencies.
5. All personnel working on site must be conversant with the requirements of their safety method statement and comply fully with the legal requirements of the Health and Safety at Work Act 1974 and other statutory requirements.
6. **No smoking policy including E cigarettes:** smoking inside buildings is strictly forbidden. A designated outside smoking area will be provided by the Site Manager with the appropriate signage displayed. Smoking outside this location is prohibited. **Personnel found smoking outside this controlled area will be disciplined and excluded from the site.**
7. Use of mobile phones is restricted to authorised areas only. Breach will result in disciplinary action.
8. Any person entering the site under the influence of **drugs or alcohol** will be immediately excluded from the site area.
9. All personnel must conduct themselves in an orderly manner whilst on site. Any person found to be interfering with or misusing fixtures, fittings or equipment provided in the interests of health, safety and welfare will be excluded from site.
10. The site is a **"HARD HAT AREA"**. As such safety helmets **must** be worn by all operatives, managers and visitors whilst they are on site.
11. Personal protective equipment (PPE), e.g. **Hi visibility vest, safety boots, gloves** are mandatory others like ear defenders, glasses etc., must be used as and when required by the activities in which operatives are engaged., i.e. as directed by the Method Statement and Risk Assessments. **No shorts are permitted on this site.**

12. Every accident, near miss or dangerous occurrence must be immediately reported to your supervisor. Operatives acting in an **unsafe manner may be disciplined by fine or removal from site**. See our staff for **don't walk by reporting** we actively encourage positive reporting.
13. Visitors must not be permitted on site without the consent of the Principal Contractor. All visitors must report to the Site Foreman /Engineer.
14. Access to and egress from the site shall be made through the designated entrance/paths only.
15. The operators of all plant and equipment must be suitably experienced, trained and competent to operate such equipment. Operators must also have the **appropriate in-date licence**. No plant operations are allowed beyond any site perimeter or fenced-off areas.
16. Any mechanical plant or equipment found to be defective is not to be used. **Daily Pre operational checks are mandatory and must be recorded**. No keys are to be left in unattended plant.
17. All deliveries of materials must be made through the designated entrance of the site and co-ordinated through the Principal Contractor.
18. Vehicle drivers must wear a safety helmet at all times when at risk. Vehicles are not to be reversed in construction areas unless under the control of an authorised banks man or have cameras fitted.
19. All deliveries taking longer than ½ an hour to unload shall be notified to the Principal Contractor's site management.
20. Ladders may only be used for low risk work of short duration, or because there are site features that mean the use of other equipment is not appropriate or practicable. If ladders are removed, operatives are to inform the Principal Contractor immediately. The Principal Contractor will ensure ladders are replaced.
21. The storage of materials and removal of waste from site will be strictly controlled. Permission must be given by the Principal Contractors site management prior to materials (new or waste) or equivalent being stored within the site compound. All licences and dockets are to be recorded on the Waste Register. **Sub Contractors will be contra charged for the removal of their waste**.
22. All debris must be removed as it arises and the site kept clean and dust controlled. Vehicles leaving the site must be free from mud, protruding debris etc., Contractors will be given a warning period to clear and remove waste. **Failure to comply will result in contra charge**.
23. All temporary electrics and power tools must be 110 volt, 240v is not permitted. All electric tools are to be PAT certified and in date.
24. Bulk storage of flammable materials (e.g. oxygen, acetylene, petrol, paints, etc.,) is not permitted. Storage of only small amounts of such materials is only permissible by prior authorisation from the Site Manager. **On completion of inspection a G-A representative will issue a tag/label and must be confined to a specified area designated by G-A**.

25. The Site Manager must be notified of activities with an associated risk of fire or explosion e.g.:-

- Welding (hot air or arc)
- Cutting with flame
- Burning
- Soldering and brazing
- Naked flames

Suitable fire extinguishers must be placed, at all times, adjacent to areas of hot work and the area checked one hour after completion of the hot work.

26. All high risk work activities must be authorised by the Site Manager and strictly controlled through a Permit to Work system, e.g. **ALL HOT WORKS** will be controlled through a Hot Works Permit.



G-A is keen to promote a good, safe image and wants to make sure everyone is aware of the dangers on this site.

Immediate notice will be served on any Employee or Contractor not complying with these site rules.

SMOKE FREE POLICY

Gilbert-Ash Limited is fully committed to achieving high standards of health, safety and welfare for its staff, visitors and contractors.

It is the policy of Gilbert-Ash that all of our workplaces are smoke-free and all employees have a right to work in a smoke-free environment.

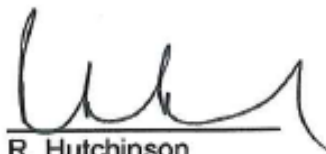
Smoking of cigarettes, Inhalators used to aid smoking cessation and E-cigarettes can only be used in designated external areas.

In line with legislation smoking inside of any company vehicles is prohibited.

Appropriate 'No Smoking' signs are clearly displayed at Gilbert-Ash Limited workplaces.

Failure to comply with the above will be dealt with under the Company's Disciplinary Procedure.

The policy applies to all employees, contractors and visitors to any of Gilbert-Ash Limited places of work. It is fully supported by senior management and is monitored and reviewed annually.



R. Hutchinson
30 March 2015

The Company continues to support those who endeavour to give up smoking - Smokers Helpline 0800 858585 providing advice and support about stopping smoking or alternatively contact your local NHS Board or GP.



The Company's decision to prohibit the use of e-cigarettes within its buildings and vehicles is based on the British Medical Association's (BMA) guidance on the subject. The BMA advises that e-cigarettes are subject to limited regulation, are not licensed and there is no peer reviewed evidence that they are safe or effective in helping smokers cut down or quit. The BMA recommends that their use should be prohibited in workplaces and public places to limit second hand exposure to the vapour exhaled by the use, and to ensure their use does not undermine smoking prevention and cessation by reinforcing the normalcy of cigarette use.

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Title: ENVIRONMENTAL WASTE MANAGEMENT

1.0 What:-

General waste can be seen as a nuisance. Some wastes for example oil, diesel, spill clean-up materials can lead to pollution of water and cause contamination of land. Asbestos should also only be handled and disposed of by licensed contractors.

2.0 Why:-

Any waste that is generated from normal or emergency procedures must be disposed of in the appropriate manner. Any waste not disposed of correctly has the potential to lead to environmental pollution as well as associated health risks (i.e. asbestos). The company can also be prosecuted for illegally disposing of waste and not ensuring waste is disposed of appropriately. People often think that waste costs are only the costs of its disposal. In fact the true cost of waste is:-

- The purchase price of the materials;
- The cost of storage transport and disposal of waste;
- The cost of time spent managing and handling the waste;
- The loss of income from not salvaging waste material.

3.0 Instruction:-

It is the responsibility of all staff to ensure that waste is minimised, stored, handled, transported and disposed of in accordance with legislation and company policy. Fines for non-compliance are ever increasing.

Site Management will use Sustain IQ to develop a site waste minimisation and management plan (SWMP). Sustain IQ will allow the site management to forecast and record all waste leaving a site and will gauge how the site is operating and how much waste is being produced. It will also show how the site is managing the:-

PREVENTION, RE-USE, RECYCLE OR ENERGY RECOVER DISPOSAL

All dockets to have European waste codes (EWC) specific to the waste material leaving the site as well as the correct Standard Industrial Classification (S.I.C.) code for the type of construction activity. A copy of these codes can be found on Gateway / Templates / Integrated Management System / Section 11.

GILBERT-ASH LIMITED SITE INSTRUCTION	Site Instruction: S.I.32 Page: 2 of 6 Version: 4 Date: January 2019 Auth. By: Maria Bradley
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ALL sub-contractors must have completed 'Sub-contractor - Waste Identification Pre-start Assessment' form and 'Sub-contractor - Waste Minimisation' form before starting works on site. Copies of these forms are to be kept in the Site Waste Management file on site. The minimisations should be recorded on the waste section of Sustain IQ.

The SWMP must be communicated to all operatives on site, a poster can be produced using the minimisations gathered from the various sub-contractors on site, given as an environmental Toolbox Talk and then displayed in the site accommodation.

The SWMP must be reviewed at least monthly on Sustain IQ and at the end of the project, an overall review should be completed, this should happen within 1 month of the project ending.

Waste can be divided into "controlled" and "hazardous" wastes and it is important to know which type is being dealt with. If unsure, contact the S.H.E. Manager (or refer to the guide at the end of this Instruction).

Gilbert-Ash operates in a sustainable manner and will use recycled construction demolition waste for its construction activities (e.g. recycled aggregate). If crushers (mobile) are used on site, the site management are required to review and record the contractor's licence for this crusher before authorisation can be granted to crush on site. This will be granted by purchasing a permit through the local council / authority or by the contractor notifying the licence issuing council / authority of the crushers new location. Testing of crushed aggregates by a UKAS approved laboratory is also required and certification is to be kept in the environmental file 11.

Any metals, pallets / wood, plastic should be segregated and returned if appropriate or sent to an appropriate recycling facility (Note: The relevant Duty of Care documentation should be kept for recycled materials)

Any hazardous waste or materials contaminated with oils / fuels chemicals, including spillage clean up are to be segregated from the controlled / general waste stream and disposed of using an appropriate licensed waste contractor. The S.H.E. Manager will have a list of appropriate hazardous waste contractors. Ensure that **hazardous waste consignment notes** are fully completed and **kept for 3 years** for all hazardous wastes removed from site. This will normally be obtained from the organisation that is collecting the waste.

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Ensure copies of the following are kept on site:-

- Waste Carriers Licence (both for Gilbert-Ash and for any other waste contractor(s) used by Gilbert-Ash)
- Waste Management Licence or Exemption
- Landfill Licence
- Public Liability Insurance

These documents will all be available on GAteway: If they are not, Site Management should contact the **IMS Coordinator** who will obtain and upload them to GAteway.

When disposing of small quantities of waste, these can be transferred to our yard at 47 Boucher Road or directly to a licensed waste disposal site. Please use the Waste Transfer Register (EF1.2) to record the movement of the waste (i.e. vehicle transferring the waste and the type of waste being transferred). The following hazardous waste may be transported to the yard for storage and disposal at a later date:-

- Used Oil
- Solvents
- Toner Cartridges
- Electrical/electronic equipment

A consignment note for the disposal of this hazardous waste will be issued and kept in accordance with Hazardous Waste Regulations 2005.

When disposing of controlled/general waste please complete the Waste Transfer Notes and ensure that a copy is held on site.

On completion of the contract please ensure you return all Waste Transfer Notes and attachments to the S.H.E. Manager.

Ensure that waste transfer notes are kept for 2 years for all waste and any materials that are sent for recycling.

4.0 Checklists:-

Pollution can be minimised by the correct and safe storage of waste:-

- Segregate different waste types as they are generated;
- Mark waste containers clearly with their intended contents;
- Use containers suitable for their contents;
- Dispose of different wastes in the correct containers;
- Check the condition of waste containers before use;
- Place containers on impervious bunded areas, where possible;
- Ensure that containers are securely covered to prevent rainwater ingress;
- Prevent damage to materials during storage

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Waste producers are legally responsible for ensuring that disposal of material is carried out correctly. When wastes are being transported from your site:-

- Check the carriers registration document is valid;
- Check that a copy of the carriers waste registration document is on site;
- Ensure the waste carrier is authorised to carry the type of waste for disposal;
- Keep copies of all transfer notes sent off-site;
- Ensure a copy of the Landfill Licence (with any relevant conditions and drawings) is held on site;
- Ensure copy of Waste Management Licence or Exemption (with any relevant conditions);
- Ensure a record of the quantity of waste removed is kept on site;
- Trucks should be followed to the Landfill Site at random to ensure waste is being delivered to the site designated on the Waste Transfer Note.

Sustain IQ Waste Data Entry Checklist:-

- All mixed waste skips must have their contents recorded before leaving site, this is required when uploading the dockets;
- When up loading waste the following should be observed ;
- Reuse is for soils, inert and anything else which has been procured to be reused without processing;
- Recycling will be applied to segregated skips, i.e. metal, timber, plasterboard and any other segregated skip;
- Recovery is applied to mixed waste skips only. You should identify the contents of a skip even if a site operative is tasked with this;
- Disposal – At GA we try to procure all projects so as to minimise waste sent to landfill. Please check with the buying/environmental/contract management before entering waste for disposal;
- If a waste contractor does not appear on the home page for your project, they will not appear when entering waste data: you can click 'update' to view all waste contractors. However, a new waste contractor may have to be registered to the system.

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5.0 Waste Contractor appointed by the Buying Department or Sub-contractors removing their own waste:-

Buying Department:-

All appointed sub-contractors supplying skips will use our nominated and pre-selected waste contractor list sent out by the Buying Department. This will ensure that the Waste Management Procurement Questionnaire (EF1.3) has been completed to assist Sustain IQ compliance and will also ensure that GA meets its environmental targets. This will be kept on file in the Buying Department with any exceptions to this contract.

The Buying Department will provide the IMS Co-ordinator and Site Management with the following valid documents before removing waste can be authorised:-

- Valid Waste Transfer Carrier Licence;
- Valid copy of the Waste Management Licence with exemptions if applicable;
- Public Liability Insurance documentation.

It is the responsibility of the IMS Co-ordinator or Site Management to ensure that all relevant licences remain valid for the duration of the project.

Site Management are responsible for:-

Sub-contractors:-

Sub-contractors removing soil and excavation should supply GA with the following valid documents before removing waste:-

- Carrier's Waste Transfer Licence;
- Copy of the Waste Management Licence;
- Public Liability Insurance and Employers' Liability Insurance documentation ;

The following should be presented to Site Management for all waste removed from site:-

- Copies of all waste transfer notes and dockets are to be returned to Site Management for filing and must be kept for two years. Ensure correct European Waste Catalogue codes are used.

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ONLY LICENSED WASTE CONTRACTORS ARE TO BE USED FOR THE REMOVAL OF WASTE FROM SITE

Below is a list of typical wastes that may arise on site and how they are typically classified.

CONTROLLED	HAZARDOUS
Timber	Solvents
Ceramics	Asbestos
Plastics	Tyres
Paper	Paint
Cardboard	Oil
Polystyrene	Diesel
Metals	Bitumen
Domestic Waste	Fluorescent Tubes
Pallets	Toner Cartridges
Trees	Contaminated Soil
PVC trim	Used spill granules
Clay	Bund Water
Stone	Gypsum Products*(e.g. plasterboard)
Topsoil	
Brick	
Concrete	
Sand	
Glass	

* A separate gypsum skip should be used.

