Construction Management Plan Pursuant to Planning Permission Condition 7 For Dakota Hotels

Applicant Agent

Evans Dakota Hotels Ltd
C/o Agent
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2 Hardman Street
Manchester
M3 3HF

Part 1 – Particulars of the application/development

Proposal: Erection of 9 storeys building to provide 137 hotel bedrooms (Use Class C1) with associated ancillary hotel, operated restaurant (Class A3) and bar (Class A4) uses to include 14 cycle parking spaces, an external seating area, public realm, landscaping and highways works

Location: Surface Car Park Bound by Ducie Street to The South / Rochdale Canal To The North and West & The Remainder of The Car Park, Manchester

Application number: 114818/FO/2016

7) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

Display of an emergency contact number; -

The site perimeters will be bounded by a cantilevered (no dig) hoarding system incorporating pedestrian and vehicular gates as shown on our Site Logistics Plan. The hoarding will be smooth faced and will readily accept signage advertising an emergency contact number which will remotely and immediately alert GMI personnel outside of normal working hours. A daytime number will be provided also which will ring to a reception.



Compound locations; - *(please refer to the Site Logistics Plan)*

The Site Compound containing all our site offices and welfare accomodation will be positioned in the south-east corner of the site, please refer to our Site Logistics Plan. The accomodation units will be triple stacked as space is at a premium and all our permanent full time site staff, including Senior Project Manager and Site Managers, will be based in these offices.

A pedestrian entrance turnstile will control access to our site offices from Ducie Street for the use of all site staff and operatives and visitors and a protected pedestrian route segregating pedestrians from site traffic will be established and maintained at all times. The turnstile will be provided with a phone entry system for the use of members of the public or new visitors to site.

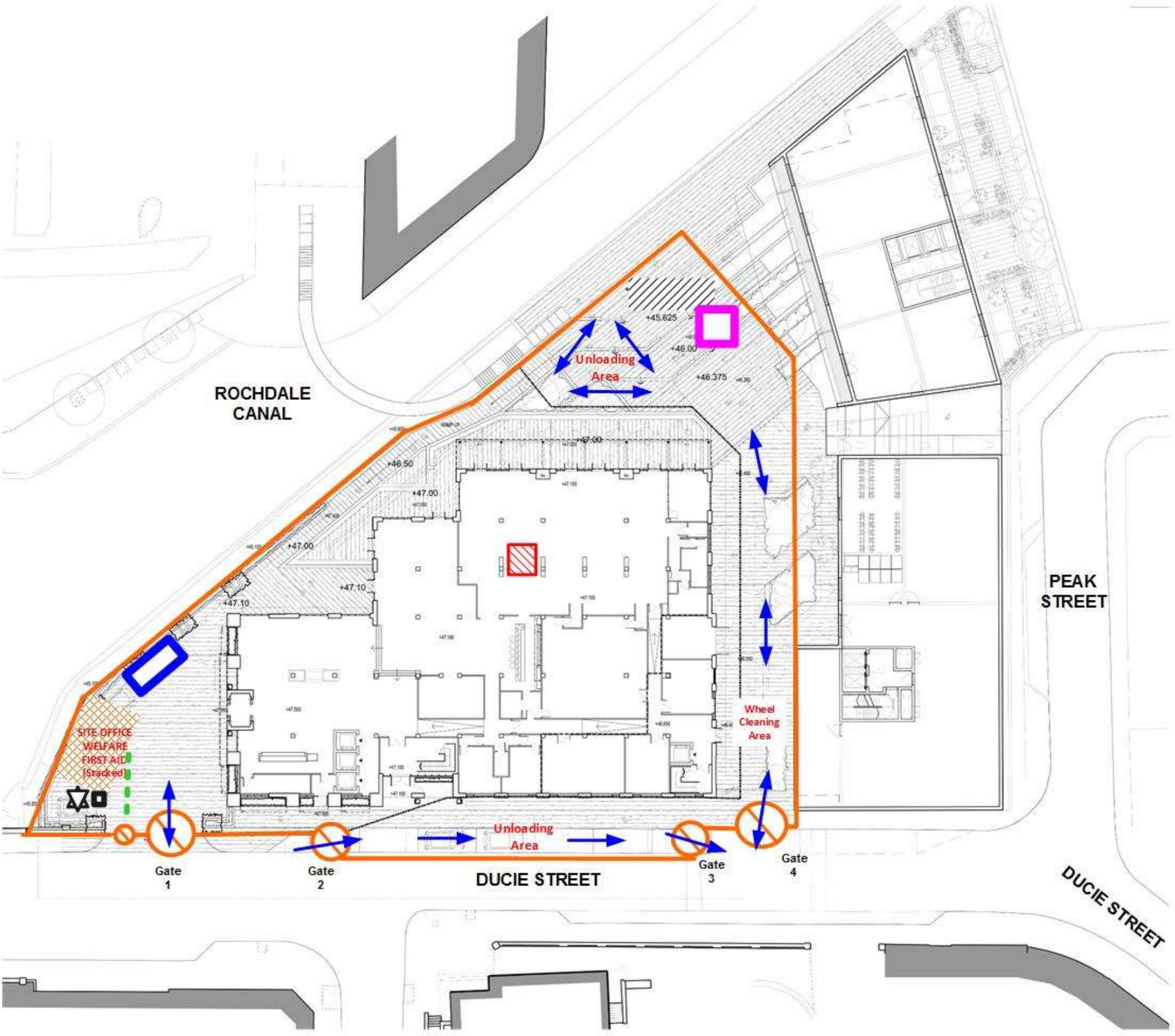
The Main Access Gate on to site will be positioned next to the turnstile and we will have a full-time gateman who will control the gate and all vehicular traffic entering and leaving site through the Main Gate. Under no circumstances will vehicles be allowed to reverse out of site on to Ducie Street.

SITE LOGISTICS PLAN:

Manchester Dakota Hotel

2016_15a

M.Murray
01/07/2017
Issue 2
N.T.S.



IMPORTANT: Plan to be updated in line with site development.

WELFARE
To comply with CDM 2015 Schedule 2
-Heated rest rooms
-Adequate toilets ladies/gents
-Clothes drying facility
-Washing facility inclusive of hot/cold water
-Drinking water
-Lockers, etc.

Spill kit

Emergency assembly point

Secure Ready Fence/ Hoarding/Existing fence

Pedestrian Protected Route

Contractor Plant and delivery route

Waste Skips & Recycling Position

Vehicle Gate

Plant Parking & Refueling area

Site Welfare/Office etc,

Materials Storage Area

Proposed Tower Crane Position

Pedestrian Gate

Parking of construction vehicles for staff, visitors and operatives; -

Due to the confined nature of the site and the extensive works to be undertaken on the plot, there will no parking of cars on site. All site staff, operatives and visitors will be directed to adjacent nearby public car parks at Citi Park 75 Dale Street, the Piccadilly Basin Car Park or Store Street RCP Car Park. Indeed, due to the vicinity of Piccadilly Station, persons working on site for any period of time will be encouraged to use public transport.

These various car parks and modes of public transport will be covered during the Site Induction advertised around the site accomodation.

We obviously appreciate that operatives will have tool boxes and the like which are impractical to cart from adjacent car parks and public transport systems and these people will be allowed to drive on to site to a designated Holding Area to off load their tools prior to parking in one of the adjacent car parks.

Details of Wheel Washing; - *(please refer to the Site Logistics Plan)*

Prior to commencement of the new build works on site, wheel washing facilities will be provided at the site exit gate 4.
During the site clearance and substructure works, the site will operate a one-way system only with the entrance to site being through Gate 1 and the exit being through the wheel wash facility and then Gate 4 on to Ducie Street for those vehicles which actually need to come on site.

This will comprise an operative and a jet wash based at the gate full time during peak vehicle movements.

The condition of the public highways will be monitored on a daily basis and a road-sweeper will be kept on call to be used periodically and as required to maintain highways in a good condition.

These precautions will be kept available and in full working order until such time as the risk expires.

Dust suppression measures; -

Design and Procurement Phase - Building design and choice of construction methods and materials can have a considerable influence on working site environment and consequently dust generation. Whilst in the sub-structures it is difficult not to utilise in-situ concrete methods, above the ground floor level alternatives are available. We have chosen materials and products that maximise pre-fabrication and off site manufacture wherever practical to do so. For example utilising a combination of factory pre-cast composite concrete panels and steel superstructure which incorporates the external cladding and windows installed in the factory, rather than on site. Thereby dramatically reducing site packaging, site joinery, concreting and brickwork activities. This has the added benefit of reducing vehicle deliveries and material distribution journeys.

Site Construction - Fortunately, there are no demolition activities which would create dust. During the construction phase of the project, dust will be minimised by means of the following methods.

- Damping down of vehicle routes, exposed ground and loose materials
- Effective and efficient housekeeping in terms of cleanliness
- Damping down during dusty activities, both work activities and sweeping up
- Hard surface vehicle routes where possible
- No or low dust options and methodologies, eg. cutting and lifting rather than breaking
- Avoidance of unnecessary drilling, cutting, sawing, grinding, scabbling and breaking
- Dust extraction equipped equipment, eg. cutting and grinding
- Dust screens
- Covered skips

During the reduced level dig works and stoning up to formation dust may be present from loading vehicles with arisings and whilst tipping stone to make up levels; this risk may be especially prevalent during the summer months. Whilst carrying out these activities, we can obviously monitor dust levels and maintain a water supply on site and water down as necessary. In addition, we can use wheeled water bowsers which can be pulled around site and reach all areas to provide a mist to suppress dust.

Once the site is capped and the ground floor slab is in place, the risk of dust becomes less and a water filled bowser pulled by construction plant will be ideal in keeping dust down on site roads. We recognise that dust will be a hazard once the floor slabs are in place and we will have to water down each slab as the need arises.

Inform, Educate, Assess, Review - The avoidance and control of dust will be generally mentioned within the site induction given to all new starters on site. This introduction will be reinforced by GMI's environmental posters positioned within the welfare facilities. These will include our 'all issues' poster, and one specifically relating to dust. More specifically, the activities likely to generate dust will be identified within each subcontractor's Integrated Risk Assessment at the company's pre-start meeting. This will also detail the actions to be taken to avoid the generation of dust, and to control that which is generated. This information will be relayed by the subcontractor's supervision to the company's workforce, much of it featuring within the subcontractor's method statement, as

approved by the GMI site team for content. Operatives are then required to read and understand their company's method statement. Environmental inspections and audits of the project will review the completion of these actions. The project will also participate within the Considerate Constructors' Scheme, the aims of which, including the issue of dust, will be communicated to the workforce during site inductions and by means of Scheme posters.

Location, removal and recycling of waste; - *(please refer to the Site Logistics Plan for the location of waste skips)*

We will be developing a bespoke Waste Management Plan in due course but the site constraints are such that we will not be segregating all waste products on site but will instead employ a Waste Management Contractor who will segregate waste for us at their own waste transfer station.

We may have designated skips on site for say brickwork and plasterboard as the trades are present on site; canteen waste will be deposited into a covered waste skip on site and paper and cardboard from the site offices will be segregated on site also. Otherwise, waste will be removed from site as inert in mixed waste skips.

Hazardous Waste will be removed from site by the Waste Management Contractor also. We classify hazardous waste as spent aerosol containers, mastic and silicone tubes, paint tins etc. In most of these instances, we will include it within the various trade contractor's terms and conditions to take their own hazardous waste from site (with proof of removal and disposal being handed over to ourselves) otherwise we will provide lockable bins marked solely for this purpose.

We will provide a skip area which will be separately fenced off from the remainder of the site and monitored accordingly.

We will of course patrol our site boundaries on a daily basis or as necessary to maintain the cleanliness of the public areas outside our site boundaries.

Sheeting over of construction vehicles; -

All vehicles with open backs e.g. skip wagons especially, tarmac delivery vehicles and the like will be either netted or provided with tarpaulins to prevent escape of materials whilst in transit and having left our premises.

A method statement to protect the Rochdale and Ashton Canals from accidental spillages, dust and debris in relation to site clearance, earth moving shall take place or material or machinery brought on site; -

We have already engaged with the Canals & River Trust representatives and met with them on site to discuss our proposals and agree timings for the submission of method statements associated with any works which may impact upon the canal tow path or structures. We will follow the guidance of the CRT's "*Code of Practice for Works Affecting the Canal and Rivers Trust*".

Our permanent works basically involve the surface water outfall offsite (crossing the towpath at some point) and formation of the public realm works which are will be installed towards the end of our programme of works.

Our selection of building method and design will contribute considerably to reducing the risk of accidental spillages. For example utilising pre-cast concrete superstructure will dramatically reduce volumes of concrete cast in-situ on site and consequently the associated vehicle movements, concrete wash out, use of saw's, timber formwork etc.

To minimise dust, please refer to the Dust suppression statements above.

Similarly, the site will be fully enclosed with a solid hoarding on all boundaries as previously described and pictured. We will also identify a specific site manager to be responsible for keeping the site boundaries free from debris and rubbish and he will inspect and record the condition of the surrounding public highways and areas daily.

We do not foresee any issues with ground or surface water but fortunately the existing brick boundary wall which fronts on to the canal towpath (and largely remains in the permanent work) forms a natural bund being higher than existing ground levels on the Dakota site. Where this wall does not exist, we can form temporary bunds with excavated material to ensure that the site is fully enclosed on the canal side elevation.

We do not envisage taking any extra precautions over and above those previously described during the site clearance and earth moving works, both of which are fairly minimal.

Our environmental management standard procedures will be operated on this project, measures for preventing ground or surface water pollution include.

- The storage of fuels and COSHH products within bunded stores or within containers with integral secondary containment
- The storage of fuels and COSHH products within lockable stores, or within containers with lockable discharge mechanisms
- The storage and handling of fuels and COSHH products at least 10m from drains or watercourses
- The use of drip trays for re-fuelling and items of static plant
- The provision of spill kits by GMI and training by for operatives in managing accidental spillage
- The bunding of drain gullies
- Surface water within excavations will be pumped to a settlement tank before being discharged to the surface water drain

- Waste will be stored on an impermeable surface
- Vehicles will be unloaded and loaded on an impermeable surface if possible

Routing strategy and swept path analysis; -

Please below details of the proposed routes to site from the main highway/motorway routes; Following agreement of the site access and egress strategy with MCC highways then swept path analysis will be undertaken.



