35 Fountain St, Manchester

Construction Management Plan



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1.0 Document Control

Revision	Date	Author	Section Amended & Notes
1	17-09-25	Matthew Littlewood & Andy King	First Issue
2	30-10/25	Matthew Littlewood	(Section 11.0, assistance from Tom Bonnett- Acoustician, Hann Tucker)
3			

2.0 Key Parties

	Organisation	Contact Name	Contact details
Client	Bywater Properties	Chris Riley Development Manager	07702 650645 chris@bywaterproperties.com
Client PM	Gardiner & Theobald	Emma Scott Miller Partner	07392 879234 e.scott-miller@gardiner.com
Principal Contractor	GMI Construction	Andy King Senior Project Manager	O7966 554162 andy.king@gmi.co.uk
Principal Designer	Goddard Consulting LLP	Spencer Douglas CDM Consultant	07827 292 268 sd@goddardconsulting.co.uk

3.0 Introduction

The purpose of this Construction Management Plan is to address the construction methodology and the associated environmental impacts anticipated during the construction and refurbishment of 35 Fountain St, Manchester.

The plan outlines proposals on traffic and environmental impact measures to be adopted during the construction period.

Detailed consideration of potential environmental impacts during construction processes and any necessary mitigation measures are provided in each relevant section of this plan.

The main aim throughout the construction period is to minimise impact on the surrounding properties and roadways for the duration of the work.

It is not to be confused with the project's 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.

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

- Residual de-construction elements at 35 Fountain St.
- Substructure - Installation of new drainage infrastructure and associated slab removal/replacement in the existing basement.
- Superstructure – Erection of Hybrid Steel / Cross Laminated Timber (CLT) frame roof extension.
- Envelope - Roof and Brickwork Façade, incorporating Concrete and GRC elements.
- Internal Fit Out in advance of Full Tenant Fit Out.
- Limited external works.

4.0 Key Programme Dates

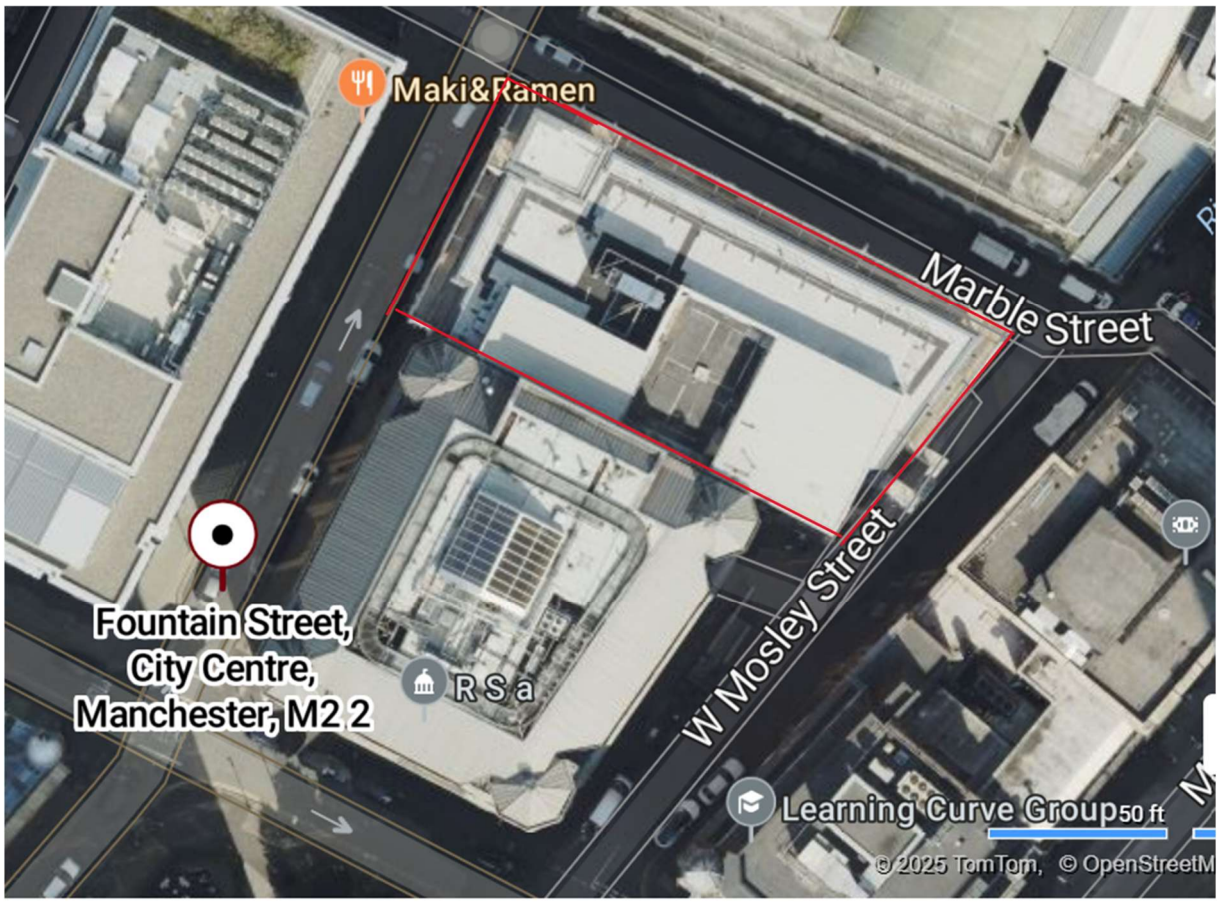
Target Start on Site	**01 December 2025**
Target Completion	**19 March 2027**
Target Duration	**72 calendar weeks**

5.0 Site Details

Site Location

The existing building structure is located in a commercial area within the red boundary shown below at 35 Fountain St, with West Mosley St to the East and Marble St to the North. An existing commercial office building (17 York St) abuts the southern boundary of the building and access to this can be gained from York St.

There is a commercial property at the other side of Marble St which is the rear of the Primark Store. Across the other side of West Mosley St are the rear of commercial office buildings which front Mosley St and the rear of some food outlet establishments. On Fountain St, which is a busy one-way city centre thoroughfare, across the street there are commercial office premises and some food & drink establishments.



Site location 35 Fountain St, Manchester.

Site Boundaries & Security Hoardings

The site will be fully secured by hoardings to all elevations. The fencing shall be fully maintained throughout the works, and inspections recorded and actioned on a weekly basis. Secure gates will be in place and maintained to control access to the works and to safeguard against unauthorised entry onto site. Monitored CCTV site security measures will be in place from the outset coupled with local security response team, to ensure the site remains secure and safe.

Any access ways will be kept clean and well managed at all times. To aid this, all deliveries to site will be pre-booked via an online system to mitigate the flow and quantities of construction traffic and deliveries. All deliveries will be made to West Mosley St or Fountain St designated delivery points – refer to details below.

A detailed traffic management plan will be implemented and has already been agreed in principle with MCC Highways prior to work commencing on site, and monitored throughout the work daily. This plan will also be communicated throughout the onsite team and to all supply chain partners before orders are agreed and placed.

Liaison & Emergency Contacts

Prior to commencing on site, the primary site contacts will be listed and communicated to key stakeholders including the client, client's agents, and the Council's Highways team.

The GMI team responsible for the project (and their contact numbers) will be as follows:

Senior Project Manager – Andy King 07966 554162

Façade Project Manager - Rafal Zwolan 07583 683883

Contracts Manager – Matthew Littlewood 07890 941027

GMI Main Manchester Office – 0161 302 4503

We will also provide noticeboards throughout the site hoardings in line with Considerate Constructors Scheme requirements; these will contain contact numbers for reporting any issues, and/or making any complaints. The emergency numbers will also be displayed inside the site hoarding, for contractors.

Surveys

Prior to commencement of the works, several 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 (dilapidation surveys).
- The location / depth of all existing main services, drainage, and manholes – details shall be obtained from the relevant authorities or other owners.
- Extended surveys to the existing concrete slabs.
- Background noise levels to establish and agree baseline and noise limits for the construction period with Manchester City Council (MCC).

Highways Dilapidation Survey

A joint survey of the highway will be undertaken in conjunction with the highways team prior to any meaningful works being undertaken on site. This will record and agree the condition of the carriageway and footpaths on the proposed vehicle routes around and to/from the site.

Documentation

All relevant documentation should be in place prior to commencement of works on site, including the F10 document, Construction Phase Health & Safety Plan, Pre-construction Information 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:

- Discharged Pre-commencement Planning Conditions
- Building Regulation Approvals

- Topographical Surveys
- Dilapidation Survey
- Drainage Surveys
- Existing Service Surveys
- Environmental Assessment Report
- Smart Waste Management Plan
- Ecology Report
- Any Environmental Clearance Reports
- Noise Survey Report

6.0 Scope of Works, Programme & Construction Methodology

The proposed development comprises of an existing seven storey frame structure with the addition of three levels of steel frame/cross laminated timber slab (CLT) construction. Total floor area is 8084 sqm of office space across these levels.

The Basement comprises of plant spaces, gymnasium, cycle store and shower areas which serve the office accommodation on the upper floors. Ground Floor will comprise of Entrance/Reception Area and office accommodation. Levels one to eight provides office accommodation to the floor plates and the final accommodation areas are provided at level nine, these spaces are a mixture of event/plant and terrace spaces.

All accommodation areas are served by two stair cores, one of which is designated for firefighting purposes. Two lifts are provided, one being suitable for firefighting and evacuation purposes.

The busy city centre location provides several challenges. The proximity of main roads and neighbouring properties, including their individual access requirements, means that our proposals need to be clear from the outset in order to minimise any disruption to the surrounding area.

We have developed our programme and methodology with these issues in mind and we are confident that our experience and expertise in delivering similar city centre projects will avoid any negative impact to the local community. This will allow us to develop a strong working relationship with the local businesses and their occupants.

A copy of the draft construction programme can be found in Appendix B.

Enabling activities

The tight city centre site is logistically challenging, particularity for large vehicles. There is limited room for off-loading and part-encroachment of the hoardings onto the highway is required which has been discussed and agreed with Highways and outlined to neighbouring properties.

The delivery of plant/materials and access to adjacent properties around 35 Fountain St is a key consideration and has influenced how and where we intend to position the hoardings and full height scaffolding around the perimeter of the site. These layouts will be coordinated with delivery and access points to neighbouring properties.

The erection of the tower crane, which is to be located through the middle of the building, as part of the activities early in the construction phase, will require the temporary short term closure of West Mosley St and Marble St. The crane is anticipated to take two days to erect and two days to de-rig later in the programme. Once erected the crane will have anti climb measures incorporated to prevent unauthorised climbing of the tower during the working day or out of hours.

It is currently intended to install the site welfare within the confines of the construction site on level one. First aid and de-fib facilities will be available at this point.

Deconstruction activities

The Demolition works have been substantially completed by others; a small number of minor items will be undertaken as part of the main works and will cause no further disruption. The scaffolding used to protect adjacent public highways and footpaths, will be replaced with a scaffold erected for installation of the proposed permanent façade works. This scaffold will further protect the adjacent public highway and footpaths by the incorporation of sheeting and debris fans.

Construction Works – Foundations

- The existing foundations are not intended to be modified and will be used to carry all of the building loads.

Construction Works – Superstructure

- The existing structural steel frame and upper floors will be used to transfer the loads from the envelope to the structure.
- A luffing jib tower crane will be employed for construction of the building frame and installation of the CLT elements to the extension between levels seven to ten. The position
- of the proposed tower crane is through existing floor construction from level seven to the basement area. This is currently being positioned to avoid any oversailing restrictions on adjacent properties / roads etc., when out of service.
- Upper Floors – The floors will provide structural support to the masonry façade. These have been formed with support of an existing composite deck construction.
- The external building fabric contains frosted white brick to all areas of masonry in Stretcher and feature Flemish bonds, brick lintels and off-white recessed mortar joints. The glazing is set back from the face of the building and incorporates feature perforated vent cover panels. Aluminum window cills are provided which are located above concrete stringer courses. A concrete capping is provided at level eight, at which point the building fabric changes to aluminium cladding system from levels eight to ten which terraces back from the main building façade. Powder coated balustrading is to be installed to terraces at levels eight and nine. Louvres are provided to the basement area adjacent to the ramp on the East elevation. GRC is provided from the ground to Level 2 floor level with curtain walling to a section of the North and West elevations.
- The materials required for the façade construction are to be vertically distributed by hoists to the external scaffold where it is constructed. Works to the envelope include the installation of a weather boarding system on SFS framing, brickwork cladding and curtain walling.

- Existing Roof construction is formed from level seven utilizing the existing concrete deck. A new roof will be installed to comply with BROOF t4 fire classification. Rainwater will be controlled during the build process by utilising temporary water proofing at abutments, drainage solutions and de-watering techniques to remove any unnecessary buildup of water on site and to mitigate its ingress into the building.
- There are some limited areas of concrete slabs to form. These will be poured utilising a concrete hydraulic pump located off of the highway in the ramp area.
- Drainage connections. Foul and storm connections are to be direct into the existing mains system within the surrounding carriageways, utilising existing drainage connections to public sewer.

Internal Fit Out & Commissioning

Internal fit out works include partitions & ceilings, M&E installations, wall / floor finishes and internal Joinery. The fit-out work will run concurrently with the envelope works, albeit staggered slightly for sequencing and water tightness. Careful coordination of the fit-out work will be implemented due to the restricted footprint of the build, materials will need to be delivered in a planned sequence. Offsite construction methods will be encouraged where possible.

M&E central plant will be delivered to site in time for installation and commissioning periods. The M&E commissioning period will take place towards the end of the fit-out phase. Witnessing and statutory authority inspections will conclude the commissioning process.

External Works

As part of the overall development there is a minimal hard landscaping scheme to the perimeter of the site, including making good existing pavings. There is a minor amount of remodelling to the existing kerb lines.

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 Principal Designer or GMI site management team will be reviewed by GMI's health and safety manager and submitted to the Principal Designer for review / approval if deemed required and necessary.

Completion of Activities

At the outset of sub-contract work packages, Inspection and Test Plan's will be completed to ensure the standard of work and inspection regime aligns to our Integrated Management System. GMI and the supply chain will carry out detailed inspections of the work as they are completed and record any defects for close out using an on-line management portal. Monthly audits will take place by GMI Quality Manager and Site team to ensure compliance with contract specifications and drawings as well as GMI processes and procedures. The design team will be advised at this stage and will be encouraged 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. 12 weeks prior to PC, our soft landing process will commence in advance of completion. This will be supported by a number of meetings to discuss all aspects of completion e.g. statutory approvals, commissioning, Breeam and final sign offs.

Management Plan

The project will be managed by a strong management team, led by a visiting Contracts Manager, and a site-based Senior Project Manager and supplemented with experienced internals and/façade senior site/project managers. A robust Construction Phase Health & Safety Plan and Construction Environmental Management Plan will be produced, and regularly reviewed and revised.

7.0 New and Existing Utilities

During the construction phase we anticipate that only new comms services will require bringing into the site via the most appropriate route. All works will be coordinated with the surrounding building operators and fully compliant with best practice for these operations.

8.0 Hazard / Risk & Environmental Management and Controls

Method Statements and Risk Assessments will be developed during 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.

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

- Public Safety in and around the entrances to site, site boundaries and vehicle movements.
- The presence of local businesses, offices, and accommodation in and around the construction site. We will throughout this time monitor noise levels.
- Public realm and existing footpaths around the perimeter of the 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.

The hazards around work and materials at height, dust and noise vehicle and pedestrian segregation will be fully addressed.

Working and Delivery Hours

The construction hours are as set out by MCC and will be adhered to, as follows:-

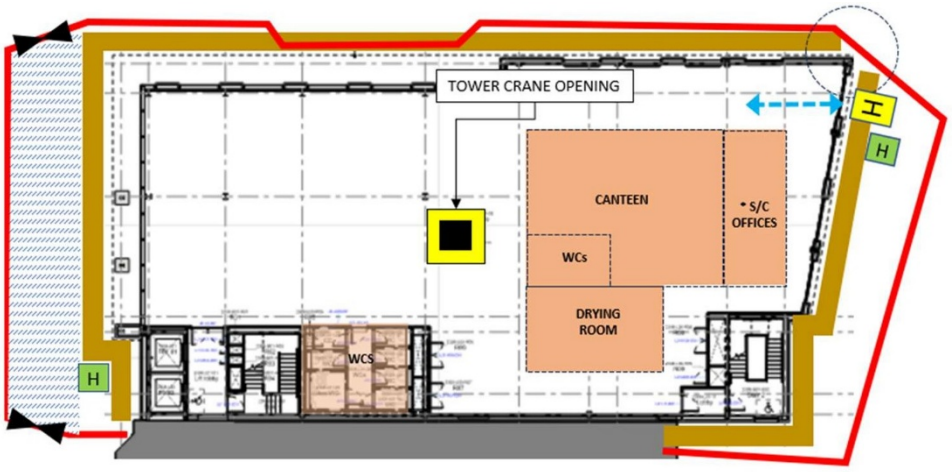
07:30am to 6:00pm Monday to Friday
8.30am to 2:00pm Saturdays
Closed / No Working - Sundays and Bank Holidays

Contractors will be allowed to enter site 30mins prior to starting work provided noisy activities are not started earlier than the stated above times.

There may be certain circumstances where construction work will be required to take place outside of these hours. If this is the case, the exact phasing and timescales of this will be communicated to our neighbours and directly to the relevant Environmental Health Officer for the area for the necessary section 60 approval if deemed required.

Construction Site Accommodation Welfare and Storage

Site welfare will be built on the site itself within the 1st floor of the existing building. This will provide the necessary toilets, washing facilities, canteen and drying room space. Refer to drawing below.

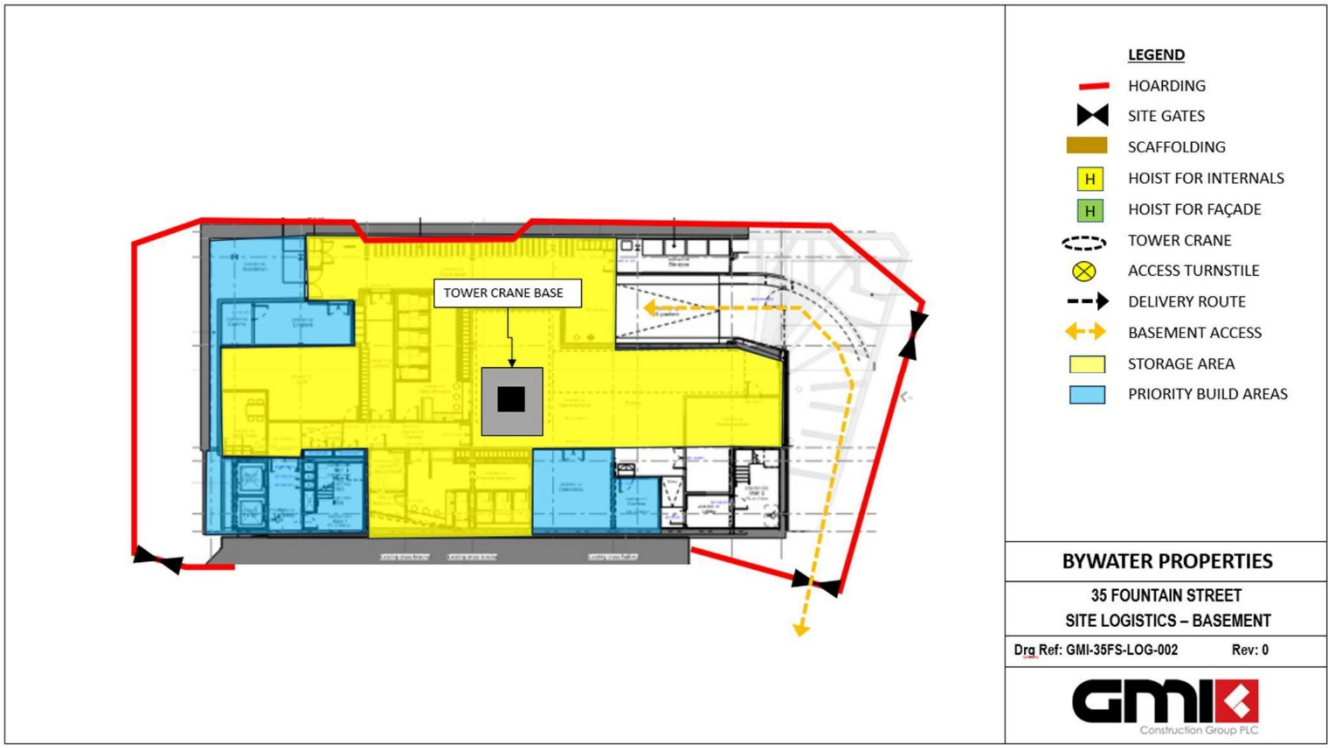


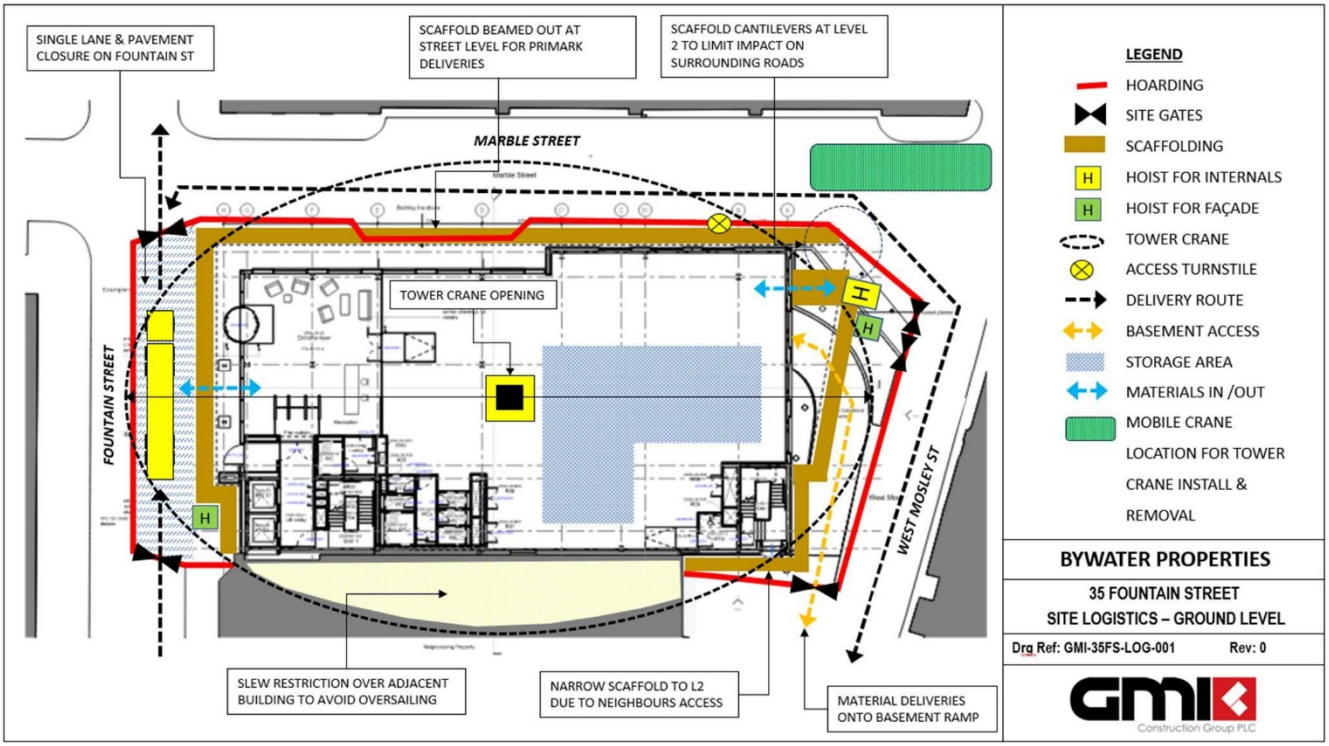
Project site offices and meeting rooms will be in an adjacent office building. However, the site will be continually supervised by GMI site management.

Material storage on the site is limited; all supply chain members will co-ordinate their respective needs with the site management and deliveries team. All deliveries will 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.

Limited storage areas will be provided in the basement and also on the ground floor. Refer to drawings below which show storage areas.





Car Parking for Contractors Staff and Operatives

There is no provision for parking cars in the construction compound. Parking will therefore be off site. There may be a need from time to time to park vans containing equipment inside the

compound, the Project Manager only has the authority to agree this.

All contractors and staff will be encouraged to use public transport (readily available in the area) and to vehicle share to reduce any carbon impact.

Contractors Staff and Operative Site Access

Pedestrian access will be restricted to the pedestrian entrances 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 access will be positioned between the site working areas and the public realm to prevent any unauthorised access.

There will be no access granted until 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 a designated walkway. The turnstile will be both the point of access and egress from site and will record the personnel attendance for emergency evacuation and data for carbon footprint capture and information in relation to the project's social impact plan.

The site will also be monitored out of hours by an electronic guard system whereby if the motion sensors/beams are broken, a locally appointed security team will be immediately notified and attend site to investigate and deal with the situation as necessary. As the work 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 gatemen and banksmen will be observant of cyclists when directing public and vehicle movements alike.

Phasing and quantification of vehicular activity

The city centre approach roads have been deemed unsuitable for articulated lorries and it will be stipulated to all suppliers that delivery vehicles must be rigids.

The quantification of delivery vehicles has been estimated as below and may vary slightly in both volume and types of vehicles as the project moves through the key stages as follows:

- Superstructure frame, roof, and external facades – deliveries on rigid vehicles.
- Internal fit-out (partitions, mechanical and electrical installation etc..) – most vehicles will be split between rigid wagons for large elements such as plasterboard deliveries, and smaller vans for deliveries of M&E equipment including ventilation ductwork and the like. There will also be some major M&E plant deliveries requiring rigid vehicles.
- Waste will be removed from site with skip wagons and wheelie bin waste collections by refuge vehicle.
    - Lorries carrying loose sand/aggregates etc and skips on skip lorries will be covered (sheeted).

Types and frequency of vehicular demands

The quantification of delivery vehicles for each phase has been estimated below:

- Superstructure Timber frame, Secondary steel, Masonry support & Masonry. Max brick deliveries 1/2 no. per week. 2/3 concrete wagons for reinstatement of basement floor slab. max deliveries 20no per week.
- Internal fit out – Plasterboard, insulation, and M&E deliveries - max deliveries 12no per day.
- Waste Removal – Skips and bin waste removal 2 per day max no. of 3/4 per day.

Deliveries, Highways, Safety & Vehicle Routing

Deliveries will be made to two site designated delivery points. This will be to the area at the top of the existing vehicle ramp on West Mosley St, and to the front of the building on Fountain St, within an agreed half-road closure.

Local Highways Authority Engagement

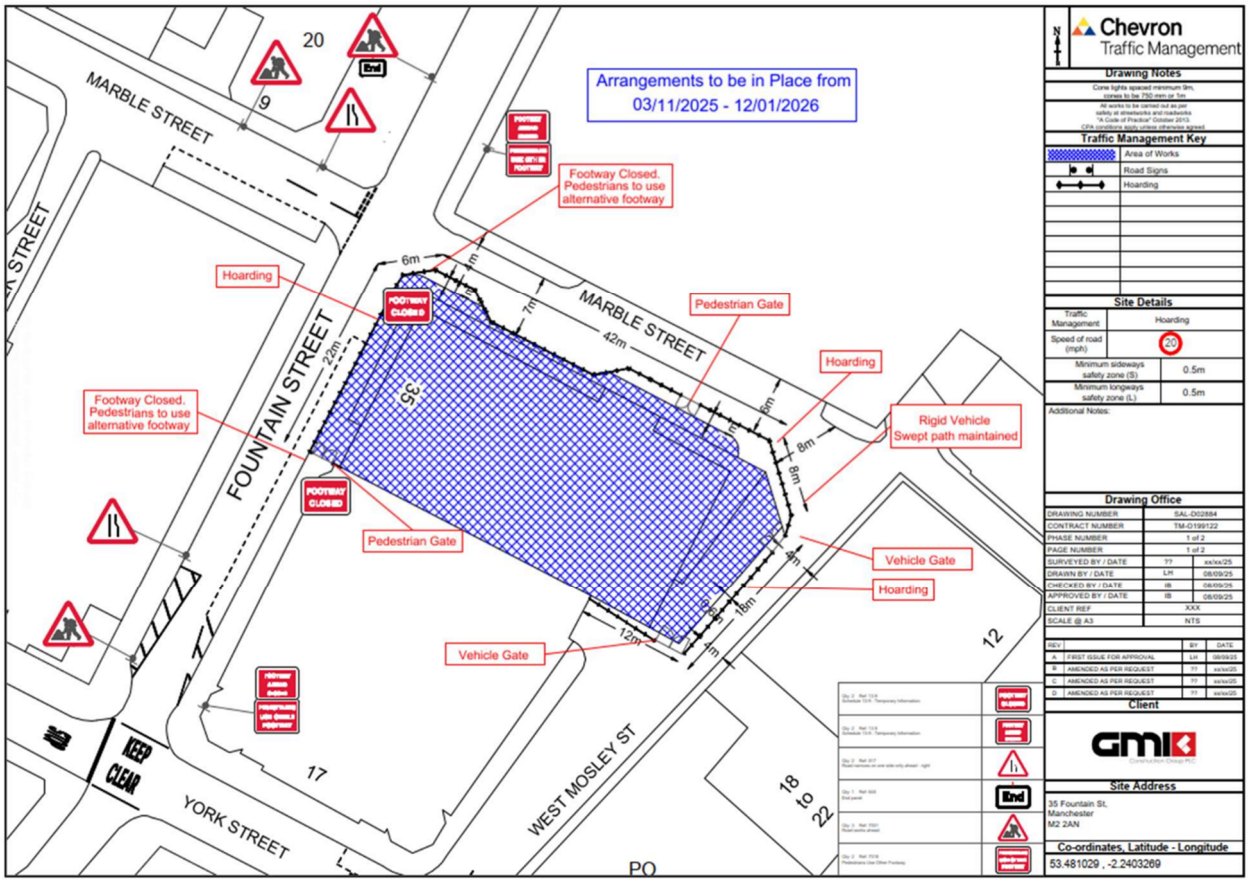
Our site team have had site meetings with Manchester City Council Highways Department, to discuss the works, the deliveries and the surrounding highways and footpaths.

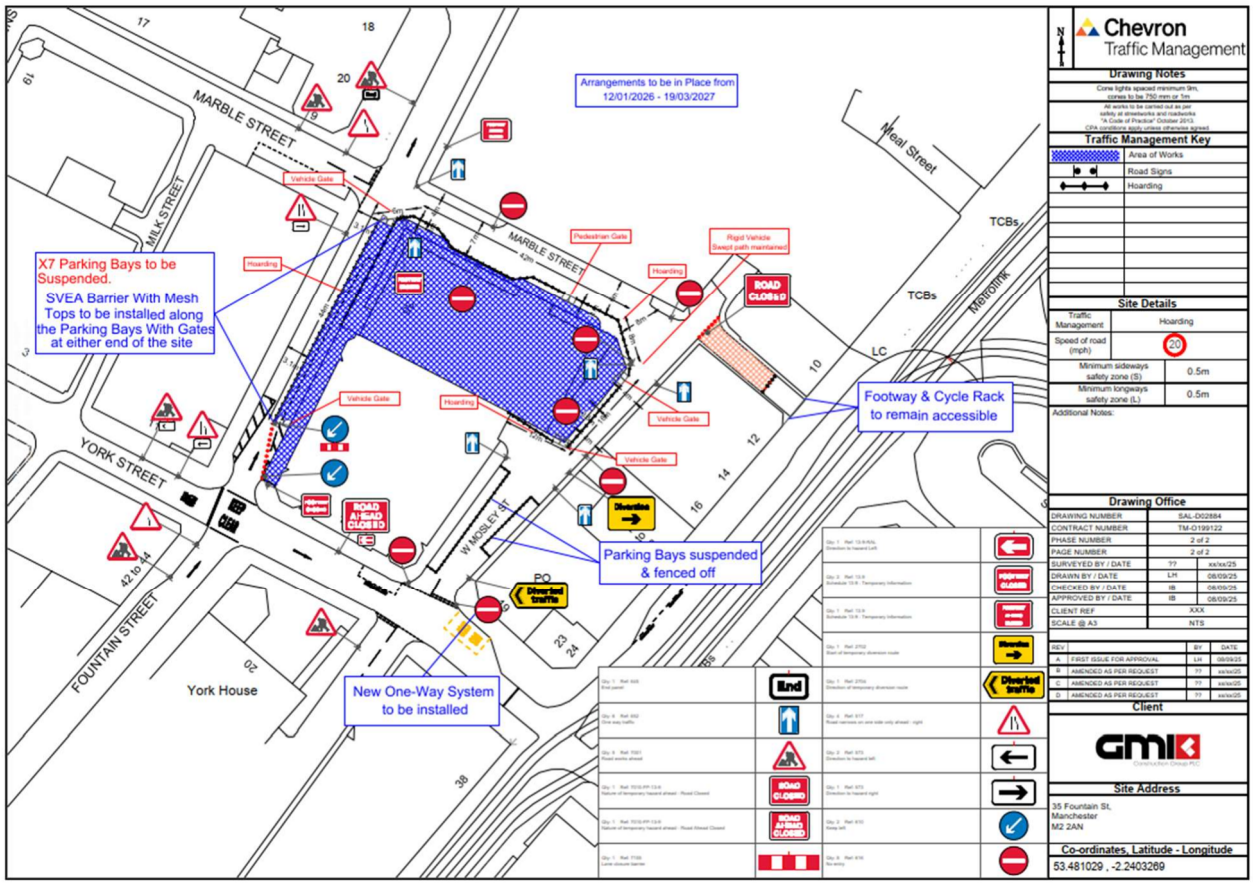
Applications are being made for TTRO's, pavement closure and hoarding licences to cover the arrangements shown in the drawings below. Scaffolding licences will also be secured.

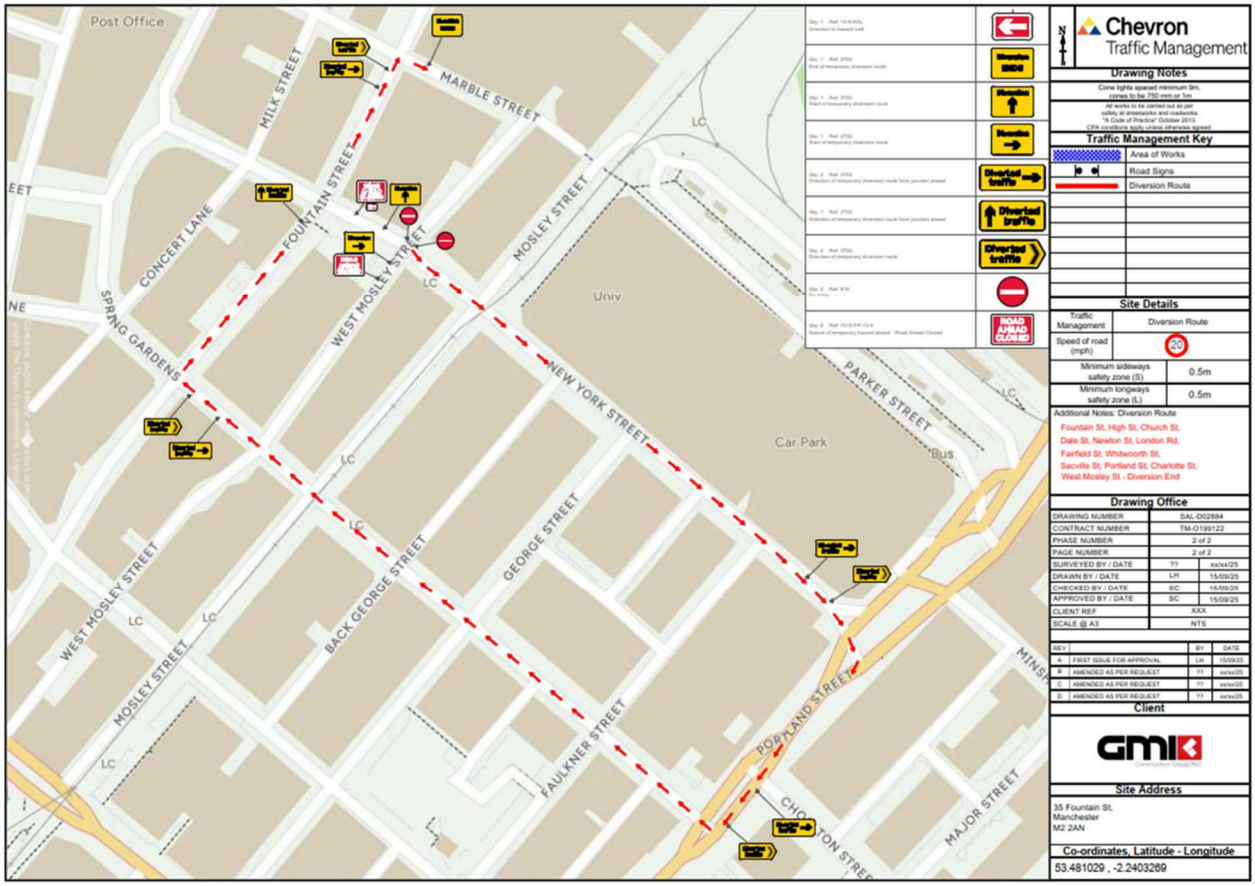
The proposals include:-

- Pavement closure and half road closure on Fountain St, including suspension of parking spaces.
- Carriageway encroachment on Marble St, whilst maintaining the road space for Primark deliveries.
- Carriageway encroachment on West Mosley St, whilst maintaining the road space for adjacent business deliveries.
- Maintenance of the swept path required by rigid delivery vehicles around the West Mosley St/Marble St corner.
- Parking bay suspensions in West Mosley St.
- Maintenance of vehicle access to the basement car parks of adjacent buildings on West Mosley St.
- One Way traffic flow along West Mosley St and Marble St from York St., with associated signed diversion route.
- Closure of the dead-end of Marshall St, whilst maintaining access to the cycle racks and passage through of pedestrians between Mosley St and West Mosley St.

Refer to the drawings below for the proposals in relation to Highways, traffic and pedestrian arrangements.


Arrangements to be in Place from 03/11/2025 - 12/01/2026
Footway Closed. Pedestrians to use alternative footway
Hoarding
Pedestrian Gate
Rigid Vehicle Swept path maintained
Vehicle Gate
MARBLE STREET
FOUNTAIN STREET
YORK STREET
WEST MOSLEY ST
KEEP CLEAR
Chevron Traffic Management
Drawing Notes
Traffic Management Key
Area of Works
Road Signs
Hoarding
Site Details
Traffic Management
Speed of road (mph)
Minimum sideways safety zone (S)
Minimum longways safety zone (L)
Additional Notes:
Drawing Office
DRAWING NUMBER
CONTRACT NUMBER
PHASE NUMBER
PAGE NUMBER
SURVEYED BY / DATE
DRAWN BY / DATE
CHECKED BY / DATE
APPROVED BY / DATE
CLIENT REF
SCALE @ A3
Client
Site Address
35 Fountain St, Manchester M2 2AN
Co-ordinates, Latitude - Longitude
53.481029 , -2.2403269


Arrangements to be in Place from 12/01/2026 - 19/03/2027
X7 Parking Bays to be Suspended.
SVEA Barrier With Mesh Tops to be installed along the Parking Bays With Gates at either end of the site
Footway & Cycle Rack to remain accessible
Parking Bays suspended & fenced off
New One-Way System to be installed
MARBLE STREET
MILK STREET
YORK STREET
FOUNTAIN STREET
Neal Street
Metrolink
TCBs
York House
Chevron Traffic Management
Drawing Notes
Traffic Management Key
Site Details
Drawing Office
Client
Site Address
35 Fountain St, Manchester M2 2AN
Co-ordinates, Latitude - Longitude
53.481029 , -2.2403269



The narrative and drawings below show the delivery routes to the site which have been assessed and previously submitted in support of discharge of Planning Condition 4 relating to the swept path analysis. These routes and arrangements will be adhered to.

SWEPT PATH ANALYSIS

1.5 It is noted that the area includes one-way streets which does influence the vehicle routeing. In practice the vehicle routes described next are all used by large refuse and delivery vehicles and therefore the presence of such vehicles would not be unusual.

Inbound Vehicle Route

1.6 The vehicle tracking of construction traffic approaching the site is shown in **Dwg 410.065681.00001-AT01.** Here we have shown the detail of vehicle tracking at the tightest locations. In summary vehicles coming to the site will approach from Portland Street, then Nicholas Street/Booth Street, Fountain Street and then Marble Street. The vehicle would then turn right into West Mosley Street before reversing up to the site compound. This manoeuvre would be under the control of a Banksman.

1.7 This route has been checked and there is no requirement to suspend parking bays or amend any other Traffic Regulation Order.

Outbound Vehicle Route

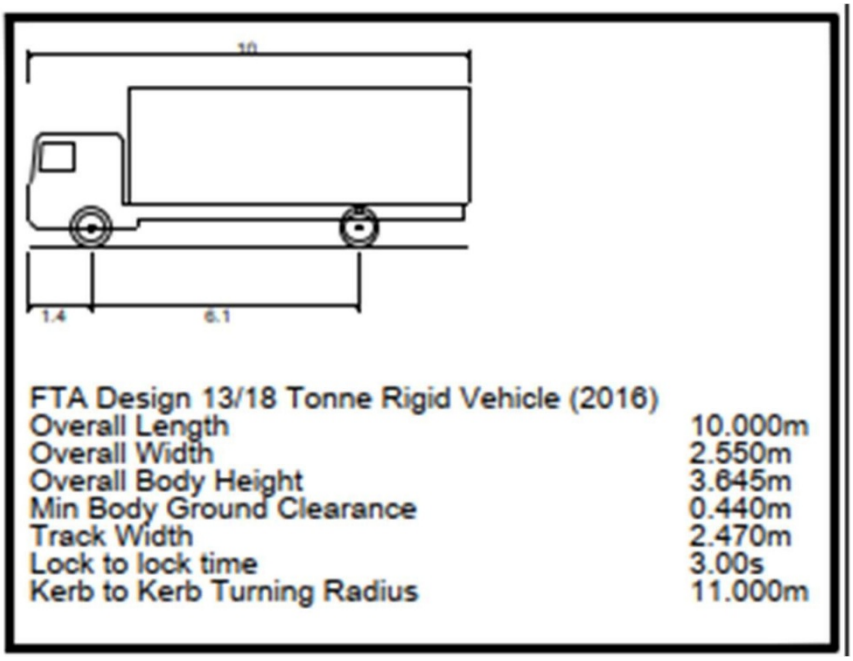
1.8 The outbound vehicle route for vehicles exiting the site will be to head south on West Mosley Street and turn right into York Street and then head towards Portland Street. The vehicle route and swept path analysis for the tightest location is shown in **Dwg 410.065681.00001-AT02**.

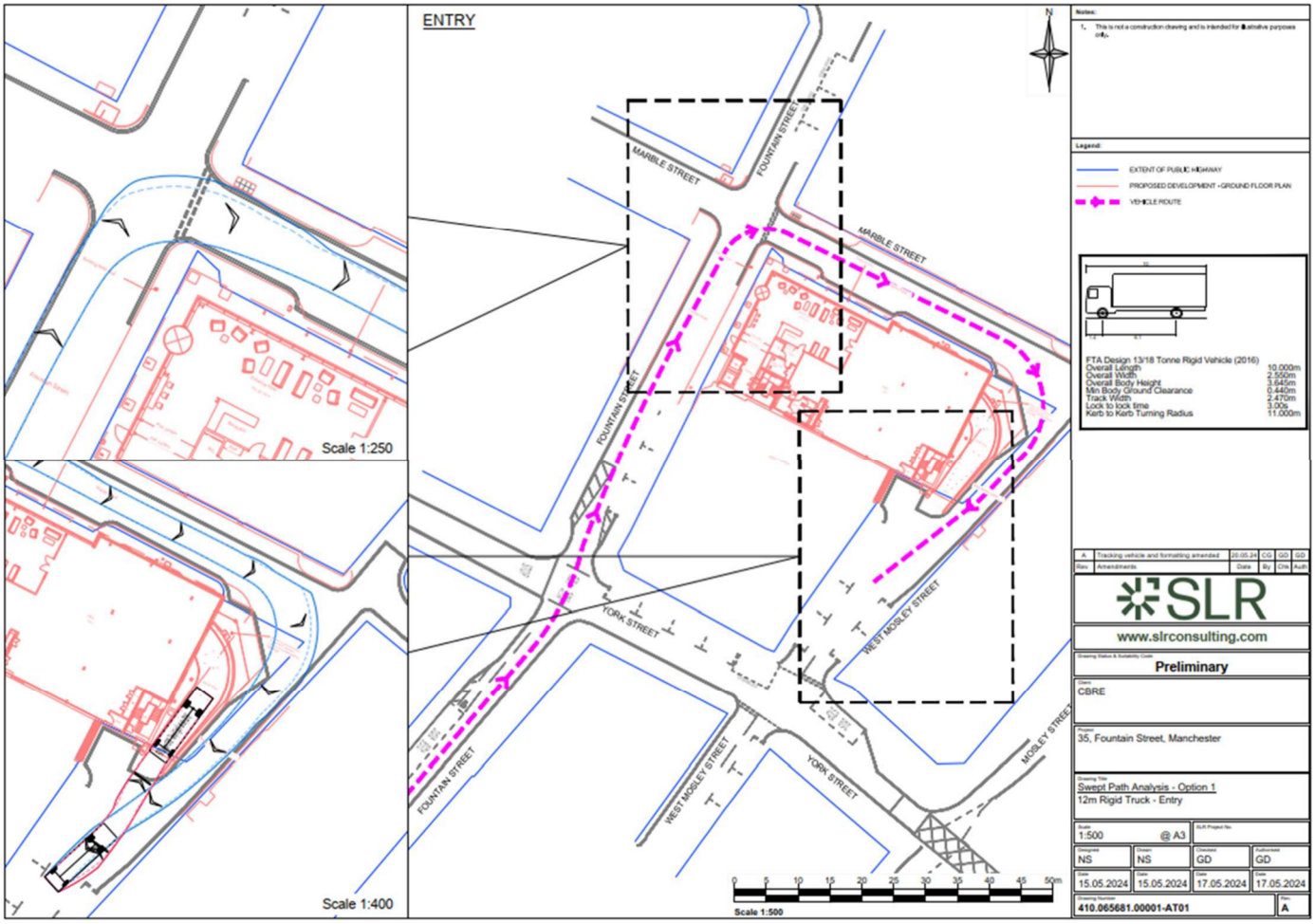
1.9 Passing along West Mosely Street there are on street parking bays but the detail on drawing **AT02** shows that a large vehicle can pass those without conflict. On turning left into York Street, the vehicle does pass over a Bus Stop. When a bus is stopping here it does so for only a short period of time for passengers to exit or board. Therefore, the construction vehicle would wait only for a transitory period until the way is clear.

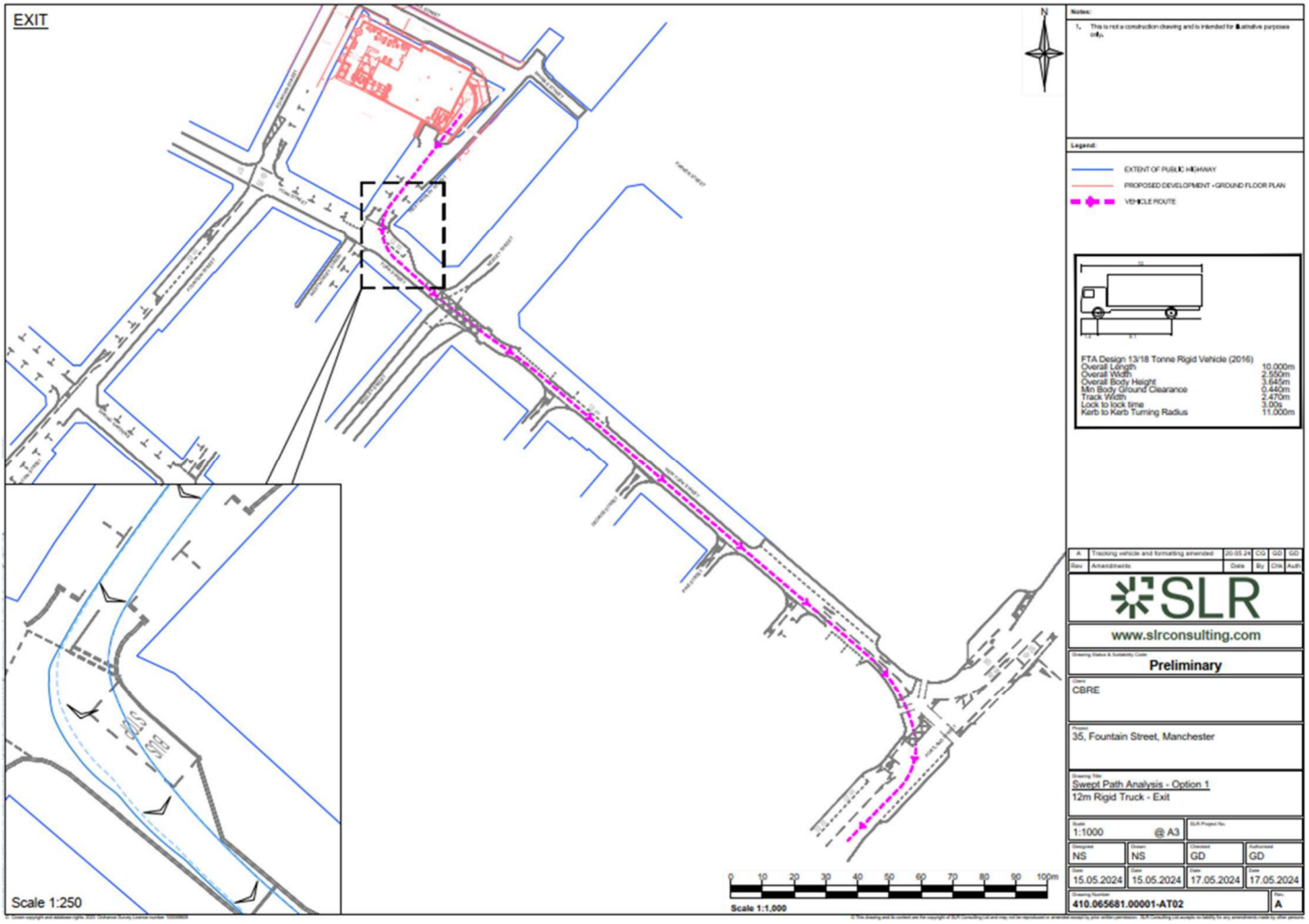
1.10 Along the rest of the route, such vehicles do not conflict with any other vehicles or parking bays, so no other changes are necessary along this route.

Conclusion

1.11 In conclusion, this Technical Note presents the Swept Path Analysis for construction vehicles accessing the 35 Fountain Street site compound. In summary there is no requirement to suspend parking bays or other Traffic Regulation Orders. Vehicles accessing the site compound will need to make a reversing manoeuvre and this would be under the control of a banksman.


10
1.4
6.1
FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m


ENTRY
Scale 1:250
Scale 1:400
MARBLE STREET
FOUNTAIN STREET
YORK STREET
WEST MOSLEY STREET
MOSLEY STREET
Scale 1:500
SLR
www.slrconsulting.com
Preliminary
CBRE
35, Fountain Street, Manchester
Swept Path Analysis - Option 1
12m Rigid Truck - Entry
1:500 @ A3
410.065681.00001-AT01
A

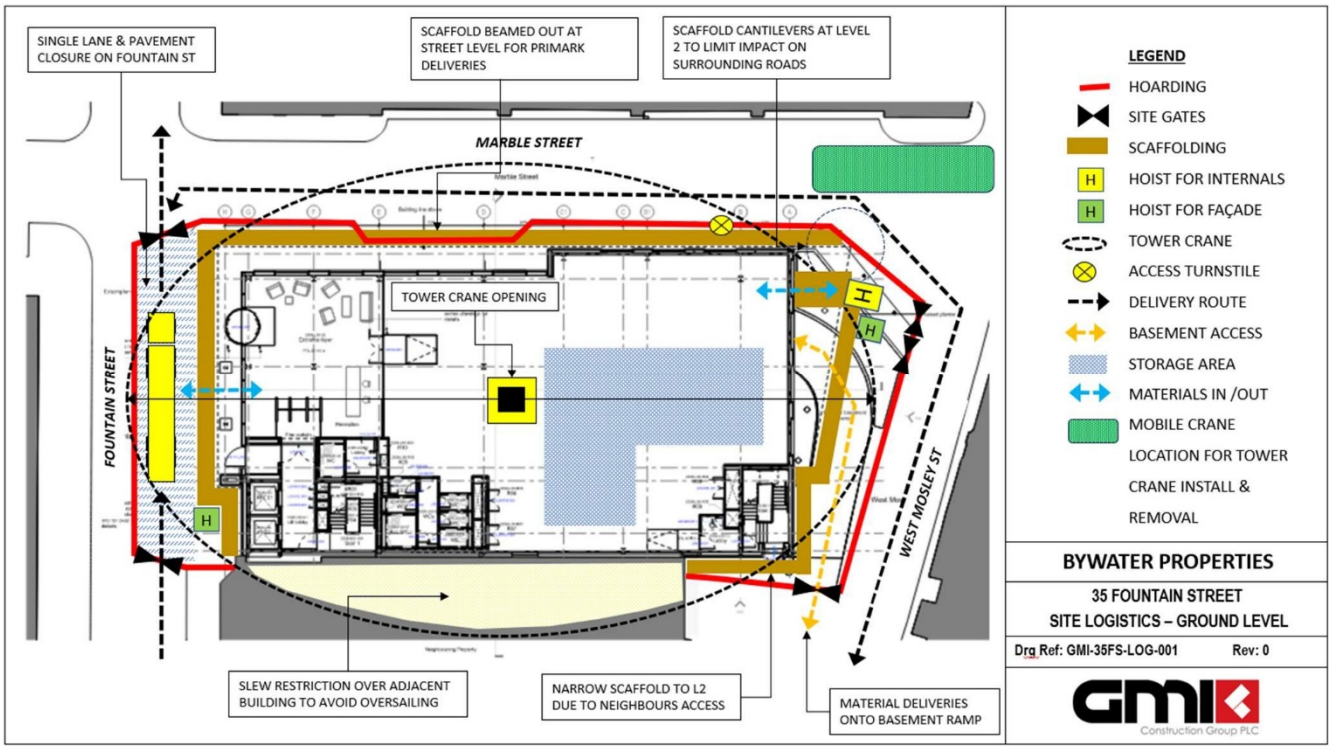


West Mosley St Delivery Point

The existing entrance to the basement will remain as construction period access to basement and material storage. On West Mosley St a new entrance for access to hoist will also be formed.

Fountain St Delivery Point

Construction traffic vehicles will deliver into compound formed on the highway in the half road closure.



Delivery routes/information will be provided to all contractors with an emphasis on utilising the main routes of Fountain St. Any significant deliveries (cranes etc) will be coordinated with any neighbours in the area to mitigate any potential disruption.

Deliveries will also be coordinated with suppliers to avoid peak periods and offloading of both plant and materials will be restricted to site, there will be no offloading of materials on Fountain St, except within the compound provided.

Plant and Equipment

All the plant and equipment on site will be maintained in accordance with the PUWER and LOLER 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 licences.

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/plant nappies 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.

Construction Environmental Management Plan

The development of a 'Construction Environmental Management Plan" will be undertaken for the site during the pre-construction 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 proposals for the development:

- Waste Management
- Contaminated Land
- Community responsibility
- Dust control
- Noise & vibration control
- Nuisance management

Compliance with this document is a 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

The project will be registered with the Considerate Contractors Association, and we will aim to achieve a score rating of 'Excellent' or as a minimum 'Very Good'. We have a good record of achievement in this regard.

Neighbours & Communication Strategy

GMI acknowledge the presence and the importance of the existing properties and businesses surrounding the proposed site and we will be always considerate of their needs and the needs of their customers / staff / occupiers throughout the construction phases.

Any residents and neighbours will be updated regularly on-site activities as the works progress via a regular newsletter that will issued on a quarterly basis as a minimum. 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 allstakeholders.

Prior to commencement on site, stakeholder mapping will be carried out to identify each person,

business and other parties that maybe affected by the carrying out of the construction work. The addresses of all parties will be obtained to allow communication channels to be opened. Examples of parties identified at this early stage are:

- Primark Manchester, 106-122 Market St (backs onto Marble Street) – we have already liaised initially with Marianne Campbell, EHS & Operations Manager
- Emerson Group Commercial Premises, Cobden House & Colwyn Chambers, 12-22 Mosley St & 19 York St, initially with Peter Shaw, Director
- 17 York St Commercial Premises, initially with Peter Houghton, Regional Facilities Manager (Workman Ltd)
- MCC Highways Ben Phillips, Liam Murphy (Highways) & Taylor Greenhalgh (Licensing)

Regular liaison between all parties on site will be organised and managed by GMI with site meetings held to discuss ongoing works and plan for 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 regular coordination meetings with neighbouring properties to ensure no disruption is caused and the day-to-day logistics can be discussed in detail. Any complaints from neighbouring properties will be dealt with by the project lead in timely manner. Complaints will be acknowledged immediately and dealt with within 48 hours.

GMI operate an 'open door' policy with all 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.

The site will be always kept clean and in good order. 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, or are allowed to build up unacceptably.

Complaints Procedure

Any complaints should be made to the following personnel at GMI. The contact number for complaints will be posted on the site hoarding, distributed in newsletters and advised through regular liaison with local stakeholders. See table below.

Name	Position	Mobile	Email
Andy King	Senior Project Manager	07966 554162	andy.king@gmi.co.uk
Rafal Zwolan	Façade Project Manager	07583 683883	rafal.zwolan@gmi.co.uk
Matthew Littlewood	Contracts Manager	07890 941027	matthew.littlewood@gmi.co.uk
Anthony Judge	Regional Director	07967 787871	anthony.judge@gmi.co.uk
GMI Main Manchester Office		0161 302 4503	

Any and all complaints will be maintained in a Complaints Tracker which will record all relevant details including dates and close outs.
All complaints will be responded to by the Project Team within 12 hours.

Consideration of ongoing Construction works in the locality

At the time compiling this plan, and reviewing the likely timeframe of the project, it is likely to be the largest scale of any construction project in the immediate area. Consequently, it is not envisaged that close coordination will be required with other major projects. It will be prudent to always monitor this situation and always maintain close contact with key stakeholders and on a regular basis; The Council Highways team will be regularly consulted to ensure excessive disruption to the local road network is always eliminated and managed effectively, especially around peak times such as the Christmas period and the associated Christmas Embargo.

9.0 Avoiding Dirt & Dust on Highways

The project at 35 Fountain Street is not a new-build scheme and does not include any substantial earthworks or groundworks. Delivery vehicles will therefore always be running on the approach and surrounding roads and into the delivery points described above in West Mosley St and Fountain Street. These will be the existing paved/surfaced areas which will be clean and kept clean on an ongoing daily basis. Mud and dirt will not therefore be tracked onto the highway. However, as a check, to ensure minimisation of the opportunity for dirt to enter the highway, the gateman will check each vehicle as it exits the site and is escorted back out onto the highway. In the event that some mud is found on the wheels this would be cleaned off with brush and jetwash.

Regular checks will be made by the site management of the surrounding roads to ensure they are kept in a clean state and not accumulating dust & debris over time.

Any vehicles entering or leaving the site with imported or exported sand/aggregate/spoil materials will also be covered (sheeted) and this will be communicated to the full supply chain. Due to the nature of the project these vehicles will be negligible in number. A gateman will be positioned at the site exit to control these operations and to ensure vehicles cannot leave the site without wheel checks and covered load checks where relevant. Skips will also be covered (sheeted).

As an additional precaution, a road sweeper will be deployed as and when required to ensure that the 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.

10.0 Dust Control and Management

The site management team will conduct regular checks for the potential generation of dust on site. Any dust generated will be controlled by either water suppression or dust extraction equipment.

Any 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 systems.

The site will also be surrounded by a full height fully sheeted scaffold.

The control of dust will also include the following items.

- Protection of surfaces and exposed material from winds until disturbed areas are sealed and stable
- Ensure sand and other loose aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place. Due to the nature of the project the quantity of materials in this form will be negligible.
- Avoidance of activities that generate dust particularly during windy conditions.
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of materials and overfilling during delivery.
- Avoidance of dry sweeping. Use of construction site vacuums and water suppression.

- Use of water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site.
- Ensuring that vehicles entering and leaving the site are covered (sheeted) to prevent escape of materials during transport, where relevant.
- Minimisation of vehicle movements and limitation of vehicle speeds to 5mph

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

11.0 Control and Management of Noise and Vibration

The working hours on site are detailed in section 8 above. If there is a requirement to work occasionally outside of these working hours discussions will be held first with MCC Planning and Environmental Protection/Health Departments.

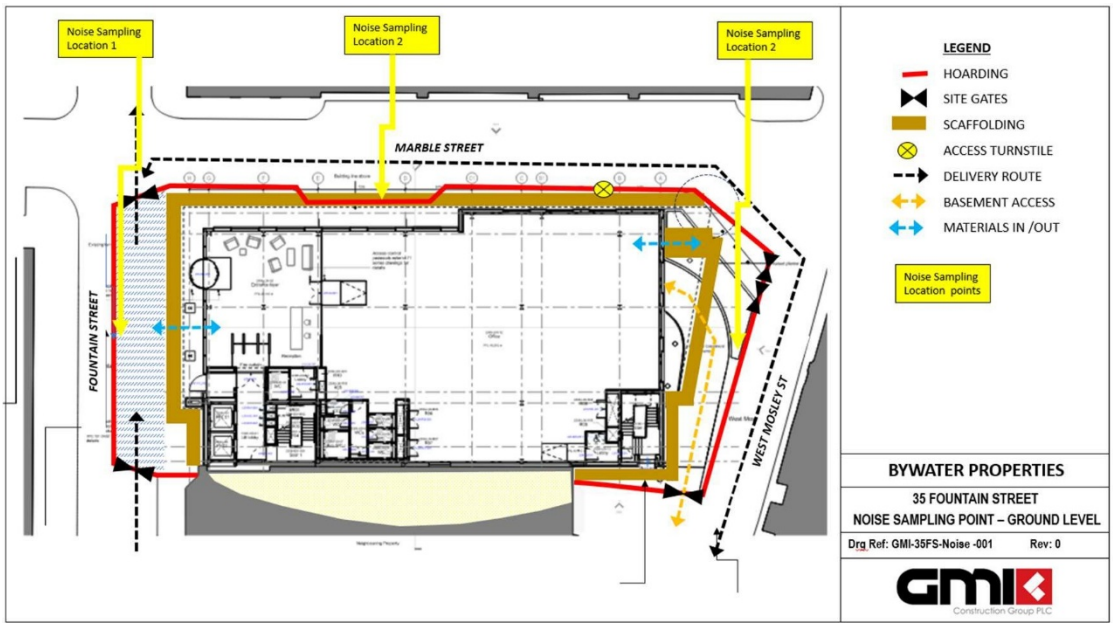
Due to the fact that the demolition and strip out of the building has already been undertaken by others, and the nature of the construction operations planned, it is not expected that noise or vibration at neighboring receptors will differ in nature or impact from works already completed.

Noise Sensitive Receptors
The nearest affected neighboring noise sensitive receptors are identified as being as follows.

- 17 York St Commercial Premises (abutting office building)
- Primark Manchester, 106-122 Market St (backs onto Marble Street)
- Emerson Group Commercial Premises, Cobden House & Colwyn Chambers, 12-22 Mosley St & 19 York St (offices & food outlets back onto West Mosley St)

These receptors will be closely liaised with throughout the works, and they will hold the project team's contact details. Liaison will be through scheduled weekly meetings as well as informal liaison as required. Discussions will include any unavoidable noisy works in the week(s) ahead, agreed timings, and an overview of the noise & vibration monitoring being adopted.

Noise will be kept to a minimum, using best practicable means. Continual noise monitoring, logging and recording will be carried out and recorded throughout the project. Noise monitoring locations will be on the external elevations at the hoarding lines, to the three external elevations of Fountain St, Marble St & West Mosley St. Please see drawing mark up below for proposed noise monitoring locations.



Again, we will ensure compliance with current legislation on noise & vibration control including the Environmental Protection Act 1990 and the Control of Pollution 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.

Noise Level Limits At The Site Boundary

Based on the Annex E.2 method in BS 5228, a limit of 70 dB $L_{Aeq,10hour}$ on facades of noise sensitive receptors would be proposed. The best location for monitoring would be the adjacent buildings, however given the practicalities of this, limits are calculated at site boundary locations (see figure above) with a limit of 82 dBA $L_{Aeq,10hour}$ at site boundaries monitoring locations.

As referred to earlier in this plan, during the pre-construction period it is intended, with the services of an Acoustic Consultant, to assess the background ambient noise levels at the proposed hoarding positions along all three external elevations. During the preconstruction period we wish to develop the above noise limits further with MCC Planning/Environmental Protection/Health in order to set agreeable thresholds for the construction period. This would allow the basis of the finalised noise thresholds to follow the methodology set out in BS 5228 E.4, with consideration to the context of the surrounding area being commercial, and the background ambient noise levels as surveyed.

Furthermore, during the background noise survey completed during pre-construction period, a trial works survey is to be undertaken to further inform agreeable thresholds for the construction period as well as support the achievability of these.

If the agreed external noise threshold is breached, the noise emitting works will stop until further mitigation measures are put in place.

Mitigation measures will include the following:

- Noisy operations will be eliminated where practicable and use of alternative measures where possible.

- Site plant for the purpose of the works will be fitted with effective exhaust silencers.
- Machines/plant in intermittent use will be shut down in intervening periods between work.
- Plant and vehicles will be started up sequentially rather than all together.
- Plant will be well maintained and serviced regularly.
- Wherever practicable tools of low noise emission will be used. It is not expected that very noisy plant will be required on site, but acoustic screening would be provided if required.
- The project does not entail any piling operations.
- Generators are not intended to be used, as a permanent power connection is established on site. In an emergency, a modern silent generator would be selected and acoustic screens used as required to minimise sound levels at the site perimeter.
- During any residual de-construction works alternative working methodology is considered such as traditional hand demolition for the existing buildings over using plant and machinery where possible.

Noise Complaints

Complaints procedure/contacts relating to noise will be as detailed in the Complaints Procedure already detailed above in section 8.

Potential Transfer of Noise to the Adjoining Office Building

It is not anticipated that there will be a significant noise impact through to the adjoining 17 York St office building. The nature of the abutment is that both the 35 Fountain St building and the 17 York St building have separate walls at the abutment with a void between the two walls. Noisy demolition work has already been completed by others.

Noise on the site side will be kept to a minimum throughout the works using best practicable means, and regular liaison with the occupiers in the adjacent building will take place. If short term particularly noisy work is required this will be the subject of special liaison and monitoring. If excessive noise is unavoidable for a short period of time, the work would be done at an agreeable time and/or out of hours.

Considering the external noise limits defined in Annex E.2 method in BS 5228 (70 dB $L_{Aeq,10hour}$), an internal noise level of approximately 58 dB $L_{Aeq,10hour}$ within the 17 York St building would be reasonable (ie considering attenuation of open window).

It is important that this level be developed with the assistance of the occupier so as to allow for an Acoustic Consultant to take background noise measurements within the offices. This ensures adequate consideration be given to the active and occupied nature office that would have an underlying noise level that need be considered.

Furthermore, during the background noise survey completed on-site, a trial works survey is to be undertaken to further inform agreeable thresholds for the construction period as well as support the achievability of these.

During the preconstruction period we wish to discuss the noise levels and internal noise limits further with MCC Planning/Environmental Health in order to set an agreeable threshold, in relation to 17 York St. This would allow the finalised noise thresholds to adequately consider the baseline noise climate in the office.

The agreed noise threshold can subsequently be used to inform internal noise monitoring, with measured levels reviewed if the occupiers have cause to complain about noise transfer.

Internal noise monitoring would not be considered subject to a stop works process, unless external noise monitors be exceeded.

12.0 Waste and Recycling

All waste generated during the demolition and construction phases will be disposed of using skips that have been supplied by reputable suppliers who maintain digital records of waste types

including quantity and percentage diverted from landfill. Waste management licenses and waste carrier 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.

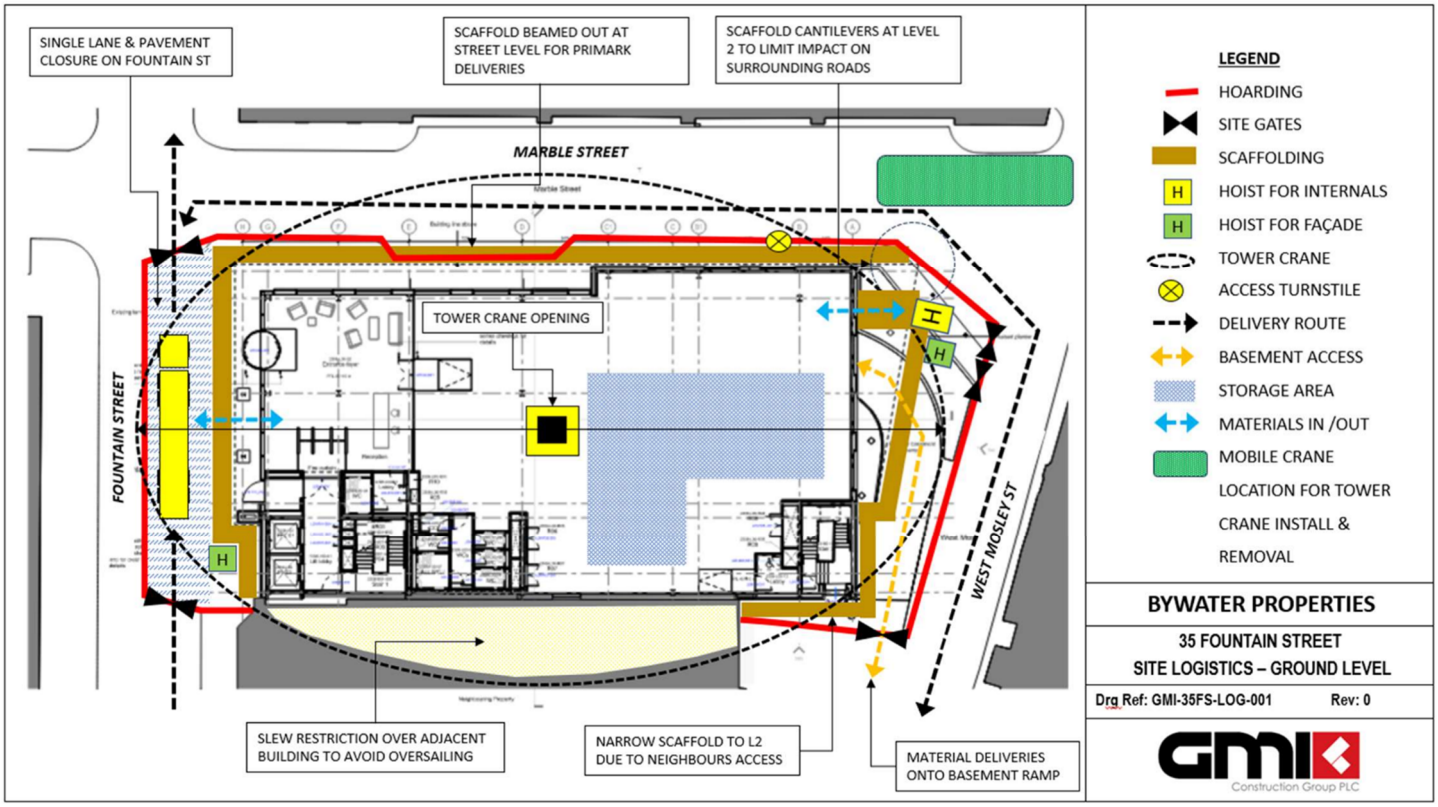
Some of the waste produced during the construction phase will be recyclable and the waste collection contractor will segregate (off site) all the waste that can be recycled. Designated skips will be used to recycle other waste.

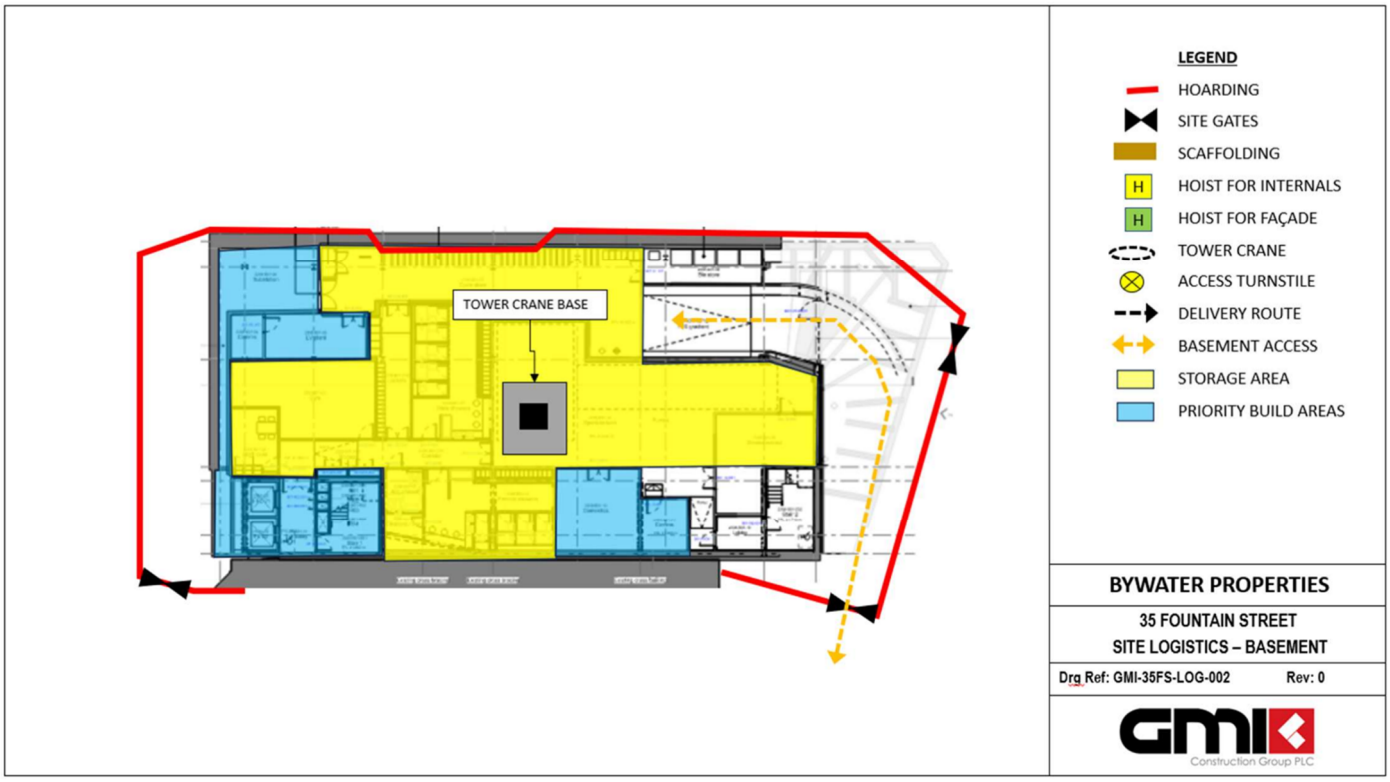
Effective management of waste on site will consist of the following measures:

- Closed skip container (food waste etc.. Municipal waste waste removed regularly so as not to attract vermin.
- Regular clean-up and disposing to suitable receptacles.
- Careful handling and transportation to avoid damage
- Efficient ordering
- Off-site manufacturing (where possible).
- Skips will be in the site storage compound.
- Waste will also be removed from site in wheelie bin refuge vehicles. These vehicles will arrive on site at pre-booked times and load the bins in the West Mosley St delivery point.

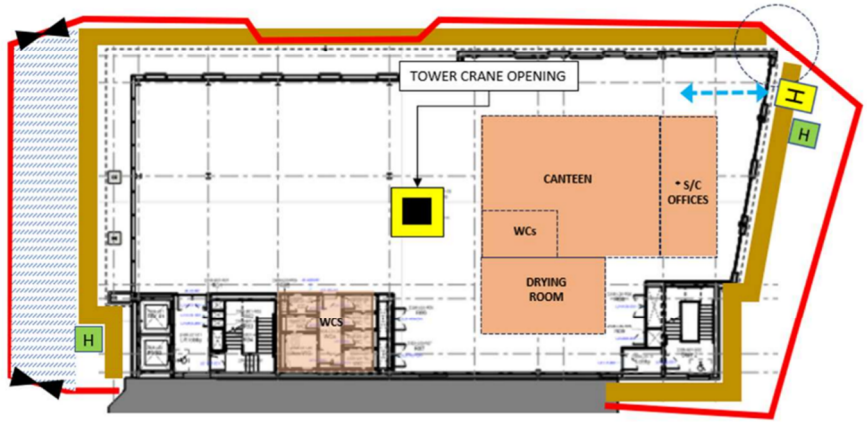
GMI adopt the Smartwaste protocols and procedures for all projects in relation to the Site Waste Management Plan.

APPENDIX A – LOGISTICS SLIDES





* A LOCAL OFF-SITE FACILITY WILL BE SOUGHT FOR GMI OFFICES & POTENTIALLY SUBCONTRACTOR OFFICES IF AVAILABLE



LEGEND

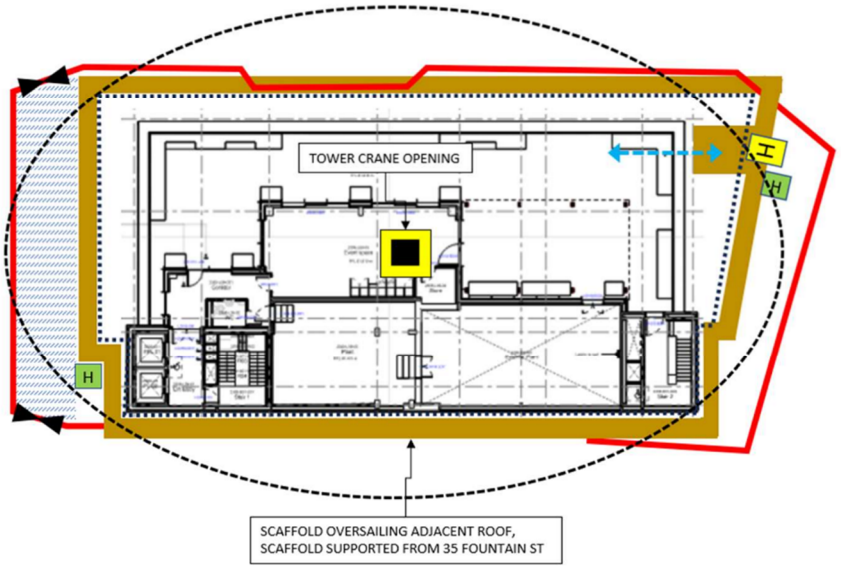
- HOARDING
- SITE GATES
- SCAFFOLDING
- H HOIST FOR INTERNALS
- H HOIST FOR FAÇADE
- TOWER CRANE
- ACCESS TURNSTILE
- DELIVERY ROUTE
- SITE OFFICES
- SITE WELFARE
- MATERIALS IN / OUT

BYWATER PROPERTIES

35 FOUNTAIN STREET
SITE LOGISTICS –LEVEL 01

Drg Ref: GMI-35FS-LOG-003 Rev: 0

GMI Construction Group PLC



LEGEND

- HOARDING
- SITE GATES
- SCAFFOLDING
- H HOIST FOR INTERNALS
- H HOIST FOR FAÇADE
- TOWER CRANE
- ACCESS TURNSTILE
- DELIVERY ROUTE
- MATERIALS IN / OUT
- BUILDING OUTLINE
- LOWER FLOORS

BYWATER PROPERTIES

35 FOUNTAIN STREET
SITE LOGISTICS –LEVEL 09

Drg Ref: GMI-35FS-LOG-004 Rev: 0

GMI Construction Group PLC

APPENDIX B – DRAFT CONSTRUCTION PROGRAMME

35 Fountain Street - Tender Programme
for
Bywater Properties

Line	Name	Start	Duration	Finish
1	Mobilisation	03 Nov 25	4w	28 Nov 25
2	Licences / Agreements	10 Nov 25	24w 4d	20 May 26
3	Start on Site	01 Dec 25	0w	01 Dec 25
4	Construction Programme	01 Dec 25	63w	19 Mar 27
5	Site Establishment	01 Dec 25	1w	05 Dec 25
6	Logistics	08 Dec 25	51w 3d	06 Jan 27
7	Scaffold	08 Dec 25	51w 3d	06 Jan 27
8	Tower Crane	08 Dec 25	22w 3d	02 Jun 26
9	Hoists	04 Feb 26	43w 1d	09 Dec 26
10	Structure	19 Jan 26	27w 3d	04 Aug 26
11	Structural Alterations / Steel Strengthening	19 Jan 26	8w 3d	18 Mar 26
12	Extension Works	19 Mar 26	13w	23 Jun 26
13	Levels 8 - 9	19 Mar 26	5w	24 Apr 26
14	Stair Core	27 Apr 26	8w	23 Jun 26
15	TC Slab Infills	03 Jun 26	9w	04 Aug 26
16	Envelope	20 Feb 26	48w 2d	15 Feb 27
17	Facade	20 Feb 26	48w 2d	15 Feb 27
18	Levels 2 - 7	20 Feb 26	36w 4d	11 Nov 26
19	Levels 8 - 9	28 May 26	26w 4d	02 Dec 26
20	Levels 0 - 1	09 Jul 26	29w 2d	15 Feb 27
21	Hoist Area	02 Dec 26	8w	09 Feb 27
22	Weathertight Milestones	27 May 26	12w 1d	20 Aug 26
23	Roof	24 Jun 26	28w	20 Jan 27
24	Level 10 (Main Roof)	24 Jun 26	5w	28 Jul 26
25	Level 8	30 Jul 26	17w 4d	02 Dec 26
26	Level 9	13 Aug 26	19w 4d	13 Jan 27
27	Plant Enclosure	29 Oct 26	10w	20 Jan 27
28	Fit Out	12 May 26	39w	24 Feb 27
29	Paint Soffit	12 May 26	18w 1d	17 Sep 26
30	Level 2	27 May 26	18w	30 Sep 26
31	Level 3	10 Jun 26	18w	14 Oct 26
32	Level 4	24 Jun 26	18w	28 Oct 26
33	Level 5	08 Jul 26	18w	11 Nov 26
34	Level 6	22 Jul 26	18w	25 Nov 26
35	Level 7	12 Aug 26	17w	09 Dec 26
36	Level 8	26 Aug 26	17w 3d	11 Jan 27
37	Level 9	10 Sep 26	16w 3d	18 Jan 27
38	Basement	03 Jun 26	36w	24 Feb 27
39	Level 0	17 Sep 26	17w	27 Jan 27
40	Level 1	24 Sep 26	18w	10 Feb 27
41	Lifts	20 Aug 26	14w	26 Nov 26
42	Stair Cores	01 Oct 26	14w	20 Jan 27
43	External Works	13 Jan 27	8w	09 Mar 27
44	Completion Activities	19 Nov 26	15w 2d	19 Mar 27
45	Practical Completion	19 Mar 27	0w	19 Mar 27

Notes:

APPENDIX C – GMI CONTACT DETAILS

GMI Contact Details

Name	Position	Mobile	Email
Andy King	Senior Project Manager	07966 554162	andy.king@gmi.co.uk
Rafal Zwolan	Façade Project Manager	07583 683883	rafal.zwolan@gmi.co.uk
Matthew Littlewood	Contracts Manager	07890 941027	matthew.littlewood@gmi.co.uk
Anthony Judge	Regional Director	07967 787871	anthony.judge@gmi.co.uk

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