

Construction Management Plan

Application to Discharge Condition 3 of Planning Permission -
141662/FO/2024

Plot H5, Land At Chicago Avenue To The North Of The Voyager
Office Building And South Of The Tribe Hotel, Manchester
Airport, M90 3RA

Condition 3: Construction Management Plan

"Prior to the commencement of demolition/development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- *Commentary on types and frequency of vehicular demands together with evidence (including swept path assessment) of satisfactory routeing within the site and on the adjacent highway;*
- *Measures to control noise and vibrations;*
- *Details of separation distances between any sub surface structures (ie retaining walls and piled foundations) and any below ground structures associated with the Metrolink route extension;*
- *Identify measures to control dust and mud, including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;*
- *Compound locations;*
- *Details of the location and arrangements for contractor parking;*
- *Detail of an emergency contact telephone number to be displayed at the site;*
- *Loading and unloading of plant and materials;*
- *Storage of plant and materials;*
- *Construction methods to be used; including the heights of any cranes, if intended to be used;*
- *Site working hours;*

The development shall only be carried out in accordance with the approved construction management plan."

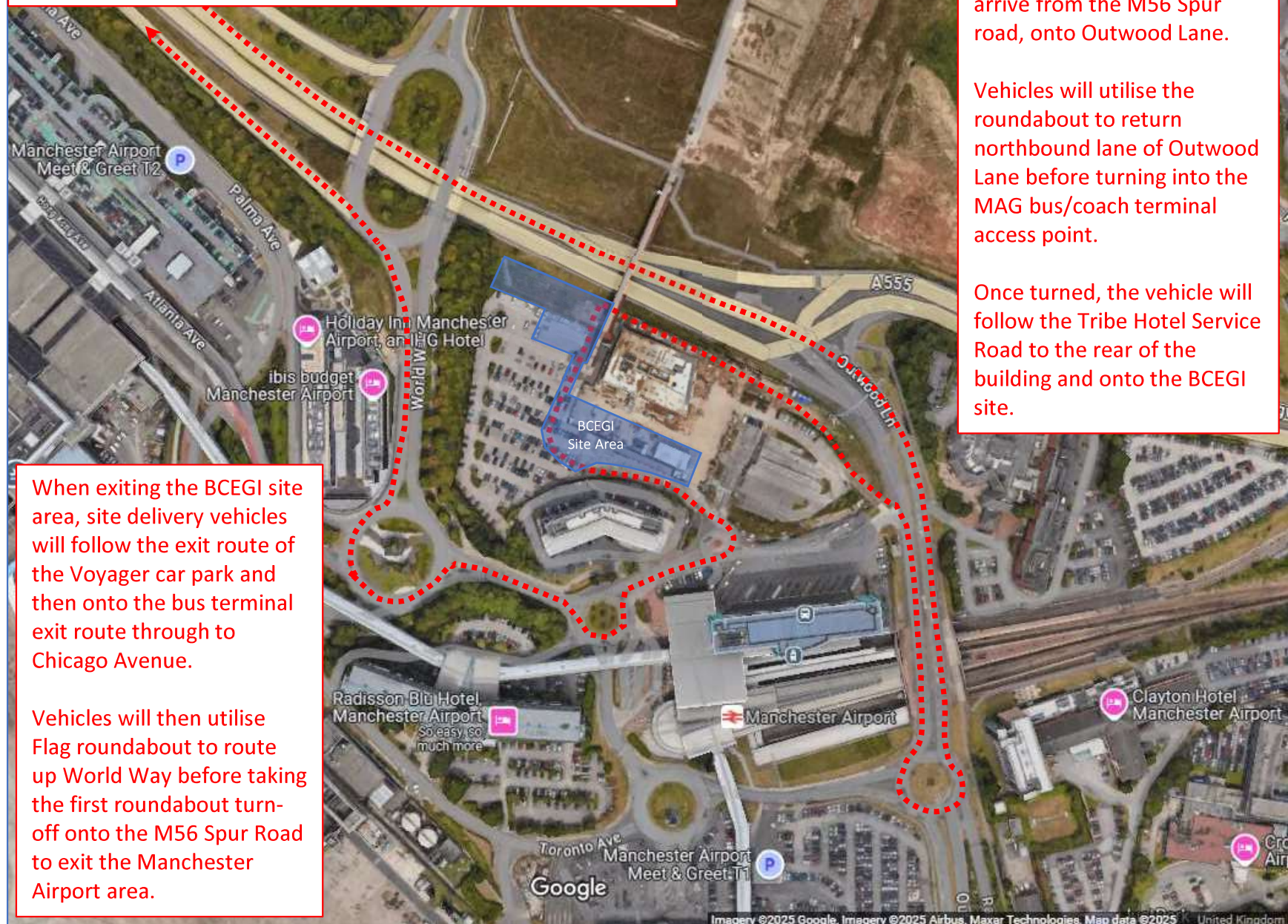
Commentary on types and frequency of vehicular demands together with evidence (including swept path assessment) of satisfactory routeing within the site and on the adjacent highway

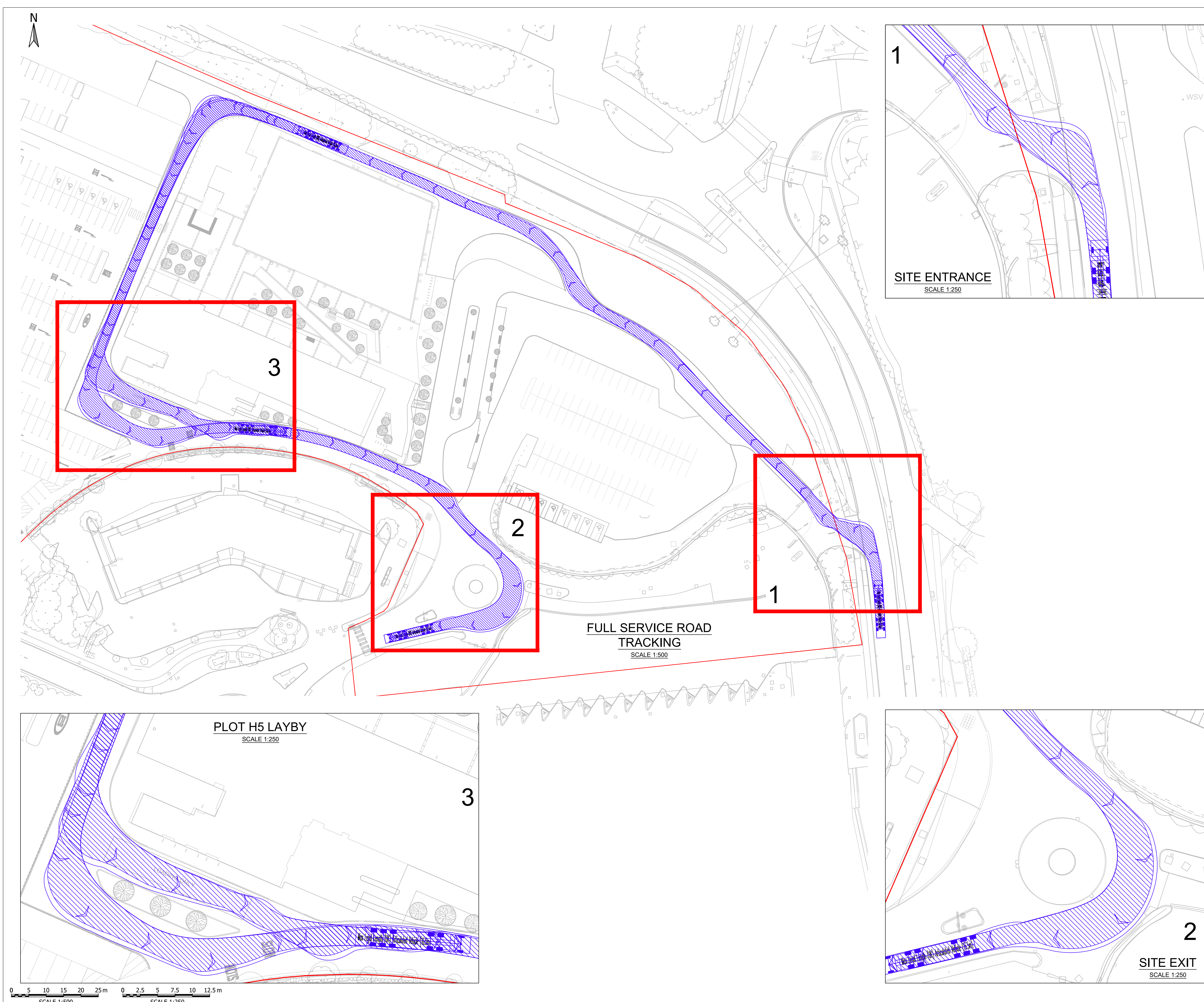
Site delivery vehicles will likely be in the form of flatbed trucks and articulated trucks. Sizes may vary but will range between 9 and 16 metres in length. BCEGI have considered information from Tetra Tech about route usage and given we have a greater vehicle route area to work with (during the delivery of site installation items) we believe the route and pass availability will be sufficient.

It is considered that during the development, we anticipate of 3-6 deliveries per day, peaking at 9- 12 during the middle phase of the project (considered as a phase when the frame contractor and façade contractor overlap onsite). During the latter stages of the project, the frequency of deliveries may vary however it would be considered that smaller delivery vehicles would be utilised by suppliers.

The following plans show the site delivery vehicle route and HGV vehicle tracking.

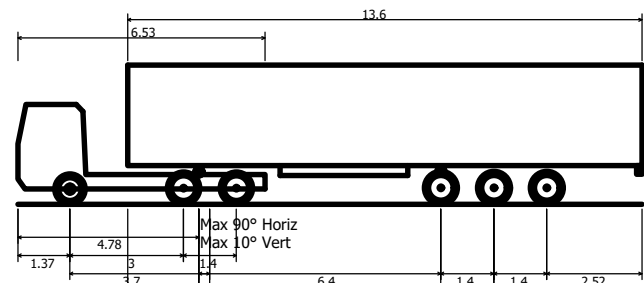
BCEGI Site Delivery Vehicle Route





1. ALL DIMENSIONS IN METERS UNLESS SPECIFIED OTHERWISE.
2. THIS DRAWING IT BE READ IN CONJUNCTION WITH ALL OTHER TETRA-TECH DRAWINGS AND RELEVANT 3RD PARTY INFORMATION

PROPOSED DEVELOPMENT BOUNDARY



MAX LEGAL LENGTH (UK) ARTICULATED VEHICLE (16.5M)	
OVERALL LENGTH	16.500m
OVERALL WIDTH	2.550m
OVERALL BODY HEIGHT	3.681m
MIN BODY GROUND CLEARANCE	0.411m
MAX TRACK WIDTH	2.500m
LOCK TO LOCK TIME	6.00s
KERB TO KERB TURNING RADIUS	6.530m

PRELIMINARY ISSUE

P03	UPDATED KERB	29.01.2025	SS	JS	NM
P02	UPDATED SITE LAYOUT	11.11.2024	SS	JS	NM
P01	PRELIMINARY ISSUE	27.09.2024	JS	JS	NM
Rev	Description	Date	Dwn / Chk / App		

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Manchester Airport Group

Project Name

Manchester Airport Premier Inn

Sheet Title

Vehicle Tracking

Premier Inn Service Road - HGV Tracking

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
B055332	JS	Mar '24	JS	Mar '24	NM	Mar '24	AS SHOWN	S2
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision	

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TTE_MT_

Measures to control noise and vibrations

See the following Noise and Vibration Management Plan prepared by BCEGI.

1. Introduction

This project Noise and Vibration Management Plan (in conjunction with the BCEGI [Noise and Vibration Control Management Standard](#)) specifically describes how potential noise/vibration-creating activities during this project will be managed to reduce impacts on the environment and the local community. This plan is a live project document that will be reviewed at regular intervals by the Project Manager to reflect progress of the works and changes in arrangements. It identifies the aspects of site activities with potentially significant effects on the environment and the control measures which are established to mitigate such effects. Sub-contract works supervised by the BCEGI project team are also subject to this Plan.

This plan and the Project Management Plan are subject to review to ensure local planning conditions, statutory duties and other compliance obligations are satisfied at all times. Such a review ensures the correct measures are proposed and implemented so that the proposed development will have no likely significant effects on protected sites and there are no ecological constraints to the proposals.

BCEGI have also considered the proposed development in relation to the local environment and neighbours in and surrounding areas of the Plot H5 Premier Inn project.

2. Project Description

The Plot H5 Premier Inn project, located in the hotel district of Manchester Airport, in between the Voyager House building and the newly established Tribe Hotel. The site area is accessed from Chicago Avenue, via the bus route and round into the Voyager House car park area. The project consists of the construction of a 9-storey concrete frame building (inc. roof level), with SFS and a cladding & glazing finish. Two core areas exist in the building, with a lift and stair lobby on the west side of the building and an additional stair core to the east side of the building. Construction commences on 23.05.2025 with an approximate completion of 27.08.2027.

During this time, standard working hours will be as follows:

Mon-Fri: 07:30 – 18:00

Sat: 08:30 – 14:00

Sun: Only by exception with prior agreement with various parties

During these hours, activities creating significant levels of noise and/or vibration will only be permitted **after 08:00** and must cease prior to **17:30**.

3. Regulatory Compliance

Under Part III of the Environmental Protection Act, any noise and/or vibration at or from a site that is prejudicial to health, or a nuisance could result in the local authority serving an abatement notice, requiring the source of the noise/vibration to be stopped. These powers may be exercised either before works start or after they have commenced. Failure to comply with such a notice is an offence and may result in a fine of up to £20,000.

If vibration is likely to be caused by the proposed works a survey of sensitive locations and nearby structures should be undertaken to check for existing cracks and other existing damage. Photographic evidence will be helpful to establish any alleged damage.

Sections 60 and 61 of the Control of Pollution Act relate directly to noise and vibration created by construction sites. If we fail to comply with a consent or if noise or vibration levels are excessive, the local authority can

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serve a notice under Section 60 of the Control of Pollution Act 1974. Section 60 states that if construction works on a site are producing unacceptable levels of noise or vibration, the local authority may serve a notice on the site which imposes restrictions as to the way in which the works can be carried out e.g.:

- Plant or machinery which is or is not to be used
- The hours during which the works may be carried out
- The level of noise or vibration which may be emitted during specified hours; and
- Provide for any change of circumstances.

If a section 60 notice is issued this must be reported immediately in accordance with the BCEGI [Accident and Incident Management](#) procedures.

4. Noise/Vibration Impact Assessment

Where work activities on Plot H5 Premier Inn project are likely to create high levels of noise and/or vibration, specific control measures and protective equipment will be required. These precautions will be selected with advice from our specialist contractors and manufacturers. When carrying out the risk assessments to establish suitable controls for noise and vibration the following will be considered:

- Activities to be carried out
- Type of equipment involved, and the expected sound/vibration levels indicated by the manufacturer
- Environment the activity will take place in
- Baseline noise/vibration survey
- Period of exposure
- Position of affected operative(s)
- Sensitive receptors - structures (such as retaining walls, slopes, excavations, underground services), equipment, environments or people that could be affected by noise and/or vibration.

Following the risk assessments, effective control measures must be established, including how the work will be monitored and supervised by sub-contractors and the BCEGI project team and how the effectiveness of control measures will be maintained throughout the activity. The following hierarchy of controls will be considered:

- Identify noise/vibration sources that can be eliminated or substituted with quieter or dampened alternatives.
- Consider redesigning processes, activities or site layout to minimise noise/vibration generation or using materials that produce less noise.
- Implement engineering solutions to reduce noise/vibration at the source.
- Design and construct noise barriers, such as walls or fences, to block the transmission of noise from the source to sensitive areas.
- Ensure machinery or equipment generating significant vibration uses shock absorbers and other methods of dissipation.
- Implement operational practices or procedures to manage noise and vibration. This could include scheduling relevant activities during off-peak hours and limiting their duration.

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5. Noise/Vibration Mitigation Measures

If during the development/pre-construction, BCEGI identifies that noise/vibration has the potential for becoming significant then the team will consider the following options:

- A meeting with the local Environmental Health Officer (EHO) will take place prior to work starting on site, to put forward nuisance mitigation proposals and understand any specific EHO's considerations.
- Establish a timber 8ft hoarding around the project where there are impacts to neighbouring parties (i.e., in line with the MAG Hoarding Plan).
- Equipment and construction methods employed should be chosen with the objective of minimising noise and vibration.
- Adjust timing of noisy activities to off peak hours to minimise impact on nearby residents and avoid nighttime works where possible.
- Undertake noise and vibration causing activities as far away from sensitive receptors as possible.
- All plant, machinery and vehicles not in immediate use are shut down according to circumstances and where practicable.
- Request subcontractors use quieter/smoothier models of plant, machinery or equipment.
- Plant used on the site are in good condition and maintained.
- All noise control measures e.g., silencers, mufflers, acoustic covers etc. are fitted to "noisy" items of plant or machinery when possible.
- Anti-vibration mountings/pads etc. should be fitted to rotating / impacting equipment where practicable.
- Prohibit the use of radios.
- Access to and from site is only via designated routes.
- One-way traffic systems/turning circle is to be created and used (where possible) to minimise the annoyance caused by vehicle reversing alarms.
- Implement traffic calming measures such as speed limits, and road humps to reduce noise/vibration from site traffic.
- The haul road between the access point/compound and the plotted building must be kept as smooth as possible and carefully maintained to reduce vibration impacts caused by heavy plant movements.
- Position noisy equipment/activities away from site and public walkways.
- Noise/vibration monitoring is to be undertaken by competent parties using specialist equipment which is calibrated as required in line with the manufacturer's instructions.
- Development of good relations with the local parties through the implementation of a Social Value Plan.
- Maintenance of a complaints log detailing complaints received and how they have been dealt with.
- Where appropriate, all complaints from members of the public are reviewed by BCEGI Senior Management to ensure necessary actions and suitable responses occurred.

6. Construction Schedule

The table below outlines the varying activities programmed to take place on the [insert name] project and allocates each activity a risk rating in relation to its likelihood to cause 'nuisance' noise and vibration that would require a control measure being implemented.

Ref.	Activity	Risk Rating	Specific Noise Element	Control Measure Option
1	Hoarding Erection	Low	Hand tools	Timing of work
2	Car park enabling works	Medium / High	Localised mobile plant and excavations	Timing of work Noise monitoring

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				Plant maintenance
3	Obstruction Removal	High	Breaking Out and Crushing Ground	Noise/vibration monitoring Plant maintenance Acoustic barriers Timing of work
4	Cut n Fill	Low	Mobile plant	Timing of work Plant maintenance
5	Site Establishment	Low	N/A	N/A
6	Piling	Medium	Rig drilling	Timing of work Noise/vibration monitoring Plant maintenance Alternative piling options
7	Foundations	Low	N/A	Timing of work Noise/vibration monitoring Plant maintenance
8	Tower Crane Erection	Low	N/A	Noise/vibration monitoring Plant maintenance
9	Concrete Frame Erection	Medium	Erecting formwork	Timing of work Float finish to suit working hours & conditions. Noise/vibration monitoring Plant maintenance Acoustic barriers as required
10	1st Fix Envelope	High	Cutting metal/SFS	Noise/vibration monitoring Acoustic barriers
11	1st Fix fit out	Low	Hand tools	Timing of work
12	2 nd Fix Envelope	High	Cutting masonry	Noise/vibration monitoring Plant maintenance Acoustic barriers Timing of work
13	2 nd Fix Fit Out	Low	Power Tools, Hand tools	Timing of work
14	M&E Install	Low	Power tools, Hand tools	Timing of work
15	Lift Install	Low	Power tools	Timing of work
16	External Works	Medium	Compacting ground levels	Noise/vibration monitoring Plant maintenance Acoustic barriers Timing of work
17	278 Works	Medium	Cutting hard landscaping	Noise/vibration monitoring Plant maintenance Acoustic barriers Timing of work

7. Noise/Vibration Monitoring

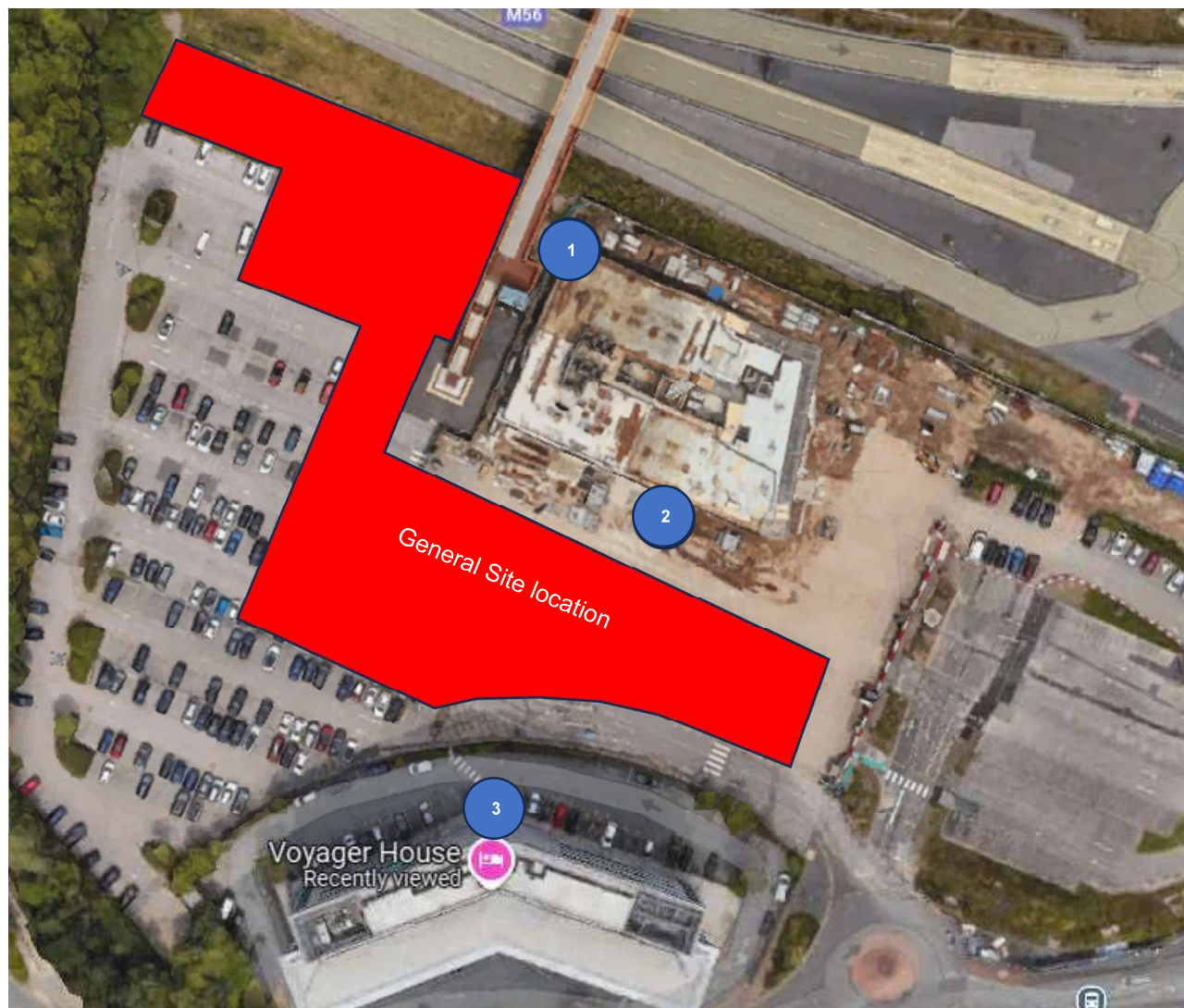
BCEGI have a Class 1, Sound Level Meter (Soundtek ST109) to undertake periodic noise monitoring.

Baseline noise levels will be taken prior to works commencing at the site location to determine to the background noise levels.

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Boundary noise/vibration monitoring will take place at 3no locations (see below plan), where there is a potential for nuisance noise/vibration to impact on hotel residents and/or office locations. Such monitoring will take place on a monthly basis and at other stages when activities that may potentially generate significant noise/vibration are planned/being completed. Monitoring Positions are as follows: -

1. To the side/rear of the Tribe Hotel
2. To the front of the Tribe Hotel
3. To the rear of the Voyager House building



Inspections

The project management team are responsible for undertaking regular SHEQ inspections, which report on site conditions. Environmental Inspections are undertaken by the SHEQ department on a quarterly basis.

All environmental performance at site level will be regularly monitored and any necessary findings and action items will be closed by the relevant parties.

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Audits

Audits will be carried out to check compliance with requirements and to ensure good site practices are in place. They may include:

- Customer
- External
- Internal

Internal audits may be conducted by the SHEQ Department or by another competent person from BCEGI. There will be a minimum of one environmental system compliance audit per year by BCEGI. The Project Manager and is responsible for ensuring that any non-conformances arising from audits are closed out as soon as is practicable and within the time frame specified. Close out requirements will be confirmed by the auditor.

8. Communication, Training and Awareness

All noise/vibration control measures for this project will be discussed and/or communicated to our workforce through various means:

- Subcontractor SHEQ Conditions
- Project Management Plan (this management plan is an appendix)
- Pre-Start Meeting
- Progress Meetings
- Coordination Meetings
- Site Inductions, topic-specific training, toolbox talks
- Signage and information being posted on notice boards.

These will be regularly reviewed and monitored through inspections and audits.

Additionally, during the project, information will be communicated through Monthly SHEQ Meetings.

Training will be given in accordance with the BCEGI's mandatory training requirements and personnel development plans, as managed by HR. Key BCEGI staff members will have completed the CITB Site Environmental Awareness Training Scheme (SEATS) Course. On this project those people are [\[insert names\]](#).

9. Equipment Maintenance and Calibration

BCEGI will implement their [Calibration of Measurement and Test Equipment Management Standard](#) ensure the regular maintenance and calibration of measuring and monitoring equipment to ensure proper functioning and reduction of nuisance noise/vibration.

10. Complaint Handling Procedure

Should any complaints be received, these shall be logged by the project team and Head Office notified. Reasons for the complaints and how they have been dealt with will be recorded in the Communications Register which is reviewed regularly by the SHEQ Director.

11. Records

All records relating to noise/vibration monitoring data, complaints, and actions taken to address noise/vibration issues will be recorded on the server in the Environmental folder.

12. Public Consultation

BCEGI will consult with Manchester Airport Group and relevant members of the local community and businesses (interested third parties) regarding noise/vibration management measures.

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Details of separation distances between any sub surface structures (ie retaining walls and piled foundations) and any below ground structures associated with the Metrolink route extension

See the following Projects Constraints section in relation to this requirement of condition 3.

Premier Inn – Project Constraints

This report outlines the project constraints in particular relation to the below condition requirements

Details of separation distances between any sub surface structures (ie retaining walls and piled foundations) and any below ground structures associated with the Metrolink route extension.

Building Property Type

Future Metrolink Expansion (zoned route of the expansion)

Details

There is a masterplan expansion for the TfGM Metrolink through areas of Manchester Airport. The route for the expansion is identified within the following drawing:

Proposed Site Plan - Metrolink LoD
(H5PI-5PA-00-00-DR-A-021210).

Implications/Constraints

The permanent design of the development and any BCEGI associated Temporary Works will not impact on the future Metrolink expansion. The identified distance of the development from the known expansion route (at the nearest point between the two areas) is identified as approx. 10.4m. The exact interface between the two developments can be seen on the drawing, which is available in 'Appendix S' of this plan.

Further Supporting Information

The below Fig.1 highlights the dimension of 10.4 from the closest corner of the proposed new building. Fig.2 shows the proposed foundation layout for the new building and shows that all proposed sub surface structures are within the footprint of the building as shown in Fig.1.

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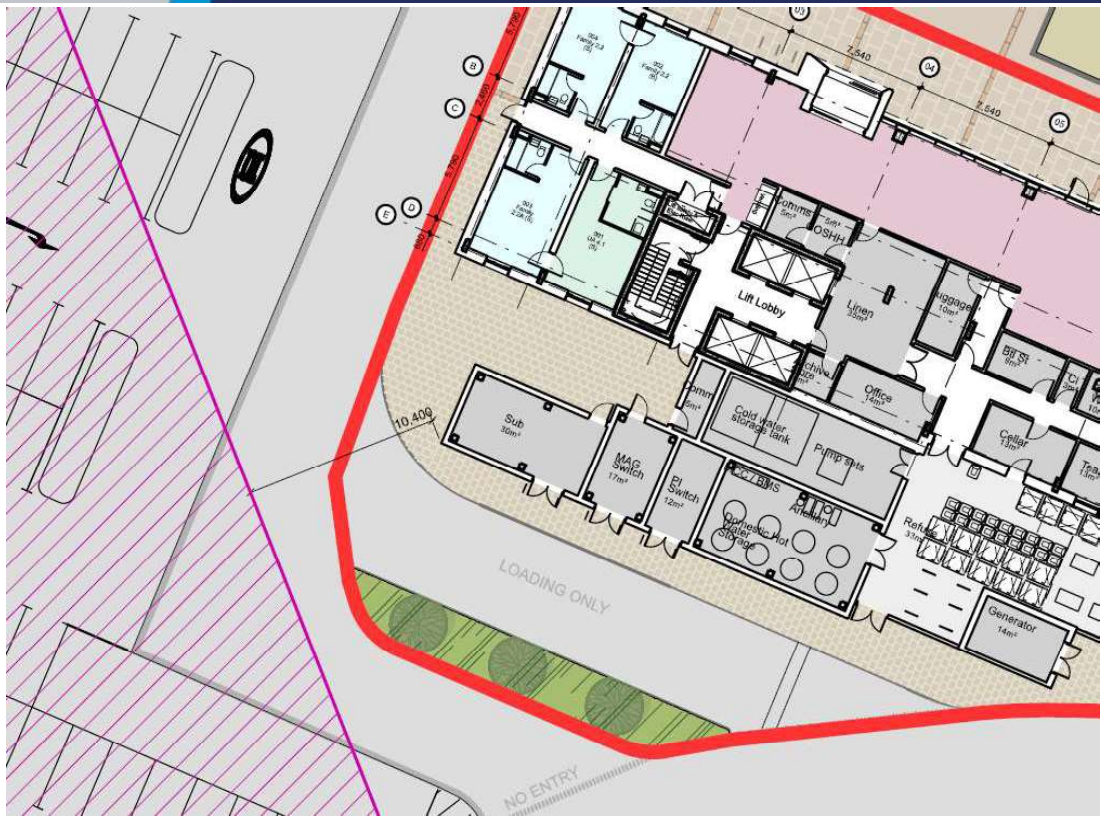


Fig.1

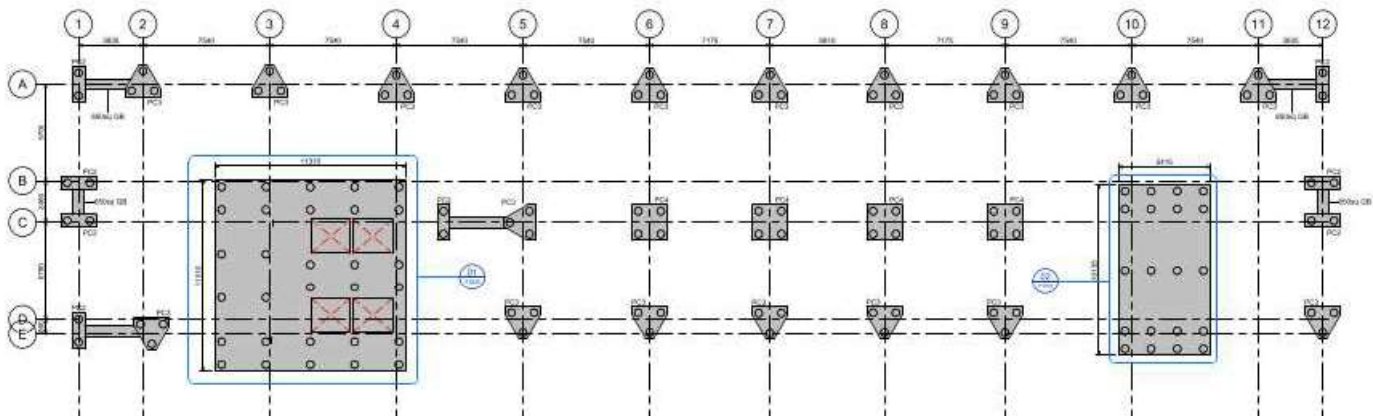


Fig.2

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Identify measures to control dust and mud, including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period

The following Air Quality and Dust Management Plan identifies the measures described within this requirement of condition 3.

1. Introduction

This project Air Quality and Dust Management Plan (in conjunction with the BCEGI [Air Quality and Dust Management Standard](#)) specifically describes how potential air contamination during this project will be managed to reduce impacts on the environment and the local community. This plan is a live project document that will be reviewed at regular intervals by the Project Manager to reflect progress of the works and changes in arrangements. It identifies the aspects of site activities with potentially significant effects on the environment and the control measures which are established to mitigate such effects. Sub-contract works supervised by the BCEGI project team are also subject to this Plan.

This plan and the Project Management Plan are subject to review to ensure local planning conditions, statutory duties and other compliance obligations are satisfied at all times. Such a review ensures the correct measures are proposed and implemented so that the proposed development will have no likely significant effects on protected sites and there are no ecological constraints to the proposals.

BCEGI have also considered the proposed development in relation to the local environment and neighbours in and surrounding areas of the Plot H5 Premier Inn project.

2. Project Description

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During this time, standard working hours will be as follows:

Mon-Fri: 07:30 – 18:00

Sat: 08:30 – 14:00

Sun: only by exception with prior agreement with various parties

During these hours, activities creating significant levels of noise and/or vibration will only be permitted **after 08:00** and must cease prior to **17:30**.

3. Regulatory Compliance

Under Part III of the Environmental Protection Act, any smoke, fumes, gases, dust or smell from a premises (site) that is prejudicial to health or a nuisance could result in the local authority serving an abatement notice, requiring the source of the air contamination to be stopped. These powers may be exercised either before works start or after they have commenced. Failure to comply with such a notice is an offence and may result in a fine of up to £20,000.

To avoid being falsely accused of causing nuisance or environmental damage, if air contamination is likely to be caused by the proposed works, a survey of sensitive locations should be undertaken and wind direction on the day of works monitored. Date-stamped photographic or video evidence will be helpful to prove control measures were in place and operational.

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4. Air Quality and Dust Impact Assessment

Where work activities on the Plot H5 Premier Inn project are likely to create dust or other airborne contaminants, specific control measures may be required. When assessing the levels of risk the following has been considered:

- Activities to be carried out, the materials involved and any hazardous properties of the created dust/fumes.
- Type of equipment/plant being used and any suppression/filtering features it may have
- Environment the activity will take place in (indoors, outdoors)
- Position of affected operative(s)
- Duration and frequency of these activities
- Sensitivity, number and proximity of human and ecological receptors.
- Meteorological conditions (wind speed, direction, temperature and rainfall)
- Topographical features of local area that may provide natural screening or wind channels.

5. Air Contamination Mitigation Measures

If the risk assessment process identifies that air contamination has the potential for becoming significant then the team should ensure effective control measures are established, including how the work will be monitored and supervised by sub-contractors and the BCEGI project team and how the effectiveness of control measures will be maintained throughout the activity. The following hierarchy of controls will be considered:

- Designing the activity to avoid processes which will cause air contamination.
- Implementing a regime of dampening large ground areas down and/or spraying earth/light stone if weather impacts may cause elevated dust levels.
- Using tools equipped with wet suppression or by keeping the work area damp, particularly in periods of dry weather and on sites close to housing or sensitive amenities.
- Capturing air contamination particles by using local exhaust ventilation / spray cannons / covers.
- Reducing the exposure of individuals by excluding non-essential personnel from the work area, and job rotation for those involved in the work.
- Protect individuals by provision and use of respiratory protective equipment (RPE).
- Hire dust monitoring systems strategically situated on the project to monitor air quality levels.

These precautions will be selected with advice from the Local Authority, specialist contractors and manufacturers and in reference to guidance documents from professional and industry bodies.

On this project the following control measures are being applied:

Refer to the [Air Quality and Dust Control Guidance Note](#) for further mitigation measures.

- If deemed appropriate, a meeting with the local Environmental Health Officer (EHO) will be completed prior to works commencing - as an introduction and to put forward nuisance mitigation proposals and understand any further EHO requirements.
- Reduced exposed soil, aggregate and spoil areas will be wet down as necessary and size permitting will be covered to reduce wind exposure and dust arising from the areas.
- Dampening down controls across site such as cannons, water hoses, and jet washes will be understood by all relevant parties

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- Establish hard standing areas at the earliest opportunity to reduce sub-base and soil exposure across site and plant movement areas (which knowingly generates higher levels of dust during warmer conditions),
- Controls to reduce the spread of dust generating materials such as wheel washes to prevent spread across site and road sweeper vehicles to be used on site routes and entrance/exit points and the local road network.
- Implementing wheel cleaning stations prior to vehicles exiting site.
- Equipment and construction methods employed should be chosen with the objective of minimising dust and air contamination, and necessary plant & equipment additions where required (water pressure sprays and vacuum attachments to cutting devices)
- All plant and machinery are operated and maintained in good working order,
- Correct containment measures for materials which generate dust levels when exposed to weather conditions (wind, sun, etc.)
- Material installations which generate dust or air contamination will be reviewed in line with the relevant sub-contractor packages. Necessary control measures will be evaluated and established accordingly throughout the works.
- Avoid idling plant where possible to prevent excessive fumes.
- Regular waste removal to avoid offensive odours.

6. Construction Schedule

The table below outlines the varying activities programmed to take place on the Plot H5 Premier Inn project that will generate notable levels of dust or other airborne contaminant and allocates each activity a risk rating in relation to its likelihood to cause 'nuisance' and environmental air contamination that would require a control measure being implemented.

Ref.	Activity	Risk Rating	Specific Dust Element	Control Measure/Mitigation Option
1	Site Establishment / Haul Roads	Medium	Site traffic in dry weather	Controls will include: - • 8ft timber hoarding • Hard standing areas at the earliest opportunity • Wheel washes • Road sweeper
2	Obstruction Removal	High	Breaking Out and Crushing Ground	Damping down activity and use of road sweeper
3	Ground works	High	Large areas of exposed ground and spoil heaps, plant	Damping down activities, covered spoil where feasible, no idling plant. Wheel washes
4	SFS/Dry lining	Medium	Drilling/cutting plasterboard, plasterboard crushing (for disposal), housekeeping	Damping down, LEV, maintained crushing equipment.
5	M&E Install	Medium	Drilling/cutting concrete Housekeeping	Local Exhaust Ventilation and use of RPE when necessary.

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6	Joinery	Medium	Cutting timber	Local Exhaust Ventilation and use of RPE when necessary.
7	Lift Install	Low	Drilling/cutting concrete	Local Exhaust Ventilation and use of RPE when necessary.
8	External Works	High	Cutting materials, vehicle traffic, dropping materials, waste disposal,	Various elements and controls at different stages but essentially the controls will include: - • Damping down activities • Wheel washes • Road sweeper • Local Exhaust Ventilation • Forced ventilation • Wet cutting • Minimise drop heights from excavators into wagons/ dumpers on dry days • Powdered material stored externally is wrapped properly • No idling plant
9	278 Works	Medium	Cutting materials and vehicle traffic	Controls will include: - • Damping down activity • Road sweeper • LEV • Wet cutting • No idling plant

7. Air Quality and Dust Monitoring

Boundary air quality will be visually monitored by the BCEGI Project Management Team, where there is a potential for nuisance dust/emissions to impact on residents/businesses/the community/flora and fauna. Such constant monitoring will take place during working hours at periods when activities which may compromise air quality are taking place.

Active Monitoring: Inspections

The project management team are responsible for undertaking regular SHEQ Site Inspections both on and off site. Environmental Inspections will be undertaken by the SHEQ department on a quarterly basis.

All environmental performance at site level will be regularly monitored and any necessary findings and action items will be closed by the relevant parties.

Audits

Audits will be carried out to check compliance with requirements and to ensure good site practices are in place. They may include:

- Customer
- External

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- Internal

Internal audits may be conducted by the SHEQ Department or by another competent person from BCEGI. There will be a minimum of one environmental system compliance audit per year by BCEGI. The Project Manager and is responsible for ensuring that any non-conformances arising from audits are closed out as soon as is practicable and within the time frame specified. Close out requirements will be confirmed by the auditor.

8. Communication, Training and Awareness

All air quality and dust control measures for this project will be discussed and/or communicated to our workforce through various means:

- Subcontractor SHEQ Conditions
- Project Management Plan (this management plan is an appendix)
- Pre-Start Meetings
- Progress Meetings
- Coordination Meetings
- Site Inductions, topic-specific training, toolbox talks, campaigns
- Signage and information being posted on notice boards.

These will be regularly reviewed and monitored through inspections and audits.

Training will be given in accordance with the BCEGI's mandatory training requirements and personnel development plans, as managed by HR. Key BCEGI staff members will have completed the CITB Site Environmental Awareness Training Scheme (SEATS) Course. On this project those people are Mick Burke, Dan Giles, Lee Seddon and Chris Wilson.

9. Equipment Maintenance and Calibration

BCEGI will implement their [Calibration of Measurement and Test Equipment Management Standard](#) ensure the regular maintenance and calibration of measuring and monitoring equipment to ensure proper functioning and monitoring of air quality.

10. Complaint Handling Procedure

Should any complaints be received, these shall be logged by the project team and Head Office notified. Reasons for the complaints and how they have been dealt with will be recorded in the Communications Register which is reviewed regularly by the Operations Director.

11. Records

All records relating to air contamination monitoring data, complaints, and actions taken to address these issues will be recorded on the server in the Environmental folder.

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Compound locations

The following Site Logistic Plan illustrates the extent of the site compound. 8ft Perimeter hoarding to be established around site, with the exception of water barriers (with Heras fence panels) along the access/egress route of the Voyager car park.

Remediation of the area required for compound establishment (currently grassland embankment area)

Site Compound – Offices, Welfare & Laydown storage areas

Tribe Hotel service road to be proposed as construction traffic access into newly formed compound. Initial access from Outwood Lane (start of bus station)

Red hoop access – full site PPE from here

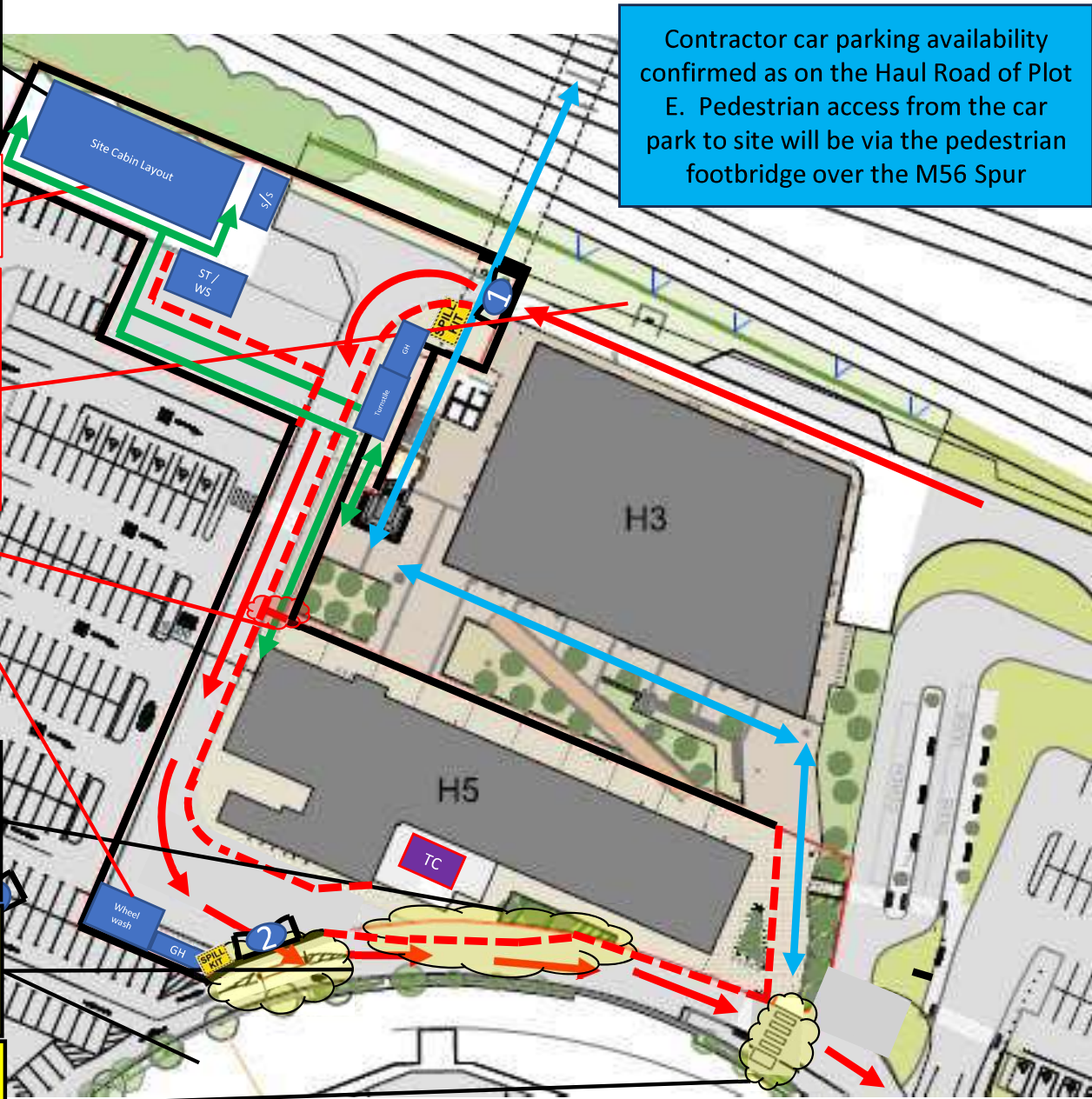
Wheel wash bowser to be established at the final point of site prior to departure.

Car park egress lane required to be removed, and a priority lane process established for car park access/egress

Relocated car park access barriers – position only indicative of change required

Relocated pedestrian crossing point – position only indicative of change required

Contractor car parking availability confirmed as on the Haul Road of Plot E. Pedestrian access from the car park to site will be via the pedestrian footbridge over the M56 Spur



Plan Key:

- Hoarding
- Heras Fence
- Red & White Barriers
- Site Ped Access Route
- Site Veh Route
- Public Ped Route
- Allowance for safe car park Ped Route
- Tower Crane
- Haki Staircase / Stairs
- Ladder Access/Egress
- Spill kit
- Numbered Gate Access Points
- Fuel Storage
- Sub Station / Generator
- Store / Waste Skip
- Turnstile / Gatehouse

Details of the location and arrangements for contractor parking

BCEGI have worked with Manchester Airport Group to secure onsite parking within future development areas, which are in close proximity to the development. Notably the purpose-built temporary haul road which is accessible via the pedestrian footbridge which spans the M56 Spur road. This parking availability is accessible from Enterprise Way and within this area, it is estimated that circa 100 vehicle could locally park during the period of the development.

Detail of an emergency contact telephone number to be displayed at the site

Out of hours security contact numbers are as follows:

Name	Position	Telephone Number
Dan Giles	Construction Manager	07778 118293
Dan Joyce	Project Manager	07341 738015
Chris Wilson	Senior SHEQ Manager	07799 312226

The above contacts & detail will be held as priority contacts by the appointed Security Contractor, and they will also be displayed at the site entrance point as emergency contacts. Sufficient arrangements will be in place to ensure that those contacted out of hours are, in the event, contactable and have sufficient resources available and authority to despatch resources in response to a breach of security.

Loading and unloading of plant and materials

Unloading areas will be identified and banksmen / slingers will manage the movement of goods and restrict any access from pedestrian traffic. All loading or unloading of materials will take place within the site perimeter and therefore such activities are not envisaged to impact on any external areas.

All offloading will take place within the site compound, materials will either be off loaded via telehandler or tower crane, materials can then be locally stored within compound and then transported to the required work area via telehandler.

Storage of plant and materials

All site plant and vehicles will be isolated when not in use and all keys will be secured out of hours in a locked key chest in the BCEGI site office. All areas where site vehicles and plant/equipment is stored will have monitored CCTV coverage at all times.

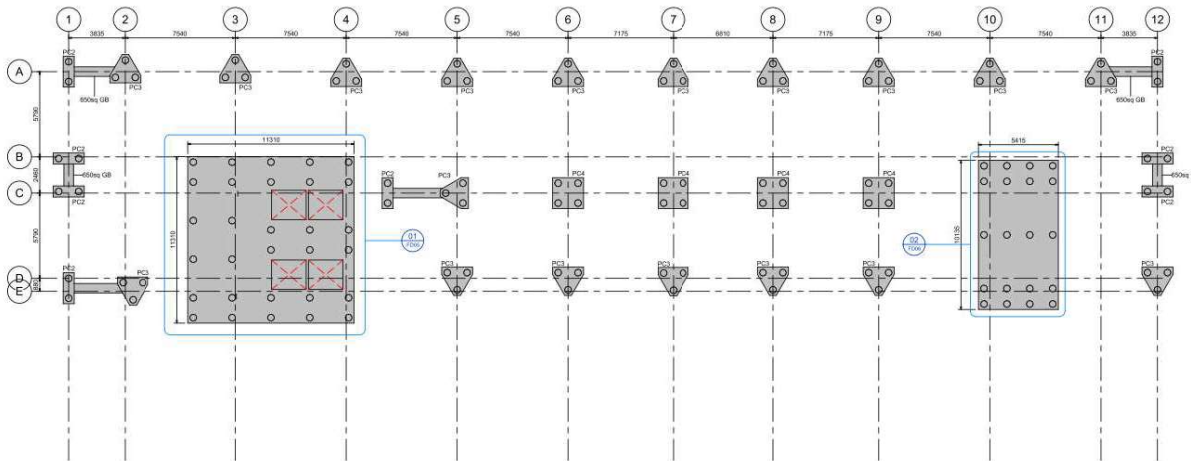
Secured gate and turnstile points as indicated in the Site Logistics Plan. Site gatemen will be established at the vehicle and pedestrian access/egress points to further support unauthorised access. Tower crane security will be established which as a minimum will meet the CPA guidance requirements (i.e., Ground floor security fencing, mid-level anti-climb protection) and will have a motion alarm sensor fitted in the mast section to identify any attempted access if undetected by site cameras).

CCTV which will record 24hr period and will be alarm notified during site silent hours. A vehicle patrolling security presence will exist. At a point on the project, a manned guard presence will be established to suit the programme period and elevated high-value items being present.

Construction methods to be used; including the heights of any cranes, if intended to be used

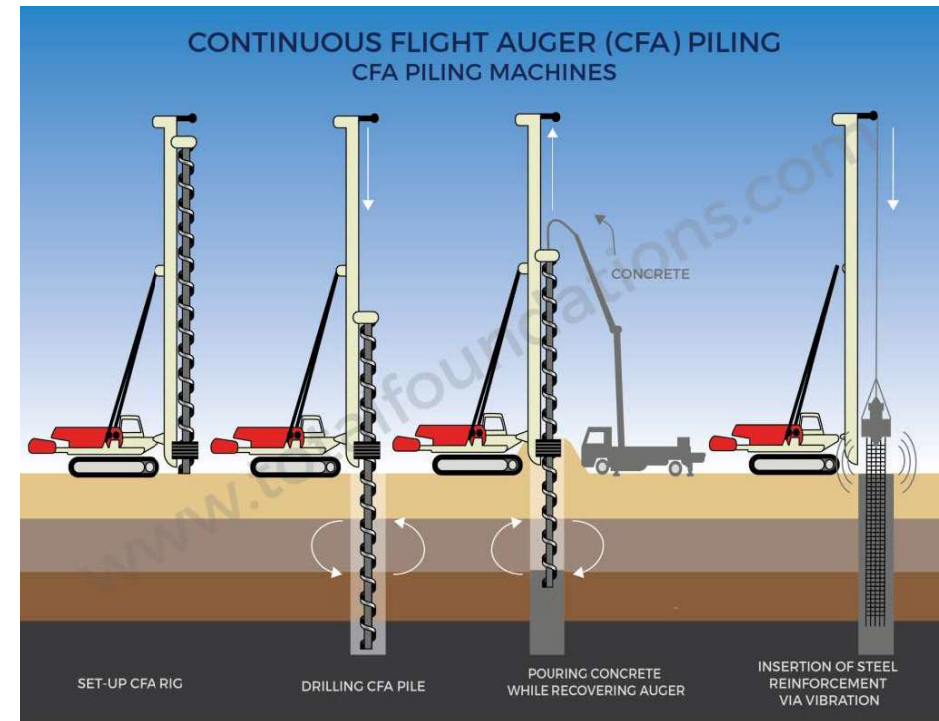
The following Project Methodology section includes information on construction methods and the height of the crane to be used during construction.

Sub Structure



00 FOUNDATION LAYOUT
1 : 125

750mm thick stone piling matt
CFA Piles 135no.
RC Concrete Pile Caps
6 Week Duration



Tower Crane

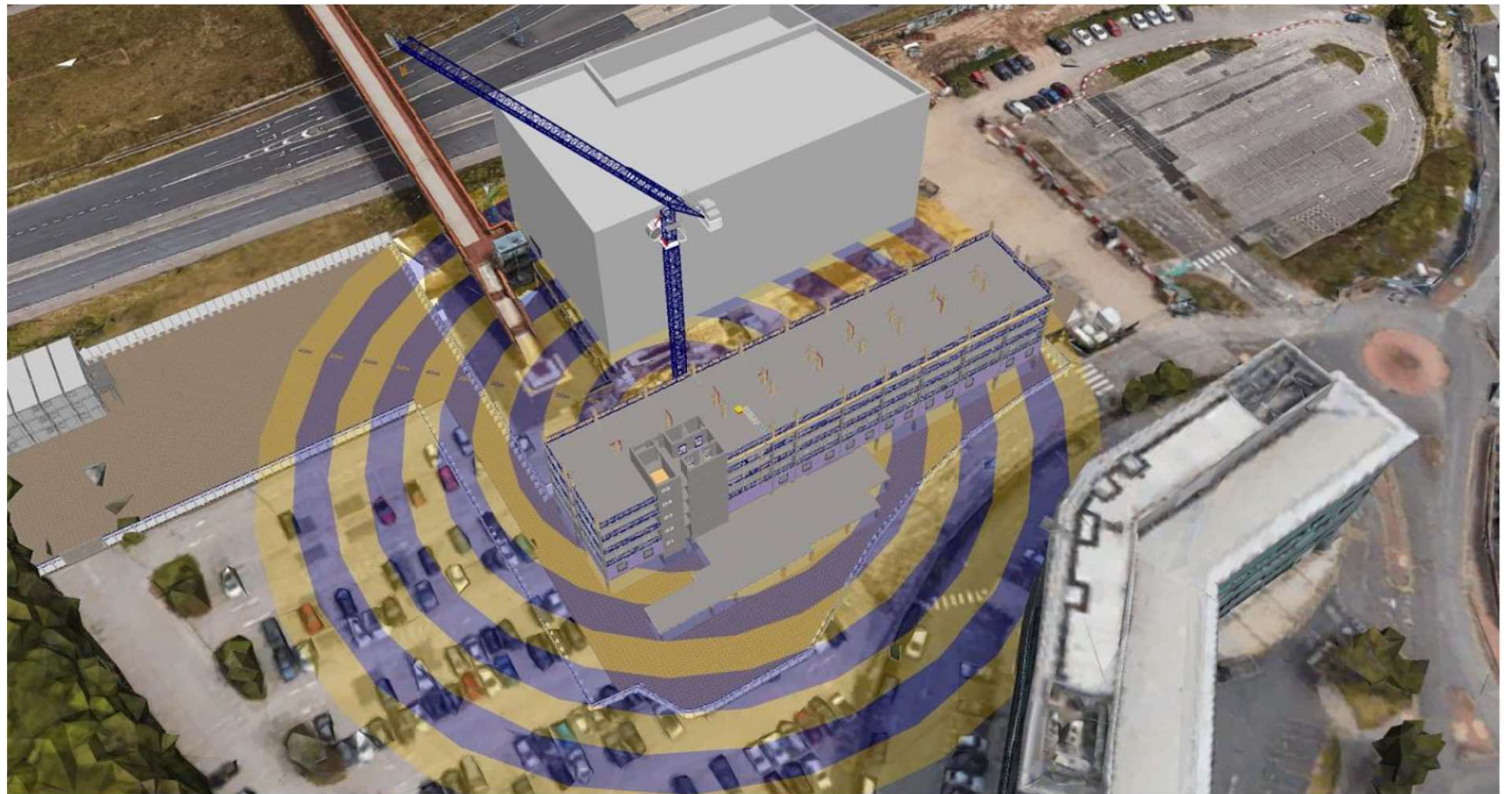
1no. Tower Crane
required for build

To be supplied as part
of concrete frame
package

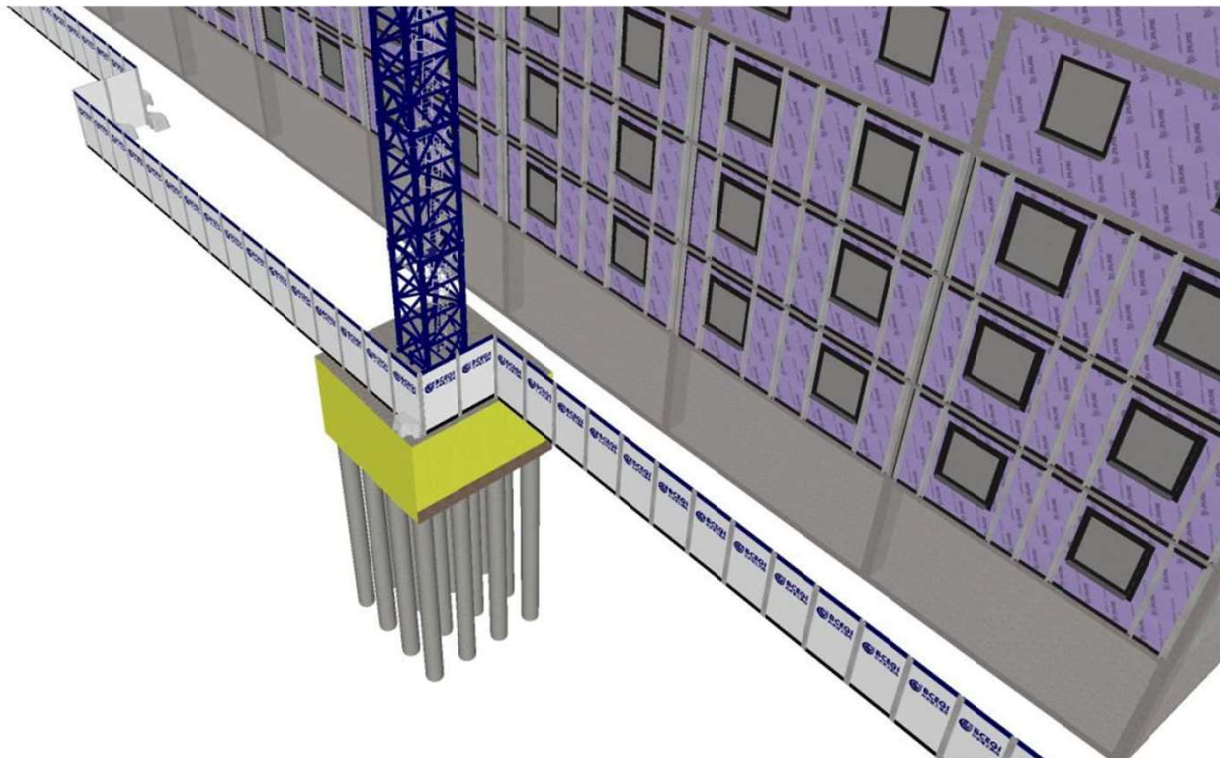
Saddle jib crane
required to reduce
height

Location to reduce
oversailing and
facilitate off loading

45m High Crane with
50m Jib



Tower Crane – Foundation



Tower Crane Base subject to temporary works design

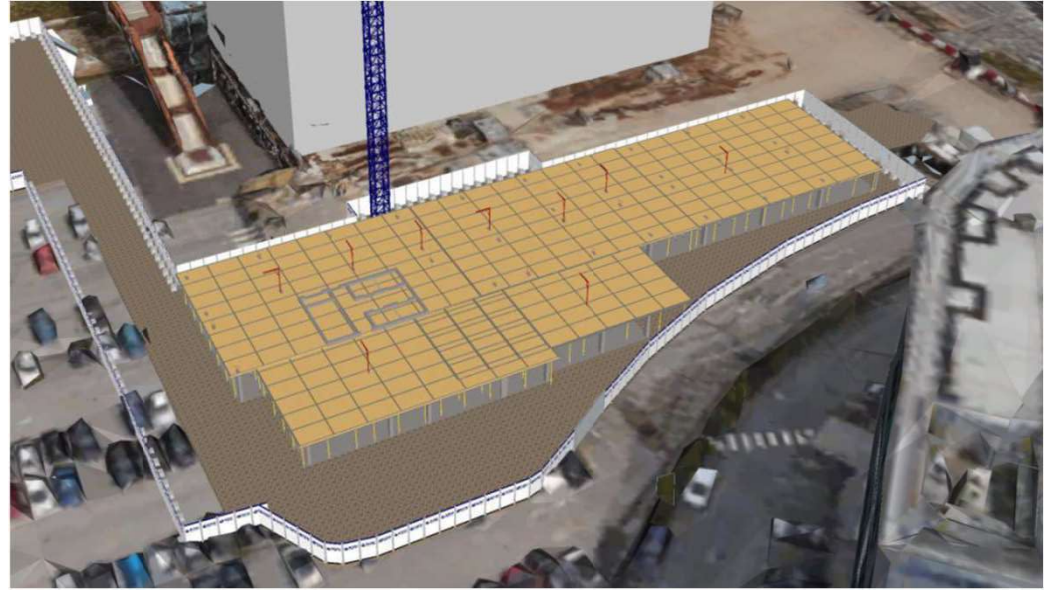
Anticipated 4mx4mx1.5m

6/8 CFA piles

Super Structure

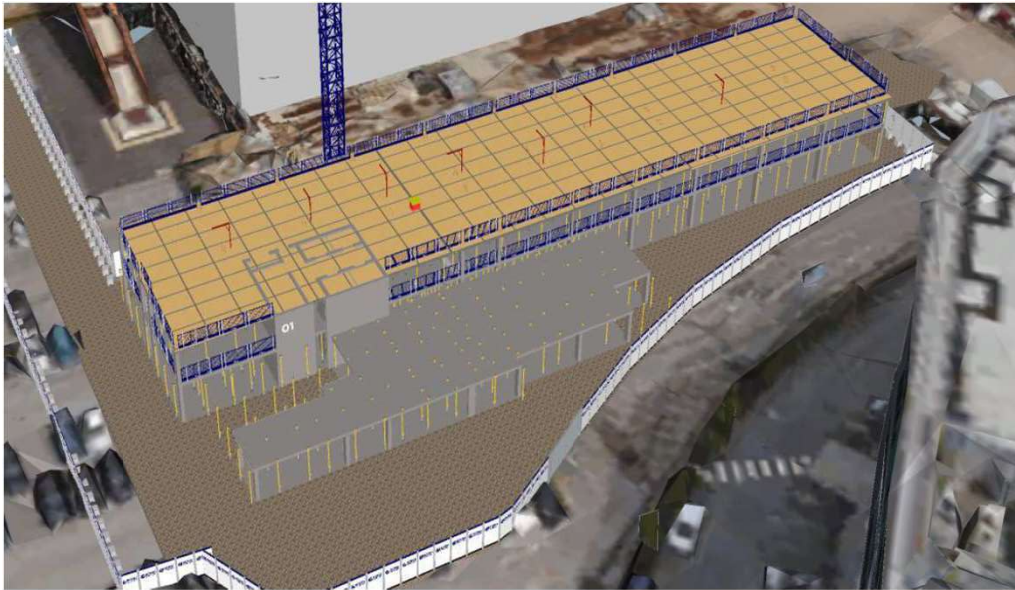


Ground bearing slab and drainage to be installed with columns erected to Level 1

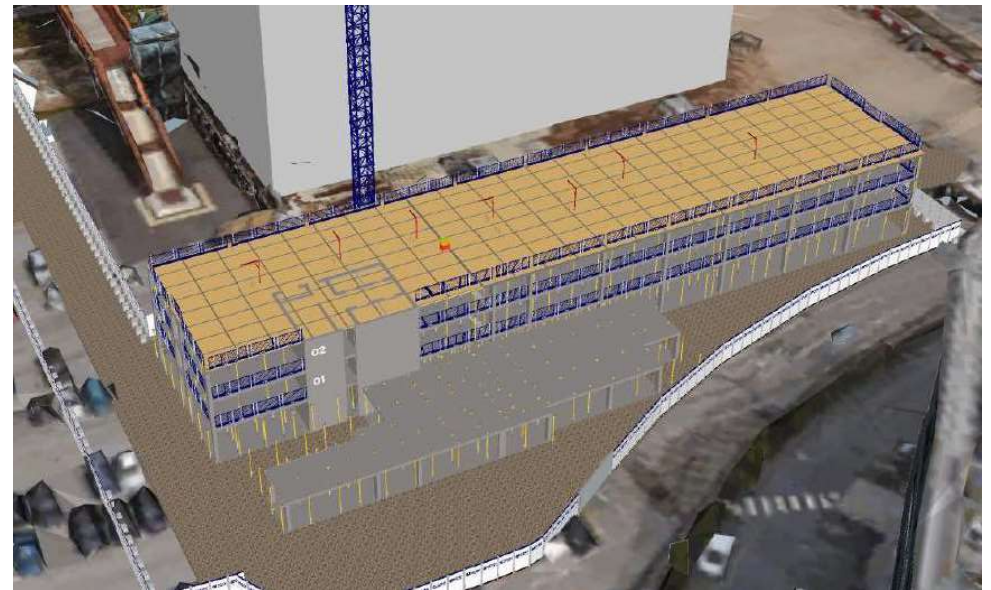


Temporary formwork erected to form L1 to allow reinforcement and concrete to be placed

Super Structure



Process to be repeated as each level is poured, edge protection to be installed



Temporary formwork to be removed as each levels concrete sufficiently cures and then erected at higher level

Super Structure

8 Storey Concrete Frame (L9 roof level)

Traditional Reinforced Concrete Frame

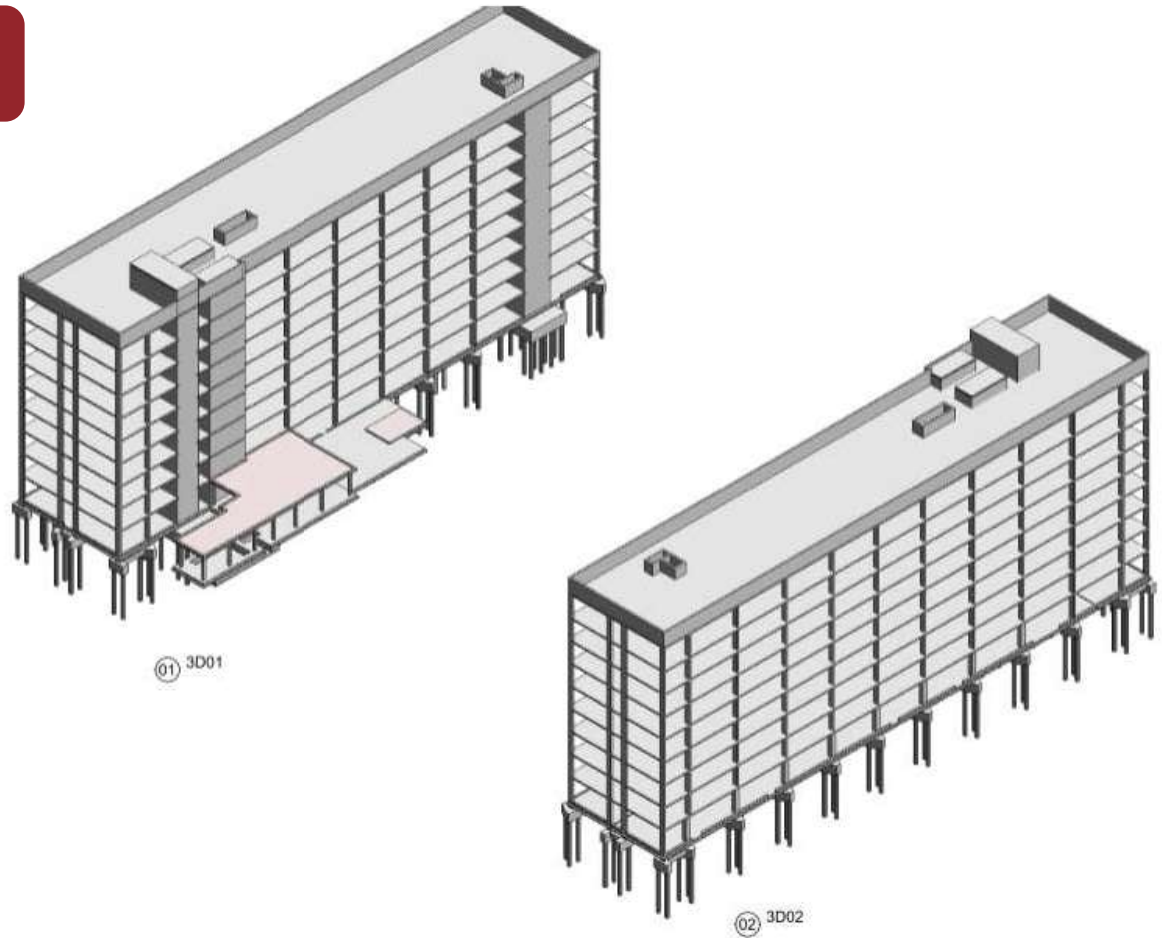
Cores to be erected in advance

Pre-Cast Concrete Stair Installation

Approx 40 Week Duration

Estimated 40-50 operatives to complete

Each level 5 week duration – overlapped



Façade Installation



Façade installation to be carried out via mast climbers

8no. mast climbers anticipated

SFS/Windows/Cladding to be installed

SFS:	2 weeks per level
Windows:	2 weeks per level
Cladding:	3 weeks per level

Façade Installation

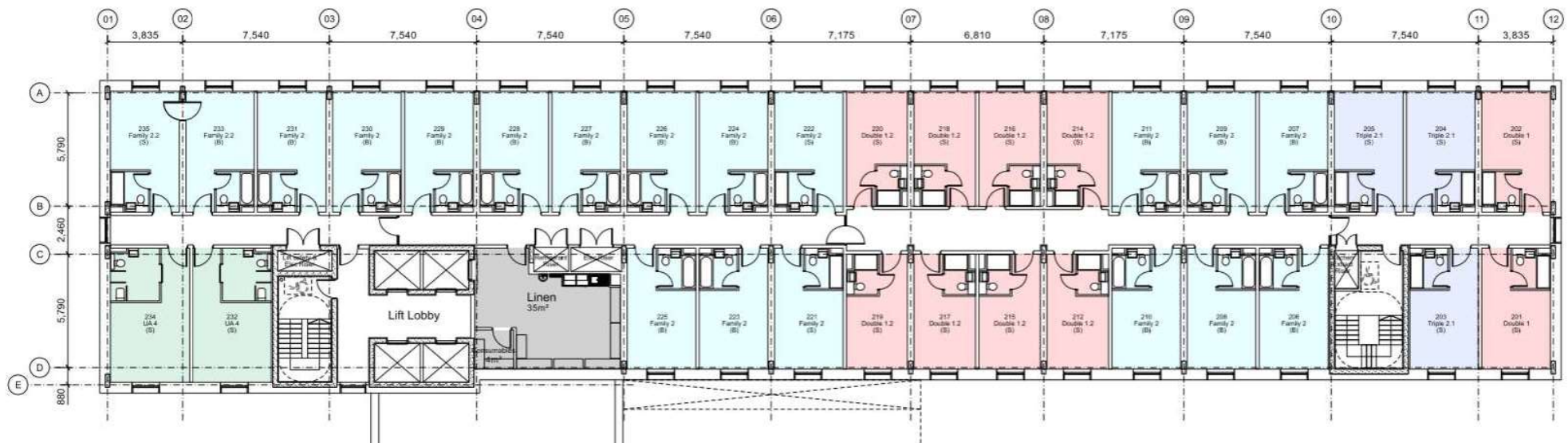


Façade installation to progress level by level

Key aim of façade is to obtain watertight façade prior to fit out progressing

Anticipated 7 levels of watertight façade required to commence fit out works

Internal Works



- Average 33/34 rooms per level
- Dry lined walls
- Traditional bathroom construction (not pods)
- Fixed furniture installed by BCEGI
- Loose furniture by client
- Approx 26 weeks per level

Internal Works

Key Stages:

Mechanical & Electrical works to start in Week 5 and take 3 weeks per level

Plastering (spray) to each to start in Week 12 and take 3 weeks per level

Traditional Bathroom fit out to start in Week 15

Client inspections carried out in 3 stages

Level 1	26w	21/10/2026	07/05/2027
Install SVP/RWP	2w	21/10/2026	03/11/2026
Dry Lining 1st Fix	3w	04/11/2026	24/11/2026
MEP 1st Fix	3w	13/11/2026	03/12/2026
Dry Lining 2nd Fix	3w	25/11/2026	15/12/2026
Shell sample room inspection		04/12/2026	04/12/2026
Spray Plaster	3w	04/12/2026	07/01/2027
Mist Coat	2w	15/12/2026	11/01/2027
Bathroom Install	3w	18/12/2026	21/01/2027
Wall Paper	3w	13/01/2027	02/02/2027
Joinery	3w	27/01/2027	16/02/2027
Bathroom Wall Finishes	3w	03/02/2027	23/02/2027
Case Goods	3w	09/02/2027	01/03/2027
Flooring	3w	17/02/2027	09/03/2027
Final Fix MEP	3w	25/02/2027	17/03/2027
Final Decoration	3w	05/03/2027	25/03/2027
Builders Clean	2w	17/03/2027	30/03/2027
Mastic	2w	23/03/2027	05/04/2027
Snag	2w	26/03/2027	08/04/2027
De Snag	2w	01/04/2027	14/04/2027
Close Out	2w	07/04/2027	22/04/2027
Sparkle Clean	2w	14/04/2027	29/04/2027
Complete sample room inspection		30/04/2027	30/04/2027
Lock Down	1w	30/04/2027	07/05/2027

External Works - Landscaping



- Hard and Soft landscaping to perimeter of project
- Tarmac roads and footpaths
- Tree planting
- Cycle storage

Site working hours

The site working hours will be as follows:

07:30 – 18:00 Monday – Friday

08:30 - 14:00 Saturday

No works on Sundays or Public Holidays