

Construction Management Plan

Boddingtons Brewery – Manchester M3



LATIMER
by Clarion Housing Group

GRAHAM



Raising Standards. Protecting Homeowners



MANCHESTER
CITY COUNCIL

GRAHAM

TABLE OF CONTENTS

1.0	Introduction	3
2.0	The Site	3
3.0	Outline Programme	5
4.0	Site Establishment.....	7
4.1	Site Hoarding.....	7
4.2	Welfare & Accommodation	7
4.3	Parking for the site	9
4.4	Hours of Site Working	9
5.0	Construction Logistics.....	10
5.1	Considerations	10
5.1.1	Construction Logistics Plan (1).....	10
5.1.2	Construction Logistics Plan Alternative (2).....	11
5.3	Vehicle Site Access	12
5.4	Pit Lane Delivery Areas	12
5.5	Traffic Management.....	13
5.6	Vehicle Site Egress.....	13
5.7	Hoists, Lifts & Cranes.....	14
5.8	Delivery Route	14
5.9	Delivery Management.....	14
5.10	Loading & Unloading	15
5.11	Waste Management	16
5.12	Site Security.....	16
5.13	Operative Histogram Analysis	18
5.14	Vehicular Histogram Analysis	18
6.0	Safety, Health, Environmental & Quality.....	19
6.1	Fire Precautions	19
6.2	Fire Alarm.....	20
6.3	Emergency Evacuation Procedure.....	20
6.4	Fuel Management	20
6.5	Flood Risk & Surface Water Drainage.....	20
6.6	Considerate Constructors Scheme	21
6.7	Wheel Wash Management.....	21
6.8	Dust and Air Quality	21
6.9	Noise Pollution.....	23
6.10	Vibration Suppression.....	25
6.11	Complaints and Consultation.....	25

1.0 Introduction

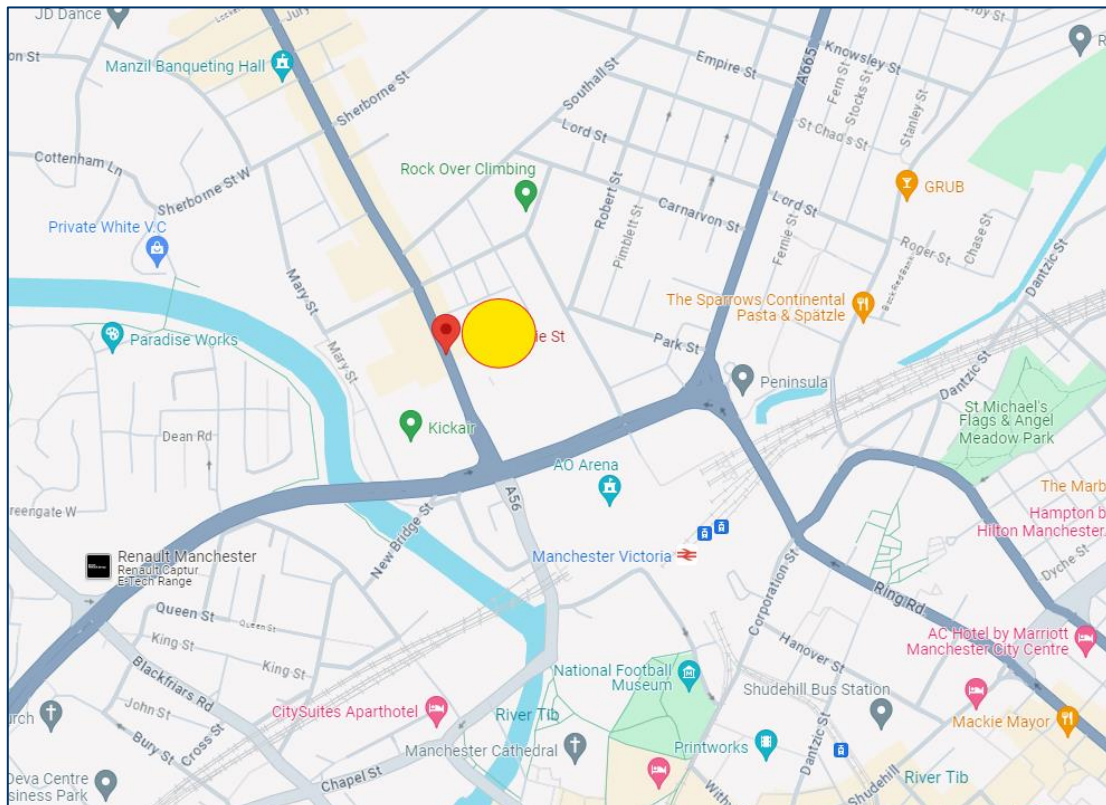
The purpose of the Construction Management Plan is to establish the overall delivery and site control to minimize impacts during the construction of Boddingtons Brewery.

This document has been developed following the engagement with all stakeholders regarding the proposed development of the site. The purpose of this document is to outline the principles of the construction methodology and construction logistics for the proposed site works.

This report details the proposed outline program and key activities for the construction works with potential significant environmental impacts associated with these activities being identified and, where necessary, proposals for mitigation are outlined in consideration to the requirements of Manchester City Council.

2.0 The Site

The site is located to the North of Victoria Railway station and the Manchester Arena on the inner ring road on New Bridge Street. Comprising of 1.24 acres of brownfield, originally the site was home to Boddingtons Brewery and more recently the area was used as a surface car park. The site is currently enclosed by secured 2.5m hoarding with a gated entrance off Great Ducie Street (GDS), College Road and a further gate to the rear through privately owned land, there are two pedestrian gates both located at opposite ends of the GDS elevation.



The project consists of the construction of circa 505 residential units with associated ancillary accommodation, within four blocks ranging from 11 to 28 floors. In addition, there is to be retail/commercial units at ground floor level. The residential accommodation comprises of a mix of one, two and three bedroom dwellings and is mainly set around hard landscaping and access roads.

The surrounding area to the site comprises of mixed-use industrial businesses to the North and West which includes a seven story Travelodge. To the South Manchester college are currently erecting a three-story extension to their existing campus. To the East is a live construction project which will be housing numerous multiple story apartment blocks.

The site sits in an emerging location in Manchester city center, within 500m walk to Victoria station and 650m walk to the top of Deansgate. The area is currently dominated by low rise business sheds, however, a plan for the wider area has been adopted by Manchester City Council



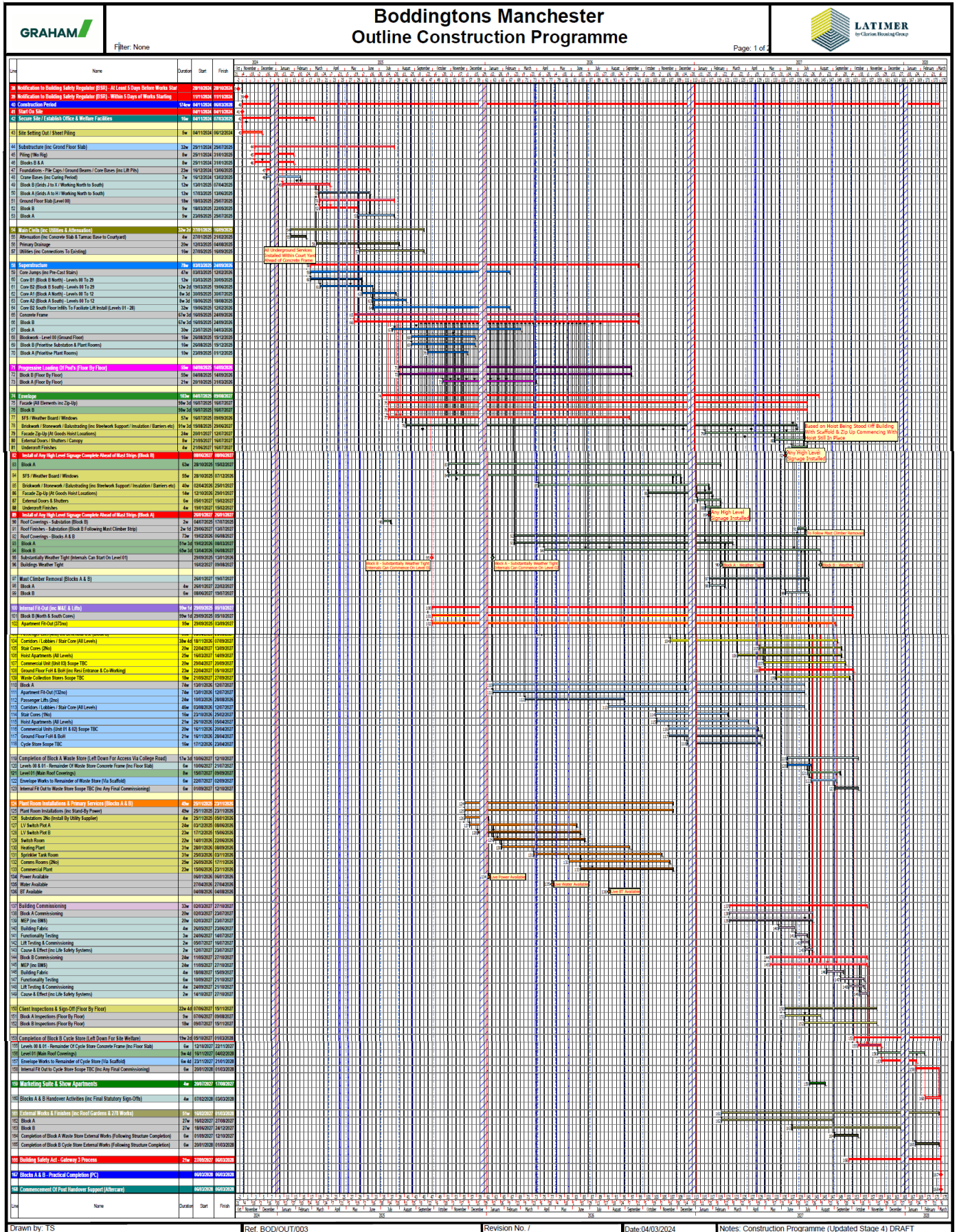
3.0 Outline Programme

The outline timescales for delivering the development as per the below images 1 & 2:

The key activities/milestones can be seen below for reference.

- **Construction Period:** 04.11.24 to 06.03.27
- **Start on site/site set up/ sheet piling:** 04.11.24 to 06.12.2024 5 weeks
- **Substructure (inc Grond Floor Slab):** 25.11.24 to 25.07.25 32 weeks
 - Including:
 - Piling 8 Weeks
 - Foundations (including cropping) 10 Weeks
 - Drainage and GF Slab 10 Weeks
- **Main civils:** 27.01.25 to 16.09.25 32weeks. 2 days.
- **Superstructure:** 03.03.25 to 24.09.26 78 weeks
- **Envelope:** 04.07.25 to 09.08.27
 - Including:
 - Mast Climber Erection 4 weeks
 - Hoist Erection 10nr 2 Day installs when required.
- **Internal Fit-Out (inc M&E & Lifts):** 29.09.25 to 05.10.27 99 weeks 1 day

Image 2 – JGC Construction Master Program.

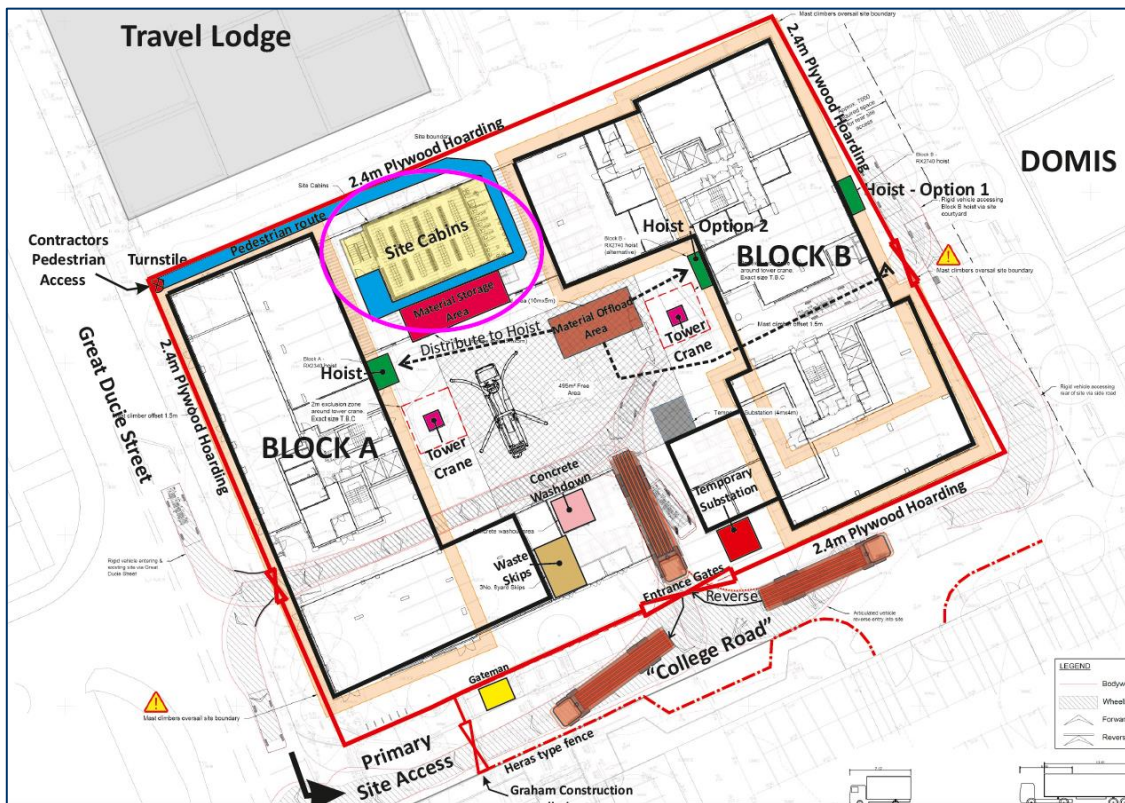


Typical site accommodation will include:

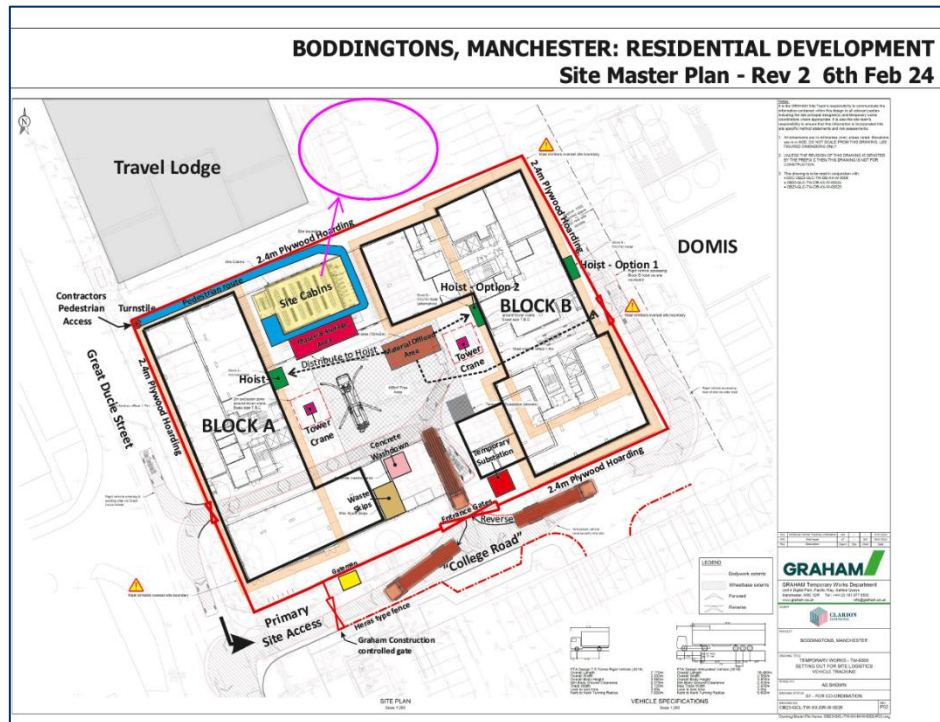
- Main Contractor management offices and meeting rooms.
- Welfare facilities including canteen, drying/changing rooms as well as toilet and shower facilities.
- Security office
- Sub-contractor facilities.

There are 2 potential options for the placement of the welfare which as a stand-alone provision, each work well to service the scheme.

Option 1: The placement of welfare in the area of the planned cycle store, whereby a section will be left down and constructed later in the construction program highlighted below. Welfare will move into the commercial space of block b toward the final stages of the scheme should we not be able to confirm use of Option 2.



Option 2: We are currently in discussion with a neighbouring landowners / contractors with a potential option to move the welfare to a privately owned sectioned of land positioned adjacent to the Travelodge highlighted below.



4.3 Parking for the site

There will be no parking provided for construction worker vehicles on the site nor will there be any off-site provision. Parking will not be allowed on the site and all contractors and sub-contractors will be advised through their contract documentation that no parking is available and that all personnel should use sustainable transportation.

GCL will encourage car sharing or use of local transportation services (i.e. Victoria Train station / metro / bus). Furthermore, GCL will communicate details of local car parking facilities within the site induction.

4.4 Hours of Site Working

The working hours for construction activities will be in line with requirements of the Control of Pollution Act 1974 Part III and the site will operate in accordance with the following Manchester City Council guidance:

- Monday – Friday 7.30am – 6pm
- Saturday: 8.30am – 14:00pm
- Sunday/Bank Holidays: No work unless otherwise agreed.

The workforce may arrive on site 30 minutes prior to work commencing but there is to be no working outside of these times (unless changed by prior agreement with Manchester City Council).

Noise is to be kept to a minimum in the first hour and site operations on a Saturday should be avoided where possible.

5.0 Construction Logistics

5.1 Considerations

As the site is located within a busy area of central Manchester, it is important to consider how the site will be serviced and the impact of construction logistics on the surrounding area. Construction logistics planning is both considered at a macro and micro level.

Construction logistics planning allow project and design management teams to understand how their proposed project design will be impacted by site and vehicle movements. Within construction logistics planning, access and egress routes are determined to offer the least congested solution for vehicles, cyclists and pedestrians to the site and surrounding area.

Site activity must avoid any unnecessary disruption to the local community and ensure the safe and efficient operation of the construction phase of the project. Planning of the construction logistics process ensures site operations are effectively planned, managed, and monitored to keep the project site moving safely without compromising productivity.

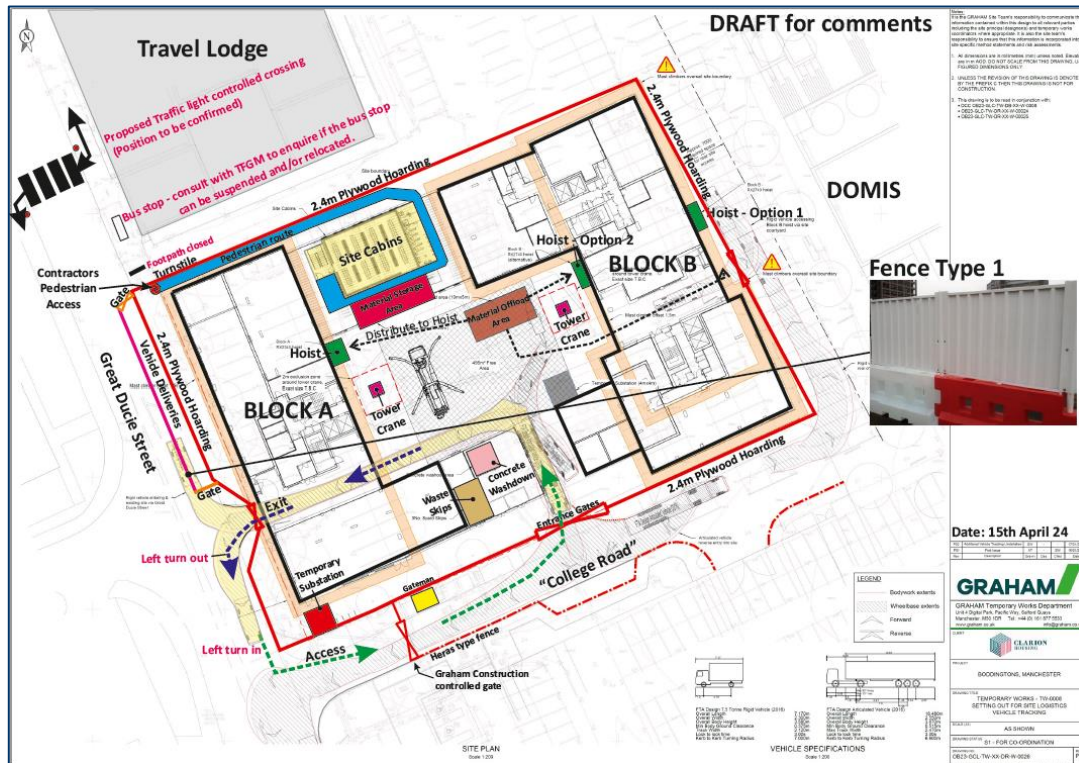
The traditional backbone of construction logistics has always been delivery & traffic management, waste management, material distribution, welfare provision, site security and safety.

5.1.1 *Construction Logistics Plan (1)*

All vehicles delivering or collecting from the site are to approach and leave site via the A56 Great Ducie Street. All vehicles are to exit right towards the M60 and avoid the A6042 (South).

Pit lanes are yet to be agreed to aid offloading of deliveries and lay down of materials. This will require deliveries to be unloaded and marshalled back onto A56 Great Ducie Street by the construction logistics team. Failing the inclusion of pit lanes JGC will need to make provision for loads to be off loaded within the site confines. Access over the private road will be managed by a 3rd party company offering traffic management whilst the two projects operate simultaneously.

The below option relies heavily on the access being directly from GDS via the undercroft, with an additional 25Nr deliveries via College Road per week until May 2025 therefore an option 2 has been presented.



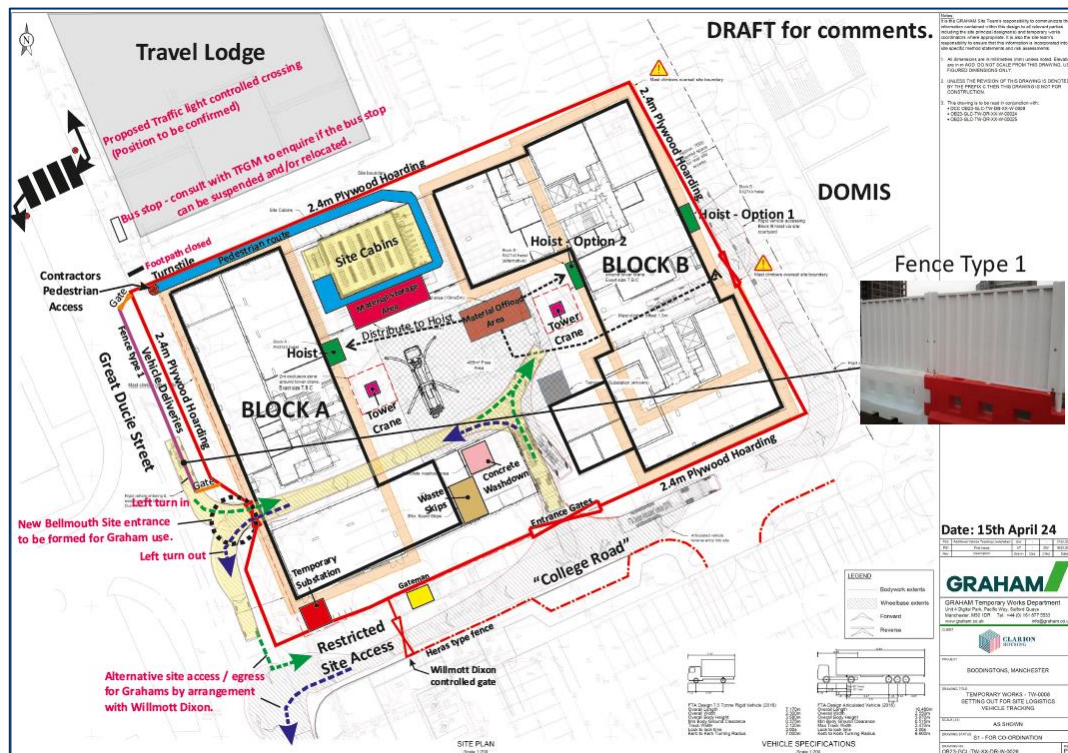
5.1.2 Construction Logistics Plan Alternative (2)

Phase 1 - All vehicles delivering or collecting from the site are to approach and leave site via the A56 Great Ducie Street. All vehicles are to exit left from site to minimize disruption on GDS.

Failing the approval of access directly through GDS from MCC highways JGC propose the use of the privately owned land as shown below, this would be a temporary measure until full access down College road is granted in May 2025.

Phase 2 once Wilmott Dixon have completed the College extension in May 2025, access would no longer be limited to 25nr deliveries per week and full access would be available, in which case vehicles would enter the site via the college road gate and either turn within the site confines or be marshalled back out onto college road before exiting right towards the M60, again avoiding the A6042 (South).

A licence agreement has been reached with Manchester College for both Phase 1 and Phase 2



5.3 Vehicle Site Access

We have proposed access of a one-way route from A56 Great Ducie Street into the private road on the College land to allow for articulated vehicle deliveries.

All deliveries to site should be undertaken through an electronic Delivery Management System (DMS), managed by GCL site logistics manager, with all deliveries allocated to a specific time slot.

Failure to adhere to the time slot may result in a sub-contractor's delivery being denied entry as there will be no allotted vehicle holding zones on the public street to allow access to the site.

The delivery management process and system is integrated into the traffic management planning and operation to ensure the two work proactively together to reduce the impact of vehicle congestion. They will also be coordinated with crane and hoist movement on site. This provides the safest and most sustainable working solution of segregation to the workforce from material deliveries.

5.4 Pit Lane Delivery Areas

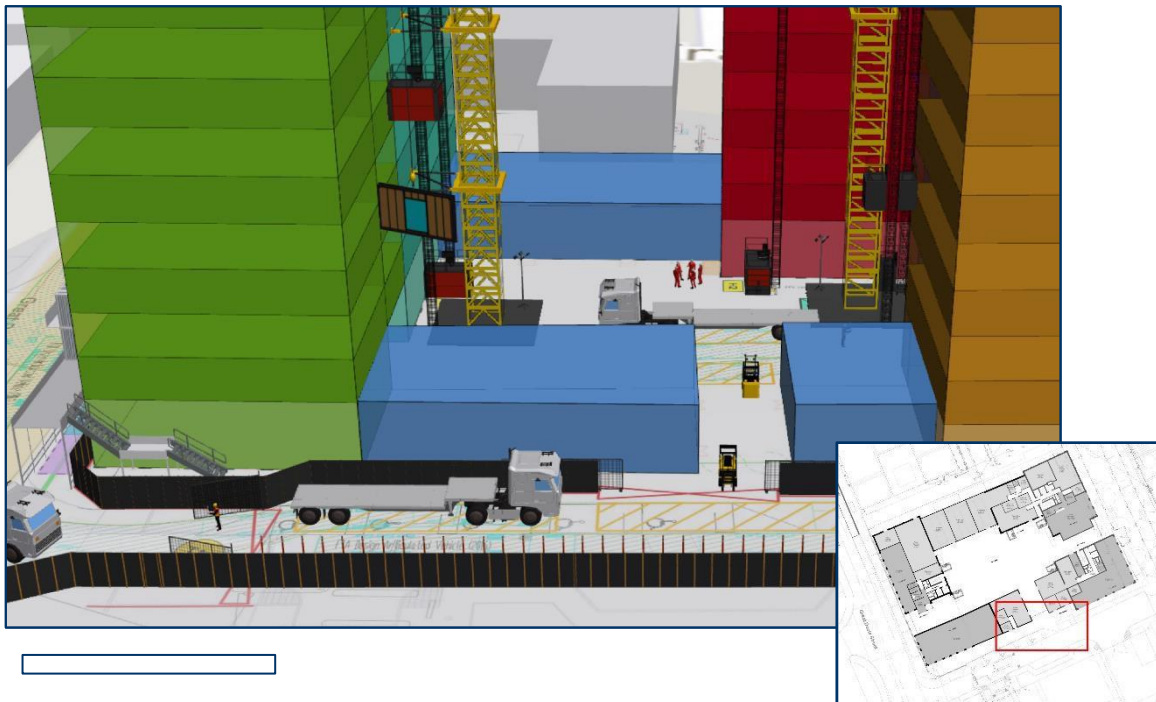
Due to the limited area available within the site footprint the proposed use of pit lanes, to enable the delivery of materials will be required on the new private road and GDS.

The private road is currently being used to support the construction of the Manchester College City Centre Campus. To avoid congestion there is a proposal for pit lanes within the college Road footpath which is yet to be agreed.

To Great Ducie street we have proposed the first lane to be closed off to facilitate off-loading. This may reduce the need for College road pit use.

Said pit lanes will ensure we have sufficient access and use of the disabled parking bays for the proposed pit lane delivery areas that will service the site.

Traffic management banksmen will manage all site related traffic and take responsibility for supervising and directing all vehicle movements



5.5 Traffic Management

A traffic management approach is key to construction logistics and will be crucial to the success of the Boddingtons Brewery site.

The primary responsibility of the logistics manager traffic management team is to ensure safe and sustainable flow and movement of construction traffic on, off and around the site.

There will be safe demarcation routes for the workforce throughout the site, with the traffic management team ensuring all vehicles are safely banked away from the site to protect all stakeholders.

5.6 Vehicle Site Egress

The success of the Boddingtons Brewery site will rely on the management of site egress, ensuring construction vehicles do not impact the traffic flow on A56 Great Ducie Street.

The hoarding line is to be installed to the kerb line on GDS, Effective traffic management and retractable barriers are to be used to ensure safe egress of construction traffic from site.

Upon consultation with Manchester City Council regarding use of A56 Great Ducie

Street, the proposed construction logistics plans do not require pit lanes on the public road and will also ensure the existing bus lanes will remain operational. For access and egress, there is segregation between both pedestrian and vehicle traffic with turnstile access located on the North-West corner of the site.

5.7 Hoists, Lifts & Cranes

External hoisting positions will be required for use during the construction of Boddingtons Brewery, highlighted below with an orange shade. All deliveries to site will be off-loaded within the site boundary. All cranes have been suitably sized and coordinated with the site logistics plan in mind.

5.8 Delivery Route

All deliveries to site will be undertaken through an electronic delivery management system, managed by the construction logistics team, with all deliveries allocated a specific time slot. Typically, failure to adhere to the time slot may result in a sub-contractor's deliver being denied access to the site. There will be no waiting on the street for access to the site.

Construction vehicle traffic will be directed away from Manchester city center and would be required to take the following route:



5.9 Delivery Management

Managing site deliveries is critical to the logistical planning and movement of a

construction site with poorly managed deliveries causing significant project delay and disruption. All material deliveries will be planned to be off loaded and taken directly to the floor level where the materials are required or to be pre-assigned to lay down areas.

Effective and efficient delivery and material management will also promote safe operative movement around the site and allow for easier transportation of materials within the site by the sub-contractors. Additionally, highways have recommended fortnightly co-ordination meetings between contractors in the area whereby regular engagement / consultations will be carried out with local stakeholders. i.e. College, Travelodge.

The logistics team/manager will be responsible for controlling deliveries coming into site, there will be a just in time delivery-based approach, an allocated area within the working area of each trade will be given and discussed in the weekly coordination meetings and progress meeting.

The access gates are to be manned and an operative will control pedestrian flow while the vehicle is being directed into the site. The gates will be designed as not to encroach on the footpath, highway or into the site. A similar process will be adopted for vehicles exiting site.

Pedestrian routes will be segregated and clearly defined signage in place, this will be communicated clearly to with the site induction and displayed on the information boards within the site welfare facility.

5.10 Loading & Unloading

Materials must be pre-loaded in a manner that will ease off-loading and onward site.

The Project Manager will develop a traffic management plan for the scheme prior to any work commencing on site. All site operatives will be instructed to follow the traffic management plan (TMP), which will be explained to them at their induction. This will clearly define pedestrian and vehicular routes. The TMP will be updated regularly as the work progresses and the initial site develops. Where the traffic management plan changes, these will be communicated to all operatives.

The TMP will be posted in the site welfare facilities and communicated within the site induction.

A Method Statement/ Risk Assessment will be completed for loading/ unloading materials.

A daily inspection of the vehicle and pedestrian management plan will be completed and recorded by the project Manager.

The Project/ Site Manager will liaise with persons and parties potentially affected by deliveries to ensure that deliveries to site are planned minimise disruption to adjacent road users, pedestrians, and local businesses.

Loading & Unloading bays must have (as a minimum requirement):

- No unloading to take place at other locations.
- Concrete hard standing or equivalent.
- Road markings and clearly defined zone.

- Scissor type extendable metal barrier.
- Clear signage displaying 'permit to work area -lifting operations taking place'.
- Connected crowd barrier controlling access/egress.
- Banksman – only Banksman and FL driver permitted to enter zone.
- Permit – white board named access rights and TC delivery.
- FL 360 degrees camera and 'zone' camera at suitable location.

5.11 Waste Management

JGC will agree and implement a Site Waste Management Plan (SWMP) at the commencement of the works. The strategy should be based around locating waste vessels in central locations.

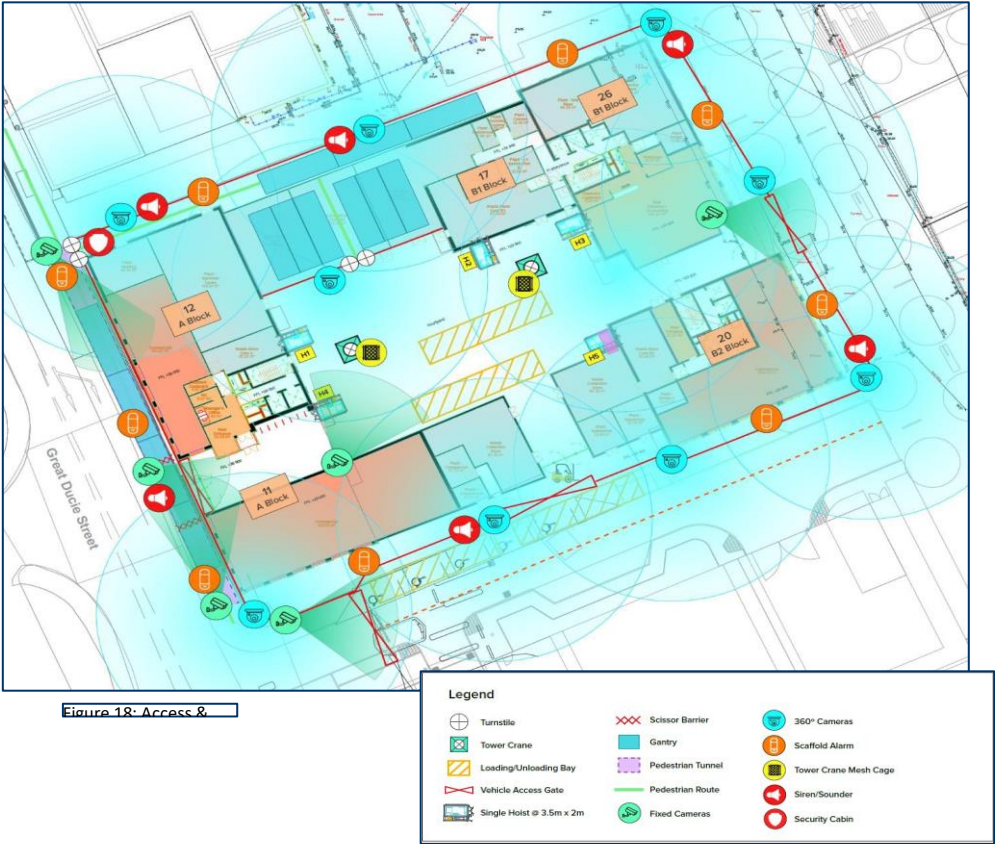
Sub-contractors will provide their own bins to dispose of their waste. JGC will provide skips and means for waste segregation, along with easy access from the work areas to the waste disposal area of site. Furthermore, the skips will be continuously replaced regularly to ensure space for waste material is always available.

5.12 Site Security

The site security for the project will be in operation from the outset. The traffic management plan is to be integrated with the site security plan to enable affective access and egress to the project, thus minimising disruption to local traffic, businesses, and stakeholders.

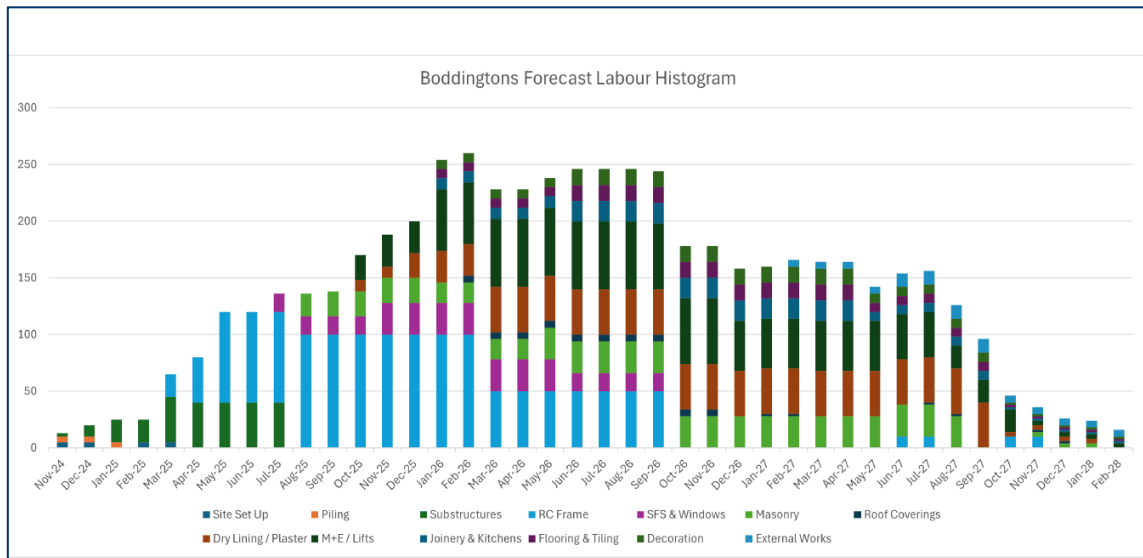
JGC will in the latter stages deploy static site guarding and mobile patrol services to act as a deterrent to unauthorised personnel and carry out checks to those entering the project on a daily basis. For the main works and indeed the majority of the program length JGC instruct an independent turnstile system that operates with facial recognition to ensure only the relevant personnel are accessing site.

Physical security barriers are to be installed to provide a deterrent to unauthorised access to site with Closed Circuit Television (CCTV) to be installed security team will liaise with JGC and if necessary the relevant emergency services.



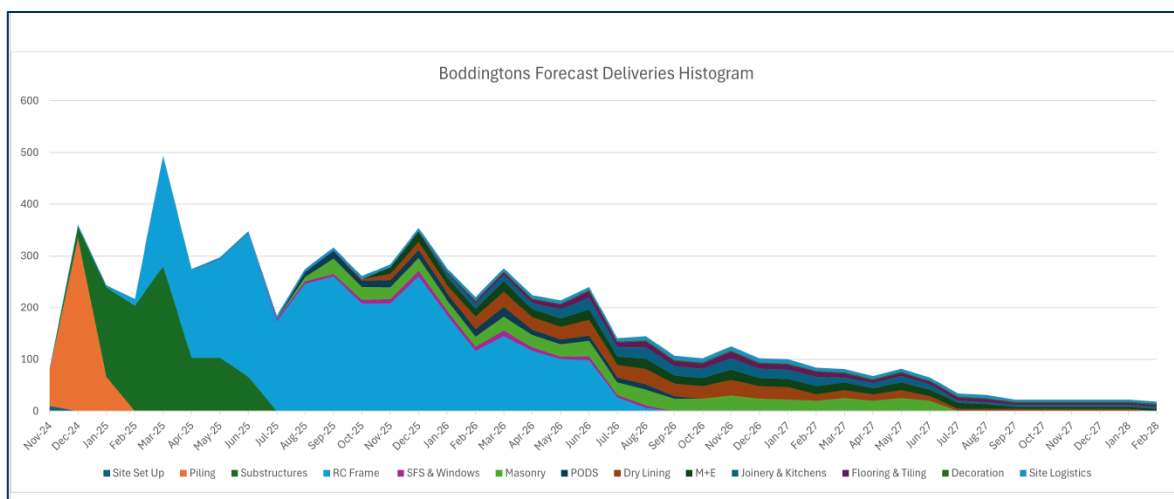
5.13 Operative Histogram Analysis

The number of construction workers on the site at any one time will depend on the different phases of the development. Please see below updated Labour histogram peaking in February 2026 and slowly ramping down towards February 2028.



5.14 Vehicular Histogram Analysis

Construction vehicle movements will vary during the works; however, it is anticipated that the maximum number of trips will be as below. The graph below indicates between December 2024 and December 2025 the deliveries to site are at the highest before tapering towards completion.



6.0 Safety, Health, Environmental & Quality

The management of safety, health, environmental & quality is a crucial element to all UK construction sites. Construction sites are high-risk areas which can present life threatening situations if not properly managed.

The site will be managed in line with the Construction (Design and Management) Regulations 2015, and all associated legislation, including environmental responsibilities placed on the duty holders. The duty of care owed to those directly involved, and those indirectly affected by the project, will be recognised and managed in line with regulatory guidance, and industry best practice.

One of the aims of this plan is to facilitate the safe and timely completion of the project, while ensuring that clear lines of communication are always available to those with an interest in the project, and those in the local community looking for reassurances for their own interests.

The health, safety and well-being of all individuals associated with the appointed Main Contractor, supply chain and stakeholders is an integral part of the site operation. To safely and efficiently manage the site, the following areas will be required as part of the site establishment:

- Clear health and safety information and signage in the offices and worksites, holding regular toolbox and site talks as well as issuing internal communications via email and notice boards.
- Before any member of the team enters the site, whether one of the appointed Main Contractor's own workers or part of the supply chain, they must have undertaken the relevant induction training, hold the correct qualifications and are equipped with the correct PPE.
- Due to the scope of the site, there is going to be a consistent need to ensure clear walkway and access between the buildings and well marked safe access and egress across the site.
- Health and safety are a mandatory aspect of all site operations, focused on ensuring the safety, well-being and protection of the workforce at all times.

6.1 Fire Precautions

GRAHAM will be working in line with our Construction Phase Fire Strategy.

All fire precautions will be taken, and fire checks will be made at the end of each working day, before personnel leave the site. Fire points will be set up within easy reach of the work areas, storage points and hot works locations. Throughout the works, 'hot works permits' will be required as standard for all hot works. The process will be managed by the appointed Main Contractor.

6.2 Fire Alarm

Each building will be temporarily fire alarmed back to separate security monitoring areas. The appointed Main Contractor will agree fire communication, evacuation strategies, drills for both themselves and relevant third parties.

6.3 Emergency Evacuation Procedure

Contact names and phone numbers will be made available in case of out of hours emergencies relating to the site. This information will be drawn up and prominently displayed on the site information board and communicated within the site induction.

The site offices will also have their own plans drawn up with site evacuation routes clearly marked on site (inclusive of fire extinguisher points) and practice drills being carried out regularly.

A project emergency plan will be prepared prior to start on site. A copy of which will be kept within the CPP once produced.

A fire risk assessment and evacuation plan for the site will be completed prior to site offices being occupied and will be reviewed by the site management as required.

A site-specific drawing showing designated walkways/escape routes and assembly point will be posted in the site office and site canteen and all operatives on site will be shown this emergency plan at their induction.

The warning sound for emergency evacuation will be an alarm ringing or three short blasts of the air horn. Preferably and interlinked stand-alone system which will periodically tested, which goes hand in hand with fire evacuation tests

Fire extinguishers will be available in the site offices and throughout site as per the fire plan, Hot work permits will be enforced on site which will also require extinguishers to be present.

A copy of the project site fire management plan will be located within the CPP once produced.

6.4 Fuel Management

All fuel will be stored in bunded tanks away from any surface water drains or gullies. Emergency spill kits will be suitably available on site.

6.5 Flood Risk & Surface Water Drainage

The flood risk & surface water report has found the site is at low risk of flooding from most sources. The surface water drainage strategy for the new development site will be to discharge surface water discharge into Great Ducie Street.

Attenuation has been proposed in the form of geocellular storage (subject to detailed design). The new surface water networks will be designed in line with current British Standard and Sewers for Adoption Guidance up to the 100-year storm return period including an allowance for climate change.

Beyond the 30-year criterion out of chamber flooding may occur and flood water will be directed away from the building to the external areas, where it will then be directed back into the drainage network as pipe water levels recede.

6.6 Considerate Constructors Scheme

GCL will enrol and comply with all the requirements of the considerate constructor's scheme, which is administered by the Construction Industry Board.

This voluntary code of practice seeks to:

- Minimize any disturbance or negative impact (in terms of noise, dirty and inconvenience) sometimes caused by construction sites to the immediate neighbourhood.
- Eradicate offensive behavior and language from sites.
- Recognize and reward the contractor's commitment to raising standard of site management, safety and environmental awareness beyond statutory duties.

Contractors must also provide safe sites to work on and live near to. Therefore, the requirement is to operate to high standards of Health & Safety and set targets for significant reductions of AIIR (accident injury incident rates).

6.7 Wheel Wash Management

The site has designated loading area that will also serve as wheel wash areas for vehicles leaving the confines of the site.

A road sweeping machine will be periodically employed as required to either brush clean the roads around the site or in periods of dry weather wet down the highway to control the dust.

All ground or surface water run-off will be strictly controlled in line with environmental legislation and best practice to prevent pollution of drains and watercourses.

6.8 Dust and Air Quality

A Dust and Air Quality management Plan (DMP) will be developed to ensure best practice with regard to the protection of air quality and dust protection.

Communication strategy

The effect of air quality and dust on nearby sensitive receptors will be minimised through a good communication strategy. Prior to works being undertaken, consultation with occupiers of sensitive receptors that may be adversely affected by construction air quality and dust will be undertaken. It is intended that this will increase the tolerance of receptors and thus minimising adverse effects. All communications will contain contact details to direct any questions or complaints to.

Monitoring

The inspection and monitoring procedures to be implemented to monitor the

effectiveness of measures to prevent dust and air pollutant emissions are as follows:

- Daily inspection of areas adjacent to the construction site to monitor any dust and air pollution which may be generated despite the use of best practicable means to prevent dust and air quality emissions.
- Daily inspection of construction vehicles, plant and machinery.
- Daily inspection of the level of trafficking, use and condition of access routes to site.

Should inspections show a nuisance arising, work will be stopped until prevention and remediation measures are implemented.

Mitigation Measures

General

- The GRAHAM Site Management Team will use best practicable means to prevent nuisance as a result of dust through design and different work methods.
- Site operatives will receive training as part of site induction, toolbox talks and through communication of relevant environmental risk assessments and method statements.
- The site will be laid out such that machinery and dust-causing activities will be located away from sensitive receptors, where reasonably practicable.
- Hoardings and other barriers will be erected along the site boundary, to mitigate the spread of dust to any sensitive buildings or other environmental receptors.
- Bonfires and burning of waste will be prohibited.

Construction Plant and Vehicles

- Construction plant will be operated in accordance with the manufacturer's written recommendations.
- All vehicles and plant will be switched off when not in use – NO IDLING
- Vehicle and construction plant exhausts will be directed away from the ground where possible and be positioned at a height to facilitate appropriate dispersal of exhaust emissions.
- Enclosing, shielding or provision of filters on plant likely to generate excessive quantities of dust beyond the site boundaries will be employed.
- The movement of construction traffic around the site will be kept to the minimum reasonable for the effective and efficient operation of the site and construction of the Project.
- Construction plant will be located away from site boundaries which are close to sensitive receptors where reasonable and practicable.

- We will avoid use of diesel- or petrol-powered generators by using mains electricity or battery powered equipment where reasonable and practicable.
- We will keep vehicle, plant and equipment maintenance records on site, and these will be made available to the Employer's Representative upon request

Traffic / Access Routes

- On-site parking will be designated for staff and visitors.
- Inspection of vehicle movement area site conditions will be undertaken by the Site Manager
- Delivery drivers will be made aware of site restrictions.
- Vehicle speeds will be restricted to 10m/h to prevent high levels of dust being released.
- Vehicles either delivering or removing material from Site, which have a dust potential, will be covered with tarpaulin or the like to minimise the release of dust.

Traffic Impacts on Roads

- Vehicle wheel washing facilities will be provided and there will be a road sweeper on hand at the site to clear up any material deposited on the public highway by vehicles accessing/egressing the site and site compounds.
- Public roads outside of the site will be regularly inspected for cleanliness and cleaned as necessary.
- Site Management will liaise with relevant authorities regarding any road or lane closures.
- Delivery drivers to adhere to public road restrictions.
- Neighbours will be advised of unusual traffic movements (e.g., concrete wagons for continuous large concrete pours/ abnormal loads etc.)

6.9 Noise Pollution

Unless specified otherwise works will be in accordance with the standards set out in B.S 5228:2008 Code of Practice of Noise Control on Construction and Open Sites with all reasonable steps taken to minimise any noise disruption to adjacent businesses and residential properties.

Baseline Conditions

Baseline noise measurements have been undertaken and are reported within the Noise Impact Assessment (Cundall Augus 2023). This outlines the dominant noise sources and extent in the vicinity of the site area. The location of key noise and vibration sensitive residential receptors are also identified.

Noise Monitoring Plan

A Noise Monitoring Plan has been drawn up for the project (see attached Appendix 1). This will be utilised for the purpose of streamlining Noise Monitoring on site, with the ultimate objective of achieving effective management of nuisance noise.

This plan details the following;

- Activities on site which could give rise to construction related noise impacts.
- Forecasted noise levels likely to be generated from construction activities.
- Details of baseline noise monitoring outlining locations and results.
- Details of noise and vibration receptors and construction noise limit threshold levels
- Details of construction phase monitoring to include locations and details of monitoring equipment.

Mitigation measures will be undertaken if the results of noise monitoring indicate that excessive noise impacts are arising from the activities associated with the works.

Operatives working in noisy areas will be monitored to ensure they are wearing the necessary protective equipment and that they are not exceeding their permitted exposure periods.

Where it is necessary to carry out noisy activities, these will be identified well in advance by the Main Contractor and the timing agreed prior to commencement.

Several methods are to be taken to mitigate noise levels and the nuisance caused including.

- Where appropriate, screenings will be utilised in order to reduce noise levels between the source and the receiver. Materials used for screening may include existing buildings, site security hoarding or purpose-built noise screens. Holes/ openings in the screen material will be kept to a strict minimum and the density of the material will also be given due consideration in order to be as effective as possible.
- The use of electricity from the incoming main, avoiding the use of generators on site.
- The banning of radios and other speakers for non-construction related activity.
- Site staff will enforce a policy whereby all plant is shut down when not in use.
- All stationary equipment with significant noise outfall will be sited to minimise noise nuisance to local residents.
- Time slots will be adopted for deliveries to ensure that convoys of vehicles do not arrive simultaneously and to avoid unnecessary idling on-site.
- Pneumatic tools used only when a reasonable alternative is

not available and fitted with mufflers or silences when reasonable possible.

- Selection of equipment will be carried out with the objective of reducing noise and vibration wherever possible. Only equipment conforming to relevant national or international standards, directives and recommendations on noise and vibration emissions will be used.
- Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel. Scaffold deliveries will be programmed to arrive during normal working hours only.

6.10 Vibration Suppression

To mitigate vibration absorbed by operatives (HAVS) all tools will be checked for their HAVS rating and used in accordance to the HSE recommendations on safe working time using the Ready Reckoner. Should the tools have vibration reduction options, these must be used at all times. To prevent ground vibrations (which could compromise structure), continuous ground vibration monitoring is to be installed with any construction activity deemed to create high levels of vibration.

An action trigger level of 1.0mm/s/ppv is set for the boundary of the site. Upon exceeding this level, works will immediately cease in this area and the cause of the vibration investigated. Should the investigation find that the works were carried out minimising vibration as much as possible and still need to continue, then an alternative working method will be established to prevent any further exceedances.

6.11 Complaints and Consultation

The effect of noise and vibration on nearby sensitive receptors will be minimised through a good communication strategy. Prior to works being undertaken, consultation with occupiers of sensitive receptors that may be adversely affected by construction noise and vibration will be undertaken. We will provide information of construction works and notice of specific activities that may impact them.

It is intended that this will increase the tolerance of receptors and thus minimising adverse effects. All communications will contain contact details to direct any questions or complaints to.

The occupiers of the sensitive receptors will be updated throughout the duration of the works, via newsletter, keeping them up to speed on site progress, upcoming works and a reminder of the site contact details.

Any exceptional circumstances whereby works have to be carried out outside the standard working hours, e.g. tower crane erection, the local receptors will receive a letter with these details which will be issued no later than 2 weeks prior to the commencement of the work item.

A site community notice board will be erected on the site hoarding. Working hours and site contact details will be displayed on this board using the environmental noise information poster.

Complaints will be responded to by the site management team immediately. Every effort will be made to establish the cause of the issue leading to a complaint. Assuming the issue arose from the failure of a control system, the issue will be put right at the earliest opportunity. A log of all complaints and follow-up actions will be maintained.



Noise Control

This Site Is taking steps to reduce Noise in consideration of its Residential Neighbours



No excessive construction noise is permitted outside of the following working hours:

Monday to Friday: 00.00am – 00.00pm

Saturday: 00.00am – 00.00pm

Please report any noise complaints to the project team via the contacts indicated below:

Contact: XX

Telephone No.: XX

We are committed to being a good neighbour

.