

	CONSTRUCTION MANAGEMENT PLAN	GMI Construction Group
		Management System
		Rev 4 19/06/2024

Dakota Hotel Manchester Airport

Construction Management & Methodology Plan



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1.0 Document Control

<u>Revision</u>	<u>Date</u>	<u>Author</u>	<u>Section Amended & Notes</u>
0	04/03/2024	RI	Document created
1	13/03/2024	RI	Document updated after meeting with Manchester Airport Group
2	24/04/2024	RI	Document updated in line with comments
3	03/05/2024	RI	Information added to clarify when Tower crane details and RAMS are to be provided to MAG
4	19/06/2024	RI	Further MAG requirements incorporated. The use of drones, gas venting and foreign object debris

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2.0 Introduction

The purpose of this Construction Management and Methodology Plan is to address the detailed procedures, sequencing and construction methodology anticipated by the project team engaged in the planning, liaison, and construction of the Dakota Hotel Airport building.

The plan outlines proposals on traffic and environmental measures to be adopted during construction and provides supplementary information to the Environmental Statement on construction related issues.

Detailed consideration of potential impacts during the construction process 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 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.

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

- Substructure – CFA piling and RC pile caps
- Superstructure – Reinforced Concrete Frame
- Envelope – Roof and Brickwork Facade
- Internal Fit Out & Commissioning
- External works & 278 Highway Works



3.0 Site Details

Site Location

The site is located on land to the north of Manchester Airport and the M56 T1 / T3 interchange junction. The site is bound between Bailey Lane to the north west, Enterprise Way to the south and residential housing to the north east. The location of the site in relation to the wider area and local highway network is shown below.



Site location of Dakota Hotel Manchester Airport, Enterprise Way, Manchester.

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Site Boundaries & Security Hoardings

The site will be fully secured by self-supported hoarding to all elevations. The fencing shall be fully maintained throughout the works and inspections recorded and actioned on a weekly basis. Formal procedures will be instigated and maintained to control access to the works and to prevent and safeguard against any unauthorised entry on site. Site security measures will also be reviewed and deployed for the periods when construction works are not on-going to ensure the site always remains secure and safe.

It is imperative that the access way and entrance is kept clean and well managed at all times. To aid this all deliveries to site will be pre-booked in via an online system to mitigate the flow and quantities of construction traffic and deliveries. This will eliminate any congestion or build-up of site traffic outside of the site boundary.

A detailed traffic management plan will be implemented prior to works commencing on site and monitored throughout the works daily. This plan will also be communicated through our procurement manager to all subcontractors before orders are agreed and placed.

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:

Construction Director – Anthony Judge – 07967 787 871

Project Manager – Rob Ianson – 07977 140 297

We will also have noticeboards on the site hoardings in line with Considerate Constructors Scheme requirements that will also contain contact numbers for reporting any issues.

Pre-Start Survey

Prior to commencement, full 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 survey).
- The location / depth of all existing main services, drainage, and manholes – details shall be obtained from the relevant authorities or other owners.
- All service authorities and adjacent landowners shall be notified of the proposed works not less than one week before commencement of activities.

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Highways Dilapidation Survey

A joint survey of the highway will be undertaken in conjunction with the council's highways team prior to any works being carried out on site to record the condition of the carriageway and footpaths on the proposed vehicle routes to and from site.

Documentation

All relevant documentation should be in place prior to commencement on site, including the F10 document, Outline Construction Phase Health & Safety Plan, Designers Risk Assessments, 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:

- Planning Approval – the reserved matters will be discharged prior to starting.
- Building Regulation Approvals
- Topographical Surveys
- Dilapidation Survey
- Drainage Surveys
- Existing Service Surveys
- Environmental Assessment Report
- Waste Management Plan
- Ecology Report
- Any Environmental Clearance Reports

4.0 Scope of Works, Programme & Construction Methodology.

When considering the programme and methodology for this project, the development offers a set of challenges for the construction team.

The busy location combined with the close proximity of main roads and neighbouring properties means that our proposals need to be clear from the start in order to minimise disruption to the surrounding area.

We have developed our programme and methodology with these issues in mind and are confident that our experience and expertise in working with these sorts of constraints will enable us to develop a strong relationship with the local area and provide a spectacular new building.

We have built up a detailed design, procurement & construction programme showing all activities, their durations, and the relationship between them. The durations have been calculated using historic output data combined with expert feedback from our supply chain. Taking these things into account we are confident that we have produced a robust programme that will deliver the Dakota Hotel Manchester Airport project.

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Substructure

The initial works will involve the installation of the piling and substructure works including excavating and placing pile caps. Initially we will focus on completing the foundations for the cores as this will enable us to begin the concrete cores as the remainder of the substructure works are being completed. A tower crane will be used to facilitate the concrete core construction.

Superstructure – Concrete frame

Once the core foundations are completed and while the remaining pile caps and ground beams are being installed, the concrete cores will commence. When the concrete core is completed, the concrete frame construction will commence. The precast stairs will be installed and when completed, the site cranes will then be used for the erection of the concrete frame.

Envelope – Roof and Brickwork Façade

Works to the envelope include the installation of a weather boarding system, brickwork cladding and curtain walling. These works will commence from access equipment positioned locally around the building perimeter.

Works to the roof structure will be progressed on completion of the roof slab. Rainwater will be controlled during the build process by utilising temporary water proofing, drainage solutions and de-watering techniques to remove any unnecessary buildup of water on site.

Internal Fit Out & Commissioning

Internal fit out works include the installation of a substation, partitions and ceilings, M&E installations, wall and floor finishes and internal Joinery. The fit-out works will run concurrently with the envelope works, albeit staggered slightly for sequencing and water tightness purposes. Careful coordination of the fit-out works will be implemented due to the restricted footprint of the build and again, materials will be delivered to site on a 'just in time' basis. 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 & 278 works

As part of the overall development there is hard landscaping scheme around the building and the forming of new site entrances on Enterprise way and Bailey Lane.

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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 completion of activities and before any subcontractor leaves site, GMI will carry out detailed inspections of the works completed and produce snagging lists for subcontractor action in line with our integrated Quality Management System and audit. -

The design team will also be advised at this stage and will be requested 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. 10 to 12 weeks prior to PC, a handover workshop will be facilitated to promote and manage a 'soft landing' approach to completion.

Management Plan

It is proposed the project will be managed by a strong management team, led by a visiting Construction Director, and a site-based Senior Project Manager and supplemented with experienced internals and frame / façade senior site managers.

5.0 New and Existing Utilities

Prior to commencing the main project works, a full review of underground services will be undertaken, and any services that will affect the construction works will be either diverted or lowered.

New services will be brought into the site via the most appropriate route. All works will be co-ordinated with the surrounding building operators and fully compliant with best practice for these operations.

6.0 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.

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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 and the site boundaries.
- The presence of local businesses, offices, and residential accommodation in and around the construction site.
- Public realm and existing footpaths around the perimeter of the site.
- Consultation with Manchester Airport

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.

Working Hours

The construction hours are to be set out in the planning approval. Our proposals are as below.

07:30am to 6:00pm Monday to Friday

9:00am to 2:00pm Saturdays

Closed / No Working - Sundays and Bank Holidays

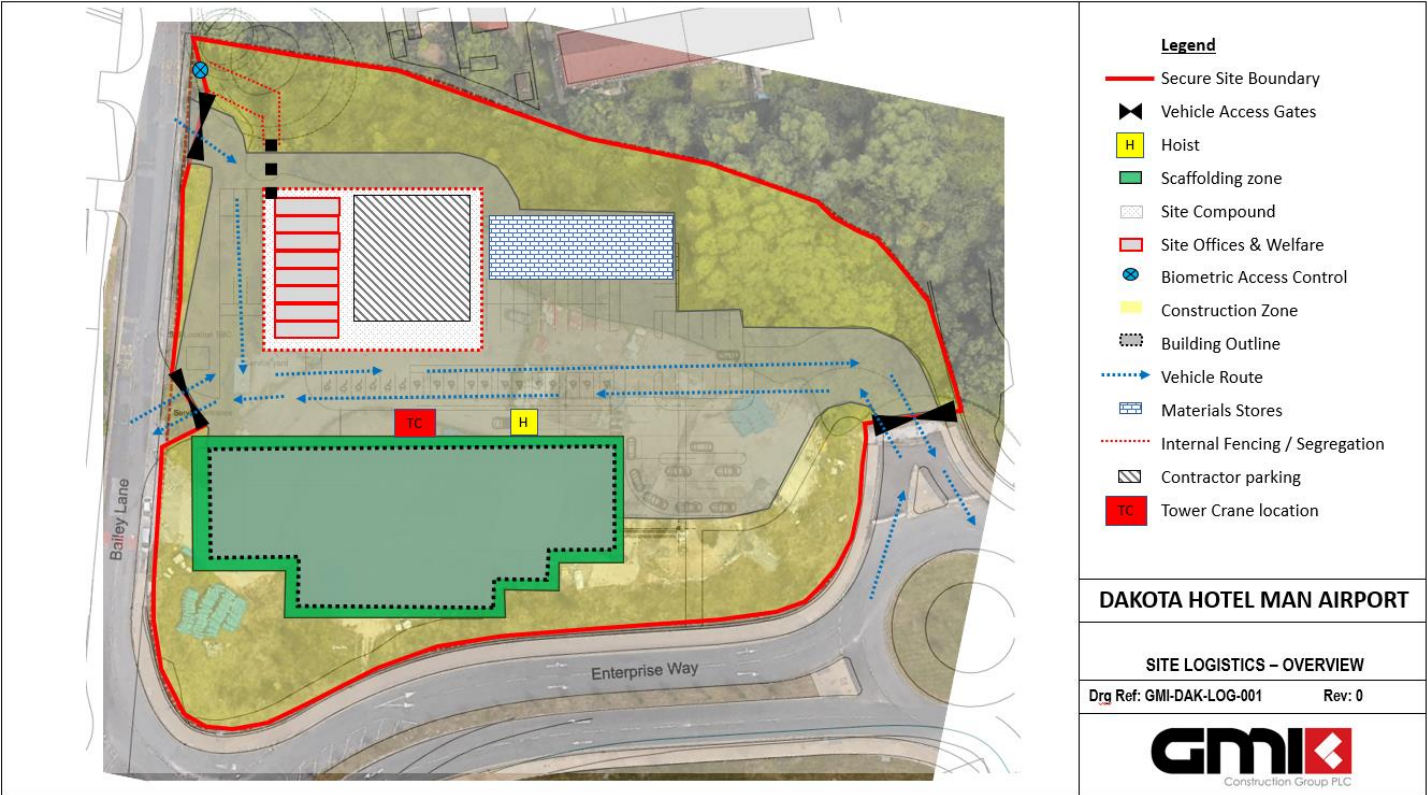
Contractors will be allowed to enter site 30mins prior to starting work provided noisy activities are not started earlier than the above stated times.

There may be certain circumstances where construction work will be required to take place outside of these hours.

The exact phasing and timescales of this will be communicated to our neighbours and direct to the relevant Environmental Health Officer for the area for the necessary section 60 approval if deemed required.

Construction Site Accommodation Welfare and Storage

For the duration of the project, we will be locating our site offices and welfare on site as shown below. Further details of this can be found in the 'Contractors Staff and Operative Site Access' section of this document.



Dakota Hotel Logistics Plan showing the location of the proposed welfare cabins

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

Car Parking for Contractors Staff and Operatives

There is a limited provision for parking in the construction welfare compound for staff and visitors. This area alone will not provide enough car parking for the entire workforce, therefore passes will be issued to contractors on a case-by-case basis to allow access to be granted. Our engagement with the supply chain has given reason to believe that a number of operatives will travel by public transport.

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Public Transport Routes to Site

The site benefits from a variety of public transport links and is situated near to the Bus, Train & Metrolink stations.

An exercise was carried out showing possible routes to site by use of park and ride schemes and the supply chain will be encouraged to use this method of transport where possible throughout the construction phase.

The table below shows the local park and ride schemes within the vicinity of the Dakota Hotel Project, the frequency of the service & the proposed travel times to the site.

Transport	Distance From	Frequency (Mins)	Travel Time to Airport (Mins)	Carparking Spaces Available
	Park & Ride (Mins)			
East Didsbury - Train	8	15	30	300+
East Disbury - Tram	0	20	70	300+
Sale Water Park Tram	0	12	33	300+

We will also provide secure cycle storage within our welfare compound and there are safe cycle routes within the area.

Contractors Staff and Operative Site Access

Generally 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 unless 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 then a designated walkway to the site, the turnstile will be both the point of access and egress from site and will record the personnel for emergency evacuation purposes as well as recording data for capturing the carbon footprint of the site and information in relation to the projects social impact plan.

The site will also be monitored out of hours by a tag guard system whereby if the motion sensors/beams are broken, a locally appointed security guard 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.

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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 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:

- Initial groundworks, piling, drainage and foundations – most vehicle movements will be wagons (spoil wagons, concrete wagons etc.)
- Superstructure frame, roof, and external facades – most deliveries will be articulated lorries for the concrete frame. Concrete wagons on turnaround are required for large concrete floor pours.
- Internal fit-out (partitions, mechanical and electrical installation etc..) – most vehicles will be split between articulated 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 articulated deliveries.
- External works / public realm – during this final stage of construction deliveries will mainly be wagons delivering soil, external furniture, and fencing.

Types and frequency of vehicular demands

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

- Initial groundworks – 2/3 wagons per day on turnaround for imported materials and cart away of excess site won materials – max deliveries 15no per day
- Superstructure concrete frame – Formwork, reinforcement, and concrete pours. Max steel and formwork deliveries 2no per day. 2/3 concrete wagons per day on turnaround for large concrete floor pours – max deliveries 15no per day
- Internal fit out – Plasterboard, insulation, and M&E deliveries - max deliveries 12no per day
- External works – 2 wagons per day on turnaround for imported materials and cart away of waste – max deliveries 10no per day

Deliveries, Highways, Safety, Routing and Swept path analysis

To facilitate the safe construction of the development, we will operate a one-way delivery system for access and egress onto site. Deliveries will access the development from the M56 T1 / T3 Junction and on to Enterprise Way, and into site, deliveries will then exit the site back onto Enterprise Way heading back towards the M56 T1 / T3 junction.



Traffic route from M56 T1 / T3 Junction, onto site via Enterprise Way, and off site again.

A new site / road entrance will be required on Enterprise Way for the project (full details and proposals to be finalised with the Council technical and highways teams). The new entrance will be formed before any other activities are carried out on site to form an access point.

Delivery routes/information will be provided to all contractors with an emphasis on utilising the main route (From M56 and Enterprise Way). Any significant deliveries (Cranes/ Piling Rig) will be coordinated with any neighbouring construction sites 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 plant or materials on the surrounding roads

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Plant and Equipment

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

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 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 refueling 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.

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'.

Neighbours & Communication Strategy

GMI acknowledge the presence and the importance of the existing properties all surrounding the proposed site and we will be always considerate of their needs and the needs of their customers / staff 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 out 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 all stakeholders.

Prior to commencement on site stakeholder mapping will be carried out to identify each person, business and other parties that may be 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:

- Manchester Airport, Manchester, M90 1QX
- Kingsley Hall, 20 Bailey Ln, Wythenshawe, Manchester M90 4AB
- Global House, 16 Bailey Ln, Manchester M90 4AB

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.

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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.

Consideration of ongoing Construction works in the locality

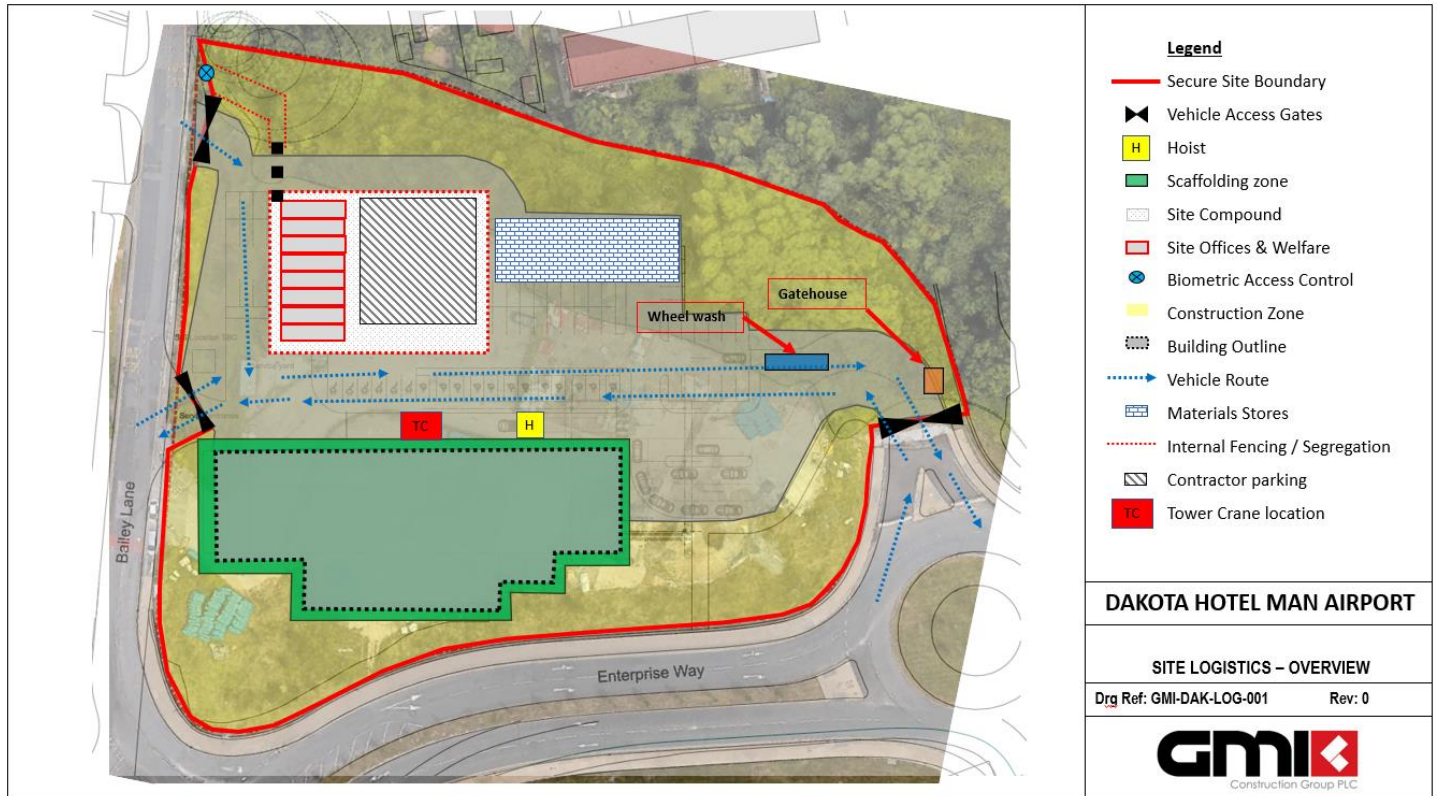
At the time compiling this plan, and reviewing the likely timeframe of the project, it is likely to be the largest scale of any construction project in the immediate area (on Enterprise Way). Consequently, it is not envisaged that close coordination will be required with other major projects. It will be prudent to always monitor this situation and always maintain close contact with key stakeholders and on a regular basis; Manchester Airport Group 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 key holiday periods.

7.0 Avoiding Mud & Dirt on Highways

Our strategy for minimising mud on the highway is to keep construction traffic on surfaced routes to and from the site. As vehicles enter the site they will do so on this protected surface, this will therefore minimise the opportunity for mud to enter the highway. The gateman will check each vehicle as it exits the site and is escorted back out onto the highway. Additional regular checks will be made by the site management of the surrounding roads to ensure they are kept in a clean state. We will ensure that mud and or debris will not be allowed to get onto the highway.

At the commencement of the works onsite and prior to any main excavation works taking place and to mitigate any mud on the roads, a wheel washer will be used to clean the wheels of vehicles before exiting site onto the highway. All vehicles entering or leaving the site with imported or exported stone / spoil materials will also be covered and this will be communicated to the full supply chain. A gateman will be positioned at the site exit to control these operations and to ensure vehicles cannot leave the site without wheel washing or a covered load.

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Wheel washing facilities will be provided to control and avoid mud on the highways



Only covered vehicles will be allowed to enter and exit the site to control and avoid mud on the highways

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

8.0 Dust Control and Management

The site management team will conduct regular checks for the potential generation of dust on site. Any dust generated during the initial groundworks phase will be controlled by either towable water bowsters to suppress the dust across site, hose pipes or constant water spray/mists set on the hoarding to dampen down the site.

Any other 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.

When very windy conditions prevail and there is a potential of dust being blown up onto the highway, work will stop until the situation can be appropriately controlled / remedied including any necessary liaison with the Council's Highways Department if needed.

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
- Dampening down of exposed stored materials, which will be stored as far from sensitive receptors as possible.
- Ensure sand and other 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.
- Avoidance of activities that generate large amounts of dust 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.
- Avoid dry sweeping.
- Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use.

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- Ensure vehicles entering and leaving the site are covered to prevent escape of materials during transport.
- 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 Act 1974 will be ensured.

9.0 Control and Management of Noise and Vibration

The working hours on site are described in section 6 above. There may be a requirement to work occasionally outside of these working hours. Noise monitoring will be carried out and recorded throughout the project.

Again, we will ensure compliance with current legislation on dust control including the Environmental protection Act 1990 and the Control of 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 levels will be measured/monitored regularly using a noise meter at boundary points and recorded within the site diary.

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.
- Piling methods such as CFA will be selected if ground conditions are suitable to eliminate vibrations at the site perimeter
- Generators will only be used until a permanent power connection can be established. Silent generator types will be selected and acoustic screens used as required to minimise sound levels at the siter perimeter.

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10.0 Housekeeping, Waste and Recycling

It is recognised that an exceptional level of housekeeping will be required on the Dakota Hotel Manchester Airport project to reduce the likelihood of vermin and birds to a minimum at all times. Daily housekeeping inspections will be made by the site management team with immediate clean up notices being issued as required. All skips and waste bins will be the covered type whenever possible to minimise waste being left open over periods where the construction site is closed. A pest control company will be employed on the site. A risk assessment will be carried out to identify where potential vermin may access the site and potential sources of food they may target. Control measures will be adopted including poison traps which will be monitored regularly for signs of activity. Regular inspections will be carried out by the pest control company to ensure that the levels of vermin are kept to a minimum on site. Any actions from the inspections will be reported to the site management team to be resolved immediately.

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.

All waste generated during the construction phase will be disposed of using skips that have been supplied by reputable suppliers. Waste management licenses and waste carrier's 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. All spoil arisings from the groundworks will either be removed from site or used as capping material where permitted. 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.)
- Regular clean-up of the site
- Careful handling and transportation to avoid damage
- Efficient ordering

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- Off-site manufacturing (where possible).
- Skips will be located in the site storage compound.

11.0 Bird Hazard Management Plan

Please refer to the appended Bird Hazard Management Plan carried out by Envirotech NW Ltd.

11.0 Manchester Airport Group further consultation

In addition to the Bird Hazard Management Plan report further consultation will be required with Manchester Airport Group during the construction phase of the project.

Further interests of the airport and our construction stage proposals are summarised below:

Tower cranes and high operating plant and equipment

A tower crane will be required for the construction phase of the project. Further consultation will be required with Manchester Airport and a crane plan, section / elevation drawings and Risk assessments / Method Statements will be provided in order to obtain a crane permit in advance of the works commencing on site. Crane details and specifications will be confirmed during the preconstruction phase of the project for Manchester Airport review. Method Statements and Risk assessments for the erection, dismantle and operation of the Tower crane will be provided to Manchester Airport group at least 4 weeks in advance of these planned operations to obtain the necessary permits.

Lights on high operating plant and equipment

Proposals for lights on the tower crane, mobile cranes or any other high operating plant and equipment will be submitted to the airport for approval prior to their use on site.

Dust and smoke

In accordance with section 8 of this Construction Management Plan the potential for dust generation will be carefully monitored, managed and controlled by the site team. Fires generating smoke will not be permitted on site at any time during the construction stage.

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Temporary lighting during the construction phase

Proposals for temporary lighting will be considered and only downwards pointing lights and flood lights will be used to limit any light pollution or interference with airport operations.

Use of frequency emitting devices and potential interference

The use of walkie talkies or other frequency emitting devices will need to be approved in advance by the airport group. Any other electronic plant and equipment used as part of the development that could emit any type of electronic interfere should be submitted to the airport group for approval.

Use of drones

The use of drones will not be permitted on this development without prior approval from MAG. Only the occasional use of drones may be considered by the contractor for the purposes of aerial photography and progress videos. Prior to this being organised the contractor will contact MAG with the arrangements and seek approval before proceeding.

Gas venting

Severe turbulence and power fluctuations in turbine engines could be experienced over gas venting sites during venting of natural (methane) gas or other gases under high pressure. No gas venting of this kind is expected on this development. If for any unexpected reasons, such as accidental gas service damage, MAG are to be notified immediately.

Foreign object debris (FOD)

The potential for foreign object debris to enter the airport airspace or to become airborne has been considered by the contractor. Control measures will be put in place on site to minimise the potential of FOD including site toolbox talks, regular site inspections and reviewing subcontractor method statements to avoid the use of lightweight fencing and tarpaulins etc. Regular inspections will be carried out prior to weekends and long periods such as holidays when the site will be unattended for longer period of time.

	CONSTRUCTION MANAGEMENT PLAN		GMI Construction Group
			Management System
			Rev 4 19/06/2024

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