

CONSTRUCTION MANAGEMENT PLAN CITYLABS 4.0, MANCHESTER



SHEPPARD ROBSON

bruntwood
SciTech

MSP
MANCHESTER
SPECIALIST
PARTNERS

MPS
MANCHESTER
UNIVERSITY
SPECIALIST
PARTNERS

ARUP

Curtins

LAYER

Deloitte

VR

H M

KMHeritage

GT GARDINER
& THEOBALD

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1. Key Stakeholders

Client	Bruntwood CityLabs 4.0 Ltd Ltd Union 2-10 Albert Square Manchester M2 6LW
Employers Agent	Gardiner & Theobald Jo Allen
Architect	SheppardRobson Architects LLP City Tower Picadilly Plaza Manchester M1 4BT
Principal Designer	MLM (Sub consultant to SRA) 3 rd Floor Midmoor House 1-2 Kew Road, Richmond Upon Thames TW9 2NQ
Tendering Principal Contractor	GMI Construction Group PLC Manchester Office Carvers Warehouse 77 Dale Street Manchester M1 2HG
Local Authority	Manchester City Council PO Box 532 Town Hall Manchester M60 2LA

2. Introduction

This Construction Management Plan is prepared to outline the key construction management plan in response to Planning Application 125593/AO/2019 and in particular Condition 4 – Construction fit-out management plan that states:

“Prior to the commencement of the development, a detailed construction/fit-out management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority.”

3. Site Location

The site is located on an existing surface carpark with vacant portacabins, and is bounded by Hathersage road to the front (North), the Winnicot Centre to the West, Melrose Apartments to the East and St Gabriels Halls to the South; it is a live Hospital site that is operated by the Central Manchester NHS Foundation Trust



Site location on google maps image.

The works consist of the construction of Citylabs 4.0, which comprises the construction of a new mixed use office and laboratory building, associated landscaping and section 278 works. The building delivers approximately 14,200 m² of space across 7 floors (Ground through to Sixth inclusive) with additional roof top plant areas. The footprint is approximately 62m long, and average of 32 metres deep, and the overall height of the building is 27.75m above ground level to the roofline, with a further 4m above this to the top of the roof plant screen wall.

4. Hours of Site Operation

The restrictions of working hours as listed in Condition 5 of the Planning Approval, the site working hours will be as follows:

Monday to Friday between 7.30am until 6pm each week, and Saturday between 9am until 2 pm from time to time. There will be no works on a Sunday and Bank Holiday generally; if there does become a requirement for any exceptional circumstances then consultation will be held with the Council to secure approval for the same.

5. Site Contacts / Emergency Numbers

Prior to commencing on site, the primary site contacts will be listed and communicated to key stakeholders including the client Bruntwood, Clients agent Gardiner and Theobald, and Manchester City Council's Highways team. The GMI team responsible for the project (and their contact numbers) will be as follows:

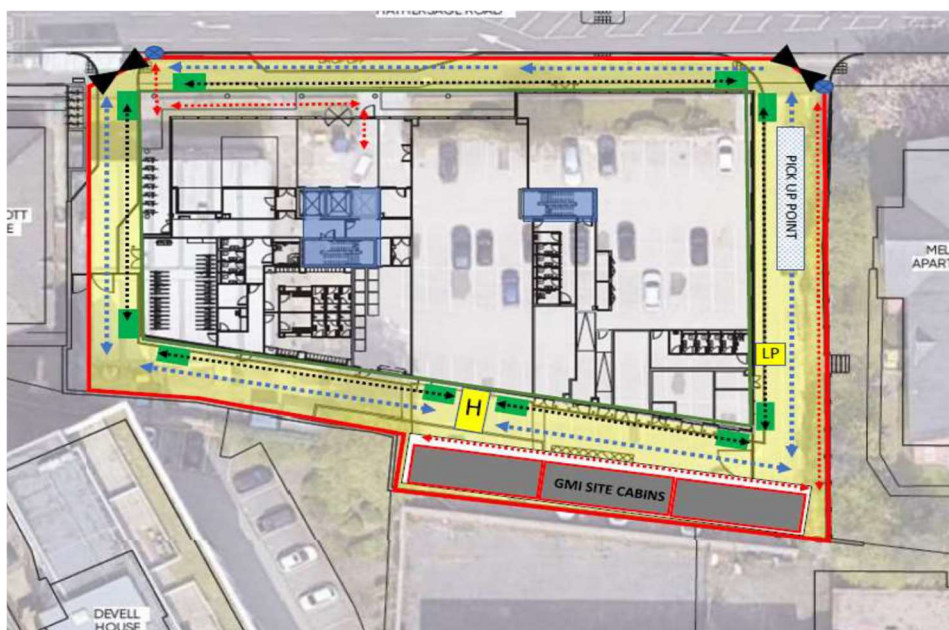
Contracts Manager –	Ian Roberts (07971 240590)
Project Manager –	Tom Challinor (07971 240579)

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.

6. Compound Locations

Due to the nature of this city centre site, accommodation strategy for the workforce and staff is still being developed. Off site premises are being researched / sourced to assist in maximising space on site for material storage and plant movements.

Facilities will be provided on site for washing / toilets / drying appropriate for the workforce.



**Site Logistics
layout showing the
location of the
proposed site welfare
(GMI Site Cabins)**



Visual of the proposed site welfare

7. Details regarding Waste Management (SWMP)

A site waste management plan (SWMP) will be developed and published prior to commencement on site, for approval by MCC Planning. The principles of waste hierarchy best practice (eliminate, reduce, re-use, recycle, recover, disposal) will be applied to the SWMP to ensure the optimum sustainability levels are maintained. A draft SWMP is attached at the end of the CMP.

An early review of the site indicates that the primary wastes generated by the project will be Sub-soil (mainly inert with some localised hotspots – removed and re-used), plasterboard wastes (to be returned back to manufacture for recycling) and mixed waste (packaging, pallets and general construction waste) which is dealt with by being sent to a central plant for segregating and recycling to minimise waste to landfill.

The project Manager will appoint a responsible person, who will take full control and monitoring of the waste stream on site. Initially identifying the types and quantities of waste, suitable waste management options will be determined.

In line with our carbon reductions policy, all waste will be measured to ascertain actual quantities generated, and the final treatment of the same to allow comparison against targets and enables us to seek to improve.

8. Phasing and quantification of vehicular activity

The initial phasing of the work will be the main construction works and from commencement will take in the region of 85 weeks to complete. During this period there maybe additional fit-out works commissioned which will be carried out under the auspices of this main contract and will be managed within the same guidelines and strategy. The quantification of delivery vehicles cannot be detailed precisely at this early stage and will vary in both volume and types of vehicle as the project moves through the key stages as follows:

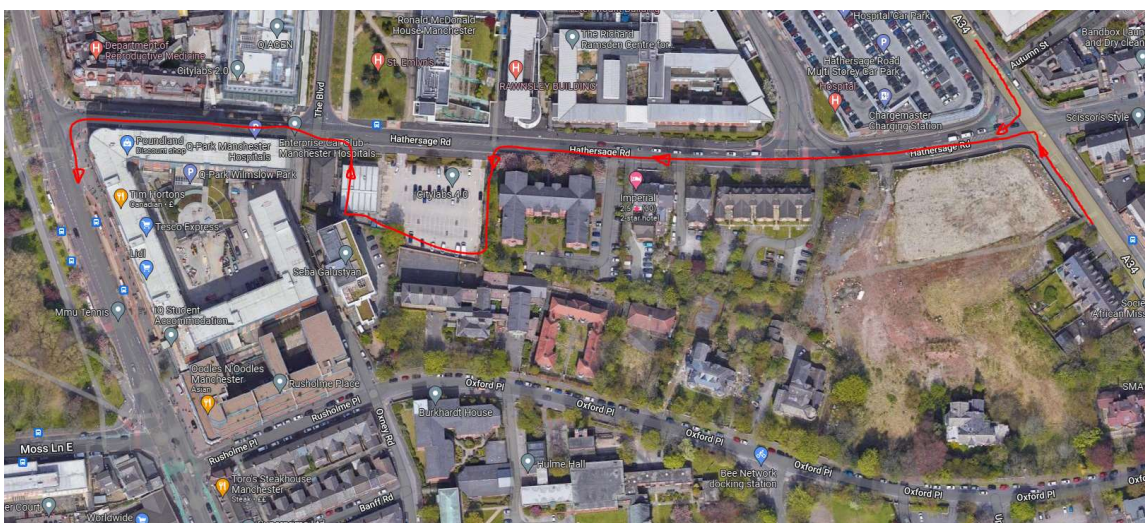
- Initial groundworks, piling, drainage and foundations – the majority of vehicle movements will consist of 6 wheel trucks (spoil wagons, concrete trucks etc..)
- Superstructure frame, roof and external facades – the majority of deliveries will be articulated lorries for the steelwork and long material items such as metal decking
- Internal fit-out (partitions, mechanical and electrical installation etc..) – the majority of vehicles will be split between articulated trucks for large elements such as plasterboard deliveries, and smaller vans / trucks for deliveries of lights / 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 trucks delivering soil, external furniture and fencing

9. Types and frequency of vehicular demands

The types of vehicle movements are listed out above in terms of the various stages; the frequency of movements will vary throughout the phases and from day to day. It is anticipated that on average there will be 18 to 16 vehicle movements each day, however there will be peak periods (for example when a concrete floor is being poured) when there could be 4 – 6 vehicle movements per hour for 6-7 hours on particular days.

10. Routing Strategy and Swept Path Analysis

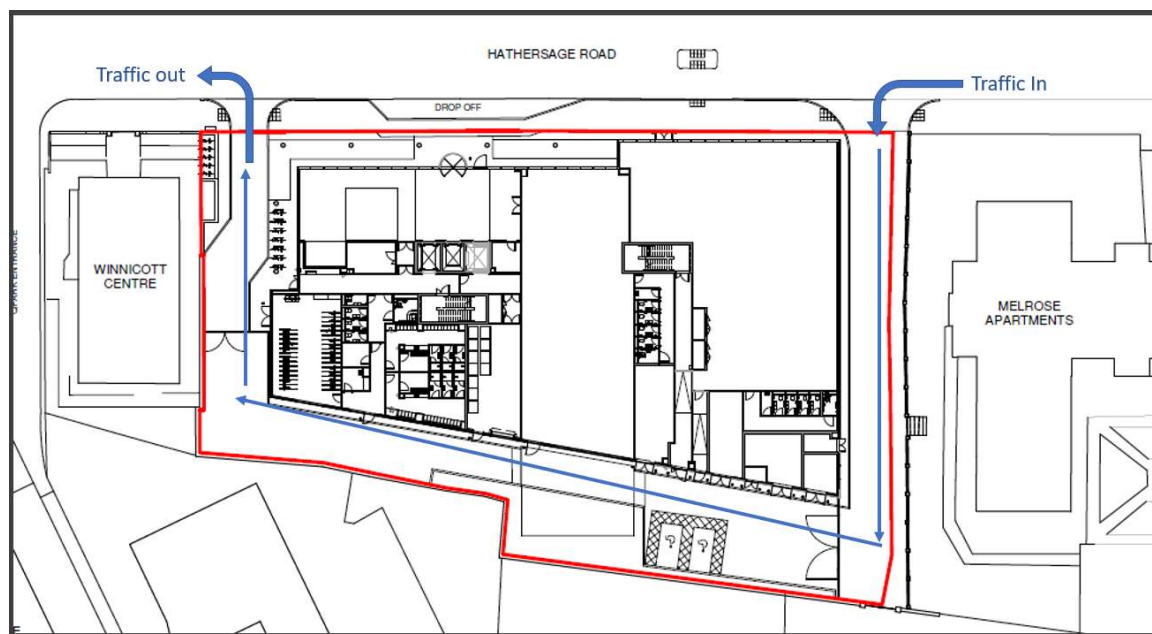
Vehicle access will be from the A34 (to the East of the site) onto Hathersage Road, and then turning left onto the site into the existing entrance to the site (currently the exit to the car park). It is proposed to utilise a one-way system around the site as the layout provides for a minimum 7 metre wide road to the perimeter of the building and it is considered this will offer the most convenient and safest manner for material deliveries. Egress will be from the newly formed entrance to the West of the site onto Hathersage Road turning left.



Traffic route from A34, onto site via Hathersage Road, and off site again.

Deliveries will be so co-ordinated 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 Hathersage Road. In compliance with Planning Condition 13a:

"Deliveries, servicing and collections, including waste collections, shall not take place outside the following hours: 07.00 to 20.00, Monday to Saturday, and 10:00 to 18:00 Sunday/Bank Holiday"



On site traffic route utilising the access road to the perimeter of the building.

In the early stages of the project materials will be stored within the footprint of the site / building area whilst piling, foundations and below ground drainage works are carried out. Material Laydown areas (hardcore areas) will be put in place in appropriate areas for each element. Plant will be stored within the site boundaries.

11. Parking for Construction Vehicles and staff

Due to the tight constraints of the site footprint there will be no parking on site. It is also recognised that parking in the area is a challenge due to the live hospital site and large student presence in the immediate vicinities. The local public transport network is however very good and so we will promote (in line with our carbon reduction plan) as far as possible that these facilities are utilised. Where this cannot be done then there is good parking locally such as the QPark on Hathersage Road where season tickets are available for long term staff / employees, or further afield options. We will promote sensible and considerate parking at all times, and monitor / control parking in the immediate vicinity of Hathersage Road.

12. Sheeting over of construction vehicles

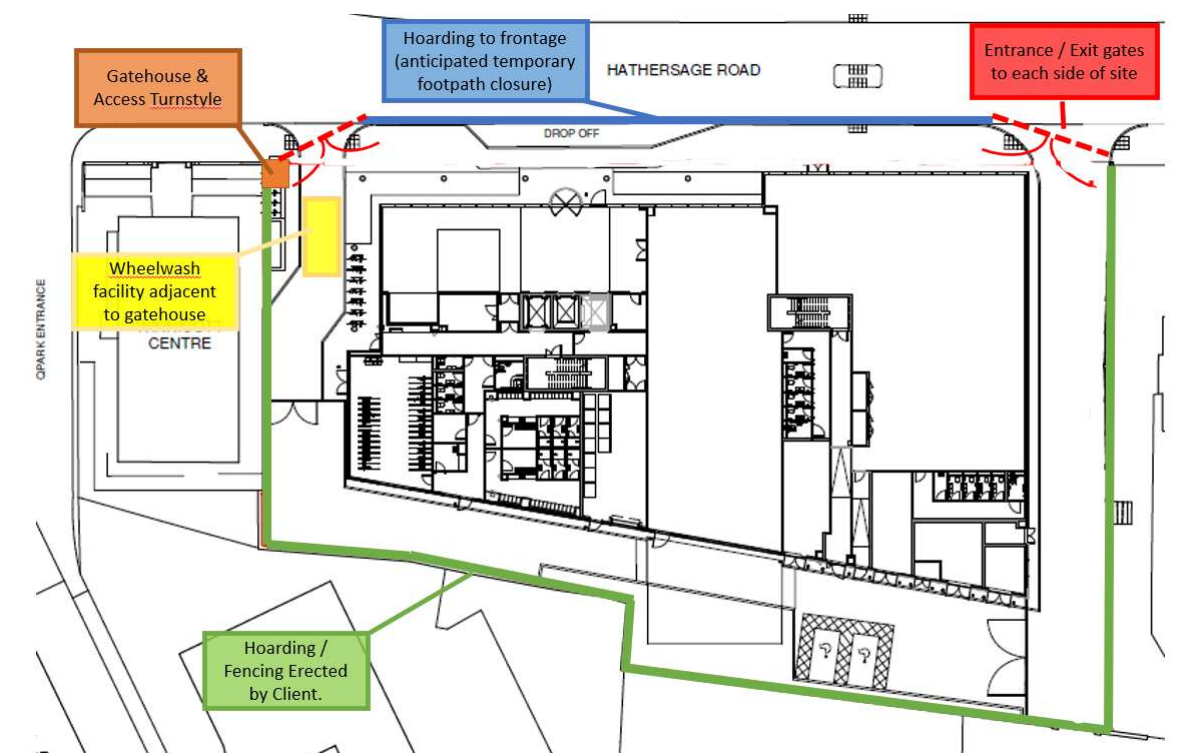
All construction vehicles that carry materials that have the potential to spill or create dust will be required to be sheeted as they arrive on site, or in the case of materials being removed from site as they leave.



When aggregates are delivered to site, these too will be delivered in covered tipper vehicles and their tipping will be supervised by a banksman. The banksman will ensure that tipping is done in a controlled manner to avoid the creation of dust clouds.

13. Details of Wheel Washing

During the early stages of the project, the nature of the work is likely to create mud and debris that if not managed and controlled will permeate out onto the highway creating significant inconvenience and hazards for road users and pedestrians alike. There will therefore be a system to ensure that the wheels of all vehicles are washed and cleared of mud and debris that would be otherwise carried out onto the public highway; this will be located prior to the gatehouse at the exit (as below plan) where the gateman will have the responsibility of checking each and every vehicle before departing site. Beyond this the site management team will regularly review the highway outside the site as it is recognised that even the best wheel washing practices may from time to time still allow some mud to permeate onto the road – should this be the case, roadsweeping facilities will be deployed to remove such contaminants.

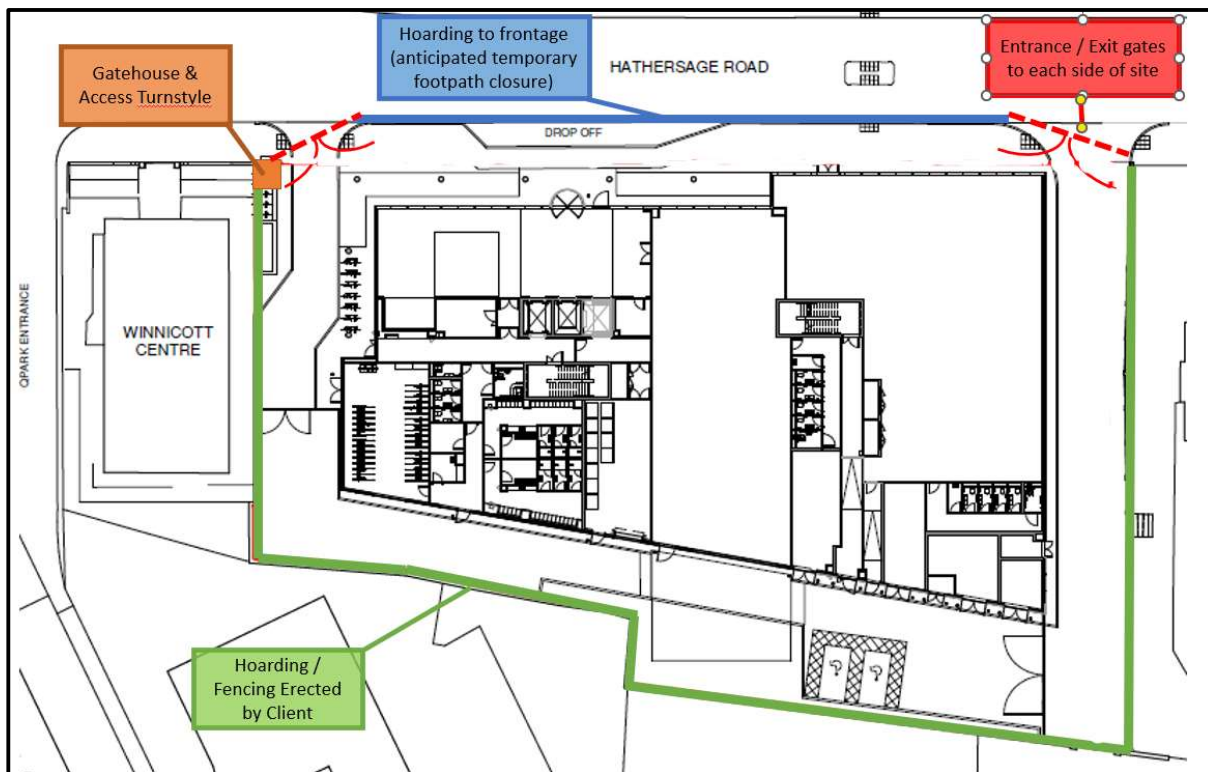


14. Commentary / consideration of ongoing construction works in the locality

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 Hathersage Road). Consequently it is not envisaged that close coordination will be required with other major projects. It will be prudent to monitor this situation at all times and maintain close contact with key stakeholders at all times and on a regular basis; in particular MCC Highways will be regularly consulted to ensure excessive disruption to the local road network is eliminated and managed effectively at all times, especially around peak times such as the Christmas period. The external Section 278 works will be planned to coincide with periods that are best suited to the Highways Team.

15. The erection and maintenance of security hoardings

The client has / will erect a hoarding to the 3 "internal" elevations of the site as indicated on the below hoarding and gates strategy plan, which will remain in place for the duration of the works. The frontage to Hathersage Road will receive a full hoarding all in accordance with Manchester City Council Highways Teams requirements. It is proposed to effect a temporary footpath closure for the duration of the project in order to adequately ensure the health and safety of the public as well as provide sufficient working area for the construction works to be carried out.



Plan showing proposed hoarding, gates and controlled pedestrian access strategy

The hoarding line will be equipped with CCTV cameras to ensure observation of the perimeters 24 hours a day, 7 days per week; the cameras will be monitored remotely with emergency response system in place along with emergency contact number for key personnel.

A gatehouse and biometric entrance turnstyle will be located as shown on the plan above. A dedicated gateman will ensure the efficient and safe movement of vehicles both entering and leaving the site, as well as Marshalling / managing any unexpected deliveries to prevent issues on the highway. The workforce, staff and visitors will be required to enter and leave site via the turnstyle only – this will allow control of persons on site and prevent members of the public from gaining unauthorised access.

An additional benefit of a considered hoarding strategy is the prevention / mitigation of noise and dust nuisance.

Dust levels will be regularly monitored, visually by the site management team. No mechanical cutting of materials will be undertaken without suitable and sufficient measures in place for the control of dust. This will include dust suppression attachments in place and in use for wetting down at the cutting edge or the provision of at tool extraction.

In the case of adverse weather conditions (Hot / dry weather) a full wetting down operation will be undertaken utilising towed water dispenser bowlers and vehicles will be restricted to determined routes on site.

Emissions from plant/vehicles will be kept to a minimum by keeping plant properly maintained and regularly serviced and machines/plant in intermittent use will be shut down in intervening periods between work.

With respect to Air Quality generally it will be a site rule that there shall be no burning of ANY materials on site and GMI Construction will ensure that this rule is implemented and complied with.

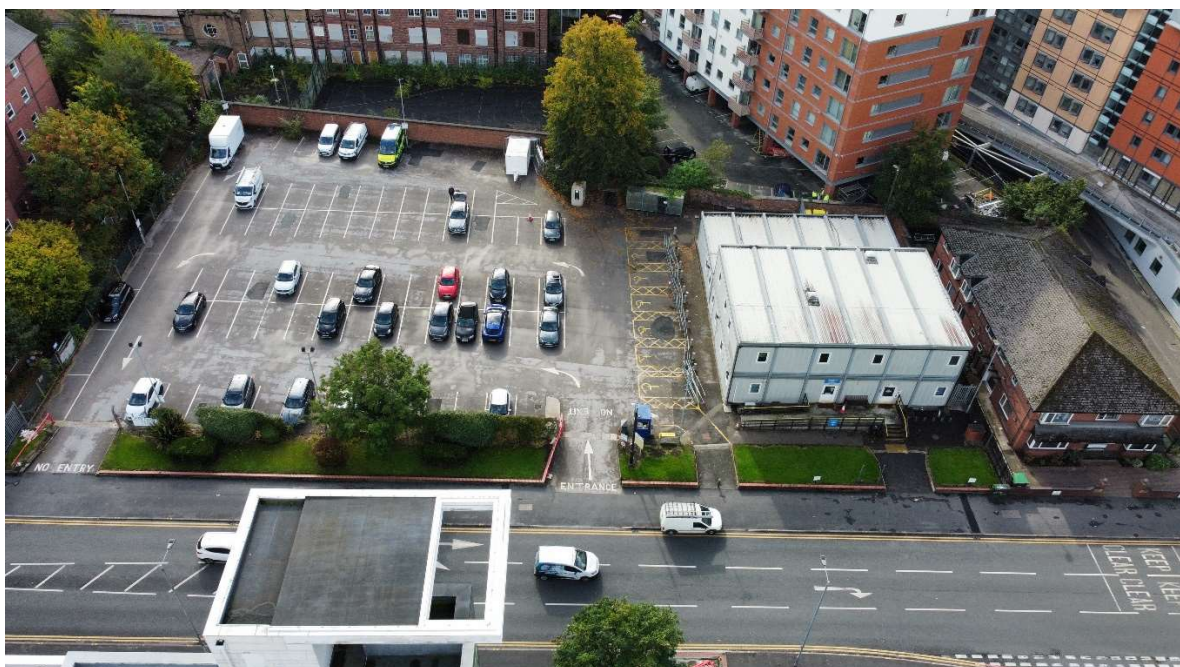
16. Details of access into the premises

Pedestrian access / egress onto site for the workforce and visitors will be via a biometrically controlled turnstile located in the hoarding facing Hathersage road (please see plan in section "The erection and maintenance of security hoardings" above for further details). All personnel entering site will be required to be inducted, and following this will be set up with the access control system using a biometric reader (fingerprint / facial recognition) thus controlling persons able to enter site. Outside of this control, any ad hoc / one off visitors will require supervised access only. Once inside the site perimeter, pedestrian walkways will be defined by use of barriers and gateways to ensure the safe segregation of pedestrians from site traffic and plant moving.

17. Dilapidation Survey

In line with best practice a full dilapidation survey has been carried out to all boundaries, adjacent properties and highways to ascertain the existing condition of each. Appended to this document is a photographic Dilapidation Survey recording the general condition (see example below), and where defects are clearly evident close up photographs record such matters, along with a written description of the defective elements. Ideally the inspection will be jointly carried out by interested parties and stakeholders. The completed will be circulated to the client and all interested parties within 2 weeks for good record.

In addition to in house dilapidation surveys a joint survey of the highways and surrounding areas will be arranged with Manchester Council Highways department. Additional surveys and arrangements with other stakeholders will be arranged as required. Additional surveys will be carried out post commencement of construction.



Example image of the site recording general condition including the Winnicott Centre and highways

18. Noise and vibration from the proposed development works.

GMI appreciate that noise from construction works can be intrusive or disruptive and for this reason, our activities / deliveries will only be undertaken between normal working hours.

A Baseline Noise Survey was undertaken and approved as part of the application submission and appended to the Environmental Statement. This aimed to characterise the existing daytime and night-time noise climate at the closest noise sensitive receptors to the Proposed Development. The Environmental Statement also provides an assessment of construction noise and vibration levels.

Construction Noise

Noise from the site works has been assessed using BS5228-1. Calculations of noise levels at selected receptors have been based on typical noise levels for construction processes taken from BS5228-1. Noise levels from the following operations have been assessed:

- Demolition
- Enabling works and remediation
 - Site clearance
 - Ground excavation and earthworks
 - Reinstatement and compaction
- Construction
 - Piling
 - Foundations
 - Superstructure

Details of machinery and equipment proposed to be used in the construction phase of the project with their expected noise levels have been assessed below:

Plant & Equipment	Expected dB levels	Duration	Location	Noise sensitive receptor	Mitigation
Piling rig	90dB within 2m of engine.	80% of full working day	Full building footprint	Melrose Apartments / Devell House / Winnicott Centre	Regular vehicles checks and maintenance / Shut down when not in use
Excavators	85dB within 2m of engine.	80% of full working day	Full building footprint	Melrose Apartments / Devell House / Winnicott Centre	Regular vehicles checks and maintenance / Shut down when not in use

Generators	75dB within 2m	Full working day	South of site near cabins	Melrose Apartments / Devell House	Attenuation screens / Silent generators / permanent power connection for overnight heaters later in the programme
Concrete breakers	100dB within 2m	Short duration bursts	Full building footprint	Melrose Apartments / Devell House / Winnicott Centre / Ronald McDonald House	Attenuation screens / Use low noise emission equipment when possible
Forklifts	85dB within 2m of engine.	70% of full working day	Perimeter site roads	Melrose Apartments / Devell House / Winnicott Centre	Regular vehicle checks and maintenance / Turn off when not in use
Delivery vehicles	85dB within 2m of engine.	50% of full working day	Perimeter site roads	Melrose Apartments / Devell House / Winnicott Centre	Deliveries only permitted within planning hours above
Hoist	80dB within 2m	10% of full working day	South perimeter road	Melrose Apartments / Devell House	Regular vehicle checks and maintenance / Turn off when not in use

Based on the survey data, the criteria for a potential significant effect are shown in the Tables below. These figures will be used as the maximum permissible noise and vibration levels to be monitored at the site boundary.

Noise sensitive receptor location	Ambient noise level, dBL _{Aeq}	Construction noise criteria, dBL _{Aeq}
Ronald McDonald House	65	70
Melrose Apartments	58	65
Devell House and St Gabriel's Hall	51	65

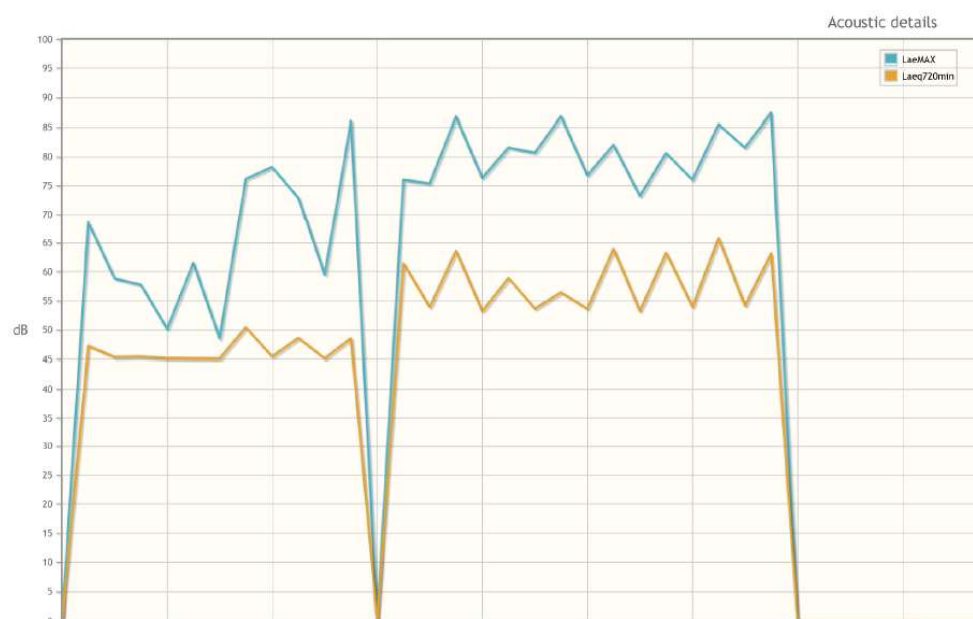
Table: Survey Data

Threshold	Impact Classification	Vibration magnitude, PPV ¹ (mm/s)
Lowest observed adverse effect level (LOAEL)	Minor	0.3
-	Moderate	-
Significant observed adverse effect level (SOAEL)	Major	1.0
Note ¹ Determined at the worst location on a normally loaded floor (usually the centre of the floor).		

Table: Daytime construction noise criteria for a potential significant effect where the level is between LOAEL and SOAEL

These levels will be monitored and recorded at all the closest sensitive receptors via the use of a permanent environmental monitoring stations to check the maximum permissible levels above are not exceeded.

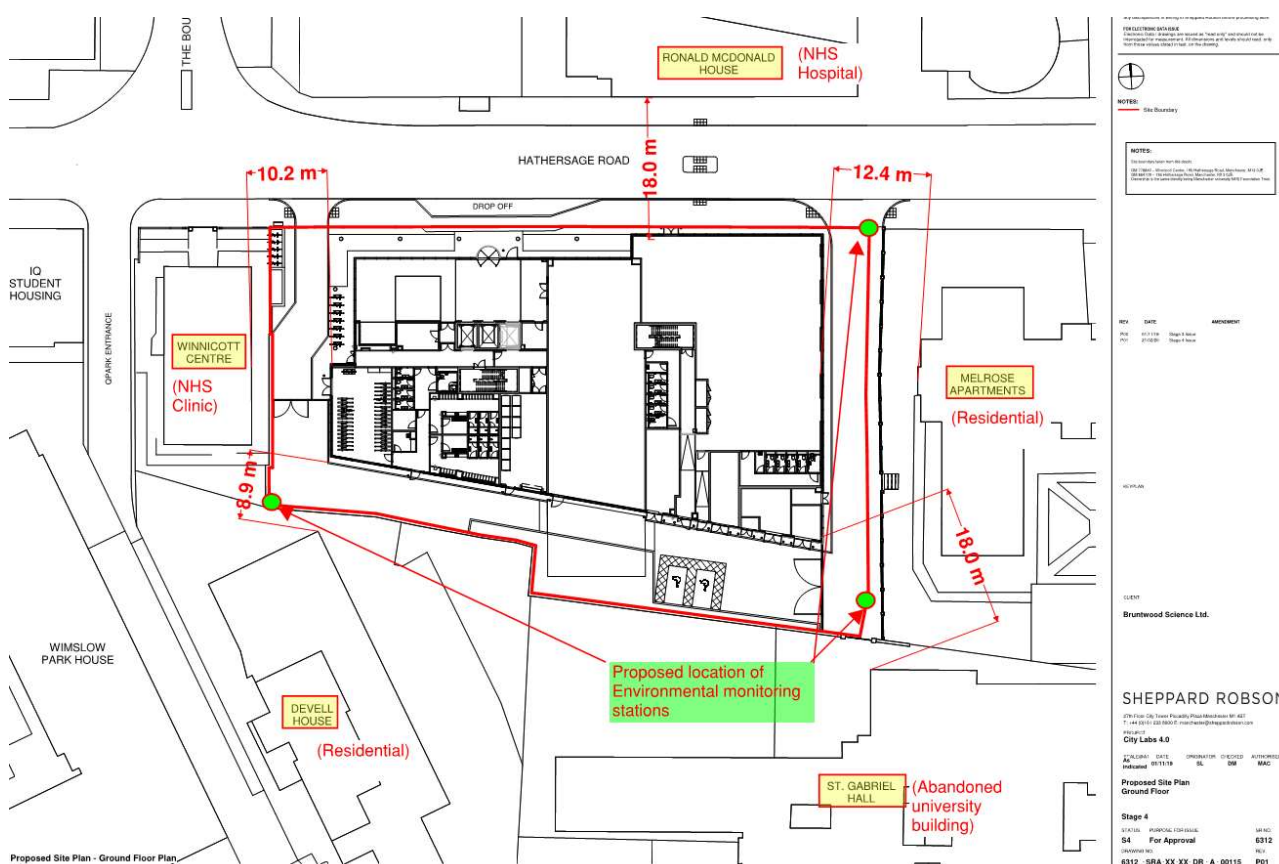
This monitoring will be in operation for the duration of the project and the dBLAeMAX & dBLAeq and will be consistently monitored and recorded. An example of the acoustic data that will be monitored is shown below.



The environmental monitoring stations will be commissioned with the above maximum permeable levels and alerts via email and text message notifications will be sent to the site supervisor if the limits are approached or exceeded.

Where alerts have been issued and the maximum levels are approached or exceeded, work shall cease until the cause of the exceedance has been identified, further control measures are put in place, and where necessary an alternative method of work established.

The proposed location of the monitoring stations are shown below. All the potential sensitive noise receptors and the distances from the new building have also been shown on the figure below for clarity.



Noise levels will also be measured/monitored regularly to avoid potential significant impacts to other sensitive receptors 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 when not in use.
- 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.

Construction Vibration

The Environmental Statement also provides an assessment of construction vibration impact based on the types of plant and machinery that would be used. Vibration from the construction of the scheme has been assessed using the criteria presented in the Table below:

Threshold	Impact Classification	Vibration magnitude, PPV ¹ (mm/s)
Lowest observed adverse effect level (LOAEL)	Minor	0.3
-	Moderate	-
Significant observed adverse effect level (SOAEL)	Major	1.0
Note ¹ Determined at the worst location on a normally loaded floor (usually the centre of the floor).		

Table: Thresholds of effects of vibration for residential buildings

The above vibration limits will also be monitored by the 3no environmental monitoring stations on site and alerts via email and text message notifications will be sent to the site supervisor if the limits are approached or exceeded.

Where alerts have been issued and the maximum levels are approached or exceeded, work shall cease until the cause of the exceedance has been identified, further control measures are put in place, and where necessary an alternative method of work established.

The risk of damage to buildings from ground borne vibration has also been assessed. This ensures there is no risk of the lowest damage category (cosmetic) being exceeded.

Category of building	Peak particle velocity ¹ (mm/s)	
	Transient ² vibration	Continuous ³ vibration
Structurally sound buildings	12	6
Notes: 1 At the building foundation 2 Transient relative to building response e.g. from impulsive plant 3 Continuous relative to building response e.g. from vibrating rollers		

Table: Vibration impact criteria for damage to buildings (conservative criteria below which there is no risk of cosmetic damage)

Works on Site will be undertaken to ensure these thresholds are not exceeded through use of appropriate equipment and construction and demolition methods.

The large majority of the works will not cause appreciable vibration, with the potential exception of piling for building foundations and/or retaining walls. There will be no piling by impact hammer driving; piling is expected to be by continuous flight auger (CFA) or other boring techniques, to control noise.

With the exception of Devell House, the minimum distance between possible piling locations and the closest off-site buildings, (the closest receptor to the development) is around 10m. At this distance from the piling ground vibration is expected to be in the region of 0.3 mm/s peak particle velocity (PPV). Even allowing for amplification within buildings, this is unlikely to exceed the threshold of likely complaints of 1.0 mm/s PPV. Higher vibration may occur for a short period of time when piling is close to Devell House but will quickly diminish as the works move further away so will be a very short term moderate impact. Therefore, vibration is assessed as a not significant effect.

19. Communication Strategy with residents which shall include engagement, consultation and notifying of residents.

GMI Construction understands the impact of its operations upon the local community and in particular the immediate neighbours of the project. GMI Construction are in Partnership with the Considerate Constructors Scheme, a condition of which is that all our sites are registered accordingly with this scheme which sets and monitors the site against industry standards and helps to integrate the site with its surroundings and adjoining neighbours, as well as focusing on site appearance /safety / welfare / environmental and community issues.

Prior to commencement on site stakeholder mapping will be carried out to identify each and every person, business and other parties that maybe affected by the carrying out of the construction work. The addresses of all parties will be obtained to allow communication channels to be opened. Examples of parties identified at this early stage are:

- The Winnicott Centre 195-197 Hathersage Road M13 0JE
- Ronald McDonald House Childrens Hospice, Hathersage Road, M13 0BH
- Residents of Melrose Apartments located immediately to the East of the site,
- Imperial Hotel, 157 Hathersage Road, M13 0HY

Initial contact will be made some 4 weeks prior to the main works commencing with the first of regular newsletters being posted. The newsletters typically will include details of the construction team including contact details, an outline of the upcoming activities, and in particular communication on any activities that is likely to cause a nuisance such as noisy activities. We will explain what mitigation measures and considerations has been taken to minimise any issue, the likely timescale and contact details in things are difficult to cope with. Usually it is found clear honest communication to give a clear understanding of the processes required is sufficient to build trust and understanding.

Additionally, notice boards located on the site hoarding as part of our Considerate Constructor commitments allows access for feedback to enable us to respond to issues – this could be from the general public, passers by or local businesses outside of the immediate vicinity.

20. Conclusion

The above strategies, processes and controls will be implemented throughout the whole period of construction works and will be regularly reviewed and maintained, and if and where necessary amended to ensure safeguarding of the amenities of nearby residents, neighbours and businesses, and maintains the highest possible level of highway safety for the benefit of road and footpath users.

	SITE WASTE MANAGEMENT PLAN						QES 2_4_4_12 Sheet 1 of	
	Site: <i>Citylabs 4.0 – Hathersage Road, Manchester</i>							
	Issued by:	R. Ianson	Approved by:	A. Judge	Issue Date:	19/12/2022	Issue Number:	-

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OBJECTIVE: To ensure appropriate records are maintained for ALL waste removed from site by the PRODUCER and where practicable identifies **WASTE MINIMISATION ROUTES** as identified by designers, subcontractors and waste management transfer stations.

PROCEDURE:

All waste leaving site **MUST** either be accompanied by a Waste Transfer Note, or a Hazardous Waste Consignment Note. It is a legal requirement that a copy of each of these notes **MUST** be retained by the site and kept with this site waste management plan. Copies of the Waste Carriers Licence & Disposal site permit **MUST** be obtained before waste is removed from site and recorded in the Construction Phase Plan Environmental Section.

Requirements of this plan:

- A** - Record site information
- B** - Record exemptions registered on the site (e.g. U1, T7, T5)
- C** - Outline waste minimisation for Non-Hazardous waste
- D** - Outline waste minimisation for Hazardous waste
- E** - Record description of waste and 6 digit EWC code derived from table 2. (If waste is not shown on this list please consult QES3_1_2_3 Waste Management document)
- FF** - Record disposal site name and permit number. Record Permit details in CPP Book 2 Section 6 with prefix FF + Row Number
- G** - Record date waste was first removed from site and date last skip left site
- HH** - Record waste carrier name & waste carrier licence number. Record licenses in CPP Book 2 Section 7 with prefix HH + Row Number
- I** - Record unique transfer note number and unique consignment note number
- J** - Record quantity (this must be updated monthly when the waste returns are received from the disposal site)

IMPORTANT: The below code to be used incrementally on any hazardous waste Consignment Note identifying loads leaving site.

! GMI Project No. ! Note No. !

SITE HAZARDOUS WASTE CODE: (If required for addition to CONSIGNMENT NOTE)	G	M	I	C	O	N	/								

For further information regarding completion of waste transfer notes and consignment notes refer to 3_1_2_3 Waste Management Recycling Reuse document.

	SITE WASTE MANAGEMENT PLAN						QES 2_4_4_12
	Site: <i>Citylabs 4.0 – Hathersage Road, Manchester</i>						Sheet 2 of
	Issued by: R. Ianson	Approved by: A. Judge	Issue Date: 19/12/2022	Issue Number: -			

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SITE WASTE MANAGEMENT PLAN:

A) SITE INFORMATION
(Required)

Site Name Citylabs 4.0	Contract Number: 619	Site Manager Kate Miller
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B) WASTE EXEMPTION(s)
REGISTERED & ATTACHED
TO THIS PLAN: (If
required)

Signature: 	Date: 	Exemption:
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C) PROCEDURES FOR
MINIMISING NON-
HAZARDOUS WASTE:
(Required).

- Prevent over ordering of raw materials - Store materials correctly and securely to avoid damage - Ensure packaging is returned back to the supplier to re-use or dispose of - Encourage materials to be brought to site in reusable containers - Re-use site won materials from the demolition foundations and site turnover obstructions etc - Encourage the local collection and reuse of site wood and pallets through local collection services - Recycle all canteen waste via segregated recycling bins

D) PROCEDURES FOR
MINIMISING HAZARDOUS
WASTE:
(Required).

- Hazardous construction materials will not be specified for this project - Gypsum product waste will be segregated and recycled as required - Required controls will be in place to prevent diesel spillage - Training for staff and Sub-contractors that attend site - Segregated hazardous waste bins for aerosol containers

	SITE WASTE MANAGEMENT PLAN						QES	
	Site: <i>Citylabs 4.0 – Hathersage Road, Manchester</i>						2_4_4_12	
	Issued by:	R. Ianson	Approved by:	A. Judge	Issue Date:	19/12/2022	Issue Number:	-

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TABLE 1: IMPORTANT: It is required any change to **waste**, **waste carrier** or **waste manager** requires use of another row below.

	E	FF	G	HH	I	J
	DESCRIPTION OF WASTE & EWC CODE	DISPOSAL SITE (RECORD ENVIRONMENTAL PERMIT/EXEMPTION NO)	DATE FROM - TO	WASTE CARRIER NAME / LICENCE NO / LICENCE EXPIRY DATE	WTN OR HWCN UNIQUE NUMBER	Waste Quantity Tonnes
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						



	SITE WASTE MANAGEMENT PLAN							QES 2_4_4_12 Sheet 4 of
	Site: <i>Citylabs 4.0 – Hathersage Road, Manchester</i>							
	Issued by:	R. Ianson	Approved by:	A. Judge	Issue Date:	19/12/2022	Issue Number	

	SITE WASTE MANAGEMENT PLAN							QES 2_4_4_12 Sheet 4 of
	Site: <i>Citylabs 4.0 – Hathersage Road, Manchester</i>							
	Issued by:	R. Ianson	Approved by:	A. Judge	Issue Date:	19/12/2022	Issue Number	

	SITE WASTE MANAGEMENT PLAN							QES 2_4_4_12 Sheet 4 of
	Site: <i>Citylabs 4.0 – Hathersage Road, Manchester</i>							
	Issued by:	R. Ianson	Approved by:	A. Judge	Issue Date:	19/12/2022	Issue Number	

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TABLE 1: IMPORTANT: It is required any change to **waste, waste carrier** or **waste manager** requires use of another row below.

[illegible]

This form is an uncontrolled document when printed

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TABLE 2

Estimated target tonnes added to table before start of works. Waste totals added on completion of works.

	INDEX of Waste Type	Waste Classification	Waste Minimisation Route	EWc No.	ACTUAL WASTE TOTAL on completion of works Tonnes		Estimated Waste Target Tonnes
1	SOIL/STONES (Loose / Dry)	Non-hazardous	Re-use / Re-cycle	17 05 04			1400
2	WOOD	Non-hazardous	Re-cycle	17 02 01			42
3	CARDBOARD / PAPER	Non-hazardous	Re-cycle	20 01 01			1
4	METAL – (lose mixed)	Non-hazardous	Re-cycle	17 04 06			7
5	CONCRETE / BRICKS / TILES / CERAMICS	Inert	Re-use / Re-cycle	17 01 07			7
6	CONCRETE (Broken)	Inert	Re-use	17 01 01			11
7	PLASTER / GYPSUM	Non-Hazardous	Re-cycle	17 08 02			91
8	PLASTIC	Inert	Re-cycle	17 02 03			1
9	GLASS	Inert	Re-cycle	17 02 02			0
10	INSULATION	Non-hazardous	Landfill	17 06 04			1
11	CANTEEN WASTE	Non-hazardous	Re-cycle	20 01 08			27
12	AEROSOL PROPELLANTS	Hazardous	Landfill	14 06 03			1
13	MIXED CONSTRUCTION/DEMO WASTE	Non-hazardous	Re-cycle	17 09 04			820
14	MUNICIPAL GENERAL WASTE	Non-hazardous	Landfill	20 03 99			13
15	ASBESTOS	Hazardous	Landfill	17 06 05*			0
16	FLUORESCENT TUBES	Hazardous	Specialist Disposer	20 01 21*			0
17	SEPTIC TANK SLUDGE	Non-hazardous	Specialist Disposer	20 03 04			2
18	OTHER WASTE						

	SITE WASTE MANAGEMENT PLAN							QES 2_4_4_12 Sheet 6 of
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19	OTHER WASTE						
20	OTHER WASTE						

Citylabs 4.0 Hathersage Road

Schedule of Condition

Date: 13/01/2023



Project Address:	Campus, Citylabs 4.0, Citylabs, Hathersage Road, Manchester, M13 9NQ
Infrastructure Assessed	Hathersage Road
Prepared for:	Manchester Science Partnerships Limited
Prepared by:	Georgie Bloor-Lock (Building Surveyor)
Weather conditions at the time of survey:	Light rain showers and a moderate breeze

Contents

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Location Description	3
Construction	3
Hathersage Road	3
Photographic Plan(s)	4
Schedule of Condition	4
Appendix 1 - Site Location and Plan	6

Introduction

The purpose of this document is to provide a dilapidation survey of Hathersage Road complete with photographs and commentary on the condition of the carriageway / footways on construction vehicle routes.

Location Description

Hathersage Road is located in Chorlton-On-Medlock within close proximity to Victoria Park to the south of the city center off Oxford Road. The section of the road due to be heavily trafficked for construction purposes has been bubbled red in figure 1 below.

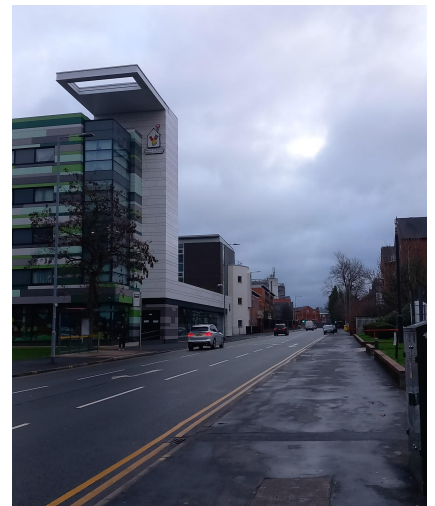
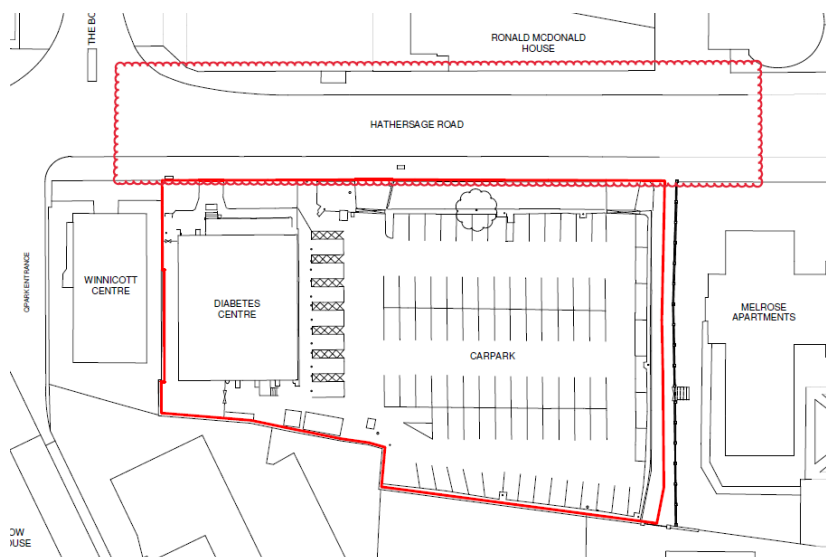


Figure 1

Construction

Hathersage Road

Hathersage Road connects Oxford Road and Plymouth Grove and is roughly 0.7 miles long. Hathersage Road provides access to the South of Manchester General Hospital, The Winnicott center and Wilmslow Park which is student accommodation as well as many more establishments including Hospitals and Retail.

The road and carriage are asphalt with concrete kerbs. There are a number of galvanized steel stanchion lamp posts, and a bus stop including associated bus signs. The surface to this area consists of perfecta paving and brick pavers.

The roads are lined with double yellows and strike lines. There are a number of concrete manholes to below ground services, mainly OpenReach telecommunications.

Photographic Plan(s)

The following drawing has been included to compliment the photographs contained within this report so the location can be determined of any defects / damage already in existence:

- Existing Location / Site Plan (Drawing Ref: 6312-SRA-XX-XX-DR-A-00100)

Schedule of Condition

Hathersage Road				
Item	Location / Element	Description	Condition	Photo Ref.
1.0	Footway	Asphalt surface with concrete kerbs	Crack across the surface roughly 1m in one location. Generally in good condition	1.0
1.1	Footway	Asphalt surface with concrete kerbs	Two adjoined cracks across the surface of the footpath. Generally in good condition	1.1
1.2	Footway	Asphalt surface with concrete kerbs	Log surface crack 1m+ . Generally in good condition	1.2
1.3	Borders	Brick wall	3 bricks missing across the wall. Generally in good condition however due to be removed as part of construction work - privately owned	1.3
1.4	Footway	Asphalt surface with concrete kerbs.	Local crazing across the footpath. Generally in good condition	1.4
1.5	Footway	Bus Stop and Signage	In good condition	2.0
1.6	Footway	Street Lighting	In working order and good condition with some graffiti	1.9
1.7	Footway	Concrete kerbs with strike lines	Local chips. Generally in good condition. Strike lines clear and no	1.6

			delamination.	
1.8	Footway	Concrete manhole covers	Generally in good condition	1.5
1.9	Carriageway	Asphalt with white lining	In good condition, no pot holes with no signs of ponding water	1.7, 1.8



Appendix 1 - Site Location and Plan

Ref.	Photos.
1.0	
1.1	



1.2



1.3



1.4





1.5





1.6



1.7





1.8





1.9



2.0



Citylabs 4.0 Hathersage Road

Site Location and Dilapidation Survey Photos

Date: 13/01/2023



Project Address:	Campus, Citylabs 4.0, Citylabs, Hathersage Road, Manchester, M13 9NQ
Infrastructure Assessed	Hathersage Road
Prepared for:	Manchester Science Partnerships Limited
Prepared by:	Georgie Bloor-Lock (Building Surveyor)
Weather conditions at the time of survey:	Light rain showers and a moderate breeze

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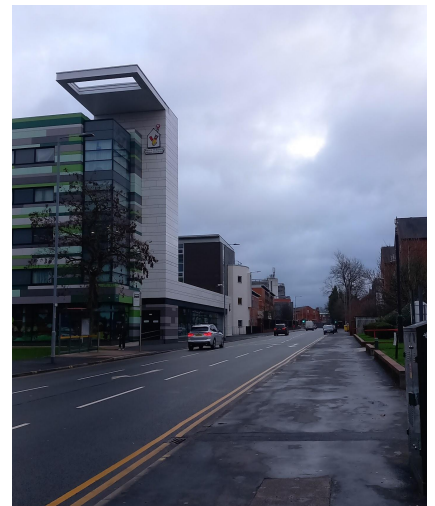
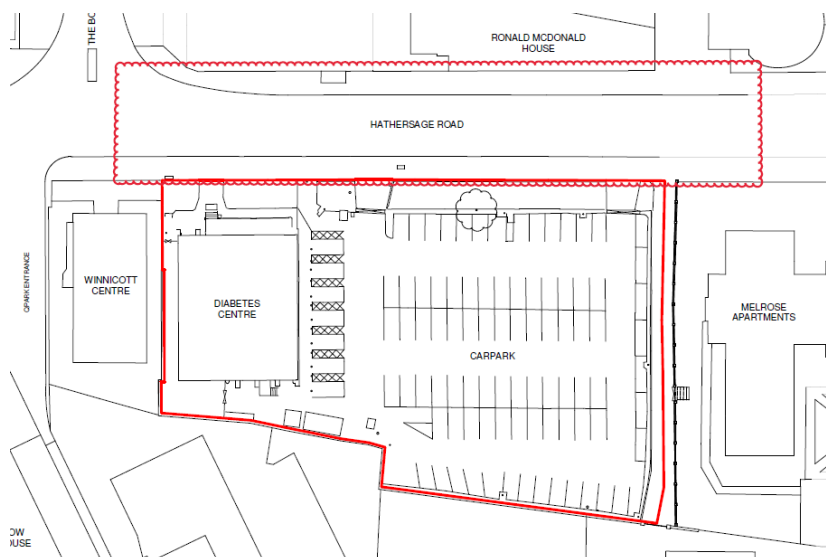


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Appendix 1 - Site Location and Plan

Ref.	Photos.
1.0	
1.1	



1.2



1.3



1.4





1.5





1.6



1.7





1.8





1.9



2.0



CITY
LABS
2.0

THE BOULEVARD

2.0

RONALD MCDONALD
HOUSE

1.9

1.1

HATHERSAGE ROAD

1.5

1.2

1.0

1.4

1.3

IQ
STUDENT
HOUSING

Q PARK ENTRANCE

WINNICOTT
CENTRE

DIABETES
CENTRE

CARPARK

MELROSE
APARTMENTS

WIMSLow
PARK HOUSE

DEVELL
HOUSE

ST. GABRIEL
HALL

Existing Site Plan
1:200

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DO NOT SCALE FROM THIS DRAWING
The contractor shall check and verify all dimensions on site and report any discrepancies in writing to Sheppard Robson before proceeding with work.

FOR ELECTRONIC DATA ISSUE
Electronic data / drawings are issued as "read only" and should not be interrogated for measurement. All dimensions and levels should read, only from those values stated in text, on the drawing.



NOTES:
Site Boundary

NOTES:

Site boundary taken from the desk.

GM 778640 - Winnicott Centre, 165 Hathersage Road, Manchester, M13 0JE.
GM 84106 - 165 Hathersage Road, Manchester, M13 0JE.
Oswestry is the same identity being Manchester University NHS Foundation Trust.

REV.	DATE	AMENDMENT
P00	04/06/19	First Issue
P01	18/06/19	For Information
P02	18/07/19	Stage 3 Issue
P03	01/11/19	Stage 3 Issue - Content and Site Updated
P04	21/02/20	Stage 4 Issue

KEYPLAN

CLIENT

Bruntwood Science Ltd.

SHEPPARD ROBSON

27th Floor City Tower Piccadilly Plaza Manchester M1 4BT
T: +44 (0)161 233 8900 E: manchester@sheppardrobson.com

PROJECT
City Labs 4.0

SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
As Indicated	19/06/19	FM	DM	DM

Existing Site Plan

Stage 4

STATUS	PURPOSE FOR ISSUE	SR NO.
S4	For Approval	6312
DRAWING NO.	REV.	
6312 - SRA-XX-XX-DR - A - 00100	P04	