

87 Rochdale Road, Manchester M4 4JD
Application Number – 131708/FO/2021



Construction and Environmental Management Plan

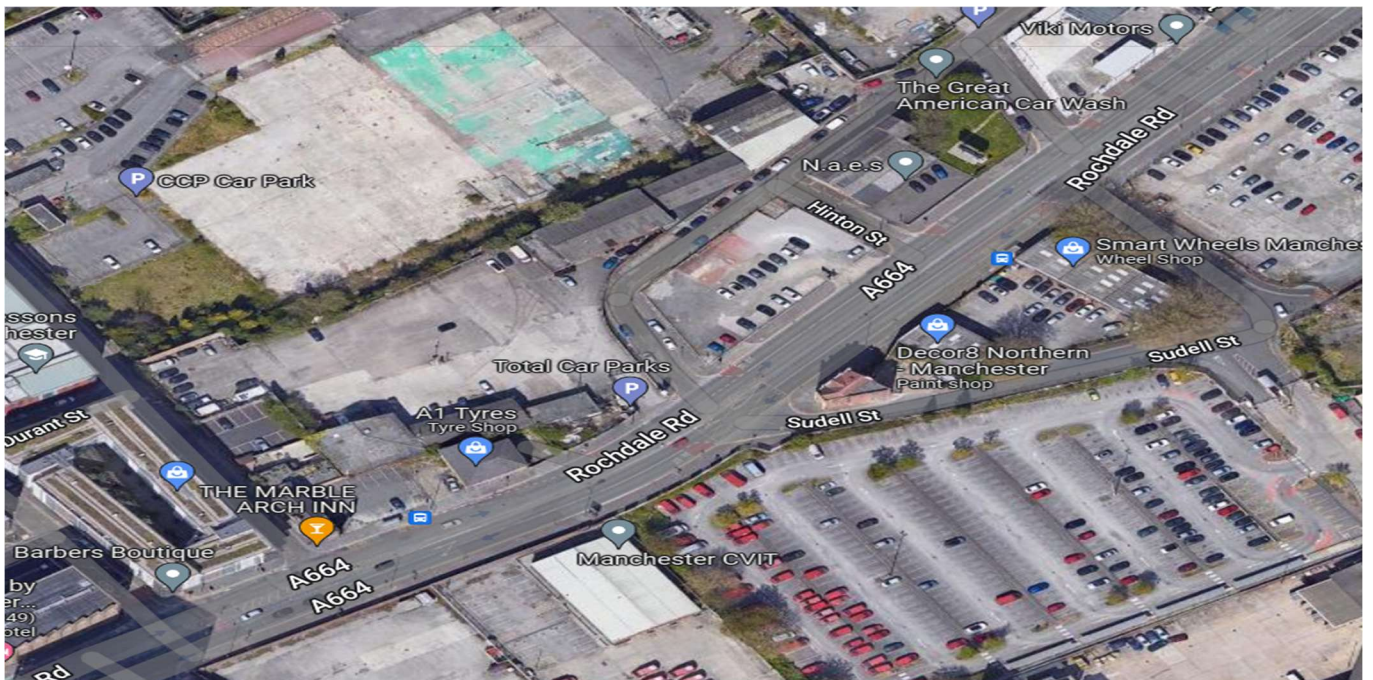
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Foreword

Initial site entrance and highways access proposals have been issued to and approved in principal by Ben Philips, Event and Traffic Management Specialist (City Centre), Highways Department, with final approvals subject to another site meeting following approval of this CMP.

The Site

The site is located at the junction of Rochdale Road and Clive Street, Manchester M4 4HY, formerly the A1 Tyres garage



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The Site Contacts:

Pre-construction Contact – Paul McCole – Project Manager

Telephone: +44 (0) 7747 488 462

Email: Paul.McCole@McGoffgroup.com

Construction Contact – Paul McCole – Project Manager

Telephone: +44 (0) 7747 488 462

Email: Paul.McCole@McGoffgroup.com

Construction Contact – Brendan Caloe – Construction Director

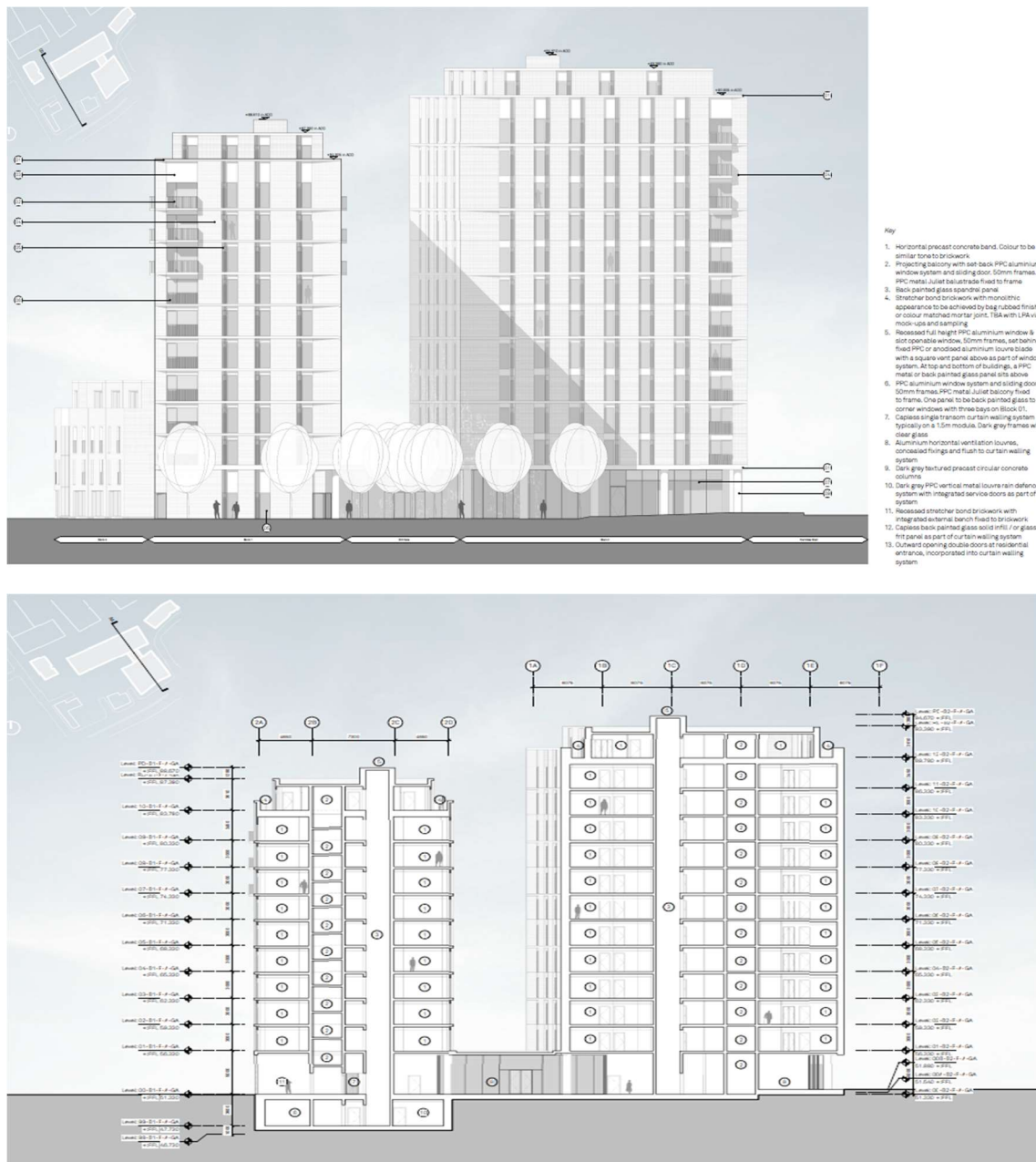
Telephone: +44 (0) 7500 818 494

Email: Brendan.Caloe@McGoffgroup.com

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The Project

The project consists of the design and construction of two apartment blocks and seven town houses. Block 1 is 10 storey and Block 2 is 12 storey high, with a combined number of 237 apartments. There are 3 town houses to build on Clive St and 4 on Back St George Rd. Underground parking is available under Block 1 with 29 bays, and the town houses have their own independent parking. Retail space occupies part of the ground floor. The works also include below ground drainage connections and new utility services.

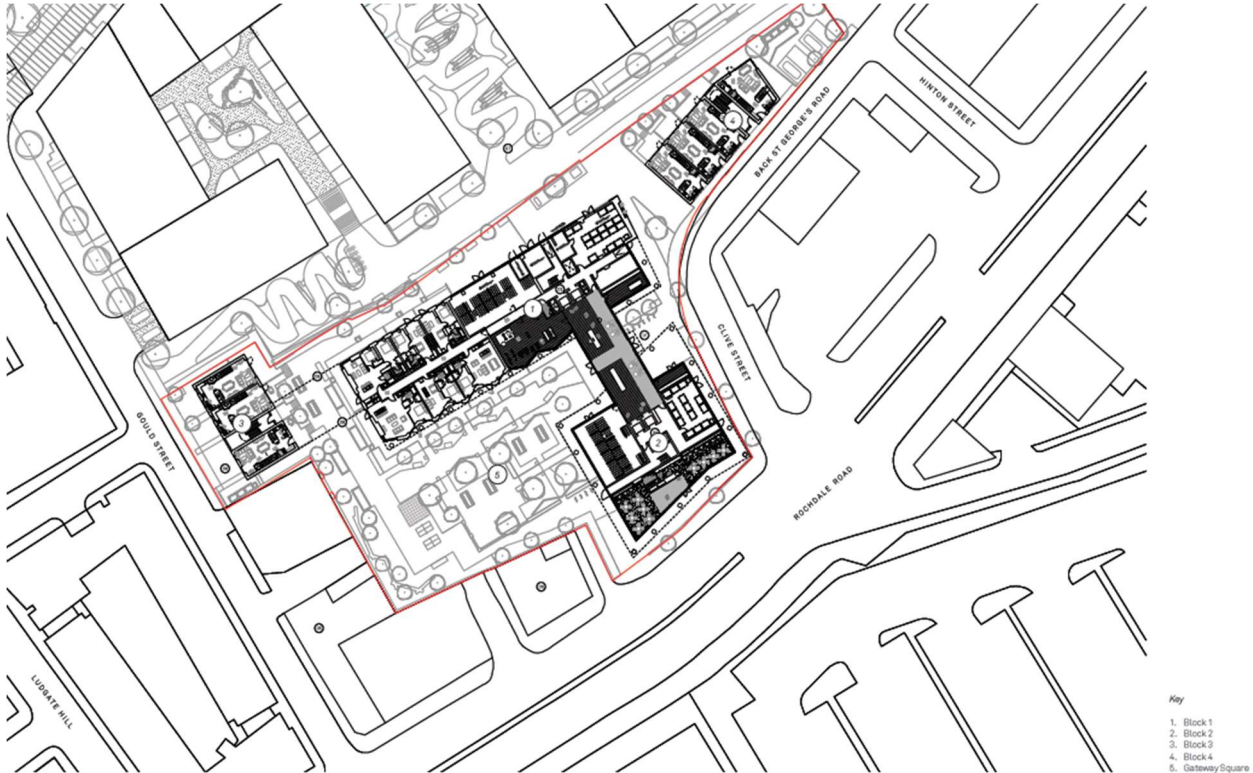


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Preconstruction Activities:



We have listed below some key preconstruction activities/risks to be considered. The list is not exhaustive and will be developed by project team.

- Final meeting with Highways to review the works, site compound area, cabin location, temporary roads, access routes, scaffold and hoarding lines, mobile crane locations, permits, licenses, and skips.
- Produce the Project Risk Register for the Works.
- Risk of environmental harm to the surrounding properties/drains/highways.
- Review the control of vibration, noise and air quality/dust control.
- Working around live services.
- Producing a Traffic Management Plan – approvals, permits, licenses loading out, deliveries, skip location, avoiding congestion, access routes, emergency vehicle access, pedestrian and vehicle segregation, refuse collection and the like.
- Produce a Fire Assessment and associated Fire Plans.
- Complete the Project Construction Health, Safety and Environmental Plan.
- Check with the surrounding building owners/occupiers and Highways Inspector if there are any planned building works or road closures.
- Consideration of the use of local labour and suppliers.
- Appoint the Principal Designer.
- Put in place a Planning Matrix, Building Control Matrix.
- Design Schedule, Subcontract and Material Procurement Schedules.
- Appoint the Temporary Works designer and produce the TW schedule and designs.
- Carry out drainage surveys.

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- Check the existing Topographical level and manhole levels.
- Undertake Dimensional surveys and M+E surveys.
- Submit Building Control Approval documents and review and answer Building Control queries.
- Ensure the public are not put at risk and maintain safe access around the outside of the site boundary.

Construction Programme:

Our summary construction program for the works is appended to this document.

The anticipated start date is March 2023.

The construction end date is November 2025.

The date of first occupation is December 2025.

The works will not be phased, and the blocks and town houses will be handed over as a full project.

Operational Control Measures:

The McGoff Project Manager will maintain contact with residents/businesses in the immediate area so that any concerns on environmental impacts may be addressed at an early stage.

Regular visits from the regulatory authorities will be encouraged so they will be confident that controls are in place and monitoring is being carried out.

A proactive approach will be taken to keep all neighbours informed. McGoff will issue newsletters to residents/businesses to keep them informed of the progress on site. A sample letter is appended to this document.

We will work closely with our site operatives, visitors and subcontractors to coordinate the construction works, deliveries, visitors and construction personnel to avoid any disruption to the use of the surrounding highways or residential properties.

Waste Management:

Designated skips will be provided for; Plaster board only

Metal only

Waste concrete (filtered system)

Cardboard/paper/packaging

Mixed waste

COSHH bin

Waste materials inside the building will be loaded into wheelie bins and brought down on a daily basis via goods hoists supplied to both Blocks 1 and 2.

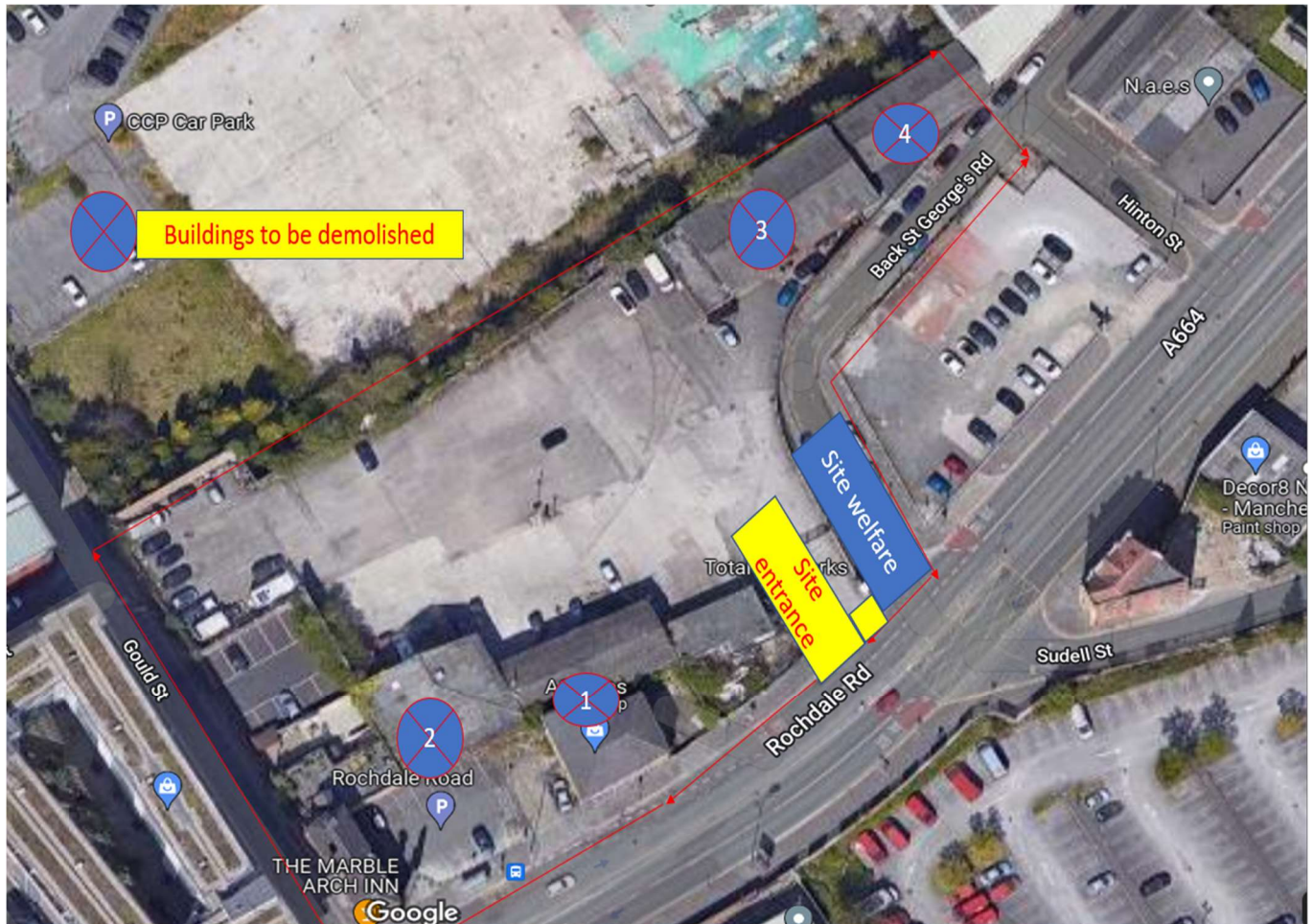
The waste carrier will be fully licensed to remove the waste materials, and delivery/removal tickets will be collected, filed on site daily and uploaded onto our Builderstorm platform.

COSHH bins will be provided for things such as empty silicone tubes, empty paint tins etc.

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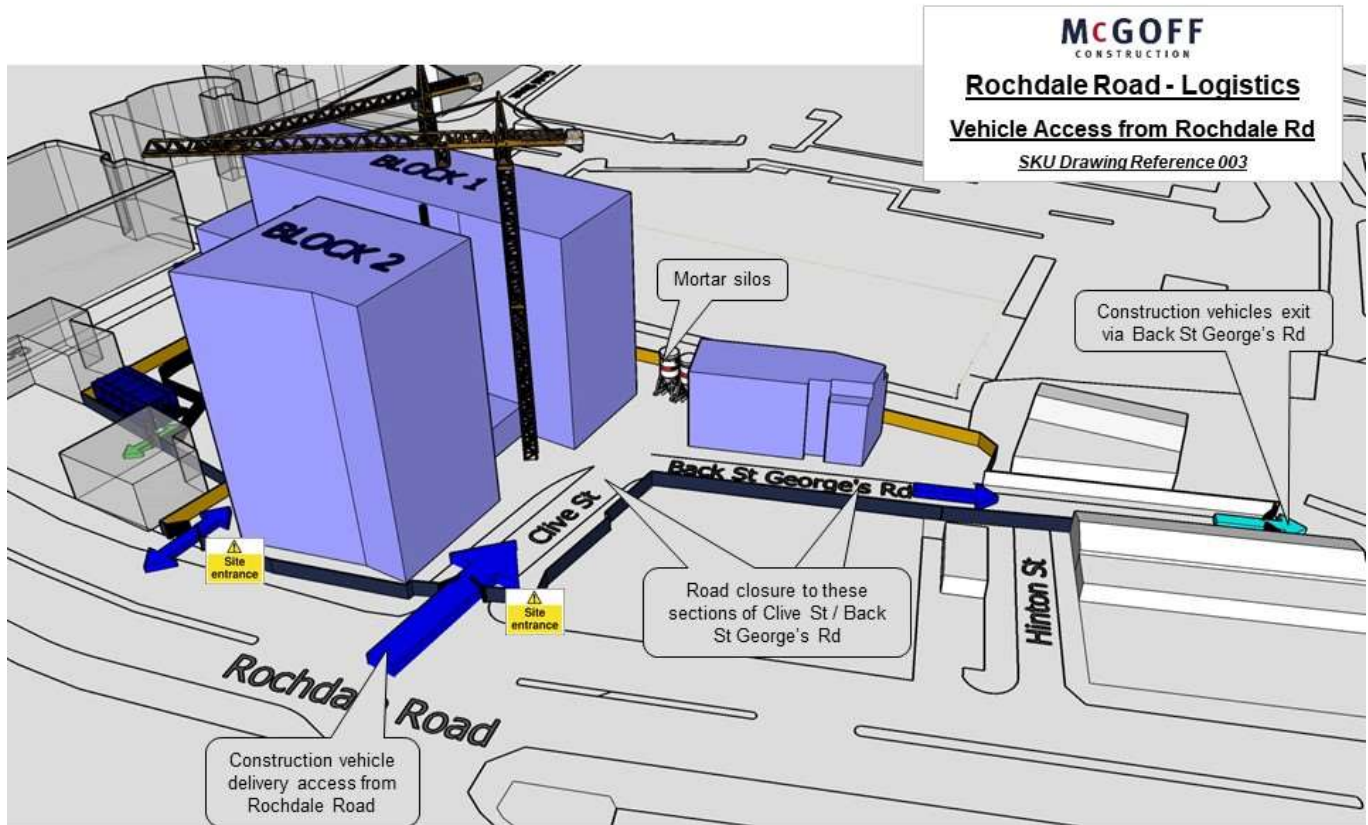
Access to the Site

During the demolition phase the site access and egress will be as shown below.



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Access from Rochdale Road onto Clive St / Back St George Road



This is the key access route for site deliveries during the main build phase. Clive St and a section of Back St George Road will be closed to public traffic. A full Road and Street Act, Chapter 8, traffic management system will be used to control these works.

A further swept path analysis was undertaken by Watermans in Dec 2022 (WIE19453-102-R-1-1-1-Swept Path) using a FTA Design Articulated Vehicle (2016), measuring approx. 16.5m, showing vehicles approaching from both north and south on Rochdale Road can make the turn safely, without mounting the kerb or footway.

The sections of road closure have minimal impact on surrounding businesses and their respective access. A number of cars regularly use these roads for free parking, however there are numerous other on-street and paid parking options in the vicinity.

Manned site entrance gates will be installed within the perimeter hoarding, set back into the initial part of Clive St. This will give better turning maneuverability to construction vehicles, and offer improved safety / visibility benefits.

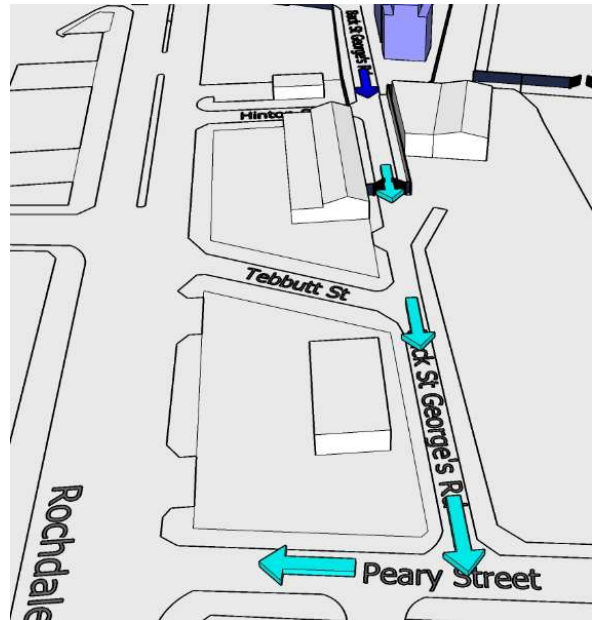
A banksman will be responsible for safe entrance of construction traffic, marshalling of public traffic / pedestrians as required, and ensuring the site gates remain closed when not in use.

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With no turning circle and the inability to safely reverse back onto Rochdale Road, construction traffic follows a one-way system for off-loading before exiting via another manned gate on Back St George Road, located between Hinton St and Tebbutt St. The position of this gate maximises the compound area (and therefore vehicle holding space) with no impact on the neighbouring "Great American Car Wash" business, or access to the adjacent roller shutters / building entrances.

Vehicles proceed along Back St George Road (unable to exit via Tebbutt St due to the acute turn angle that would be required), before turning right on Peary St for a final exit on Rochdale Road.

After leaving site, this section of Back St George Road already has double yellow parking restrictions, however where these are worn / unclear, we would look to make good to ensure this relatively narrow road is kept free of parked vehicles.



Bellmouth on Peary St cut back to assist vehicle turns if required by LA Highways



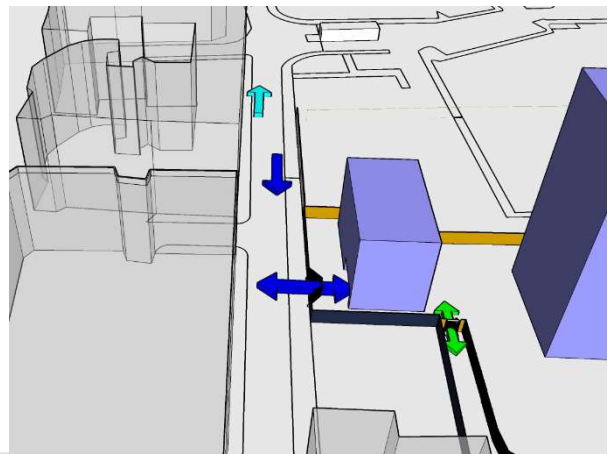
Possible alterations (concrete apron, service protection / diversion etc) may be required on the north side of the footway to Peary St to assist with articulated vehicle turns.

We consider the overall effect from this access point on Rochdale Road to be minimal due to the mitigation measures including booked (timed) deliveries, banksman access, one way system, and a stepped hoarding.

Access to Gould Street Ramp

The completed scheme will see ramped vehicle access for basement parking from Gould St through the lower level of the Coach Houses.

It will be necessary to use this access point during construction to feed both the Coach Houses and basement of Block 1, however vehicle use will be fairly sporadic. Later in the programme, the height restriction of the ramped access within the Coach House will dictate the size of vehicle that can be used.



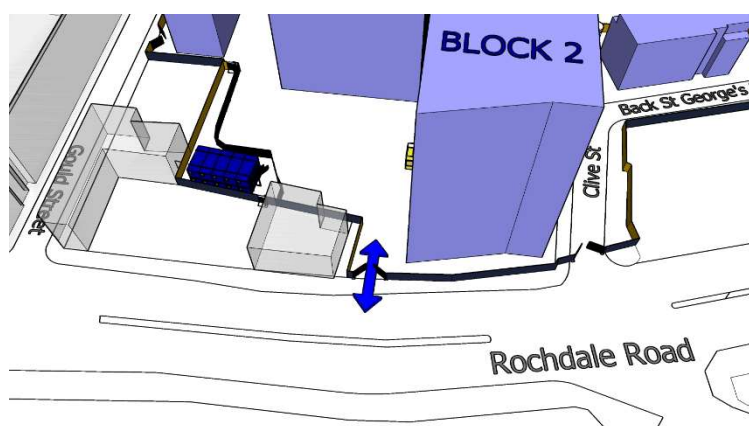
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A banksman will control the gate and assist with pedestrian management etc. All construction traffic will enter and exit north along Gould St, and then Dantzie St to the A6010.

A number of other large developments have used this route in recent years, and is therefore suitable for use by HGV's and other construction vehicles.

Access from Rochdale Road into Courtyard

A stopping up order will bring half of the small road between the off licence and the site into our ownership.



During the early works phase there will be sufficient space between Block 2 and the hoarding for a vehicle access point for smaller (rigid) vehicles up to 12m in length.

Once Block 2 commences, a perimeter scaffold will reduce the available width and most likely prevent further vehicle movements in this area. To this end, either acceleration of this elevation will be explored, and / or the possibility of a

scaffold bridging design to mitigate the width restriction.

Once work commences on the single storey "link" building between the Block 1 & Block 2, this access point represents the only route into the enclosed "courtyard" area. Sufficient open space will always be available in the courtyard to ensure a turning circle can be achieved for safe, controlled forward access back onto Rochdale Road.

We do not envisage this route to be used as extensively used as the main Clive St option.

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Health and Safety

Matters of Health, Safety and Environmental issues are approached proactively by McGoff Construction Limited and are a cornerstone of our Management System. All proposed methods of working will be given detailed consideration to ensure that they contribute to creating a safe zero accident environment on site throughout the contract.

A Construction Health, Safety and Environmental Plan will be issued to the Client three weeks prior to the start on site date.

We employ a consultant Safety Manager, and they will visit and audit the site on a regular basis. We also carry out weekly safety audits and four weekly HS&E meetings where subcontractors, designers and the Principal Designer can attend.

McGoff will assess the potential environmental impact of the works upon the locality as part of standard pre-start procedures. Issues related to traffic flow, pedestrians, noise, dust, contaminated material, road cleaning, disposal of water, general nuisance and the like will be reviewed with our Safety Advisor and all external Parties involved to ensure that all necessary measures are understood and can be implemented during the works.

The local Police Authority, Fire Brigade and Local Authority Highways Agency will be informed and briefed on the project and the construction sequence. It is McGoff Constructions' intention to maintain regular and close contact with all interested parties throughout the construction process.

Although it is no longer a legal requirement to produce a SWMP, it is a requirement on BREEAM jobs to target the waste. A Site Waste Management Plan will be prepared prior to the works commencing.

All waste materials that leave the site are recorded and monitored and where possible materials are recycled. A monthly report is produced to monitor the actual percentages of recycled materials against our targeted percentages.

Risks and Mitigation Measures

We have produced a Tender Project Risk Register to show the risks we can foresee and the mitigation measures to be put in place to eliminate or reduce the risk. By working closely with all parties, we can review, monitor and update the Project Risk Register throughout the contract period.

Precautions to be Taken to Ensure the Safety of the General Public

HSG 151 Protecting the Public –Your Next Move:

The Law says you must conduct your business without putting members of the public at risk. This includes the public and other workers who may be affected by your work.

The construction site requires measures to manage access through defined boundaries and steps to exclude unauthorized people. We will ensure that we provide all the required works to make the site safe.

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Managing the Site

Site Boundaries: The site boundaries will be defined physically by suitable solid timber fencing or metal hoarding system. This type of fencing reflects the nature of the site, its location and its surroundings.



During the demolition phase it is intended to utilise heras type fencing with installation of a solid hoarding on completion.

Determining the boundary is an important aspect of managing public risk. We will consider planning what form the perimeter will take, along with provision and maintenance of the fencing. The questions asked will be:

What is the nature and type of the construction work?

How heavily populated is the area?

Who will need to visit the site during the work?

Will the site attract children?

What are the site characteristics e.g., existing site boundaries, location, proximity to other buildings?

Typically, in populated areas, this will mean a two-meter-high hoarding around the site.

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Authorisation: The principal contractor will take reasonable steps to prevent unauthorised people accessing the site.

People may be authorised to access the whole site or be restricted to certain areas.

We will explain the relevant site rules to authorised people and do a site safety induction.

Where required we will supervise/accompany authorised visitors while they are on site or visiting specific areas.

Hazards causing risk to the public - Many hazards have the potential to injure members of the public and visitors. Consideration of these risks and whether they exist on this project and how you will manage them will be recorded on the Project Risk Register.

Falling objects – We will make sure objects cannot fall outside the site boundary. e.g. scaffolds will have toe-boards, brick guards and netting. We may also need fans and/or covered walkways.

Delivery and other site vehicles – We will ensure pedestrians cannot be struck by vehicles entering or leaving the site. Obstructing the pavement during deliveries may force pedestrians onto the road, where they can be struck by other vehicles, so this will be avoided by using a full-time banksman.

Scaffolding and other access equipment – To prevent people being struck while they are erecting, dismantling and using scaffolding and other access equipment; each subcontractor will have a supervisor who is responsible for the safety of the public and his operatives.

Storing and stacking materials - We can reduce the risks associated with the storage of materials by storing materials within the site perimeter, in secure compounds or away from the perimeter fencing.

Openings and excavations - People can be injured if they fall into excavations, manholes, stairwells or from open floor edges. Adequate safety barriers and safety signage or covers will be used.

Other hazards include -Slips, trips and falls within pedestrian areas, plant machinery and equipment, hazardous substances, electricity and other energy sources, dust, noise and vibration, and road works.

Vulnerable groups -The elderly, children and people with certain disabilities may need special consideration as they may not fully appreciate the dangers of construction works. Some children are drawn to construction sites as exciting places to play, so we have a duty to do everything we can to keep them out of the site and away from danger.

The following specific steps are particularly relevant to child safety; secure the site adequately when finishing work for the day. Barrier off or cover over excavations and pits. Isolate and immobilise vehicles and plant, where possible, lock them in a compound. Store building materials such as pipes, manhole rings, and cement bags so that they cannot topple or roll over. Remove access ladders from excavations and scaffolds and lock away hazardous substances.

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Environmental Monitoring

The main areas covered by this Construction Environmental Management Plan include the following, plus details of the baseline monitoring that will be carried out and the mitigation measures to be implemented prior to works commencing.

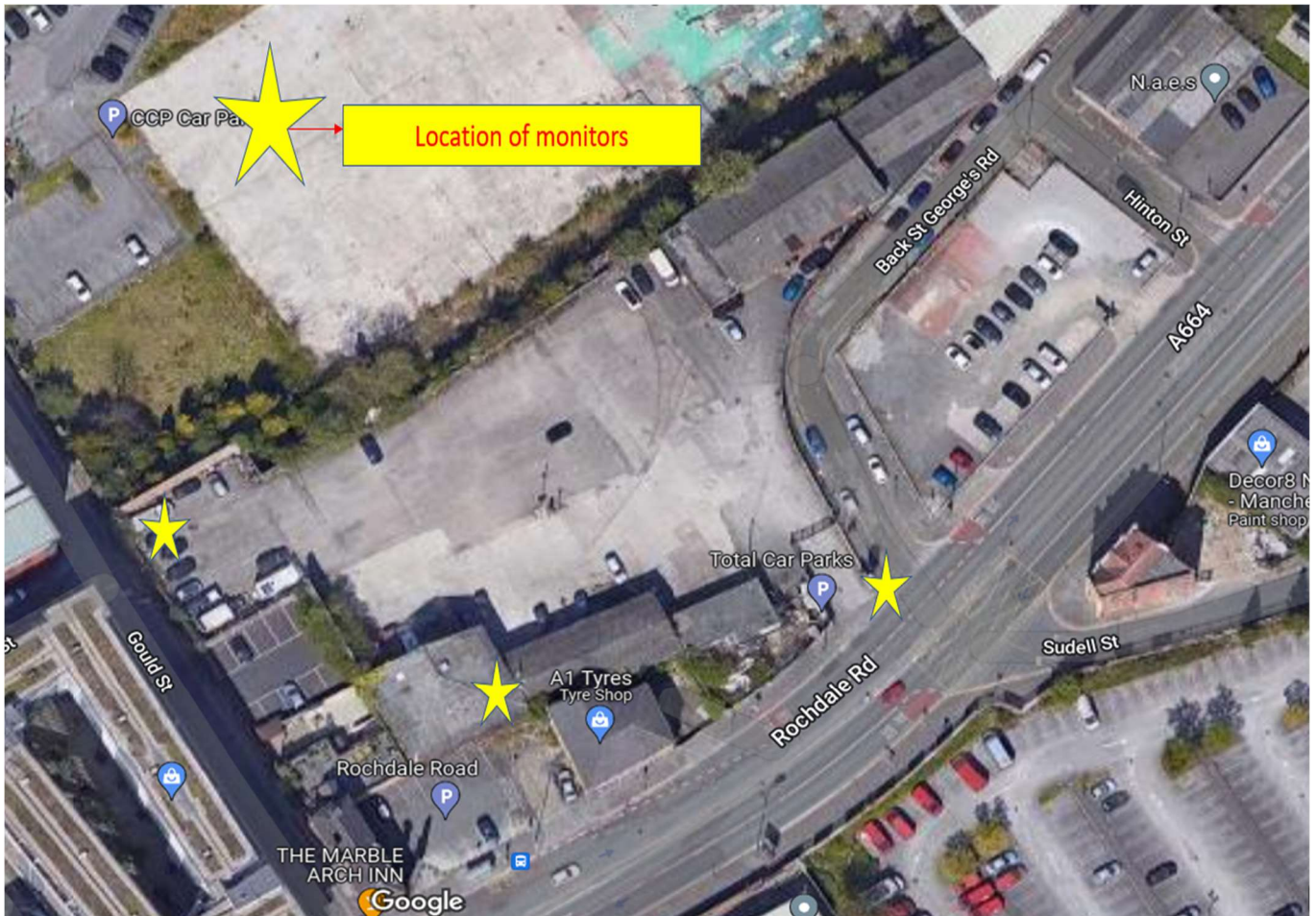
- Air quality to include dust, volatile organic compounds and airborne asbestos fibers
- Vibration (If required)
- Noise (If required)
- Ecology (If required)

Measurements will be undertaken using real time, visual, orolfactory methods during periods when remediation works are being undertaken and the monitoring frequencies are likely to be increased (up to several times daily) depending on nature of site works. These methods (vibration by RDL/Vibe; directional dust by DustScan etc) are required to assess compliance with short term exposure standards and address problems early on. Timely action can be taken to prevent complaints and avoid causing concern for those working in the vicinity of the site.

Within the site boundary dust monitoring shall be carried out using Frisbee type gauges (directional dust) at the predetermined locations. A visual assessment of fugitive dust emissions and a subjective assessment of odour strength and character at offsite locations will be undertaken.

For dust mitigation measures, refer to appendix A for the report by Miller Goodall.

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All field monitoring data and laboratory results will be provided in PDF or Excel format and will be added to the single dataset of analytical results for the site. Results will be compared with earlier results for the same locations to the National/European Air Quality Standards. Where no standards are available, long-term exposure standards are derived from other sources:

- Environment Agency/ Defra Contaminated Land TOX reports for inhalation TDI's.
- WHO Air Quality Guidelines for Europe.
- US EPA Integrated Risk Information System.
- CAR 2012.

If any significant variations arise, an explanation will be sought, and the Project Manager will within 24hrs make available the findings to the Client and MCC. Details of the limitations and mitigating measures for dust nuisance will be detailed later.

Daily Environmental Records

The Daily Environmental Record (DER) will be tailored to the specifics of this project to include site information together with the following additional items:

- Daily checks/remedial measures to safety fencing/barriers.
- Dust monitoring at pre-determined locations.
- Weather forecasting information, current weather conditions and actions taken to reduce potential for nuisance.
- Noise monitoring at pre-determined locations.
- Air monitoring for airborne fibers.
- Daily checks for debris on the public highway leading to the site.
- Odour monitoring in relation to excavation of hydrocarbon and unforeseen contamination.
- Daily plant inspection records.

The DER will be developed to provide an all-encompassing and auditable record of our operations on site.

The DER would be made available to the Client and MCC as required.

Daily and weekly environmental records will be maintained by McGoff during the entire duration of the site works.

Surface Water Control

Where deemed necessary the following measures will be put in place to ensure that the risk of surface water runoff across the site boundaries is minimised; silt fences or drainage grips will be used to prevent uncontrolled run-off containing elevated suspended solids being discharged from the site.

We will use surface water arising from the site for dust suppression. However, any surplus water will require a discharge consent in order to dispose of it to sewer. It will be McGoff's responsibility to obtain such consent and no discharge to sewer will be undertaken without written confirmation of such consent from the local utilities company.

Any surface water to be removed from the site will be placed in a holding tank and subject to audit testing before disposal. It will be accurately recorded in terms of date, time, quantity and quality of discharge and such records will be always maintained and copies made available upon request.

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McGoff will develop a Surface Water Management Strategy prior to the works commencing to demonstrate its competent best practice approach for the control of surface water, the control measures to be implemented and the actions to be taken in the event of non-conformance during the work activities on site.

Air Quality

In order to mitigate the impact of dust generating activities, site specific measures in accordance with GLA best practice guidelines will be implemented.

A Risk Assessment (RAMS) and associated Method Statement will be developed for all activities involved in the works and these measures will be incorporated in the Works.

Generation of unknown odours may be unavoidable during excavations. McGoff will deploy a water bowser with an adapted spray bar system to dampen down soils and consequently mitigate dust and ensure consistent moisture conditions.

This plant mitigates dust/odour nuisance whilst blanketing up to 3000m² coverage with a fine spray of water droplets at any one deployment.

All cutting of blocks, concrete, tarmac and the likes will be done with wet cutting equipment fitted with dust suppression kits.

All personnel will be reminded of good practice and standards through a series of "Toolbox Talks" and Safety Inductions.

Noise and Vibration

Prior to the site works commencing, a solid hoarding will be erected around the perimeter of the development site to secure the site boundary.

McGoff Construction will ensure that noise control complies with the recommendations of BS 5228-1, clause 7.3, to minimize noise levels during the execution of the works. Noise testing will be completed as works commence using the Site Managers noise meter reader and controls will be put in place where noise exceeds agreed limits when measured from the site boundary. Additional controls such as acoustic screens will be used to contain the noise if required. Radios or other audio equipment will be prohibited and McGoff will not permit employees to use such equipment whilst on site.

All vehicles and mechanical plant used for the purpose of the Works shall be fitted with noise control devices (silencers, SMART reversing alarms) and shall be maintained in good and efficient works order.

All compressors shall be 'sound reduced' models fitted with properly lined and sealed acoustic covers which shall be kept closed whenever the machines are in use, and all ancillary pneumatic percussions tools shall be fitted with mufflers or silencers of the type recommended by the manufacturers.

Machines in intermittent use shall be shut down in the intervening periods between work or throttled down to a minimum and plant and vehicles started up sequentially rather than all together.

Onsite and offsite noise levels will be monitored regularly. Site activities will be restricted to site working hours approved by WBC/Planning/EA.

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McGoff shall, as far as reasonably practicable, not exceed the vibration dose values as specified in BS 6472-1: 2008. As a minimum, McGoff Staff shall take noise readings at the pre-determined locations three times daily.

In order to mitigate the impact of noise and vibration activities, site specific measures in accordance with Best Practicable Means (BPM) will be implemented and shall include the following:

- Scheduling of construction delivery vehicles to least noise sensitive times of the day.
- Time slots for bulk deliveries to ensure that convoys of vehicles do not arrive simultaneously.
- Strict control to prevent temporary parking on the kerbsides in the vicinity of noise sensitive roads near the site.
- The use of sufficient clear signage to ensure that construction vehicles use only the designated routes.
- Restrictions on times when construction traffic can use the designated access highway to site.
- A temporary generator will be required for the initial weeks of the contract to run the site cabins, security cameras and compound lighting. A temporary electric supply will then be installed to replace the generator. The generator will be fitted with a Silencer and surrounded by an acoustic fence.

Regular communication will be maintained with the local residents/businesses for the entire duration of the work. A phone number and contact person will be provided and displayed at the site entrance for the public to use out of hours.

RAMS will be developed for all activities involved in the earthworks/foundations and drainage and these measures will be incorporated in the Works.

All personnel will be reminded of good practice and standards through a series of "Toolbox Talks" and Safety Inductions.

Where obstructions are encountered and need to be removed, specific risk assessments and method statements will be put in place prior to these works commencing to clearly detail how the vibration will be mitigated to the normal parameter levels allowed on a construction site.

Fuel Storage and Vehicle Refueling

McGoff will ensure that any fuel required for plant shall be stored in double bunded tanks placed within areas of bunded impermeable surfacing. Refueling shall be undertaken so that any spillage is collected on a spill tray and disposed off-site. Toolbox talks shall be held by McGoff in order to ensure that the operatives are fully aware of correct refueling procedures. Environmental spill kits will be available on site for the full duration of the works.

Any spillages shall be reported immediately to the Project Manager, immediately cleaned and cleared in an approved manner and any contaminated sub-soil disposed of in the correct manner.

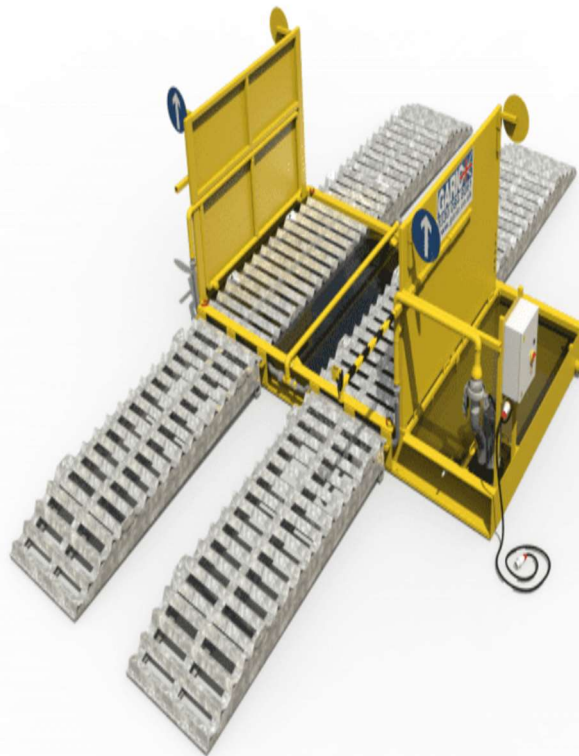
Measures to avoid the deposit of extraneous materials on the Highway

We would propose employing subcontractors for the excavation works, stoning up, foundations and ground works. These activities need to be controlled and monitored so daily inspections of the site entrance and public highway/car parks will be undertaken and a

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photographic record taken of each inspection.

Each subcontractor will be responsible for providing a banksman, an operator, and an attendant road sweeper as required for the duration of their work. They will be tasked to always keep the site entrance and public highway/car parks free of mud and debris. Wagons leaving the site will be covered with debris netting and site deposits will be removed from their wheels by the operation using a jet wash in a designated area within the site. A full drive in wheel wash station (see image below) will be provided for wagons to drive through to remove construction waste. Any debris will be placed into stockpiles or skips for removal later.



The operation will ensure the footpaths are always kept clean and an attendant road sweeper will be available to clean the road should any debris get onto the public highway/car parks. The road sweeper will also periodically clean the existing road gullies adjacent the site entrance.

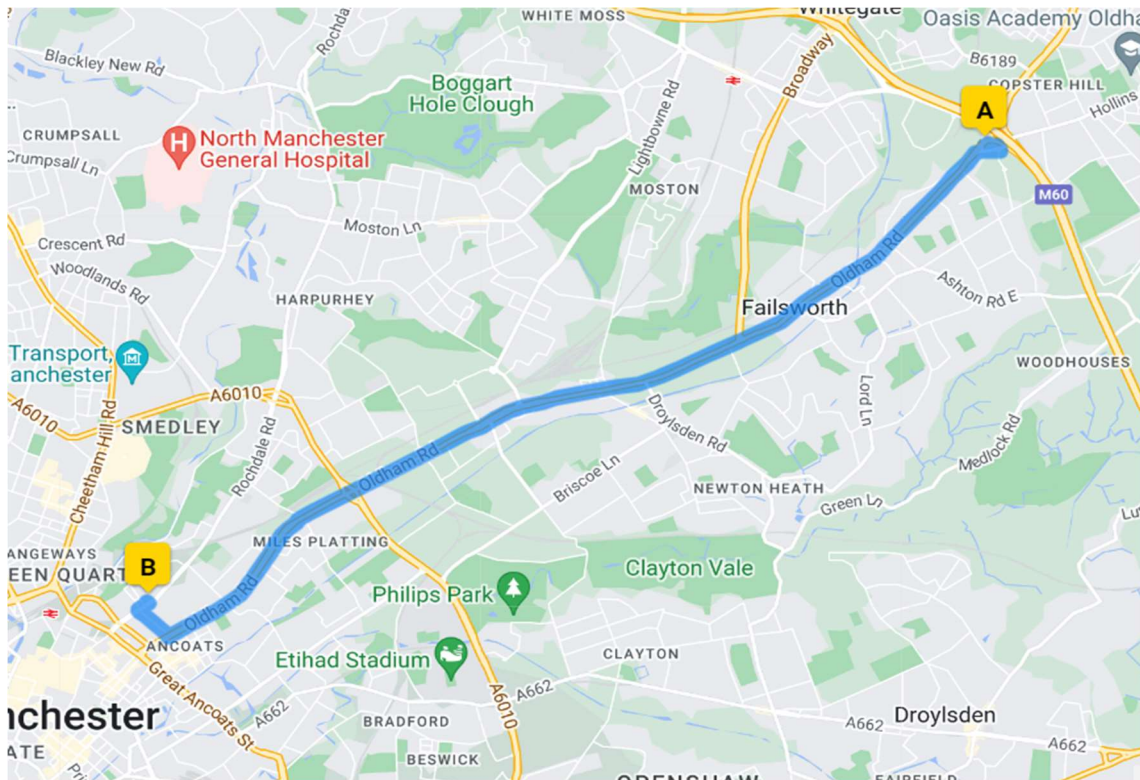
At completion of the works a road sweeper with a gully sucker attachment will clean the existing road gullies adjacent the site entrances.

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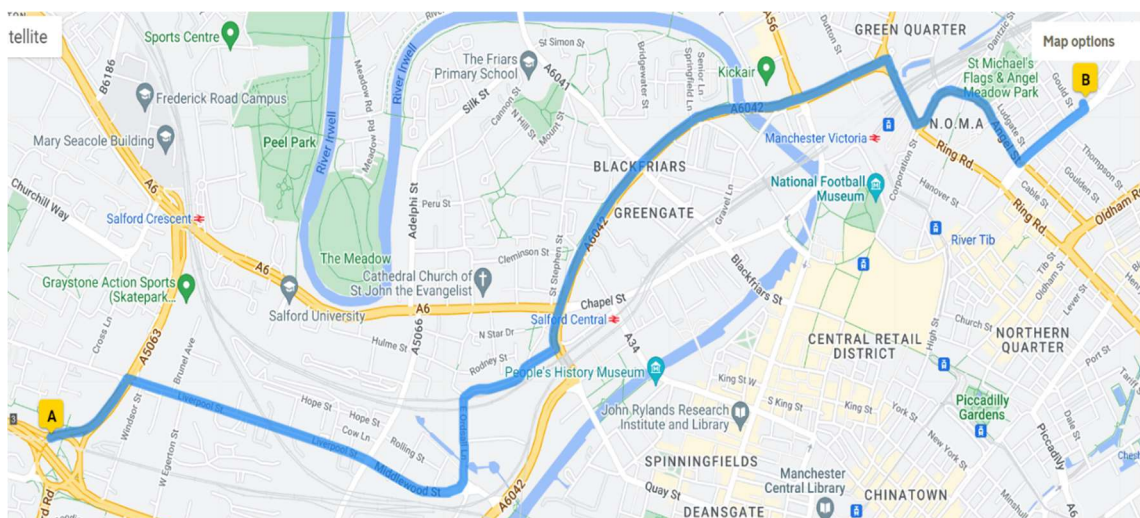
Delivery Routes

The delivery routes for the main new build construction works will be as follows:

Delivery route from M60



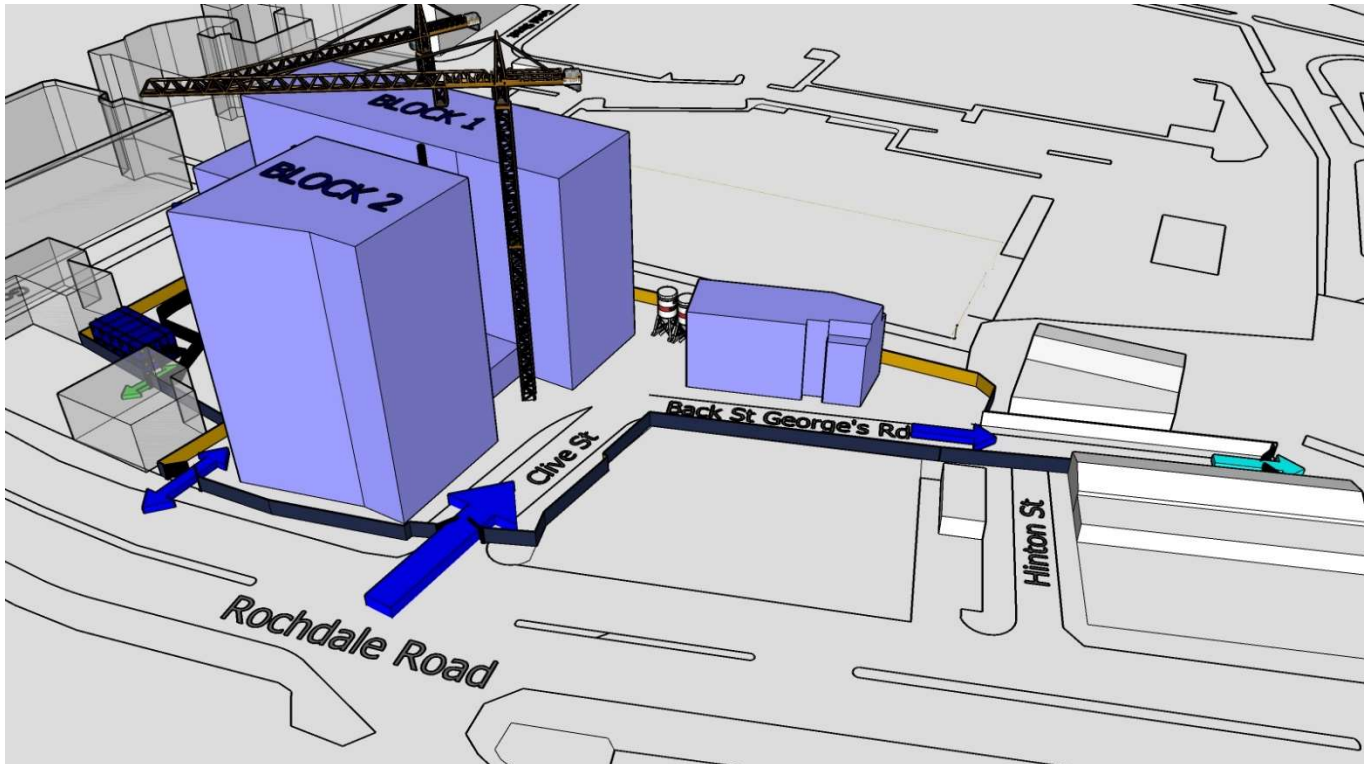
Delivery route from M62 / M602



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HGV Loading Bay and Access/Egress:

HGV and access/egress for the main new build construction works will be as shown below:



The majority of deliveries will come in from Rochdale Road via Clive St, then leave via Back St George Road, and Peary St, and a final exit onto Rochdale Road. Secondary access points will be used to access the courtyard and the ramp from Gould Street.

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Temporary Site Lighting:

Temporary site lighting will be required on the pedestrian walkways, the compound and within the new building area. Site lighting will be from flood lights fixed to the outside of the cabins. These lights will be on PIR controllers and timers. They will be located with their heads angled downwards to ensure the surrounding properties are not affected by high lux levels of light. The pedestrian walkway lighting will be at low level and be in the form of strip lighting.

Lighting within the building will be provided by strip lighting and will be turned off at 6pm by the security guard.

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Site Start Up Strategy:

McGoff will ensure a 'Letter Drop' (see sample below) to all the surrounding properties is undertaken several weeks prior to the works commencing, this will allow time for the homeowners, Stakeholders and Retail Owners/tenant's to contact McGoff and for us to meet with them to discuss any concerns they may have.



Liaison meetings will be held with the Client, Stakeholders and other third parties to understand their day-to-day requirements and that of the construction site. This will include but not be limited to, delivery/collection times and routes, refuse collection days, fire escape routes, opening times, working hours for the construction site and any out of hours working if required.

Protective clothing and equipment will be provided and maintained on site for the Client and other visitors to the site.

A self-contained welfare unit will be used until the site cabins are installed. We have included photos of a typical McGoff site set up and compound below.

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- Looks professional from the outside.
- The right environment inside.
- Cabins to be ordered in corporate colours (RAL 5004).

Fire escape routes and emergency vehicle routes will be maintained along with segregated pedestrian access routes through the site entrance, construction site and access routes.

A secure solid 2.1-meter high heras and solid timber/metal fencing will be erected to the compound and site areas with safety, way finder, advertising and information signs clearly displayed. The secure fencing will be erected in line with the designated site boundaries and will segregate construction activities and construction traffic from the general public and on-site personnel whilst maintaining full access/egress for deliveries, staff, refuse collections and visitors. Pedestrian routes through the construction site will be demarked with Chapter 8 barriers.

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- Controlled by a competent Gateman.
- Well laid out and maintained to segregate people and vehicles.
- Well lit and clearly signed.
- Considerate Constructors Scheme information displayed.

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Site Access, Compound and Parking:

Segregated construction vehicle access routes and pedestrian walkways will be set up and clearly marked.

During the main new build activities (Commencement of Development) there will be no parking permitted on the surrounding roads (Gould Street, Hinton Street) except in the designated-on street 'pay & display' parking bays to minimise the impact on the surrounding businesses.

The owners of vehicles associated with our construction activities will also be instructed to park in one of the surrounding paid car parks.

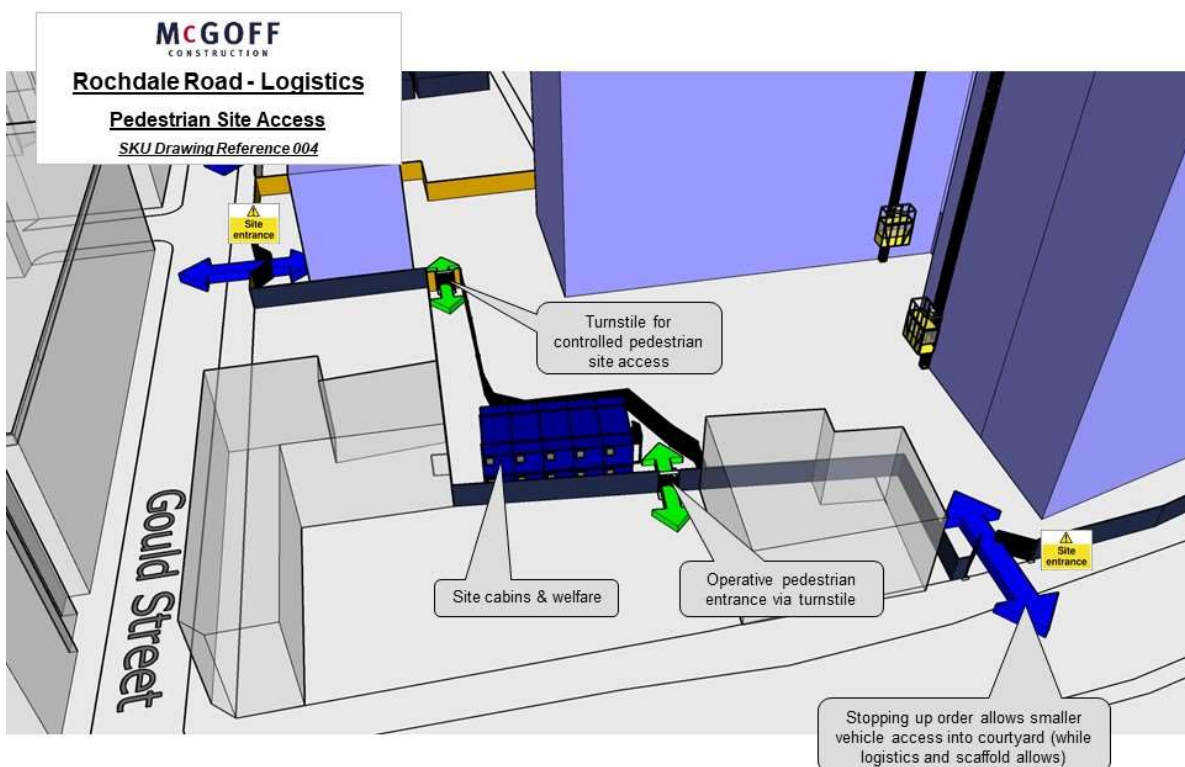
We will undertake a below ground utility survey of the site to ensure any existing services remain unaffected by the temporary compound/cabin location.

It is envisaged that initially heras fencing and then solid fencing to the site will be used to the site boundary except for the water filled barrier located on the highway. We have reviewed the site logistics and have included a site logistics plan to clearly show the pedestrian routes during the construction works.

Safe pedestrian and vehicular access, including emergency and refuse collection vehicles, will be always maintained.

There will be a No Smoking Policy in the site and compound areas.

Plant and material deliveries will be controlled by our full-time gateman.

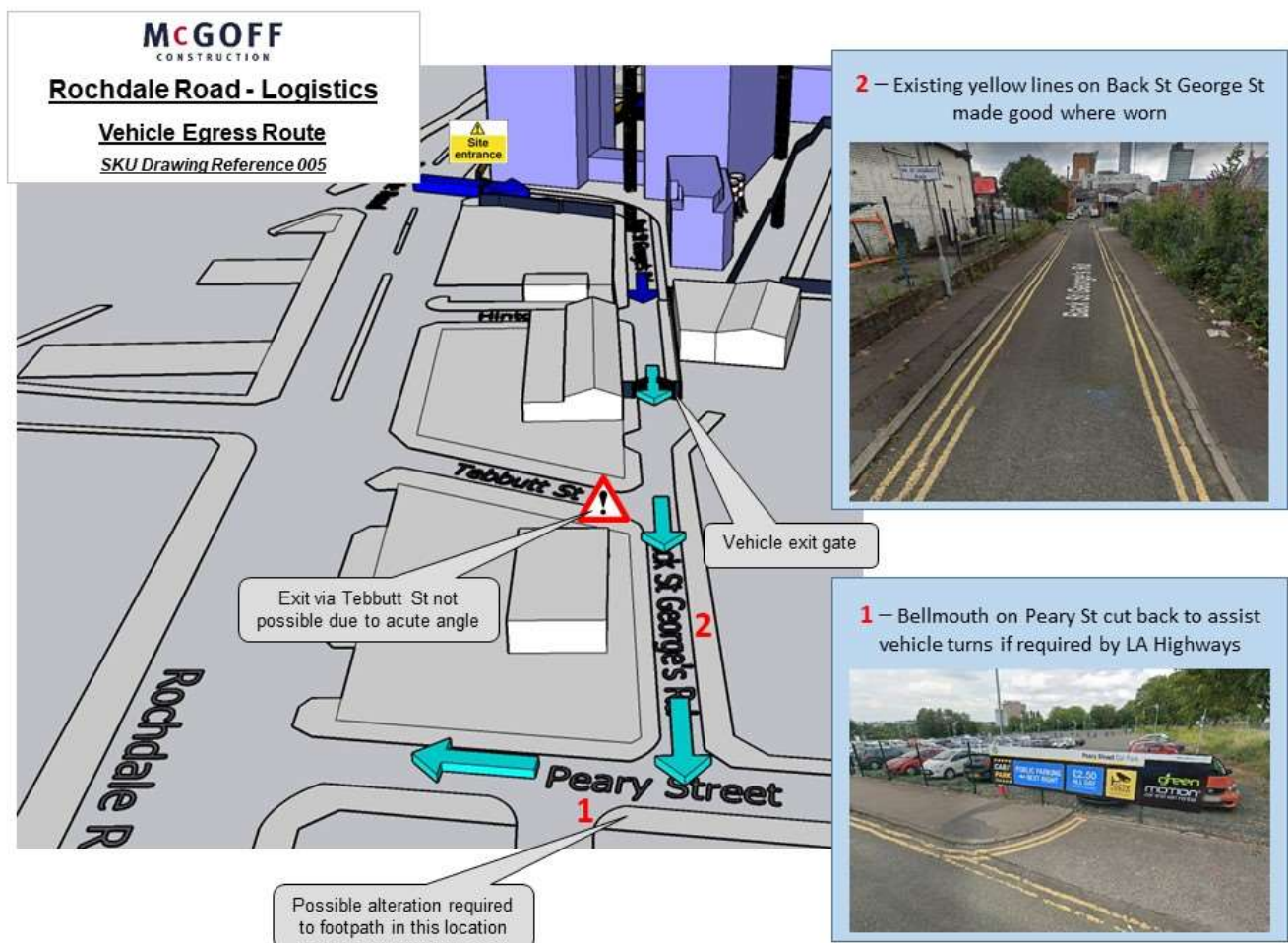


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Traffic Management Plan:

Our detailed Traffic Management Plan and site logistics will be as follows:

Following dialogue with Ben Phillips and Leia Daley MCCs traffic management officers they have granted permission (subject to obtaining appropriate licenses and paying associated fees) in principle to grant a full road closure on Clive Street / (part) Back St Georges Road. It is understood a TTRO will be required for these permissions.



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The Proposed Hours of Working

McGoff's working hours –
Noisy work will only take place between:
Monday to Friday: 7.30am to 6pm
Saturday: 8.30am to 2pm
No noisy work will be done on Sundays or Bank holidays.
Workers can arrive 30 minutes before they start work.
Out of Hours work only by agreement.

Out of Hours Working:

Any out of hours working will only be undertaken after a Risk Assessment and Noise assessment has been carried out. Our Project Manager will liaise closely with the Environmental Agency and Highways to ensure they are fully aware of the scope of works, anticipated noise levels and duration of the works.

All works outside of the above times must be agreed with the local authorities with a specific out of hours request form being submitted.

Due to the location of the site and delivery access issues, McGoff will request extended working hours until 8pm for deliveries only during various times of the project.

McGoff and our subcontractors will provide separate staff members and operatives to work these shifts so that there is no disruption to the day-to-day construction activities and productivity.

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Fire Prevention:

We will comply with the Joint Code of Practice 'Fire Prevention on Construction Sites', published by the Construction Confederation and The Fire Protection Association (The 'Joint Fire Code'). A Fire Risk Assessment will be undertaken prior to any works commencing and developed/reviewed as each construction phase changes the works.

A member of staff will be appointed as the Site Fire Marshall.

All 'HOT' works will be undertaken only with a hot works permit.

There will be security cameras and a security guard on site to enable any breakout of fire to be reported outside of hours.

Fire strategy and fire plans will be updated weekly as the construction works change.

Security

Entry to the site will be through a turnstile system with biometric recognition. We would provide a full-time gateman during the working day and security cameras with a response team monitoring the site 24/7. This will be supplemented with a 24-hour manned guard over the weekend to ensure the security of the site/building, plant and materials.

This is a typical remote-control camera that our security subcontractor uses:



Security of the sites will be by means of robust solid security fencing installed around the construction sites where possible. Safety signage, emergency signage, way finder signage and considerate constructor's signage will be clearly displayed.

All McGoff staff, visitors and construction personnel will wear hi vis vests with a McGoff logo on the back. Additionally, identification badges will be issued to any personnel who will be working outside the site boundary.

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Appendix A – Miller Goodall Dust Management Plan