Carmoor Road, Manchester

Demolition Management Plan



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Revision	Date	Author	Section Amended & Notes
1	31/10/25	IR	Document created
2	9/1/26	IMC	Further N+V information.
3			
4			

2.0 Introduction

The purpose of this Demolition Management Plan is to address the detailed procedures, sequencing and demolition methodology anticipated by the project team engaged in the planning, liaison, and construction of the Carmoor Road PBSA building and demolition of the existing buildings on site.

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

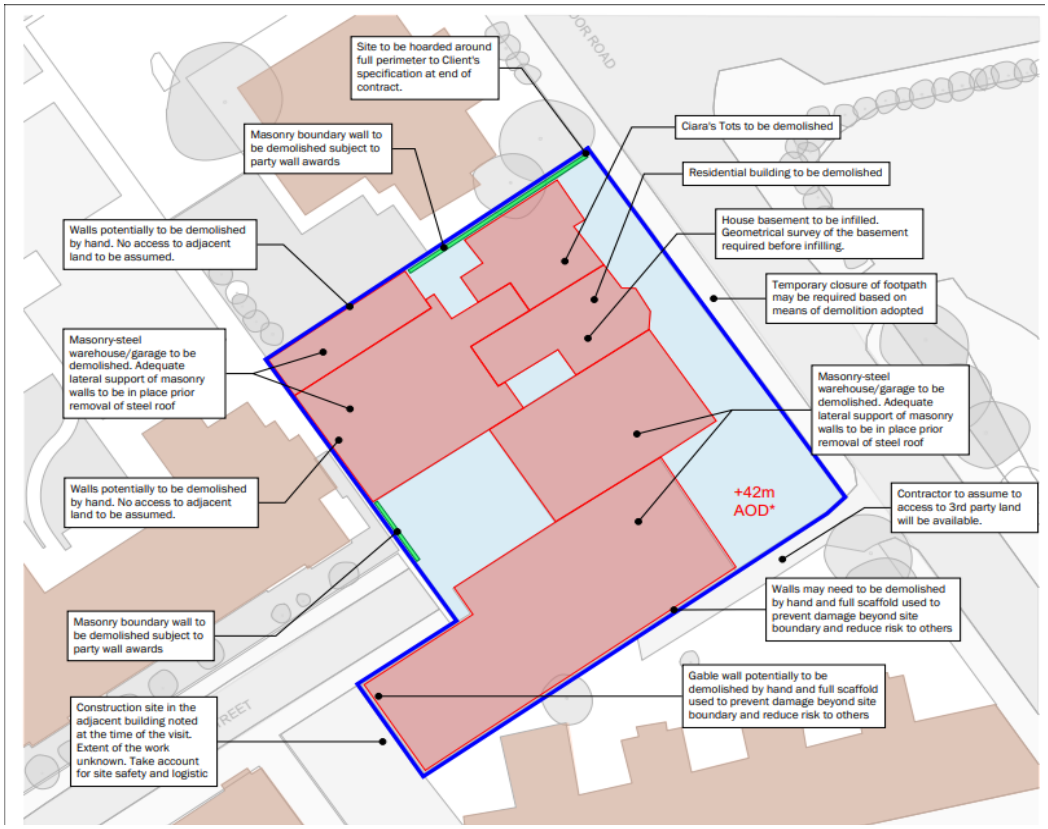
Detailed consideration of potential impacts during the demolition processes and any necessary mitigation measures are provided in each relevant section of this plan.

The main aim throughout the demolition 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.

This DMP considers all aspects and stages of the demolition process, being.

- Demolition of 5nr buildings currently within the site boundary – these include 1nr residential build, Ciara Tot's, 3nr garage/warehouse type builds as per the below plan.



GMI will provide a Construction Management Plan that is to follow which will consider the below aspects and process of the construction stage:

- New build PBSA building housing 172 bed new cluster / studios units including:
- 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 situated off Carmoor Road, Manchester, M13 0FB (What3words - start.impose.hotel) and can also be accessed via Autumn Street (What3words - storm.edit.items)

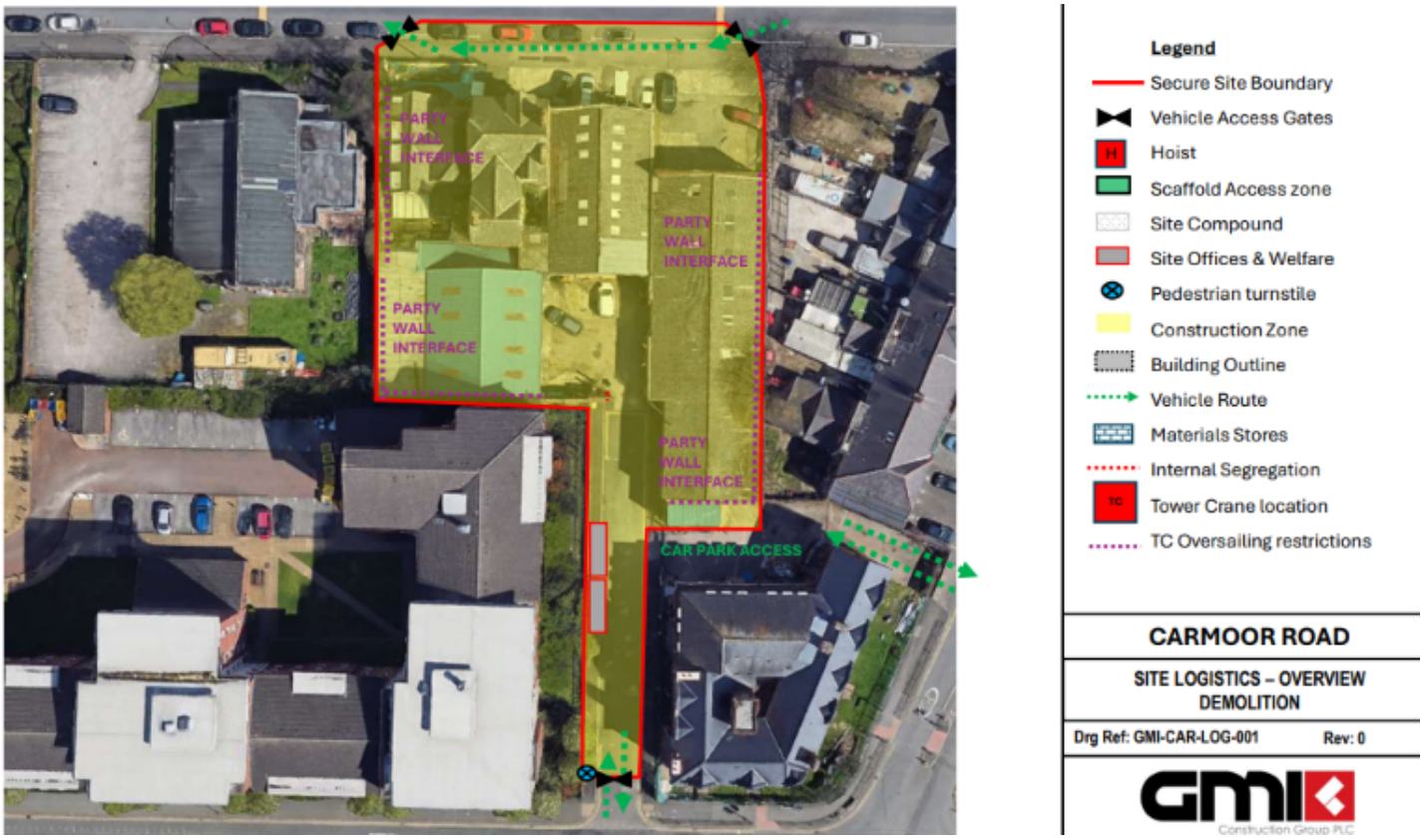


Site Boundaries & Security Hoardings

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 demolition works are not on-going to ensure the site always remains secure and safe.

It is imperative that the access way and entrances are kept clean and well managed at all times. To aid this all deliveries / collections to and from site will be pre-booked via an online system to mitigate the flow and quantities of demolition traffic and deliveries. This will eliminate any congestion or build-up of site traffic outside of the site boundary along with a trained and competent Traffic Marshall who will meet and escort all vehicles entering and leaving the site.

A detailed traffic management plan will be implemented prior to work 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:

Regional Director – Anthony Judge – [redacted]

Contracts Manager – Ian Roberts – [redacted]

Senior Project Manager – Isaac McNicholas – [redacted]

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 of demolition, 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)- this will be carried out by a specialist contractor Sightsafe.
- 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.

Highways Dilapidation Survey

A joint survey of the highway can be undertaken in conjunction with the council's highways team prior to any demolition work being carried out on site to record the condition of the carriageway and footpaths on the proposed vehicle routes to and from site. Full dilapidation survey will be available and stored on our online document management system.

Documentation

All relevant documentation should be in place prior to commencement of demolition 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 & Demolition Methodology.

When considering the demolition 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 neighboring properties means that our proposals need to be clear from the start to minimise disruption to the surrounding area.

We have developed our demolition 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.

Demolition

The Demolition works will involve the soft strip and full structural demolition of the 5nr buildings on site including grubbing out the existing basement to the residential property and breaking out of associated hard standings. All services will be isolated prior to the start of demolition on site by a specialist subcontractor. A section 80 notice will be submitted along with a demolition risk assessment and method statement 6 weeks prior to starting on site.

A full Asbestos Refurbishment and Demolition Survey has taken place and non-notifiable asbestos has been found in limited areas which will be disposed of by a specialist contractor using trained and competent operatives before demolition or soft strip works will take place. This will be disposed of to a licensed landfill site.

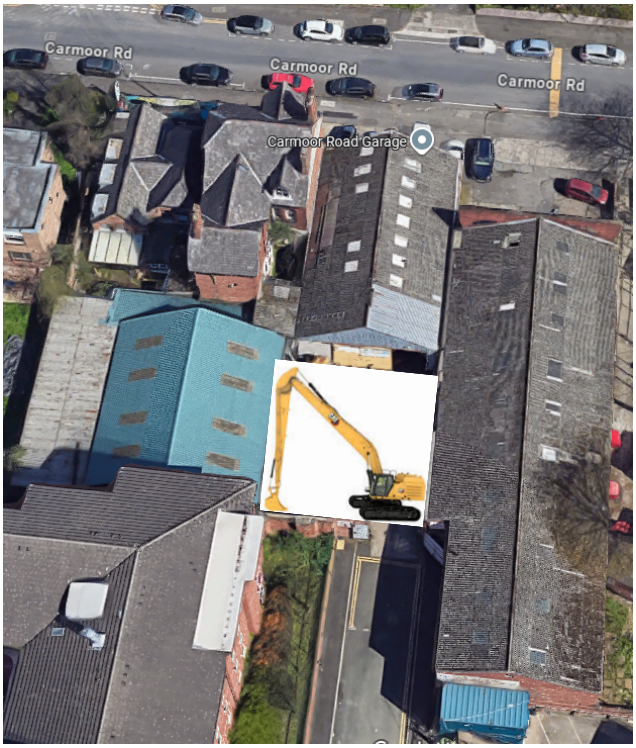
Following the internal soft strip, removing all materials not structural or integral to the building, the sequenced structural demolition down to existing slab level of the properties will commence. Consisting of brickwork façade, internal brickwork partitions, timber roof trusses with supporting timber beams, with tile covered roof. Roof structures are to be removed initially, followed by the external brick, cladding then the internal structure down to ground floor level.

Demolition of the superstructure will be undertaken by mechanical means using demolition-specific excavator with appropriate attachments. Tasking shall be planned so that at the end of each shift, works are left in a safe position overnight.

During the demolition works either a self-contained pressure washer or a standpipe and hoses will be utilised for ground level dust suppression. The pressure washer / standpipe will be positioned outside of the immediate demolition zone. Water will be delivered into the area using the gun attachment on the bowser / hoses. Demolition plant will be fitted with attachments for dust suppression as per the below example.

The area around the designated building will be segregated using Heras fencing with appropriate signage attached. Entry will be restricted to demolition personnel only. Banks men provided during demolition works are to be kept out of the demolition areas when demolition is being undertaken.

The plant operator must ensure the area is checked and clear before commencing with demolition tasking. Banks men will not be permitted to work near or under any blocks / walls within the demolition area.



Long reach machine demolition zone – all works within the boundary and machine will dismantle safe sections of the build working from the yard out to the external walls pulling all materials into the building zones avoiding the need to work on highways or adjacent properties. During this time noise, dust and vibration will be monitored at site boundaries



All works will be carried out within the site boundary where the majority of the buildings are set back from the hoarding line. The demolition will be carried out using a specific excavator with selecta grab attachment, situated mainly in the operator will firstly grab a section of the timber tile covered roof truss and purlins, allowing loose tiles to fall within the footprint of the building. Removing individual timber trusses from the building, placing directly into waste

skips nearby or placed away from the immediate tasking area for processing later. Any loose brick / block will be allowed to fall to the foot of the wall within the building footprint.

This process will continue, removing sections of exposed roof truss and purlins, in the process exposing the buildings brick and blockwork gable and side elevations ready for removal.

Again, using the Selecta grab attachment, the outer gable and side walls will be worked down from roof to ground floor level with all arisings being caused to fall to the ground at the foot of the wall or within the building footprint.

Once a section of the external gable and side brick walls have been removed down to ground floor level, the operator will then remove further sections of the roof

Using the rotating selecta grab on the demo spec excavator the internal walls and floors at each level will be lifted away from the supporting walls and placed directly into skips or set-aside for processing later.

Demolition of the roof will always be further advanced than the floors below such that the building develops a stepped profile in cross section to maintain the stability of the building and to limit the imposed and very short-term loading from demolition arisings. Any imposed loading is estimated to be significantly less than the loading applied when the building was occupied.

Execution of the Works

Specific Demolition 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.

5.0 New and Existing Utilities

Prior to commencing the demolition works, a full review of underground services will be undertaken, and any services that will affect the demolition works will be either be disconnected, diverted or lowered. Info of services as below.

4.1.3 Location of Existing Services

The contractor is to assume that prior to the demolition works commencing all building services within the footprint of the site will be live. Proof of isolations are to be obtained prior to commencement of any strip out and demolition works commencing.

In addition to the existing building services information Utility services information has been obtain from the STATS service provides which are included within Appendix C. The demolition contractor is to note the presence of the existing live underground services present within the site the relevant STATS within the adjacent footways and carriageways.

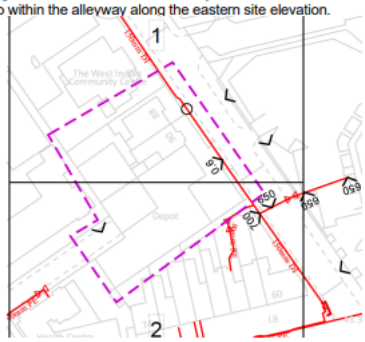
Electric (ENWL):
Existing LV cables shown running into each of the premises directly from Carmoor Road and to the rear of the site from Autumn Street. 6.6kV cables shown present within the Carmoor Rd footway and 33kCV in the carriageway. Located to the North East of the site is Longsight 132kV and Primary Substation resulting in significant amounts of HV cables (33kV, 6.6KV) cables running within the opposite carriageway of Carmoor Road.

Steet lighting cables not shown on the electricity records will also be present within the footway.



Gas (Cadent):

Existing LP gas main runs within the footway of Carmoor Road to the front of the site and also within the alleyway along the eastern site elevation.



BT (Comms):

BT Fibre and footway boxes shown running within the carriageway and footway of Carmoor Road. There is also an overhead BT pole outside the site in the footway which terminates on the buildings to be demolished and the adjacent West Indian Community Centre.



Water (United Utilities):
Distribution Water mains running within the opposite side of the carriageway of Carmoor Road and branching into the garage unit site.



Waste Water (United Utilities):
Combined Public Sewer shown within the carriageway of Carmoor Road and the carriageway of Autumn Street t the rear of the site



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.

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 accommodation in and around the construction site.
- Public realm and existing footpaths around the perimeter of the site.
- The presence of a number of local residence in the local area
- The close proximity of party walls and interface.

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 and Delivery Hours

The demolition phase project hours are as set out in the planning approval.

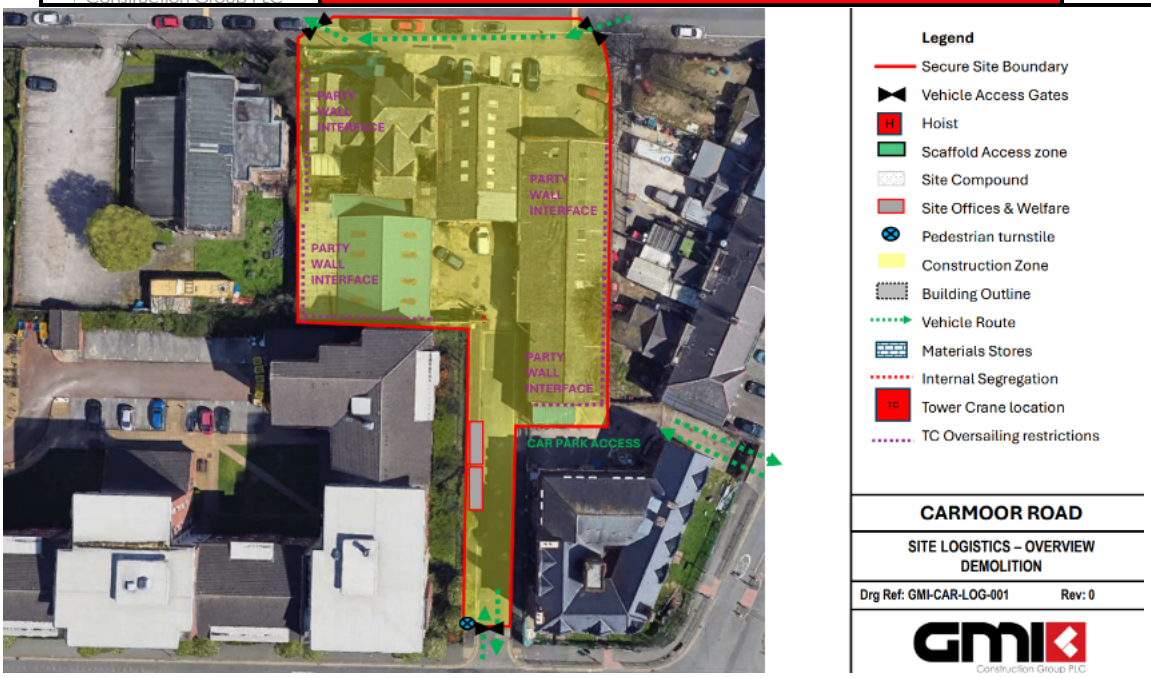
07:30am to 6:00pm Monday to Friday
9:00am to 2:00pm Saturdays
Closed / No Working - Sundays and Bank Holidays

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

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.

Demolition Site Accommodation Welfare and Storage

For the duration of the demolition, we will be locating our site offices and welfare on Autumn Street as shown below. All skips and waste material will stay within the site boundary until it can leave in covered skips or enclosed transport.



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 demoliton 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 limited provision for parking in the demoliton welfare compound for the main contractor staff only. Parking will not be permitted on the local roads, and this will be briefed to all operatives on induction and controlled via a weekly inspection who will be encouraged to use nearby pay and display car parks.

All contractors and staff will be encouraged to use public transport (readily available in the area) and to vehicle share to reduce on the carbon impact. We will 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, escorted 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.

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 / collection vehicles has been estimated as below for the demolition phase:

- Demolition, Soft Strip – most vehicle movements will be wagons (spoil wagons, skip collections etc.)
-

Types and frequency of vehicular demands

The quantification of delivery vehicles has been estimated as below for the demolition phase:

- Demolition & Soft Strip – 1 to 2 wagons per day on turnaround for skip collections cart away of excess site won materials – max deliveries 6no per day

Deliveries, Highways, Safety & Vehicle Routing

To facilitate safe demolition we will look to demolish the central garage to facilitate and operate a one-way delivery system for access and egress onto site. Deliveries will access the development from Upper Brook St on to Autumn Street, and into site deliveries will then exit the site Carmoor Road East heading towards Hathersage Road



Traffic route from Upper Brook St on to Autumn St, and then exiting via Heald Place or Parkfield Carmoor Road East towards Hathersage Road

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. Plant will be stored within the secured site boundary that can only be accessed by trained site personnel and when not in use will have drip trays in place,.

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.

All small diesel plant will also be used on drip tray when in use and kept away from any open drains.

Construction Environmental Management Plan

The development of a 'Construction Environmental Management Plan" will be undertaken for the site during the procurement phase of the scheme.

The CEMP defines responsibilities and methods during the construction phase of this development to manage potential impacts on the environment and operation of all surrounding stakeholders.

The CEMP addresses the following proposals for the development:

- Waste Management
- Contaminated Land
- Community responsibility
- Dust Emissions
- Noise control

Compliance with this document is a requirement for GMI and all its sub-contractors operating on the site. By using our GMI company Construction Environmental Policies and Procedures as an operational framework we will integrate the specific requirements of this CEMP into site specific operational procedures on the project.

All proposed sub-contractors on the project have confirmed their compliance with both GMI's Environmental Policies and the CEMP.

Considerate Contractors

The project will be registered with the Considerate Contractors Association, and we maintain standards set out to ensure we are considerate for the surrounding residents and businesses.

Neighbours & Communication Strategy

GMI acknowledge the presence and the importance of the existing properties, businesses and adjacent schools all surrounding the proposed site and we will be always considerate of their needs and the needs of their customers / staff throughout the demolition and 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 maybe affected by the carrying out of the demolition 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 residents of Unite Students Brook Hall
- The West Indian Community Centre
- Shops situated between 60-74 Hathersage Road
- Stay Inn Student Accommodation
- Octagon House

Regular liaison between all parties on site will be organized 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.

GMI propose regular coordination meetings with neighboring 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 racknowledged immediately and dealt with within 48hours and recorded as part of Considerate Contractors requirements .

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.

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.

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 Carmoor Road). 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; The Council Highways team 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 Christmas period.

7.0 Avoiding Mud & Dirt on Highways

Our strategy for minimising mud on the highway is to keep demoliton 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 demolition works onsite 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.



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

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.

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 demolition phase will be controlled by either towable water bowsers to suppress the dust across site, hose pipes or constant water spray/mists sets connected to the demolition plant.



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 during the demolition and groundworks phases of exposed stored materials, which will be stored as far from sensitive receptors as possible.
- Avoidance of activities that generate large amounts of dust during windyconditions.
- 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.
- 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.

Extract from Demolition contractors MS
DUST/ FUMES

5.10 DUST Dry areas of works will be dampened down to prevent the spread of airborne dust. All personnel working in a dusty area shall, where necessary, wear a dust mask deemed suitable by the HSE (Health and Safety Executive). During the strip out works, if required, a self-contained pressure washer will be utilised for dust suppression.
5.11 During the demolition works either a self-contained pressure washer or a standpipe and hoses will be utilised for dust suppression. The pressure washer / standpipe attached to the working end of the excavator arm and / or will be positioned outside of the immediate demolition zone. Water will be delivered into the area using the gun attachment on the bowser / hoses.
5.12 FUMES All plant that runs on diesel shall have filters fitted to them to reduce the fumes within the work area – Where possible Electric shall be used for all plant. When placing skips internally the vehicle shall where possible just pish the skips into the doorways and the materials transported to them to reduce the amount of fumes entering the building.
5.13 DUST & FUMES Extraction units fitted with filters shall be used also to reduce the dust and fumes to a minimum at all times during the works.

9.0 Control and Management of Noise and Vibration

The working hours on site are described in section 6 above. Noise monitoring will be carried out and recorded throughout the project including the demolition phase.

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 BS5228-1:2009+A1:2014 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. Locations of noise and vibration receptors indicated below.

(See attached data sheet for the monitoring equipment used, and highlighted that system will be set up to alert management/supervision if upper limits are reached.)

Main Receptors

Monitoring Point



On the basis that the initial demolition works will have the biggest output of noise and vibration we have suggested the following limits based on historical data provided in British Standards.

- Upper Noise value – 85dB - BS 5228-1:2009+A1:2014 (See below from Contractor on expected noise levels that state below 85db)

The **Control of Noise at Work Regulations 2005** set specific action and limit values for worker exposure to noise:

Parameter	Daily/Weekly Exposure	Peak Sound Pressure	Requirement
Lower Exposure Action Value	80 dB(A)	135 dB(C)	Employers must assess risk, provide information/training, and offer hearing protection upon request.
Upper Exposure Action Value	85 dB(A)	137 dB(C)	Employers must provide hearing protection and ensure it is worn in designated hearing protection zones.
Exposure Limit Value	87 dB(A)*	140 dB(C)	Exposure must not exceed these limits, even with hearing protection factored in.

**The daily limit value is 87 dB(A) when taking into account the reduction in exposure provided by hearing protection.*

- Vibration – 1.5mm/s - BS 5228-2:2009+A1:2014

These are worst case scenarios and works at these levels will be intermittent and will be scheduled at times to cause minimum disruption to the local residents. These are just proposed, and we are open

to reducing limits based on feedback from residents and local authority. As a rule, we would generally programme alarm thresholds to the lower values. Data sheets attached for the dust, noise & vibration monitoring equipment.

Extract from Demolition contractor MS

Noise levels

1.10 Previous experience of similar work is such that noise levels as high as the Upper Exposure Action Value (85dB(A)) are not expected to occur. The proposed method of working and the equipment to be used have been selected, in part, to reduce noise levels to the lowest reasonably practicable level in line with the Control of Noise at Work Regulations 2005 (Reg 6(1)) and it is not considered necessary to undertake any noise measurement (Reg 5(2)(c)). Should it be necessary to modify the method of demolition, this position will be reviewed (Reg 5(4)(b)).

Accoustic assessment report attached with assessment of back ground noise levels.

In the acoustic assessment report a daytime average of 53db recorded – although we may exceed this, it would be in isolated bursts as opposed to constant high level noise.

Table 8- Worst-case internal noise levels with open windows used for provision of ventilation

Location	Period	Measured Noise Level (dB)	Internal Level with Open Window (dB)	Exceedance of Internal Criterion (dB)
Carmoor Road Elevation	Daytime Average ($L_{Aeq,16hr}$)	53	40	+5
	Night-time Average ($L_{Aeq,8hr}$)	44	31	+1
	Night-time Maximum(L_{AFmax})	67	54	+9

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.
- Generators will only be used until a permanent power connection can be established. Silent

generator types will be selected and acoustic screens will be used as required to minimise sound levels at the site perimeter.

- If there are identified works with high level exceedance of noise parameters – works will be isolated and penned off with the use of acoustic barriers.

10.0 Waste and Recycling

All waste generated during the demolition 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 demolition phase will be recyclable and the waste collection contractor will segregate (off site) all the waste that can be recycled. All demolition materials from the demolition phase will either be removed from site or crushed and re-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
- Off-site manufacturing (where possible).
- Skips will be located in the site storage compound.

Contact Details.

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