Gamecock PBSA

Construction Management Plan



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1.0 Document Control

Revision	Date	Author	Section Amended & Notes
1	15/06/2026	RI	Document created
2	18/06/2026	RI	Client comments incorporated
3	17/09/2026	RI	Noise & Vibration section updated on request from MCC planning
4			

2.0 Introduction

The purpose of this Construction Management Plan is to address the detailed procedures, sequencing and construction methodology anticipated by the project team engaged in the planning, liaison, and construction of the Gamecock 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 construction and provides supplementary information to the Environmental Statement on construction related issues.

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

The main aim throughout the construction period is to minimise impact on the surrounding properties and roadways for the duration of the work.

It is not to be confused with the Construction Phase Health & Safety Plan, which will provide the contractor with a mechanism to comply with its legal responsibilities when acting as principal contractor in respect to the Construction (Design & Management) Regulations 2015.

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

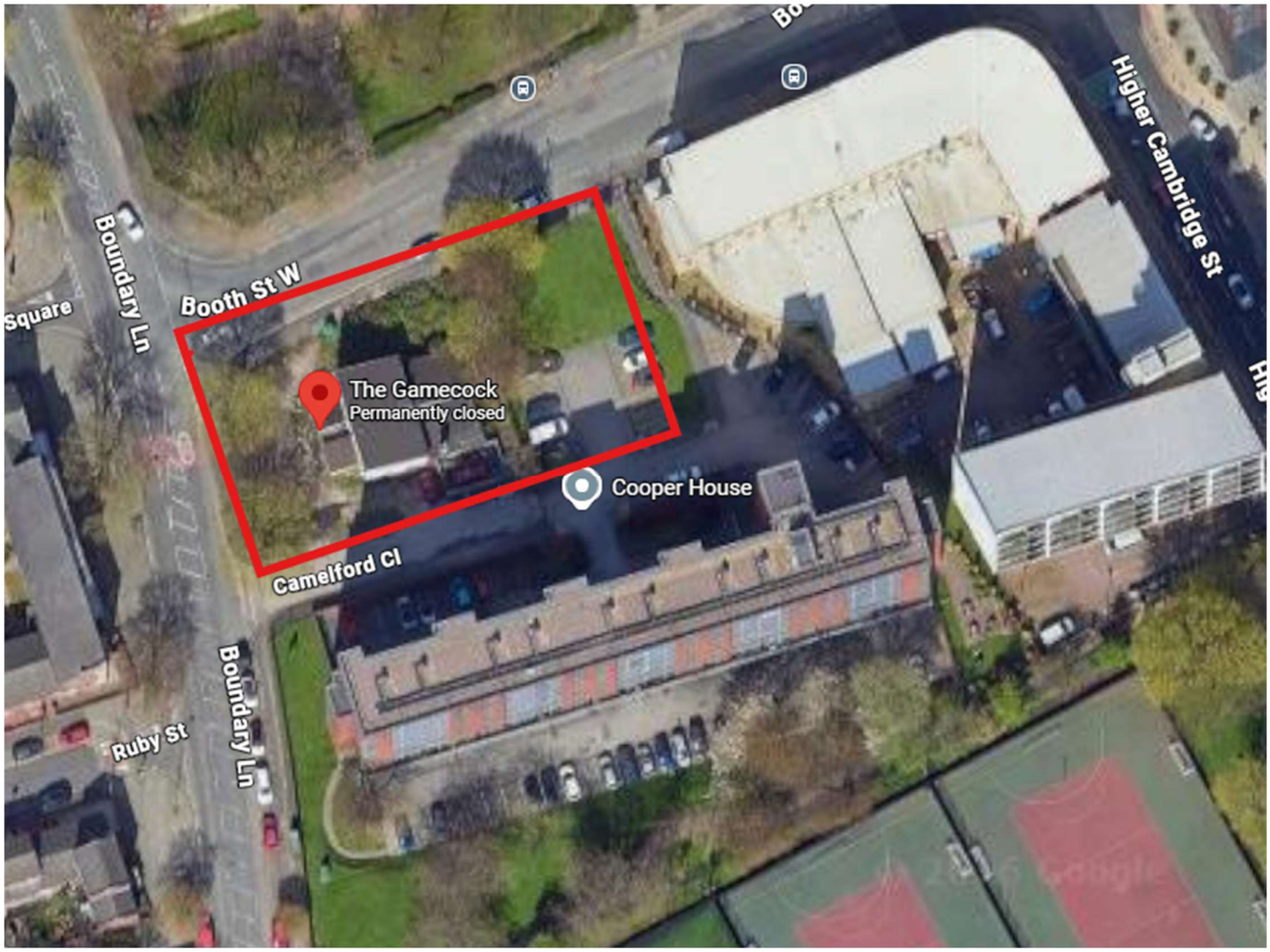
- Demolition of the Gamecock Pub Existing building
- New build PBSA building housing 146 new cluster / studios units including:
- Substructure – CFA piling and RC pile caps
- Superstructure – Reinforced Concrete Frame
- Envelope – Roof and Brickwork Facade
- Internal Fit Out & Commissioning
- External works & 278 Highway Works



3.0 Site Details

Site Location

The site is located on land to the south of Booth Street West between Boundary Lane and Higher Cambridge Street. The location of the site is shown below. The existing former Pub building on the site is to be demolished.



Site location of Gamecock PBSA Manchester.

Site Boundaries & Security Hoardings

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

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

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

24hr Emergency Contact Details

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:

Operations Manager – Tom Wright – 07483 144 448

Contracts Manager – Matthew Littlewood – 07890 941 027

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).
- 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 will be undertaken in conjunction with the councils highways team prior to any demolition works being carried out on site to record the condition of the carriageway and footpaths on the proposed vehicle routes to and from site.

Documentation

All relevant documentation should be in place prior to commencement 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 & Construction Methodology.

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

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

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

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

Demolition

The Demolition works will involve the full demolition of the Gamecock Pub existing building in the centre of the site including breaking out associated hard standings. All services will be isolated prior to the start of demolition on site. A section 80 notice will be submitted along with a demolition risk assessment and method statement 6 weeks prior to starting on site. Scaffolding will be used if required to protect adjacent public highways and footpaths from the potential of falling debris.

New Build - Substructure

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

Superstructure – Concrete frame

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

Envelope – Roof and Brickwork Façade

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

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

Internal Fit Out & Commissioning

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

M&E central plant will be delivered to site in time for installation and commissioning periods. The M&E commissioning period will take place towards the end of the fit-out phase. Witnessing and statutory authority inspections will conclude the commissioning process.

External Works & 278 works

As part of the overall development there is hard landscaping scheme around the buildings and the stopping up of an existing site entrance on Heald Place.

Execution of the Works

Specific Method Statements and Risk Assessments will be provided for all activities prior to commencement of the works. Method Statements for activities identified as requiring special attention or high-risk by the Principal Designer or GMI site management team will be reviewed by GMI's health and safety manager and submitted to the Principal Designer for review / approval if deemed required and necessary.

Completion of Activities

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

The design team will also be advised at this stage and will be requested to make any comments and observations.

Handover

It is intended that all snags will have been actioned and final cleaning completed to present to the client's team for acceptance. 10 weeks prior to PC, a handover workshop will be facilitated to promote and manage a 'soft landing' approach to completion.

Management Plan

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

5.0 New and Existing Utilities

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

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

6.0 Hazard / Risk & Environmental Management and Controls

Method Statements and risk assessments will be developed during the works in conjunction with the specialist sub-contractors, these will be in line with requirements of the construction phase health and safety plan, the designers risk assessments etc.

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 schools, higher education facilities and hospitals in the local area

Whilst this list is not exhaustive, it will be used as discussion points for the team developing the project Construction Phase Health and Safety Plan.

Working Hours

The construction hours are 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

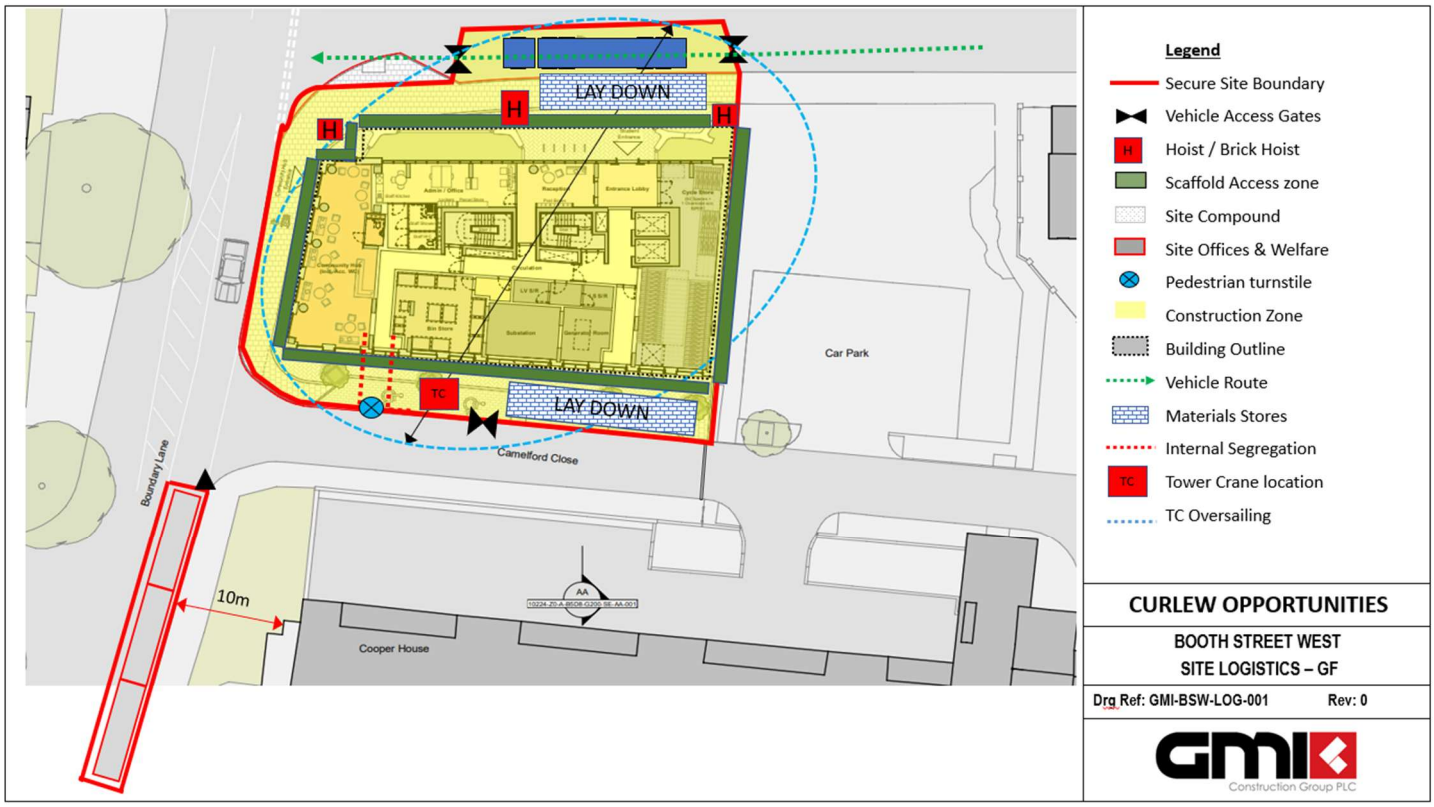
Contractors will be allowed to enter site 30mins prior to starting work provided noisy activities are not started earlier than the above stated times.

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

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

Construction Site Accommodation Welfare and Storage

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



Gamecock PBSA Logistics Plan showing the location of the proposed welfare cabins

Material storage on the site is limited, all supply chain members will co-ordinate their respective needs with the site gateman and deliveries team. All deliveries will need to be booked in on an online delivery system. This will help alleviate construction traffic in the surrounding area.

Materials will be offloaded from the vehicle directly to the point of use wherever possible.

Car Parking for Contractors Staff and Operatives

There is limited provision for parking in the construction 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.

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, escort onto site by competent team members. There will be access through the turnstile and then a designated walkway to the site, the turnstile will be both the point of access and egress from site and will record the personnel for emergency evacuation purposes as well as recording data for capturing the carbon footprint of the site and information in relation to the projects social impact plan.

The site will also be monitored out of hours by a tag guard system whereby if the motion sensors/beams are broken, a locally appointed security guard will be immediately notified and attend site to investigate and deal with the situation as necessary, as the work progresses the security will upgrade to that of a static guard.

Cyclists - There are no cycle lanes currently around the perimeter of the site boundary however our site gatemen and banksmen will be observant of cyclists when directing public and vehicle movements alike.

Phasing and quantification of vehicular activity

The quantification of delivery vehicles has been estimated as below and may vary slightly in both volume and types of vehicles as the project moves through the key stages as follows:

- Demolition – most vehicle movements will be wagons (spoil wagons, skip collections etc.)
- Initial groundworks, piling, drainage and foundations – most vehicle movements will be wagons (spoil wagons, concrete wagons etc.)
- Superstructure frame, roof, and external facades – most deliveries will be articulated lorries for the concrete frame. Concrete wagons on turnaround are required for large concrete floor pours.
- Internal fit-out (partitions, mechanical and electrical installation etc..) – most vehicles will be split between articulated wagons for large elements such as plasterboard deliveries, and smaller vans for deliveries of M&E equipment including ventilation ductwork and the like. There will also be some major M&E plant deliveries requiring articulated deliveries.
- External works / public realm – during this final stage of construction deliveries will mainly be wagons delivering soil, external furniture, and fencing.

Types and frequency of vehicular demands

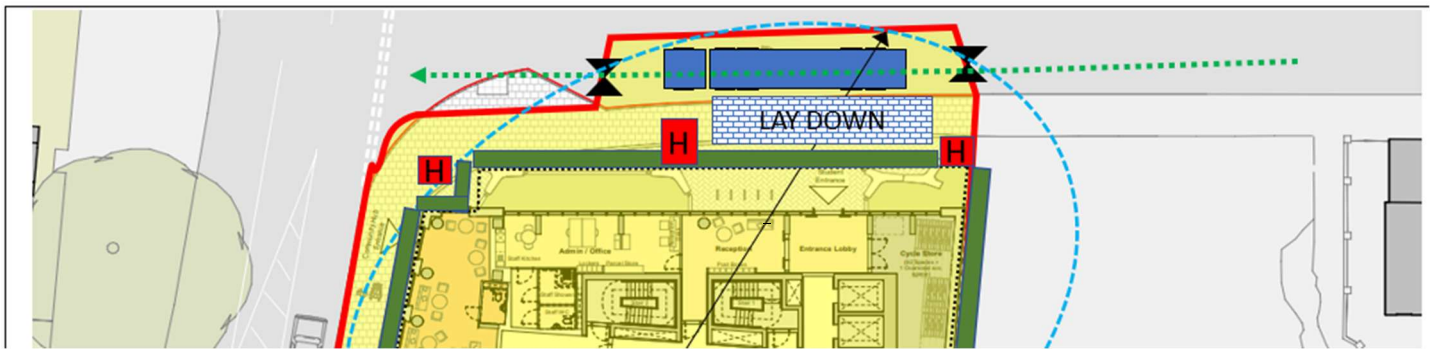
The quantification of delivery vehicles for each phase has been estimated below:

- Demolition – 1/2 wagons per day on turnaround for skip collections cart away of excess site won materials – max deliveries 6no per day
- Initial groundworks – 2/3 wagons per day on turnaround for imported materials and cart away of excess site won materials – max deliveries 15no per day

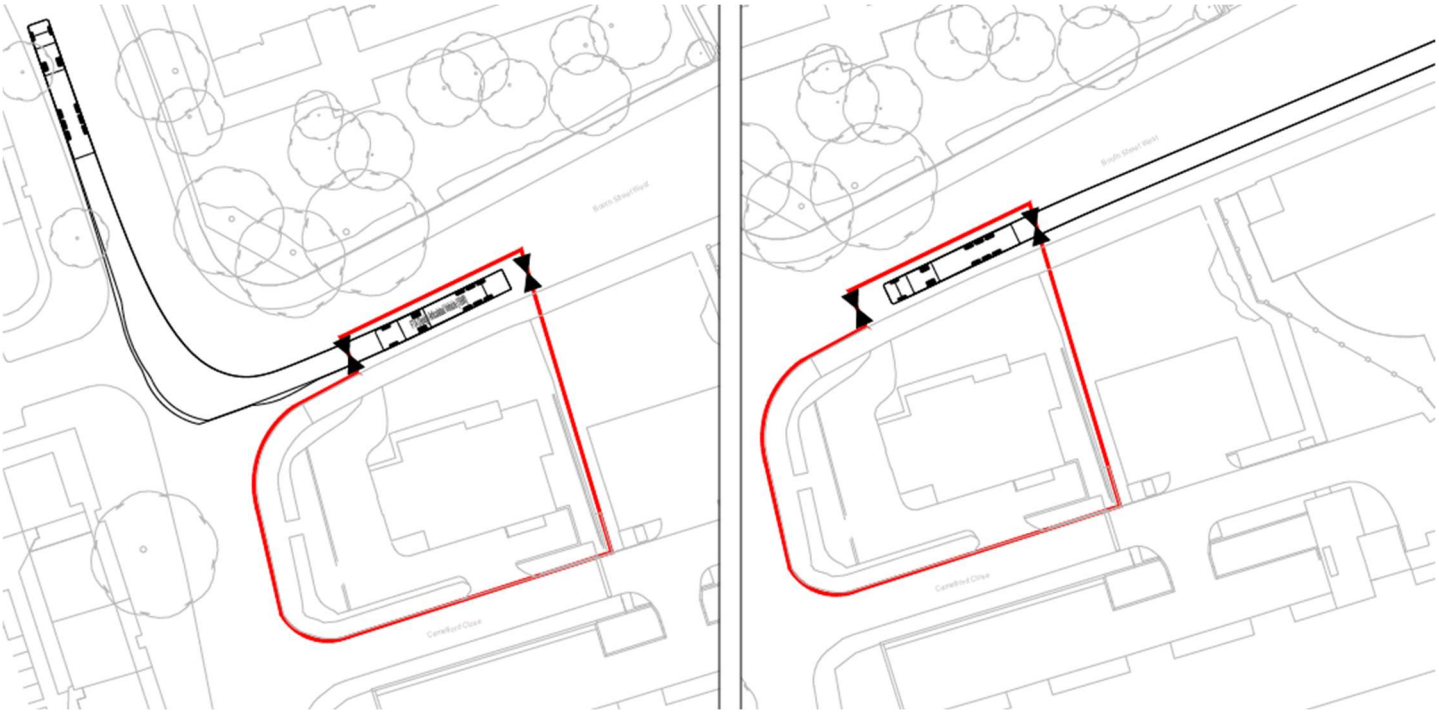
- Superstructure concrete frame – Formwork, reinforcement, and concrete pours. Max steel deliveries 2no per day. 2/3 concrete wagons per day on turnaround for large concrete floor pours - max deliveries 15no per day
- Internal fit out – Plasterboard, insulation, and M&E deliveries - max deliveries 12no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

Deliveries, Highways, Safety & Vehicle Routing

To facilitate the safe construction of the development, we will operate a one-way delivery system for access and egress onto site. Deliveries will access the development from Oxford Road on to Booth Street West, and into site, deliveries will then exit the site back onto Booth Street West heading West on to Boundary Lane.



Traffic route from Oxford Road on to Booth Street West, onto site, and off site again



A swept path analysis has been carried out to ensure large deliveries can be facilitated on the site and ensure material deliveries are not required to wait or be unloaded on Booth Street West.

A new temporary site entrance will be required on Booth Street West for the project (full details and proposals to be finalised with the Council technical and highways teams). The new entrance will be formed before the construction phase activities are carried out on site to form an access point. The demolition phase will also be serviced via the existing site entrance on Camelford Close and utilising the existing car park on site.

GMI will liaise directly with the Local Planning Authority, MCC Highways and TfGM with regards to any temporary bus stops required or routes affected by the planned works at Gamecock PBSA.

Delivery routes/information will be provided to all contractors with an emphasis on utilising the main route (Oxford Road on to Booth Street West). Any significant deliveries (Cranes/ Piling Rig etc) will be coordinated with any neighbouring construction sites in the area to mitigate any potential disruption.

Deliveries will also be coordinated with suppliers to avoid peak periods and offloading of both plant and materials will be restricted to site, there will be no offloading of materials on Booth Street West.

Plant and Equipment

All the plant and equipment on site will be maintained in accordance with the PUWER Regulations. All plant will also be operated by competent and trained personnel who will also

carry out their weekly and daily maintenance checks. No plant will be operated on the highway unless they hold the relevant licenses.

Fuel Storage - All fuels will be stored in a double bunded container with a capacity of 110% and kept padlocked shut when not in use. Drip trays will be used underneath the containers to contain any drips of fuel. A designate fuel storage area will be set up on the project away from any surface water drainage to ensure refueling is carried out in a controlled environment. A spill kit will also be located in the controlled zone and in the event of a spillage, the site management will be notified immediately, and the fuels cleaned up immediately.

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 will aim to achieve a score rating of 'Excellent' or as a minimum 'Very Good'.

Neighbours & Communication Strategy

GMI acknowledge the presence and the importance of the existing properties, 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 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 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 residents of Camelford Close & Cooper House
- The Cornbrook Medical Practice
- The residents of Hopton Court
- Trinity High School
- International Pentecostal City Missionary Church

Regular liaison between all parties on site will be organised and managed by GMI with site meetings held to discuss ongoing works and plan for any forthcoming works which may have an impact on others. All works will be coordinated with the relevant parties to ensure that risks are identified and adequately controlled.

GMI propose regular coordination meetings with neighbouring properties to ensure no disruption is caused and the day-to-day logistics can be discussed in detail. Any complaints from neighbouring properties will be dealt with by the project lead in timely manner. Complaints will be acknowledged

immediately and dealt with within 48hours.

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

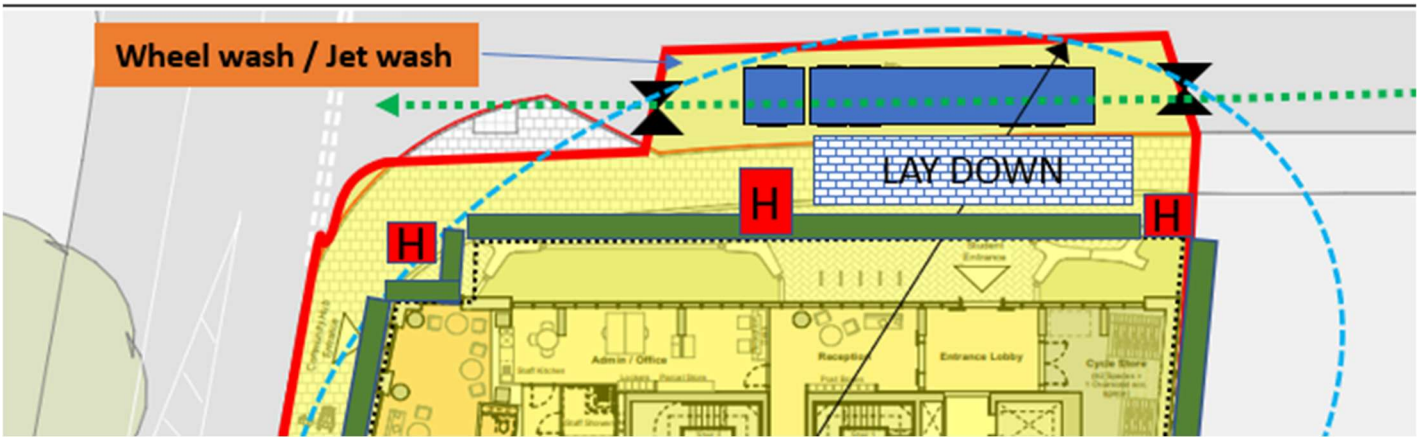
At the time compiling this plan, and reviewing the likely timeframe of the project, it is likely to be the largest scale of any construction project in the immediate area (on Booth Street West). Consequently, it is not envisaged that close coordination will be required with other major projects. It will 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 construction traffic on surfaced routes to and from the site. As vehicles enter the site they will do so on this protected surface, this will therefore minimise the opportunity for mud to enter the highway. The gateman will check each vehicle as it exits the site and is escorted back out onto the highway. Additional regular checks will be made by the site management of the surrounding roads to ensure they are kept in a clean state. We will ensure that mud and or debris will not be allowed to get onto the highway.

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



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



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

As an additional precaution, a road sweeper will be deployed as and when required to ensure that the exit road and any other surrounding roads are not affected.

Concrete Wash Out - The concrete washout will be undertaken on site. A specific washout skip will be positioned within the compound area during concrete pours. Concrete vehicles will be offloaded and cleaned within the site compound thereby ensuring no debris or spills are deposited on the street / highway.

8.0 Dust Control and Management

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

Any other dust that is created from the use of concrete or wood cutting will be controlled by water suppression bottles or on tool local exhaust ventilation systems.

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

The control of dust will also include the following items.

- Protection of surfaces and exposed material from winds until disturbed areas are sealed and stable
- Dampening down during the demolition and groundworks phases of exposed stored materials, which will be stored as far from sensitive receptors as possible.
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.
- Avoidance of activities that generate large amounts of dust during windy conditions.
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of materials and overfilling during delivery.
- Avoid dry sweeping.
- Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use.
- Ensure vehicles entering and leaving the site are covered to prevent escape of materials during transport.
- Minimisation of vehicle movements and limitation of vehicle speeds to 5mph

Compliance with current legislation on dust control including the Environmental protection Act 1990 and the Control of Act 1974 will be ensured.

9.0 Control and Management of Noise and Vibration

On request from the MCC planning department the following section has been updated and details of our proposed Noise & Vibration measures for this project have been omitted from this Construction Management Plan.

GMI Construction Group will agree the following environmental health directly with the MCC Environmental Health Department prior to commencement of the project.

- Details of machinery and equipment to be used, and their expected noise levels.
- Identification of the noisiest activities and who these activities/work may impact.
- Duration of the noisiest activities.
- Site-wide noise and vibration mitigation measures to be adopted, with reference to Best Practicable Means (BPM), particularly for the noisier or more intrusive activities.
- Maximum site noise and vibration levels at the site boundary, particularly during the noisiest activities.
- Details of monitoring, including:
    - How noise and vibration will be monitored.
    - Monitoring locations in relation to sensitive receptors.
    - How the site supervisor will be alerted if noise or vibration limits are approached or exceeded.
    - Actions to be taken if the agreed maximum site noise and/or vibration levels are exceeded.

10.0 Waste and Recycling

All waste generated during the demolition and construction phases will be disposed of using skips that have been supplied by reputable suppliers. Waste management licenses and waste carrier's licenses will be obtained from all suppliers prior to removing the waste from site thus ensuring that all waste has been dealt with in accordance with the regulations.

Any hazardous waste i.e. empty spray paint cans, oily rags etc. will be disposed of in the site hazardous waste drums. Once these are full, they will be collected and disposed of by GMI's designated waste management contractor.

Some of the waste produced during the construction phase will be recyclable and the waste collection contractor will segregate (off site) all the waste that can be recycled. All spoil arisings from the groundworks will either be removed from site or used as capping material where permitted. Designated skips will be used to recycle other waste.

Effective management of waste on site will consist of the following measures:

- Closed skip container (food waste etc.)
- Regular clean-up of the site
- Careful handling and transportation to avoid damage
- Off-site manufacturing (where possible).
- Skips will be located in the site storage compound.

Contact Details.

GMI Construction Group

Carvers Warehouse

77 Dale St

Manchester

M1 2HG

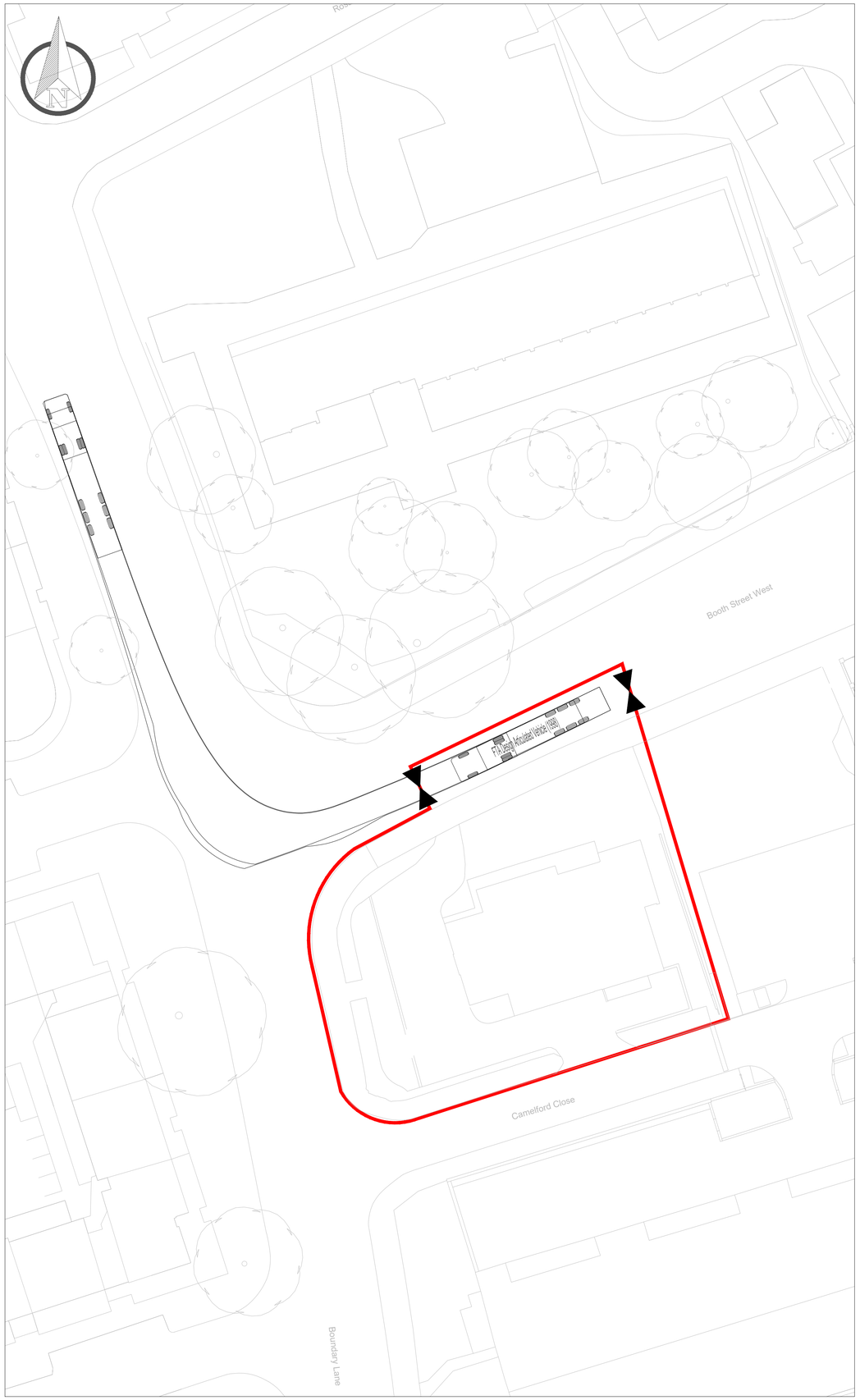
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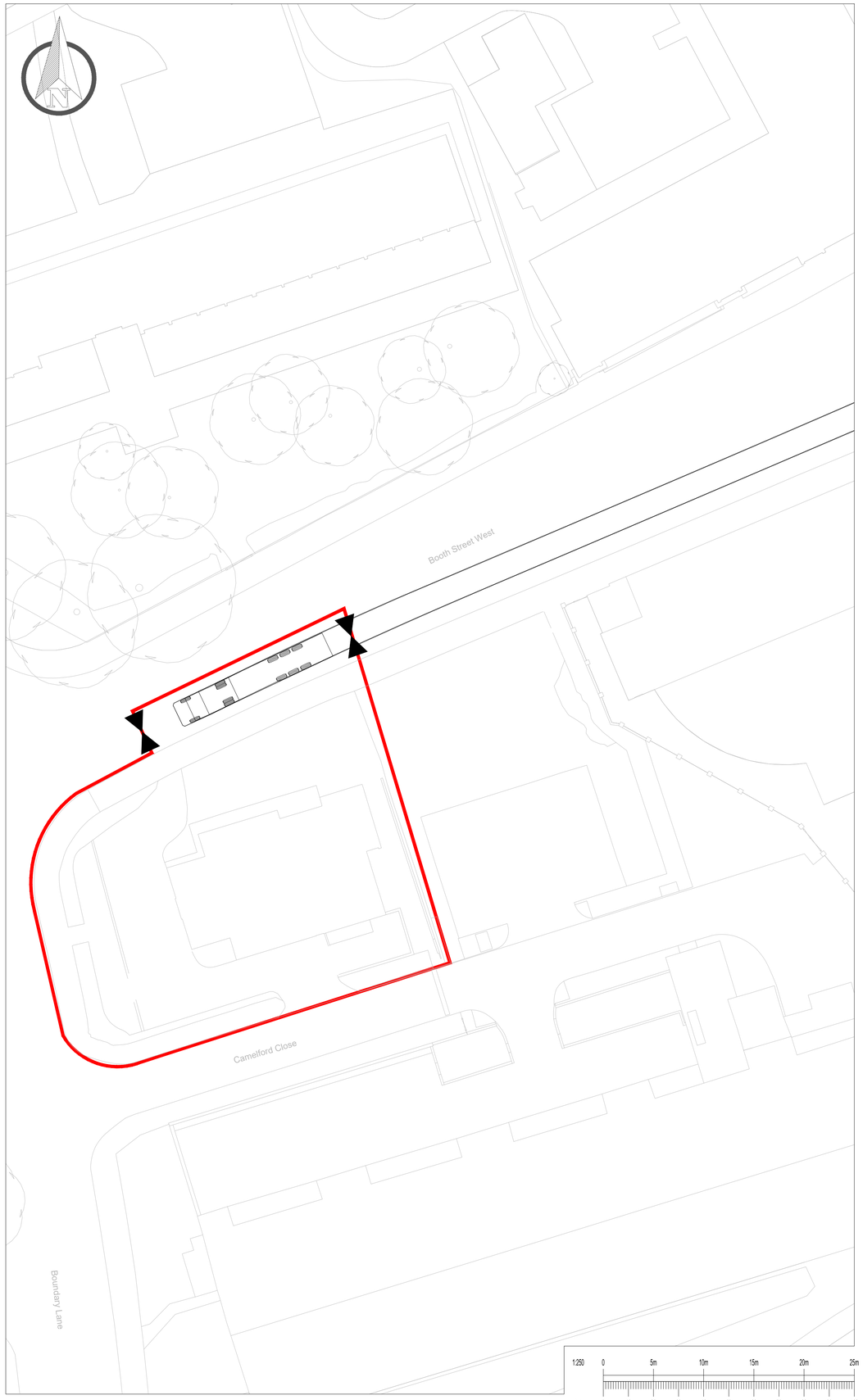
24hr Emergency Contact Details:

Name	Position	Mobile	Email
Tom Wright	Operations Manager	07483 144 448	tom.wright@gmi.co.uk
Matthew Littlewood	Contracts Manager	07890 941 027	matthew.littlewood.@gmi.co.uk

APPENDIX 1

CONSTRUCTION MANAGEMENT SWEPT PATH ANALYSIS DRAWING





1:250 0 5m 10m 15m 20m 25m

1:1 0 10 20 30 40 50 60 70 80 90 100

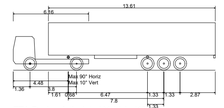
GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.

KEY:

INDICATIVE SITE BOUNDARY

VEHICLE ACCESS GATE



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.970m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

Rev:	Description:	Date:	By:	Chkd:
P01	FIRST ISSUE	17/06/26	JC	RB

Curtins
Merchant Exchange 17-19 Whitworth Street West Manchester M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Status:

FOR INFORMATION

Project:

GAMECOCK - CEMP

Drg Title:

CONSTRUCTION MANAGEMENT PLAN
SWEPT PATH ANALYSIS

Drawn By	Designed By	Checked By
JC	JC	RB
	Date: 17/06/26	Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
GN - CUR - XX - XX - D - C - 95000	P01

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