50 Fountain St, Manchester

Construction Management Plan



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1.0 Document Control

Revision	Date	Author	Section Amended & Notes
1	1/10/26	James Moore	First Issue
2	9/10/26	James Moore	5.0 Site Details - 24-hour emergency contact number is identified. 8.0 Hazard/Risk & Env Man & Controls - Further info added regarding deliveries, waste, cranes, plant, visitors etc. Vehicle dimensions provided. Note re consolidation centre / delivery consolidation strategy added. Note re waiting/holding area or communication protocol for vehicles arriving early added. Note advising that turning of delivery vehicles is not possible within the site boundary and that a one way system is in operation. Dedicated abnormal load procedure added. Vulnerable road user strategy added. Scaffolding programme week numbers added. Dedicated section regarding air quality management added.

2.0 Key Parties

	Organisation	Contact Name	Contact details
Client	M&G Real Estate	Sam Walker UK Portfolio Director - Development	07443 244202 sam.walker1@mandg.com
Client PM	Gardiner & Theobald	Callum Riley Senior Associate	07741 322469 C.Riley@Gardiner.com
Principal Contractor	GMI Construction	James Moore Senior Project Manager	07581 074360 james.moore@gmi.co.uk
Principal Designer	GMI Construction	James Moore Senior Project Manager	07581 074360 james.moore@gmi.co.uk

3.0 Introduction

The purpose of this Construction Management Plan is to address the construction methodology and the associated environmental impacts anticipated during the façade retention, demolition, construction and refurbishment of 50 Fountain St, Manchester.

The plan outlines proposals on traffic and environmental impact measures to be adopted during the construction period.

Detailed consideration of potential environmental impacts during 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 project's 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;

- Façade Retention Works to Spring Gardens Elevation
- Demolition / De-construction elements at 50 Fountain St.
- Piling, substructure and installation of new drainage infrastructure.
- Superstructure – Erection of Post Tensioned Concrete Frame.
- Envelope – Roof, Unitised Glazing and Rainscreen Cladding Façade.
- Internal Fit Out in advance of Full Tenant Fit Out.
- Limited external works.

4.0 Key Programme Dates

Target Start on Site	**22 February 2027**
Target Completion	**29 Aug 2029**
Target Duration	**128 calendar weeks**

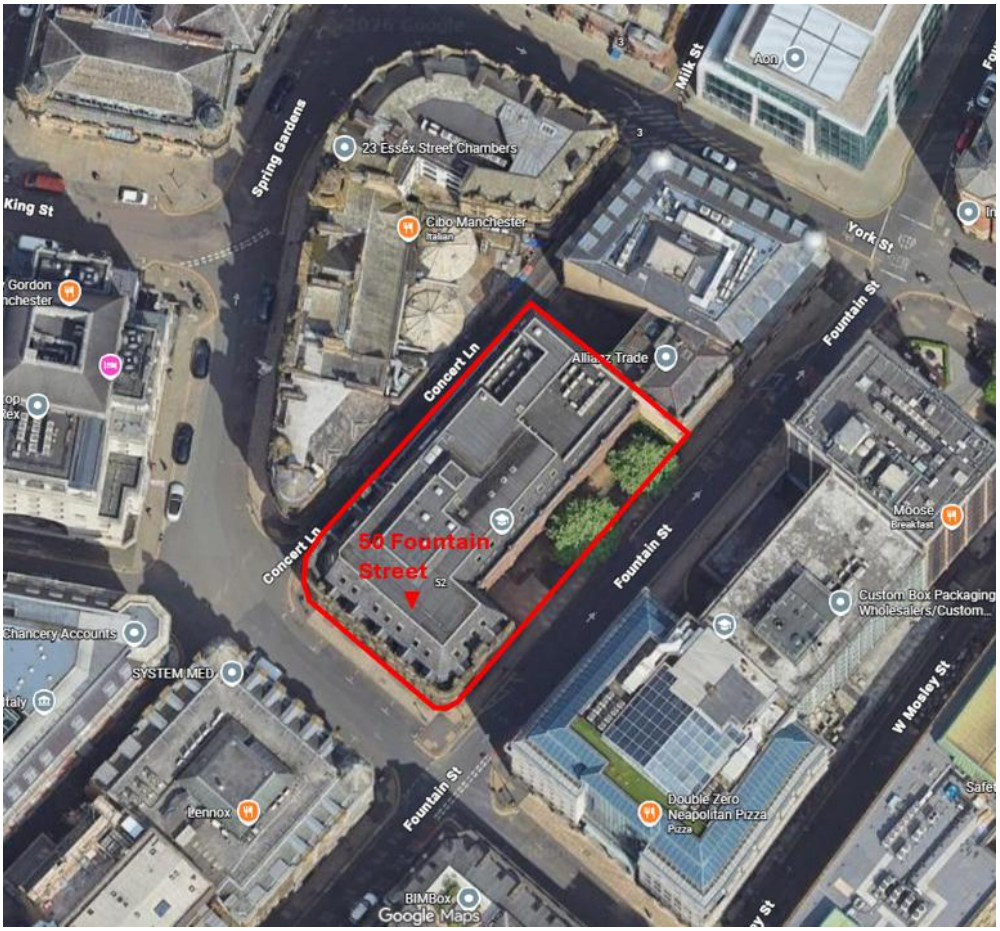
5.0 Site Details

Site Location

The existing building is located in a commercial area within the red boundary shown below at 50 Fountain St, with Concert Lane to the Northwest, Spring Gardens to the Southwest and Fountain Street to the Southeast. An existing commercial office building (No.46 Fountain Street) abuts the Northeast boundary to which 50 Fountain Street shares a Party Wall. The site and building is currently accessed from Fountain Street.

50 Fountain Street is surrounded by commercial properties on the opposite side of all surrounding highways with Vivienne Westwood Retail Store to Concert Lane, a restaurant and café to Spring Gardens and a commercial office space and café to Fountain Street.

50 Fountain Street is located in a Conservation Area and Fountain Street and Spring Gardens act as busy City Centre thoroughfare routes.



Site location 50 Fountain St, Manchester.

Site Boundaries & Security Hoardings

The site will be fully secured by 3m high timber hoardings to all elevations. The fencing shall be fully maintained throughout the works, and inspections recorded and actioned on a weekly basis. Hoarding will be lit as required to MCC Standards. Secure gates will be in place and maintained to control access to the works and to safeguard against unauthorised entry onto site. Monitored CCTV site security measures will be in place from the outset coupled with local security response team, to ensure the site remains secure and safe.

Any access ways will be kept clean and well managed at all times. To aid this, all deliveries to site will be pre-booked via an online system to mitigate the flow and quantities of construction traffic and deliveries. All deliveries will be made to Fountain Street and Concert Lane with both roads requiring footpath/parking bay and footpath/road closures respectively to facilitate this.

The existing Victorian façade to Spring Gardens is to be retained as part of the final scheme with footpath/parking bay/part lane closures required to facilitate location of a temporary façade retention structure from project commencement to the completion of the proposed concrete frame structure.

A detailed traffic management plan has already been agreed in principle with MCC Highways prior to work commencing on site, will be implemented and monitored throughout the works on a daily basis. This plan will also be communicated throughout the onsite team and to all supply chain partners before orders are agreed and placed.

Liaison & 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:

Senior Project Manager – James Moore 07581 074 360

Contracts Manager – Tom Wright 07483 144 448

Senior SHE Advisor – David Duncan 07583 683 089

GMI Main Manchester Office – 0161 302 4503

<u>Emergency Contact:</u>

James Moore 07581 074 360 / 07974 724 747

We will also provide noticeboards throughout the site hoardings in line with Considerate Constructors Scheme requirements; these will contain contact numbers for reporting any issues, and/or making any complaints. The emergency numbers will also be displayed inside the site hoarding, for contractors.

Surveys

Prior to commencement of the works, several 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 surveys).
- The location / depth of all existing main services, drainage, and manholes – details shall be obtained from the relevant authorities or other owners.
- Background noise levels to establish and agree baseline and noise limits for the construction period with Manchester City Council (MCC).

Highways Dilapidation Survey

A dilapidation survey has already been carried out, submitted and approved by MCC in May 2025, recording and agreeing the condition of the carriageway and footpaths on the proposed vehicle routes around and to/from the site and discharging planning pre-commencement condition 16a, however given the age of the survey it is our intention to carry out another dilapidation survey during the preconstruction phase.

Documentation

All relevant documentation will be in place prior to commencement of works on site, including the F10 document, Construction Phase Health & Safety Plan, Pre-construction Information 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:

- Discharged Pre-commencement Planning Conditions
- Discharged Pre-commencement Listed Building Consent Conditions
- Building Regulation Approvals
- Section 80 Demolition Notice and Section 81 Demolition Approval Notices
- Topographical Surveys
- Dilapidation Survey
- Drainage Surveys
- Existing Service Surveys
- Environmental Assessment Report
- Smart Waste Management Plan
- Ecology Report
- Any Environmental Clearance Reports
- Noise Survey Report

6.0 Scope of Works, Programme & Construction Methodology

The proposed development comprises of the Spring Gardens Façade Retention and Renovation, demolition of the existing 7 storey steel frame, brick clad building, grubbing out of existing ground obstructions and ground remediation, CFA piled contiguous pile wall basement and foundations, construction of a new post-tensioned 7 storey concrete frame structure and installation of unitized glazed/rainscreen clad façade. Total floor area is 7696 sqm of GIFA office space across these levels.

The proposed Ground Floor comprises of Reception/Circulation Space, Office Space and WC's.
The proposed Mezzanine Floor comprises a small area of Office Space as well as Bicycle Store, Gymnasium, Changing Rooms and Management Office, all of which serve Office Space on the Levels 1-6 and Roof Terrace/Internal Amenity Space on Level 7.

All levels are served by two staircases within a single core, one of which is designated for firefighting and emergency egress purposes. Three lifts are provided, one being suitable for firefighting and evacuation purposes.

The busy city centre location provides several challenges. The proximity of main roads and neighbouring properties, including their individual access requirements, means that our proposals need to be clear from the outset in order to minimise any disruption to the surrounding area.

We have developed our programme and methodology with these issues in mind and we are confident that our experience and expertise in delivering similar city centre projects will avoid any negative impact to the local community. This will allow us to develop a strong working relationship with the local businesses and their occupants.

A copy of the draft construction programme can be found in Appendix B.

Enabling activities

The tight city centre site is logistically challenging, particularity for large vehicles. There is limited room for off-loading and part-encroachment of the hoardings onto the highway is required which has already been discussed and agreed in principle with Highways and outlined to neighbouring properties.

The delivery of plant/materials, citing of the proposed temporary façade retention structure and access to adjacent properties around 50 Fountain St is a key consideration and has influenced how and where we intend to position the hoardings and full height scaffolding around the perimeter of the site. These layouts will be coordinated with delivery and access points to neighbouring properties.

The erection of the tower crane, which is to be located through the middle of the building, as part of the activities early in the construction phase, will require the temporary short term closure of Spring Gardens and its junction with Chancery Lane and Concert Lane. The crane is anticipated to take two days to erect and two days to de-rig later in the programme. Once erected the crane will have anti-climb measures incorporated to prevent unauthorised climbing of the tower during the working day or out of hours.

It is currently intended to install the site welfare for the demolition, piling and part of the concrete frame periods in temporary cabins located within the existing courtyard adjacent to Fountain Street and latterly within the confines of the proposed Concert Lane closure.
Once the concrete frame has been erected to Level 3, and the removal of back-propping allows, it is our intention to construct temporary welfare facilities within the Ground Floor area, remaining in place until the end of the scheme.
First aid and de-fib facilities will be available within these welfare locations regardless of construction stage.

It is our intention to rent off-site office space 81 Fountain Street to house our GMI Construction Management Staff for the duration of the project.

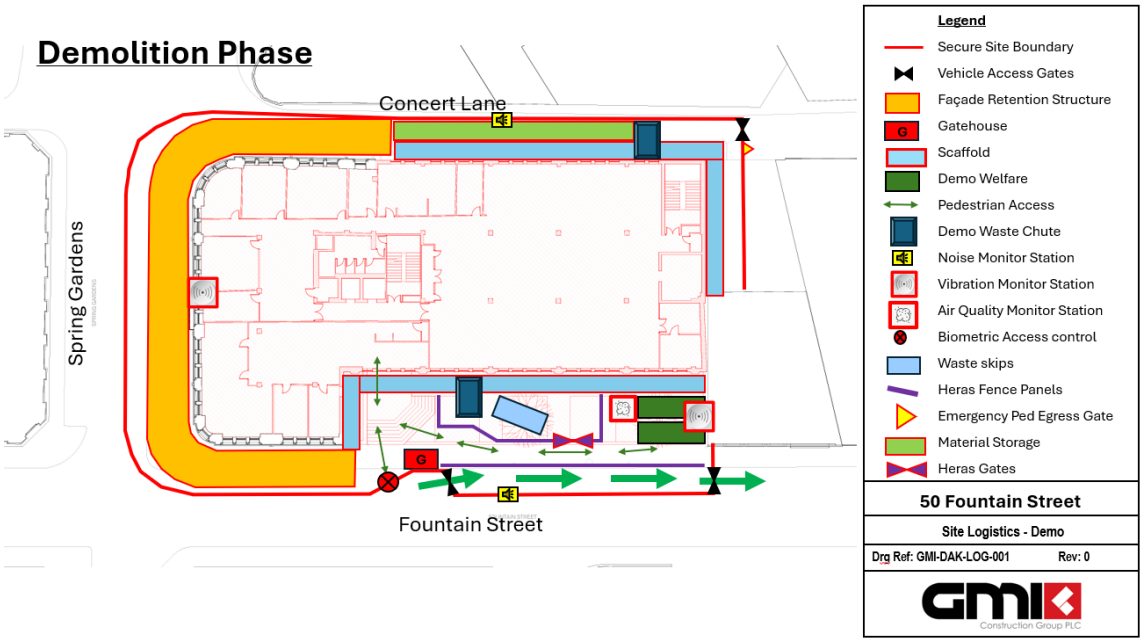
Deconstruction activities

No demolition activities will commence until all existing incoming utilities are disconnected and road/footpath/parking bay closures and site hoarding is in place.

The Demolition works will commence with Asbestos Removal carried out by a Licensed Asbestos Removal Company. This scope of works has already been defined by a Refurbishment and Demolition Asbestos Survey with some Notifiable Asbestos identified. A minimum of 14 days prior to the removal of any Licensed/Notifiable Asbestos, an ASB5 online notification form will be submitted to the HSE. Asbestos strip works will be carried by a fully qualified, licensed and competent specialist contractor. Whilst asbestos strip works are being carried out internally, a full perimeter scaffold and temporary Façade Retention Structure will be erected to the Spring Gardens Elevation and the Southern-most ends of the Fountain Street and Concert Lane Elevations.

The logistic plan for the demolition phase below shows the extent of scaffold to be erected to the existing envelope prior to any structural demolition commencing. Scaffold is shown below in light blue. The scaffold will be wrapped in monoflex sheeting to prevent any materials/tools falling outside of the scaffold footprint.

The scaffold will be stripped progressively in line with the top down structural demolition of the existing building. The scaffold erection is programmed to commence in Week 2, with the dismantle commencing in Week 15 and completing in approx. Week 25.



A temporary water spray system will be installed to the scaffold, directing water onto the existing building façade during demolition to minimize the generation of dust. In addition, an air quality monitoring station will be set up to continuously monitor dust levels/air quality and alert the GMI site management in case of acceptable threshold levels being exceeded.

Once scaffold is erected, removal of existing asbestos containing façade/roof tiles will be carried out. During this period, soft strip demolition activities internally will be carried out.

Once the Façade Retention Structure is in place, and Asbestos Removal and Soft Strip activities are complete, the existing superstructure will be carefully de-constructed down to Level 3, in a controlled manner by hand and using Brokk plant from respective floor plates with progressive

scaffold strip to follow the pace of demolition.

Following completion of the upper-level deconstruction, demolition will progress from Level 3 downwards using a mechanical high-reach excavator. This methodology has been developed to provide a controlled demolition and deconstruction approach appropriate for this constrained and high-profile city centre location.

Construction Works – Foundations

- The existing foundations / ground structures will be removed and a piling mat installed prior to any piling works being carried out.
- CFA piles will be installed for both load bearing structural piles (inc Tower Crane base piles) and the contiguous pile wall for the basement.
- The Contig Wall Capping Beam will then be installed to enable excavation of material within the basement zone and formation of the basement slab, while ground floor ground beams to other areas are installed.
- During the same period, the Tower Crane base will be constructed, facilitating the earliest Tower Crane erection as possible.

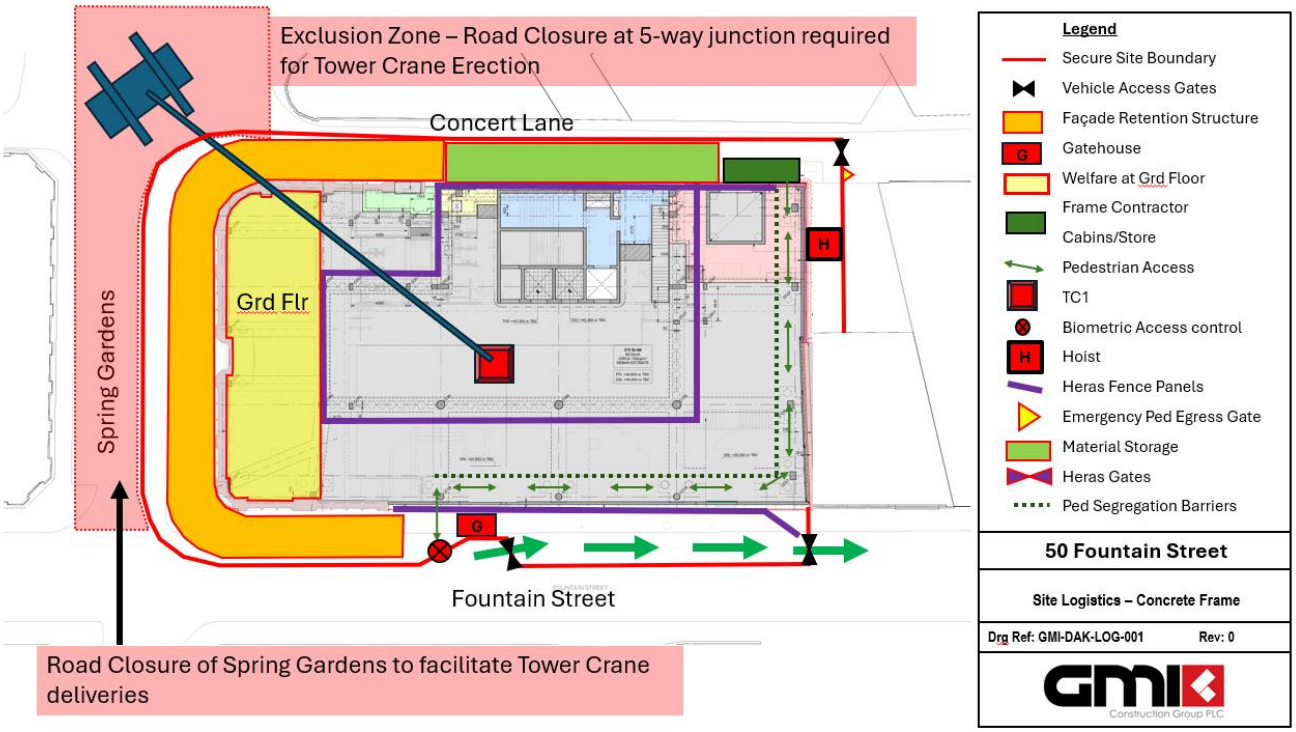
Construction Works – Superstructure & Envelope

- The concrete core, located adjacent to the Concert Lane Elevation will be installed using a 'Slip-Form' system and will progress from Basement to Roof level independently of all other works.

- The proposed concrete frame consists of traditional RC columns and Post-Tensioned concrete Floor Slabs. All concrete frame works will be fed using a mobile concrete pump for level 1 and a static line fed by concrete wagons from the proposed Fountain Street GMI Delivery Lane to upper floors thereafter.

- A luffing jib tower crane will be employed for construction of the building frame and to facilitate installation of the proposed unitized glazing, MEP Plant and Roofing Materials. The proposed tower crane sits within the floorplates' footprint from Basement to Level 7, so upon completion of the concrete frame structure the crane will be removed and reinforced concrete slab infills will be installed in its place. The Tower Crane is currently positioned as such, to avoid any oversailing restrictions on adjacent properties / roads etc., when out of service.

- It is proposed to erect and dismantle the Tower Crane using a mobile crane located on Spring Gardens at the junction with Concert Lane and Chancery Lane. This will require a temporary road closure of Spring Gardens during both operations



- Approximate date for TC erection is March 28. Approximate date for TC dismantle is April 29. Subject to review.
- Upper Floors – The upper floors will provide structural support to the retained stone façade. Once the upper floors have been cast and connection details between concrete frame and retained façade have been installed, the temporary façade retention structure will be removed.
- When the concrete frame is cast to level 3, it is intended to install a passenger/goods hoist located in the rear yard of neighbouring No 46 Fountain Street.
- The external building fabric consists of the existing retained facade to Spring Gardens Elevation and the Southernmost ends of Fountain Street and Concert Lane (4-5 storeys), and unitised glazing system with aluminium framing and/or panels to all upper floors to other elevations.



- The unitized glazing system is progressively set back from the building footprint up the building, with small terraces to the building perimeter at various levels. The unitized system will also incorporate aluminium perforated panels. Perforated panels will act as louvres to the Concert Lane elevation at ground floor.

- The materials required for the unitized glazing/aluminium paneling façade construction are to be vertically distributed and installed using the Tower Crane and Hoists located to both the Fountain Street Elevation and to the rear yard of No 46 Fountain Street, accessible from the Northern end of Concert Lane.

- A new roof will be installed to comply with BROOF t4 fire classification. Rainwater will be controlled during the build process by utilising temporary water proofing at abutments, drainage solutions and de-watering techniques to remove any unnecessary buildup of water on site and run-off to the adjacent highway.

- Drainage connections. Foul and storm connections are to be direct into the existing mains system within the surrounding carriageways, utilising existing drainage connections to public sewer.

Construction Works - Internal Fit Out & Commissioning
Internal fit out works include M&E installations, raised access flooring, partitions & ceilings, wall / floor finishes and internal Joinery. The fit-out work will run concurrently with the envelope works, albeit staggered slightly for sequencing and water tightness. Careful coordination of the fit-out work will be implemented due to the restricted footprint of the build, materials will need to be delivered in a planned sequence. 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.

Construction Works - External Works
As part of the overall development there is new hard landscaping to the full perimeter of the site, which will be implemented towards the end of the construction programme. This work will involve the closing up of the existing bellmouth from Concert Lane into the existing building and will likely be subject to S278 Works. This design will be developed during the preconstruction stage and will be subject to MCC Highways review.

Construction Works - 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.

Construction Works - Completion of Activities
At the outset of sub-contract work packages, Inspection and Test Plan's will be completed to ensure the standard of work and inspection regime aligns to our Integrated Management System. GMI and the supply chain will carry out detailed inspections of the work as they are completed and record any defects for close out using an on-line management portal. Monthly audits will take place by GMI Quality Manager and Site team to ensure compliance with contract specifications and drawings as well as GMI processes and procedures. The design team will be advised at this stage and will be encouraged to make any comments and observations.

Construction Works - Handover

It is intended that all snags will have been actioned and final cleaning completed to present to the client's team for acceptance. 12 weeks prior to PC, our soft landing process will commence in advance of completion. This will be supported by a number of meetings to discuss all aspects of completion e.g. statutory approvals, commissioning, Breeam and final sign offs.

Construction Works - Management Plan

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/façade senior site/project managers. A robust Construction Phase Health & Safety Plan and Construction Environmental Management Plan will be produced and regularly reviewed and revised as required.

7.0 New and Existing Utilities

At the outset of construction activities and prior to demolition works, existing utilities will be disconnected and a temporary electrical connection installed to facilitate site activities. During the construction phase new utility connections will include Gas, Electric, Water and Comms coming into the site via the most appropriate route. The scheme includes the installation of a new electrical substation, accessed directly off Concert Lane. All works will be coordinated with the surrounding building operators and fully compliant with best practice for these operations.

8.0 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, site boundaries and vehicle movements.
- The presence of local businesses, offices, and accommodation in and around the construction site. We will throughout this time monitor noise and vibration levels.
- Public realm and existing footpaths around the perimeter of the site.

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.

The hazards around work and materials at height, dust, noise, vehicle and pedestrian segregation will be fully addressed.

Working and Delivery Hours

The construction hours are not defined in the Planning Decision Notice but it is the intention of GMI to operate the site under restricted hours as set out below:-

07:30am to 6:00pm Monday to Friday
8.30am to 2:00pm Saturdays
Closed / No Working - Sundays and Bank Holidays

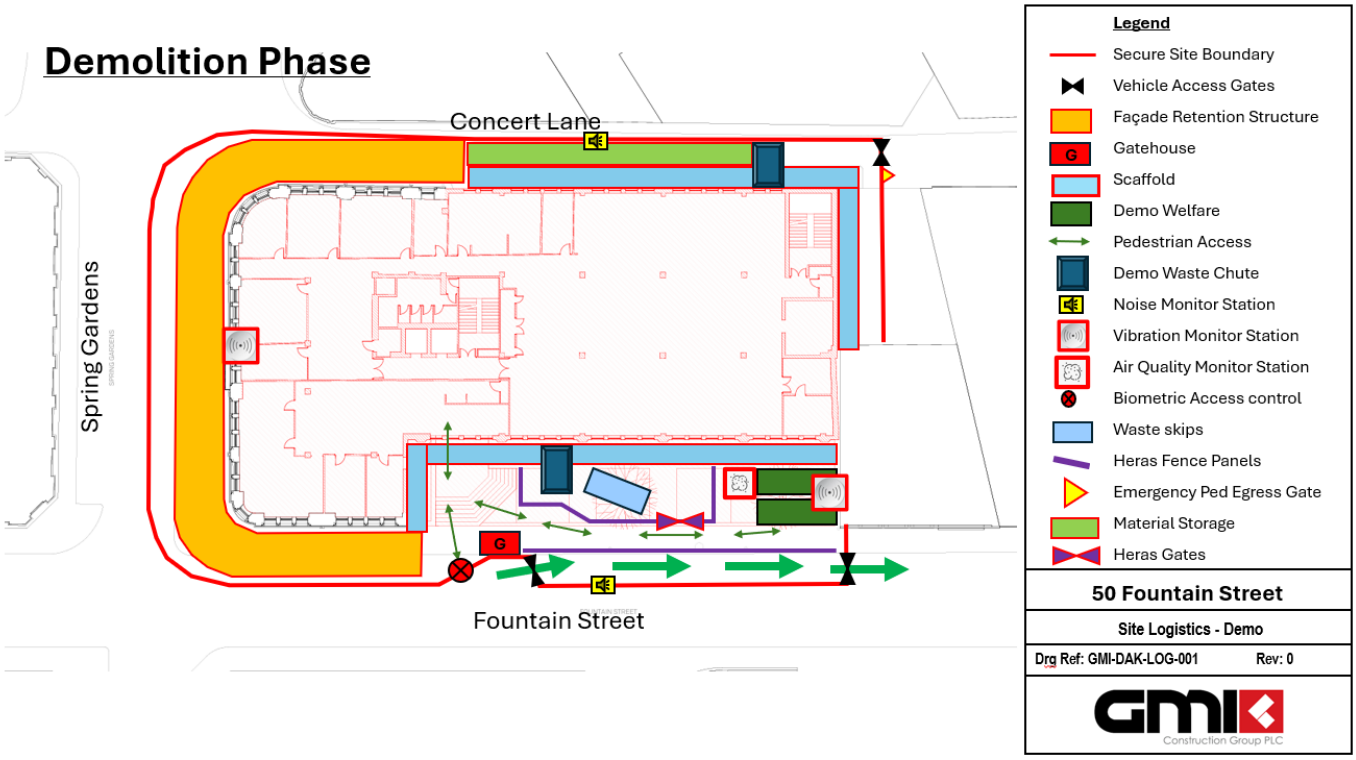
Contractors will be allowed to enter site 30mins prior to starting work provided noisy activities are not started earlier than the stated above times.

There may be certain circumstances where construction work will be required to take place outside of these hours. If this is the case, the exact phasing and timescales of this will be communicated to our neighbours and directly to the relevant Environmental Health Officer for the area for the necessary section 60 approval if deemed required.

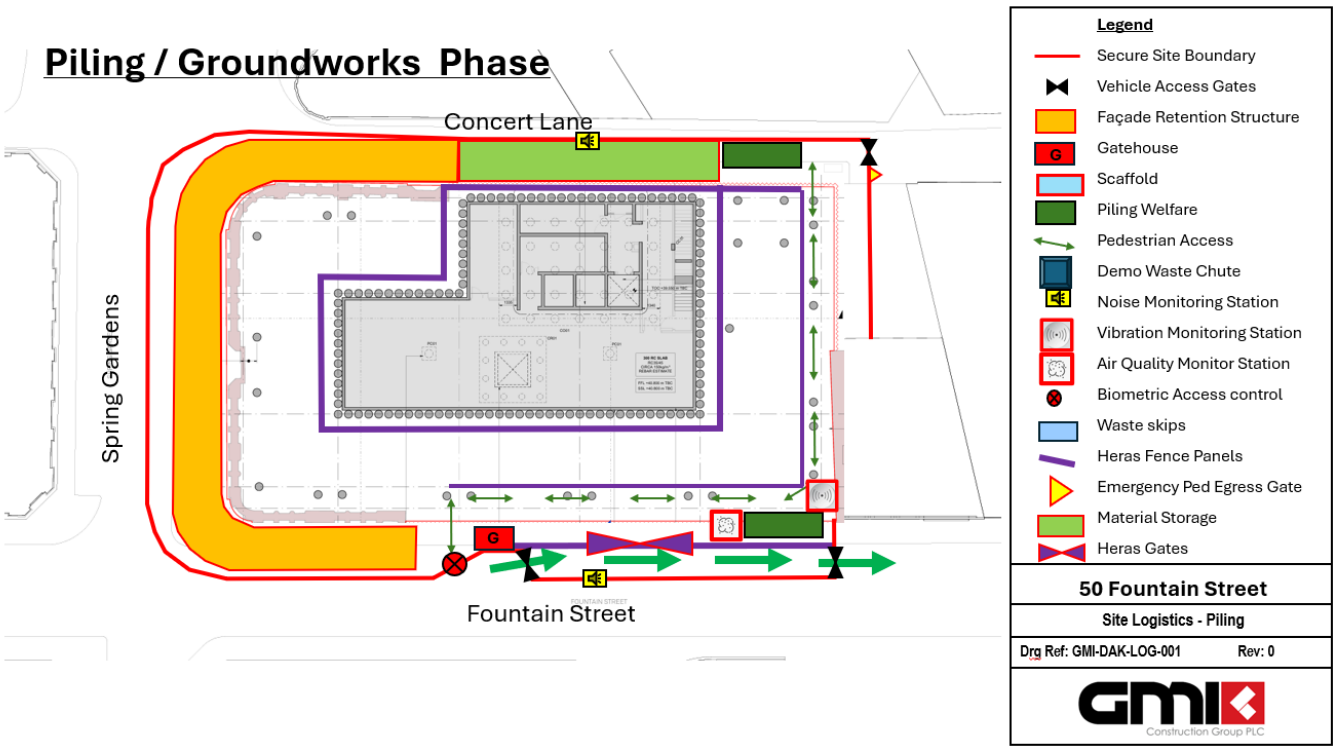
Construction Site Accommodation Welfare and Storage

Demolition Period:

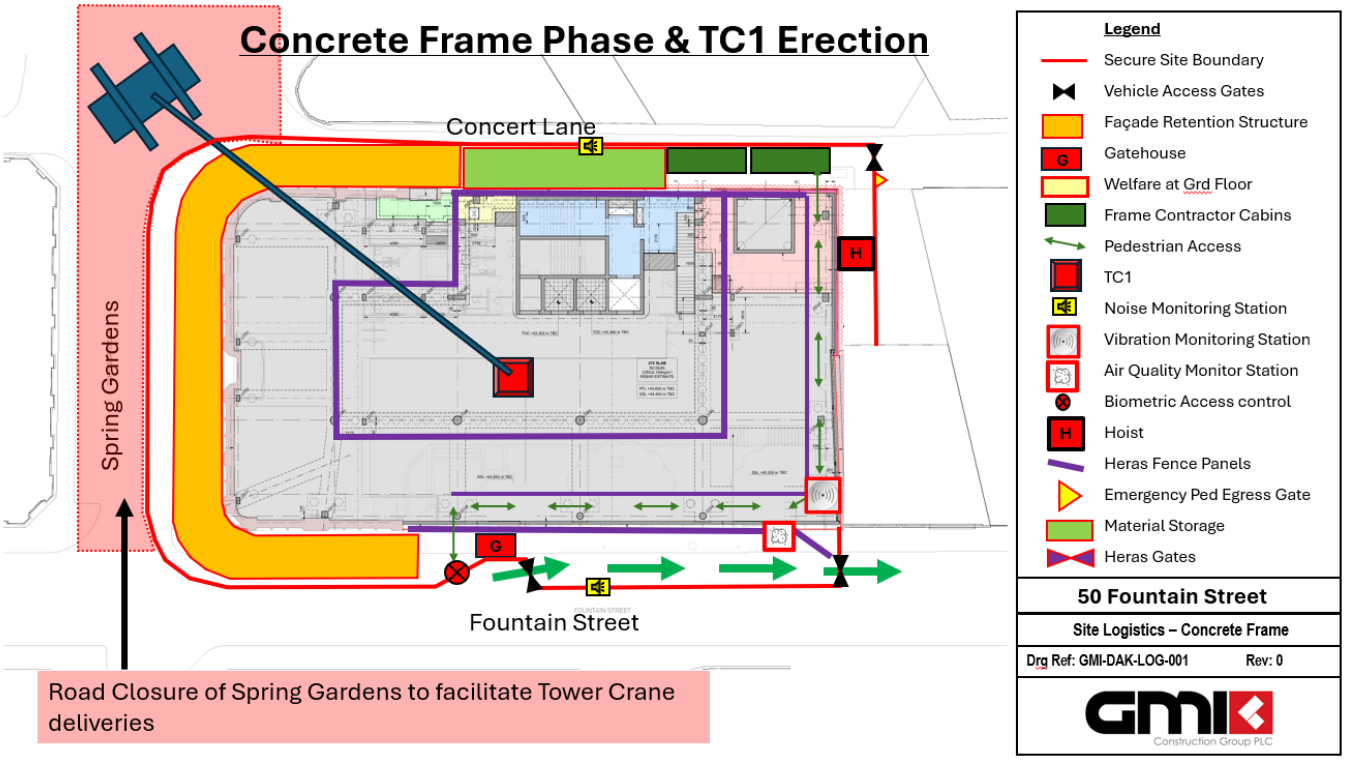
During demolition, piling and the first part of the concrete frame period, site welfare will be located on site in cabins located within the existing Fountain Street courtyard and/or within the road closure space to Concert Lane.



Piling Period:



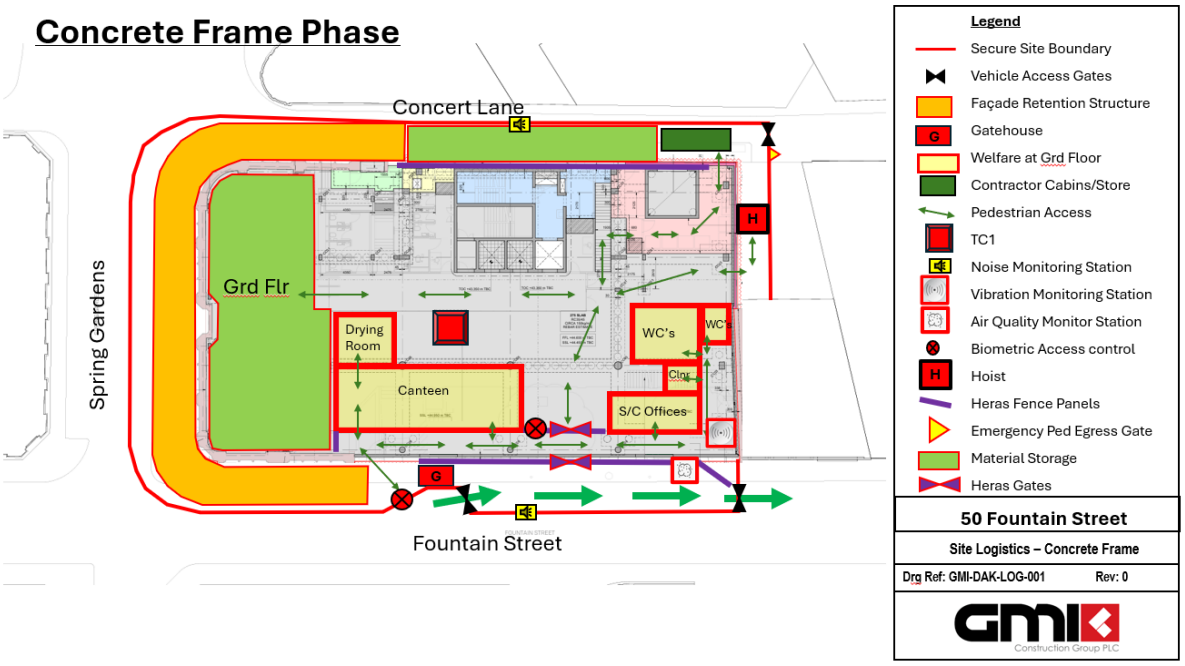
Concrete Frame Period (to Level 3):



Road Closure of Spring Gardens to facilitate Tower Crane deliveries

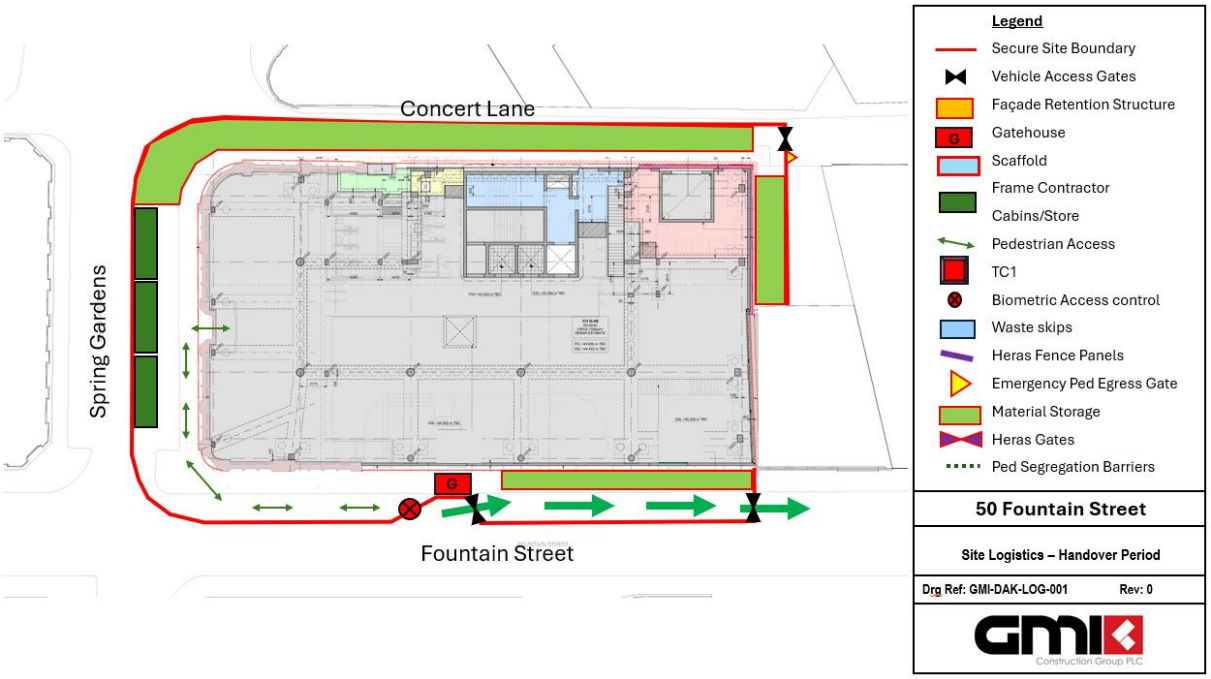
Concrete Frame (level 4) to circa 10 weeks prior to Practical Completion:

Once Level 3 has been cast and backprop removal permitting, we will construct temporary site welfare and subcontractor office space within the Ground Floor of the new structure. This will provide the necessary toilets, washing facilities, canteen and drying room space for our workforce. Refer to drawing below.



Handover Period:

At approximately 20 weeks prior to Practical Completion, we will re-introduce site welfare in a series of cabins located within the existing Spring Gardens parking bay and footpath closure space as shown below.



GMI Project Site Offices and Meeting Rooms will be located in an adjacent office building. However, the site will be continually supervised by GMI site management at all times.

Car Parking for Contractors Staff and Operatives

There is no provision for parking cars in the construction compound. Parking will therefore be off site and contractors/visitors will be encouraged to use the nearby NCP Picadilly Plaza or China Town APCOA Car Parks, to ensure that street parking is kept to an absolute minimum. There may be a need from time to time to park vans containing equipment inside the Site Compound, only the GMI Project Manager has the authority to agree this.

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

Contractors Staff and Operative Site Access

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.
A secure turnstile with biometric facial recognition access control will be positioned between the site working areas and the public realm to prevent any unauthorised access to site.
Public transport will be promoted throughout the scheme as there are several public transport options readily available.

There will be no site access granted to members of the workforce until authorised by GMI, this will be following a site safety induction. Visitors will be given a Visitors Induction and escorted onto and around site by a competent GMI team member.

The turnstile will be both the point of access and egress from site and will record personnel attendance for emergency evacuation and data for carbon footprint capture and information in relation to the project's social impact plan.

The site will also be monitored out of hours by an electronic guard system whereby if the motion sensors/beams associated with the cctv monitoring system are broken, a remote monitoring station will be able to view 'live' cctv footage and give verbal instruction over a speaker system advising intruders that they are being recorded and to leave site immediately. If this is ignored the cctv

monitoring officer will immediately notify and mobilise a locally appointed security team who will 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.

Vulnerable Road User (VRU) Protection Strategy

Given the location of the project situated within a heavily trafficked urban environment in Manchester City Centre, the protection of Vulnerable Road Users (VRUs), including pedestrians, cyclists, motorcyclists, and persons with impaired mobility, is a primary operational priority.
This strategy outlines the physical segregation, logistical controls, and vehicle management protocols designed to mitigate risks between construction operations/logistics and the public across all construction phases.

Pedestrian Management and Segregation

The site boundary configuration has been planned to maintain the continuous and safe public movement adjacent to the site whilst isolating the public from construction activities.

Fountain Street and Spring Gardens elevations will be secured by a continuous line of 3m high TVCB plastic hoarding, ballasted by precast concrete (or similar blocks), with 3m high double Aluminium Mesh vehicular gates at either end of the Fountain Street Site Delivery Lane.





The Concert Lane elevation will be secured by 3m high Freestanding V Mesh Anticlimb Fencing (similar to that seen currently in Piccadilly Gardens), again with an Aluminium Mesh vehicular gate located to the rear of No 46 Fountain Street.



A dedicated gatehouse and biometric access control point are positioned at the primary workforce entrance on Fountain Street to prevent unauthorised entry.
A dedicated outward-opening emergency pedestrian egress gate is strategically located in the hoarding on Concert Lane, adjacent to the vehicular gates at Delivery Point 2 (refer to logistics plans in Appendix A), ensuring an alternative safe workforce evacuation route if required.

Vehicle Access Control and Gate Management

Vehicle interactions with the public highways will be strictly controlled at the designated access points on Fountain Street (Delivery Point 1) and Concert Lane (Delivery Point 2).

Trained Traffic Marshals / Plant Vehicles: All vehicle movements through the vehicle access gates will be actively managed by the GMI Gateman and/or the respective Subcontractor's certified traffic marshal/banksman. There are no designated cycle lanes to the highways immediately surrounding the site, however the Traffic Marshals will hold public pedestrian and cyclist traffic where required, before gates are opened, ensuring vehicles enter or exit the site footprint in a single, controlled movement and public are kept safe.

Reversing Restrictions: Reversing on Fountain Street is strictly prohibited. However, given the road closure to the Southern end of Concert Lane, reversing down the Northern end of Concert Lane is permitted. Where vehicles need to reverse down Concert Lane to Delivery Point 2, they will be guided continuously by a qualified banksman in a controlled manner.

On-Site Deliveries: Delivery vehicles approaching from Spring Gardens onto Concert Lane or Fountain Street will utilise the designated offloading zones shown in the logistics plans located in Appendix A of this document. Vehicles are not permitted to queue or park on the surrounding city centre highway network.

High-Risk Phases and Spring Gardens Road Closure
During specific high-risk, heavy-lifting operations, enhanced interface controls will be introduced to eliminate VRU exposure.

Spring Gardens Temporary Closure: To facilitate the Tower Crane erection and dismantle, full temporary road closures of Spring Gardens will be implemented via approved TTRO's with Manchester City Council.

Diversions and Signage: To facilitate these road closures, approved Traffic Management Plans will include the implementation of pedestrian and cyclist diversion routes, clearly signposted and utilising physical barriers to guide VRUs safely around the temporary exclusion zones.

Scheduling Restrictions: To mitigate risks during peak footfall periods, heavy material deliveries (such as demolition muck-away, piling rigs, and concrete frame pours) will be scheduled to avoid morning, lunchtime, and evening commuter peak hours within the city centre.

Deliveries and Material Storage

Material storage on the site is limited; all supply chain members will co-ordinate their respective needs with the site management and deliveries team. All deliveries will be booked-in on an online delivery system. This will help alleviate construction traffic in the surrounding area.
It is proposed that deliveries of the unitized façade system are initially delivered to a holding yard at Chadwick Business Park, Stockport, SK6 3NE where materials will be re-loaded onto rigid delivery vehicles and delivered in a more controlled manner and in accordance with agreed delivery time slots as scheduled.

All contractors will be instructed to contact the GMI Gateman 30 minutes in advance of arrival to ensure deliveries can be received to site immediately upon arrival without causing congestion to local traffic movement on Fountain Street. If deliveries cannot be accommodated for whatever reason the GMI Gateman will instruct delivery drivers to refrain from entering the city centre until the site is in a position to receive the delivery.

Materials will be offloaded from the vehicle directly to the point of use wherever possible. Distribution of materials to upper floors will be via a passenger/goods hoist located to the rear courtyard of neighbouring property 46 Fountain Street accessed via the Northern end of Concert Lane.

Limited storage areas will be provided on the ground floor as well as upper floor plates as required.

Phasing and type of vehicular activity

The city centre approach roads have been deemed unsuitable for articulated lorries and it will be stipulated to all suppliers that delivery vehicles must be via rigid vehicles.

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 – Waste will be removed from site in 40-60yd roll-on / roll-off high sided skips (Sheeted, Rigid Vehicle). Approximately 30no General Waste Skips, 10no Wood Waste Skips and 160 loads of Demolition Rubble.
- Piling – deliveries would include large mechanical plant (these would need to be delivered via articulated vehicle so would need to be planned in advance and delivered out of hours in some cases), imported aggregates, reinforcement and concrete deliveries (via rigid vehicles).
- Superstructure frame, roof, and external facades – deliveries would include concrete wagons, steel reinforcement, pre-cast staircases, drainage materials, unitized glazing panels and accessories, and roofing materials all via rigid vehicles.

- Internal fit-out (partitions, mechanical and electrical installation, joinery materials, flooring materials etc..) – most vehicles will be split between rigid wagons for large elements such as plasterboard/joinery/flooring 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 rigid vehicles.
- Waste will be removed from site with sheeted skip wagons and wheelie bin waste collections by refuge vehicle.
- Lorries carrying loose sand/aggregates etc and skips on skip lorries will be covered (sheeted).

Frequency of vehicular demands

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

Anticipated Delivery Breakdown

Construction Phase	Approx Week Number	Building Element	Vehicle Movement	Vehicle Type	Average Frequency
Site Setup	1-4	Logistics	Standard (into Fountain Street Parking Bay Closure Lane)	Rigid - flat bed wagon 9.1m L x 2.6m W	2-3/day
Demolition	1 - 30	Façade Retention Structure Delivery	Standard (into Fountain Street Parking Bay Closure Lane)	Rigid – flat bed wagon 9.1m L x 2.6m W	2-3/wk
Demolition	1 - 30	Scaffold Delivery	Standard (into Fountain Street Parking Bay Closure Lane)	Rigid – flat bed wagon 9.1m L x 2.6m W	2-3/wk
Demolition	1 – 30	Soft Strip (inc Asbestos)	Standard (in/out of Fountain Street Parking Bay Closure Lane & in/out of Concert Lane Road Closure)	40 yd Skip Wagon 9.1m L x 2.6m W	1-2/day
Ground Remediation	31 – 38	Removal of Existing Concrete Obstructions	Standard (in/out of Fountain Street Parking Bay Closure Lane & in/out of Concert Lane Road Closure)	Rigid 8-wheeled Wagon 9.1m L x 2.6m W	2-3/day
Ground Remediation/Pile Mat	31 – 38	Aggregate import	Standard (into Fountain Street Parking Bay Closure Lane)	Rigid 8-wheeled Wagon 9.1m L x 2.6m W	3-4/day
Piling/Substructure	39-59	Concrete deliveries	Standard (in/out of Fountain Street Parking Bay Closure Lane & in/out of Concert Lane Road Closure)	Rigid 8m3 concrete wagon 9.1m L x 2.6m W	8-10/day
Piling/Substructure	39-59	Drainage Material Deliveries	Standard (into Fountain Street Parking Bay Closure Lane)	Rigid Hiab Wagon 10.5 L x 2.6 W	1-2/day

Piling/Substructure	39-59	Steel Rebar Deliveries	Standard (into Fountain Street Parking Bay Closure Lane)	Rigid Hiab Wagon 10.5 L x 2.6 W	1-2/day
Piling/Substructure	39 & 47	Piling Rig/Excavator	Standard (into Fountain Street Parking Bay Closure Lane)	Semi Low Loader 10.0m lower deck length	1-2/wk (one-off delivery and pick-up)
Concrete Frame	60-96	Steel Rebar Deliveries	Standard (into Fountain Street Parking Bay Closure Lane)	Rigid Hiab Wagon 10.5 L x 2.6 W	1-2/day
Concrete Frame	60-96	Concrete deliveries	Standard (in/out of Fountain Street Parking Bay Closure Lane & in/out of Concert Lane Road Closure)	Rigid 8m3 concrete wagon 9.1m L x 2.6m W	8-10/week
Concrete Frame	60-96	Plant/Equipment	Standard (in/out of Fountain Street Parking Bay Closure Lane & in/out of Concert Lane Road Closure)	Rigid Hiab Wagon 10.5 L x 2.6 W Semi Low Loader 10.0m lower deck length x 2.6m W	1/wk
Envelope	82-119	Unitised Glazing / Aluminium Panels / Sundries	Standard (in/out of Fountain Street Parking Bay Closure Lane & in/out of Concert Lane Road Closure)	Rigid - flat bed wagon 9.1m L x 2.6m W	5-6/wk
Envelope	82-119	Roofing Materials and Finishes	Standard (in/out of Fountain Street Parking Bay Closure Lane & in/out of Concert Lane Road Closure)	Rigid - flat bed wagon 9.1m L x 2.6m W	1-2/wk
Envelope	96 & 106	Roof Plant	Standard (into Fountain Street Parking Bay Closure Lane)	Semi Low Loader 10.0m lower deck length x 2.6m W	1-2/wk (one-off delivery and pick-up)
Fitout	85-127	Joinery / Dry Lining / M&E / Raised Access Floor Materials	Standard (in/out of Fountain Street Parking Bay Closure Lane & in/out of Concert Lane Road Closure)	Rigid - flat bed wagon 9.1m L x 2.6m W	8-10/wk
Fitout	108-109	M&E Plant	Standard (into Fountain Street Parking Bay Closure Lane)	Semi Low Loader 10.0m lower deck length x 2.6m W	2-3/wk

Fitout	100 & 109	Lifts	Standard (into Fountain Street Parking Bay Closure Lane)	Semi Low Loader 10.0m lower deck length x 2.6m W	2-3/wk
Externals	114-127	Paving	Standard (into Fountain Street Parking Bay Closure Lane)	Rigid - flat bed wagon 9.1m L x 2.6m W	2-3/wk
Logistics	99 & 125	Welfare/Office Cabins and Storage Containers	Standard (in/out of Fountain Street Parking Bay Closure Lane & in/out of Concert Lane Road Closure)	Rigid - flat bed wagon 9.1m L x 2.6m W	10-12/wk

There will be individual deliveries that will have to be delivered on large articulated vehicles or wide load, low loaders, eg for the Tower Crane installation/dismantle and the Piling Rig on/off site.

These deliveries will be planned in more detail once Crane/Piling Rig Specifications are established during the pre-construction and demolition phase and traffic management plans developed and agreed with MCC Highways.

At this stage it is proposed that the tower crane is erected and dismantled over weekend periods under Spring Gardens temporary road closure and the piling rig is delivered to, and removed from site out of hours during weekday evenings under temporary road closure of Fountain Street, to minimize disruption to local neighbouring businesses.

Neither of these operations fall within the MCC Xmas Embargo period.

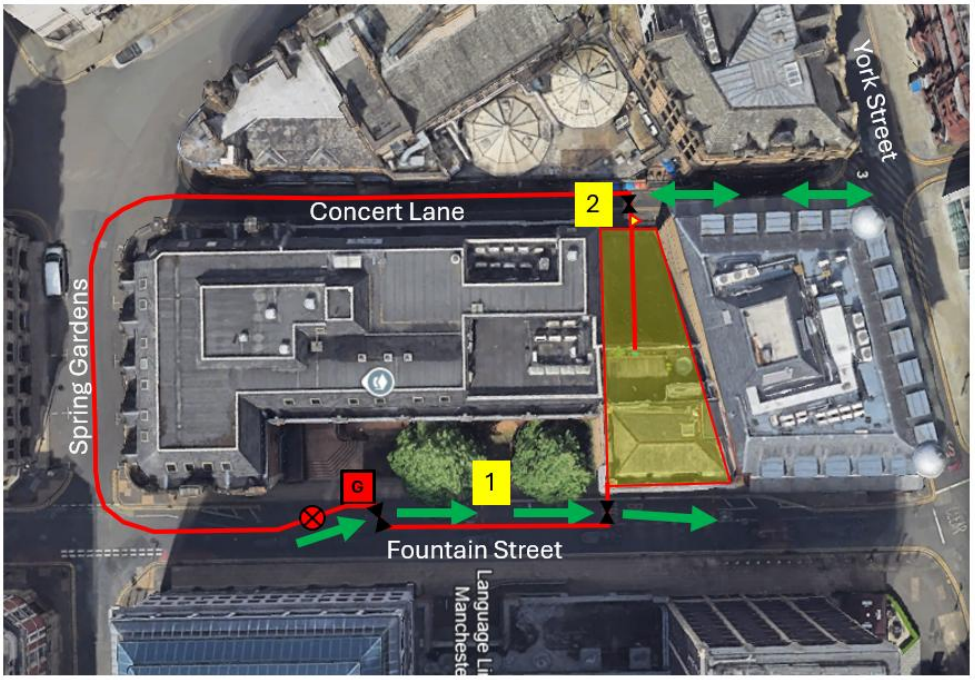
MCC Highways mandates that hauliers submit all movement notifications via National Highways' ESDAL Electronic Service Delivery for Abnormal Loads system and deliver in accordance with the resulting requirements of MCC. Any abnormal loads such as the tower crane deliveries, the mobile crane used to erect/dismantle, and the piling rig will be subject to ESDAL application.

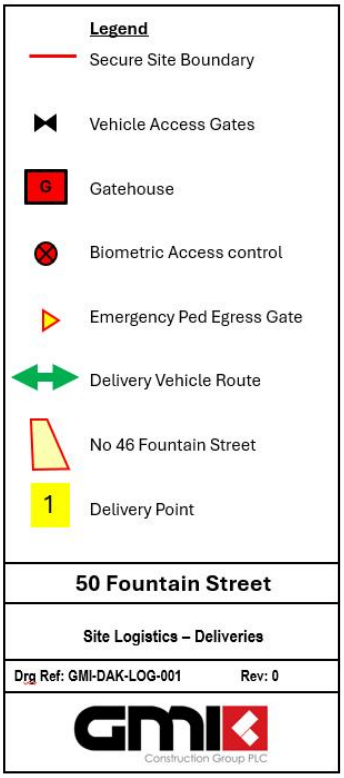
Deliveries, Highways, Safety & Vehicle Routing

Deliveries will be made to two site designated delivery points.

Delivery Point 1 (the main delivery point) will be located on Fountain Street within the parking bay closure lane. This will be accessed via a one way System as indicated by the Green Arrows in the extract below.

Delivery Point 2 will be located to the area on Concert Lane behind No46 Fountain Street and will be accessed by vehicles reversing down Concert Lane under the direction of a trained Banksman and accessed from York Street to the NorthEast.





Local Highways Authority Engagement

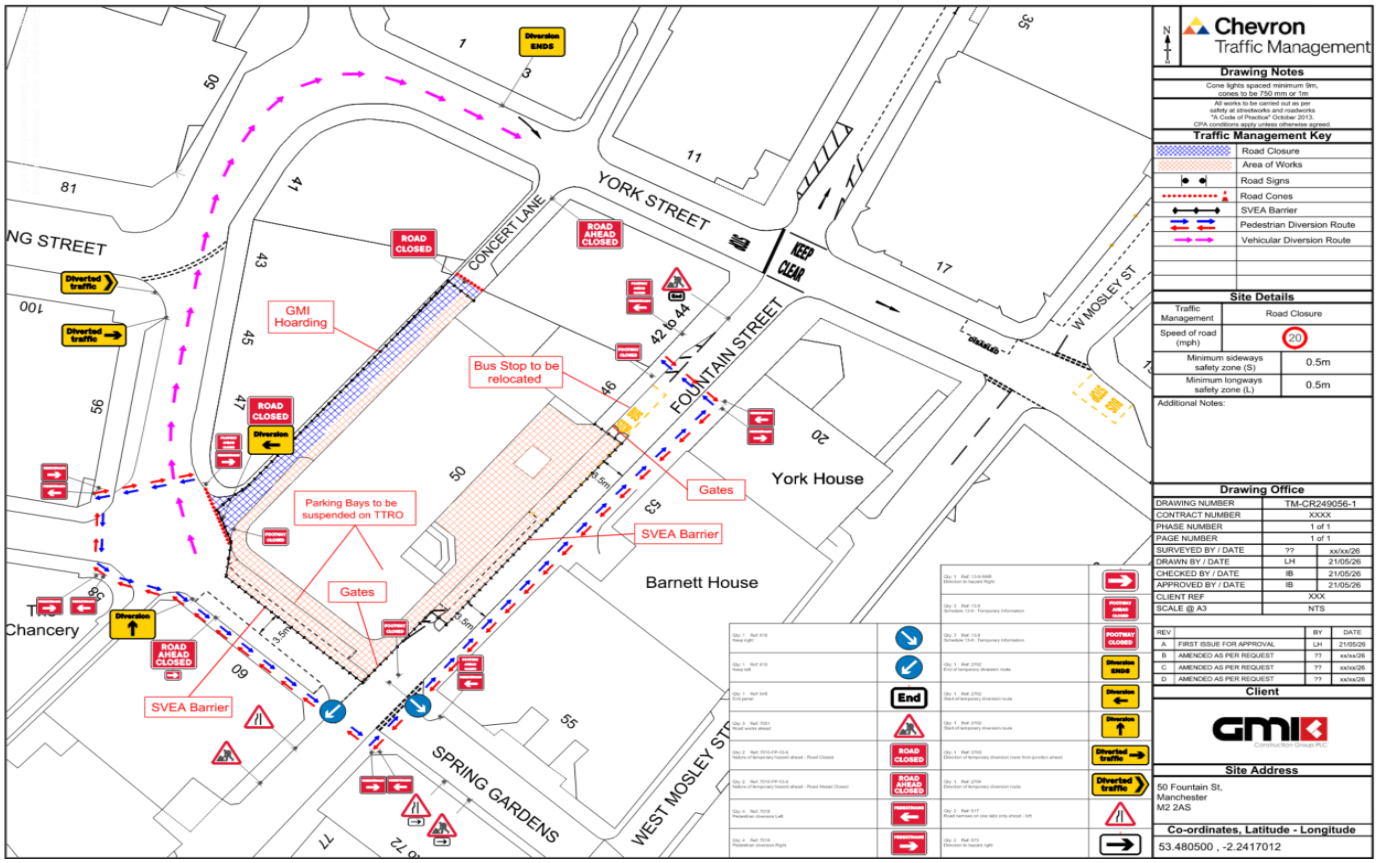
Our site team have had initial contact with Manchester City Council Highways Department, to discuss the proposed works, the deliveries and the surrounding highways, parking bays, bus stop and footpath closures. Traffic Management Plans are under development and we will continue to liaise with MCC and our preferred TM Contractor to agree these proposals.

Applications will be made during the preconstruction period for TTRO's, pavement closure and hoarding Licences to cover the arrangements shown in the drawings below. Scaffolding Licences and Oversailing Licences will also be secured.

The proposals include:-

- Pavement closure, parking bay suspensions, bus stop suspension/relocation to Fountain St.
- Pavement closure, parking bay suspensions and Carriageway encroachment to Spring Gardens, whilst maintaining the existing one-way route to King Street.
- Road Closure of Concert Lane whilst maintaining emergency egress space and pedestrian access at the rear of properties 43, 45 and 47 Spring Gardens, and the associated diversion route around Spring Gardens.
- Short Term road closure of the Spring Gardens / Concert Lane / Chancery Lane junction for tower crane erection/dismantle
- Maintenance of the swept path required by rigid delivery vehicles around the Spring Gardens / Fountain Street corner or Diversion Route if required.

Refer to the drawing below for the proposals in relation to Highways, traffic and pedestrian arrangements. This preliminary TM Plan will be developed and agreed with Highways in advance of final application during the preconstruction stage.



Delivery routes/information will be provided to all contractors with an emphasis on utilising the main route of Fountain Street and Delivery Point 1. Any significant deliveries (cranes etc) will be communicated and coordinated with any neighbours 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 Fountain St or Concert Lane, except within the confines of the Site Compound provided.

Given the proposed temporary narrowing of Fountain Street due to proposed Car Parking Bay Closures, and the anticipated restricted turning space from Spring Gardens onto Fountain Street, we propose to divert larger vehicles around Spring Gardens, onto York Street and then turning left onto Fountain Street.
During the preconstruction stage we will review this further, carrying out swept path analyses and engaging with MCC Highways as required.

There is no space whatsoever for delivery vehicles to turn on site, as can be seen from the logistic plans shown in Appendix A of this document.
Any delivery vehicle dropping materials off at Delivery Point 2 on Concert Lane will be required to approach the Northern end of Concert Lane from York Street and under the direction of a qualified Banksperson, reverse down Concert Lane, of which the Southern half of this road will be under temporary road closure throughout the programme duration.

Plant and Equipment

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

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/plant nappies 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 refuelling 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 pre-construction 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 control
- Noise & vibration control
- Nuisance management

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.

Visitors

Prior to visitors coming to site, transport/parking instructions will be provided (see page 19) and all visitors instructed to report to the off-site GMI Site Offices for visitor induction prior to being escorted on site by a member of the GMI Site Management Team.

In any given week we would anticipate circa 20no visitors however this number would increase in the week of the monthly Client Progress Meeting and more generally as we approach Practical Completion.

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'. We have a good record of achievement in this regard.

Neighbours & Communication Strategy

GMI acknowledge the presence and the importance of the existing properties and businesses surrounding the proposed site and we will always be considerate of their needs and the needs of their customers / staff / occupiers 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 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:

- Vivienne Westwood, Manchester, 47 Spring Gardens (backs onto Concert Lane) – A Party Wall Notice has already been served by the Client on the building owner and as we enter into the Preconstruction Stage, GMI will seek to engage directly with the Vivienne Westwood Store Manager and endeavor to build a working relationship.
- Cibo Restaurant, Manchester, 43 Spring Gardens (backs onto Concert Lane) – A Party Wall Notice has already been served by the Client and as we enter into the Preconstruction Stage, GMI will seek to engage directly with the Cibo Restaurant Manager and endeavor to build a working relationship.
- Six by Nico, Manchester, 60 Spring Gardens (directly opposite site on Spring Gardens) - As we enter into the Preconstruction Stage, GMI will seek to engage directly with the Nico Restaurant Manager and endeavor to build a working relationship.
- Black Sheep Coffee, Manchester, 60 Spring Gardens (directly opposite site on Spring Gardens) - As we enter into the Preconstruction Stage, GMI will seek to engage directly with the Black Sheep Coffee Manager and endeavor to build a working relationship.
- MCC Highways Ben Phillips, Liam Murphy (Highways), Taylor Greenhalgh (Licensing), Nicole Hernandez Coulson (Event & Network Coordination Officer)

Regular stakeholder 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 48 hours.

GMI operate an 'open door' policy with all the workforce and subcontractors with regards to Health and Safety and encourage positive collaboration and intervention. All Health and Safety information will be displayed on a site notice board on the external perimeter of the site boundary for all to access and review.

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 or are allowed to build up unacceptably.

Complaints Procedure

Any complaints should be made to the following personnel at GMI. The contact number for complaints will be posted on the site hoarding, distributed in newsletters and advised through regular liaison with local stakeholders. See table below.

Name	Position	Mobile	Email
James Moore	Senior Project Manager	07581 074 360	james.moore@gmi.co.uk
Rafal Zwolan	Façade Project Manager	07583 683883	rafal.zwolan@gmi.co.uk
Tom Wright	Contracts Manager	07483 144448	tom.wright@gmi.co.uk
Phil Johnson	Regional Director	07483 334902	phil.johnson@gmi.co.uk
GMI Main Manchester Office		0161 302 4503	

Any and all complaints will be maintained in a Complaints Tracker which will record all relevant details including dates and close outs.
All complaints will be responded to by the Project Team within 12 hours.

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 with the exception of another GMI Construction Site located at 35 Fountain Street. This project will be coming to a close in May 27 and as such will likely only overlap our programme of works by approximately 4 months, all of which will be during our demolition phase. 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 periods and the associated Christmas Embargos.

9.0 Avoiding Dirt & Dust on Highways

The project at 50 Fountain Street is a new-build scheme and as such includes substantial earthworks/groundworks. Concrete/aggregate delivery vehicles will need to access the footprint of the site from the delivery point 1 on Fountain Street. Fountain Street public footpath will be protected by Bog Mats (or similar) during demolition and groundworks periods and a wheel cleaning station will be set up at the same location to ensure that any vehicles running on and off site delivering concrete etc will have their wheels jetwashed prior to entering back onto the public highway by the site gateman. Mud and dirt will not, therefore be tracked onto the highway.

Regular checks will be made by the site management of the surrounding roads to ensure they are kept in a clean state and not accumulating dust & debris over time.

Any vehicles entering or leaving the site with imported or exported sand/aggregate/spoil materials will also be covered (sheeted) and this will be communicated to the full supply chain. Due to the nature of the project these vehicles will be negligible in number. A gateman will be positioned at the site exit to control these operations and to ensure vehicles cannot leave the site without wheel checks and covered load checks where relevant. Skips will also be covered (sheeted).

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

10.0 Dust Control and Management

The site management team will conduct regular checks for the potential generation of dust on site. Any dust generated will be controlled by either water suppression or dust extraction equipment.

Any 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.

The existing building will be surrounded by a full height fully sheeted scaffold prior to its demolition, and will be fitted with a dust suppression mists system blowing water spray onto the face of the existing building as it is demolished. This will mitigate against nuisance dust being carried into the public domain.

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
- Ensure sand and other loose 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. Due to the nature of the project the quantity of materials in this form will be negligible.

- Avoidance of activities that generate dust particularly 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.
- Avoidance of dry sweeping. Use of construction site vacuums and water suppression.
- Use of water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site.
- Ensuring that vehicles entering and leaving the site are covered (sheeted) to prevent escape of materials during transport, where relevant.
- 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 Pollution Act 1974 will be ensured.

Air Quality Monitoring, Dust Suppression and Mitigation Controls

This section defines the targeted mitigation measures and continuous monitoring protocols designed to control fugitive dust emissions and safeguard local air quality throughout the enabling, demolition, and building phases of the project

Real-Time Air Quality & Dust Monitoring Strategy

To verify the effectiveness of on-site controls and ensure pathways to the public domain are prevented, GMI will implement a continuous, automated air quality monitoring regime:

- **Monitoring Station Location:** A dedicated, automated Air Quality Monitoring Station will be permanently positioned adjacent to the site boundary on Fountain Street (as detailed on the site logistics layouts Appendix A).
- **Parameters Tracked:** The station will continuously measure and log particulate matter sizes and alongside total suspended particles (TSP) to track fugitive dust.
- **Alert Protocol:** The monitoring system will be programmed with a two-stage alert system (Trigger and Action levels) tied directly to the designated GMI Site Manager's mobile device. In the event of an automated threshold exceedance, work methods will be suspended immediately to investigate the root cause, and additional suppression / mitigation measures will be deployed before works resume.
- **Visual Assessments:** The GMI Site Management team will supplement the automated monitoring with daily visual inspections of the site perimeter, access gates, and surrounding highways to ensure no pathways are present or dust tracks escape the boundaries.

Mitigation Measures: Enabling & Demolition Phases

During the higher-risk structural demolition and enabling works, emissions will be managed through strict physical containment and active suppression:

- **Enclosure & Screening:** A full-height, perimeter scaffold will wrap the existing building envelope. This scaffolding will be fully fitted with high-density Monoflex sheeting to create a physical barrier against fugitive dust escape.
- **Active Water Suppression:** A temporary water spray/mist system will be fixed directly to the scaffolding network, continuously projecting water onto the building facade and floor plates at the exact level of deconstruction.

- **Controlled Demolition Sequence:** Heavy mechanical high-reach breaking will be minimized. The upper levels (down to Level 3) will be carefully dismantled using hand-tools and remote-controlled Brokk demolition plant on enclosed floor plates. High reach demolition plant will only be used from Level 3 down to ground, and will be supported integrated by water dust suppression sprays.
- **Material Dropping:** Debris will be transferred via fully enclosed waste chutes directly into sheeted, high-sided skips. Chutes planned to be located on both Concert Lane and Fountain Street sides of site within the confines of the proposed site boundary.

Mitigation Measures: Building & Construction Phases

Fugitive dust during the substructure, concrete frame, envelope, and fit-out phases will be controlled via the following operational constraints:

- **Stockpile and Aggregate Management:** Any loose aggregate will be retained in dedicated, bunded zones and kept damp to prevent dust transfer via wind-whipping.
- **Cutting and Fabrication Controls:** Any cutting, grinding, or drilling of concrete, stone, or timber will utilize tools fitted with integrated dust extraction systems.
- **Dry sweeping is strictly prohibited across all floor plates**: vacuum systems and wet-sweeping methods will be enforced exclusively.
- **Mobile Plant & Equipment:** All on-site plant and generators will be well-maintained, regularly serviced, and fitted with efficient exhaust silencers/emission filters. All stationary plant will be turned off when idling. GMI will minimise the use of generators by establishing a permanent mains electrical connection at the earliest phase of the scheme.

Mud Tracking and Highway Protection Controls

To prevent vehicle tracking from contaminating the public highway network / surrounding roads, the following measures will be implemented:

- **Wheel Cleaning Station:** A dedicated wheel wash facility will be established at Delivery Point 1 on Fountain Street. The site gateperson will jet-wash the wheels of any vehicle showing signs of mud before it crosses the site boundary.
- **Footpath Protection:** The existing public footpath crossing points within the site boundary will be protected by heavy-duty 'bog mats' during the earthworks phase to prevent structural damage and dirt accumulation.
- **Vehicle Sheeting:** All rigid haulage vehicles, muck-away wagons, and skip lorries carrying loose aggregate, rubble, or waste must be fully sheeted/covered prior to exiting the site footprint.
- **Road Sweeping:** GMI will deploy a mechanical water-assisted road sweeper to regularly clean Fountain Street, Concert Lane, and Spring Gardens to eliminate any residual dust or debris tracked out of the compound, as and when required.

11.0 Control and Management of Vibration and Noise

The working hours on site are detailed in section 8 above. If there is a requirement to work occasionally outside of these working hours discussions will be held first with MCC Planning and Environmental Protection/Health Departments.

Demolition and groundworks/piling operations are anticipated to cause some levels of noise and vibration during these periods of work but will be risk assessed with reasonably practicable measures implemented to minimize these levels and pathways to neighbouring receptors.

Prior to any works being carried out it is planned to install noise and vibration monitoring equipment to monitor background levels which can be assessed against as the demolition/groundworks/piling works take place.

Vibration and Noise monitoring will be ongoing throughout the duration of these works and if in exceedance of background levels work methods/operations will be reviewed to establish specific reasons and further mitigation measures implemented where reasonably practicable.

Vibration monitoring will be located at the external elevation of the adjacent structure of No 46 Fountain Street. Please see drawing mark up on the next page showing the proposed vibration monitoring location, highlighted:



Noise Sensitive Receptors

The nearest affected neighboring noise sensitive receptors are identified as being as follows.

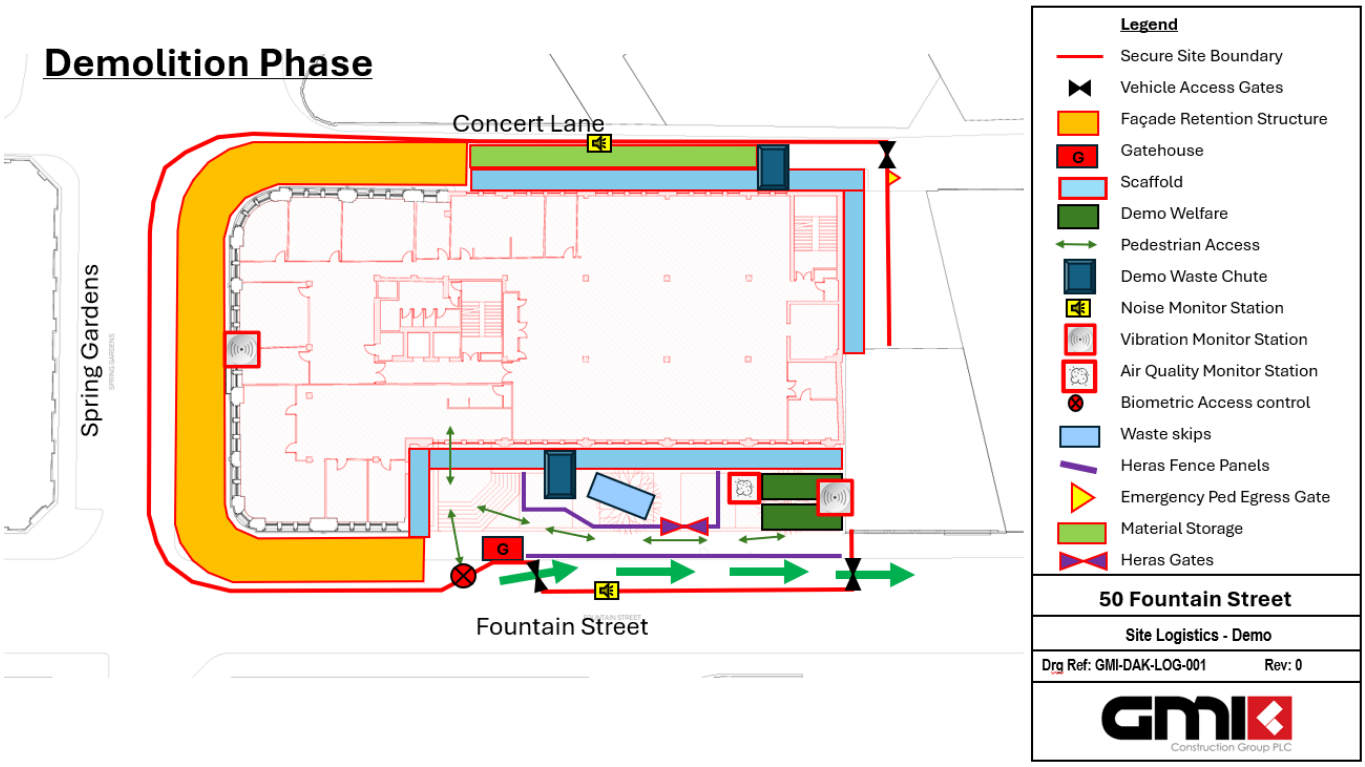
- 46 Fountain Street (abutting the proposed building)
- Barnett House, 53 Fountain Street (vacant/derelict office space on opposite side of Fountain Street)
- Double Zero Pizzeria (corner of Spring Gardens and Fountain Street)
- No 60 Spring Gardens – Black Sheep Coffee and Six by Nico Restaurant (opposite side of Spring Gardens)
- 47 Spring Gardens – Vivienne Westwood Store (backs onto opposite side of Concert Lane)
- 43 Spring Gardens - Cibo Restaurant (backs onto opposite side of Concert Lane)

These receptors will be closely liaised with throughout the works, and they will hold the project team's contact details. Liaison will be through regular scheduled meetings as well as informal liaison as required. Discussions will include any unavoidable noisy works in the week(s) ahead, agreed timings, and an overview of the noise & vibration monitoring being adopted.

Noise will be kept to a minimum, using best practicable means. Continual noise monitoring,

logging and recording will be carried out and recorded throughout the project. Noise monitoring locations will be on the external elevations at the hoarding lines, to the two external elevations of Fountain St and Concert Lane. Please see drawing mark up below for proposed noise monitoring locations, highlighted:

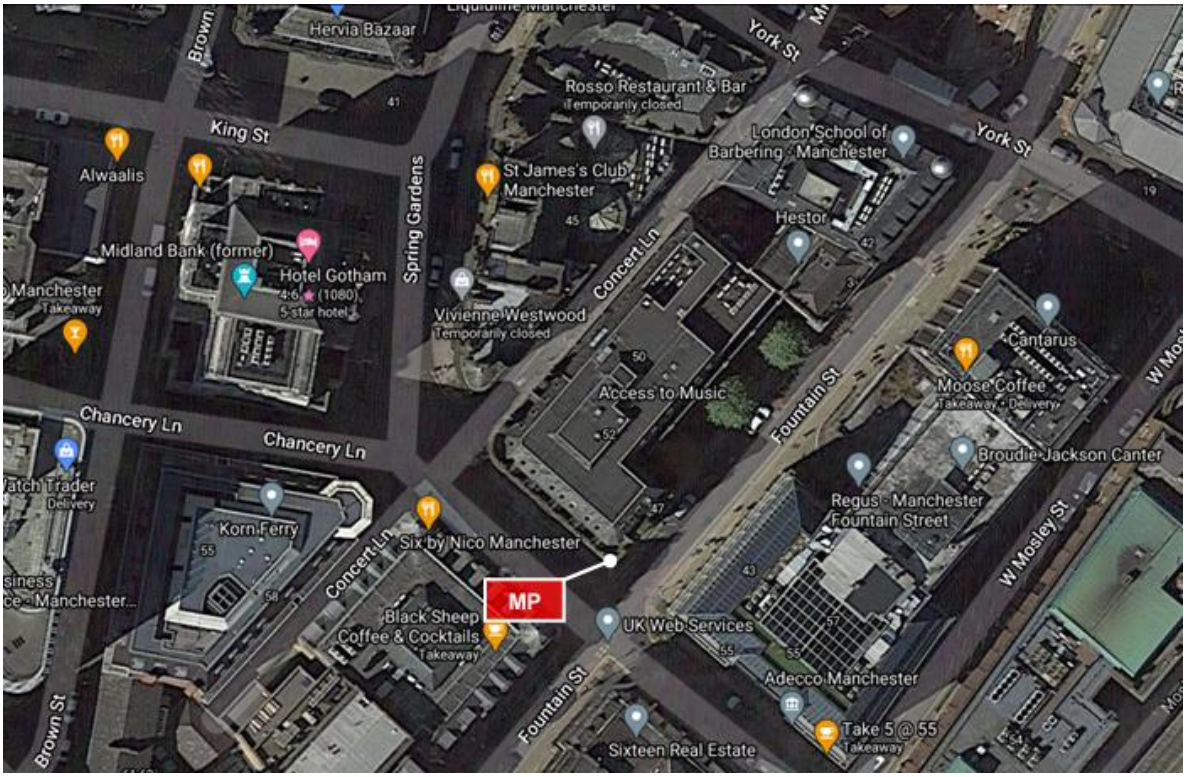




Again, we will ensure compliance with current legislation on noise & vibration control including the Environmental Protection Act 1990 and the Control of Pollution Act 1974. Relevant codes of Practice set out procedures for dealing with the control of noise on construction and demolition sites as per BS5228: 2009 Noise and Vibration Control on Construction and Open Sites.

Noise Level Limits At The Site Boundary

An unattended continuous noise survey was previously carried out at the site by Cundall Johnston and Partners in February 2021, over a weekend. The approximate measurement position (MP) is shown overleaf.



The position was located at 2nd Floor level approximately 9m above ground and approximately 1m from the existing façade.

Based on the recorded noise levels and Annex E.3 method in BS 5228, a 'significant effect' would occur if the total noise level (construction noise + ambient baseline) exceeds 65 dB $L_{Aeq,10hour}$ in this particular case. This value therefore represents the strict ceiling limit <u>at the receptor facades.</u>

The best location for monitoring would be at the facades of the adjacent buildings, however given the practicalities of this, noise monitoring stations can only be located at the site boundary (see extract on previous page). As such an increased limit of 70 dBA $L_{Aeq,10hour}$ is considered as the strict ceiling limit <u>at site boundary locations.</u>

If the agreed external noise threshold of 70 dBA $L_{Aeq,10hour}$ is breached, the noise emitting works will stop until further mitigation measures are put in place.

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. It is not expected that very noisy plant will be required on site, but acoustic screening would be provided if required.
- Piling activities would be Continuous Fly Auger (CFA) in nature rather than impact driven piles
- It is intended that use of Generators is minimized by establishing a permanent electrical connection on site early in the programme. Where required, a modern silent generator would be selected and acoustic screens used as required to minimise sound levels at the site perimeter.
- Long reach demolition activities will be minimized by carrying out deconstruction/hand demolition methods down to level 3.
- Where breaking out/grubbing out of existing foundations is required acoustic screens will be used as required to minimise sound levels at the site perimeter.

It should also be noted however, that contrary to this limit established via Annex E.3 method in BS 5228, Advisory leaflet 72 (1976 Noise Control On Building Sites) recognises the acceptable limit of 75 dBA $L_{Aeq,10hour}$ "in urban areas near main roads".

Noise Complaints

Complaints procedure/contacts relating to noise will be as detailed in the Complaints Procedure already detailed above in section 8.

Potential Transfer of Noise to the Adjoining Office Building

It is not anticipated that there will be a significant noise impact through to the adjoining 46 Fountain Street as site investigations show the two existing structures to be isolated from one another; the nature of the abutment is that both the 50 Fountain Street building and the 46 Fountain Street building have separate walls at the abutment with a void between the two skins of masonry.

Noise on the site side will be kept to a minimum throughout the works using best practicable means, and regular liaison with the occupiers in the adjacent building will take place. If short term, particularly noisy work is required this will be the subject of special liaison and monitoring. If excessive noise is unavoidable for a short period of time, the work would be done at an agreeable time and/or out of hours.

BS 5228-1 Annex E.2 emphasizes that construction and demolition noise should not prevent normal conversation inside a building with windows closed. Normal conversational speech sits around 60 to 65 dB; an internal limit in this range satisfies the spirit of the standard during temporary, high-impact phases and will be implemented as a strict internal noise limit.

During the preconstruction period we would be pleased to discuss the noise levels and internal noise limits further with MCC Planning/Environmental Health in order to set an agreeable threshold, in relation to 46 Fountain Street, if required. This would allow the finalised noise thresholds to adequately consider the baseline noise climate in the office.

The agreed noise threshold can subsequently be used to inform internal noise monitoring, with measured levels reviewed if the occupiers have cause to complain about noise transfer.

Internal noise monitoring would not be considered subject to a stop works process, unless external noise monitors be exceeded.

12.0 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 who maintain digital records of waste types including quantity and percentage diverted from landfill. Waste management licenses and waste carrier 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.

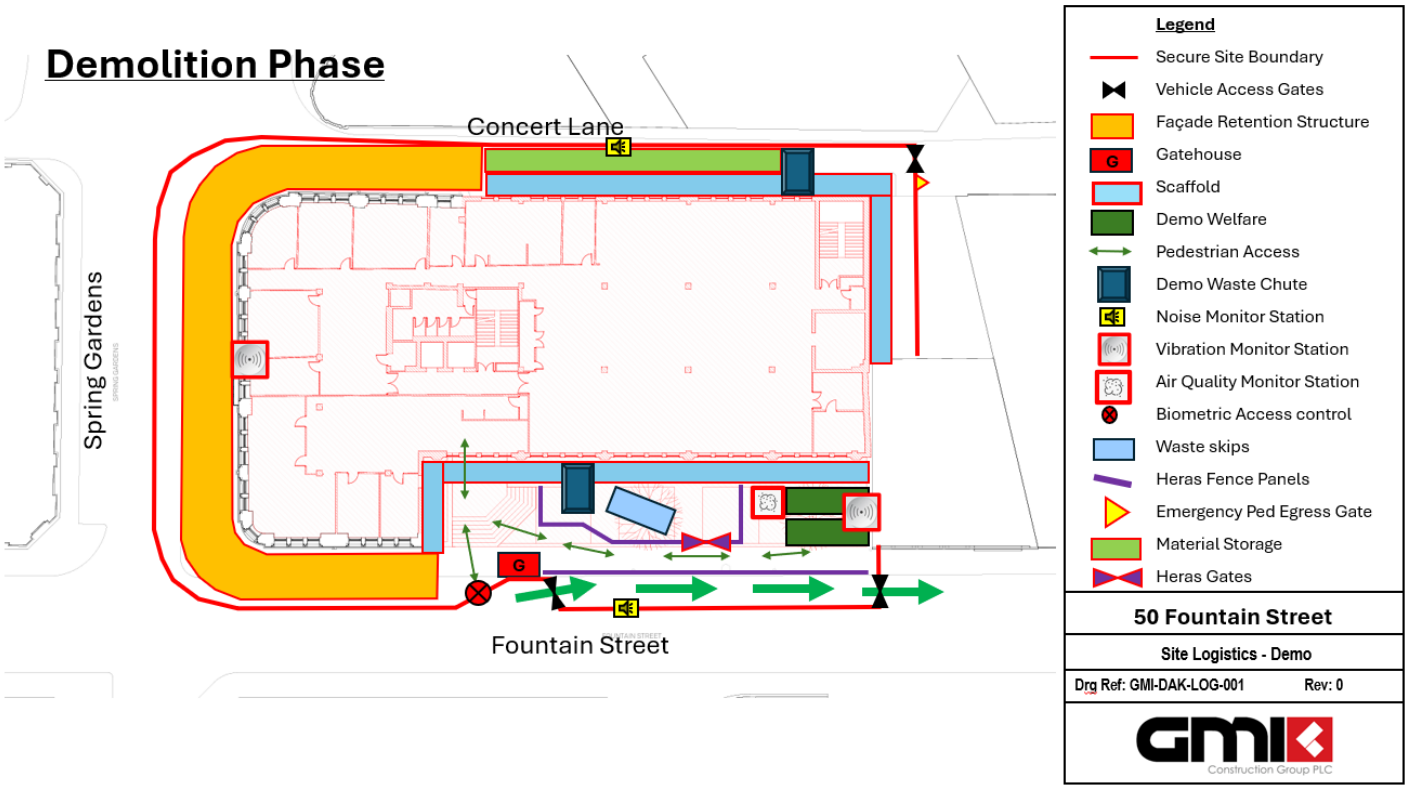
Some of the waste produced during the construction phase will be recyclable and the waste collection contractor will segregate (off site) all the waste that can be recycled. Designated skips will be used to recycle other waste.

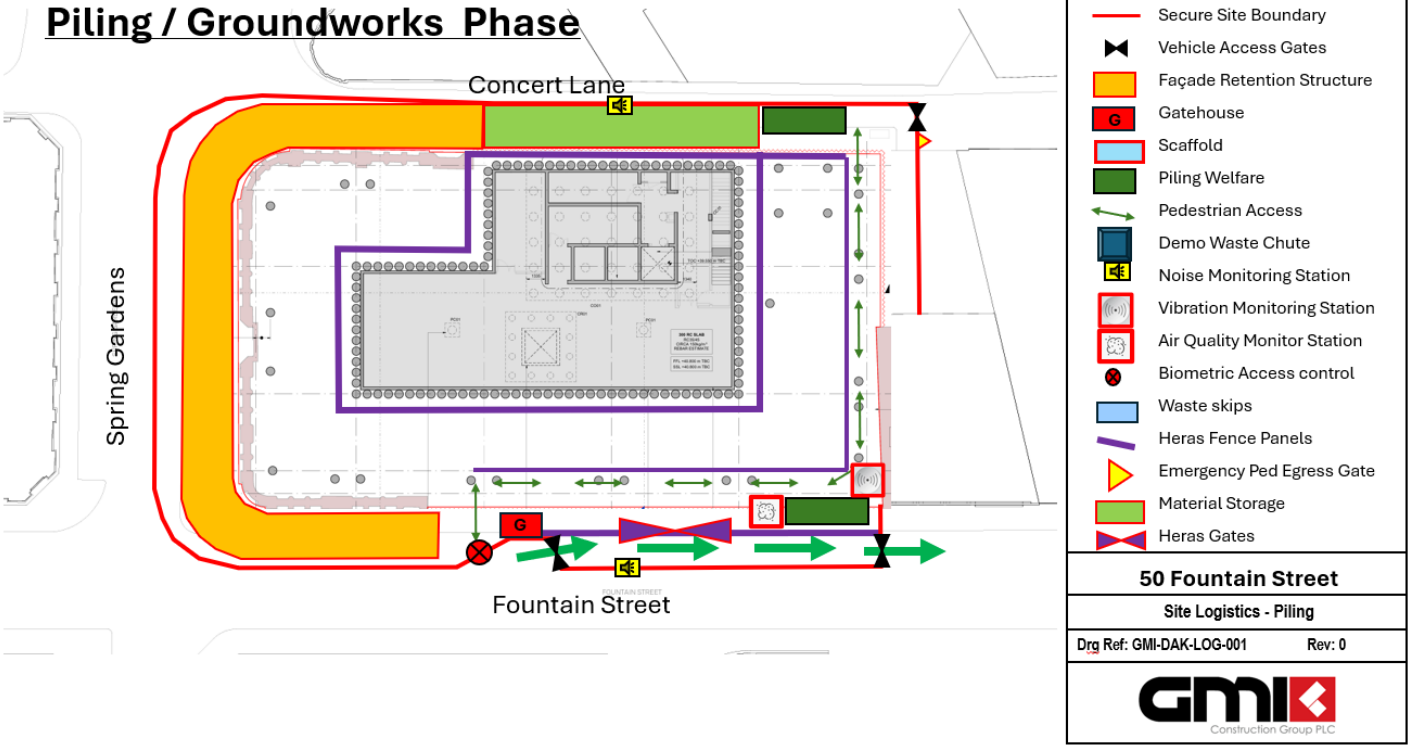
Effective management of waste on site will consist of the following measures:

- Closed skip container (food waste etc.. Municipal waste waste removed regularly so as not to attract vermin.
- Regular clean-up and disposing to suitable receptacles.
- Careful handling and transportation to avoid damage
- Efficient ordering
- Off-site manufacturing (where possible).
- Skips will be in the site storage compound to Fountain Street.
- Waste will also be removed from site in wheelie bin refuge vehicles. These vehicles will arrive on site at pre-booked times and load the bins in the Fountain Street delivery point.

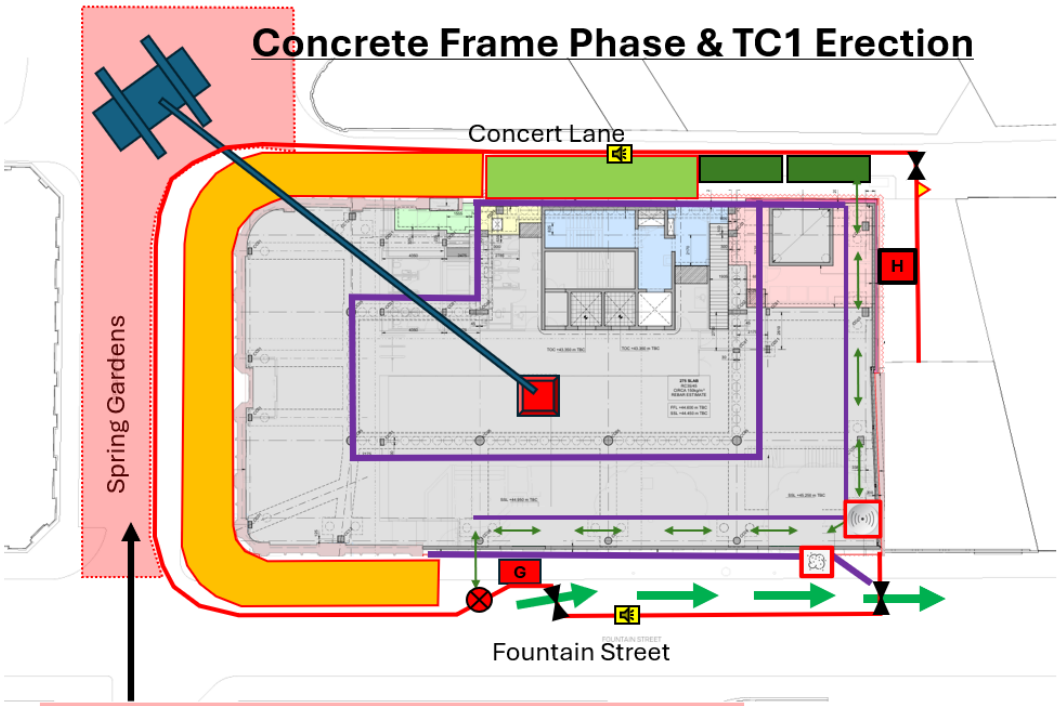
GMI adopt the Smartwaste protocols and procedures for all projects in relation to the Site Waste Management Plan.

APPENDIX A – LOGISTICS SLIDES





Concrete Frame Phase & TC1 Erection



Road Closure of Spring Gardens to facilitate Tower Crane deliveries

Legend

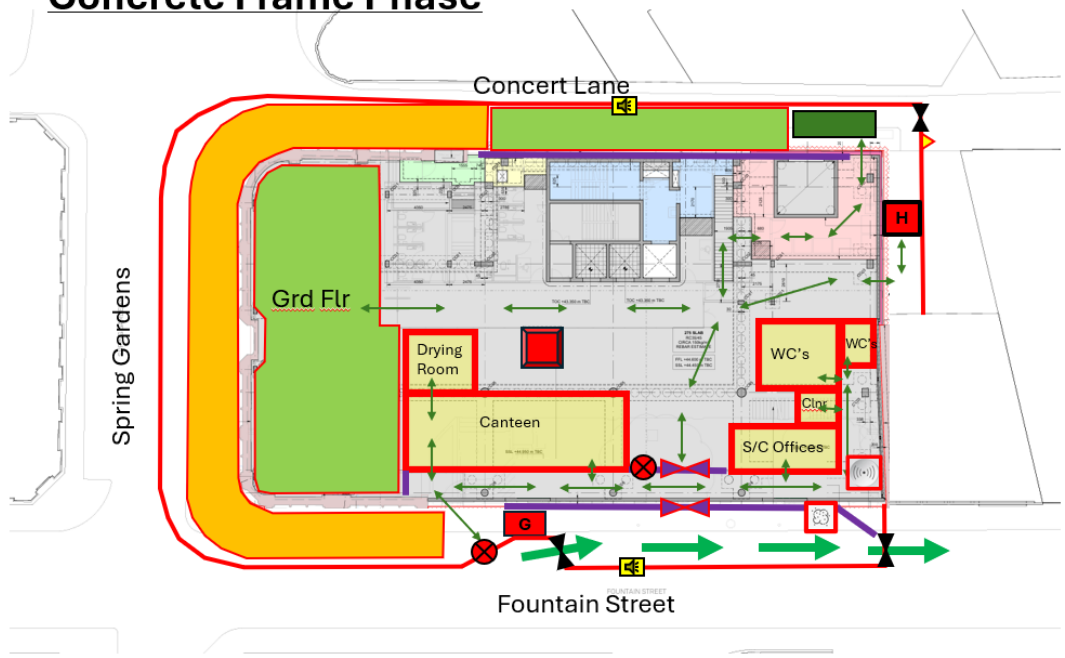
- Secure Site Boundary
- Vehicle Access Gates
- Façade Retention Structure
- Gatehouse
- Welfare at Grd Floor
- Frame Contractor Cabins
- Pedestrian Access
- TC1
- Noise Monitoring Station
- Vibration Monitoring Station
- Air Quality Monitor Station
- Biometric Access control
- Hoist
- Heras Fence Panels
- Emergency Ped Egress Gate
- Material Storage
- Heras Gates

50 Fountain Street

Site Logistics – Concrete Frame

Drg Ref: GMI-DAK-LOG-001 Rev: 0

Concrete Frame Phase



Legend

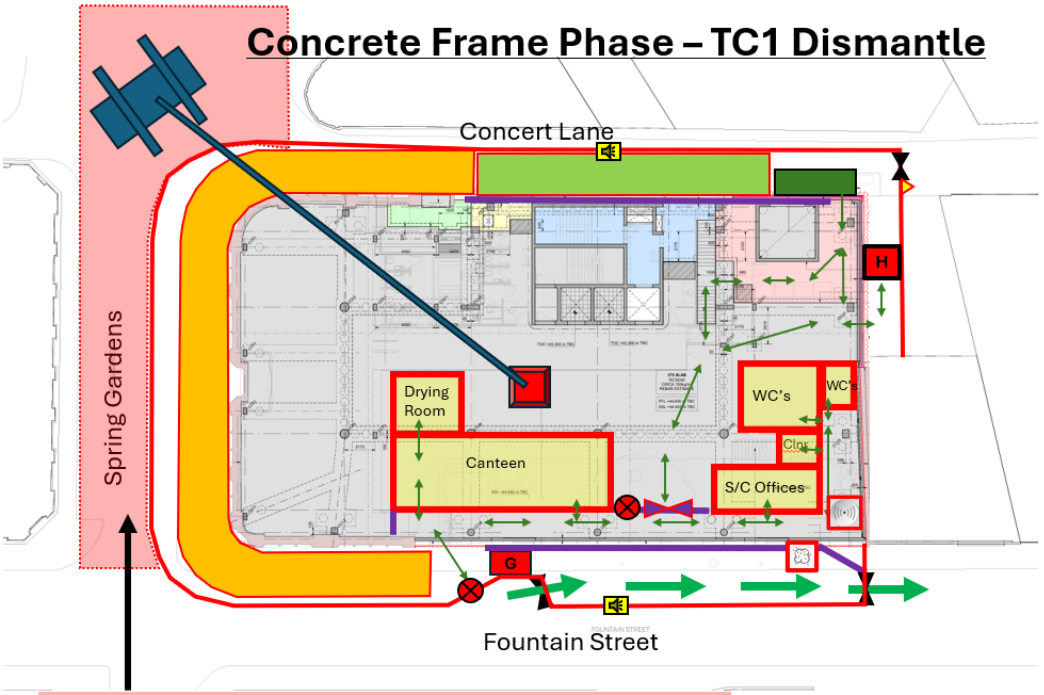
- Secure Site Boundary
- Vehicle Access Gates
- Façade Retention Structure
- Gatehouse
- Welfare at Grd Floor
- Contractor Cabins/Store
- Pedestrian Access
- TC1
- Noise Monitoring Station
- Vibration Monitoring Station
- Air Quality Monitor Station
- Biometric Access control
- Hoist
- Heras Fence Panels
- Emergency Ped Egress Gate
- Material Storage
- Heras Gates

50 Fountain Street

Site Logistics – Concrete Frame

Drg Ref: GMI-DAK-LOG-001 Rev: 0

Concrete Frame Phase – TC1 Dismantle



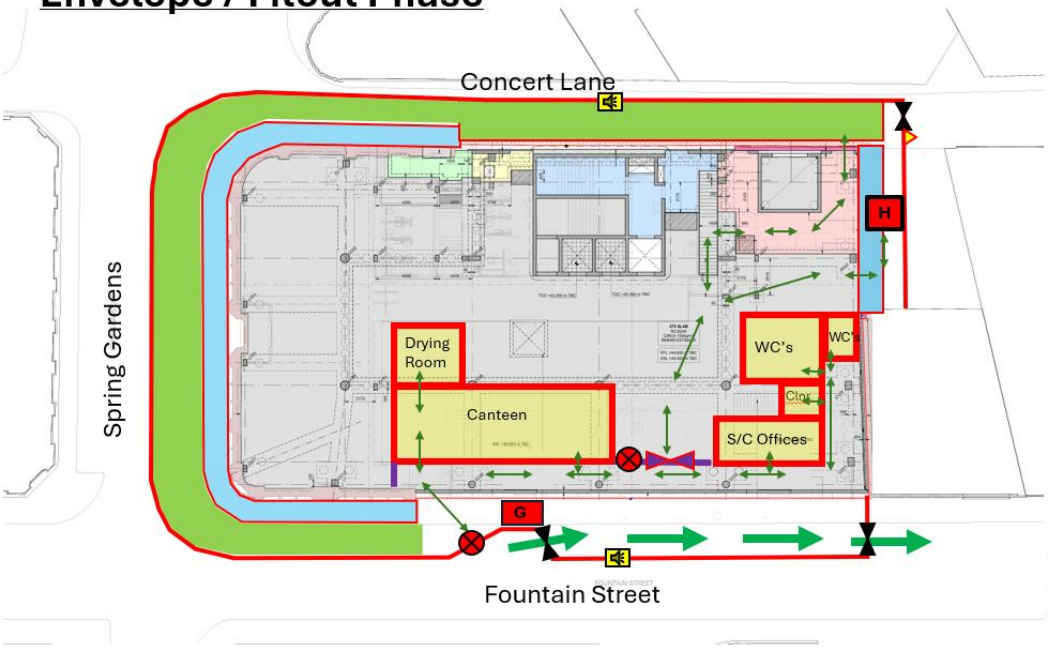
Road Closure of Spring Gardens to facilitate Tower Crane deliveries 17/8/28 – 1 week duration

Legend

- Secure Site Boundary
- Vehicle Access Gates
- Façade Retention Structure
- Gatehouse
- Welfare at Grd Floor
- Contractor Cabins/Store
- Pedestrian Access
- TC1
- Noise Monitoring Station
- Vibration Monitor Station
- Air Quality Monitor Station
- Biometric Access control
- Hoist
- Heras Fence Panels
- Emergency Ped Egress Gate
- Material Storage
- Heras Gates

50 Fountain Street
Site Logistics – Concrete Frame
Drg Ref: GMI-DAK-LOG-001 Rev: 0

Envelope / Fitout Phase

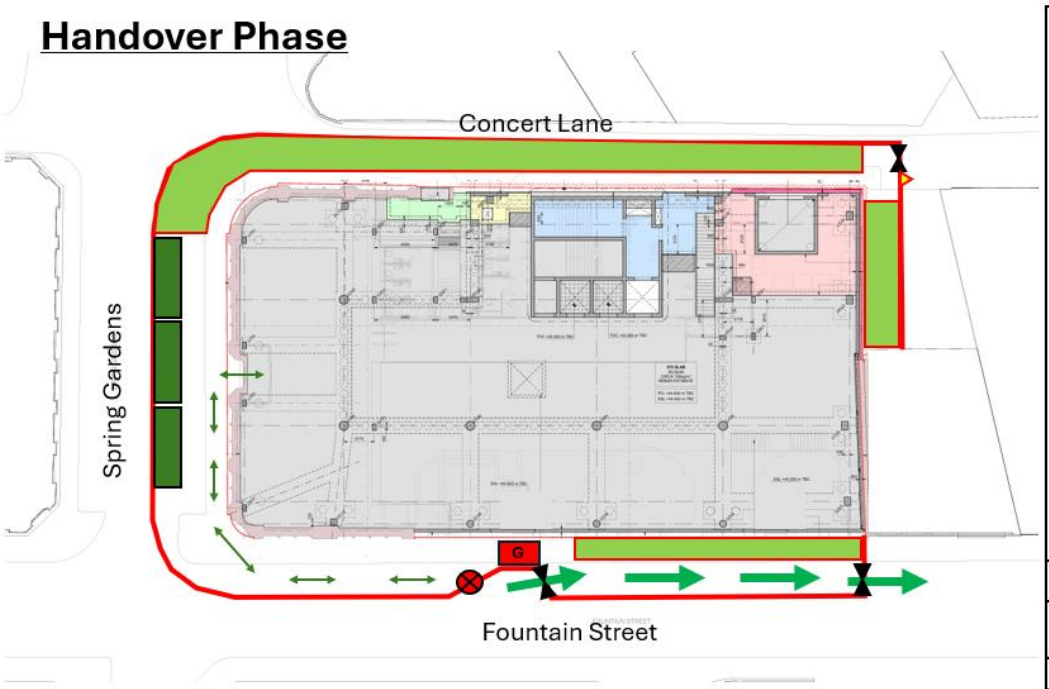


Legend

- Secure Site Boundary
- Vehicle Access Gates
- Façade Retention Structure
- Gatehouse
- Scaffold
- Pedestrian Access
- TC1
- Noise Monitoring Station
- Vibration Monitor Station
- Air Quality Monitor Station
- Biometric Access control
- Waste skips
- Heras Fence Panels
- Emergency Ped Egress Gate
- Material Storage
- Heras Gates

50 Fountain Street
Site Logistics – Envelope/Fitout
Drg Ref: GMI-DAK-LOG-001 Rev: 0

Handover Phase



Legend

- Secure Site Boundary
- Vehicle Access Gates
- Façade Retention Structure
- Gatehouse
- Scaffold
- Frame Contractor Cabins/Store
- Pedestrian Access
- TC1
- Biometric Access control
- Waste skips
- Heras Fence Panels
- Emergency Ped Egress Gate
- Material Storage
- Heras Gates
- Ped Segregation Barriers

50 Fountain Street

Site Logistics – Handover Period

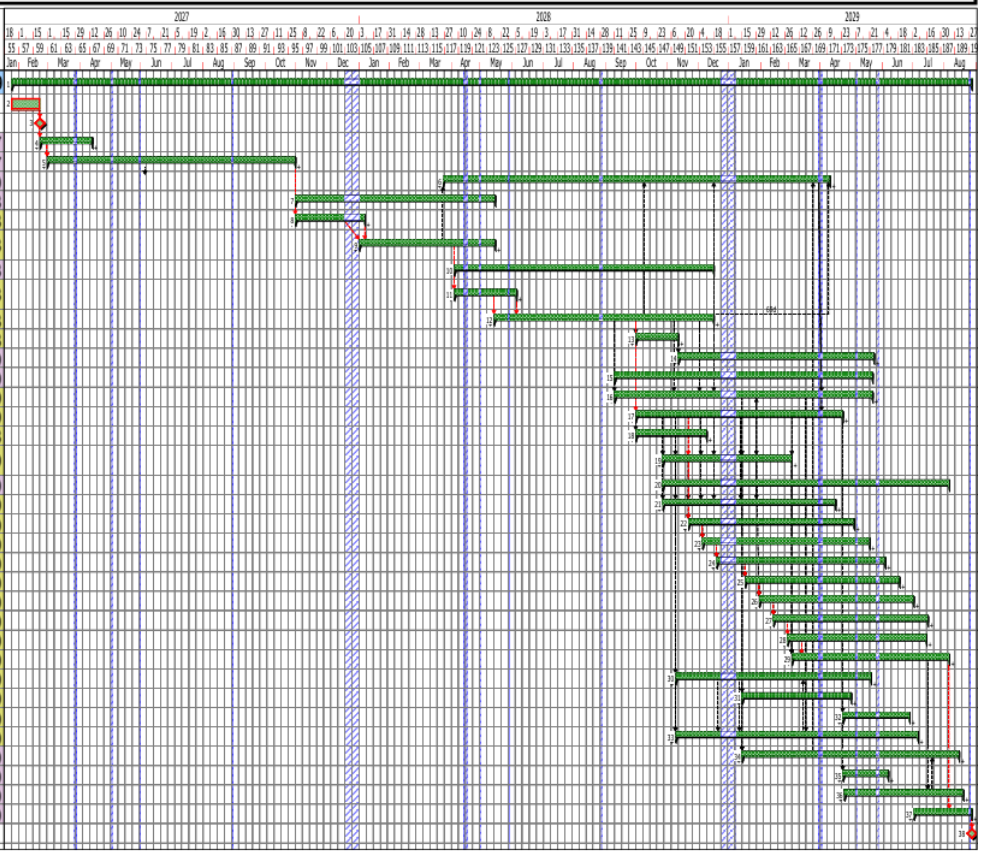
Drg Ref: GMI-DAK-LOG-001 Rev: 0

APPENDIX B – DRAFT CONSTRUCTION PROGRAMME

50 Fountain Street

PCSA Programme

Line	Name	Duration	Start	Finish
1	Construction	128w 2d	25/01/27	29/08/29
2	Contractor Mobilisation Period	4w	25/01/27	19/02/27
3	FORECAST Start On Site	0w	22/02/27	22/02/27
4	Site Setup	7w	22/02/27	13/04/27
5	Demolition	34w	01/03/27	01/11/27
6	Logistics	51w 1d	24/03/28	10/04/29
7	Substructure	25w 3d	01/11/27	15/05/28
8	Piling	7w 4d	01/11/27	06/01/28
9	Groundworks (inc Basement)	18w 3d	03/01/28	15/05/28
10	Superstructure	35w 3d	05/04/28	15/12/28
11	Slipform	8w	05/04/28	05/06/28
12	RC Frame	30w 3d	15/05/28	15/12/28
13	Facade Retention Removal	6w	02/10/28	10/11/28
14	Restoration / Heritage	25w	13/11/28	23/05/29
15	Envelope	33w 4d	11/09/28	22/05/29
16	Roof	33w 4d	11/09/28	22/05/29
17	Unitised Curtain Walling	26w 4d	02/10/28	23/04/29
18	Party Wall	10w	02/10/28	08/12/28
19	Weathertight Milestones	16w 1d	27/10/28	05/03/29
20	Fit-Out	37w 3d	27/10/28	06/08/29
21	Risers	22w	27/10/28	16/04/29
22	Level 1	21w	22/11/28	03/05/29
23	Level 2	21w	06/12/28	18/05/29
24	Level 3	21w	20/12/28	04/06/29
25	Level 4	21w	17/01/29	18/06/29
26	Level 5	21w	31/01/29	02/07/29
27	Level 6	21w	14/02/29	16/07/29
28	Level 7	18w 4d	28/02/29	13/07/29
29	Ground Floor & Mezz	21w 2d	05/03/29	06/08/29
30	Basement	25w	09/11/28	21/05/29
31	Staircores	15w	15/01/29	01/05/29
32	Hoist Area	9w	24/04/29	27/06/29
33	Plant Areas	31w 2d	09/11/28	05/07/29
34	Lifts	29w 4d	15/01/29	15/08/29
35	Externals	6w	24/04/29	06/06/29
36	Testing & Commissioning	16w 2d	25/04/29	20/08/29
37	Cleaning & Handover	8w	03/07/29	28/08/29
38	Practical Completion	0w	29/08/29	29/08/29



Programme No.: PSCA Programme
Issue Date: 30/09/2026
Revision:
Revision Date: 30/09/2026
Contract No.: 933
Drawn by: Joe Allen

APPENDIX C – GMI CONTACT DETAILS

GMI Contact Details

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Tom Wright	Operations Manager	07483 144448	tom.wright@gmi.co.uk
Phil Johnson	Regional Director	07483 334902	phil.johnson@gmi.co.uk
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