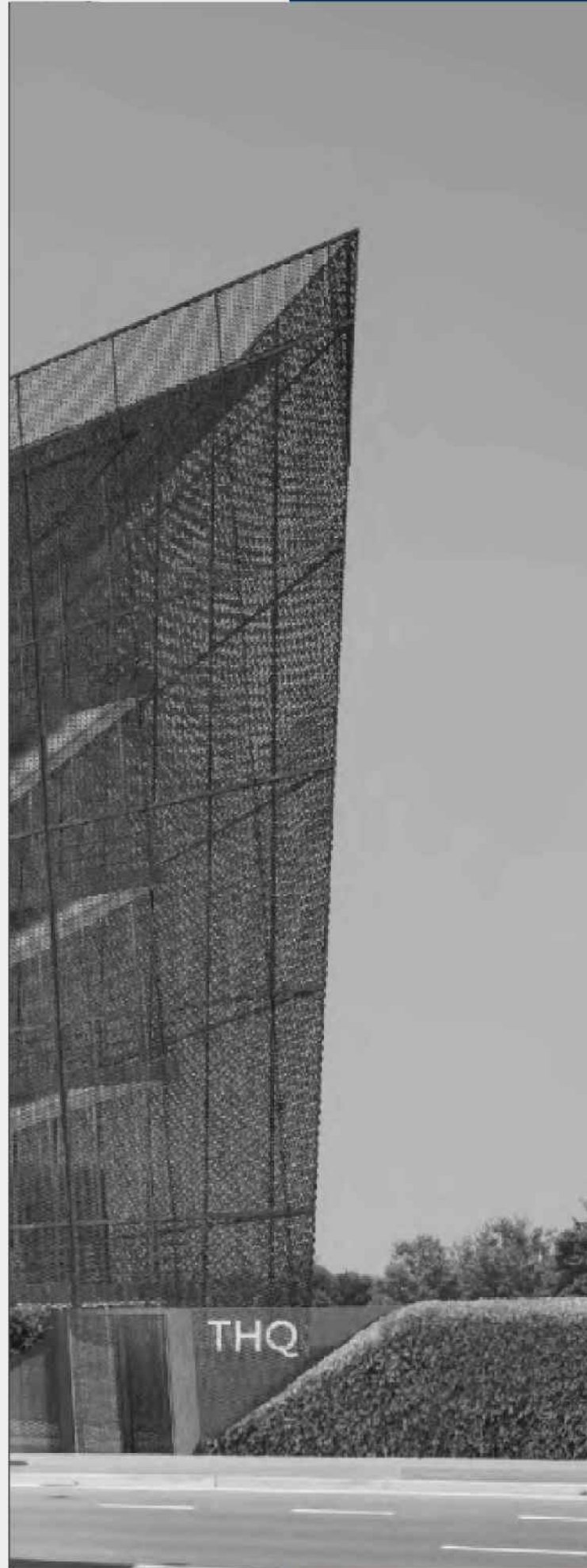


+BOWMER KIRKLAND

THG Manchester

**Construction Environmental
Management Plan**



Project Details	
Name	THQ Manchester
Address	Land To The North-east And South-west Of Enterprise Way; Bounded By Ringway Road West To The South. Manchester

Approval	Prepared By	Reviewed By	Approved By
Name	Paul Smith, PIEMA	Paul Holt	Manchester City Council, through discharge of planning condition 6 of planning application 121270/00/2018.
Position	Group Systems and Compliance Manager	Sen. Project Manager	
Date	7th February 2022	7th February 2022	

Issue	Date	Reason
P1	31st January 2022	Issue for internal Review
A	31st January 2022	Issue for Submission
B	7th February 2022	Included Additional parking location

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1. Introduction

1. Introduction

This Construction Environmental Management Plan (CEMP) has been developed to identify the environmental mitigation measures and management controls to minimise the construction impacts of the new THG Headoffice

Bowmer and Kirkland have implemented an Integrated Management System (IMS) which is externally verified by a UKAS accredited certification body, BM Trada to ISO9001, ISO 14001 and ISO 45001 (See [Appendix C](#)).

Quality

Bowmer and Kirkland recognise the importance of developing our business through continued improvements in quality. By consistent and effective implementation of a robust Quality Management System (QMS) we believe that we can add value to the project development process for the benefit of Clients and users of our buildings. Our Quality Management System complies with ISO 9001:2015, and delivers the objectives of our Quality Policy (see [Appendix C](#))

Environment

Bowmer and Kirkland are committed to sound management practices that minimise the potential effects of building activities on the environment. By encouraging the sustainable use of natural resources, minimising environmental pollution, reducing waste and encouraging recycling, we aim to contribute to improving the world in which we work and live.

We believe that a proactive approach for promoting awareness of environmental issues with our employees, together with our development of various environmental initiatives, helps us to grow an even more sustainable business to the future.

Bowmer and Kirkland's Environmental Policy (see [Appendix C](#)) sets out the company's strategy for minimising the environmental impact of our site and office operations. Through promoting the prevention of pollution, energy efficiency and the sustainable use of natural resources in all our construction activities and those of our sub-contractors, we endeavour to achieve a high standard of environmental performance.

Our Environmental Management System complies with ISO 14001:2015, and delivers the objectives of our Environmental Policy.

Health & Safety and Well-being

Bowmer and Kirkland has the highest regard for the well-being of all persons involved in its activities and others who may be affected by them. We are committed to working with our Clients and external stakeholders to manage and control Health & Safety Risks. It is our belief that all accidents and occupational ill health can be prevented by adherence to our policies and procedures. We take a sensible, positive approach to Health & Safety.

Through the company's Health & Safety Policy (see [Appendix C](#)) the importance of discharging our statutory obligations and duties, and our leadership and commitment to effective Health & Safety management is defined. Best practice is accepted as a core aim throughout business operations and integral to maintaining a strong, positive safety culture. To facilitate this aim, the company's management system and procedures has gained accreditation to ISO 45001:2018

Corporate and Social Responsibility

Bowmer and Kirkland is underlining its commitment to sustainability through compliance with BS ISO 26000:2010 (see certificate in [Appendix D](#)). This Standard presents a framework for Bowmer and Kirkland to ensure that socially responsible behaviour is incorporated into its existing policies, procedures, and performance. Bowmer and Kirkland has a strong commitment to ethical practices in its business operations and hopes to strengthen these through a more rigorous assessment of its social responsibility policies. Adherence to the Standard will create multiple benefits, not only improving the company's environmental credentials and enhancing its brand reputation, but also supporting more cost-effective business practice to build a long-term competitive advantage. Engaging staff to improve the company's environmental performance can also improve employee motivation and bring sustainability into mainstream corporate communications. Meanwhile, monitoring environmental performance can present an insight into potential risks and opportunities to the business.

1. Introduction

This Construction Environmental Management Plan has been produced to identify the controls that will be implemented by B+K throughout the project to minimise the impact from the construction operations.

The CEMP is being compiled to meet the requirements of the Planning Decision notice for the development, Manchester City, ref 129109/JO/2021, specifically Planning Condition 6 which are extracted below:

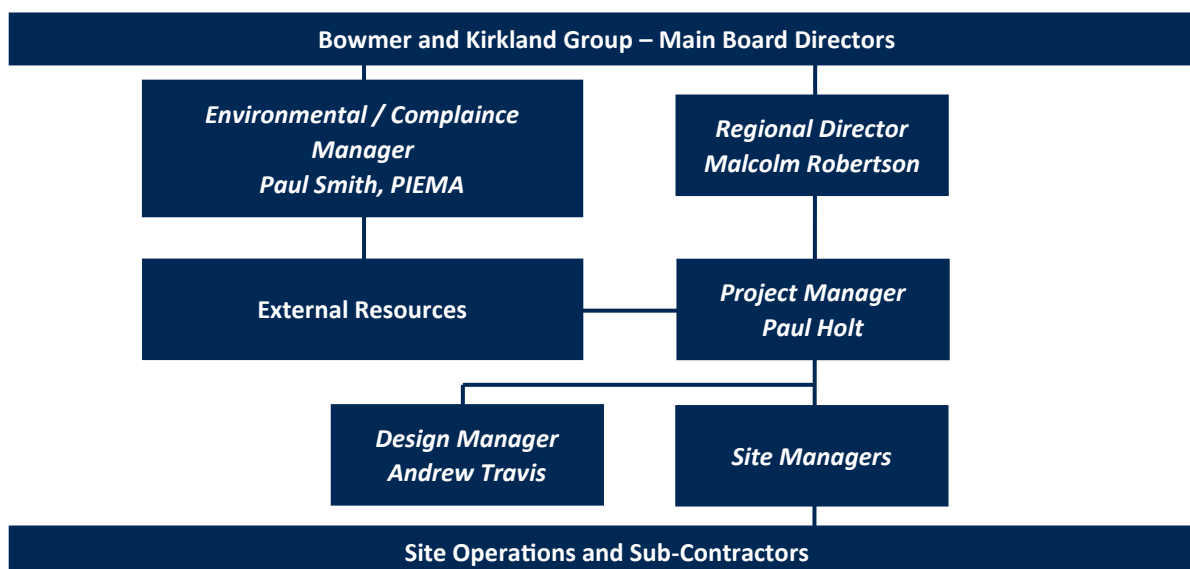
6) Notwithstanding the partial discharge of this condition under condition discharge reference CDN/20/0221, no development on each phase of development shall commence unless and until a comprehensive construction management plan has been submitted to and approved in writing by the City Council as local planning authority. The Construction Management Plan shall include:

- Hours of working;	Section 5
- Details of wheel washing;	Section 9
- Dust suppression measures;	Section 7
- Compound locations;	Section 6
- Location, removal and recycling of waste;	Section 10
- Routing strategy and swept path analysis;	Section 6
- Parking of construction vehicles and staff;	Section 6
- Measures to reduce surface water runoff and sediment transportation into the diverted/culverted watercourse.	Section 8
- Details of any noise mitigation measures required during construction works;	Section 6
- Details of earthworks, including soil stripping, movement and any soil storage (areas, volumes and locations);	Appendix A
- A crane plan including positions and heights;	Appendix B
- A community consultation strategy which includes how and when Manchester Airport Wildlife Team, local businesses and residents will be consulted on matters such as out of hours works;	Section 2
- The control of ponding; and,	Section 8
- The response to any bird hazard issues that might arise from construction works	Section 5

In addition to the measures identified in this CEMP, Bowmer and Kirkland intend to ensure the implementation of sound environmental management practices for all issues by the implementation of their Environmental Management System (EMS) in the project. Bowmer and Kirkland's EMS is registered to meet the requirements of ISO14001:2015 by a UKAS accredited certification body, BM TRADA (Certificate No. 1133 included in **Appendix D** of this document).

2. Organisation and Responsibilities

2. Organisation and Responsibilities



Regional Director

The Regional Director takes overall responsibility for all projects conducted by the construction region responsible for delivering the project and will visit the site on a regular basis.

Projects Manager

The Project Manager (PM) takes Senior Management Responsibility for the overall project. The Project Manager will not be permanently on site but will visit the project 1-2 days per week to ensure the requirements of this CMS and Bowmer and Kirkland's IMS are fully implemented and effective. The Project Manager will conduct a formal inspection of the Site Operations on a monthly basis to assess the adequacy of Health, Safety and Environmental controls.

The Project Manager along with the Site Manager is responsible for liaison with the public and community groups during construction. The Project Manager will manage communication with the public and wider community which will include meetings, notices, news-letters and site visits as appropriate. This includes overseeing the resolution of any complaints raised relating to nuisance during the work.

Site Manager

The Site Manager is responsible for the day to day management of the project and will be permanently on site during the works. This includes the selection of competent sub-

contractors and the inclusion of control measures in their sub-contracts. The Site Manager, will monitor the works on a daily basis to ensure the specified controls are implemented and effective. In addition, the Site Manager will ensure that the project is inspected on a weekly basis for compliance with Health, Safety and Environmental compliance. The Site Manager will assist the Project Manager in liaison with the public and community groups during construction. The Site Manager will assist in communication with the public and wider community which will include meetings, notices, news-letters and site visits as appropriate. This includes assisting with the resolution of any complaints raised relating to nuisance during the works.

Design Manager

The Design Manager is responsible for the management of the design consultants to ensure that the project specification is established in accordance with project requirements, building regulations and relevant standards. The Design Manager will be permanently on site during the early stages of the project and will visit site regularly during the later stages of the project. The Design Manager will liaise with relevant parties on the final scheme design and ensure advice is provided to the Project Manager on the potential impact of proposed construction methods.

2. Organisation and Responsibilities (Continued)

Site Managers

Site Managers are based permanently on site during the works and is responsible for monitoring the implementation and effectiveness of the specified controls on a day to day basis. This includes the induction of all sub-contractor's operatives and liaison with their management; should improvements be required. The Site Manager, under instruction from the Project Manager, will formally inspect the works on a weekly basis for compliance with Health, Safety and Environmental compliance.

Environmental Manager

The Environmental Manager takes overall responsibility for the organisational legal compliance of the Bowmer and Kirkland Group of Companies. This includes ensuring our EMS recognises current regulatory and other requirements and the specified controls are effective in achieving compliance, preventing pollution and reducing the environmental impact of the organisation. The Environmental Manager will monitor the compliance of the project from information provided by external resources (see below) and site visits, ensuring the project is audited internally at least once.

External Resources

The following resources are employed by the Bowmer and Kirkland Group:

RG Wilbrey Consultants – conduct Health, Safety & Environmental inspections of the project bi-weekly

Adler & Allen – provide pollution response 24/7 mobilising resources where required

Cardinal Environmental – provide legislation updates and specialist legal advice where required.

Complaints Procedure

Although the measures set out within this CEMP are intended to minimise the impacts of construction activities on the local community by ensuring that neighbouring residents are informed of the construction programme and timescales through either door step introduction, newsletters and regular communication during the works, it is possible that complaints may be raised concerning construction activities. As previously detailed, contact details and information concerning construction will be provided to local residents, and the Project Manager will be available to meet and explore issues with concerned parties directly via appointment.

Any complaints received will be taken seriously and addressed immediately by the construction team and Project Manager. All complaints that are received will be reviewed in regular site meetings to ensure that any required actions are communicated to all employees, as appropriate.

Records of complaints are recorded within our Management System as well as through Considerate Constructors Scheme of whom B+K are an Associate Member.

Contact Detail for Investigation of Complaints:

Position: Contracts Manager

Name: Andy Lomas

Email: a.lomas@bandk.co.uk



3. Scope of Work

3. Scope of Work

Phase 1 - enabling works to site including cut and fill and construction of culvert, construction of office space and associated external works. Car park works by others under separate contract.



Fig 1 – Existing Site Plan

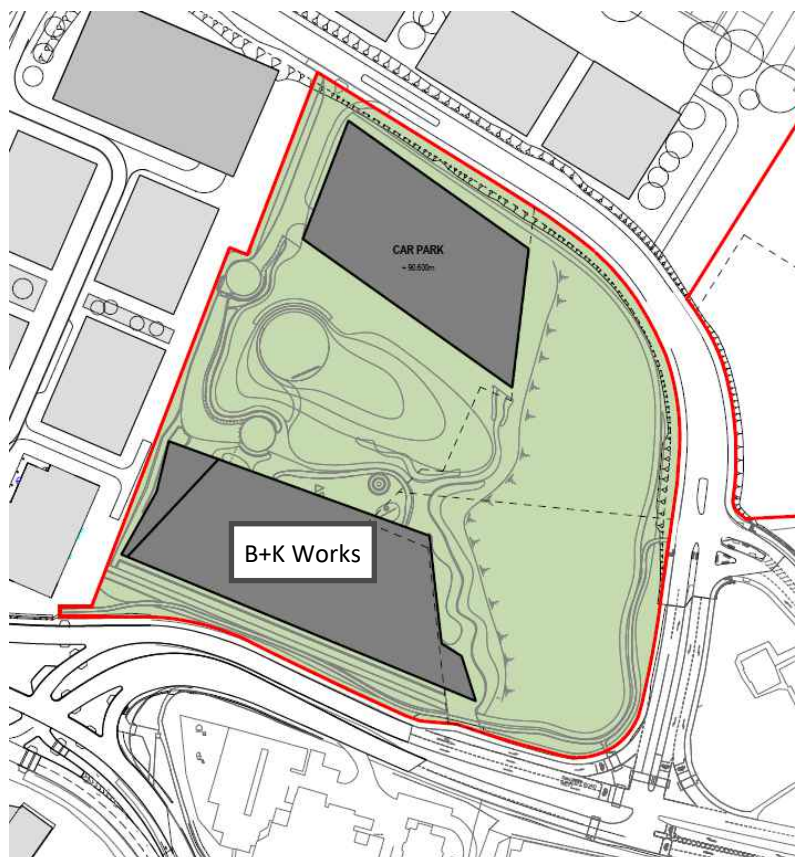


Fig 2 – Proposed Site Plan

4. Construction Impacts

4. Construction Impacts

The following table summarises the current key features on and around the development site which may be impacted by Bowmer and Kirkland's operations. In assessing the significance of the impact potential on these receptors we have taken into consideration reports received to date and publicly available information.

Receptor	Description	Potential Impact Severity							
		Noise	Vibration	Dust	Fumes	Visual	Physical Harm	Flooding	Pollution
General Community	The site located to the north of Manchester Airport, and the former airport carpark.	L	L	L		L			
Residential Areas	The nearest residential areas is located 117m to the North East, (rear of properties on Felskirk Road) segregated from site by a tree line.	L							
Ground Conditions	Site Investigation has been carried out site is general made ground between 0.5 and 3 mbgl. Stoke pile of waste material containing asbestos (asbestos cement board) has been identified on site, this will be removed from site to a licensed disposal facility. No groundwater strikes or minor ingresses were noted during site investigations therefore will not impact excavations, there is however potential for areas of perch water that may be encountered. Due to the existing stockpiles of made ground an MMP under CL:Aire code of practice will be required to cover the re-use of stock piles and other site won materials as well as to import of clean soils.								L
Ecology	A Preliminary Ecology Appraisal has been carried out by Aecom. There is limited ecology on the site, the exception being the potential for nesting birds. An additional Bat survey was undertaken in Jan 2019 of the trees, Bats were not located during the inspection and there were no signs that a bat roost was present. No GCN have been identified following DNA surveys of the ponds within 500m of the site. Potential for nesting birds with the vegetation and stock pile waste.						L		
Invasive Species	Invasive species have been identified in surveys undertaken in 2016 and 2018 these being a stand Himalayan Knotweed and Japanese knotweed, further detail Invasive Non-native Species (INNS) survey is required prior commencement.						M		
Tree	A number of trees have been identified for removal to facilitate the development						M		
Watercourse	Baguley Brook (ordinary watercourse) runs northwards through the site, a consent is in place for the temporary diversion works (ref: MCC042/05/2020) this will require a review as it is due to expire in May 2022, an additional consent maybe required to cover the permeant culvert works.						M		

KEY:	Insignificant	Low	Medium	High
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5. Construction Mitigation

5. Construction Mitigation

In order to reduce the impact of the construction phase of the development Bowmer and Kirkland propose to implement our Integrated Management System (IMS) for the project. Our IMS is registered to meet the requirements of the international standard ISO 9001, ISO14001 and ISO 45001 by a UKAS registered certification body, BM TRADA (see **Appendix C** for certificate). Bowmer and Kirkland's IMS includes standard controls to mitigate the impact of our construction activities during normal construction operations:

Description	Potential Impact							
	Noise	Vibration	Dust	Fumes	Visual	Physical Harm	Flooding	Pollution
Workings Hours / Delivery Hours Working hours for site will be: Monday to Friday 07:30 – 18:00 Saturday 08:00 – 14:00 There will be no works on Sundays or Bank Holiday. Where normal construction activities are expected to exceed these working hours then EHO will be informed in writing at least 10 days prior to commencing works. Newsletter drops to the local area will also be implemented during construction.	✓	✓	✓	✓				
Statutory Nuisance – Dust The control of dust is a prime concern for all construction projects, particularly during periods of dry and windy weather, there are also ecological receptors which may be impacted by dust. Details of dust mitigation measure can be found in Section 7 Dust Mitigation			✓		✓			✓
Statutory Nuisance - Noise To minimise issues caused by noise during construction, Best Practise Means will be employed in accordance with BS5228:2009+A1 20014 Part 1 during each phase of the project. Noise mitigation in accordance with BS 5228 Part 1, see Section 6 Noise Mitigation , that will be implemented during construction.	✓							
Statutory Nuisance - Vibration To minimise issues caused by vibration during construction, Best Practicable Means will be employed in accordance with BS5228:2009+A1 2014, Part 2 that gives guidance on vibration levels that could be used to assess the likely impacts of construction activities, on the environment and people. The foundation solution is CFA piles with minimal vibration risk in accordance with BS 5228, Part 2. News letter will inform residents and businesses of planned works that main include minor vibration and noise. Any complaints with regards vibration will be recorded and managed, any additional mitigation will be actioned to reduce the impact for construction activities as per BS 5228, Part 2.		✓						

5. Construction Mitigation (Continued)

Description	Potential Impact								
	Noise	Vibration	Dust	Fumes	Visual	Physical Harm	Flooding	Pollution	Heritage
Birds The removal of vegetation and stock piles of waste should be undertaken out side of the bird nesting season (March to August), if not then an ecologist will check for nesting birds prior to works commencing. Should active nests be identified, then works will not be cared out until the nests have been confirmed as inactive under the advice of the ecologist. Due to the proximity of the airport and to reduce birdstrike risk bird management plan will be implemented during construction under the guidance of Birdstrike Management Ltd, this may include: • Management of waste especially food waste • Only eat food within canteen • Lidded bins should be provided and clearly visible • Signage should be erected stating birds should not be fed and food waste placed in bins. • Avoid/remove any ponding/puddling that should develop during the construction phase (see section 8) • During the period March to mid-May it is recommended that the site be monitored on a weekly basis for rooftop nesting Gulls. Flat roofs - zero tolerance to nesting Herring and Lesser Black-backed gulls. The eggs and nests can be removed by MAG staff or designated representatives under the Natural England Class Licence WM/CL12.						✓			
Traffic Management Traffic Management Plans have been included in Section 9 . All deliveries will be booked in with Bowmer and Kirkland's Site Management who will avoid slots at peak hours. Road will be kept clean by the provision of wheel cleaning facilities and road sweepers as required.	✓	✓	✓	✓	✓	✓		✓	✓
Spillage Emergency Planning An emergency plan for spills of fuels, oils or other CoSHH materials will be prepared for the project and briefed to all operatives. All minor spills will be cleared and consigned off site as hazardous waste. An emergency response contractor, Adler and Allan, will be retained to attend site in the event of a major spill or spill which may affect any water course.						✓		✓	
Lighting Construction phase lighting shall be designed to minimise effects beyond the site boundary. • Where possible site lighting will be LED which virtually eliminates upward glare, • Warm white spectrum (<2700k) lamps to be used • Lights will be shrouded / pointed downward. • Pointed away from the areas of vegetation.					✓				

5. Construction Mitigation (Continued)

Description	Potential Impact							
	Noise	Vibration	Dust	Fumes	Visual	Physical Harm	Flooding	Pollution
Waste Management Bowmer and Kirkland will apply the waste hierarchy to the project to minimise waste production and subsequent landfill burden. No waste removed from site will be permitted to leave without the provision of an adequately completed waste transfer note and copy of valid waste carrier licence for the person removing the waste and environmental permit for the site where the waste is being taken. The burning of waste is banned on all B+K construction sites. In order to implement these requirements and monitor the amount of waste being produced by the project a Site Waste Management Plan will be prepared and maintained throughout the course of the construction phase. See also Section 9 Waste Management	✓	✓	✓		✓	✓	✓	✓
Earthworks Due to the existing stock piles and other made ground on the site a materials Management Plan under CL:Aire Code of Practice will be required to plan, monitor, manage and report on the re-use of site won materials. See Cut and Fill Plan, Appendix A Areas of asbestos contaminated materials will be removed from site to hazardous waste licensed landfill site.								

6. Noise Management

6. Noise Management

Noise Mitigation Measures - General

The quietest and lowest impact processes that are reasonably practicable will be employed on-site in the undertaking of all construction works and in accordance with the best practise under BS5228:2009+A1 2014, Part 1. Measures that can be implemented as a means of minimising noise include:

Construction Mitigation

- Consideration of alternative construction methods for high risk activities.
- Keep internal haul routes well maintained and avoid steep gradients;
- Minimize drop height of materials;
- Radios and other noise-generating devices are not permitted on site.
- Keep voices and conversation outside of the perimeter of the Site to a minimum and low in volume.
- Use of work equipment designed to reduce noise such as oil pulse impact drivers.
- Local residents will be advised of the start and finishing dates and times (particularly noisy works) and these will be timed to minimise the disruption to local residents as far as possible.
- Noise monitoring to be used on site boundary and records maintained.

Site Plant

- The quietest vehicles, tools and machinery shall be used as far as is reasonably practicable

- Early connection of temporary mains to reduce use of site generators (if available)
- Avoid unnecessary revving of engines and switch off equipment when not required;
- Start up plant and vehicles sequentially rather than all together
- Plant not permitted to start until after 08:00 hrs.
- No engines left running whilst vehicles are stopped on-site;
- Local residents and businesses will be advised of the start and finishing dates and times of particularly noisy activities and these will be timed to minimise the disruption to local residents as far as possible.

Enclosures

The use of enclosures can significantly reduce noise. These range from localised enclosures to the erection of noise reducing fencing around larger activities. Enclosures will be designed in accordance with BS5228:2009 Part 1, Appendix B.

Examples of Enclosures:

Plant	Enclosure Type	Noise Reduction
Site Generators	Ventilated acoustic enclosure	Up to 20dB
Pneumatic breakers, drills	Portable or Fixed enclosure	Up to 20dB
Rotary Drills, Diamond Drilling	Ventilated Acoustic Shed	Up to 15dB
Pumps	Acoustic enclosure with allowance for engine cooling and exhaust	Up to 20dB
Large Plant	Acoustic Screen / Fence	Dependant on design

7. Dust Management

7. Dust Management

Dust Mitigation Measures

During construction and demolition, it is anticipated that the primary air pollution emissions will be associated with dust generated from plant movement on site. The following mitigation follows the principals of IAQM Guidance on the assessment of dust from demolition and construction .

Site Management

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site;
- Record and respond to all dust and air quality pollutant emissions complaints;
- Make a complaints log available to the Local Authority when asked;
- Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the Local Authority when asked;
- Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions are being carried out and during prolonged dry or windy conditions; and
- Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and ensure that the action taken to resolve the situation is recorded in the log book.

Preparing and Maintaining the Site

- Plan the site layout so that machinery and dust-causing activities are located away from receptors, as far as is possible;
- Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period;
- Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution;
- Avoid site runoff of water or mud;
- Keep site fencing, barriers and scaffolding clean using wet methods;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below;

Operations

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using recycled water where possible and appropriate;
- Use of covered skips;
- Minimise drop heights from loading or handling equipment and use fine water sprays on such equipment wherever appropriate; and
- Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

Measures Specific to Earthworks

- Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable;
- Only remove the cover from small areas during work, not all at once.
- Use bowser water dust suppression on haul roads and traffic areas through the site.

Measures Specific to Construction

- Ensure aggregates are stored in banded 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;
- For supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.

7. Dust Management

Dust Mitigation Measures

Measures Specific to Trackout

- Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site;
- Avoid dry sweeping of large areas;
- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport;
- Access gates should be located at least 10 m from receptors, where possible; and
- Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site.

Waste Management

- Reuse and recycle waste to reduce dust from waste materials; and
- Bonfires and burning of waste materials is banned on all B+K sites.
- Skips on site are to be located away from site boundary and are to be covered where necessary to prevent the escape of waste.
- Stock piles of materials soils are to be seeded if there are being retained for use later in the project.
- Stock piles of aggregates are to be kept dampened down during periods of dry and windy weather.
- All skips / wagons leaving site are to be covered.
- Provision of lidded bins for canteen / food waste.

8. Construction Surface Water Management

8. Construction Surface Water Management

The management of surface water during construction will be dependant on the specific site factors. The table below identifies the sources of flooding risk and their impact on the site.

Source of Risk	Impact to Site	Risk	Mitigation Required
Ground Water	Groundwater has not been detected during the site investigation	Low	No mitigation required.
Fluvial Flooding	Baguley Brook flows northwards through the site, there is potential for flood during periods of heavy rain fall. Works will be carried to to install a culvert as part of enabling works	Medium	Over pumping will be required as part of the works to decommission the existing open ditch and replace with a culvert. Management and control of silt will be required until culvert works have been completed.
Pluvial Flooding	Flooding may occur during high rainfall events.	Medium	Dewatering of excavations and control of site runoff will be required.
Sewers	There are currently no sewers on site.	Low	No mitigation required

The external works have the potential to introduce contaminants from the associated machinery, infrastructure, transportation, importation of constructions materials and maintenance and storage

Environmental Risk	Details of Risk
Excavated ground and exposed ground	Recently disturbed and vegetation free ground allows for relatively low velocity runoff to erode the surface. This leads to increased runoff and sedimentation of receiving waters, thereby increasing flood risk.
Stockpiles	Rainfall could lead to erosion of material should a stockpile be uncovered. This could lead to siltation of receiving watercourses and therefore an increase in flood risk.
Haul Roads	The run-off from haul roads contains a large amount of suspended solids as well as hydrocarbons. This could also impact upon water quality to local surface water systems.
Oils and hydrocarbons	The use of oils and hydrocarbons on construction sites provide a risk of leakages and spillages, leading to pollution incidents. This could affect the water quality in the receiving watercourses and aquifers.
Weather (storms)	The runoff from heavy rainfalls could cause flash flooding
Concrete wash out	During construction the washing out of the concrete delivery vehicles placement chutes will be required and this will be controlled by the site team
Dewatering	During construction there will be occasions when excavations left overnight could be susceptible to collecting rainfall

of plant equipment as per the below list:

8. Construction Surface Water Management

Surface Water Management During Construction

The following actions will be implemented to manage surface water during construction. The actions required will be dependant on the amount of rainfall that the site will be subject to.

- Low rainfall (normal weather) - site will experience normal rainfall that results in some rainwater collecting in excavations.
- Medium Rainfall (yellow/amber weather warning) - The amount of rainfall is prolonged, with open ground being waterlogged that will reduce the effectiveness of dewatering to soakaway.
- Heavy Rain Fall (red weather warning) - significant rainfall that will cause high levels of surface water on site.
- Groundwater - Groundwater level will have an impact of dewatering of deep excavations.

Source	Method for Dewatering			
	1. Site Soakaway	2. Direct to SUDS	3. Dewater to Surface Water	4. Dewater to Foul Sewer
Low Rainfall (Normal weather)	Yes	Yes	Yes (comply with RPS)	N/A
Medium Rainfall (yellow/amber warnings)	Yes (dependant on ground infiltration)	Yes	Yes (comply with RPS)	N/A
Heavy Rainfall (red warnings)	Yes (dependant on ground infiltration)	Yes	Yes (comply with RPS)	Yes - Temporary Discharge Consent Required
Groundwater	N/A	N/A	N/A	N/A

8. Construction Surface Water Management

General Mitigation:

Excavated ground and exposed ground

Due to the on-going nature of the work it is generally not possible to protect exposed surfaces until the project is completed. That said there are measures that can be adopted to mitigate contamination / sedimentation referred to below.

To help limit the volume of runoff reaching the exposed ground we have considered the implementation the following protection measures:

- Run-off diversion or interception devices
- Gulley Guards - These will be placed in all existing gulleys that could receive surface water run off The guards will be inspected daily and cleaned as appropriate to ensure that silt or debris collected in the guards do not impede the flow water into them
- Temporary catch pits - Using a geotextile fabric and clean stone we will form temporary catch pits at the lowest points of each construction zone to control water flow.

Stockpiles

Stockpiles will be located away from existing drainage points to prevent the leaching of contaminants.

- A combination of cut-off ditches and silt fencing can be used to control any runoff.
- Seeding of stock piles can significantly prevent silt runoff once grass has established.
- Sheeting of stockpiles can reduce dust and protect from heavy rain fall and run off.

Existing access ramps & roads

Haul roads (including roads that are in process of construction partially sealed) will be sprayed regularly to keep down dust. If any section of a haul road is hard surfaced, then it will be swept on a regular basis to prevent accumulation of dust and mud.

Once constructed, there could be a residual risk of silt run off from haul roads and stone surfaces. These risks will be controlled by;

- Constructing suitable channels on haul roads to channel water away from any watercourses, surface drains, or green areas.
- Regular environmental inspections of these areas to ensure controls are effective.
- Suitably sized spill kit will be available with spill action plan.

Oils and Hydrocarbons

Simple measures can be taken to prevent oil and hydrocarbons becoming pollutants, such as:

- Maintenance of machinery and plant
- Bunded Storage
- Drip trays
- Regular checking of machinery and plant for oil leaks
- Correct storage facilities
- Check for signs of wear and tear on tanks
- Care with specific procedures when refuelling
- Designated areas for refuelling
- Emergency spill kit located near refuelling area

Weather / Storm

Weather warnings allow preparation time before any significant rainfall event, weather conditions are reviewed on a weekly basis for the planning of works:

- Early connection of roof outlets to surface water drainage system for discharge off site, will reduce the amount of rainwater impacting the ground.
- Stockpiles of stone and aggregates will be located as far as practical away from ditches, or surface water drains. Ideally this will be on level ground.
- Developing a robust environmental action plan with emergency controls.
- Fuel and COSHH substances will be stored in a designated area. They will be in double bunded units with 110% capacity and appropriate spill kit. The designated area will be 10m away from any watercourses, surface water drains.

8. Construction Surface Water Management

Concrete wash out

Simple measures can be taken to ensure no concrete wash out pollutes the ground around:

- Discharge of water into a lined or proprietary concrete washout skip
- Concrete washout skip is to be placed in it's own bunded area
- Sediment skip positioned within a larger skip (to act as a dual slit trap & bund)

Temporary Drainage

Due to the low risk of surface water coming from storm events and that approx. 60% of the site will remain as open ground, the impact of rain water in construction areas will be limited. It is common construction practice where possible to install surface water drainage systems early in the programme to allow for connections from roof outlets and SUDs to be completed as works progress, this will remove significant amounts of rainwater from the construction site as the build progresses.

Protection of Watercourse

During enabling works and until the work to the culvert is completed there is potential for run off during works to pollute the stream, the existing ground is level, stock piles next to the ditch are vegetated reduce risk of surface water run off. Over pumping will be required during works to construction the new culvert, the phasing and over pumping will be agreed by B+K, sub-contractor and MCC as part of the Ordinary Watercourse Consent Application.

Dewatering

The risk to the site is from storm water, it is expected that excavations may require dewatering following periods of heavy rain, as such should any rainwater not soak away then dewatering excavations will be carried out by allowing to pump and soak away on site at a point the does not pose further risks, such as open ground.

The following table defines other methods that could be used to dewater excavations depending on levels of water:

Activity	Permit	Amount of water	Actions
1. Discharge off site - Clean Rainwater (roofs) to SUDS (discharge onsite)	No	Low Levels	Early works to attenuation tanks and drainage runs will allow the connection of clean rain water from roofs that is permitted to be discharged direct to surface water systems. This will reduce the amount of surface water on site during construction.
2. Rain water dewatering Excavations to soak away on site. (discharge onsite)	No	Low Levels	The dewatering of rainwater from construction areas can be carried out effectively by pumping to a designated soak away area on site that will not pose a risk, this is the normal preferred method to eliminate need to discharge offsite.
3. Dewatering excavations of wholly or mainly rainwater. (discharge offsite)	RPS	Medium/High Levels	Excavations can be dewatered direct to surface water system under the Regulatory Position Statement for "Temporary dewatering from excavations to surface water" a permit is not required If: • A short term (max 3 months), temporary discharge of uncontaminated water which is wholly or mainly rainwater, from an excavation to surface water (such as pumping water out of excavations on a building site) • Comply with all the conditions in this Regulatory Position Statement (RPS)
4. Discharge off site Silty Rainwater (discharge offsite)	Yes	High Levels	Foul sewers can be used for the discharge of dirty water, this will be under a trade effluent consent and treatment prior to discharge would be required such as reduction of suspended solids. Discharges to foul will be restricted including contamination levels (suspended solids) and flow rate, a discharge rate of 3 to 5 litres per second is the norm this will be defined in the consent.

9. Construction Logistics

9. Construction Logistics

Site accommodation will be located in a compound area with access from Enterprise Way, (see full site phasing plans see **Appendix B**).

Due to the site location solid hoarding and heras fencing will be used where required on site. (see full site phasing plans see **Appendix B**).

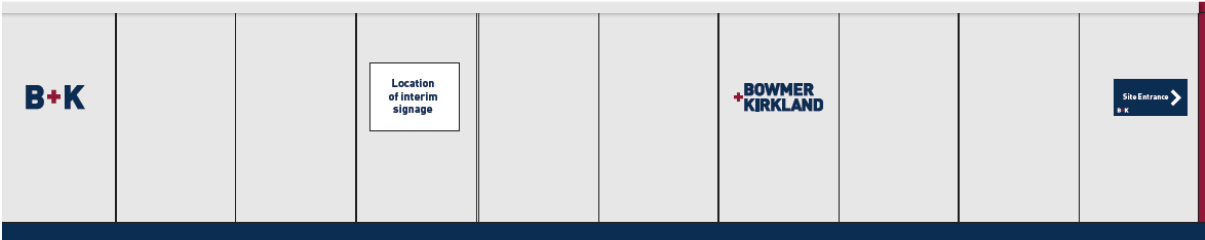
All site fencing including site boundary will be inspected on a daily basis by B+K Site Management and records maintained.

Site Security

Site Gate will be manned all times throughout the construction period for all deliveries in accordance with the working hours. The Site frontage will be enclosed with solid hoarding.

The Site will be secured at all times. A separate pedestrian access gate will be provided. Access to site will be controlled via biometrics turnstile control.

B+K Standard Hoarding Design



B+K Standard Pedestrian Access gate



Representative example of B+K Site Entrance.



9. Construction Logistics (continued)

The Gate Cabin will be the focal point for all vehicles entering / leaving the site. This will be the operational base for our security personnel who will manage access and egress from the site alongside the biometric system.

In order to reduce disruption to neighbouring businesses and residents during the construction periods we will take several steps to ensure as little impact as possible on the roads surrounding the site. These will include the following.

- All subcontractors will be advised of the requirement for site tidiness, and enforcement of this rule will take place.
- Newsletter drops to local community informing of progress and planned works.
- Should any complaints arise, they will be dealt with promptly and courteously, and suitable compromises agreed wherever practicable, subject to the normal restrictions of construction sites.
- Parking will be provided for operatives on site.
- Minimise the accumulation of loose materials on site road by regular sweeping.
- Ensure bulk deliveries/collections are sheeted (where appropriate).
- Provide wheel washing facilities (wet / dry) prior to site exit point as necessary.
- Gully guards will be used in the road gullies.

Due to the location of the project it is imperative we reduce the risk of any mud on the surrounding roads due to the construction process. The risk of this will be higher within the first 15 weeks of the project. Due to the nature of the works over this time, a jet wash will be located on an area of hard standing prior to exiting the site and any runoff contained within the site.

To manage mud and debris on the highway the following methods will be used:

- 1) A jet wash will be used to ensure that vehicles wheels are cleaned before leaving site. The jet wash will also be used on review of weather and site conditions.
- 2) Road sweepers will be used on a regular basis, this will increase during periods of wet weather as part of the periodic review.
- 3) Gully Guards (or similar) will be used to protect existing road gullies from silt, and will be subject to regular inspections. These will be checked daily during wet weather periods.

Storage of Materials

The site compound will be used for the Construction Material; additional areas of material storage will also be available in the

proposed construction areas. (see **Appendix B**). Some material will be used in construction areas directly from the transport for example, structural steel will be craned off and positioned for erection directly in the construction area.

Materials will not be unloaded outside of the construction areas or site compound where possible. If Unloading outside of the construction areas and site compound is necessary, it will be under control of a banksman and approved by B+K Site Management.

See also **Section 9 Waste Management** for fuel and oil storage.

Vehicle Dwell Times

Construction delivery vehicles are not anticipated to be required on-site for a period longer than necessary to safely unload, depending on materials being delivered or collected. The Site Manager will allow sufficient times between deliveries to ensure that no vehicles arrive or depart at the same time, to minimise potential disruption to traffic flow on the surrounding local highway network.

Material Deliveries and Storage

All deliveries to site will be via the allocated unloading areas for the mobile Cranes.

Material deliveries will be unloaded within the dedicated delivery area. All delivery access into site will be controlled by dedicated gatemen at the point of entry.

A Delivery Management System will be utilised to plan and manage deliveries to site to reduce the impact to local highways.

Operative Parking

There will be provision for some staff and visitor parking on site, an area of additional parking off-site has been secured on Bailey Lane, for 50+ vehicles (see **appendix B**).

B+K will be promoting and encouraging our supply chain subcontractors to utilise the various public transport facilities (Tram, train, bus, vehicle sharing and cycle network) as much as possible to reduce parking needs

9. Construction Logistics (continued)

Logistics Route

The proposed construction vehicle routing strategy to be employed for the duration of the construction programme is shown below. The routing strategy has been developed taking into consideration highway routes in the vicinity of the Site and sensitive receptors.

There are two main routes to site the M56 to the west and A555 from the East.

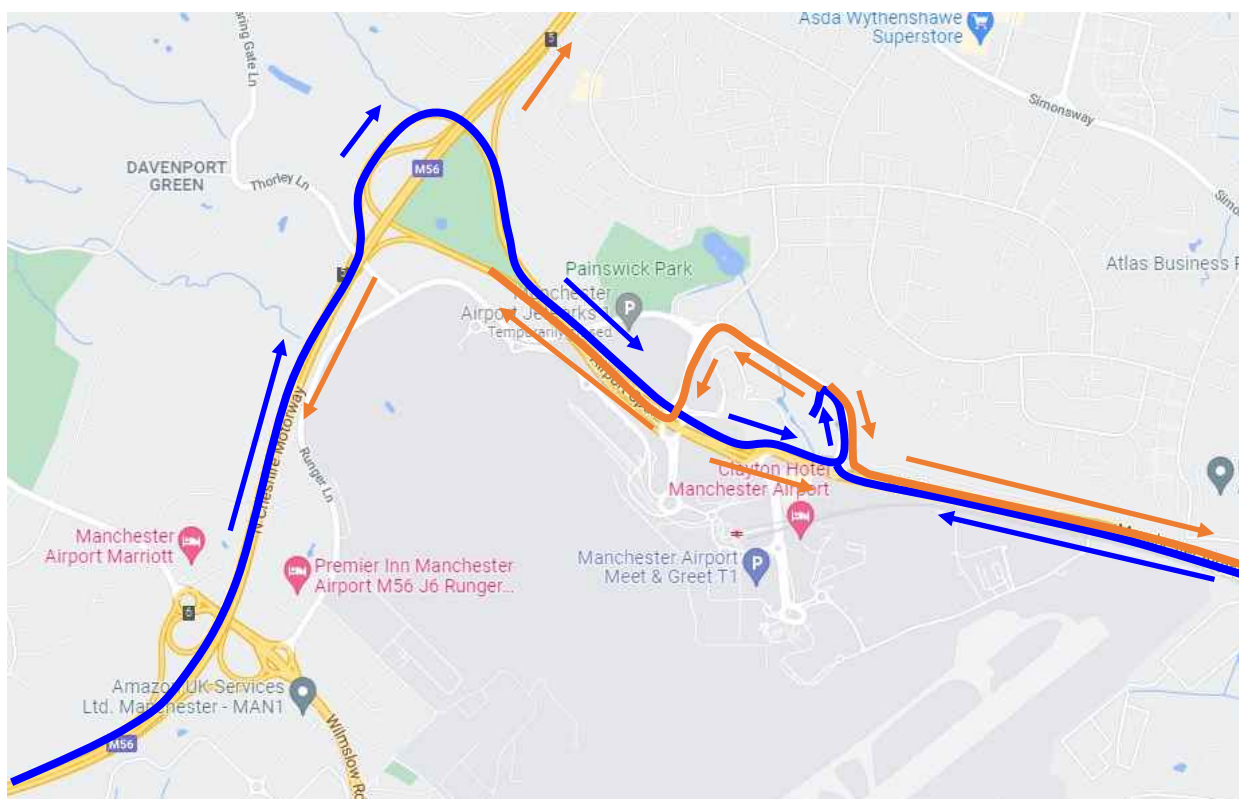
Route to site (Blue Route)

From M56, Jct 5 take the exit for the A555, continue along the A555 and follow signs for the Business park turning left after the site hoarding on to Enterprise Way, the site entrance will be on the left.

From the A555 (west Bound) turn right into Enterprise Way (Business Park) the site entrance will be on the left.

Route from site (Orange Route)

For the M56/M60 turn left out of the site and follow signs for M56/M60 or for the A555 (east bound) turn right and then left onto the A555.



9. Construction Logistics (continued)

Construction Vehicle Movements

The following table details the typical “Large Construction Vehicles” that may be required on site, these numbers will be dependant on the phase of works being undertaken., the numbers stated are indicative of the potential number of vehicle movements and will vary depending on construction programme phasing throughout the project.

For the avoidance of doubt, “Large Construction Vehicle” will be defined as any vehicle larger than a long wheel base transit type van (length 4.1m, width 1.7m, height 1.8m, payload 1200 – 1500kg). Vehicles below these specified dimensions will be defined as “General Construction Vehicles”.

Frequency of Large Construction Vehicles

Construction Activity	Type of Vehicle	Size of Vehicle	Number of Movements	Duration
Groundworks	8 Wheel Tipper	10m x 2.4m	5	Medium
Muck Shift	8 Wheel Tipper	10m x 2.4m	10*	Short
Imported Capping Layer	8 Wheel Tipper	10m x 2.4m	10**	Short
CFA Piling	Concrete Mixer	7.5 x 2.5m	5	Short
Foundations - Concrete	Concrete Mixer	7.5 x 2.5m	6	Medium
Concrete Cores	Concrete Mixer	7.5 x 2.5m	6	Short
Floor Slabs	Concrete Mixer	7.5 x 2.5m	5	Short
Steel Frame	Flatbed / Articulated	16.5m x 2.55m	4	Long
Envelope Cladding	Flatbed / Articulated	16.5m x 2.55m	5	Medium
Soft Landscaping	8 Wheel Tipper	10m x 2.4m	4	Short
Hard Landscaping	Rigid	10m x 2.55m	2	Short

*dependant on quantity of soils being removed

** dependant on quantity of site won material suitable for use.

Typical HGV's:

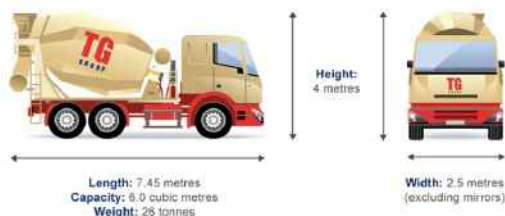
8 Wheel Tipper



Rigid (<26 ton)



Concrete Mixer



Articulated



Flatbed



Community Consultation Strategy

Bowmer and Kirkland recognised the importance of forming good relationships with their local neighbours and the surrounding businesses that adjoin the THQ development at Manchester Airport. We are aware that our construction activity needs to be managed in such a way that it does not impact others around the project and that our operations are considerate to their business needs. We are an affiliated member of `Considerate Contractor Scheme` and hold `Partner` membership. Criteria set out within CCS is regularly monitored and audit on site by CCS staff. We plan to communicate and keep informed our neighbours on the progress of the project, matters that may impact and hinder them, provide them with information and contact details of whom they can raise a complaints or project feedback to on site.

Regular forums and meetings will be established where Bowmer & Kirkland will chair meetings with residents and businesses to discuss the project and provide an insight into what is being built. Site tours will be undertaken when its feasible to undertake one.

Communication will be shared and communicated via several methods including Facebook/ emails as well as *information being publicly viewable on the internet and our community notice board. This information will be regularly updated and reviewed with feedback and comments being answered.

Local wildlife groups will be informed what measures Bowmer and Kirkland are undertaking to respect the local Ecology on site. Bowmer and Kirkland will support and attend the various Airport Forums on Wildlife/ Ecology.

Relationships will be built on trust with excellent communication and a clear understanding from Bowmer of Kirkland of what causes inconveniences and disruption to our neighbours being recognised and mitigated from day one.

Following confirmation that contract award has been awarded consultation would take place ahead of our commencement on site with the neighbours where information about the project and when it would be starting with the planned operations in the first couple of months. Details of site contacts would be shared. Regular updates would be communicated to our neighbours and we would target quarterly reviews and communications with them. Additional communications would be provided of any significant project milestones, key dates and relevant activity that could impact our neighbours would be shared and communicated to give them plenty of notice (EG road crossings or draining connections). B&K plan to keep the local community well informed with information being displayed public viewing on designated community notice boards surrounding the project



North West Regional Office
1st Floor Altitude Building
Atlas Business Park
Manchester
M22 5PR

10. Waste Management

10. Waste Management

Bowmer and Kirkland will record all waste generated on site in a SWMP, this will be used to report on the performance of waste management on the site.

Waste Hierarchy

Bowmer and Kirkland will manage waste and develop the SWMP in accordance with the waste hierarchy. Specifically, the amount of waste produced will be minimised by consideration in development of the design and, where produced, will be reused before recycling / disposal options are considered.



Prior to Work Commencing on Site

A project specific Environmental Impact Assessment (EIA) will be undertaken by the construction management team. This assessment will embrace any specific site needs/requirements identified by the team in connection with waste management issues including any existing or generated hazardous material.

A Site Waste Management Plan (SWMP) will be prepared to enable a considered, documented approach to the management of waste on the project, this will include the Planning and Review of waste management for the project.

The person responsible to implement the SWMP is to ensure all relevant B+K personnel are aware of their duties before and during the project.

All Sub-contractors are informed of their general duties under the SWMP during pre-contract meetings and are required to sign up to the SWMP as part of the meeting.

Construction Waste

All site operatives will receive an induction on how waste is to be managed on the project before starting work on site, further toolbox talks are to be provided to operatives as required to meet the requirements of the SWMP:

- The site plan is to be updated to include provisions for access, materials storage and location of waste storage areas and containers ensuring minimal damage to materials by excessive handling and inappropriate storage.
- All skips and containers are to be colour coded or signed in line with the national colour coding scheme.
- Site security is to be provided to ensure waste is not removed by unlicensed contractors or contaminated by other waste producers.
- Duty of care checks are to be conducted on all waste management companies before they are permitted to take waste off site ensuring they are licensed to deal with type of waste being sent
- Hazardous waste is to be segregated and stored adequately to prevent contamination.
- Plasterboard and gypsum is to be segregated on site.

Copies of all waste transfer notes and hazardous waste consignment notes are immediately reviewed by the B+K site management team and kept within the SWMP

Disposal directly to landfill sites is generally to be avoided, where required the waste is segregated on site to recover as many reusable or recyclable materials as possible. Where segregation is not possible an agreement with the waste management contractor is to be made to treat the waste in accordance with the landfill regulations, it is B+K policy to achieve at least 95% diversion from landfill.

Records of all waste removals are recorded in the SWMP, this is by inclusion of the waste transfers note or hazardous waste consignment note within the SWMP and inputting of date into the SWMP spread sheet tool.

Regular reports are to be obtained from waste management contractors, these would normally include actual weights received, amount of waste recycled or recovered and amount of waste sent to landfill.

The SWMP is to be reviewed on a regular basis by the person responsible for the SWMP to ensure it is up to date and effective. The results of these reviews are discussed with the B+K site management team during internal project review meetings to identify areas for improvement. Any actions agreed during these reviews are communicated externally to the sub-contractors and/or other parties where relevant.

10. Waste Management

Waste from construction activities will be disposed through an appointed waste management contractor, appointment will be on the basis of their performance of diverting mixed waste, from landfill by the following principles will be employed:

- Pollution from waste will be minimised by using the correct and safe storage of the waste.
- Segregation of different types of waste as they are generated.
- Marking of waste containers clearly with their intended contents.
- Using containers suitable for their contents.
- Disposing of different wastes in the correct containers.
- Checking the condition of waste containers before use.
- Placing containers in impervious bunded areas (if required)
- Ensuring that containers are securely covered (If required)
- Preventing damage to materials during storage

Excavation Waste

All excess soils will be removed from site to an appropriately licenced disposal site for re-use off site, following WAC testing for waste classification.

Duty of Care

Prior to removal of any waste from site Bowmer and Kirkland will carry out the following Duty of Care checks:

- Valid waste carrier's licence
- Ensure the waste carrier is authorised to carry the type of waste for disposal.
- Obtain details of waste disposal sites and verify the waste disposal licence in place.
- Carry out checks of carriers and disposal sites with the Environment Agency Public Register.

Once the checks are completed Bowmer and Kirkland will:

- Maintain records of waste transfer and recorded in Smartwaste.
- Keep copies of all transfer notes of waste sent off-site.
- Check that the waste is going to the correct disposal centre as documented on the transfer notes

11. Implementation and Review

11. Implementation & Review

The control measures identified in the CEMP, and sub-ordinate documentation, will be implemented by the following means:

- Relevant information will be communicated to sub-contractors before an order is placed during a pre-contract meeting. An order will only be placed with a sub-contractor following a commitment that they will work to the control measures specified. Where they are required to appoint specific plant, equipment or specialist resources this will be stated in their contract.
- Sub-contractors will be required to submit a detailed method statement for all works they undertake stating detailed control measures. This will be reviewed and authorised by the Site Manager prior to the commencement of operations.
- All sub-contractors will be required to monitor their own works and provide a permanent on-site Supervisor. Where many operatives are provided Supervisors will be required at a ratio of 1:8 with site operatives.
- All site operatives will be required to attend a site induction before undertaking any work. The induction will be conducted by the Site Manager and will include all control measures site operatives are required to work to.
- Access and egress from the site for operatives and deliveries / collections will be controlled by a gateman who will be supervised by the Site Managers.
- The Site Manager will walk the site daily to monitor the works and implementation of the specified controls. Where actions are required to further implement controls these will be raised with the sub-contractor's supervisor. If required they may use a red / yellow card disciplinary and or toolbox talks to improve the implementation of the specified controls.
- Any incidents or visits from regulators will be reported to the Environmental Manager by the Site Manager as an official visit.

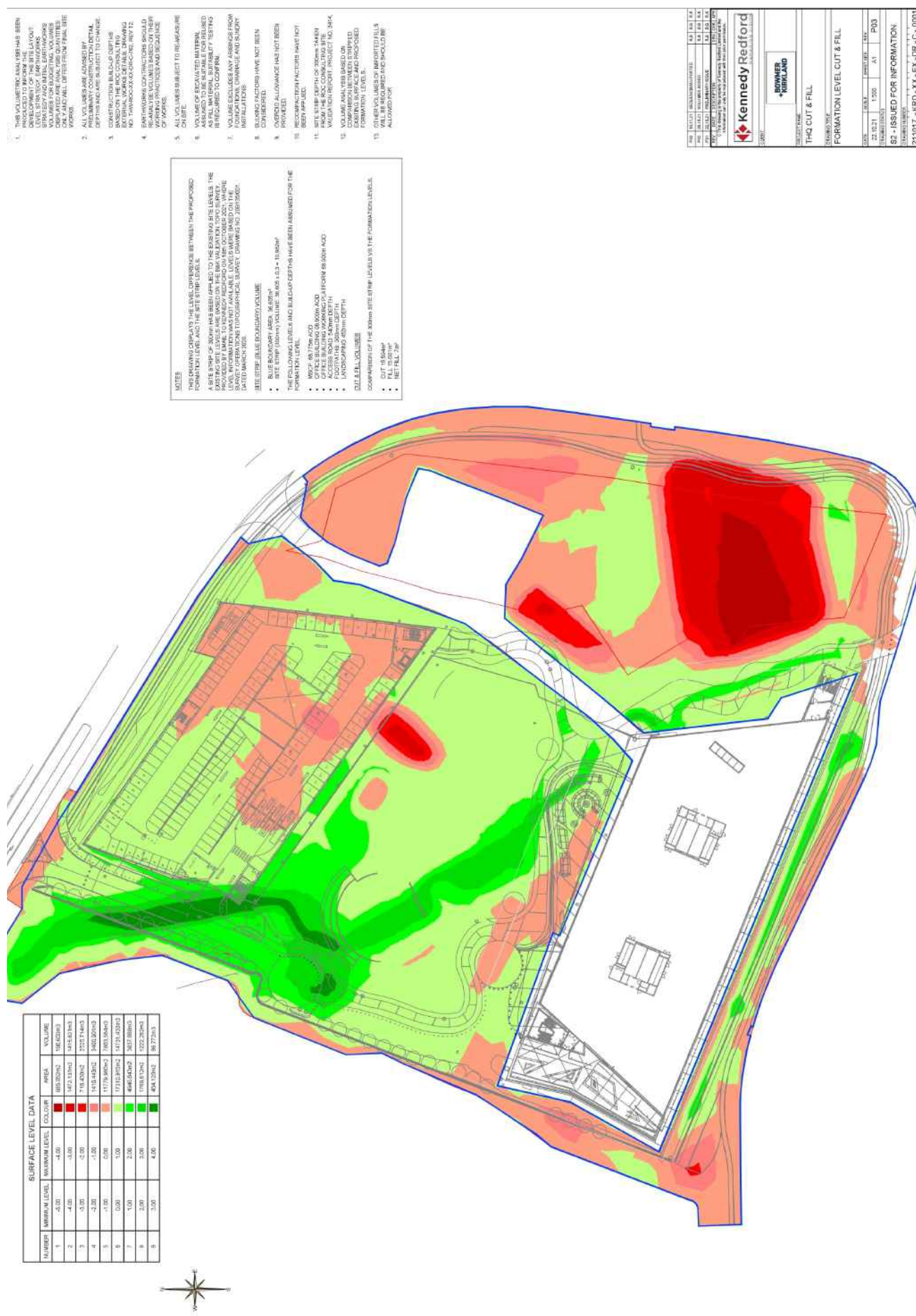
In addition to the monitoring described, the implementation and effectiveness of controls will be reviewed as follows:

- The Site Manager will conduct an inspection on general good order and security on a daily basis.
- The Site Manager will conduct an inspection of all environmental controls on a fortnightly basis, this will be alternated with the external inspection described below.
- RG Wilbrey Consultants will conduct an inspection of all environmental controls on a fortnightly basis.
- The Project Manager or Regional Director will conduct an inspection of environmental controls on a monthly basis.
- The Environmental Manager will ensure the project will be audited for compliance with our Environmental Management System, controls which have been specified and legal requirements at least once during the project.
- A project meeting will be held on a monthly basis, to be attended by the Site Project Team, to review the results of the above monitoring and inspections. The effectiveness of the specified controls will be considered and any actions required to improve the overall environmental performance of the project agreed and documentation updated accordingly.

Appendix A

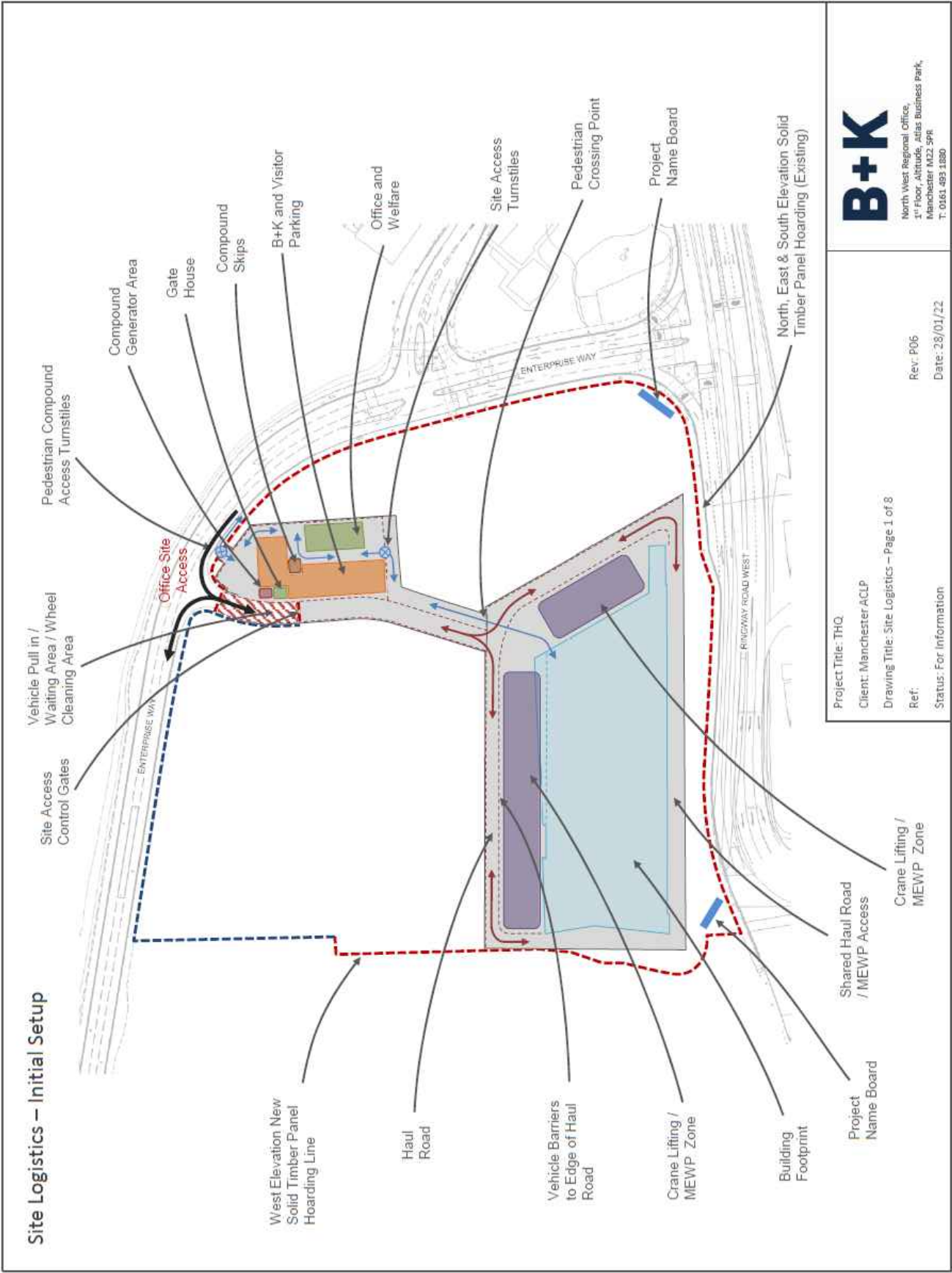
Earth Works Plan

Construction Environmental Management Plan



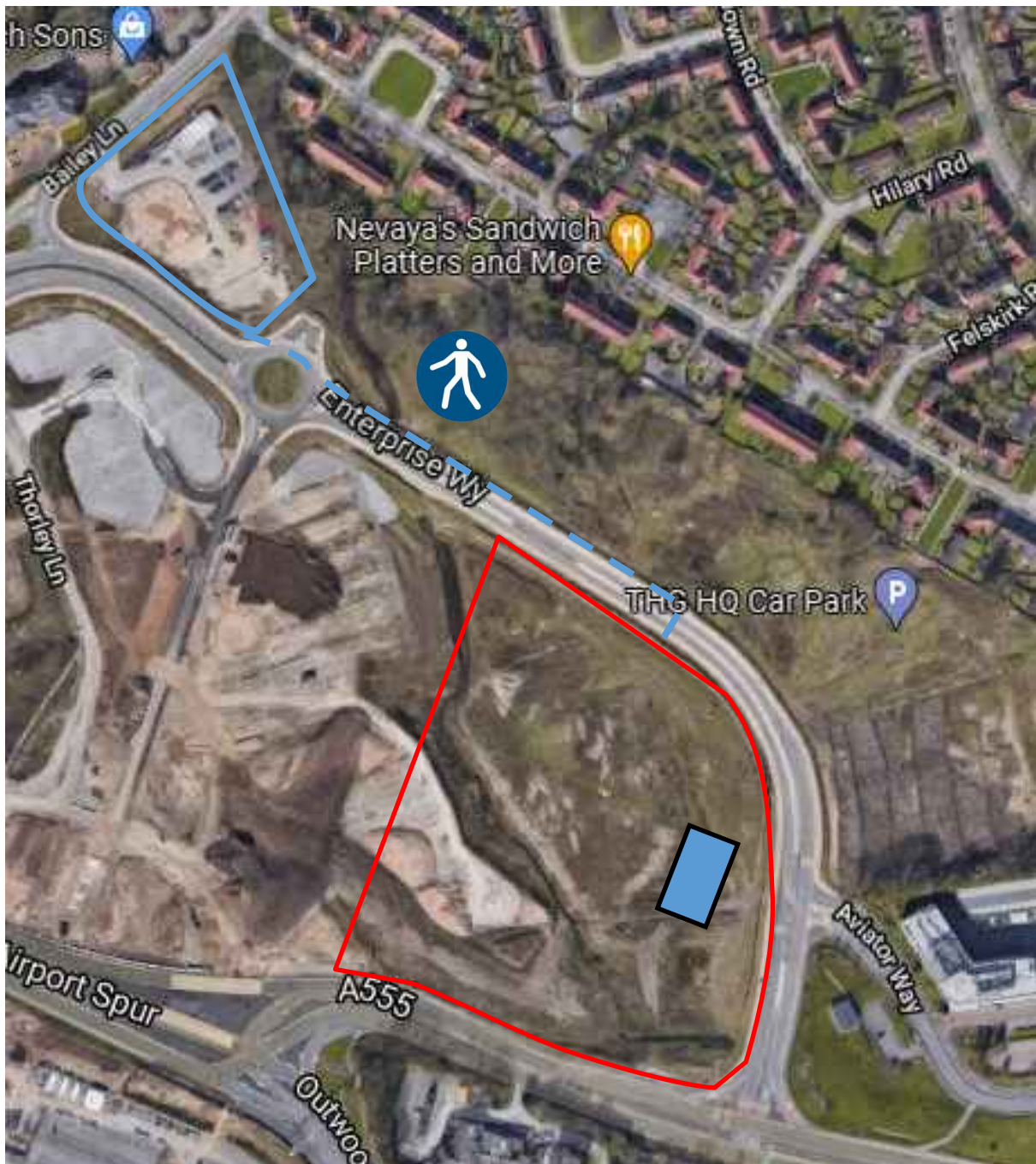
Appendix B

Site Logistics Plans



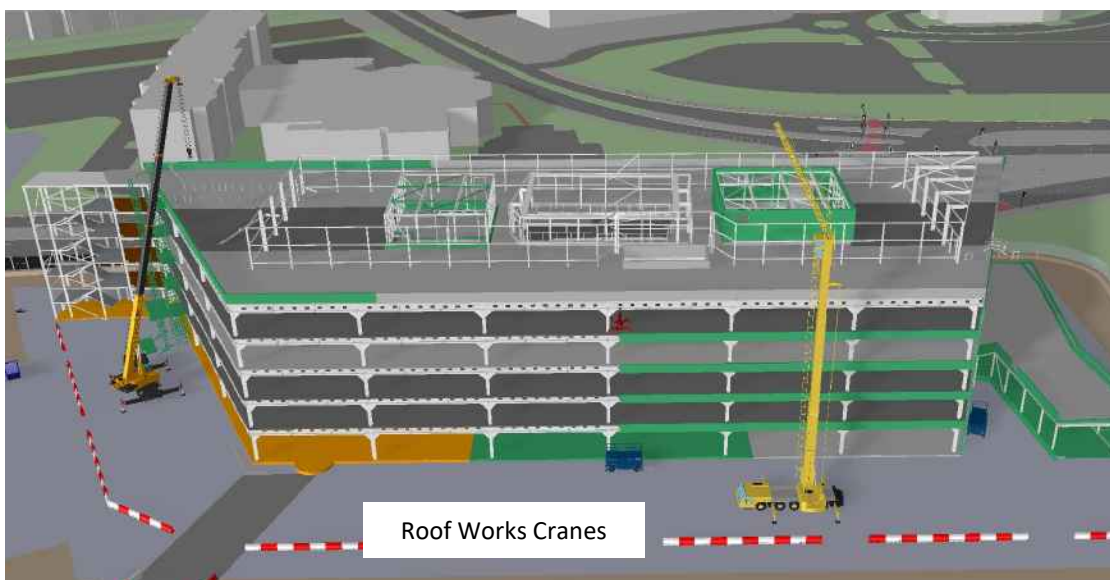
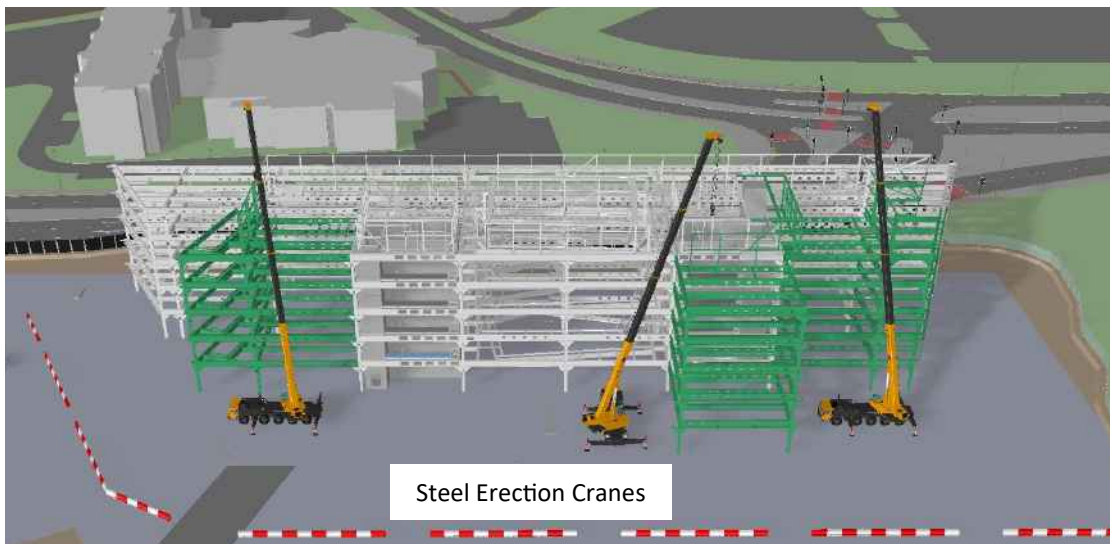
Appendix B - Site Logistics Plan

Additional Parking Location



Appendix B - Site Logistics Plan - Cranes

The job will be 10-12m range above the highest part of the building. The building is circa 28m high therefore a crange zone of 40m will be expected. Majority of the lifts will be using 50-70 tonne cranes with the occasional 100 tonne crane for extra weight/ reach of lifts, appropriate CAA notifications will be made by the B+K Group Crane Manager.



Appendix C

Quality, H&S and Environmental Policies

Appendix C - Quality, H&S and Environmental Policies

System Ref: MMA 1.3 L MANAGEMENT SYSTEM MANUAL
Sheet: 1 of 1 QUALITY POLICY



Bowmer and Kirkland are dedicated to achieving the highest possible level of Client satisfaction in everything we undertake. Over time, the company has grown substantially and adapted to suit many differing circumstances, but the underlying principle of Client satisfaction has never changed.

Throughout the Bowmer and Kirkland Group we recognise the importance of developing our business through continued improvements in quality. By consistent and effective implementation of a robust Quality Management System, we believe that we can add value to the project development process for the benefit of our Clients. During this process our objectives are to meet specific project requirements, and to exceed Client expectations.

To achieve quality performance on our construction projects, we are committed to operating and maintaining a certified Quality Management System that complies with ISO 9001: 2015. To promote efficiency this is part of an Integrated Management System which also complies with ISO 14001: 2015 (Environmental) and ISO 45001:2018 (Health & Safety).

In support of high quality performance through our Quality Management System, we have set the following strategic aims:

- Ensure that all employees remain dedicated to looking after our Clients' best interests
- Develop the skills, knowledge and capability of all existing and new employees so that we can successfully meet the changing needs and expectations of our Clients and other interested parties.
- Monitor the effectiveness of our Quality Management System and set high standards on all projects undertaken by the company.
- Set clear Quality objectives and targets that are regularly reviewed to enable continual system improvements.
- Communicate essential objectives and targets to all employees to ensure that our quality ethos permeates the entire company.
- Continually review and develop our Quality Management System working procedures to support company objectives.

This Quality Policy, together with our Management System, will be periodically reviewed to ensure their continued suitability within an everchanging industry.

Signed:

A handwritten signature in black ink, appearing to read "J.A.C. Kirkland".

J A C Kirkland - Chairman

Date: 11th January 2021

Appendix C - Quality, H&S and Environmental Policies

Appendix: MPA 9.1 K HEALTH AND SAFETY MANAGEMENT
Page No: 1 of 1 HEALTH AND SAFETY POLICY



Bowmer and Kirkland is family owned and promotes family values - Health & Safety is a core business value. We are committed to creating a future free of incidents, injuries and ill health as a result of our activities.

We are committed to working with our Clients and other external interested parties to manage and control Health & Safety risks. Managing safety, health and wellbeing and engaging with, and training our workforce are integral to how we work, along with the consultation and participation of workers.

Bowmer and Kirkland wish to maintain workplaces where everyone is valued, all views are listened to and a safe and healthy working environment is the norm and not the exception.

It is the Group's belief that all accidents and occupational ill health can be prevented by adherence to our policies and procedures. We take a sensible, positive approach towards Health & Safety. We seek to comply with legislation as a minimum standard. Good practice is accepted as core value throughout the business and integral to maintaining a strong, positive safety culture.

Nothing we do is so important that we cannot take the time to do it safely. No one is asked or expected to work unsafely.

We take pride in everyone returning home safely every day, and we will target matters of concern measuring our success against specific objectives.

All efforts will be made and sufficient resources will be made available to maintain, as far as reasonably practicable, a safe and healthy environment at every location under the Group's control.

We embrace the principles of leadership and endeavour to help everyone in our business, to eliminate hazards and reduce OH&S risks, work safely, prevent unsafe work practices, and will never knowingly walk past an unsafe act or condition on site.

Documented arrangements are maintained in our Health & Safety Management System based upon ISO 45001:2018 and the Company's operational procedures. Compliance and continual improvement are achieved by effective implementation of this Policy and monitoring and audit to evaluate performance and progress This Group Health & Safety Policy is reviewed on an annual basis and monitoring the implementation of this policy is supported by the Group Director of Health & Safety and his Team.

Leadership, passion and commitment are present at all levels. The Group expects and requires all levels of Management and Supervision to actively initiate and pursue ways and means of making the working environment as safe and healthy as possible.

It is the responsibility of ALL our employees and subcontractors to comply with legal, moral and company safety requirements. Good safety behaviour is admired, respected and recognised across the organisation. Peer pressure will reinforce policing – acting unsafely is anti-social.

All the Group Companies' Directors acknowledge their responsibility for successful implementation of the Health & Safety Policy and for promoting the continual improvement of Health & Safety within the Company.

Proper management of Health & Safety is critical in the future development of the Company and in safeguarding its reputation. Attitude and behaviour, not just statistics, are a measure of success. Our business welcomes those who support our vision and are willing to work with us – without compromise on safety.

For, and on behalf of, Bowmer and Kirkland Group

J A C Kirkland
Group Chairman
11th January 2021

Appendix C - Quality, H&S and Environmental Policies

Form: MPF 6.1 M ENVIRONMENTAL MANAGEMENT
Page No: 1 of 1 ENVIRONMENTAL POLICY



Bowmer and Kirkland are committed to promoting the conservation and sustainable use of natural resources, to preventing environmental pollution and to promote energy efficiency in all of its own construction activities and those of its sub-contractors and suppliers.

To achieve a high standard of environmental performance on our construction projects and related operations, we are committed to operating and maintaining a certified Environmental Management System that complies with ISO 14001: 2015. To promote efficiency this is part of an Integrated Management System which also complies with ISO 9001: 2015 (Quality) and ISO 45001:2018 (Health & Safety).

It is the general policy, therefore, to:

- Minimise any potential effects on the environment arising from site operations
- Liaise with our Clients on any potential environmental and sustainability issues and work with them to address issues and concerns
- Set clear environmental objectives and targets that are regularly reviewed to enable continual improvement in our overall environmental management performance
- Provide appropriate training for our employees
- Foster a constructive working environment through liaison with government and other interested parties, together with the communities in which we work
- Conserve energy through minimising consumption, maximising efficiency and monitoring our carbon emissions
- Develop management processes and operational procedures to prevent pollution and enable compliance with environmental laws, regulations, codes of practice and other relevant obligations
- Minimise the use of materials which may be harmful to the environment
- Promote efficient purchasing which will avoid waste, incorporate sustainable materials and allow for materials to be recycled at the end of building life
- Employ sound waste management practices and encourage the efficient use of materials
- Promote prudent environmental practice in design
- Recognise and encourage the contribution every employee can make towards improving the Company's environmental performance

This Environmental Policy, together with our Management System, will be periodically reviewed to ensure their continued suitability within an ever-changing industry.

Signed:

J A C Kirkland – Chairman

Date: 11th January 2021

Appendix D

Management System Certificates



CERTIFICATE OF REGISTRATION

This is to certify that

Bowmer and Kirkland Ltd

High Edge Court
Heage
Belper
Derbyshire
DE56 2BW

has been audited and found to meet the requirements of standard
ISO 14001:2015 Environmental Management System

Scope of certification

Building Contracting, including Design & Build

Certificate number: 1133.01

Issue number: 2020-01

Certificate effective date: 12 February 2020

Certificate expiry date: 18 February 2023

Date of initial certification: 19 February 2008

Karen Prendergast
Divisional Director - Certification
BM TRADA

Issuing Office: Warringtonfire Testing and Certification Limited t/a BM TRADA Chiltern House, Stocking Lane, High Wycombe, Buckinghamshire, HP14 4ND, UK
Registered Office: 10 Lower Grosvenor Place, London, United Kingdom, SW1W 0EN Reg.No. 11371436

This certificate remains the property of BM TRADA. This certificate and all copies or reproductions of the certificate shall be returned to BM TRADA or destroyed if requested. Further clarification regarding the scope of this certificate and verification of the certificate is available through BM TRADA or at the above address or at www.bmtrada.com/certified-companies/check-a-certificate

The use of the UKAS accreditation mark indicates accreditation in respect of those activities covered by the accreditation certification number 012. For further information on bmtrada activities covered by UKAS accreditation please go to: <https://www.ukas.com/search-accredited-organisations>

Multisite clients - The scope of certification shown above includes the participating sites shown in appendix A



CERTIFICATE OF REGISTRATION

This is to certify that

Bowmer and Kirkland Ltd

High Edge Court

Heage

Belper

Derbyshire

DE56 2BW

has been audited and found to meet the requirements of standard
ISO 9001:2015 Quality Management System

Scope of certification

Building Contracting, including Design & Build

Certificate number: C1000.01

Issue number: 2020-01

Certificate effective date: 12 February 2020

Certificate expiry date: 18 February 2023

Date of initial certification: 1 September 2000

Karen Prendergast
Divisional Director - Certification
BM TRADA

Issuing Office: Warringtonfire Testing and Certification Limited t/a BM TRADA Chiltern House, Stocking Lane, High Wycombe, Buckinghamshire, HP14 4ND, UK
Registered Office: 10 Lower Grosvenor Place, London, United Kingdom, SW1W 0EN Reg.No. 11371436

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Multisite clients - The scope of certification shown above includes the participating sites shown in appendix A



CERTIFICATE OF REGISTRATION

This is to certify that

Bowmer and Kirkland Ltd

High Edge Court
Heage
Belper
Derbyshire
DE56 2BW

has been audited and found to meet the requirements of standard
ISO 45001:2018 Occupational Health and Safety Management System

Scope of certification

Building Contracting, including Design & Build

Bowmer and Kirkland Ltd is deemed to satisfy and is registered to the SSIP Accredited Registered Scheme, which covers all ISO 45001:2018 certified sites detailed in this certificate, for the duration of this certificate and for the following CDM categories (Principal Contractor, Designer and Principal Designer). This certificate on its own should not be considered evidence of registration. To verify this organisations registration please go to the SSIP Portal:
<http://www.ssiportal.org.uk/Home>

Karen Prendergast
Divisional Director - Certification
BM TRADA

Issuing Office: Warringtonfire Testing and Certification Limited t/a BM TRADA Chiltern House, Stocking Lane, High Wycombe, Buckinghamshire, HP14 4ND, UK
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This certificate remains the property of BM TRADA. This certificate and all copies or reproductions of the certificate shall be returned to BM TRADA or destroyed if requested. Further clarification regarding the scope of this certificate and verification of the certificate is available through BM TRADA or at the above address or at www.bmtrada.com/certified-companies/check-a-certificate

The use of the UKAS accreditation mark indicates accreditation in respect of those activities covered by the accreditation certification number 012. For further information on bmtrada activities covered by UKAS accreditation please go to: <https://www.ukas.com/search-accredited-organisations>

Multisite clients - The scope of certification shown above includes the participating sites shown in appendix A

Certificate number: 304.01

Issue number: 2020-02

Certificate effective date: 14 April 2020

Certificate expiry date: 18 February 2023

Date of initial certification: 16 June 2009

Planet Positive verifies that Bowmer & Kirkland have aligned their Social Responsibility Policy, Procedures & Practices with ISO 26000:2010



Steve Malkin, CEO Planet Positive

1st May 2012



ISO 26000:2010 - Social Responsibility

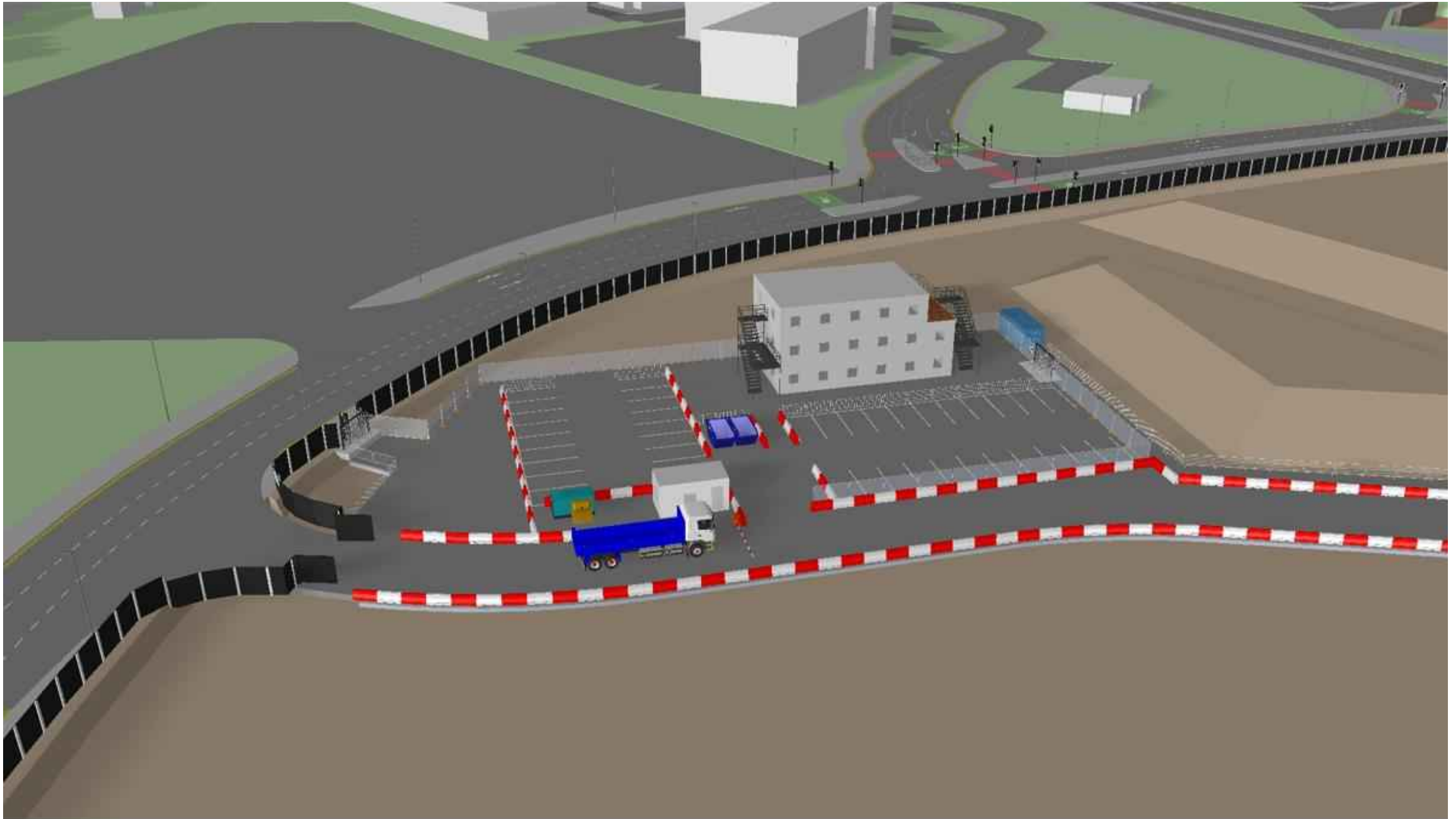
Bowmer & Kirkland's Social Responsibility Policy, Procedures & Practices encapsulate the seven fundamental core principles of social responsibility:

Organisational Governance	Ensuring that an organisation has an effective system and structure in place to implement its social responsibility policies.
Human Rights	The guarantee that Bowmer & Kirkland respects the fundamental rights of the people that it interacts with. It means, for example, promoting equal opportunities and diversity.
Labour Practices	Practices to ensure that the health and wellbeing of Bowmer & Kirkland's employees and those working on behalf of B&K are safeguarded, that they are well trained and receive opportunities for development.
The Environment	Stems from the recognition that businesses have an impact on their environment, both directly and indirectly. Puts procedures in place to minimise this and wherever possible have a positive impact.
Fair Operating Practices	Commits Bowmer & Kirkland to ethical, honest and fair transactions with other parties. Also promotes harmonious working practices between management and Bowmer & Kirkland's employees.
Consumer Issues	Gives consumers the confidence that Bowmer & Kirkland have their best interests at heart. Focused primarily on B&K delivering complete customer satisfaction.
Community Involvement & Development	Acknowledges the important role that Bowmer & Kirkland plays in the wider community and that Bowmer & Kirkland can promote positive community development through engagement.



The following images provides an overview of our intended Programme delivery for THQ Project using visual aids from our model. These images illustrate the numerous crane positions that will be established throughout the construction phase as the building is constructed and demonstrates our site set up plan, our site welfare and segregation control

Site Set up & Welfare



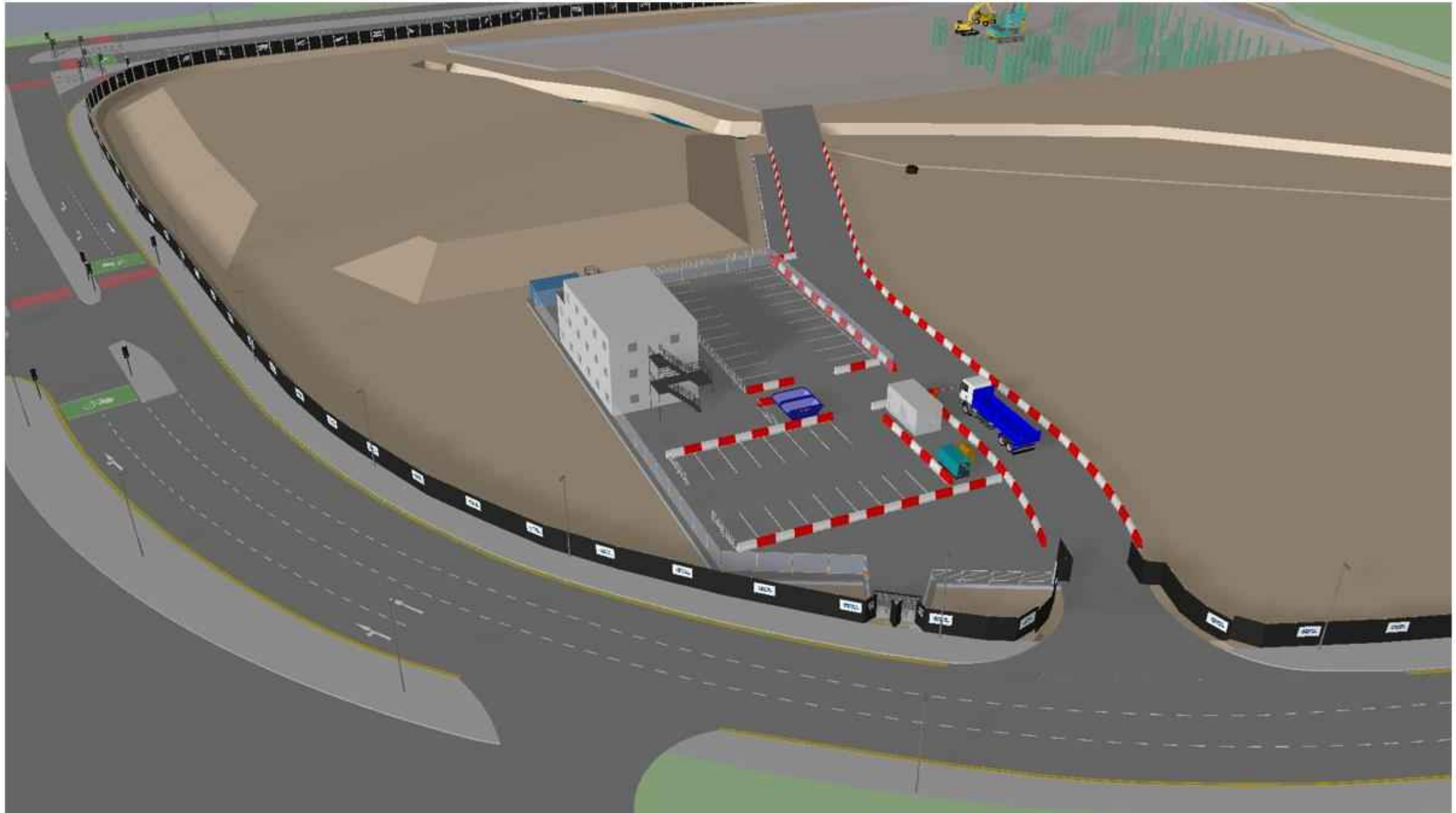
Project Title: THQ
Client: Manchester ACLP
Drawing Title: Delivery Strategy
Ref:
Status: For Information

Rev: P01
Date: 28/10/21

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Site Set up



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Drawing Title: Delivery Strategy
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Ground works & Core



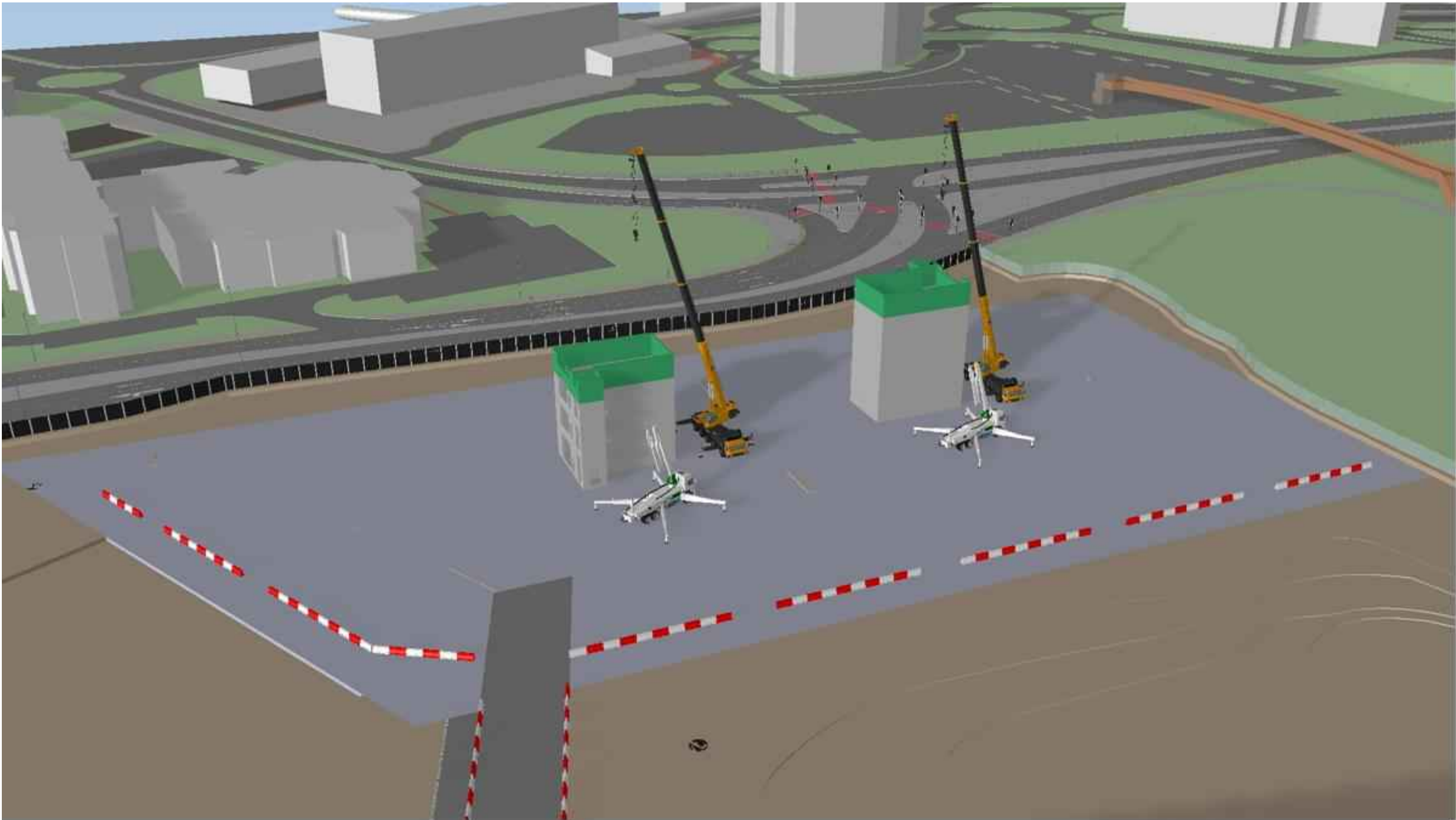
Project Title: THQ
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Drawing Title: Delivery Strategy
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Status: For Information

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Crane locations for Concrete Cores & steel commencement



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Client: Manchester ACLP
Drawing Title: Delivery Strategy
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Status: For Information

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Crane Positions for Steel installation



Project Title: THQ
Client: Manchester ACLP
Drawing Title: Delivery Strategy
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Crane position during steel installation



Project Title: THQ
Client: Manchester ACLP
Drawing Title: Delivery Strategy
Ref:
Status: For Information

Rev: P01
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Crane position during steel installation



Project Title: THQ
Client: Manchester ACLP
Drawing Title: Delivery Strategy
Ref:
Status: For Information

Rev: P01
Date: 28/01/22

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Crane position during steel installation



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Client: Manchester ACLP
Drawing Title: Delivery Strategy
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Status: For Information

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Crane position during steel installation, metal decking and concrete to upper floors



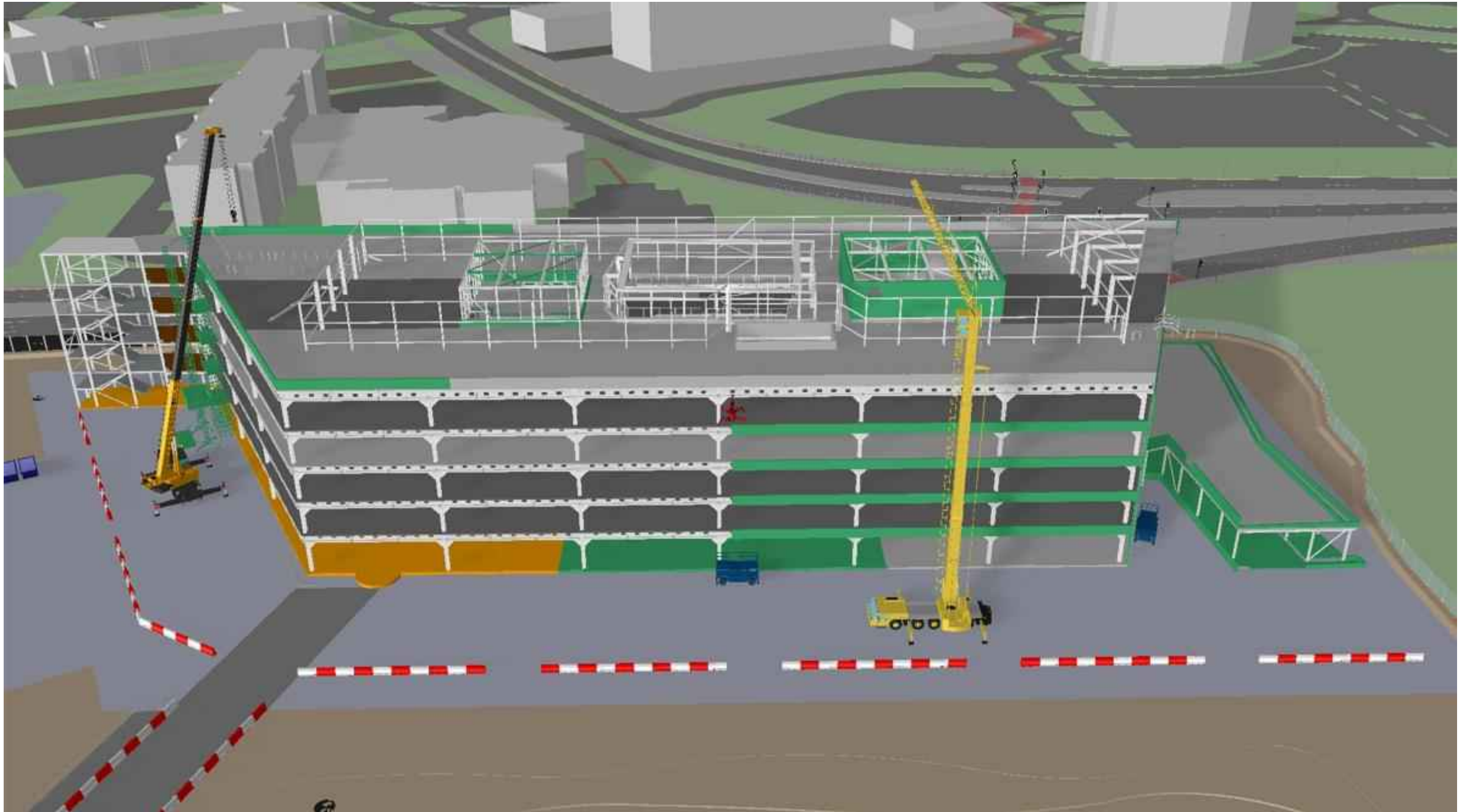
Project Title: THQ
Client: Manchester ACLP
Drawing Title: Delivery Strategy
Ref:
Status: For Information

Rev: P01
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Crane position during façade installation



Project Title: THQ
Client: Manchester ACLP
Drawing Title: Delivery Strategy
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Status: For Information

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Crane position during façade installation



Project Title: THQ
Client: Manchester ACLP
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Status: For Information

Rev: P01
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Crane position during façade installation



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Client: Manchester ACLP
Drawing Title: Delivery Strategy
Ref:
Status: For Information

Rev: P01
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Crane position during façade installation



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Crane position during façade installation



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Community Consultation Strategy

Bowmer and Kirkland recognised the importance of forming good relationships with their local neighbours and the surrounding businesses that adjoin the THQ development at Manchester Airport. We are aware that our construction activity needs to be managed in such a way that it does not impact others around the project and that our operations are considerate to their business needs. We are an affiliated member of `Considerate Contractor Scheme` and hold `Partner` membership. Criteria set out within CCS is regularly monitored and audit on site by CCS staff. We plan to communicate and keep informed our neighbours on the progress of the project, matters that may impact and hinder them, provide them with information and contact details of whom they can raise a complaints or project feedback to on site.

Regular forums and meetings will be established where Bowmer & Kirkland will chair meetings with residents and businesses to discuss the project and provide an insight into what is being built. Site tours will be undertaken when its feasible to undertake one.

Communication will be shared and communicated via several methods including Facebook/ emails as well as *information being publicly viewable on the internet and our community notice board. This information will be regularly updated and reviewed with feedback and comments being answered.

Local wildlife groups will be informed what measures Bowmer and Kirkland are undertaking to respect the local Ecology on site. Bowmer and Kirkland will support and attend the various Airport Forums on Wildlife/ Ecology.

Relationships will be built on trust with excellent communication and a clear understanding from Bowmer of Kirkland of what causes inconveniences and disruption to our neighbours being recognised and mitigated from day one.

Following confirmation that contract award has been awarded consultation would take place ahead of our commencement on site with the neighbours where information about the project and when it would be starting with the planned operations in the first couple of months. Details of site contacts would be shared. Regular updates would be communicated to our neighbours and we would target quarterly reviews and communications with them. Additional communications would be provided of any significant project milestones, key dates and relevant activity that could impact our neighbours would be shared and communicated to give them plenty of notice (EG road crossings or draining connections). B&K plan to keep the local community well informed with information being displayed public viewing on designated community notice boards surrounding the project



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THG

Sweep Path Analysis

The following slides demonstrate traffic movement through a series of different models during the operational phase and a temporary state in the construction phase of build on THG Project

Project Title: THQ

Client: Manchester ACLP

Drawing Title: Sweep Path Analysis

Ref:

Status: For Information

Rev: P01

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Visual plan of THG Project at Operational stage



Project Title: THQ

Client: Manchester ACLP

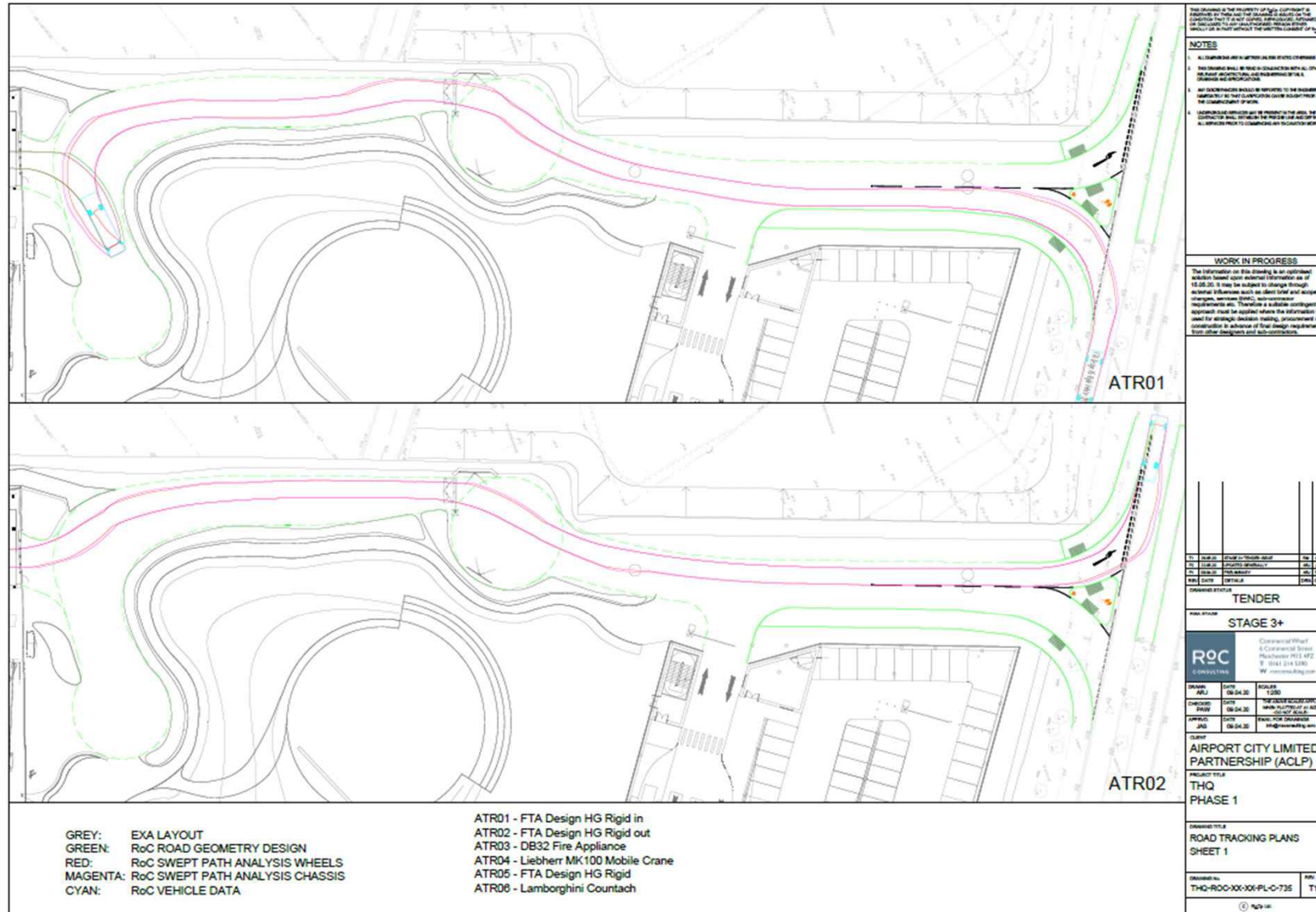
Drawing Title: Operational stage

Date: 28/10/21

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Sweep Path Analysis



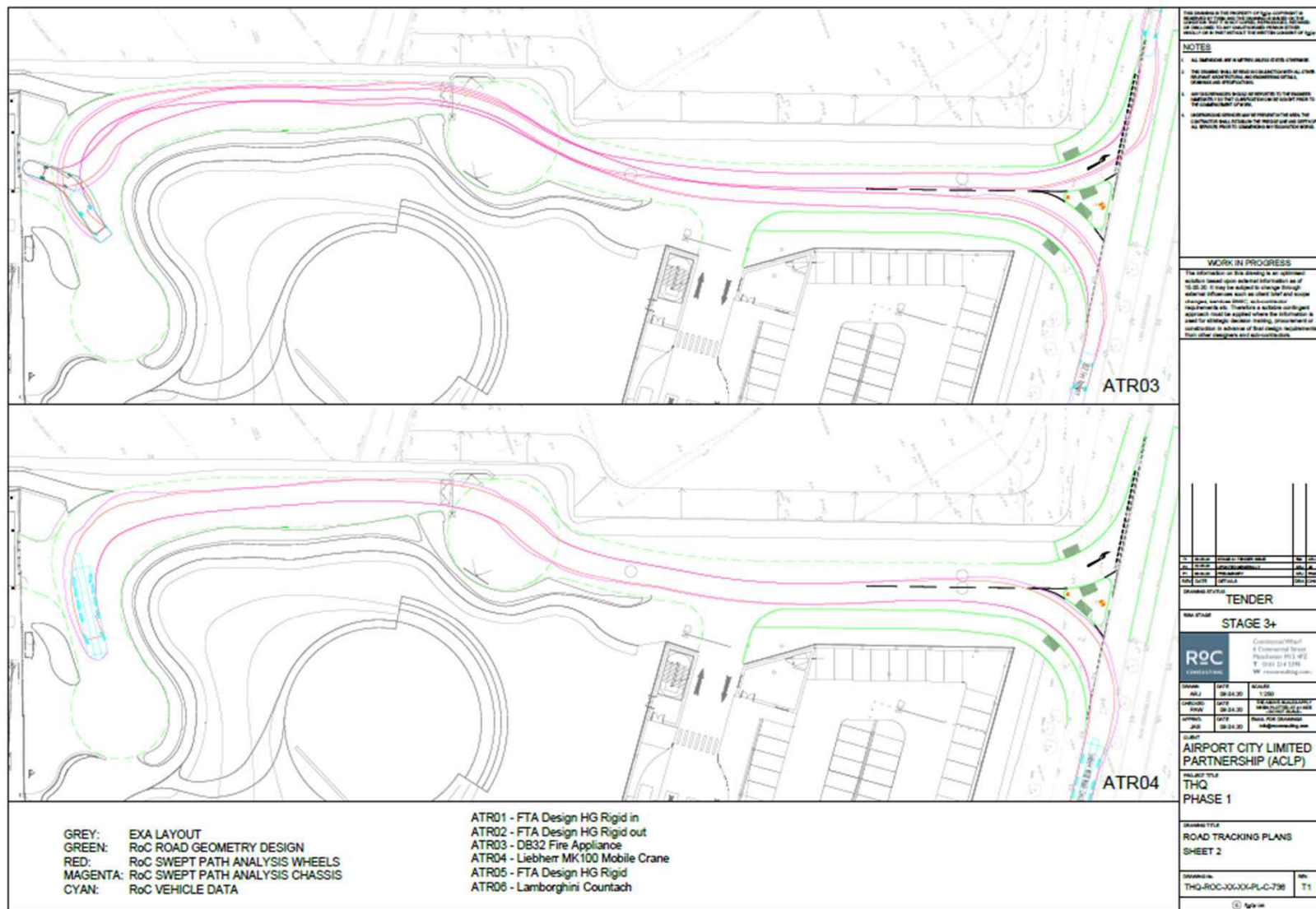
Project Title: THQ
 Client: Manchester ACLP
 Drawing Title: Sweep Path Analysis
 Ref:
 Status: For Information

Rev: P01
 Date: 28/10/21

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Sweep Path Analysis



Project Title: THQ

Client: Manchester ACLP

Drawing Title: Delivery Strategy

Ref:

Status: For Information

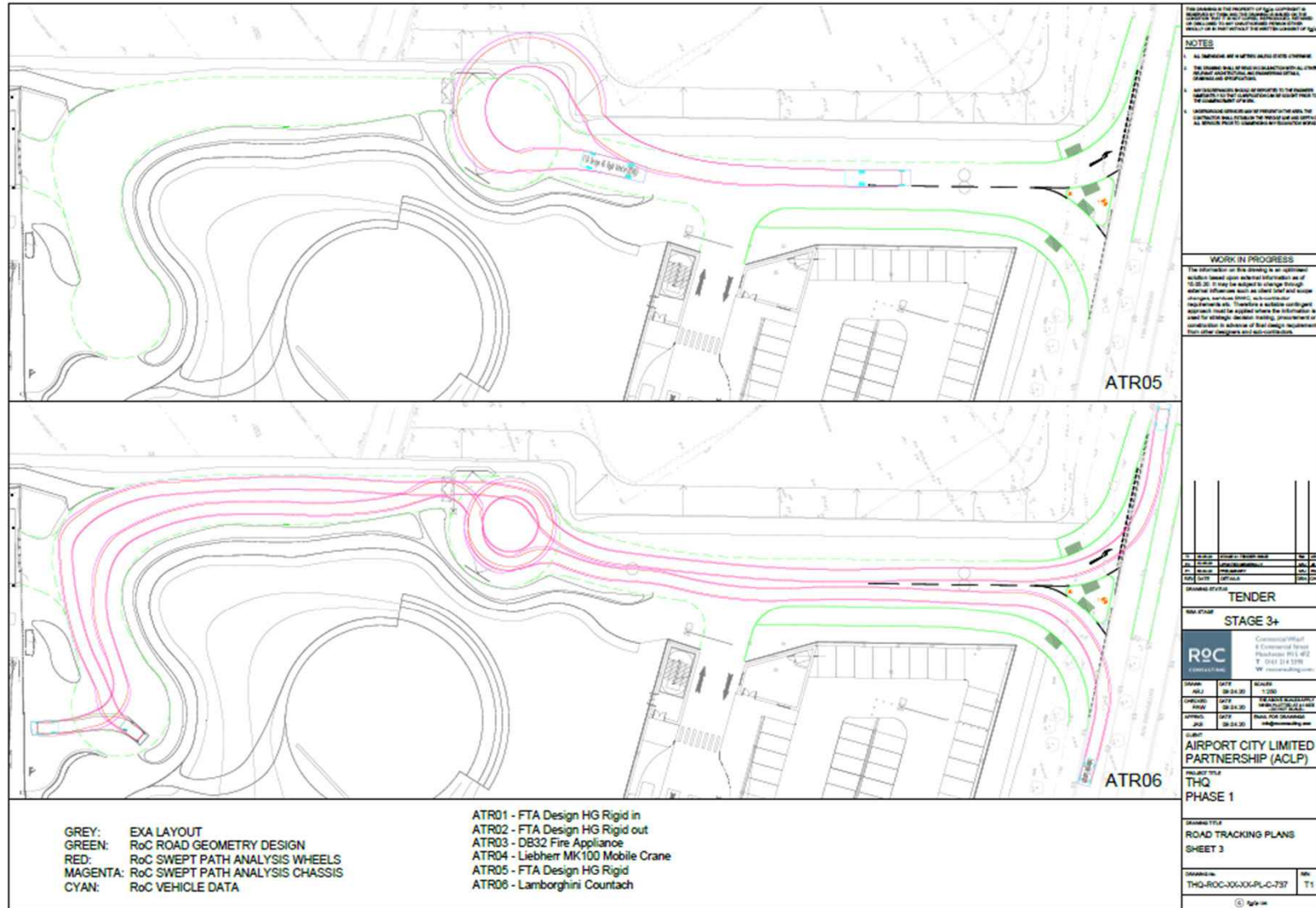
Rev: P01

Date: 06/10/21

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Sweep Path Analysis



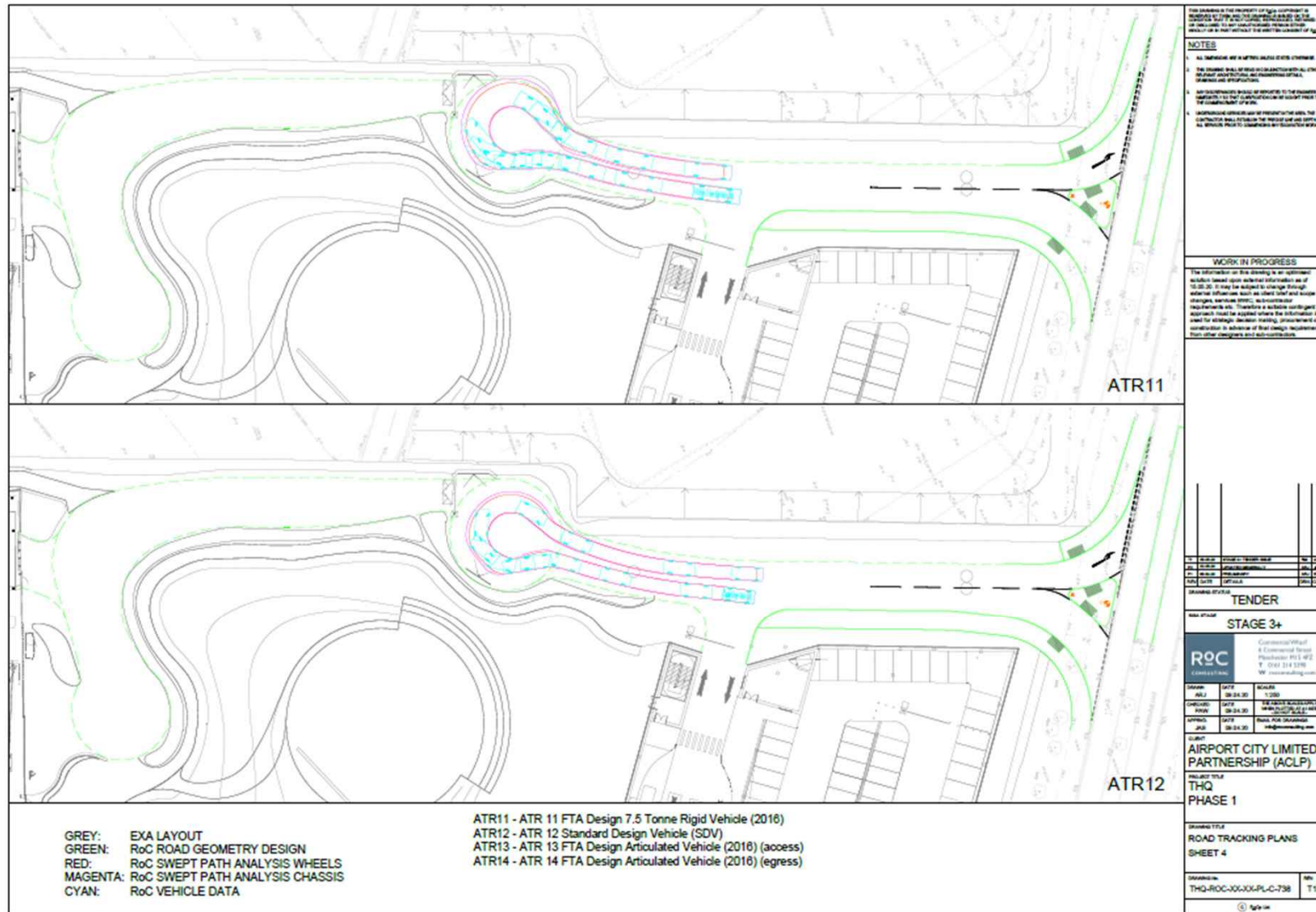
Project Title: THQ
 Client: Manchester ACLP
 Drawing Title: Sweep Path Analysis
 Ref:
 Status: For Information

Rev: P01
 Date: 28/10/21

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Sweep Path Analysis



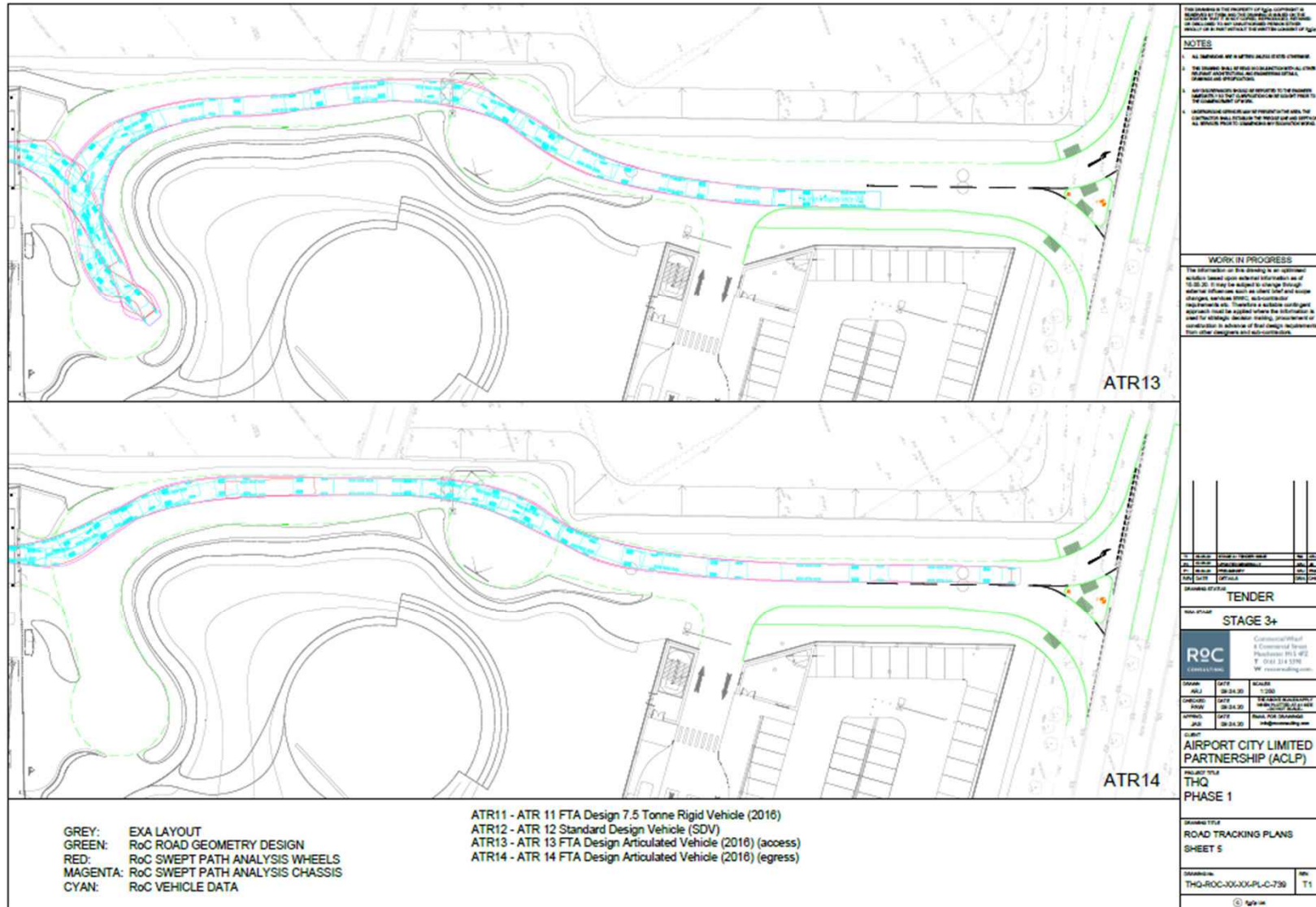
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Client: Manchester ACLP
Drawing Title: Sweep Path Analysis
Ref:
Status: For Information

Rev: P01
Date: 28/10/21

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Sweep Path Analysis



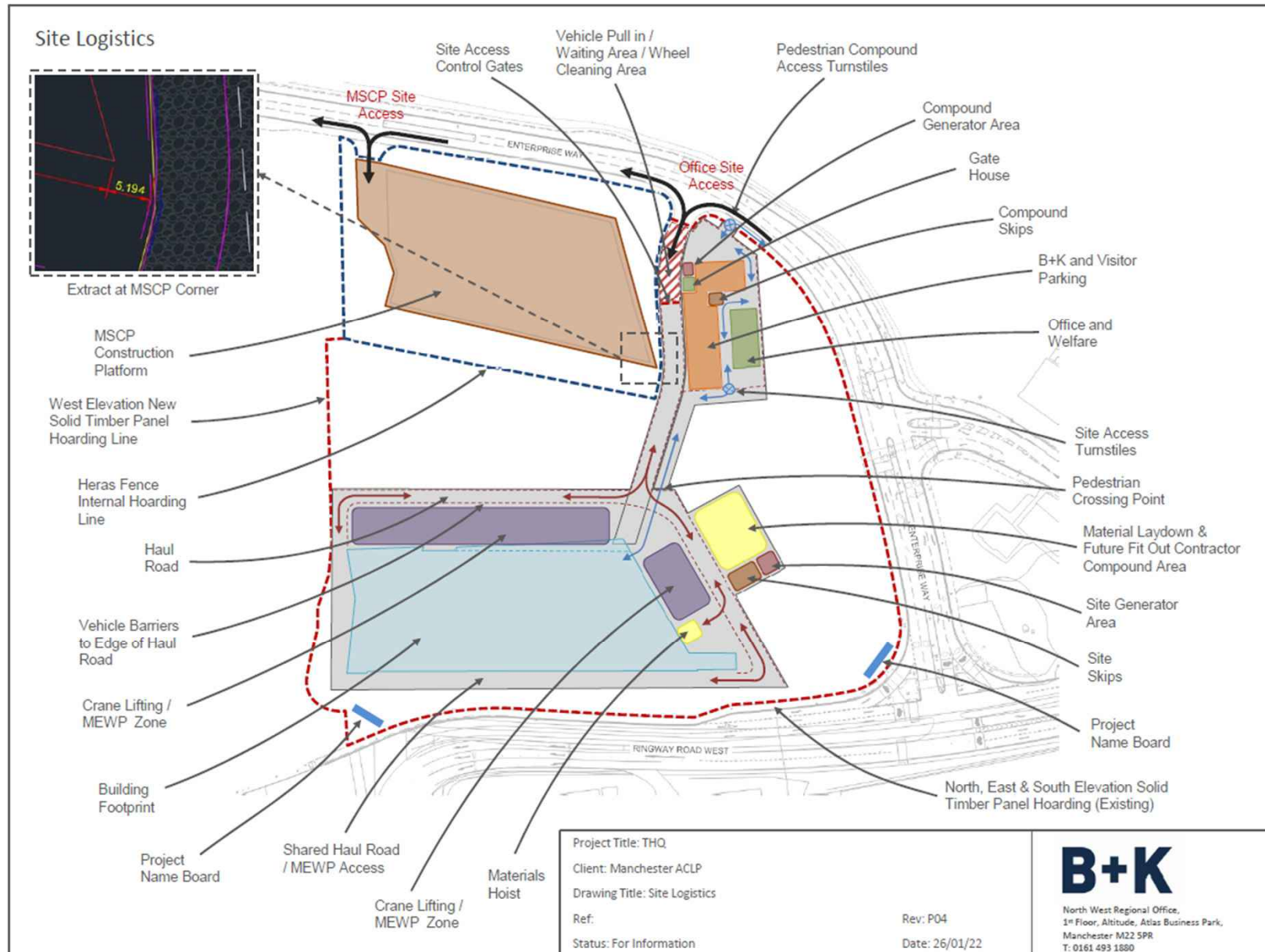
Project Title: THQ
 Client: Manchester ACLP
 Drawing Title: Delivery Strategy
 Ref:
 Status: For Information

Rev: P01
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Construction Phase Site Logistics



Project Title: THQ

Client: Manchester ACLP

Drawing Title: Delivery Strategy

Ref:

Status: For Information

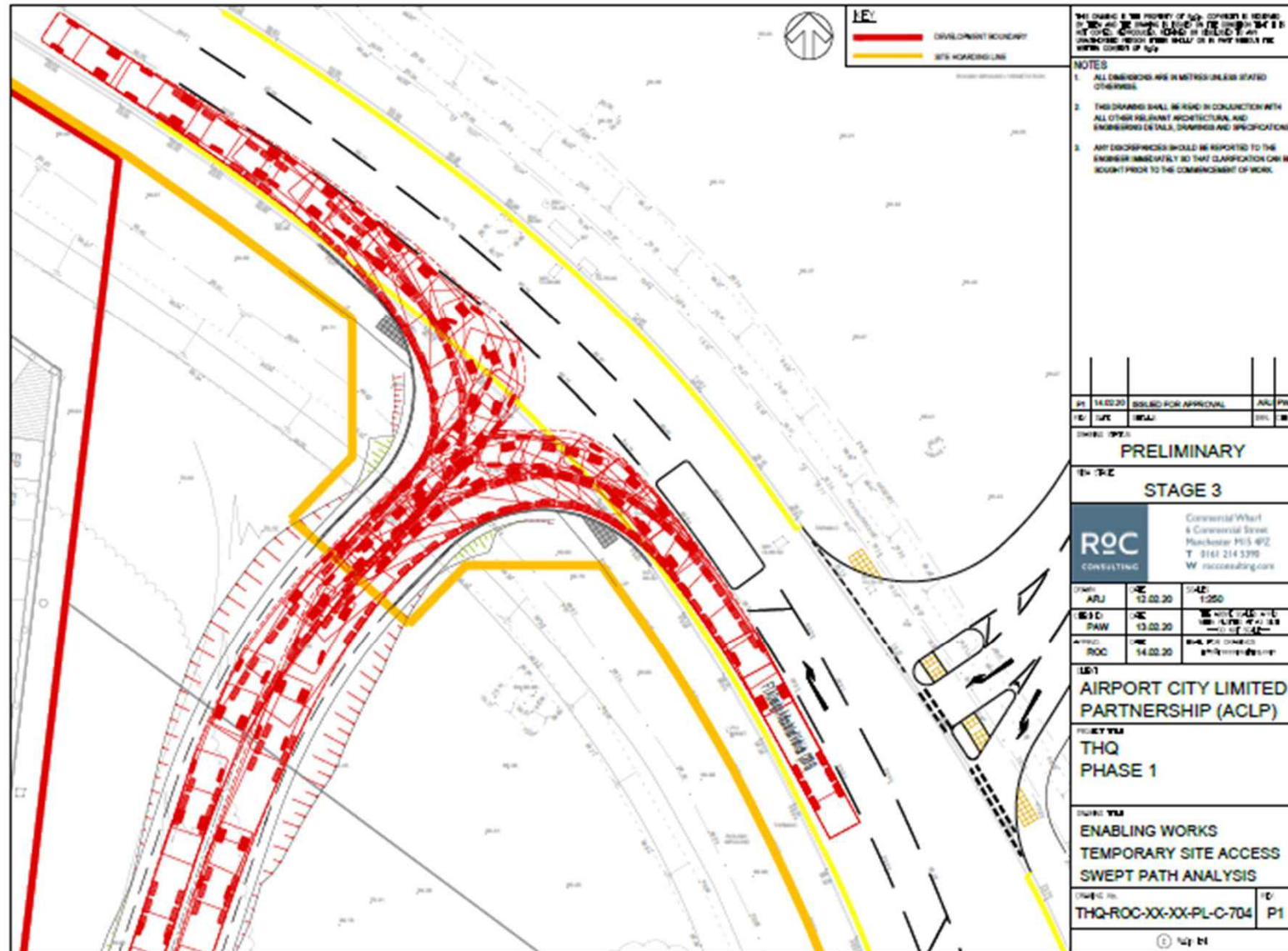
Rev: P01

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Sweep Path Analysis – Temporary site access during Construction Phase



Project Title: THQ

Client: Manchester ACLP

Drawing Title: Temporary Vehicle access – Sweep
path analysis
Ref:

Status: For Information

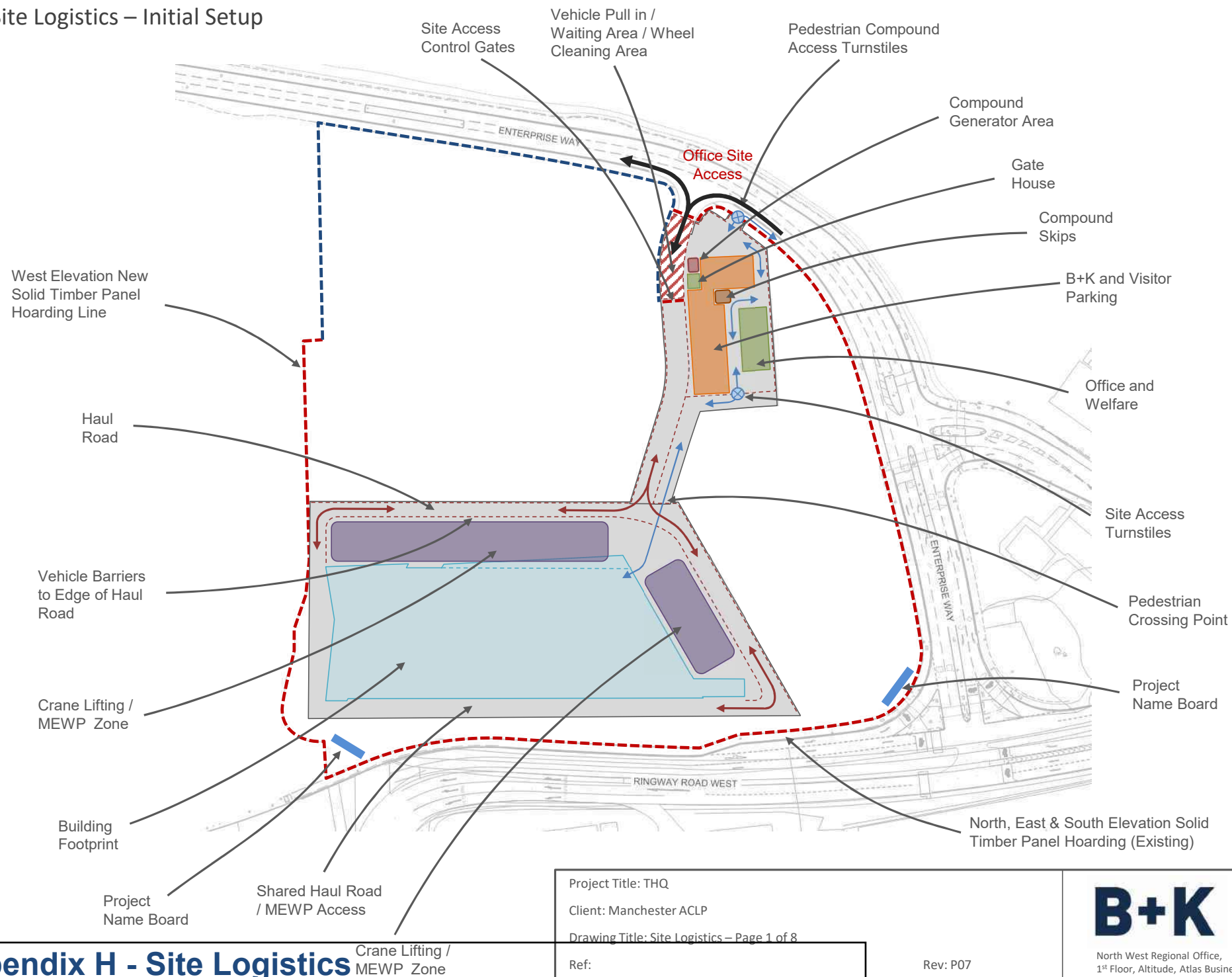
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Site Logistics – Initial Setup



Appendix H - Site Logistics

Project Title: THQ

Client: Manchester ACLP

Drawing Title: Site Logistics – Page 1 of 8

Ref:

Status: For Information

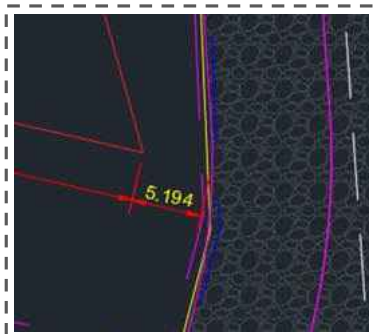
Rev: P07

Date: 02/02/22

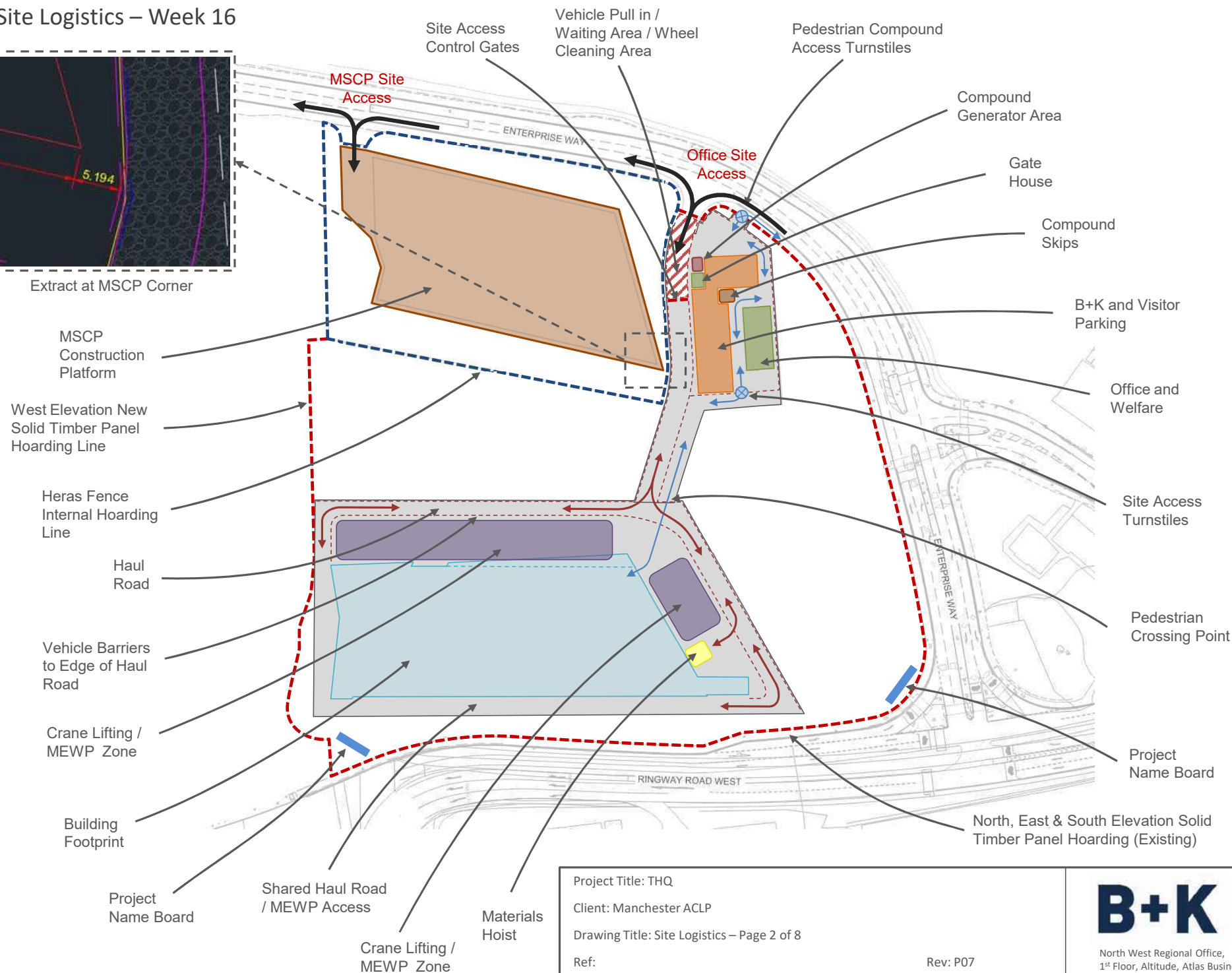
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Site Logistics – Week 16



Extract at MSCP Corner



Project Title: THQ

Client: Manchester ACLP

Drawing Title: Site Logistics – Page 2 of 8

Ref:

Status: For Information

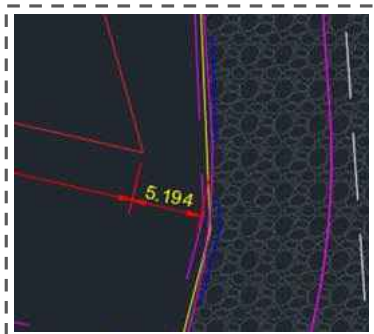
Rev: P07

Date: 02/02/22

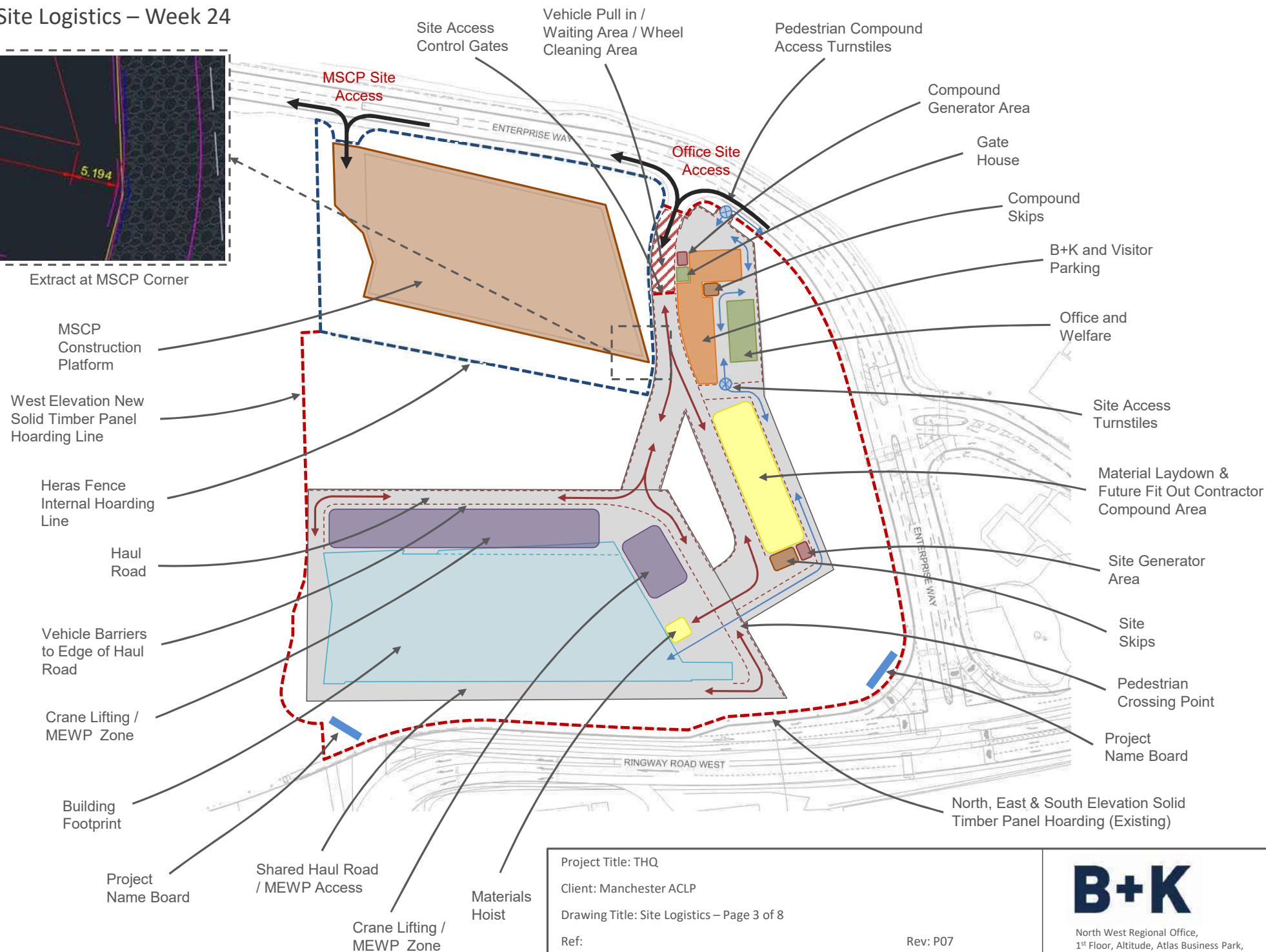
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Site Logistics – Week 24



Extract at MSCP Corner



Project Title: THQ

Client: Manchester ACLP

Drawing Title: Site Logistics – Page 3 of 8

Ref:

Status: For Information

Rev: P07

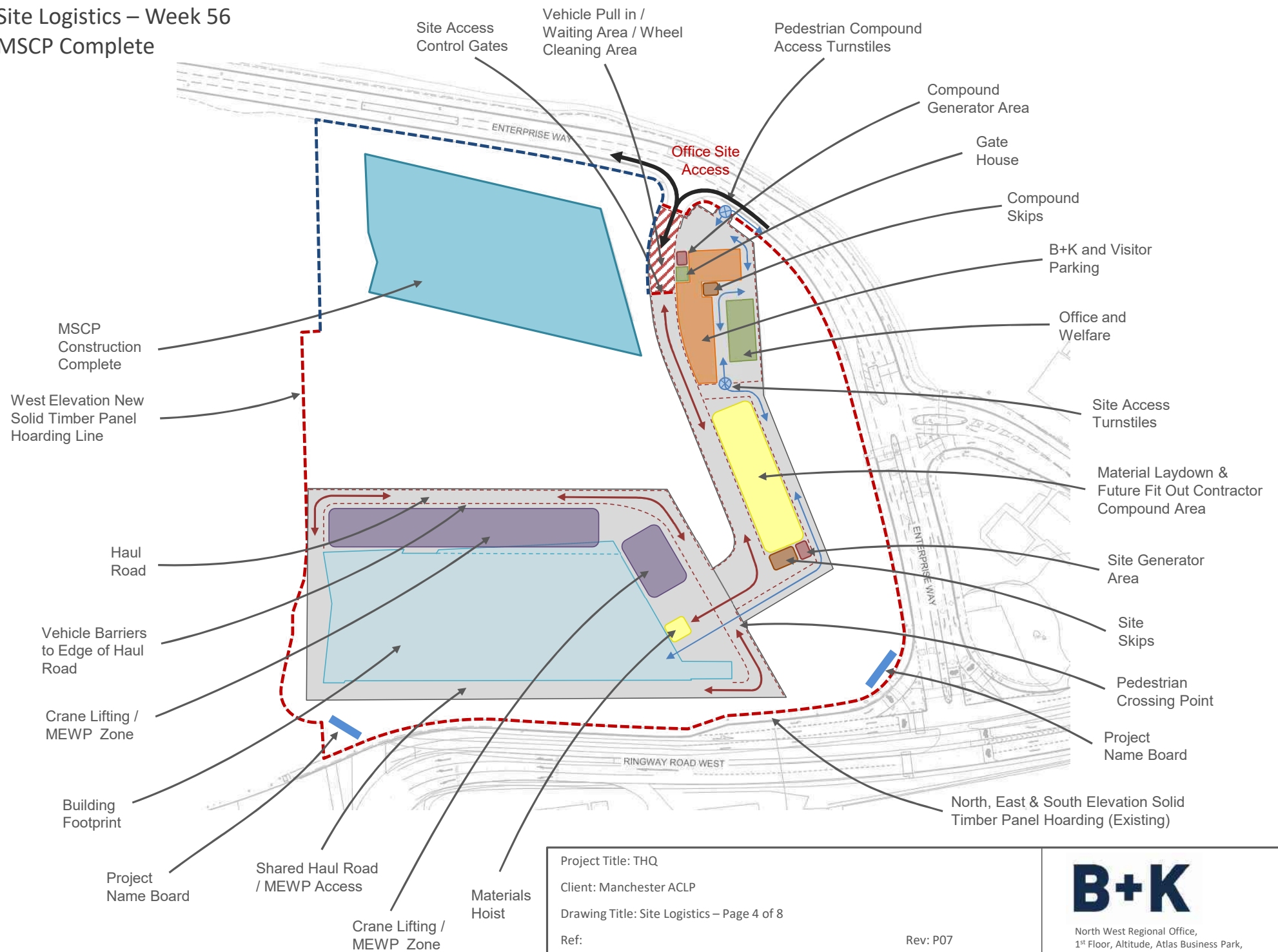
Date: 02/02/22

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Site Logistics – Week 56

MSCP Complete



Project Title: THQ

Client: Manchester ACLP

Drawing Title: Site Logistics – Page 4 of 8

Ref:

Status: For Information

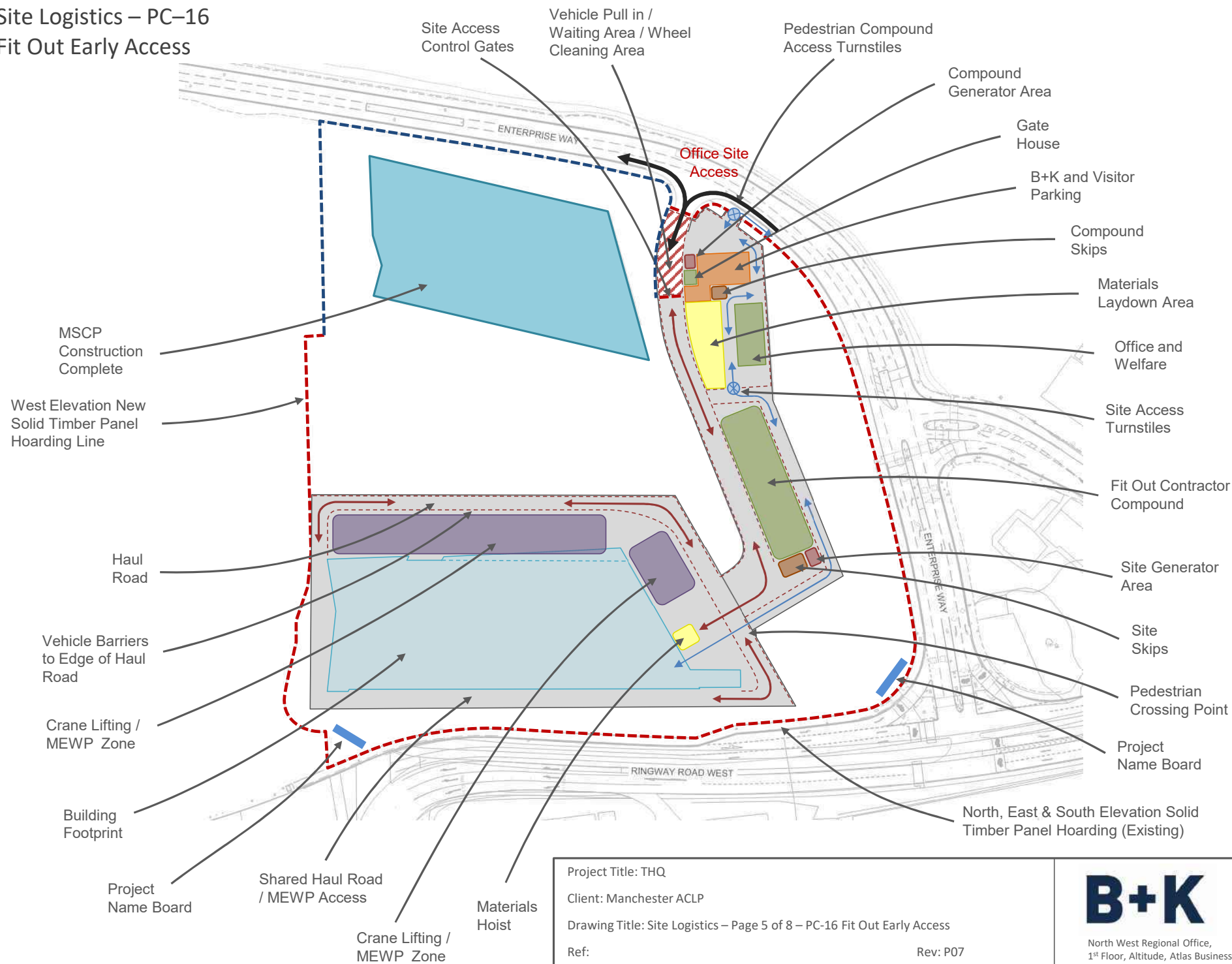
Rev: P07

Date: 02/02/22

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Site Logistics – PC-16 Fit Out Early Access



Project Title: THQ

Client: Manchester ACLP

Drawing Title: Site Logistics – Page 5 of 8 – PC-16 Fit Out Early Access

Ref:

Rev: P07

Status: For Information

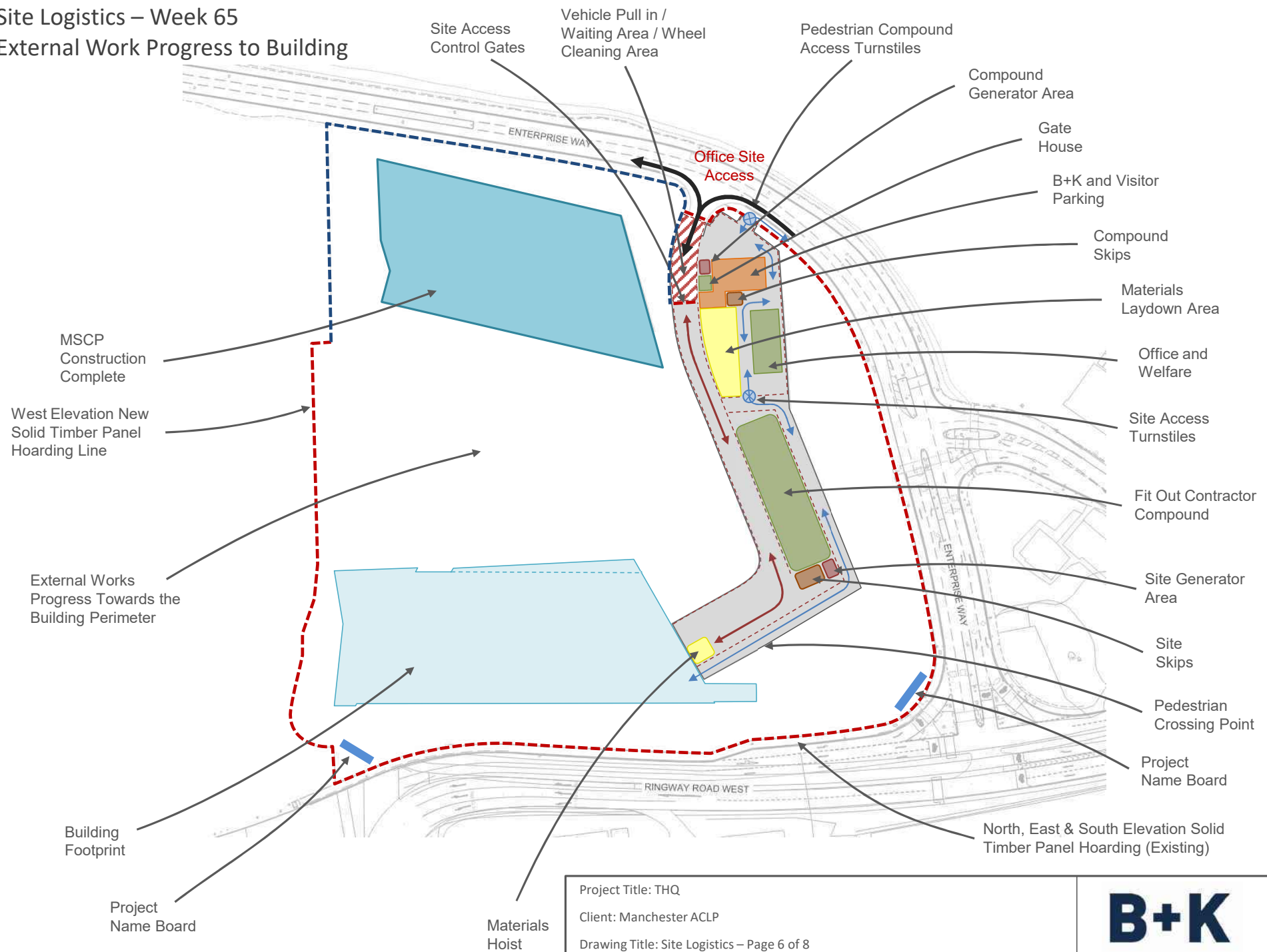
Date: 02/02/22

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Site Logistics – Week 65

External Work Progress to Building



Project Title: THQ

Client: Manchester ACLP

Drawing Title: Site Logistics – Page 6 of 8

Ref:

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Site Logistics - View at Practical Completion



Project Title: THQ

Client: Manchester ACLP

Drawing Title: Site Logistics – Page 7 of 8 - View at Practical Completion

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Site Logistics – Deferred Works



Compound area and site entrance (11 working weeks)

1. The temporary site access will remain in place for use by the fit out contractor.
2. HVM, hedges, lighting and associated ducts and draw pits will not be installed. Anchor posts will be installed to each end of the HVM installed to allow tensioning of the installed wire.
3. Hardstandings including tarmac surfacing will remain in place for use by the fit out contractor as for access to the building along with a compound space and materials laydown. The hardstandings will need to be removed, any final cut and fill carried out before placing topsoil and seeding.

Site perimeter (7 working weeks)

1. The full perimeter timber hoarding will remain in place to secure the site during the fit out works to the office. This will need to be removed, concrete foundations grubbed up, the ground to be trimmed followed by placing topsoil and seeding.

Access route from compound to building (7 working weeks)

1. A section of footpath approximately 20m in length on the east elevation will not be completed including associated ducts drainage and lighting. This is to provide fit out contractor access to the building.
2. Soft landscaping adjacent to the footpath up to the building edge and up to the compound area will not be in completed to allow access to the building for the fit out contractor. Hardstandings will be in place up to the edge of the building along with a concrete base and ramp for the hoist location. These will need to be removed before trimming the ground followed by placing topsoil and seeding.

East elevation envelope infills (4 working weeks)

1. On the east elevation envelope a strip of curtain walling will be left off for a hoist location for the fit out contractor. At ground floor adjacent to this a pedestrian access and material access area will also have sections of curtain wall left out. When the fit out contractor has removed the hoist and closed these access point we can infill the envelope.

Project Title: THQ

Client: Manchester ACLP

Drawing Title: Site Logistics – Page 8 of 8 – Deferred Works

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THG project is scheduled to commence at the end of April 2022. During the first 23 weeks of site activity (Bulk earth works, drainage diversions, pile mat, piling, foundations and concrete cores) there will be circa 30-40 operative vehicles expected on site. B&K will initially be able to accommodate parking for these subcontractor vehicles during this initial period.

B&K will be promoting and encouraging our supply chain subcontractors to utilise the various public transport facilities (Tram, train, bus, vehicle sharing and cycle network) as much as possible to reduce parking needs

(ACLP) have advise B&K that a compound with 700 yards of the site will be available for additional contractor parking.



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Additional Parking Compound - Parking for 50+ Cars



B&K Initial Compound and Parking provision