

Construction Management Plan Clayton Vale Track Drainage Outfall

Part of the Transpennine Route Upgrade (TRU) West of Leeds

March 2022



Contents

1	Purpose	3
2	Project Need	3
3	Site Context.....	3
4	Management Framework.....	5
4.1	Roles and responsibilities.....	5
4.2	Legislation and Regulation.....	6
5	Site specific controls.....	8
5.1	Compound location and parking.....	8
5.2	Site Security.....	9
5.3	General Site Compound Housekeeping.....	9
5.4	Control of Nuisance	10
5.5	Travel & Transport.....	11
5.6	Access and Deliveries	11
5.7	Signage	13
5.8	Air Quality (including dust suppression)	14
5.9	Noise.....	14
5.10	Contamination.....	15
5.11	Waste management.....	15
5.12	Emergency Procedure and Contact Details.....	16

1 Purpose

This Construction Management Plan (CMP) sets out the proposed approach to managing the construction of the 'proposed Development' which is the subject of this planning application. The proposed Development is a drainage scheme located in Clayton Vale Country Park (CVCP) and comprises the following elements:

- An underground drain which will convey surface water from the railway line into an attenuation tank;
- An underground attenuation tank to receive and temporarily store surface water;
- Two pre-cast concrete catch-pits;
- A further underground drain from the attenuation tank to an outfall/headwall;
- An outfall/headwall to an existing watercourse which feeds into the River Medlock.

This CMP sets out the roles and responsibilities in relation to the construction of the proposed Development, along with the relevant legislation and regulations. It also provides detail on how the site will be managed, including compound location and parking; site security; access; air quality; noise and contamination.

2 Project Need

The proposed Development is part of a wider scheme of works to improve drainage of the railway line for an approximately 300m stretch of the line adjacent to the northern boundary of CVCP, to the west of the Clayton Bridge level crossing, to alleviate a saturated track foundation problem.

3 Site Context

The Site is approximately 0.08 hectares in area and is located largely within the CVCP, which is between Clayton and Newton Heath to the east of Manchester City Centre. The Site is located at the north eastern end of the Park as shown on the 'Location Plan' (drawing reference: 151667-TSA-17-MVL1-DRG-R-DR-060038). The northern part of the Site is located within the railway corridor, and is within NR's ownership. The remainder of the Site is within the ownership of Manchester City Council (MCC). The whole Site is located within the administrative authority of MCC.

CVCP is approximately 57 hectares in area and sits within the Medlock Valley in East Manchester. Once the ash tip for East Manchester's power station, CVCP is now a Local Nature Reserve (LNR), designated as such for its biological interest. It is also designated as Green Belt.

The eastern boundary of the Park forms part of the boundary between MCC and Tameside Borough Council. The Park is bounded by the Manchester-Leeds rail line to the north and residential areas to the south. To the west of the Park is Philips Park Cemetery, and to the east is a further area of open space. The River Medlock runs broadly east-west through the Park.

4 Management Framework

4.1 Roles and responsibilities

Specific roles and responsibilities are essential to facilitate effective environmental management. All disciplines and functions must work as an integrated team during design and construction to enable compliance with this document, contractual requirements and relevant legislation for TRU. The key roles are defined below.

Alliance Environment Manager

- Carries overall responsibility for delivery of the design stage of the project and for meeting environmental performance objectives and targets.
- Ensures adequately trained and competent resources are provided to implement the CMP.
- Ensures that environmental risks are evaluated and considered during the planning stage of the project.
- Interfaces between various design disciplines to ensure that environmental considerations have been taken account of in final design output.
- Approves the site environmental management plans and all specific or specialist environmental procedures that are required.
- Responsible for setting and meeting project objectives and targets.
- Collects and collates the project's environmental performance records
- Collates reportable environmental incident and NCR data, establishing cause and implementing actions to prevent reoccurrence

Construction Environment Lead

- Responsible for providing a focal point for all communications between the construction team and outside bodies
- Ensures all consents, licences and permits are obtained and updated as required and are recorded in the Consents Register.
- Prepares, maintains and revises the ESMP as necessary and all specific or specialist environmental procedures that are required.
- In conjunction with the Project Manager, sets and aims to meet project objectives and targets.
- Collects and collates the project's environmental performance records
- Collates reportable environmental incident and NCR data, establishing cause and implementing actions to prevent reoccurrence

- Reviews & approves risk assessments & method statements (RAMS) for environmental content.
- Appoints Environmental Specialists where required.
- Implements project procedures for waste management, waste minimisation, sustainability and emergency preparedness and response.
- Ensures that internal environmental audits are undertaken and reported.
- Responsible for drawing up measures for emergency preparedness and response procedures.
- Produces monthly environmental reports and forwarding them to the Project Manager.

Environment & Consent Framework

- Responsible for supplying the necessary consents, licences and permits
- Provides any specialist guidance and support where requested.

Sustainability Manager

- Develops and implements any associated sustainability documents
- Acts as principal focal point for sustainable design issues
- Provides expert advice on sustainable design issues

Ecologist

- Develops and implements the associated ecological documents
- Acts as principal focal point for ecological issues
- Provides expert advice on ecological issues

All staff

All staff working throughout the lifecycle of the project have a duty to:

- Protect the environment
- Report any environmental concerns to their supervisors
- Comply with specified systems of work
- Promote and communicate newly developed best practice
- Ensure only staff who have the required understanding, qualifications, and where necessary certification, carry out the specialised tasks

4.2 Legislation and Regulation

The TRU Project, to include the works at Clayton Vale will comply with all relevant legislation, regulations and obtain all necessary consents to ensure construction works

are undertaken in a legal way. The Project will also be completed in line with Network Rail's Contract Requirements.

All licences permits and consents shall be strictly adhered to and it is the responsibility of the Construction Environmental Lead to ensure that all operatives fully understand the conditions and requirements contained within them through appropriate training.

The environment and consent framework will be responsible in the application of any of the permits and consent with the regulating bodies.

Table 1 Relevant Legislation

Requirement	Legislation
Planning consents and conditions	Town and Country Planning Act 1990 (as amended) The Town and Country Planning (Environmental Impact Assessment) Regulations 2017
Environmental permits and consents (including noise, vibration, drainage, ecology and waste)	Wildlife and Countryside Act 1981 Conservation of Habitats and Species Regulations 2010 Environmental Permitting (England and Wales) Regulations 2010 Land Drainage Act 1991 Water Resources Act 1991 Hazardous Waste Regulations 2005 The Water Industry Act 1991 Control of Pollution Act 1974 Section 61
Highways and public rights of way	Highways Act 1980 Road Traffic Regulations Act 1984 New Roads and Streetworks Act 1991 Section 50

5 Site specific controls

5.1 Compound location and parking

This CMP is specific to the Clayton Vale drainage site. Due to the restrained nature of the work location, it is proposed to utilize the car park to the rear of 'The Railway Hotel' for temporary welfare facilities, plant and material storage as well as parking for a small number of vehicles. However, construction staff will also be encouraged to use more sustainable methods of travel including car sharing and public transport. Parking outside of the Railway Hotel or anywhere on Berry Brow will be prohibited to avoid nuisance for local residents. On specific occasions where it is not possible to avoid this, it will be clearly identified and managed appropriately by the construction manager.



5.2 Site Security

Appropriate site security arrangements will be in place for all temporary work compounds for TRU. The outline arrangements are detailed below in Table 5-1.

Table 5-1 Site Security Measures

Security fencing	The compound and work locations will be segregated with 2500mm x 2000mm mobile steel Heras panels that will be double clipped, centre of upper section and centre of lower section, held in position using either concrete or hard rubber placement footings. Additional buttressing will be added where required. Areas identified with potential for impact will be reinforced with jersey or rhino type barriers.
Warning signs	Warning signs that are to be erected – PPE standards; danger, overhead live wires (where applicable); stop, look, listen 'beware of trains'. Must be yellow.
Security cameras	Temporary mobile security cameras, if deemed necessary, will be provided within the temporary compound at 'The Railway Hotel'.
Material and plant	Plant and equipment will be stored at one (or more) of the site compound / laydown areas.
Fuel security	Fuel tanks and fire safes to be padlocked. All fuel will be stored within the compound in adequate double bunded secured vessels.

5.3 General Site Compound Housekeeping

The construction compound and its facilities will be kept clean and tidy (housekeeping) and will be maintained in the following areas;

Table 5-2 Housekeeping

Area	Action	Minimum Frequency
Offices	Foreman	Daily
Welfare and toilets	Foreman	Daily
Access routes	Foreman SF509 Safety inspection report (Site safety engineer)	Weekly

	EC01 Environmental checklist (Site environmental engineer)	
Materials storage	Storeman	Daily
Work areas	Foreman	Daily

5.4 Control of Nuisance

Activities that are likely to cause nuisance are listed in Table 5-3 below, together with appropriate control measures.

Table 5-3 Nuisance Control

Activity	Potential nuisance	Control measures
All plant operations	Noise	Locations need to be assessed individually to confirm what control measures are required.
All plant operations	Vibration	Locations need to be assessed individually to confirm what control measures are required.
Site compound	Lighting	All lighting to be positioned facing inwards and down towards the working areas in such a way that the light emitted does not leave the compound.
All dust creating operations and vehicle movements	Dust	Use dust suppression, water is utilised during cable percussion operations and if required dampening of internal roadways
Site compound	Vermin	Good house keeping
Logistics	Mud on roads	All vehicles to be cleared of detritus prior to using a carriageway
All site activities	Vehicle emissions	All site personnel to share a vehicle where reasonably practicable

5.5 Travel & Transport

As much as practicably possible, the project will utilise the railway for transportation of materials and equipment. However, some vehicle movements will be required. Most of these movements would be light commercial vehicles (12 movements/day) and minimal personal vehicles (20 No movements/day - assuming 10 operatives arriving in morning and leaving in evening each day). These values will fluctuate during the works and should be considered an average.

There will be a requirement for spoil removal, arising from the installation of the drainage outfall. Muck away wagons will require access to the worksite, which will result in minor disruption to traffic at Berry Brow for short durations. Alternatively, arisings may be kept on site where possible and spread locally.

For all vehicles approaching the site, the access will be clearly signposted from the local roads.

5.6 Access and Deliveries

The contractor will ensure that sufficient time and resources are allocated to maintain access routes for pedestrians and vehicles. Arrangements in place are listed in Table 5-4 below;

Table 5-4 Access and Deliveries

Route	Responsibility	Action	BAM Nuttall Management system reference
Deliveries	Foreman	Delivery by pre agreed arrangement with Foreman/storeman and logged into site delivery schedule daily.	BAM Nuttall SG31 Management of workplace deliveries. NS1.4 Management of complex deliveries. Delivery planning forms SF811 and SF812.
Personnel segregation	Foreman	Clear unobstructed walkways segregating pedestrians from vehicular and plant movements	BAM Nuttall Controlled Zones guidance document RSG 22 will be followed

		to be maintained and adhered to at all times in accordance with the work place transport plan.	
Plant and equipment	Foreman/ Plant Coordinator /POS provider	Plant and equipment to be strictly restricted to pre-agreed routes at all times and in accordance with the work place transport plan.	BAM Nuttall Controlled Zones guidance document RSG 22 will be followed. NP1.4 Inspection and maintenance of work equipment PC01 – PC12 (Plant check sheets to be completed daily)
Monitoring	All site personnel	All site personnel to adopt 'Your Safety is My Safety' at all times. Any non-compliance or improvements to be challenged and reported to the site agent immediately.	RSF11 Close call / near miss report
Access to point of work	Site Access Controller Security	All accesses to be pre/arranged, screened and agreed in terms of safety and environmental constraints / exposure. Strict adherence at all times. Use of SAC registers.	RSG 22
Access	Agent	Controlled zones	RSG 22

restrictions / no go areas		setup in accordance with RSG 22	
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A footpath closure as highlighted below will be required to facilitate the construction works, providing access from Berry Brow.



In order to access via Berry Brow the construction team will temporarily remove the existing access gates and replace the existing street light column and wayfinding signage. All will be replaced once works are complete.



5.7 Signage

Safety signals are required where, despite putting in place all other relevant measures, a significant risk to the health and safety of employees and others remains. Signs will be clear and legible, and used to identify actions that are prohibited (e.g. no access), safeguards that must be followed (e.g. ear protection must be worn), warning of a hazard (e.g. corrosive material) and to direct towards fire exits/equipment or first-aid equipment.

Pedestrian footpaths will be clearly signed to enable safe movement across the site by the workforce. Traffic signage, including for site access will be clearly signed and consistent with that provided on the public highway.

5.8 Air Quality (including dust suppression)

During the works, it is possible that construction activities and material storage may give rise to nuisance dust emissions at nearby sensitive receptors.

To reduce fumes or emissions, all works should be undertaken in accordance with the Best Practicable Means (BPM), as described in Section 79 of the Environmental Protection Act 1990.

The precise measures to be utilised to suppress dust on site would be dependent on the specific dust raising activity being undertaken. Prior to completion of an activity likely to give rise to dust, the most appropriate mitigation will be in place and agreed by the Construction Environment Lead, for example rotary and sonic drilling operations will be required to use dust suppression measures.

The following mitigation measures are likely to be implemented:

- Loose material will be transported or stored will be sheeted;
- Stockpiles will be located away from sensitive receptors and boundaries;
- The height of stockpiles will be minimised, as practical;
- Water sprays will be used during specific activities;
- Where required, a mechanical road sweeper will be used on local roads.

5.9 Noise

Regarding construction noise arising from the works, BPM will be employed. This would include:

- Switching off plant, equipment and vehicles when they are not in use;
- Selection of quietest plant when available;
- Ensuring that all staff and operatives are briefed on the requirement to minimise

noise nuisance from site activities;

- Ensuring that the plant to be used has been regularly maintained.

5.10 Contamination

Spill kits will be available at various points around the site and located next to drums and any refueling areas. All contractors will be trained in the use of spill kits.

Should a spill occur the following will be implemented:

- Work will be stopped immediately;
- All possible ignitions will be extinguished if the spilt material is flammable;
- The spill will be contained using spill kits;
- The source will be identified and sealed as practical;
- Granules/ pads will be used to mop up as much spill as possible;
- The site manager will be informed of the spill;
- The granular material and pads and any containment items will be treated as hazardous waste and disposed of accordingly.

5.11 Waste management

By adopting the principles of good waste management practice, it is possible for high levels of minimisation, reuse, recycling and recovery to be achieved. This will reduce the quantity of waste produced or sent to landfill and the environmental impact (in terms of pollution, energy and carbon impact production from virgin materials).

Due to the nature of this package of work waste production will be minimum. Where possible spoil arisings will be reused as backfill material and wood chippings produced during de vegetation of the site will be spread locally.

Prior to construction works commencing, the project will nominate a suitably qualified team member to hold the delegated duty of Waste Manager. They will ensure that waste registers are kept up to date and ensure that any changes to methods of handling wastes and amendments to the destination of recycling or landfill sites are legal and audited. Copies of waste transfer notes shall be collated for the duration of the works and shall be stored at a suitable location, for the statutory required period.

All waste will be handled and disposed of in line with current "Duty of Care" Regulations. It is the responsibility of all persons on site to dispose of waste in the correct receptacles and to report any waste being stored incorrectly or escaping from the site area. Waste will be removed from site by an appropriately licensed waste contractor.

5.12 Emergency Procedure and Contact Details

In the event of any emergency or complaint made by any member of the public the following details are included in Table 5-5.

Table 5-5 Emergency Contact Details

Network Rail Helpline Members of the public can contact Network Rail's 24hr National Helpline on 03457 11 41 41, alternatively they can visit www.networkrail.co.uk/contact
Site Construction Leads
Ronnie Georgeson Email: ron.georgeson@bamnuttall.co.uk Tel: 07776 253 353
Tony Head Email: tony.head@bamnuttall.co.uk Tel: 07920 134 537

Site specific emergency procedures are prepared to ensure limitation of injury and damage should an incident occur.

The emergency procedures listed and below apply.

Table 5-6 Incident and emergency arrangements

Site specific emergency arrangements	Are arrangements to be drilled?	Frequency of drill
Accident	Yes	6 monthly
Fire	Yes	Once a month
Confined space rescue	Yes	As required if scoped
Rescue from height	Yes	As required if scoped
Person in water	Yes	As required if scoped
Oil and chemical spill	Yes	6 monthly
Watercourse pollution	Yes	Once if working beside or over water
Emergency stopping a train	Yes	During PTS, 6 monthly briefing and assessment

Following an incident, the emergency services and senior members of the management team are informed immediately and where applicable the relevant enforcing authority is

also informed. Communication with the media and public is managed and controlled. Thereafter, all communication through Network Rail control, will be coordinated through Network Rail's on-call media relations manager who will manage any required communications activity on behalf on Network Rail.

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