

Kennedy Street PCSA Works

Item 47a - Construction & Demolition Method Statement (CMS)

Rev 2 – Planning Issue

17 September 2021



Contents

Introduction

Project Team & Programme

HGV vehicle routing plan

Site Logistics

Demolition

Operative and Visitor Parking

Storage of Plant, Materials and Fuel

Erection and Maintenance of Security Hoarding (Inc adjacent the canal)

Waste Management (recycling/disposal)

Noise Control

- Surrounding Area

- Mitigation Measures

 - Operating Methods of Noise Reduction

 - Noise Reduction of Mobile Plant

 - Noise Reduction of Stationary Plant and Tools

 - Control of Noise Propagation on Site

- Further Noise Guidance

Dust Control

- Dust Assessment

- Wheel Washing

- Mitigation Measures

- Further Dust Guidance

Light Control

Details of any proposed temporary closing of any roads or streets

Communication

- Group Communication to EWC Staff

- Communication with Operatives

- Communication with the Local Community



Introduction

Site Description & History:

No's 16, 20 and 24 Kennedy Street, Manchester, M2 4BY. The Project is for the luxury refurbishment of the existing buildings. During the PCSA period Eric Wright Construction if selected as partner for the scheme will look to carry out the safe internal demolition of these buildings, no's 16 and 20 will require a façade retention system to be installed to allow the safe demolition of the internal structure, 24 Kennedy Street will be more of a cut and carve demolition.

The Site comprises three existing buildings on Kennedy Street in Central Manchester. The site is approximately 1540m² and is located within the Upper King Street Conservation Area. The site also sits on the boundary of the Albert Square Conservation Area. The site is bounded by Kennedy Street to the North and Bow Lane to the South, The adjacent buildings include 14 Kennedy Street (The Old Law Library) and 55 Princess Street, both of which are currently used as office space

Upper King Street Conservation Area Established in 1970, the Upper King Street conservation area sits beside the Albert Square conservation area and includes the central financial district.

Development started in the area that is now the Upper King Street conservation area in the late 17th Century. One of the first substantial buildings completed was Cross Street Chapel in 1694. Development continued throughout the 18th Century with Manchester's first concert hall and purpose built theatre making this the center of Manchester's musical and theatre life until the mid 19th Century.

By 1825 most houses in King Street had become offices and once the Bank of England opened its new branch at no. 82 in 1845, the area became the city's financial district.

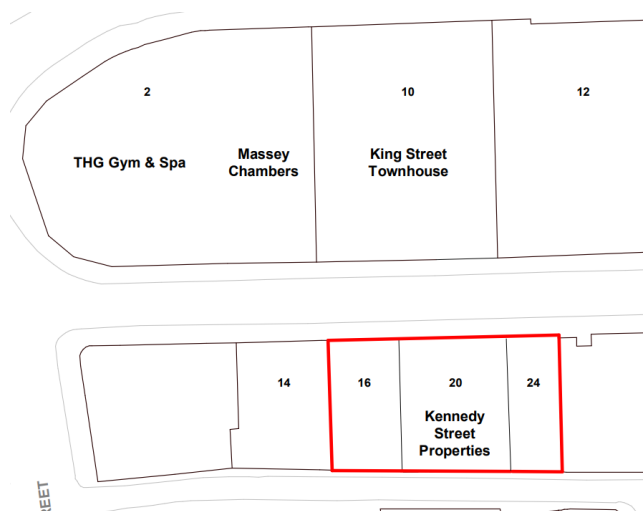
The conservation area includes a variety of architectural styles and some of Manchester's most iconic buildings. These include the oldest in King Street, 'The Trustee Savings Bank' at no. 82 as well as the former 'Midland Bank' at 100 King Street, designed in 1929 by Sir Edward Lutyens.

A variety of building materials are used throughout the Upper King Street conservation area, including brick, stone, pre-cast concrete, glass, metal and high tech materials. It is also noted that the top floor on buildings within the conservation area are often treated differently to the rest of the building, either with an elaborately decorated roof-line, projecting cornice or mansard roof. Today, Upper King Street remains the financial heart of the city with almost all buildings in active use

Please note that this is an outline method statement for the Kennedy Street PCSA works only, we have provided an example CPP within our bid, if successful a project specific CPP along with detailed method statements and risk assessments will be prepared and submitted for review by the Clients CDM advisor.



Site Plan:



The Development Proposals

Full Planning Permission

“Change of use from dwelling house (Class C3 use) to serviced accommodation and event space associated with the King Street Townhouse Hotel (Sui Generis) at 24 Kennedy Street, change of use from office (Class E (g) use) to a restaurant / café use at ground floor and events space and hotel accommodation associated with the King Street Townhouse hotel on the upper floors (Sui Generis) at 20 Kennedy Street and change of use from office (Class E (g) use) to ancillary retail space at ground floor and spa training facilities (Sui Generis) at upper levels at 16 Kennedy Street with amendments to front and rear elevations, and extension at roof level at 20 and 24 Kennedy Street.”

Project Team

Full details of the Project Team are set out below:

Employer:	The Hut Group Limited
Employers Agent:	G&T
Principal Designer	tbc
Architect:	Chapman Taylor / EPR
Structural Engineer	Ridge / WSP
M&E Engineer	TBC / WSP

Main Contractor:	EWC Construction
	Senior Project Manager: Adam Pickford

Project Programme

PCSA Works – 16 Weeks
Main Works – TBC

Key Challenges



- Temporary Works Façade Retention – Eric Wright Construction during the initial tender period have explored various options for the façade retention. Our preferred method of façade retention with a new steel frame would be to have the retention system externally on Kennedy St and Bow Lane, however we see Kennedy St as being absolutely key to our logistics and crane lifts for both the Kennedy St and King St Townhouse works so trying to get a very thin external façade retention system to work whilst maintaining access down Kennedy Street has proved difficult. Whilst an external system is not off the table at this stage, we have explored an internal propping / shoring system, this is detailed later in this method statement. It is likely that some further intrusive surveys will be required to inform parts of the façade retention design, wall thicknesses, mortar strength, tying positions etc.
- Refurbishment Project – Refurbishment projects come with a greater safety risk than new build due to not knowing the exact build-up of the existing structure, existing services, the potential presence of Asbestos and lead paint. These risks will be individually assessed and the risk rating reduced by providing specialist sub-contractors, competent trained personnel, point of work risk assessments, temporary works advice and designs, further opening up and surveys. This would be developed in greater detail if we are successful.
- Logistics – This part of the city centre is notoriously difficult to get vehicles, deliveries, cranes and plant in and out of construction sites, especially with the closures already in place around this area currently. EWC have previous experience of working on Kennedy Street and have previously closed this road for that project, we believe that a similar approach is required for these works, our logistics plan and more detail on this item is provided later in this method statement. Logistics, loading out, waste removal, safe access and egress will be key to the running of this job from a health and safety point of view as well as hitting programme targets.
- Maintaining Access to Local Buildings and Nuisance – The local buildings are a mix of office, commercial, retail and residential. Noise, Dust and vibration monitoring will be required at various intervals throughout the project. Good communication with the residents of the area and a single EWC point of contact will be crucial to the project running smoothly. A specific Environmental plan with monitoring strategies will be drawn up in due course.
- Welfare – Difficult area to place welfare, there is available office space locally but this would only be able suitable for our management team. Drying, canteen and toilet facilities are required for the operatives. We've explored various options for landing cabins including a steel frame tunnel solution on Kennedy Street, this frame would act as both façade retention with our cabins sitting above Kennedy Street at 1st floor level allowing vehicles to pass underneath. We have discounted this option as this type of system would be too bulky for Kennedy Street, we'd inevitably have issues with neighbours and it would block access for mobile cranes which would be needed to erect the new frame. We are currently exploring various welfare options with CBRE.

Objectives

The objective of the EWC management plan, this method statement, the logistics plan and other supporting documents will be to deliver the project in a safe and

efficient manner, EWC are committed to zero harm and we strive to achieve that on all of our projects.

Our logistics plan provides safety to pedestrians, maintains fire escapes and access to buildings whilst providing a safe access and egress point for construction vehicles without the need for reversing down the narrow streets.

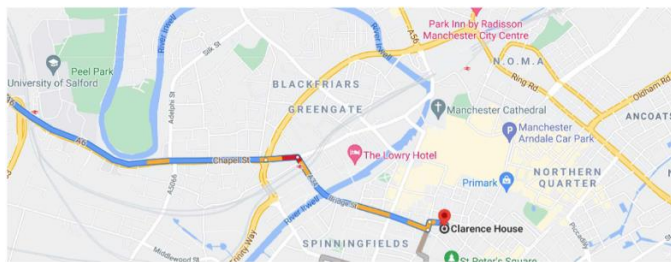
HGV Routing Plan

Movement of traffic to and from site will be restricted and controlled at sensitive times, (to be developed and agreed with Highways designated representative) and in any event deliveries will be programmed so as not to conflict with peak periods of the day.

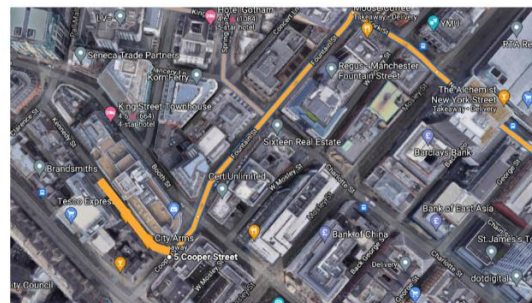
We will utilise a booking in system so site is ready to receive deliveries and bring them immediately within the site boundary upon arrival.

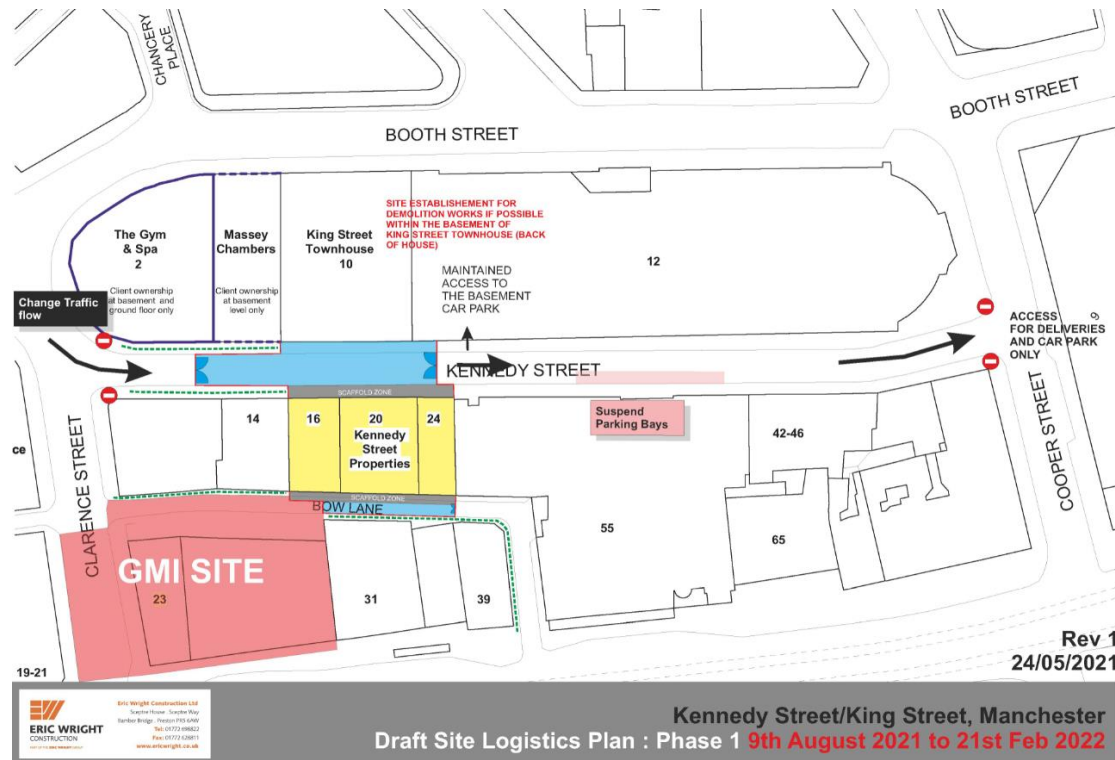
Discussions have taken place between EWC and MCC Highways and an approval in principal for the below traffic management plan has been agreed, final discussions regarding the length of the closure and the confirmed start date for the agreement needs to be agreed prior to the formal legal agreement going in which will then take roughly 8-12 weeks.

Access Route



Egress Route





Site Logistics, Loading and Unloading vehicles

The works have been split into two phases the PSCA Phase and the Construction Phase;

The site constraints have informed both of these phases and methodologies:

- Bow Lane access blocked by the GMI site set up, Clarence Street is also closed.
- Kennedy Street and Bow Lane have multiple entrances, fire escapes, car park access and parking bays
- Traffic flow around the area is already severely disrupted by construction works on Booth Street, Bow Lane and Clarence St, our proposals shouldn't make this any worse and by blocking off Kennedy Street and forcing traffic down Booth street it could actually reduce the current traffic issues around that junction.
- We will need to install a scaffold to the rear of the properties as a minimum (Bow Lane). We've explored an internal façade retention system to overcome some of the issues on Bow Lane.
- Demolition equipment, mini piling rig, small excavators, MEWPs and other items of plant will all require access into the building at some part of the project, the only logical way of doing this with the other site constraints is to form an entry point via the fire escape onto Bow Lane and the remaining plant lifted over the walls as required via mobile cranes sat on Kennedy Street within the hoarding lines.
- Further to the client led strip out, a significant amount of material (waste) will still remain within the buildings, a progressive demolition of the building will be required working top down. Loading the waste demolished from above onto the floor below will need to be thought through carefully, some elements of back propping will likely be required. To avoid waste building up on the floors we'll

be exploring the use of conveyors and chutes to get waste out through the windows and down into skips sat on Kennedy Street.

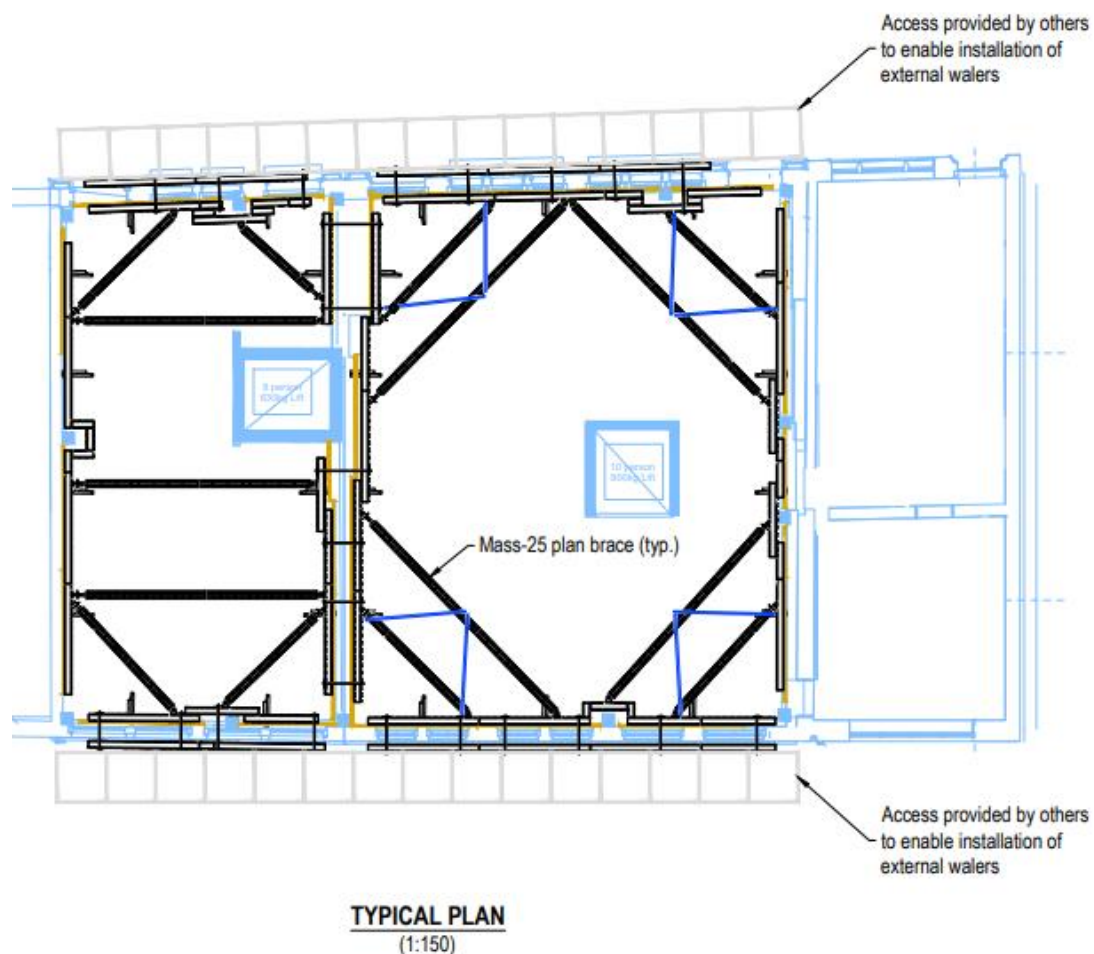
- Project as a whole presents a logistical challenge to get materials into the project and waste away, there are no laydown areas and the scaffolding required for the façade retention / access is going to encroach onto the Kennedy Street pavement reducing working room so good traffic management and gates in and out are required. We anticipate working late each evening right up to the MCC allowable working hours to load out and clear out waste at the back end of each day.

Please note that detailed method statements will be produced for each element of the works. The following outline façade retention and demolition methodology provides some information on our current proposals for the project.

Façade Retention Design:

As mentioned earlier in this document our preferred methodology for façade retention systems is to always install them on the outside of the building giving a clear working space within the 4 walls. However with the site constraints on Bow Lane and Kennedy Street described earlier, we've looked into an internal based façade retention system for the project, whilst an external system is not off the table at the moment this type of system would also overcome the issue highlighted by WSP on their information that the party walls to the Old Law Library and No. 24 Kennedy Street need to be supported.

Plan View of Design Intent Internal FR System:

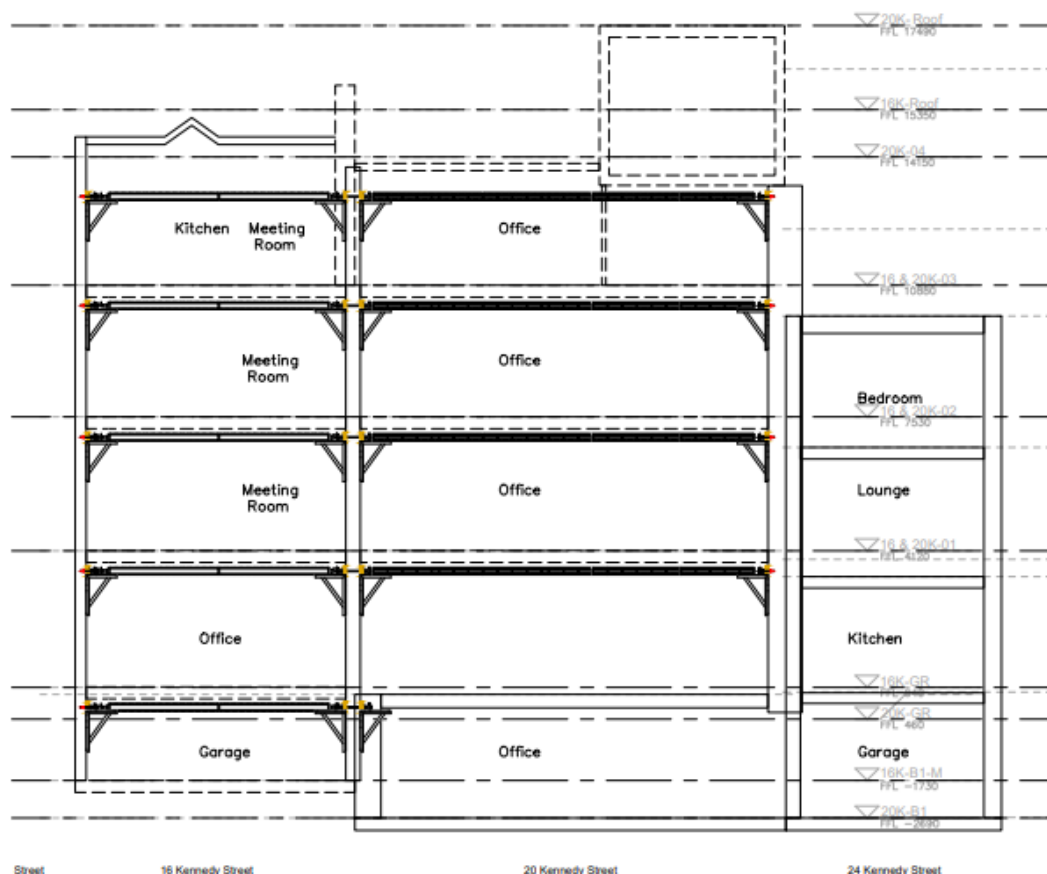




The blue squares on the plan highlight the new column positions, further coordination with Ridge, CT, WSP and ERP is needed to ensure all elements of the façade retention system avoid new floors, beam and column positions. As highlighted on the plan, only a simple access scaffold is required externally which is ideal for our logistics plan and the use of Kennedy Street for the works.

Detailed temporary works design on the façade retention system will progress in the coming period. A Category 3 temporary works check will be required on this system by an independent designer.

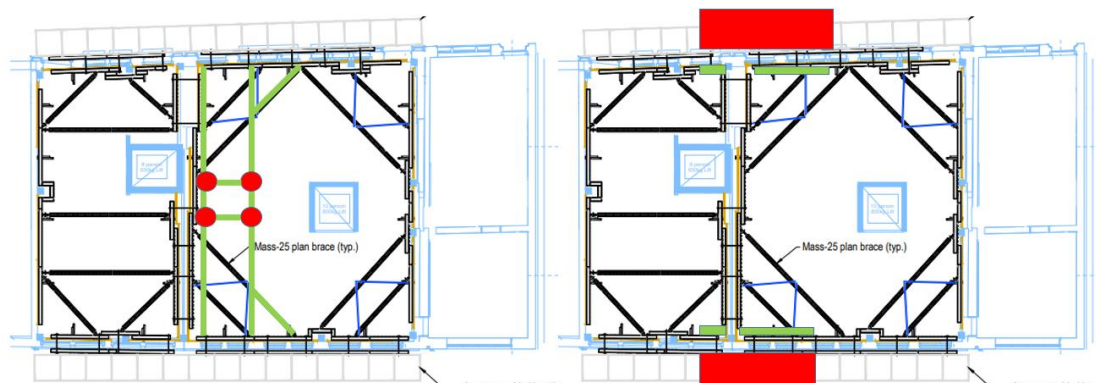
Elevation / Section Detail:



ELEVATION
(1:150)

Removal of Internal Wall – Option A –
Internal Tower to Support Internal Flying
Shores

Removal of Internal Wall – Option B –
External Towers to Support Central Section
of Façade

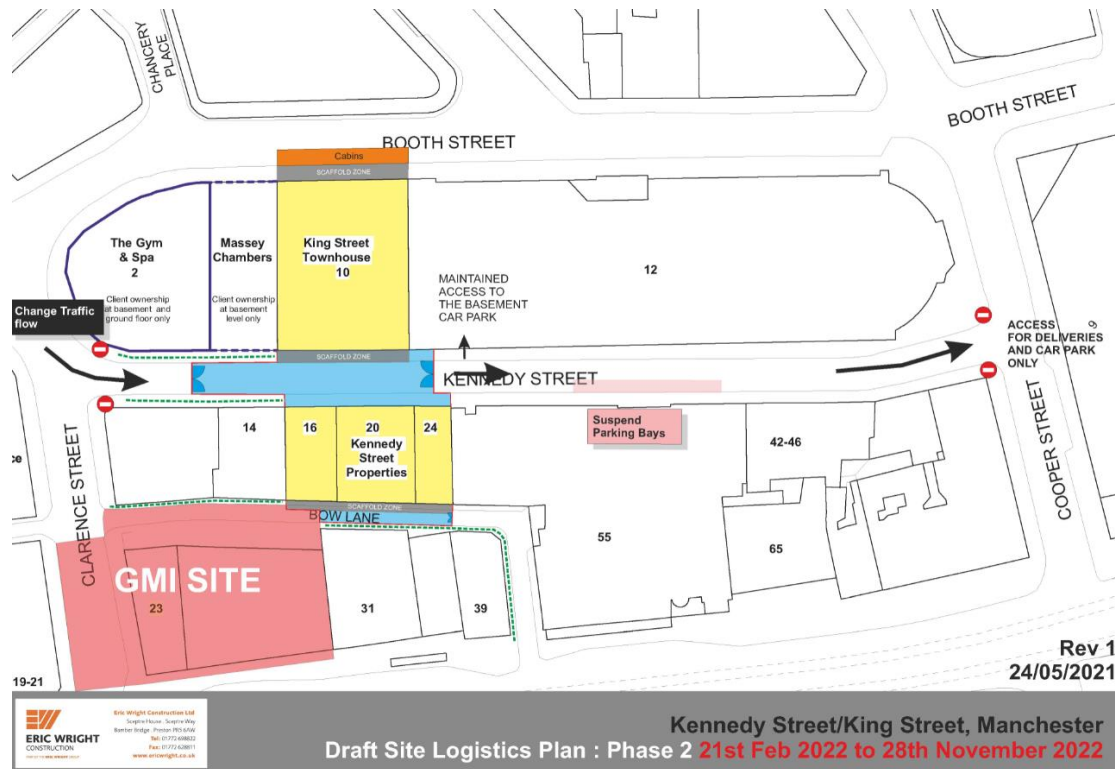


PCSA Works Sequence:

Detailed Demolition Plans, Method Statement and Risk Assessments will be concluded with the selected demolition partner closer to the start of the project. We have assumed that the PCSA Façade retention / demolition phase will follow the following sequence but this could be subject to change:

- Set up Welfare
- Set up site, hoarding line, turnstile access point and gates
- Erect Access Scaffolding to Bow Lane and Kennedy Street.
- Remove windows and complete any remaining internal investigations
- Erect Façade retention system
- Independent inspections of FR System
- Install any internal back propping to existing floors as required
- Working from the external access scaffolds and internal scaffolds commence the demolition working top down.
- Clear waste from top floor then repeat process moving down the building
- Excavate in slab in basement as required to prepare for foundation / piling works. Ensure suitable tested ground is ready for piling contractor.
- Clean up site and make ready for the construction phase.

Indicative Construction Phase Plan (once King Street Townhouse works come online):



Delivery vehicles will be controlled to ensure that unloading only takes place within designated times and within the site boundary (unless working on the surrounding infrastructure/highways). Vehicles will enter site immediately and gates will be manned to ensure no deliveries are kept on the highway. All subcontractors will be required to produce a procurement schedule for their materials which will be monitored at their weekly/fortnightly meetings and must book delivery slots with our Logistics / Site manager. Efficient and accurate scheduling of deliveries will minimise storage capacity required, double handling and congestion around the site and surrounding roads and highway infrastructure.

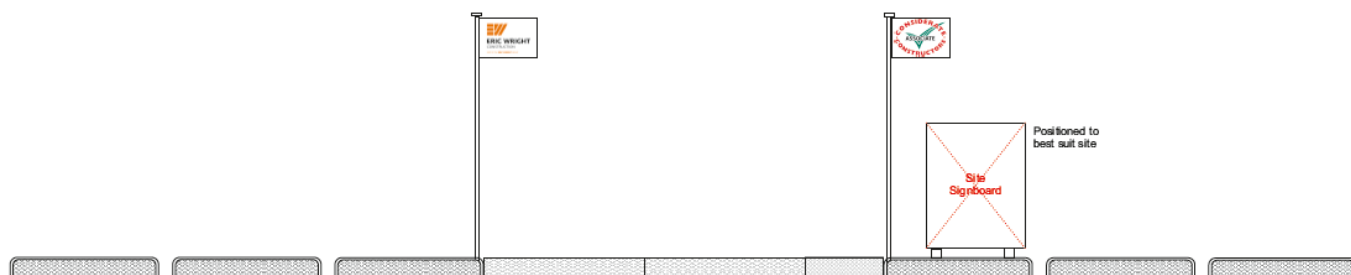
Site storage of materials and plant will be very carefully controlled by restricted allocation of zones to particular trades. Detailed plans of the site have been drawn up outlining areas available for movement and will be agreed with street works/Highways to ensure no disruption to general traffic movements. We anticipate using between the hours of 16:00 – 18:00 to lift materials up to the floors for the next day's work and to remove the waste.

Visitor and Operative Parking

The site itself will have no parking for either management, operatives or visitors, we have identified car parks around the area and it will be written into subcontract orders regarding local car parks and areas where parking will not be permitted. Having worked in this area previously we are aware of the local context and nearby vehicle parking.

Where possible we'll be asking our management team and sub-contractors to reduce the number of vehicles coming into the city by car sharing, using public transport etc.

Storage of Plant, Materials and Fuel





Waste Management (Recycling/Disposal)

An important part of the site management process involves site cleansing, rubbish removal and recycling. We will produce a detailed Site Waste Management Plan which will include details of how we intend to reduce, re-use, recycle and manage site waste, this will be produced and implemented to comply with environmental legislation.

Waste will occur in two principal phases:

- firstly, during demolition of existing structures
- secondly, during construction works

The adopted plan will involve the following provisions:

Buying and Storing Materials

- Order the amount of materials you need as accurately as possible
- Arrange for 'just in time' deliveries to reduce storage and material losses
- Consider the source of materials.
- Consider the packaging used for materials delivered to the site -can this be reduced or recycled
- Ensure that deliveries are rejected if damaged or incomplete
- Make sure storage areas are safe, secure and weatherproof (where required)
- Store liquids away from drains, burns and in bunded areas to prevent pollution.

Site Activities

- Ensure options for the use of reclaimed and recycled construction materials, that meet the materials specification are considered.
- Recycle suitable spoil, demolition materials, prunings, and surplus construction material arising from the works on site to avoid the need to transport materials.
- Keep the site tidy to reduce material losses and waste.

Training and awareness

- Promote good practice awareness as part of health and safety induction / training for workers onsite.

Waste Segregation

- Given the space available it will not be possible to segregate different types of waste onsite, we will employ a specialist waste company who will sort the general waste back at their sorting yard.

The responsibility of updating the SWMP belongs to the EWC Project manager. An untidy site is NOT TOLERATED by Eric Wright Construction Ltd.

Site Working Hours & Out of Hours Working

In compliance with MCC Planning:

Monday to Friday Commence 7:30am till 18.00

Saturday 8:30 till 14.00 (As Required)

No working Sundays or Bank Holidays



At various points in the project there may be the need for some out of hours working, a few examples of this are listed below:

- Crane lifts for large elements of plant / equipment and complex lifts such as precast cores / stairs, vehicles bringing these items into the city may be time restricted which could mean that lifting operations start later and run on past the specified 6pm time.
- Concreting works and Power floating works – high quality finishes demand a high quality finish on the concrete, concrete delivery service is currently in high demand and batching plants can only put on so many wagons to each site, that combined with the traffic conditions in the city centre can lead to concrete pours running on later with power floating taking place once the concrete starts to cure.
- Specialist fit out and specialist trades – to be advised as and when required.

EWC will set out to get the contact details of the local residents / community prior to commencing works, when works of this nature need to take place EWC will contact all of the residents and MCC for the relevant permits to inform them of the upcoming out of hours working 4 weeks prior to the works taking place. EWC will also produce a look ahead programme highlighting when these elements will take place and attach this to our community newsletter. A single point of contact will also be given so residents can respond or speak to someone with any queries. If there is the demand a drop in session can take place in our site office in which they can raise any queries to EWC.

Noise & Vibration Control

In general, the construction phase can be viewed as intense activities of work over a short timescale.

These construction processes involve concentrated activities in a localised area. The resultant noise effects are often significant.

Construction methodologies should be made as efficient as possible to minimise noise impacts to local residential areas and offices. Additionally, every opportunity should be taken to provide 'temporary' screening where it is likely to provide effective mitigation. In places where screening is recommended as part of the traffic noise mitigation plan, the early installation of these screening measures where practicable would also reduce the construction noise levels considerably.

Locations closest to the scheme are likely to be subject to the highest construction noise levels, although this will depend on topography and existing infrastructure providing natural screening. The level of impact would also vary considerably, dependent on the current ambient noise levels for given areas. Where properties are already subject to significant road traffic noise, the impact from construction noise will be less than those areas which are set further back from existing road transport corridors.

All measures to minimise construction noise would be taken according to best practicable means, as described in the mitigation measures section and in line with BS5228. The information contained within the acoustic report prepared for the scheme will also feed into the monitoring strategy and risk assessments.



The details of a site specific noise monitoring strategy carried out by the EWC Environmental Coordinator will be established as part of the CPP (Detailed Construction Phase Plan).

Surrounding Area

The area surrounding the site comprises of the following;

- **North** – Office 0m from Facade
- **East** – Hotel, Office and Commercial 7m
- **South** – Commercial, Office 0m
- **West** - Construction Site (Hotel), Retail, Residential, Commercial 5m

Construction methodologies will be made as efficient as possible to minimise noise impacts to surrounding areas.

Locations closest to the scheme are likely to be subject to the highest construction noise levels, although this will depend on topography and existing infrastructure providing natural screening. The level of impact would also vary considerably, dependent on the current ambient noise levels for given areas. Where properties are already subject to significant road traffic noise, the impact from construction noise will be less than those areas which are set further back from existing road transport corridors, such as the light industrial premises.

All measures to minimise construction noise will be taken according to best practicable means, as described in the mitigation measures section.

A more detailed Noise and Vibration Assessment will be carried out by the Environmental Coordinator upon commencement and at regular intervals throughout the construction process.

Mitigation Measures

The noise and vibration impact of the construction phases can be minimised by use of the noise control measures, as suggested in Section 8 of BS 5228-1:2009. General principles for the control of noise during the construction works are presented below.

- Appropriate choice of plant and equipment;
- Regular plant maintenance to keep plant in good working condition and reduce noise from machinery;
- Careful phasing of the proposed operations; and
- Provision of temporary barriers.

The site staff will be utilising methods of mitigation outlined, alongside regular monitoring and utilising feedback from residents.

This regular noise and vibration monitoring will be carried out by the Environmental Coordinator. This may be substituted by sub-contractors noise readings as stated in their method of work.

Operating methods of noise reduction

Ensure that all staff and operatives are briefed on the requirement to minimise nuisance from site activities, this will be mentioned within the site inductions, a



programme of toolbox talks and all method statements. Any significant changes in numbers of workforce on site will force a review of the monitoring programme.

No equipment shall operate other than at the manufacturers' rated working levels; site staff shall not 'rev' equipment unnecessarily.

Use of machine based equipment on site shall be kept to an absolute minimum and only silenced or sound models shall be used.

No plant and equipment shall be left running if not required for immediate use. Where this is not practicable, equipment shall be set to idle in the quietest manner to minimise noise emissions.

Resilient materials will be used where possible to reduce impact noise where materials are being moved or dropped e.g. lining chutes and dumpers. Materials will be lowered whenever practicable and otherwise drop heights will be kept to a minimum.

Noise Reduction of Mobile Plant

The movement of plant onto and around the site will have regard to the normal operating hours of the site and the location of any noise sensitive receptors. Audible reversing alarms will be of a type, which whilst ensuring that they give proper warning, have a minimum noise impact external to the site.

Internal haul routes will be well maintained and avoid steep gradients.

Earth moving plant will be fitted with efficient sound reduction equipment and manufacturers' enclosure panels will be kept closed.

Location of the site compound is located to minimise the noise impacts of delivery vehicles on unmade ground.

Noise Reduction of Stationary Plant and Tools

Noise reduction measures for tools are as follows:

- Use of hydraulic or electric tools where possible;
- Use of alternative quieter equipment for concrete breaking/cutting;
- Fitting suitably designed sound reduction equipment to reduce noise without impairing efficiency;
- Use of damped tool piece or saw blade;
- Enclose in a suitably designed portable or fixed acoustic enclosure with suitable ventilation (with due regard to the health and safety of operatives).

These measures will be considered for selected where appropriate by the Site Manager.

Control of Noise Propagation on Site

Temporary acoustic barriers, such as hoardings or mounds when positioned close to the source or the receiver will assist in the reduction of noise levels experienced at nearest receivers. The degree of protection will be limited to 5-10dB(A) and care must be taken to avoid reflecting noise and increasing the problem elsewhere

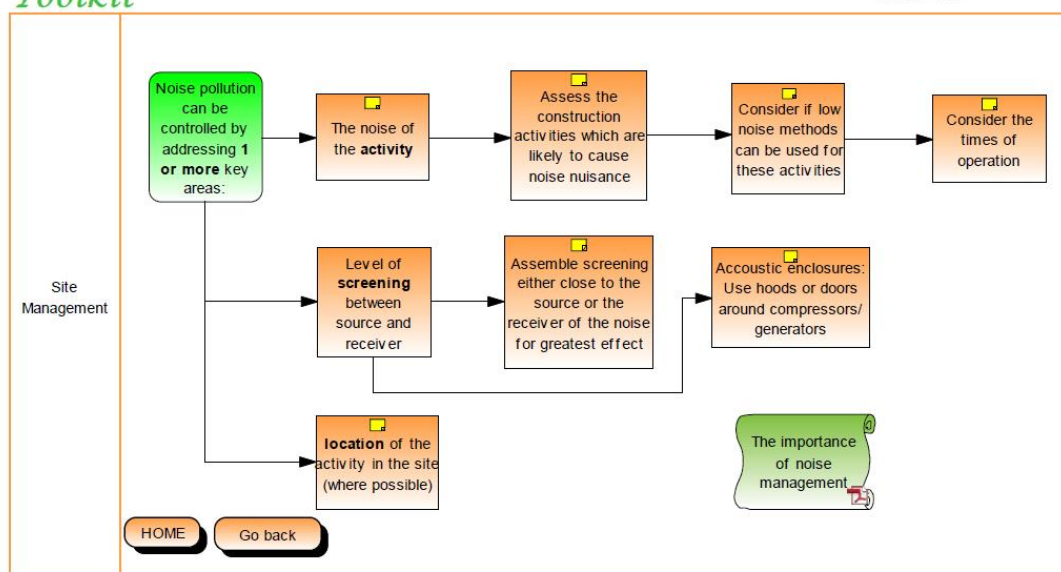
Barriers should be:

- A fairly uniform panel, free from holes with no gaps or openings at joints (uneven ground may leave gaps to be filled);
- Stable and robust enough to stand up to site conditions;
- Of a height and width more than enough to completely cut off sight of the source from the receiver, and
- Preferably at right angles to the line of sight of the receiver.

Further Noise Guidance

- BS 5228 -1:2009 'Code of practice for noise and vibration control on construction and open sites – Part: Noise'
- Eric Wright Sustainable Construction Toolkit (saved on the Wrightway electronic project file):

Sustainable Construction Toolkit



Dust Control

The control of dust arising from the construction works will be controlled in a number of ways depending on the work source causing/providing the dust and the timing/stage at which the construction works are at.

Permits will be obtained from the EWA prior to any crushing of materials onsite, it is unlikely that any crushing will take place on this project due to the constraints.

Dust Assessment



Environmental risk assessments are completed for every contract and particular attention is focused at statutory nuisance. Dust monitoring will take place in line with the control methods detailed in a Dust Management Plan and risk assessment. Records of this will be maintained on site and available on request. If excessive dust levels are reached, works will be temporarily suspended whilst the Environmental Coordinator is consulted and further appropriate dust measures are implemented to enable works to recommence. This will be recorded.

Additional dust monitoring will be carried out by Eric Wright Construction Environmental Coordinator on a regular basis. Control methods as necessary will be identified.

The dust management plan highlighted above will be produced prior to the projects commencement alongside the CPP, it will include:

- Highlight requirements for the detailed assessment
- Classification of the likely magnitude of dust emissions
- Characterisation of the area of influence and establishment of its sensitivity to dust
- Establishment of the overall risk of impact
- The risk of impact from dust emissions from the Proposed Development considers effects on human health
- Nuisance as a result of dust soiling and ecological receptors from four main activities: demolition; earthworks; construction; and trackout.
- The potential for dust emissions from each activity should be considered, unless any of them are not relevant to the Proposed Development.

Wheel Washing

Eric Wright Group Ltd ensures that the working machinery, plant & vehicles, which may have the potential to cause an excessive dust or mud problem onto the public highway, will have the facility to wash down. This will be placed at a strategic point near to the road exit of the site, to prevent the mud being carried on to the road, with the addition of a road sweeper.

The wheelwashing method has been determined to the contract requirements. In the case as on the other Manchester Life Projects a spray gun is seen as sufficient as below. The gateman will manage this.



Should drive-on wheel washes be required following further dust assessments and/or resident feedback this facility will be installed. This water from wheel washing facilities and wash down areas is contained and not allowed to soak into surrounding ground. The used water is channelled to a containment tank. Water from a wheel wash is to be recycled and reused.

Mitigation Measures

Measures that may be taken include, but are not limited to:

Haulage Routes, Vehicles and Construction Plant

Potential dust Source	Control Measure	Responsibility for implementation
Haul roads and traffic routes	Scheduled deliveries to avoid standing traffic on routes to site	Project Manager
Vehicle waiting areas and hard standing	Vehicles will be directed into site and unloaded. If waiting is required engines will be switched off	Gateman/Traffic controller
Vehicle and wheel washing	Wheel washing facilities easily available and signed. Gateman to be responsible.	Gateman/Traffic controller
Site traffic	Speed restrictions will be in place including signage and managed by site personnel to avoid back up	Gateman/Traffic controller
Public roads	Gateman/Traffic controller to be aware of scheduled deliveries and coordinate traffic and operations affecting access	
Road cleaning	Road sweeper to be employed on a daily basis for cleaning access roads to site. These operations will be increased when critical activities occur	Gateman/Traffic controller



High level walkways and surfaces (Scaffolding and others)	Operatives will be briefed at induction to the requirements of dust control and suppression	Project Manager
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Static and Mobile Plant Emissions

Potential dust Source	Control Measure	Responsibility for implementation
Visible exhaust smoke	All standing/waiting traffic to have engines switched off. All plant brought to site to be well maintained and suppliers advised of this at order stage	Project Manager
Maintenance	All plant and equipment to be maintained off site	Project Manager
Servicing	All plant and equipment to be serviced off site	Project Manager
Operating time	All operations will be conducted in line with the planning conditions and all sub contractors being made aware of restrictions at order stage	Site Team
Exhaust time	Operating plant to be monitored to ensure it is not left running unnecessarily	Project Manager
Exhaust direction and heights	Exhausts from plant will be in line with manufacturers specifications and directed from ground to atmosphere	Project Manager
Location of plant and equipment	Plant and equipment operating close to other businesses and sensitive receptors will be kept to critical activities only.	Project Manager

Surfacing and Coatings

Potential dust Source	Control Measure	Responsibility for implementation
Bitumen over heating	Control of tar boilers. Ensure equipment is in good working order	Project Manager
Fume Production	Ensure protection is in place at all times while heating or maintaining heat	Project Manager
Small accidental fires	Have emergency procedures in place and brief at induction and toolbox talks. Monitor RAMS	Project Manager
Housekeeping	Monitored through regular inspections	Project Manager
Direct application of open Flames (torching)	Avoid overheating and keep to a minimum	Project Manager

Material Handling

Potential dust Source	Control Measure	Responsibility for implementation
Material Handling operations	Handling and movement of materials to be kept to a minimum through planning	Project Manager
Transport of powdery materials	Loose materials to be moved in containers or remain wrapped until use	Project Manager
Transport of aggregates	Use enclosed or sheeted vehicles	Project Manager
Handling areas	Keep areas clean and free from dust	Project Manager
Vehicle loading	Use methods that minimise the creation of dust. Damp down with water	Project Manager



Filling Skips	Use enclosed skips where possible	Project Manager
Reducing the spread of dust across the site	Use damping down methods	Project Manager

Storage of Powder Materials

Potential dust Source	Control Measure	Responsibility for implementation
Bulk Cement	To be delivered and stored in tankers/silos	Project Manager
Silos	To be kept in good condition. Regular checks for damage	Project Manager
Accidental spillage when filling or operating silos	Emergency preparedness plan in place identifying R+R	Project Manager
Dry materials > 3mm	Storage to be kept to minimum. Use materials at point of delivery	Project Manager
Dry materials < 3mm	Storage to be kept to minimum. Use materials at point of delivery	Project Manager
Storage	Store materials away from site boundaries and sensitive receptors	Project Manager

Stockpiles

Potential dust Source	Control Measure	Responsibility for implementation
Stockpiles	Stockpiles will be kept away from sensitive receptors and kept to a minimum; damping down systems	Project Manager
Building stockpiles	Ensure any stockpiling is done so that the angle of repose is not such that slippage will occur	Project Manager
Short term stockpiles	Ensure that these are kept to a minimum and avoided by use of material at source	Project Manager
Long term stockpiles	Ensure that these are kept to a minimum and avoided by use of material at source	Project Manager

Site Establishment and Restoration on Completion

Potential dust Source	Control Measure	Responsibility for implementation
Earthworks	Will be completed in sections to minimise over exposure and as programme phasing.	Project Manager
Completed earthworks	To be reinstated as soon as possible in line with programme	Project Manager
Storage mounds	Any mounding will be sealed	Project Manager
Landscaping	To be in line with programme and design. No screening to be on site	Project Manager
Transitory soil mounds	Not required	Project Manager
Crushing and screening	Crushing and screening operations to be kept away from sensitive receptors. Ensure compliance with the EPA 1990	Project Manager

Construction and Fabrication Process



Potential dust Source	Control Measure	Responsibility for implementation
Cutting, grinding, drilling, sawing etc	Consider prefabrication to avoid cutting. Quality checks to prevent errors and re-work. Use dust suppression sprays. Use exhaust ventilation. Robust design to prevent cutting	Project Manager
Dust control exhaust ventilation	Always use diamond cutting blades and water sprays	Project Manager
Cutting roads, pavements, blocks	Always use diamond cutting blades and water sprays	Project Manager
Angle grinders	Always use diamond cutting blades and water sprays	Project Manager
Mixing of granular materials	Use pre mixed materials. Mix under controlled conditions. Store dry powder materials in a safe dry environment	Project Manager

Internal and External Finishing and Refurbishment

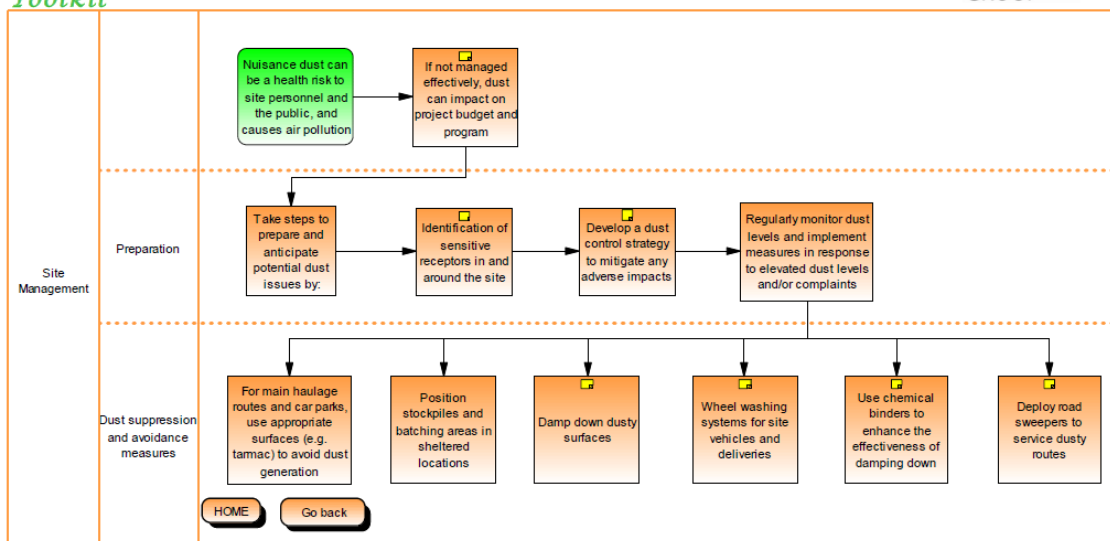
Potential dust Source	Control Measure	Responsibility for implementation
Painting and decorating	Use of suppression or extraction equipment should be used. Vacuum cleaning where possible	Project Manager
Plastering rendering, finishing and fitting out	Housekeeping to control dust related activities	Project Manager
Electrical plumbing systems requiring chasing into walls	Use of suppression or extraction equipment should be used. Vacuum cleaning where possible	Project Manager
Fire proofing and insulation	Use of suppression or extraction equipment should be used. Vacuum cleaning where possible	Project Manager
Cleaning	Avoid dry sweeping use vacuum control where possible	Project Manager

Further Dust Guidance

- 'The Control of Dust From Construction and Demolition Activities' document (BRE, 2003)
- Eric Wright Sustainable Construction Toolkit (saved on the Wrightway electronic project file):



Sustainable Construction Toolkit



Light Control

Lighting must be able to provide safe working conditions for staff, and therefore the following measures will be put in place when situating & using site lighting.

- All lighting will be situated in such a manner as to provide as much lighting as is necessary for the work & no more, thereby reducing the risk of light pollution & the use of unnecessary numbers of generators.
- The lights will face downwards/sideways so that they do not shine into any nearby premises.
- Appropriate selection of innovative site lighting methods e.g. LED to improve the energy efficiency of the site and minimise the spread of the light beyond where required

Communication

Group communications to EWC Staff

Alerts are issued via a **SHEQ Bulletin** to communicate urgent environmental information. These are issued to all staff via email, and hard copies displayed in all site cabins.

The Environmental Coordinator will contact any external body such as (Natural England, Environment Agency, Local Authority) when an imperative issue arises, thus keeping continual communication channels open.

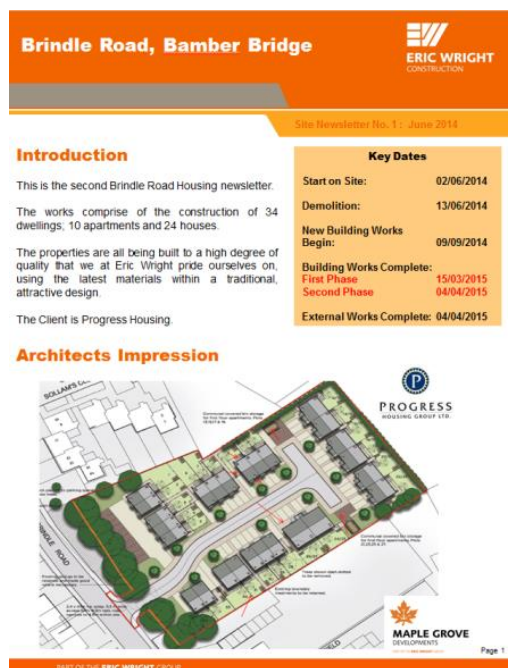
Communication with Operatives

It will be mandatory, for all sub-contractors and operatives working on the site to undergo a formal **induction** prior to entering the site where all relevant environmental information for the site will be briefed. **Toolbox talks** will also be delivered and records maintained.

Communication with the Local Community

Prior to commencing the demolition works we will post a newsletter to all surrounding residents advising of the forthcoming works. Noise levels will be monitored by attendance of the Eric Wright Construction representative.

Local residents and businesses that could be disturbed by the works will receive a hand delivered **newsletter** detailing the job, including details of proposed start and completion dates and a summary of the work schedule. Letters are delivered at least 14 days prior to the start of the works and at regular intervals throughout the works. Example below:



Brindle Road, Bamber Bridge

Site Newsletter No. 1 - June 2014

Introduction

This is the second Brindle Road Housing newsletter.

The works comprise of the construction of 34 dwellings, 10 apartments and 24 houses.

The properties are all being built to a high degree of quality that we at Eric Wright pride ourselves on, using the latest materials within a traditional, attractive design.

The Client is Progress Housing.

Architects Impression

MAPLE GROVE

Page 1



Brindle Road, Bamber Bridge

Site Newsletter No. 1 - June 2014

Upcoming Works

We are currently up to roof level for plots 28-34, with the remainder of the site at first floor level to each plot.

Main drainage works to Brindle Road, adjacent to the main site entrance will commence on 15th December with a duration of 5 working days. Please be aware there may be some traffic disruption, but we will minimise this where possible.

Working in Bamber Bridge, Preston

Eric Wright Construction have committed to using local labour and materials where possible while undertaking these works. We will be working with your local job centre to advertise any vacancies.

Please note that we have a surplus of wood, if anyone would like this for their log burner, please get in touch.

Site Contact Details

Any feedback, suggestions or requests can be directed to our site manager Joel Castles as below:

Telephone: 07825632902
Email: joelc@ericwright.co.uk

Please follow us on:   

For more information on Eric Wright Construction please visit: www.ericwright.co.uk

Page 2

A **complaints log** exists on each site that records any feedback from local residents. EWC staff are encouraged to respond proactively to any complaints in a timely and fair manner. All environmental complaints are shared to the Environmental Coordinator to assist with an appropriate response.

During and prior to construction, contact with the public may be necessary. This will be done through site notices, leaflets/letters and making contact in person. This will be done with sufficient notice. Contact details for Manchester City Council's Environmental Health Service will be included on any public consultation material (website: www.manchester.gov.uk and tel 0161 234 5004). Complaints will be taken seriously and resolved by the Technical and Construction Team for matters relating to the site development. The contact details of these are as above.

A **noticeboard** exists affixed to the hoardings on all our sites. This contains:

- Contact details of the Site Manager
- Most recent newsletter
- Notification of any work opportunities
- Most recent environmental dashboard that contains information regarding waste and carbon data