

Construction Management Plan and Construction Logistics Plan.

Castlefield Viaduct, Manchester

Planning Reference: 131621/FO/2021

Produced on behalf of National Trust.

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Revision History

Review Date	Revision Number	Page Numbers	Comments/ Amendments	Name
10/12/2021	00		Draft for comment	I Leadbetter
13/12/2021	01	13, 14, 27 & 28	Comments incorporated and issued for submission to LPA.	I Leadbetter

1.0 Introduction

This Construction Management Plan which includes a Construction Logistics Plan (CMP& CLP) is submitted in support of an application to discharge works for the proposed Temporary change of use to an urban park (F2(c)) for a period of 20 months. Planning Ref: 131621/FO/2021. The CMP & CLP acknowledges Condition 4 noted in the Notice of Decision and the specific requirements noted within and extracted below:

Condition 4.

Prior to the commencement of development, a detailed construction management plan outlining working practices during development and including safe methods of working adjacent to the Metrolink overhead line equipment and other Metrolink infrastructure shall be submitted to and approved in writing by the local planning authority. For the avoidance of doubt the construction management plan shall include:

- *Display of an emergency contact number*
- *Details of Wheel Washing*
- *Dust suppression measures*
- *Compound locations where relevant*
- *Location, removal and recycling of waste*
- *Routing strategy and swept path analysis*
- *Identification of the vehicular access points into the site*
- *Loading and unloading of plant and materials*
- *Storage of plant and materials used in constructing the development*
- *Parking of construction vehicles and staff*
- *Sheeting over of construction vehicles*
- *Engagement with Metrolink*
- *Protection of Metrolink equipment*
- *Retention of 24 hour unhindered access to Metrolink equipment*
- *Construction and demolition methods to be used, including details of the use of lifting equipment or cranes (which shall not oversail the tramway or overhead line equipment)*
- *The erection and maintenance of any works/security hoarding (please note this may require an electrical isolation of the Metrolink overhead wires)*
- *Communication strategy with residents that shall include details of how engagement, consultation and notification of residents during the works shall take place.*

This document acknowledges, makes reference and includes the CEMP produced by Urban Green in response to Condition 5 noted in the Notice of Decision and the specific requirements noted within and extracted below:

Condition 5

No development shall take place (including demolition, ground works and vegetation clearance) until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the City Council as local planning authority. The CEMP shall include the following:

- a) Risk assessment of potentially damaging construction activities.*
- b) Identification of "biodiversity protection zones".*
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).*
- d) The location and timing of sensitive works to avoid harm to biodiversity features.*
- e) The times during construction when specialist ecologists need to be present on site to oversee works.*
- f) Responsible persons and lines of communication.*
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.*
- h) Use of protective fences, exclusion barriers and warning signs.*

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details

The agreed contents of the CMP & CLP will be complied with unless otherwise agreed between the Client, Manchester City Council and the selected Contractor. Prior to Contract award, the selected Contractor will be required to confirm compliance with the contents of the CEMP & CLP and acknowledge that any significant deviation from this CEMP & CLP will require a resubmittal of any significant amendments for approval by Manchester City Council. During the works, the selected Contractor will work with Manchester City Council to review and update the CMP & CLP if required.

The selected Contractor will act as Principle Contractor (PC) in the undertaking of these works and will be fully responsible for the management of the site and any specialist trades or contractors required in the execution of the works.

This CMP & CLP sets out the intended measures that will be implemented throughout the works along with best working practices being drafted in accordance with the National Considerate Contractor Manual. All figures presented in this document are included in Appendix A.

1.1 Purpose of the Construction Management Plan and Construction Logistics Plan

This CMP & CLP will help identify key challenges and constraints that will be considered in line with the Contractors Basic Impact Assessment as well as target the following:

- Managing the environmental protection and highways safety standards throughout the works.
- Measures that minimise possible impact on, and disturbance to the surrounding environment, highway network and safeguard the amenities of nearby residents.
- Traffic management procedures for the safeguard of pedestrians, cyclists, public transport services and other users of the highway in general.
- Handling material supply and the managed disposal of waste materials.
- The management of the works overall and the interface with the local ecology.
- Minimise the impact of construction logistics on the highway network and aim to reduce environmental impact, road risk, congestion and cost.
- Confirm that the selected Contractor will demonstrate safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system, pursuant to policies SP1 and DM1 of the Manchester Core Strategy

1.2 Liaison Meetings and Contact Details

Regular liaison meetings will be held partly to communicate progress but also to agree key dates of vital functions that need to be accommodated in the construction program. Regular meetings will be held with Metrolink and Network Rail to discuss site set up, Metrolink access and anticipated programme. Contact details for the Client and selected contractor responsible for further updates of the CEMP & CLP are as follows:

Client:

National Trust
Heelis
Kemble Drive
Rodbourn
Swindon. SN2 2NA

Contact: Duncan Laird
Email: duncan.laird@nationaltrust.org.uk
Tel: 07970 553381

Selected Contractor:

TBC

1.3 Responsible Persons and Lines of Communication

The selected Contractor will issue a Project Directory that identifies lines of communication and contact details including a hierarchy of communication for Health and Safety and Environmental reporting. Site signage will include contact details and telephone number for emergency contact.

1.4 Implementing, Monitoring and Updates to CMP & CLP

The CMP & CLP will be reviewed by the selected contractor and will continue to be reviewed at key stages of the project. Any significant updates or revisions to the CMP & CLP will be issued to Manchester City Council by the contractor on behalf of the client for review and comment.

The selected Contractor will be required to confirm that they have reviewed the CMP & CLP and confirm that all the contents are appropriate and that the timescales and plans are deliverable as well as confirming the data included within the CLP Tool included in Appendix C.

The selected Contractor will be responsible for complying with and monitoring the CMP & CLP against each work stage as well as implementing each element and keeping a record of all revisions, approvals and associated documentation.

Records will be kept for deliveries, community engagement, environmental monitoring, incident reporting and Considerate Contractor audits and scores.

Records will be reviewed with the Client and professional team during the works and made available for review by Manchester City Council upon request.

2.0 Site Location

The proposed development site sits centrally in the Castlefield Conservation Area.

Deansgate, one of the main routes through Manchester, lies approximately 100m from the eastern edge of the viaduct with the secondary road Liverpool Road approximately 100m to the north.

Figure 1 Development site area:



Figure 1

Situated in the centre of Manchester, the Castlefield viaduct is surrounded by residential and business properties as well as open public spaces and sites of historical importance.

North of the site:

Adjacent and North East to the viaduct to the north are the remains of the Roman Fort

North of the site, Duke Street passes under an earlier brick-built rail viaduct and the road follows the line of the viaduct directly beneath it. Off Duke Street and North of the viaduct is an open area of land bordered by the canal, known as the Castlefield Bowl which is a popular events and music venue.

Castle Street passes under the site at the junction with Duke Street.

South of the site:

South of the site Castle Street crosses a stone bridge and lock over the Rochdale Canal leading to a series of former canal warehouses now converted to bars and restaurants.

A second viaduct runs within meters of the site and carries both Metrolink and Network Rail services to Deansgate Castlefield and Deansgate railway station respectively.

East of the site:

Collier Street car park and hotels, businesses and restaurants are situated to the East of the site.

Immediately East and at the entrance to the site is the public Deansgate Castlefield pay and display car park which will remain live during the works.

West of the site:

Residential developments, the A6042 and the River Irwell are situated to the West of the site.

3.0 Existing Site Overview

The site is located at National Grid Reference SJ 83013 97624 and comprises a total area of approximately 0.59ha (see Figure 2). This CMP relates to Phase 1 of the development only, which covers the area of the Viaduct within the blue shaded area shown in Figure 2.

The existing structure has been identified as containing lead paint and some of the existing ballast is expected to contain contaminants, the method of ensuring these contaminants are controlled is covered in Section 8.5 of this document.

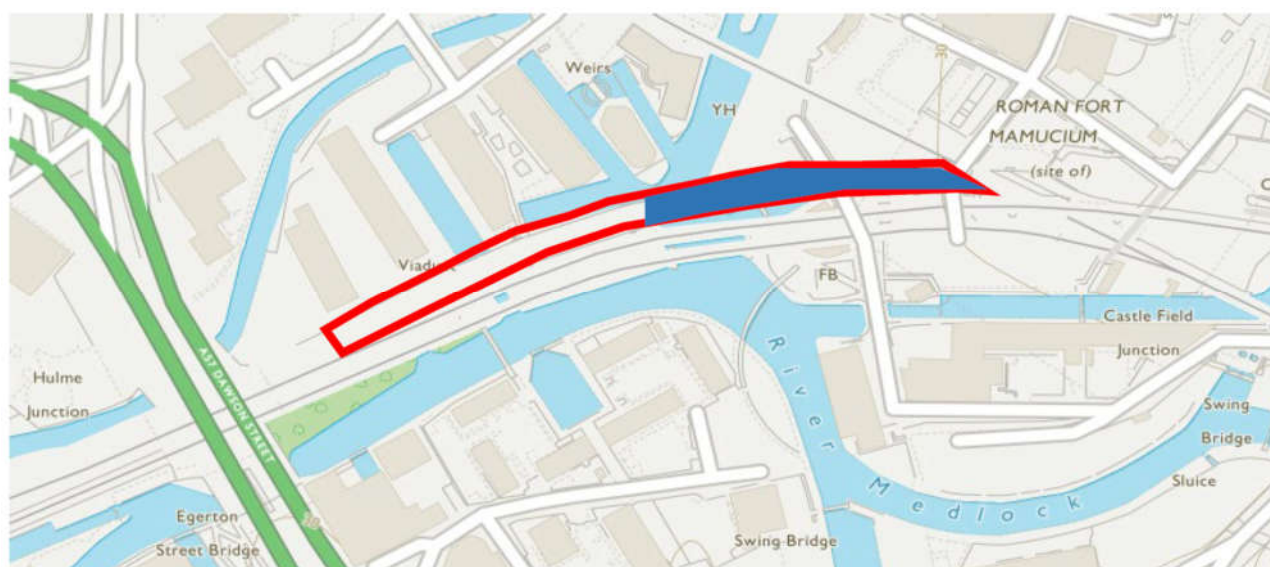


Figure 2

4.2 Construction and Demolition Methods to be used.

Anticipated construction methods are outlined below, the selected Contractor is to confirm any changes to these.

The existing viaduct is circa 8.6m wide and as such it is anticipated that works will be carried out starting at the middle of the viaduct (extent of Phase 1 works) and then working East towards the entrance to Phase 1.

Heras fencing will be erected to secure the site and safeguard materials and equipment.

It is acknowledged that the selected Contractor will put in place safe methods of working and associated Risk Assessments to ensure that no equipment shall oversail the tramway or overhead line equipment.

Site Clearance & Demolition.

In preparation for the works, it is anticipated that the selected Contractor will use a small 360degree excavator for clearing overgrowth from work zones 1 and 2. Prior to bringing any tracked machinery on site, it is anticipated that the temporary metal track will be laid.

Removal of Cotoneaster species as identified in Urban Greens CEMP contained within Appendix D by hand digging.

Install event space.

It is anticipated that the events space will be erected using prefabricated wall panels built off site. Floor and roof structures will be built on site to suit exact on-site dimensions and built up using sustainably sourced timber components. By utilizing prefabricated wall panels, this will allow materials to be brought in under the height restriction of the existing steel viaduct structure. Wall panels will be lifted into place using small plant such as a mini excavator with appropriate Safe Working Load and lifting straps. The prefabricated panels will be constructed with appropriate lifting points installed.

Install new landscape planters, timber platforms and associated planting.

Landscape planters will be erected on site from sustainably sourced timber cut to size off site.

Filling of planters will be done using a small 360 excavator with a small wheel dumper moving planting material from the entrance of the site compound to the working zone.

Lay bound gravel path.

Material will be delivered in bulk bags or loose via tipper/grab vehicles. All material will be unloaded on site and distributed via a small 360 excavator with a small wheel dumper in attendance.

Create entrance area and install welcome kiosk and visitor toilets.

The new visitor toilets and welcome kiosk will be offloaded within the confines of the site and moved into position using a 360 excavator with a suitable Safe Working Load.

Final planting and electrical installation will then take place.

5.0 Construction Logistics Plan

The Construction Logistics Plan (CLP) seeks to reference policies that must be acknowledged and considered by the selected Contractor and identify the safe management of deliveries to site and the safe integration between construction traffic and the general public during the scope of the works.

The selected Contractor will be required resubmit any significant amendments to the CLP to Manchester City Council.

5.1 References to relevant policies

The Traffic Management Act (2004)

The act makes 'provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street'. It acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

Designing for Deliveries, Freight Transport Association (2006)

Published in 2006, Designing for Deliveries, provides specifications for the size of delivery vehicles, turning radii and clearance requirements and should be used to ensure that delivery vehicles can safely and efficiently access the construction site.

Fleet Operator Recognition Scheme (FORS)

FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally friendly. It's relevance to the CLP is via its mention in the Mayor's Transport Strategy and requirements will be relayed to all operators engaged during the development.

National Planning Policy Framework (2019)

The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Chapter 9 – Promoting sustainable transport states that "Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- the potential impacts of development on transport networks can be addressed.

- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated.
- opportunities to promote walking, cycling and public transport use are identified and pursued.
- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places”.

Construction Logistics Planning Tool

This document has been developed by TfL and has been widely adopted by Contractors across the country. The CLP Tool allows construction traffic numbers and vehicle types to be estimated, presented and tracked during the works.

The selected Contractor will be required to review the CLP tool contained within Appendix B identifying expected vehicle numbers and resubmit where applicable during the works.

5.2 Strategies to reduce impact

Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling		X	
Re-timing for out of peak deliveries		X	
Re-timing for out of hours deliveries		X	
Use of holding areas and vehicle call off areas		X	
Use of logistics and consolidation centres		X	
Vehicle choice			X
Measures to encourage sustainable freight			
Freight by Water			X
Freight by Rail			X
Material procurement measures			
DfMA and off-site manufacture			X
Re-use of material on site		X	
Smart procurement		X	
Other measures			
Collaboration with other sites in the area			X

5.3 Metrolink Access

The CLP acknowledges the importance of maintaining access for Metrolink where possible during the works. As identified within the Logistics Plans contained within Appendix A and as per the extract below in Figure 5, a parking space is identified for unrestricted access for Metrolink.

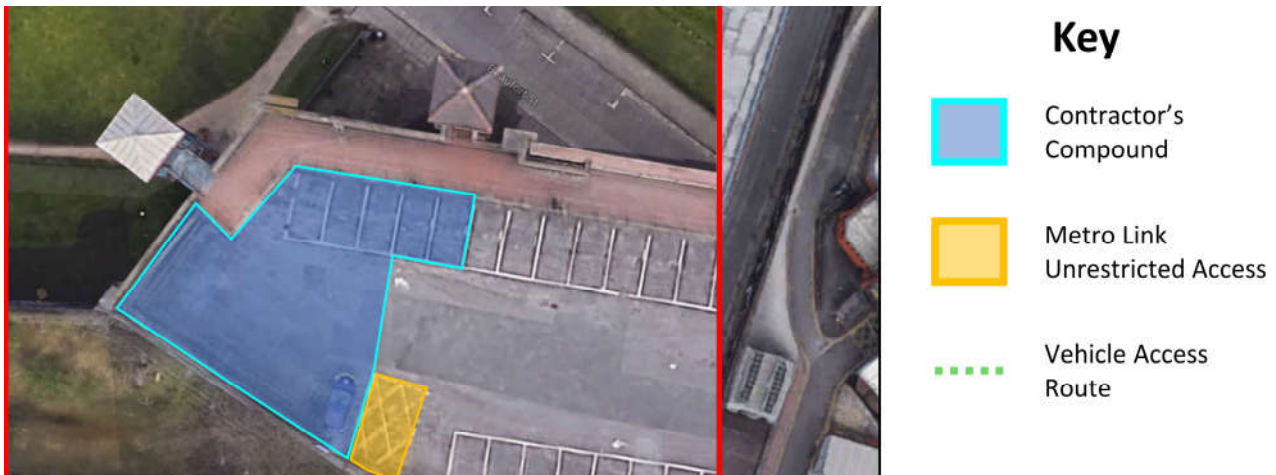


Figure 5

Access to the site and site compound will from the from Deansgate Castlefield car park The selected Contractor will be required to position a traffic marshal at the entrance to manage access and egress of construction traffic and safe interaction with members of the public.

The selected Contractor will be required to meet with representatives from the car park operator and Metrolink to agree access arrangements.

Deliveries to the site will access Deansgate Castlefield car park via the dotted line shown in Figure 6 below. It is acknowledged that the route is controlled by traffic lights due to the narrow width of the access road. The selected Contractor will position traffic marshal to manage construction traffic use of the one way system.



Figure 6

5.4 Material Delivery and Suppliers

The selected Contractor will be required to identify their preferred local key suppliers for the project and demonstrate that selection has taken into account distances to be travelled for the delivery of materials.

5.5 Site Access, Routing and Swept Path

It is intended that construction vehicle access to the site will be via the A5103 from the directions shown in Figure 7 below.:



Figure 7

A swept path analysis has been carried out by Vectos and an extract from the analysis contained within Appendix B is shown in Figure 8 to demonstrate the turning of delivery vehicles within the confines of the car park. All vehicle movements will be carried out under the supervision of a traffic marshal.

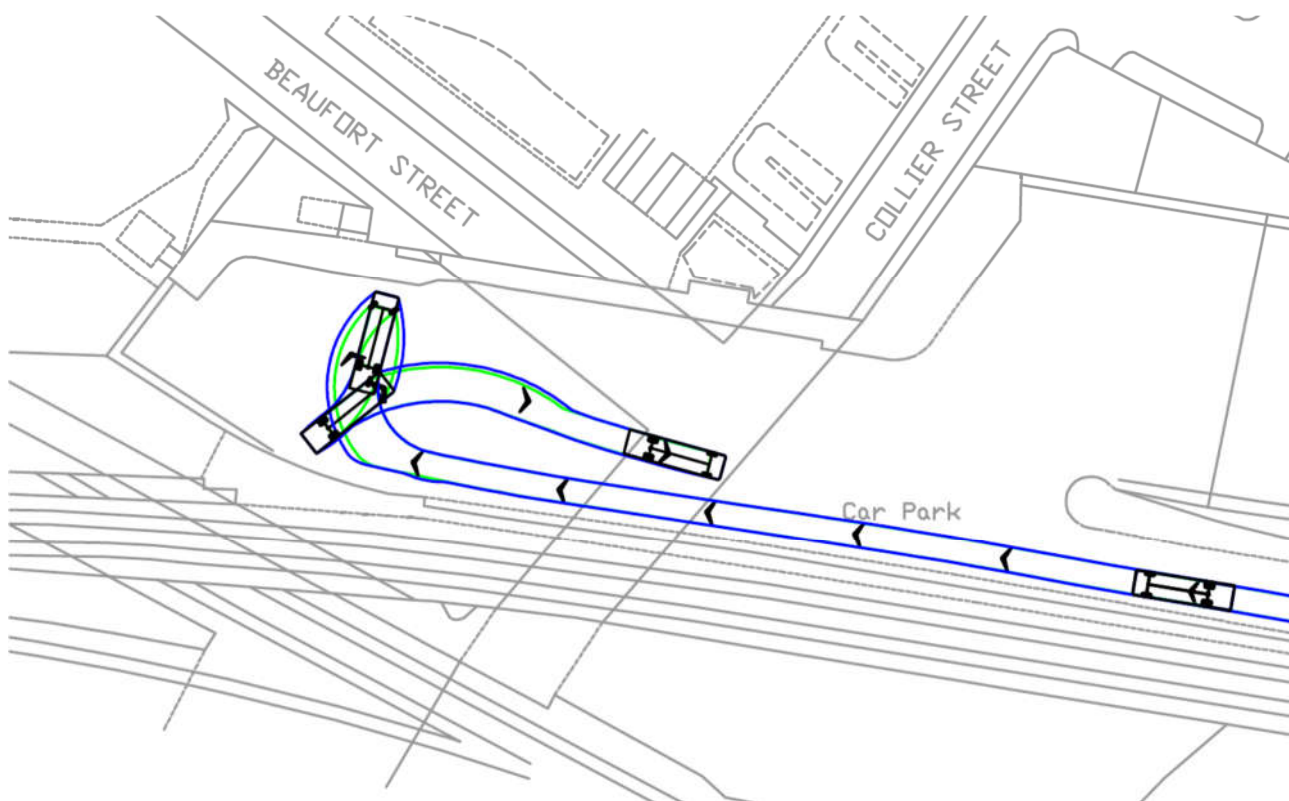


Figure 8

The selected Contractor will take into account local weight and width restrictions.

During busy periods of public access and/or when deemed necessary, a Traffic Marshall will 'walk' delivery vehicles along the single-track access road to the Deansgate Castlefield Pay & Display Car Park. And to the site compound and working area.

6.0 Site Access, Set Up & Logistics

The following sets out how the selected Contractor will be expected to set up the site and manage access and logistics. The selected Contractor acknowledges that if they wish to deviate from this CMP & CLP they will be required to resubmit any significant amendments for approval by Manchester City Council.

6.1 Site set up, Compound Location and Accommodation.

Site Set up.

Upon possession of the site, the selected Contractor will carry out surveys to identify existing buried services and other potential site hazards and to confirm that the findings are in keeping with the incoming Pre Construction Documentation and to update the record for later inclusion in the H&S file.

Due consideration will be taken for this and it will be an integral part of the selected Contractors risk assessment process and when formalising method statements and permits to work.

The selected Contractor will be required to issue notification of commencement of the project to the relevant statutory authorities advising them of the impending construction works.

Measures will be required to be undertaken to establish an early contact with the car park operator and Metrolink, this to ensure that good relationships and a good communication process is in place.

Prior to commencement, the selected Contractor will be required to carry out a condition survey of the access road from the junction off the A5103 and relative to the site entrance for condition record purposes.

Compound Location and Accommodation.

It is anticipated that site welfare will be located within the site compound area due to the restrictive width of the viaduct. The site compound will be segregated from the car park by Heras fence panels. The Heras panels will be covered with monflex. On completion of the works, the selected Contractor will remove the site accommodation and compound and make good any damage to the car park surface as a result of the works.

The site accommodation will consist of the following:

- Drying rooms/ Toilet
- Site Canteen
- Site Office/First Aid & Inductions
- Meeting room

The size of accommodation will be suitable to the number of operatives, it is anticipated that there may be the need to double stacked the site accommodation due to the compound area available.

6.2 Deliveries & Traffic Marshals.

All deliveries must be booked in advance to maximise the just-in-time fashion, reducing site constraints and planned in such a way as to minimise vehicles on site at any one time and 'stacking up' or waiting in the immediate vicinity of the site.

A strict delivery procedure will be implemented to ensure that site traffic is managed in a safe and orderly manner with planned traffic movements and site traffic team.

The site Traffic Marshall has a key role in managing and maintaining safe passage for pedestrians and cyclists along the access road and at the junction with the A5103

With one single point of vehicle movement into the site, the selected Contractor will implement a system where prominent signage will be in place providing early notice for pedestrians and cyclists approaching the area and warning signage that construction vehicles will be entering the site and turning into the access road to the car park and from the A5103.

Traffic Marshals will remain in constant communication with each other during these operations and the selected Contractor is required to keep these movements to the absolute minimum needed to ensure the safe and timely completion of the works.

6.3 Wheel Washing.

The Design proposal limits excavation and proposes all new planting to be contained within modular planters above the existing ground level. This design proposal along with the requirement that the selected Contractor will install temporary a metal trackway as shown in Figure 9 below will eradicate any risk that delivery vehicles carry dirt or contaminates onto the public highway.

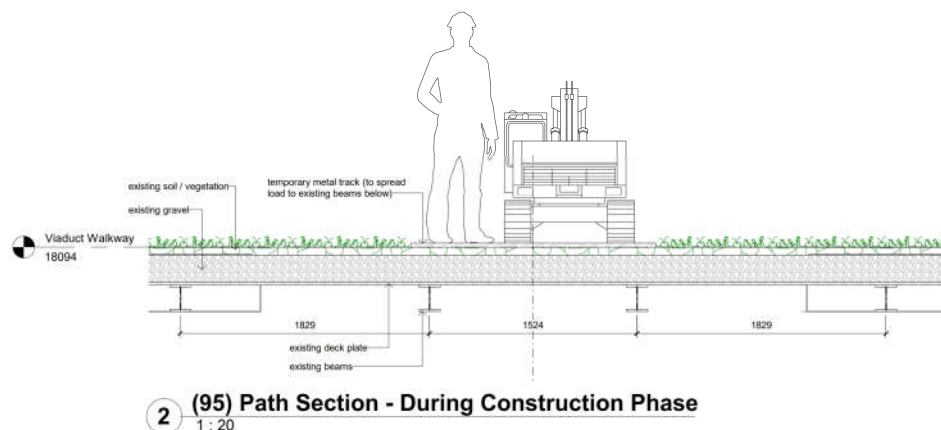


Figure 9

It will be a requirement that the selected Contractor ensures that vehicles leaving the site do not transfer dirt or contaminates onto the public highway. It is therefore anticipated a jet wash will be kept on site for the rare instances that vehicle wheels require washing. Water and waste material will not be allowed to enter any drains and will be collected and disposed of responsibly by the selected Contractor.

6.4 Parking of vehicles for site operatives and visitors.

The selected Contractor will not permit parking on site and will be required to encourage personal to make use of the excellent local public transport links for travel to and from the site.

The selected Contractor will provide secure storage for small tools and equipment to reduce the need for operatives to travel to site by car or small van.

6.5 Storage, loading and unloading of plant and materials.

All storage will be located on site. Where possible, the use of hazardous materials is to be avoided by the selected Contractor. Where this is not possible (Fuel, Oxygen & Propane cylinders etc), the selected Contractor is to ensure that the correct control measures are implemented for the storage of such hazardous materials.

Deliveries will be managed so as to not impede public access to the car park when in use. Delivery vehicles will be managed by the Traffic Marshall, these will be offloaded within the site compound or within the confines of the viaduct. Deliveries will always be segregated from working areas and areas accessible to the public in order to manage pedestrian and vehicle segregation.

6.6 Pedestrian Site Access

The selected Contractor will be required to manage a safe site access for operatives and visitors and provide a PPE free access to the site accommodation.

A pedestrian gate will be included in the Heras site hoarding and will lead to the site accommodation via a 'Safe Route'. Due to the nature and phasing of the works, the safe route may require alterations during the works. A method statement for safe access and emergency evacuation will be developed by the selected Contractor.

6.7 Vehicles, Plant & Equipment.

An assessment of the average vehicle movements per day throughout the course of the project has been undertaken and a Construction Logistics Planning Tool is included within Appendix B. The selected contractor will be required to confirm any significant updates to the CLP tool to Manchester City Council via resubmission of the Construction Logistics Planning Tool.

All plant and equipment will be stored within the confines of the site. Any plant to be used for lifting will be sufficiently rated for the task and the selected Contractor will be responsible for developing a lifting plan. This will include known weights of material to be lifted. Lifting equipment to be used – currently anticipated that this will be by 360 excavator. And the Safe Working Load for such equipment. The lifting plan will identify the individuals responsible for managing the lifting operators

and include Method Statements and Risk Assessments that take into account the Metrolink equipment within the vicinity of the site and the existing viaduct structure with specific identification of the overhead structures.

6.8 Security and Site Hoarding.

The selected Contractor will be required to establish and maintain a safe and secure site. This boundary will be created by using metal Heras panels secured against wind loading and wrapped in monoflex to assist with the reduction of air born contaminants during the works. All material and plant will be securely stored within this area.

During normal working hours, a gate keeper and traffic marshals will manage access to the site, compounds and working areas. A CCTV system will be installed by the selected Contractor which will monitor all areas during non-working hours.

No workers will be allowed to congregate outside the working and site compound areas at break times, the selected Contractors site supervisor is to ensure that this is adhered to at all times.

The selected Contractor is to ensure that the perimeter to the site is secure and that the public feel safe and secure when walking past the site.

6.9 Working Hours.

To safeguard the amenities of the occupiers of nearby residential and commercial properties during the works, activities shall be confined to the following hours unless otherwise agreed in writing by Manchester City Council Environmental Health:

Mon - Fri	
Work permitted	7.30am - 6.00pm
Saturdays	
Work permitted	8.30am - 2.00pm
Sundays and Bank Holidays	
The site will not be open on Sundays or Bank Holidays	

Work may be required that takes place outside of the permitted hours for specific activities, an example of this may be the delivery of plant under a movement order.

On an occasion of this nature, approval would be requested from Manchester City Council by the selected Contractor and the works planned carefully to ensure potential disruption is kept to a minimum, not disrupting public access during busy periods or in contravention of planning conditions.

Full liaison by the selected Contractor will need to be maintained with Metrolink and the car park operator via direct communication, and with the Council's 24hour noise team, details will be prominently displayed on the site noticeboard providing a 24hour contact in case of emergency.

6.10 Signage.

The selected Contractor will be required to ensure prominent signage is used on site to inform and advise site personnel of hazards, safe access routes etc. Signage on the external hoarding will advise the public of the works, vehicle movements, areas etc and will additionally benefit from the contact details for the selected Contractor.

The selected Contractor is to ensure that all signage will be informative, clear, professional and in line with best practice procedures.

Prominent site signage is to be located at entrances to and from the site containing the Health and Safety notices advising all operatives and visitors of the general site safety rules.

Further warning signage are to be displayed around the site including the main entrance, warning, and providing advice to operatives and the public of more specific dangers such as traffic movements.

Site signage is to be provided to advise visitors and delivery personnel of the safety requirements within the confines of the site.

Signage will include warnings for:

- Existing viaduct overhead structure
- Metrolink equipment.
- Overhead and underground services
- PPE specific work zones and visitor requirements
- Noise
- Danger of Construction site etc.
- Personal Protective Equipment requirements

All information relating to health and safety, including the F10 form and the site rules, is to be displayed on a notice board situated within the site welfare facilities. The main notice board is to show the project site management team members, including First Aider's and Fire Marshals, contact details of site staff with emergency, out of hours contact details and the appropriate Considerate Contractor's poster.

6.11 Lighting.

Due to the location of the site, this document recognises the Dark Skies issue. As such the no permanent lighting will be permitted to be used for this project. Therefore, the selected Contractor will be required to manage any lighting necessary for security or the safe execution of the works in order to limit light pollution.

If security lighting is required to the site compound, this will be via PIR sensors sufficiently set to only switch on lighting when detecting human presence. Where task lighting is deemed necessary, this will be via mobile units that can be moved with the phasing of the works and therefore localised to the task being undertaken.

If any lighting is required to ecological buffers between construction activity and retained habitats, it should be short duration (if unavoidable) and be pre-agreed with the ecological consultant and be comprising of temporary equipment of an agreed type(s).

6.12 Metrolink, access and protection of equipment.

It is acknowledged that prior to works commencing on site, the selected Contractor will be required to demonstrate safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

The selected Contractor will be required to engage with Metrolink as described within Section 1.2 of this document. During these engagement meetings the selected Contractor will present Method Statement and Risk Assessment for review and agreement with Metrolink.

Access to the site by Metrolink will be by prior agreement and any Metrolink operatives will be subject to a visitor site induction and will be required to follow site rules and the wearing of suitable PPE.

As described in Section 5.3 of this document, a designated area outside of the site compound will be retained for unrestricted access by Metrolink.

7.0 Outline Programme

7.1 Outline Programme

The works are anticipated to start in February 2022 and run through to June 2022 subject to confirmation of the selected Contractors Contract programme.

8.0 Impacts & Mitigation Measures

8.1 CEMP and ECoW

The CMP acknowledges the Construction Environment Management Plan issued by Urban Green. A copy of which is included in Appendix D. The selected Contractor will be required to acknowledge the contents of the CEMP and comply with its contents within their Method Statements.

The selected Contractor is to arrange a meeting with the Ecological Clerk of Works (ECoW) prior to commencing work on site. From this initial meeting, the selected Contractor will agree timings for the ECoW to visit site and hold toolbox talks, review method Statements and oversee works where necessary.

The CEMP includes risk assessment of potentially damaging construction activities, identification of 'biodiversity protection zones' and measures to avoid or reduce impacts during construction which the selected Contractor will be required to follow.

8.1 Ecology and Identification of Biodiversity Protection Zones.

The selected Contractor is to acknowledge the Key Ecological Constraints Summary and identified Habitats contained within the CEMP.

Prior to works commencing on site and as part of the site establishment, the selected Contractor is to erect fencing in line with BS5837 to the single multi-stemmed goat willow (*Salix caprea*) was present at the far eastern extent of the site that is being retained.

It is acknowledged that the scattered tree, scrub and loose vegetation on the existing viaduct provide nesting opportunities for notable ground nesting and passerine species. Prior to commencing works on site and prior to the start of the nesting season, the selected Contractor is to form an exclusion zone by the use of red/orange flags to deter ground nesting birds from work areas. It is noted that as this will be limited to the East end of the Viaduct, the extent of the viaduct not being developed will remain as an attractive nesting zone to ground nesting and passerine species.

8.2 Protection of Watercourses

This document acknowledges the Rochdale canal and Castlefield basin in close proximity to the site. The selected Contractor is to identify any potential sources of pollution as a result of the works and included within the Method Statements and Risk Assessments measures to limit any potential discharge to these or nearby drainage systems.

8.3 Noise

As the works are limited to the erection of the modular events space building, installation of the pre-fabricated welcome kiosk and visitor toilets, laying of granular materials and planting, it is not anticipated that excessive noise will be generated.

However, it will be the responsibility of the selected Contractor to carry out a baseline noise survey and discuss the readings with the Manchester City Council Environmental Health officer to determine the baseline and agree practical trigger levels based on the scope of works and planned activities.

8.4 Dust Suppression, Dirt & Air Quality

The selected Contractor will manage site activities to reduce emissions of dust PM10 and PM2.5 from construction activities.

The following will be considered by the selected Contractor:

- Preparing an air quality statement for demolition activities including air and dust risk assessments.
- Identifying the potential scale of dust emissions on health and the natural environment.
- Best practice methods for controlling dust on site such as damping down, sheeting over of all vehicles leaving the site and wheel washing where required.
- Recommendations for monitoring.
- Early notification of new 2015 and 2020 standards for non-road mobile machinery.

The selected Contractor will also consider the emissions of nitrogen oxides (NOx) from construction machinery and will be required to take all necessary steps to carefully plan and manage the works so that the impacts of dust and emissions from construction activities are reduced to a minimum so as to not worsen air quality.

To comply with HSE, Environmental Protection legislation the selected Contractor will be required to ensure effective dust and emission control measures are in place for every dust generating activity.

Air monitoring will be undertaken by the selected Contractor at regular intervals and will be analysed to ensure that the air quality of the surrounding area is not being detrimentally affected by the works. Air monitoring is not just be related to dust but will also consider particulates, PM10 being the recognized benchmark. NOx emissions as well as the levels of CO2 created by site-based activities will also be addressed by the selected Contractor.

It is envisaged the selected Contractor will consider the following techniques:

- Monoflex, debris netting to be affixed to the site hoarding to contain the construction activities.
- To reduce the CO2 emissions, no construction vehicles or plant will be allowed to idle. If it is not being used it will be turned off. This will include all delivery vehicles.
- Adoption of 'green fleet management practices' to set out ways to reduce CO2 emissions along with a monitoring process to record savings made.
- Use of electrical powered tooling and where ever possible plant, to reduce the emissions created from site.
- All Non-Road Mechanical Machinery (NRMM) used on site are to be compliant with the latest legislation to CAT3 and registered with Manchester City Council. Machine plate details, certificates of thorough inspection and record of inspections is to be kept in the site file.
- Water is to be used to suppress dust generally and specifically for excavation and ground clearing or concrete breaking out.
- All skips and HGVs containing waste are to be securely covered and water 'misted' as appropriate.
- Trained and responsible management is to be maintained on site during working hours.
- Dust monitoring will be carried out at regular intervals, increasing in frequency during works that will inherently generate dust (e.g. Excavations). If the levels of dust particles in the air are deemed unacceptable action will be taken immediately and control measures implemented to avoid, reduce and/or suppress dust.
- Where practical the selected Contractor is to consider dust screening measures placed at the site boundary.

8.5 Waste Management - Recycling/disposing of waste resulting from demolition and construction works.

The selected Contractor will be required to reduce the amount of waste material on site as far as reasonably practicable through waste minimisation, re-use and recycling.

The approach to the treatment of waste will be to appoint a waste manager.

The appointed person will be responsible for:

- Ensuring the site is kept clean and safe.
- The collection of waste from a central point.
- Segregation of waste on site.
- The upkeep and maintenance of the SWMP.
- Waste log.



All waste material is to be securely contained and collected from within the confines of the site.

The selected Contractors remit will also ensure that all access routes, fire escapes and staircases are swept and kept clear of debris on a regular basis to maintain high standards of health and safety on the project.

All general areas of the project will be swept clean on a weekly basis. The selected Contractors sub-contractors will be responsible for removing waste emanating from their works to a central point on site.

As part of the environmental approach for the project the selected Contractor and their sub-contractors will be required to source materials from local companies if specification requirements and costs are met.

8.6 Good Neighbour Policy

The selected Contractor will be required to work closely with Manchester City Council, the Client, Metrolink, Network Rail and Urban Green as well as establish regular communication with the nearby residents and businesses. And to ensure all staff and operatives take due care of the community and environment within which they will be working.

The site delivery team will be responsible for fostering good community relations with those noted above and the public that visit the existing car park and surrounding area.

From the start of the project an individual employed by the selected Contractor and directly involved in the management of the site will be identified as being specifically responsible for community relations (Community Liaison Manager). This single point of contact will be established for all liaison with the general public. The selected Contractor will be required to initiate early

communications to establish a good rapport with the community which will help reduce problems that may arise during the construction process.

As part of the process, it will be a requirement of the selected Contractor to issue regular newsletters to keep the sites neighbours up to date with what has and will happen on site.

The selected Contractor will be required to ensure that any particularly sensitive works or issues are dealt with in a professional and accountable manner, with the public and local community kept informed always. This may include things like out of hours delivery of large items. Information boards will be displayed on the site hoarding which will highlight the key personnel on site including their contact details.

The regular newsletters will also highlight the key personnel and their contact details, in the event of a complaint the Community Liaison Manager will respond by return or as soon as practical.

It is a requirement of the selected Contractor that all complaints are logged, all actions tracked, and each item closed out to the satisfactory agreement of all parties. Prior to any person being allowed on site they must go through a Health, Safety and Environment Project Induction which, amongst others, will highlight the requirements set out in the Considerate Constructors Scheme.

The obligations to be fulfilled by the selected Contractor can be summarised below and ensures that the neighbours and local community are fully engaged with and considered before and during the construction process:

- Regular liaison between the selected Contractor and the local community.
- Hold regular meetings with accurate minutes of meeting taken.
- Contractor to appoint a 'Community Liaison Manager.
- To provide a staffed hotline during construction activities and an emergency contact number for out of hours concerns.

8.7 Considerate Contractors Scheme

The project will be registered under the Considerate Contractors Scheme and will follow the Code of Considerate Practices as set out overleaf.

Considerate

Communication

Sites proactively inform those affected by the work in advance of activity on site.

Parking

Site parking causes minimal impact on an area.

Diversions

Diversions are avoided. However, where necessary, they should be clear and simple to follow.

Deliveries

Deliveries are planned and timed to cause the least amount of impact.

Perimeter

Site perimeters maintain a positive image of the industry and proactively assist all passers-by.

Responsible

Health and well-being

Sites are committed to the health and well-being of those they engage.

Security

Sites are secure at all times.

Educational visits

Sites engage with educational establishments to promote the industry in a positive way wherever possible.

Equality, diversity and inclusion

Sites value the contribution and diversity of every individual with whom they work.

Appearance

Perimeter

The perimeter of the site is a positive advertisement for the industry.

Facilities

Facilities are kept clean, tidy and well presented at all times.

Site

Sites present an appearance that is a credit to the industry.

Vehicles

Vehicles present a positive image of the industry.

Safety

Neighbours and the public

Sites have systems that care for those they affect.

Visitors

Sites care for visitors.

Operatives

Sites encourage all on site to improve safety performance.

Environment

Policies, procedures and assessments

Environmental standards and targets are documented and monitored.

Waste and recycling

All waste is properly managed and every effort made to reduce, reuse and recycle.

Ecology

Everything possible is done to protect and enhance the local ecology.

Hazardous materials / substances

Hazardous materials/substances are controlled and managed responsibly.

Energy efficiency / conservation / reduction

Sites are proactive and innovative in seeking ways to save energy and reduce carbon emissions.

Pollution

Potential sources of pollution are removed/minimised.

Good Neighbour

Communication

Neighbours are proactively informed about site activity throughout the course of the project.

Avoiding nuisance

Sites interact positively with neighbours.

Complaint handling

Any complaints are recorded, investigated and resolved satisfactorily.

Goodwill

Sites support the local community wherever possible.

Accountable

To the Considerate Constructors Scheme

Sites actively promote registration with the Scheme and its aims.

To the public

Sites positively promote themselves and the industry.

To operatives

Sites support operatives in surpassing the requirements of registration.

Training

Tower Demolition Ltd and it's sites look to constantly develop our staff and supply chain.

Respectful

Operatives

Operatives always appear and act professionally always.

Facilities

Facilities are of good quality, well maintained and suitably equipped.