

Ancoats Dispensary

Construction & Demolition Management Plan (CMS)

Rev 0

16 November 2021



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Introduction

Site Description:

The Site is located to the south of Old Mill Street, adjacent to Lampwick Lane in New Islington in Manchester (“the Site”). It is within the City Centre Fringe, to the east of Manchester City Centre.

New Islington is a regeneration priority for Manchester City Council and has been subject to significant investment to facilitate the delivery of residential development and community infrastructure over the years.

Old Mill Street provides a route from Great Ancoats Street through New Islington, connecting the neighbourhood with Manchester City Centre and the surrounding neighbourhood of Miles Platting, which mostly comprises of two storey residential terraces. Traffic diversions will be put in place for the lane closure on Old Mill Street which is required for the works, this has been discussed and is in agreement with MCC Highways.

Immediately to the south is the Manchester Life Lampwick development, which is under construction. This development comprises of ten-storey, five-storey and six-storey buildings, set around a central courtyard. The development will provide 209 apartments and four duplex homes, along with four commercial units at ground floor level. The homes are proposed to be for private rent.

Circa 40 metres to the east of the Ancoats Dispensary is Stubbs Mill, a former textile machinery mill, which now provides 27,500 sq ft of workspace which has been fully let to global sports brand Fanatics. The vacant site to the east of Lampwick Lane received planning permission in 2016 for Yo! Homes’ 6 storey building to form 24 no. unique residential apartments. This permission has since expired.

To the north of Old Mill Street and the Site is the Weavers Quay development, which completed construction in July 2019 and comprises of 201, one, two and three bedroom apartments for rent.

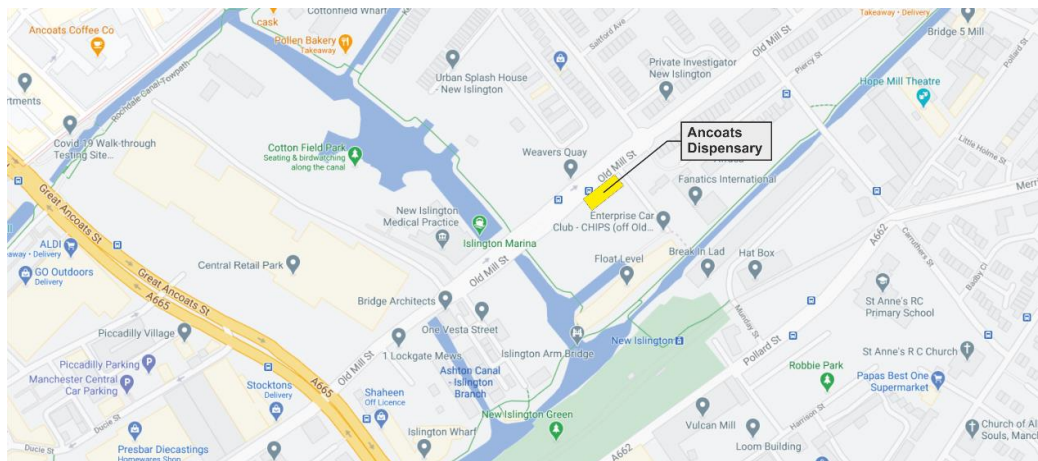
The Site comprises of the three storey (with basement) gothic style Grade II Listed Building, known as Ancoats Dispensary, which is located south of Old Mill Street in New Islington, Manchester.

There are small areas of hardstanding in front of the north elevation on Old Mill Street, to the west of the western façade and to the south of southern façade. These areas are mostly occupied by the large and complex scaffolding structure which is supporting the remaining structure of the Ancoats Dispensary from further collapse.

The building is currently derelict and the upstanding remains comprise principally of the internal and external load bearing walls. The building has been partially demolished which has included the removal of the roof and the internal floors have collapsed.

The building is currently unsafe to enter and it is clear from the drone model that there are unstable walls within the building, loose objects and unstable masonry present a significant demolition challenge, a safe and sensitive methodology has been devised to both ensure personnel are kept safe at all times and the historic façade is protected. The site constraints add to the complexity of the project, the new Lampwick development blocks access from the rear, Upper Kirby Street access

needs to be maintained at all times and with the front Old Mill Street façade being held by a new large façade retention scaffold, this only leaves the small West gable that can be used for access into the building. This is explained in further detail later in this document.



The Development Proposals

Full Planning Permission

Retention and refurbishment of the former dispensary building's two principal facades, facilitated by: partial demolition works; extension of the building's footprint southwards; and, extension to its height by 1.5 storeys, together with the removal of the entrance steps and lowering of the ground floor level, and the re-instatement of a central tower, to provide affordable housing units (Use Class C3), with creation of an external secure cycle store, bin store, boundary treatments and associated works

Listed Building Consent

Refurbishment, partial demolition and extension of the former dispensary building to increase the height by 1.5 storeys and extend the building footprint to the south, with the removal of the entrance steps and lowering of the ground floor level, and the re-instatement of a central tower with creation of external cycle store and bin store, boundary treatments and associated works

Project Team

Full details of the Project Team are set out below:

Employer:	Great Places Housing Group
Employers Agent:	Turner Townsend
Principal Designer:	Buttress
Architect:	Buttress
Structural Engineer:	Ridge
M&E Engineer:	Ridge
Main Contractor:	EWC Construction
	Senior Project Manager: Adam Pickford

Project Programme

Anticipated Oct 2021 to September 2023

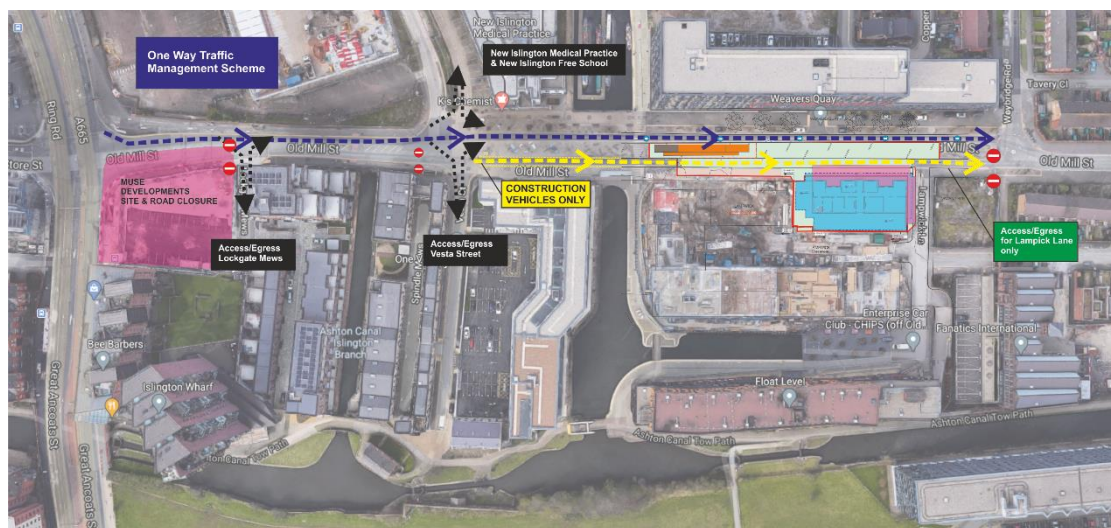
It is anticipated that demolition works will commence at Week 9 for around 12 Weeks.

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 GP, EWC and MCC Highways and an approval in principal for the below traffic management plan has been agreed. The final agreement will take place around 10 week prior to the commencement onsite.



Site Logistics, Loading and Unloading vehicles

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

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

- Rear access blocked by the completion of the Lampwick development and Car Park
- Upper Kirby Street is unable to be closed, access needs to be maintained to the various residential developments.
- Old Mill Street – Lane closure and central reservation closure will be required to allow the construction of the façade retention scaffold.
- Demolition equipment, piling rig, excavators, MEWPs and a small crane 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 remove the West gable wall as detailed carefully by hand working from the converted façade retention scaffold currently in place to an access scaffold. If the gable wall was to remain in position, crane lifting each of these elements of plant and equipment over the



existing walls (if the west gable wall was to remain in position) and into the building would not be practical or possible.

- A significant amount of material (waste) is required to be removed from the existing basement and ground floor area visible from the drone model, there also appears to be unstable walls and materials on ledges so for safety reasons the method of demolition will need to include a mixture of man-riding baskets from cranes and machine demolition from a safe distance with MEWPs carefully cutting loose the internal walls from the remaining facades. Access into the building is essential to the safe demolition methodology and requires the West gable wall to be safely removed to allow access into the building to clear the waste, safely remove any unstable walls, grub up the basement slab in readiness for piling etc.
- Project as a whole presents a logistical challenge to get materials into the project and waste away, laydown areas are limited and the scaffolding required for the façade retention is going to significantly encroach into Old Mill Street reducing working room so good traffic management and gates in and out are required.

Please note that detailed method statements will be produced for each element of the works. The removal of the West and South facades will be carried out by hand from the scaffolding to ensure that no elements of the North and East elevations are damaged. Then working with various elements of plant such as 'man-riding baskets' from cranes, MEWPs and demolition plant with grabs will all ensure that the walls are brought down to safe stable levels before clearing the route into the building for personnel on foot. Slowly and carefully working our way into the building in the phases shown on the methodology document will provide the greatest protection possible to the existing facades.

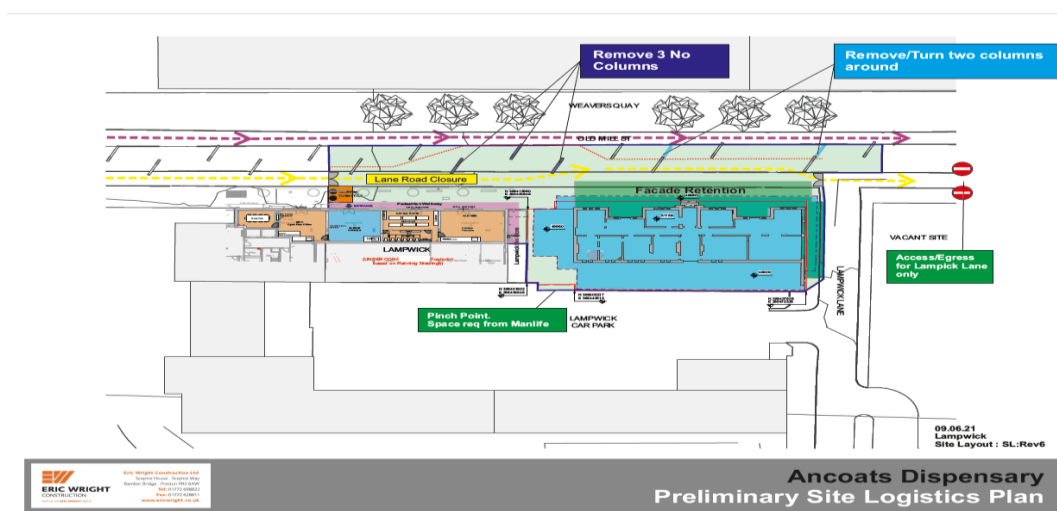
Using hand demolition the external walls can be brought down course by course, utilising this method will also save as many bricks as possible to avoid needing to find reclaims for any elements of façade repair. Removal by hand is the least disruptive method of demolition and it can be done in a way that is sensitive to the history of the building and will ensure that the existing walls are protected and minimise movement and vibration.

Where walls adjoin the existing façade which is to be saved, it is proposed that these are clean cut rather than broken out, this will avoid unnecessary damage and potential movement that could affect the walls being saved. Where possible and safe to do so, protection boards and stop blocks will be provided on or around elements of the retained façades to avoid falling objects and debris hitting and damaging the brickwork or potential clashes with plant.

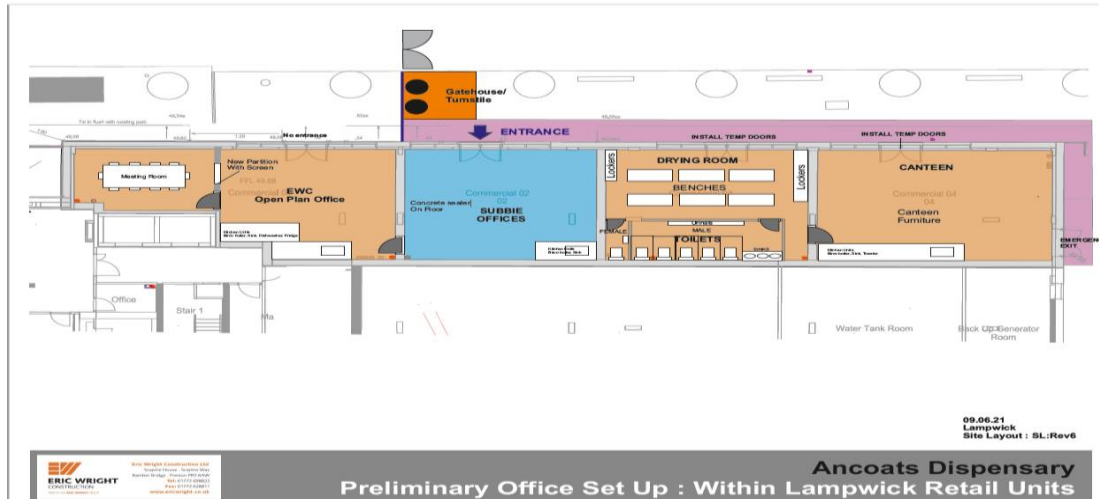
Detailed Demolition Plans, Method Statement and Risk Assessments will be concluded with the selected demolition partner closer to the start of the project. We have assumed that the demolition phase will follow the following sequence but this is subject to change (Initial Demolition Phase Plans are shown below and appended to this document):

- Set up site and hoarding line
- Erect Façade Retention Scaffold to Old Mill Street and add any further Kentilage (weight) as required by the design to the Upper Kirby Street Façade Retention Scaffold.
- Modify current scaffold on south and west elevations to access scaffolds as well as holding those two facades in place.

- Once new and old scaffolds have a hold of all 4 external walls, the bridge beams above the building can be released and removed, these will most likely need to be crane lifted down to Old Mill Street within the site compound.
- Demolition crew will access the scaffolds and firstly check for any loose brick, copings, and materials and safely remove these to prevent any uncontrolled falling materials.
- Remove by hand the rear and gable brick elevations from the above access scaffolds, also bringing down any connecting internal walls that can be reached from the scaffold, the scaffold will be stripped on the rear and gable elevations alongside the demolition of those walls. We'll be aiming to save as many bricks as possible at this stage.
- Because the building is unsafe to enter in person it is likely that either a crane with a 'man riding basket' or a combination of MEWPs and Demolition 'Grab' excavators will be required working from distance, working their way into the building in Phases. If Cranes are utilised these will need to be set up on Old Mill Street to get personnel into the building from above to bring the internal walls down to a safe and stable level.
- Any connecting internal walls to the 2 retained facades will be clean cut from either MEWPs or the man riding basket from the crane to release these walls from the retained facades to avoid any movement from the demolition behind affecting the retained brickwork.
- Once gable wall has been removed and the rear and internal walls are down to safe stable levels, the access scaffold to the rear and gable elevations will be removed completely.
- Then working from the road by machine, the lid of the basement slab (currently under the west elevation scaffold) will be broken up, using the material broken up from the basement slab a temporary ramp into the basement can be formed and the remainder of the demolition can take place safely from a distance using longer reach machines. Any remaining walls adjoining / connected to the two retained facades will be cut via MEWP or a man riding basket from a crane.
- The intention is to ensure that no one enters the building on foot at any point until safe to do so once any unstable walls and floors are made safe and safe walkways have been formed.



Construction Phase Plan;

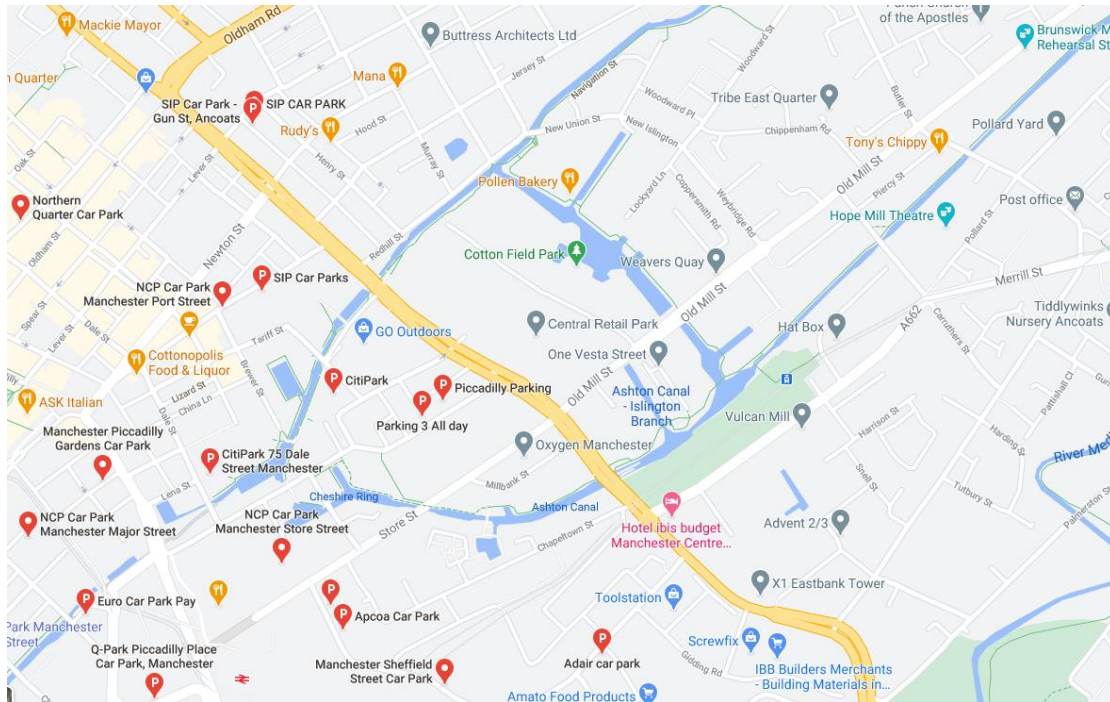


Delivery vehicles will be controlled to ensure that unloading only takes place within designated times and within the site boundary (unless working on the surrounding infrastructure/highways). Vehicles will enter site immediately and gates will be manned to ensure no deliveries are kept on the highway. 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 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.

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 on Islington Wharf and Vesta Street over the last couple of years we are aware of the local context and nearby vehicle parking.



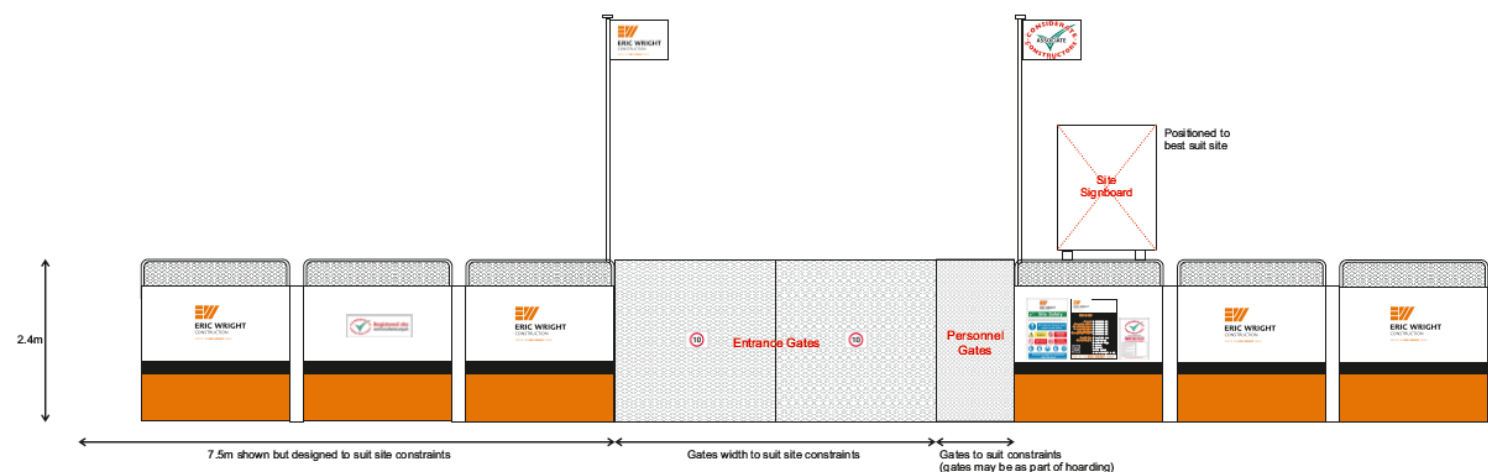
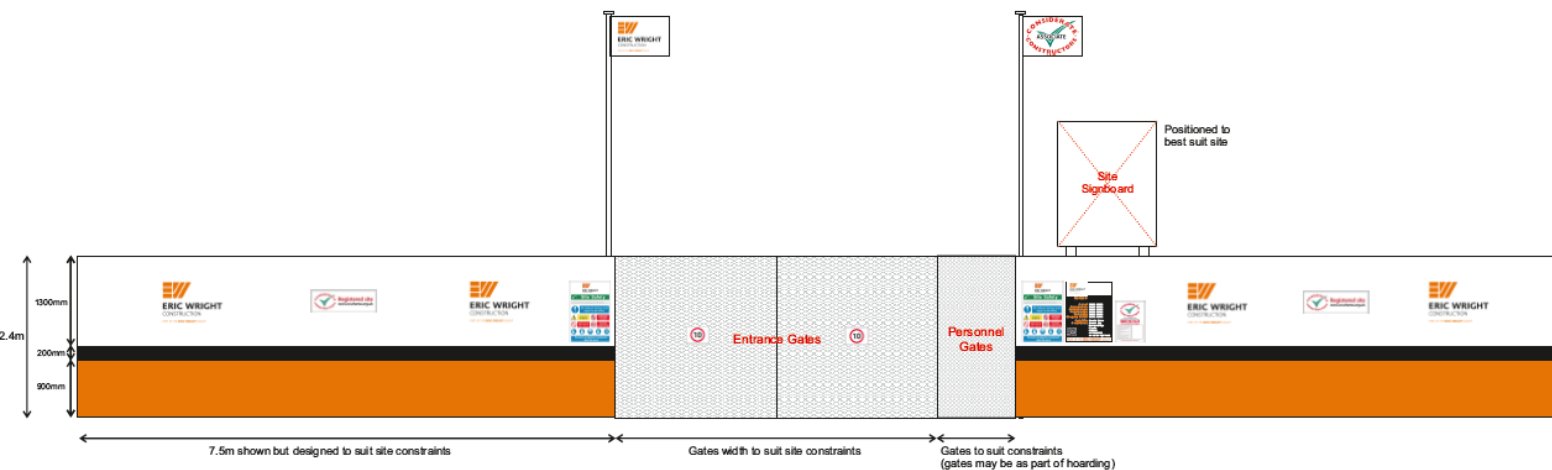
Storage of Plant, Materials and Fuel

Site storage of materials and plant will be very carefully controlled by restricted allocation of zones to particular trades. Detailed plans of the site will be drawn up outlining areas available for moving and storing materials during the various stages of the contract.

Wherever possible materials will be delivered shrink-wrapped and palletised to be unloaded and distributed safely by crane or hoist. Diesel fuel for site plant will be stored in sealed tanks inside bunded walls with a minimum of 110% of the capacity of the tank. The use of diesel driven plant and equipment will be kept to an absolute minimum. Wherever possible equipment and plant will be electrically powered to reduce noise and prevent emissions.

Erection and Maintenance of Security Hoarding

The operatives will utilise a safe system of work to ensure the general public are segregated from this element of works. All boundaries of the project will be closed off by a Heras Type Fence. Hoarding directly on to highways will be constructed to meet current regulations. All fencing will be visually inspected daily and maintained accordingly. We will erect a 2.4m solid hoarding to the entrance to the site as per the EWC hoarding standards (see below).



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:

Re-Use of Existing Materials

- Re-use of materials currently stored off-site for tower re-build
- We will aim to salvage as many bricks as possible from the demolition phase, clean and palletise the brick ready for re-use in the façade repair package.
- Re-use any stone in good condition found during the demolition package and basement clearance.

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

- Segregate different types of waste as they are generated using different skips where possible (given the space available).

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

Monday to Friday Commence 7:30am till 18.00
Saturday 8:30 till 14.00 (As Required)
No working Sundays or Bank Holidays

Noise 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.

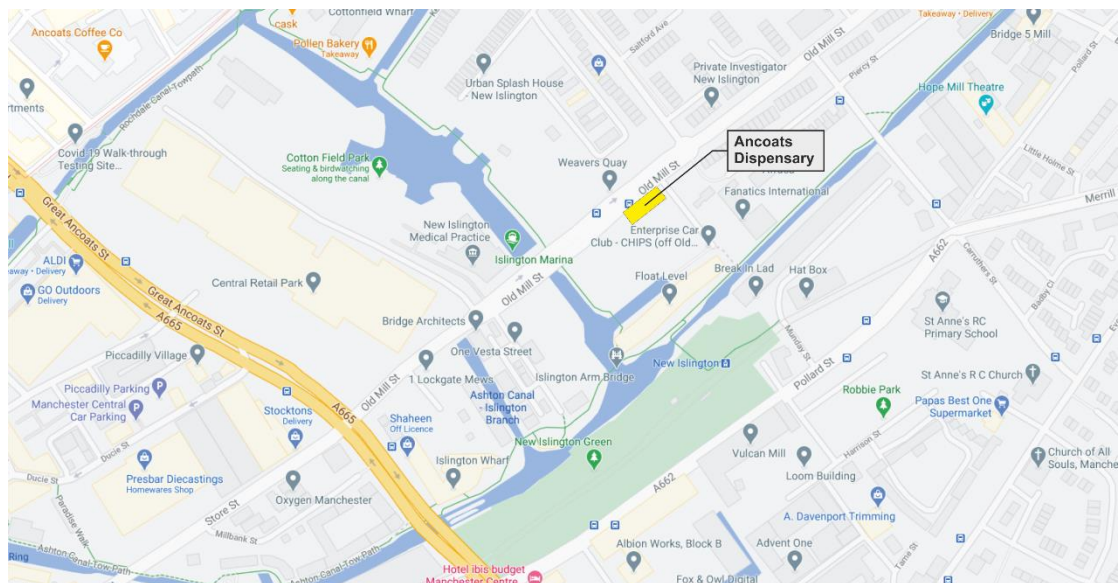
All measures to minimise construction noise would be taken according to best practicable means, as described in the mitigation measures section and in line with BS5228. The information contained within the acoustic report prepared for the scheme will also feed into the monitoring strategy and risk assessments.

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** – Residential 22m from Facade
- **East** – Residential 40m
- **South** – Residential 20m
- **West** - Residential 10m



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 Assessment will be carried out by the Environmental Coordinator upon commencement and at regular intervals throughout the construction process.

Mitigation Measures

The noise 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 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:

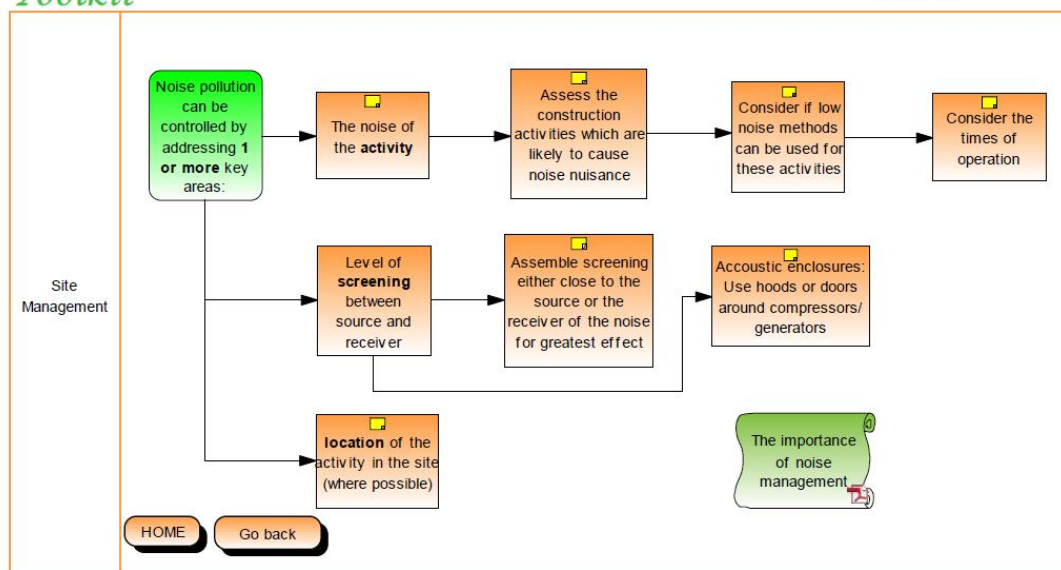
- A fairly uniform panel, free from holes with no gaps or openings at joints (uneven ground may leave gaps to be filled);
- Stable and robust enough to stand up to site conditions;
- Of a height and width more than enough to completely cut off sight of the source from the receiver, and
- Preferably at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

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

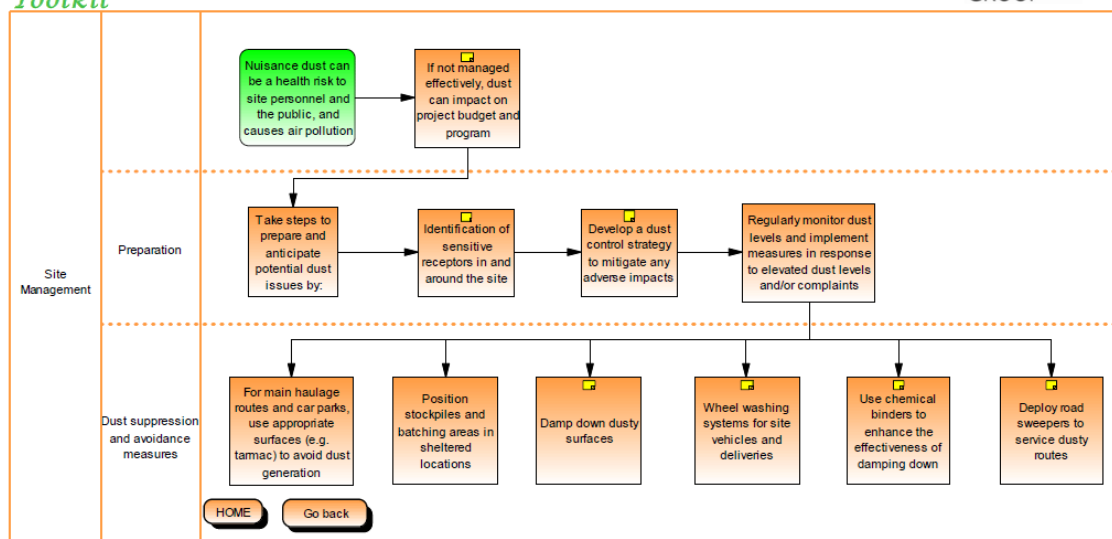


Fire proofing and insulation	Use of suppression or extraction equipment should be used. Vacuum cleaning where possible	Project Manager
Cleaning	Avoid dry sweeping use vacuum control where possible	Project Manager

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:

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

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

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