



Construction Management Plan



TRIBE HOTEL MANCHESTER AIRPORT

Revision No	Date	Description	Amended By	Issued To
Rev A	15/07/21	First Issue	MZ	
Rev B	23/08/21	2nd Issue	MZ	
Rev C	14/09/21	3rd Issue	MZ	

MY CONSTRUCTION

28 St Albans Lane, London NW11 7QE
Tel: 0208 450 5747 Fax: 0208 450 0707
Email: info@myconstruction.co.uk

Contents

- 1.0 Executive Summary
- 2.0 Construction Scope/Sequence of Works
- 3.0 Existing Site Location
- 4.0 Construction Logistics
- 5.0 Construction Methodology
- 6.0 Construction Programme
- 7.0 Traffic Management Strategy
- 8.0 Environmental Management

Appendices

- 1 Logistics Plan
- 2 Traffic Management Plan
- 3 Dust and Air Emissions Mitigation Measures

1.0 Executive Summary

This Construction Management Plan (CMP) has been produced in reference to the construction of a new 9 story Tribe Hotel (8 story above ground) with 412 rooms, crew lounge, bar restaurant, the works encompasses the installation of paved areas with hard and soft landscaping. A Construction Logistics Plan (CLP) was specified as being required, to ensure the development does not lead to damage to the existing highways and to minimise disruption to neighbouring properties and the environment.

This CMP sets out the construction strategy for the project and describes the nature of the activities to be undertaken. It identifies the environmental considerations associated with these activities and outlines the appropriate measures that might be implemented for their mitigation.

- 1.1** Management, planning, adoption of environmental best practices, good neighborhood policies and regular meetings as necessary with client administrator and council including local stakeholders and community engagement will contribute to mitigate adverse environmental effects and ensuring good construction and Health & Safety.
- 1.2** This CMP sets out a number of strategies, stands and procedures in order to mitigate anticipated environmental impacts and ensure good site Health & Safety practices.
- 1.3** This document sets out how MYC shall outline the environmental impact produced by the construction works and how the construction will be managed and minimised in relation to the following:
 - Existing Site Location
 - Constriction Phase Logistics
 - Construction Phase Methodology
 - Construction Phase Programme
 - Traffic Management Strategy
 - Environmental Considerations
 - Site Health & Safety mitigation provisions
 - Public relations and community liaison

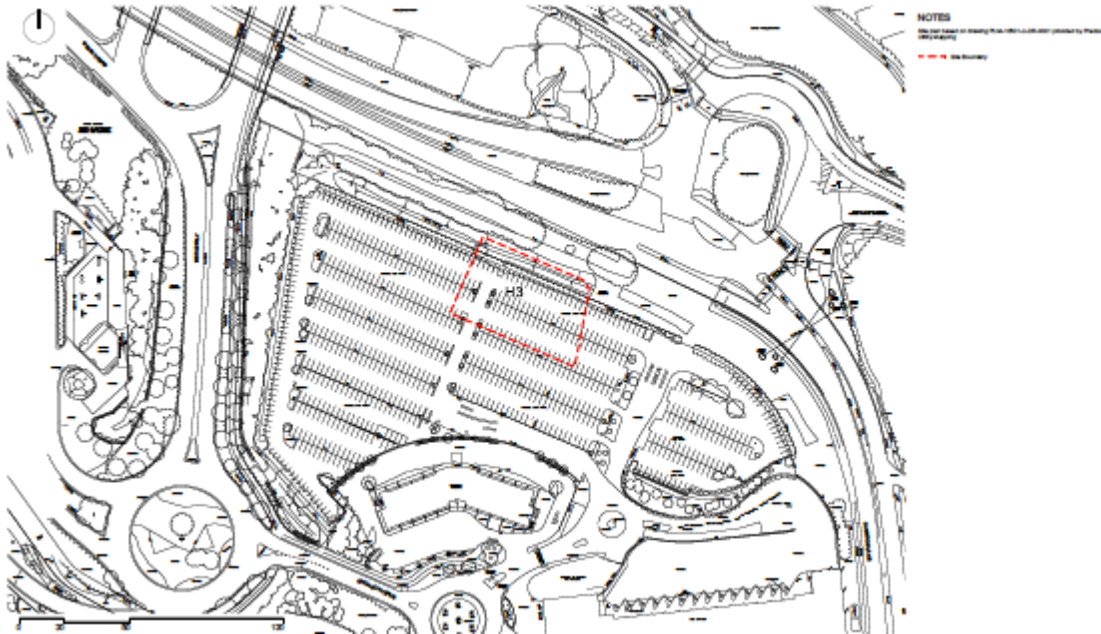
2.0 Construction Scope / Sequence of Works

2.1 The scope for works for the construction stage is demonstrated below in a brief format. Full details are contained within the Architects and Engineers drawings and specifications. In summary:

- SITE SET UP
- GROUND WORKS.
- PILING
- PILE CAPS AND BASE CONSTRUCTION
- THE STAIR CORES AND UNDERGROUND DRAINAGE,
- GROUND FLOOR SLAB
- REINFORCED CONCRETE FRAME CONSTRUCTION,
- SCAFFOLD AND HOISTS
- STEEL SUPPORTS AND THE STRUCTURAL GLASS
- ROOF FINISH
- SFS FRAMES AND STRUCTURE FOR THE CURTAIN WALLING
- WINDOW'S, RAIN SCREEN AND ALUMINIUM CLADDING,
- SCAFFOLD REMOVAL
- MEP CONNECTIONS.
- FIT OUT
- LANDSCAPING AND EXTERNAL FURNITURE
- COMMISSION AND SNAGGING

3.0 Existing Site Location

3.1 Existing Site Layout



Site Plan of Development – site highlighted in red

- 3.1.1 The site is within the northern extent of Manchester Airport. The site H3 situated on land bordered between the M56 spur, World Way and Chicago avenue. The site falls within land designated as the 'Manchester Airport Strategic Site' as defined in Policy MA1 of the core Strategy and is located within the airports operational area and Airport City Enterprise Zone..
- 3.1.2 The site is currently being used as a carpark with some areas of landscaping therefore minimal demolition work is required. It is the Client's intention that works will be carried out within the footprint of the site.
- 3.1.3 A new pedestrian and cyclist bridge has been constructed in close proximity to the left hand side of the new building, the is also a pedestrian lift core adjacent to the proposed building. This area will require careful management and protection during the build and we note the new pavement finishes are within this works package.
- 3.1.4 As such the proposed Construction shall consider the potential impacts of the works, in order to develop and implement a sympathetic approach where possible to minimise the impacts.

4.0 Construction Logistics

4.1 Overview

4.1.1 This section identifies the key considerations and our outline specific proposals for this project as follows:

- Statutory licenses and approvals
- Project supervision
- Project working hours and restrictions
- Access proposals
- Perimeter hoarding and gates
- Site accommodation and welfare
- Site security
- Temporary services
- Dust suppression measures
- Access scaffolding and dust encapsulation
- Temporary support design and installation works
- Site communications
- Third party/neighborhood liaison
- Management of waste and arisings
- Fire safety
- Ancillary terms

4.0 Construction Logistics (Cont'd)

4.0 Construction Logistics (Cont'd)

4.2 Statutory Licenses

- 4.2.1 Prior to commencement we shall make contact with local council and Manchester Airport to discuss the outline environmental requirements and strategy for the project. Our project team shall provide all necessary information and documentation to agree the proposed strategy with the Local Authority.
- 4.2.2 Prior to commencement of works on site, MYC shall provide all necessary information to the Client's PD to complete and submit the project programme.
- 4.2.3 Health and safety issues need to be addressed in a proactive manner during the redevelopment of the site. MYC will produce a Construction Phase Health and safety Plan in line with the requirements of CDM 2015 prior to works starting on site.

4.3 Project Supervision

- 4.3.1 The project shall be managed by our experienced and professional team, comprising a full time Project Manager and Site Manager.
- 4.3.2 Each of our core teams in respect of refurbishment and fit out will include non-working foreman who shall co-ordinate and report to our Project Team.
- 4.3.3 A member of MYC Senior Management Team shall visit site a minimum of a weekly basis to support the project team as necessary.

4.4 Accommodation and Welfare

- 4.4.1 Site accommodation shall be provided using mobile containers situated within site area. These shall be positioned to suit the works phasing and progress.
- 4.4.2 The Welfare accommodation shall comprise a Project offices, canteen, washing facilities and changing facilities. We shall look to maintain sufficient existing water and power during the course of the works.
- 4.4.3 There will be safe access to the project offices for any members of the public or Design Team wishing to meet with the site management team as necessary and location will be clearly marked on site hoarding.
- 4.4.4 The Project Management Team shall have access to 4G site communications and mobile phones shall be used to enable access or respond to any enquiries, comments or complaints.
- 4.4.5 A public display information board shall be posted with the relevant site contact numbers and other relevant project information at the site entrance and other strategic locations.

4.0 Construction Logistics (Cont'd)

- 4.4.6 We shall look to maintain sufficient existing water and power during the course of the works.

4.0 Construction Logistics (Cont'd)

4.5 Perimeter Hoardings

- 4.5.1 Prior to commencement of the works on site, we shall undertake a photographic record condition survey of the perimeter highways and street furniture which shall be kept on file.
- 4.5.2 Upon possession of the site MYC shall define and secure the site to prevent unauthorized access to the planned working areas within the site extents. See attached logistics plan.
- 4.5.3 We shall erect and maintain a free standing 2.4m high solid timber safety hoarding to the full site perimeter building elevations which shall be sequentially installed to ensure free pedestrian movement along the highways where relevant.

The hoarding will be lit using Flat cut off glass with no light spilled above the horizontal plain'

- 4.5.4 Secure site gates shall be installed at the site vehicle entrances and these shall remain locked when not in use and managed by dedicated personnel when in use.
- 4.5.5 Pedestrian access doors shall be installed within the hoarding with restricted access to unauthorized persons and the site shall ensure that these are manned or locked as necessary to prevent unauthorized access.

4.6 Site Security

- 4.6.1 During site working hours we shall provide gatemen to ensure the site and welfare accesses are manned at all times and assist with the smooth and safe access/egress of all construction related vehicles.
- 4.6.2 We shall use CCTV systems and audible alert points to ensure that the site security is suitably robust.
- 4.6.3 Any out of hours comments or complaints can be dealt with immediately by security team.

4.7 Access

Proposals

Pedestrian

4.0 Construction Logistics (Cont'd)

Access

- 4.7.1 Pedestrian access to the project office and welfare facilities shall be installed via a dedicated safe and secure manned entrance with access to the public highways.
- 4.7.2 Appropriate directional signage shall be installed to enable members of the public to visit the site if enquiries are needed to be made to our Management team.
- 4.7.3 MYC policy is for all site personnel to be sympathetic and respectful to the local area users and their environment and we shall ensure that our employees do not congregate in public areas whilst wearing construction PPE nor operate in a manner that is likely to cause offence or upset.
- 4.7.4 Visitors shall be allowed to enter the site via designated pedestrian access gates and a dedicated segregated footpath to the main site offices for registration and obtaining PPE.
- 4.7.5 Visitors shall be expected to attend a specific site induction unless being accompanied by a member of the site team.
- 4.7.6 The existing cross over points into site to be adapted to suit construction vehicles. This shall comprise of the installation of steel gates and appropriate signage maintaining the crossover points.

The number of heavy goods vehicles (HGV) required to service the site will fluctuate according to the works. It is anticipated that a maximum of 15 movements a day will occur at peak times, however as an average over the duration of the construction works the number of movements will be between 7 and 10 per day.
- 4.7.7 The traffic management strategy is detailed within this document in a later relevant section. A proposed traffic plan is included within the appendices which shall be circulated to the MYC Haulage Department as well as suppliers and external hauliers.
- 4.7.8 Movements of large or abnormal loads will be addressed in advance with Manchester Airport and other relevant highways authorities and the police in order to ensure compliance with regulations and advance notification for neighbors.
- 4.7.9 All access movements and vehicle movements shall be detailed within a site specific Traffic Management Plan which is where details will be issued for approval during the pre commencement stage.
- 4.7.10 All vehicle movements onto and from site will be undertaken at the direction of our trained marshals. Prior to leaving, all materials waste lorries shall be inspected by both the driver and the traffic marshal to ensure that the vehicle is in a

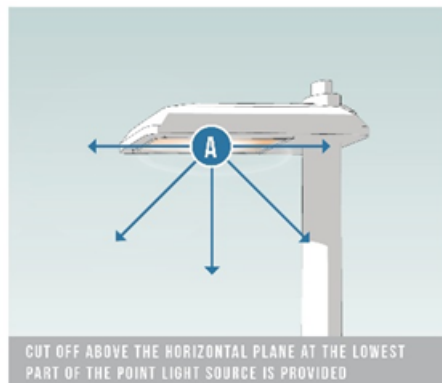
4.0 Construction Logistics (Cont'd)

clean and safe condition. All materials waste lorries shall also be sheeted over prior to leaving site.

4.8 Temporary Services

A temporary supply shall be taken from an existing building supply. We shall install suitable RCD protection to the temporary electrical circuit, which shall be installed by a NICEIC approved electrician.

All external lighting which will be used during construction will be 'Flat cut off glass with no light spilled above the horizontal plain'.



4.8.1 A Mains Distribution Unit Panel shall be installed to supply the cabling and breakers to the site transformers and lighting as required.

4.8.2 The site will be served by a series of 10kva transformers at appropriate locations as required.

4.8.3 We shall also identify suitable incoming existing metered water supplies to be maintained during the demolition and construction works as a TBS.

4.8.4 A water supply shall also be primarily used to provide a dust suppression measure.

4.9 Existing Building Services

4.9.1 Upon possession of the site, our service team shall inspect the site and undertake a visual survey of all existing services and confirm the location and type to the project team.

4.9.2 All building services shall be locally terminated back to incoming meters and valves and site side de-energized electrical, gas and water systems tested and made safe prior to the building being available for the intrusive site works.

4.10 Craneage

4.10.1 We shall utilize crane on site as required to lift plant and equipment to and from the working areas under suitable crane lifting plans design and undertaken in accordance with LOLER regulations.

4.0 Construction Logistics (Cont'd)

4.10.2 Our strategy currently anticipates that no 3rd party crane oversailing will be required and that cranes shall be sited within the site area so full coordination with Manchester Airport will not be required unless special deliveries are being made.

4.10.3 Any craneage activity is subject to a separate airport approval process which will be discussed on regular basis during construction phase with airport and site management.

4.11 Dust Suppression Measures

4.11.1 To minimise airborne dust emissions, using best practice measures, we shall utilise handheld water hoses to spray water at the source which will reduce dust from becoming an airborne nuisance if and when required

4.12 Access Scaffolding and Construction Encapsulation

4.12.1 To facilitate access to the buildings, we shall erect suitably designed tube and fittings scaffolding to the perimeter facade of the building which shall be wrapped in environmental sheeting to encapsulate the demolition process.

4.12.2 All necessary licences shall be agreed with Manchester Airport and any 3rd Parties where by scaffold access is to be erected as the works progress.

4.12.3 If required scaffold gantries and protection fans shall be erected as necessary to enable safe public access to the highways elevations to be maintained during the works.

4.12.4 Scaffolding shall be carefully installed as the construction process continues and the new building is increased in height.

4.13 Temporary Support Design and Installation Works

4.13.1 Where required our in house temporary works design team shall review the existing structure and validate the structural integrity as left by others once the demolition is complete.

4.13.2 Any investigations required to be undertaken by the site team to determine initial assumptions shall be directed by the temporary works engineer.

4.14 Movement Monitoring

4.14.1 Prior to and during the construction process we will set up movement monitoring if required by client's design team

4.14.2 These monitoring points will be recorded monthly and the results issued in a

4.0 Construction Logistics (Cont'd)

tabular format for the structural engineers to review and comment upon as necessary.

- 4.14.3 Specified and agreed limits and actions are defined within the monitoring specification and these shall be implements if and as required.
- 4.15 Third Party/Neighborhood Liaison
 - 4.15.1 We shall endeavor to provide a thoughtful and pro active approach when dealing with Manchester Airport, members of the public or third party project stakeholders who may virtue of location have an interest in the project.
 - 4.15.2 Manchester Airport and members of public shall be a offered a briefing on the scope of the works, programme, access and information as to how MYC will mitigate the effects of noise, dust and vibration during the works, with this being communicated by way of a news letter.
 - 4.15.3 The site management team will actively engage with the surrounding community and address any concerns or issues, by way of a one to one meeting or collectively with a news letter.
- 4.16 Fire safety
 - 4.16.1 MYC shall produce a fire plan which will be displayed on site notice boards and be included in the Site Induction. Any fire safety duties performed by MYC personnel will be undertaken in accordance with the fire plan.
 - 4.16.2 MYC will provide fire points which will be strategically located throughout the work areas. Fire points will include, as a minimum, fire point stand, fire extinguishers (1 no Co2 and 2 no foam), s and bucket, air horn klaxon and back panel for fixing appropriate signage (evacuation route, emergency procedures etc).
 - 4.16.3 Servicing and maintenance of fire points and extinguishers will be carried out.
 - 4.16.4 Appropriate signage will be positioned strategically around the site to effectively communicate the plan to the operatives. Emergency escape routes and exits will also be prominently displayed.
- 4.17 Ancillary Items
 - 4.17.1 All operatives will be equipped with appropriate PPE to the standards required by the project. As a minimum, safety footwear, safety helmets, safety glasses, safety gloves and hi-visibility vests/jackets will be provided.

5.0 Construction Methodology

5.1 Asbestos Removal

- 5.1.1 All asbestos containing materials shall have been removed from site by the demolition contractor and a register handed over to MYC prior to commencement on site.

5.2 Construction

SITE SETUP PHASE 1

Upon arrival we will bring a stand-alone welfare unit to serve operatives while site setup is in operation. All traffic movements and control will be agreed with Manchester airport

HOARDING

Where the public will be in close proximity to the site we will provide a 2.4M painted plywood hoarding with viewing ports the section which runs along the diverted pedestrian walk way will be lit for safety purposes, the area directly abutting the lift section of the pedestrian bridge will have a protective roof or covered over section as this area is extremely close to the main body of construction and will provide the public with additional protection. You will note on the layout drawing that for the construction phase the hoarding facing the Voyager Hotel will be set back from the edge of the site demise to maintain the car park barriers and away from the existing pedestrian protection barrier. Within the hoarding we will provide 2 gates Gate 1 facing the Voyager Hotel and Gate 2 exiting onto the rear service road. To the rear of the site facing the M56 Spur we will provide Harris fencing. The protection to the public is paramount therefore temporary barriers will be provided as the hoarding is erected.

CABINS AND OFFICES

Portacabin style welfare and office units will be placed on the existing carpark hard standing to the front of the site section facing the Voyager Hotel

SECURITY

Security cabins and guards will be provided at the site access and egress points. The dedicated security guards will supervise the entry and departure of both pedestrians and site traffic. Ensuring no unauthorised site access.

The security office will monitor the 4 CCTV cameras, to monitor vehicles and pedestrians. Safe segregated traffic and pedestrian routes will be demarked with barriers with defined and controlled crossing points.

As the site progresses defined pedestrian routes will be implemented (see phased drawings)

TEMPORARY POWER

Will initially be provided by generator until arrangements can be made with the utility company's

STRUCTURE PHASE 2

This Phase is ground works. The first element is the piling this period is envisaged for 6 weeks, during this period we will start clearing the site ready for the installation of the pile caps and base construction for the sub station and the stair cores and underground drainage, This will be followed by the ground floor slab

STRUCTURE PHASE 3

Phase 3 is concerned with the reinforced concrete frame construction, to enable the phase to be efficient we will have all the column and wall steel reinforcement cages manufactured off site as this will reduce waste and noise. By this time, we will have had the purpose made steel formwork manufactured to ensure swift construction. Each floor will be constructed with a mixture of columns and walls followed by reinforced floor slabs, after the specified time frame the main formwork panels will be struck and temporary propping will be installed as per the structural engineers' instructions. Edge protection and safety netting will be employed as the building rises. The building will rise as programmed.

Once the construction of the RC frame is at a safe level above we will install the scaffold to the appropriate height where we can install hoists (2 externally and one within the atrium) these will serve to transport men and materials to the floor levels, we will construct a platform scaffold at 1st floor level with loading bays. This will used as a base for mast climbers which can progress up the building as the RC frame rises along with the hoists. For additional safety of the public we will provide a roofed section from the lifts to the car park by the bridge, additionally we will provide a scaffold fan along the bridge elevation. Once the RC frame is complete the steel supports and the structural glass can be installed along with the roof finish effectively making the building watertight.

ENVELOPE PHASE 4

Once the RC frame has reached the third floor, the first element of the envelope SFS frames and structure for the curtain walling can be started and will follow up the building following the RC frame and will continue to follow the RC frame until completion. Following closely behind will be the window's, rain screen and aluminium cladding, will be installed from mast climbing platforms, clearly where the hoists are sited an access to the building will be left to allow materials and workman access to all floors, the accesses will be closed as the scaffold is struck. We have programmed an element of time within the programme for the externals to be snagged and de snagged before the scaffold is struck.

INTERNAL FIT OUT PHASE 5

The first fix ducting and tray will follow the same principal as the envelope, followed by the first fix of the partitions. Prior to being watertight the blockwork to the ground floor will be completed allowing early installation for the utility services to be installed. Which in turn allows earlier MEP connections. Early installation of the shop front glass panels allows access for the wet trades to the ground floor, followed by drylining and ceilings. This then defines the areas for the kitchen, bar, crew lounge. Allowing early surveying for the ground floor fit out.

Now the building is watertight the lifts can be installed, allowing the measure and manufacture of the bespoke lift entrance frames.

Once the rooms and corridors are formed on the first floor the fit out can commence following the approval of the samples and mock up room and will follow up the building.

The tiles and floor finishes can then be installed allowing installation of the kitchen equipment and bar, the joinery for the hotel reception can be installed, along with the bespoke fit out items for the crew lounge, bar, etc.

The ground floor glass fronts can be installed following the removal of the scaffold, this then releases the completion of the ground floor fit out, at this stage we can make complete attention to branding.

EXTERNALS PHASES 6, 7 & 8

Once the scaffold is down it will release the areas for block paving and external finishes up to and including the kerbs for the tarmac areas, at this point the cabins can be removed allowing the completion of the externals. Paying attention to maintaining public access, the remaining block pavers and kerbs will have to be completed behind barriers that always maintain pedestrian right of way. The logistics and phasing plans highlight the public routes maintained at 3m wide at all times.

Landscaping and external furniture/ bike stands etc will be installed

COMMISSION AND SNAGGING

Commissioning will start on the 1st floor and progress up the building as floors are released, this then will give the Architects and the hotel consultant's time to complete their snagging on a floor to floor basis as the floors are released for snagging and sign off finishing with the ground floor, it is our intention to give early access to the clients staff three weeks before hand over and will start from the first floor while snagging is completed on the other floors.

7.0 Traffic Management Strategy (Cont'd)

6.0 Construction Programme

6.1 Programme

6.1.1 A copy of the outline construction programme is included within the appendices.

6.2 Working Hours

6.2.1 The time of working hour operations and associated works which are audible at the site boundary shall be carried out in line with any stated planning or Local Authority conditions and standard times are noted below:-

- Monday to Fridays 08.00 – 18.00
- Saturdays 08.00 – 13.00 (as required)
- No general works on Sundays and Bank Holidays.

6.2.2 In exceptional circumstances there may be occasional activities to take place outside of the standard times noted above. These include delivery of abnormal sized plant, craneage or scaffolding erection to public areas etc.

6.2.3 In exceptional circumstances we shall seek prior agreement with the Manchester Airport and maintain effective communication with any local residents and businesses.

7.0 Traffic Management Strategy

7.1 Traffic Management Plan

7.1.1 A proposed Traffic Management Plan is included within the appendices.

7.1.2 All Contractors will follow the principal of the Lorry Control Scheme. MYC will seek Manchester Airport approvals for our approach before implementation

7.1.3 Upon arrival delivery drivers arriving off M56 or A555 will contact the designated manager and confirm the correct location for accessing the work face areas including 10-15min confirmation of allocated delivery slot. They shall continue onto roundabout via OUTWOOD LANE 2nd exit onto TERMINAL ROAD NORTH (*GREEN ROUTE*). Exit via MALAGA AVENUE onto next roundabout where MYC sign will be informing deliveries of location of site entrance/ offloading area on previous parking allocation area. When leaving site lorries will take 4th exit on roundabout onto CHICAGO AVENUE, then 4th exit on next roundabout same route onto WORLD WAY and onto M56/ A555 from TERMINAL 2 ROUNDABOUT (*RED ROUTE*). See *appendix 2 for details*

7.1.4 All vehicles will have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in cab warning

7.0 Traffic Management Strategy (Cont'd)

device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.

- 7.1.5 All vehicles will have a Class VI Mirror and bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

7.2 Vehicle Access and Egress

- 7.2.1 Our strategy for the Construction phase is heavily focused on having plant, attendant vehicles and equipment being operated and loaded on site, away from the highway and members of the public.
- 7.2.2 Sufficient skip storage areas shall be formed so initial segregation of waste streams can be undertaken before removal from site. This initial waste stream segregation will be followed by a similar process for the bulk clearance from site with the collection vehicles taking "waste by type" to a recycling/disposal facility off site as appropriate.
- 7.2.3 The material clearance process and performances will be fully monitored and controlled under the Site Waste Management Plan. The local highways surrounding the site will be kept clear of site debris throughout the works using, where possible, suitable wheel wash facilities on site and regular road sweeping if and when required.
- 7.2.4 Routes for construction traffic involved in the delivery / removal of equipment and materials to and from the Site will be agreed Manchester Airport and other necessary authorities prior to construction commencing.
- 7.2.5 It is intended to use smaller vehicles where possible, the delivery's will enter the site via gate one and exit via gate 2 on to the rear service road, site so there will be no reversing onto the road, As well as all of the above, all site drivers and operatives will be mindful that children and pedestrians of all ages possibly use the footway that has been diverted from the foot bridge, notwithstanding a variety of vehicles: HGV, cars, motorcycles and bicycles using the road. Our site will ensure FORS compliance is implemented for all qualifying deliveries and vehicles will not be booked onto site without proof of registration.
- 7.2.6 The number of Heavy Goods Vehicles (HGV) required to service the site will fluctuate according to the works. It is anticipated that a maximum of 15 movements will occur at peak times, however, as an average over the duration of the construction works the number of movements will be between 7 and 10 per day.
- 7.2.8 Movements of large or abnormal loads will be addressed in advance with Manchester Airport, other relevant highways authorities and the police in order to ensure compliance with regulations.

7.0 Traffic Management Strategy (Cont'd)

7.3 Personnel and Vehicle Segregation

- 7.3.1 All pedestrian routes will be clearly defined utilising temporary fencing and pedestrian route signage where necessary. Pedestrian crossover routes will have the appropriate warning signs displayed, eg give way signs, vehicles crossing etc.
- 7.3.2 All site operatives will be given a specific site induction and briefed with reference to the use of designated pedestrian access ways and crossover points.

7.4 Cleaning / Preventing Dirt and Dust on the Public Highway

- 7.4.1 The site team shall regularly inspect the perimeter of the development to ensure that it is kept clear of accumulated rubbish and cleared on a daily basis if required.
- 7.4.2 Vehicles entering and leaving the site shall be checked to ensure that the wheels are appropriately clean so not to add site debris to the highway.
- 7.4.3 We shall use and maintain hard standings wherever possible to prevent build up and shall provide attendant gatemen to wash down vehicles that enter/ leave the site as required.
- 7.4.4 MYC shall also make provision for cleaning of the road as required by an approved road sweeper if required.
- 7.4.5 MYC shall ensure that loads are covered to minimise the risk of any spoil or debris spilling over onto the highway.
- 7.4.6 During all construction operations MYC will ensure the highest standards of dust suppression are maintained.

7.5 Monitoring of Construction Traffic and Informing of Major Operations

- 7.5.1 MYC prides themselves on minimising disruption during the construction process and keeping local residents and businesses informed of site activities. With our extensive experience, MYC understands that the key to creating a successful working environment is communication.

7.5.2 MYC believe that it is crucial to ensure that all relevant local area stakeholders are engaged early on and kept informed of the project progress and forthcoming works. From the earliest stages of a project, MYC make a point of:

- Forming relationships with surrounding residents and occupiers through a community liaison group.
- Communicating through regular newsletters and updates
- Establishing dialogue with the Local Authority to help minimise potential nuisances such as noise, dust and vibration.
- Maintain regular contact with the police and other local groups and committees to support them in addressing issues that affect daily life in the area.

7.5.3 Close collaboration with the project team and any commercial neighbours from project commencement ensures an effective working relationship where neighbour satisfaction increases as root causes are identified and strategies are developed to meet expectations.

7.5.4 To ensure neighbours and surrounding businesses are informed, MYC will issue newsletters providing details of any activities which may affect the surrounding areas. The newsletters will contain the following information:-

- Details of contact names and numbers
- 24/7 helpline number
- Forthcoming activities onsite
- Highlighting any mitigation measures relevant to forthcoming activities
- Anticipated completion date for the project.

8.0 Environmental Management

8.1 Hazardous Substances

8.1.1 Any areas which has a presence of hazardous substances such as fuels, solvents, paints, gas cylinders, Halon gas, fluorescent tubes, refrigerants, plasterboard etc. These materials shall be collected and where possible recycled, returned to the supplier or sent for disposal as appropriate.

8.2 Asbestos

8.2.1 All asbestos identified will have been removed by the Demolition Contractor.

8.3 Groundwater

8.3.1 Groundwater may be encountered during this phase of the works, however if we encounter groundwater, appropriate discharge licences will be sought from Thames Water if this is to be discharged from site.

8.4 Ground Contamination

8.4.1 It is not anticipated that ground contamination should affect this phase of the

works, The Client's engineers have specified an SI be undertaken by other prior to the commencement of the demolition phase.

8.5 Access and Rights of Way

- 8.5.1 General site access has been described elsewhere in this document.
- 8.5.2 It is assumed that licences shall be negotiated and agreed for such access, primarily along the front and side elevation, as shown (indicatively) within Appendix 1.
- 8.5.3 All boundaries are Manchester Airport operated areas where standard licencing procedures apply.

8.6 Archaeology

- 8.6.1 Currently there are no archaeological excavations planned to be undertaken during the works.

8.7 Environmental Nuisance

- 8.7.1 MYC shall endeavour to ensure that their work does not have an adverse effect on the surrounding community.

8.0 Environmental Management (Cont'd)

- 8.7.2 However, if not properly controlled and managed it is possible that Company activities could create levels of dust, vibration or noise that could cause damage to property or to the health of local residents or cause nuisance that could disturb the surrounding community. The following problems could occur:-

- Dust, noise and vibration from vehicle movements
- Exhaust gases, noise, dust and vibration from specialist demolition equipment.

- 8.7.3 The Company will endeavour to eliminate or reduce these problem(s) at the planning stage and through good site management. However, should any problems occur during the works, MYC will:-

- Stop and re-assess operations
- Take other steps to restrict or remove the nuisance
- Take steps to prevent the nuisance from recurring

8.8 Sensitive Receptors

- 8.8.1 The following table is a list of the likely/presumed receptors in close proximity to the site. The list will be added to as necessary during further discussions.
- 8.8.2 MYC will satisfy themselves that no further sensitive receptors exist in proximity to the site. These sites may be sensitive to any of the aspects listed in Table 2.

Table 1 – Sensitive Receptors

Category (Office, Residential Blocks etc)	Sensitive Receptor/Land Use (Specific Location)
Residential	tbc
Local retail shops	tbc
Mixed use	tbc
Other	

- 8.8.3 This subject to substantial development and personal contact will be made with those identified within the initial site set up by our dedicated site and project managers.

Table 2: Environmental Aspects, Impacts, Frequencies and Control Measures at: Tribe Hotel

Aspect	Impact	Frequency of Impact	Control Measures
Emission of fumes from plant	Air	Regular	Regular maintenance of plant, switch off when not in use
Exhaust fumes (odour, air pollution)	Air	Regular	Routine maintenance, switch off when not in use, use of existing power supply to feed for welfare & site supplies.
Loading and unloading of material from lorries	Air	Regular	Loading/unloading within working hours 08.00-18.00 mon-fri and 08.00-13.00 sat.
Movement of lorries and other vehicles onto and off site	Air	Regular	Damping down, covering skips, no stacking outside site, engines off when waiting.
Windy weather – creating dust clouds	Air	Infrequent	Damping down of hard standings and any stockpiles, 2.4m hoarding, fully sheeted scaffold.
Construction	Air	Regular	Damping down at source, 2.4m hoarding, fully sheeted scaffold.
Dropping of materials from height	Noise	Regular	All materials being dropped contained within lift shaft and chute with a bed left in place to reduce noise, Method Statements, Health and Safety Plans

Aspect	Impact	Frequency of Impact	Control Measures
Loading/unloading of material from lorries	Noise	Regular	Loading in dedicated fully enclosed pit lane within agreed times.
Movement of lorries and other vehicles to and from the site	Noise	Regular	Radiocontrolled lorry movements, full loads, just in time deliveries, vehicle maintenance
Construction and processing	Noise	Regular	Method statement, notification to neighbours, only work within allowed hours, use of muncher rather than breaker for processing.
Potential disruption to neighbours resulting in complaints	Noise	Infrequent	Notification to neighbours, complaints procedures, dialogue, newsletters, sign board with SM & PM contact details
Potential disruption to users of roads and footpaths adjacent to site	Noise	Infrequent	Controls on lorry movements, Banksman in place, no parking in surrounding roads
Working beyond set working hours	Noise	Unlikely	Notification to neighbours and written approval from Local Authority

Aspect	Impact	Frequency of Impact	Control Measures
Generation of potentially contaminated material requiring specialist disposal	Waste	Rare	Waste management procedure (Section 14 & 15) and relevant H&S Plan. Specialist Trade Contractor/health and safety precautions.
Generation of waste	Waste	Regular	Consideration of waste minimisation and reuse. Continual movement of waste off-site, segregation of waste for recycling.
Removal of materials from site	Waste	Regular	Transfer notes and waste management procedure, all lorries sheeted (Sections 14 & 15) and loaded in fully enclosed pit lane with suitable dust suppression.
Storage of hazardous waste on site	Waste	Infrequent	Waste management procedure (Section 14 & 15) and relevant H&S Plan. Specialist Trade Contractor/health and safety precautions.
Storage of waste on site	Waste	Regular	Waste management procedure (Section 14 & 15) and relevant H&S Plan.
Transfer of mud and other debris onto public roads and footpaths	Waste	Infrequent	Use of pit lane for all deliveries, washing vehicles prior to exit, sweeping of the public roads where necessary.

Aspect	Impact	Frequency of Impact	Control Measures
Spillage of fuel, oil and other chemicals	Water	Rare	Storage of materials in bunded bowser or on drip trays and refuel in designated areas, on hardstanding. Spillage kits held on site.
Storage of materials on-site including diesel, oils - Potential for spillage	Water	Regular	Storage in designated areas, on hardstanding and incorporating bunds and drip trays with spill kits in place

8.0 Environmental Management(Cont'd)

8.0 Environmental Management (Cont'd)

8.9 Environmental Effects

8.9.1 A review has been undertaken to identify the relevant environmental effects resulting from the construction works, both actual and potential, taking into account the demands of the legislation. The following table sets out the definition of “frequency impact”.

8.9.2 Frequency is divided into three categories in Table 3

below: Table 3

Frequency	Meaning
Regular	These effects are likely to occur on a daily or weekly basis.
Infrequent	These effects are likely to occur on an occasional basis.
Rare	These effects are only expected to occur a few times during the works.

8.9.3 Company procedures have been written to manage and mitigate the environmental aspects of this project.

8.10 Organisation and Personnel

8.10.1 To ensure that environmental standards are maintained, MYC consider it is necessary that every person working on the site is aware of their responsibilities.

8.10.2 MYC are responsible for ensuring that no unacceptable expedencies impact air, noise, waste and water arising from activities on site. This includes ensuring that:

- Statutory environmental requirements are met.
- Relevant procedures are followed.
- Sub contractors are aware of and comply with the requirements of CMP.
- Resources (personnel and financial) are available to meet the environmental management requirements.
- Corrective actions are implemented without undue delay.
- Records and other relevant documentation are maintained.
- Regular personal contact is kept with adjacent occupiers and the local authority.
- Complaints and queries are reported to the Project Manager immediately

8.0 Environmental Management(Cont'd)

and are addressed as soon as it is practicable.

- Carry out noise, vibration and dust monitoring.
- Reporting monitoring results to the Project Team.

8.11 All Site Staff

8.11.1 All site staff are responsible for ensuring that legislative requirements, the CMP and good environmental practice are met within their job function. This may be achieved by specific training or site induction procedures before commencing work.

8.0 Environmental Management (Cont'd)

8.12 Environmental Reviews

8.12.1 MYC include environmental issues as item on the Agenda at Progress Meetings. The following is suggested to be included in the Agenda:

- Complaints, including cause and remedial action
- Dust
- Vibration
- Noise
- Neighborhood liaison – road cleaning etc
- Odours other than exhaust fume
- SWMP
- Waste

8.13 Environmental Management

8.13.1 MYC shall ensure that the works are undertaken in a responsible manner and that control measures are put in place from the beginning of the project. This. May include submitting a Section 61 application if necessary.

8.13.2 It is recognized that this CMP shall develop through the course of the project depending on operations and external considerations. The CMP forms the initial basis for minimising the impact on the local and wider environments.

8.14 Noise Monitoring

8.14.1 MYC will adopt from the demolition contractor the noise monitors at the boundary of the site at positions to be agreed with Manchester Airport baseline readings, monitoring will then be conducted on a continual basis throughout the construction.

8.14.2 Additional noise monitors shall be set into party wall affected properties as necessary and defined during the party wall process.

8.14.3 The results shall be recorded and compared with British Standards or levels set by Manchester Airport and/or party wall negotiations.

8.0 Environmental Management(Cont'd)

8.15 Vibration Monitoring

8.15.1 As a minimum, MYC shall set up vibration monitors at the boundary of the site before starting construction to determine baseline readings, monitoring will then be conducted on a continual basis throughout the construction process.

8.15.2 Additional vibration monitors will be set into party wall affected properties as necessary and defined during the party wall process.
(not applicable)

8.16 Dust Monitoring

8.16.1 In accordance with the Air Quality Directive, MYC shall undertake an Air Quality Dust Assessment to determine the impact and mitigation measures to be employed. Please refer to the MYC Dust Control Measures document contained within the appendices which highlights level of control to be applied subject to the risk.

8.16.2 We shall undertake dust monitoring at the boundaries of the site before starting construction to determine baseline readings, monitoring will then be conducted on a weekly basis throughout the construction. The results will be recorded and compared with the British Standards.

8.17 Reporting of Results

8.17.1 The results of the noise, vibration and dust monitoring will be provided to the Client, Manchester Airport and any other party nominated by the Client.

8.17.2 Where elevated levels are recorded, the source of the elevated levels should be identified and where possible alternative techniques employed to reduce the levels. Where complaints are received, results are to be checked more frequently and the results reviewed.

8.18 Report Format

8.18.1 The report format is to be agreed in advance.

8.19 Action Levels

8.19.1 Where the results of the monitoring indicate that the Local Authority's, Client's or BS levels have been exceeded:-

- The activity or activities causing the exceedance will be identified by MYC.
- Investigations will be made to determine whether the activities could be easily changed or other simple actions taken to substantially reduce levels.
- If simple and effective on site ameliorative measures cannot be identified, consideration will be given to implementing alternative techniques.

8.0 Environmental Management(Cont'd)

8.20 Liaison and Control Measures

Liaison with Client/Council/Interested Parties

8.20.1 MYC shall issue this document to the Client team for onward submission to the Manchester Airport Planning Team for approval before commencing works and any stipulations will be adhered to for the duration of the works.

8.20.2 The construction works shall only be undertaken in accordance with the agreed methodologies.

Control Measures

8.20.3 The following mitigation measures will be considered and implemented as required to minimise noise, dust and vibration generated from site activities and disruption to neighbouring occupiers:-

- Loading materials into lorries within the site boundaries only.
- All deliveries to be scheduled to occur during the designated hours only (08.00 to 18.00 Monday to Friday and 08.00 to 13.00 Saturdays) and engines to be switched off when waiting.
- All on site compressors to be silenced or sound reduced models fitted with acoustic enclosures.
- Care taken when erecting or striking scaffolds to avoid impact noise from banging steel.
- 2.4m hoarding erected to the site perimeter.
- Sheeted scaffolding to entire building.
- Where using breakers adjacent to party/boundary walls a 2 hours on/2 hours off regime will be operated.
- Controlled lorry movements.
- Proper maintenance of all plant items.
- Neighbourhood liaison.
- Spraying of water at work faces, loading operations and site access roads.
- Dampening of any exposed stockpiles.
- The location of stockpiles of brick, concrete and other materials away from dust sensitive properties.
- Regular inspection and cleaning of local highways and site boundaries for dust deposits.
- Sheeting of lorries leaving site carrying loose deconstruction material.

8.21 Local Community Liaison, Management of Non Conformance and Complaints

8.22 Before commencing works, MYC will identify and contact all Manchester Airport, neighbouring occupants and give them contact details for the site office, mobile telephone numbers of the site and project manager (24/7 contact numbers) and the person responsible for neighbourhood liaison.

8.0 Environmental Management(Cont'd)

8.22.1 There shall be direct communication with the Manchester Airport and neighbours on a regular basis (monthly newsletters). Neighbours in close proximity to the site will be contacted at a frequency agreed with them to discuss any issue evolving due to sitework. In the event that unusual activities are to be carried out, such as out of hour's delivery of large plant, all relevant neighbours shall be contacts.

8.22.2 In the event of a complaint from Manchester Airport or neighbour in relation to any activity, it will be recorded and appropriate action taken. The Project Manager shall be notified of all complaints as soon as they are received and log them.

8.23 Hazardous Materials

Removal Asbestos

Removal

8.23.1 Asbestos would have been removed from site prior to the appointment of MYC and the appropriate register issued.

Hazardous Materials

8.23.2 Handling and removing materials hazardous to the environment must be carried out by a specialist contractor with specialist trained employees.

8.23.3 Removing hazardous material is undertaken in the approved manner and under controlled conditions.

8.23.4 It is not anticipated that any significant hazardous materials will be encountered on this project, however, the following general procedures will be followed if necessary:-

- Assessment and preplanning the removal and disposal arrangements before handling of such materials on site to ensure that no spills or contamination occurs to ground or water courses.
- Appropriate risk assessments made before handling and removal.
- Risk assessments must be undertaken to meet the needs of the Environment Act, CDM and COSHH.
- Controlled disposal of materials to a suitably licensed disposal facility.
- All personnel visiting the site and involved in ground clearance/deconstruction must use the appropriate personal protection equipment.

PCBs

8.23.5 All transformers, capacitors and other electrical equipment that could hold PCB

8.0 Environmental Management(Cont'd)

containing oils due for removal and disposal will need to be assessed and disposed of in accordance with the provisions of the relevant legislation. MYC will assess all high voltage equipment due for removal from the site and employ a specialist contractor where required.

Refrigerants

8.23.6 Each piece of equipment will be inspected for the presence of chlorinated hydrocarbon refrigerants. The units will need to be degassed in accordance with the Environment Protection (Controls on Ozone Depleting Substances) Regulations 2002.

8.23.7 Any residual water will need to be considered as a biological hazard with the potential to cause Legionella or similar organisms and be handled and disposed of accordingly. A specialist contractor will be employed to remove and dispose of these substances.

8.24 Management of Material Reuse

8.24.1 MYC promotes sustainable development and where possible will reuse or recycle as much material as possible from the construction process.

8.24.2 The following materials in particular have been identified by MYC as being readily suited to recycling:-

- Concrete
- Metal
- Brick
- Timber
- Plasterboard
- Plastic
- Glass

8.24.3 Where possible all materials will be judged as to whether they can be recycled, reused or reclaimed.

8.25 Management of Reclaimed Material

8.25.1 All reclaimed materials are segregated where practical and retained in clearly labelled containers in designated areas.

8.25.2 Materials are segregated at source and subject to appropriate controls with adequate space within the confines of the site. Where waste is not segregated on site it will be sent off site to a waste transfer station where it will be segregated for recycling.

8.25.3 When leaving the site all lorries shall be sheeted to prevent material from escaping onto the public highway.

8.25.4 Within the restrictions of an operational construction site, MYC will ensure it is

8.0 Environmental Management(Cont'd)

left in a clean and tidy condition at the end of each day. In addition, on completion of the works, all plant, surplus materials, rubbish and temporary works will be removed by MYC.

8.26 Documentation

8.26.1 The Waste Transfer Notes will be retained and are to include the LoWR numerical description, the quantity of waste, the details of the waste collection contractor and who must be licensed. Copies of the waste carrier's registrations shall be held on site. Sufficient information shall be provided to ensure that the waste disposal operator is aware of the potential hazards of the substance.

8.26.2 All documentation shall be retained for a minimum of 2 years and be available for inspection.

8.27 Discharges to Water and Site Drainage

8.27.1 Surface and foul water drained will be protected. Regular inspection (at least weekly) of the drains will be undertaken to identify excess sediment, obstructions or oil. If significant quantities are found to exist the drains will be cleared out by a specialist contractor and the material disposed of accordingly. As a reference point the existing CCTV survey (provided by the Demolition Contractor) will be used to reference against.

8.28 Material Storage and

Handling Procurement

8.28.1 All raw materials should be purchased taking environmental considerations into account, for example, timber should be from FSC sources and source certification should be sought from the suppliers. Where MYC purchase said items an audit trail must be established. Where a sub contractor purchases materials, the project management team must ensure that an audit trail can be established.

Storage

8.28.2 All raw materials should be appropriately stored on site to minimise damage by vehicles, weather or theft. Secure storage shall be provided for items of high value, materials which are hazardous or which are easily damaged. Packaging must be retained on goods until the materials are required. Once removed, packaging items should be stored and returned to the supplier wherever possible.

Delivery and Refueling

8.28.3 Wherever possible goods should be delivered on an "as needed/just in time" basis to reduce stockpiling on site, damage from vehicles and other causes of wastage. Liquids should be stored in securely bundled compounds with an

8.0 Environmental Management(Cont'd)

impervious base, which can hold at 110% of the capacity of the receptacle. Labels should clearly indicate the contents of the containers and the full capacity.

8.28.4 Delivery of fuels and oils should be supervised at all times and checks should be made to ensure that the correct type and quantity of fuel is being delivered. All pipelines and fuelling points should be protected from vandalism and unauthorised interference and should be turned off and locked when in use.

8.28.5 One refueling point should be established where at all possible and always carried out at this point. If a secondary refueling point is needed because of the size of the site then this must also be designed in the same manner. Where equipment is located on top of a building then correct fuel containers must be used and spill kits made available at the location(s).

Emergencies and Accidents

8.28.6 In the event of a spillage or other incident, the MYC Project Managers shall be notified immediately and steps taken to prevent environmental pollution, for example:-

- Protection of drains following a spillage of oil or other chemicals.
- Use of absorbent granules following a spillage of oil or other chemicals
- Turning off equipment or other sources of noise or dust.

8.28.7 The Environmental Consultants should also be notified of such an event. If it is considered that uncontrolled pollution may have resulted from the incident then the following bodies should be contacted where appropriate:-

Body	Telephone Number
Environment Agency – Pollution Hotline	0800 807060/0207 3321587
Fire Brigade	999/0207 5872000
Local Authority – Manchester Airport	TBA
Health & Safety Executive (if there is a H&S impact as well)	0207 556 2100
Environment Agency	00870 506506
Thames Water(Sewage)	0845 9200800

8.29 Training

8.29.1 MYC will undertake the following training/briefings with their employees and sub contractors:-

- Pre-start meeting with any sub contractor's site managers to include general health, safety and environmental procedures and

8.0 Environmental Management(Cont'd)

- practices.
- Induction talk for all site staff to include details of the CMP, waste procedures and materials handling protocols on site.
- Material awareness talks to the sub contractor's site managers and foremen where appropriate.
- Toolbox talks for all site staff, detailing potential impacts of work undertaken on site, measures to reduce the environmental impact of work undertaken, waste minimisation and segregation protocols, emergency procedures and procedures for when potentially hazardous materials have been identified.
- Targeted training for site staff involved with potentially environmentally hazardous operations such as refuelling or hazardous substance handling.

8.30 Considerate Constructor's Scheme

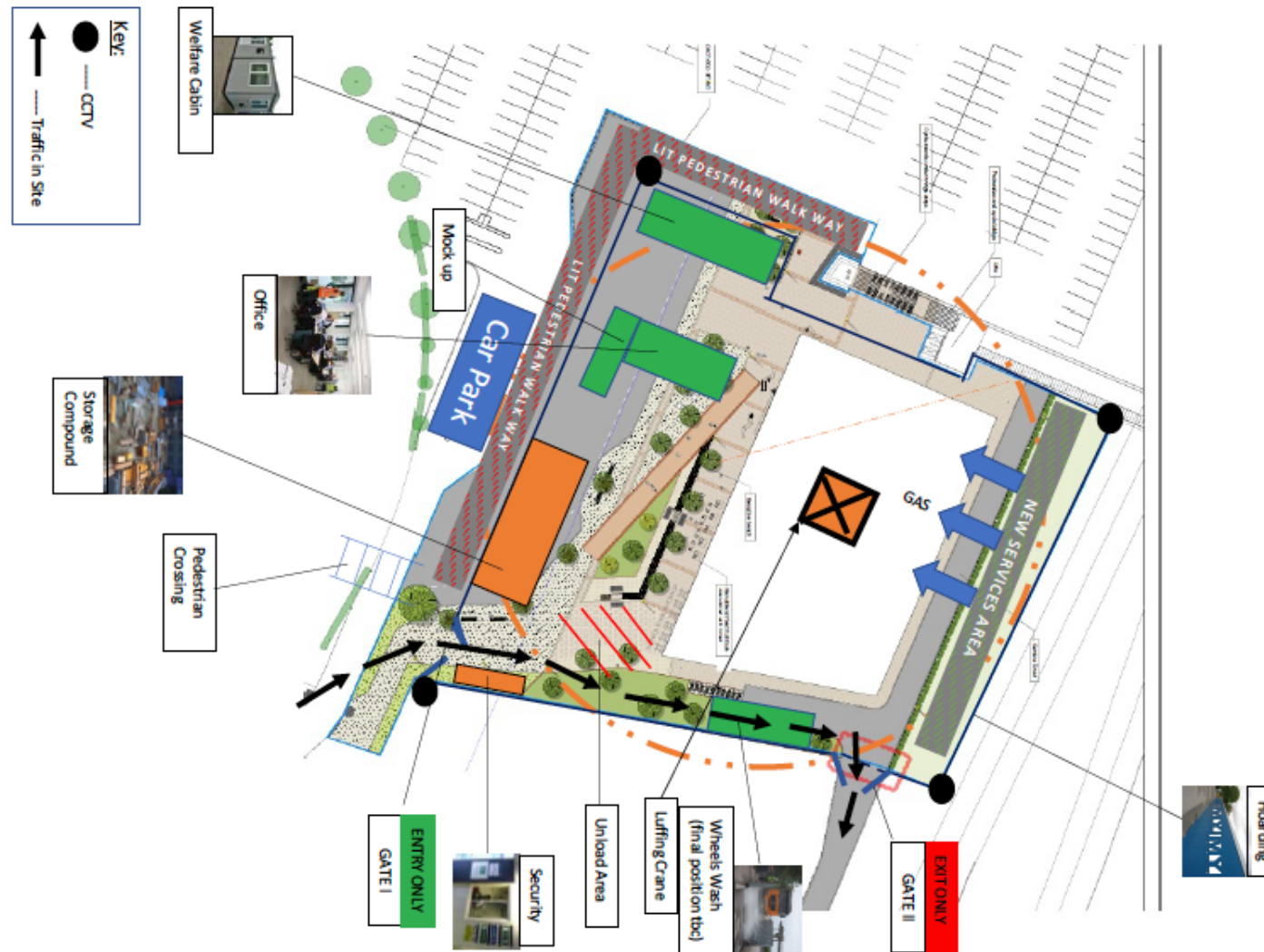
- 8.30.1 The project shall be registered with the Considerate Constructor's Scheme and consequently be subject to inspection/audit. The results of which shall be passed onto the Client.

Appendices

Appendix 2 – TRAFFIC MANAGEMENT PLAN



Appendix 1



Appendix 2 - Dust and Air Emissions Mitigation Measures

Key to tables:

- Highly Recommended
- Desirable
- Not applicable

Communications

Mitigation measure	Low Risk	Medium Risk	High Risk
Implement a stakeholder communications plan that includes community engagement before and during work on site.	□	○	●
Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.	○	●	●
Display the head or regional office contact information	○	○	●

Dust Management – All Sites

Mitigation measure	Low Risk	Medium Risk	High Risk
Implement a Dust Management Plan (DMP) (which may include measures to control other emissions), approved by the Local Authority. The level of detail will depend on the risk, and should include as a minimum the highly recommended measures in this document. The desirable measures should be included as appropriate for the site. In addition, measures will be required (to ensure compliance with the GLA guidance) including vehicles meeting the LEZ requirements and the GLA non-road mobile machinery (NRMM) requirements). The DMP may include monitoring of dust deposition, dust flux, real-time PM ₁₀ continuous monitoring and/or visual inspections.	□	○	●
Site Management			
Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken. Make the complaints log available to the local authority when asked.	●	●	●
Record any exceptional incidents that cause dust and/or air emissions, either on- or off- site, and the action taken to resolve the situation in the log book.	●	●	●

Dust and Air Emissions Mitigation Measures

Mitigation measure	Low Risk	Medium Risk	High Risk
Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised. If the site is within a large AQMA (i.e. larger than 500m from the site), this should be extended to include all other high risk construction sites within the AQMAs. It is important to understand the interactions of the off-site transport/deliveries which might be using the same strategic road network routes).	☐	☐	●
Monitoring			
Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked.	○	○	●
When activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions increase the frequency of inspections.	☐	○	●
Carry out regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of site boundary.	☐	○	●
Agree dust deposition, dust flux, or real-time PM ₁₀ continuous monitoring locations with the Local Authority. Commence baseline monitoring at least three months before work commences on site or, if it is a large site, before work on a phase commences. A shorter monitoring period or concurrent upwind and downwind monitoring may be agreed by the local authority. Further guidance is provided by IAQM on monitoring during Construction, earthworks and construction.	☐	○	●
Preparing and maintaining the site			
Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible. Use intelligent screening where possible – e.g. locating site offices between potentially dusty activities and the receptors.	☐	●	●
Erect solid screens or barriers around the site boundary.	☐	●	●
Avoid site runoff of water or mud.	●	●	●
Keep site fencing, barriers and scaffolding clean.	○	●	●
Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below.	○	○	●

Depending on the duration that stockpiles will be present and their size - cover, seed, fence or water to prevent windwhipping.	○	○	●
---	---	---	---

Dust and Air Emissions Mitigation Measures

Mitigation measure	Low Risk	Medium Risk	High Risk
Operating vehicle/machinery and sustainable travel			
Ensure all on-road vehicles comply with the requirements of the Low Emission Zone, where applicable	●	●	●
Ensure all vehicles switch off engines when stationary – no idling vehicles.	□	○	●
Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.	□	○	●
Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on un-surfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate)	○	○	●
Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.	□	○	●
Implement a Travel Plan that supports and encourages sustainable staff travel (public transport, cycling, walking, and car-sharing)	□	○	●
Operations			
Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	○	○	●
Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible.	○	●	●
Use enclosed chutes, conveyors and covered skips, where practicable.	○	●	●

Minimised drop heights from conveyors, loadingshovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	○	○	○
--	---	---	---

Dust and Air Emissions Mitigation Measures

Mitigation measure	Low Risk	Medium Risk	High Risk
Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.	○	●	●
Waste management			
Only use registered waste carriers to take waste off-site	●	●	●
Avoid bonfires and burning of waste materials.	●	●	●

Measures Specific to Construction

Mitigation measure	Low Risk	Medium Risk	High Risk
Soft strip inside buildings before Construction (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	○	○	○
Ensure effective water suppression is used during Construction operations. Hand held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.	●	●	●
Avoid explosive blasting, using appropriate manual or mechanical alternatives.	○	●	●
Bag and remove any biological debris or damp down such material before Construction.	○	○	○

Dust and Air Emissions Mitigation Measures Measures Specific to Earthworks

Mitigation measure	Low Risk	Medium Risk	High Risk
Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable. Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable. Only remove the cover in a small areas during work and not all at once.	□	○	●

Measures Specific to Construction

Mitigation measure	Low Risk	Medium Risk	High Risk
Avoid scabbling if possible	○	○	●
Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.	○	●	●
Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.	□	○	●
For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.	□	○	○

Measures Specific to Trackout

Mitigation measure	Low Risk	Medium Risk	High Risk
Use water-assisted dust sweeper(s) on the access and local roads, to remove, as soon as practicable any material tracked out of the site. This may require the sweeper being continuously in use.	○	●	●
Avoid dry sweeping of large areas.	○	○	○
Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.	●	●	●

Dust and Air Emissions Mitigation Measures

Mitigation measure	Low Risk	Medium Risk	High Risk
Record all inspections of haul routes and any subsequent action in a site log book.	○	○	●
Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.	□	○	●
Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as practicable;	□	●	●
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site).	○	●	●
Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits. This can be in the form of a static drive through facility or a manually operated power jet.	□	○	●
Access gates to be located at least 10m from receptors where possible.	□	○	○

