Government Property Agency

AtkinsRéalis



MANCHESTER DIGITAL CAMPUS

Environmental Statement

Volume 4 - Appendix 6.1: Outline Construction Environmental Management Plan

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Government Property Agency

Outline Construction & Environmental Management Plan

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Notice & Document History

Notice

This document has been prepared for the Government Property Agency in connection with its planning application for Manchester Digital Campus. Turner & Townsend assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 67 pages including the cover.

Document Review History

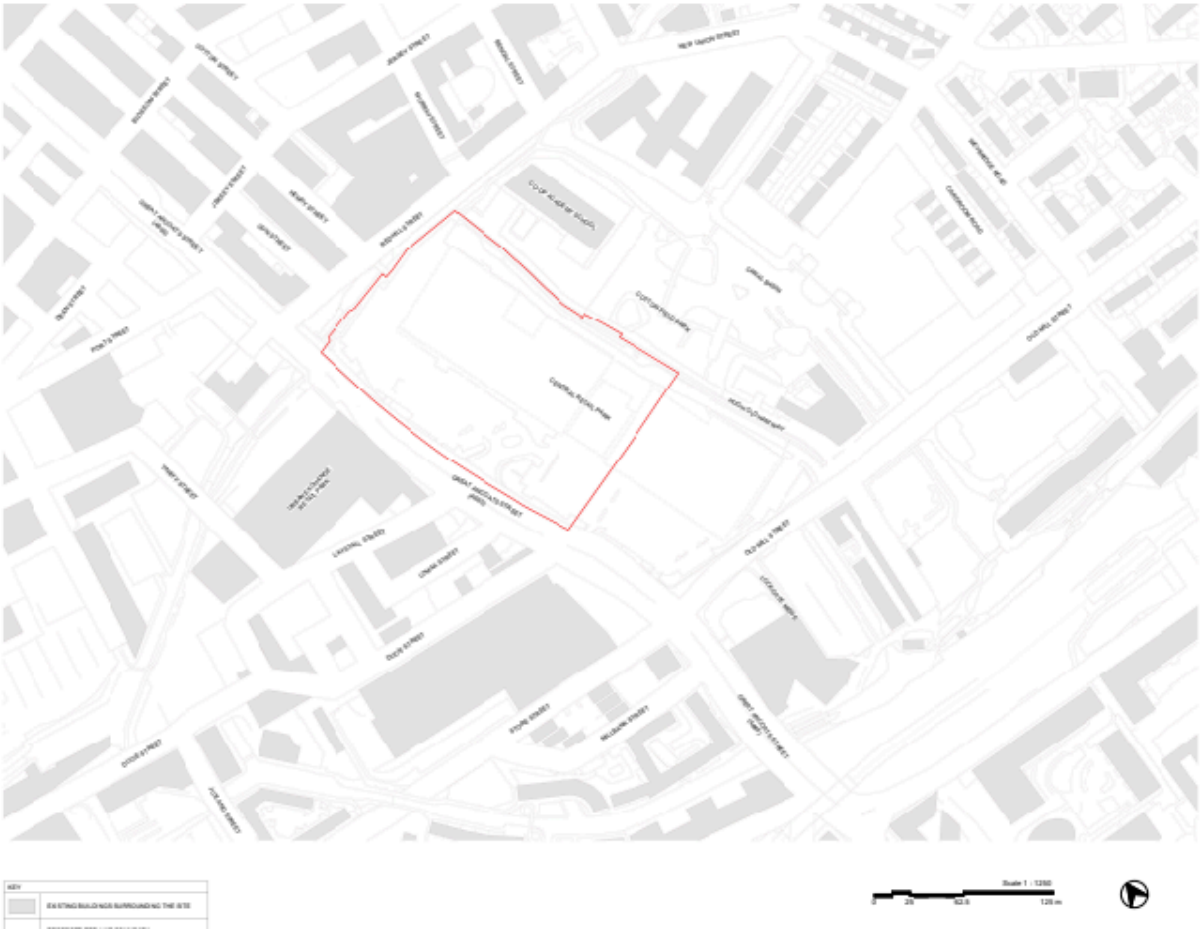
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1.1	Draft for comment	JL	RP	MI		03/06/24
1.2	Revised to accord with Deloitte comments	JL	RP	Deloitte AR MI		09/07/24
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Introduction

Overview

This Outline Construction Environmental Management Plan (OCEMP) has been developed to summarise the proposed approach to the construction of the scheme, how the construction risks will be managed and how to mitigate any construction impact associated with the development of the Manchester Digital Campus (MDC).

The objective is to build out the scheme in a safe and efficient manner, whilst minimising any negative impacts on the surrounding receptors and roadways. This calls for following best practice during the build and strong communication and liaison between the contractor, project team and the local community.



Source: Atkins Realis, Site Location Plan Rev P01.2, May 2024.

The following narrative and diagrams explain the methodology and timescales envisaged at the time of the planning application. A further detailed CEMP will be developed in due course by the Contractor for each Construction phase, which will include the construction management plan, sequencing plans, construction phase health and safety plan, the environmental management plan, as well as logistics and traffic management plans.

Purpose of the OCEMP

The purpose of this Outline Construction Environmental Management Plan (OCEMP) is to start to outline how the works will be controlled and managed throughout the construction phase to minimise any potentially adverse impacts.

This plan supports the planning process by setting out the obligations for the Contractor. The aim is to ensure that construction industry best practice standards are adopted throughout. The scope of this OCEMP covers the management and control measures necessary to complete the enabling phase works, including forming the levels of the new park, the construction and fit-out of both buildings and all other on site works to deliver the scheme.

The Principal Contractor will take overall responsibility for managing the delivery of all works on site including managing the Specialist Package Contractors (SPCs). They will also be responsible for ensuring that the safe and efficient delivery of the works and operation of the highway network is not disrupted by construction traffic. This report encompasses an outline of the construction works associated with the development, and the obligations outlined in the final CEMP must be adhered to by all contractors working on the project.

Development Context

The Site comprises vacant brownfield land, which comprises hardstanding following demolition of the former retail park.

The Site is located within New Islington and forms the western portion of the former Central Retail Park, the redevelopment of which is a long standing strategic priority for MCC. It forms the first phase of the wider Former Central Retail Park Strategic Regeneration Framework (SRF) Area and is coming forward alongside a concurrent full planning application by Manchester City Council to deliver a new park at the heart of the SRF area.

Phase 2 of the SRF Area will be brought forward for development by MCC at a later date.

The Site is bounded by Great Ancoats Street to the south, the Rochdale Canal and associated towpath to the west, Co-op Academy primary school and Cotton Field Park to the north and the remainder of the Former Central Retail Park SRF area to the east.
The scheme will be constructed utilising three construction Phases summarised below. Further details and sequencing plans are shown in *'Key Construction Phases*' section.

Development Proposals

The Development Proposals comprise:

1. a package of enabling works including the establishment of new site levels (including for the future Park development being brought forward by MCC under a concurrent separate application) and permanent boundaries, removal of services, highways alterations and other associated works; and,

2. the development of a new civil service office campus including:

- North Building comprising basement, ground plus seven floors of offices, plus enclosed and exposed rooftop plant up to 92.950 AOD;
- South Building comprising basement, ground floor commercial uses, cycle parking, and occupiable office floorspace, plus six floors of offices plus enclosed and exposed rooftop plant up to Level 90.100 AOD;
- Basement level accessible car parking of 50 spaces with access via Great Ancoats Street (plus 5 spaces associated with facilities management and operations);
- The creation of new areas of public realm, including improved frontage to Great Ancoats Street, a Canal Plaza adjacent to the Rochdale Canal, and a new boulevard between the two buildings.
- An area of private landscaping adjacent to the North Building enclosed by a boundary wall and a private garden adjacent to the east elevation of the South Building; and
- Associated servicing and access arrangements.

Development Quantum

The size of the Manchester Digital Campus site and buildings are detailed below:

Term	Amount
Site Area (Site Location Plan) Site Area (EIA Boundary)	2.98 ha. 2.87 ha. (EIA Site Area) - This reduced area excludes Hugh Oldham Way, which simply provides an emergency access to the Site and where no works are proposed.
Building Heights	North Building: Ground plus seven floors plus enclosed and exposed rooftop plant up to 92.950 AOD South Building: Ground plus six floors plus enclosed and exposed rooftop plant up to 90.100 AOD
Office Floorspace (Use Class Egi)	83,000 sq. m (GIA)
Ground Floor Commercial Floorspace (Use Class E and / or Sui Generis (p) and (q))	1,000 sq. m (GIA)
Total Floorspace	84,000 sq. m (GIA) 87,000 sq. m (GEA)
Public Realm and Landscaping	The Manchester Digital Campus will introduce high-quality public realm spaces for use by the new building users and the wider community, including: • A new street-scape along Great Ancoats Street with hard landscape treatments providing high-quality environment that is activated by the prominent building edge containing a new retail offering. • The Canal Plaza area forms a key interface between the Ancoats conservation area and it will be both a key movement space as well as a destination. The design includes large tree planting and abundant seating within high quality hard surfacing which create a lively and engaging place. • A pedestrianised route or boulevard between the two buildings, providing the primary pedestrian access to the office entrances. The design aims to reinforce the digital nature of the campus with a technology focus to public realm features using lighting features and art-forms embedded into the boundary walls. • An area of private landscaping adjacent to the North Building enclosed by a boundary wall and a private garden adjacent to the east elevation of the South Building.
Car Parking Spaces	50 Accessible Spaces (plus 5 spaces associated with facilities management and operations)
Cycle Parking Spaces	*380 (above MCC's Guidance for 333 spaces) (based on GIA of office floor only – no basement and plantroom)*
Access Arrangements	Primary vehicle access from Great Ancoats Street plus emergency vehicle access only via Hugh Oldham Way, connecting to Old Mill Street.
Finished Site Levels	See MDCX-ATR-XX-XX-DR-A-021005-Proposed Topographical Plan
Park Area End State of GPA Works	Made ground with a bare earth surface, seeded with grass (TBC).

Source: Deloitte, Planning Application Crib Sheet, 19th September 2024.

Key Construction Phases

Careful sequencing in the Construction phases below shall be undertaken, Construction Phase 1 and 2/3 will include their own final CEMP:

- Enabling Works (Construction Phase 01)
- Main Construction Phase (Construction Phase 02): -
    - 2.1 Sub-structure/ground works
    - 2.2 Superstructure
    - 2.3 Façade and Roof
    - 2.4 Cat A & B Fit out inc. FF&E
- Soft & Hard landscaping (Construction Phase 03)

Construction Phase 1 - Enabling Works Overview

Enabling earthworks to be carried out by the GPA to create the new site levels on construction phase 1/2 for future development of a park on part of the wider Former Central Retail Park. The Development of the Park is owned by MCC.

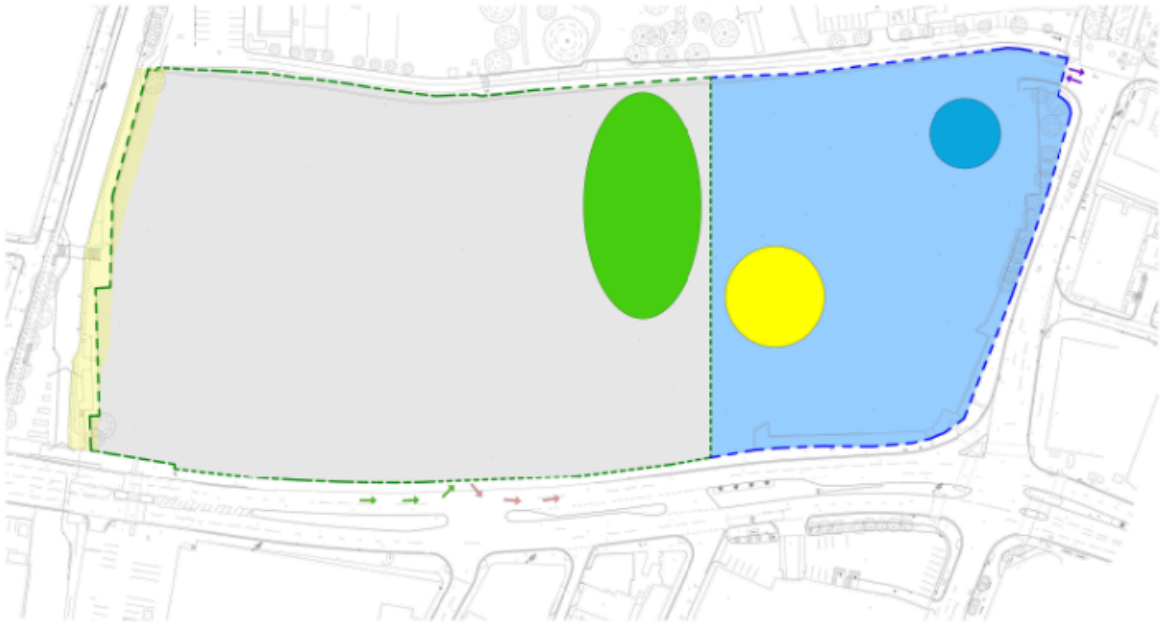
Construction Phase 2 - Main Works Overview

Development of a new Civil Service campus, comprising two new office buildings, with ancillary retail accommodation to Great Ancoats Street, together with basement parking and new public realm. This phase includes both the base build and fit out of the buildings and undercroft.

Construction Phase 3 - Landscaping and Public Realm Overview

Soft and hard landscaping within the campus, including forming a boulevard between the two new offices, creation of new public realm by the canal known as Canal Plaza, creation of new public realm on Great Ancoats Street and private areas of landscaping to the buildings. .
Further detail will follow within the CEMP for Construction Phases 01 and 02/03 that will be produced by the Main Contractor.

Enabling Works (Construction Phase 01) Phasing Plan



PHASE 01 - ENABLING WORKS

1. Establish site hoarding and contractor compound set up.
2. Enabling works, ground works and reduced level dig, including diversions and connections to existing utilities.
3. Form new ground levels for new park.
4. Other investigative works eg. Archaeology



Source Atkins Realis Phasing Plans P01.2.

Outline Construction Methods - Construction Phase 1

- Contractor site setup including securing the site with temporary hoarding including pedestrian and vehicle gates.

- Formation of permanent boundary adjacent to the school site, along with ground retainment.

- Removal / replacement / movement of existing utilities across the site, which will include site excavations.

- Site strip of existing hard and soft landscape including breaking out of existing concrete slabs and substructure, brick paving, brick planter walls, and scrub vegetation.

- Elements of reusable concrete, masonry, and stone materials will be site crushed and stored for appropriate reuse within the new construction.

- Reduced level dig – site excavations to establish the new lower floor levels and substructure datums across the development. Archaeological investigations to take place.

- It is intended that some of this excavated material will be used to form the new raised levels of the park area from an area stockpiled from the Enabling Works phase once both buildings are completed.

- Some of the excavated material is expected to be unsuitable to recycle and utilise as part of the site levels b works or surplus to requirements, so safe disposal off site of these arisings may be necessary.

- A temporary electrical substation will be established on the site for the purposes of providing power to the construction site.

Main Construction Phase (Construction Phase 02)

Phasing Plan



PHASE 02 - BUILDING CONSTRUCTION

1. Relocating site welfare facilities.
2. Construction of North and South buildings.



Source Atkins Realis Phasing Plans P01.2.

Outline Construction Methods - Construction Phase 2

- **Substructure/ground works**

    - A piling mat will be formed using suitable granular material (potentially from screened recycled aggregate from previous concrete slabs on site) to create a working platform for piling rigs to construct concrete piles and form concrete pile caps.

    - Retaining walls will be formed using in-situ reinforced concrete walls or contiguous piles. These will also have the appropriate waterproofing and groundwater drainage constructed as per latest approved construction drawings.

    - New utilities provision including drainage (including rainwater attenuation tanks) and ducts will be laid with associated manholes / draw pits around the site, and connections to existing utilities off site.

- **Superstructure**

    - It is anticipated at this stage that four fixed cranes will be used (tower or luffing jib cranes to be confirmed by the appointed prime contractor) for lifting operations to be carried out throughout the main construction period.
    - The primary superstructure for the buildings will utilise concrete columns. These are likely to be in-situ reinforced concrete.

    - The floors will be primarily formed using in-situ reinforced concrete; these will predominantly be of a flat slab type but with upstands and down stands where necessary.

    - The main cores of the buildings will be formed with in-situ reinforced concrete; these are likely to be formed using a slip form methodology.

    - Reinforcement cages will either be formed on site or delivered prefabricated to site ready for craning into position.

    - There are upper-level superstructure elements that will be formed utilising a steel frame with a steel floor / open mesh flooring fixed on top.

- The main staircases within the core will also be concrete and it is likely that these will be of precast concrete.

- **Façade and Roof**

  - It is likely that the building facades will be formed with a hybrid approach of precast elements and traditionally onsite erected elements.

  - The precast elements are likely to be mostly concrete panels with insulation bonded to the rear that will be craned into place and fixed back to the concrete floors.

  - The other elements of the façade will be formed utilising a curtain walling system with glass, metal, and louvre panels installed within them.

  - Additional metal fins trims, capping and other details will be installed to complete the façade.

  - Upper-level solid concrete floors will form the basis of the roof construction, these will be finished as inverted roofs with a liquid applied waterproof layer beneath insulation. The finish of these solid roofs will either be paving slabs, gravel ballast or a green roof system.

  - Other roof elements include curtain walling infilled with glazing panels at the top of atriums provided throughout the buildings.

  - There will also be photovoltaic panels installed on the highest roof elements of the buildings.

  - Forming plant enclosure to roof top plant.

- **Cat A & B Fit out (inc. FF&E)**

  - Internal floor area will mostly consist of office space that will utilise a raised access floor system; these pedestals and floor panels enable an underfloor zone to be used for the distribution of building services including electrical and data cabling.

  - Meeting rooms and other cellular rooms are likely to be formed with a traditional metal stud with plasterboard partition walls. Prefabricated

timber door sets with metal ironmongery will be installed into these walls.

- There will be screens and doors that will be constructed of glazed curtain walling, other more robust or decorative walling using alternative materials will be used in some instances. Most of the space will be open plan office accommodation filled with office furniture and fittings.

- Timber framed WC and kitchen fixtures will be provided, with consideration on whether these could be prefabricated to take place in later stages of the design.

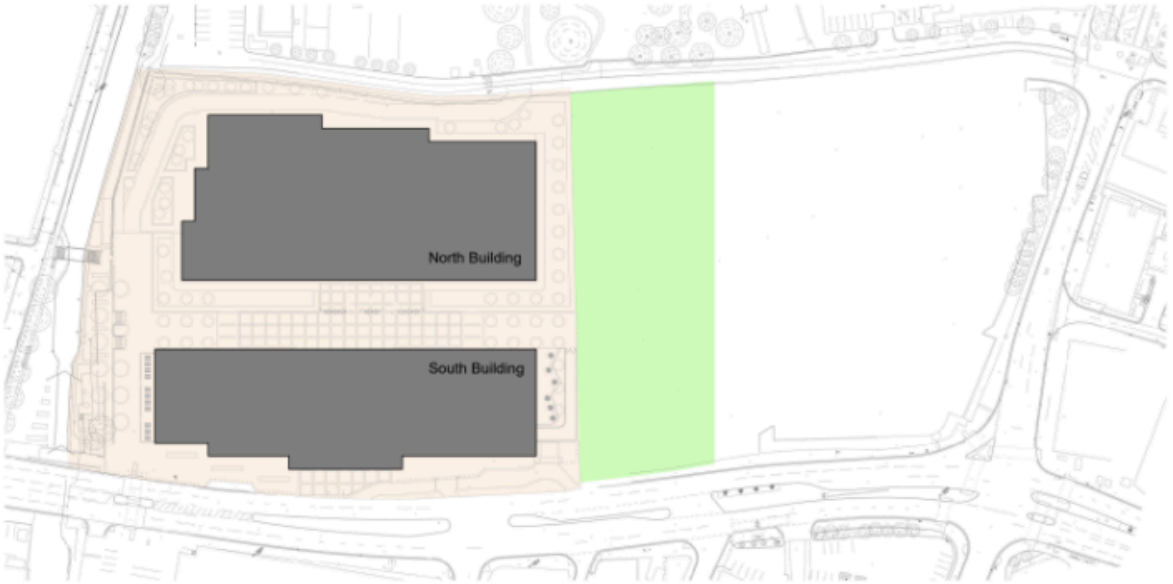
- Traditional office finishes will generally be used, but in some circulation areas exposed concrete finishes will be utilised

- Carpet floor finishes will be predominantly used throughout the office floor spaces. Other floor finishes such as ceramic tiles, timber, paint will be utilised appropriately to suit the different functions of the building.

- The retail units will be constructed to a ‘warm’ shell with capped off services to centralised heating, cooling and ventilation plant, and the shopfronts provided.

Soft & Hard Landscaping (Construction Phase 03)

Phasing Plan



PHASE 03 - SURROUNDING WORKS

1. Undertake hard and soft landscape activities.
2. Removal of site welfare, offices and site hoarding.
3. Highways and pavement modifications.
4. Complete modification of ground levels for park at Great Ancoats Street end.



Source Atkins Realis Phasing Plans P01.2.

- **Outline Construction Methods - Construction Phase 3**

    - Existing trees will be retained where possible, although due to their quality and location this will be limited. New trees will be planted within the landscape across the site with native species being utilised as much as possible.

    - Low level and raised planter beds will be created. These will be of a mixture of materials including concrete, metal and timber. These planters will be filled with biodiverse and mostly native plant species.

    - Boundary walls will include artwork in defined locations.

    - Natural stone paving will be provided to most of the hard standing areas within the external landscape for pedestrian walkways. In addition to this there will be paving setts and grasscrete paving for vehicle routes into and across the site.

    - Other landscape elements include vehicle bollards and barriers, gates, turnstiles, flagpoles, lighting, CCTV cameras, signage, etc.

    - Creation of final base levels to the new park area.

Project Delivery Durations

It is anticipated that enabling works will commence soon after planning approval is granted subject to any pre-commencement planning conditions being met. The enabling works are predicted to take circa six months and include temporary use of the park area and SRF phase 2 land in addition to the site. Time has been allowed in the programme before the main works are commenced in case the archaeological investigations required prove to be more extensive.

The main construction phase including the landscaping is predicted to take circa 42 months and during this phase the park area will be temporarily used as the site compound area.

The overall duration of the construction activities is therefore anticipated at circa 48 months. This will be checked once the prime contractor is appointed.

This is an indicative construction programme and this programme may ultimately be extended in the event delays caused by sustained periods of poor weather, unexpected ground conditions or other abnormals, economic volatility and political uncertainty.

Site Set Up & Operations

Site establishment

The site compound and facilities will be positioned as indicated in the Construction Phase 1 Phasing plan. It is anticipated that the site offices and welfare units will comprise 2-4 stories of modular cabins, configured to provide the best possible approach towards health and wellbeing for all users.

The upper floors will mainly be office space for staff use. The lower floors will be made up of a combination of canteen, toilet and changing facilities catering for operatives. The final arrangement will be confirmed in the CEMP once the Main Contractor has been appointed.

Facilities will be established to minimise risk to the environment and promote efficient use of resources. This will include:

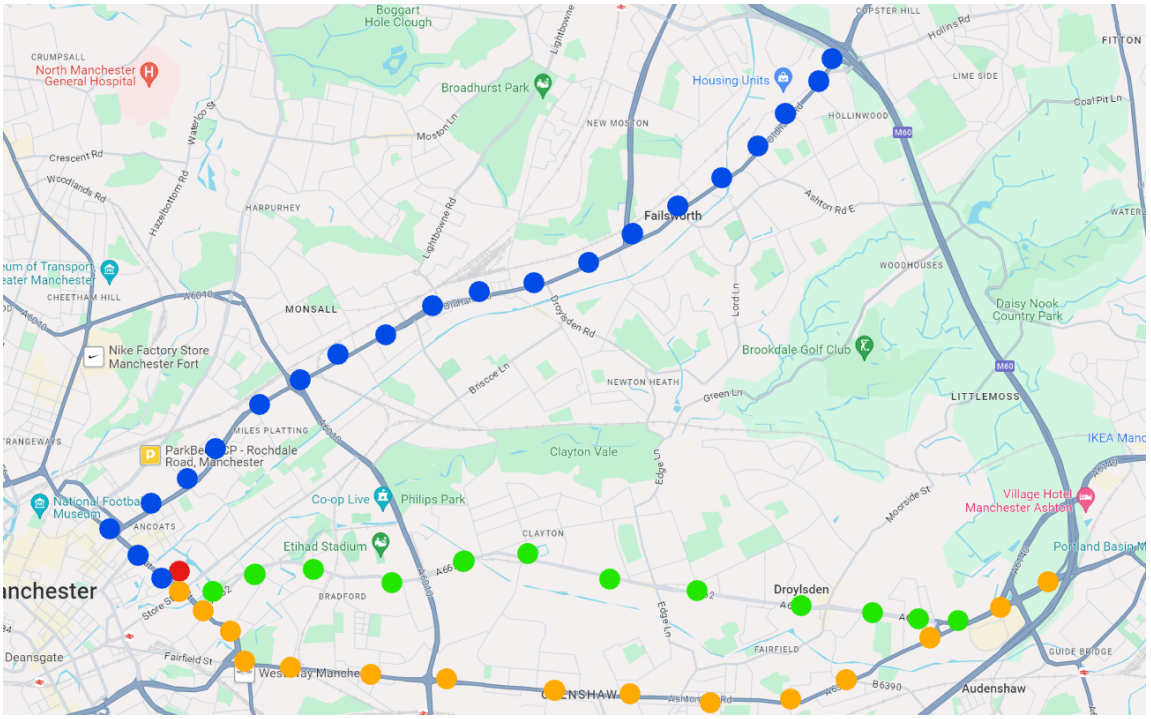
- Hoardings to form secure site boundaries.
- Temporary protective fencing will be erected to delineate the working areas and protect sensitive features from disturbance.
- Temporary offices, welfare facilities and secure storage of equipment.
- Any necessary fuel and oil will be stored in accordance with the Control of Pollution (Oil Storage)(England) Regulations 2001. Refuelling will only be undertaken in a designated area, designed to contain contaminated runoff, and by trained personnel. Emergency spill kits are to be readily available.
- Materials storage areas will be set up and managed.
- Waste segregation areas will be established utilising containers of an appropriate design to ensure that no waste can escape.
- Sewerage effluent from the site office and welfare facilities with connections made to the sewers.
- Temporary lighting will be designed to minimise spillage of light, and oriented away from residential properties.
- Permanent on site presence during the main build.

Transport Routes to Site

The main vehicle route to site will be: - via A665 Great Ancoats Street that fronts the site (shown as red dot).
There are three main arterial roads linking the site to the M60: -

- Blue route, Oldham Rd (A62 to the north/west of the site) to M60, Junction 22.
- Green route, A662 Pollard St/Ashton New Rd (to the east of the site); and;

- Orange route, A635 Ashton Old Road to the east of the site link to M60 Junction 23.



The orange route is approximately 5.5 miles and would take approximately 21 minutes depending on traffic level as shown.

Site Access

The primary access and egress to/from the site for the construction activities will be from Great Ancoats Street close to the existing entrance to the retail park. During the enabling works a secondary site access off Old Mill Street may be used utilising the existing ramped access.

For access to the construction site for pedestrians, a safe and appropriate access point to the works area, separated from the traffic route and lifting zone(s) will be located within the final site set up plan prepared by the Principal Contractor.

Public Transport

The site is well served by public transport and operatives will be actively encouraged to utilise public transport wherever possible. Train, bus and tram networks are in close proximity to the site with Piccadilly Station being within a short walk of the site,

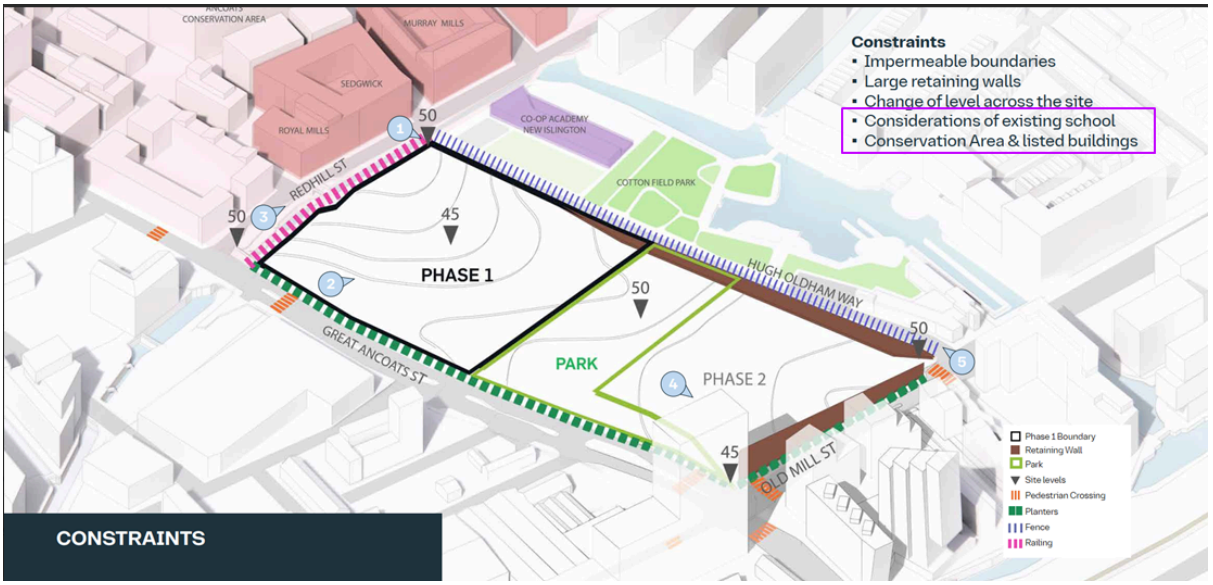
a bus stop immediately outside the site area and New Islington Tram Station a few minutes walk away to the east. All site operatives, trades and visitors will be actively encouraged to utilise the existing array of public transport where practically possible.

Site Constraints

Various studies, surveys and assessments both non-intrusive and intrusive have been undertaken which have identified the following key constraints to be considered prior to and for all major construction activities.

The Constraints Plan outlines the key constraints : -

1. Impermeable boundaries
2. Large retaining walls
3. Change of levels across the site
4. School to north
5. Conservation Area, Listed Buildings
6. Pharmacy to north-east
7. Old Mill Street residential building to east
8. Great Ancoats Street – residences, traffic and pedestrians to south
9. Rochdale Canal and pedestrians to tow path to west
10. Shooters Brook
11. Drains and utilities which will remain in place



Source: Atkins Realis Public Consultation slide 'Constraints'

Materials

Both the design and procurement will take into consideration the environmental impact of materials during the selection process. Local and responsible sourcing will be promoted to reduce carbon emissions from transportation.

A sustainable procurement plan has been developed in line with the BREEAM Mat 03 Requirements, to encourage responsible sourcing of products wherever possible.

All timber used on site will be FSC and PEFC compliant and obtained from sustainable sources.

The site may operate a ‘Just in Time’ (JIT) system, which may include (as part of the Supply Chain) an offsite logistics centre to accept deliveries, check quality of materials and batch accordingly to align with the activity schedule whilst also promoting the option of a storage area to deliver Modern Methods of Construction (MMC) and DfMA (Design for Manufacture and Assembly) to the scheme. This may be appropriate given the constrained project site area and sustainability targets and will be confirmed in the CEMP once the Main Contractor has reviewed this in detail.

Site Deliveries

Site deliveries will be managed by the Principal Contractor’s Delivery Management System. The system (such as Data scope) should allow for dynamic management of all site deliveries throughout the logistics lifecycle. It is a simple yet efficient way to book, track and manage site deliveries and will be made bespoke to the MDC site requirements and specific needs.

The site will operate a no booking no delivery policy, to ensure all deliveries are properly coordinated and arrive at booked timeslots to minimise any congestion on the highways network and ensure the efficient management of site deliveries.

In addition, and where possible, the Principal Contractor shall promote the use of real-time telemetry delivery system updates. This will allow the site to monitor delivery progress and adjust site operations to further minimise traffic impacts both within and beyond the site in the event of a delay.

All vehicle deliveries will access the site via the primary access on Great Ancoats Street. They will turn into the entrance and make use of the proposed one way site road options (to be confirmed by Principal Contractor via Traffic Management Plan), with gatemen present at the entrances and exits.
All delivery notes are to be handed to the gate staff upon entrance to the campus and without this, access will be denied to the site and the vehicles will be rejected

back onto the highway.

Within the site road, all vehicles are expected to adhere to a 5mph speed limit, allowing traffic marshals to monitor the vehicle from the campus entrance through to the site entrance. These traffic marshals will have the control of the vehicle, ensuring pedestrians always have right of way at access and egress points.

Housekeeping

The GPA will insist that the Main Contractor ensures a correct level of cleanliness is maintained to:

- Reduce the risk of health and safety incidents due to poor levels of housekeeping.
- Improve overall working conditions for operatives.
- Reduce waste on site.
- Minimise materials being damaged.
- Help to ensure efficient working.

In maintaining the cleanliness of the site, The GPA will promote and encourage the Principal Contractor (via contract documentation) to ensure:

- All workforce operatives behave correctly and in line with the onsite induction and site rules to reduce the potential impact of waste.
- Waste is removed in a timely fashion and in regular intervals to prevent fire load risk.
- Segregation of waste materials where appropriate in line with the project environmental management plan.

In addition to the above housekeeping measures, the appointed Principal Contractor must ensure all obligations listed within the HSE Construction and Design management Regulations 2015 are met.

Wheel Wash Facilities

The main access and site access haul roads will require periodic maintenance and regular cleaning. Site haul roads will be set up to provide suitable access around the site as necessary. It will be priority to provide a suitable hard surface as early as possible to reduce dust, mud and the like.

To manage the dirt created while on site, wheels of vehicles leaving site will be washed with a jet wash to remove mud and dirt before being allowed entry onto the public highway.

Energy

An energy management site review will be completed before the commencement of works on site, which will identify significant energy uses on site. Potential energy reduction actions will be recorded and monitored through the Energy Action Plan (EAP).

The welfare area will make use of energy saving techniques where possible, including the use of push taps in toilet facilities. This will continue to be developed throughout the project, so that energy efficiency performance KPIs can be set, energy reduction measures reviewed, and further actions taken.

Energy efficient plant and equipment will be specified wherever possible, such as PIR lighting in site accommodation.

Control Measures

Health and Safety

The project will be managed in accordance with the Principal Contractor's Safety Management System (SMS), which will comply with OHSAS:18001 and BSEN:14001.

The principal site document will be the construction phase health, safety, and environmental plan, developed well in advance of the commencements of works. This will include:

- Details of all significant parties involved in the scheme.
- Scheme information
- Management structure and appointments
- Communication strategy
- Arrangements for monitoring H&S performance
- Selection and control of subcontractors
- First aid arrangements
- Accident and incident reporting arrangements
- Arrangement for controlling significant site risks
- The H&S file

Management & Planning

Additional documents in addition to this Outline Construction and Environmental Plan will include:

- Traffic Management Plan
- Fire and Emergency Plan
- Site Waste Management plan
- Construction Phase Plan
- Environmental Statement
- Logistics Plan
- Environmental Emergency Plan (Pollution Control Plan and Emergency Response Plan).
- Lighting Management Plan
- Noise Monitoring & Management Plan (also to be used to reference POL05 BREEAM)

Health and safety is an integral part of the planning process for every building project. The procurement method and contractual obligations of the Principal Contractor will require the construction process to be properly planned, managed and monitored. This will also ensure compliance with statutory obligations.

As part of the health and safety policy, all persons on the project will be encouraged to express their views and concerns. This will be achieved by various means, including:

- Project H&S committees
- Safety representatives from each contractor
- Toolbox talks including feedback process.
- Discussion and briefing on method statements and risk assessments.
- General engagement with the workforce

The GPA encourages an ‘open door’ policy to be employed by the Principal Contractor whereby all staff can discuss health and safety issues with any member of the project team. Site noticeboards, toolbox talks, and posters are used to convey environmental and health and safety information to all site team members.

Subcontractors will be required to demonstrate how they will achieve the provisions of the Construction Phase Health and Safety Plan, how targets will be met and how potential effects will be minimised.

Contractors will be required to comply with all provisions of relevant legislation, including:

- Control of Pollution Act, 1974, Part IV
- Health and Safety at Work Act, 1974
- The Clean Air Act, 1993
- Environmental Protection Act, 1990

All subcontractor’s method statements, and visual task sheets will be required to address issues which may have a disruptive effect on the local community as identified in the Construction Phase Health and Safety Plan, including:

- Noise and vibration
- Local air quality and dust emissions
- Parking
- Deliveries
- Waste management
- Operatives’ behaviour

Building Information Management (BIM)

The Government's Construction Strategy mandates the use of Building Information Modelling (BIM) on all projects, and BIM will be used to improve the flow of information, improve integration, assist scheduling and in various other ways to help efficiently manage the project.

Solar Glare (Impact on Road Users to Great Ancoats Street)

The GPA will commit in the next design stages to review the effects of solar glare and ensure that there are no significant residual effects of solar glare for drivers using Great Ancoats Street.

Protection of Environmental Features

Construction Phase

Ecology - Embedded Mitigation

The following embedded mitigation measures will be implemented during the construction phase of the Proposed Development:

- Guidance for Pollution Prevention (GPPs) guidelines and the Construction Industry Research and Information Association (CIRIA) guidance on the control of water pollution from construction sites shall be followed.

- Dust control best practice guidelines will be followed during any ground-breaking works.

- If any protected species or evidence of protected species, or any INNPS, are unexpectedly encountered at any point during the works, all relevant works will cease, and an ecologist will be contacted for further advice on how to proceed.

- The landscaping proposals have been designed to create habitats encouraging biodiversity and the proposals included fully address the BNG Policy requirements.

- A variety of integrated bird nesting boxes will be installed in suitable locations throughout the Proposed Development, targeting urban bird species that are locally present and listed as local priority species. The integrated bird boxes will target species locally present, as provided by

GMBRC: swift, song thrush, black redstart, house sparrows, and starlings. This, in combination with the tree planting, will increase the bird nesting opportunities within the Site beyond their current levels and further increase the ecological value of the Site.

- A variety of integrated bat boxes will be installed within suitable locations throughout the Proposed Development, including boxes suitable for day roosts, maternity, and hibernation. Models will include 1FF Schwegler Bat Box, 2F Schwegler Bat Box, and 1FW Bat Hibernation Box. This will increase the suitability for bats beyond the Sites current limited levels.

- The stands of wall cotoneaster (INNPS) within the Site (located within the planters on the southern boundary) will be eradicated prior to any works commencing to avoid the spread of this species during construction.

- The following additional standard mitigation measures will be implemented during the construction stage of the Proposed Development following best practice, legal requirements and to enhance ecology:

- Prior to construction, a suitably qualified Ecological Clerk of Works (ECoW) will be employed for the duration of construction of the Proposed Development and for pre-construction clearance works.

- The retained trees within, and adjacent to the Site, will be protected in line with guidelines provided in BS 5837 Trees in relation to Construction.

- Any excavations will be filled or covered overnight to prevent animals (such as fox) becoming entrapped. Where excavations cannot be filled or covered overnight, a plank of wood (or similar) will be placed into the excavation at an angle that allows means of escape.

- Vegetation removal will be managed by the Contractor and arranged outside of the core bird nesting season, or suitable mitigations and measures will be adopted advised by a qualified ecologist

- In order to avoid damage or destruction of occupied nests or harm to breeding birds, works within the core bird nesting season will require an inspection of vegetation to be cleared for breeding birds and their occupied nests by a suitably qualified ecologist no more than 24 hours prior to any works being undertaken. If any nesting birds are identified during the survey, they will be left in situ for their entire nesting period and alternative approaches to the work proposed. This may include leaving an exclusion

zone around the nests to avoid disturbance.

- The trees with a precautionary ‘low’ bat roost suitability on Site will be soft felled, where tree limbs and PRFs are cut/removed in sections under the guidance of the ECoW. These measures will be incorporated into the Construction Environmental Management Plan.

Construction Effects

Following the implementation of the mitigation, no significant effects are anticipated during construction on the identified IEFs (Rochdale Canal Stott’s Lane – Ducie Street Basin SBI and Rochdale Canal), through pollution events/incidents.

Noise and Vibration

- As part of the GPA’s planning application we are committing to provide artwork on the permanent boundary wall in a number of locations i.e. on the boulevard, to the park, to the school and to the canal facing the mill buildings. We have already started to engage with Coop Academy over the artwork to the school boundary and agreed that the design of the artwork will be agreed with the school. Similarly, we are happy to commit to engage with local heritage groups and the Canals and Rivers Trust around the artwork to the canal boundary, which will be used to highlight the history. This is already covered in the DAS. We will also commit to use the temporary site hoardings to include artwork and information, which will be agreed with the LPA and local interest groups.

- The CEMP of each Contractor for each of the main construction phases will include measures to monitor and manage noise and include a feedback loop to trigger action in the event that noise thresholds are exceeded or complaints are received. In the OCEMP we will commit that the appointed Prime Contractor will agree noise thresholds with the Council, noise levels will be monitored on site with agreement with the Council on how this is done and there will be agreed steps should any agreed threshold be breached. This will include a Section 61 Consent Application. We will also commit to respond to any complaints that are received and we recognise that other schemes are likely to be constructed at the same time and may cause noise.
- The Principal Contractor (PC)/Main Contractor (MC) of each main construction Phase shall include within their CEMP, committing to ongoing engagement with the Co-op Academy. This will include giving advanced notice on a regular basis of the planned construction activities and in

particular noisy and disruptive works. This will allow the school to plan accordingly. A Community Liaison Officer (CLO) shall be appointed by the PC/MC to manage this.

GPA will, (through the next design stages) assess the predicted noise from the operational plant, and design the scheme to ensure no significant residual effects from operational plant noise on sensitive receptors, including the adjoining school and nearby residential properties and hotels. This will include reviewing the choice of and positioning of plant and equipment, and including acoustic enclosures if required.

Construction phase

The Contractors' CEMP will comply with mitigation measures as listed within the ES Noise and Vibration Chapter 16 (Volume 2) 16.7 and summarised below:

Embedded mitigation

- The Outline Construction Environmental Management Plan (OCEMP), ES (Volume 4) Appendix 6.1, includes embedded mitigation relevant to noise and vibration which will be in place as part of the Proposed Development.

- The GPA intends to require the Contractor to apply for a Section 61 Prior Consent under the Control of Pollution Act 1974 for some or all of construction works. This will be discussed when engaging with the Local Authorities prior to works commencing and would ideally enable a noise threshold to be agreed, offering certainty to the GPA and MCC.

- The appointed Contractor would implement a Construction Environmental Management Plan (CEMP), which would be approved by MCC in its role as planning authority prior to the commencement of construction works. The CEMP would be broadly in accordance with the OCEMP and will establish the following:

    - Environmental management and responsibilities.
    - Monitoring and auditing processes.
    - Procedures that will be used to complete different construction activities.
    - Complaint response procedures with a feedback loop
    - Community and stakeholder liaison processes with a feedback loop

- Enhanced and targeted engagement with the Co-op Academy. Specific intention to provide information that manages community anxiety; and to provide advance notice of noisy and disruptive works, to enable the school to forward plan activities in a timely manner.
- Commitment to work with appropriate local bodies and organisations, such as the Canals and Rivers Trust, to develop informative artwork/ information for affixing to the external hoardings of the Site alongside the Canal. The intention will be to interpret the historic environment assets of the area.
- Commitment to work with the school to develop collaborative artwork for affixing to/incorporate into the eastern external hoardings of the Site/boundary treatments.
- Commitment to ensure there are no significant residual effects of solar glare for drivers using Great Ancoats Street, through specialist input to the detailed design stage.
- Commitment to ensure there are no significant residual effects from operational plant noise on sensitive receptors within the Great Ancoats Street NIA, particularly considering hotel uses (existing and committed), through specialist input to the detailed design stage (i.e. clarity on operational plant schedules and suitable specification of acoustic screening/enclosure).
- The Principal Contractor to produce and implement a Community Engagement Plan (CEP) within this list (community consultation strategy could be used as the title, to reflect the MCC requirements cited on p29 of the draft).
- The PC must appoint a Community Liaison Officer (CLO) prior to commencing construction activities; and that the CLO will be responsible for the implementation of the CEP.
- In order to reduce the potential for construction traffic impacts from the Proposed Development to interact with those of an RFFP to the south (thus avoiding additive impacts and indirect human health impacts) – 128191/FO/2022 – the CTMP should preclude use of Pollard Street by construction vehicles (LDV/HDV) for onward travel (except where exceptional circumstances mean no alternative routes are available – e.g. a temporary road closure).

- The CEMP shall include a Noise Monitoring and Management Plan to control noise and vibration emissions from the construction works, ideally in line with limits established through a Section 61 Consent, subject to MCC's agreement. In addition, construction traffic and arrangement for temporary traffic diversions during the construction phase will be the responsibility of the Principal Contractor with specific measures to also be

included as part of Construction Traffic Management Plan, see ES (Volume 4) Appendix 18.3.

- The Noise Monitoring and Management Plan shall incorporate good working practices, as well as Best Practicable Means (BPM), including but not limited to the following measures: -

    - Use of vehicles, plant, and equipment that generate lower levels of noise or vibration will be selected over alternatives that produce higher levels of noise or vibration.
    - All vehicles and plant will be fitted with effective exhaust silencers which should be maintained in good and efficient working order.
    - All compressors and generators will be 'sound reduced' models fitted with properly lined and sealed acoustic covers which will be kept closed whenever the machines are in use.
    - All ancillary pneumatic percussive tools will be fitted with mufflers or suppressors as recommended by the manufacturers which should be kept in a good state of repair.
    - Machines in intermittent use will be shut down when not in use or where this is impracticable, throttled down to a minimum.
    - The site compound and static machines will be sited as far as is practicable from noise sensitive buildings.
    - Where practicable, plant with directional noise characteristics will be orientated to minimise noise at nearby properties.
    - Plant should be certified to meet the current EU legislation and will not be louder than the noise levels provided in Annex C and D of BS 5228 Part 1.
    - Temporary noise barriers or other noise containment measures installed to minimise construction noise levels.
    - The loading or unloading of vehicles and the movement of equipment or materials will be undertaken in a manner that minimises noise generation.
    - Concrete mixers will not be cleaned by hammering the drums.
    - When handling materials, care will be shown not to drop materials from excessive heights.

- The Noise Monitoring and Management Plan would also require the appointed Contractor to consult with the Environmental Health Department prior to the commencement of construction works. From this, guidance would be obtained on their requirements for managing and controlling noise and vibration from construction works, ideally in line with thresholds agreed through a Section 61 consent. This would also include communication preferences for updates during the construction phase.

- Good stakeholder relations are often the most effective way to manage potential construction noise and vibration impacts on site. Implementation of a Community Engagement Plan (as set out in the OCEMP as the responsibility of the appointed Community Liaison Officer (CLO) will ensure that local community groups, Co-op Academy, local businesses and local residents and other affected parties are kept informed of the progress of the works, including when and where the noisiest activities would be taking place and how long they are expected to last. The OCEMP indicates that the most sensitive receptors, which includes the Co-op Academy, New Islington, should be subject to specific provisions within the CEMP to support enhanced communications and enable them to adapt their activities in response to information about the construction works. A dedicated website would include a webpage for the Proposed Development that is regularly updated to reflect the status of construction works, construction working hours, information about traffic diversions or road closures, and mitigation measures that are implemented to reduce noise and vibration levels.

- The Contractor will provide all local residents with a point of contact to discuss any queries relating to the construction works or to raise complaints. All noise complaints shall be effectively recorded, investigated, and addressed. Additionally, members of the public will be able to use MCC website to raise queries or complaints, which will be investigated and responded to as appropriate. The CLO will be responsible for tracking complaints and generating suitable responses in conjunction with the Contractor, which might include targeted noise monitoring, depending on the nature of the complaint.

- Even with appropriate mitigation in place, it may not be possible to eliminate all noise and vibration impacts. However, best practice, considerate working hours as well as frequent and open communications with stakeholders will help to reduce the magnitude of residual impact of construction noise and vibration.

16.10.2. Key NSR identified around the Site are identified in Table 16-3.

Table 16-3 - Key Noise Sensitive Receptors

ID	Location	Distance from Site (m)	Type of receptor
1	Co-op Academy New Islington, 10 Hugh Oldham Wy, Manchester M4 6EY	10 (playing fields) 40 (building)	School
2	Royal Mills, Redhill St, Ancoats, Manchester M4 6JG	25	Mixed/Residential
3	MM2 Apartments, Pickford St, Ancoats, Manchester M4 5BS	30	Mixed/Residential
4	Brownsfield Mill, Binns Pl, Manchester M4 5AG Port Street Development, Manchester M4 5AG	30	Residential
5	Residence Inn, 40 Laystall St, Manchester M1 2JZ	25	Hotel
6	83 Ducie St, Manchester M1 2JQ	25	Mixed/Residential
7	Ancoats Primary Care Centre, Old Mill Street, Manchester M4 6EE	80	Health Care
8	1 Lockgate Mews, Manchester M4 6GE	150	Residential

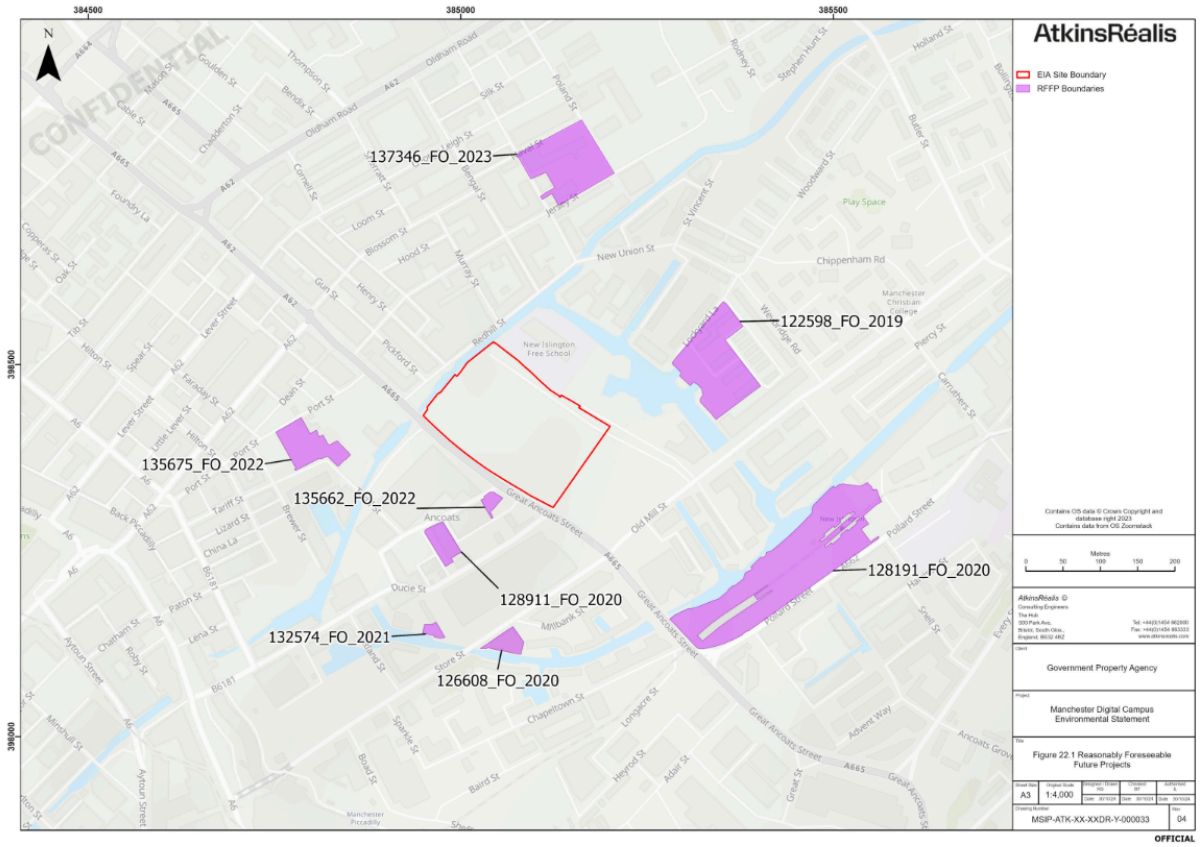
16.10.3. It should be noted that New Islington Marina is also located to the northeast of the Site approximately 40m from the Site boundary. Although the marina has fixed moorings, these are classed as temporary residential properties and have been assessed as special residential receptors.

16.10.4. Although Residence Inn has been identified as being a hotel and not a residential dwelling, it is considered appropriate to assess this in the same way as other residential receptors due to the nature of its usage, i.e. for sleep/resting

16.10.4. Consideration will also be given to amenity spaces including the adjacent Rochdale Canal and Cotton Field Park.

Cumulative Affects of Noise

- In this context, it is relevant to note that inter-project effects may arise from concurrent noisy construction between the Proposed Development and the closest reasonably foreseeable future projects (RFFPs) in scope. There are three RFFPs in particular (see snip below) 137346 to the north; 122598 to the east and 128191 to the south. However, GPA clearly cannot be responsible for noise from the other projects so beyond a general commitment to respond to complaints, we do not propose anything additional for this cumulative effect:



Source Atkins Realis Environmental Statement Volume 2, Chapter 22

Noise: MCC Requirements

Section 3.7.1.4 of the MCC Planning and Noise Technical Guidance, October 2022 states that:

All noisy works (i.e. those that are audible beyond the site boundary) should be restricted to the following hours to minimise disruption:

Monday to Friday: 07:30am – 6pm
Saturdays: 08:30am – 2pm
Sundays / Bank Holidays: no work.

The Council state that the final CEMP should contain a Noise & Vibration section that bases the assessment on BS 5228, with reference to other relevant standards; it should also contain a community consultation strategy which includes how and when local businesses and residents will be consulted on matters such out of hours works. MCC suggest that by keeping an open dialogue and attempting to placate any complaints or grievances, a development is likely to progress more efficiently, GPA wish to promote and encourage this approach with the Principal Contractor and all those involved in the delivery phase of the development.

BREEAM Pol05 Reduction of Noise Pollution

To meet the requirements for Pol05 a noise impact assessment of noise from fixed mechanical plant is required, where the rating noise level from the plant is at least 5dB lower than the background sound level at the nearest or most exposed noise sensitive development, during the day and night. Where required, a noise impact assessment is to be carried out in accordance with BS 4142:2014.

The Noise Monitoring and Management Plan shall ensure information relevant for POL05 requirements of the BREEAM assessment is included within the plan.

Air Quality

The Contractors' CEMP will comply with mitigation measures as listed within ES Volume 2, Air Quality Chapter 7 an extract of this document focusing on the Construction Phase Embedded Mitigation is below:

Construction phase

Embedded Mitigation

- The following section outlines the embedded mitigation measures for the construction phase, which have been factored into the impact assessment. Embedded mitigation measures comprise legal requirements or standard practices that will be implemented as part of the Proposed Development. These are measures that would be implemented regardless of the assessment outcomes, for example, as a result of legislative requirements and/or standard best practice.

- The construction works associated with the Proposed Development, which have the potential to generate dust emissions, will be controlled/minimised for the duration of the Proposed Development construction through a Construction Environmental Management Plan (CEMP) which will detail appropriate best practice mitigation measures to be adhered to during all construction works.

- Selected mitigation measures given in the IAQM Construction Dust Guidance which are specified as highly recommended measures are listed in Table 7-15 below including a medium risk for demolition, earthworks and trackout, and a high risk for construction activities. This table provides a list of measures that will be included within the CEMP. Selection of the

requisite measures to be applied will be determined through consultation the Local Planning Authority (LPA) once the appointed construction contractor has developed the detailed proposals for construction activities.

Table 7-15 – Selected construction dust mitigation measures

IAQM mitigation ID	Mitigation measure
Communications	
1	Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.
2	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.
3	Display the head or regional office contact information.
4	Develop and implement a CEMP, which may include measures to control other emissions, approved by the Local Authority. The desirable measures will be included as appropriate for the Site. The CEMP may include monitoring of dust deposition, dust flux, real-time PM_{10} continuous monitoring and/or visual inspections.
Site management	
5	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.
6	Make the complaints log available to the local authority when asked.
7	Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the logbook.
8	Hold regular liaison meetings with other high risk construction sites within 250 m of the Site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/deliveries which might be using the same strategic road network routes.
Monitoring	
9	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. This should include regular dust soiling checks of surfaces such as street furniture, cars and windowsills within 100 m of Site boundary, with cleaning to be provided if necessary
10	Carry out regular Site inspections to monitor compliance with the Dust Management Plan (DMP), record inspection results, and make an inspection log available to the local authority when asked.
11	Increase the frequency of Site inspections by the person accountable for air quality and dust issues on Site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
12	Agree dust deposition, dust flux, or real-time PM_{10} continuous monitoring locations with the Local Authority where required.
Preparing and maintaining the Site	

IAQM mitigation ID	Mitigation measure
13	Plan Site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.
14	Erect solid screens or barriers around dusty activities or the Site boundary that are at least as high as any stockpiles on Site.
15	Fully enclose Site or specific operations where there is a high potential for dust production and the Site is active for an extensive period.
16	Avoid Site runoff of water or mud.
17	Keep Site fencing, barriers and scaffolding clean using wet methods.
18	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.
19	Cover, seed or fence stockpiles to prevent wind whipping.
Operating vehicle/machinery and sustainable travel	
21	Ensure all vehicles switch off engines when stationary - no idling vehicles.
22	Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable.
23	Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on unsurfaced haul roads and work areas.
Operations	
26	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.
27	Ensure an adequate water supply on the Site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
28	Use enclosed chutes and conveyors and covered skips.
29	Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
30	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	
31	Avoid bonfires and burning of waste materials.
Demolition	
32	Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).
33	Ensure effective water suppression is used during demolition operations. Handheld 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

IAQM mitigation ID	Mitigation measure
34	Avoid explosive blasting, using appropriate manual or mechanical alternatives.
35	Bag and remove any biological debris or damp down such material before demolition.
Construction	
39	Avoid scabbling (roughening of concrete surfaces) if possible.
40	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.
41	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
42	For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.
Trackout	
43	Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the Site. This may require the sweeper being continuously in use.
44	Avoid dry sweeping of large areas.
45	Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.
46	Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.
47	Record all inspections of haul routes and any subsequent action in a site logbook.
48	Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.
49	Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the Site where reasonably practicable).
50	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.
51	Access gates to be located at least 10 m from receptors where possible.

Construction Vehicles

All vehicles visiting site will need to apply with the stipulations stated in the Construction Traffic Management Plan. It should be noted that all delivery vehicles will be marshalled whilst within the site to mitigate the risk to the construction operatives, this includes but is not limited to:

- Speed limits
- Vehicle route
- Operation of gates
- Traffic management systems
- Traffic marshals

CLOCS (Construction Logistics and Community Safety) HGV standards

The CLOCS Standard for construction logistics: ‘Managing work related road risk’ was developed by Transport for London (TfL) in response to research which showed that construction vehicles were responsible for a disproportionately high number (35%) of cyclist and pedestrian fatalities involving HGVs in London.

The CLOCS Standard calls for the construction industry to recognise its responsibilities for vehicles and drivers delivering to and collecting from construction sites, and provides a clear framework to ensure everyone knows their roles and responsibilities in eliminating construction WRRR. The Standard sets out actions by clients and contractors and requires fleet operators to comply with the Fleet Operator Recognition Scheme (FORS) or equivalent.

CLOCS is managed by a partnership involving SECBE Ltd, Construction Clients Leadership Group, LHC, Build UK and the Considerate Constructors Scheme. The role of the partnership is to embed, monitor, promote and expand the CLOCS Standard across the UK.

All large vehicles above 3.5t GVW, that arrive at the Project site must conform to the CLOCS Work Related Road Risk Standard. Vehicle operatives must check the following:

- Driver must have a valid driving licence for the vehicle weight and type Vehicle operator must be certified at FORS (Fleet Operator Recognition Scheme) bronze level as a minimum.
- Driver must be able to prove they have undertaken vulnerable road user training either Safer Urban Driving or MPQC

Plant & Equipment

A complete plant and equipment schedule will be provided and included within the final CEMP which in turn shall be prepared by the Principal Contractor, however based on similar projects it is anticipated that the following non-exhaustive list of plant and equipment will be utilised during the key phases

Plant & Equipment	Enabling Works (inc. Ground clearance)	Groundworks (inc. drainage)	Building	Utilities	Fit Out
Excavators	□	□		□	
HGV's (Exported fill / material delivery)	□	□	□	□	□
HGV's (rebar deliveries)	□	□	□	□	
Dumpers	□	□		□	
Compressors	□	□	□	□	□
Piling Rigs		□			
Mobile Cranes		□	□		□
Mobile Access Platforms /MEWPS			□		□
Power / Hand Tools	□	□	□	□	□
Material Hoists			□		□
Static Cranes			□		□

The plant types listed in Table 2 will be delivered and removed from the site using vehicles that would not be of a size that would affect the operation of any highways. Any proposed departure from this would result in notification to the Police, Local Highway Authority and Highways England.

At this stage it is assumed that 4 cranes of varying types would be required due to the scale and reach required across both building footprints. A crane lifting plan shall be provided by the Principal Contractor and included within the final CEMP for main works.

Hard standings

The Principal Contractor will implement the use of hard standings on main vehicular access routes to reduce the risk of dust and site churn in the construction phase.

Water, quality, and drainage

The Contractors' CEMP will comply with mitigation measures as listed within ES Volume 2, Chapter 19 Water Resources & Flood Risk (November 2024) an extract of this document focusing on the Construction Phase Embedded Mitigation is below:

Construction phase

Embedded mitigation

The DMRB LA 104 standard is clear that embedded mitigation is included in the best practice design approach. Embedded mitigation covers the project design principles adopted to avoid or prevent adverse environmental effects.

Best Practice

- Potential impacts from construction can be mitigated through best practice measures which are associated with good site practice and preparation of robust method statements. Mitigation measures which will be implemented to mitigate any potential impacts to the water environment during construction of the Proposed Development will include adhering to Guidance such as Guidance on Pollution Prevention (GPPs) and CIRIA C715 Environmental good practice. Although now withdrawn by the Environment Agency, their Pollution Prevention Guidelines still detail good practice advice for undertaking works which may have the potential to result in water pollution. In general terms, by following these guidelines, significant impacts to the water environment will be avoided.

- The contractor will produce a set of plans to protect surface water from any changes. These include the Soil Handling Management Plan, Pollution Prevention and Control Management Plan and Site Waste Management Plan respectively which will ensure:

    - All debris arising from the construction and works will be effectively encapsulated and removed from Site.
    - No pollutants will enter drainage, run-off to a watercourse or be allowed to infiltrate to a groundwater body.
    - The contractor will ensure that they have a robust Pollution Response Plan in place before works start.
    - Any pollution incident will be contained and cleaned up immediately and reported.

- No storage of oils or chemicals will be allowed within 10 m of a watercourse.

Outline Construction Environmental Management Plan (OCEMP) and Construction Environmental Management Plan (CEMP)

The OCEMP details the embedded mitigation relevant to the water environment, which will be in place as part of the Proposed Development. Please see Environmental Statement (Volume 2) Chapter 6.

The final CEMP will include as a minimum:

- An agreed process for managing the volume and quality of discharge of water for construction compounds.

- Detail on the management of surface water drainage. The discharge methodology will be agreed with the EA if discharge consents are required.

- The development of water quality monitoring plans to cover parameters monitored, sample locations frequency and duration of monitoring. This will include who will undertake sampling, any requirements for visual checks, inclusion of additional monitoring points as part of baseline monitoring, sampling/ laboratory analysis accreditation requirements.

- A Pollution Control Plan for managing chemicals and other contaminants. This will contain detail on how oil or chemical storage areas will be bunded and lined in order to contain pollutants in the event of leakage. There will be no storage of materials (or chemicals/fuels) within 8 m of any watercourse. All machines will use oil trays when parked on site; all fuel storage tanks shall be adequately bunded to prevent pollution of the river. All reasonable requirements specified by the Environment Agency will be in place to prevent fuel, lubricants, or any other fluids or materials entering the watercourse.

- Procedures to deal with accidental leakages or spillages of hydrocarbons and oils, or accidental release of hazardous substances during construction works within the Pollution Control Plan and Emergency Response Plan.

Drainage

- Drainage has been considered in the 'SIP RIBA 2 Drainage Strategy' Report, ES (Volume 4) Appendix 19.3, whereby surface water and foul water drainage are considered.
- SuDS will be implemented to control surface run off into the adjacent canal which is part of the Rochdale Canal Stott's Lane – Ducie Street Basin SBI50.
- The project will have a temporary drainage plan to cover the duration of the Construction period and until the formal drainage system is operational. It is expected that no discharge will take place without prior consent from the Local Authority (LA)/Local Lead Flood Authority (LLFA).

- The Drainage Management Plan will include, as a minimum:

  - Design standards - any areas of surface or foul water drainage affected by the works will be identified and each section of affected drainage should be briefly described, and a proposed solution provided.
  - Pollution control/interception –
    - Any interceptor solutions will be identified on discipline specific drawings and reviewed during the relevant design stages.
    - Water originating from the Site will be managed appropriately using best practicable methods in accordance with discharge requirements.
    - Refuelling and machine repairs will be undertaken in suitable areas on hardstanding. Any parked machinery will use oil trays. No chemicals / fuels will be stored in proximity to the nearby watercourses.
    - Any chemicals used in the construction process will need to be used in a controlled manner. At this early-stage possible products which are safe to use in vicinity to the borehole abstractions have been identified and proposals on their use will be made during detailed design.
  - Outfalls – during construction a surface water management plan will be developed to ensure there will be no discharges to the nearby watercourses. Any known existing drainage and outfalls will be identified and managed to ensure no runoff to the canal.
  - SuDS principles should be considered to ensure that the discharge rates and volumes are suitable.
  - Earthworks – a review of existing earthworks and drainage provision will be undertaken to assess the required interventions to be developed at subsequent design stages. Areas are to be identified which currently do not have any drainage but is required.

- Access Roads -the development of drainage from the access roads including the modification/re-alignment, connection into or new access road infrastructure will be included. Construction mitigation will include (but not be limited to) measures within the PPGs, e.g. to attenuate and treat polluted runoff.

- The Drainage Management Plan will also include details of how increased surface water runoff from new areas of hardstanding (i.e. access roads, visitor centre, car parks etc) will be managed to ensure no increase in flood risk. SuDS will be included in the drainage design where possible. The drainage design will follow the SuDS manual and guidance from the Local Plans/SFRAs will be incorporated. The Drainage Management Plan will also include details of how the construction compounds will safely manage surface water flows in line with Environment Agency PPG and CIRIA guidance.

Groundwater

- Embedded mitigation for the potential impacts to groundwater include the implementation of a piling risk and deep foundation risk assessment as well as a dewatering risk assessment. These are described below:

  - A piling risk assessment will consider a full suite of site-specific ground investigation data to ensure the piling methods are appropriate and ensure that any impacts to groundwater are mitigated against.
  - A dewatering risk assessment will consider site-specific groundwater levels and the potential impacts from dewatering activities to any sensitive receptors and ensure that any impacts to sensitive receptors are mitigated against.

Flood risk

- Embedded mitigation will be adopted as standard practice with construction management being aware of good practice and local sensitivities in relation to flood risk as follows:

  - Where subsurface works are required, for structural foundations, buried services etc., localised dewatering may be required,
  - The construction programme and schedule of activities for the Proposed Development will consider the duration, time of year, weather forecasting and construction sequencing in relation to flood risk and identify sensitive locations for programming of particular activities. All such considerations shall be formally recorded and incorporated into a Flood Response Plan,

  - The placement of haul routes, site compounds, stores of construction material and plant/equipment will be generally located outside of natural flow paths to prevent severance of flow pathways and displacement of flood water.

- Note no specific hydraulic modelling of temporary construction conditions has been undertaken: the CEMP will set out measures and procedures for dealing with construction stage flood risk.

Construction effects

Surface water quality

- Risks to water quality as a result of construction activities has been identified as having a minor magnitude adverse impact to Rochdale Canal (western section) and Ashton Canal and Peak Forest Canal (lower section) (both Medium Importance). With mitigation in place, the significance of effect has been identified as Slight adverse based on this magnitude and importance.

- Risks to water quality as a result of the drainage network that drains into the Shooters Brook culvert, which discharges into the River Medlock downstream of the Proposed Development, has been identified as having a minor magnitude adverse impact to River Medlock (High Importance). With mitigation in place, which includes limiting discharge rate from the Site to the equivalent greenfield runoff rate and implementing SuDS to reduce the surface water runoff pollutants from the Site (as noted in the Drainage Strategy), the significance of effect has been identified as Slight adverse based on this magnitude and importance.

- For more detail please see Table 19-14 – Summary of residual effects surface water within the appendices of ES Chapter 19.

Groundwater

- Changes to groundwater quality from piling that may introduce a rapid vertical flow pathway into the groundwater body, for potentially contaminated runoff has been identified as having a minor magnitude of adverse impact to the Groundwater in the Made Ground (cohesive and granular) (Low importance). With mitigation in place, the significance of effect has been identified as Slight adverse.

- Changes to groundwater quality to groundwater in the Granular Glacial Till Overlaying Chester Formation and Groundwater in the Manchester and East Cheshire Permo-Triassic Sandstone Aquifers (both High Importance)

has been identified as having a minor/moderate magnitude adverse impact. Significance of impact following mitigation is identified as Moderate adverse.

- Changes to groundwater quantity from piling and new utilities which are to be laid below the surface may alter the groundwater levels, flow paths and depending on the proposed type of pile it may cause groundwater embankment potentially leading to groundwater flooding to substructures. This impact has been identified as having a minor magnitude of adverse impact to the Groundwater in the Made Ground (cohesive and granular) and the Granular Glacial Till Overlaying Chester Formation and Groundwater in the Manchester and East Cheshire Permo-Triassic Sandstone Aquifers. The significance of effect is Slight adverse for groundwater in Made Ground (cohesive and granular). It is unlikely that piling will be of a continuous nature at depth to affect groundwater quantity in the Granular Glacial Till Overlaying Chester Formation and Groundwater in the Manchester and East Cheshire Permo-Triassic Sandstone Aquifers and as such, the significance of effect is Slight adverse.

- For more details please see Table 19-15 – Summary of residual effects groundwater.

Flood risk

- Risk of surface water ponding due to earthwork and soil compaction, especially where the Proposed Development encroaches on areas of surface water flood risk (Figure 19.2.8, Appendix 19.2 – FRA). This could result in the displacement of surface water and increase flood risk to the Rochdale Canal, which is <0.01 km to the northwest of the Proposed Development. In addition, the construction activities will extend below ground due to the proposed basement carpark. The Rochdale Canal may be in hydraulic conductivity to the groundwater at the Proposed Development due to proximity. Below-ground construction activities may thus increase flood risk to the Rochdale Canal and the Proposed Development. The risk of flood risk due to construction activities has been identified as having a negligible magnitude of impact to the Rochdale Canal; with mitigation in place, the significance of the effect has been identified as neutral/slight.
- The distance of the Proposed Development to the Ashton Canal (<0.30 km) means construction activities are unlikely to affect the flood risk of the Ashton Canal. However, because the Ashton Canal is connected to New Islington Marina, which is connected to the Rochdale Canal and in proximity to the Proposed Development, the main influence of flood risk to the Ashton Canal due to construction is via the Rochdale Canal. The risk

of flood risk due to construction activities has been identified as having a negligible magnitude of impact to the Ashton Canal; with mitigation in place, the significance of the effect has been identified as neutral/slight.

- Risk of surface water ponding due to earthwork and soil compaction, especially where the Proposed Development encroaches on areas of surface water flood risk (Figure 19.2.8, Appendix 19.2 – FRA). This could result in the displacement of surface water, increasing flood risk to the New Islington Marina, which is <0.03 km northwest of the Proposed Development connected to the Rochdale and Ashton Canal. In addition, the construction activities will extend below ground due to the Proposed Development of an basement carpark. The New Islington Marina may be in hydraulic conductivity to the groundwater of the Proposed Development area due to proximity. The below-ground construction activities may increase the risk of flooding to the New Islington Marina and groundwater flooding at the Proposed Development. The flood risk due to construction activities has been identified as having a negligible magnitude of impact to the Rochdale Canal; with mitigation in place, the significance of the effect has been identified as neutral/slight.

As listed above within the mitigation measures, the project during construction phases will have a Drainage Management Plan to cover the duration of the construction period and until the formal drainage system is operational. No discharge will take place without prior consent from the Local Authority (LA)/Local Lead Flood Authority (LLFA).

The SPC's, logistics contractors and all subcontractors must take precautions during the construction phase to protect the entire drainage system from siltation or pollution as per requirements of the Drainage Management Plan and as soon as is practicable and maintain this until connection to the permanent design. This will be designed to avoid pollution from fuel, chemicals and soil wash off into aquatic habitats using silt barriers etc.
Materials, equipment, and vehicle parking is to be kept away from semi natural site boundaries.

Ground Conditions

Physical Effects: Soil erosion

Details of specific mitigation measures dealing with soil erosion, soil management and storage and land contamination are to be provided by the Contractor prior to commencement.

There is potential for increased temporary soil erosion from the removal of hard standing, vegetation clearance, general earthworks, excavations, temporary

stockpiling, piling, construction of new infrastructure and the movement of heavy plant. There is also the potential for increased runoff during earthworks carrying a high sediment load to affect surface water receptors. Best practice measures will be adopted to mitigate these potential impacts.

Soil re-use and Waste Soils

Soil suitable for reuse on site and to form the levels of the new park will be stored in piles until it can be used, including providing a suitable cover to minimise any soil erosion. However, soil or waste materials classified as contaminated or hazardous will be removed from site and safely disposed of.

Land contamination

The effects associated with land contamination have been assessed by comparing the baseline land contamination risks to those predicted during construction, while considering any new sources and pollution pathways introduced by construction activities. The construction phase Conceptual Site Model (CSM) and risk assessments are included in Atkins Realis Ground Investigation Report Appendix 12.3.

The construction phase could potentially introduce new sources of contamination and disturb and mobilise existing sources of contamination. Construction activities, such as excavation and piling may introduce new pathways for migration of existing contamination such as excavation and exposure of contaminated soil, remobilisation of contaminants through soil disturbance and the creation of preferential pathways for groundwater and ground gas migration.

Potential changes to the baseline situation creating PCLs, which have been assessed within this chapter are:

- The potential for mobilising contaminants by excavation and stockpiling of material, increasing the risk to controlled water receptors through leaching and run-off. Earthworks could provide opportunities for run-off to contain suspended solids, if not managed properly.

- The potential for introducing new sources of contamination i.e., from spillages and leaks.

- The potential for exposure of human receptors by generation of potentially contaminated dust and vapours released by the construction works; and

- The potential for creation of new pathways to groundwater during groundworks, through opening up ground temporarily and construction activities, such as earthworks, piling, installation of drainage and other below-ground services.

The Contractors' CEMP will comply with mitigation measures as listed within ES Volume 2.12, Ground Conditions, an extract of this document focusing on the Construction Phase Embedded Mitigation is below:

Construction phase

Embedded Mitigation

- The following embedded mitigation measures are assumed to be incorporated into the design of the Proposed Development and will reduce impacts of physical effects and effects associated with land contamination, soil waste and soil re-use:

    - Design in accordance with statutory guidance and best practice. The design would be required to take into account the ground conditions including the potential for ground movement, compaction, ground gas and ground aggressivity;
    - Drainage design will consider the risks from residual contamination and use of appropriate drainage systems;
    - Development of UXO Emergency Response Plan, implementation of UXO safety & awareness briefings and the use of an on-call EOD Engineer will be completed as appropriate.
    - Incorporation of mitigation / remedial measures in the design to reduce impacts from soil erosion and contamination (as and if required);
    - Derivation of re-use criteria and implementation of a Materials Management Plan (MMP) where soils are to be re-used on-site;
    - Maximising the potential to re-use site-won soils in the Site redevelopment, minimise importation of soils and source local materials;
    - Maximising the potential to re-use suitable site-won soils in redevelopment of adjacent parkland through implementation of a MMP to minimise importation of soils and source local materials;

- Construction works and the re-use of material will be undertaken in accordance with best practice methods;

    - Material used for soft landscaping will undergo the appropriate chemical testing prior to placement;

- A Construction Environmental Management Plan (CEMP) setting out construction related environmental mitigation measures will be prepared and submitted as part of this ES.

- Potential construction mitigation measures to be included within the OCEMP are likely to include:

  - Development of health and safety risk assessments, method statements and use of appropriate Personal Protective Equipment (PPE) for the protection of construction workers in accordance with the COSHH Regulations[1];
  - Implementation of appropriate dust suppression measures to prevent migration of contaminated dust and fibres as appropriate, as set out in ES (Volume 2) Chapter 7 Air Quality;
  - Preparation of piling risk assessments as required in accordance with Environment Agency guidance[2] to assess and manage potential risks to controlled waters;
  - Working methods during construction to manage groundwater and surface water appropriately and ensure that there is no run-off from the works, any material / waste stockpiles, and storage containers into adjacent surface watercourses in accordance with Environment Agency guidance;
  - Stockpile management (such as water spraying and avoiding over stockpiling to reduce compaction of soil and loss of integrity) and timely removal of stockpiled soil to prevent generation of windblown dust and surface water run-off;
  - Clear segregation between stockpiled material including imported material, excavated material stockpiled for re-use and excavated waste material stockpiled for treatment and / or off-site disposal;
  - Limiting the area of earthworks at any one time to reduce temporary effects on soil erosion;
  - Appropriate management of materials during the works in accordance with relevant regulations and best practise methods;
  - Where waste soil is generated, it will be dealt with in line with the Government's waste hierarchy which is a guide to sustainable waste and material resource management;
  - Implementation of appropriate pollution incident control e.g. plant drip trays and spill kits; and

[1] Control of substances hazardous to health (COSHH) Health and Safety Executive https://www.hse.gov.uk/cleaning/topics/coshh.htm#:~:text=you%20must%20do-,Control%20of%20Substances%20Hazardous%20to%20Health%20(COSHH)%20Regulations%202002%20(,those%20resulting%20from%20serious%20spillages [Accessed 12 February 2024]

[2] Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention, National Groundwater and Contaminated Land Centre Report NC/99/73, Environment Agency 2001

- Implementing appropriate and safe storage of fuel, oils and equipment during construction in accordance with COSHH regulations[3].

Unexploded Ordnance (UXO)

To mitigate the risk around UXO a review of the online unexploded bomb risk maps provided by Zetica has been undertaken which indicates that the study area is in a moderate risk area for encountering UXO related to WWII bombs. A moderate risk is described by Zetica as areas indicated as having a bombing density of 15 to 49 bombs per 1,000 acres.

Historic Environment

The Contractors' CEMP will comply with mitigation measures as listed within ES Volume 2.13, Historic Environment, an extract of this document focusing on the Construction Phase Embedded Mitigation is below:

Construction phase

Embedded Mitigation

The Outline Construction Environmental Management Plan (OCEMP) in ES (Volume 4) Appendix 6.1. sets out embedded mitigation measures which would be implemented to avoid, minimise or reduce potential impacts during the construction phase. No specific embedded mitigation measures relevant to the Historic Environment topic are proposed.

Pollution Prevention

An Environmental Emergency Plan (EEP) will be developed and included within the final CEMP to reflect all construction activities. Measures will be taken to minimise and control site run off to prevent contamination.

The Principal Contractor shall provide spill kits on site at key locations and that the workforce are suitably trained in how to use them.

Ground material and control of sedimentation

[3] Control of substances hazardous to health (COSHH) Health and Safety Executive https://www.hse.gov.uk/cleaning/topics/coshh.htm#:~:text=you%20must%20do-,Control%20of%20Substances%20Hazardous%20to%20Health%20(COSHH)%20Regulations%202002%20(,those%20resulting%20from%20serious%20spillages [Accessed 12 February 2024]

Disturbance and handling of soils (particularly in wet weather) can lead to the transfer of particles by running water into watercourses. The Principal Contractor will ensure that any stockpiles are bunded so that run-off is prevented from reaching watercourses, drainage networks or running over site.

Trade effluent

An application will be by the Principal Contractor made to the relevant water retailer for any trade effluent discharges required to the foul water network.

The Principal Contractor will ensure it has the necessary plant and equipment in place to meet the conditions of any consent which is granted.

Good Practice Guidance

Although withdrawn, the Environment Agency Pollution Prevention Guidance (PPG) provides good practice guidance of relevance to construction environmental management, which can be found in the National Archives 1. These will be followed by the Principal Contractor (PC) and Main Contractors and its sub-contractors.

- PPG 1: General Guide to the Prevention of Pollution of Water Resources (Environment Agency, reviewed July 2013).
- PPG 2: Choosing and using Storage Tanks (Environment Agency, April 2014).
- PPG 3: Choosing and using Oil Separators (Environment Agency, 2006).
- PPG 5: Works and Maintenance in or near Water (Environment Agency, 2007).
- PPG 6: Working at Construction and Demolition Sites (Environment Agency, April 2014).
- PPG 7: Operating Refuelling Facilities (Environment Agency, August 2011).
- PPG 13: Vehicle Washing and Cleaning (Environment Agency, July 2007).
- PPG 21: Pollution Incident Response Planning (Environment Agency, 2004).
- PPG 22: Dealing with Spills (April 2011).

New Guidance for Pollution Prevention (GPPs) have been released and some are of relevance to managing environmental risks on land. These will be followed by the Principal Contractor (PC) and Main Contractors and its sub-contractors.The current guidance includes:

- How to prevent pollution.
- How to report an incident.
- How to store oil.
- How to work near water; and
- How to manage water on land.

The SPC's, logistics contractors and all subcontractors must take precautions during the construction phase to protect the entire drainage system from siltation or pollution. This will be designed to avoid pollution from fuel, chemicals and soil wash off into aquatic habitats using silt barriers etc.
Materials, equipment, and vehicle parking is to be kept away from semi natural site boundaries.

Concrete and Cementitious Material

Concrete and cementitious based materials are alkaline and are potential pollutants. To reduce the risk of any runoff entering adjacent watercourse, mixing will be undertaken a minimum of 10 metres away from watercourses. Site induction and pre-planning of concrete work activities will prevent washout from concrete and cement works being discharged into a watercourse. All washouts will be at least 10 metres away from drainage and watercourse.

Oils and fuels

The use of non-toxic biodegradable fluids and oils is encouraged and will be used in all sensitive locations or areas of increased pollution risk. All oil and fuel will be stored in accordance with the Control of Pollution (oil storage) England Regulations 2001, always ensuring safe storage of material and controlled access. The Principal Contractor will also ensure:

- Storage areas are not located within 10 metres of a watercourse or highway gully.

- Mobile bowsers will be bunded and comply with the requirements of Control of Pollution (oil storage) England Regulations 2001.

- Storage drums will be contained within bunded areas with a minimum of 25% of the total volume of the volume contained within the bund or, 110% of the largest container, whichever is the greater.

- Refuelling of plant and equipment will be undertaken by trained operatives.
- Plant will be regularly checked for leaks and is regularly maintained.
- Drip trays will be placed below any standing plant and equipment.
- Static combustion engine plant (e.g., compressors etc.) will be fully integrally bunded or placed on drip trays.
- Spill kits will be provided within proximity to oil and fuel storage areas, ensuring operatives are trained in their use.

Plant Maintenance

Maintenance of any plant will be undertaken at least 10 metres from any watercourse or drain. Spill kits must be available and on hand during all maintenance operations with drip trays to contain any leakage of oil or fuels.

Maintenance will be completed regularly to ensure that plant and equipment is functioning correctly; reducing the risk of an incident occurring, ensuring it is running efficiently (thus improving energy efficiency) and that any issues are rectified quickly.

Materials & Waste

Excavated spoil

Excavated spoil will be removed from site as works progress. Where practical, materials will be reused on site if the relevant exemptions/permits are in place to do so. Removed materials will be treated off site or disposed of as appropriate.

Construction waste materials

A Site Waste Management Plan (SWMP) has been developed to outline all targets this is located in ES Volume 4, Appendix 15.1 SWMP P01.

The Contractors' CEMP will comply with mitigation measures as listed within ES Volume 2.15, Materials & Waste an extract of this document focusing on the Construction Phase Embedded Mitigation is below:

Construction phase

Embedded Mitigation

- Although the impact of construction on materials and waste is unlikely to be significant, mitigation to minimise materials use and waste generation will still be adopted. The proposed approach to mitigation is set out below. These measures will not only reduce the environmental impacts of a development through reducing waste, but also offer cost benefits, as the cost of disposal may be reduced.

Mitigation measures should follow the waste hierarchy to prevent, reduce, reuse, recycle and recover, which is presented in Figure 15-1 below.



Figure 15-1 – Waste Hierarchy

- There are several different measures that will be implemented as follows:
    - Designing out material use and waste generation.
    - On-site management of materials and waste.
    - Treatment and disposal.

- Decisions made during the design stage to reduce material use and waste generation are an example of primary (embedded) mitigation. Excessive material use and waste generation can be designed out early in the development process to ensure materials are:
    - Reused/reclaimed, where practicable, to reduce waste generation; and/or
    - Recycled, where practicable.

- Project specific measures to reduce material use and waste generation will be developed and recorded as the design develops.

- The Proposed Development will be committed to achieving high recycling and recovery rates (following actions to design out and reduce waste), as part of further embedded mitigation measures, such as a minimum of 70% of all non-hazardous CD&E waste leaving the Site to be recycled or recovered through disposal via Energy from Waste facilities.

- In accordance with the national and regional guidelines for aggregate provision in England 2005-2020[4], it is advised that where possible the Proposed Development commits to sourcing aggregate with a minimum of 30% recycled content consisting of mainly recycled or secondary aggregates, to reduce the impacts on primary aggregate stocks.

- The mitigation above will be supported through the preparation and maintenance of a robust framework to manage, avoid, minimise or mitigate impacts. Measures will include producing a Site Waste Management Plan (SWMP), see ES (Volume 4) Appendix 15.1, so that waste reduction generation and management can be recorded. As part of the SWMP, the Principal Contractor will monitor waste arisings and management practices so that waste generation and management can be logged and audited. As part of the SWMP, training will be provided to staff to understand how they should manage wastes and regular reminders and updates will be provided. An Outline Construction Environmental Management Plan (OCEMP), see ES (Volume 4) Appendix 6.1, will also be developed that will include relevant material and waste measures to be undertaken by the appointed contractor.

- Waste that cannot be recycled or recovered, such as hazardous wastes, will be identified and kept separate from other construction wastes, to avoid cross contamination. It will then be removed from the Site by a contractor registered as a Waste Carrier and taken to a waste management facility (that holds an appropriate environmental permit or waste exemption) for appropriate management.

[4] The Empowerment Fund (publishing.service.gov.uk)

Notification procedures

A notification procedure will be established within the final Construction and Environmental Management Plan which will detail the emergency procedures for spillages, pollutants, and environmental incidents.

Hours of Working (please also refer to Noise Section)

Working hours for construction works are regulated under the Control of Pollution Act 1974. Typically, construction works are normally allowed during:

Monday to Friday: 07:30am – 6pm
Saturdays: 08:30am – 2pm
Sundays / Bank Holidays: no work.

However, specific working hours will be subject to agreement with the local planning authority taking account of the nature and position of the construction activities and in light of the proximity of the Co-op Academy School and other sensitive receptors, such as residential properties. The detail will be agreed with the LPA in the Final CEMP and in any Section 61 Consent.

There may be opportunity to discuss and agree variations to the standard working hours with the LPA; noting that the school to receive as much advance notice as possible of periods of noisy works and disruption to allow forward planning, through consultation processes that will accord to the ‘Community Engagement Plan,

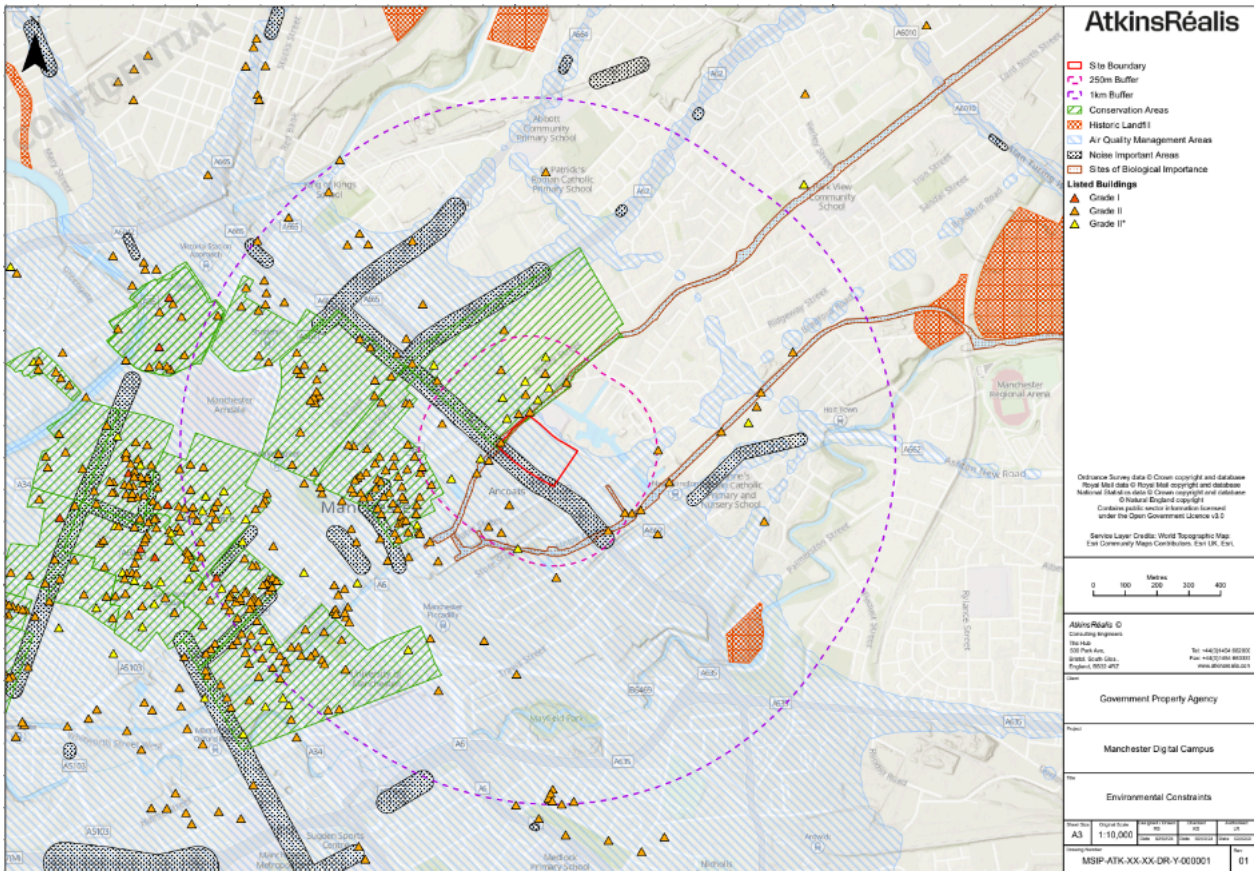
It is anticipated that out of hours and night shift deliveries will be required to meet the build programme and to minimise peak hours traffic movements including the delivery and movement of specialist plant and equipment. Works required to be carried out outside of normal hours will be subject to a section 61 application by the appointed SC/MC.

No construction works that can be heard from the site boundary will be carried out on Sundays or public/bank holidays without prior approval.

Local and Surrounding Receptors

Surrounding Receptors

The plan below indicates the approximate site location along with a 250m and 1km buffer zones. Conservation Areas, historic landfill, Air Quality Management Areas, Noise Important Areas and sites of Biological Importance in addition to listed buildings are all shown on the plan.



The site constraints are explained in Site Set Up & Operations Section which have informed the initial sequence plans, noting that the Principal Contractor shall develop the detail once full methodology and construction techniques are confirmed.

The table below identifies the list of environmental receptors within the wider area and local proximity of the site. Mitigation for these topics have been covered within the Environmental Statement.

Topic	Receptors
TVIA* includes arboriculture	Visual receptors (residents including those of properties to the south off Great Ancoats Street, along Redhill Street, on Old Mill Street, users of open space and transport routes).
Geology and soils	Human receptors and Proposed Development.
Historic environment	Listed Buildings and Ancoats Conservation Area. Non-designated heritage assets (Rochdale Canal, Rochdale Canal road bridge, historic industrial sites).
Air quality	Residential properties to the south off Great Ancoats Street, along Redhill Street and on Old Mill Street, Co-op Academy primary school, Ancoats Primary Care Centre, commercial buildings, footpaths, public amenity, Rochdale Canal and Ashton Canal.
Water environment	Rochdale canal, Ashton Canal; Medlock, Irk and Irwell catchment. Manchester and East Cheshire Permo-Triassic Sandstone Aquifers. Public drainage network.
Biodiversity *includes arboriculture	Rochdale canal and Ashton Canal.
Noise and vibration	Noise sensitive receptors (residential properties to the south off Great Ancoats Street, along Redhill Street and on Old Mill Street, Co-op Academy primary school, Ancoats Primary Care Centre; commercial buildings).
Wind and microclimate	Pedestrians.
Climate vulnerability	Proposed development and the surrounding landscape.
Effects on climate	Atmosphere.
Daylight, Sunlight, Overshadowing and Solar Glare	Residential properties (Redhill street, Old Mill Street, Great Ancoats Street to Lampwick Quay, northern bank of the Cotton Field Marina), Co-op Academy school, and Cotton Field Park, Great Ancoats Street (drivers) and the Rochdale Canal Corridor.
Human health	Residential properties (present and future), Co-op Academy primary school, Cotton Field Park and New Islington Marina, commercial facilities, walking and cycling routes.
Socio-economics	Residents and workers within the Manchester area.
Transport	Highway network, public transport network, pedestrians and cyclists.
Waste and resources	Regional material markets and regional landfill.

Project Communications

To ensure the health, safety, operational and environmental requirements of the project are communicated effectively and efficiently, a fully detailed CEMP based on the development of the RIBA Stage 4 design will be distributed to all key members of the project team. Control measures will be specifically reviewed in line with design progress and statutory and regulatory updates.

Community Engagement

Community engagement is vital to the success of the Project and so the Principal Contractor shall assign a Community Liaison Officer (CLO) to act as the single point of contact with local stakeholders. This will build upon the stakeholder engagement which has already been undertaken and is detailed in the Statement of Community Engagement.

The PC must appoint a Community Liaison Officer (CLO) prior to commencing construction activities; and that the CLO will be responsible for the implementation of the Community Engagement Plan (CEP).

External communications will be coordinated with the Employer's Project Manager to ensure effective and appropriate representation. Any queries or complaints shall be received, logged, reviewed, and responded to by the CLO after consultation with the GPA. These matters shall be assigned and actioned by the appropriate Project Team member, according to the issue raised. Regular updates on the construction works shall be provided, in the following formats:

- Project information displays on the site hoarding.
- Communications display board mounted to the hoarding.
- Regular progress updates displayed at the Site, distributed by email, and issued as letter drops (as appropriate).
- Special notification of key events or significant works that may impact beyond the day-to-day site operations.

Contact details will be published to enable members of the public to communicate complaints, compliments, feedback and inquiries. Any communication received will be recorded by the Contractor and reported to the Employer's Project Manager, providing the following details:

- Parties affected and their details.

- Recorded times of interaction and incident (if different).
  .
- On site activities being undertaken at the time.
- Details of any reactive measures implemented, where appropriate.

There will be clear signage on the outside of the hoarding to keep members of the public informed regarding current and planned site activities.

Community Liaison Officer (CLO) Duties

Community liaison will be undertaken by the CLO throughout the construction period, providing the community with regular updates on the works. The CLO's responsibilities shall include:

- Gathering and sharing information pertaining to the works.
- Fostering an environment, encouraging and supporting community involvement and engagement.
- Making presentations to community organisations.
- Hosting or attending community meetings, allowing attendees to express concerns and raise issues.
- Leading community interaction, ensuring compliance with the Project's social responsibility objectives (employment, work experience schemes etc.)
- Building a 'community spirit' and ownership around the Project including but not limited to engagement on any Social Value opportunities.
- Production and implementation of the Community Engagement Plan
- Targeted engagement with Co-op Academy, in accordance with enhanced communications to be set out in the CEP, to facilitate forward planning of school activities and discuss issues arising on a dynamic basis
- Liaising with directly affected residents, community facilities and businesses to ensure continuity of access as construction works progress
- Manage and respond to all complaints which should be reported at monthly intervals alongside the monthly PC update in accordance with the Noise Monitoring and Management Plan.

Considerate Constructors Scheme (CCS)

The GPA actively promotes responsible construction management and best practice across all its projects and will require the Principal Contractor to register the scheme with the Considerate Constructors Scheme and shall aspire to achieve a minimum score of 39 across 3 assessed areas.

Emergency Communication Process

The Principal Contractor is to arrange and maintain contacts within a WhatsApp Group to include:

- GPA Responsible Individual as ‘Client’
- Project Director’s & their Deputies.
- GPA CDM advisor
- Designer Leader
- PM Leader
- Security and IT Leader
- Principal Designer named individual.
- Contractor Principal Contractor named individual.

The WhatsApp Group will only be used for notification of RIDDOR accident or major near miss.

Consequential discussions/clarifications must then be transferred to email and meetings to keep this emergency channel clear of noise.

Management Structure

This section sets out the expected roles and responsibilities of all parties involved in the construction works, including the lines of communication to be followed. It is important to note that every staff member is responsible for ensuring compliance with the CEMP requirements.

The Client

The client will appoint the Principal Contractor, Contract Administrator, and the Project Manager and ensure that they are suitably qualified for the activities required to be completed.

The CLO

The PC must appoint a Community Liaison Officer (CLO) prior to commencing construction activities; and that the CLO will be responsible for the implementation of the Community Engagement Plan (CEP) and the requirements within it, in addition to those requirements set out in CLO Duties of the Project Communication section.

Principal Contractor (PC)

- Must ensure all PC obligations and duties listed within the HSE Construction and Design Management Regulations 2015 are met.
- The Principal Contractor will also be responsible for executing the CEMP, which includes overseeing the performance of sub-contractors and keeping records to demonstrate compliance within.
- Must ensure all PC scoped items under the Contract are met and delivered.

Main Contractor (MC)

- Main Contractors for each of the Enabling Works and main construction work phases will have the primary responsibility for managing Health, Safety, Environmental and Quality performance daily during the construction phase.
- Must ensure all MC scoped items under the Contract are met and delivered and full co-ordination with OC and SC’s.

Appointed Sub Contractors

- Sub-contractors and the like appointed for the construction works will have the primary responsibility for managing Health, Safety, Environmental and Quality performance daily during the construction phase.
- Must ensure all SC scoped items under the Contract are met and delivered

Environmental Manager/Advisor

The appointed Environmental Manager from the PMC will carry out environmental duties including the coordination of the SPC's to:

- Produce documentation.
- Liaise with third parties.
- Carry out inspections and audits.

Waste Management Coordinator

The Waste Management Coordinator will be appointed by the Principal Contractor and will be responsible for the removal of waste from the site. They will ensure the targeted recovery rate for the recycling regime for materials and packing is met. They will also ensure that appropriate reporting on materials recovered is produced and available for review by 3rd parties. This information will be coordinated by the Principal Contractor.

All Staff and Operatives working within or on behalf of the Principal Contractor

It is the responsibility of all staff, contractors, and subcontractors to:

- Adhere to agreed plans, methods, and procedures to minimise environmental impact and prevent disturbance to receptors during construction;
- Recognise the significance of preventing pollution on-site, including noise, light, and dust, and to act promptly in the event of an incident to prevent or

limit environmental impact;

- Report all incidents immediately within the chain of command;
- Identify potential environmental hazards and report them promptly and cooperate fully during site inspections and audits as required and
- Properly brief all site staff.

Site staff will be given appropriate training, briefings and instruction on:

- Method Statements:
- Toolbox talks:
- Tasks such as refuelling plant and equipment;
- Managing water quality monitoring; and
- Segregation and collection of waste.

Post Planning

This OCEMP has been developed to outline measures to avoid, minimise and mitigate the potential negative effects relating to the proposed works of the scheme and to ensure industry best practice is followed.

The content of the Final CEMPs for Construction Phases 1, 2 & 3 will be agreed with the Client (GPA), relevant Principal Contractor (PC)/ Main Contractor (MC) (once engaged by the Client), Local Authority and other organisations as appropriate, prior to the commencement of construction.

The OCEMP is a ‘live document’ and is to be updated by the SPC’s and logistics Contractor following appointment and as required during the construction phases. The Appointed SPC’s and logistics contractor will be required to comply with the requirements of the CEMP.

This OCEMP has been based on the information available at time of writing and at the end of RIBA Stage 2 (Concept Design). The CEMP will be updated and agreed with the client following the appointment of the PC and Logistics contractors.

AtkinsRéalis

AtkinsRéalis Manchester
3 Piccadilly Place,
M1 3BN,
Manchester,
United Kingdom

T: +44 1612 453400

www.atkinsrealis.com