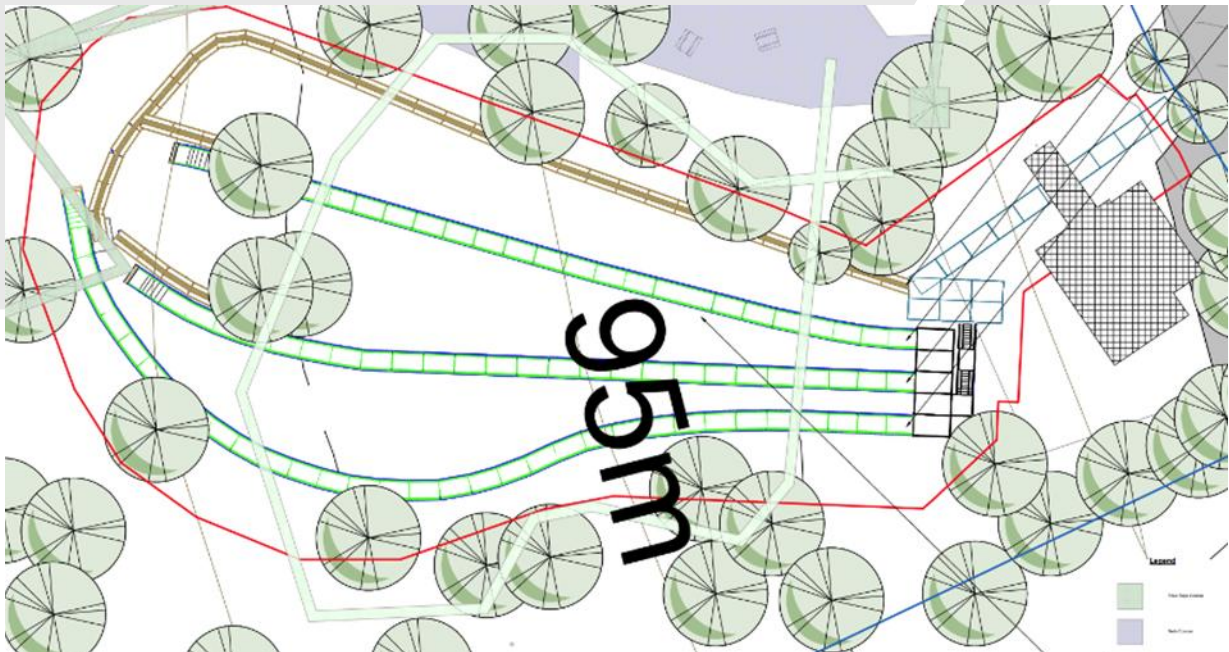


Construction and Environment Management Plan



Tubing at Zip World Manchester, Heaton Park

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Introduction

1.1 Background

- 1.1.1 As part of the Planning Application Zip World Limited have produced a Construction and Environment Management Plan (CEMP) in relation to a proposal for a Tubing Experience at the existing tourism development at Zip World's current site within Heaton Park.
- 1.1.2 The CEMP will provide information in relation to the above items and the measures that Zip World Limited will either continue and/or introduce as a result of the proposed construction works.
- 1.1.3 The proposed development is to create a tubing experience that caters to a wide range of participants from families to thrill seekers with the opportunity to attract between some 25,000 visitors annually. The proposed development would operate in conjunction with the other three adventures offered at the site (tree top nets, full trek and mini trek) throughout the year.
- 1.1.4 The proposed development will consist of a starting platform that will allow customers to use gravity to make their way down the slide using a circular 'donut' style tube that participants will sit on. The ride will consist of three different slide routes that use the natural topography to achieve the speeds required to propel customers to the bottom of the ride, using gravity only. A mechanical uplift will be used to transport both customers and the tubes back to the starting platform.
- 1.1.5 The slide elements consist of a simple timber structure that sits slightly above the ground (approx. 500mm) and is supported by a number of foundations. The layout and position of the proposed structure is set out at Drawing D927 - DEW - XX - XX - DR - A - 010 - PROPOSED SITE PLAN
- 1.1.6 The existing Zip World operation is located within the northwestern corner of Heaton Park, in close proximity to the Heaton Park Reservoir to the north, a



car park to the east, Heaton Park Bowling Club to the west and woodland to the south.

- 1.1.7 The total operational area extends to some 0.6 hectares of predominantly woodland, defined by perimeter fencing (concrete post and wire mesh). The site includes the buildings and apparatus required to operate the existing Zip World facility, including:

The reception and office building;

- The “Dutch Barn” that acts as a kitting out and briefing space; and
- A range of aerial walkways, nets and other fittings, generally made of wood, netting and ropes that form the basis of the Treetop Trek attractions.
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- 1.1.8 The site is accessed via a gated road with restricted times of access. There will be a specific traffic management plan prepared for the construction phase.



Site Proposal

2.1 Site Proposal

2.1.1 Vehicular access to the site will remain unchanged.

2.1.2 A detailed layout for the site is provided in the planning application.

2.2 Description of Works

2.2.1 The scheme has the following construction element:

- Launch platform
- Main slide
- Two parallel slides
- Disembarking platform
- Uplift/ walkway

2.2.2 The attraction will connect to existing pathways and access ways with no additional wayfinding paths.

2.3 Additional Details

2.3.1 Further details with regard to the development can be found in the information submitted with the planning application.



Construction Management Action Plan

All drivers and operatives should be given information and/or a formal induction to inform them of the sensitive issues and resident concerns as well as adherence to CEMP.

3.1 Parking Facilities, Contractor Compound and Facilities

- 3.1.1 Zip World Limited will work collaboratively with the contractors and Zip World Limited senior staff/site managers to ensure that the necessary steps are taken to prevent any unintended vehicle movements. The senior site operative will maintain control on site and all construction related staff will be inducted.
- 3.1.2 An area will be designated for construction and contractor vehicles that will be clearly signposted and marked with a separate area designated for construction staff car parking.
- 3.1.3 Zip World Limited will ensure that the vehicles have a sufficient turning area and banksmen will be employed to monitor and control the vehicle movements in and out of the Site (this will be undertaken by the Principal Contractor executing the works). The parking areas and other compounds at the site will be sited in an area already suitable for heavy vehicles and necessary steps will be taken to prevent the spread of dirt and mud from the Site. Any materials added / used in the designation of these areas will be permeable and therefore the surface water will soak away.
- 3.1.4 The construction parking area is to be agreed with the landlord once the programme of works is confirmed.
- 3.1.5 The contractor compound will be located within the existing site demised.



3.2 Anticipated Number, Frequency and Types of Vehicles

- 3.2.1 Construction traffic will not have an adverse impact on the local highway network. Most vehicles are expected to be various sized vans and 7.5t lorries. Wherever possible, contractors will be encouraged to use public transport.
- 3.2.2 Based on similar construction projects, the daily traffic numbers are likely to comprise a large HGV (occasional), 5-7 tradesman small vans and cars.
- 3.2.3 This is a robust assessment as the construction activities and although the level of construction traffic may fluctuate day to day this will not amount to a material increase in traffic levels associated with the project.

3.3 Construction Traffic Routing

- 3.3.1 The predominant activity involved with the proposed development at Heaton Park will be the vegetation management (flailing) and the installation of the timber posts for the slides, platform and walkways.
- 3.3.2 All major deliveries to the Site will be via a designated route and specific times.
- 3.3.3 During construction Zip World Limited will ensure that any vehicular and pedestrian/cycle routes are segregated and kept clear at all times. Any areas that are damaged in any way by the construction traffic will be reinstated to match the existing construction, at least, with similar materials to the same standards.



3.4 Loading, Unloading and Storage of Plant and Materials

- 3.4.1 Delivery drivers will be made aware of traffic restrictions on and around the Site and delivery vehicle engines should be turned off whilst waiting to unload.
- 3.4.2 All vehicles will be loaded and unloaded on the premises and away from public highway. Procedures will be put in place to prevent delivery vehicles from queuing outside the Site boundary.
- 3.4.3 Designated personnel will be on site to receive deliveries, direct vehicles on and off site and act as banksman.
- 3.4.4 Any site waste will be disposed of at the appropriate off-site facilities. Fires for disposal of waste will be prohibited.
- 3.4.5 Waste will be collected on a regular basis to keep the site in the best possible shape while not disturbing the residents.
- 3.4.6 An area on the Site will be designated for segregation of building and construction materials. The segregated materials can then be transported to the waste facility either by the contractor's own vehicle or via skip bins from a Waste Contractor. Segregation of building and construction waste reduces disposal costs and assists the community in achievement of a sustainable environment.
- 3.4.7 Hazardous fuel and chemicals will be stored on a secure site compound in the appropriate tanks and containers with the appropriate bund shielding and/or the appropriate safety distances on paved areas as necessary.
- 3.4.8 The contractors will endeavour to reduce the quantity of hazardous fuel and chemicals that will be stored on site and to ensure that all construction activities involving fuel/chemicals are minimised or filled up off-site prior to use.
- 3.4.9 Any onsite plant will be secured to prevent vandalism and immobilise plant and equipment overnight.



- 3.4.10 The contractor will be encouraged to order the correct quantity of materials to arrive when they are needed to reduce the required storage time and risk of damage and theft.
- 3.4.11 Establishing what form materials will be delivered in, will allow for the appropriate unloading plant to be arranged and space set aside prior to delivery.
- 3.4.12 Select packaging materials for deliveries that can assist effective/secure storage and movement of materials on site will be an important measure during the construction process.
- 3.4.13 Construction staff will most likely be from a mix of local and regional contractors who would be encouraged to utilise shared transport to the Site. Final details will be confirmed once a contractor is appointed.
- 3.4.14 It should also be noted that Zip World Limited will appoint a competent contractor who will comply with statutory regulations, guidelines and requirements of this CEMP.

3.5 Wheel Washing Facilities

- 3.5.1 The access road will be kept clear of dust, mud and debris. In the event that material is tracked onto the access road, appropriate measures will be deployed, such as a road sweeper and/or wheel cleaning.

3.6 Measures to Control the Emission of Dust and Dirt

- 3.6.1 Dust from the construction will be minimised by keeping the cutting/grinding of materials on site to a minimum. Where cutting or grinding is unavoidable, equipment and techniques to minimise dust will be used. During dry weather periods, land clearing activities will be 'damped down' using water suppression. Loaded lorries and skips will



be covered with netting/sheeting and the wheels of all vehicles/plant leaving site will be cleaned so that mud is not spread onto the surrounding roads.

3.7 Timetable of Works

- 3.7.1 A timetable of works will be produced by the qualified contractor when one has been assigned, with construction activities expected to be completed within 6/ 8 weeks.

3.8 Hours of Working

- 3.8.1 Demolition and/or construction work (including deliveries to or from the Site) may be carried out during the following hours:
08:00am to 17:00pm – Monday to Friday
08:00am to 13:00pm – Saturday
- 3.8.2 No works to be undertaken on Bank holidays if construction programme clashes with such public holidays.

3.9 Protection of Existing Trees and Hedges

- 3.9.1 The development is not expected to have an impact on trees or hedges.

3.10 Ecology Considerations

- 3.10.1 Supplementary Ecology Information has been written and submitted as part of this planning application.

3.11 Noise & Vibration

- 3.11.1 There are several safeguards which exist to minimize the effects of

construction noise and vibration, including (but not limited to)

- The various EC Directives and UK Statutory Instruments that limit noise and vibration emissions from construction plant.
- The guidance contained in British Standard 5228:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites.
- The powers that exist for Local Planning Authorities, under the relevant sections of the current version of the Control of Pollution Act, to control environmental noise and vibration on construction sites.

3.11.2 The construction works will comply with the guidance outlined in British Standard 5228:2009+A1:2014 Part 1: Noise and Part 2: Vibration.

3.11.3 The following generic measures are given to illustrate the range of best practice techniques available. The adoption of Best Practicable Means, as defined by COPA, is usually the most effective means of controlling noise from construction sites. In addition, the following measures should be considered where appropriate:

- Strategic phasing of construction works to minimise potential impacts.
- Any compressors, etc., used on site should be silenced and fitted with acoustic enclosures or sound reduced models used.
- All pneumatic tools should be fitted with silencers/mufflers.
- Equipment and vehicles should be shut down when not in use.
- Static and semi-static equipment should be sited as far as reasonably practical from sensitive receptors as possible with localised screening employed as necessary.
- Burning equipment would be used in preference to cold cutting where possible.
- Cutting operations or other noisy tasks will be minimised through off-site fabrication where practical. Localised screening of noisy operations should be employed at all

times.

- Delivery vehicles should be routed to minimise disturbance to nearby residents and deliveries should be programmed to arrive during the least sensitive times of day.
- Delivery vehicles should be prohibited from waiting with the site with their engines running.
- Care should be taken when unloading vehicles to avoid creating unnecessary noise.
- All plant items should be properly maintained and operated according to the manufacturers' recommendations.
- Personnel will be instructed on best practice mitigation measures to reduce noise and vibration as part of the site induction training.
- Strict controls on the sequencing of works and providing noise protection would be developed on an activity by activity basis.
- Potential problems concerning construction noise can sometimes be avoided by taking a considerate and neighbourly approach to relations with nearby residents.
- Construction works should not be undertaken outside of the hours agreed with the Local Planning Authority.

3.11.4 The following generic mitigation measures for vibration should be considered where practical.

- The provision of cut-off trenches can be regarded as equivalent to noise barriers, in that they interrupt the direct transmission path of vibrations between the source and the receiver. However, there are serious limitations to the efficacy of trenches. For maximum effect the trench should be as close to the source or receiver as possible. The trench should be of suitable dimensions to mitigate vibration adequately. Specialist advice should be sought to determine the appropriate dimensions of any trenching.
- Operatives should be familiar with the relevant conditions of the planning permission and the site operated within the guidelines of any condition. Where practical difficulties arise, discussion with the Local Planning Authority should be



sought as soon as these become apparent to agree a solution.

3.11.5 A system for notifying residents of any particularly noisy activities, or activities which may lead to high levels of vibration, should be devised and followed.

3.11.6 A 'point of contact' should be made available for residents to contact with concerns regarding noise and vibration with a complaints register maintained for reference.



Conclusion

4.1 Summary

- 4.1.1 Zip World Limited will appoint a suitably qualified contractor who will have to comply with all the statutory regulations, guidelines and requirements of this CEMP.
- 4.1.2 The measures detailed within this statement shall be adhered to at all times throughout the construction period of the project in the interests of highway safety, ecology, arboriculture and visitors.