

Manchester City Women's Training Facility



Construction Environmental Management Plan

This Construction Environmental Management Plan (CEMP) has been developed to demonstrate how we will deliver the new MCWFC Training Facility project to satisfy the requirements of both City Football Group and Manchester City Council. It will examine our project delivery in detail to explain how we will satisfy planning conditions **3** and **38** of the relevant application (reference 138987/FO/2024)

The key requirements of Condition 3 are:

- Display of an emergency contact number
- Details of wheel washing
- Dust suppression measures
- Consultation with local residents/businesses
- Noise and vibration monitoring
- Hoarding location and design
- Compound locations where relevant
- Location, removal and recycling of waste
- Routing strategy and swept path analysis
- Parking of construction vehicles and staff
- Sheeting over of construction vehicles
- Loading and unloading of plant and materials

The key requirements of Condition 38 are:

- Plan showing areas of storage of plant, fuel/chemicals and materials used in constructing the development
- Steps to be taken to prevent the discharge of silt-laden run-off, construction site drainage, materials or dust or any accidental spillages entering the waterway
- Details of environmental pollution incident emergency response
- Measures to locate, clear, remediate and permanently seal any existing drains or culverts within the application site that may discharge into the canal
- Details specifying how the waterway corridor and its users would be protected during the works
- Details of proposed protective fencing/netting to be erected to safeguard the waterway infrastructure during site clearance/construction

Construction Environmental Management Plan for the works

Project Particulars

The project

The project consists of the design and construction of a new training facility for the Manchester City Women's Football Club, with associated landscaping and external works. The new facility comprises an approximately 600m² footprint extension to the existing former HSBC bank building which sits alongside the Ashton Canal and fronts onto Ashton New Road. The bank building itself is to be refurbished to integrate into the facility as a whole, housing the new gymnasium and medical rooms. The new extension will provide hydrotherapy and changing facilities, with office and dining provision to the upper floor.

Externally, a new access road and turning circle is proposed, to facilitate access from the existing 'north gate' visitor's car park. Redistribution of some site spoil will create contoured mounds which are to be enhanced with semi-mature tree planting and creation of habitat zones. An external running track will be provided, along with a ramped pathway to connect to adjacent training pitches.

The Client

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The Principal Contractor

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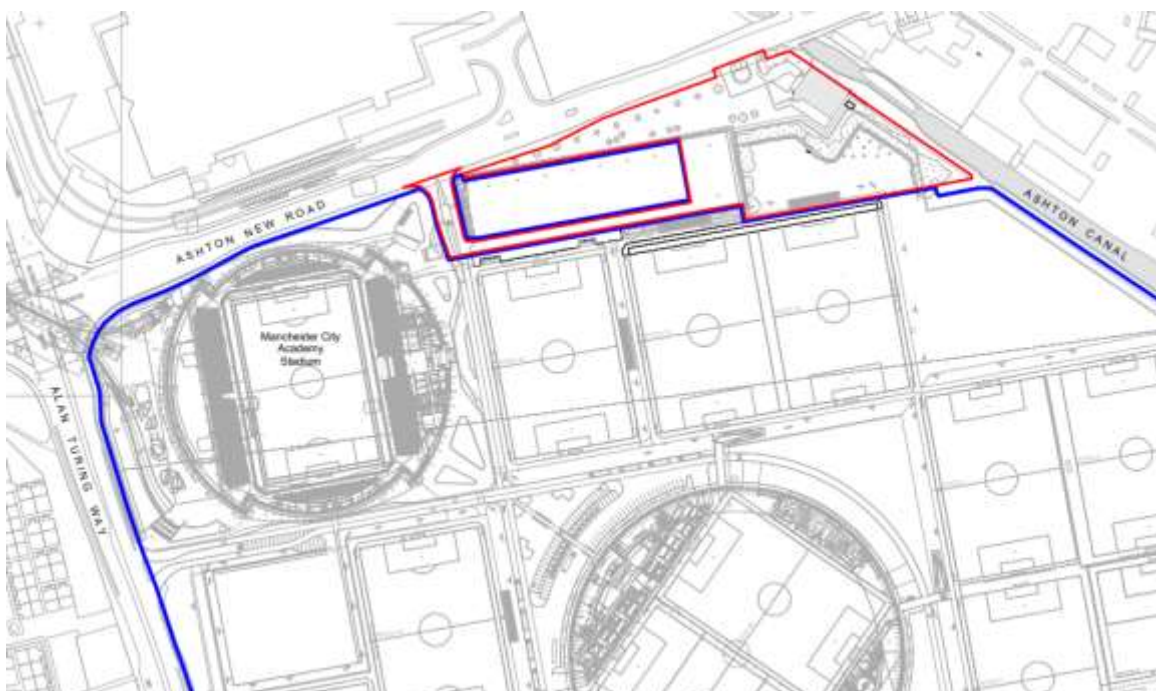
Pat Murphy

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Site location

The site is located within the plot of land off Ashton New Road, M11 4AA, on the site of the former HSBC Bank.



Construction programme

Our tender construction programme for the works fully details the procurement, design, and the build sequence of the project with the critical path, testing/commissioning and snagging of the works.

The proposed programme period for enabling works/earthworks is **10 weeks** commencing 3rd July 2024. The subsequent construction works are planned to commence 23rd September 2024 with a duration of **51 weeks**.

Preconstruction activities

We have listed below some key preconstruction activities and risks to be considered. The list is not exhaustive and will be developed in line with the Project Risk Register.

- meeting with the Client and Project Manager to review the works, site compound area, cabin location, access requirements, access routes, scaffold and hoarding lines, mobile crane locations, permits, licences, and skips
- produce the Project Risk Register for the works
- ensure all environmental procedures and protection measures are understood
- contact and work with Utility companies to coordinate the installation of the new multi utility services and diversion of the existing medium pressure gas main which crosses the site
- review the UXO risk map
- Jointly action the discharging of the pre-commencement planning conditions
- review the control of vibration, noise and dust
- Review surface water management proposals in the context of preventing pollution to the Ashton Canal, including measures to deal with wheel wash run-off and the sealing of existing drains
- Review storage of materials, fuels, hazardous chemicals and spoil stockpiles in the context of preventing pollution to the Ashton Canal
- Develop an environmental emergency response procedure
- mark up drawings and understand where we are working in the vicinity of live services
- produce a Traffic Management Plan – approvals, permits, licenses loading out, deliveries, skip location, avoiding congestion, access routes, emergency vehicle access, pedestrian and vehicle segregation, refuse collection and the like
- produce a fire risk assessment and associated fire plans
- review, monitor and update the project Construction Environmental Management Plan
- check with the surrounding building owners/occupiers and Manchester Highways Inspector to see if there are any planned building works or road closures around the site area
- consider and use local labour and suppliers wherever possible – develop the ‘Local Labour Proposal’
- liaise with the Principal Designer to ensure Stage 4-5 design developments are captured
- monitor the Planning Matrix, and produce a Building Control Matrix

- issue the Information Release Schedule, Design Schedule, Subcontract and Material Procurement Schedules
- appoint the Temporary Works Designer and produce the TW schedule and designs
- Engage with the Canal and Rivers Trust to arrange any necessary permits
- review the tender drainage surveys and carry out additional drainage surveys, if required
- check the existing Topo level and manhole levels/inverts
- undertake dimensional surveys and MEP surveys
- submit Building Control approval documents and review and answer Building Control queries
- confirm the location of car parking for staff, operatives, and visitors on site
- ensure the public are not put at risk by maintaining safe access around the outside of the site boundary.
- Confirm the site security measures to protect site boundaries, adjacent properties and the safety of non-construction personnel
- Review the strategy for site enabling works to capture the early processes of tree clearance, bulk excavation and gas main diversion.

Risks and mitigation measures

Prior to the commencement of the contract we will produce a Project Risk Register to show the risks we, the Principal Designer, the project team and key subcontractors have identified, along with the mitigation measures proposed to eliminate or reduce those risks.

Proposed hours of working and delivery times

Working hours: Monday to Friday, 8.00am to 6.00pm. Weekends only by agreement.

Out of hours work only by agreement.

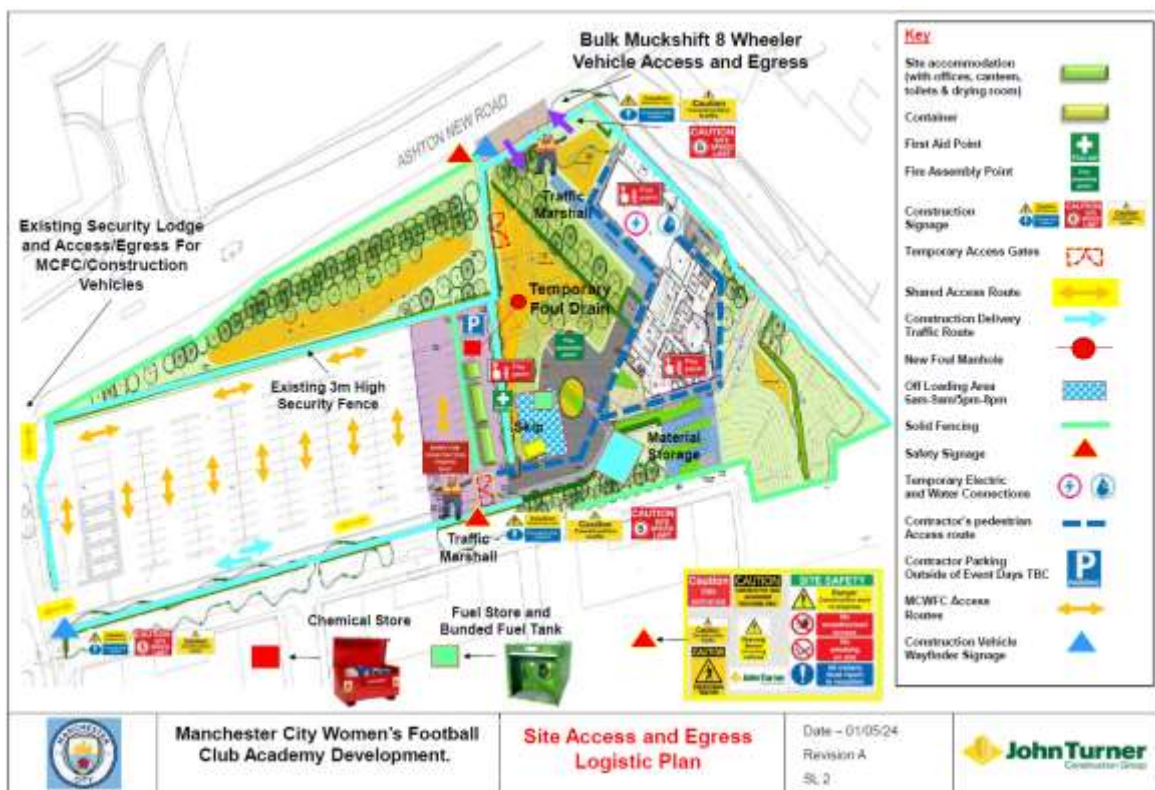
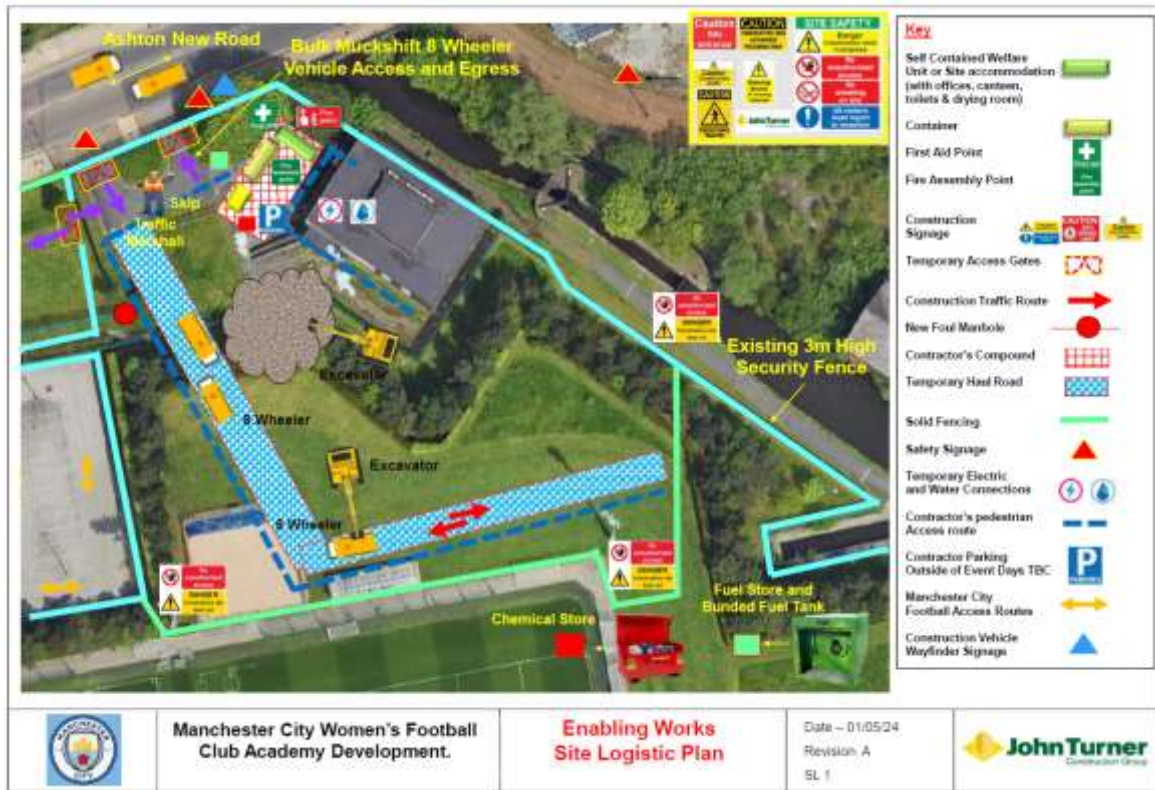
We are not aware of any educational establishments in the immediate vicinity. However if necessary, the proposed delivery times can be managed to avoid peak school/nursery times in the mornings and afternoons.

Access to the site

Access to the site will be via the North Gate entrance from Ashton New Road onto Etihad Avenue. The site entrance will be used for both inbound and outbound visitors, staff, construction personnel, plant, and delivery vehicles of various sizes.

In the initial stage of the project, it is expected that the existing access to the HSBC building (directly off Ashton New Road) will be used during the period that the site compound is being set up, the site levels reduction is being undertaken, and the new access road is formed from the east end of the visitor's car park. However this mode of access is expected to be relatively brief – the initial 10 weeks of the project - as the redistribution of spoil to form mounds in that vicinity will quickly render the route redundant.

Our site logistic plans are shown below. Full-sized copy has been included at Appendix 1.



Traffic Management

The development site is adjacent the Manchester City Joie Stadium and training facilities. To the north west is the Asda Eastland supermarket and to the east, the Ashton Canal with an area of industrial and residential use beyond. It is important that the construction works do not cause a negative impact to the health, safety, environmental quality and day-to-day operation of our neighbours. In our role as Principal Contractor we will liaise with neighbours and stakeholders to ensure disruption from our activities is kept to an absolute minimum.

A full detailed Traffic Management Plan will be produced prior to the works commencing. This plan is to be implemented from contract start-up and will be updated on a regular basis in line with the changing construction sequences. The plan will contain details of the site set up for all the deliveries, crane locations, storage areas, vehicle/pedestrian routes, emergency vehicle, refuse collection routes, and fire escape routes for works in the site boundary and to the external work areas.

Traffic routes will be planned and reviewed as the construction works progress. We will ensure that turning areas and pedestrian routes are safe for all parties and that there is an emergency procedure in place, developed and kept up to date during the construction process. Emergency procedures will be relayed to our site works and visitors during the safety induction process. We will ensure our own procedures dovetail with those of City Football Group's for the campus as a whole.

We will carefully plan and co-ordinate all works to ensure that inbound/outbound deliveries are not impeded. We will provide banksmen with vehicles at all times.

Clear way-finder signs and speed restriction signs will be visible along the external roads to guide delivery drivers to the site compound and construction operatives to the on-site parking areas.

Freight Vehicle Safety Requirements will be implemented on our site and we ensure that our supply chain delivery partners are all FORS registered, with CLOCs standards being implemented on site.

Parking will be monitored on a daily basis and a specific statement on this will be covered in the site induction and in all material/plant orders and subcontract preorders.

Delivery vehicles and construction plant will have need to transit roads and footpaths used by the public, City Football Group staff, visitors and construction personnel and it is essential that all pedestrians are protected against coming into contact with vehicles. Where practicable, we will



always favour the approach of providing physical segregation to achieve this – such as chapter 8 barriers and fenced-off traffic routes. However whilst this may be straightforward to implement on within the confines of our site, it may not be feasible off-site for example through the visitor's car park. In such cases, we will ensure that all vehicles are escorted by a banksmen. The safety of the public outweighs the need to move vehicles, so where possible vehicle movements will be restricted, but when this is not possible the vehicles will be stopped from moving until it is safe to carry on.

Adequate safety fencing, safety and way-finder signage, and clear pedestrian routes with anti-trip feet will be provided:

All material and subcontractor orders will contain a directional map to the site. The orders will clearly indicate the site landline number, site manager's name and mobile phone number, and confirmation where the parking is on the construction site.

A weekly schedule of deliveries will be produced two weeks in advance of the works; the schedule will have delivery times clearly stated on it and it will be issued to all relevant parties.

The day before a delivery is due the site manager will contact the delivery company to confirm they will be arriving at their allocated time.

All deliveries will be planned and coordinated in advance to ensure there is access and safe transportation to the construction site. Where possible deliveries should take place to miss peak traffic times.

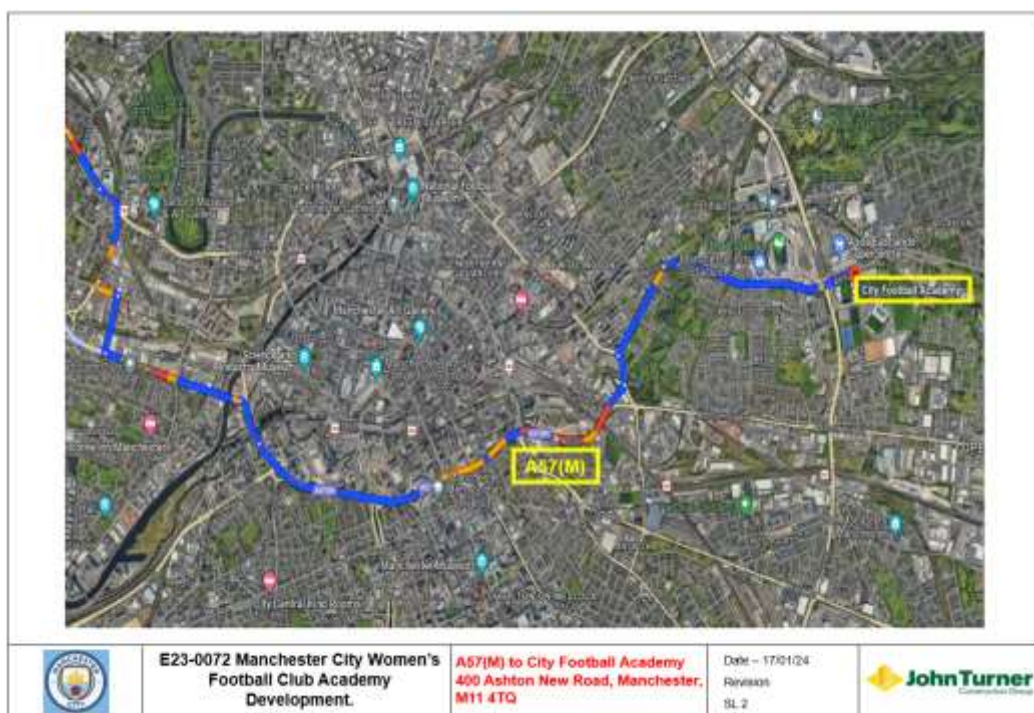
We will produce a Delivery and Servicing Plan (DSP), prior to the works commencing on site which will include detail of delivery scheduling for large items and the grouping of smaller deliveries with common suppliers to reduce the number of required journey to and from site. The DSP is therefore used as a management tool during the construction works to reduce the impact of delivery and servicing activities within the site area and on the surrounding highways.

The delivery and servicing register will be completed throughout the project period. It will record all movements to and from site in accordance with our commitment to 'Construct CO2' registration. In this way, our carbon output is monitored and reviewed against the targets we have benchmarked from our previous projects.



Delivery routes

Access to the site will be via Ashton New Road, having approached from either the west and the A57(M), or the eastern leg of the M60 via junctions 21 and 22. We will instigate a left turn only policy for vehicles leaving the site.



HGV loading and turning area

The site will operate an In and Out one way system. Early formation of the on-site turning circle will allow the accommodation of HGV turning area so these manoeuvres are not required outside the site boundary. Delivery vehicles will be restricted to rigid wagons only – no articulated lorries will be permitted.

Areas and methods for loading and unloading plant and materials on site

Deliveries will be scheduled to arrive on site outside of the local normal rush hour traffic and in order to make the best use of the space available on site, we will look towards 'just in time' deliveries.

Materials will be delivered to site via the existing access roads and will only be off loaded within the site compound area. Movement of materials, plant and equipment will be at times agreed, on agreed routes and vehicles will adhere strictly to a 5 mph speed limit on site. The site will have a load-all and driver available for unloading materials and transporting them around the site.

All bulk material deliveries and spoil removal – ie that via open tipper wagons and similar – will be sheeted to mitigate against escape of dust and materials during transit. Smaller deliveries on open-backed vehicles will be appropriately packaged and strapped down at all times.

Drivers of large vehicles will be allowed to enter our site, in order to avoid blocking Ashton New Road. Our banksman will ensure that vehicles are not waiting on the main road.

Signage will be erected on the designated delivery routes for construction traffic through the surrounding approach routes.

Areas and methods for storage of plant, materials and fuels/chemicals on site

The site compound will include designated storage areas and temporary laydown areas for large materials prior to them being lifted and fixed into position. Steel containers will be used for storing materials that require protection from the elements and high value materials susceptible to theft.

All materials will be stored off the ground in a neat and planned manner to prevent unnecessary damage and waste including mechanical handling with the site load-all.

The site compound and storage areas will be constructed in the new car park area and adjacent to the new extension building.

Stockpiles for incoming bulk materials – such as hardcore etc – and outgoing excavation spoil, will be located in an area adjacent to the newly formed access route onto site. The logistics plans identify this area. It is important to note that spoil stockpiles will be regularly transported from site and not allowed to build-up excessively. This approach is supported by the nature of the early earthworks strategy which removes 3000m³ of spoil directly off site and redistributes a further 3000m³ to the Ashton New Road elevations of the site, capped off with clean cover. Subsequent spoil generation is therefore limited to piling, drainage and foundation arisings which will be regularly removed and properly sealed by machine bucket in the interim period.

The storage area will be enclosed and secured with a suitable fence and adequately sized lockable gates to facilitate safe vehicular movements. Site management will regularly inspect the areas and arrange for the aggregate to be topped up as and when required. Any fine, dry material that may be subject to entrainment by the wind, will be sheeted over using large tarpaulins.

COSHH and refuelling zones will be within a defined section of the site compound as per our logistics plans. This section of the compound will hold lockable cages to house flammable gas

bottles, a store which contains substances hazardous to health, and a double-bunded diesel refuelling point with spill response kit and drip tray. All drain openings and gullies in the vicinity will be covered off to prevent any chemicals/fuels entering the drainage system.

Site Logistics

Our Site Logistic plan SL-24 shows the proposed location of our site accommodation. The site accommodation will be stacked in order to maximise space; a stair and gantry access platform will be provided. The site accommodation function is to provide:

- heated and ventilated mess rooms
- adequate hot/cold water for hygiene
- catering facilities
- a drinking water supply
- clean toilet and facilities
- dry work clothes storage.

The site accommodation will consist of two canteens, drying room, containers, offices and meeting space, to accommodate 15 people. The company provides its own welfare facilities that meet legal standards and are regularly maintained by our in-house facilities department.

This accommodation will be positioned directly from the back of our HIAB delivery vehicle with the appropriately trained and competent driver plus certified lifting chains or straps. The site compound and cabins will be of secure construction and locked at night with security shutters on doors and windows.

Due to the location of the accommodation, we will be using a generator and water bowser for the first 8 weeks of the project, whilst our temporary electric and water applications are processed. We will then be using a temporary electric 30KVA supply and a mains water supply.



Site management procedures include fitting meters to site power and water supply to enable us to measure and record our usage. This data is converted into a benchmark relating to the number of personnel on site per month. We use this information to compare projects and share best practice to establish methods of reducing site usage.

The site office, car parking area and rear of the site will be delineated with heras fencing. Where appropriate the existing 3.5m high security fencing will be retained and used. way-finder and safety signs will be position on the site boundaries and adjacent to the site entrances. Working areas will be securely locked at night to ensure unauthorised entry is prohibited. At the Ashton Canal interface, the existing 3.5m high security fencing will be maintained as a physical barrier to the construction site, with green mesh debris netting securely fixed to the fencing. Where scaffolding is required to the existing bank elevation (to facilitate brickwork cleaning), fully clipped and secured heras fence panels will enclose to prevent any risk to canal and towpath users, and protect the canal infrastructure from damage.



The site accommodation provides:

- heated and ventilated mess rooms
- adequate hot/cold water for hygiene
- a drinking water supply
- catering facilities
- Anti bac stations
- clean toilet and facilities
- dry work clothes storage
- relevant health, safety and welfare information noticeboard.



Temporary site lighting

Temporary site lighting will be required to the pedestrian walkways, the compound and within the new building area. Site lighting will be from flood lights fixed to the outside of the cabins. These lights will be on PIR controllers and timers. They will be located with their heads angled downwards to ensure the surrounding properties are not affected by high lux levels of light. The pedestrian walkway lighting will be at low level and be in the form of strip lighting.

Lighting within the building will be provided by strip lighting and will be turned off at 6.00pm daily.

Site access, compound and parking

Safe pedestrian and vehicular access, including emergency and refuse collection vehicles, will be maintained at all times.

Our aim is to have an excellent relationship with the Client and local residents, which will be maintained throughout the project, we will work with the Client and their requirements and not jeopardise our relationships through inconsiderate or poorly planned/coordinated activities.

Car Parking for site personnel will be provided in an agreed zone within existing MCFC visitor's car parks, and some limited parking within the confines of our site compound. There is very limited roadside parking available in the immediate vicinity so we will look to accommodate on site in

collaboration with MCFC, by providing sufficient temporary hardstanding and implementing car-sharing initiatives to reduce the number of cars travelling to and from site.

Fire prevention

We will complete a fire risk assessment and ensure that this is reviewed as the construction works progress. No smoking will be permitted within the site confines and no burning of any materials will take place. Waste and storage will be kept to a minimum to ensure the fire loading is as low as possible. Hot works will only be carried out under a 'hot works' permit, which will be signed off daily, and we will have a qualified Fire Marshal on site at all times.

We have a duty to prevent personal injury or death and damage to the Works or other property from fire. We will comply with Joint Code of Practice 'Fire Prevention on Construction Sites', published by the Construction Confederation and The Fire Protection Association (The 'Joint Fire Code').

The Fire and Emergency procedures will include the site-specific safety induction, training and instruction of staff, operatives and visitors, the location of the assembly point, instructions on what to do in an emergency, the identification of fire points, alarms and firefighting equipment, and also any special arrangements for the evacuation of high risk areas.

Other key elements to cover in the plans are the position of site cabins/welfare, a location plan of the fire points, emergency access routes for emergency vehicles and the location of existing fire escapes from the new building. All fire routes must be clearly marked, maintained and kept unobstructed at all times.

All escape routes will be adequately lit and safety signs positioned to direct all personnel to a point of safety. All access routes will be cleaned, maintained and kept clear of all debris. As the works progress the emergency routes may change to suit the works.

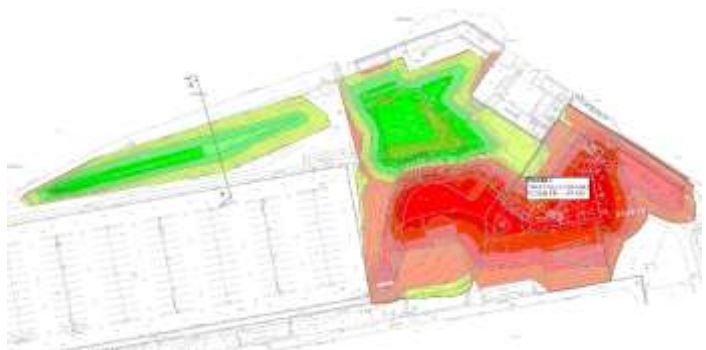
The site will be a no smoking zone.

Construction methodology

Site earthworks

We are proposing to start the bulk muckshift works from the existing car park as shown on our site work plans SL 01 and SL 02 below and in appendix 1. We will remove 3000m³ of material from site then we will install a haul road to allow us to move 3300m³ of material into the new landscaped bund that runs parallel with Ashton New Road. Whilst removing the excess excavated material from site we will use the existing entrance to the former bank on Ashton New Road rather than taking 400 loads through the staff car park. The exercise to remove or move in excess of 6000m³ of material will take 5-6 weeks and we start in the area of the new extension to the existing building so we can start preparing this area for the piling works

The topsoil strip and reduced level strip will be done using a D5 bulldozer and 20T excavator. The site won material will be loaded onto 8 wheeler vehicles by a 20T excavator and then transported to its new location. A 20T excavator will form the new landscaped



embankment and a D5 dozer will track over the material to seal the top surface from rain and help prevent it from degrading during the muck shift operations.

We will separate the topsoil from the subsoil and form a temporary spoil heap in the former bank car park area which will be used to form the required capping layer to the bund after the subsoil has been suitably graded to the required contours.

Site preparation and piling works

The site area for the extension to form the new Women's Training Academy will have a CAT scan by our qualified, competent site engineer using a cable avoidance tool and generator. We will use existing utility services drawings to locate existing services. A Permit to Dig will be issued with RAMS and trial holes will be excavated by hand to positively locate known services. Hard surfaces will be removed by means of hand-held mechanical plant using water dust suppression diamond cutters and hydraulic breakers. The invert levels of all the existing drains will be confirmed. All wayleaves and easements will be clearly marked out and signed across the site. The easement to the relocated Cadent gas main will be marked out with RED coloured timber pegs, demarcation barriers and safety signs. Crossing points will be clearly signed and depending on the depth of the gas pipe, we will surcharge the crossing points to reduce the stress on the pipe.



No works will be permitted within the RED zone without a Permit to Work. All works will be in accordance with Cadent gas policies and protocols. The works to divert the gas main will only be carried out by Cadent approved subcontractors under their RAMS.

The new access road, roundabout, new pedestrian access route and new building extension will be set out along with the service routes using co-ordinates by our site engineer. The architect will then attend site and confirm with us that the building extension is in the correct position.

We propose using two groundwork gangs on this scheme; one working on the substructures whilst a second team install the new access road roundabout and drainage.

Our intention will be to take the roads to a completed base course level as quickly as possible to provide a clean entrance into the site.

The next activity after the reduced level excavation is the filling of the site area and forming the piling mat and then carry out CBR testing of the ground. These works will be undertaken using a 13T 360-degree excavators and vibrating rollers.

The existing drains that need removing will be grubbed out and backfilled in layers to the top of the piling mat level.

The CBR testing will allow us to design the correct thickness of pile mat and capping under the new slab and external works.

We will CFA pile under the buildings foundations as shown below and we will produce collapse radius drawings for the piling rig to prove the rig cannot fall over onto the Ashton Canal towpath or the canal.

Given the proximity of the Ashton canal control of dust and surface water run-off will be key in protecting the water quality. The works will be carried out in accordance with BRE best practice guidance. The following measures will be introduced to control dust generation:

Roads and stockpiles will be regularly dampened down with water using a dust suppression water bowser.

Vehicles used to transport soil or fill materials will be enclosed or covered with a tarpaulin. Access roads will be regularly cleaned and a vehicular wash down area will be provided to minimise any dust being tracked off-site.

Vehicle movements will be kept to a minimum and speed limits restricted to 5mph. Plant and equipment will be located as far away as possible from site boundary adjacent the canal.

Any complaints about dust will be investigated at the earliest opportunity so that action can be taken to remedy the situation as soon as possible.

A programme of dust monitoring will be undertaken during the works, to include wind speed and direction. The Contractor should agree the programme with the local environmental health / contaminated land officer prior to commencing works.

Water run-off will be controlled stripping the site vegetation and topsoil in sequence so we only expose areas that can be stoned over on the same day and this will reduce the amount of silty water during rainy periods.

By using sand bags and/or temporary spoil bunds along the site boundary they help restrict any water run- off from the site and allow the rain water to disperse natural back into the ground. Ground water from excavations will be pumped into silt traps and discharged into the drainage system with the approval of UU rather than discharged across the site.

Substructure works

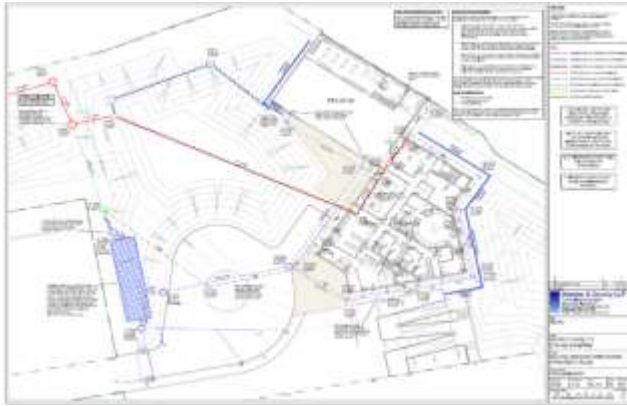
After the CFA piling, further CBR testing will be undertaken on the stoned formation to allow the correct size of mobile concrete pump and mobile crane pads to be designed and also to confirm the ground bearing capacity is sufficient for MEWP's and hiab off-loading vehicles.

Foundations, pile caps and ground beams will be constructed using reinforcement and permanent shuttering. They will be excavated using a 13T, 360-degree excavator and the concrete will be placed by a concrete pump into suitably prepared, clean and blinded foundation areas. Should there be a requirement to pump ground water from the excavations then silt traps will be used and permission to discharge to the main drains obtained from the relevant statutory authority. Under slab drainage and ducts will be installed after the foundations are complete.



During the site strip, substructure works and periodically throughout the works a road brush will be in attendance to ensure roads are regularly cleaned to avoid the build-up of mud or debris on it. On the site, we will have a designated area where vehicles will have their wheels cleaned before leaving site. A site operative with a jet wash will clean the wheels of the vehicles and any spoil will

be removed to a skip and taken away from the site. The drainage installation for the Women's Training Academy will then be constructed as per drawing DR-C-200 P1 below, commencing from



the existing combined manhole and working inwards towards the new surface water attenuation tank and the new building. The foul drainage is a separate system with a 150mm pipe combining with the surface water at the new manhole MH1. The attenuation tank is located close to the existing car park and is approximately 2m deep so trench sheets will be used along the car park elevation rather than trying to batter back the side of the excavation.

Trench sheets provide support to the sides of trenches and excavations, creating a temporary wall that securely holds the faces of the excavation in position during the installation of the attenuation tank. The trench sheets are installed by pushing them into the ground using a 13T excavator and head attachment.

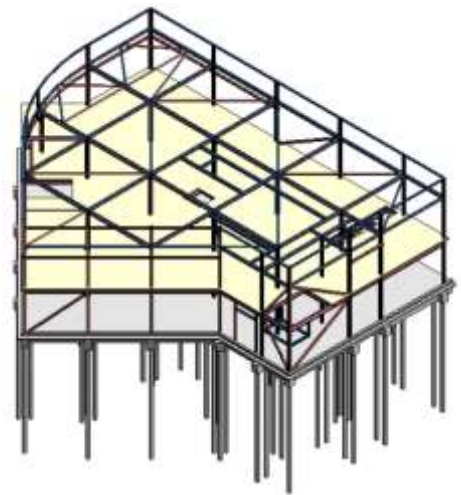
Superstructure works

Materials and plant will be distributed with an all-terrain telescopic forklift truck from the compound to the site areas under the supervision of a traffic marshal. Larger items will be off loaded within the site compound or off loaded within the building areas and craned into position using a 50T all-terrain mobile crane.

All lifts will be planned and approved by a qualified crane co-ordinator and appointed person. A crane collapse radius drawing will be produced and positions marked out on site to ensure the safety of the public on Ashton New Road, the adjoining canal tow path and the Ashton canal.

When the substructure foundations are sufficiently cured the steel frame will be erected by a specialist subcontractor. Mobile cranes and MEWPs will be used for this task. The test certificates for the cranes, MEWPs, as shown to the left and lifting equipment will be submitted to and verified by John Turner Construction prior to the commencement of the works.

The 3D model to the right shows the steel frame of the new Manchester City Women's Football Club training facility extension.



Packs of metal decking and the internal staircase will be installed as the steel frame is constructed. The subcontractor will erect the frame progressively and line/level it in the correct programmed sequence.

Delivery of the frame will be to suit our construction programme and to the delivery times detailed in the Employer's Requirements/Planning Conditions.

All the materials and cranes will be located within the fenced off area of the site. This means that there are no interface issues with the Etihad staff or the public.

Roof and walls construction

The roofing materials will be supplied and installed by a specialist subcontractor. As roofing is a high-risk activity it will be given particular attention from procurement to installation. Scaffolding edge protection will be provided by a specialist scaffolding company and installed off MEWPs. A full netting system will be installed to the roof level to allow the roofing materials to be installed safely.

Installation proposals will be covered in a detailed risk assessment and method statement which will be reviewed and agreed by John Turner Construction in advance of the commencement of the works.



The installation of the roofing materials will comprise the use of a 50T mobile crane for loading out and material handling. Access to the roof will be via Haki staircases, as shown to the right.

The vertical wall cladding, glazed curtain walling and PPC aluminium windows will be installed off scissor lifts, working around the building in sequence until the building is weathertight.



Ground floor and upper floor

The metal decking and edge trims will be placed by hand and the shear stud welding will be completed followed by the reinforced mesh panels. These will be lifted into position using a forklift.

The floors and roof slab will be concreted using laser controlled equipment by a specialist concrete subcontractor. The slabs will be floated off to achieve the required floor finish.

Concrete wagons will washout into preparatory concrete skips or skips lined with polythene to ensure no concrete is washed out onto the ground or trailed across the site and onto Ashton New Road. The skips will then be taken away by our recycling company.

Windows and curtain walling

Following completion of the floor slabs, installation of curtain walling and glazing will be started. This will further aid in weatherproofing the interior areas. The curtain walling material handling will be by forklift.

MEWPs will be used externally and alloy towers will be used for access internally. The alloy towers will only be erected by certificated and competent personnel.

Internal finishes

Once the external envelopes are watertight the internal fit-out works can commence. First fix items and preloading of second fix items will be undertaken in the sequence detailed on the programme. Second and final fix items will be completed on a similar basis.

MEP installations will follow the same sequence, although early priority will be given to the completion of the plant room and to the walls/ceilings to the main service routes in order that the services to key areas can be fully installed. The MEP and internal finishes will be installed from mobile access towers.

External works

The external works to the perimeter of the MCWFC training facility will commence to suit the general constraints of the construction of the building, whilst taking due consideration of the access requirements of the internal fit-out subcontractors. The external works will be set out by our site engineer.

The external works will be constructed using a 13T excavator, 6T dumper, and Bomag twin roller and specialist subcontractors. The tarmac will be installed using a blawknex laying machine fed by 8 wheeler asphalt vehicles.

Waste Management

Despite the fact that production of Site Waste Management Plans (SWMP) is no longer mandatory, we as a matter of routine have continued to generate them for every project we undertake. We utilise a standard SWMP template which forms part of our ISO 14001 accredited Environmental Management System. The plan allows for early identification of recovery and re-use opportunities, an examination of how design might be developed to minimise waste production (through for example standardisation of dimensional setting out to suit material modules), landfill diversion targets, and details of the proposed waste management contractors.

In terms of on site management of waste, we engage the services of one of our approved waste management contractors. For this project we will use Premier Waste Skip Hire from Hyde. Premier are currently supplying a number of our projects in the area and return recycling rates of at least 95% for all waste removed from site. We receive monthly reports which describe how this has been achieved, the data from which is input to, and forms the backbone of, our own SWMP.



To assist in the recycling process our preferred approach is to segregate waste streams at source by providing dedicated skips within our waste management compound, tailored to the material generated at the time. So at varying stages of a project we may have skips for concrete and masonry, timber, plasterboard as well as general waste. These will be located in the on site compound area shown in red hatching on our site logistics plan. The skips will typically be 14yd capacity and will be delivered to site and collected/exchanged when full, by standard winch arm type skip wagons. Full skips will be netted prior to removal.

Upon completion of projects, the results from the Site Waste Management Plan are compared with the site targets. We use Smartwaste and WRAP guidelines to benchmark levels for the amount of waste produced.

Environment and Ecology

Environmental monitoring

The main areas covered by this Construction Environmental Management Plan include the following, plus details of the baseline monitoring that will be carried out and the mitigation measures to be implemented prior to works commencing:

- pollution to water courses
- control of dust
- noise and vibration
- cleanliness of the highways
- ecology.

Daily measurements will be undertaken using real time/visual/olfactory methods during periods when ground works are being undertaken and the monitoring frequencies are likely to be increased (up to several times daily) depending on nature of site works.

Monitoring is required to assess compliance with short-term exposure standards and address problems early on. Timely action can be taken to prevent complaints and avoid causing concern for those working near the site.

Within the site boundary, dust monitoring shall be carried out by the use of Frisbee type gauges (directional dust) at the predetermined locations. A visual assessment of fugitive dust will be undertaken.

We will install a portable weather station with data logging capacity in the site office to monitor daily wind speed and direction, barometric pressure, temperature, and rainfall in order to assess parameters which are likely to affect pollutant emissions from the proposed works. These parameters can provide directional information about fugitive dust and particulate matter emissions.

All field monitoring data and laboratory results will be provided in PDF or Excel format and will be added to the single dataset of analytical results for the site. Results will be compared with earlier results for the same locations to the National/European Air Quality Standards. Where no standards are available, long-term exposure standards are derived from other sources:

- Environment Agency/ Defra Contaminated Land TOX reports for inhalation TDI's
- WHO Air Quality Guidelines for Europe
- US EPA Integrated Risk Information System
- CAR 2012.

If any significant variations arise, an explanation will be sought and the site manager will, within 24 hours, make available the findings to the Manchester EA. Details of the limitations and mitigating measures for dust nuisance are detailed later.

Daily environmental records

The Daily Environmental Record (DER) will be tailored to the specifics of this project to include site information together with the following additional items:

- daily checks/remedial measures to safety fencing/barriers
- dust monitoring at the pre-determined locations
- weather forecasting information, current weather conditions and actions taken to reduce potential for nuisance
- noise monitoring at pre-determined locations
- air monitoring for airborne fibres
- daily checks for debris on the public highway leading to the site
- odour monitoring in relation to excavations and any unforeseen contamination
- daily plant inspection records.

The DER will be developed to provide an all-encompassing and auditable record of our operations on site.

The DER will be made available to the Client as required.

Daily and weekly environmental records will be maintained by us during the entire duration of the site works.

Operational control measures

Our Project Manager will maintain contact with local residents/businesses in the immediate area so that any concerns on environmental impacts may be addressed at an early stage.

Regular visits from the regulatory authorities will be encouraged so they will be confident that controls are in place and monitoring is being carried out; this will aid the authorities in responding to any enquiries from the public.

A proactive approach will be taken to keep all neighbours informed. We will issue newsletters to local residents/businesses to keep them informed of the progress on site.

Prevention of pollution of watercourses

Proximity to the Ashton Canal means that pollution prevention and surface water control will be of paramount importance. We will adhere to the principles prescribed by the now withdrawn Environment Agency Pollution Prevention Guidelines 5, 6 and 7 as we consider them to reflect best practice.

A designated fuelling area will be located on site away from any water sources, near to the site offices on the existing car park. We will ensure that any fuel required for plant will be stored in double bunded tanks placed within areas of bunded impermeable surfacing. These areas will be situated away from existing or new manholes/gullies. Safety and warning signs will be placed in the designated areas to warn of the danger of spillages.

Refuelling shall be undertaken so that any spillage is collected on a spill tray and disposed of off-site to a licensed refuse facility. Tool box talks shall be held in order to ensure that the operatives are fully aware of correct refuelling procedures and a designated operative will be appointed to manage the refuelling process. New manholes will have their metal covers fitted and new gullies will have a plywood cover over them to prevent waste products being poured down them.

Environmental spill kits will be available on site for the full duration of the works and our staff members will be trained in their use.

Emergency response procedure will be as that outlined within our ISO 14001 accredited Environmental Management System (copies of EG19 and EG26 at Appendix 2 to this plan). Any spillages shall be reported immediately to the site manager, immediately cleared in the approved manner, using the spill kits provided; and any contaminated sub-soil will be disposed of as hazardous waste, removed from site as early as practicable. Depending on the nature of the spillage we will inform the Environmental Agency.

Adequate skips and hazard waste collection drums for paint tins and the like will be provided and disposed of off-site. No washing out of paintbrushes, tins, plastering equipment and the like will be permitted unless it is done in the allocated location and skip provided.

Surface water control

Where deemed necessary, the following measures will be put in place to ensure that the risk of surface water runoff across the site boundaries is minimised; silt fences or drainage grips will be used to prevent uncontrolled run-off being discharged from the site. The risk associated with the adjacent Ashton Canal means that careful consideration needs to be given to preventing run-off of surface water and/or pollutants from the relatively elevated site footprint. We will deal with in the following way:

- At commencement of the works, identify existing drainage routes and ensure that any manholes, gullies, rodding eyes or other access points to the below ground drainage system are suitably marked and sealed against ingress of surface water.

- Once site clearance is complete, carry out the grubbing up of redundant drainage in accordance with Marston & Grundy drawing DR-C-200 P3. Any residual disused drains to be abandoned will be plugged and grouted.
- The topography of the proposed site arrangement means that retention of much of the existing tree-planted mounding will naturally prevent any surface run-off into the canal. However there is a section approximately 20m long between the existing bank building and the post-earthworks termination of the mound that opens up potential for run-off beyond the site boundary. To protect this section, an earth bund approximately 1m high will be formed at the SE site boundary, inside the existing security fence line. It is important to note that the natural topography of the site encourages fall of site surface water **away from** the canal and back towards the visitors car park as the proposed building occupies a somewhat elevated position relative to the rest of the construction site area to the south west.

We will use surface water arising from the site for dust suppression. However, any surplus water will require a discharge consent in order to dispose of it to the existing sewer. It will be our responsibility to obtain such consent and no discharge to sewer will be undertaken without written confirmation of such consent from United Utilities.

Any surface water to be removed from the site will be placed in a holding tank and subject to audit testing before disposal. It will be accurately recorded in terms of date, time, quantity and quality of discharge and such records will be maintained at all times and copies made available upon request.

We shall develop a Surface Water Management Strategy prior to the works commencing in order to demonstrate best practice approach for the control of surface water, the control measures to be implemented, and the actions to be taken in the event of non-conformance during the work activities on site.

Air quality and monitoring

In order to mitigate the impact of dust generating activities, site-specific measures in accordance with best practice guidelines will be implemented.

A Risk Assessment and associated Method Statement (RAMS) will be developed for all activities involved in the works and these measures will be incorporated in the Works. Generation of unknown odours may be unavoidable during excavations. We will deploy a water bowser with an adapted spray bar system to dampen down soils and consequently mitigate dust and ensure consistent moisture conditions; this plant mitigates dust/odour nuisance by blanketing the ground with a fine spray of water droplets.

It is acknowledged that as per the findings of the CCG Phase 2 ground investigation report (July 2023), there is a requirement to mitigate release of airborne asbestos fibres in accordance with the IGE Asbestos in Soils Management Plan (AMP), included at Appendix 3. Whilst the recorded asbestos levels were below threshold levels and therefore unlikely to present a hazard to health above that of background level air-entrained asbestos, there remains a risk that in carrying out the bulk earth removal, greater concentrations of fibre bundles may be uncovered. Therefore, in addition to implementation of the plan, we will carry out reassurance air monitoring during the six week bulk earthworks period, as per Section 3.6 of the AMP and associated drawing T2083.HS-001.

All cutting of blocks, concrete, tarmac and the likes will be carried out with wet cutting equipment fitted with dust suppression kits.

All personnel will be reminded of good practice and standards through a series of "Tool box Talks" and safety inductions.

Noise and vibration

We will ensure that noise control complies with the recommendations of BS 5228-1, in particular clause 7.3, to minimise noise levels during the execution of the works. Noise testing will be completed as works commence using the Site Managers noise meter reader and controls will be put in place where noise exceeds 85 dB(A) when measured from the site boundary. Additional controls such as acoustic screens will be used to contain the noise if required. Radios or other audio equipment will be prohibited and we will not permit employees to use such equipment whilst on site.

All vehicles and mechanical plant used for the purpose of the Works shall be fitted with noise control devices (silencers, SMART reversing alarms) and shall be maintained in good and efficient works order.

All compressors shall be 'sound reduced' models fitted with properly lined and sealed acoustic covers which shall be kept closed whenever the machines are in use, and all ancillary pneumatic percussions tools shall be fitted with mufflers or silencers of the type recommended by the manufacturers.

Machines in intermittent use shall be shut down in the intervening periods between work or throttled down to a minimum, and plant and vehicles started up sequentially rather than all together.

Onsite and offsite noise levels will be monitored regularly. Site activities will be restricted to site working hours approved by Planning/EA.

As far as reasonably practicable, we shall not exceed the vibration dose values as specified in BS 6472-1: 2008. As a minimum, we shall take noise readings at the pre-determined locations daily.

In order to mitigate the impact of noise and vibration activities, site specific measures in accordance with Best Practicable Means (BPM) will be implemented and shall include the following:

- scheduling of construction delivery vehicles to least noise sensitive times of the day
- time slots for bulk deliveries to ensure that convoys of vehicles do not arrive simultaneously
- use of sufficient clear signage to ensure that construction vehicles use only the designated routes
- restrictions on times when construction traffic can use the designated access highway to site

Regular communication will be maintained with the local residents/businesses for the entire duration of the works. A phone number and contact person shall be provided and displayed on the site entrance for the public to use out of hours.

A RAMS will be developed for all activities involved in the earthworks/foundations and drainage and these measures will be incorporated in the Works.

The existing ground conditions will mean the introduction of augered piles into the ground will be required. Whilst this is an inherently low vibration method, boundary monitoring will be in place for the duration of these works. The foundations are to be excavated by excavators and concreted by placing the concrete mix straight from the concrete wagons; this means there will be very low levels of vibration to disturb the surrounding properties. If obstructions are encountered and need to be removed, specific risk assessments and method statements will be put in place prior to these works commencing to clearly detail how the vibration will be mitigated to the normal parameter levels allowed on construction sites.

Dust control

If material is being removed from site, then this operation shall be undertaken using **covered vehicles** to minimise dust liberation.

Dust control measures shall be undertaken including as a minimum, the damping down of the site with water during periods of dry weather and when excavation works are undertaken.

The following monitoring works shall be undertake:

- daily visual and odour diary
- weekly monitoring of dust site wide and at receptor locations
- occupational dust monitoring at the down-wind boundary of the site, for total inhalable and respirable dust.

Based on a subjective assessment, if dust levels are a nuisance site wide, especially at the site boundary, then contingency measures for dust control shall be implemented.

Monitoring data from the site will be compared to exposure standards, which form the basis of the trigger levels. If the trigger levels are exceeded then we will re-assess the working practices on site.

Trigger levels will be set according to 2 levels of control as follows:

- Level 1 - To protect workers on site, based on occupational exposure standards. Parameter measured being close to or at the exposure standard. Action will be to investigate reasons and modify ongoing works
- Level 2 - To protect nearby sensitive receptors. Parameter above exposure standard. Action will be to stop the site works, investigate the reason and modify ongoing works.

Measures to avoid the deposit of extraneous materials on the highway

We propose to employ subcontractors for the excavation works, stoning up, foundations and ground works. These activities need to be controlled and monitored so daily inspections of the site entrances and public highway will be undertaken and a photographic record taken of each inspection.

We will be responsible for providing a banksman, an operative, and an attendant road sweeper as required for the duration of their works. They will be tasked to keep the site entrance and public highway/car parks free of mud and debris at all times. To aid cleanliness on and off the construction site area, we plan to form the new permanent access road early in the programme, along with clean stoned-up storage areas using reclaimed aggregates will be established for the temporary laydown areas for materials.



We will ensure that all on site haul roads and paths are maintained in a clean condition throughout the project including damping down and any damage to roads or footpaths will be made good.

We will utilise an onsite wheel jetwash facility which will be established close to the site entrance and be used to clean vehicles before they leave site. Vehicles leaving the site will have any debris removed from their wheels by the operative using a jet wash in this designated area. Any debris will be swept into a lined sump for removal at a later time. The wash-down point will be located at the entrance to the site,



where ground topography will not permit any uncontrolled discharge of jetwashed debris to transit into the Ashton Canal.

We will further prevent the transfer of dust and mud out of the site by regularly sweeping and cleaning access roads.

The wheel wash operative will ensure the roads/footpaths are kept clean at all times and an attendant road sweeper will be available to clean the road should any debris get onto the estate surfaces or public highway. The road sweeper will also periodically clean the existing road gullies adjacent the site entrances.

At completion of the works a road sweeper with a gully sucker attachment will clean the existing road gullies adjacent the site entrances.

Project Communications

Our aim as the Principal Contractor is to ensure the project is managed to achieve a target of zero accidents and zero risks to health. Good communication and liaison between the Client, Project Manager, John Turner Construction and the design team members is critical to the smooth running of the contract. We will hold regular safety and co-ordination meetings with all contractors and sub-contractors working on the site and ensure there is a flow of information between all parties regarding the health and safety on the project.

All personnel working on site must have our safety and site safety induction prior to starting work.

Site liaison and meetings

During the mobilisation period and all during the construction works, communication and liaison between all parties will be key to a successful contract. By forming close links with the Client and Project Manager and adjacent property owners, we will get a clear understanding of their concerns, thus allowing us to work with them to avoid any disruptions to their everyday operations, and they will get an understanding of the construction process, programme dates and our delivery requirements.

Weekly meetings will be held to review the construction programme, risks, key dates and the duration of each construction activity will be discussed and the implications on the surrounding areas of the site can be assessed. This will allow the risks to be considered, the risk register to be updated and preventative controls put in place prior to the works being undertaken on site.

We will ensure that we are aware of any planned events during the construction works. To avoid any interruption to these planned events, good planning and communication is essential. By discussing these events early we can all work together to understand which construction activities and deliveries are happening, and then assess the risks and put in place risk mitigation measures.

It is essential that we comply with all the Health, Safety and Environmental requirements especially whilst working outside our site boundary between the separate site areas. Good programming, communication, RAMS and a knowledge of the surrounding building uses will help prevent any incidents/accidents.

Daily liaison

In addition to the formal weekly meeting, we will hold a daily informal meeting with our subcontractors, where a daily task sheet will be issued indicating the day's activities, along with any sensitive or high risk works planned. Immediate issues and concerns can also be addressed at this time.

Contractor progress meetings

We will hold a monthly Project Progress meeting on site along with the Client and full project team. We will provide a contractors report with an update on programme, the progress, discuss any concerns, actions and outstanding information.

Community Communications

Details relating to the project and contact details for our site Project Manager will be clearly displayed via a sign board at the site boundary on Ashton New Road. This will include out of hours emergency and John Turner Construction head office contact details. The site will be registered with the Considerate Constructors Scheme (CCS) and all associated banners and signage material appropriately displayed. The CCS information poster also includes contact telephone number for our site Project Manager. Our commitment to the scheme is to achieve *Performance Beyond Compliance*, with a benchmark score of minimum 37/45.

Communication with local stakeholders and residents will be embraced. We will ensure this via the following means:

- Clearly displaying the contact details of our site management team at the site boundary
- Carrying out initial letter drop and subsequent newsletter updates to all local residents and businesses
- Distributing the CCS complaints/Compliments form and encouraging feedback
- Circulating our own CCS questionnaire which can be returned anonymously via a post box at site boundary
- Attending residents meetings and workshops to share progress on the scheme and deal with any queries and concerns
- We welcome the opportunity to deliver talks and careers advice at local schools and colleges and will explore the potential for such engagement once started on site
- Our Local Labour Proposal (LLP), will describe the commitment we will make in respect of creating local jobs, opportunities and apprenticeships during our time on this project. We will communicate this via newsletters and promotional signage displayed at the site boundary.

Appendix 1 – Site Logistics Plans

See attached PDF



Key

Self Contained Welfare Unit or Site accommodation (with offices, canteen, toilets & drying room)



Container



First Aid Point



Fire Assembly Point

Construction Signage



Temporary Access Gates



Construction Traffic Route



New Foul Manhole



Contractor's Compound



Temporary Haul Road



Solid Fencing



Safety Signage



Temporary Electric and Water Connections



Contractor's pedestrian Access route



Contractor Parking Outside of Event Days TBC



Manchester City Football Access Routes



Construction Vehicle Wayfinder Signage



Manchester City Women's Football Club Academy Development.

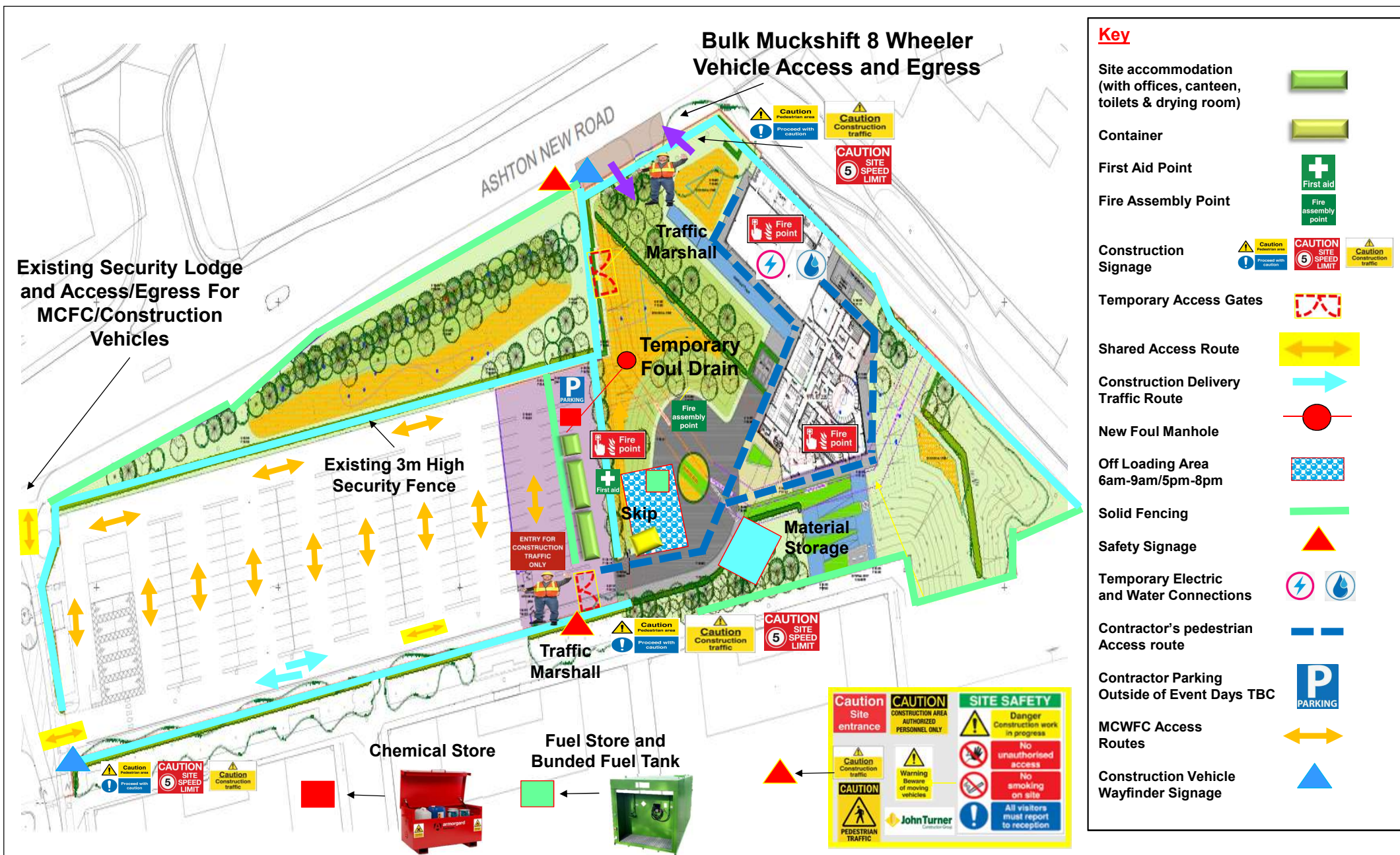
Enabling Works Site Logistic Plan

Date – 01/05/24

Revision A

SL 1





**Manchester City Women's Football
Club Academy Development.**

Site Access and Egress Logistic Plan

Date – 01/05/24
Revision A
SL 2



Appendix 2 – JTCG Emergency Response Procedures EG 19 and 26

Environmental Guidance Note

Issued by: SHEQ Manager

Approved by: Managing Director



Ref	EG.19
Page 1	of 1
Rev	B
Date	02.08.22

SITE EMERGENCY SPILL PROCEDURE

1. BEFORE HANDLING FUELS, OILS AND CHEMICALS ENSURE THAT SPILL KITS AND OTHER ABSORBENT MATERIALS, E.G. SAND, ARE AVAILABLE.
 - ❖ KNOW THEIR LOCATION AND HOW TO USE THEM.
2. IN THE EVENT OF A SPILLAGE:
 - A. RAISE THE ALARM
 - B. STOP THE FLOW
 - C. ELIMINATE ANY SOURCES OF IGNITION
 - D. PREVENT ANY SPILLAGE ENTERING WATERCOURSES, SURFACE WATER DRAINS ETC.
3. ABSORB THE SPILLAGE.
4. ONCE THE SPILLAGE IS CONTAINED, INFORM A MEMBER OF STAFF.
 - ❖ DEPENDING ON THE EXTENT OF THE SPILL, THE ENVIRONMENTAL REGULATOR MAY NEED TO BE INFORMED.
5. IF IT IS A SMALL SPILLAGE, THE CONTAMINATED AREA WILL BE EXCAVATED AND DISPOSED OF APPROPRIATELY.
 - ❖ LARGER SPILLAGES WILL REQUIRE A LICENSED WASTE DISPOSAL COMPANY TO DEAL WITH THE CONTAMINATED AREA.
6. REPLACE USED SPILL KITS AND TOP UP EMERGENCY SAND SUPPLIES.

Environmental Guidance Note

Issued by: SHEQ Manager

Approved by: Managing Director



Ref	EG.26
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Rev	B
Date	02.09.22

SPILL RESPONSE

Background

- There are many routes for pollutants to enter the water environment:
 - Through the surface water drainage system which will eventually reach a watercourse.
 - Run-off/direct discharge into nearby watercourses or onto ground, with a potential risk to pollute groundwaters.
 - Run-off/unlicensed discharge to the foul drainage system, which could affect a sewage treatment works performance.
 - Through atmospheric deposition, for example, dust or emissions.

Useful Guidance

Emergency Plans - See EG.19

- Identify potential sources of pollution.
- Mitigate the sources of pollution, for instance by changing working methods etc.
- Develop an action plan to cover the potential sources of pollution that cannot be mitigated.
- Locate the emergency plan and spill equipment (e.g. shovels, sand, absorbent materials, drain bungs) at key locations (e.g. by oil storage tanks, refueling areas).
- Consider the emergency plan on how to deal with contaminated fire water and how to contain this water.
- If there is a spill, do not wash the spillage into the drainage system.
- Never use detergents.

Responsibilities

- Organise who is to take charge at the scene, who is to report to the relevant environmental agency and who will complete the incident report form (SF.HS.21).
- Assign responsibility for the regular checks to see if the spill kits are complete and in a satisfactory condition.
- Ensure that the Environmental Emergency Contact Details are on the notice board.
 - Staff should be made aware of where the Contact Details are and the order of contact.

Environmental Guidance Note
 Issued by: SHEQ Manager
 Approved by: Managing Director



Ref	EG.26
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Equipment

- Emergency spill kits should preferably contain equipment to contain and absorb spills on land and water.
- The spill kit may include oil-absorbent granules, "pigs"/"sausages", floating booms, absorbent mats, polythene sheeting and polythene sacks.
- Store spill equipment in a marked bag or wheely bin in well-signposted key location(s)
- Buckets of sand, earth, straw bales and rags are good for cleaning up small spillages.
- Special mats or cushions (drain seals) can be placed over drains to prevent pollution to water supplies or can be placed at the source of leaks or under pipe joints.
- Booms are designed to be used on watercourses but can isolate drains or divert/contain spillages.
 - Ensure that the booms for rivers are long enough and have suitable anchorages.
- Sealing devices/materials are used when a tank, storage drum, valve or pipe has been punctured or damaged. Leak sealing devices may be in the form of a pad or clamp, or may be reshaped and inserted into the damaged area and inflated.
- The material safety data sheets and COSHH assessments will assist in identifying appropriate spill measures for dealing with hazardous materials.

How to deal with specific pollutants

	POLLUTANTS				
	Concrete/Cement	Paints	Oils	Silt	Detergents
Spill On Ground					
Sand	✓	✓	✓		✓
Straw Bales			✓	✓	
Absorbent Granules			✓		
Geotextile Fence	✓			✓	
Drip Trays		✓	✓		
Pads/Rolls			✓		
Drain Seal	✓	✓	✓	✓	✓
Earth Bunds	✓	✓	✓	✓	✓
Spill In Water					
Straw Bales			✓	✓	
Pads/Rolls			✓		
Booms			✓		

Environmental Guidance Note

Issued by: SHEQ Manager

Approved by: Managing Director



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Waste Management

- Dispose of any spillage/contaminated materials properly as soon as possible (see Guidance Note EG.21) e.g. oily granules should be bagged up and put in the special (hazardous) waste skip.
- In an emergency, the requirement of several days notice may be waived with permission from the Environmental Regulator's office.
- If a foul sewer is available, it may be possible to discharge the spillage with the approval of the local sewerage undertaker.
- Oil separators could be used to treat hydrocarbon contaminated water.

Training

- Inform personnel about the spill response emergency plan through the toolbox talk and/or induction training.
- Ensure that site personnel know who to contact in the event of a spillage, what to do and where to get equipment from.

Competency

- All persons involved in spill response operations shall be suitably trained and competent for the tasks allocated to them.

Monitoring

- Regular inspections to be undertaken in respect of spill response.

Practice of Spill Response

- The Company is to regularly practice spill response operations.

Appendix 3 – Asbestos Management Plan and Monitoring Location Drawing

See attached PDFs

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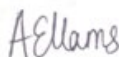
consulting

MCWFC Academy Development Training Facility

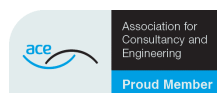
Asbestos In Soils Management Plan

For: John Turner Construction Group Ltd



Job Number:		4154
Report Reference:		4154-02
Issue Status / Revision:	Draft for Client review	
Date:	June 2024	
Written By:	Amy Ellams BSc, FGS 	
Checked and Authorised By:	Andrew Edwards MSc, PIEMA, MIEEnvSoc, FGS, CEnv 	
Previous Revisions and Date:	-	
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APPENDICES

APPENDIX 1	LIMITATIONS OF INVESTIGATION WORK AND REPORT
APPENDIX 2	FIGURES AND DRAWINGS
	- SI-01 Site Location Plan - Site Block Plan as Proposed (Bowker Sadler Architecture, Reference 22-053-1101, Rev A, October 2023). - INFO-01 CCG Exploratory Hole Location Plan with Contours
APPENDIX 3	CL:AIRE JIWG DECISION SUPPORT TOOL OUTPUT

1.0 INTRODUCTION

This *Asbestos In Soils Management Plan (4154-02)* has been prepared at the request of John Turner Construction Group on behalf of City Football Group Ltd. Instructions to proceed with this report were received in June 2024.

This report pertains to a c. 0.72 Ha site located off Ashton New Road (A662), Manchester, c. 3.5km east of Manchester city centre, at the approximate postcode M11 4AA. The National Ordnance Survey Grid Reference for the centre of the site is 387584E, 398442N. A site location plan is included in Appendix 2 (Drawing ref. *SI-01*) with the Site Block Plan as Proposed (Bowker Sadler Architecture, Reference 22-053-1101, Rev A, dated October 2023).

The site is currently occupied by a disused building, formerly a HSBC bank with associated access road and small parking area in the north. The southern part of the site currently comprises grassed areas associated with training pitches and seating areas of the adjacent current training ground. The north and south parts of the site are separated by a c. 5m high mound of soil that is heavily vegetated. General site photos of the site are included below from 2022 – 2023:



Figure 1: Site photograph viewing southwest of the northern part of the site.



Figure 2: Site photograph viewing east of the southern part of the site.



Figure 3: Site photograph viewing east of the central part of the site, on the southern side of the existing on-site mound.



Figure 4: Site photograph viewing east of the central part of the site, on the northern side of the existing on-site mound.

1.1 Scope

This Asbestos in Soils Management Plan report is to be used for submission to the Local Authority as part of planning application 138987/FO/2024. The application was submitted to Manchester City Council in January 2024 for the '*Erection of a two-storey side extension to former bank to form training facility with associated earthworks, landscaping, boundary treatment, parking and access.*' The application was approved with conditions in April 2024. The presence of the earth mound is currently covering a significant proportion of the development area, separating the north and south parts of the site and is therefore currently preventing full site access and hindering further ground investigation and construction works.

Consequently, the IGE Consulting Remediation Strategy Report (Ref. 4154-01A, June 2024) proposes two phases of work:

- 1) Enabling works; and
- 2) Further Phase 2 Intrusive Ground Investigation.

The proposed enabling works includes the removal of the mound material to allow full access to the site. However, the presence of asbestos containing materials is anticipated.

The proposed development plan is contained in Appendix 2, with an extract of the proposed development plan shown below:



Figure 5: Extract of the Landscape Masterplan (taken from Saville Landscape Design, 407-01, Rev D, December 2023) with the main area of work outlined in red.

1.2 Brief

This Asbestos in Soils Management Plan has been produced to detail the recommended methodology for the management of asbestos impacted mound material at the site. Note: this report concerns the mound material only and any asbestos in site soils below ground level is beyond the scope of this report.

This Plan provides the necessary control measures to ensure that asbestos containing mound soils are reused in accordance with current UK legislative requirements. The mitigation measures given in this Plan have been designed to minimise the risk of fibre release during the movement and placement of the mound material Made Ground during construction.

A detailed methodology will be given for the excavation of potentially asbestos impacted soils and placement on site (under hardstanding or clean cover) in a safe controlled manner, including on-site dust suppressant, materials handling protocol and use of appropriate Personal Protective Equipment (PPE).

The limitations of the report are contained in Appendix 1.

2.0 RISK ASSESSMENT

This risk assessment has been completed in line with the following current guidance:

- CIRIA C765 (2017) *Asbestos in Soil and Made Ground Good Practice Site Guide*.
- CL:AIRE CAR-SOIL (2016) *Control of Asbestos Regulations 2012 - Interpretation for Managing and Working with Asbestos in Soil and Construction and Demolition Materials: Industry guidance*.
- CIRIA C733 (2014) *Asbestos in Soil and Made Ground: A Guide to Understanding and Managing Risks*.

2.1 Asbestos Hazard Assessment

Asbestos is predominantly a hazard to human health through the inhalation of airborne fibres <10µm which may enter the lungs and many cause mesothelioma and cancer, among other diseases. Therefore, when asbestos is bound within a solid matrix, or is clumped together into large particles, or is adhered to soils by water, it cannot easily be inhaled / ingested, so it presents a significantly lower hazard.

However, natural weathering or mechanical disturbance and disruption of ACM may inadvertently cause the release of the individual hazardous fibres from bound or clumps of asbestos.

Asbestos-related diseases can occur as a result of either heavy exposures over a short period or lower exposures over a longer period, with most cases occurring 15+ years after exposure, with latency periods typically in the 10-40 year range.

It is acknowledged that there is no safe exposure threshold for asbestos fibres, but the Control of Asbestos Regulations (CAR 2012) specifies a 'Control Limit' for worker exposure to asbestos fibres in air of 0.1 fibres/cm³ averaged over 4 hours. Note: this is not regarded as a safe level of exposure, but indicates the statutory requirement to notify the HSE, limit exposure, use PPE, and carry out medical surveillance. The HSE advises a clearance and reassurance level indicating an acceptable workplace concentration for fibres in air following asbestos removal works of 0.01 fibres/cm³.

2.2 Mound Specific Asbestos Hazard

In April and May of 2023, CC Geotechnical undertook an intrusive investigation of the site, comprising 1 No. cable percussive borehole (BH1) to a depth of 15.00m below ground level (bgl) and 6 No. dynamic sample boreholes (WS1 – WS6 inclusive) to depths of up to 5.00m bgl. The finding of these works is presented in the CC Geotechnical Ltd Combined Phase 1 and Phase 2 Geo-Environmental Report (Ref. CCG-C-23-13703, July 2023).

The locations of the CCG exploratory holes are detailed on the below extract with contours present to indicate their location in relation to the mound. The full drawing is presented in Appendix 2.

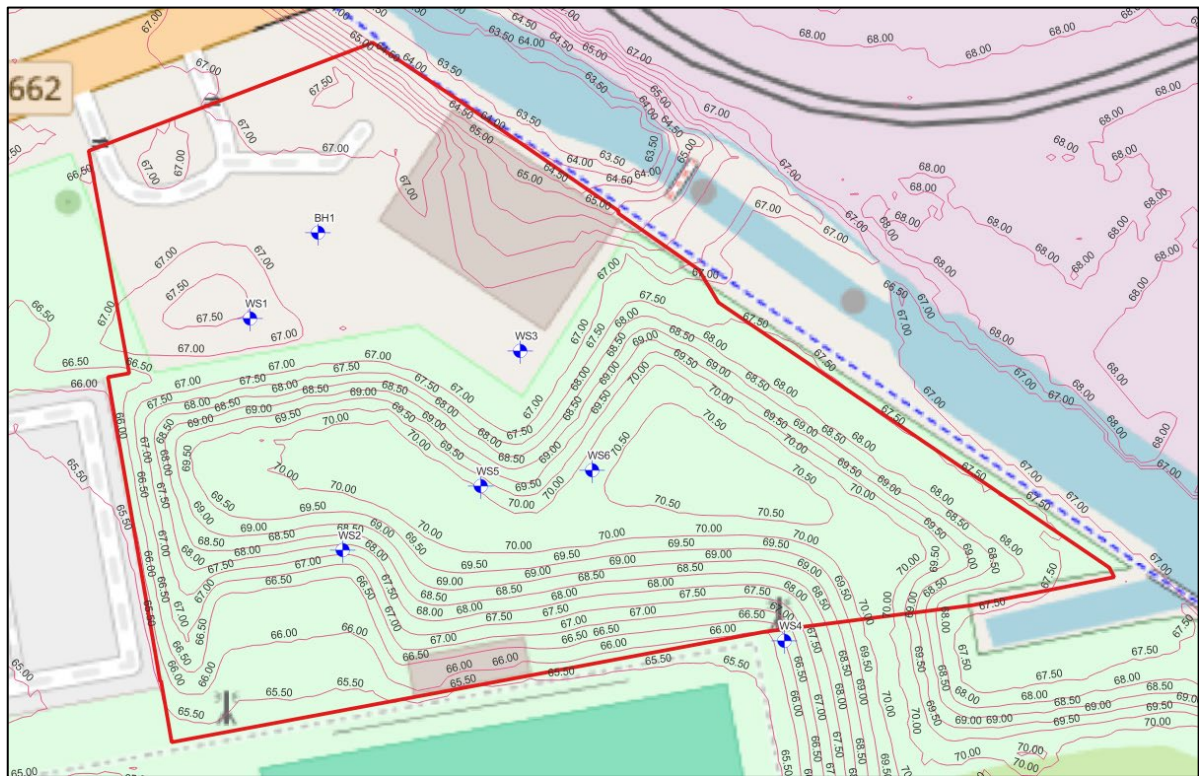


Figure 6: An extract of IGE drawing CCG Exploratory Hole Location Plan with Contours (INFO-01) with overlain LiDAR data to demonstrate location of the mound. The approximate boundary of working area is in red. Blue borehole locations from CCG GI, April and May 2023.

As part of the ground investigation, 6 No. soil samples from across site were submitted for environmental analysis over a broad-spectrum suite of contaminants including metals, non-metals, asbestos ID, speciated Polycyclic Aromatic Hydrocarbons (PAH) and Total Petroleum Hydrocarbons (TPH) (to the TPH Criteria Working Group (CWG) methodology).

Results of this testing were compared to 'Public Open Space (Park)' Generic Assessment Criteria (GAC), based on 2.5% organic matter and no exceedances were recorded within any of the soil samples tested. However, 4 No. of the 6 No. soil samples identified asbestos fibre bundles in exploratory hole locations WS2, WS3, WS4 and WS6. The asbestos was quantified in WS2 and WS6 only.

A summary of the asbestos encountered is presented below:

Exploratory Hole Number	Sample Depth (m bgl)	Type of Asbestos Identified	Quantification (%)	Soil Description (from CCG Logs)
WS2	0.50	Chrysotile (Fibre Bundles)	< 0.001	Brown slightly sandy slightly gravelly silty friable CLAY. Gravel is fine to coarse sub-angular sandstone and brick with occasional inclusions of wood (MADE GROUND).
WS3	0.70	Chrysotile (Fibre Bundles), Amosite (Fibre Bundles)	-	Brown sandy GRAVEL. Gravel is fine to coarse sub-angular brick, sandstone and limestone (MADE GROUND).
WS4	0.90	Chrysotile (Fibre Bundles)	-	Brown slightly gravelly sandy silty CLAY. Gravel is fine to coarse sub-angular brick, sandstone and limestone (MADE GROUND).
WS6	1.50	Chrysotile (Fibre Bundles)	0.001	Brown slightly sandy gravelly silty CLAY. Low cobble content. Gravel is fine to coarse sub-angular limestone, concrete, sandstone and brick (MADE GROUND).

Due to the absence of quantification in 2 No. of the samples tested, CAR (2012) applies.

2.3 Asbestos Risk Assessment

Given the availability of quantification in 2 No. of the samples and the 'trace' results, asbestos is not anticipated to be present in such significant quantities that this material should be removed. Instead, these soils can be reused with appropriate control measures. The re-use of this material must be carried out in line with the following control measures.

To ensure compliance with the Control of Asbestos Regulations (CAR 2012) the JIWG '*Decision Support Tool for The Categorisation of Work Activities Involving Asbestos in Soil or Construction & Demolition Materials in accordance with CAR 2012*' has been completed. In the assessment the critical receptor would be the

groundworker. The inputs and output of the assessments are included in Appendix 3. A summary of the output is as follows:

Stage 1
Hazard Factors

Select ACM type (run model for each type to generate 'Worst Case' output)	Free dispersed fibres/fibre bundles	2
Extent of degradation of ACMs at outset of work	Disaggregated (dominated by loose fibrous material; extreme degradation in ACM and/or free asbestos fibres/fibre bundles)	4
Friability and degree of bonding by matrix (ACM matrix, not ground materials)	Friable ACM or ACM with fibres not linked in any matrix (free dispersed fibres/fibre bundles)	4
Distribution of Visible Asbestos Across Affected Area	No visible ACMs/fibre bundles	0
Amount of asbestos fibre in selected ACM/fibre type as % of host material	Very Low quantities - <0.001 to 0.01 %wt/wt	1
Sub-total		11

Note: the asbestos licensing regime is unaffected by the type of asbestos fibre present in ACMs

Hazard ranking

Medium

Stage 2
Exposure Factors

Anticipated airborne fibre concentration - Control Limit or SAL?	<0.01 fibres/ml	1
Anticipated duration of exposure to asbestos	> 2 hours in a 7 day period and Up to 10 hours in a day (e.g. full time occupational exposure)	4
Activity type and effect on deterioration of ACMs during work	Not low intensity, significant deterioration expected	4
Best description of primary host material matrix (soil/made ground)	Fine Silt and/or Clay	1
Respirable fibre index for ACM - RIVM report 711701034 (2003)	Low	2
Sub-total		12

Exposure ranking

Medium

Combined hazard and exposure ranking

23

Medium

Stage 3
Risk Assessment Outputs

Probable Licensing Status	Non-Licensed Work
RPE*	EN149 type FFP3 disposable
Dust Suppression**	Manual/localised dust suppression
Hygiene/Decontamination***	Localised and basic personal decontamination facilities

*Where RPE has to be worn continuously for long periods (e.g. more than 1-hour), then powered RPE may be necessary.
**Reduction in control measures possible if natural mitigation factors are present (e.g. raining, wet ground)
***Guide only; suitability of selected personal hygiene measures may be reviewed on a site/contamination-specific basis

The assessment concludes that this activity (excavation, movement and placement) would be considered to be non-licensed work. Appropriate dust suppression is to be used, along with decontamination facilities. Disposable dust masks should be worn during movement and placement of the stockpile soils, and these should comply with EN149 type FFP3. These measures will ensure protection of both construction workers and surrounding receptors during works and are further detailed below.

Natural mitigation factors are present, such as rain wetting the work area and soils.

RPE, dust control methods, hygiene and decontamination methods will be kept under review as environmental conditions, site conditions and the materials encountered change during the course of the site works.

3.0 CONTROL OF ASBESTOS METHODOLOGY

3.1 Introduction

Toolbox talks will be held prior to the commencement of the excavation or handling of ACM to ensure all operatives are aware of the proceedings. Also, all ground workers should have undergone Asbestos Awareness Training.

The types of works that may be undertaken involving asbestos impacted mound soils are:

- Excavation, then
- Transporting to filling area, then
- Subsequent operations to move the material for placement.

Prior to the commencement of works the following activities will be undertaken:

- Induction of all personnel including details of the asbestos management plan
- Establish a means to record wind direction
- Implement a traffic management plan

3.2 Detailed Working Methods

3.2.1 Damping Down of Soils – Mitigate Particulate (Dust) Emission

During any operation involving the movement of the stockpile Made Ground in dry conditions the soils will be regularly dampened down using water to control the generation of dust. In addition, the option to use air mist to dampen down excavations may also be emplaced, if dry conditions prevail. Extreme care should be taken to ensure no surface water run-off is generated during the dust suppression as this could wash fibres to uncontrolled areas which could later dry and become airborne.

If the soils are visually assessed during the works to contain visible pieces of ACM products containing loose fibres, such as pipe lagging, then works must be stopped and the risk assessment / method statement must be readdressed.

3.2.2 General Control of Dust

The following control measures should be utilised to ensure that dust levels are kept to a minimum at all times:

- Where necessary, in dry and dusty conditions, vehicle transit routes and work areas should be damped down with water spray.
- No stockpiles of any soils containing >0.1% asbestos (deemed hazardous waste by HSE) are present.
- Vehicle speeds and movements on site should be kept to a minimum (<5mph).
- All excavations should be carefully managed in order to minimise the surface area of potentially contaminated material at any one time.
- Dust suppression should take the form of sprayed water from a machine towed water bowser (2000 litre).

3.3 **Excavation of Mound Made Ground**

The standard procedures should contain the following minimum activities:

- A tool box talk will be held outlining the procedures for excavation and handling of asbestos containing soils to ensure all workers involved with the works are fully aware.
- Following dampening down of the soil and Made Ground, the materials should be carefully excavated and placed directly into transporting vehicles for transfer to placement area. Excavation works shall be undertaken by dedicated machines.
- During the works the site manager will assess the wind speed and direction and if it is considered there is a risk of dust or fibre release then the material will be dampened down with water mist.

3.4 **Monitoring of Local Weather Conditions**

Works will be planned, taking into account weather conditions and prevailing wind directions, and if windy conditions are forecast or encountered, works generating dust will be suspended until conditions improve. If rain is forecast, the need for water mist and wetting of the soils may be considered unnecessary.

3.5 Personal Protective Equipment (PPE)

In accordance with HSE Guidance Note EM6 (non-licensed asbestos works) all site operatives present within the work area where potential asbestos impacted soils are being moved should be supplied with the following PPE:

- Disposable overalls such as Type 5 (BS EN ISO 13982-1), waterproof if needed. Use oversized overalls to prevent tearing, sealed at the cuffs with tape. Wear the overall legs over footwear as tucking them in lets dust into footwear. Wear the hood over the RPE straps.
- Single-use disposable protective gloves.
- Disposable respirator to standards EN149 (type FFP3) or EN1827 (type FMP3) or half mask respirator (to standard EN140) with P3 filter, or semi-disposable respirator (to EN405) with P3 filter.
- A de-contamination station should be provided prior to the works commencing for the site operatives that will be present within work areas

3.6 Asbestos Air Monitoring

There is no legal requirement for air monitoring as part of the works proposed, however, reassurance air monitoring can be used in some cases to monitor the effectiveness of site management practices and to indicate any potential issues. It is recommended that air monitoring stations be placed along the site boundary as an indicator between the site and sensitive adjacent receptors.

APPENDIX 1

LIMITATIONS OF INVESTIGATION WORK AND REPORT

LIMITATIONS OF REPORT

This consultancy report was compiled and carried out by IGE Consulting Limited ('IGE') for the client, as defined in the main report (the 'client'), on the basis of a defined programme and scope of works and the terms of a contract between IGE and the client. IGE undertook this with all reasonable skill and care, taking into account the limits of the scope of works required by the client, the prevailing site conditions, the time scale involved and the resources, including financial and manpower resources, agreed between IGE and the client. IGE cannot accept responsibility to any parties whatsoever, following the issue of this report, for any matters arising which may be considered outwith the agreed scope of works.

Unless otherwise agreed this report has been prepared exclusively for the use and reliance of the client in accordance with generally accepted consulting practices. This report may not be relied upon, or transferred to, by any other party without the written agreement of its author. If a third party relies on this report, it does so wholly at its own and sole risk and IGE disclaims any liability to such parties.

It is IGE's understanding that this report is to be used for the purpose described in the 'Brief' section of this report. That purpose was a significant factor in determining the scope and the services to be provided. Should the purpose for which the report is used, or the proposed use of the site change, this report may no longer be valid and any further use of, or reliance upon the report in those circumstances by the client without IGE's review and advice shall be at the client's sole and own risk.

The information contained in this report is protected by disclosure under Part 3 of the Environmental Information Regulations 2004 pursuant to the provisions of Regulation 12(5) without the consent in writing of a Director of IGE.

This report is a function of the date it was written and should be read in light of any subsequent changes in legislation, statutory requirements and industry practices. Ground conditions can also change over time and further investigations or assessment should be made if there is any significant delay in acting on the findings of this report. The passage of time may result in changes in site conditions, regulatory or other legal provisions, technology or economic conditions which could render the report inaccurate or unreliable. The information and conclusions contained in this report should not be relied upon in the future without the written advice of IGE. In the absence of such written advice of IGE, reliance on the report in the future shall be at the client's own and sole risk. Should IGE be requested to review the report in the future, IGE shall be entitled to additional payment at the then existing rate or such other terms as may be agreed between IGE and the client.

The observations and conclusions described in this report are based solely upon the scope of works agreed between the client and IGE. IGE has not performed any observations, investigations, studies or testing not specifically set out or mentioned within this report. IGE is not liable for the existence of any condition, the discovery of which would require performance of services not otherwise contained in the agreed scope of works. For the avoidance of doubt, this report is strictly limited to the nature of contamination contained within the ground and groundwater at the site. The report does not cover environmental aspects such as air or noise pollution and ground vibrations and the like. In addition, ecological matters relating to wildlife, flora and fauna have not been investigated as part of this report. In particular, the site has not been inspected for the presence or otherwise of invasive species (e.g. Japanese Knotweed). It is recommended that the client appoints a specialist in this subject to carry out a detailed inspection / survey of the site if its presence is suspected. Where mention has been made to the suspected presence asbestos or asbestos-containing materials this is for indicative purposes only and does not constitute or replace full and proper surveys.

Throughout the report the term 'geotechnical' is used to describe aspects relating to the physical nature of the site (such as foundation requirements) and the term 'geo-environmental' is used to describe aspects relating to ground-related environmental issues (such as potential contamination). However, it should be appreciated that this is an integrated investigation and these two main aspects are inter-related. The geo-environmental sections are written in broad agreement with BS 10175:2011+A2 2017.

LIMITATIONS OF INVESTIGATION WORK

Desk Study References

This report is based upon IGE's observations of existing physical conditions at the site gained from a walkover survey of the site together with IGE's interpretation of information including documentation, obtained from third parties and from the client on the history and usage of the site. Reliance has been placed on this publicly available data obtained from the sources identified in the main report. When using the information, it has been assumed that it is correct. The findings and recommendations contained in this report are based in part upon information provided by third parties, and whilst IGE have no reason to doubt the accuracy and that it has been provided in full from those it was requested from, the items relied on have not been verified. No responsibility can be accepted for errors within third party items presented in this report. IGE did not attempt to independently verify the accuracy or completeness of information, documentation or materials received from the client or third parties, including laboratories and information services. IGE is not liable for any inaccurate information or conclusions, the discovery of which inaccuracies required the doing of any act including the gathering of any information which was not reasonably available to IGE and including the doing of any independent investigation of the information provided to IGE except when otherwise provided in the terms of the contract between the client and IGE.

Historical Mapping

Historical Ordnance Survey maps do not provide a comprehensive description of a site history. They provide details of the site from a date prior to the publication of the map (i.e. a snapshot in time). The period between map editions can be substantial (i.e. several decades). Not all map series are available for every date range in many areas of the UK and therefore there will be gaps in this mapped record for some sites. Potentially contaminative land uses could have been present and removed during such periods and may therefore not form a part of this particular record. In addition, there will be potentially contaminative land uses which are not identified on the map records such as small scale storage / use of hazardous materials, illegal / unlicensed waste disposal activities etc. Different map series identify different features utilising different symbols which can result in features that remain on-site being removed from maps. Some features are also not mapped for security reasons (e.g. airfields and other military installations). These areas are mostly shown as blank areas on historical maps.

Site Walkover

During the site walkover reasonable effort has been made to obtain an overview of the site conditions. However, during the site walkover no attempt has been made to enter areas of the site that are unsafe or present a risk to health and safety, are locked, barricaded, overgrown, or the location of the area has not been made known or accessible.

Flooding

Flooding in this report is defined as flooding caused by the sea, ditches, rivers, streams, ponds, lakes, reservoirs and the like. It does not extend to flooding caused by surcharged piped drainage systems and investigations into flooding of this nature are excluded from this report.

Extent of Contamination Studies

Site sensitivity assessments have been made based on available information at the time of writing and are ultimately for the decision of the regulatory authorities. The conclusions and recommendations sections of the report provide an overview and guidance only and should not be specifically relied upon without considering the context of the reporting in full. The conclusions resulting from this study are not necessarily indicative of future conditions or operating practices at or adjacent to the site.

Intrusive Investigation

Where field investigations have been carried out these have been restricted to a level of detail required to achieve the stated objectives of the work. Ground conditions can also be variable and as investigation excavations only allow examination of the ground at discrete locations, the potential exists for ground conditions to be encountered which are different to those considered in this report. The explored extent of the site area depends on the soil and groundwater conditions, together with the position of any current structures and underground facilities and natural and other activities on site. In addition, chemical analysis was carried out for a limited number of parameters, based on an understanding of the available operational and historical information, and it should not be inferred that other chemical species are not present.

The groundwater conditions entered on the exploratory hole records are those observed at the time of investigation. The normal speed of investigation usually does not permit the recording of an equilibrium water level for any one water strike. Moreover, groundwater levels are subject to seasonal variation or changes in local drainage conditions and higher groundwater levels may occur at other times of the year than were recorded during this investigation.

Exploratory Holes

Where exploratory holes have been carried out as part of this investigation, the spacing has been determined to provide a reasonable indication of the general ground conditions across the site, but the number has ultimately been limited by commercial constraints. The findings of the exploratory holes relate specifically to the exploratory hole locations and are no absolute guarantee of the ground conditions between such locations. Due allowance should be made for the possibility of variation in conditions between exploratory hole locations.

Extent of Contamination Testing

The extent of contaminated land testing carried out on samples obtained from the site has been determined in accordance with the latest legal guidance issued by the government to provide, with reasonable certainty, the probable general levels of contamination present on site that could pose a significant hazard to human health or waters. The extent of site investigation works including chemical testing has also been limited by reasonable commercial constraints. Although extensive testing of samples has been carried out, the volume of samples taken for testing are a minute fraction of the total volume of soils and groundwater present on site. Therefore, there is a residual risk that undetected pockets of contamination may be present on site, situated between testing locations.

When investigating or developing potentially contaminated land it is important to recognise that sub-surface conditions may vary spatially and temporally. The absence of certain ground, ground gas, contamination or groundwater conditions at the positions tested is not a guarantee that such conditions do not exist anywhere across the site. Site sensitivity assessments have been made based on available information at the time of writing and are ultimately for the decision of the regulatory authorities. The conclusions resulting from this study are not necessarily indicative of future conditions or operating practices at or adjacent to the site.

Extent of Geo-Environmental Studies

This report is strictly limited to the nature of contamination contained within the ground and groundwater at the site. The report does not cover environmental aspects such as air or noise pollution and ground vibrations and the like. In addition, ecological matters relating to wildlife, flora and fauna have not been investigated as part of this report. In particular, the site has not been inspected for the presence or otherwise of invasive species e.g. Japanese Knotweed. It is recommended that the Client appoints a specialist in this subject to carry out a detailed inspection / survey of the site if its presence is suspected. Where mention has been made to the identification asbestos or asbestos-containing materials this is for indicative purposes only and does not constitute or replace a full and proper survey. If an Unexploded Ordnance (UXO) report has been obtained within the report, it has been so on the basis of Health and Safety concerns and no assessment has been made other than transcribing the recommendations of the sub-contractor contained within the report. In terms of a potential contaminative source, unless ordnance has been manufactured / stored on site, UXOs will only be determined as a contaminative source following a positive identification on site.

PLANNING CONTEXT

The National Planning Policy Framework (NPPF, 2023) states that the purpose of the planning system is to contribute to the achievement of sustainable development. In order to do this the planning system has three overarching objectives, one of which directly relates to the potential for pollution and contaminated land:

- ***'environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy'.***

In accordance with this environmental objective, Paragraph 124 clarifies that 'making effective use of land' includes to:

- ***'give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land'.***

In accordance with this environmental objective, Paragraph 180 clarifies that 'conserving and enhancing the natural environment includes:

- ***'preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability';*** and
- ***'remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate'.***

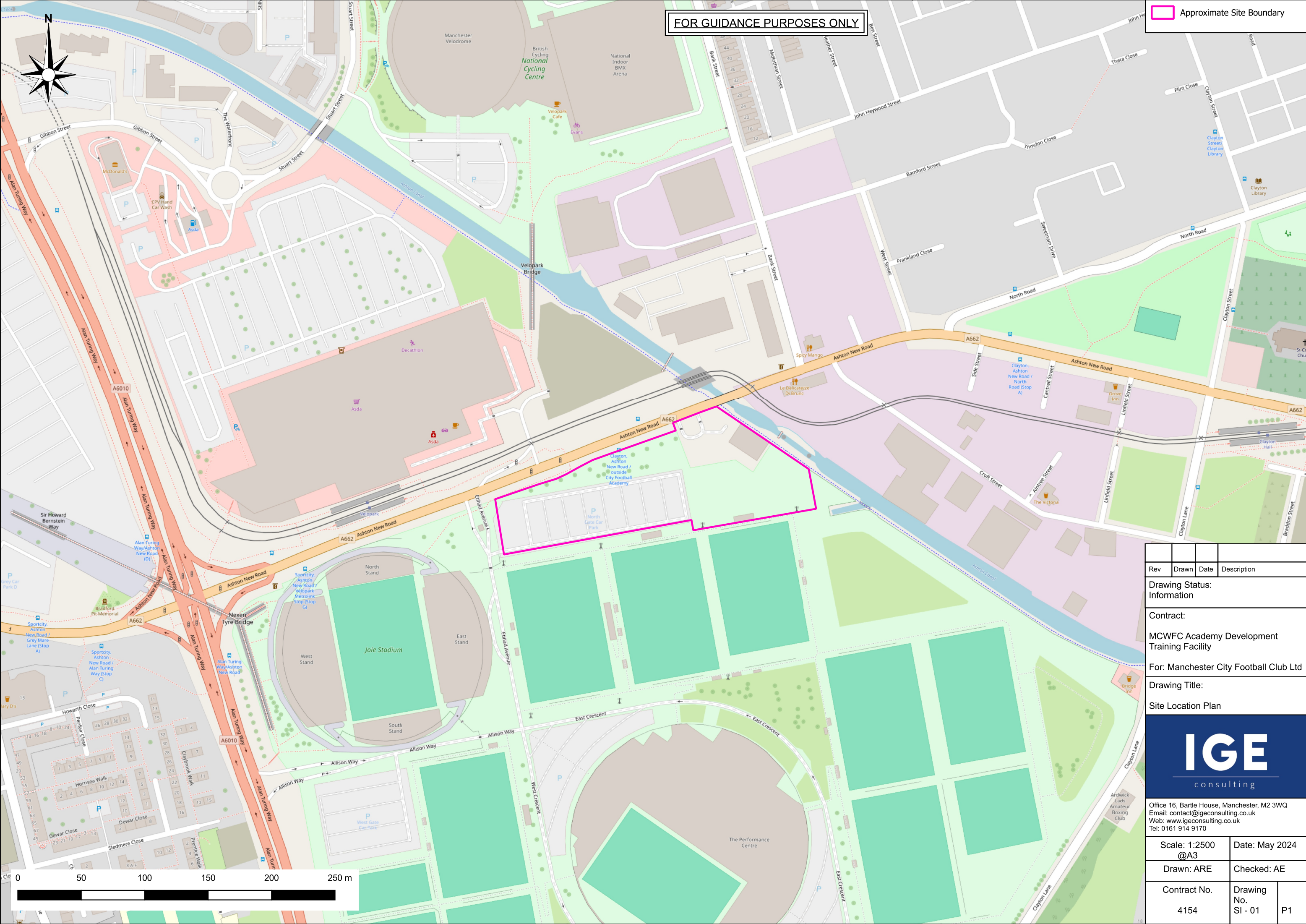
Paragraph 189 of the NPPF states that planning policies and decisions for developments should also ensure that:

- ***'a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation)';*** and,
- ***'after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990';*** and
- ***'adequate site investigation information, prepared by a competent person, is available to inform these assessments'.***

This report has been prepared and authorised by staff that are competent as defined in the NPPF.

APPENDIX 2

FIGURES AND DRAWINGS



FOR GUIDANCE PURPOSES ONLY

Approximate Site Boundary

Rev	Drawn	Date	Description
-----	-------	------	-------------

Drawing Status:
Information

Contract:
MCWFC Academy Development
Training Facility

For: Manchester City Football Club Ltd

Drawing Title:
Site Location Plan



Office 16, Bartle House, Manchester, M2 3WQ
Email: contact@igeconsulting.co.uk
Web: www.igeconsulting.co.uk
Tel: 0161 914 9170

Scale: 1:2500 @A3	Date: May 2024	
Drawn: ARE	Checked: AE	
Contract No. 4154	Drawing No. SI - 01	P1

ASHTON NEW ROAD

KEY

SOFT LANDSCAPING

- | | |
|---|--|
|  | Existing trees/hedge to be retained
Subject to arboricultural report & final layout |
|  | Existing trees/hedge to be removed
Subject to arboricultural report & final layout |
|  | Existing trees to be transplanted |
|  | Existing tree to be transplanted - Deciduous |
|  | Existing tree to be transplanted |
|  | Proposed tree - Coniferous |
|  | Proposed tree - Deciduous |

HARD LANDSCAPING

- | | |
|---|--|
|  | Pedestrian surfacing A |
|  | Pedestrian surfacing B |
|  | Pedestrian surfacing C |
|  | Vehicular hard surfacing |
|  | Existing vehicular entrance reinstated
footpath to MCC adoptable standard |
|  | Existing car park surfacing retained |

BOUNDARIES & STRUCTURES

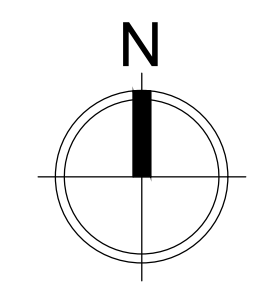
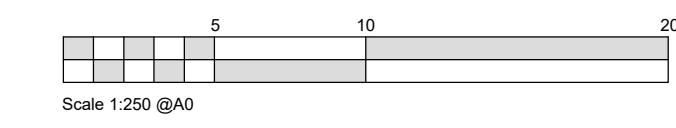
-

FURNITURE

- 
- Raised planting bed

MISCELLANEOUS

-



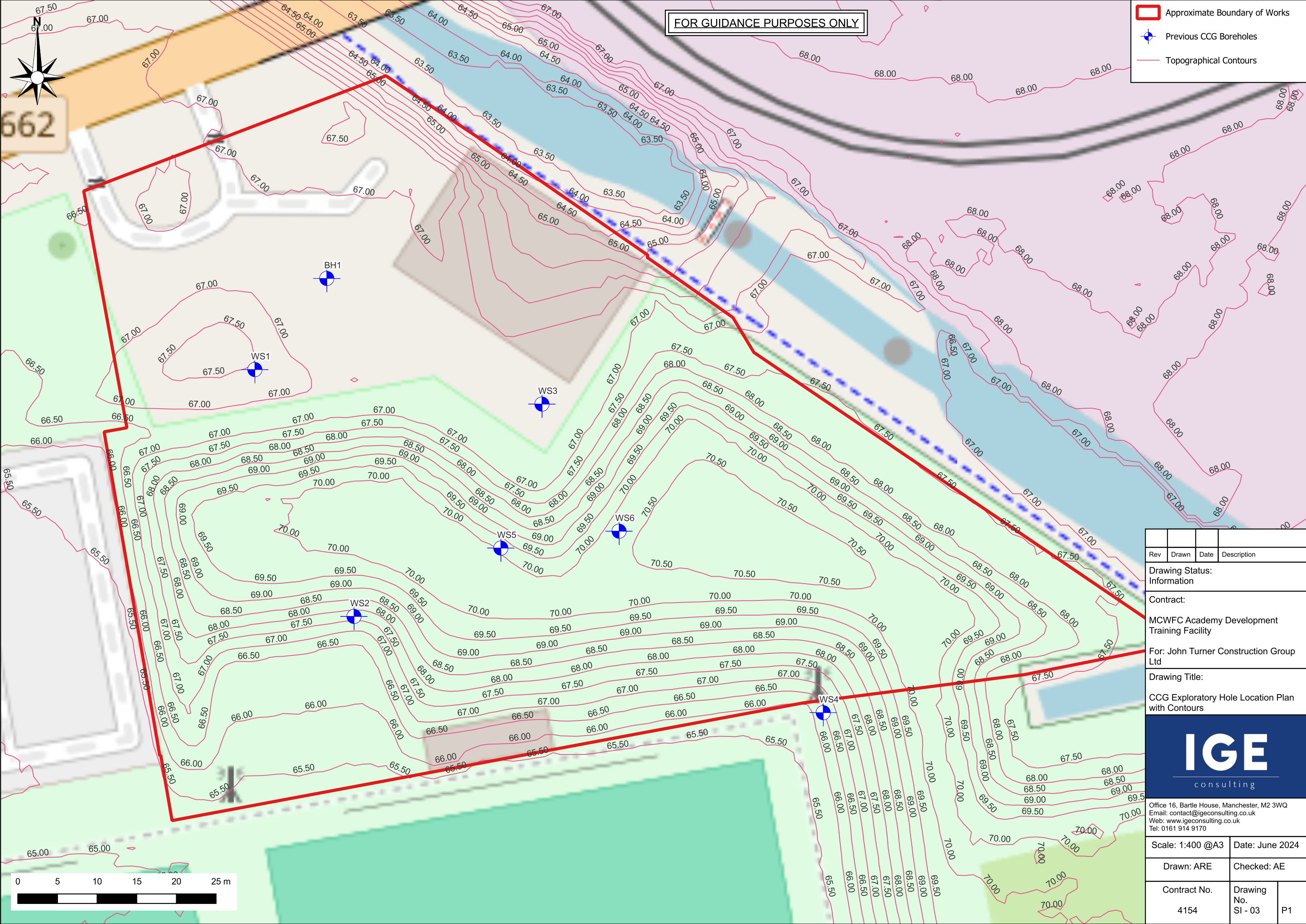
D	Dwg status updated	KAS	Da
C	Planting amended to clients comments, wildflower & tree prps amended, to ecology comments, bin store amended	KAS	Da
B	Earthworks amended adjacent to existing trees, NE corner	KAS	Da
A	Site extended, paving added, landscaping updated accordingly	KAS	No
Rev	Description	Initial	Da

saville LANDSCAPE DESIGN 

Hatherlow House Romiley Stockport Cheshire SK6 3DY

T : 0161 406 7333 E : info@savillelandscape.co.uk
M : 07502 289193 W : www.savillelandscape.co.uk

CLIENT MCFC				
PROJECT TITLE MCWFC Facility				
DRAWING TITLE Landscape Masterplan				
STATUS PENDING				
SCALE	SHEET SIZE	DRAWN	CHECKED	DATE
1:250	A0	KAS	-	Dec23
PROJECT NO. 407	DRAWING NO. 01	REV. D		



FOR GUIDANCE PURPOSES ONLY

- Approximate Boundary of Works
- Previous CCG Boreholes
- Topographical Contours

Rev	Drawn	Date	Description
-----	-------	------	-------------

Drawing Status:
Information

Contract:
MCWFC Academy Development
Training Facility
For: John Turner Construction Group
Ltd

Drawing Title:
CCG Exploratory Hole Location Plan
with Contours



Office 16, Bartle House, Manchester, M2 3WQ
Email: contact@igeconsulting.co.uk
Web: www.igeconsulting.co.uk
Tel: 0161 914 9170

Scale: 1:400 @A3		Date: June 2024	
Drawn: ARE		Checked: AE	
Contract No. 4154		Drawing No. SI - 03	P1

APPENDIX 3

CL:AIRE JIWG DECISION SUPPORT TOOL OUTPUT



Joint Industry **Working Group**

Asbestos in Soil and Construction & Demolition Materials

Decision Support Tool for the
Categorisation of Work Activities
Involving Asbestos in Soil and
Construction & Demolition Materials in
accordance with the Control of Asbestos
Regulations 2012.

VERSION 2

July 2016

CL: AIRE

This spreadsheet tool provides the user with a decision support platform designed by the Joint Industry Working Group for Asbestos in Soil and Construction & Demolition Materials (JIWG) to assist in the categorisation of work with asbestos under CAR2012, and supports the JIWG Industry Guidance on the Control of Asbestos Regulations 2012: Interpretation for Managing and Working with Asbestos in Soil and Construction & Demolition Materials (CAR-SOIL™, 2016). The spreadsheet should be used by **competent persons** in conjunction with the guidance in this publication.

The tool, which has been refined as part of the development of the JIWG CAR-SOIL™ guidance and incorporates changes based on comments received on the earlier BETA version, has been made available to industry practitioners for the purpose of applying its use on real-life situations.

The JIWG would welcome feedback from users of this version on its applicability and validity to the wide range of scenarios that may be encountered when assessing the potential risk from and asbestos licensing status of work with asbestos and asbestos-containing materials in the ground.

ISBN 978-1-905046-28-7

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Acknowledgements

CLAIRE and the JIWG would like to gratefully acknowledge Simon Cole - AECOM, Garry Burdett - Health and Safety Laboratory and Stephen Forster - Remediation Group for the preparation of this decision support tool.

Disclaimer

CLAIRE and the JIWG will not be responsible for any loss, however arising, the use of, or reliance on, the information contained in this decision support tool and associated user guide, nor do they assume responsibility or liability for errors or omissions contained within. Competent users are advised to use the information contained herein purely as a guide and to take appropriate professional advice where necessary.



Joint Industry Working Group

Asbestos in Soil and Construction & Demolition Materials

Project Reference	4154
Site Name	MCWFC
Client	John Turner Construction Group Ltd
Run by	ARE
Date	14-Jun-24
Scenario details	Mound removal

Decision Support Tool for CAR2012 Work Categories

Stage 1

Hazard Factors

Select ACM type (run model for each type to generate 'Worst Case' output)
Extent of degradation of ACMs at outset of work
Friability and degree of bonding by matrix (ACM matrix, not ground materials)
Distribution of Visible Asbestos Across Affected Area
Amount of asbestos fibre in selected ACM/fibre type as % of host material

Free dispersed fibres/fibre bundles	2
Disaggregated (dominated by loose fibrous material; extreme degradation in ACM and/or free asbestos fibres/fibre bundles)	4
Friable ACM or ACM with fibres not linked in any matrix (free dispersed fibres/fibre bundles)	4
No visible ACMs/fibre bundles	0
Very Low quantities - <0.001 to 0.01 %wt/wt	1

Sub-total

11

Note: the asbestos licensing regime is unaffected by the type of asbestos fibre present in ACMs

Hazard ranking

Medium

No warranty, expressed or implied, or reliance, is provided in relation to the use of this tool.

It is contingent on users to satisfy themselves that the output from the tool is relevant and appropriate to the assessment being made.



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Stage 2

Exposure Factors

Score

Anticipated airborne fibre concentration - Control Limit or SALI?

<0.01 fibres/ml

1

Anticipated duration of exposure to asbestos

> 2 hours in a 7 day period and Up to 10 hours in a day (e.g. full time occupational exposure)

4

Activity type and effect on deterioration of ACMs during work

Not low intensity, significant deterioration expected

4

Best description of primary host material matrix (soil/made ground)

Fine Silt and/or Clay

1

Respirable fibre index for ACM - RIVM report 711701034 (2003)

Low

2

Sub-total

12

Exposure ranking

Medium

Combined hazard and exposure ranking

23

Medium

Stage 3

Risk Assessment Outputs

Probable Licensing Status	Non-Licensed Work
RPE*	EN149 type FFP3 disposable
Dust Suppression**	Manual/localised dust suppression
Hygiene/Decontamination***	Localised and basic personal decontamination facilities

*Where RPE has to be worn continuously for long periods (e.g. more than 1-hour), then powered RPE may be necessary.

**Reduction in control measures possible if natural mitigation factors are present (e.g. raining, wet ground)

***Guide only; suitability of selected personal hygiene measures may be reviewed on a site/contamination-specific basis



C&R civil-remediation.com		
Job Title		
MCFC Womens Academy		
Location		
Manchester		
Client		
John Turner Construction		
Key		
Hotspot excavation area Dust monitoring location		
Hotspot excavations to be conducted on 2.5 x 2.5m2 grid and removing 500mm of material both above and below the impacted sample depth, giving an approximate excavation volume of 25m3 . This operation is to be conducted under constant localised dust suppression.		
Excavated materials will be stockpiled in a bunded, lined and covered quarantine area for sampling and testing to confirm the presence and concentration of asbestos in the soils.		
Depending on the amount of asbestos present, this material will be reused on site or disposed off site. Levels as follows:		
450mm imported clean cover (CC) - NAD		
Within earthworks (below CC) - <0.001 - 0.1% w/w		
Disposal off site >0.1% w/w		
The walls and base of the excavation will be sampled and tested for asbestos ID to confirm the capture of asbestos impacted soils.		
Earthworks materials will be sampled at a rate of 1 per 1000m3 for material reused on site.		
Please read this drawing in accordance with the Technical Note regarding Asbestos Testing and Management (ref. T2083/TN/ATMP/001/01)		
Rev	Date	Description
A	11/06/24	Information
Drawing Status		
Information		
Drawing Title		
Hotspot Locations, Excavation Plan and Environmental Monitoring Locations		
Project Code	C101	Scale
		NTS
		Date Drawn
		11/06/24
		Drawn By
		TM
		Reviewed By
		JR
		Original Size
		A3
Drawing Number		Rev
T2083/HS/001		A