

Charles Street PBSA Development - Manchester

Dust Management Plan

1st March 2024

Revision: 2

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1.0 Statement of intent and overall control strategy

Domis are committed to maintain a dynamic and robust integrated management system. This will ensure that we deliver everything we do in a safe sustainable manner and to a high standard which meets or exceeds our customer's expectations.

We are committed to achieving excellence through:

- Preparing and implementing programmes and systems to benefit the integrated management system to ensure that it is continually improved and remains effective.
- Establishing and setting objectives and targets and closely monitoring their implementation.
- Empowering our people and our supply chain to be proactive in suggesting improvements to the processes, procedures, and related documentation.
- Developing and training our people in both quality management and delivery.
- Engaging with our people on all matters to improve and embed learning across the business.
- Providing sufficient resources to enable this policy to function effectively and to ensure that this policy is regularly reviewed and communicated to all employees, our supply chain and stakeholders.
- Complying with applicable regulatory, customer and other requirements.
- Conducting regular internal audits and management reviews.
- Seeking feedback on performance from stakeholders, our supply chain and employees.
- Implementing mechanisms which encourage the identification of best practice and drive innovation.
- Generating a commitment amongst all employees and our supply chain to provide the service delivery and workmanship required by our customers.

Domis's policy will be delivered by generating a culture which actively encourages exemplary management practices and insuring the real involvement and participation of all our people, our supply chain, and stakeholders.

1.1 Purpose of plan

In relation to the management of Air Quality and Dust Management Plan (AQDMP), the purpose of the following is to:

- Ensure compliance with all MCC Environmental Health requirements;
- Promote the use practices and plant that will limit environmental impact;
- Provide information on the construction phase mitigation methods;
- Improve opportunities for and encourage travel by sustainable modes and to reduce

unnecessary travel; and

- Raise awareness of the Air Quality and Dust Management Plan for staff and visitors.

1.2 Existing development site

The current site located on Charles Street, Manchester, M1 7DU.

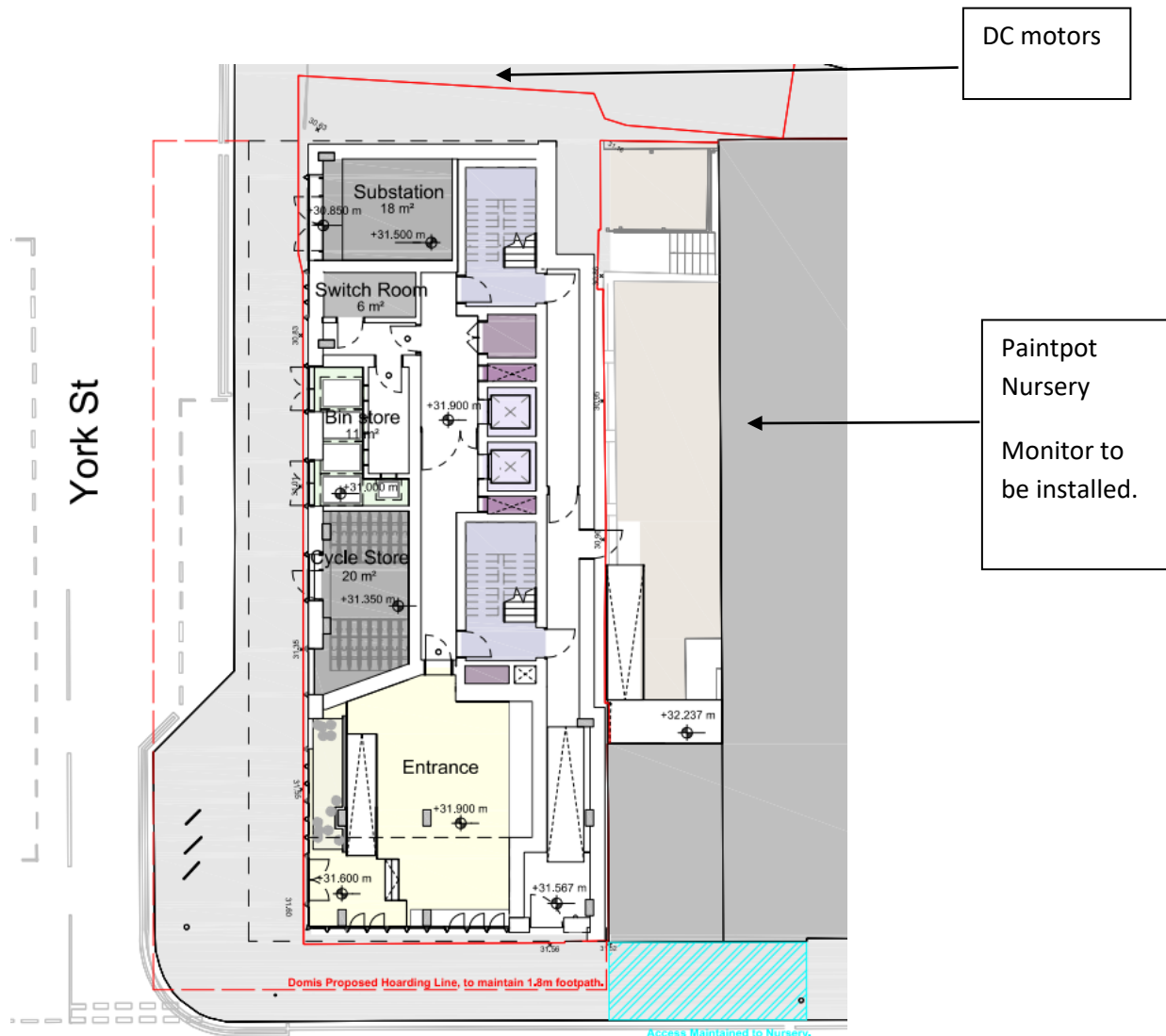
1.3 Summary of new works proposed

The project involves the construction of a 15 storey PBSA development consisting of 107 student accommodation rooms with associated amenity space located at Ground & first floor levels on the frontages around the scheme and associated external works.

1.4 Sensitive receptors and monitoring locations

The location of the Charles Street development has the following receptors within the immediate vicinity of the development as well as the general public within close proximity of the development;

- Paintpot Nursery
- Residential buildings
- DC Motors



One of the more sensitive receptor areas is the Nursery garden/play area. The relationship of the construction site and this receptor has been at the forefront in developing the dust management strategy. Domis will implement measures set out in this DMP to ensure this area is protected from construction related activities creating dust, consistent with measures applied in other comparable situations where construction lies close to sensitive uses and users. The area will be fully screened off during construction, involving a full scaffold

enclosure with both debris netting and monaflex sheeting, protecting the area from dust migration from the construction site. The area will be monitored throughout construction to ensure any issues arising are identified quickly, and any further necessary mitigation put in place. Dust monitoring equipment, (these can be equipped with warning sirens which would need agreeing with the Nursery operator), will be in place at the corner of the hoarding at the junction of Charles Street and York Street and also Paintpots Nursery. The full and final details of all dust management measures to be implemented, will be agreed once initial background readings are taken this measurement will then be used as the level at which the dust monitors will be set within the Nursery garden/play area as this will be continually monitored any excess of the agreed limit will mean activities leading to the breach of the limit will be ceased until a revised methodology has been produced which demonstrates mitigation of dust levels can be achieved and then activities will recommence.

Dust monitoring equipment will be in place at the corner of the hoarding at the junction of Charles Street and York Street and also Paintpot Nursery.

1.5 Dust Strategy

Good practice measures have been and will continue to be adopted at the Charles Street PBSA development to control the generation and dispersion of dust such that significant impacts on all permanent and transient stakeholders is minimised.

The hierarchy for mitigation will be:

- Prevention
- Suppression
- Containment

The following section provides detail on the Mitigation to be incorporated into the Proposed Development:

- *Communication*

Continue to develop and implement stakeholder communication plans that includes community engagement before work commences on site.

Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. In this case it is the Domis Project manager, who's name will be displayed on the site notice boards.

Display the head or regional office contact information.

- *Planning*

Implement this Dust Management Plan (DMP), which includes measures to control other emissions, approved by the Local Authority. The level of detail depends on the

risk and includes as a minimum the measures recommended in this table.

- *Site Management*

Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.

Make the complaints log available to the local authority when asked.

Record any exceptional incidents that cause dust and/or emissions, either on- or off-site, and the action taken to resolve the situation in the log book.

- *Monitoring*

Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the

local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of the site boundary, with cleaning provided if necessary.

Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked.

Increase the frequency of site inspections by the person accountable, Domis Project manager), for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

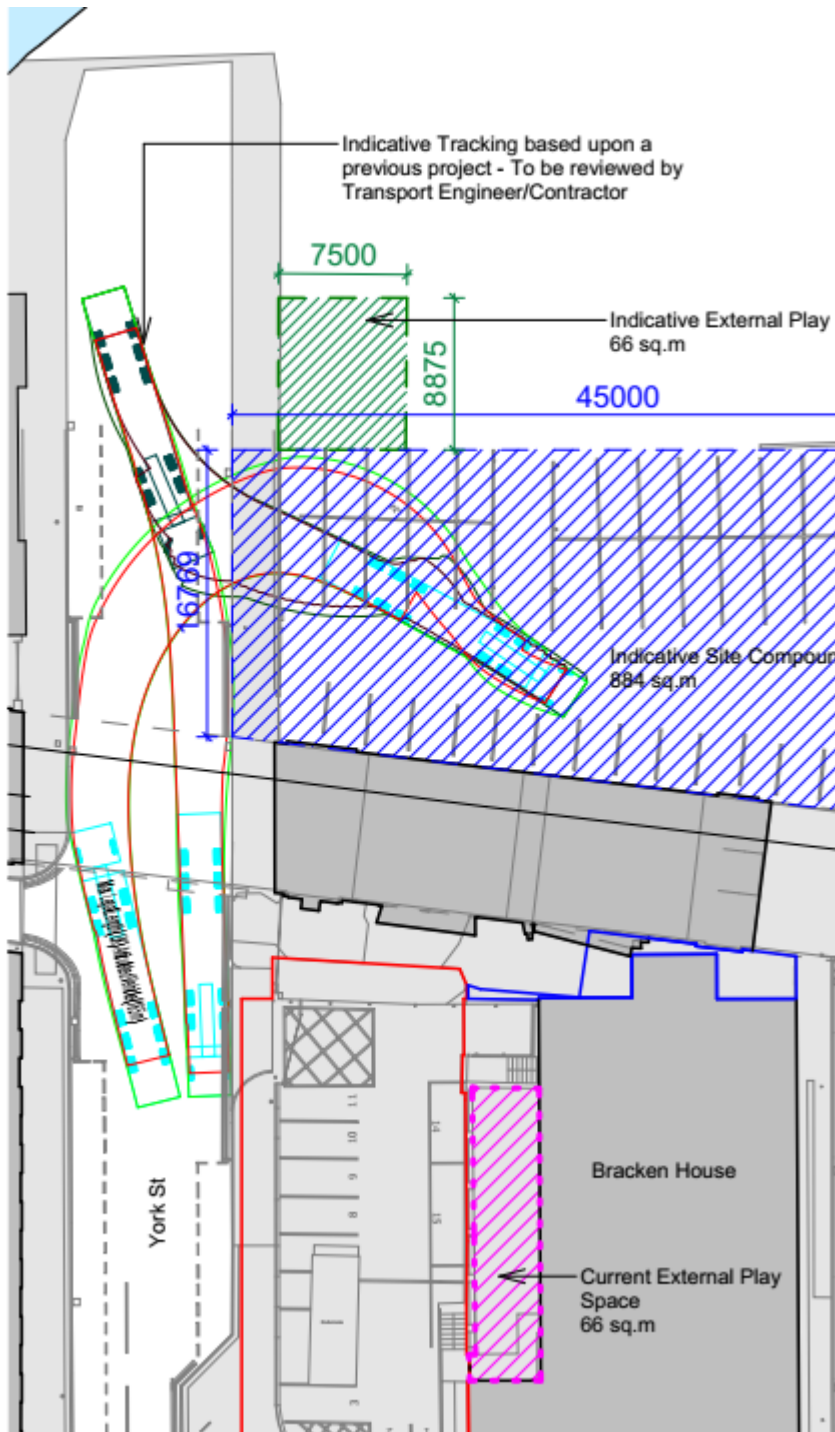
Provide dust deposition, dust flux, or real-time PM10 continuous monitoring locations as identified on the plan above. Baseline monitoring survey will be carried out prior to excavation work's commencing on site.

- *Preparing and Maintaining the Site*

Due to the size of the development it is not practicable to plan site layout so that machinery and dust causing activities are located away from receptors, therefore solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site will be used, as per the hoarding layout attached.

Avoiding site run-off of water or mud – due to the constrained nature of the site all vehicles will be kept on the main roads into pull in bays and turning into the Euro car park land as indicated on the agreed traffic management plan below, this will greatly mitigate any mud or vehicle run off from site to the public highway. Within the site boundary water run off will be avoided by use of kerbs to mitigate water run off from site to the public highway, any excess water can be collected by the regular visits

from the road sweeper. It should also be noted that within the Construction Management plan, all gullies and drains will have silt traps installed.



Extract of traffic management plan.

Keep site fencing, barriers and scaffolding clean using wet methods.

Remove materials that have a potential to produce dust from site as soon as possible, due to the constrained nature of the development this will be all excavated materials.

- *Operating Vehicle/Vehicle Movements*

Ensure all vehicles are well maintained and switch off engines when stationary – no idling vehicles.

Work in accordance with the Construction Logistics Plan which manages the sustainable delivery of goods and materials.

As part of the orders a commitment for all supply chain members to endeavour to use ultra-low sulphur diesel in all non-road mobile machinery where available.

- *Operations*

Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems. As part of the fit out element of the development

items are pre-cut and brought to site via the Domis storage hub which is off-site, reducing the need to cut materials on site.

Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.

Use enclosed chutes and conveyors and covered skips.

Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.

Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

The following section provides detail on the Activity Specific Mitigation to be Incorporated into the Proposed Development:

- *Demolition 1 weeks work*

On the Charles Street development there is minimal demolition of small boundary

walls, these will be removed by mechanical means and screened from the primary receptors all arisings will be taken off site during the piling mat operations,.

During the small extent of demolition effective water suppression will be used during by means of Hand held sprays.

- *Earthworks 2 weeks work*

Piling mat works involve excavation of the whole site area down through the made ground, this material will be removed from site and during the operations as well screening off identified receptors damping down will be utilised where necessary, it should also be noted that the period for this element of works is over a short period of time.

- *Construction (100 weeks)*

The design has already provided a variety of positive dust and environmental benefits, which include;

- Pre-cast concrete stairs and columns reducing deliveries and site works during the concrete frame duration
- Pre-cast concrete façade, avoiding traditional hand laid bricks, mitigating any risks of cutting masonry on site and site applied mortar.
- Pre-fabricated Bathroom Pods, avoiding works on site.
- All of the above also provide a positive impact to trackouts, due to reduced deliveries and waste production and removal.

In association with the above, the following are other measures that will be applied wherever possible;

- Avoid scabbling (roughening of concrete surfaces) if possible.
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.

- For small supplies of fine powder materials, ensure bags are sealed after use and stored appropriately to prevent dust.
- *Trackout*

Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site.

Avoid dry sweeping of large areas.

Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.

Implement a wheel washing system for routine use (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).

Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.

Access gates are located at least 10m from receptors where possible.

All construction activities will be subject to the production of a detailed method statement and risk assessment by specialist subcontractors, these will include the measures being proposed for eliminating, reducing or controlling dust and any proposals for monitoring where deemed necessary.

These method statements are subject to approval by the Domis Construction Operations Team and our Safety Advisor and agreement will need to be reached prior to any work being carried out.

1.6 Liaison with community And Public Complaints Procedure

We will keep our neighbours well informed before and during the construction phase through various means: A member of the Domis team will be designated as the Project Community Liaison Manager responsible as a single-point contact to ensure good neighbour relations. A regular residents' meeting will be established at a frequency agreed with the residents to bring them up to speed with project progress and key elements of the work. It also provides an open discussion for residents to voice concern or highlight issues.

Newsletters will be widely distributed to identify completed works and focus on forthcoming activities to give neighbours early notice of such works. Information displays in prominent locations will contain various project-specific information.

A 24-hour emergency/complaint contact number will be established and displayed on the site hoarding/entrances to allow concerns to be raised, these will be actively dealt with by the Domis Project Community Liaison Manager until the issue is resolved with the initial response to be made within 24 hours (unless urgent) of the receipt of the call.

A record of all complaints received will be logged and kept on file in the site office for the duration of the project.

2.0

Appendix A

Site Logistic Layout / Traffic Management Plan

Charles Street

Logistics Strategy



A stylized, monochromatic blue silhouette of a city skyline. It features a mix of modern skyscrapers and traditional European-style buildings with gables and chimneys. A prominent cable-stayed bridge is visible on the left side. The text 'DOMIS' is centered over the skyline.

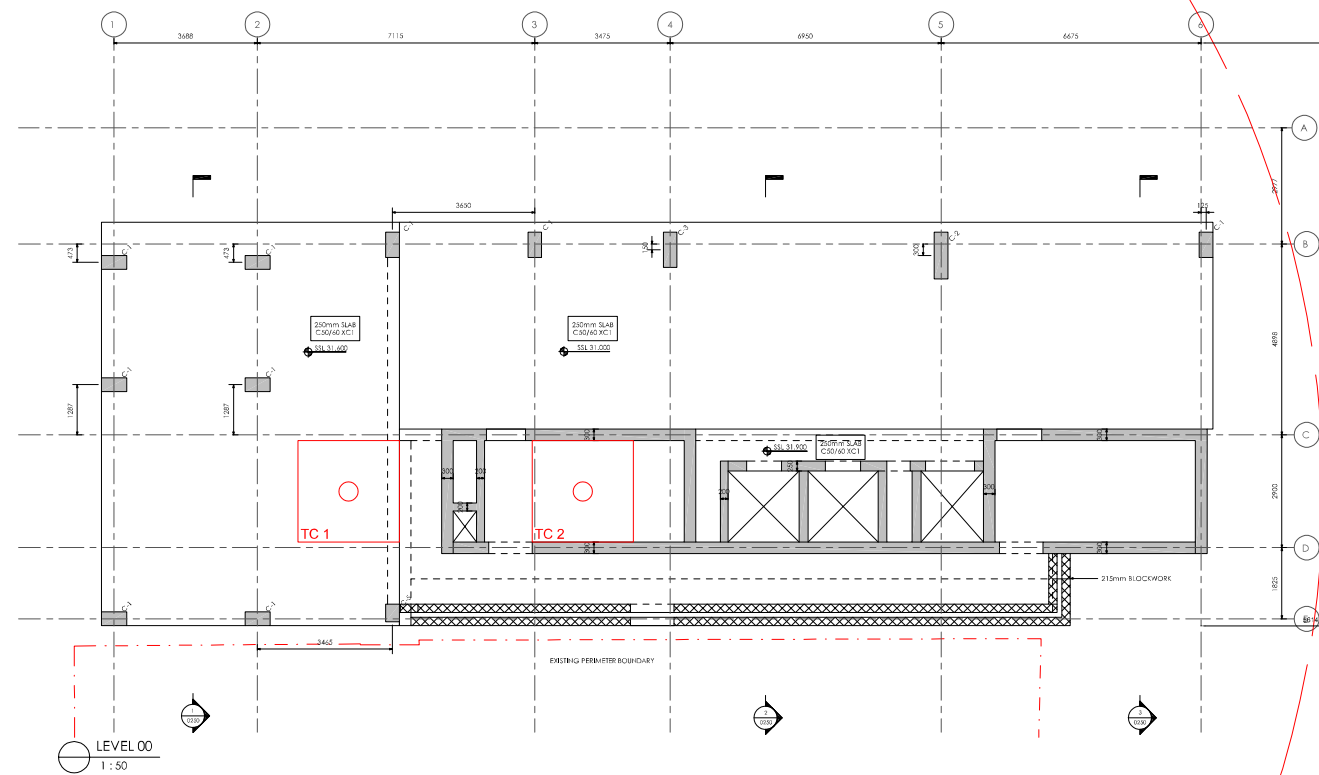
DOMIS

Charles Street - Logistics Strategy



DOMIS

- Site Extent
- Site Traffic Route
- Site Traffic Turning Route
- Access maintained to DC Motors
- Site Compound / Cabins

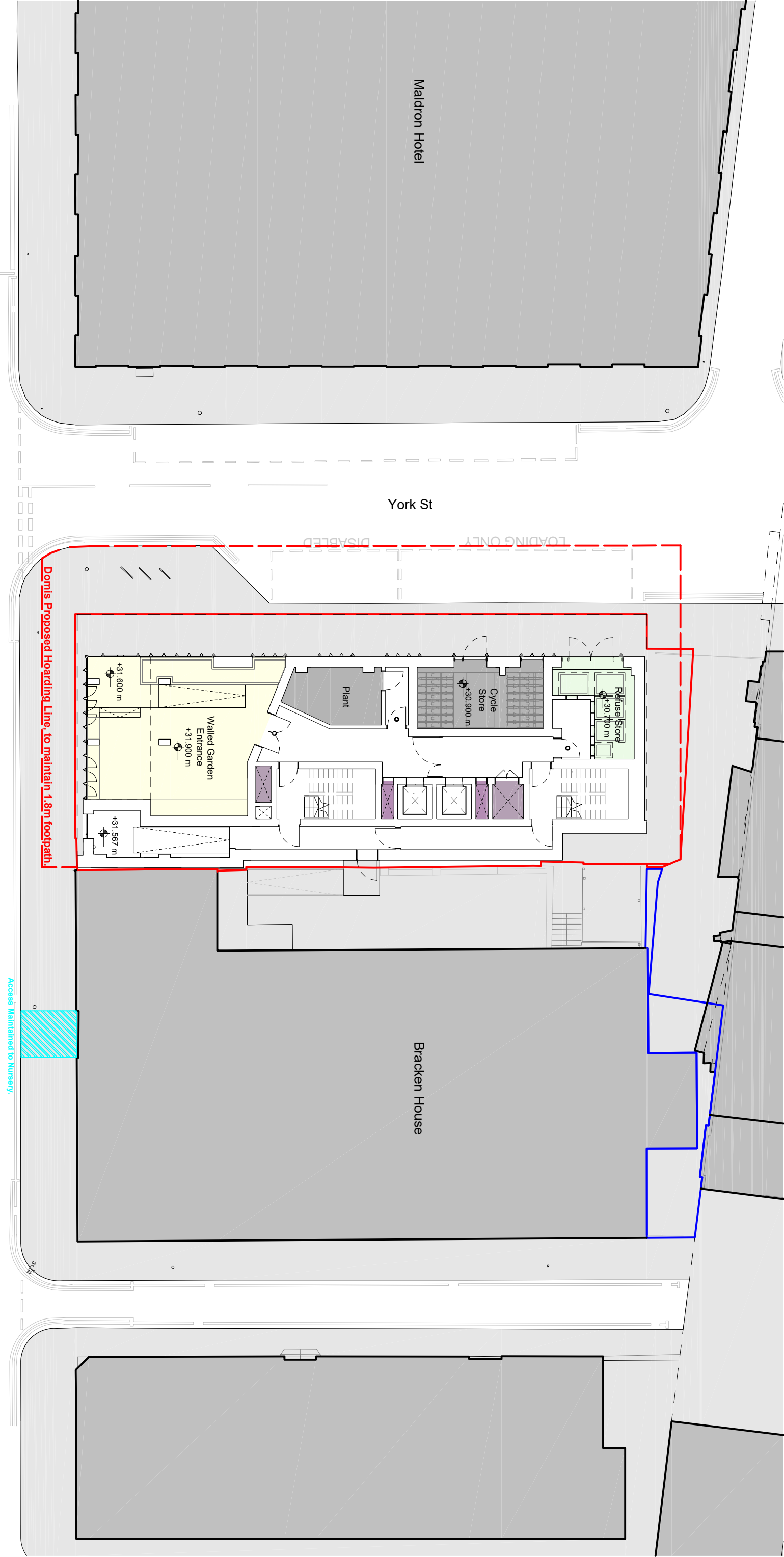


Note
Crane restricted to avoid oversailing viaduct.
Crane de-rated to 80% as per network rail requirements.

25.00m Radius

Approximate line of Viaduct Extent





Charles St

