Paradise Mews

Construction Management Plan

Manchester & Cheshire Construction

REV 1

Table of Content

01. Introduction……3

02. Scope of Work……4

03. Site Plan……5

04. Site Context & Constraints……5

05. Site Personnel & Visitors……6

06. Highways & Dilapidation (Ducie St)……6

07. Surveys & Investigations……8

08. Protection of Environmental Features……14

09. Waterways & Drainage Systems……15

10. Roles & Responsibilities……16

11. Communication & Complaints Procedure……17

12. Construction Sequence……18

13. Construction Activities……18

14. Health & Safety……19

15. Site Establishment, Traffic Management, Parking & Security……21

16. Material Storage & Distribution……24

17. Working Hours……25

18. Timing of Sensitive Works……26

19. Barriers, Fencing & Scaffolding……27

20. Waste……28

21. Waterways & Drainage Contamination……28

22. Pollution Control……28

A. MCC Site Rules……29

01. Introduction

The purpose of this Construction management plan is to outline and acknowledge potential impacts of the proposed work on the environment and wider community, and thus propose actions and solutions for how those effects can be mitigated.

This document is structured to include:

- Individual requirements of principle contractor and sub-contractors.
- Action to achieve procedural compliance.
- Action to minimise the risk of any contamination of the local environment.
- Actions and procedures in place to ensure a harmonious relationship with the local community during the period of works.

Manchester & Cheshire Construction will be acting as principal contractor throughout the entirety of the project. Manchester & Cheshire will always prioritise the safety of operatives and the wider community and promote best construction practices.

This construction management plan will be made available on site and will be referred to throughout the duration of the project to ensure best practices are being followed and socio - environment disruption is kept to a minimum.

This document looks to address the points made in condition 5 of 132574/FO/2021 planning application for Victor (M1) Ltd as listed below.

▪ ***Commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway.*** Section 15. Site Establishment, Traffic Management, Parking & Security covers the points required under this condition. Swept path assessment on the site entrance and within the site has been undertaken. A table of scheduled deliveries has been derived for consideration and local parking facilities have been highlighted.

▪ ***A dilapidation survey which should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.*** Section 6 Highways & Dilapidation (Ducie St) covers the points raised, photographic evidence of the current road/footpath condition on the approach to the site on Ducie street is well documented.

▪ **Details of an emergency contact telephone number.** Section 10 covers emergency contacts for both Main contractor staff and emergency services and utility providers.

▪ **Sheeting of construction vehicles;** Section 13. Construction Activities – Risk Assessment covers the sheeting of all vehicles that are bringing bulk aggregates to and from site.

▪ **A plan showing the areas of storage of plant, fuel/chemicals and materials used in constructing the development;** Sections 3 & 16 cover the site plan, all plant and materials will be stored within the red line boundary, section 16 covers the specific requires of fuel/Chemicals in accordance with COSHH guidelines.

▪ **Include the 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;** Sections 8 - protection of Environmental features, Section 9 - Waterways & Drainage Systems & Section 23 – Pollution Control cover the points raised above focussing on controlling site waste in relation to environmental impacts.

▪ **Details of the environmental pollution incident emergency response.** Manchester and Cheshire construction have EOP 002 Spillage management system in place, a copy of this can be found in section 23.

▪ **Include measures to locate, clear, remediate and permanently seal any existing drains or culverts within the application site that may discharge to the canal.** Sections 8 - protection of Environmental features & Section 9 - Waterways & Drainage Systems cover the points raised above focussing on controlling site waste in relation to environmental impacts.

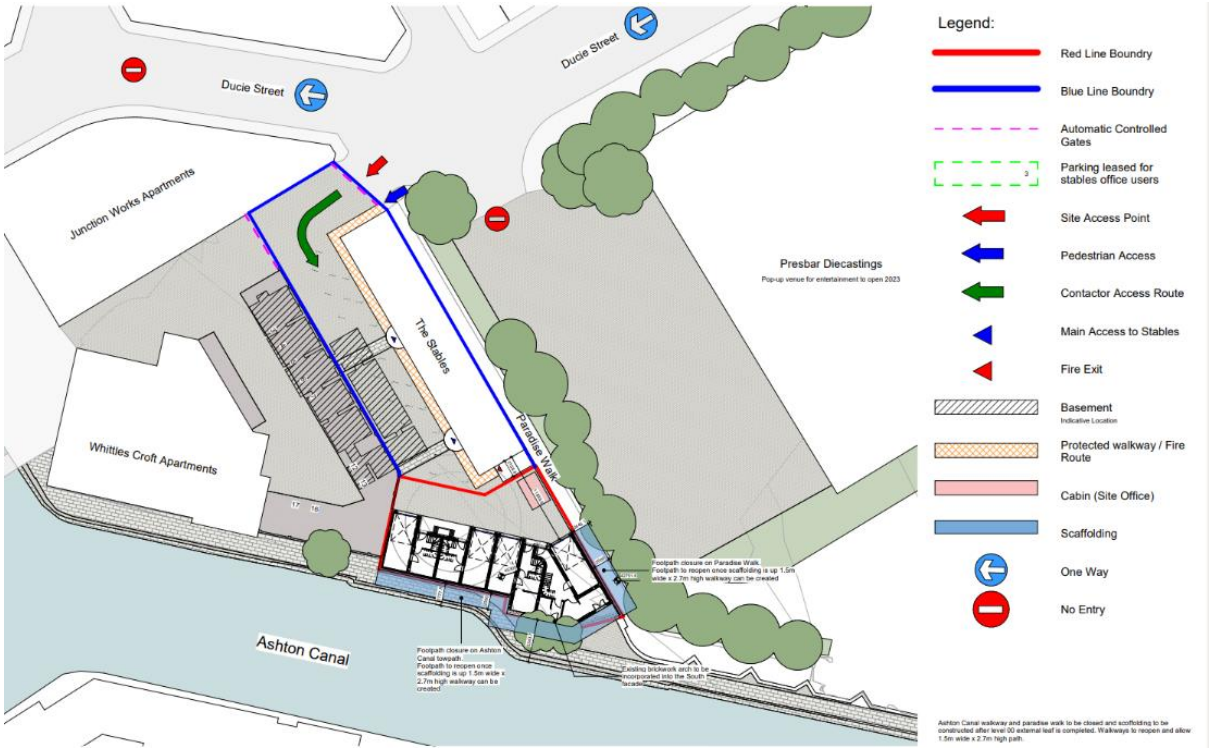
▪ **Details specifying how the waterway corridor and its users would be protected during the works and include any details of proposed protective fencing/netting to be erected to safeguard the waterway infrastructure during site clearance/construction.** Section 19-Barriers, Fencing, and Scaffolding cover the points raised above.

02. Scope of work

The project involves the construction of four residential dwellings, the dwellings are four story, terraced town houses and situated within the Paradise Wharf site off Ducie Street. All four properties will feature a ground floor garage, utility room and hallway. The first floor will have a family bathroom, guest bedroom and master bedroom with ensuite. The second floor has the main master bedroom of the property complemented by a dressing room, ensuite and access to a terrace. The third floor is the main reception area with open plan living, dining and kitchen facility. The fourth floor is the main entertainment space with luxury outdoor roof terrace with views over the adjacent canal and into the city centre.

The construction works will commence with groundworks package and be heavily civils focussed to get the structural pile foundations, ring beams and utility infrastructure in place. Once the foundations are constructed, the sub – structure brickwork will commence bringing the building up to DPC level allowing the pre-cast block and beam floors to be installed. The next phase will be superstructure brickwork with associated floor details and roof construction allowing for the main core of the building to be complete. Once this is achieved the internal finishes can progress and a focus on the external landscaping can take place with all access scaffolding and cranage complete.

03. Site Plan



The site is located at Paradise Wharf, Ducie Street, Manchester, M1 2JN.

Areas of impact: Ducie Street entrance for service connections and paradise walk for drainage connections. Paradise walk will also require a temporary closure to erect the scaffold which will be done under permit applied for via MCC Highways department.

04. Site Context & Key Constraints

The site is located within the Paradise Wharf complex in Ancoats, Manchester. The surrounding area is heavily urbanised and consist of residential, commercial and leisure properties. The site is serviced via the existing road network infrastructure with major roads providing access into the City centre, although consideration is needed regarding servicing the site with local roads B roads with restrictions and one-way systems in place. Existing infrastructure projects within the vicinity also need to be considered. This will be explored further in the site logistics plans and proposals.

The site is located within the Paradise Wharf complex. Within the complex sits a two-story office block with several businesses operating and access to a residential tower block car parking facility. Access to this facility will be maintained at all times with key logistic/ co-ordination meetings taking place with key stakeholders.

The site sits adjacent to an existing walkway known as paradise walk, this walkway provides access into the city via surrounding areas and every effort will be made to maintain this access throughout the construction period and closures will be minimised to reduce the impact on pedestrian access into the city

via this route. The local authorities will be engaged to discuss options and relevant permissions will be obtained before works commence.

The site also has environmental features close by. Most notably, the Ashton canal, running adjacent on the south of the site, the towpath line forms the boundary line of the new construction. This will require added planning and co-ordination to ensure towpath access is maintained as much as possible throughout the scheme. Closures will only be requested during phases of work where a significant risk to the public is posed due to the nature of the construction works. The canal and river trust will be consulted throughout the planning and development of the scheme.

Environmental control measures will be implemented to ensure no construction waste or run off enters the water course. Existing drains will be sealed where possible, spill kits will be present at all times, drip trays will be provided for all plant and machinery onsite and an environmental specialist will be consulted for expert advice along with delivering a tool box talk to all operatives on site.

05. Site Personnel & Visitors

Prior to arrival on site, all site personnel and visitors will need to have completed an online site specifics MCC induction. This will inform the individual of all the relevant information related to the site e.g., first aiders, welfare locations, site expectations, site hours, etc. Site personnel will be required to fill out an additional induction form to gather personal information such as emergency contacts, proof of competency, etc. A compulsory induction quiz is also added at the end to ensure that it has been properly read and understood. Refusal to complete said induction/quiz will result in individuals being refused entry onto site.

All visitors onto site will be required to adhere to standard PPE requirements (hard-hat, high-vis, safety boots), and additional PPE may be required where necessary (ear-defenders, safety glasses, etc).

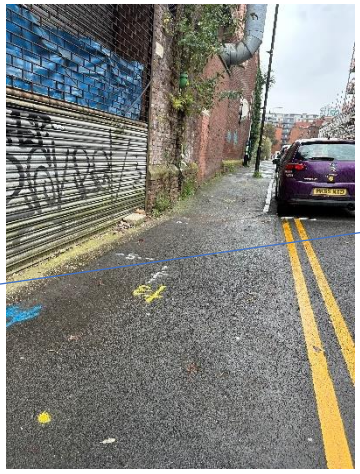
A display board will remain prominently displayed within the site cabin for all site personnel and visitors, highlighting the nature of the works, contact names, telephone numbers/postal address and all relevant health & safety and legal documentation.

06. Highways Dilapidation (Ducie Street)

The primary highway running adjacent to the site is Ducie Street. Based on the dilapidation survey completed 27.9.23, the road appears to be in overall good condition, with very few noticeable cracks or holes in the tarmac. All road markings also appear in good condition, with little discoloration or breaks in continuity. The parallel curbs, however, are considerably older than the tarmacked road and have multiple chips and cracks along the majority of the curb blocks.

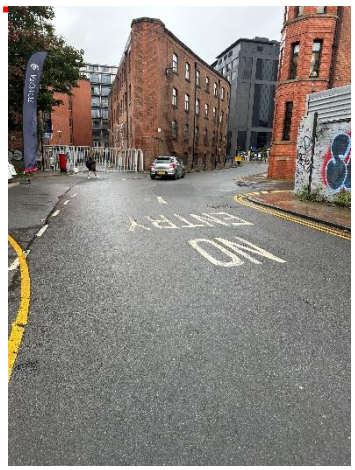
The respective footpaths along Ducie Street appear, on the whole, in mediocre health. There are several patches of the footpath with considerable cracks and chunks of tarmac and concrete missing, particularly outside the green vehicle gates, opposite the apartment block development currently being undertaken.

There are several markings on the road indicating the planned works. Based on the markings identified, it can be expected that works are being done to the drainage, water, and electrical systems under the road. It is unclear when work is to begin; however, alternative logistical planning may be required to minimise disruption to the Paradise Mews site.



Future works to services along Ducie Street

Considerable damage along left-hand side footpath and entrance way through green vehicle gates



07. Surveys & Investigations

Geology

A survey conducted by Geo Research in January 2000 recorded the presence of made ground at a depth of up to 4.7m below the ground level. British Geological Survey mapping also indicated that the site is underlain by Devensian Till, overlying the Chester Formation. Historical boreholes conducted in the vicinity of the site reveal that the base of the till is expected to be a minimum of 20m from ground level. With this in mind, a pile design will be produced by a specialist pilling contractor and reviewed to ensure sufficient effectiveness.

Radon

Radon guidance on protective measures for new developments reveals that the site is considered to be in a low-risk radon area. Meaning that less than 1% of the homes are estimated to be at or above an actionable level. Therefore, protective measures against radon gas are not deemed to be required.

Ground Stability

A review of the CON29M Coal Mining Report reveals no significant risks related to any prior coal mining within or around the site area. A further look at the environmental database report also suggests that the site represents a low risk concerning ground stability issues relating to running sand, collapsible ground, landslides, compressible ground, ground dissolution features and shrinking/swelling clay. Trial holes will be dug however, to give a clear picture of the geological mapping and identify the existence and location of pre-existing footings and other similar foundational structures. Special consideration will be given to the integrity of the ground during phases of the project where larger plant and equipment are present on site, e.g., piling rig.

Flood Risk

A flood risk and drainage strategy assessment was conducted in December 2021 by Clancy Consulting. Overall, the assessment determined that the threat from waterway, sea and drainage system flood was very low (*0.1% likelihood per year).* The results were as follows:

At the time of the assessment, there were no flood risks identified on the Environment Agency flood maps and therefore, is to be regarded as low risk from tidal flooding. Due to the regular inspections and essential safety work regularly carried out by relevant authorities, the risk of reservoir flooding is similarly very low.

Despite a number of canals being in close proximity to the site, the SFRA has identified these canals as not generally posing a direct flood risk as they are a ‘controlled body of water’. The residual risk of canal flooding is usually associated with lower probability evens such as overtopping or the breaching of canal

embankments. The site also sits outside of the Canal Hazard Breach Zone, identified by the Manchester SFRA, thus there is low risk of canal flooding to the site.

According to the Manchester, Salford and Trafford SFRA, there are no known reports of groundwater flooding within the respective areas. Further, the site is not shown to be within an area at risk of groundwater flooding according to groundwater flooding map shown within the Manchester, Salford, and Trafford SFRA. It is therefore assumed based on the information that there is no significant risk of groundwater flooding to the site.

Per the Government's Flood Risk from Surface Water map (*see below),* the site is located in a clear, unshaded area. This indicates that the site is at a very low risk from surface water flooding.

Figure 7: Risk of Flooding from Surface Water – Extent of Flooding

During any new development, developers have a responsibility to ensure that the development does not increase flood risks elsewhere. Clancy have identified that the project has a potential to increase flood risk as additional run-off from proposed roads, paved areas and building roofs are discharged freely into the downstream drainage networks. To mitigate this, we will acknowledge Clancy's concerns and propose permeable areas, landscaping areas and incorporate sustainable drainage features where possible.

Summary of Flood Risks

- *Flooding from rivers or fluvial flooding – Very Low*
- *Tidal Flooding (Coastal or Estuarine) – Very Low*
- *Reservoir Flooding – Very Low*
- *Canal Flooding – Very Low*
- *Groundwater Flooding – Very Low*
- *Public Sewers or Highway Drainage Flooding (Infrastructure Failure) - Low*
- *Surface Water Flooding to the Site – Very Low*
- *Surface Water Flooding from the Site – Very Low*

Drainage Strategy

Clancy Consulting produced a Flood Risk & Drainage Assessment in December of 2021. The report found that the existing site drainage comprises primarily of live gullies located to the north-eastern part of the site. Dye testing proved connectivity to a 900mm culverted watercourse within Store Street. To the east of the site, there is a 450mm drain which heads in a southernly direction towards Store Street, under the Ashton canal. The report states there to be a reasonable assumption that surface water discharges from the site, to Store Street culverted watercourse via the 450mm diameter pipe.

Clancy's Proposed Drainage (Foul) – Foul drainage within the development area is to be collected in a traditional below gravity system. Clancy's report assumed that United Utilities will not oppose the plan for foul water to discharge to the nearest and most convenient combined public sewer. Foul drainage is proposed to connect to the combined 225mm diameter sewer to the south of Paradise Walk. As drainage is likely to be privately maintained, connection to the public sewer network will be subject to s.106 Agreement with United Utilities.

Clancy's Proposed Drainage (Surface) – A separate foul and surface water system is proposed. At the time of the report, United Utilities and Manchester LLFA had been consulted regarding the discharge of foul and surface water, however, no response had been received. With regard to surface water discharge into the Ashton Canal, the Canals and River Trust rejected this. Similarly, to the proposed foul drainage system, it is assumed to be privately maintained and such, subject to s.106 Agreement with United Utilities.

Clancy's Proposed Surface Water Discharge – Clancy propose that the most suitable option for discharging surface water is to use the 450mm drain on Store Street that connects to the culverted watercourse. Clancy propose a discharge rate of 5l/s for storms up to 1 in 100 years, including 40% for climate change, to reduce the risk of blockages and subsequent flooding of the development.

Sustainability – To promote sustainability and minimise the environmental impact of the project, Clancy suggest that given the size, location, and layout of the site, the most appropriate Sustainable Drainage Technique (SuDS) is permeable surfacing. Clancy suggest using the fronting of the building as a lined permeable system. They additionally suggest providing storage within the development and restricting flows as a means of sustainable drainage to slow the speed of surface water discharge.

Environmental Setting

Whilst the site is underlain with Devensian Till; classified as an undifferentiated secondary aquifer, the site is not located within a groundwater source protection zone and the nearest licensed groundwater abstraction is located 650m to the southeast of the site. The lack of proximity therefore deems the aquifer not to be considered a sensitive controlled water receptor.

The dense nature of the Devensian Till is likely to restrict vertical contaminant migration deeper down towards the Chester Formation Principal Aquifer. Therefore, this has not been considered as a receptor.

The site is located within an area containing several surface water features. The nearest of such features is the Ashton canal, located immediately beyond the southeastern border of the site. The Rochdale canal is located 135m northwest of the site and the River Medlock is located 600m to the southeast. Given the 600m distance, the River Medlock is not considered to be at a significant risk of contamination from site activities.

There is considered to be potential for contaminants present beneath the site to migrate to the surrounding residential areas, however, due to the nature of the surround residential structures; mostly large residential towers with little to no soft landscaping, the potential risk that inhabitants would come into contact with any contaminants is unlikely and thus not considered a significant risk.

UXO

A UXO investigation and assessment conducted by Zetica in October of 2021 revealed there are no records to indicate that the site was previously bombed and no other significant sources of UXO hazards were identified within the site.

The report states that in light of the evidence, there is no need for additional measures to be taken to mitigate against UXO hazards and risks. The site is considered to be a 'low' risk zone.

UXO hazard zone plan of the Site

Per the report, proposed works, specifically excavations and piling, are to proceed as normal with no additional measures needed relating to the risk associated with UXO.

Ground Contamination

Samples in made ground were collected from boreholes BH1A, BH2, and BH3 and the results revealed the presence of lead, polycyclic aromatic hydrocarbons (PAH's), and total petroleum hydrocarbons (TPH's) at concentrations in excess of the adopted assessment criteria (AC). Chrysotile and amosite asbestos fibres were also recorded in boreholes BH1 and BH1A. Following the redevelopment of the site, the pathways of direct contact such as ingestion or inhalation will not be active in areas covered within the site blueprint.

With respect to the presence of asbestos found in soil samples in the made ground, we will be engaging with an asbestos contractor to conduct further tests and we will develop an asbestos management plan to ensure the project can continue in a safe manner with the appropriate precautions in place.

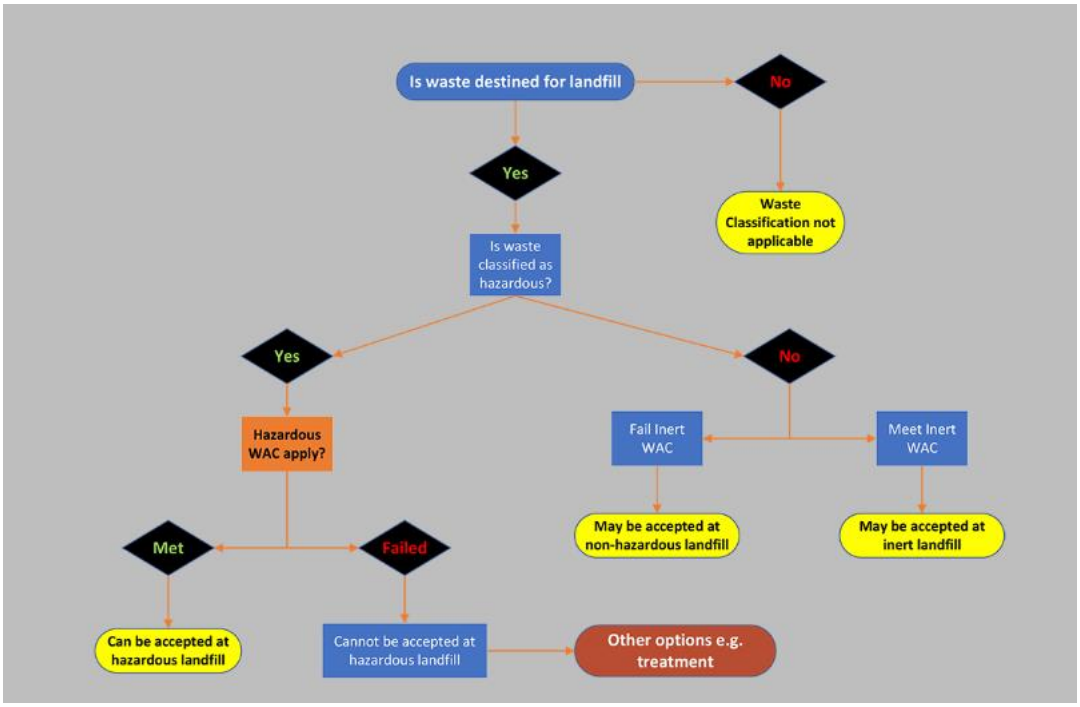
Infiltration Testing

A falling head test was conducted in borehole BH2 at depths of between 3m and 4m within the made ground. The tests revealed an infiltration rate of 3.5x10-7m/s which is considered to be very low and unlikely to be suitable for the adoption of infiltration drainage to discharge surface water runoff from the proposed development.

Waste Disposal

The vast majority of the made ground and natural strata beneath the site would be suitable for disposal in a non-hazardous waste landfill. The made ground containing the hydrocarbons (BH3 and BH1A) however will likely require disposal to a stable non-reactive hazardous waste landfill, where it can be treated and reused.

All material sent to landfills will be accompanied by the appropriate duty of care documentation and the relevant chemical data will be forwarded onto the respective landfill prior to the arrival of the waste.



Archaeological

In a report conducted by Paul Butler Associates in September 2021, evidence around the site is said to suggest the site was previously used in the early 19th century as the plot for a warehouse adjacent to the canal. A watching brief in 2002 on a car park to the northwest revealed archaeology just below the surface relating to the former warehouse on the site. The site is said to encompass the earliest part of the warehouse, and as such, mitigations recommendations are for a further watching brief during the groundworks phase of the project, to record any further remain which may be uncovered. In the event that any archaeological artifacts are discovered, the site management team will corner of the area, and inform the relevant authority.

Habitats and Protected Species

Rachel Hacking Ecology was commission in September 2021 to conduct an assessment into any existing habitats within the site boundaries and any animal species dwelling within the site boundaries and the adjacent canal.

The only existing shrubbery noted within the assessment is a small shrub bed, comprising of rose bushes, with an ornamental Birch Betula var. Efforts will be made during the construction phase of the project to ensure that as little damage and disturbance is committed to the foliage.

Protected Species

Great Crested Newt – No ponds exist on site, nor within a 250m vicinity. The adjacent canal is not considered suitable breeding habitat for the newts. The assessment concludes that no suitable Great Crested Newt habitat exists on the site or on the adjacent canal.

Bats – There are no building within the proposed site boundary. There is a small crack in the listed wall, however, upon further inspection, the crack was found to be too shallow for bats to dwell in. No evidence of bats was found within the site.

Badgers – No badger setts were located within the site boundary or the adjacent canal. No evidence of badger activity.

Water vole & otters – No suitable habitat for water vole or otters were found to exist on site. Similarly, no evidence of water vole or otters were found along the canal adjacent to the site and 30m either side of the site.

Nesting birds – Due to its size, the birch tree within the site boundary provides sub optimal nest habitats for birds. No other bird nesting habitats exist on site. Likewise, the adjacent shrubbery does not offer a suitable habitat.

Invasive Species

No invasive or non-native species were found to be dwelling within the site boundary or immediately adjacent to the site boundary.

08. Protection of Environmental Features

We are committed to minimising our impact on the environment through continually improving our environmental performance. Effective environmental management is critical to the overall success of the project as well as the overall improvement of the business.

We will:

- Meet the requirement of ISO 14001 through operating an effective environmental management system that covers our activities, products, and services.
- Act in a socially responsible manner.
- Comply with relevant legislation, guidance and industry codes of practise and be aware of future requirements.
- Establish standards of our own where regulations or codes do not exist.
- Ensure that our staff have a good understanding of the environmental impact of our business and what they are expected to do to minimise these impacts and help adapt and mitigate climate change, prevent pollution, protect biodiversity and ecosystems.
- Eliminate, reduce, and minimise waste.
- Identify and apply environmental best practise.
- Conserve natural resources, energy, and water.
- Minimise environmental impact of business transport and travel.
- Responsibly select, procure, and manage sub-contractors and materials.

This policy is regularly reviewed to ensure our objective and performance remains appropriate and more often if performance or operating context demands.

This policy will be displayed on site, made available at request to any party and will be issued to staff, subcontractors, and suppliers.

09. Waterways and Drainage Systems

All existing drains within the proposed site area will be stopped up and sealed where appropriate using drain bungs to ensure that no silt-laden runoff or other harmful substances leak into the surrounding drainage systems. A drainage system plan will be made available on site, outlining a detailed map of the drainage system of the site and the surrounding area.

To minimise the risk of any hazardous material run-off, activities that have the potential to cause spillages or leakages, such as plant refuelling or chemical storage, will be conducted as far away as feasible from any drainage systems, as well as the adjacent public highways and canal, ensuring both public safety and limiting the possibility of discharge into the canal/drainage systems. Any plant refuelling will be conducted by a competent individual who has been briefed on the appropriate techniques and precautions.

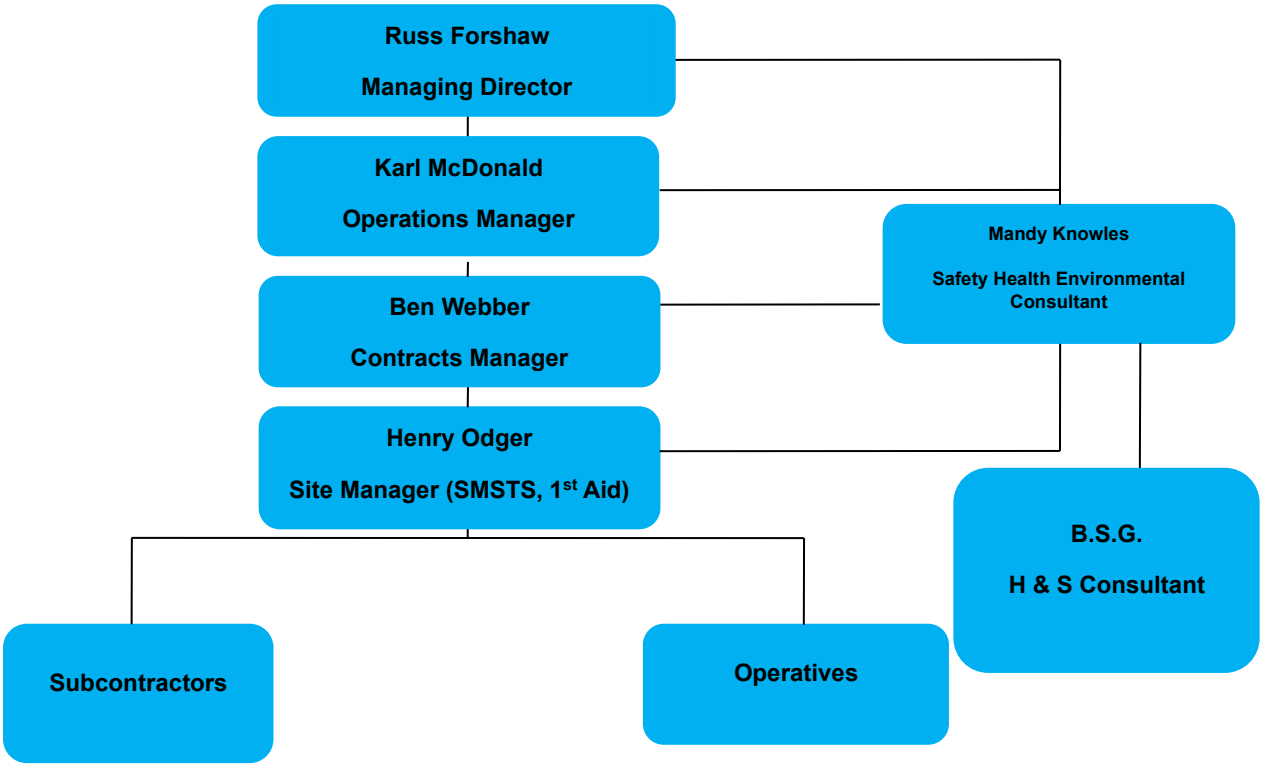
Spill kits and drip trays will be made readily available, and all MCC operatives and sub-contractors will be briefed on best practices around the issue prior to the commencement of work on site. All site drainage plans will be made available on site and kept up-to-date. A competent spill response contractor will also be engaged with prior to works starting so that, in the event of a severe spill, action can be taken quickly.

Chapter 8 Barriers and heras fencing will be erected around the site to ensure that, in the unlikely event of any falling material, the likelihood of said material falling out of the site boundary lines and into the canal or surrounding area is diminished.

10. Roles & Responsibilities

In the event that an operative or member of the public needs to get in touch with site management, contact details for all Manchester & Cheshire staff appointed to the project will be made available around the site and at the site entrance.

Notable staff:



Russ Forshaw *(Managing Director)*: 07803 411998

Karl McDonald (*Contracts Manager)*: 07793 244734

Mandy Knowles *(Safety, Health, and Environment Consultant)*: 07702 156773

Henry Odger *(Site Manager)*: 07932 164035

Contracts Manager: Responsible for overall oversight of the project and liaison with client and other relevant bodies. Ensures both legal and environmental compliance with relevant legislation and statutes. Deals directly with any contract variations and similar contractual matters.

Site Manager Responsibilities: Typical responsibilities include day to day management of works on site, reviewing RAMS, quality, progress and safety checks of works, daily progress reports, coordination and management of trades on site, proactively programme and manage safety on site, toolbox talks, order materials, make sure all relevant permits are in place, etc.

Assistant Site Manager: Provides general assistance to site manager and senior site manager on day-to-day site activities. Notable responsibilities will likely include dealing with sub-contractors to ensure work is complete, ensuring sub-contractors are inducted and RAMS have been read and acknowledged.

Specialist Contractor Supervisors: Specialist sub-contractors will likely deploy supervisors to site to ensure specialists works are being done to the expected standard and compliant with relevant legislation and regulations.

<u>Emergency Contacts</u>

- Emergency 999
- Police non-emergency 101
- Local Fire Station – 0161 908 9703
- Ambulance service 111
- HSE (for fatal & major injuries only – Mon to Fri 8.30am to 5pm) 0161 952 8200
- Electricity Northwest (Electricity Emergency)- 0800 195 4141
- Local Water Company (United Utilities)- 0345 672 3723
- Gas (National Gas Emergency Service) 0800 111 999
- Environment agency – 0161 973 2237
- BT (Openreach) – Virtual assistant online

11. Communication & Complaints Procedure

During the course of the entirety of the project, there will be regular progress meetings with all parties concerned to ensure not only that the project is running as programmed and is compliant with legislation and regulations, but also so that operatives can be given the opportunity to express any feedback or points of concern that may be affecting the works.

To ensure compliance with relevant Freedom of Information legislation and promote transparency around the proposed works, the Construction Management Plan will be available for any person to view via the Manchester City Council website.

MCC staff contact details will be made readily available so that any operative or member of the public can reach out the express any concerns or make an enquiry.

MCC and all relevant contractors wish to operate in an undisruptive manner, and as such, any complaints from members of the public or nearby businesses will be dealt with considerately and acted upon where

appropriate. All complaints will be investigated, and appropriate actions will be taken to remediate the issue.

12. Construction Sequence

The construction sequence of the project will follow the issued construction programme.

General sequence of works for the project are as follows:

- Excavate existing ground to make way for foundations
- Install foundations
- Groundworks phase: Piling, ring beam, underground drainage, substructure brickwork
- Superstructure: Brickwork, progressive of floor levels, roof
- Internal finishes
- External finishes
- Clean site and test commission

13. Construction Activities – Risk Assessment

Manchester & Cheshire will conduct and provide risk assessment on forms of work that have a heightened risk. Types of work likely to possess increased risk are:

- Use of power tools
- Use of hazardous materials or substances
- Operation of heavy plant
- Storage of hazardous materials or substances

All battery-operated power tools will possess up to date PAT tests. Likewise, all mains operated power tools will possess up to date safety certificates to ensure the safety of all operatives and compliance with the Provision and Use of Work Equipment Regulations (PUWER). Battery powered tools will be preferred and used where possible to reduce noise emissions and prioritise the safety of operatives.

No hazardous materials or substances will be used on site without prior approval from the site management team. All operatives handling said materials and substances will be equip with the correct PPE and fully trained in the correct process for handling the material and substances.

All heavy plant and machinery brought onto site will possesses valid Thorough Examination Certificates and weekly inspections and tests will be conducted to comply with PUWER. Operation of heavy plant or machinery will be conducted exclusively by a trained professional with the appropriate accreditations. During operation of heavy plant or machinery, a member of site management will be present to monitor and supervise activities to ensure operative safety and health and safety regulation compliance. The use of

hydraulic rather than pneumatic machinery will be prioritised to limit vibration disturbance to the surrounding area and protect operatives from harmful vibration related conditions. Where possible, efficient, low emission plant and machinery will be sourced to limit the project's carbon emissions. Outside of site hours, heavy plant and machinery will be securely stored on site, on stable ground.

Hazardous materials and substances will be stored together inside of secure drums in lockable porter cabins. Hazardous materials and substances will be stored away from any electrical equipment or heavy machinery and spill kits will be readily available to ensure that in the event of a leak or spill, the substances can be safely contained.

To prioritise safety and promote best practices, all plant used to transport large amounts of material or rubble will be fitted with an automated sheeting system. This provides the safest and most efficient option for transporting material/rubble in and out of the site.

14. Health & Safety

We are committed to the health, safety and wellbeing of all employees and others who may be affected by our building or activities. We recognise success is underpinned by a positive health and safety culture, supported by top management, and promoted by effective communication and training, employee involvement and consultation.

We strive for continual improvement, basing how we manage health and safety on the principles of ISO 45001.

We will ensure:

- The commitment of senior staff members through proactive and positive leadership.
- The promotion of a positive health and safety culture, where all employees lead by example, recognising the need for appropriate preventative and protective measures, that there are both workable and effective, encouraging safe and healthy behaviours.
- Employees are encouraged and empowered to take reasonable care for their own health and safety and that of others who may be affected by their work, and by co-operating with the company in any health and safety measures it adopts.
- Employees take ownership in identifying and managing risks and communicate any problems with health and safety, including reporting incidents, unsafe conditions and acts as soon as they become apparent. An open-door policy is encouraged, and employees should feel they can report any problems to any member of staff, including higher management. In support of achieving these goals the company will.
- Utilise expertise in health and safety to learn and improve our processes.
- Promote a positive health and safety culture throughout the company and responsibilities of all concerned.
- Provide resources for health and safety to ensure that this policy can be implemented effectively.
- Implement appropriate risk management systems to assess levels of risk to help fulfil our legal obligation under the Management of Health and Safety at Work Regulations.

- Provide staff with the necessary information, instruction, and training to carry out their duties in a safe and responsible manner.
- Provide property and safe work equipment, plant, and materials and where necessary adequate and suitable protective clothing.
- Observe and act upon advice and recommendations made by our health and safety support.
- Make provision for appropriate engagement and consultation between management and operatives, and where recognised trade union Safety Representatives / Committee are in operation, the management shall consult and provide the means for consultation with the above and staff forums.
- Make all arrangement necessary to meet the requirements of this policy and review the effectiveness of this policy through periodic consultation and revise as/when required.
- Provide each employee with a copy of this policy and ensure their understanding of their roles and responsibilities within it.
- Regularly review and update this policy to ensure its accuracy and relevance.

Safety is paramount for us, and as such, we will ensure that the requirements under the Health and Safety at Work Act 1974 and current Construction regulations are upheld throughout the entirety of the project.

A detailed fire safety plan will be developed, identifying any potential fire related risk and hazards, and outlining the most effective safety procedure to follow in the event of any fires on site.

Utilising details from the pro-construction information pack and the number of report and surveys on the site, a detailed construction phase plan will be produced to identify all hazards associated with the works allowing us to effectively plan works throughout the length of the project.

A site-specific risk assessment and method statement (RAMS) document will be produced and distributed to all subcontractors outlining all potential risks and the measure being taken to mitigate against such risks.

All subcontractors will also produce their own risk assessment and method statement document which will be reviewed and approved by the site management team prior to work starting. Subcontractor proof of competency certification will also be reviewed and photocopied by the site management team to ensure all operatives working on site have the relevant accreditation for their respective role. Copies of plant and machinery inspections and examinations will be taken and reviewed to ensure all plant and machinery operating on site has been deemed in good, safe working condition by a professional. We will conduct weekly site meeting to discuss progress and safety. Subcontractor attendance will be mandatory.

All site activities and works will be regularly inspected by site management team and an external health and safety advisor will visit site on a monthly basis to ensure all works are compliant with HSE regulation and relevant legislation.

In the event that the measures within this Construction Management Plan are not being implemented, the offending party will be told to stop works, and the issue will be to their management. Once the issue has been acknowledged and correct procedure has been agreed, works can then resume. In the event that implementation is continually disregarded, the issue will be escalated further and alternatives will be discussed.

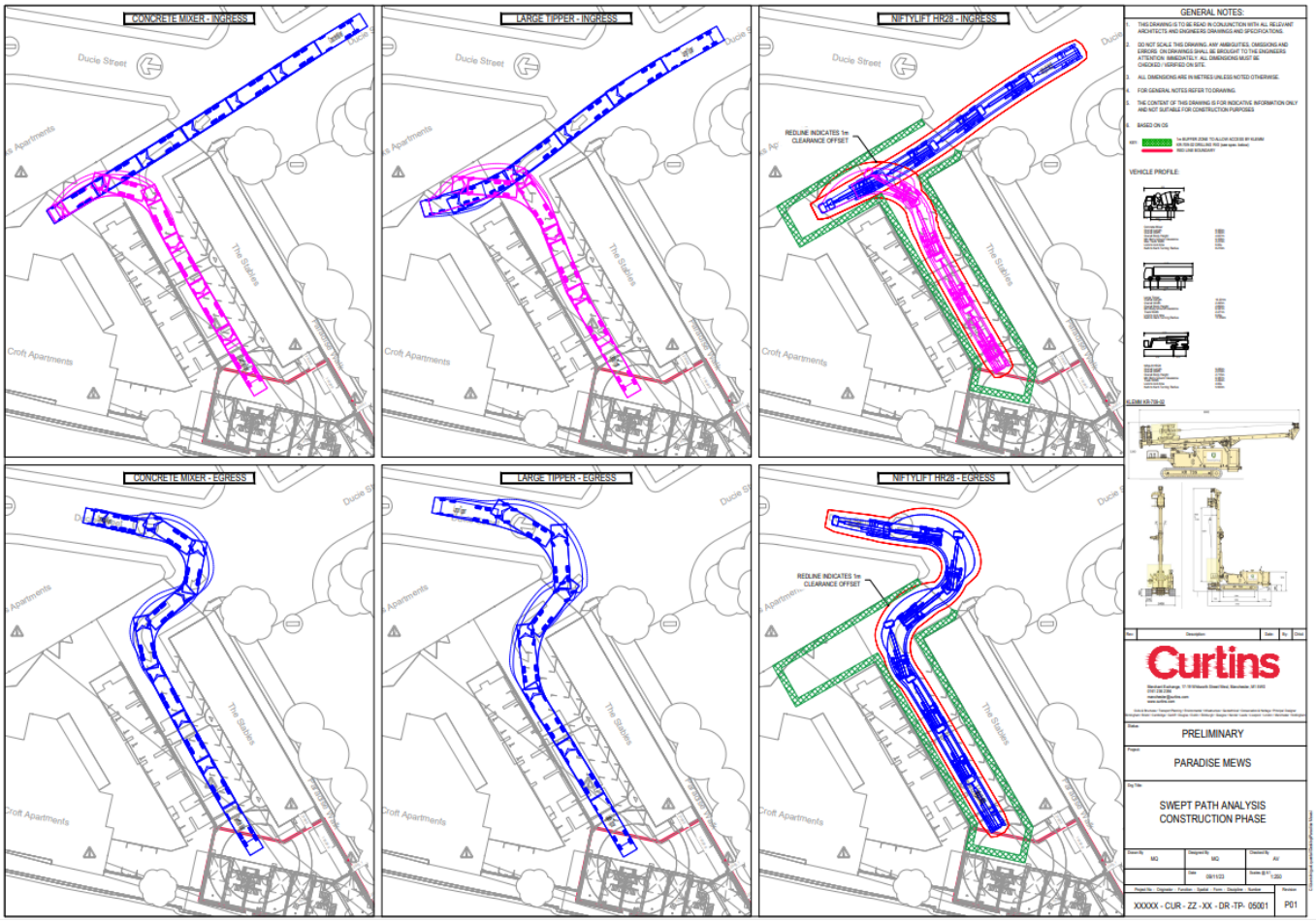
15. Site Establishment, Traffic Management, Parking & Security

The existing structures (listed wall and 7ft gates) around the site are to be used as part of the site boundary line. This will be complemented by heras fencing in certain areas to secure the site completely. A mobile welfare unit will be hired out throughout the duration of the project for the use of site management staff, and all operatives and visitors.

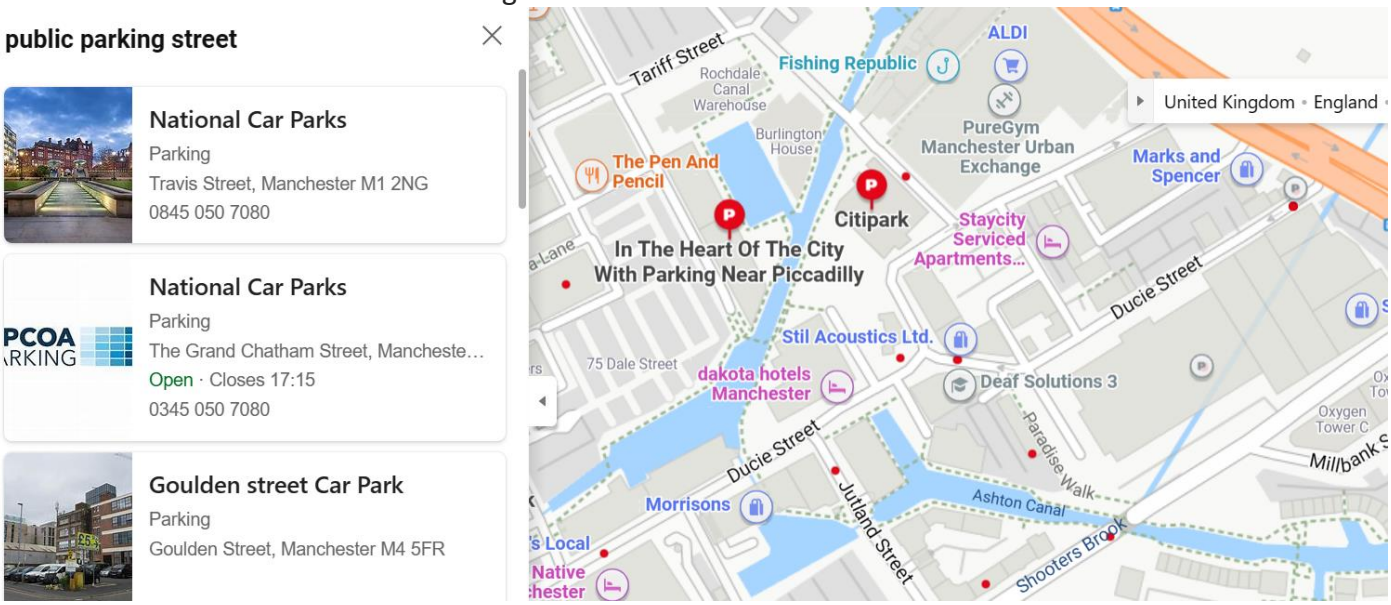
All deliveries to the site will be pre-booked by the Site Manager and a delivery schedule will be issued to occupants of the stables on a weekly basis. All deliveries will have an iHasco-trained banksmen present and additional operatives/ plant to safely unload the delivery. Due to the limited storage space within the site, smaller deliveries will be readily expected and we will operate on an on-time basis, these deliveries will be made on vehicles around 7.5tonne weight limit. Larger deliveries such as concrete wagons and 20 tonne bulk loads, will be less frequent but will require more preplanning to ensure there are no complications or holdups.

Construction Stage	Period of Stage (months)	No. of trips (Weekly)	Peak no. of trips (daily)
Site setup	0-1	10	2
Excavations and Piling	1-3	20	5
Sub-Structures	3-5	15	3
Super-structures	5-8	15	3
Fit-out, testing, commissioning	8-12	10	2

All deliveries to the site will follow the prearranged delivery route. Said delivery route will be made available within the site itself as well as distributed to delivery drivers prior to delivery when purchase orders are issued. As the vehicles approach site, they will be instructed to manoeuvre the vehicles as per the below sept path assessment.



Car parking for up to eight vehicles will be made available on site for those who wish to commute by car. Where onsite car parking is at full capacity, sub-contractors, visitors, and other relevant persons are to utilise the nearby car parking outlined in the logistics plan. Many subcontractors opt to commute in groups of two or three, so it can be expected that during peak times of the project (15–25 operatives per day), the total number of cars will be between eight and twelve.



In the event that on-site parking is at full capacity, operatives are directed to park at one of the following car parks:

CitiPark: 75 Dale Street (M1 2EQ)

Sheffield Street Car Park (M1 2ND)

Store Street Car Park (M1 2NA)

Excavators will be present on site during the initial groundworks phase of the project. Tests and precautions will be undertaken prior to arrival to ensure the existing ground can comfortably support the weight of such a plant. When moving around the site, excavators will follow the preestablished plant route to maintain a safe working environment. During the movement of plant around the site, banksmen will be present to ensure safe operation and movement. Excavators and other similar plant will be securely stored on site overnight.

The nature of the project will require the use of a crane for a considerable period. Thorough tests will be conducted prior to arrival on site to ensure that the existing ground is capable of supporting the weight of such a plant.

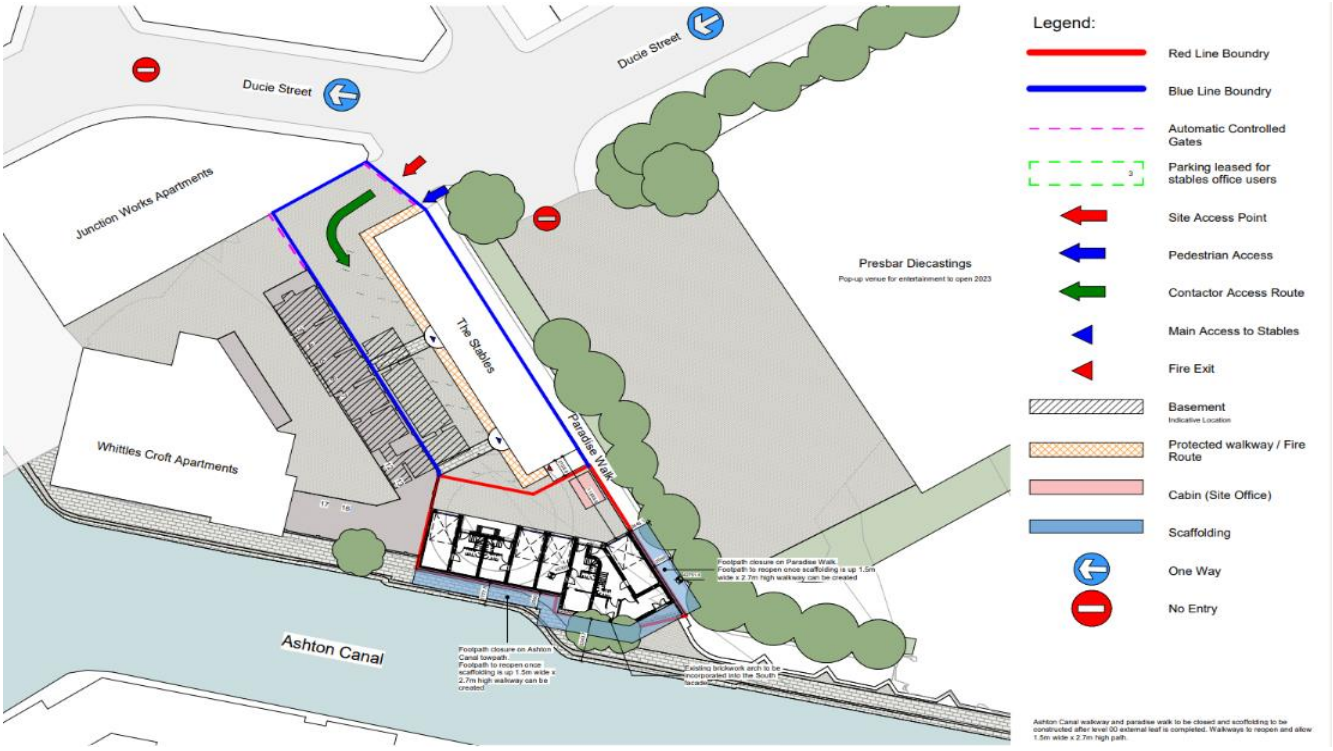
The site will feature a manual wheel washing station positioned as a you enter/exit the compound to minimise carry-over onto Ducie Street, this will be in the form of hose pipe or jetwash due to constraints on the site. In the unfortunate event spoil from the site is dispersed around paradise Mews or onto the local highway this will be removed immediately by brush and shovel, followed up with jetwash or road sweeper. Regular sweeping around the access/exit point will be conducted to further reduce dirt and debris being tracked onto Ducie Street.

The medium impact site checklist below will be followed for all deliveries and vehicle movements on this site.

Medium impact site planned measures checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries		X	
Re-timing for out of hours deliveries		X	
Use of holding areas and vehicle call off areas			X
Use of logistics and consolidation centres			X
Material procurement measures			
Offsite manufacturing			X
Re-use of materials on site		X	
Smart procurement	X		
Other measures			
Collaboration amongst other sites in the area			X
Implement a staff travel plan	X		

16. Material Storage & Distribution

Construction plant, materials, fuel, and chemicals will be stored on site in an appropriate location to limit the risk of damage, theft, and disruption to the surrounding area and residents. Chemicals and fuel will be kept away from the adjacent canal and all drainage system to ensure no contamination of the respective canal. Smaller materials, fuels, and chemicals will be stored in secure, lockable porter cabins within a designated COSHH cabinet or purpose-built container. Hazardous liquids will be stored in secure drums that are sealable and in good overall condition with no leaks. All COSHH equipment will be stored in a metal container which will be located underneath the site cabins on the below plan (pink box).



COSHH assessments will be submitted by sub-contractors and approved by MCC, outlining the types of hazardous materials being used and the measures and precautions being implemented to ensure the substances are used and stored in a safe and correct manner. No hazardous materials or liquids are to be used without prior notification to site management.

Smaller building materials will be stored in secure porter cabins to ensure the security of the items and protect them from any adverse weather.

Larger items will be ordered on a just in time basis to limit the need for large semi-permanent storage units. In the event that large items of material, e.g., RSJ's, need to be stored overnight, a lay-down area will be established within the site. The materials will be securely covered by waterproof tarpaulin. It is important to limit the need for prolonged storage of larger materials so that cranes, excavators, etc, are not restricted in their operation within the site.

Large plant machinery, such as excavators, will be kept on site overnight. They're to be parked against a wall and locked. Entry and exit of the site is only possible via one route, which is secured using a seven-foot electric gate. Likelihood of theft and/or vandalism in Ancoats is generally considered low, therefore, further additional security measures to mitigate against the threat of theft or vandalism are not required at this stage.

17. Working Hours

Monday – Friday	07:30 – 16:30
Saturday – Sunday	No works programmed
Bank holidays	No works permitted

Site operating hours will be kept between 7:30 and 18.00 during the week with noisy operations taking place between 8am – 5pm. Weekend works are not currently programmed. If weekend work is required, prior approval will be needed.

Deliveries to site will be arranged within the hours of 8.00 – 16:30.

18. Sensitive work

Sensitive works will be kept to the hours of 8:00 – 16:30. Prior to especially sensitive or disruptive works, residents and businesses will be consulted, to limit the disruptive affects. As mentioned, the use of battery-operated tools will be preferred. Continuous flight auger (CFA) piling will be the adopted approach as this process is the least disruptive.

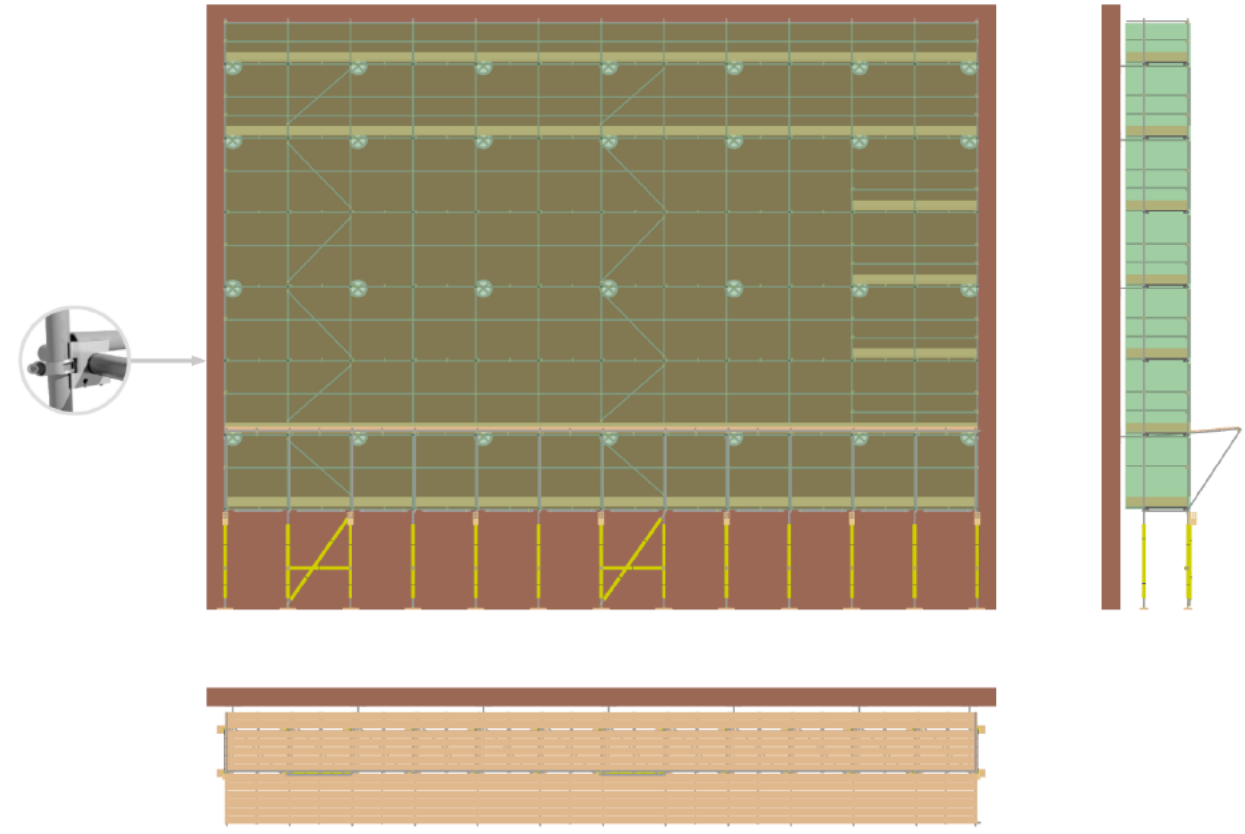
The idling of machinery when not in use will be restricted to reduce noise pollution and carbon emissions. Operatives will be instructed to utilise battery-operated tools where possible to further reduce disruption. All vehicles, plant and machinery will also be fitted with silencers to further reduce noise emissions.

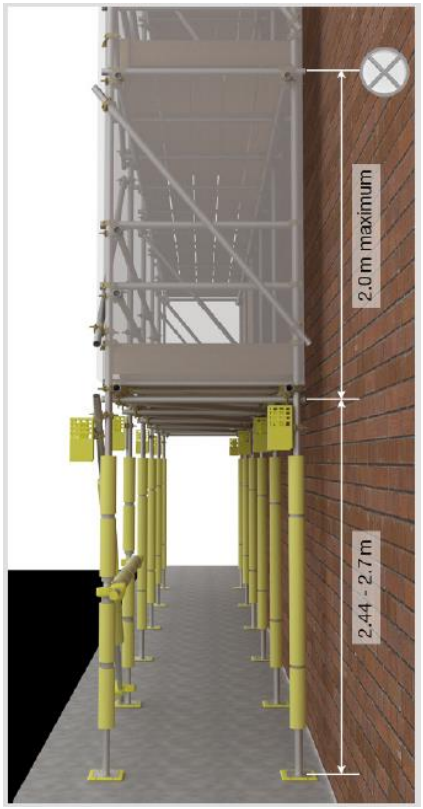
19. Barriers, Fencing, and Scaffolding

Heras fencing will be erected around the perimeter to secure the site. The heras fencing will also acts to protect the canal, and any persons walking along the canal, from any falling material or debris. The heras fencing will be sheeted on the canal side of the site to protect the canal and its users from any dust or similar substances that may escape from the site. Sandbags will be placed along the perimeter of the site facing the canal to ensure that, in the event of a spill, the sandbags trap and contain the liquid.

Per required safety provisions, all heras fencing on the site will be inspected weekly to promote the safety of the public and site operatives and ensure compliance with relevant legislation and provisions.

TG20 scaffolding will be erected around the permitter of the site. The scaffolding along the tow path will initially be erected to a first lift of approx. 1.5m, whilst the brickwork is taken up to first floor level. Upon completion, the scaffolding will be re-erected to pedestrian height of 2.7m, where it will be double boarded with a layer of visqueen trapped between and foam protected and re-opened for use to the public. Yellow plastic treaders will be used to prevent trip/slip hazards. Single and double guard rails will be utilised as well as debris netting. Scaffold sheeting will also be utilised to limit dust migration and limit potential contamination. The scaffolding is likely to protrude off the face of the build by a minimum of 1.2m. Per Work at Heigh Regulations and similar relevant legislation, all scaffolding on site will be inspected weekly by a trained, competent professional.





20. Waste

Given the small footprint of the site, it is imperative that the site always remains clean and tidy and waste is disposed of regularly. We will always ensure that any waste or rubbish on site will be stored in a tidy manner, limiting any slip or trip risk. General waste skips will be provided and located next to the site boundary. These are to be used by operatives for general construction waste. Waste that had been deemed to be contaminated will require disposal in a separate skip that will be collected and taken to a stable non-reactive hazardous waste landfill.

All subcontractors will be responsible for disposing of their own waste and will be encouraged to ensure that their work areas remain clean and tidy at all times. Subcontractor toolbox talks will be conducted where needed, to highlight the importance of a clean and tidy site.

21. Waterways & Drainage Contamination

Prior to work starting on site, a detailed pollution incident control plan will be developed to identify environmental risks and hazards associated with the works and the material being used. Having such a plan highlights the associated risks, allowing for effective planning, and thus effective actions of remediation in the event of an incident.

Procedures to manage the risk of pollution incidents:

- Details account of the incident itself
- Notification to relevant authorities e.g., Environmental agencies
- Notification to emergency services if required
- Easy access to contact details of relevant emergency service providers
- Easy access to spill kits and other pollution response kits

In the event of hazardous run-off and subsequent potential contamination, the site management team will be made aware of the incident, and measures would begin to isolate the spill. Onsite spill kits will be used to contain the spill. Following containment, an incident report would be made, and an assessment would be conducted on the severity of the spill and the subsequent consequences.

22. Pollution Control

Manchester and Cheshire construction identify the areas of potential pollution or contaminants on the project are likely to be

- Silt
- Concrete and cement
- Fuel
- Hazardous materials and substances
- Dust

Manchester and Cheshire Construction are committed to preventing pollution and contamination as much as feasibly possible and take all necessary steps to mitigate the likelihood of any event occurring. These steps are outlined below.

All cement mixing during the project will be conducted away from all drainage systems to ensure that in the event of an overspill, the hazardous cement does not enter any waterways or drainage systems. Spill kits and drip trays will also be made closely available to the mixing area to minimise damage in the event of a spill.

In compliance with Control of Pollutions Regulations, all drums containing fuel or oil will be stored in bunded areas, at least 10m away from any drainage or waterway systems. Said drums will be in good condition with the contents clearly labelled. Refuelling of plant and equipment will only be conducted by trained professional who has been briefed and understand the correct process.

Due to the adverse health risks of dust inhalation, any works on site that produce harmful amounts of dust will be conducted using a dust extractor and the necessary respiratory equipment for not only the operative operating the equipment but any operatives within the vicinity that may be at risk. Dust extractors and water suppression tools will limit the amount of dust escaping from the site into the canal and surrounding areas.

In the event that previously unidentified suspected contaminated areas were discover during works, works would stop, the area could be cornered off, samples would be taken and only when sample results were received could work potentially resume again. If the sample results confirm contamination, the contaminated area will be removed by a specialist contract and disposed of to a contaminated waste landfill.

MCC have Environmental operating Procedures in place to cope with such events - EOP 002 Spillage management, a copy of which is displayed below. In addition EOP's 005 Waste disposal, EOP 006 Control of Noise & EOP 007 Water usage in construction which will all apply to this project.

1.0 Purpose

To ensure employees are prepared for emergency environmental spill situations so that a quick response is given to minimise the impact on the environment plus damage to equipment and surrounding utility infrastructure.

This process deals with the effective management of an environmental spill situation, outlining actions to be taken in responding to and reporting of such incidents. Spill incidents include accidental release from a vessel; item of plant; item of equipment; operational activity or runoff; runoff from water used in fighting fires.

2.0 Roles and Responsibilities

Director/Site Management	Ensure spillage incidents are responded to effectively and lessons learned are implemented to reduce the likelihood of recurrence.
Employees and subcontractors	Follow systems and risk assessments to ensure safe working procedures are always adhered to.

3.0 Applicability to management systems / legislation / best practice guidance

Environmental Act 2021; Water Resources Act 1991; Water Industry Act 1991; Groundwater (England and Wales) Regulations 2009; Contaminated Land (England) Regulations 2006; Environmental Protection (Duty of Care) Regulations 1991; ISO 14001:2015 Clause 8.2; 9.1.

4.0 Process

Process	Responsibility
Immediate stop works and prevent any more material spilling e.g., turn off machine, put upright, turn off taps, put suitable container under the flow	**FR**
Begin containing the spill using e.g., bunds of sand, earth, absorbent granules. Check and isolate drains using spill kits or contain the spillage if on a hard surface.	**FR**
Notify site supervisor/manager immediately including details of any risk of spillage entered or risk of entering drainage systems, watercourses, or any other risk to the environment; where the spillage is; the material involved; reason for the spillage; quantity of spillage	**FR**
Notify relevant authorities and company SHE Manager giving company, location of spillage, material spilled, quantity involved and reason for the spillage and if it has the possibility of causing damage to water causes, the natural environment or pollution. Authorities could include: Environment Agency, Emergency Services, Local Water Supplier, Health and Safety Executive, Specialist Clean-Up contractors. If spillage has entered fowl sewer contact the local sewerage undertaker.	**SM / EXT**
Remove the hazardous waste once the spillage has been absorbed and reported. Deposit into appropriate container and arrange disposal by licensed waste carrier. If contaminated land is being remediated by removal of land, permit to dig system must be used.	**SM / CM**
Check the effectiveness of the clean up once areas has been cleaned via visual inspection and any further instructions issued from enforcement agencies.	**SM / CM / EXT**
Complete incident and investigation report and share lessons learned with the organisation. Rearrange for top up of spill kit stock on site.	**CM / EXT / SM**

5.0 Records

COSHH Assessments

Incident Report and Investigation

6.0 Key

SM – Site Manager	EXT – External HSEQ Consultant
P – Procurement	CM – Contracts Manager
BS – Business Services	F – Finance Department
MD – Managing Director	FR – First Responder

A. Manchester & Cheshire Construction Site Rules

A. YOUR RESPONSIBILITIES

YOU have health and safety duties. THIS IS THE LAW

- Follow instructions given to you by your supervisors.
- Co-operate with the employer on health and safety matters.
- Follow the health and safety rules, which apply to your job and to the site in general.
- Use the health and safety equipment provided.
- Report defects, near misses to your site manager.
- Learn from any near misses, don't just ignore them it may save your or someone else's life!
- Take care of your own health and safety as well as that of your work-mates and others who might be affected by their work.
- You are under no circumstances permitted on site under the influence of alcohol or drugs.
- Should a problem arise with any member of the public or tenant then this must be reported to your site manager. Taking the matter into your own hands may result in disciplinary procedures/ removal from site.
- You must sign in and out of the site as required each day

B. ZERO TOLLERANCE- YELLOW / RED CARD

- This site operates a carding system to encourage the use of PPE and the improvement of health and safety.
- Should anyone be seen without the correct PPE or acting in an unsafe manner they will be issued with a yellow card. This may be issued by the any member of the Principal Contractor's Contract Management.
- Should you receive a second yellow card by any persons thereafter days it will result in a red card and you will be sent off site until further notice.
- This system is applicable to all operatives and subcontractors alike.
- Should anyone continue to ignore these warnings further action will be taken, which may lead to operatives banned from site and/or dismissal.

<u>Actions that could endanger you or others could lead to a straight Red card</u>

C. ACCESS

- Access to the site will be shown in your site induction (see site set up/ location plan) follow instructions given by your site manager.
- No access, other than the works area, is permitted unless permission has been granted by the site manager.
- Please ensure that the site manager is notified in advance of any major deliveries.
- No vehicles are to obstruct the access or Fire escapes at any time.
- DO NOT alter / amend any fencing / barriers without permission from the site manager. They are there to protect the public and provide a safe working area.

D. PERMIT TO WORK

For All Sites, permits to works must be obtained from the Principal Contractor for the following operations:

- Asbestos

- Hot works
- Confined space work
- High voltage electricity
- Working at height
- Step ladders
- Working adjacent to services
- Crane lifts
- Excavations
- Structural alterations
- Temporary Works

In addition, there may be further Permits to Works required by the Client and or others that you will need to abide by. Any such systems will be advised prior to commencement on site AND at the site induction.

E. SECURITY

- All operatives on the site must sign in AND out at the site office before commencing works.
- No operatives must enter ANY part of the site without permission of the site manager.

F. PARKING

- The sites parking policy will be explained in the site induction.
- No contractor shall leave vehicles blocking any, footways and emergency access routes.

G. BEHAVIOUR

- The behaviour of all contractors will be under scrutiny.
- Any contractor wolf whistling, using foul and abusive language and acting inappropriately will be removed from site.
- Should you encounter any issues with members of the public, staff or other contractors report them immediately to the site manager. DO NOT ATTEMPT TO DEAL WITH THE SITUATION.
- Operatives will dress appropriately, no bare chests, vests or shorts.
- No operatives will be allowed on the site under the influence of alcohol and or drugs
- The use of portable radios, I Pod's, MP3 players and the like is prohibited.
- Mobile phone usage must be kept to a minimum on site.
- Do not create dust. Use all extract equipment, wet machines and continue to wet down throughout the works.

H. MESSING & WELFARE

- All contractors must use the messing and welfare facilities and leave it clean and tidy after use.
- No food or drink is to be consumed on the site areas.

I. SITE TIDINESS

- The site shall be maintained in clean, tidy conditions.
- All contractors must clear away all rubbish, debris created by their work. Contra charge notices will be issued and applied if warnings are unheeded.
- Any skip must be left secure and removed from site on a regular basis
- Waste shall only be removed from site by waste carriers who have been registered with their local waste authority.
- No burning of waste or rubbish will be permitted on site.

J. METHOD STATEMENTS/RISK ASSESSMENTS

- All contractors must read and have signed the relevant and task specific method statement/risk assessment prior to commencing work.
- Failure to produce an appropriate task specific risk assessment/method statement will result in contractors being refused admission onto the site.

K. P.P.E.

- The site is a 'Hard Hat' site.
- The wearing of steel toecap boots/shoes is mandatory.
- The wearing of Hi visibility vests, is mandatory.
- All other P.P.E. appropriate to your task is to be worn as required and must comply with all current health and safety legislation.

L. PORTABLE TOOLS

- All power tools must be 110v, in good condition and have relevant test certificates.
- Only trained operatives must use plant / tools
- H A V S record sheets are to be filled in each week

M. SMOKING

- Smoking is permitted only in designated areas as per your site induction.

N. ACCIDENTS / NEAR MISSES

- All accidents and/or near misses must be reported to the site manager for inclusion in the site accident book.

O. FIRE

- All operatives are to read the evacuation procedure prior to commencing work.
- Hot works is only to be carried out under a Hot Works Permit and the control measures strictly adhered to.
- Contractors must provide appropriate fire extinguishers whilst carrying out hot works.
- The assembly point is shown on the location plan.
- Always cease any hot works at least 2 hrs before end of the working day. Check back on work area before leaving site.
- Where applicable all Operatives and Subcontractors must comply with the Joint Code of Practice on the Protection from Fire on Construction Sites and Buildings undergoing Renovation.

P. FIRST AID

- The first aid kit is in the site office and mess area.
- The first aider is the site manager.
- Further first aid guidance will be given in induction.

Q. ASBESTOS

- Check all asbestos surveys before commencing works in any existing building.
- All operatives are to report any suspicious looking materials that they consider to be of asbestos to the site supervisor, who has been trained, in asbestos awareness.
- They must cease work and take advice from the site manager.
- All operatives and subcontractors must hold a current Asbestos Awareness Training certificate.

R. DUST

- If you are working in a dust environment, you must have face fit certification and the correct mask on.
- Do not create dust use all extract equipment, wet machines and continue to wet down throughout the works.
- All operatives and subcontractors must provide a valid Face Fit Test certificate.

S. GENERAL SAFETY

- All working platforms must be fully boarded out.
- All platforms and walkways must have double guardrails and toe-boards.
- Never use bricks, breezeblocks or drums for packing or support of any platform or scaffold.
- Never alter or remove any part of a scaffold unless you are a scaffolder.
- Step ladders are only allowed under a permit to work, and only for short durations.
- All excavations must be adequately supported or battered to a safe slope and fenced and fenced off.
- Keep all working areas free from obstruction; clear away all rubbish and surplus materials in a timely manner otherwise clearance notices will be issued, and potential contra charges levied.

- Only use equipment/plant that you have been trained to use.
- All electrical equipment must be installed and maintained only by qualified electricians.
- All faulty tools must be returned to the stores. All hand tools and equipment should be 110 volts.
- All rules attaining to plant will be covered in site induction/method statements/risk assessments.
- All clothing worn on site is to be suitable for the working environment. Shorts are not to worn at any time on site.

T. ENVIRONMENT

- All work must be completed mindfully towards the environment.
- Do not flush substances down the drains and watercourses.
- Report all spillages immediately.
- Use plant and equipment provided to minimise dust, noise and vibration emissions.
- Bring forward suggestions on how we can continuously improve.
- Keep vehicle emissions to a minimum – no idling of vehicles etc.
- Put all waste in the correct skips where provided.

U. CORONAVIRUS (COVID-19)

- Travel alone to site wherever possible.
- Face coverings are mandatory on site.
- Wash hands and sanitise hands regularly throughout the day.
- Maintain social distancing wherever possible.
- Use own tools and do not share equipment with others unless it can be cleaned before and after.
- DO NOT ATTEND SITE IF YOU SUSPECT OR HAVE COVID-19 SYMPTOMS.
- Follow the COVID rules, restrictions, and risk assessment when on site.
- Refer to the site COVID pack for the latest information and guidelines.