

GREAT MARLBOROUGH STREET CAR PARK MANCHESTER

Construction Management Plan (CMP) for Early Works

GMS (Parking) Ltd

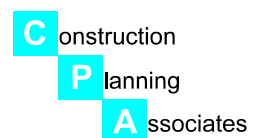


February 2024

Rev 03

Status – Submission to Manchester City Council

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Schedule of Amendments

Issue 0	Draft for comment
Issue 01	Revised draft
Issue 02	Submission to Manchester City Council
Issue 03	Comments from MCC incorporated

Introduction

Planning Approval for the project was granted in 2021 (121252/FO/2018).

This Early Works CMP has been prepared by Construction Planning Associates on behalf of GMS (Parking) Ltd to discharge condition 11 (a) (a detailed construction management plan outlining working practices for 'early works') of Planning Application 121252/FO/2018 as amended by NMA ref (138799/NMC/2023).

11) a) Notwithstanding highways logistics plan stamped as received by the City Council, as Local Planning Authority, on the 24 May 2021, prior to the commencement of the 'early works' identified on drawing reference: L1917R-SK56-GMS02-PCH, a detailed construction management plan outlining working practices for the 'early works' shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt the early works construction management plans shall include:

- Display of an emergency contact number;*
- Communication strategy with residents;*
- Dust suppression measures including sheeting of construction vehicles;*
- Compound and hoarding locations where relevant;*
- Location, removal and recycling of waste (including transfer from the site to the vehicle);*
- Measures to protect the River Medlock from spillages, dust and debris; and*
- Parking of construction vehicles and staff.*

The Site is just south of Manchester Oxford Road train station and occupied by a multi storey car park (MSCP).

The early works are the partial deconstruction of the south stair core to level 5 car deck and will be carried out in a single phase.

Access to the MSCP for holders of parking rights will not be affected by the partial deconstruction works with at least 101 parking spaces being available at all times. The top parking decks, levels 5 & 4A are currently closed off to cars.

The Early Works CMP supporting this application addresses all the areas and information required under the existing consent and reflects the proposed construction proposals and ensures uninterrupted access for parking right holders to parking spaces within the car park during the partial deconstruction works.

The Early Works CMP will be included within the Contract Documents as part of the Contract Specification, with which the Principal Contractor will be required to comply.

1.1 Revision Procedure

The agreed contents of the Construction Management Plan must be complied with unless otherwise approved by Manchester City Council (MCC).

The purpose of the Early Works CMP is to ensure that the impact of the partial deconstruction work on the local residents and the immediate highway network is minimised. The Early Works CMP provides details of all measures that are considered appropriate.

All revisions shall be signed and dated in an addendum format forming part of the original.

A full copy of the approved Early Works CMP and addendums shall be kept on site available for inspection at the request of an Authorised Officer of MCC.

2.0 Project Contact Details

Developer:

GMS (Parking) Ltd
Kintyre House
70 High Street
Fareham
Hampshire
PO16 7BB

Car Park Management:

Parking Matters Ltd
Castle Chambers
43 Castle Street
Liverpool
L2 9TL
M +0151 528 2727

Contractor:

TBC – not yet appointed

3.0 Demolition Methodology

3.1 Site Working Hours & Programme of Works

The indicative programme below provides details of the duration and timing of each key phase of the works. It is currently anticipated that the early works will be 1 month.

MCC guidance is that noisy work should only take place between 07.30-18:00 Monday to Friday and 08:00 to 14:00 on Saturdays. No noisy work should be done on Sundays or Bank holidays.

The site working hours will be generally be;

Monday to Friday 08.00 – 18.00 and Saturday 08.30 -14.00.

Access to the site will be permitted 30 minutes prior to the working day commencing, with noise being kept to a minimum for these first 30 mins of the day.

No noisy working on Sundays or Bank Holidays except in exceptional circumstances and subject to specific notification and approval.

Table 1 Proposed Demolition Programme (Also see Appendix A)

Works Phase	Duration (wks)	Start	Finish
EARLY WORKS PROGRAMME			
Mobilisation	8w	Jan-24	Mar-24
Start	0w	Mar-24	
Site set up & hoarding	1w	Mar-24	Mar-24
Demolition scaffold	1w	Mar-24	Mar-24
Deconstruct core	1w	Mar-24	Apr-24
Waterproofing	3d	Apr-24	Apr-24
Strike scaffold	2d	Apr-24	Apr-24
Completion	0w		Apr-24

Works will commence March 2024, subject to discharge of the pre-start conditions, regulatory approvals and procurement of the Principal Contractor and general mobilisation. Partial deconstruction works will be completed in April 2024.

A programme showing the durations for each of the key elements is shown in Appendix A.

3.2 Mobilisation

Following appointment and prior to commencement on site the Principal Contractor will mobilise his resources in preparation for a start on site. This work will also include establishing a number of reporting, monitoring and management regimes prior to starting on site covering;

- Pre-demolition surveys of the existing structures
- Section 80 Demolition Notice
- Nesting birds survey

3.3 Demolition Asbestos Survey

Prior to commencing works an intrusive pre-demolition survey will be carried out in accordance with HSG 264 – ‘Asbestos The Survey Guide’ and HSG 248 - ‘Asbestos: The analysts’ guide for sampling, analysis and clearance procedures’.

If ACM’s are identified in the survey, and need to be removed as part of the Early Works a formal notification will be issued to the HSE.

3.4 Nesting Birds

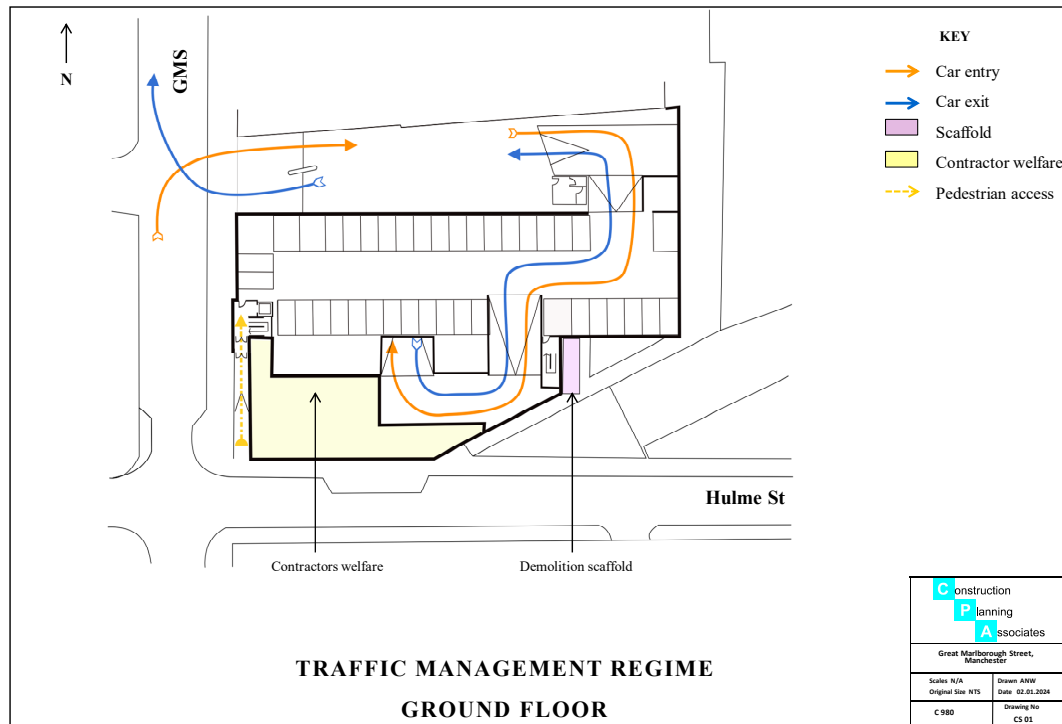
A Preliminary Bat Roost Assessment & Nesting Bird Survey was undertaken by the Environment Partnership in October 2023.

The report identifies that *“the buildings on site provide no suitable potential roosting features for bat species and is categorised as having negligible suitability for roosting bats.”* and *“the multi storey car park does provide suitability for nesting birds, evidence of previously nesting feral pigeons was observed on several storeys during the survey.”*

The report identifies if works are to be undertaken between March and August inclusively a nesting bird check must be carried out by a suitably qualified ecologist two weeks before any planned works and again one day prior to any demolition/building works, by a suitably qualified ecologist, to establish that no active bird nests will be disturbed or destroyed by the works. The Early Works will fall within this period and a check by a suitably qualified ecologist will be done in line with the recommendations.

3.5 Site set up

Site accommodation and welfare facilities will be in the existing commercial unit.



The existing hoarding closing off the lower ground floor will be removed and the area opened for the Principal Contractor and secured with Chapter 8 fencing and appropriate signage.

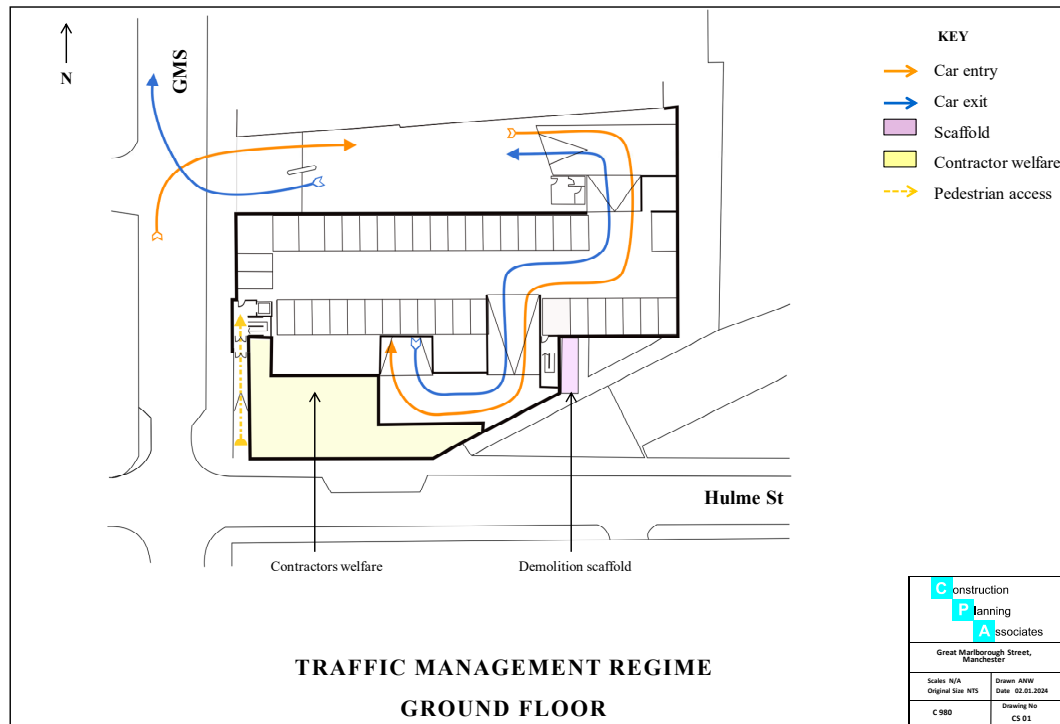
A site information board will be erected adjacent to the main entrance gates which will include details of the contact numbers for complaints and site access arrangements. The information display will be prominently displayed to members of the public and will include;

1. The name of the Principal Contractor, address and person to whom correspondence should be addressed.
2. Name of the site manager
3. Direct dial number of the site manager
4. Emergency contact number(s)/out of hours number
5. First Aid information

3.6 South Stair Core Partial De-construction

Vehicular, pedestrian and disabled access for parking rights holders to the MSCP is not affected by these works.

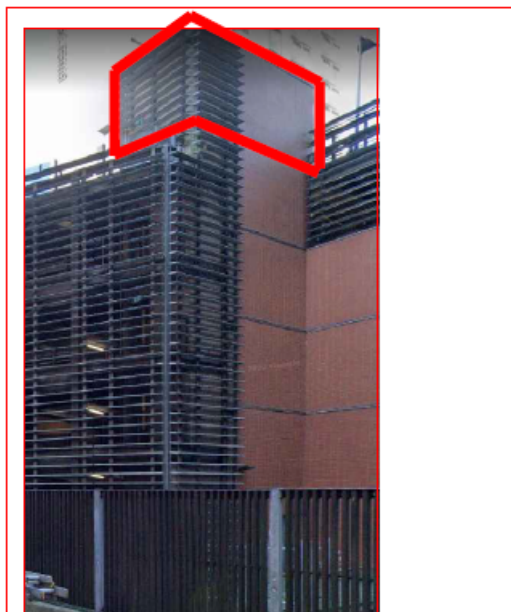
Current access/egress arrangements are maintained via the existing security gates at street level (lower ground floor). See Appendix B.



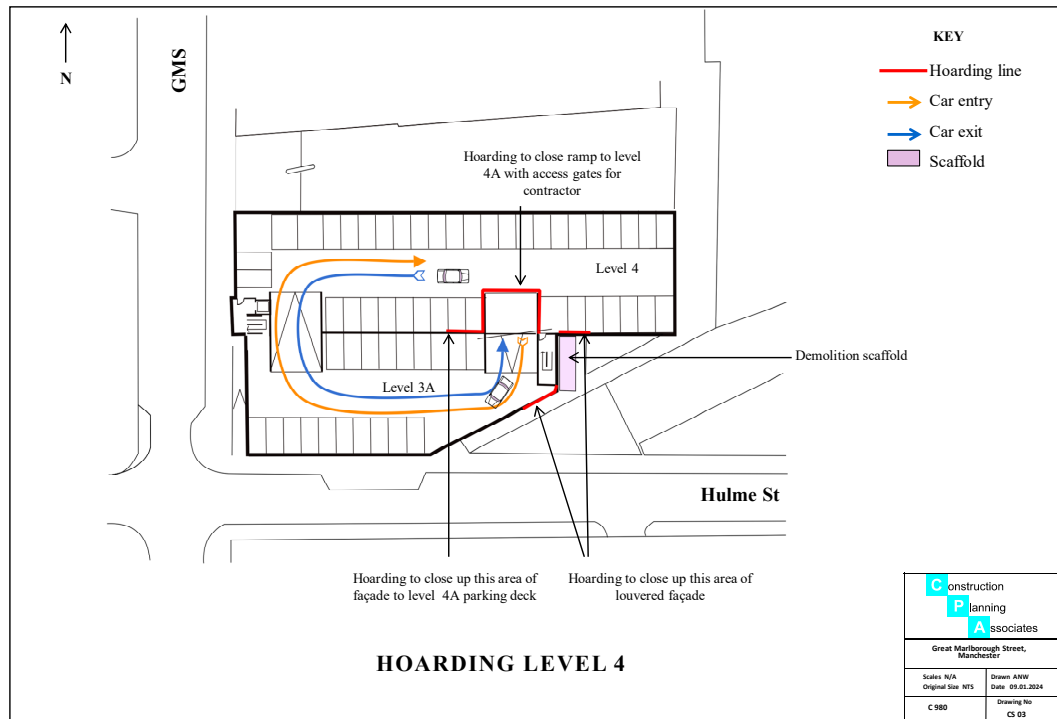
Parking spaces are provided at ground, 1st, 2nd, 3rd and 4th floors.

Early works are the partial deconstruction of the south stair core to level 5 as illustrated below.

Picture 1 – partial deconstruction of south stair core

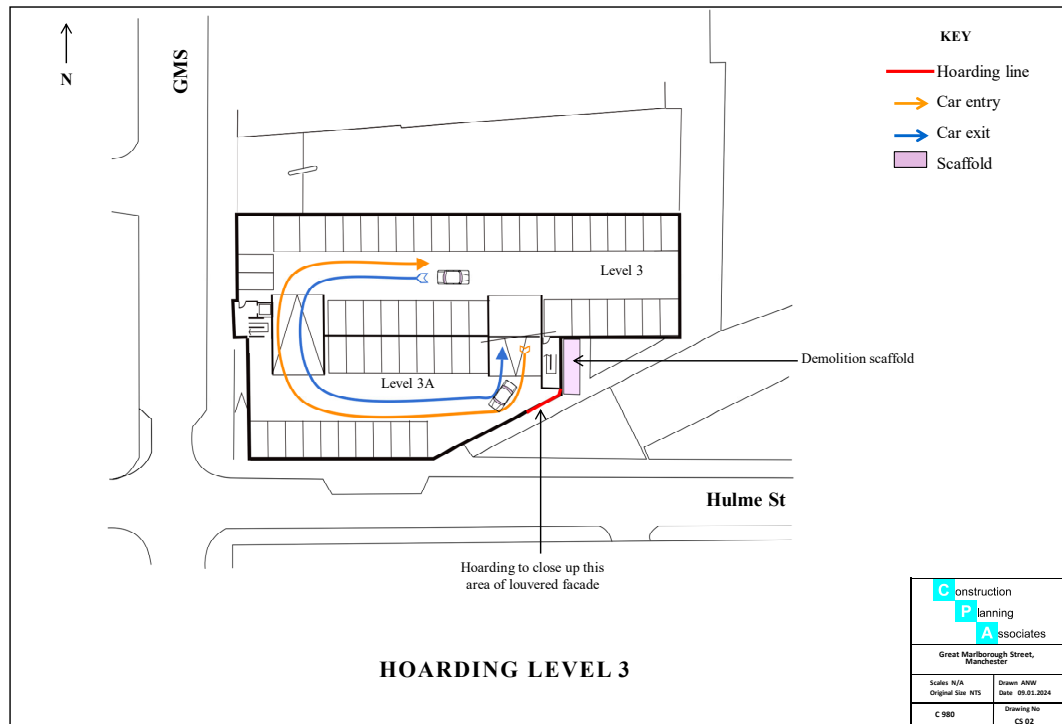


Modifications of the existing hoarding at level 4 will be carried out, and hoarding reinforced and extended. New access gates will be installed at the foot of the ramps from level 4 to level 4A. See Appendix C.

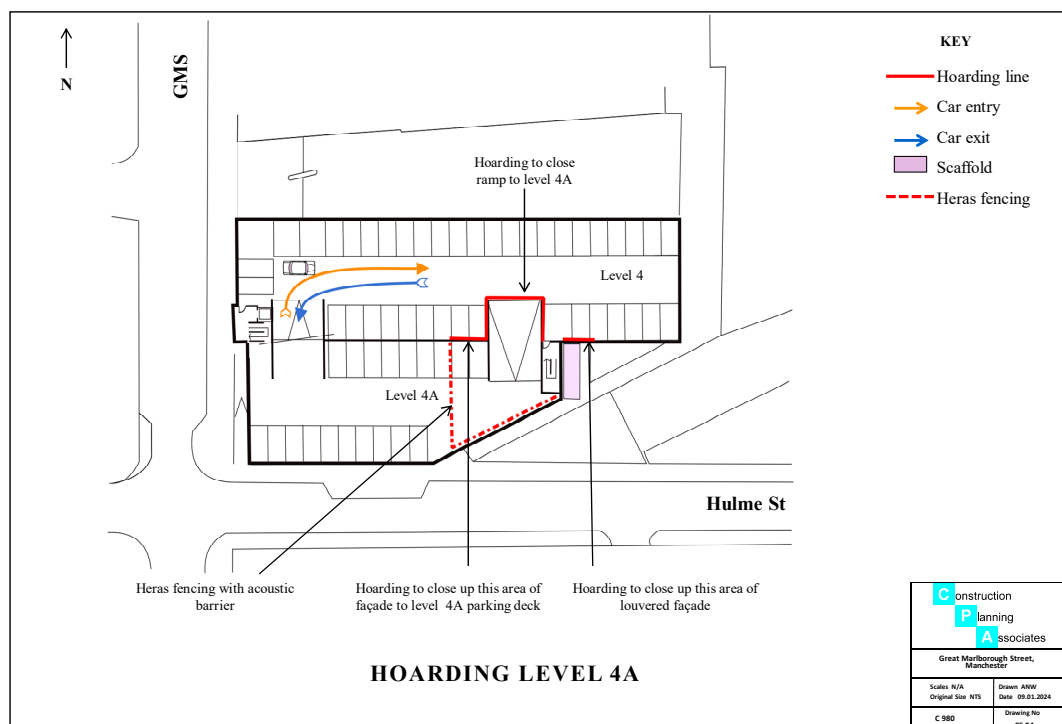


Operatives will access the working area from the lower ground floor via south stair core to level 4, and then through the access gates and up the ramp. Operatives will not be permitted to use the lift in the west lift/stair core.

There will be minimal vehicle journeys to level 5, in the order of 1-2 per day, and these will be timed to avoid peak car parking times. A hand held pressure washer will be used to damp down the works and clean any vehicles transporting equipment to level 5.



Plywood hoarding will also be installed at level 3 adjacent to the south core to close the area of louvered façade as dust mitigation measure. See Appendix C.



At level 4A, Heras fencing will be installed to form an exclusion zone. It will be enhanced by the addition of a specialist acoustic barrier produced by Heras (or similar). This is illustrated in Figure 1 below.

Figure 1 – Heras acoustic barrier to be applied to Heras fencing



A scaffold crash deck will be erected in the south core at level 4A, double boarded with a polythene separation membrane. Additional dust screens will be provided in the south stair core at level 4.

If ACM's are identified in the pre-demolition survey a specialist asbestos removal contractor will be appointed and establish welfare and decontamination facilities on site.

ACM's will be removed from inside the buildings in accordance with HSE guidelines and asbestos clearance certificates will be issued before demolition works commence.

A demolition scaffold will be erected to the south core and screened with Monarflex sheeting to prevent any debris or dust from entering the River Medlock and car park.

The current means of escape from the south stair core shall be maintained by the Principal Contractor. The Principal Contractor shall ensure the external scaffold proposals are reviewed and signed off by a Fire Engineer, or Building Control Officer to ensure the means of escape is maintained. Mag locks will be linked to the fire alarm system to ensure access to the south stair core is controlled and only permitted in the event of a fire.

The partial deconstruction process will be carried out from within the site boundaries.

Early partial deconstruction works include service isolations. Soft strip works will be carried out by hand.

Dust suppression and protection measures will be put in place prior to the commencement of these works.

The core will be partially deconstructed commencing with the removal of aluminium louvres and timber roof, terracotta precast wall units and envelope to level 5 car parking deck. The stair flights will be retained. Ancillary steelwork will be cut off.

Deconstruction works will be undertaken with mini excavator and hand held breaker with water mist used for dust suppression.

After the core has been de-constructed to level 5, the crash deck will be removed and a temporary roof and waterproofing installed.

Waste materials will be segregated and re-cycled where possible to minimise the amount of waste going into landfill. There will be minimal vehicle movements to remove the waste, in the order of 1-2 per vehicles per day, and these will be timed to avoid peak car parking times.

Refer to waste recycling and removal measures in Section 5.

Specific dust mitigation measures are discussed in subsequent sections of this plan.

4.0 Construction Traffic Management Plan

4.1 Access Routes – Existing Arrangements

Access to the site is from Great Marlborough Street (GMS) and Hulme Street.

Pedestrian access into the site is available from both these routes.

4.2 Current traffic and pedestrian movements

Great Marlborough Street, Hulme Street and Lower Ormond Street have a low/medium traffic density commensurate with their use as an access to local residences and businesses. All roads are suitable for heavy goods vehicles.

Pedestrian flows are low/medium and associated with the residential properties in the area, and access to local businesses and student accommodation.

4.3 Current Parking On Site

The car park is private with a number of leaseholders in Macintosh Village having the benefit of a right to park in the MSCP under the terms of their domestic lease.

4.4 Current on Street Parking

Hulme Street (travelling westwards from Oxford Street) has double yellow lines on the south side of the carriageway. There is a loading only bay adjacent to Spar Oxford Road and four parking bays (pay & display) along to the junction with Great

Marlborough Street. There are six parking bays and an unloading bay from the junction of Hulme Street/Great Marlborough Street and Cambridge Street.

Great Marlborough Street (travelling north from Hulme Street) has double yellow lines on the both sides of the carriageway with three parking bays adjacent to the site and ten parking bays towards New Wakefield Street.

Lower Ormond Street (travelling south from Hulme Street) has double yellow lines on the both sides of the carriageway with seventeen parking bays and an unloading bay

There are extensive off-street public parking facilities within 500m of the site.

4.5 Road Closures

There are no planned road closures.

4.6 Footpath Diversions

There are no planned footpath diversions.

4.7 On Street Car Parking Bay Suspensions

There are no planned on street parking bay suspensions.

4.8 Parking of Vehicles for Operatives & Staff

Staff and operatives will be encouraged to utilise public transport wherever possible. (See also Construction Phase Travel plan at 4.9 below).

In the event public transport is not available for the 5 – 10 operatives for the partial deconstruction works, car parking facilities will be made available in the lower ground floor, which is currently not in use and closed.

4.9 Travel Plan - Operatives & Visitors

Construction workers will be instructed not to park private vehicles in the areas in the adjacent streets.

The site has good public transport links with Manchester Oxford Road Railway Station located 250m away to the north of the site. Manchester Piccadilly Railway Station is located 1km to the east of the site.

In addition to the rail services the site is well serviced with buses with Oxford Road (Stop C) located 150m away and serviced by 25 bus services, and Stop B located 175m away and serviced by 17 services. Cambridge Street is located 175m away and is serviced by 3 bus services.

There are extensive bus and rail links to the site.

The bus routes and/or bus stops will not be affected by the development works.

In view of these excellent existing provisions is likely that operatives at the site will utilise public transport.

4.10 Construction Vehicle Management

Access and egress into and out the site will be via the existing security gates. Vehicles are height restricted to 2.1m.

Any deliveries which need to transit the car park other than in small LGV panel type vans will be under the control of vehicle marshals from the entrance gate to the works area at level 5. They will remain in radio communication with the site manager to ensure that the flow and location of vehicles is controlled for both public and operative safety.

All vehicles will be loaded and unloaded within working area.

All delivery vehicles will be sheeted or covered to avoid dust.

Loading and unloading will be within the hoarding at level 5 and will be supervised by qualified banksmen.

5.0 Environmental Impacts – Noise & Dust

5.1 Dust Risk Assessment

A detailed Air Quality and Dust Risk Assessment in accordance with IAQM guidance dated August 2023 is included in Appendix D.

Table 10 - Summary of Site Specific Dust Risk

Potential Risk	Risk			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	Medium	N/A	N/A	Low
Human Health	Negligible	N/A	N/A	Negligible
Ecological	N/A	N/A	N/A	N/A

The site is assessed as ‘Medium Risk’ in respect of dust soiling, ‘Negligible’ in respect of human health and ‘N/A’ in respect of ecology.

Dust generation associated with construction works on this site can be anticipated to occur on this site as a result of the following activities;

- i. Demolition activities
- ii. Trackout - construction vehicle movement: vehicles moving in and around the site re-suspending loose material on the road and passing vehicles on highways: material tracked out of the site on the wheels of site traffic and re-suspended from passing traffic.

- **Demolition**

Dust-generating activities associated with the demolition phase are identified as:

- i. Movement of vehicles and mobile plant.
- ii. Strip out of interior of existing core.
- iii. Demolition of existing masonry/metal clad structure.

- **Vehicle movements & Track Out**

- i. Off-site vehicle movements. A potential for dust generation off-site is recognised where material has been tracked out onto neighbouring roads by vehicles leaving the site and is then re-suspended by passing traffic.
- ii. There are very limited vehicle movements associated with these works and is unlikely to exceed 2 - 4 in any one day. The areas are surfaced which will minimise track out.

5.2 Emissions Mitigation Measures

The dust assessment has been carried out for this site, and the dust-generating potential of demolition activities is generally considered to be medium risk.

Manchester City Council Air Quality & Technical Guidance dated August 2022 for construction & demolition will be observed.

The site will adopt current best practices principles as recommended by the Institute of Air Quality Management (IAQM).

The measures are listed here, together with additional site-specific measures and will be followed so as to minimise dust generation and its impact on off-site receptors.

Suitable training, facilities and PPE will be provided for construction staff and operatives.

With regard to site monitoring;

- i. Record all dust and air quality complaints, identify causes, 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.

- ii. Record any exceptional incidents that cause dust and/or air emissions, either on- or off- site, and the action taken to resolve the situation in the log book.
- iii. Undertake daily on-site and off-site inspection, and carry out regular dust soiling checks of surfaces such as street furniture and cars with a 100m of the site.
- iv. When activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions increase the frequency of inspections.

With regard to demolition;

- i. Erect solid screens or barriers around dusty activities.
- ii. Keep site fencing, barriers and scaffolding clean using wet methods.
- iii. Site personnel shall be trained in dust mitigation and a manager shall be present for managing dust on site.
- iv. Use of low emission plant fitted with catalysts, diesel particulate filters or similar devices.
- v. Plant shall be well maintained, with routine servicing of plant and non-road mobile machinery (NRMM) to be completed in accordance with the manufacturers' recommendations.
- vi. Plant and vehicles to be located away from the closest receptor or house in closed environments wherever possible.
- vii. Damp down site during working day and again at the end of the day to reduce the amount of re-suspended dust.
- viii. Use enclosed chutes, conveyors and covered skips, where practicable.
- ix. Ensuring that all plant equipped with dust suppression equipment is checked on first use at site, to ensure that this equipment is functional and is being used.
- x. Avoidance of diesel or petrol powered generators using mains electricity or battery powered equipment wherever possible.
- xi. Use of water sprays or poured water to suppress dust during cutting, angle grinding or other dust-generating activities.
- xii. Store materials with dust producing potential away from site boundaries and sheet, seal or damp down stockpiles of excavated materials held on site.
- xiii. For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.
- xiv. Ban the disposal of waste material by burning on site.
- xv. Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust)
- xvi. Bag and remove any biological debris or damp down such material before demolition.

With regard to vehicle movements on and off the site;

- i. Covering of all loads entering or leaving site.
- ii. Ensuring that road and construction vehicles comply with or exceed the requirements of Stage IIIA of EU directive 97/68/EC.
- iii. Ensure all vehicles switch off engines when stationary - no idling vehicles.

The Site Manager will be responsible for the control and management of noise at the site. Site management will ensure that all personnel on site are adequately trained to implement dust mitigation measures. All operatives will be briefed on the dust and noise mitigation measure as part of the compulsory Site Induction Training that all operatives must attend before starting work on site.

5.3 NRMM

All on road mobile machinery (NRMM) with power between 37kW and 560 kW should meet Stage IV of EU directive 97/68/EC, and Stage IIIA of EU directive 97/68/EC as a minimum.

As the Principal Contractor has not been formally appointed this Early Works CMP will be included within the tender and contract documents as part of the contract specification, with which the Principal Contractor will be required to comply.

The Principal Contractor will provide proof of registration that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered prior to commencing on site.

The Principal Contractor will keep an inventory of all NRMM on site and that all machinery will be regularly serviced and service logs kept on site for inspection.

5.4 Noise & Vibration Controls

During the demolition phase hand held sound level readings will be taken on site to ensure noise levels remain within acceptable guideline levels. In the event that noise levels exceed guidelines, the Principal Contractor will implement mitigation measures to limit any noise disturbance to local residents and business premises.

The construction methods and selection of plant will at all times comply with the guidelines set out in BS5228 (2009) "Code of practice for Noise & Vibration Control on Construction and Open Site". Where practicable the contractor will explore methods of construction that minimise noise levels from site activities.

With regard to operative training and induction, the site induction and training process that all operatives must attend prior to commencing work on site and in order to comply with the requirements of the Health and Safety at Work Act, will include a

specific section on the importance on the minimization of noise and vibration nuisance to the adjoining receptor sites. This will include; -

- a) The proper use and maintenance of tools and equipment.
- b) The positioning of machinery and equipment to reduce noise emission to neighbouring properties.
- c) The avoidance of unnecessary noise when carrying out manual operation and when using mechanical plant and in particular switching off mechanical plant when not in use.
- d) The protection of operatives against noise.
- e) Best practicable means (BPM) to reduce noise and vibration.
- f) All access gates will be controlled to minimise flanking noise.

Measures to be investigated and adopted as appropriate will include a selection of 'silenced' plant.

Where required the hoarding will be enhanced by the addition of a specialist acoustic barrier produced by Heras designed for this purpose (or similar). This will significantly improve the attenuation. This is illustrated in Figure 2 below.

Figure 2 – Heras acoustic barrier to be applied to hoarding



Indirect mitigation measures may not necessarily reduce the noise level emitted but can reduce the disturbance to local receivers. They are designed to reduce the impact on the receivers and may include;

- Hours of work: high level noise activity should be scheduled to occur in the middle of the day/afternoon rather than early morning.
- Public relations: close consultation with the local community can reduce anxiety of nearby receivers if they are aware of the type of operation due to be performed, the fact that it is being controlled and it will be of limited duration i.e. there is a proposed end date. It is understood the applicant will liaise and

maintain contact with the local noise sensitive receptors in the area to reduce this uncertainty.

The site operations have the potential to create noise disturbance, and consequently the Principal Contractor will carefully select the plant which will minimize air and ground borne vibrations.

The Site Manager will be responsible for the control and management of dust at the site. Site management will ensure that all personnel on site are adequately trained to implement dust mitigation measures.

5.5 Site Monitoring for Dust and Noise

The Site Manager will have specific responsibility for onsite dust and noise monitoring. The Site Manager will be responsible for establishing and implementing quality assurance procedures for the dust mitigation and site monitoring processes outlined in the Early Works CMP.

The Site Manager will also be responsible for acting as a first point of contact with any local resident or businesses that have concerns about the operation of the mitigation measures and monitoring regime.

5.6 Measures to Protect the River Medlock

Measures to protect the River Medlock from spillages, dust and debris will include;

A detailed survey of existing surface water drainage will be commissioned and undertaken during the mobilisation phase. This will identify any drainage that provides a pathway for pollution or sediment to discharge into the River Medlock. Existing redundant drainage will be capped off before the start of construction works. Redundant drainage within the partially deconstructed MSCP will be capped off and sealed before the partial demolition of the MSCP and grubbing up of foundations. .

These measures will prevent pathways for pollution and sediment to enter the River Medlock during the construction & demolition phases from existing surface water drainage.

With regard to site management;

- (i) All operatives will be briefed on the dust and River Medlock mitigation measures as part of the compulsory Site Induction Training that all operatives must attend before starting work on site.
- (ii) Suitable training, including the location and use of spill kits will be provided for construction staff and operatives.
- (iii) Compounds are located on hard surfaces to prevent infiltration.
- (iv) Spill kits made readily available.

- (v) Storage areas for materials will be identified on the site plans and safety boards.
- (vi) Deliveries will be planned in advance and controlled.

With regard to demolition;

- (i) A demolition scaffold will be erected to the south core and screened with Monarflex sheeting to prevent any debris or dust from entering the River Medlock.

5.7 Waste

The volume of demolition waste is limited as the south stair core is deconstructed to level 5.

There will be no impact on the Highways for waste collection and no suspension of parking bays for waste skips. Waste will be removed from within the existing car park using LGV's at level 4A/5 by a registered waste carrier.

The demolition materials will be separated on site into recyclable, inert, non-hazardous or hazardous waste, put into bags, sealed up and stored in an appropriate container. All waste will be sheeted over.

Demolition arisings will be removed from site using LGV's at the 5th floor and then transported to the licensed waste facility. There will be minimal vehicle movements to remove the waste, in the order of 1-2 per vehicles day, and these will be timed to avoid peak car parking times. Waste Transfer Notes will be issued after delivery to the waste transfer facility. At some stages the waste material may be stored in sealed bags within the working area until an appropriate delivery period.

All recyclable material (timber, metals, concrete) will be taken for reprocessing. This will minimise the volume of arisings to be sent to landfill.

A hand held pressure washer will be used to clean any vehicles transporting waste from level 5.

All waste will be taken to a licensed or exempt waste disposal facility by a registered waste carrier.

Operative access will be via the secondary core to the 4th floor.

6.0 Community Relationships

6.1 Community Consultation

The original scheme was reviewed with Manchester City Council planning officers and issued for local consultation in 2018 as part of the Planning Application process.

An extensive public consultation process was undertaken throughout the determination period for the original application which included consideration of the construction management measures required.

The feedback of this consultation has been considered in the development of this Construction Management Plan.

The Principal Contractors Project Manager will be available for consultations with stakeholders throughout the Early Works.

There are no changes to vehicular access for parking rights holders; however the rights holders will be kept informed if there are any unforeseen events that would necessitate changes that would affect the vehicular access.

7.0 Summary

This Construction Management Plan relates to the partial deconstruction of the south stair core at the multi storey car park on Great Marlborough Street. The purpose of the Construction Management Plan is to ensure that the impact of partial deconstruction works on the local residents, business and the immediate highway network is kept to a minimum.

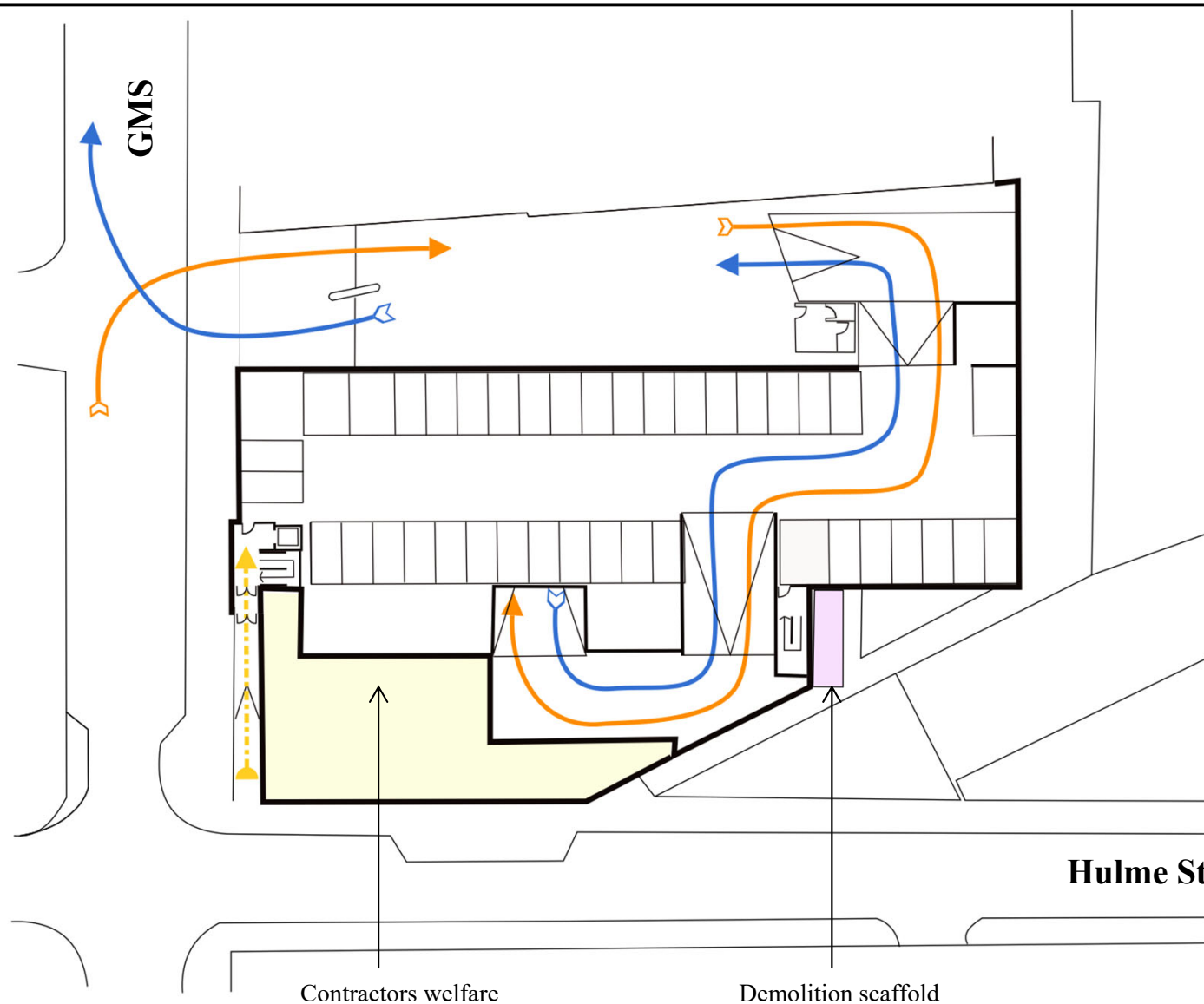
This plan seeks to address any concerns which may be expressed by the local residents, local business, and other interested parties.

Appendix A

Indicative Demolition Programme

Appendix B

Traffic Management Regime Ground Floor



- KEY**
- Car entry
 - Car exit
 - Scaffold
 - Contractor welfare
 - - - → Pedestrian access

TRAFFIC MANAGEMENT REGIME **GROUND FLOOR**

Greater Marlborough Street, Manchester	
Scales N/A Original Size NTS	Drawn ANW Date 02.01.2024
C 980	Drawing No CS 01

Appendix C

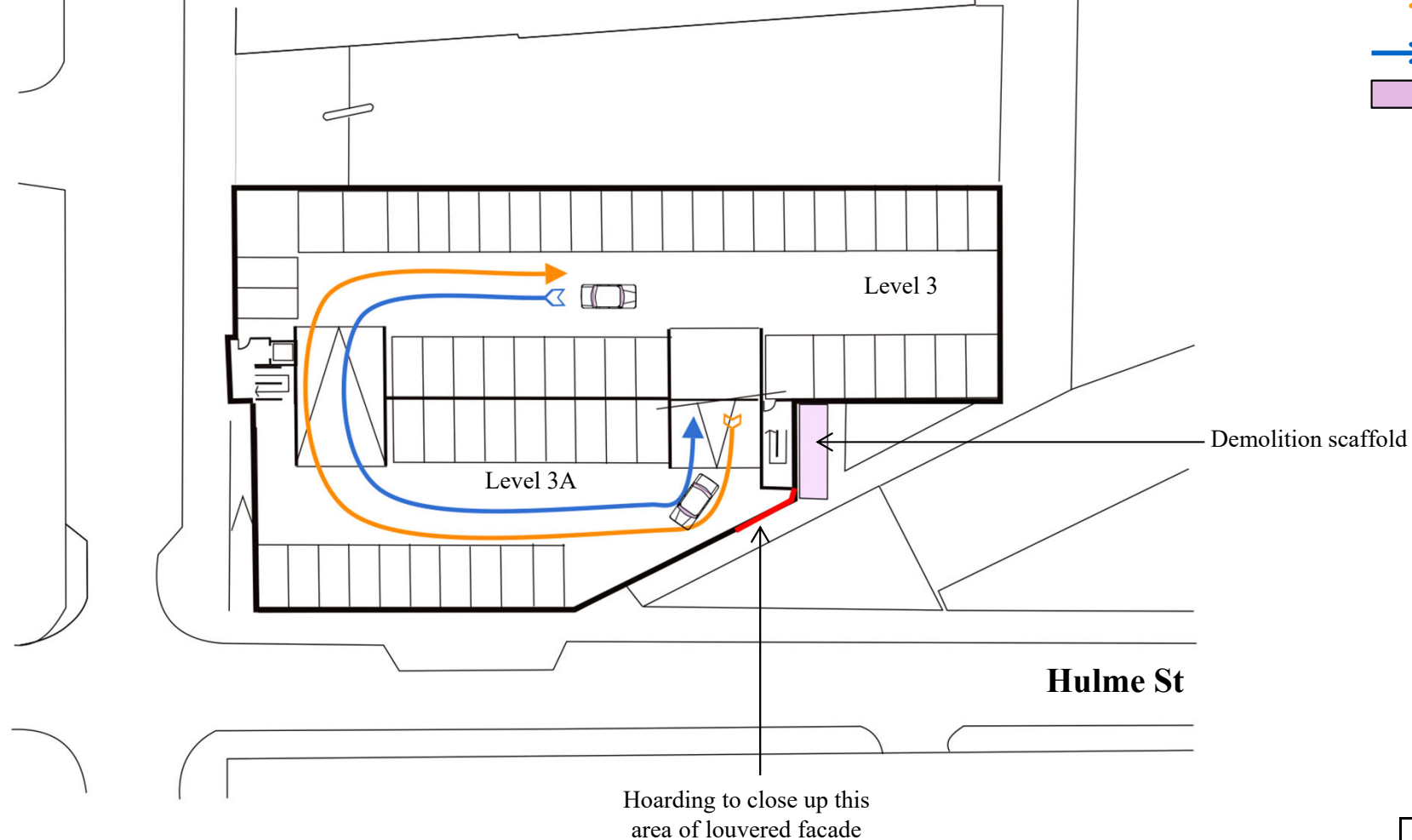
Hoarding at Level 3, 4 & 4A



GMS

KEY

-  Hoarding line
-  Car entry
-  Car exit
-  Scaffold



HOARDING LEVEL 3

Construction
Planning
Associates

Great Marlborough Street,
Manchester

Scales N/A
Original Size NTS

Drawn ANW
Date 09.01.2024

C 980

Drawing No
CS 02



GMS

KEY

-  Hoarding line
-  Car entry
-  Car exit
-  Scaffold

Hoarding to close ramp to level
4A with access gates for
contractor

Level 4

Level 3A

Demolition scaffold

Hulme St

Hoarding to close up this area of
façade to level 4A parking deck

Hoarding to close up this area of
louvered façade

HOARDING LEVEL 4

Construction
Planning
Associates

Great Marlborough Street,
Manchester

Scales N/A
Original Size NTS

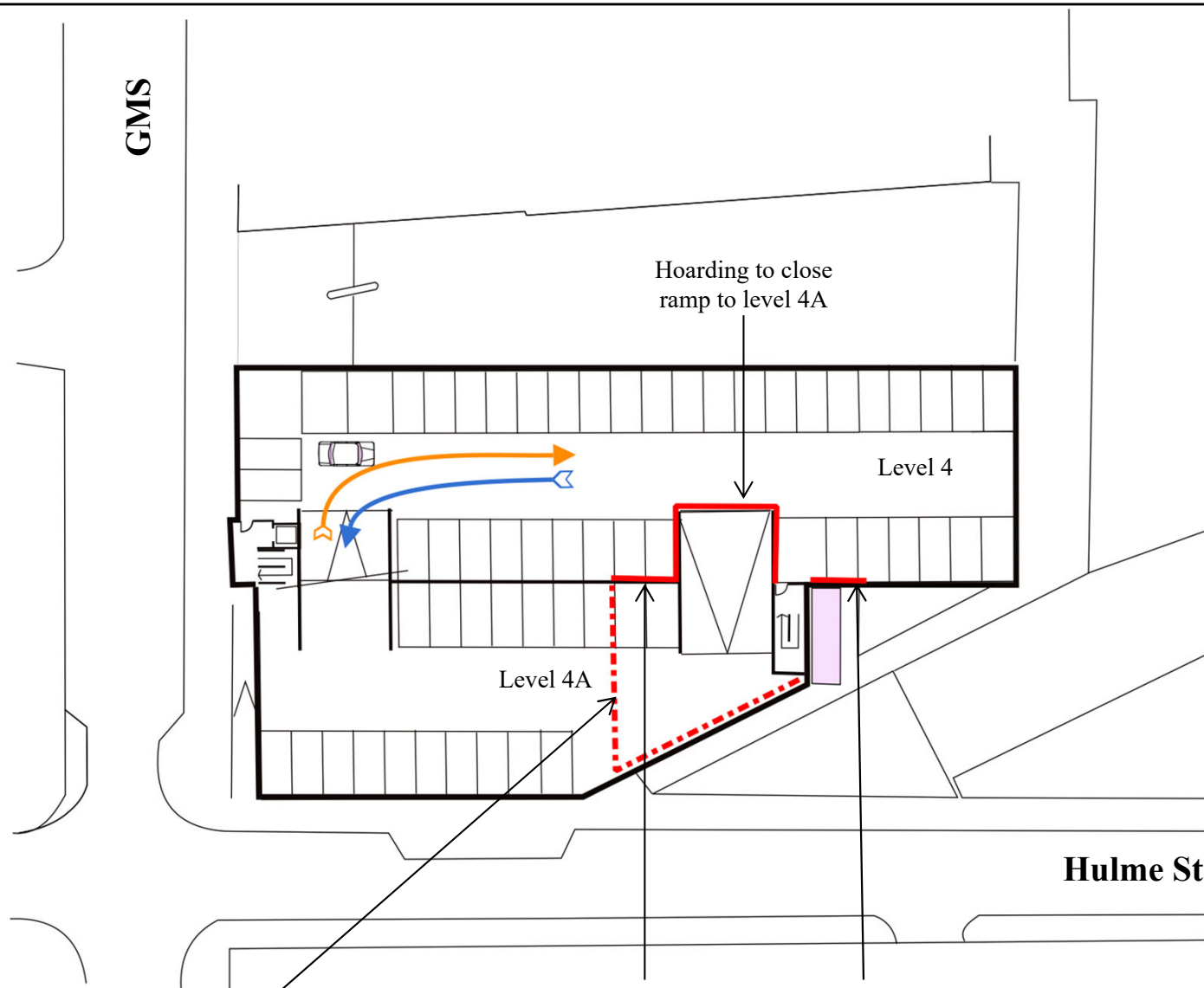
Drawn ANW
Date 09.01.2024

C 980

Drawing No
CS 03



GMS



KEY

- Hoarding line
- Car entry
- Car exit
- Scaffold
- - - Heras fencing

Heras fencing with acoustic barrier

Hoarding to close up this area of façade to level 4A parking deck

Hoarding to close up this area of louvered façade

HOARDING LEVEL 4A

Construction
Planning
Associates

Great Marlborough Street,
Manchester

Scales N/A
Original Size NTS

Drawn ANW
Date 09.01.2024

C 980

Drawing No
CS 04

Appendix D

Air Quality and Dusk Risk Assessment

Air Quality & Dust Risk Assessment

Site Location

Great Marlborough Street Car Park

Date of Assessment

Dec-23

Summary of Appraisal & Conclusion of Site Specific Dust Risk

Table 1 - Summary of Dust Emission Magnitude for a Site

Combine Answers to Step 2A

Activity	Dust Emission Magnitude
Demolition	Small
Earthworks	N/A
Construction	N/A
Trackout	Small

Table 5 - Summary of Site Sensitivity

Combines Answers to Step 2B

Receptor Sensitivity	Sensitivity of Surrounding Area			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	High	N/A	N/A	High
Human Health	Low	N/A	N/A	Low
Ecological	N/A	N/A	N/A	N/A

Table 10 - Summary of Site Specific Dust Risk

Potential Risk	Risk			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	Medium	N/A	N/A	Low
Human Health	Negligible	N/A	N/A	Negligible
Ecological	N/A	N/A	N/A	N/A

GUIDANCE TABLES

Table 2: Sensitivity of the Area to Dust Soiling Effects on People and Property ^{a,b}

Receptor Sensitivity	Number of Receptors	Distance from the Source (m) ^c			
		<20	<50	<100	<350
High	>100	High	High	Low	Low
	10-100	High	Medium	Low	Low
	1-10	Medium	Low	Low	Low
Medium	>1	Medium	Low	Low	Low
Low	>1	Low	Low	Low	Low

^a The sensitivity of the area should be derived for each of the four activities: demolition, construction, earthworks and trackout. See **STEP 2B, Box 6** and **Box 9**.

^b Estimate the total number of receptors within the stated distance. Only the highest level of area sensitivity from the table needs to be considered. For example, if there are 7 high sensitivity receptors <20 m of the source and 95 high sensitivity receptors between 20 and 50 m, then the total of number of receptors <50 m is 102. The sensitivity of the area in this case would be high.

^c For trackout, the distances should be measured from the side of the roads used by construction traffic. Without site-specific mitigation, trackout may occur from roads up to 500 m from large sites, 200 m from medium sites and 50 m from small sites, as measured from the site exit. The impact declines with distance from the site, and it is only necessary to consider trackout impacts up to 50 m from the edge of the road.

Table 3: Sensitivity of the Area to Human Health Impacts ^{a,b}

Receptor Sensitivity	Annual Mean PM ₁₀ concentration ^c	Number of Receptors	Distance from the Source (m) ^c				
			<20	<50	<100	<200	<350
High	>32 µg/m ³ (>18 µg/m ³ in Scotland)	>100	High	High	High	Medium	Low
		10-100	High	High	Medium	Low	Low
		1-10	High	Medium	Low	Low	Low
	28-32 µg/m ³ (16-18 µg/m ³ in Scotland)	>100	High	High	Medium	Low	Low
		10-100	High	Medium	Low	Low	Low
		1-10	High	Medium	Low	Low	Low
	24-28 µg/m ³ (14-16 µg/m ³ in Scotland)	>100	High	Medium	Low	Low	Low
		10-100	High	Medium	Low	Low	Low
		1-10	Medium	Low	Low	Low	Low
	<24 µg/m ³ (<14 µg/m ³ in Scotland)	>100	Medium	Low	Low	Low	Low
		10-100	Low	Low	Low	Low	Low
		1-10	Low	Low	Low	Low	Low
Medium	>32 µg/m ³ (>18 µg/m ³ in Scotland)	>10	High	Medium	Low	Low	Low
		1-10	Medium	Low	Low	Low	Low
	28-32 µg/m ³ (16-18 µg/m ³ in Scotland)	>10	Medium	Low	Low	Low	Low
		1-10	Low	Low	Low	Low	Low
	24-28 µg/m ³ (14-16 µg/m ³ in Scotland)	>10	Low	Low	Low	Low	Low
		1-10	Low	Low	Low	Low	Low
	<24 µg/m ³ (<14 µg/m ³ in Scotland)	>10	Low	Low	Low	Low	Low
		1-10	Low	Low	Low	Low	Low
Low	-	≥1	Low	Low	Low	Low	Low

^a The sensitivity of the area should be derived for each of the four activities: demolition, construction, earthworks and trackout. See STEP 2B, Box 7 and Box 9.

^b Estimate the total within the stated distance (e.g. the total within 350 m and not the number between 200 and 350 m), noting that only the highest level of area sensitivity from the table needs to be considered. For example, if there are 7 high sensitivity receptors <20 m of the source and 95 high sensitivity receptors between 20 and 50 m, then the total of number of receptors <50 m is 102. If the annual mean PM₁₀ concentration is 29 µg/m³, the sensitivity of the area would be high.

^c Most straightforwardly taken from the national background maps, but should also take account of local sources. The values are based on 32 µg/m³

being the annual mean concentration at which an exceedence of the 24-hour objective is likely in England, Wales and Northern Ireland. In Scotland there is an annual mean objective of 18 µg/m³

^d In the case of high sensitivity receptors with high occupancy (such as schools or hospitals) approximate the number of people likely to be present. In the case of residential dwellings, just include the number of properties.

^e For trackout, the distances should be measured from the side of the roads used by construction traffic. Without site-specific mitigation, trackout may occur from roads up to 500 m from large sites, 200 m from medium sites and 50 m from small sites, as measured from the site exit. The impact declines with distance from the site, and it is only necessary to consider trackout impacts up to 50 m from the edge of the road.

Table 4: Sensitivity of the Area to Ecological Impacts ^{a b}

Receptor Sensitivity	Distance from the Source (m) ^c	
	<20	<50
High	Medium	Medium
Medium	Medium	Low
Low	Low	Low

^a The sensitivity of the area should be derived for each of the four activities: demolition, construction, earthworks and trackout and for each designated site. See STEP 2B, Box 8 and Box 9.

^b Only the highest level of area sensitivity from the table needs to be considered.

^c For trackout, the distances should be measured from the side of the roads used by construction traffic. Without site-specific mitigation, trackout may occur from roads up to 500 m from large sites, 200 m from medium sites and 50 m from small sites, as measured from the site exit. The impact declines with distance from the site.

Table 5: Example of the Outcome of Defining the Sensitivity of the Area

Potential Impact	Sensitivity of the Surrounding Area			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	High	High	High	Medium
Human Health	High	High	High	High
Ecological	Medium	Medium	Low	Low

Table 6: Risk of Dust Impacts - Demolition

Sensitivity of Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Medium Risk
Medium	High Risk	Medium Risk	Low Risk
Low	Medium Risk	Low Risk	Negligible

Table 7: Risk of Dust Impacts - Earthworks

Sensitivity of Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Medium Risk	Low Risk
Low	Low Risk	Low Risk	Negligible

Table 8: Risk of Dust Impacts - Construction

Sensitivity of Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Medium Risk	Low Risk
Low	Low Risk	Low Risk	Negligible

Table 9: Risk of Dust Impacts - Trackout

Sensitivity of Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Medium Risk	Negligible
Low	Low Risk	Low Risk	Negligible

The risk of dust impacts for the four activities can usefully be summarised in a table. An example of a completed risk table is provided in **Table 10**.

Table 10: Example of a Summary Dust Risk Table to Define Site-Specific Mitigation

Potential Impact	Sensitivity of the Surrounding Area			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	High	High	High	Medium Risk
Human Health	High	Medium Risk	High	Medium Risk
Ecological	Negligible	Negligible	Negligible	Negligible

Air Quality & Dust Risk Assessment

Site Location

Great Marlborough Street Car Park

Date of Assessment

Dec-23

This Air Quality & Dust Risk Assessment is based upon the methodology set out in the Institute of Air Quality Management's (IAQM) 2023 Guidance on the Assessment of dust from demolition and construction.

STEP 1 - SCREENING	
1a	Is human receptor site within 250 m of the boundary of the site; or 50 m of the route(s) used by construction vehicles on the public highway, up to 500m from the site entrance(s)
	Y
	Y/N
1b	Is ecological receptor site within 50 m of the boundary of the site; or 50 m of the route(s) used by construction vehicles on the public highway, up to 250 m from the site entrance(s).
	Y/N
	Y/N
IF ANSWERS TO 1A OR 1B ARE 'YES' COMPLETE 1C & COMPLETE ASSESSMENT	
1c	Provide a description of the description of the proposed demolition and construction activities, their location and duration, and any phasing of the development. include: • the proximity and number of receptors; • the specific sensitivity of the receptor(s), eg a primary school or hospital; • the duration for which the sources of dust emissions may be close to the sensitive receptors • in the case of PM10, the local background concentration.
	The works comprise of the partial deconstruction of the south stair core to level 4 car parking. Access to levels 4 & 5 for parking is closed. The nearest human receptors to the site are Bridgewater Heights Student Accommodation joined to residential apartments to the north of the site, a block of residential buildings to the west of the site, a residential building on the corner of Hulme Street, the Quadrangle residential dwellings to the south and Holiday Inn Express to the south-east of the site. There are 10-100 receptors within 20m. Deloitte Environmental Statement identifies there are no relevant ecological receptors. The Greater Manchester Air Quality Statement for 2022 published June 2023 indicates the background annual mean PM10 levels were 18 ug/m3 which is below the annual mean objective level.

STEP 2 ASSESS THE RISK OF DUST IMPACTS**STEP 2A: Define the Potential Dust Emission Magnitude**

Demolition Phase	
2A i Is the volume of demolition Large • total volume of building to be demolished >75,000m³, or • potentially dusty construction material (e.g. concrete), or • on-site crushing and screening, or • demolition activities >12m above ground level;	Y/N
Medium • total volume of building to be demolished 12,000m³ – 75,000m³, or • potentially dusty construction material, or • demolition activities 6-12m above ground level;	Y/N
Small • total volume of building to be demolished <12,000m³, or • construction material with low potential for dust release (e.g. metal cladding or timber), or • demolition activities <6m above ground, demolition during wetter months	Y
Earthworks Phase	
2A ii Is the scale of the Earthworks Large • total site area >110,000m², • potentially dusty soil type (e.g. clay, which will be prone to suspension when dry to due small particle size), or • >10 heavy earth moving vehicles active at any one time on site, or • Formation of bunds >6m in height;	Y/N
Medium • total site area 18,000m² – 110,000m², • moderately dusty soil type (eg. silt), or • 5-10 heavy earth moving vehicles active at any one time, or • formation of bunds 3m –6m in height,	Y/N
Small • total site area <18,000m², or • soil type with large grain size (e.g. sand), or • <5 heavy earth moving vehicles active at any one time, • formation of bunds <4m in height	Y/N

Air Quality & Dust Risk Assessment

Site Location

Great Marlborough Street Car Park

Date of Assessment

Dec-23

Construction Phase	
2A iii Is the scale of the works Large - total building volume >75,000m³, or - on site concrete batching; or - sandblasting	Y/N
Medium - total building volume 12,000m³ – 75,000m³, or - potentially dusty construction material (e.g. concrete), or - on-site concrete batching;	Y/N
Small - total building volume <12,000m³, or - construction material with low potential for dust release (e.g. metal cladding or timber).	Y/N
Trackout	
2A iii Only receptors within 50 m of the route(s) used by vehicles on the public highway and up to 500 m from the site entrance(s) are considered to be at risk from the effects of dust. These numbers are for vehicles that leave the site after moving over unpaved ground, where they will accumulate mud and dirt that can be tracked out onto the public highway. Trackout may occur along the public highway up to 500 m from large sites, 200 m from medium sites and 50 m from small sites, as measured from the site exit. Will the trackout be:- Large >50 HDV (>3.5t) outward movements in any one day, - potentially dusty surface material (e.g. high clay/silt content), - unpaved road length >100 m;	Y/N
Medium 20-50 HDV (>3.5t) outward movements in any one day, - moderately dusty surface material (e.g. high clay content), - unpaved road length 50 m – 100 m (high clay content);	Y/N
Small <20 HDV (>3.5t) trips in any one day, - surface material with low potential for dust release, - unpaved road length <50 m.	Y

STEP 2B: Define the Sensitivity of the Area	
2B i Sensitivity of People to Dust Soiling Effects - DEMOLITION	
Is the location a High sensitivity receptor • Users can reasonably expect an enjoyment of a high level of amenity; or • the appearance, aesthetics or value of their property would be diminished by soiling and the people or property would reasonably be expected to be present continuously, or at least regularly for extended periods as part of the normal pattern of use of the land. • Indicative examples include dwellings, museums and other culturally important collections, medium and long term car parks and car showrooms.	Y
Medium sensitivity receptor • Users would expect to enjoy a reasonable level of amenity but would not reasonably expect to enjoy the same level of amenity as in their home; or • The appearance, aesthetic or value of their property could be diminished by soiling; or • The people or property would not reasonably be expected to be present here continuously or regularly for extended periods as part of the normal pattern of use of the land; • Indicative examples include parks and places of work.	Y/N
Low sensitivity receptor • The enjoyment of amenity would not reasonably be expected; or • Property would not reasonably be expected to be diminished in appearance, aesthetics or value by soiling; or • There is transient exposure, where the people or property would reasonably be expected to be present only for limited periods of time as part of the normal pattern of use of the land. • Indicative examples include playing fields, farmland (unless commercially-sensitive horticultural), footpaths, short-term car parks and roads.	Y/N
Sensitivity of People to Dust Soiling Effects - EARTHWORKS	
Is the location a High sensitivity receptor	Y/N
Medium sensitivity receptor	Y/N
Low sensitivity receptor	Y/N
Sensitivity of People to Dust Soiling Effects - CONSTRUCTION	
Is the location a High sensitivity receptor	Y/N
Medium sensitivity receptor	Y/N
Low sensitivity receptor	Y/N
Sensitivity of People to Dust Soiling Effects - TRACKOUT	
Is the location a High sensitivity receptor	Y
Medium sensitivity receptor	Y/N
Low sensitivity receptor	Y/N

2B ii Sensitivities of People to the Health Effects of PM10 - DEMOLITION	
High sensitivity receptor • Locations where members of the public are exposed over a time period relevant to the air quality objective for PM10 (in the case of the 24-hour objectives, a relevant location could be one where individuals may be exposed for eight hours or more in a day). • Indicative examples include residential properties. Hospitals, schools and residential care homes should also be considered as having equal sensitivity to residential areas for the purposes of this	Y
Medium sensitivity receptor • Locations where the people exposed are workers, and exposure is over a time period relevant to the air quality objective for PM10 (in the case of the 24-hour objectives, a relevant location would be one where individuals may be exposed for eight hours or more in a day). • Indicative examples include office and shop workers, but will generally not include workers occupationally exposed to PM10, as protection is covered by Health and Safety at Work legislation	Y/N
Low sensitivity receptor • Locations where human exposure is transient. • Indicative examples include public footpaths, playing fields, parks and shopping streets	Y/N
Sensitivities of People to the Health Effects of PM10 - EARTHWORKS	
Is the location a High sensitivity receptor	Y/N
Medium sensitivity receptor	Y/N
Low sensitivity receptor	Y/N
Sensitivities of People to the Health Effects of PM10 - CONSTRUCTION	
Is the location a High sensitivity receptor	Y/N
Medium sensitivity receptor	Y/N
Low sensitivity receptor	Y/N
Sensitivities of People to the Health Effects of PM10 - TRACKOUT	
Is the location a High sensitivity receptor	Y
Medium sensitivity receptor	Y/N
Low sensitivity receptor	Y/N

2B iii Sensitivities of Receptors to Ecological Effects DEMOLITION	
High sensitivity receptor • Locations with an international or national designation and the designated features may be affected by dust soiling; or • Locations where there is a community of a particularly dust sensitive species such as vascular species included in the Red Data List for Great Britain. • Indicative examples include a Special Area of Conservation (SAC) designated for acid heathlands or a local site designated for lichens adjacent to the demolition of a large site containing concrete (alkali) buildings.	Y/N
Medium sensitivity receptor • Locations where there is a particularly important plant species, where its dust sensitivity is uncertain or unknown; or • Locations with a national designation where the features may be affected by dust deposition. • Indicative example is a Site of Special Scientific Interest (SSSI) with dust sensitive features	Y/N
Low sensitivity receptor • Locations with a local designation where the features may be affected by dust deposition. • Indicative example is a local Nature Reserve with dust sensitive features	Y/N
Sensitivities of Receptors to Ecological Effects - EARTHWORKS	
Is the location a High sensitivity receptor	Y/N
Medium sensitivity receptor	Y/N
Low sensitivity receptor	Y/N
Sensitivities of Receptors to Ecological Effects - CONSTRUCTION	
Is the location a High sensitivity receptor	Y/N
Medium sensitivity receptor	Y/N
Low sensitivity receptor	Y/N
Sensitivities of Receptors to Ecological Effects - TRACKOUT	
Is the location a High sensitivity receptor	Y/N
Medium sensitivity receptor	Y/N
Low sensitivity receptor	Y/N