

Bowlers Yard

Construction Management Plan



May 2023
Rev 4

1. Introduction

The purpose of the Construction Management Plan (CMP) is to address the detailed procedures, sequencing and construction methodology anticipated by the project team engaged in the planning, liaison and construction of the project. The plan outlines proposals on traffic and environmental measures to be adopted during construction and provides supplementary information to the Environmental Statement on construction related issues.

It is also designed to be a live document which will eventually address how any planning conditions imposed on the project will be managed or discharged by the construction teams.

It is not to be confused with the Construction Phase Health & Safety Plan, which will provide the contractor with a mechanism to comply with its legal responsibilities when acting as principal contractor in respect to the Construction (Design & Management) Regulations 2015

The CMP incorporates 3 main elements.

1. Background and description of the construction of the apartment building.
2. Traffic management considerations.
3. Environmental considerations.

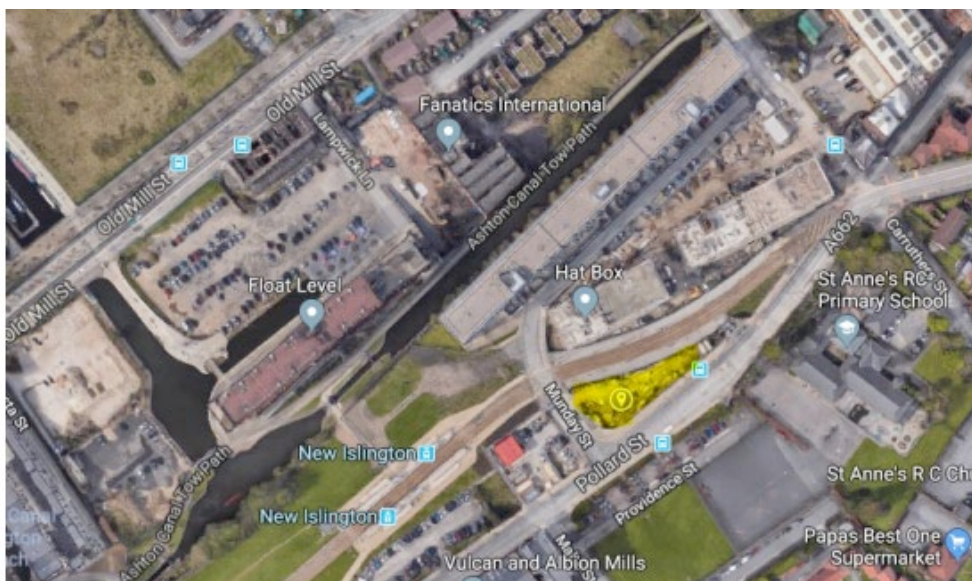
2. Consideration of the Apartment Building

2.1 Background

Bowlers Yard, is a 10-storey Structural Steel framed apartment block which sits adjacent to New Islington Metrolink Station. The scheme includes one, two and three-bedroom apartments. Some of the apartments will come with balconies. A street level car park will provide on-site parking. The ground floor will comprise of A3 retail and resident amenity space

2.2 Site Location

The site is situated on the corner of Pollard Street and Munday Street, Hulme Hall Road, Manchester M4 7HY <https://goo.gl/maps/21ngyHpMG7T2> . The site is generally triangular in shape with the northern boundary being the Metrolink line. Entrance to the building will be via Munday Street generally.



2.3 Description of the Site

The site was demolished some years ago and in recent times was a materials storage yard for the adjacent construction projects. The site is currently fenced and hoarded and has not been in use for some 18 months. View from Munday street below



2.4 The Building

The building is consisting of a 10-storey main body with ground carpark. This is accessed from Munday street. The top floor of the building facing Pollard street has feature roofs, whilst the rear has a parapet and generally flat roof profile. Apartments facing the Munday and Pollard streets have balconies.

Foundations – These will be concrete raft foundations

Frame – is Structural steel frame with inset balconies and metal deck with concrete

Roofs - Are generally single ply.

Envelope – the envelope is traditional brickwork with feature detailing at the balcony reveal position. The choice of masonry style; traditional, rainscreen slip or precast wall with slip has not yet been chosen.



This architectural floor plan illustrates the proposed building layout at 100 Pollard Street. The plan is bounded by Pollard Street to the south and features a red line indicating the proposed building footprint. Key areas and rooms include:

- Entrance**: Located at the southwest corner.
- Reception**: Situated near the entrance.
- Waiting Area**: A large open space in the central part of the building.
- Office**: Multiple office spaces, including a large one labeled 'Office' and several smaller ones.
- Meeting Room**: A room with a circular table and chairs.
- Break Room**: A room with a table and chairs.
- Storage**: Several storage areas throughout the plan.
- Restroom**: A restroom facility.
- Garage**: A large garage area at the southeast end.
- Driveway**: A driveway leading to the garage.
- Site Context**: The plan shows the building's location relative to Pollard Street, a parking lot, and a driveway. A red line indicates the proposed building footprint.

2.5 Programme

2.6 Risk Management and Control Assessments

Bowlers Yard, Munday Street, Manchester, M4 7HY

Control Log – Risk Registers (updated & live), safety audits

Risk Assessments and Control Procedures - Element specific risk assessments will be developed during the course of the works in conjunction with the specialist sub-contractors, these will be in line with requirements of the construction phase health and safety plan, the designers risk assessments etc. With particular attention being given to the adjacent boundary conditions and the unique solution needed for each elevation.

Below is a list of Site-Specific items relating to Health and Safety where particular attention will be given during pre-construction phase that the team will develop specific Method Statements and Risk control procedures to manage.

- Footpath Public Safety to Munday and Pollard Streets
- Metrolink proximity and adjacent working operations
- Milliners Wharfe – public safety and vehicular access to their car park entrance
- Lifting operations – over footpath, delivery locations etc,
- Site operative safety during the frame works
- Site operative safety – tight site – access routes
- Major plant installations – Mobile cranes and MEWPS
- Frame falling objects – netting and screens

Whilst this list is not exhaustive, it will be used as discussion points for the team developing the project Construction Phase Health and Safety Plan.

2.7 Working Hours

The construction hours will be as prescribed by the local authority, but we expect these to be from;

7.30am – 6.00pm Monday to Friday

8.30am – 2.00pm Saturday's

Closed Sundays and Bank Holidays.

There will be certain circumstances where construction work will be required to take place outside of these hours. An example of this is 'power floating' of the floor slabs, this will be intermittent and is likely to be one day per week over the upper floor frame programme. The exact phasing and timescales of this will be communicated to our neighbours and direct to the relevant Environmental Health Officer for the area for the necessary section 60 approval.

2.8 Pre-Start Survey

A preliminary survey of the works has been undertaken, prior to commencement a full joint survey will be undertaken with the client team, party wall surveyor and MCC taking account. A photographic record of the boundary conditions will be electronically stored via our A-Site system;

- Existing structures
- Boundaries (Metrolink, Milliners access)
- Kerb lines
- Road conditions

- Pavements
- Lighting columns
- Street furniture

2.9 Construction Site Compound and Accommodation Welfare and Storage

The main Project Offices will be sited at the clients adjacent site on Munday Street, this was the location of the site offices for the adjacent Milliners Wharfe development. Where we have allowed for a portable cabin setup here with limited parking and storage facilities. The intention being that 'Portakabin' type units are double stacked with offices over the top of Welfare. The welfare available will exceed the requirements outlined in Schedule 2 of the Construction (Design & Management) Regulations 2015. There is limited off street parking with this compound site. We may well utilise the ground floor Bin store and cycle store when available as site-based offices for fit-out contractors.



Detailed site compound layout to be co-ordinated with client during pre-construction period.

Car Parking

There will be no car parking on site. Limited parking will be available in the site compound. We recognise that construction car-parking within the area is very limited indeed as there is a considerable amount of construction work ongoing within the close proximity. Our operatives will be encouraged to utilise all forms of public transport. We are currently negotiating a reduced cap parking rate with Citiparks, this will be open to our operatives once finalised.

The site is located directly adjacent New Islington Tram stop. Our operatives will be encouraged to utilise this where practical to do so.

During the procurement stage operative numbers will be established and appropriate allocation established in the area. We are conscious of the local resident parking and will account for this in discussions with the supply chain. This will be re-iterated at induction to the work force

2.9.1 Safety / Highways & Adjacent Community

Access into the site and accommodation compound will be via security turnstile operated by use of biometric scanning. Approvals to close the road and realign the hoardings have been approved by MCC Highways, scaffold access will remain within the confines of the site and not affect any of the adjacent highways or the Metrolink Asset.

Milliners Wharfe Residential Entrance - we recognise the close proximity of the construction site entrance and that of Milliners Wharfe. We will provide a dedicated gateman to control this entrance ensuring priority is given to the public entering and leaving the car-park.



St Anne's RC Primary School - we recognise the proximity of the construction site to St Anne's RC Primary School. We will work with the school to ensure that no disruption to their safe operation occurs. This could include timing deliveries around their peak times, having educational site tours and giving informative presentations to the staff and pupils.



2.9.2 Deliveries

All deliveries will approach the site from the A662 Pollard Street. Vehicles will enter the site drop off zone for removal. During the early pre-construction stage, we will collate all delivery needs from the supply chain and develop a contractor specific delivery strategy for each element of the works. For example, A dedicated full-time compound gateman will be engaged to direct site and public traffic alike. Once developed we will review this delivery strategy with MCC Highways and agree a site specific delivery protocol.

Delivery Vehicles Swept Path Analysis – if necessary, this will involve vehicle swept path analysis to demonstrate safe vehicle manoeuvres.

Materials storage – whilst the objective will be to take deliveries direct to the point of usage, we will be utilising the undercover carpark to a temporary dry storage facility, this will be supplemented by the bike stores (if not used for additional office space), which can remain available until late in the programme sequence.

2.10 Construction Environmental Management Plan

The CEMP defines responsibilities and methods during the construction phase of this development to manage potential impacts on the by the control of contaminant arising from the construction works.

The CEMP addresses the following issues associated with the development:

- Dust Emissions;
- Ecology;
- Water Pollution;
- Waste Management;
- Contaminated Land; and
- Community Responsibility.

2.10.1 Early Works

Enabling Work & Site Investigations

The site is currently fenced and secured. To further inform the design additional Site investigation works are needed, such as slip trenched to identify services and existing underground structures, bore holes to inform the structural engineer of the ground bearing strata.

2.10.2 Hoardings & Site Set-Up

We have allowed to operate and maintain the existing secure site boundary hoardings on all boundaries;

- Munday and Pollard Streets – by agreement with MCC highways, fencing lines will be extended into the footpath area to create a safe working space for operations. This will be including secure entry and exit gates.
- Hoardings will be solid and of high quality. Appropriate for the location.
- A water filled barrier system is to be installed on the elevation to the metro link to prevent vehicle incursion onto the line area during the construction phase of the works – The barriers are to have the fencing to the barriers to create the boundary and vehicle barrier type RB200

2.11 Scaffold & Hoisting Access Plan

As the building design is of masonry, we propose to fully traditional scaffold the building. The scaffold will either be assembled to a generally recognised standard configuration, such as TG20, or will be designed by bespoke calculation by a competent person. The scaffold will be erected, altered, and dismantled in a safe manner by following NASC guidance document SG4. We will co-ordinate this with MCC Highways to ensure public safety as per their requirements. Scaffold has been designed with protective netting to ensure the safety of the workers, nearby properties, locals and the Metrolink.

We will ensure that adequate communication is held with Metrolink to agree safe working methods of the erection and dismantling of the scaffold before any works commence. A discussion will also be held with Metrolink regarding our approach to the overhead electric lines, ensuring that the Metrolink asset is protected and the correct agreement/procedure is in place. The contractor will ensure that no oversailing of materials will incur and if required, isolation periods will be agreed with Metrolink operations to ensure safety throughout the construction of the scheme (especially the first 8m).

A detailed programme of deliveries will be developed with each trade contactor.

2.12 Tower Crane Management

The Tower crane design for this scheme has not been created at this stage. However, we confirm that the tower crane will be erected or dismantled on site as per the details and agreements made with Metrolink.

The tower crane will be Class D to ensure minimal risk of collapse and positioned as far away from the Metrolink as practically possible. The slew radius will not over sail the Metrolink asset, and the fall zone will be restricted to the furthest extent possible and agreed with Metrolink.

We can confirm that we will obtain all of the necessary approvals and permits with Metrolink, Highways etc., before commencing the works in question. We will ensure that a good working relationship is obtained and close communication is applied throughout the scheme to ensure all parties are protected and satisfied.

3. Traffic Management

A traffic management plan will be created prior to works starting, this will be a live document and along with the Construction Phase Health and Safety Plan will be updated throughout the life of the project, when appropriate. This will be fully agreed in advance with MCC, client and all third parties. The project will follow these agreed action plans.

We will install any necessary signage identifying the works / pedestrian routes as required. Secure fencing and hoarding (detailed in Section 8.0) will be erected/maintained where required to the site boundary complete with full height, secure lockable wide gates

3.1 Vehicle & Pedestrian Management

Vehicles entering site will do so via the manned access gate.

Vehicles will be logged in and a driver induction sheet will be completed (all deliveries will be prebooked 24 hours in advance and approval issued prior to confirmation to haulier to proceed).

The Gateman / Unload Supervisor will control the gates ensuring no members of the public can stray onto site.

Dedicated walkways will be erected within the unload area and around site preventing vehicles and personnel 'mixing'.

Public Walkways

Public routes will be agreed with MCC Highways in advance of any works. Signage / directional arrows will identify the routes will be clear and visible. Routes will be lit to the relevant standards as required. Our full-time gateman will be on hand to direct members of the public should it be necessary.

3.1.2. Signage

Adequate signage will be erected on the lead up to the entrance to site to enable safe traffic movements on the public highway. Particular attention will be given to the signage and communication with the residents and users of Milliners Wharfe. Signage to D.O.T/MCC Highways standard are identified on the traffic management plan and will be agreed with the MCC Highways during the application stage.

Site Signage

Company branded signage will be erected around the site and the compound advising all safety obligations of the company their workforce and visitors, signage will be subject to weekly inspection and daily monitoring.

3.1.1 Vehicle Parking

The site has limited space. Site based vehicles will park and operate from the adjacent compound carpark area. This will allow small delivery vans and the like to directly enter the car park for offloading wherever practical to do so, thereby reducing the street kerbside traffic. All construction vehicles and plant are to be parked in a safe and tidy manner at the works location when not in use.

4. Environmental Considerations and Minimising the Environmental Impacts

The project team and all its employees recognise the sensitivity of and proximity of this building to the Ashton Canal, the Metrolink, Milliners Wharfe and St Anne's RC Primary School. As part of the Environmental Management System, personnel are made aware of issues which may impact on the environment and these receptors in particular.

Environmental issues will be communicated to staff and operatives at site induction and specific environmental toolbox talks will be delivered with records of attendance maintained.

Specific actions will be;

- Site surface water during the early stages of the project will be settled via a specific treatment facility and discharged to the mains sewer not the canal daily inspection of the footpath and hoardings and barriers.
- Permanent gateman on Munday Street with a responsibility to constantly check the road and access areas and ensure they are kept clean and tidy
- Mesh hoardings will be debris netted to catch any wind debris
- Scaffolds will be netted.

4.1 Archaeology

A report is currently being prepared. These works will be complete before works commence.

4.2 Water

During the works any run off will be managed within the boundary of the site, in accordance with our agreed method statement and company policies. In principal a boundary bund will be formed to prevent any migration into to the canal, thereby containing it within the site. All water collected during the ground works will be treated with a specific and discharged to the mains sewer via the existing permanent foul water connection in the ramp area.

The Ashton Canal is the nearest surface water readily identifiable on Ordinance Survey mapping, located approximately 80m to the north of site. Given the cohesive nature of the Devensian Till, the pathway for mobile contaminants sourced from the site to reach this watercourse is not considered to be active. Furthermore, much of the Made Ground will be excavated as part of the enabling works to create the raft foundation of the proposed building.

Based on the available information and recommended mitigation measures being implemented, concentrations of contaminants of concern detected within soil sampled from beneath the site are not considered to represent a potentially significant risk to surface water receptors

Drainage Connections

The foul drainage connection to the existing sewer is to be undertaken early in the works. Whilst the condition of the existing manhole is unknown we have reviewed this with the frame contractor. Once re-lined and approved, we will utilise this for temporary water discharge from the works.

Even though the prevention of pollution activities is of prime importance, it is recognised that emergency procedures need to be put in place. Spillage response will form part of the RAMS from each sub-contractor.

4.2 Concrete Wash Out

The concrete washout will be undertaken on site. A specific washout skip will be positioned at street level during concrete pouring operations for this. Concrete vehicles will be offloaded and cleaned at street level thereby ensuring no debris is deposited on the street.

4.2.2 Noise and Vibration

One of the key drivers to this project is to cause the minimum possible disruption to the adjacent properties and the public. We will follow the guidance contained in BS5228:2009 + A1 2014 Noise and Vibration Control on Construction and Open Sites and follow the mitigation measures as set out within the Institute of Air Quality Management Guidance for Demolition and Construction sites (2012).

Environmental control in line with the recommendations set out within Manchester City Council technical guidance will be a priority and would influence the construction methodology adopted on site. For all works, the mechanical plant used will comply with the standards in terms of noise, dust emissions and environmental controls set out in the Manchester City Council Planning & Noise Technical Guidance.

To fully understand the potential for disruption and the impact that the construction phase will have on the local community we must firstly consider the current environment in the immediate area. Our noise, dust and vibration minimisation proposals, developed following the Manchester City Council Planning & Noise

Technical Guidance, will ensure that the air quality impact of construction and demolition activities are minimised by employing effective mitigation measures and comprise the following:

- Management of movement - understand and avoid where possible busy periods on the local roads, especially so during the excavation periods where the number of vehicle movements intensifies for short duration
- Careful consideration given to proximity to neighbouring residents, delivery routes and times.
- Maintenance of public footpaths, with all pedestrian routes kept clear at all times.
- Advance written notification to all those affected by key site activities.
- Establishment of agreed site rules with regular monitoring and recording; Environmental Manager to monitor noise, dust, and vibration levels on a regular basis, as set out in Manchester Council Planning & Noise Technical Guidance and immediately cease works where levels exceed the criteria set by Manchester City Council. Seek Guidance from Council where levels have been exceeded prior to proceeding with the activity.
- Site working hours and strict enforcement of 'site shut' periods to comply with the planning condition and Manchester City Council Guidance.
- Delivery times - outside of peak road activity wherever possible and phased to be 'just in time'.
- Prefabrication of structural components off site to minimise site works where possible.
- Working space requirements; all construction activities to be undertaken from inside the perimeter of the site.
- Site accommodation, welfare, and storage areas; to be kept clean, and hygienic, at all times.
- Waste management (as described above).
- Potential dust migration - keep areas damped down with water suppression measures and provide as necessary, Monarflex screens to any scaffolded areas at the boundary to limit the spread of dust beyond the site boundary.
- Plant and machinery will be modern, not more than 5 years old, comply with current legislation, be regularly maintained, and operated in a way that reduces noise and vibration impacts.
- We will keep an up-to-date list of all non-road mobile machinery used during the site Preparation and construction phases of the development.
- Access and egress of vehicles and operatives from the site will be via secure, access-controlled gates; use existing highways crossover and a gateman.
- Provision of parking arrangements on site whilst seeking to maximise use of public transport.
- New incoming services - ensure statutory authorities undertaking works in connection with the project comply with this CEMP.
- Likewise, ensure that any works carried out under Section 50/106/278 Agreements comply with this CEMP

Construction Noise Levels

The likely maximum construction noise levels have been predicted based on the anticipated activities and plant/equipment that are likely to be in operation during the various construction stages.

The assumed construction activities and plant / equipment are shown in Table 1 below, and the predicted maximum construction noise levels are presented in Table 2. The noise level prediction methodology described in BS 5228:2009 has been used which specifies the anticipated noise levels for a variety of construction equipment measured at a reference distance of 10m. Subsequently, corrections are applied to

the source noise level, to account for actual distance to the receptors, duration of the time the equipment will be operating within the observation time, and the number of items of plant / machinery. The on-time values used in the noise level predictions are estimated based on previous experience.

Construction stage	Activity	Plant	Source data ref	Noise level dB(A) at 10m	Quantity	Percentage on time	Equivalent noise level dB(A) at 10m	Activity noise level dB(A)
Site Establishment	Establishment of welfare/site accommodation	Mobile crane	C4.38	78	1	20	71	80
		Lorry	C6.21	80	1	20	73	
		Generator	C8.24	59	1	100	59	
	Site hoarding	Small excavator	C2.24	73	1	50	70	
		Hammer	C1.19	69	1	50	66	
		Nail gun	C4.95	73	1	50	70	
		Dump truck	C2.30	79	1	50	76	
Site Preparation	Site clearance & haul roads	Dozer	C2.10	80	1	50	77	84
		Tracked excavator	C2.3	78	3	50	80	
		Dump truck	C2.30	79	1	50	76	
		Lorry	C2.34	80	3	10	75	
		Vibratory roller	C5.20	75	1	50	72	
Substructure Works	Piled foundations (CFA)	Crawler mounted rig	C3.21	79	3	50	81	85
		Tracked excavator	C3.24	74	2	50	74	
		Concrete pump	C3.25	78	1	75	77	
		Concrete mixer	C4.27	79	1	75	78	
		Dump truck	C2.30	79	2	25	76	
	R.C. concrete beams, bases, walls and earthworks	Tracked excavator	C2.14	79	2	50	76	84
		Dump truck	C2.30	79	1	25	73	
		Concrete pump	C3.25	78	1	75	77	
		Concrete mixer	C4.27	79	1	75	78	
		Poker vibrator	C4.33	78	2	50	75	
	Pile breaking	Crawler crane	C3.29	70	2	50	70	90
		Lorry	C2.34	80	3	10	75	
		Hydraulic hammer	C1.6	83	2	25	80	
		Pneumatic jack hammer	C1.7	93	2	25	90	
Superstructure Works	Frame, envelope and primary plant installation	Mobile telescopic crane	C4.46	67	1	25	61	80
		Tower crane	C4.49	77	1	50	74	
		Lifting platform	C4.57	67	2	50	67	
		Lorry	C6.21	80	1	20	73	
		Tracked excavator	C2.14	79	1	50	76	
		Generator	C4.86	65	1	100	65	
		Compressor	C5.5	65	1	50	62	
Infrastructure Works	Site access roads, footways, car parks and secondary service installations	Dozer	C2.10	80	1	50	77	84
		Tracked excavator	C5.18	80	2	50	80	
		Articulated dump truck	C5.16	81	1	25	75	
		Lorry	C6.21	80	1	20	73	
		Vibratory roller	C5.20	75	1	50	72	
		Asphalt paver + tipper lorry	C5.31	77	1	50	74	
		Circular saw	C4.72	79	1	10	69	

Construction Stage	Construction noise level dBLAeq,10h at Caton Court student apartments
Site Establishment	67
Site Preparation	66
Substructure Works	70
Superstructure Works	62
Infrastructure Works	66

Whilst some noise emissions are unavoidable, these will be of a temporary nature. It is vital that good communication between the site management team, the local Environmental Health Officer and local residents is maintained as this will ensure that such impacts are kept to a minimum by correct timing, silencing or other mitigation measures.

Construction operations shall be limited to the working hours described previously.

The programme has been developed around concrete operations starting at 08:00am and finishing for 17.00pm which allows the washing down operations to be concluded by 18.00pm.

Power float finishes on the concrete have been allowed for to ensure a quality finish is obtained in the first instance and no remedial works will be required on the concrete such as breaking up & sanding, both of which cause excess noise, vibration and dust.

Scabbling operations have been designed out, chemical bonding products shall be utilised instead, where necessary.

The scheme has been designed on a raft foundation as an alternative to CFA piling to minimise any noise and vibration, considering the Metrolink and neighbouring residential properties.

Newsletters are to be circulated ahead of any noisy operations and to help keep our neighbours informed of progress on site.

4.2.3 Air Quality & Dust Management

At the outset of the scheme we will develop the Dust Management plan in accordance with recommendations. This will form the basis of our site control strategy.

Emissions during construction will likely consist of light, dust and fumes. The site will be lit at night to ensure safe working and / or site security. The lights will be positioned in such a way as to minimise glare to residents, motorists animals and the Metrolink.

Most machinery used on site will be powered by diesel engines (electric where possible). In order to control the emission of excessive exhaust fumes and smoke, contractors will ensure that all vehicles and plant are adjusted correctly and maintained.

Inevitably, a certain amount of dust will be generated during dry conditions. However, every effort will be made to keep this to a minimum in the following methods:

Earthworks and excavations – The works are to be sprayed with water to prevent dust becoming airborne.

Superstructure works – Dust creation has been significantly reduced by the use of pre-fabricated materials such as structural steel, SFS inner leaf. Steel frame will be protected by intumescent paint which may be hand painted to reduce the potential spread of fumes from a spray.

Internal works – Dust will be controlled in a similar manner. The majority of dust escaping to outside locally is created from the use of waste chutes. For that reason we shall not use waste chutes, waste shall be transported in bins via a goods hoist. Any dust created by cutting timber, concrete or other materials will be dealt with by local dust extraction equipment or water suppression.

Wheel washing facilities are to be located by the exit gate. This will consist of a permanently embarked bowser and jet wash which the Gateman controls. A road brush will be utilised as and when required to maintain the roadway external to the site and the hardstanding's.

4.2.4 Waste Management

The proper management and handling of waste on site is essential to ensure that pollution and increased levels of contamination are minimised. Waste produced during the construction process is to be cleared on a daily basis. On each floor plate of the buildings, a series of bins will be deposited within easy reach of the work stations. Contractors are to deposit waste in these bins during the day and transport to the skip area. Skips are provided by the main contractor.

In line with Local Authority recommendations there will be a sitewide prohibition on bonfires or waste being burnt on site.

Effective management of waste on site will consist of the following measures;

- Segregated Waste e.g hazardous, metal, timber, gypsum
- Closed skip container (food waste etc.)
- Regular clean-up of the site
- Careful handling and transportation to avoid damage
- Efficient ordering
- Off-site manufacturer (envelope)
- Skips will be located within the site compound with waste being taken to the skips in 1600 litre wheelie bins

Material arising from the excavations has been identified by the initial site investigation as follows:

- Non Hazardous
- Inert

4.2.5 Wheel Washing

Site confines preclude the use of a permanent washdown station. We have allowed for daily attendance from road sweeper during the ground works also during ground floor slab construction whilst vehicles are entering and exiting the drop off zone we will employ a dedicated operative and plant (jet wash) to clean vehicles wheels leaving site, we will supplement this with the use of a truck mounted road sweeper.

4.2.6 Water Pollution

All fuels and oils are to be stored in lockable, bunded storage vessels. A concrete washout, lines skip shall be provided for washing out chutes and skips on site.

CCTV and potentially site guards will be provided to cover the site during non-working hours. This will help combat any risk of vandalism from trespassers.

The risk of spilling fuel is at its greatest during refuelling of plant.

To minimise this risk the project shall consider:

- refuelling mobile plant in a designated area, on an impermeable base away from drains or watercourses
- use a bunded bowser
- supervise all refuelling and bulk deliveries
- check the available capacity in the tank before refuelling
- don't jam open a delivery valve
- check hoses and valves regularly for signs of wear
- turn off valves after refuelling and lock them when not in use
- position drip trays under pumps to catch minor spills
- keep a spill kit with sand, earth or commercial products for containment of spillages
- provide incident response training to staff and contractors

4.3 Communication to Surrounding Neighbours

During the construction phase, internal communication will include regular progress meetings, which should cover:

- Training undertaken
- Progress reports
- Inspections, audits and non-conformance
- Complaints received
- Visits by external bodies and the outcome or feedback from such visits
- Objective / target achievement, including reporting on environmental performance.

External communication, including letter drops or meetings, and liaison with statutory authorities will be undertaken by the main contractor and overseen by the Client Project Manager to suit the specific requirements of the project works.

Site staff will be available, and a telephone number will be published for use by members of the public wishing to complain, provide other feedback, or make enquiries.

All complaints or information requests will be made aware to the Client Project Manager and will be logged promptly.

The local authority environmental health team may also be the first to be contacted by residents affected by noise and will require to be kept apprised of progress, program and upcoming phases of works that may give rise to disturbance in order that they can respond to complainants.

Careful monitoring of complaints received, including recording details of the location of the affected party, time of the disturbance and nature of the noise can assist with managing the works to reduce the likelihood of further complaint. Responses to complaints shall include:

investigation and response necessary with appropriate apology, explanation, mitigation measure & change in operational method.

A newsletter will be distributed to local residents at regular intervals. This will inform them on the progress of the build, up and coming activities (such as piling) and give them relevant contact details.

5. Health and Safety

We would ensure that the project is managed to the requirements of the Health and Safety at Work Act 1974, the Management of Health and Safety at Work Regulations 1999 and the Construction (Design and Management) Regulations 2015 as well as all other regulations that apply to construction activity.

A detailed health and safety plan would be produced using the detail taken from the preconstruction information pack and any investigation and reports accumulated during the design process, these will be in place prior to commencement of the scheme.

The plan will identify all potential hazards which may be associated with the project which will allow us to plan our works safely and effectively throughout the course of the project, and will be updated throughout the life of the project.

We would write and communicate specific risk and method statements for the works and manage the provision of the same from the sub-contractors and supply chain.

Copies of training certificates must be submitted to the site managers and are held on file for inspection. All sub-contractors must hold up to date CSCS and present copies to the site manager on arrival at site

As the work progresses, we would obtain information from suppliers and sub-contractors to build up the Health and Safety File, finalise the File prior to the end of the works and submit documentation to the client when training and instruction is carried out.

We would review procedures and effectiveness on site. We would report to the client at regular meetings on performance.

We will carry out regular safety audits by senior management team to ensure compliance with the current legislation and best practices and compliance with the company's policies and procedures.

To be read in conjunction with additional document during construction stage;

- Construction Phase Health and Safety Plan
- Site Waste Management Plan (SWMP)
- Fire Safety Plan
- Construction Noise and Vibration Plan
- Environmental Management plan

The above documents will be completed in full and approved by the necessary bodies before commencement of works. Please find initial plans and details throughout.

6. Contact Details.

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