



Construction management plan

1.0 Introduction

1.1 Planning reference number

1.1.1 117280/FO/2017

1.2 Site address

1.2.1 (Site location plan attached) Spear Street, Manchester, M1 1JU

1.3 Project details and overview

1.3.1 Proposed Start Date 08/05/2023 - Proposed Completion Date 30/03/2024

1.4 Site description and context

1.4.1 The Project involves the development of a small parcel of land located to the north of Spear Street in Manchester City Centre's Northern Quarter.

1.4.2 The site is located off Spear Street and due to site constraints a road closure of Spear Street will be required throughout the project. The parcel of land is currently levelled and foundation works will be required. There are no existing utilities on the site, the likelihood is that both Spear Street and Houldsworth Street will need to be excavated to provide these. The site is enclosed on 3 sides by 84-86 Oldham Street, 4 Houldsworth Street and 80 Oldham street.

1.4.3 The site is surrounded by mainly residential dwellings. In addition to this there are also cafes to the rear of the site, and a health centre to one side. They are likely to be affected by activities on site such as noise, vibration, dust, fumes, and lighting; mitigation measures will be in place to ensure these are at reasonable levels.

2.0 Site management

2.1 Site personnel

2.1.1 Site Contact List:

- Ryan McKeown - Triple M Projects Limited - mckeown@3mmm.co.uk - responsible for the construction management plan.
- Triple M Projects - Contractor - info@3mmm.co.uk - responsible for compliance with the construction management plan.
- John Maskell - Project Manager - maskell@3mmm.co.uk - responsible for day-to-day management of the site.
- Rick Hilton - rick@northerngroup.co.uk - responsible for community liaison and dealing with any feedback from members of the public and regulatory bodies.
- Triple M Project - Principal Contractor - info@3mmm.co.uk - main contractor with responsibility for implementation of the construction management plan.
- The address where the main contractor's company accept receipt of legal documents - The Works, Unit 3, Tame Street, SK15 1ST

2.2 Development site layout and welfare arrangements

2.2.1 Find attached a site layout plan for the development site including locations of the site office, (for deliveries and waste please see TMP), vehicle access points, wheel wash locations, delivery loading/unloading areas, and details of the site hoardings.

2.2.2 The Site accommodation and welfare arrangements will be available at 67 Lever St, Manchester M1 1FL:

Access to washing facilities.

Access to drinking water.

Access to changing rooms and lockers.

Heated rest facility.

2.2.3 To ensure the segregation of pedestrians and development traffic hoarding will be erected as per attached plan.

2.3 Site personnel and visitors

2.3.1 Staff induction and procedures for visitors at the development site will be as follows:

- Report to site office.
- Sign in.
- Site induction.
- Signing of RAM's.
- PPE Check.
- Visitors will be escorted around site.
- Contractors will be self-responsible.

2.3.2 The content of the construction management plan will be communicated to members of staff on their initial site induction.

2.4 Managing materials, site storage, and good housekeeping

2.4.1 Raw materials will be stored and delivered as per the programme per floor. The Arising demolitions will be taken away by grab waggons on the day of demolition. Please see the site plan for temporary waste location on ground floor.

2.4.2 The housekeeping arrangements for the development site will ensure that stored materials, arisings, and equipment do not cause a nuisance or an obtrusive visual impact to members of the public, nearby residents, and occupiers of other adjacent premises as all will be kept behind covered hoardings.

2.4.3 As the site is small and compact materials that are being stored on the site are to be used the same week in constructing the fabric of the building. These materials will be delivered by HIAB and will be lifted to each floor before the installation of windows. This will inevitably avoid unsightly dispersal around the site and public areas e.g. streets, laneways, footpaths and reserves.

2.5 Site security

2.5.1 The details of site security include hoarding around the road closure on Spear Street and connecting into 6 Houldsworth Street and 80 Oldham Street respectively.

Motion activated flood lighting will also be in place at low level (below window height of the apartments opposite) facing toward the site.

3.0 Community liaison and communication, including complaints procedure

Essential requirements

- i) A display board shall be prominently displayed at the development site. All boards will detail the nature of the works being undertaken, a contact name, telephone number (including a telephone number to be used outside normal working hours), and a postal address where any enquiries can be sent.
- ii) The telephone number provided to local residents and businesses shall be maintained at all times whilst the development works are taking place in order to respond to any enquiries and complaints.
- iii) Regular communication with neighbouring residents and any community groups shall be maintained throughout the duration of the works to provide updates on the scheduled works and any changes that may occur as a result of unforeseen circumstances.
- iv) A complaints register shall be kept and shall include complainant's details, date and time of the complaint, cause(s) of the complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, and reasons for any unresolved complaints.

3.1 We as a developer and contractor have engaged with the local community and businesses during the planning process. Residents will be given the opportunity to come to pre-commencement meeting to discuss any questions they may have about the proposed development works.

3.2 Our arrangements for liaising with members of the public, regulatory bodies, and occupiers of other adjacent premises are monitored by a shared mailbox between the client and the contractors at spearstreet@3mmm.co.uk

3.3 Complaints from members of the public, regulatory bodies, and occupiers of other adjacent premises will be dealt with as follows:

We treat all complaints seriously, whether they are made by letter or by email.

All complaints will be discussed in the weekly site meeting.

We will deal with your complaint promptly - we will acknowledge receipt of a written complaint within 5 working days and we will send you a full reply within 20 working days of receipt.

3.4 Display boards across the site hoarding will provide details to keep residents and others informed about unavoidable or unexpected disruption that is likely to occur during the development e.g. unavoidable noise, dust, or disruption of traffic.

NB Clear information will be given to local communities in advance and in writing prior to works starting on site.

4.0 Implementation, monitoring, and corrective action

Ryan McKeown - Triple M Projects - Weekly Site inspection

A responsible person shall undertake regular site inspections to monitor compliance with the construction management plan and to ensure that nuisance is not caused to surrounding uses. Where non-compliance is identified, the responsible person shall ensure that corrective action is taken.

4.1 The implementation of the construction management plan will be monitored by the above named person. This will be done weekly but at alternating times to ensure all aspects including working hours are being stuck to.

4.2 The corrective procedures to be taken when the measures in the construction management plan are not being implemented will be recorded in the weekly site inspection report :

On the back of this report it will be the responsibility of the site manager and the project manager to implement the deemed improvement.

If a second breach occurs by any site contractor or sub contractor the individual will have to re-sit the site induction.

If a third breach occurs then they will no longer be able to work on the site.

5.0 Site operations

5.1 Working hours

Essential requirements

The working hours for the development site (including any construction and demolition activity) shall be:

- 07:30 to 18:00 on Monday to Friday
- 08:30 to 14:00 on Saturdays
- No working on Sundays or Public Holidays

These working hours cover operations and work which are audible at the site boundary. Any noisy operations outside these hours shall not be undertaken without prior written approval from the local planning authority. These hours may be amended by the local planning authority where local circumstances demand as necessary.

5.1.1 No works are currently planned to be outside of these hours. If this changes then prior warning will be given 48 hours in advance to nearby residents.

5.2 Deliveries and transport of materials, plant, and equipment to site

Essential requirements

i) Deliveries including the transport of materials, plant, and equipment to the development site shall only take place during the following hours:

- 07:30 to 18:00 on Monday to Friday
- 08:30 to 14:00 on Saturdays
- No deliveries on Sundays or Public Holidays

Any deliveries outside the above hours cannot be undertaken without prior written approval of the local planning authority.

ii) Delivery vehicles shall not be permitted to wait, queue, or circulate on the public highway when the development site is not open for deliveries.

5.2.1 No Deliveries are planned to be outside of the above hours.

5.2.2 The proposed procedure for the loading and unloading of plant and materials at the development site will be to enter the site via Houldsworth Street. Parking within the road closure of Spear Street. Then leave the site via Spear Street onto Dale Street.

5.3 Highways and development traffic management

5.3.1 Temporary construction access is not required.

5.3.2 The arrangements for the parking of vehicles will be for site operatives to deliver tools and materials and then use one of the many parking facilities nearby. Visitors will be expected to arrive on foot.

5.3.3 Please see swept path analysis for heavy duty vehicles (HDV) and construction traffic required to attend the development site.

5.3.4 No temporary signage is to be installed on the highway.

5.3.5 Please see traffic management plan for the proposed development site.

5.4.6 Pedestrian access will be maintained on the south side of spear street throughout the development. Cyclists will have to dismount to use the walkway, signs will be provided.

5.4.7 No major disruption is anticipated due to the road closure on spear street. It has been closed for the previous 14 months and businesses have not been adversely effected.

5.4.8 Hoarding requirements will overhang the public highway forming the road closure with gated access to either side of the closure on spear street.

5.4 Noise and vibration

Essential requirements

- i) All vehicles and plant used during the development will be maintained in good and efficient working order, and in accordance with manufacturer's specification.
- ii) All vehicles, mechanical plant, and machinery used during the development shall be fitted with proper and effective silencers and shall be maintained in good and efficient working order.
- iii) All plant and machinery in intermittent use shall be shut down in the intervening periods between works.
- iv) Plant and machinery capable of generating significant noise and vibration levels will be operated in a manner to restrict its duration.
- v) Static plant and machinery shall be sited as far away as possible from inhabited buildings or other noise sensitive locations.
- vi) All compressors shall be 'noise reduced' models that are fitted with properly lined and sealed acoustic covers which shall be kept closed whenever the machines are in use. All ancillary pneumatic percussion tools shall be fitted with mufflers or silencers of the type recommended by the manufacturers.
- vii) Wherever possible mains electricity or battery powered equipment shall be used instead of diesel or petrol powered generators.
- viii) The handling of materials shall be conducted in such a manner that minimises noise, including minimising drop heights into hoppers and lorries.
- ix) No stereos or similar amplified devices shall be audible at the site boundary.

5.4.1 Due to the site size each floor will be watertight (and therefore fairly air tight) before any major noisy equipment will be used above ground floor level. This will mean that a physical boundary will be in place in most cases of noisy works after we are out of the ground.

5.4.2 Noise assessments previous to the development site have been conducted. Monitoring will be in place and no more than 100 db (at source) machines will be used.

5.4.3 The requirement for a noise assessment was identified at the planning application stage.

5.4.4 The noise assessment has not identified site hoarding as necessary to mitigate the effects of noise on nearby sensitive receptors.

As frequent vehicle movements are expected at the development site, the traffic management policy has been designed to reduce the noise impacts from reversing vehicle alarms by considering the following controls:

1. Designed traffic routing and vehicle selection to avoid / minimise the requirement for vehicle reversing.
2. Switch off alarms and introduce a banksman (where feasible).

Where vehicle reversing alarms are required, they should be designed to cause the lowest practical noise impact; preferably they should be directional sound reversing alarms (white noise), or alarms that automatically adjust to ambient noise levels.

5.5 Dust

Essential requirements

- i) All plant and equipment shall be maintained in accordance with manufacturer's recommendations to ensure emissions to atmosphere are minimised.
- ii) Engines of plant, machinery, and lorries shall be turned off at all times when not in use.
- iii) Delivery activities, plant, stockpiled materials and/or any other activities liable to significant dust generation shall be located as far away as possible from the development site boundaries and neighbouring properties.
- iv) Stored materials liable to dust generation shall be dampened down, covered with tarpaulin, or otherwise contained as far as reasonably possible.
- v) Drop heights from conveyors, loading shovels, hoppers, and other loading or handling equipment shall be minimised and fine water sprays should be used on equipment where necessary.
- vi) Skips, chutes, and conveyors shall be covered and if necessary enclosed to ensure that dust does not escape.
- vii) All vehicles carrying dusty materials shall be securely covered.
- viii) Water suppression shall be used in dry conditions to reduce dust emissions (e.g. mobile bowzers or fixed sprayers as appropriate).
- ix) Areas where there is regular vehicular movement should have a consolidated surface which shall be kept in good repair.

5.5.1 Site specific dust mitigation measures will be implemented for the following activities:

Any concreting works will have a water spray station set up

Any bricklaying will have premixed mortar to reduce the need for mixing on site

Plastering will only be done once the building is watertight.

5.5.2 Dust impact assessment is attached.

5.5.3 The requirement for a dust impact assessment was identified at planning and is part of the attached air quality assessment. Appendix D contains site specific dust mitigation.

5.5.4 A wheel wash station will be set up on the road closure to minimise dirt and dust being carried from site onto the main highways.

5.5.5 No site processing activities such as concrete crushers are planned to be use on the development site.

5.6 Air quality

Essential requirements

Where development sites will be using non-road mobile machinery (NRMM) with a net power between 37kW and 560kW it will be required to meet the standards set out below. These standards are applicable to both variable and constant speed engines and apply for both particulate matter (PM) and nitrogen oxide (NOx) emissions. These standards should be read in conjunction with Warwick District Council's Air Quality and Planning Supplementary Planning Document (2018)¹:

(a) NRMM used on the site of any MEDIUM² classified development will be required to meet Stage IIIA of EU Directive 97/68/EC³ (as amended) as a minimum.

(b) NRMM used on any MAJOR² classified development will be required to meet Stage IIIB of EU Directive 97/68/EC (as amended) as a minimum.

From 1 September 2020 the following changes will apply:

(a) NRMM used on any construction or demolition site within urban areas will be required to meet Stage IIIB of EU Directive 97/68/EC (as amended) as a minimum.

(b) NRMM used on any MEDIUM or MAJOR classified development will be required to meet Stage IV of EU Directive 97/68/EC (as amended) as a minimum.

The requirements may be met using the following techniques;

(a) Reorganisation of NRMM fleet (b) Replacing equipment (with new or second-hand equipment which meets the policy) (c) Retrofit abatement technologies (d) Reengining.

All eligible NRMM should meet the standards above unless it can be demonstrated that the machinery is not available or that a comprehensive retrofit to meet both PM and NOx emission standards is not feasible.

5.6.1 No NRMM with a net power above 37kW is required on the development site:

- a) Confirmation whether NRMM with a net power between 37kW and 560kW will be used at the development site and whether it will meet the standards outlined above.
- b) An inventory of all NRMM to be used at the development site. A copy of the inventory shall also be kept at the development site for inspection.

5.6.2 All NRMM shall be regularly serviced. Service logs shall be kept on site for inspection by the local authority.

5.6.3 Records shall be kept on site which provides proof of emission limits including legible photographs of individual engine plates for all NRMM equipment. This documentation shall be made available to local authority officers on request.

5.7 Mud

Essential requirement

- i) Regular sweeping of access roads to the site must be carried out where mud is likely to affect residents and/or highway safety. In dry conditions damping down of road surfaces will be carried out to control dust. A vehicle wheel wash will be provided to minimise carry-over to the highway.

5.7.1 Proposed wheel washing facilities will be used to prevent mud or other materials being deposited onto the highway.

5.7.2 Road sweepers will be used on Spear Street after Groundworks are complete or any concreting works.

5.8 Artificial lighting

Essential requirements

- i) Flood lighting, security lights, and any other obtrusive external lighting shall be sensitively located so as to avoid nuisance to neighbouring properties and should only provide the necessary luminance for the relevant task(s).
- ii) The direction and angle of any external lighting will not cause light spill, glare, or nuisance to neighbouring properties or highway users. Where practicable, the use of shields or covers will be used to minimise the level of obtrusive light beyond the site boundary.
- iii) Any light sensors fitted will be adjusted as such to ensure that they are only activated from activity on the development site.
- iv) On large development sites the use of localised lighting will be used wherever possible to avoid excessive illumination of inactive areas.
- v) The use of external lighting overnight will be minimised consistent with safe access, egress, and security of the development site.

5.8.1 No external artificial light will be used above ground level after the hours of 6pm. All other temporary lighting will be internal.

6.0 Waste management

Essential requirements

- i) There shall be no burning of waste at any time on development sites.
- ii) The appointed contractor(s) shall have an appropriate means of waste disposal in place for the duration of the development works. Appropriate waste transfer and/or disposal documentation shall be made available for inspection by the local planning authority on request.
- iii) The appointed contractor(s) shall ensure that any waste materials stored on the site are adequately secured to prevent unnecessary and unsightly dispersal of the materials around the site and public areas (streets, laneways, footpaths and reserves).

6.1 On-site skips and bins will be kept within the site hoarding and collected from within the site (please see tmp), preventing any further disruption to local residents and traffic.

6.2 No asbestos has been identified, and arrangements for its identification, removal and safe disposal.

7.0 Environment

7.1 Soil and land management

7.1.1 There will be no storage or re-use of site won materials.

7.1.2 The procedure for controlling and dealing with spillages will be limited due to JIT deliveries, reducing the need for stockpiling and/or controlling the size of stockpiles, environmental monitoring, and regular site inspections.

7.1.3 The Procedure for dealing with identifying and dealing with any previously unidentified contamination discovered at the site during development are detailed in the site investigation report submitted to planning. During the weekly site meeting any discoveries will be assessed by brownfields and actions or appropriate membranes installed.

7.2 Control of watercourses and ground water

7.2.1 Details on measures to protect water resources and prevent water pollution at the development site are provided in the site investigation report.

7.2. Details on measures to prevent water run-off and silt pollution at the development site are provided in the site investigation report.

8.0 Supporting Documentation

8.1 Supporting documents:

- a. Planning Approved Drawings
- b. Site Plan and Office Layout
- c. Air Quality assessment
- d. Risk assessments
- e. HGV routing plans - Traffic management plan

9.0 Glossary

AIR QUALITY MANAGEMENT AREA (AQMA)	An area where air quality objectives are likely to be exceeded. Declared by way of an order issued under the Section 83(1) of the Environment Act 1995.
ARISINGS	Materials forming the secondary or waste products of an industrial operation.
CLEAN AIR ZONE (CAZ)	A zone implemented by a local authority setting nationally set emission standards for vehicles. Non-charging zones can be implemented through policies covering bus and taxi emissions. Charging zones require non-compliant lorries and possibly vans to pay a charge to enter the zone.
DEVELOPMENT	The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land.
ENVIRONMENTAL IMPACT ASSESSMENT (EIA)	Assessment required for projects specified in Environmental Impact Assessment Directive. Governed by the Town & Country Planning (Environmental Impact Assessment) Regulations 2017.
HEAVY DUTY VEHICLES (HDV)	A vehicle, lorry, or bus greater than 3.5 metric tonnes (3500kg) gross vehicle weight.
NET POWER	The engine power in kW obtained on a test bench at the end of the crankshaft, or its equivalent, measured in accordance with the method of measuring the power of internal combustion engines specified in UNECE Regulation No. 12.
NON-ROAD MOBILE MACHINERY (NRMM)	Any mobile machine, item of transportable industrial equipment, or vehicle - with or without bodywork - that is not intended for carrying passengers or goods on the road, and is installed with a combustion engine - either an internal spark ignition (SI) petrol engine or a compression ignition diesel engine.
RE-ENGINEING	The action or process of replacing the engine of a vehicle or plant/equipment.

TREE PRESERVATION ORDER (TPO)	An order made by a local planning authority in England under the Town and Country Planning Act 1990 to protect specific trees, groups of trees or woodlands in the interests of amenity.
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Development classification for Non-Road Mobile Machinery (NRMM)

Please note that these development classifications only relate to air quality matters and may differ from other classification systems used in the planning system.

- Proposals in areas where sustained compliance with EU Limit Values may be at risk
- Any development proposing a net increase of 100 or more parking spaces
- Any development that could increase the existing traffic flows on roads of > 10,000 AADT by 5% or more
- Any development that causes a change in LDV (cars and small vans) flows of:
 - more than 100 AADT within or adjacent to an AQMA, CAZ or exceedance area
 - more than 500 AADT elsewhere
- Any developments that could increase traffic flows by 5% or more in road canyons (or creates a canyon) with > 5,000 AADT
- Any development that causes a change in HDV flows (lorries, large vans and buses) of:
 - more than 25 AADT within or adjacent to an AQMA, CAZ or exceedance area
 - more than 100 AADT elsewhere
- Proposals that could introduce or significantly alter congestion (DfT Congestion) and includes the introduction of substantial road infrastructure changes
- Proposals that reduce average speeds by more than 10 km per hour
- Proposals that include additional HGV movements by more than 10% of total trips
- The construction, widening or repositioning of a road in the vicinity of sensitive receptors
- Where significant demolition and construction works are proposed
- Where a centralised combustion unit of thermal input >300kWh is proposed
- All biomass boiler and other large novel fuel appliance applications
- All stand-by/short-term power generation units regulated by the Environment Agency

SCHEME TYPE	MINOR	MEDIUM	MAJOR
Threshold	Below threshold criteria for a Transport Assessment or Travel Plan	Meets threshold criteria for a Transport Assessment or Travel Plan	Medium type developments which also trigger any of the following criteria: i) Where development is within or adjacent to an AQMA or CAZ ii) Where development requires an EIA and air quality is to be considered iii) Where any of the criteria in Table 2 are triggered.