



Simon House, Wavell Road, Wythenshawe, M22 5RA

CONSTRUCTION METHOD STATEMENT

for Proposed Datacentre
on behalf of Keysource Ltd

2023/7192/CMS01

June 2023

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1 INTRODUCTION

1.1 Report Context

- 1.1.1 RGP is commissioned to provide transport and highways input in support of the proposed datacentre at Simon House, Wavell Road, Wythenshawe, M22 5RA ("the site").
- 1.1.2 The development proposals comprise the demolition of the existing office building at Simon House to construct a new datacentre building. The site has historically operated under Use Class E1 (Commercial), with a change to the Sui Generis Use Class proposed. The site would continue to be accessed via Wavell Road, however the existing access point would be closed with access instead taken through the adjacent Delta House site and its own dedicated in / out access arrangement.
- 1.1.3 Copies of the Existing and Proposed Site Plans are attached hereto at **Appendix A** for reference.
- 1.1.4 This Construction Management Statement (CMS) has been produced to support the planning application at the site with a view to managing and mitigating the construction-related impacts of the proposed development. A CMS provides a considered approach to how the potential impact of construction related traffic would be minimised and mitigated against.
- 1.1.5 Manchester City Council's guidance document, entitled '*Full, Outline, Reserved Matters & Variation/Removal of Conditions Planning Applications – Is Your Application Valid?*' outlines the validation requirements for planning applications. This document includes expected details for Construction Management Plans and associated reports, and hence this document has been prepared with consideration to these requirements.
- 1.1.6 The above guidance outlines the permissibility of preparing outline construction management documents, as follows:
- "If you are unable to provide full details then a Framework or Draft Construction Management Plan can be provided which outlines areas to be covered as part of the detailed plan which will then be subject to a condition."*
- 1.1.7 As this is an outline document, the contents herein should be updated and expanded upon adoption as a full document for the proposed development, prior to the construction phase commencing. This will be the responsibility of the Main Contractor appointed for the works.

2 SITE DETAILS

2.1 Site Location and Local Highway Network

- 2.1.1 The site consists of a large two storey flatroof former office building on the corner of Wavell Road and Brownley Road in Wythenshawe. The surrounding area is largely commercial in nature, with Brownley Road forming a boundary between this and the residential properties to the north and east.
- 2.1.2 The location of the site in respect of the local highway network is illustrated in the figure below.

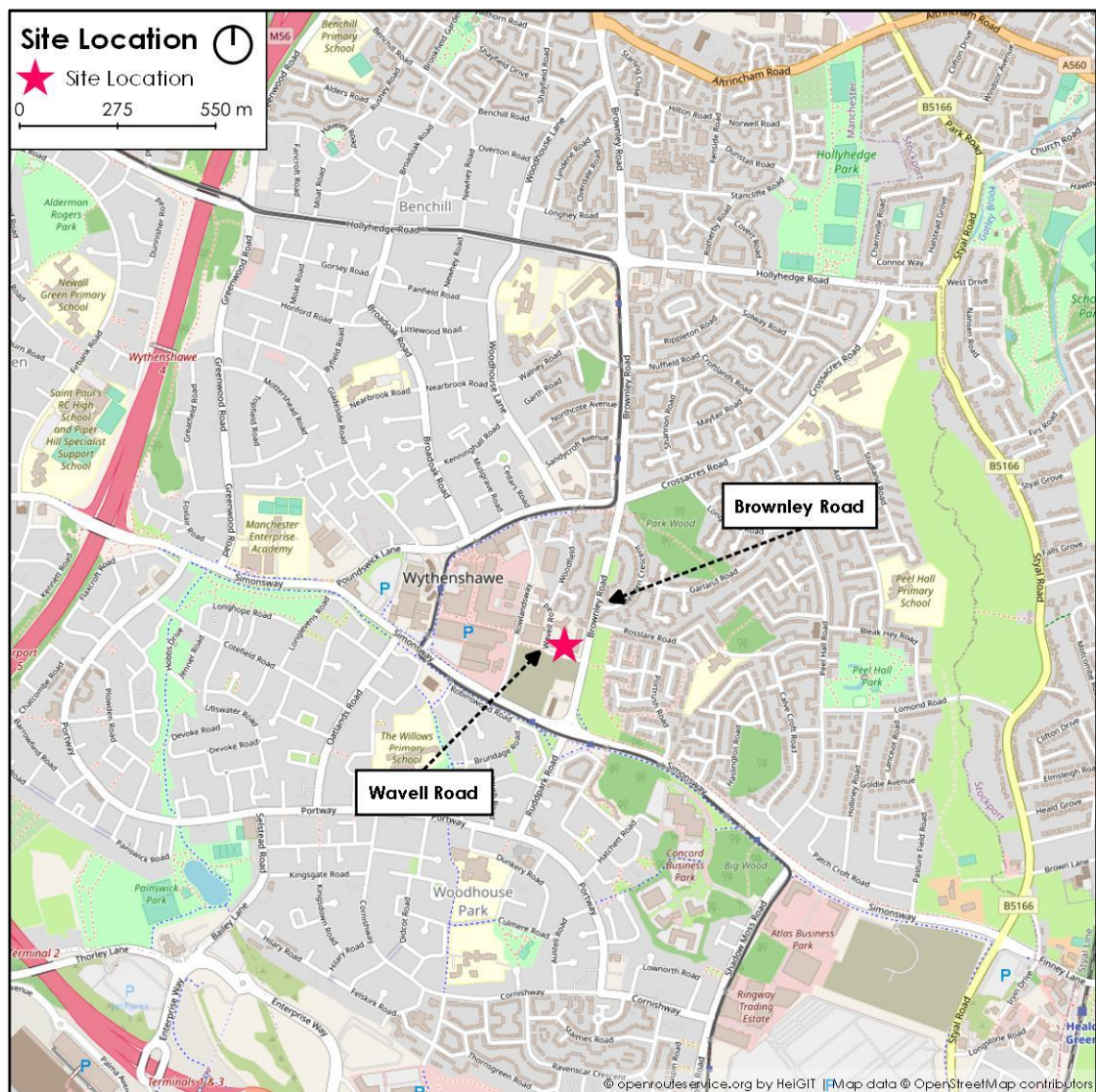


Figure 1 Site Location

- 2.1.3 The site currently takes access via Wavell Road at its western boundary. Wavell Road forms a one-way loop around the site perimeter and serves several commercial / industrial activities in the locality. Two-way traffic is permitted up to the existing point of access where the road then becomes a no-through route. The extract from Google Streetview below illustrates the existing access arrangement.



Figure 2 Existing Site Access with Wavell Road (Google Streetview)

- 2.1.4 As shown, there are double-yellow line parking restrictions along the eastern flank of the road, with single-yellow lines along the western side. To the north of the site, a taxi stand is provided along the western flank.
- 2.1.5 Footways are provided along both sides of Wavell Road which facilitate access on foot to the local area to the site. Dropped kerbs are provided at key crossing points (such as the existing site access) which further facilitates access for pedestrians. The footways are also supported by street lighting along the length of the road within proximity of the site.
- 2.1.6 Traffic is able to access Wavell Road from the south-east of the site through the one-way route from Brownley Road; a two-way road which runs in a north-south alignment providing access towards Wythenshawe to the north and Manchester Airport to the south.
- 2.1.7 The M56 motorway is accessible to the south-west of the site via Brownley Road and Simonsway for onward travel.

2.2 Highway Safety Appraisal

- 2.2.1 To assess the local highway safety record, collision data has been taken into consideration in line with current Department for Transport (DfT) guidance. Whilst it is traditional for the most recent five-year period to be assessed, an additional two-years have been considered in light of the unrepresentative data from 2020 and 2021. The range for analysis is therefore 2015-2021 with data sourced from www.crashmap.co.uk.
- 2.2.2 A road collision is classified as one that involved personal injury and took place on the public highway. In summary 'road collisions' include the following:

- Collisions which commence on the highway, but which involve casualties off the highway;
- Collisions involving the boarding and alighting of buses or coaches and accidents in which passengers already aboard a bus / coach are injured, whether or not another vehicle or pedestrian is involved; and
- Collisions with pedal cyclists or horse riders, where they injure themselves or another road user. Only accidents occurring on the public highway are included. The public highway usually includes the adjacent footway.

2.2.3 The figure below outlines the distribution of collisions that have occurred locally to the site across the study period.

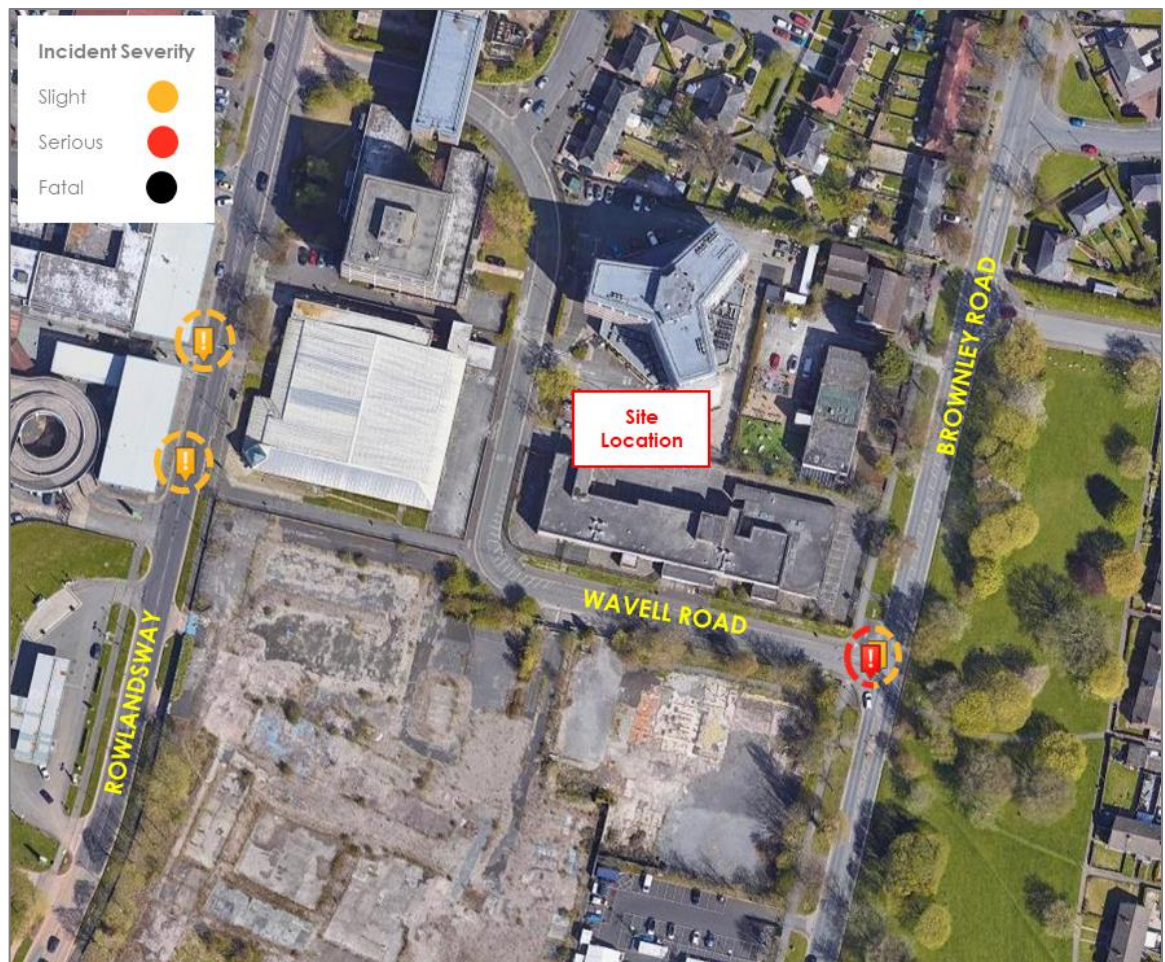


Figure 3 Local Collision Distribution

2.2.4 As outlined above, four collisions have taken place in the vicinity of the site, the details of which are provided in the table below.

Severity	Date	Vehicles	Casualties
Slight	14/09/2018	2	1
Slight	23/12/2018	2	2
Serious	22/03/2019	2	1
Slight	10/08/2017	2	1

Figure 4 Collision Details

- 2.2.5 In light of the collision data presented, it can be concluded that the local highway network does not exhibit an inherent road safety issue and the proposed development would not detrimentally impact this fact.

2.3 Accessibility by Sustainable Modes

Walking

- 2.3.1 It is commonly accepted that walking is the most important mode of travel at the local level, offering the greatest potential to replace short car trips. Walking yields numerous personal benefits such as health and fitness improvement, complementing a positive impact from an environmental standpoint.
- 2.3.2 The 'Planning for Walking' guidance (2015) produced by the Chartered Institution of Highways and Transportation (CIHT) has been considered as part of this statement which provides information on the characteristics of pedestrian journeys, the benefits of walking and the legal framework that applies to pedestrians.
- 2.3.3 Further guidance set out within CIHT 'Providing for Journeys on Foot' (2000) is also considered, in particular the section relating to desirable / acceptable / maximum walking distances. The table below outlines relative distances for different journey purposes from the guidance.

Standard	Town Centre	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1km	800m
Preferred Maximum	800m	2km	1.2km

Figure 5 Desirable / Acceptable / Maximum Walking Distances (CIHT, 2000)

- 2.3.4 The figure below summarises an indicative 2km walking catchment around the site with reference to the local Metrolink network and bus stops.



Figure 6 Indicative 2km Walking Catchment

- 2.3.5 The catchment around the site extends across the centre of Wythenshawe and southwards towards Manchester Airport. There are extensive residential areas encompassed within the catchment within which construction personnel may reside.
- 2.3.6 The Robinswood Road Metrolink bus stops are located to the south of the site at a circa 500m (6-minute) walk. This is similarly the case for the Robinswood Road Metrolink stops themselves which provide access towards Manchester City Centre in the northerly direction. As also shown from the catchment, Heald Green railway station is located on the periphery of a 2km walk.
- 2.3.7 The local highway network is conducive to pedestrian travel with footways provided along local road with dropped kerbs and crossing points to facilitate onward travel. There is therefore scope for construction personnel to walk to / from the site, either as their primary journey mode or as part of a multi-modal trip.

Cycling

- 2.3.8 Cycling is an important part of the national and local transport policy agenda. An increased perception of cycling as a real alternative mode of transport to the car and growth in cycling as a leisure activity has increased demand for cycling.
- 2.3.9 Traditional Department for Transport (DfT) guidance outlines that many utility cycle trips are less than 3 miles (approximately 5km), but for commuter journeys a distance of over 5 miles (approximately 8km) is not uncommon. The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations.
- 2.3.10 The figure below illustrates an indicative 5km cycling catchment around the site with reference to the local cycle network.

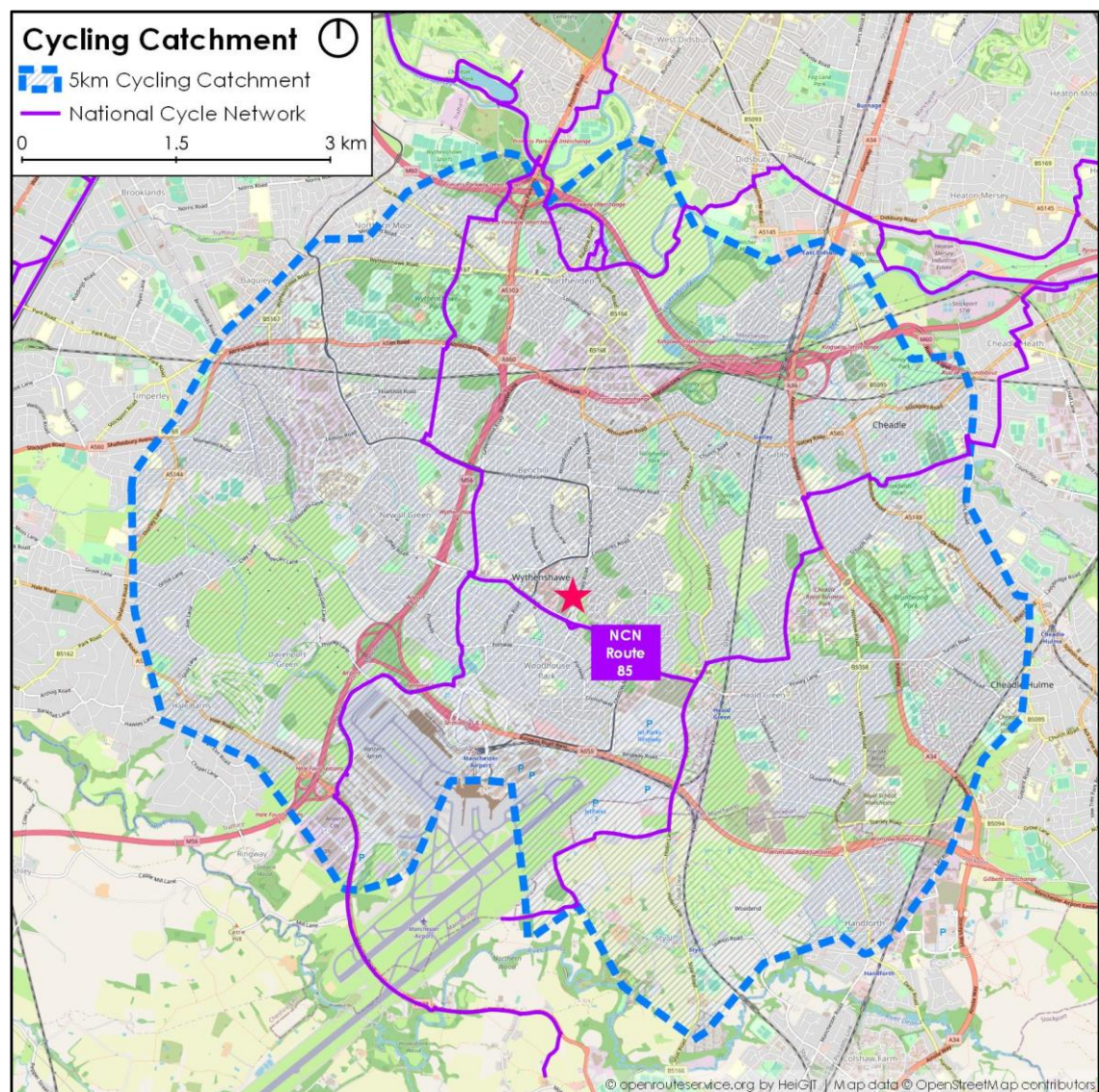


Figure 7 5km Cycling Catchment

- 2.3.11 As indicated, the cycling catchment is extensive and covers several residential areas across Wythenshawe and its peripheries. As shown, National Cycle Network (NCN) Route 85 runs to the south of the site.

Bus Services

- 2.3.12 As noted above, the Robinswood Road Metrolink bus stops are located to the south of the site at a circa 500m (6-minute) walk.
- 2.3.13 Robinswood Road Metrolink stops A and B have a flag and post arrangement with on carriageway markings and printed timetable information. The table below summarises the local bus services for Robinswood Road Metrolink stop A, only.

Service / Operator	Route Summary	Typical Frequency
130 (D & G Bus)	Manchester Airport The Station – Macclesfield	Mon – Fri: 9 daily Sat: 6 daily
School / College Services		
716 (Belle Vue Coaches)	Woodhouse Park – Burnage	Mon – Fri: 1 daily
768 (Belle Vue Coaches)	Hazel Grove to St. Ambrose College	Mon – Fri: 1 daily

Figure 8 Robinswood Road Stop A Service Summary

- 2.3.14 As summarised in the table above, the stops are served by one general public route, 130, and two school / college services, 716 and 768, respectively.
- 2.3.15 In light of the above, the key stops on route 130 include: Wythenshawe, Handforth, Wilmslow, Alderley Edge and Upton Priory.
- 2.3.16 It is considered bus travel could form the main part of staff commute travel to / from the site, with route 130 providing a service to cover those core hours reflective of the type of the proposed employment at the site.
- 2.3.17 Further travel information can be found at <https://www.traveline.info/>.

Metrolink

- 2.3.18 As noted above, Robinswood Tram stops are located to the south of the site at a circa 500m (6-minute) walk.
- 2.3.19 Robinswood is on the Manchester Airport Line providing connectivity between Manchester city centre, for Manchester Victoria railway station, and Manchester Airport via the suburb of Wythenshawe. The Line connects with all other Lines on the Metrolink network with a tram every 12-minutes, and every 20-minutes before 06:00.
- 2.3.20 The stops benefit from printed and live timetable / travel information, sheltered seating, a ticket machine and ramped access to the station with accessible boarding points and tactile paving on the platform edge.
- 2.3.21 Further travel information can be found at <https://tfgm.com/public-transport/tram>.

Rail Services

- 2.3.22 As noted above, Heald Green railway station is located to the south-east of the site at a circa 2km (25-minute) walk.
- 2.3.23 Heald Green is on the Styal Line providing connectivity between Manchester Piccadilly and Wilmslow, with a branch to Manchester Airport.

Service / Operator	Typical Off-Peak Frequency
To: Manchester Piccadilly (Northern)	1 per hour
To: Blackpool North (Northern)	1 per hour
To: Manchester Airport (Northern)	2 per hour
To: Liverpool Lime Street (Northern)	1 per hour
To: Crewe (Northern)	1 per hour

Figure 9 Heald Green Service Summary

- 2.3.24 As summarised in the table above, the station is served by six trains per hour, with all services provided by Northern.
- 2.3.25 The station benefits from a ticket office on platform one, with ticket machines on both platforms, printed and live timetable / travel information and sheltered seating. Step free access is realised from platform one only.
- 2.3.26 Further travel information can be found at <https://www.nationalrail.co.uk/> and <https://www.northernrailway.co.uk/>.

Accessibility Summary

- 2.3.27 The active and sustainable transport infrastructure provided in the local area could accommodate commuting trips by contractors to and from the site. Trips by active and sustainable modes would be conducive to local commuting journeys, offering a cheaper and in some cases, more convenient alternative than the use of a private car.

2.4 Considerations and Challenges

- 2.4.1 There are some notable constraints associated with the construction at the site. The following considerations and challenges are noted for this site:
- One-way traffic restriction along Wavell Road All vehicles will adhere to this routing;
 - Continued operations of Delta House adjacent to the site. Residual impacts in terms of vehicle access and plant / material storage will be limited and mitigated;

- No substantial disruption is envisaged to the adjacent properties or businesses during the extent of the construction works, however, management measures would be put in place to ensure the potential impact would be minimised; and
- The site is close to significant arterial routes into and out of Wythenshawe and Manchester and hence vehicle routing would be consideration of this and aim to avoid busier times / routes where possible.

2.4.2 The applicant is therefore committed to carrying out these works in the most practicably sustainable manner. Given the site's location adjacent to the wider highway network and that the adjacent properties would remain operational throughout the proposed construction process, the need to minimise the impact associated with the construction works is fully recognised and the proposed construction works have been considered on this basis within this CMS.

2.4.3 The Main Contractor will be responsible for the monitoring of all construction works and traffic movements and ensuring the safety of the neighbouring uses, as well as passing vehicles, pedestrians and cyclists at all times.

3 PROGRAMME AND METHODOLOGY

[This section is to be updated further following the appointment of a Main Contractor].

3.1 Overview

- 3.1.1 The clearance and construction works are proposed to commence in *[date to be confirmed]*, lasting for approximately *[duration to be confirmed]*.
- 3.1.2 The schedule of construction activity has been assumed in light of the proposed scope of works as part of the scheme. This schedule will be further refined once a Main Contractor has been appointed:
- Site set-up;
 - Superstructure;
 - Cladding; and
 - Building services, fit-out and commissioning.
- 3.1.3 The contact details of the chosen Main Contractor and management personnel, when appointed, shall be made available to all.
- 3.1.4 The contact details for the Main Contractor and Construction Manager (appointed under the Main Contractor) shall be clearly detailed at the front of the site for the duration of the development.

3.2 Construction Programme

[A full detailed programme of works shall be provided by the chosen Main Contractor prior to commencement of construction and monitored regularly throughout the process].

- 3.2.1 The table below summarises an indicative programme of works, highlighting the approximate duration of key phases of the project and the average number of construction vehicle movements during these phases.

Phase	Duration (Weeks)	Construction Vehicles Per Day (Average)
Site set-up	tbc	tbc
Superstructure	tbc	tbc
Cladding	tbc	tbc
Building services, fit-out and commissioning	tbc	tbc

Figure 10 Construction Programme

3.2.2 All construction arrivals and departures would be managed closely by the Construction Manager and assisted by Traffic Marshals to prevent excessive impact on the local highway network.

3.2.3 The table above is indicative and would be updated with more accurate timings, once the Main Contractor has been appointed.

3.3 Proposed Working Hours

3.3.1 Construction works on the site will typically commence and finish at the following times:

- Monday to Friday: 08:00 – 15:00;
- Saturday: 08:00 – 13:00; and
- No Sunday, Bank Holiday or Public Holiday working.

3.3.2 Under no circumstances will works outside of these hours be undertaken, unless otherwise agreed in advance with Manchester City Council.

3.3.3 Construction vehicle deliveries would be scheduled to occur outside of the peak hours on the highway network where feasible to minimise the residual impact of such activities.

4 SITE SETUP

[This section is to be updated further following the appointment of a Main Contractor and a full Construction Statement / Plan has been prepared]

4.1 Indicative Site Setup

- 4.1.1 The figure below provides an illustrative overview of the setup of the site, including means of access and potential hoarding lines. This should be considered for schematic purposes only and the locations as suggested may be subject to change and confirmation upon appointment of the Main Contractor.

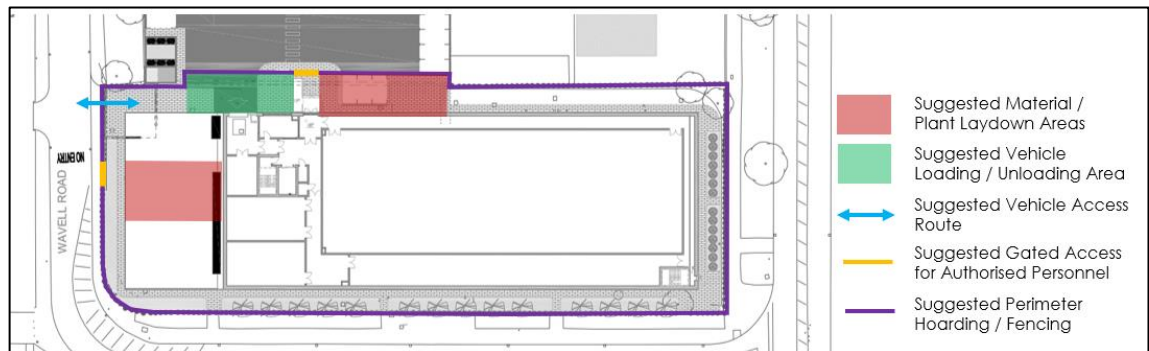


Figure 11 Indicative Site Setup

- 4.1.2 A more detailed plan will be prepared upon the appointment of a Main Contractor. Given the extents of the site and relatively at-grade alignment, materials and plant could be stored at several locations within the confines of the site itself, within the established hoarding lines.
- 4.1.3 Prior to any works commencing it is proposed that a site hoarding is installed along the curtilage of the site works to prevent unauthorised access to the site and to warn of the potential dangers of construction zones. A site hoarding would ensure that safe access is maintained into the site for legitimate staff and construction deliveries only.
- 4.1.4 The extent of hoarding and any proposed temporary traffic management measures would be agreed with Manchester City Council in accordance with its licencing procedures. All necessary licences would be applied for by the Main Contractor in advance.
- 4.1.5 Appropriate signage will be installed at the site during the course of the works informing the public that no access to the site will be available. Appropriate hoarding will be provided around the site perimeter to protect the general public and shield the works from view as is practically possible.
- 4.1.6 Equipment and materials will be stored within the curtilage of the site to minimise disruption on the local highway network and neighbouring properties. All plant and material storage areas will allow for movement of personnel around the site.

- 4.1.7 Monitoring of the above elements will be undertaken by the Construction Manager, appointed by the Main Contractor, throughout the programme of works to ensure the safety of all those staff associated with the works and users of the public highway, at all times. The above elements will be amended, with additional mitigation processes put in place, as required, as the construction programme evolves.

4.2 Storage of Plant and Materials

- 4.2.1 All plant and materials would be stored within the site domain. Safe and adequate access will be provided to all parts of the site, and the site must be kept tidy. When the work has stopped for the day, the site will be secured, all ladders and access removed, the plant must be immobilised, and all hazardous materials will be safely stored.
- 4.2.2 Storage locations will need to be constantly reviewed as work progresses and the site conditions change. Signage and pedestrian protection will need to be constantly updated and communicated to all as these works develop.
- 4.2.3 There will be no storage of goods or waste on the local highway network with all plant and materials stored within the site domain at all times.

4.3 Contractor Parking

- 4.3.1 Site operatives and visitors will be encouraged to travel to / from the site via public transport. There are frequent public transport services available from within close proximity of the site and hence there would not be any car parking accommodated within the site during construction.
- 4.3.2 The potential to provide lockers / storage areas on-site for tools and materials of construction staff would also be explored by the appointed Contractor to make sustainable travel more convenient for staff. This could be provided by way of a designated area within the storage compound.

5 VEHICLE ACCESS AND ROUTING

[This section is to be updated further following planning approval].

5.1 Types of Vehicles

- 5.1.1 It is anticipated that where possible, larger delivery vehicles would generally be used by the various trades employed and throughout the various phases of construction where possible in order to reduce the overall frequency of deliveries and minimise disruption on the local highway network.
- 5.1.2 The table below provides an indication of the types of vehicles anticipated during the construction process. The types of vehicles required for each phase of construction would be confirmed by the Main Contractor.

Vehicle	Operation	Dimensions
Medium Tipper Lorries	Transporting loose material to / from the site	Length: 8.2m Width: 3.5m Height: 2.9m
Small Tipper Lorries	Transport loose material to / from the site	Length: 6.5m Width: 2.5m Height: 2.9m
Concrete Lorries	Mixing components and materials	Length: 8.4m Width: 2.4m Height: 4.0m
Flat-bed Trucks	Transport materials / Steels etc.	Length: 8.0m Width: 2.1m
Skip Lorries	Waste removal	Length: 6.3m Width: 2.9m Height: 2.9m
Transit Vans	Finishing materials and sanitary ware	Length: 5.3m Width: 2.0m Height: 2.5m

Figure 12 Typical Construction Vehicles

5.2 Construction Vehicle Access

- 5.2.1 Drawing **2023/7192/001**, attached hereto, illustrates the largest typical construction vehicles (Medium Tipper and Concrete Mixer) entering and egressing the site in a forward gear via Wavell Road via the existing access point to Simon House to minimise residual disruption on the adjacent Delta House site. The site would be fully demolished from its current form prior to the construction phase commencing and hence sufficient turning space would be afforded within to allow for the entrance and egress of vehicles in a forward gear.

5.2.2 All construction deliveries would be booked in advance with the Construction Manager and undertaken in a timely fashion to ensure only one delivery vehicle arrives at the site at any given time through the use of a delivery schedule and limited delivery hours. The number of construction deliveries each day would be restricted in order to minimise impact on the adjacent highway network.

5.2.3 All vehicle manoeuvres and loading / unloading would be assisted by a Traffic Marshal. Traffic Marshals would be situated at the site at all times when construction vehicles are expected to undertake deliveries to direct vehicles, pedestrians and cyclists.

5.3 Routing Strategy

5.3.1 The likely routing for construction traffic would be to / from the Strategic Road Network (SRN) in the form of the M56 motorway, with the most direct and feasible route available to the north of the site.

5.3.2 The figure below outlines the route from the M56 towards the site, comprising travel along Brownley Road and Wavell Road at a driving distance of circa 2.1km.

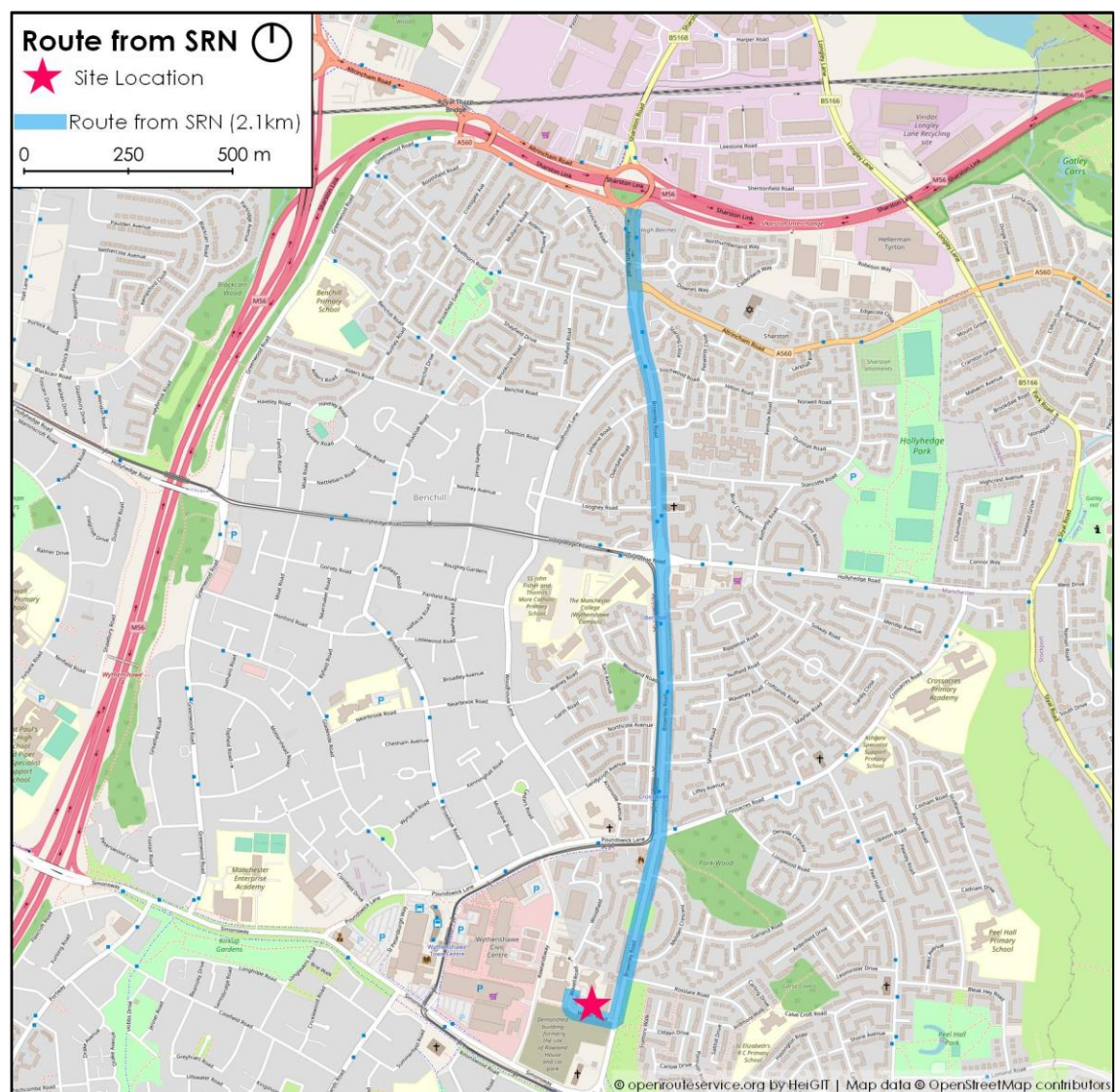


Figure 13 Suggested Construction Vehicle Route to Site

- 5.3.3 The figure below outlines the similar route for return to the SRN, comparing travel north via Wavell Road, Rowlandsway, Poundswick lane and Brownley Road.

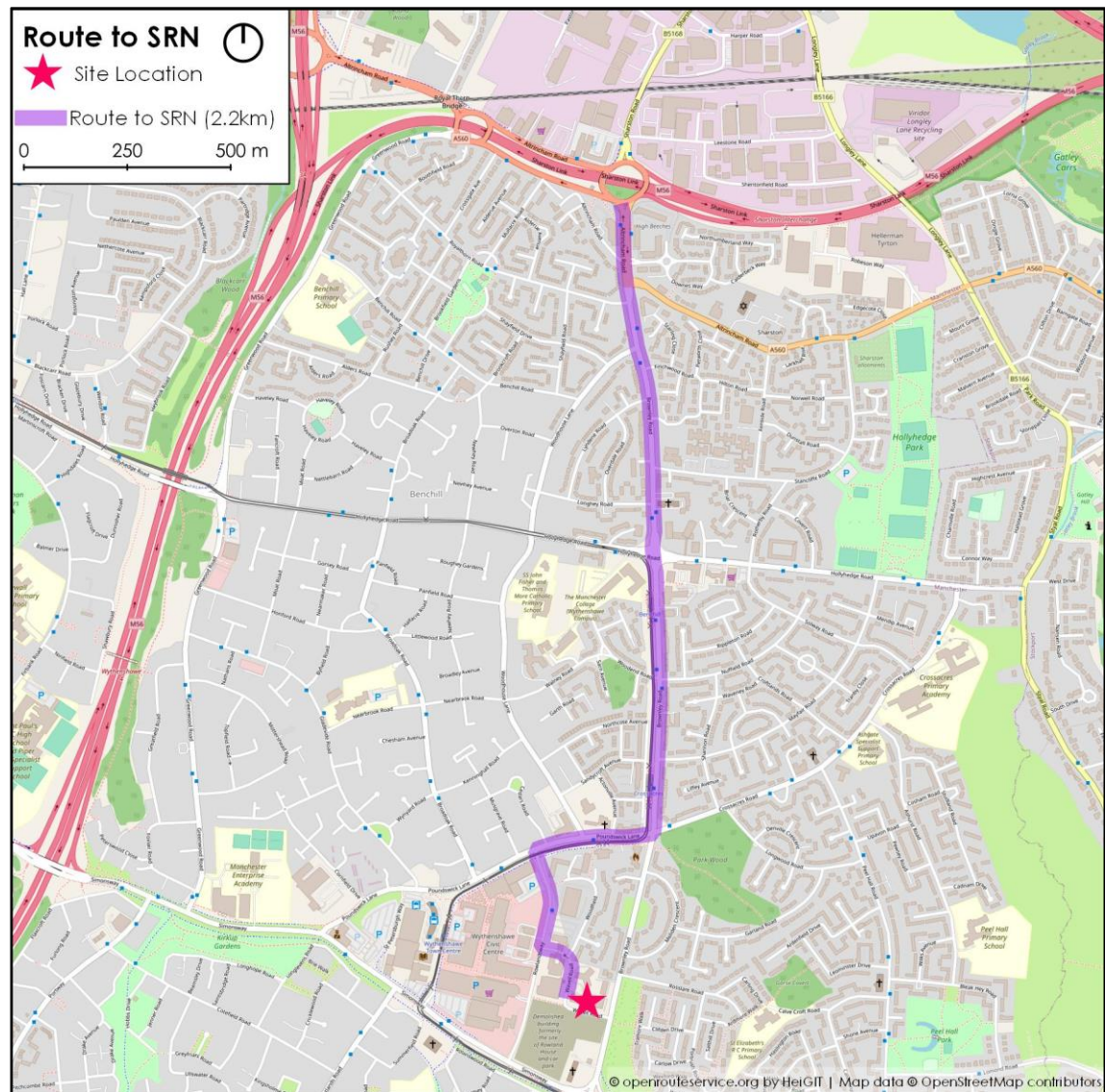


Figure 14 Suggested Construction Vehicle Route from Site

- 5.3.4 The full routing strategy will be confirmed by the Main Contractor, once appointed.
- 5.3.5 Delivery drivers will be notified of the proposed access arrangements prior to their scheduled delivery time, in order to ensure vehicles adhere the agreed routes and access arrangements. Traffic Marshals shall be on hand at all times to assist vehicle manoeuvring as required.
- 5.4 Loading / Unloading and Storage Materials**
- 5.4.1 Deliveries will be undertaken on a 'just in time' basis with all deliveries needing to be booked in 48 hours prior to the day of delivery. This will assist in the minimum amount of materials being stored within the site at any one time and improve delivery efficiency.

- 5.4.2 Any storage materials on-site will need to be constantly reviewed as work progresses and the site conditions change to ensure that all materials are accommodated on the site and not within the public highway.
- 5.4.3 Loading or unloading at any other time on weekdays or at other locations not stated within this document will in no instances be acceptable, unless otherwise agreed in advance.

6 STRATEGIES TO REDUCE IMPACT

6.1 Planned Measures Checklist

6.1.1 The appointed Construction Manager will ensure that all vehicles accessing and egressing the site adhere to the agreed strategies as set out within this Plan. In order to minimise congestion on local roads and inconvenience to third parties, the following principles are proposed:

- A designated loading area will be created at the site to enable the safe delivery of materials;
- Deliveries will only be permitted within the specified hours set out in this document to minimise the impact on pedestrians, cyclists and other road users;
- All deliveries will be booked in advance and managed by the Construction Manager, in liaison with the relevant supplier / construction company, in order to ensure that only one delivery vehicle arrives and / or departs the site at any given time;
- A delivery schedule will be prepared and kept up to date by the Construction Manager. The delivery schedule will detail the anticipated time of the delivery, contact details for the supplier, the type of delivery and the size of vehicle anticipated;
- All deliveries must be booked at least 48 hours in advance with the Construction Manager and made in accordance with the specified working hours outlined in this document;
- Any deliveries not booked may be turned away at the Contractor's expense;
- All deliveries will be supported by traffic marshals, as appropriate, to ensure the safe passage of materials to and from the site, without impacting on highway safety and other road users;
- Vehicles being off-loaded with goods at the site shall switch off their engines to avoid nuisance to the adjacent uses and to prevent dust generation;
- The contractor will sweep the roads and footways on the local highway network as required on a daily basis to remove any spoil or debris deposited on the highway resulting from the construction period if necessary. The appointed Construction Manager would ensure all construction vehicles depart the site in a clean and tidy manner and implement wheel washing facilities, if deemed required;
- Co-ordination will take place with other construction sites / businesses if found to be necessary when larger vehicles are required to deliver to the site;
- Any vehicle attempting to deliver outside the specified hours within this document will be moved on and will only be permitted to return to site within the delivery hours as noted above;
- The Main Contractor will request all delivery vehicles to telephone ahead of arrival to site so that the necessary steps can be made to enable a smooth and efficient operation;

- Traffic Marshals will be informed and will be ready for arrival of the delivery, anticipating the type of delivery and unloading method to be utilised;
- All construction vehicles would adhere to the vehicle routing strategy detailed within this Plan;
- The operation of the construction site will comply with the Construction Logistics and Community Safety (CLOCS) Scheme, details of which are included at **Appendix B** of this Plan; and
- There would be no parking available on site for operatives or visitors, and these groups would therefore be encouraged to use alternative modes of travel where possible. All personnel will be briefed by the Main Contractor prior to their first visit to the site to make it clear that no parking is available at the site. Designated lockers / storage areas will be provided at the site for tools and equipment in order to make sustainable travel on a daily basis more convenient for operatives and visitors.

6.1.2 A weekly review of forthcoming deliveries will be undertaken at a Logistics Progress meeting and the deliveries for the coming week will be agreed with the Construction Manager in advance.

6.2 Measures to Improve Sustainability

6.2.1 In order to encourage the use of sustainable travel and reduce reliance upon private car use by operatives and visitors, a number of travel planning measures will be considered by the Main Contractor. The following principles will be followed:

- Use of local suppliers, as far as reasonably possible, to reduce distance travelled and associated vehicle emissions;
- Use of labour / operatives who are more likely to reside within the local area and therefore travel by sustainable modes;
- Providing operatives within timetable bus / rail information, if requested;
- The potential to provide lockers on-site for tools and materials of construction staff will be explored by the Main Contractor to make sustainable travel more convenient; and
- An induction programme for all personnel, making them aware of the zero-parking available and convenient access via sustainable modes. Car sharing will also be encouraged as a suitable alternative.

6.3 Traffic Marshals / Banksman

6.3.1 Where necessary, a suitably qualified Traffic Marshal / Banksman would be appropriately located at the site's frontage and on the site during scheduled deliveries, to direct both vehicles and pedestrians in the locality.

6.3.2 The provision of a qualified Traffic Marshal / Banksman will ensure that all vehicle and pedestrian movements into / out of the site are controlled and managed appropriately. All activity involving vehicles turning around or reversing on the public highway will be assisted.

7 ENVIRONMENTAL STRATEGY

7.1 Noise

- 7.1.1 Construction works are generally highly noise generating sources of activity and given that the adjacent uses would be operational throughout the construction process, a number of mitigation measures will be enforced and / or considered to suppress noise and vibration generated on the site.
- 7.1.2 The Construction Manager will be responsible for the monitoring and management of noise at the site and adhering to the Noise Working Standards as set out by the Local Authority Environmental Health Department.
- 7.1.3 If the measures noise level rises significantly above the predicted noise level, or in the event that a noise complaint is received locally, the Construction Manager will investigate the cause and the noise levels will be reduced, if it is reasonably practicable to do so.
- 7.1.4 A number of mitigation measures will be considered to suppress noise generated on the site, including:
- Ensuring that all work is undertaken within the restricted working hours;
 - Using 'silenced' plant and / or equipment and low vibration construction methods, wherever possible;
 - Using mains power instead of generators, wherever possible;
 - Ensuring all operatives are professionally trained and provided with ear and eye protection;
 - Ensuring delivery drivers turn off their engines upon arrival and when loading / unloading goods;
 - Using protection plates and mobile screens around those parts of the site likely to generate significant levels of noise. Such screens will have sufficient mass as to be able to resist the passage of the sound;
 - Strategically placing noise generating plant as far as possible from sensitive receptors and the general public; and
 - Ensuring all deliveries are scheduled and assisted by a Traffic Marshal to ensure deliveries do not need to wait to park. Idling will in no instances be acceptable.
- 7.1.5 The above list of mitigation measures is not exhaustive, and the Construction Manager (once appointed) is encouraged to investigate other potential measures throughout the construction process.

7.2 Potential Impacts on Air Quality

7.2.1 Impacts on air quality can arise as a result of construction activities, particularly the annoyance of dirt, dust and debris. A number of mitigation measures which are to be enforced at the site are detailed below:

- Using water spray to reduce dust generation;
- Using protection plates and mobile screens;
- Materials / waste stored on the site should be covered, particularly outside of working hours. The storage of materials or waste on the public highway and at other locations will in no instances be acceptable;
- All vehicles carrying materials to / from the site should be covered to reduce the likelihood of spillages or leaks;
- Ensuring the road edges around the site and within the bellmouth of the site access are swept by hand by staff at the end of the day;
- All construction vehicles will follow the designated routes to reduce the impact of vehicle emissions; and
- Special provisions to be provided and agreed with the Highway Authority for any materials containing asbestos, as appropriate.

7.3 Waste Management

7.3.1 The Main Contractor (when appointed) will be responsible for the careful management of waste as a result of construction works at the site. This will be achieved by adopting the key principle of the Waste Hierarchy, as outlined by the Department for Environment Food and Rural Affairs (DEFRA) and illustrated in the figure below.

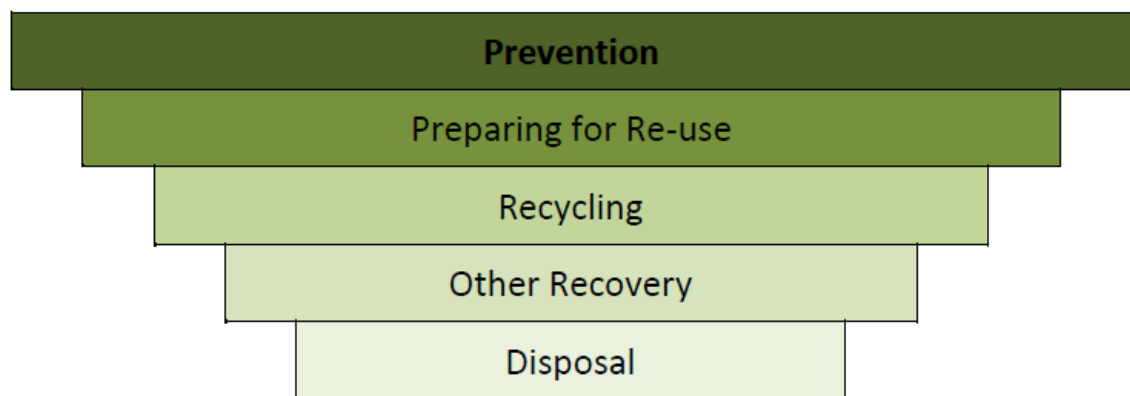


Figure 15 DEFRA Waste Hierarchy (Preferred to Least Preferred Option)

7.3.2 This gives top priority to preventing waste in the first instance and provides a procedure to follow when waste is created, including re-using, recycling, recovery and the disposing of waste as a worst case.

Prevention

- 7.3.3 The primary aim with regards to the management of waste during the construction process is prevention, wherever possible, by way of utilising materials which are more durable, and which are less hazardous to the environment, staff and the local community.
- 7.3.4 Once the Main Contractor is appointed it is anticipated that the site will operate on a 'just-in-time' basis for all goods and waste, to ensure the minimum amount of goods and waste are stored on the site at any given time.

Re-use and Recycling

- 7.3.5 Opportunities for on-site re-use and recycling of materials will be sought wherever practicable.
- 7.3.6 Prior to commencement, a pre-clearance / demolition audit will be carried out which will consider the potential for recovering as much material as possible. This will be summarised into a bill of quantities, setting out the anticipated quantities of surplus materials, for example.
- 7.3.7 Where it is not practical to re-use existing materials on the site, recycling will be sought as a suitable alternative ahead of the possibility of disposal. This could include, but is not limited to, turning waste into a new substance or material such as composting, for example.

Other Recovery

- 7.3.8 Other opportunities for recovering products and goods will also be considered in the event that recycling cannot be utilised. This may include using different forms of energy recovery technologies such as combustion with energy or anaerobic digestion, for example.

Disposal

- 7.3.9 The disposal of waste will by no means be encouraged and will only be sought where disposal is the only option.
- 7.3.10 At no time will the dumping of waste be permitted both on the site or off the site. Any waste must be collected from the site and disposed of by a registered licensed contractor at a licensed landfill site suitable for the type of waste generated.
- 7.3.11 Burning of surplus material or material arising from the site will not be permitted within the site.

8 IMPLEMENTING, MONITORING AND UPDATING

8.1 Overview

8.1.1 The Works Manager (when appointed) will own and manage the implementation of this Plan. The following highlights the key roles for this position:

- Ensure a site-specific risk assessment is carried out for all traffic activities (arrival, departure, (un)loading, movement, maintenance);
- Ensure a project induction is available to all staff and drivers, which shows key routes, restrictions etc.;
- Monitoring and reviewing health and safety performance of all parties;
- Ensure there are adequate emergency procedures in place for all foreseeable events i.e. traffic issues, spills, medical evacuation, fire, and traffic management control;
- Provision of materials / equipment to support the strategy;
- Provision of competent resources;
- Facilitate deliveries and management of delivery / logistics strategy; and
- Ongoing review and updating of this Plan as the project develops and site conditions change.

8.2 Communication

8.2.1 The contact details of the Works Manager including an emergency out-of-hours contact will be published at the front of the site.

8.2.2 Contact information for a number of key external groups has also been included in the table below.

Name	Address	Contact
HSE	Health and Safety Executive, Woodlands, Manton Lane, Manton Lane Industrial Estate, Bedford, MK41 7LW	0300 123 4500
Environment Agency	Environment Agency Head Office, Horizon House, Bristol, BS1 5AH	0370 850 6506
Local Authority	Manchester City Council	0161 234 5000

Figure 16 External Key Contact Details

8.3 Reporting and Review

8.3.1 The Works Manager would liaise with any sub-contractors and suppliers on a regular basis with respect to incoming deliveries.

8.3.2 Any outstanding details within this outline CMS would be confirmed within a full CMS in any event. The Works Manager will review the full CMS regularly as conditions change. Records of any updates / revisions will be maintained by the Works Manager.

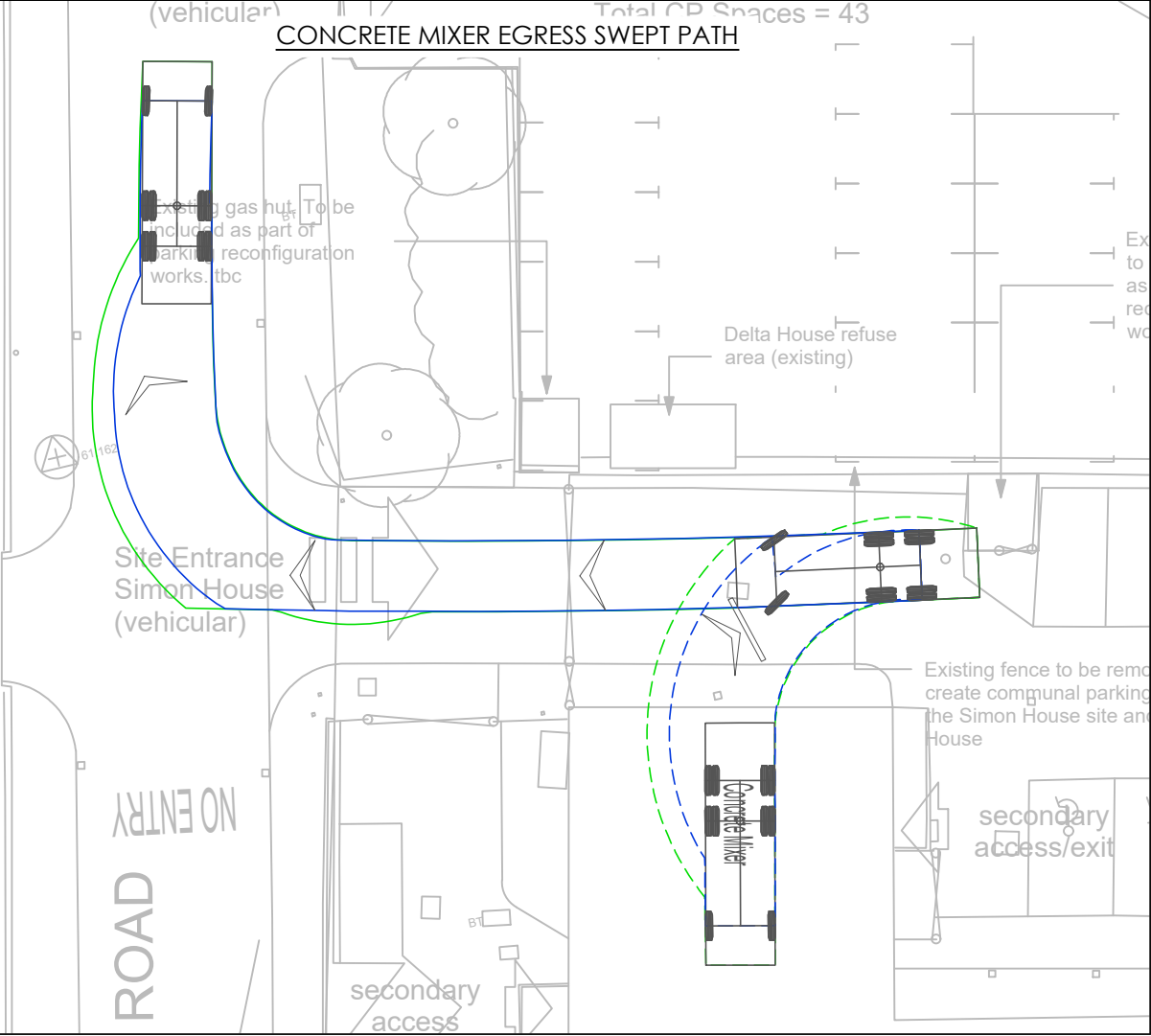
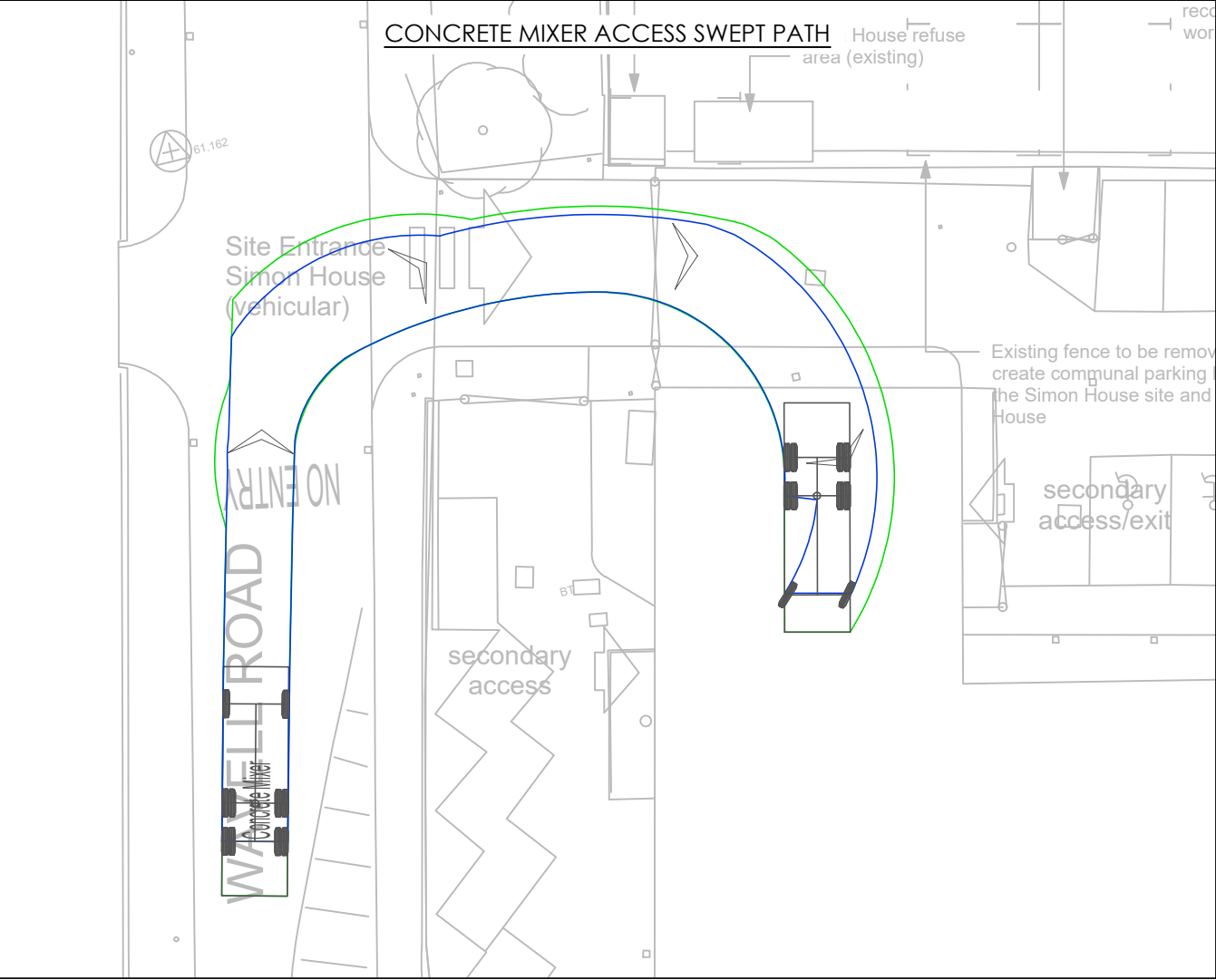
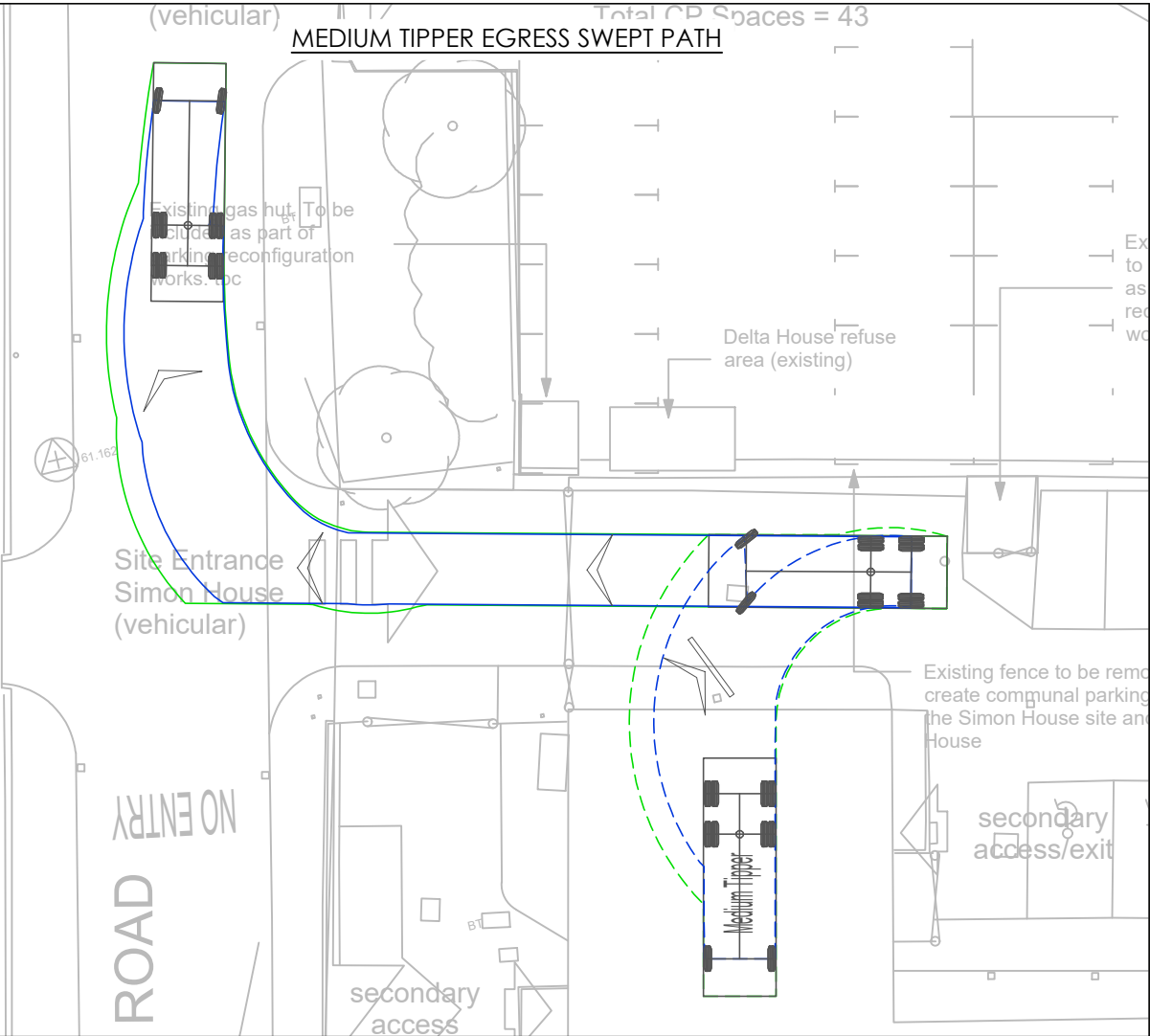
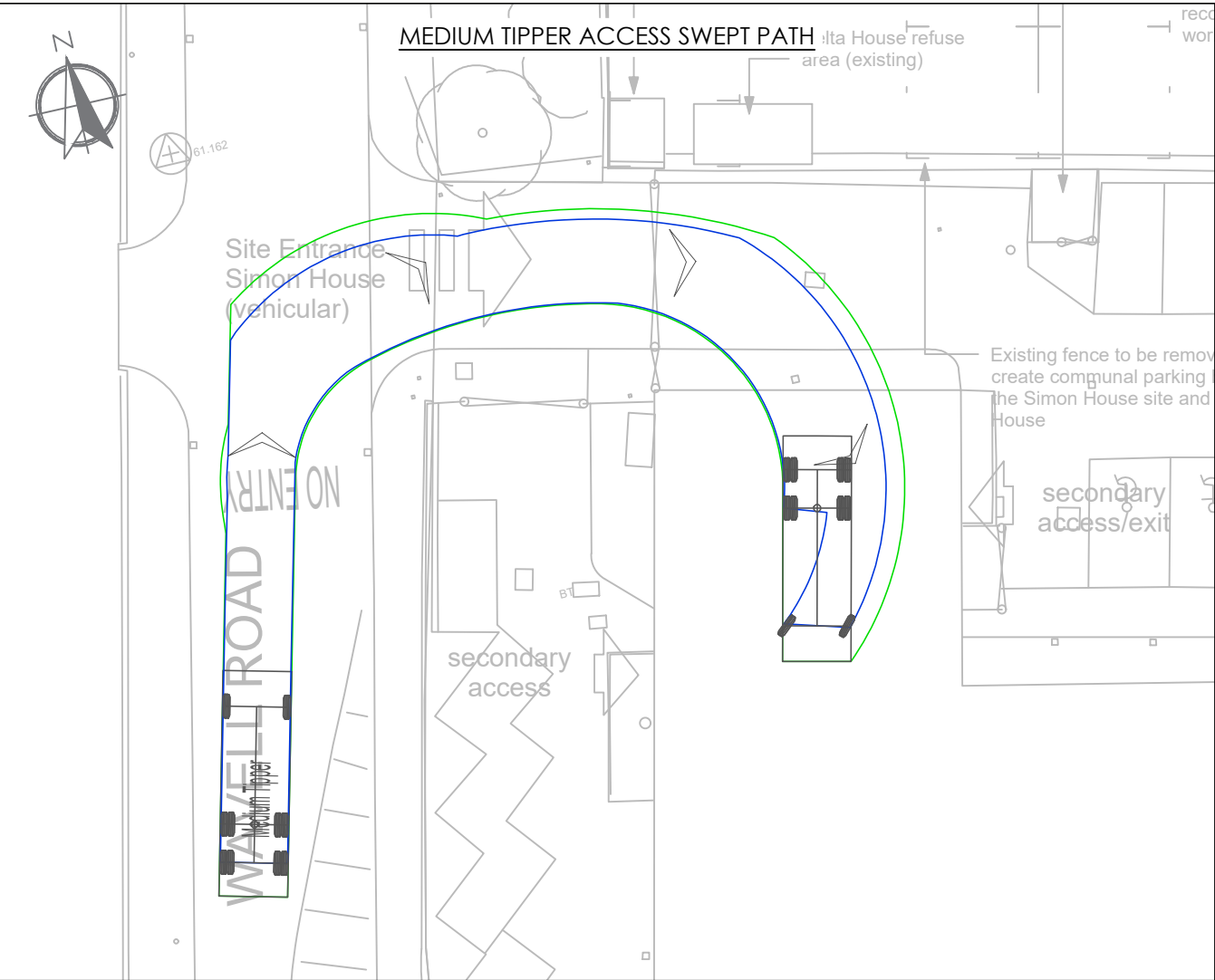
8.3.3 All records will be held on file, on site, including all certificates and inspection records for all plant, equipment and lifting etc. that are required for traffic management and works purposes.

8.4 Breaches and Complaints

8.4.1 The contact details of the Construction Manager including an emergency out of hours contact will be published at the front of the site and will seek to respond to any formal complaint received within seven business days with respect to community concerns, vehicle routing issues and unacceptable parking by staff, for example.

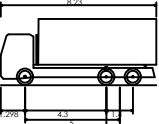
8.4.2 The Construction Manager will be expected to develop a constructive relationship with those in the immediate vicinity and community of the development. A forum for consultation with the public will be set up, where feedback will be encouraged and updates on the development will be posted to keep the community up to date with activities on site. A letterbox drop to inform local personnel of construction timing, work duration and what works are occurring at what times will also be considered.

DRAWINGS

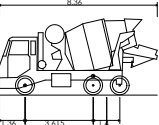


NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



Medium Tipper
Overall Length 8.230m
Overall Width 2.500m
Overall Body Height 3.500m
Min Body Ground Clearance 0.337m
Track Width 2.450m
Lock to lock time 6.05s
Kerb to Kerb Turning Radius 7.850m



Concrete Mixer
Overall Length 8.360m
Overall Width 2.390m
Overall Body Height 4.027m
Min Body Ground Clearance 0.358m
Max Track Width 2.413m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 8.210m

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RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

P1	GE	FIRST ISSUE		07/06/23
Rev.	Drawn	Comments		Date



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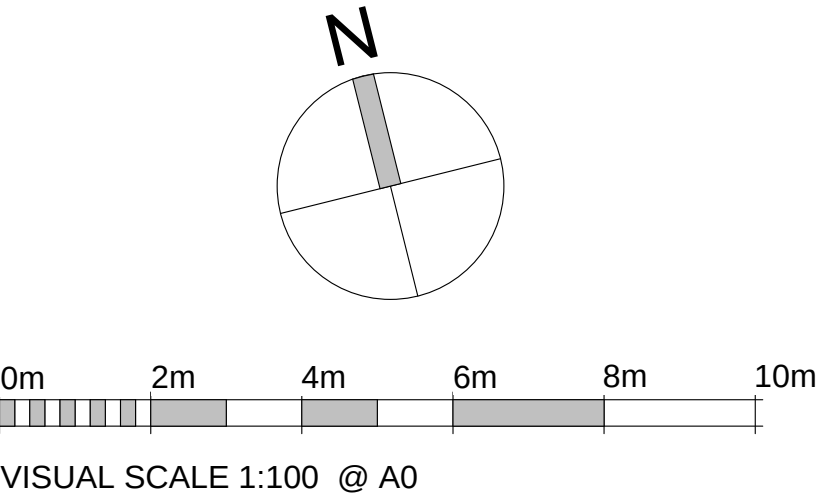
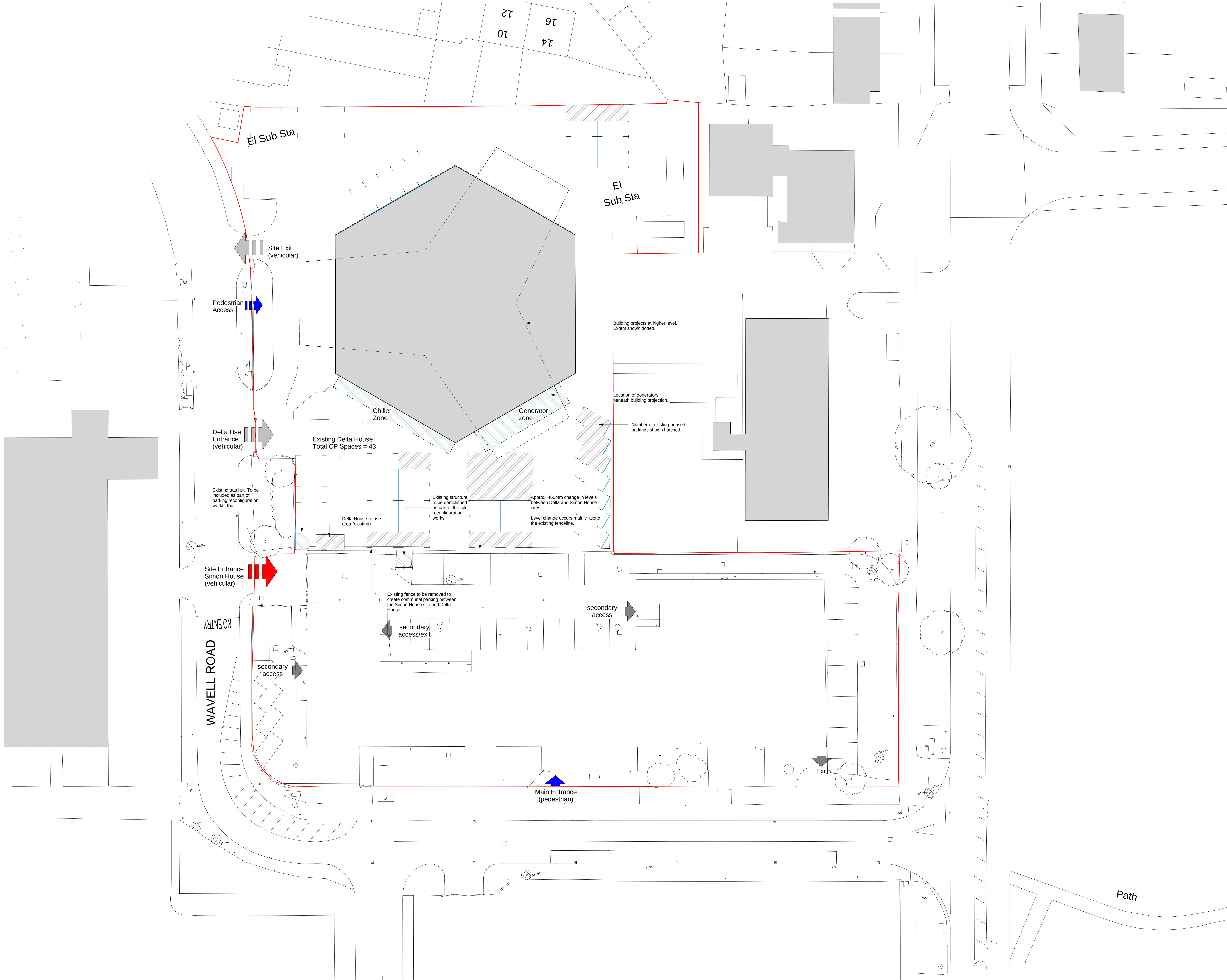
Client
TeleData

Project
Simon House, Manchester

Drawing Title
Construction Vehicle Swept Path Analysis

Drawing No. 2023/7192/001	Rev. P1		
Scale 1:250	Drawn By GE	Checked By JC	A3

APPENDIX A



GENERAL NOTE:
Existing drawings based on information by
ACAD Design and Surveys,
Topo Survey by JLP Surveying Consultants

- KEY
- Application Boundary
 - Existing Structure (indicative)

WIP

P04	07.02.2023	Issued for review	DM	IM
P03	02.06.2023	Issued for review	DM	IM
P02	25.05.2023	Issued for information/comment	DM	IM
P01	22.05.2023	Draft issue for information	DM	IM

Rev	Date	Description	By	Ch'd
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Drawing Status
FOR INFORMATION

Project Title
KEYSOURCE - TELEDATA MAN2

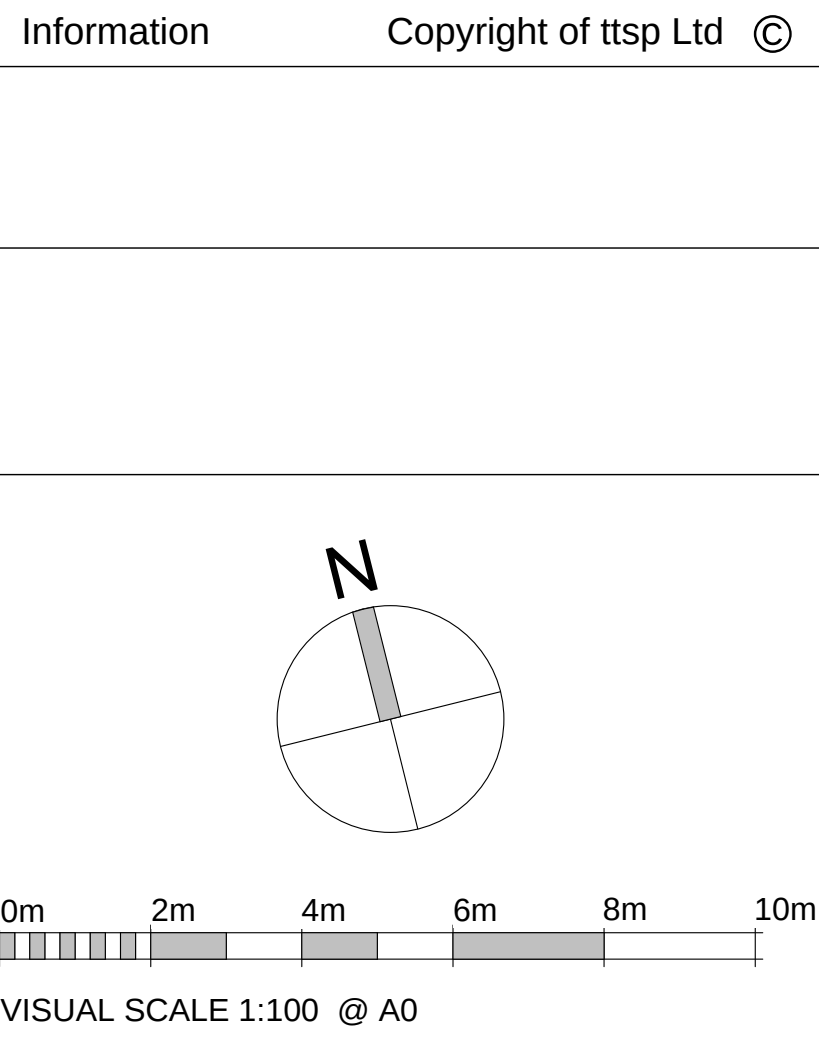
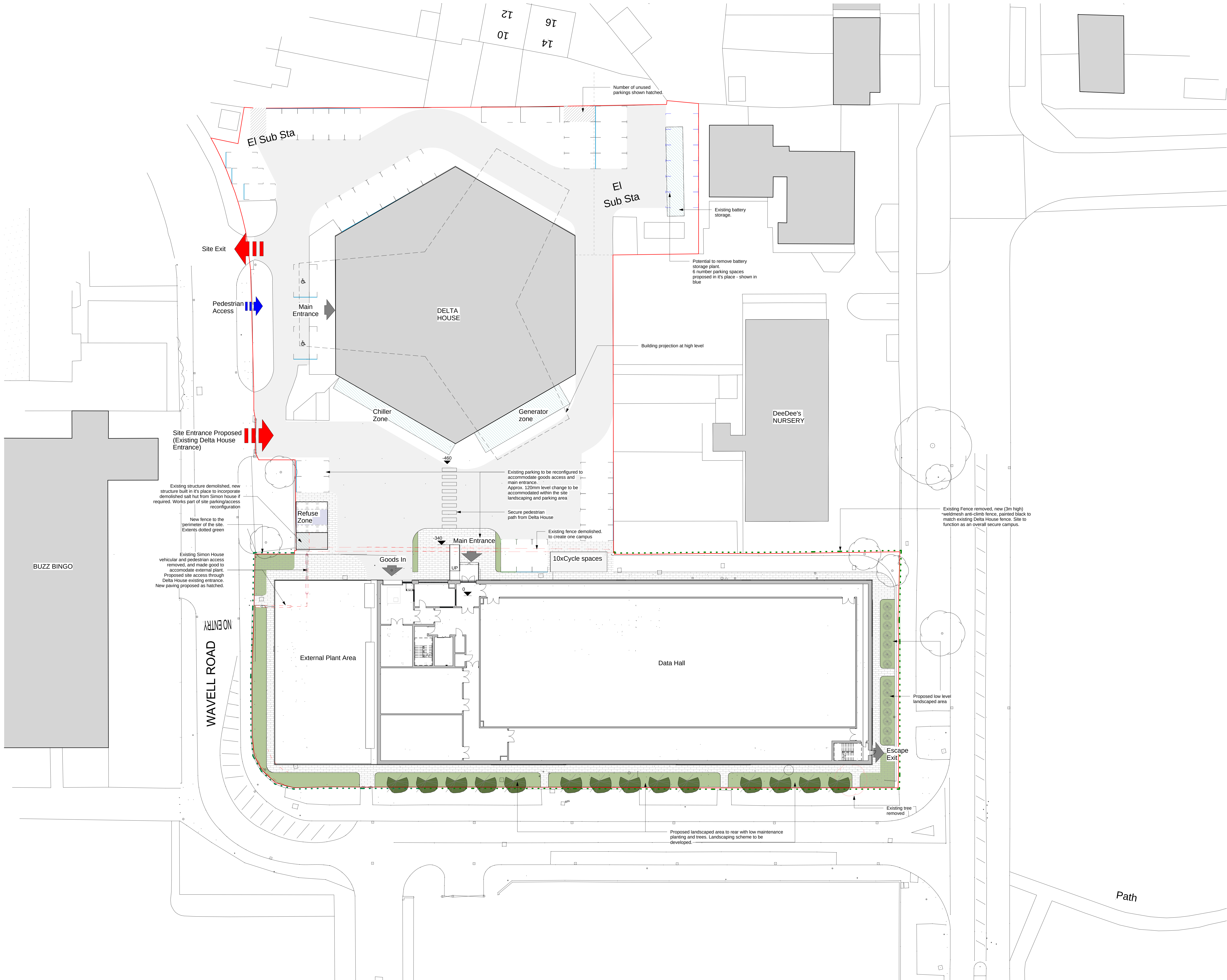
Drawing Title
Site Plan - Existing

Sheet	Scale	Date	Drawn	Ch'd
A0	As indicated	26.04.2023	DM	IM

Project No.
3447

Drawing No.	Rev
3447-TSP-ZZ-XX-DR-A-00-001	P04

ttsp



GENERAL NOTE:

Existing drawings based on information by
ACAD Design and Surveys,
Topo Survey by JLP Surveying Consultants

KEY

- Application Boundary
- Extent of new boundary fence
- Existing to be removed
- Proposed paving
- Proposed landscaping
- Refuse Zone
- Existing Structure (indicative)

Car Parking spaces

Existing spaces

- Simon House - 41
- Delta House - 43
- Total number spaces - 84

Proposed spaces combined site

- no of proposed spaces - 34
- no of disabled spaces - 2
- No of Elec. V spaces - 1(min) (tbc)
- Total number spaces - 37
- potential furture spaces - 6

Cycle Parking Spaces

- No of spaces - 10
- Electric cycle spaces - x(tbc)

Existing Refuse Provision Delta House

- No of 1100l bins - 3

Proposed Refuse Provision combined site

- No of 1280l bins - 6
- 50% allocated for recycling

WIP

PO5	09.02.2023	Issued for review	DM	IM
PO4	07.02.2023	Issued for review	DM	IM
PO3	02.06.2023	Issued for review	DM	IM
PO2	25.05.2023	Issued for information comment	DM	IM
PO1	22.05.2023	Draft issue for information	DM	IM

Rev	Date	Description	By	Ch'd
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Drawing Status

FOR INFORMATION

Project Title

KEYSOURCE - TELEDATA MAN2

Drawing Title

Site Plan - Proposed

Sheet

A0

Scale

As

Date

26.04.2023

Drawn

DM

Ch'd

IM

Project No.

3447

Drawing No.

3447-TSP-ZZ-XX-DR-A-00-002

Rev

P05

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APPENDIX B

APPENDIX: CLOCS Standard for construction logistics: Managing work related road risk (WRRR)

CLOCS Requirement	Further Information
Operations	
Quality operation – current certification with the Fleet Operator Recognition Scheme (FORS) Bronze accreditation (or equivalent)	www.fors-online.org.uk
Collision reporting - Conduct collision reporting, investigation and analysis	Included as part of FORS: CLOCS Manager is a free collision reporting tool available to all operators: www.clocs-manager.org.uk Free collision reporting toolkit available: www.clocs.org.uk/clocs-guides/
Traffic routing – adhere to any client specified routes	Follow client instruction
Vehicles	
The following vehicle safety equipment shall be fitted to vehicles over 3.5 tonnes:	CLOCS Guide: Vehicle safety equipment www.clocs.org.uk/clocs-guides/
Prominent signage warning other road users not to get too close to the vehicle	Further information and discounts on stickers and other equipment available through FORS: www.fors-online.org.uk/cms/contractors/fors-offers/ www.fors-online.org.uk/cms/discount-equipment/ Other services: www.fors-online.org.uk/cms/discount-services/
Side-guards on both sides of exempt vehicles	
Class V and VI 'close proximity' mirrors to exempt vehicles	
Close proximity warning system and/or camera system and/or vision-aid fitted to HGVs	
Left turn audible vehicle manoeuvring warnings	
Drivers	
Approved driver training in vulnerable road user safety	SUD courses and other approved courses detailed on FORS website: www.fors-online.org.uk/cms/training-discounts/
Driver licences checked through DVLA	Free through DVLA online check Discounts on DVLA license checking services available through FORS: www.fors-online.org.uk/cms/discount-services/



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