
CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN.

PLANNING CONDITION 7

Planning application number: - 132489/FO/2022

Revision 1 – Oct 2022

Construction Environmental Management Plan (Planning condition 7)

No development shall take place until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority.

The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

1.0 Introduction

This document describes the proposed management strategy for construction and the programme duration for key activities to be carried out on the site at the Port Street project.

The main aim throughout the build is to minimise impact on the surrounding residential properties and businesses and on the local highway and public space around the development.

The following narrative explains in detail this strategy and timescales envisaged at the time of planning prior to more detailed liaisons with specialist subcontractors as and when they are procured. This detailed proposal will describe our approach to Project Management, Health and Safety, Human Impact, Environmental management, security, site waste management, logistics and traffic management.

2.0 Community consultation strategy.

During the construction of the development Renaker will ensure that signs are located on the site hoarding and on the main gates, displaying an emergency 24 hr a day telephone number. This number is **0845 076 6405**. Details of the call will be handled by our trained and briefed customer care call centre, and the appropriate Renaker Build Ltd member of staff will be notified, a response to the complainant will be provided within 12 hours. All calls are recorded and logged by the care centre and on our internal incident reporting system, these complaints are reviewed by Senior Management who then agree the appropriate action, an important part of this process is the constant engagement with the complainant to ensure all parties are satisfied with the actions taken and that the complaint is resolved. Items raised on this system are reviewed at our monthly Directors Project Meeting to act as a lessons learnt and to enable sharing across our Projects.

Local residents will be engaged firstly through a mail drop, explaining the development, initial works, impending logistics around the site, and advising our intent to setup a neighbour's forum. The neighbour's forum will be created at the start of the Project and will include the following as a minimum: - Avro building, Sam's Yard, Astley building, Royal Mills forum and other neighbours deemed necessary. Regular presentations and meetings will be held throughout the duration of the Project and updates for the scheme will be provided via these forums and regular newsletters.

3.0 Working Hours

The site will be operational over the following hours: -

Monday – Friday: - 7.30am to 6.00pm

Saturday – 8.30am to 2.00pm

Sunday and Bank Holidays – No work

No work will occur outside of these hours without prior written consent from MCC.

4.0 Location, removal and recycling of waste.

Renaker will develop a scheme for the recycling and disposal (reduced quantities) of construction waste. This will commence at the design stage, with workshops being held to identify means for waste minimisation and material selection which may suit recycling. Renaker will then engage with sub-contractors and suppliers to identify both waste minimisation actions and/or on or offsite re-use or recycling actions. RBL will estimate the volume of waste that a typical trade would produce, e.g., plasterboard and brickwork, we will then put a tracker in place to monitor planned v actual.

Skips will be kept on site and collected on a daily basis by a reputable waste company to be segregated at their transfer station. We will receive monthly reports showing waste diverted from landfill and percentage recycled.

5.0 Construction Phase Dust Mitigation Plan.

The principal concerns relating to air quality and emissions from construction activities are in the form of dust and fumes. The degree of dust deposition is usually dependant on the nature of the works. Increased levels of dust are most likely to occur during site activities related to demolition (of which there are none planned on site) piling, moving construction traffic and ground works.

In order to minimise the dust and fumes, Renaker Build will provide the following:

Providing a hard surface where vehicle movements occur.

Control measures and dust suppression techniques.

Minimising stock piling and positioning in a manner that reduces risk of dust arising through wind action.

Measures such as screening and covering.

Installation of appropriate wheel and body wash facilities.

Keeping of adjacent roads and pavements clean.

Ensure plant is turned off and not left running when not in use; and,

Selection of electrically powered plant where possible in lieu of diesel or petrol plant.

Good practice measures will be adopted at Port Street project, to control the generation and dispersion of dust such that significant impacts on all permanent and transient stakeholders is minimised.

The hierarchy for mitigation will be:

- Prevention
- Suppression
- Containment

The following table provides detail on the management and monitoring of dust during the undertaking of construction works on site: -

Guidance

Communications

Site Management

Monitoring

Preparing and Maintaining the Site

Comment

- Display the contact details to allow complaints for air quality and dust issues to be raised.
- Develop and implement a stakeholder communications plan that includes community engagement
- Display the head or regional office contact information.
- Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions.
- Record all dusty and air quality complaints.
- Record any exceptional incidents that cause dust/or air emissions, and the action taken to resolve the situation.
- Hold regular liaison meetings with other high-risk construction sites that are within 500m of the site boundary. Ensuring plans are co-ordinated and dust and particulate matter emission are minimised.
- Make complaints log available to LA when asked
- Carry out regular site inspections to monitor compliance with the DMP
- Increase frequency of site inspections when activities with a high potential to produce dust are being carried out.
- Plan site layout so that machinery and dust causing activities are located away from receptors.
- Erect solid screens or barriers around dust activities or the site boundary that are at least as high as any stockpiles on site.
- Fully enclose site or specific operations where there is a high potential for dust production and the site as active for an extensive period
- Avoid site runoff of water or mud

	• Use water as dust suppressant where applicable • Keep site fencing, barriers and scaffolding clean using wet methods • Remove materials that have a potential to produce dust from site as soon as possible • Cover or fence stockpiles to prevent wind whipping
Operating Vehicle/ Machinery and Sustainable Travel	• Covers will be used on the road vehicles to stop the migration of dust. • All vehicles to switch off engines - no idling vehicles • Avoid the use of diesel or petrol-powered generators where practicable • Impose a signpost a maximum-speed limit of 15mph on surfaced and 10mph on un-surfaced haul roads and work areas • Produce a Construction Logistics Plan to manage sustainable deliveries
Operations	• Cutting equipment to use water as dust suppressant or suitable local extract ventilation • Ensure adequate water supply on the site for effective dust/particulate matter suppression/mitigation • Use enclosed chutes, conveyors and covered skips where possible. • Skip dust suppression will be in place. • Minimise drop heights • Ensure equipment is readily available on site to clean any spillages
Waste Management	• No bonfires or burning of waste materials
Earthworks	• During excavation works drop heights will be minimised to control the fall of materials thus reducing dust escape. • Temporary cover may be provided for earthworks, if necessary, completed excavation and exposed areas will be covered with permanent materials in order to stabilise surfaces as soon as practical. • Ensure that stockpiles exist for the shortest possible time. • Material stockpiles will be low mounds where possible based on available space. • Wherever necessary and possible stockpiles will be sheeted. • Material stockpiles will be located away from the site boundaries • Only remove the cover in small areas during work and not all at once
Construction	• Avoid scabbling • Ensure sand and other aggregates are stored and not able to dry out, unless it is required for a specific process • Ensure bulk cement and other fine powder materials are delivered and stored to prevent escape

Track out

- For smaller supplies of fine powder ensure bags are sealed after use and stored appropriately to prevent dust
- The construction of the superstructure will be carried out from behind screens.
- Jet washing / wheel wash – dependant on space and advice from the Specialist contractors, we will utilise either an automatic wheel wash or operatives with high pressure jet washes to clean the wheels at final exit point.
- Use water-assisted dust sweeper on the access and local roads
- Avoid dry sweeping of large areas
- Ensure vehicles entering and leaving sites are covered to prevent escape of materials
- Inspect on-site haul routes for integrity, instigate necessary repairs and record in site logbook
- Record all inspections of haul route and any subsequent action in a site logbook
- Install hard surfaced haul routes which are regularly damped down with fixed or mobile sprinkler systems, or mobile bowsers and regularly cleaned
- Implement a wheel washing system at a suitable location near site exit
- Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits
- Access gates to be located at least 10m from receptors, where possible

All construction activities will be subject to the production of a detailed method statement and risk assessment by specialist subcontractors, these will include the measures being proposed for eliminating, reducing or controlling dust and any proposals for monitoring were deemed necessary.

These method statements are subject to approval by the Renaker Build Management Team and our Safety Advisor and agreement will need to be reached prior to any work being carried out.

6.0 Noise and Vibration

Consideration will be given to noise and vibration at the pre-construction stage for all the various activities involved with delivering the buildings, we will take specialist contractor advice to ensure we minimise excessive noise and vibration, and as such we have identified the noisiest activities and their durations and these are as follows:-

- | | | |
|----------------------------------|---|-------------------------|
| • Contiguous Flight Auger Piling | - | March 2023 to June 2023 |
| • Bulk Excavation | - | Jan 2023 to May 2023 |
| • Concrete Structure | - | June 2023 to June 2024 |
| • External Works | - | April 2025 to Dec 2025 |

In order to minimise the affect these activities will have on our adjacent neighbours and the general public, we will undertake a series of mitigation procedures;

What noise and vibration mitigation will be undertaken on site?

The following steps will be carried out to minimise noise on site within Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974 and Section 10 of BS 5228 part 1):

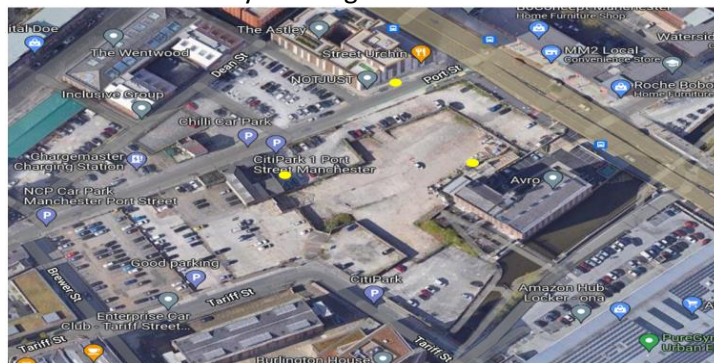
- We will use methods and machinery and equipment that will have a lower vibration level impact.
- We deploy machine and equipment that has been recently serviced and will be routinely serviced during the project to minimise the amount of noise and vibration from those machines and equipment.
- We will look at methods on site to mitigate the amount of vibration transfer through the ground by digging trenches on site where practical and safe to do so.
- - Attitude of operatives to the making of noise to be addressed, to have an understanding that work activities have an effect on those around not just operatives but residents and the public. This will be achieved though toolbox talks and daily activity briefings.
- - Hours of operation and activity- consideration to the time of day for particularly noisy activities will be made. E.g. Carry out these activities in the afternoon rather than 1st thing in the morning.
- - Use cast in halfen brackets for the cladding in lieu of post drilling into concrete.
- - Screens surrounding the concrete slabs and proprietary formwork wrapping the stair and lift core to minimise noise break out from concreting activities
- Acoustic screens used to shield metal pipe cutting or concrete cutting activities on site
- Proprietary acoustic cutting stations for cutting metal wall studs.
- Gas fork lifts and electric pallet trucks in lieu of diesel forklifts.
- All site operatives will be inducted on the potential impact on the surrounding community of site activities. This should cover principles of BPM pertaining to all site activities, highlight any particularly sensitive or high impact activities and precautions to be taken.
- No shouting.
- Stereos will not be permitted on site.
- All contractors/sub-contractors will demonstrate and undertake best working practices to avoid exceeding noise or vibration limits which have been agreed with Manchester City Council control limits.
- Sub-contractors shall highlight in their method statement and/or risk assessment any activities that will create significant noise and vibration levels. Sub-contractors will demonstrate how they will mitigate/ manage the emissions.
- All plant and equipment will be switched off when not in use, or where this is not practicable, throttled down to a minimum.
- Wherever practicable, all plant and equipment should be powered by mains electricity in preference to locally powered sources such as diesel generators.
- All compressors and generators shall be models fitted with properly lined and sealed acoustic covers or enclosures which remain closed when in use.
- Noisy plant or equipment should be sited as far away as possible from noise sensitive buildings. Wherever practicable, the use of barriers in the form of acoustic barriers or enclosures will be employed.
- All vehicles, plant and machinery used during operations shall be fitted with effective exhaust silencers and all parts of the machinery, plants and vehicles will be maintained in good working order and repair in accordance with the manufacturer's recommendations.

- White noise alarms shall be used where possible. Crane, plant and vehicle alarms and sirens shall be disabled where possible following a risk assessment. A traffic marshal will always supervise vehicles reversing in the public domain.
- Screening from existing features will be maximised or the use of full or partial enclosures will be employed for fixed plant. Fixed or semi-static plant will be located and orientated away from noise sensitive receptors where feasible to do so.
- Identification and use of low noise and vibration techniques. Where construction plant which is known to generate significant levels of noise and vibration then it will be used with consideration, and the construction process closely monitored to minimise noise and vibration impacts on and off the site.
- Vibratory compaction equipment will be used in a mode which minimises the incident vibration at nearby residential and other sensitive properties. Consideration will be given to engaging concentric weights only when running at speed to avoid run up, run down resonances, the use of smaller equipment, or turning off the mechanical vibration on vibratory rollers and undertaking more passes for areas where there is a particular risk that disruption may occur at neighbouring properties.
- Noisy works will be controlled utilising the hierarchy of risk control and measured using noise monitoring equipment to ensure safe levels are not compromised and noisy work hours are not breached. In all noisy work cases works substitution of equipment for machines or processes which reduce the noise levels to acceptable levels and therefore minimise the impact on both site personnel and the general public. Where this is not possible engineering controls will be employed utilising such control measures as baffles and 'noise screens'.

Who do we believe are our at-risk noise and vibration receptors?

We have identified that we have a series of neighbours that may be potentially impacted by our works on site. We will address this in part by making contact with these parties and include in them in our public consultation forums, that will include information about our works, our contact details for the site team and our out of hours contact customer service centre.

As part of this review, we have determined that our closest (and thus at most risk) receptors are the residents of Avro Building, Sam's Yard and Astley building.



7.0 Parking of construction vehicles and staff.

We have identified that there is a need to alleviate where possible the parking burden on Manchester City centre, during the Port Street development. Unfortunately, the site is very tight and

does not allow facility of onsite parking. There is facility for 10 car park spaces in the welfare compound. Site personnel will be encouraged to utilise the extensive array of public transport options available to them, failing this there is currently a variety of grade car parking facilities and pay and display street parking surrounding the site.

8.0 Loading and unloading of plant and materials.

All loading and unloading are planned to be undertaken within site boundary. Materials will be unloaded at designated unloading/loading bays by tower crane or forklifts. There will be no requirement to lift materials outside of the boundary, materials lifted by forklifts can be transported to various storage areas and hoists without leaving the site boundary.

9.0 Storage of plant and materials.

Material storage will be limited, but all materials will be stored within the site boundary for the development, which will be hoarded and secure. To ensure operative and public/vehicle safety, we intend to close half of Port Street along the boundary of the site, this will also be used for unloading of concrete and materials via the tower cranes. At the stage that the concrete frame reaches appropriate level, small low height forklift trucks will be employed to store materials within the basement level. A large percentage of materials will be brought on a just in time basis and store directly on the floor they are designated.

The site will have 24hr security and plant will be returned close to the security hut at night and will be locked with keys removed and cab guards in place.

10.0 Security Hoarding.

Protecting the public from risks to their health and safety arising from the construction work is a high priority. Every care will be exercised to prevent risk to members of the public and appropriate action, including the erection of perimeter fencing to a specified standard, will be taken.

Vandalism and theft of plant, equipment, materials and fuel is possible throughout the duration of the development. Renaker Build will take appropriate action, as described in previous sections, to ensure the site is secure at all times from unauthorised access. As described previously, the site will have metal turnstile access system controlled by an individual fingerprint system.

We will be utilising the provision of CCTV to cover the perimeter of the site and compound areas to assist in the prevention of unauthorised activities.

The hoarding to the perimeter of site along Port Street will interface with vehicle traffic, therefore we have selected water filled red and white crash barriers with corrugated steel panels. The panels will be fixed to posts inserted into sockets in the red and white crash barriers, this will create a minimum 2.4m hoarding, this will be agreed with MCC highways department, and a hoarding permit will be in place.

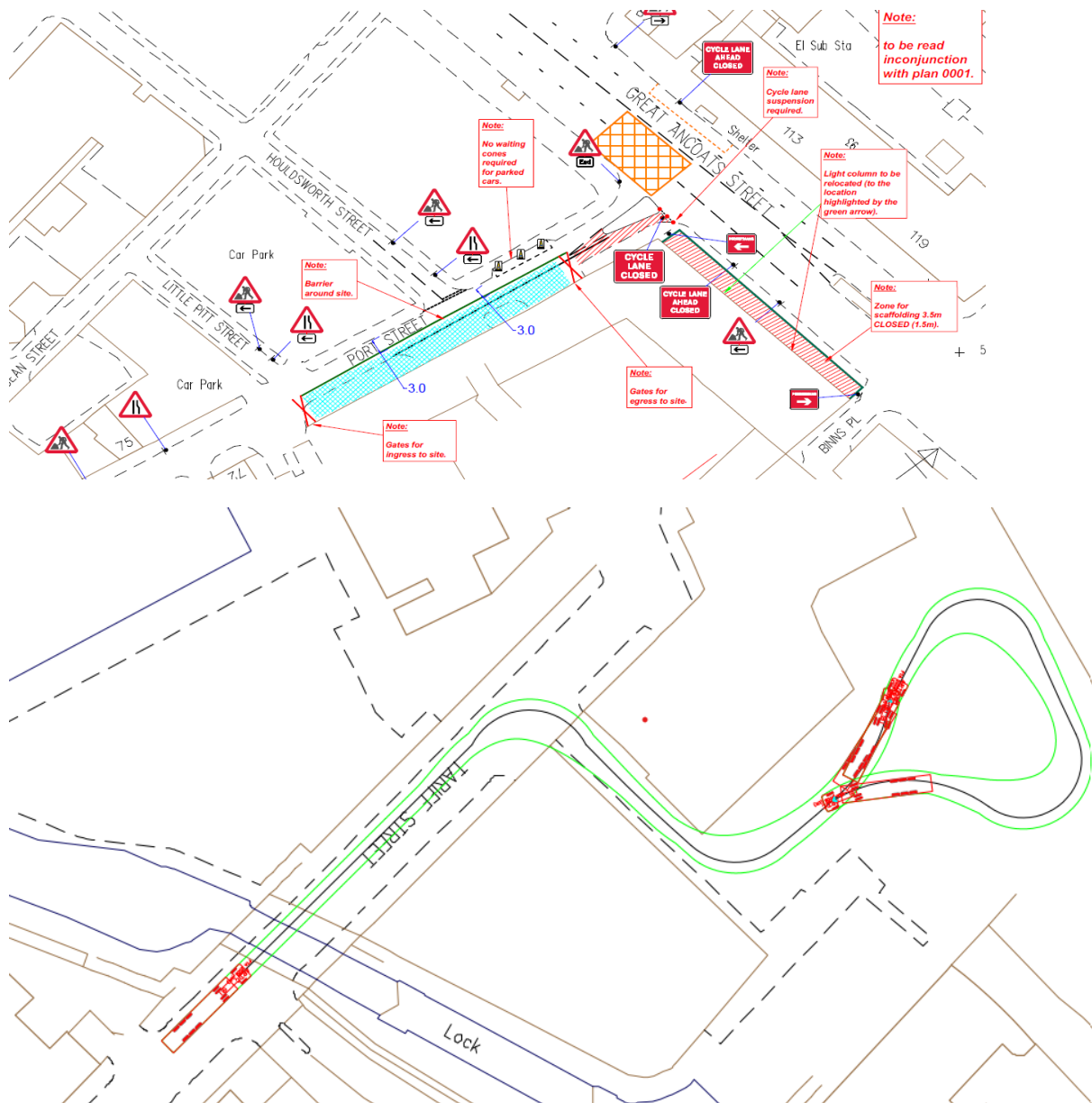
Renaker have a monthly monitoring system which all qualified staff undertake, a hoarding inspection is a weekly check, it is also a temporary works item which is subject to a statutory 7-day inspection. Any findings arising from these inspections are dealt with immediately.

11.0 Routing Strategy

The site access will be predominantly through a one-way haul road created from lane closure on Port Street, access and egress will through manned gates to prohibit unauthorised access to site.

Swept path analysis has been carried out for the surrounding area and roads leading to the site, so we know there are no issues with the swept path of vehicles and road widths and clearances are sufficient to cater for any delivery.

Liaisons are in progress with MCC highways regarding the above, the following layout has been submitted for approval to reflect our agreements made at highways meetings: -



All road users will be considered in site set-up and protection of public strategies – all hoardings will be designed and constructed to ensure they are secure and able to withstand wind loads.

All routes around the site for pedestrian, cyclist and road users will be managed and maintained daily. All signage regarding routing and road and cycle lane reductions, will be maintained daily. Vulnerable road users including pedestrian and cyclist will be factored into traffic management plan. All access and egress to site will be via traffic marshalled gates

12.0 Dilapidation survey

A dilapidation survey of the street scape and buildings adjacent, and on the boundary of the site, will be carried out pre-construction phase by a 3rd party inspector. All land surrounding the immediate boundary of the site is subject to S278 works agreed with MCC, which will make good the already poor surfacing surrounding the site.

13.0 Protection of Rochdale Canal

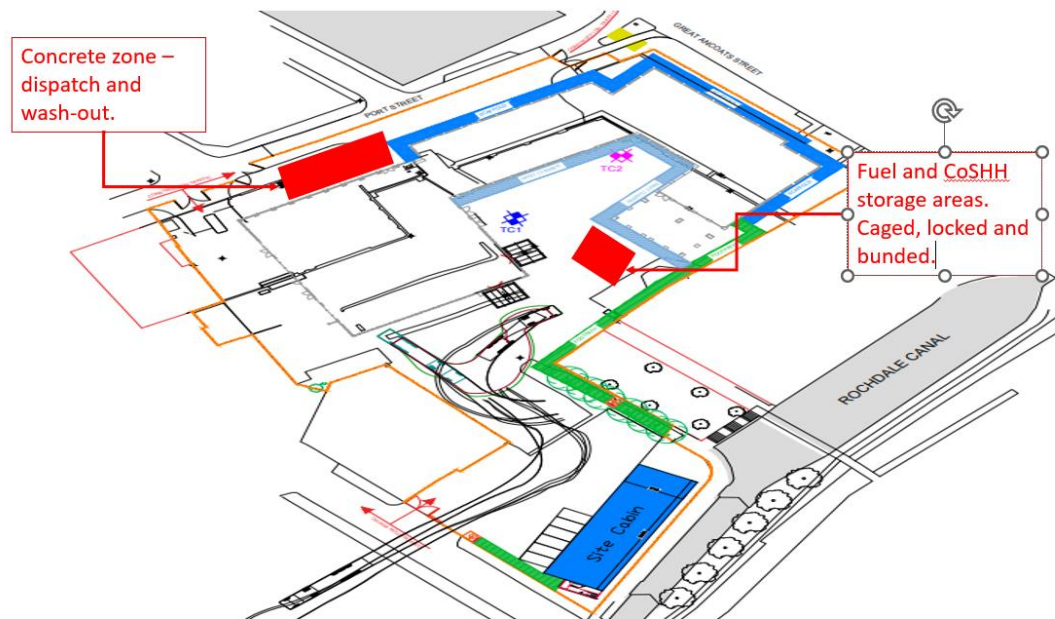
There has been consultation with the CRT regarding the project and proximity to the canal – correspondence has been forwarded to MCC. The evaluation that there is little, or no risk associated with the construction Phase and the canal – a small number of measures to be referenced in the CEMP which have been included in this document.

In the planning condition document mention is given to silt laden run off, drainage and spillages into the waterway – we agree with the CRT that due to the site being over 30m from the waterway and Brownsfield mill is low. We will monitor site activities daily to ensure there is no negative to any surrounding areas – be it waterways, highways or our neighbours.

We have completed several drainage surveys – which are available on request. We are aware of our responsibilities to cap off any drainage that we come across. We will be removing all of the existing drainage of the site as we remediate, we will ensure that any existing legs will be capped and documented.

14.0 Chemical and fuel storage.

Outline overall logistics plan showing concrete operations zone. Site welfare is shown and chemical and fuel storage shown. All fuel and CoSSH will be in locked and bunded cages with spill kits located within. These will be monitored through our daily/weekly inspections protocols.



Summary

The Construction (Design and Management) Regulations 2015 will apply to this project and all appropriate controls and systems will be in place to comply with the standards of the Regulations and associated guidance.

Every stage of the project will be pre risk assessed and appropriate controls applied, sub-contractors will be pre vetted and will be subject to extensive pre contract requirements of information transfer and risk assessment.

A fundamental aspect of the Principal Contractor's role is the development of a Construction Management Plan, which will take account of all known risks, which have been identified at pre-construction stage by the Principal Designer/CDM Consultant, the Design Team and also through site investigations. Renaker Build have been appointed as contractor on the scheme We have an extensive successful track record in Manchester.

The Construction Management Plan will describe arrangements and procedures for managing these key risk areas in more detail, as well as any future risk, and also the resources, including personnel, which will be applied to the scheme, and which will ensure the Health and Safety of all those working on or affected by the project works.

Renaker Build Limited have an on-going process of monitoring health and safety standards throughout its organisation. This is normally done directly (on site) by the site management team through regular inspections, toolbox talks etc. and also via the risk assessment process both during the completion of risk assessments and then by monitoring the effectiveness of risk control measures, which have been implemented. Site managers will also undertake regular reviews of safety on site, including any accidents or incidents and any matters raised will be dealt with accordingly.

Health and safety are also incorporated as a fundamental aspect of the overall project review, and Renaker Build Limited can demonstrate competency in the management and execution of Health and Safety. Renaker will work closely with the Principal Designer at this early stage of the project and will influence the detailed design to remove construction and residual safety risks.

In addition, Renaker Build will at the earliest possible stage of the project enter into dialogue with all relevant parties, including neighbours to ensure there is effective coordination throughout all stages of construction.