

DUST MANAGEMENT PLAN

for

MCGOFF CONSTRUCTION LTD

for their development project at

87 ROCHDALE ROAD, MANCHESTER,

M4 4JD

DATE: 7TH NOVEMBER 2022

REPORT NUMBER: 102935

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Summary

Planning permission (Application number [131708/FO/2021](#)) has been granted by Manchester City Council (MCC). The proposals are for the demolition of existing buildings and structures and the erection of 237 residential apartments and duplexes with associated commercial uses at ground floor level and basement car parking at 87 Rochdale Road, Manchester, M4 4JD.

This Dust Management Plan has been prepared to facilitate the discharging of planning condition 8 of the planning approval that requires the submission of a construction management plan (CMP). This dust management plan forms part of the CMP and identifies the mitigation measures required to ensure dust generation and transportation are minimised during the demolition and construction of the development. The appointed construction contractor will adopt this document for the entirety of the demolition and construction phase.

Prepared By Unam Ejaz

Reviewed By Lesley Goodall

Signed



Signed



Date

7th November 2022

Date

7th November 2022

Record of changes

Version	Date	Change	Initials
1	7th November 2022	First Issue	UE

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1 Introduction

1.1 Background

- 1.1.1 This Dust Management Plan (DMP) has been prepared for the development at 87 Rochdale Road, Manchester, M4 4JD. Planning permission for the development has been granted by Manchester City Council (MCC), Ref. 131708/FO/2021, and this DMP has been prepared to facilitate the discharge of planning condition 8 which states;

“The development shall not commence until a detailed construction management plan outlining working practices during construction have be submitted for approval in writing by the Local Planning Authority, which for the avoidance of doubt should include;

- *Display of an emergency contact number;*
- *Details of Wheel Washing;*
- *Dust suppression measures;*
- *Compound locations where relevant;*
- *Consultation with local residents/local businesses;*
- *Location, removal and recycling of waste;*
- *Routing strategy and swept path analysis;*
- *Parking of construction vehicles and staff; and*
- *Sheeting over of construction vehicles.*

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended. The development shall be carried out in accordance with the approved construction management plan.”

The development shall be carried out in accordance with the approved construction management plan.”

- 1.1.2 This DMP considers the entirety of the demolition and construction site and all dust-generating activities. The document considers day-to-day activities and all foreseeable circumstances which may worsen dust conditions at the site and will remain active and enforced throughout the demolition and construction period.

1.2 Site Description and Sensitive Receptor Locations

- 1.2.1 The proposed development site is located approximately 1.5 km to the north of the city centre adjacent to Rochdale Road (A664), one of the main routes which provide an into and out of Manchester city centre. The site currently operates as a car park and there is a car repair garage in the northeastern part of the site.

- 1.2.2 A car park and brownfield land borders the site to the north. A car park and Rochdale Road border the site to the east with further parking and commercial uses located beyond. Rochdale Road and commercial units border the site to the south, with car parking and commercial units beyond. Gould Street borders the site to the west with existing residential uses beyond. The closest existing residential dwellings are located within 10 m from the site boundary along Gould Street. Dwellings are considered to be high sensitivity receptors. The site location is shown in **Appendix A**.

1.3 Project Description

- 1.3.1** The development includes commercial units on the ground floor and 237 residential units above. The units comprise townhouses and apartments, with the townhouses bordering Gould Street in the western part of the site. The proposals include a 12-storey tower (approximately 46 m height) that will sit in the central part of the site, with ground floor uses that contain a mix of residential, amenity, and commercial units along the southern boundary of the building. There is no residential occupation proposed on the ground floor closest to Rochdale Road. Photovoltaic panels are to be installed on the roof.
- 1.3.2** An underground car park for 29 car parking spaces is to be provided, with access from Gould Street. The townhouses would be set back from the roadside and are not positioned above or overlapping the car park ramp. The extraction vent for the car park would be on the northern façade of the apartment block building, bordering an existing car park.

2 Timeline and Contractor Details

2.1 Appointed Demolition Contractor

- 2.1.1** The details of the appointed contractor carrying out the demolition works are identified in **Table 1**.

Table 1: Contractor Details

Item	Contractor Details
Company	McGoff Construction Ltd
Named Person(s) –Site Manager	Paul McCole
Contact Details (Email & Phone Number)	Telephone: +44 (0) 7747 488 462 Email: Paul.McCole@McGoffgroup.com

2.2 Appointed Construction Contractor

- 2.2.1** The details of the appointed contractor carrying out the construction works are identified in **Table 2**.

Table 1: Contractor Details

Item	Contractor Details
Company	Telephone: +44 (0) 7747 488 462

Item	Contractor Details
Site Manager Details	Paul McCole Email: Paul.McCole@McGoffgroup.com Telephone: +44 (0) 7747 488 462
Construction Director Details	Brendan Caloe Telephone: +44 (0) 7500 818 494 Email: Brendan.Caloe@McGoffgroup.com

3 Dust Risk

3.1 Potential Dust Sources

Demolition

- 3.1.1 Demolition is the removal of buildings and structures using either destructive or deconstructive means. Deconstructive demolition will be undertaken at the site to remove the existing outbuildings. This is the removal of the structure in parts, retaining and recycling the demolished material where possible.

Earthworks

- 3.1.2 Earthworks include the process of soil stripping, ground levelling, excavation, and landscaping. This activity also includes material handling, the general working of material and surfaces, and stockpiling. Unsealed surfaces and the drying out of materials and/or surfaces have the greatest potential to cause dust generation.

Construction

- 3.1.3 Construction activities comprise the creation of buildings and access roads. Activities include the pouring of concrete and material handling and piling, as well as other building activities associated with the construction of a building.

Trackout

- 3.1.4 Trackout is the transport of dust, dirt or mud by vehicles travelling from the construction site and onto the public road network. This may occur by vehicles travelling over muddy or dusty road surfaces and then travelling out of the site with dirt and mud attached to the wheels or vehicle bodies. This dust and dirt may then be deposited onto road surfaces beyond the site, and then re-suspended by other vehicles on the road network.

3.2 Institute of Air Quality Management Dust Risk Assessment

- 3.2.1 The risk of disamenity dust (the effect of dust deposition to harm amenity) and particulate matter health effects are used to inform the mitigation requirements for the site. The dust risks during demolition, earthworks, construction and trackout were assessed within Air Quality Assessment Report Number 102623V2 dated 3rd

September 2021, submitted in support of the planning application for the site, using the criteria outlined in the Institute of Air Quality Management guidance for demolition and construction dust². The site location and the 0 – 20 m, 20 – 50 m and 50 – 100 m demolition and construction zone area of effects referred to in the guidance are also shown in **Appendix A**.

3.2.2 A summary of the risks derived from the assessment is outlined in **Table 3** these have been used to inform this DMP.

Table 3: Risk of Dust Impacts

Potential Impact	Dust Risk			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	Low	High	High	Medium
Human Health	Negligible	Low	Low	Low

3.3 Prevailing Wind Direction

3.3.1 As shown in **Figure 1**, which presents the wind rose for Manchester Airport for the period 2009 to 2022, the nearest meteorological station to the site, the prevailing winds across the site are from the south and the west¹.

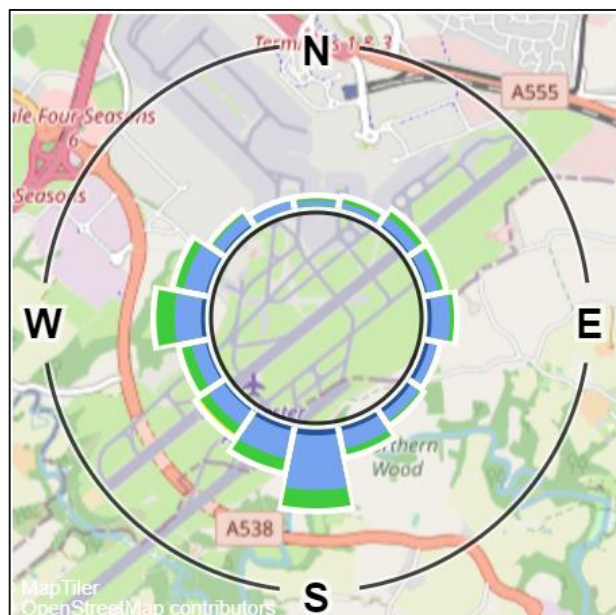


Figure 1 Wind Rose for Manchester Airport (Statistics for 09/2009 - 09/2022)

3.3.2 The closest residential receptors in Gould Street are upwind of the development as they are to the south of the proposed development. The closest downwind receptor is the car park located to the east.

3.3.3 This DMP has been designed to minimise the impact on the nearest sensitive uses, which are within 10 m of

¹ https://www.windfinder.com/windstatistics/manchester_airport

the site boundary and thus, potentially, any dust-generating activities. Sensitive receptors beyond 10 m will, by default, also be mitigated from dust deposition.

4 Roles and Responsibilities

McGoff Construction Ltd will;

- Display their name and contact details at a location visible to members of the public on the site e.g. at the site entrance;
- Retain a physical copy of this DMP on site for the duration of the demolition and construction works. A digital copy will be held at the Contractor's head office. This document shall be made available to the Regulator on request.
- Nominate appropriate members of the demolition and construction teams to carry out and enforce this Dust Management Plan (DMP) during the demolition and construction period. This will, as a minimum include a Site Manager, and a member of staff who will be working on site each day; and
- Ensure sufficient training and Personal Protective Equipment are provided for the employees to ensure the procedures, control measures, mitigation and actions of this DMP can be carried out safely and to the best ability.
- Display the name and contact details of the person(s) accountable for air quality and dust issues on the site boundary fencing. This will be the Contractor/Site Manager or an appointed employee so that if adverse dust generation is reported by a member of the public, it can be quickly identified and mitigated

The Site Manager will;

- Ensure the DMP and the mitigation measures in it are communicated to staff, including sub-contractors. This may include toolbox talks at periods to be defined by the Contractor;
- Ensure the demolition and construction activities and associated mitigation are carried in accordance with this DMP;
- Investigate and resolve any dust complaints that arise promptly and
- Implement additional mitigation to avoid re-occurrences;
- Review the DMP in a timely manner if there is a change in circumstances, updating the date and version history;
- Issue new versions of the DMP to site staff and contractors as and when necessary;
- Train site staff and subcontractors in respect of any changes within the DMP.; and
- Ensure that the DMP is enforced at all times during the demolition and construction phase. Failure to do so could result in environmental impact and amenity loss to residents, complaints and enforcement by the Local Authority.

All Staff and Sub Contractors will

- Carry out their operations in accordance with the DMP document requirements and mitigation.
- Provide support to McGoff Construction Ltd in the implementation of the management and mitigation measures.

5 General Dust Mitigation

5.1.1 The following overarching mitigation will be implemented and enforced by the Site Manager during the day-to-day operation of the site :

- Implementation of a 10 mph speed limit at the site;
- Planning of site layout so that machinery and dust-generating activities are located away from receptors in Gould Street, as far as possible;
- Erection of solid screens or barriers around the site boundary that are at least as high as any stockpiles on site;
- Fully enclosure of specific operations where there is a high potential for dust production for an extensive period and the site is active;
- Cleaning of site fencing, barriers and scaffolding using wet methods as necessary;
- Avoidance of runoff of water or mud from the site;
- Removal of materials that have the potential to produce dust from the site as soon as possible, unless being re-used on site;
- Covering, seeding or fencing of stockpiles and unsealed surfaces to prevent wind whipping;
- Minimisation of drop heights from loading and unloading activities will be minimised to avoid dust generation;
- Limitation of stockpiles of dusty material to up to 2.5 m only, or to the height of surrounding barriers;
- Switching off engines of all vehicles when stationary - no idling vehicles; and
- Prohibition of bonfires and burning of waste materials.

6 Daily Visual Inspection and Record Keeping

6.1.1 The Site Manager, or an appointed employee, will carry out at least one daily visual inspection of the working areas, the site access and site exit. A zone 50 m east and west of the site exit will also be inspected for any evidence of trackout mud and debris. The visual inspections will, as a minimum, include the following:

- Inspection of the current dust-generating activities/areas. Inspections shall be reactive and on the identification of adverse dust generation (e.g. airborne dust seen visually leaving the site boundaries), details will be relayed back to the Site Manager so further mitigation can be taken as necessary. Dampening activities present the most effective method to reduce dust generation and transport in a timely manner.
- Inspection of street furniture, such as lamp posts, benches, cars or window sills, outside the site boundary will be completed and safe to do so.
- Inspection of the access and egress route to ensure there is no build-up of debris or mud. The inspection will include tarmacked areas in the site, the site exit, the wheel wash cleaning area and outside the site exit.
- Record details of daily activities onsite. This may include timeframes, delivery information or other such useful information on the day.

6.1.2 The daily inspection results will be recorded in an environmental logbook. Information that will be recorded includes the date, time, name and signature of the person completing the assessments, meteorological conditions at the time of the visual check (wind speed, wind direction) and any other information relating to dust management or activities that may differ from the day-to-day operations.

7 Water Suppression

- 7.1.1 A water bowser, or expandable hose that stretches to all dust-generating areas of the site, will be maintained on the site at all times and used, as and when necessary to dampen down dust-generating areas such as stockpiles, access routes and unsealed surfaces. A water bowser will be kept filled when not in use to ensure a timely implementation. A continuous water supply will be maintained for the site.
- 7.1.2 Stockpiles and unsealed surfaces will be dampened as and when necessary to reduce dust generation and transportation of dust. This action is required when drying out of surfaces is observed. Prolonged dry periods (exceeding 2 days) may require increased dampening.

8 Demolition

- 8.1.1 Soft stripping of internal; areas of buildings (retaining walls and windows where possible, to provide a screen against dust) will be completed before demolition.
- 8.1.2 Demolition during damp atmospheric conditions will be undertaken wherever possible. Water suppression will be used during demolition operations in dry atmospheric conditions.
- 8.1.3 Deconstructive demolition will be undertaken using appropriate manual or mechanical options.

NB outbuildings and structures older than the year 2000 may contain asbestos containing products. Prior to demolition, inspections should identify whether there are any traces of asbestos and if so, it is to be removed from the site by professionally qualified companies before demolition occurs.

9 Earthworks

- 9.1.1 Only remove the cover in small areas during work and not all at once.
- 9.1.2 Earthworks and exposed areas/soil stockpiles will be re-vegetated to stabilise surfaces as soon as practicable.
- 9.1.3 Hessian, mulches or trackifiers will be used as soon as practicable where it is not possible to re-vegetate or cover with topsoil.
- 9.1.4 Water dampening of unsealed surfaces to ensure there is no drying out of these surfaces will be carried out. Dampening should be undertaken daily during dry periods, and its use informed by the daily visual inspections.

10 Construction

- 10.1.1 Scrabbling (roughening of concrete surfaces) will be avoided.
- 10.1.2 Sand and other aggregates will be stored in bunded areas and will not be allowed to dry out, unless required for a particular process.
- 10.1.3 Bulk cement and other fine powder materials will be delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent the escape of material and overfilling during delivery.

10.1.4 Dusty products and materials shall be stored at locations as far as practicable from the surrounding sensitive uses.

10.1.5 Dry sweeping of large areas will be avoided.

11 Trackout

11.1.1 All heavy-duty vehicles entering and leaving the site shall be sheeted to ensure construction and demolition material is covered to prevent the escape of materials during transport.

11.1.2 A wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable) will be installed which ensures there is an adequate area of hard surfaced road between the wheel wash facility and the site exit OR Vehicles exiting the site will have the wheels cleaned using a pressurised hose.

11.1.3 An area of hard-surfaced road between the wheel wash cleaning area and the site exit will be maintained.

11.1.4 Water dampening and the cleaning of road surfaces both on-site and off-site will be undertaken.

11.1.5 Access gates to the site will be located 10 m from the closest receptors where possible.

11.1.6 The daily visual inspection and reactive observations during day-to-day work will inform the requirement for cleaning road surfaces. Internal haul routes, the site exit and 50 m east and west of the site exit on the public highway network will be inspected as part of the daily assessments for the site. Inspection results will be recorded in the environmental logbook and build-ups of mud and debris will be removed, if found.

11.1.7 A road sweeper will be used as required. Details of a road sweeper hire company will be included in site documentation to ensure a timely mobilisation if sweeping is required. The use of a dry road sweeper will be avoided; a wet-sweeper will be utilised.

12 Complaints

12.1.1 On receipt of a complaint relating to dust, details of the complaint will be recorded in the environmental logbook and potential sources, or occurrences will be investigated by the Site Manager or appointed employee(s). Records of all complaints and the mitigation remedial action taken will be recorded in the environmental logbook.

12.1.2 Complaints will be promptly investigated, and further mitigation taken at the site, as necessary, to remedy any dust emissions found. Details of the action taken and to determine whether the complaint has been resolved will be communicated back to the complainant within one working day of receipt of the complaint; unless it is an anonymous complaint, or the complainant has requested not to be contacted.

12.1.3 The results of the complaint investigation and the mitigation undertaken will be recorded in the environmental logbook and made available to the Regulator upon request. An example complaint form is provided in **Appendix B**.

13 Stakeholder Communications

- 13.1.1 Regular liaison meetings will be held with other high risk construction sites within 500 m of the site boundary, to ensure plans are coordinated and dust and particulate matter emissions are minimised.
- 13.1.2 A proactive approach will be taken to keep all neighbours informed. McGoff will issue newsletters to residents/businesses to keep them informed of the progress on site. A sample letter is provided in the CMP.
- 13.1.3 We will work closely with our site operatives, visitors and subcontractors to coordinate the construction works, deliveries, visitors and construction personnel to avoid any disruption to the use of the surrounding highways or residential properties.
- 13.1.4 Community engagement before work commences on site via consultation with local residents/local businesses will be completed. More details of the site start up strategy is provided in the CMP.

14 Location, removal and recycling of waste

- 14.1.1 As per the Construction Management Plan, a Site Waste Management Plan will be prepared prior to the works commencing.
- 14.1.2 All waste materials that leave the site are recorded and monitored and where possible materials are recycled. A monthly report is produced to monitor the actual percentages of recycled materials against our targeted percentages.

15 Routing strategy and swept path analysis

- 15.1.1 Traffic routes will be planned and reviewed as the construction works progress. It will be ensured that the existing turning areas and pedestrian routes are safe of all parties and that there is an emergency procedure in place, developed and kept up to date during the construction process.
- 15.1.2 Details of the routing strategy and swept path analysis will be updated within the CMP once finalised.

16 Parking of construction vehicles and staff

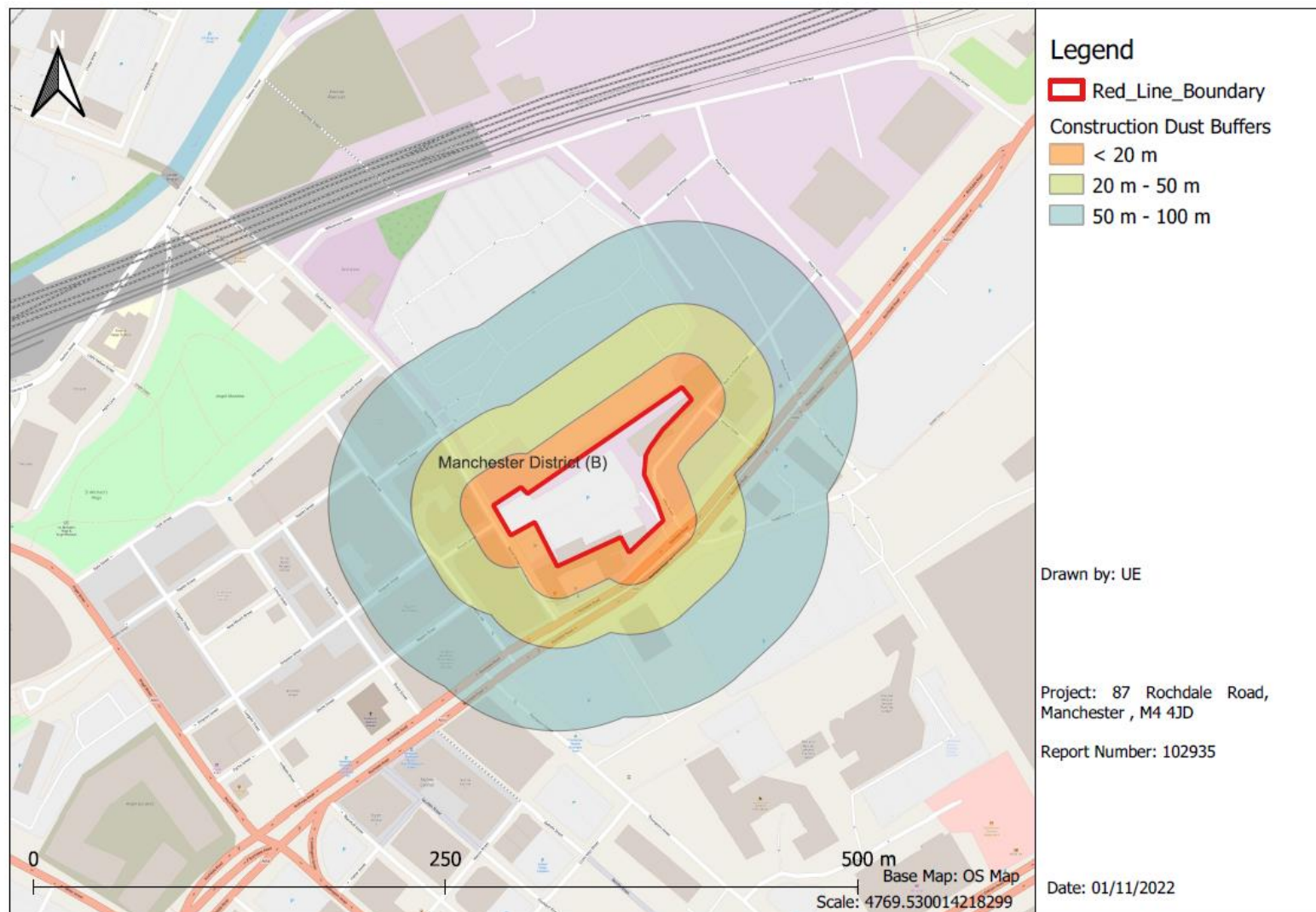
- 16.1.1 It is proposed that all subcontractor parking will not be on site. Compound areas will be provided for on-site during the construction period. Segregated construction vehicle access routes and pedestrian walkways will be set up and clearly marked.
- 16.1.2 It is envisaged that initially heras fencing and then solid fencing to the site will be used to the site boundary except for the water filled barrier located on the highway. We have reviewed the site logistics and we have included a site logistic plan to clearly show the pedestrian routes during the construction works.
- 16.1.3 The CMP states that during the demolition phase it is intended that the limited number of operative vehicles associated with this activity will be permitted to park on site with the development boundary.
- 16.1.4 During the main new build activities (Commencement of Development) There will be no parking permitted on the surrounding roads (Gould Street, Hinton Street) except in the designated-on street 'pay & display' parking

bays on Cornell Street to minimise the impact on the surrounding businesses. The owners of vehicles associated with the construction activities will be instructed to park in one of the surrounding paid car parks.

APPENDICES

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Appendix A: Site Location and Construction Zone Area of Effects



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Appendix B: Example Dust Complaint Form

Time and Date	Notes
Contact details and address of complainant	
Date and time dust complaint was raised	
Description of complaint and dust observed (e.g. visible mud deposits on road, falling on car, airborne dust) <i>Details should be appended to this Form as necessary (e.g. photos of dust deposition on car)</i>	
Weather conditions at time of complaint (wind speed, wind direction, temperature, atmosphere conditions). <i>The complaint reporting time may sometimes differ by several hours from the time of when the issue occurred.</i>	
Identification of potential dust sources (e.g. stockpile near complainant, removal of top soil of day of complaint)	
Details of investigation and action taken (including administration details)	

