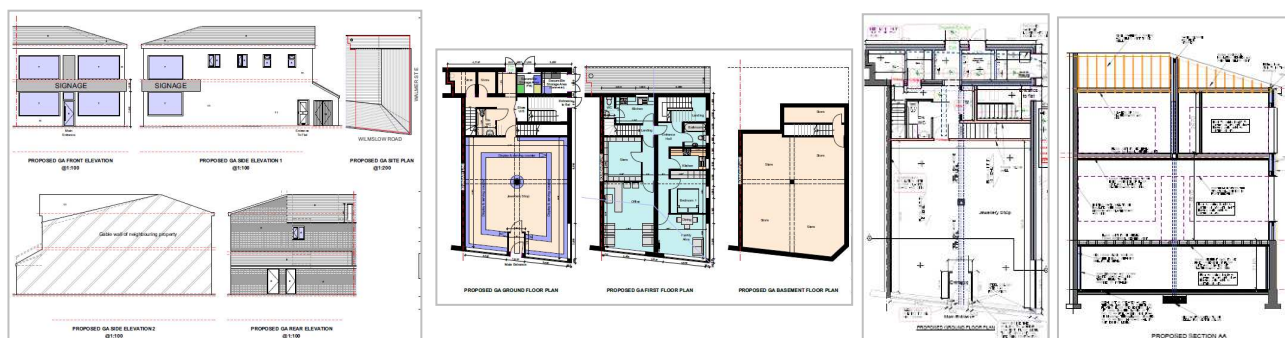




Construction Management Plan (CMP) **Condition 10 of the Planning Approval Decision** **(Manchester City Council)**



Project Title & Address: 105-107 Wilmslow Road, Rusholme, Manchester, Lancashire M14 5SU



Scope of Works:

Site establishment and enabling works followed by the hand and mechanical demolition of Camel One and Choice Jewellers and the construction of a new two storey building to form a ground floor retail shop, basement storage space, office at first floor together with 1 no. self-contained flat.

Client/Applicant: Mr. Shakeel Ahmed, 105-107 Wilmslow Road, Manchester, Lancashire M14 5SU

Prepared by: Mr. Ahmed Choudhry	Main Contractor: To be appointed
NADA Architects	Contact:
169 Kingsway	
Burnage	
Manchester	
M19 2ND	
Telephone: 0161 635 0310	Telephone:
Mobile: 07974 735527	Mobile:
E-mail: ahmed@nadaarchitects.com	Email:
www.nadaarchitects.com	
Our Ref: 1411 71	Proposed start date: TBC



Document Control

This document will be updated prior to the project commencement once the main contractor (Principal Contractor) for the construction phase has been appointed. The document will be issued to all relevant parties for development and or reference. **The main contractor has not been formally appointed at this stage.** All amendments will be issued to the relevant parties by means of a NADA Architects document transmittal sheet.

Revision 1	Date	Description of amendments / changes
1	6,7 & 8 May 2022	Construction Management Plan (CMP) produced and issued for comment
2		
3		
4		
5		



Contents		
Section		Page Number
	Document Cover Page	
	Document Control	1
	Contents	2
1	Introduction	3 - 5
1.1	Scope of Work	6
1.2	Construction Management Plan (CMP)	6
1.3	The project operating hours during the construction phase	6 – 7
1.4	Summary of Construction Activities and Proposed Methodology	8
1.5	Traffic Management Arrangements (includes Wheel Washing)	9 – 15
1.6	Community and Stakeholder Liaison and Protection Strategy	16 - 17
1.7	Access arrangements for pedestrians and pedestrian safety	18 - 19
2	Air Quality	20
2.1	Control of Emissions to Air	21
3	Dust Control Management	21 – 23
3.1	Dust Suppression	23 – 24
3.2	Generation of dust as a result of commercial delivery activities to and from the site	25 – 27
3.3	Arrangements for controlling significant environmental site risks	28
3.4	Odour/Vapour	29
3.5	Liquids Management	29 – 30
3.6	Ground Contamination	30 – 31
4	Waste Management Wheel Washing	31 – 32
5	General Site Rules	33 – 34
5.1	Scaffolding	35 - 37
5.2	Material Storage	38
5.3	Project Organisation and Responsibilities	39 - 40
6	Monitoring	41
6.1	Complaints Procedure	41
6.2	Summary	41
Appendix 1 – Site Logistics / TMP (Numbered document 1)		42
Appendix 2 – Pre-Construction Health & Safety Information (PCI) (Numbered document 2)		43
Appendix 3 – Outline Demolition Plan (Numbered document 3)		44
Appendix 4 – Dust Emissions Weekly Report (Demolition Phase)		45



1. Introduction

This Construction Management Plan (CMP) has been prepared by NADA Architects, in consultation with our client, our health and safety practitioner and appointed consultants pursuant to Condition 10 of the full planning application, application number: 126902/FO/2020, granted by Manchester City Council (MCC) on 8th July 2020 for works at 105-107 Wilmslow Road, Rusholme, Manchester, Lancashire M14 5SU (the site). Permission was granted for the erection of a two storey building to form ground floor retail shop (Use Class A1), basement storage space, office (Use Class B1) at first floor together with 1 no. self-contained flat following demolition of the existing building. This project method statement has been prepared and submitted by NADA Architects on behalf of our client who are the developers delivering this high quality retail-led mixed use scheme i.e. retail shop, offices and a flat.

Condition 10 requires that:

A Construction Management Plan shall be submitted to and approved by the Council. This will contain a Noise & Vibration section (in addition to a dust emission section) that shall base the assessment on British Standard 5228, with reference to other relevant standards. It shall also contain a community consultation strategy which includes how and when local businesses and residents will be consulted on matters such out of hours works. Any proposal for out of hours works (as below) will be submitted to and approved by this section, the details of which shall be submitted at least 4 weeks in advance of such works commencing. Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: **7.30am - 6pm**

Saturday: **8.30am - 2pm**

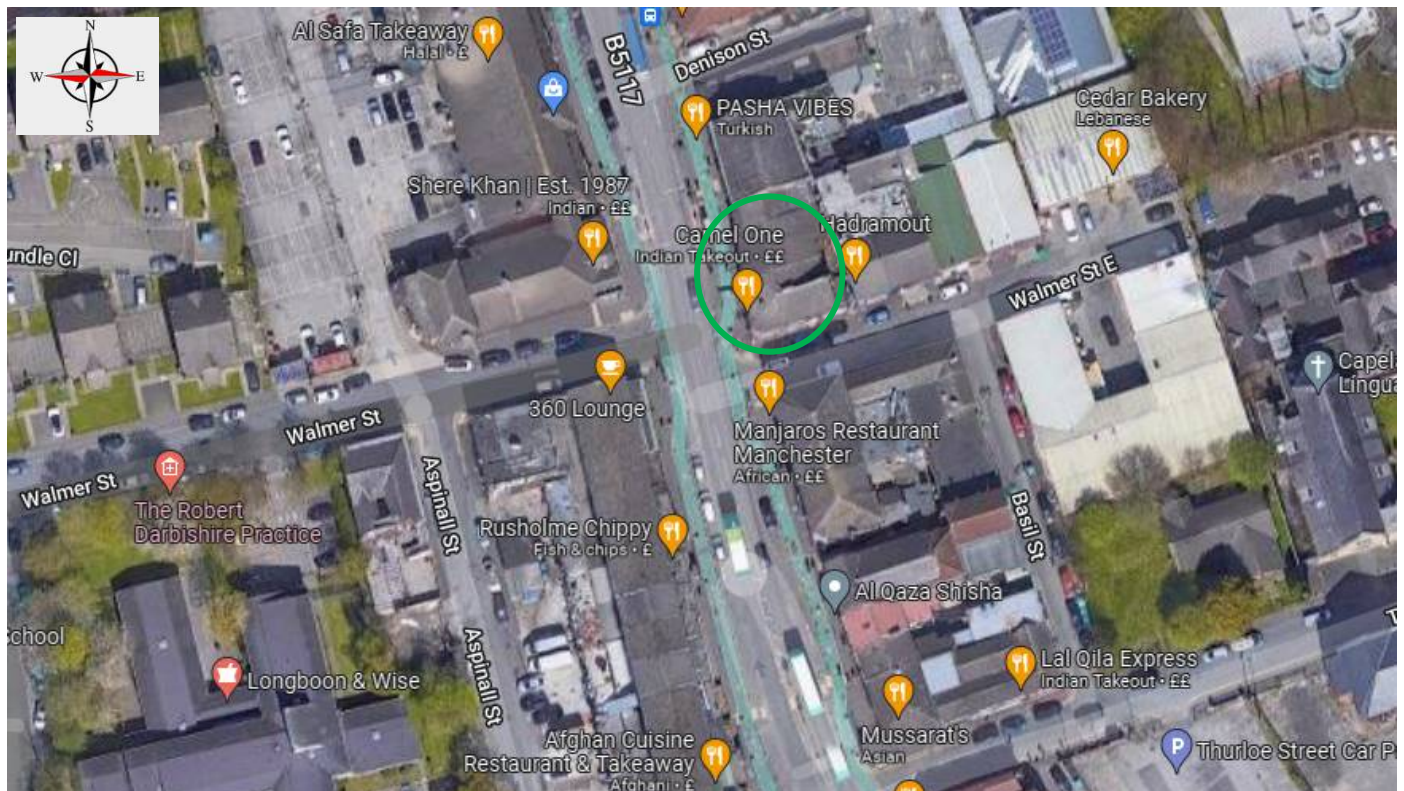
Sunday / Bank holidays: **No work**

Reason –

To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase. Pursuant to Core Strategy policy DM1

During both the demolition and construction phases at 105 - 107 Wilmslow Road, the appointed main contractor are responsible for health and safety management and the environmental management of the works including the controlling and monitoring of any emissions that are a direct result of the site activities. In particular; dust, odour, vapour, and potential vibration transmission resulting as a by-product of our proposed works will be, and must be, in accordance with both primary and secondary health & safety and environmental legislation, site-specific requirements as set by the local regulatory authorities and current good practice.

The site is located at 105-107 Wilmslow Road, Rusholme, Manchester, Lancashire M14 5SU and at the junction with Walmer Street East, Rusholme, Manchester, Lancashire M14 5SS and is home to Manchester's famed Curry Mile. This area of Rusholme boasts many restaurants that surround the site along with small businesses, residential properties, social housing and student accommodation. Bordered by Wilmslow Road and Upper Brook Street, the area also includes Platt Fields Park and The Gallery of Costume museum. Adjoining the site is Top Jewellers at 101 - 103 Wilmslow Road.





The client can confirm and give an undertaking that the works will be carefully controlled so as not to have significant adverse impacts on the tenants, residents, and businesses of this section Wilmslow Road (B5117), and indeed the residential dwellings and businesses on Walmer Street East, and Basil Street and the surrounding environment, including members of the public, and children in particular using the bus stops near to the site. We will endeavour to engage with the local community and those using the nearby green spaces. Both the Client, and the construction contractor (Principal Contractor) and indeed NADA Architects as the appointed architect have key responsibilities in ensuring that these environmental impacts are controlled adequately. Mr. Shakeel Ahmed is a well-known, respected and popular member of the community and engages with his friends and neighbours on an ongoing basis.



1.1 Scope of Work

The scope of works includes site establishment and enabling works followed by the hand and mechanical demolition of Camel One and Choice Jewellers and the construction of a new two storey building to form a ground floor retail shop, basement storage space, office at first floor together with 1 no. self-contained flat. A section 80 notification will be submitted to Manchester City Council once the demolition contractor is appointed and services have been terminated.

1.2 Construction Management Plan (CMP)

This document will aim to define the procedures for implementing appropriate mitigation and risk control measures to minimise dust, and noise emissions during both the demolition and construction phase at 105 - 107 Wilmslow Road and outline the arrangements with respects to scaffolding, vehicle movement, traffic management to include the movement and unloading of vehicles, storage of materials, signage and parking arrangements etc. It sets out the approach to health, safety and environmental management throughout the construction phase with the primary aim of reducing adverse impacts from demolition and construction on the environment, our neighbours, and the surrounding road network. Once again this construction management plan will include traffic management arrangements, scaffolding provision, material unloading and storage and the measures required to ensure the cleanliness of the footway and highway etc.

1.3 The project operating hours during the construction phase

The permitted hours for site work are the following:

- 07:30 – 18:00 Monday to Friday (Mobile plant will not be operated until 08:30)
- 08:30 – 14:00 Saturday
- No working permitted on Sunday, or Bank Holidays / Public Holidays

Please note:

It is recognised that there may be circumstances where the restriction on hours of work cannot be adhered to. The site team would endeavour to minimise the frequency and duration of such operations and would in the first instance notify our neighbours before works outside normal hours commence. The local authority would be notified.



The client acknowledges the need for Best Practicable Means (BPM) on the project having regard to the local conditions / environment in which the construction works are to take place.

Best Practicable Means

In this term, 'practicable' means reasonably practicable having regard among other things to local conditions and circumstances, to the current state of technical knowledge and to the financial implications.

Source:

Environmental Protection Act 1990

Potential High Impact Activities / Extra High Impact Works

We can confirm that the works will take place behind hoarding (application made to Manchester City Council (MCC)), which will contain a clad scaffolding initially used to deconstruct / demolish the buildings, therefore reducing the generation and migration of noise, dust and vibration that would otherwise potentially have an adverse effect on our neighbours and those passing the site. The buildings will be demolished piecemeal by hand until down to a level until such time that mechanical means can be used, whilst taking account of the loading on the basement. Openings will be formed with small plant with dust controlled at source via water suppression and the provision of dust control units identified below.

Should a deviation from this be required then the restricted hours imposed for High Impact Activities below will be complied with. We will engage with the neighbouring occupiers in this regard to promote effective communication and consultation.

The restricted hours for high impact activities will be the below, save for any requirements of Manchester City Council:

- 9am to noon and 2pm to 5:30pm – Monday to Friday
- At no time – Saturday, Sunday, or Bank Holidays / Public Holidays



1.4 Summary of Construction Activities and Proposed Methodology

Enabling works:

- The project will be registered with the Considerate Constructors Scheme (CSS) and we will ensure that all banners and posters are displayed (TBC)
- Termination of the services to 105 – 107 Wilmslow Road
- A Refurbishment and Demolition (R&D) asbestos survey will be undertaken to both properties once they are vacated and prior to ANY WORKS commencing to comply with CAR 2012 and by extension Asbestos: The survey guide (HSG264).
- Engagement with the occupiers of the adjoining buildings and residential dwellings with respects to the risk control measures to be adopted
- Provision of a temporary electrical supply
- Provision of temporary welfare accommodation units
- Provision of exclusion zones supported with safety signage
- Pollution prevention measures
- Application for a scaffolding permit from Manchester City Council for the access scaffolding requiring for construction phase.

Element 1 works – Site establishment and enabling works, as per the programme / scope of works

Element 2 works – Site establishment, enabling works followed by the removal of Licensed and Non-Licensed Asbestos Containing Materials (ACM's), soft-strip/strip-out of the buildings and the piecemeal hand and mechanical demolition / deconstruction of the current two-storey buildings (given the close proximity of the highway and adjoining businesses)

Element 3 works – The construction of a new two storey building to form a ground floor retail shop, basement storage space, office at first floor together with 1 no. self-contained flat.

1.5 Traffic Management Arrangements



Protection of the public and vehicle movement

The movement of vehicles in and around the site area will be in line with the traffic management plan below and the main contractors risk assessment and method statement (RAMS), which are and will be provided to mitigate the risk of harm occurring to those members of the public, inclusive of cyclists due to or exposed to the construction works taking place at 105 - 107 Wilmslow Road.

Construction Logistics and Community Safety (CLOCS)

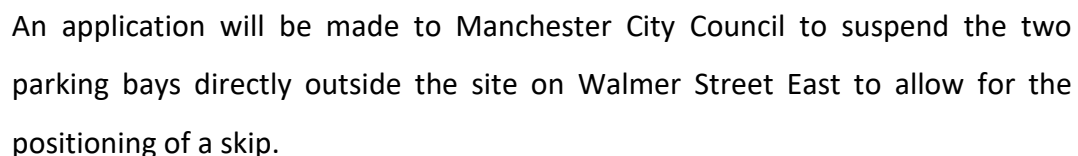
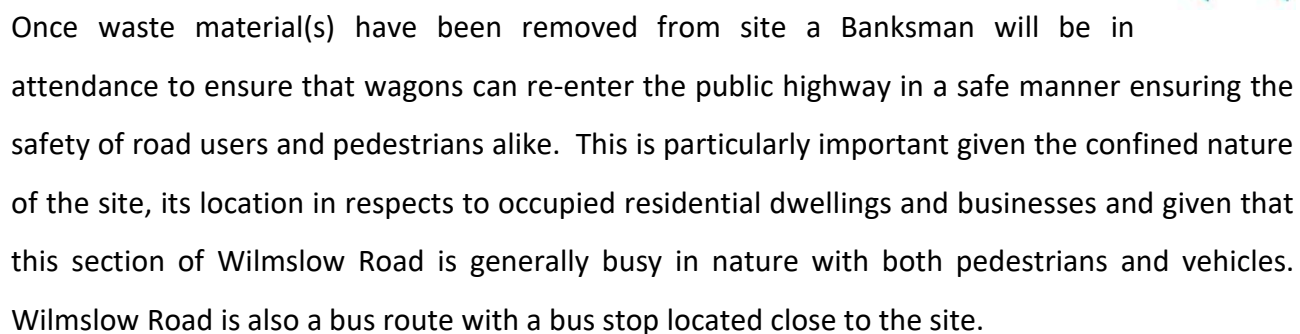


The main contractor will adopt the principles of the Construction Logistics and Community Safety (CLOCS) national standards scheme on this project to ensure that **a)** deliveries take place out of peak hours, where practicable to do so **b)** other road users including cyclist are considered, **c)** reduce our impact in relation to the use of construction vehicles by planning deliveries and reducing the number of journeys required. Vehicles will be fit for purpose and additional visibility aids installed where so required. This information will be issued to our supply chain.

The CLOCS Standard – Version 3, January 2019 is to be referred to when developing documented SSoW.

Traffic Management Plan

The Traffic Management Plan, (vehicular & pedestrian), produced by the client will be fully complied with in all instances by those under the control of the main contractor, failure to do so would be treated as a disciplinary matter. The main contractor is to develop the plan throughout the construction phase.



The management and control of traffic during the works shall be of high priority, particularly where the movement of delivery and collection vehicles is concerned to and from the site. Vehicle movement is to be encouraged out of hours.

The following topics require and will be given specific consideration:

- Provision of safety signage to the front and side elevations of the site to advise those reasonably affected of the construction works taking place and the dangers present.
- Planning deliveries out of peak hours, where possible to do so in line with planning requirements and given how busy the Walmer Street East and Wilmslow Road (B5117) are, particularly during peak hours.
- Ensuring sufficient space for vehicles to enter and leave the site area (kerb side).
- The front, and access walkways / footways / cycle route to remain free of spoil and materials.
- Delivery and collection vehicles to be parked responsibly and not obstruct the frontage of the adjacent businesses, residential dwellings, and footways and at all times ensure the safe passage of the public and building occupants in this busy area.
- Ensure the health, safety, and wellbeing of the adjoining neighbours (business and residential).





The main contractor will ensure the health and safety of site workers, residents, users of the highway and visitors to the site, with particular attention paid to those identified above.

During the works, it will be ensured that unauthorised access is strictly prohibited to the site. The site access door on Walmer Street East will remain closed, save only for when pedestrians enter and leave the site. Access to the scaffolding will be controlled.

Effective communication is to take place with the neighbouring businesses and residential properties on both Wilmslow Road and Walmer Street East with respects to deliveries and any restrictions that may apply. The above mentioned will be fully appraised of the works and the control measures to be adopted. We know our neighbours well.

Pedestrian routes are to be kept free from obstruction during the works and safety signs will be placed at vantage points to give due warning of the construction works (examples above). An infographic traffic management plan (TMP) has been produced by the Client to identify how deliveries are to be managed; the traffic management plan shall be updated as the works progress or if site conditions change dramatically increasing the risk to the persons identified above. This will be developed from the plan produced and provided within Appendix 1 – Site Logistics / TMP (Numbered document 1)

Construction Phase Traffic Management

In order to mitigate the impact of construction traffic during peak hours, the traffic management plan will be developed and implemented. This plan will focus on ensuring that routes to and from the site are carefully considered and risk assessed, taking into account the need to avoid where possible any cycle routes, nearby schools, places of worship as identified above, offices, fast food restaurants / filling stations, public buildings, and the retail outlet etc.

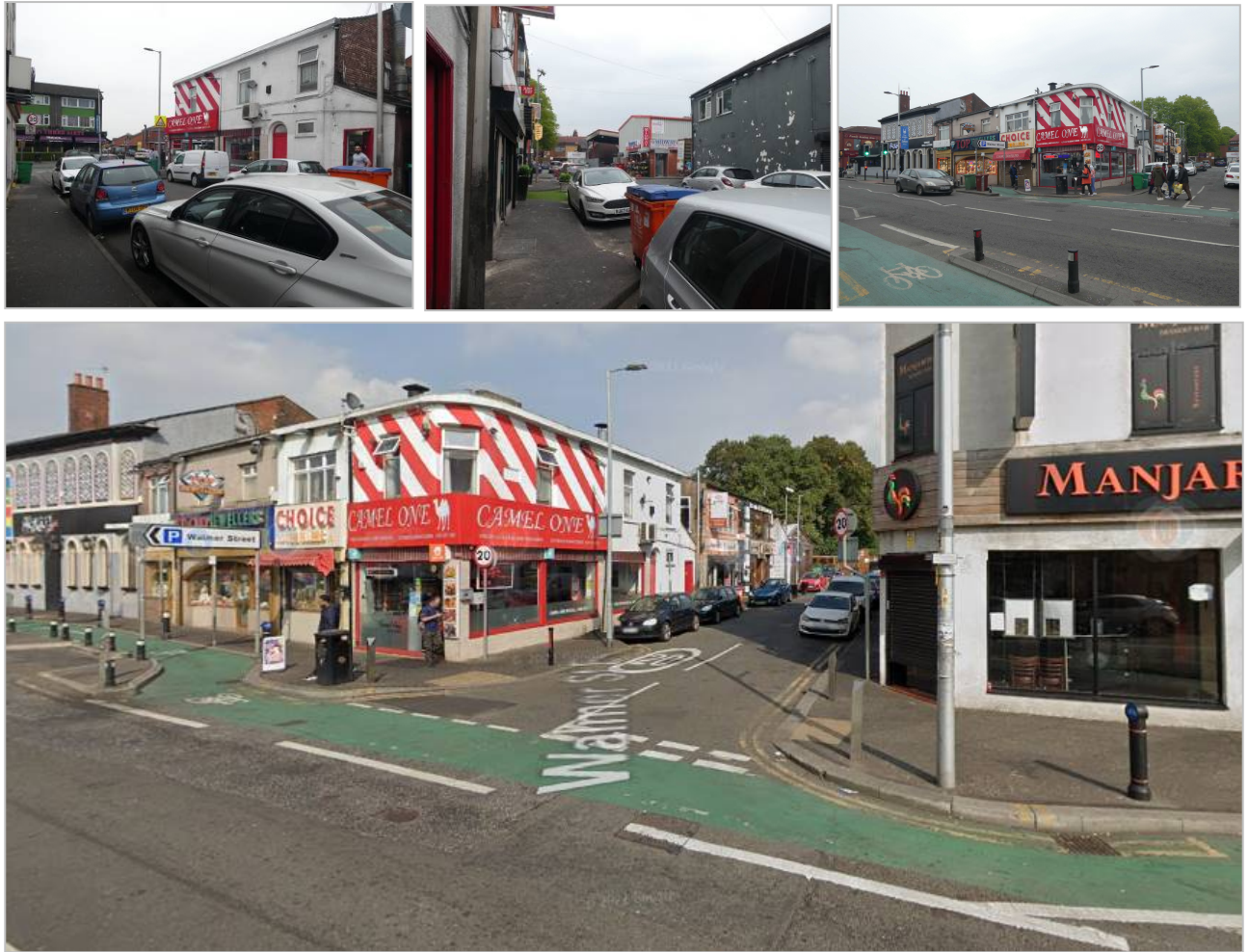
Consideration will also be given to weight restrictions, low bridges, and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site will be suitable for the size of vehicles that are to be used. Access to and from the site will be directly from the B5117 Wilmslow Road and into Walmer Street East.

Delivery and Collection Vehicles



The vehicles will move immediately after the loading or unloading is complete. It is not envisaged at this stage that we will require a dispensation.

Table 1 - Types and number of vehicles to attend site on a typical day Demolition phase and during the construction phase					
Type of Vehicle	Length	Width	Height	Visits / day	Dwell Time
8-wheel tipper lorry (Four Axle Rigid - 32 tonne)	8.705 metres	2.5 metres	3.834	2 During the demolition phase	30min (Walmer Street East Only)
Plant Deliveries (6x2 axle - 26 tonne) or (8x2 axle - 32 tonne) e.g. beaver tail	<12 metres	2.5 metres	<4.8metres	0 Start and finish of the project	30min (Walmer Street East Only)
Articulated Lorry (Low Loader) – STGO – Category 2	<30 metres	<6.1 metres	<4.8metres	0 Start and finish of the project	30min (Walmer Street East Only)
Rigid Lorry (HIAB) or (Moffett)	<12 metres	2.5 metres	<4.8 metres	2 Each week during the initial phases and during the scaffolding works	30min (Walmer Street East Only)
Skip Loader (2 axle - 18 tonne)	<6 metres	2.5 metres	<4.8 metres	1 Each week during the demolition works and fortnightly thereafter	30 mins (Walmer Street East Only)
RORO (Four Axle Rigid - 32 tonne)	8.705 metres	2.5 metres	3.834	0 0 visit per week	30min (Wilmslow Road Only)
Medium Van	6 metres	2.2 metres	3.5 metres	TBC	30 mins (Walmer Street East Only)



The google generated images show the unloading and unloading points that will be utilised for the project. Table 1 above identifies the restrictions in place for the type of vehicle to be used and those vehicles that can travel along Walmer Street East. Materials and goods will be delivered kerbside, save that the junction will not be obstructed. The size of the parking bay and the presence of the cycle route to the front elevation of the site on Wilmslow Road prevents the parking and unloading / loading of vehicles.

Vehicles will not be permitted to idle when at the sites entrance on Walmer Street East or during the loading or unloading process. This will be strictly prohibited due the adverse effect on air quality and the known damage to the environment and the ill-health effect on people. This also ensures that both the client and main contractor comply with the provisions of the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002.



Vehicles that are not able to enter the unloading area will be directed to an alternative holding position until such time that they can enter the site. This holding position will be in a safe location on Great Western Street.

Haulage contractors / drivers will be instructed to contact site 30 minutes prior to arrival to ensure that a collection and swapping of skips/containers can be made and materials unloaded.

Effective communication will take place with our neighbours regarding deliveries and access to and egress from the site and the suitability of our risk control measures project wide.

Wheel Washing

A dedicated vehicle marshal will inspect all vehicles on leaving the works and will wheel wash as required using a powered jet wash and brush. The adjacent road will be swept as required.



Given the nature of the works it is **not envisaged that mud** and or debris will be deposited on Wilmslow Road or Walmer Street East and beyond, however this will be monitored. It is our intention to have our Road Sweeper at our disposal to attend site if so required.



Should mud and or debris enter the internal roads or highway temporary signage will be deployed and the abovementioned cleared/cleaned in line with the point of work risk assessment.

Parking

There will be no parking available directly outside of the site on either Wilmslow Road or Walmer Street East given the parking restrictions in this area, the presence of residents vehicles and the need to allow delivery and collection vehicles unimpeded access to and from the site.

The employees of the main contractor and their supply chain are to drive and park responsibly within the area and use the on-street and pay and display parking that is available in close proximity to the site.

Construction Phase Site Logistics / TMP as presented in Appendix 1



**105-107 Wilmslow Road,
Rusholme, Manchester,
Lancashire M14 5SU
Site Logistics / TMP**

Key

Site Boundary	
Scaffolding	
Fire Points	
Vehicle Route	
Fire Exits	
Welfare Area	

Hours of Work in line with Planning Conditions

Monday – Friday 7:30am – 6pm (no machines to operate until 8:30am)

Saturday – 8:30am – 2pm

No work Sundays and Bank Holidays

Site Logistics / Traffic Management Plan (TMP)

Rev. 1

Produced By:	John Thorley
Date:	8 May 2022
Updated by and Revision:	
Date:	
Approved By:	Ahmed Choudhry



1.6 Community and Stakeholder Liaison and Protection Strategy

Before the works begin, the Clients community relations manager, with the support of Main Contractors representative, will design and implement a communication strategy, to include:

- Prior to works commencing issue a letter to the homes and businesses surrounding the site.
- This letter will include the telephone number for local people to contact to discuss the works or obtain further information as well as outlining the nature and timescale of the works, and any impacts that they may have on residents/local business and stakeholders.
- Posters created by the main contractor outlining the nature of the works and the relevant contact details will also be displayed in prominent locations on the site's boundary fencing on both Wilmslow Road and Walmer Street East.
- A site contact number and email address established to ensure local residents and stakeholders can get in touch regarding the works.

Potential for nuisance emissions emanating from site such as noise, dust, odour, vapour, and vibration exist as a by-product of the works being carried out. Therefore, before works begin, suitable and sufficient control measures are required to be agreed and implemented. Such measures are identified within the body of this document and include boundary monitoring of noise, dust, odour, vapours, and vibration, which will be carried out for the duration of the works or during selective operations, for example noise monitoring during the hand and mechanical demolition phase.

This section of Wilmslow Road (B5117) is busy throughout the course of the day. With this in mind, there will be no deliveries or collections to the site before 9:30 am or after 16:30pm. Likewise plant engines are not to be in operation before 8:30am or after 6pm. Works will be Monday to Friday and Saturday morning. No works will take place on Sunday or Bank Holidays.

Staff will have received behavioural training in community relations, including day to day interaction with members of the community, dealing with complaints and potential verbal abuse and behavioural conduct. Those new to the business will be required to do likewise.



Complaints

Any complaints received through the community relations contact number will be communicated by the Client to the proposed Construction Manager of the Main Contractor. All complaints will be responded to within 24 hours. Complaints made in person to the Construction Manager will be logged in the site diary, including the date and time as well as the nature of the complaint and the contact details of the affected party and these details will be passed to client to enable follow up communications to be made.

An investigation into the complaint will commence immediately with a mutually acceptable resolution aimed to be sought within one week. Where a valid grievance is raised, measures will be put in place where practicable to avoid recurrence of the complaint.

Where the work methodology has been shown to result in the exceedance of the pre-established threshold levels, or to have caused an unanticipated grievance to a sensitive party those works are to cease immediately until a new methodology can be devised and implemented.

The following persons will be responsible for the safety and environmental management of this project:

The table below will be completed when the main contractor has been appointed

Name	Position	Contact
John Thorley	Health and Safety Advisor	07834 553019



1.7 Access arrangements for pedestrians and pedestrian safety

Interface with the public and unauthorised access

The project is taking place with the buildings footprint and any access provision i.e. scaffolding or a staircase will be located within the sites boundary.

It is anticipated that the site and surrounding areas will be subject to frequent pedestrian and vehicular traffic use given the location of 105 – 107 Wilmslow Road and its proximity to occupied dwellings, businesses, stores on both Wilmslow Road and Walmer Street East.

Suitable precautions will be implemented and taken when entering or leaving the site to avoid causing harm to pedestrians and road users. The appointed Principal Contractor will be required to provide a comprehensive traffic management plan to segregate pedestrian and vehicular routes on the site and surrounding areas.

Measures to ensure public protection will include provision of dedicated safe pedestrian routes, use of banks man when vehicles are reversing (subject to risk assessment) and when unloading to the front entrance on Walmer Street East, scheduling deliveries to avoid peak traffic flow periods due to high traffic volumes and provision of appropriate warning signage. Liaison with the local residents and businesses will be undertaken.

Site Security, Public and Third Party Safety

The project is taking place within an occupied area, close to other occupied buildings and residential roads. Employees of the appointed Principal Contractor, including visitors to the work area, are protected from harm from the work to which this document applies by the safety procedures agreed between the Client, and the appointed Principal Contractor and implemented by them.

The site is located a short distance away from recreational areas and is surrounded by roads / footpaths / junctions and residential dwellings, local stores and shops and retail outlets further along Wilmslow Road. The surrounding area is subject to high levels of pedestrian and vehicular traffic given its location and popularity i.e. Curry Mile.



The site will be fully secured to prevent any resident, patron or child entering the site for the duration of the project and the Principal Contractor is expected to provide risk assessments and method statements on how the site will be secured.

All site security fencing / screening should be opaque to protect the privacy of the abovementioned and to prevent construction materials / dust entering adjoining roads / footpaths and properties. Safety signage is to be affixed to the fencing to the front and side elevations of the building advising of the works taking place.

Once again a vehicle marshal will be present to accept deliveries and allow the safe movement of mobile plant to and from the basement area.

Licensing/hoarding/temporary traffic management

The works are taking place within the boundary of the site and any access scaffolding provided will be located on the footway. Manchester City Council will be contacted and an application will be made for a hoarding or scaffolding permit. <https://www.manchester.gov.uk/licensing/skippermits>

It is envisaged that an application may be made for a road closure to facilitate the use of a mobile crane to lift building materials into the site. This will be undertaken in line with a SSoW after such time that we have consulted with Highways and an application made to temporarily close the road.

highwaynetworkmanagement@manchester.gov.uk



2. Air Quality

It is recognised that a key concern for the local community, interested parties and the surrounding areas will be any disturbance to air quality caused by traffic and emissions generated during the construction phase at 105 - 107 Wilmslow Road.

- There are no schools, hospitals, or care homes within 200m of the site boundary. However, Xaverian College, Manchester Academy High School, and Manchester Grammar School are located within a short distance from the site along with places of worship.
- Engines of all vehicles, mobile and fixed plant on site will not be left running unnecessarily as covered in the Construction Traffic Management Plan (CTMP) element.
- Thought limited in nature plant / vehicles will be low emission and fitted with catalysts, diesel particulate filters or similar devices, where possible.
- All plant / vehicles will use ultra-low sulphur fuels where possible.
- Plant will be well maintained, with routine servicing of plant and vehicles to be completed in accordance with the manufacturer's recommendations and records maintained for the work undertaken. Daily pre-use and formal inspections will take place in accordance with PUWER 98.
- All project vehicles, including off-road vehicles, will hold current MOT certificates, where applicable and where required due to the age of the vehicle and that they will comply with exhaust emission regulations for their class.
- Ensure all vehicles switch off engines when stationary - no idling vehicles as covered in the CTMP.

A list of mobile plant to be used on site is provided below:

1. Electric FLT
2. HIABS (third party to delivery materials)
3. Skip Wagons (third party)
4. Water and Fuel Bowsers
5. Generators and a Material Hoist

All plant shall come to site with a current and up to date record of service, and an annual inspection sheet. Refuelling of small plant is to take place in the storage area and drip trays are to be employed during the fuelling process. Plant nappies will be provided for small plant e.g. petrol fed generators.



2.1 Control of Emissions to Air

This construction phase will comply with local authority and industry guidance relating on the control of dust emissions during construction and demolition. The Site Manager will monitor compliance by carrying out daily safety sampling inspection. The Construction Manager will carry out a formal weekly inspection.

NADA Architects will review and monitor the methods for noise and vibration control and mitigation during the construction phase. Our appointed health and safety advisor will carry out safety sampling inspections.

3. Dust Control Management

Management of Dust - The application of standard dust control measures is to be included within our documented Safe System of Work (SSoW) e.g. Construction Phase Plan. Standard risk control measures will be applied to the construction areas within the in line with current legislation and guidance.

Regulation and Sector Guidance:

- Staff will be trained in the control of dust and will ensure the site is monitored for levels of surface dust.
- Record all dust and air quality complaints, identifying cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
- Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the logbook.
- Wilmslow Road and Walmer Street East will be monitored for excessive dust build up and the transportation of dust and mud onto public highways.
- Bonfires and burning of waste materials is to be strictly prohibited on site.
- Screening of site boundaries will be completed using a monarflex screening material, or similar to reduce dust migration through the site boundary fencing. This will be the same height as the existing boundary fencing and will continue to the first floor.
- Dust mitigation measures which may be employed include dampening down of materials, site surfaces with water sprays etc. These will be used when required during the works.
- A wheel wash, wheel spray and/or regular road cleaning will be employed to minimise any mud debris being transferred onto local roads.

Dust Control (Pictorial Information)

Where the generation of dust, vibration and noise is generated throughout the course of the demolition and construction activities the following control measures are to be taken:

- Dust Suppression/Extraction (on-tool)
- Provision of 'M' type vacuums
- Noise and Vibration Monitoring, Wet Cutting, Provision of Acoustic Barriers where so required
- Effective communication with the workforce.



'M' Type / Class Vacuum used to clean floor surfaces.



Filtrated mobile dust control unit.



5 litre pressurised sprayer.



On-tool extraction.



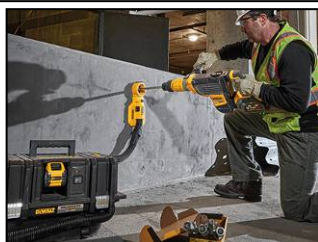
DUSTEX RAPTOR
Portable Self-Contained Extraction/ Filtration Unit



DUSTEX MINI DUSTMASTER
Portable and Powerful Kit



DUSTEX DUSTMASTER
Self - contained dust extraction/filtration unit



DC Aircube 2000
[Dustcontrol - Technology for Healthy Business](#)



Dust control units will be used as a primary means to control migrating airborne dust e.g. DC Aircube. Exposure to Inhalable and respirable silica dust is also controlled by the provision of on-tool extraction (as per the example images above) fitted to work equipment where reasonably practicable to do so e.g. 'M' or 'H' type vacuum(s). Where this cannot be used, then shadow vaccing will be implemented. Where residual dust/arising are to be cleared up, it will be done so with a rake and a vacuum for residual dust. The use of a standard sweeping brush is not encouraged on site, but will be used where a surface is satisfactory dampened down with water first.

3.1 Dust Suppression

No specific mitigation given the method of construction of the building, other than adopting best construction practices are proposed, which are identified below.

- 1) Damping down of stockpiled material during the demolition phase and during drier periods.
- 2) Netting of external scaffolding and screens if used.
- 3) The use of dust suppressing techniques and attachments to small tools (on-tool extraction).
- 4) Prohibition of dry-cutting e.g. cut-off saws.
- 5) Waste placed in a skip and covered.

Dust to be established via site / task specific assessments and monitoring to enable a site / job specific risk assessment and method statement to be produced. Where necessary suitable dust suppression techniques will be employed i.e. water suppression / dustless systems / wet cutting / extraction etc. Images provided above.



Control of dust during the construction phase

In order to minimise the potential nuisance from dust caused / created by the construction work during the project, the appointed main contractor will be requested to implement the following risk control measures:

- The works are generally contained to the footprint area of the building. The cutting and processing of dust generating building materials is to be limited, therefore the generation and potential spread off dust during the construction phase will be minimal. Building materials will be stored within the warehouse / storage area at ground floor level. Access will be the shutter door.
- Debris netting or monarflex will be installed on the scaffolding where required along with brick guards.
- Where necessary suitable dust suppression / control techniques will be employed, i.e. dustless systems, dust control units with filtration and wet cutting and on-tool extraction particularly where the masonry, brick and concrete is processed <https://rvtgroup.co.uk/> pictorial information is provided below.
- Site waste from the work area will be discharged directly into the waste container (skips). Skips will be covered and will be removed from site on a frequent basis to mitigate the risk of arson. We will adopt a wait and load protocol or will make an application to Manchester City Council for a skip permit to allow skips to be located on the highway outside the site i.e. Wilmslow Road or Walmer Street East.
- During the loading of the skip containers, dust in and around the skip will be controlled/suppressed by way of placing items into the skip and suppressing with water where so required. The potential migration of dust will be continually monitored and controlled.
- Site management will monitor the condition of roads and implement suitable cleaning regime which will include the attendance of a road sweeper, where so required to ensure that this section of Wilmslow Road or Walmer Street East and surrounding highways remain clean and safe.
- Where vehicles impact on public highways, spills of dust / deposits of mud will be cleaned either by labourers (small isolated quantities) or specific road cleaning vehicles as above. However, this is unlikely given the nature of the project. No fires will be allowed on site.



3.2 Generation of dust as a result of commercial delivery activities to and from the site

In order to minimise the potential nuisance from dust generated by commercial delivery vehicles entering / leaving the construction site / side and front elevation during the project, the Main Contractor will implement the following risk control measures:

- Effective communication with the adjacent residents, tenants, place of worship and businesses and also our immediate neighbours.
- Vehicles will not be permitted to idle.
- Liaise with supply chain partners to ensure that materials delivered to site are adequately sheeted / covered to prevent dust during transport to site.
- On completion of deliveries all wagons will be secured, and materials correctly stored to prevent materials being discharged onto the highway when leaving site.
- Refuse (Skip) wagons leaving the site will be covered by suitable sheeting/debris netting to prevent the release of materials.
- Standards will be continually monitored.

Noise & Vibration

- Noise and vibration statutory nuisance are controlled under the Environmental Protection Act 1990 and in compliance with the Local Authorities' emissions standards and limits.
- The potential for noise disturbance exists from plant and equipment operating on site.
- Before works on site are commenced, the main contractor and their supply chain partners will make available for inspection a method statement (in accordance with the principles described in BS 5228-2:2009 Code of practice for noise and vibration control on construction and open sites. Vibration (+A1:2014) and BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise) stating precisely, the type of plant to be used and the proposed noise control methods.
- The appointed main contractor will also be required to comply with other relevant provisions of the Control of Pollution Act 1974.
- Muffling will be in accordance with the recommendations set out in BS 5228-1:2009+A1:2014, Code of practice for noise control on construction and demolition sites.



- It is not envisaged that compressors will be used on this project, however in the event that they are used they will be fitted with properly lined and sealed acoustic covers, which will be kept closed whenever in use.
- Pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers.
- Care will be taken when loading or unloading vehicles, dismantling scaffolding, or moving materials etc. to reduce impact noise.
- The main contractor will be expected to follow current good practice to reduce the noise effect on the local community including the following controls:
 - Drop heights of materials from the hand demolition to form the column pockets will be kept to a minimum.
 - Materials e.g. steel frame elements, will be held and lowered to the ground by mechanical means during unloading and lifted with genie lifts during the installation phase.
 - Fixed and semi-fixed ancillary plant such as generators, and pumps liable to create noise and/or vibration whilst in operation will, as far as reasonably practicable, be located away from sensitive receptors.
 - The use of acoustic baffles to absorb and/or deflect noise away from noise sensitive areas will be employed where required and reasonably practicable.
 - All plant used on site, paying attention to the integrity of silencers and acoustic enclosures will be maintained in good and efficient working order and operated such that noise emissions are minimised as far as reasonably practicable.
 - As far as reasonably practicable, any plant, equipment or items fitted with noise control equipment found to be defective will not be operated until repaired.
 - Where reasonably practicable, fixed items of construction plant should be electrically powered in preference to diesel or petrol driven.
 - Vehicles and mechanical plant, where reasonably practicable, will be fitted with effective exhaust silencers and will be maintained in good working order and operated in a manner such that noise emissions are controlled and limited as far as reasonably practicable.
 - Machines in intermittent use will be shut down or throttled down to a minimum during periods between works.



- Risk Assessments and Method Statements (RAMS) from third party contractors employed by the main contractor will be reviewed and authorised before work commences to ensure the requirements above are understood, factored into working methods, and adhered to.
- The use of hydraulic breakers will be avoided where possible.
- Each section of the project will be planned to ensure all noisy working requirements are identified along with the timescales so such information can be advised to all concerned parties and key stakeholders, to include our neighbours on this section of Wilmslow Road, Walmer Street East and Basil Street. There will be no site working outside of the normal permitted construction hours.

Noise Assessment (Pre-construction phase)

08:55hrs reading: 10-minute sampling period

29 April 2022	Location 1 Corner of Wilmslow Road / Walmer Street East	Location 2 Corner of Walmer Street East / Basil	Location 3 Corner of Aspinall Street / Walmer Street	Location 4 End of Building Line
Min dBA	55.9	53.0	54.8	45.0
Max dBA	79.9	75.3	89.1	80.1
Leq	72.2	67.3	72.2	69.8

12:20hrs reading: 10-minute sampling period

29 April 2022	Location 1 Corner of Wilmslow Road / Walmer Street East	Location 2 Corner of Walmer Street East / Basil	Location 3 Corner of Aspinall Street / Walmer Street	Location 4 End of Building Line
Min dBA	60.3	55.0	60.5	52.2
Max dBA	81.4	82.0	81.8	79.4
Leq	73.9	73.2	74.0	70.9

14:00hrs reading: 10-minute sampling period

29 April 2022	Location 1 Corner of Wilmslow Road / Walmer Street East	Location 2 Corner of Walmer Street East / Basil	Location 3 Corner of Aspinall Street / Walmer Street	Location 4 End of Building Line
Min dBA	53.4	54.2	56.6	54.9
Max dBA	78.3	77.3	79.9	79.5
Leq	69.1	71.1	72.0	66.8



3.3 Arrangements for controlling significant environmental site risks

Significant site risks and the management arrangements for their control have been identified below.

Significant Environmental Risks	Risk Control Measures
Emissions to Air, Ground, Water courses	Measures to mitigate nuisance dust are as follows: • Proactive site management • Dust control measures agreed between our client and the appointed main contractor in advance and written into the construction phase plan (CPP) and method statements • Cleaning of site entrances, and circulation routes • Dampening down of surfaces • Solid hoardings around the perimeter (to be confirmed given the nature of the site and that a wraparound scaffold will be provided) • Dust suppression will be used during the hand and mechanical demolition works
Noise and Vibration	The project is surrounded by residential properties and businesses covered within the body of this document. Businesses are located on the opposite side of Wilmslow Road. Regular contact will be maintained between the client, main contractor and the local residents and business owners to manage the potential noise and vibration impacts of the construction works. Best practice means will be employed at all times to mitigate or minimise noise and vibration. These will include: • Regular liaison with the neighbouring residents and businesses • Proactive site management • The use of acoustic barriers around noisy equipment where practicable • Plant will be modern and well maintained. Hybrid or electric plant will be prioritised if available • Noisy fixed plant will be located away from sensitive areas such as site boundaries • Percussive breaking equipment will be avoided where possible • Switching off plant when not in use • Minimise reversing around the site area. Plant will be fitted with white noise reversing alarms (or equivalent). No idling policy as per the CTMP.
Pollution and Environmental Damage	The project will use fuel as a power source for plant and machinery. COSHH materials will be stored in suitable lockers with adequate spill protection and secondary containment. Spill kits will be located nearby and all COSHH will be stored away from site drainage. All plant refuelling will be done in the refuelling area identified in the logistics plan and COSHH items will also be stored here. The FLT within the warehouse / storage area is electric.
Asbestos Contamination	An intrusive Demolition and Refurbishment Survey will be completed prior to works starting on site. Following this, an Asbestos Management Plan will be produced and followed throughout the construction and demolition works.
Invasive non-native plants	N/A



3.4 Odour/Vapour

It is not envisaged that odour and or vapours will be generated during the works, given the nature of the demolition and construction process.

The projects working practices and workplace precautions will be continually monitored in this regard.

The potential for odours and vapour emanating from the site will be monitored daily at the site boundaries. If odours and or vapours are noted and are to be of concern at the site boundaries e.g. Wilmslow Road, Walmer Street East or Basil Street, these will be investigated, and recorded. Subject to the above, odour walks will be completed and recorded and remedial action taken if so required.

3.5 Liquids Management

To eliminate the risk of any potential ground, water course or drainage contamination from the various liquids which are used on site and are generated as part of the construction process, the following risk control measures will be implemented on site:

Liquids Control Measures

- All diesel fuel for the site plant will be brought onto site on a just in time basis with a maximum of 20 litres of fuel stored on site at any one time.
The plant refuelling areas will be on a hard stand area and spill kits will be positioned accordingly. If the placement of the refuelling station near surface water drainage is unavoidable these will be sealed to prevent ingress of fuel to the drainage network.
- Other items requiring storage on site such as hydraulic oils or petrol etc. will be in the appropriate storage drums / containers stored in a provided secure container or within a bund. Once again the a maximum of 5 litres of oil and petrol will be stored on site at any one time.
- Plant nappies will be provided for petrol fed generators.
- All site welfare facilities effluent and sewage discharge will be via connections to the public drainage system.



- All wastewater from the site welfare facilities shall flow through fixed connections to the appropriate drains. At no time will any effluent be allowed to discharge directly onto the ground.
- Regular inspections of the on-site drainage systems and those adjacent to the site boundary, will be carried out to ensure that they are maintained in an efficient state of repair and remain free of contamination and are not providing a potential means of rodent access.
- Regular spill drills will be carried out throughout the duration of the works.

3.6 Ground Contamination

To minimise the risk of ground contamination the following control measures will be implemented which will be actioned by designated site personnel using liquid absorbent materials contained within spill containment kits strategically placed around site. All such wastes from clearing a spillage incident will be placed into the appropriate waste container such as an oil drum which will then be removed from site for disposal as Hazardous Waste.

To ensure ground contamination is avoided and or mitigated, the following standards will be applied on site:

- All diesel storage and refuelling areas will be on a hard standing.
- An area on site will be designated as the plant service and maintenance area.
- Any liquid escape or spillage such as an oil leak will be cleaned up immediately by the designated site personnel acting as a site spillage team.
- All standing plant are to have drip trays or plant nappies placed underneath them.
- Any spillages/incidents are to be reported to the Client by the appointed main contractor. Any such spillages/incidents resulting in ground contamination will be investigated in line with the client requirements and included in the close out report.



Unidentified / Unforeseen Contamination

The site comprises of an existing building that it is to be demolished with the basement remaining.

The likelihood of ground contamination is negligible.

If so required a watching brief will be implemented at the site and in the event of unforeseen contamination the works will temporarily cease and a method for the removal of the identified material prepared. If required, any supplementary investigation/sampling will be completed as required in associated with the Client.

4. Waste Management

All waste material will be segregated in to dedicated skips and will be removed from site by a locally based, licensed waste carrier to reduce our carbon footprint. The skips will be located as shown on the site layout plan, produced by the main contractor

All non-hazardous wastes will be placed into open waste skips, which will be sheeted over prior to being transported off site. Transfer notes will be issued for each consignment.

In addition to the recycling of the general construction materials, additional recycling will be undertaken of the following materials generated from the office and welfare management element / function associated with the project: -

- Recycling of packaging and containers
- Returning printer cartridges
- Returning of all pallets to original provider
- Collecting all waste paper, aluminium drink cans, glass bottles and plastic containers and placing them into their respective containers for recycling.

Hazardous Wastes Management

Where any hazardous waste is to be handled for disposal this shall be carried out in accordance with developed risk assessments, and where a potentially hazardous waste cannot be identified then a waste management company or competent third party consultants will be employed to



determine what the substance is, the required control measures for handling it, means of transportation and method of disposal.

All identified hazardous wastes will be removed and placed into separate secure and sealed waste bins which will be located within their own area within the ground level areas. Categories of hazardous waste will consist of:

- Asbestos containing materials (ACM's)
- Fluorescent light tubes
- Waste electronic and electrical equipment
- Plaster board with a sulphate content of more than 10%
- Waste oils etc

Any clinical waste or drug related debris will be collected in accordance with laid down company methods and placed into approved containers for transportation to an incinerator point, the nearest Hospital or GP.

Non-Hazardous Wastes Management

All non-hazardous wastes will be removed and placed into open waste bins or covered skips, which will be located within the general site compound. Such non-hazardous wastes will consist of:

- All soft strip materials
- Fixtures and fittings
- Ferrous and nonferrous materials
- Timber
- Brickwork and concrete
- Office furniture and carpeting

All generated construction wastes will be sorted for reuse or recycling or disposal, and placed into their respective storage bins in readiness for off-site disposal and recycling.



5. General Site Rules

The following details the rules and standards that relate to all NADA Architects employees, contractors and visitors whilst at work. It is everyone's responsibility to obey these rules and to act in a safe and responsible manner.

Deliberate contravention of these rules shall be considered a breach of an employee's contract of employment, or a breach of contract from that employee's employer.

It should also be remembered that contravention of Health and Safety Legislation is a criminal offence and that individuals risk prosecution by the Health and Safety Executive.

- Current Government legislation and guidance and Company procedures are to be followed relating to Coronavirus (COVID-19). This is covered in the PCI document.
- No one is to operate any machine, item of plant/equipment, unless they have been trained and are authorised to do so.
- Machine guarding is to be in place and correctly adjusted, prior to machinery being used.
- Any fault, defect (including damage) or malfunction in any item of machinery, plant, equipment, tool or guard must be reported immediately.
- No machine, plant or equipment is to be left unattended or cleaned whilst the engine is running.
- No repairs, maintenance or adjustments to machines, plant or equipment are to be carried out, unless you are authorised to do so.
- Substances are to be used in accordance with the written instructions.
- Substances are to be stored in accordance with COSHH instructions and are to be returned to the storage area after use.
- Hazard notices or warning signs displayed on the premises are to be obeyed.
- Notices displayed in the workplace are to be read and you are to ensure that you understand the instructions.
- Safety equipment and facilities provided are to be used and are not to be misused or wilfully damaged.



- Shorts & vest t-shirts are not permitted to be worn on site.
- The work area is always to be kept clean and tidy. Waste is to be disposed of in the correct container.
- Liquid spills are to be cleaned up immediately.
- Emergency procedures relevant to your work area are to be obeyed.
- Emergency exits and equipment are not to be obstructed.
- Any use of or damage to firefighting equipment is to be reported immediately.
- No person is to consume or sell non-prescription drugs or alcohol whilst at work or be under the influence of non-prescription drugs or alcohol.
- Prompt medical assistance must be sought for any injury received at work and the injury must be reported to your Manager or Supervisor as soon as possible. Always ensure that the accident is recorded in the Site accident book. All near misses to be recorded.



5.1 Scaffolding

Introduction

The scaffolding provision for the project is highlighted on the site plan above. Permission will be sought from our neighbours to erect the scaffold standards on their property or indeed oversail it.

As identified in section 1.4 an application will be made for a scaffolding permit from Manchester City Council for the access scaffolding required for the construction phase. The scaffolding will be erected for the minimum time necessary to carry out the works.

A tubular steel scaffold will be erected to the full height of the building to all elevations. It is envisaged that this will be 3no lifts i.e. pavement lift of 2.5 metres (headroom) and 2no subsequent lifts thereafter of 2 metres, giving the height of the scaffolding to be approximately 6.5 metres or 21 feet.

Debris netting will be fitted to the 1st and 2nd lifts along with brick guards. The scaffolding will be signed and adequately lighted during the hours of darkness, to the approval of Manchester City Council. Exposed coupler threads and tubes at low level will be capped and standards will be covered with foam and hazard warning tape.

The pedestrian walkway beneath the accessible parts of the scaffolding on Wilmslow Road and Walmer Street East will be of a minimum width of 1.2m. Vertical and horizontal highway sight lines will be provided and will be maintained at all times.



Scaffolding general information

The Work at Height Regulations 2005 defines effective controls for the safe work at height including adequate planning, selection of work equipment and inspection of work equipment for access at height.

Collective measures such as scaffolding are preferred as they are further up the hierarchy of controls as they protect the many as opposed to the measures that protect individuals.

- It is a requirement of the Work at Height Regulations 2005 that unless a scaffold is assembled to a generally recognised standard configuration, e.g. NASC Technical Guidance TG20 for tube and fitting scaffolds or similar guidance from manufacturers of system scaffolds, the scaffold should be designed by bespoke calculation, by a competent person, to ensure it will have adequate strength, rigidity and stability while it is erected, used and dismantled. This would be applicable for façade retention scaffolds or those outside the scope of TG20:21.
- Scaffolds should be designed, erected, altered and dismantled only by competent people and the work should always be carried out under the direction of a competent supervisor. This is a requirement of the Work at Height Regulations 2005. **Under no circumstances must any worker alter, modify or tamper with scaffolding.**
- Scaffolding Contractors must prepare a method statement, in the form of a scaffolding plan covering the work contemplated. This must be supported by a suitable and sufficient risk assessment and training records.
- All Scaffolders must hold a CISRS card to the appropriate level (e.g. Advanced Scaffolders, Scaffolders, Trainee Scaffolders or Scaffolding Labourers).
- All scaffolding must be erected, dismantled and altered in a safe manner. This is achieved by following the guidance provided by the NASC in document SG4:15 'Preventing falls in scaffolding operations' for tube and fitting scaffolds or by following similar guidance provided by the manufacturers of system scaffolding.
- Basic/standard scaffolds should be accompanied by a Scaffold Compliance Sheet to demonstrate that it has been erected to a recognised standard and that a bespoke design is not required.
- Measures must be taken to prevent the fall of materials or objects to those below. This should be in the form of brick guards or debris netting. Materials must not be stored above the height



of guardrails.

- The scaffold should be tied into the structure as per the compliance sheet or design with a percentage of the ties subject to a preliminary and proof test (Pull Test) in line with TG4:19.

Scaffold Inspection - It is the scaffold user's / hirer's responsibility to ensure that all scaffolding has been inspected as follows:

- Following installation / before first use (handover certificate)
- At an interval of no more than every 7 days thereafter
- Following any circumstances liable to jeopardise the safety of the installation e.g. high winds.

All scaffolding inspections should be carried out by a competent person whose combination of skills, training and experience is appropriate for the type and complexity of the scaffold.

A non-scaffolder who has attended a scaffold inspection course (e.g. Site Supervisor) could be deemed competent to inspect a basic scaffold structure.

The scaffold inspection report should note any defects or matters that could give rise to a risk to health and safety and any corrective actions taken, even when those actions are taken promptly, as this assist with the identification of any recurring problem.

A scaffold tagging system (e.g. Scafftag) must be used on all access scaffolds. The tag holder must be positioned prominently at each point of access. Following the handover inspection, the tag insert must be completed and inserted in the holder. Following each subsequent scaffold inspection, the tag must be completed.



5.2 Material Storage

Materials will be unloaded in line with section 1.5 of this document and will be placed into the ground floor storage area until required. It will then be distributed by material handling device.



5.3 Project Organisation and Responsibilities

This CMP defines the general roles and responsibilities of the main contractors project team.

Project Manager (PM)

The PM will have overall responsibility for monitoring the performance of the scheme against statutory requirements and the agreed objectives and targets.

- 1) Review and approve the CMP together with any specialist procedures and identify the need for any improvements.
- 2) Identify the competence of all contractors to be employed for the works.
- 3) Review Construction Management Plan (CMP)s with regard to environmental impacts and advise of improvements prior to works commencing
- 4) Provide main contact between contractor and client on environmental and construction issues.

Contracts Manager (CM)

- 1) Develop and review the CMP, method statements, work instructions and other specialist procedures.
- 2) Identify competence requirements for all staff and ensure delivery of training to the project scheme.
- 3) Review and improve method statements for environmental aspects prior to works commencing.
- 4) Monitor construction activities to ensure that identified and appropriate control measures are effective and ensure compliance with the CMP.
- 5) Act as point of contact between the regulatory authorities and the project on all issues.
- 6) Provision of advice and liaison with subcontractors to ensure that all risks are identified and appropriate controls developed which are identified within the method statements.
- 7) Assist with the development and undertaking of site staff training.
- 8) Liaison with the Project Manager.



Site Manager

- 1)** Assist the contract manager in developing and maintaining the CMP.
- 2)** Monitor construction works to ensure any necessary control measures are in place and meet the requirements of the CMP.
- 3)** Carry out weekly site inspections and report any actions required.
- 4)** Maintain training register and provide training where necessary.
- 5)** Assist in responding to complaints.
- 6)** Ensure correct procedures are adhered to in the event of an environmental incident.
- 7)** Provide information on waste management and reduction procedures.
- 8)** Implementation of environmental controls on site.



6. Monitoring

Project Monitoring Requirements			
Monitoring	Monitoring Method	Frequency	Responsibility
Directors Safety Tours	Site walk/inspection	Monthly	Various
Safety Inspection	Site walk and document control	Fortnightly	SHEQ Manager / Advisor
Safety Sampling	Site walk and document control	Daily	Construction Supervisor
Environmental Inspection	Site walk and document control	Fortnightly	Construction Manager
Waste	Site waste log completion	Weekly	Construction Manager
Utility and energy consumption	Regular meter readings	Weekly	Construction Manager
Scaffolding and access	Weekly statutory inspection and daily pre-use check	Daily	Scaffolding Contractor and Construction Manager
Noise at sensitive boundaries	Sound level meter	Real time	H&S Advisor
Dust at sensitive boundaries	Dust Monitoring	Ongoing	Construction Manager

6.1 Complaints Procedure

It is important that members of the public or interested parties are able to make valid complaints about the construction works. Complaints can provide valuable feedback which helps to reduce potential impacts and will also allow the construction methods to be refined and improved.

The CMP will contain details of the complaints procedure and a monitoring system will be implemented to ensure that any complaints are addressed and a satisfactory outcome achieved for all parties.

6.2 Summary

The final CMP will be completed by the Main Contractor (Principal Contractor) and will incorporate all the above items and other requirements that the Local Planning or Statutory Authorities have and or may set during the planning process.



Appendix 1 – Site Logistics / TMP (Numbered document 1)



Appendix 2 – Pre-Construction Health & Safety Information (PCI) (Numbered document 2)



Appendix 3 – Outline Demolition Plan (Numbered document 3)



Appendix 4 – Dust Emissions Weekly Report (Demolition)

Frank O'Gara & Sons Ltd
SHEQ Management System

DUST EMISSIONS WEEKLY REPORT



The Demolition Supervisor is responsible for ensuring checks are completed prior to start of shift

Week Commencing		Time			Location	Operational Status			Assessment			Corrective Action Taken	Initial
Name of Person Carrying out the Inspection		Day	7am	10:30 am	2pm	Operational	Stood Down	Under Repair	Low	High	Abnormal		
1. Strip-out. 2. Hand Demolition. 3. Mechanical Excavation with tracked excavators. 4. Processing waste. 5. Loading waste into 8-wheeled tippers 6. Exchanging of skips 7. Mobile Crushing Unit		M											
		T											
		W											
		Th											
		F											
		S											
		M											
		T											
		W											
		Th											
		F											
		S											
		M											
		T											
		W											
		Th											
		F											
		S											

SF/160 Rev.2 16/12/2020