

Ancoats Public Realm – Ancoats Green, Jersey Green and Prussia Street Arm Greenway

Construction Management Plan

Manchester City Council (MCC)

30 January 2023

Notice

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Introduction

The Ancoats Public Realm project is an opportunity for Ancoats to develop further into a thriving urban neighbourhood promoting sustainable movement. Ancoats Green, Jersey Green and Prussia Street Arm Greenway will act as the heart of the developing neighbourhood, providing a wide range of community benefits to the area.

1. Introduction

The purpose of this Framework Construction Management Plan (FCMP) at the planning stage of the project is to outline our approach to managing the execution of the construction activities to regenerate the existing park within Ancoats, Manchester. This document includes commentary on the envisaged construction operations comprising of site establishment, logistics and the process of managing the overall local environment. It seeks to ensure that the works cause the minimum practicable disruption to local residents, businesses, and commuters by phasing the works in a considered manner.

The FCMP forms part of the planning application proposals and throughout the project, it will be regularly reviewed and updated as necessary. The Plan's proposals shall enable third parties to understand the nature of the works and the various construction activities associated with the development.

To the extent that this project execution requires third party regulatory approvals, this FCMP will be reviewed to bring it into line with such requirements of the same. Formal approvals and activity methodology approaches will be addressed in detailed submissions to the design team and the Client. Liaison with the neighbours and interested parties will continue throughout project execution and as information is updated. Neighbours will be kept informed of progress and anticipated works.

The FCMP provides an overview of the key project activities. Generic statements will be detailed further at the appropriate stage of the project together with relevant procedures and detailed method statements. This FCMP will be used as the template for developing the construction phase health and safety plan, in tandem with the Construction Method Statement. As part of the procurement process to appoint a contractor, we shall assess their project track record and management procedures to ensure capability to deliver a project safely and with minimum practicable disruption and inconvenience to local residents. Throughout the works the constructors will be required to provide relevant method statements and risk assessments for the works.

This is a FCMP and serves to provide an overview of the expected logistics activity and management during the construction phase of the scheme. Should planning permission be granted, it is envisaged that Manchester City Council (MCC) will require the appointed contractor, by planning condition, to detail this CMP for submission and approval by MCC prior to commencement of works.

2. Project Overview

2.1. Ancoats Public Realm

Manchester City Council (MCC) have secured funding to begin public realm works across the Poland Street area to continue driving Manchester forwards over the coming decade. This Ancoats Public Realm Strategy is an addendum to the Poland Street Zone Neighbourhood Development Framework (NDF) (2020), building a narrative on how the design principles set out in the NDF can be realised through the detailed design of streets and spaces. The Ancoats Public Realm Strategy document should be used to guide design of public realm across the neighbourhood, providing both spatial and detailed design principles to ensure the public realm develops into an attractive and sociable setting for new homes, supporting public life and celebrating heritage.

The strategy has been drafted to explore the opportunity of creating a sustainable urban neighbourhood through the Ancoats project. It is a key element of a significant plan to continue driving Manchester forward as a city over the coming decade, through the delivery of the City Council's vision to create a place where residents from all backgrounds feel safe, can aspire, succeed, and live well.

Investment to date has delivered award-winning public realm and buildings, revitalising the Ancoats and New Islington areas. With further committed investment within the neighbourhood it is necessary to ensure that the public realm is grounded in a strong, flexible, place-specific strategy that looks to the past as well as the future, and at the detail as well as the masterplan.

Delivering an enhanced parkland at Ancoats Green was established as one of the four strategic objectives within the Public Realm Strategy and is viewed as a space with the potential to deliver wide ranging community benefits. The design of the green is therefore of prime importance to the long-term liveability of the neighbourhood, and the successful delivery of the strategy.

The Ancoats Green, Jersey Green and Prussia Street Arm Greenway project is an opportunity for Ancoats to become a thriving urban neighbourhood promoting sustainable movement. The project aims to deliver public realm infrastructure to support the creation of a sustainable urban neighbourhood of 1,500 homes, which supports life and encourages community. The public realm will be locally distinctive; utilising the existing industrial heritage of Ancoats to create a unique sense of place, enhancing the character of the Conservation Area and facilitating the creation of a canal edge walk.

It is proposed that the public realm implemented will rebalance movement patterns to promote active travel, encouraged by the implementation of a new 'green heart' at Ancoats Green. Ancoats Green in particular will deliver a 'City Neighbourhood Green Space' with a strong community function, which connects and adds to the City's Green Space Network, which are located around the 5-minute walking distances from the site. The green character will extend into the adjacent streets and spaces to create a liveable healthy environment, which is climate resilient and supports the moves towards a zero-carbon future.

The Ancoats Mobility Hub is the catalyst for these proposals as it provides the opportunity to rebalance the streets in the area in favour of active travel, reducing car dominance and prioritising the health and wellbeing of people. It also allows for the relocation of highway over to green space, planting, and trees in the form of Green Streets, which will in turn emphasise the grain of the streets. The opportunities for sustainable movement approaches produced by the Ancoats Mobility Hub will be unlocked and exploited through the public realm developments, including the Jersey Street Bridge removal works due to take place in 2023.

This also supports the proposed works being developed with regards to addressing the current traffic routes throughout Ancoats and to discourage motorists from cutting through Ancoats to travel between Great Ancoats St and Oldham Rd. This considers the proposed temporary road closures and construction routes that will be used throughout the development phase of all the local construction projects.

3. Scope of Work

3.1. Site Description – Ancoats Green

The site is located within Ancoats in Manchester, south of Oldham Road under the postcode of M4 6LP.



- = Ancoats Green (incl section of Portugal St)
- = Prussia Greenway
- = Jersey Green (incl section of Jersey St and Wadeford CI footpath)

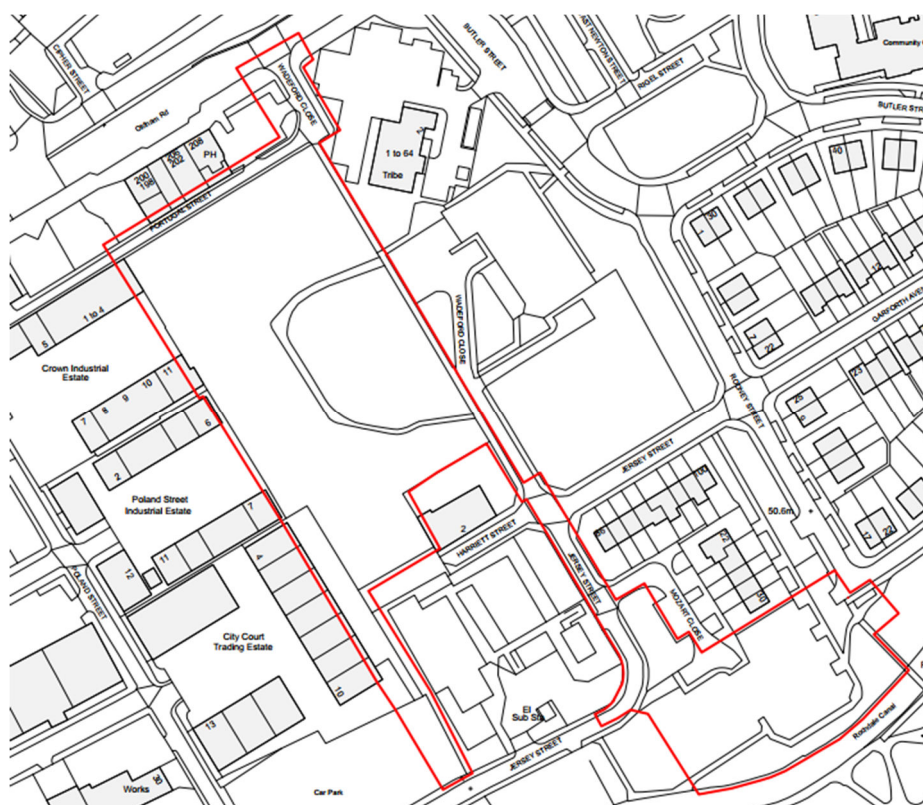
3.2. The works

The Ancoats Green redevelopment is planned to commence in Q4 2023. This project is primarily a soft landscaping scheme looking to improve the existing Ancoats Green space. The general scope of works include the following:

- Soft landscaping (cut and fill) to the existing Ancoats Green;
- Removal and reinstatement of boundary features on the site;
- Retention and protection of existing trees and other soft features;
- Introduction of new furniture features to Ancoats Green and Jersey Green;
- Introduction of new feature entrances to the park;
- Implementation of new hard landscaping and play equipment into the park;
- Establishment of new pathways across the park;
- Boundary treatments to co-ordinate with surrounding developments;
- Implementation of new drainage strategies (SuDS) within Ancoats and Jersey Green;
- Improvement works to the interface with Portugal Street; and
- Minor refurbishment works to Jersey Green located adjacent to the Rochdale Canal – including new path construction, tree and herbaceous and wildflower planting, improvements to bridge landing and balustrade, addition of access control measures, retain existing lighting.

In order to undertake the proposed improvements works to Portugal St, a temporary road closure will be sought from Manchester City Council Highways. It is envisaged that the extent of the closure is as identified by the planning boundary below.

The Ancoats Green planning application boundary for the works is highlighted below by the red line boundary:



4. Main Works Description

4.1. Construction Activities

The main construction activities are yet to be fully determined to deliver the scope of works detailed in section 3.2. Once a contractor has been selected, this section will be updated with their input as part of their construction phase plan.

4.2. Construction Programme

The current programme is a Development Programme for an application presenting the various pre-contract activities, including Design, Planning, Surveys and Contractor Procurement for the Project. The key dates stated within the programme are as follows:

Table 1: Key Programme Dates

Task	Date
Planning Submitted	January 2023
Planning Determined	May 2023
Issue Tender (estimated)	May 2023
Contractor Appointed (estimated)	July 2023
Commencement of Works (estimated)	October 2023
Completion of Ancoats Green Works (estimated)	Summer 2024
Completion of Jersey Green Works (estimated)	Summer 2025

4.3. Construction Phasing

It is currently envisaged that the works will be undertaken in phases, in line with when each development area becomes available for works to commence. The anticipated phases of work are outlined below:

- Phase 1 – Ancoats Green
- Phase 2 – Jersey Green
- Phase 3 – Prussia Greenway

The most effective route to delivering Phase 1 of the works on Ancoats Green will be to close the entirety of the park for the full duration of the Phase 1 works. This is in order to prevent any risk to the public, risk of antisocial behaviour caused by a lack of surveillance and a dark, narrow walking route that would be present if sectional closures were instead implemented.

4.4. Equipment and Plant

The Contractor will identify the equipment and plant to be used, including type, size and expected number.

5. Project Structure and Responsibilities

A management structure similar to the below will be finalised once a selected contractor is on board with the scheme. However, it is anticipated that the proposed roles and responsibilities matrix within Table 2, will give an understanding as to which project team member will be responsible for works included within the CMP.

Table 2: Key Roles and Responsibilities

Role	Responsibility
Construction Manager	Responsible for management of the construction phase of the project. Has overall responsibility for the environmental performance of the project.
Site Materials & Waste Manager	Responsible for implementing the Site Waste Management Plan during the construction phase to ensure that waste is disposed of legally, economically, and safely.
Construction Environmental Manager	Compliance with environmental legislation, consents, objectives, targets and other environmental commitments, including those arising from the Environmental Statement.
Site Staff	To receive general environmental awareness training and undertake work in accordance with Method Statement Briefings and toolbox talks. Trained personnel to manage particular tasks such as refuelling plant and equipment, managing the stores, water quality monitoring and supervising the segregation and collection of waste.
Client Project Manager	To ensure that the Contractor complies with all the relevant legal requirements, commitments and targets agreed for the scheme.
Designer	To provide information relevant to construction that may assist the Contractor to manage environmental aspects of the scheme.
Community Liaison Officer	Communications with the public and interested parties, outreach, and education where appropriate.

6. Communications

The CMP will be distributed to the project team, including sub-contractors, to ensure that the environmental requirements are communicated effectively. Key activities and environmentally sensitive operations will also be briefed to staff and Contractors. Project, client, and company environmental policies, where available, should be displayed on site. In addition, key contacts during the construction phase will be made available at the entrance of the site.

The Contractor will define procedures for internal and external communication. The client may require that any communication with external parties such as environmental regulators or the public is undertaken through a nominated client representative.

The agreed CMP will be published on the project website.

During the construction phase, internal communication will include regular progress meetings, which should cover:

- Training undertaken
- Progress reports
- Inspections, audits and non-conformance
- Complaints received
- Visits by external bodies and the outcome or feedback from such visits
- Objective / target achievement, including reporting on environmental performance.

External communication, including letter drops or meetings, and liaison with statutory authorities will be overseen by the Client Project Manager.

7. Complaints, Compliments and Inquires

- A Community Liaison Officer will be available on site and a telephone number will be published for use by members of the public wishing to complain, provide other feedback, or make enquiries.
- All complaints or information requests will be made aware to the Client Project Manager and will be logged promptly.
- Noise may be a key subject of complaint where construction works take place close to residential areas. Working hours, plant types, construction methods and noise mitigation measures are likely to be subject to Section 61 consent, under the Control of Pollution Act which is granted by the local authority. Close liaison with the local authority environmental health team is likely to be necessary to develop mitigation measures.
- Liaison will also be undertaken with local councillors and town/parish councils as representatives of the local community to discuss and address any issues.
- The local authority environmental health team may also be the first to be contacted by residents affected by noise and will require to be kept apprised of progress, programme, and upcoming phases of works that may give rise to disturbance in order that they can respond to complainants.
- Careful monitoring of complaints received, including recording details of the location of the affected party, time of the disturbance and nature of the noise can assist with managing the works to reduce the likelihood of further complaint.

7.1. Checking

- Environmental monitoring will be undertaken in order to provide information to be considered during construction and to feed back into the CMP and method statements, and to evaluate the environmental effects of the construction process.
- The Contractor's Environmental Advisor is responsible for establishing a programme of environmental monitoring. This will include monitoring against any consent requirements and objectives and targets. The ES should be referred to in establishing baseline conditions.

7.2. Evaluation of Compliance

The Contractor will define procedures for regular site surveillance to evaluate performance against legal requirements and the requirements of the CMP.

Non-conformance and Corrective / Preventative Action:

Procedures for addressing non-conformance and corrective actions are to be provided. These may include, for example:

- A Non-Conformance Report (NCR) that will be raised to record an environmental incident and work that has not been carried out in accordance with the CMP or Method Statement.
- A Corrective Action Report (CAR) that will be raised where a deficiency is identified as a result of monitoring, inspection, surveillance, and valid complaints.

Any actions identified shall nominate an owner to follow through the action to be taken, along with a specified timescale for it to be closed out.

7.3. Control of Records

Environmental records, including waste management records, will be maintained in accordance with the respective company procedure and legal requirements. The records are to be maintained, in either hard copy or electronic format as required by the individual procedure that the records relate to, in such a way that they are readily identifiable, retrievable and protected against damage, deterioration or loss. The procedure that the records relate to also specifies the retention time for the records and who has the authority to dispose of them.

7.4. Management Review

The outputs from section 7.1 Checking, will be reviewed on an on-going basis at progress meetings to ensure continual improvement in accordance with the BS EN ISO 14001 model.

Review of the CMP will be carried out at each project phase and where changes are made that affect the scope of the works to ensure its continuing relevance and accuracy.

8. Legal and Other Requirements

A schedule of appropriate environmental legislation and good practice that will be adhered to is to be included within the CMP. A register of permissions and consents that may be required, with responsibilities allocated and a programme for obtaining them is to be developed by the Contractor. Environmental consents and licenses that may be required to enable the construction works are given in Table 3.

Table 3: Environmental Consents & Licences

Legislation	License / permission requirement
Planning Act 2008	Consent for the scheme. Any requirements attached to the consent will need to be adhered to.
Control of Pollution Act 1974	Prior consent to carry out construction works from the Local Authority under Section 61.
Badgers Act 1992	A license is required from Natural England for works within 30 m of a badger sett.
Conservation (Natural Habitats & c.) Regulations 1994	A license may be required if protected species are disturbed by a development e.g. bats
Environmental Permitting Regulations 2007	It is not anticipated that a waste management permit will be required as part of the works. However certain activities are exempt from waste management licensing and must be notified to the Environment Agency in advance.

9. Operational and Control Procedures

9.1. General

Specific management proposals to be included in the CMP are to be developed relating to the following topics:

- Hours of site opening / operation
- A Site Waste Management Plan,
- Air Quality Plan.
- A plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction.
- The parking of vehicles of site operatives and visitors.
- Loading and unloading of plant and materials.
- Storage of plant and materials used in constructing the development.
- Construction and demolition methods to be used, including the use of cranes.
- The erection and maintenance of security hoarding.
- Measures to control the emission of dust and dirt during construction
- A scheme for recycling/disposing of waste resulting from demolition and construction works.
- Details of and position of any proposed cranes to be used on the site and any lighting.
- A detailed programme of the works and risk assessments.
- Temporary traffic management measures to address any necessary bus re-routing and bus stop closures.
- Details on the timing of construction of scaffolding,
- A Human Impact Management Plan,
- Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times.

Outline management proposals for each of these topics will be drafted by the selected contractor once procured.

9.1.1. Hours of Site Opening/Operation

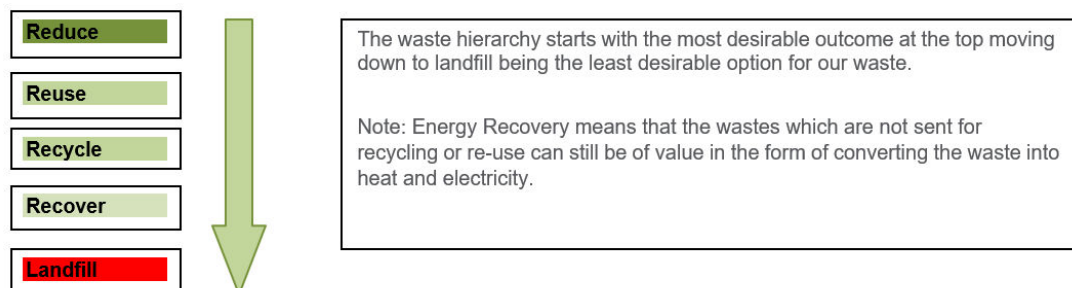
It is anticipated at this stage that the site operating hours will be in line with local guidelines seen below.

- Monday – Friday: 7.30am – 6pm
- Saturday: 8.30am – 2pm
- Sunday / Bank holidays: No work

9.1.2. Site Waste Management Plan

9.1.2.1. Waste Hierarchy

When dealing with waste the hierarchy below will be at the forefront of our mind in order to minimise waste in all waste streams



9.1.2.2. Waste Recording

It is suggested that the contractor will set up a table to enable easy tracking of their waste streams and so that they can check that the carrier's licence is renewed and identify where the waste is taken. The following is an example grid that could be implemented as part of the scheme:

Table 4: Waste Recording

Waste Description	-	Origin	Waste Carrier			Sorting Station / Disposal Site	
			Name	Licence Number	Expiry Date	Name	Licence Number / Exemption Ref.

9.1.2.3. A scheme for recycling/disposing of waste resulting from demolition and construction works

The Principal Contractor is to confirm once procured. The Site Waste Management Plan will maximise the recycling of all demolition and construction waste. During demolition the materials will be segregated to ensure maximum recycling. The contractor can review crushing any brick to create 6f2 for the substructure.

9.1.3. Air Quality Plan

As detailed in section 8.1, an Air Quality Plan will be produced by the Principal Contractor once appointed. Dust is now recognised as a big occupational health issue within construction. As such all works are risk assessed with a view to taking a collective approach to reducing this. All dust extract equipment will be a minimum of M rated. Any demolition works will be undertaken with dust suppression measures in place.

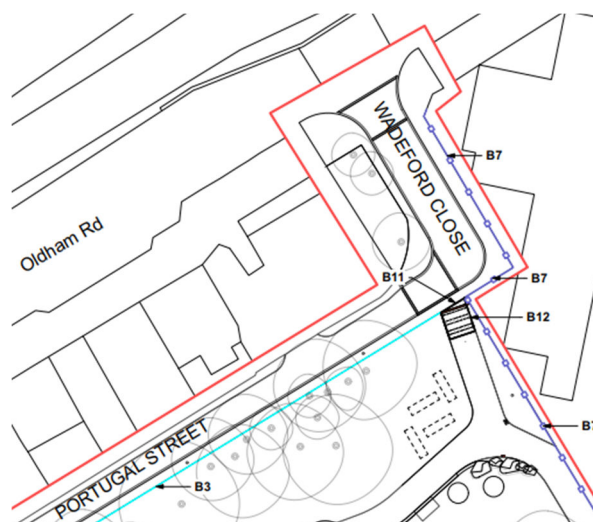
Dirt will be endeavoured to be controlled at source with hard standings brought in to reduce areas of soft materials which could form mud. Wagons will be cleaned via a wheel wash or rumble strip before entering the highway and a road sweeper will be on call should any dirt be deposited on the Highway that needed clearing.

9.1.4. The parking of vehicles of site operatives and visitors

The site parking is to be determined once a contractor has been procured and will form part of their site logistics. A dedicated parking area will be provided and is currently envisaged to be located local to Portugal St.

9.1.5. Loading and unloading of plant and materials

To be determined once a contractor has been procured and will form part of their site logistics and construction phase plan. A dedicated area will be identified for loading and unloading plant, material and equipment. It is envisaged that the access route highlighted below will be used for loading and unloading of plant and materials. Vehicle tracking checks will confirm this approach.



9.1.6. Storage of plant and materials used in constructing the development

To be determined once a contractor has been procured and will form part of their site logistics and construction phase plan. A dedicated location will be identified for the storage of plant, materials and equipment within the contractors site compound area.

9.1.7. Construction and demolition methods to be used, including the use of cranes

Contractor to confirm once procured, but currently envisaged that this is not required due to the scope of works however, a small, localised crane may be required subject to the detailed design of the play equipment.

The construction methodology will be reviewed once the design has been finalised and can be issued as a pre-commencement condition.

9.1.8. The erection and maintenance of security hoarding

The Principal Contractor will confirm the strategy once procured, however it is envisaged that works will be hoarded off to protect the public from entering the construction area. Where possible this will be via a solid metal or timber hoarding a minimum of 2.4m high. This will incorporate branding to promote the project and development of the area. Where positioned on a highway this will be approved by MCC Highways with relevant permits and traffic management measures in place.

9.1.9. Measures to control the emissions of dust and dirt during construction

Principal Contractor to confirm once procured.

Dust is now recognised as a big occupational health issue within construction. As such all works are risk assessed with a view to taking a collective approach to reducing this. All dust extract equipment will be a minimum of M rated. Any demolition works will be undertaken with dust suppression measures in place.

Dirt will be endeavoured to be controlled at source with hard standings brought in to reduce areas of soft materials which could form mud. Wagons will be cleaned via a wheel wash or rumble strip

before entering the highway and a road sweeper will be on call should any dirt be deposited on the Highway that needed clearing.

9.1.10. A scheme for recycling/disposing of waste resulting from demolition and construction works

Contractor to confirm once procured.

The Site Waste Management Plan will maximise the recycling of all demolition and construction waste. During demolition the materials will be segregated to ensure maximum recycling. The contractor can review crushing any brick to create 6f2 for the substructure.

9.1.11. A detailed programme of the works and risk assessments

The project programme, and the project Risk Register will be shared through separate documentation if requested.

9.1.12. Temporary traffic management measures

The contractor will employ a traffic management specialist (where appropriate) to develop a plan of the traffic management required during the works once the design and phasing is agreed. This will all be approved with MCC Highways prior to works commencing. This will identify alternative routes for pedestrian access.

9.1.13. Details of the timing of construction of scaffolding

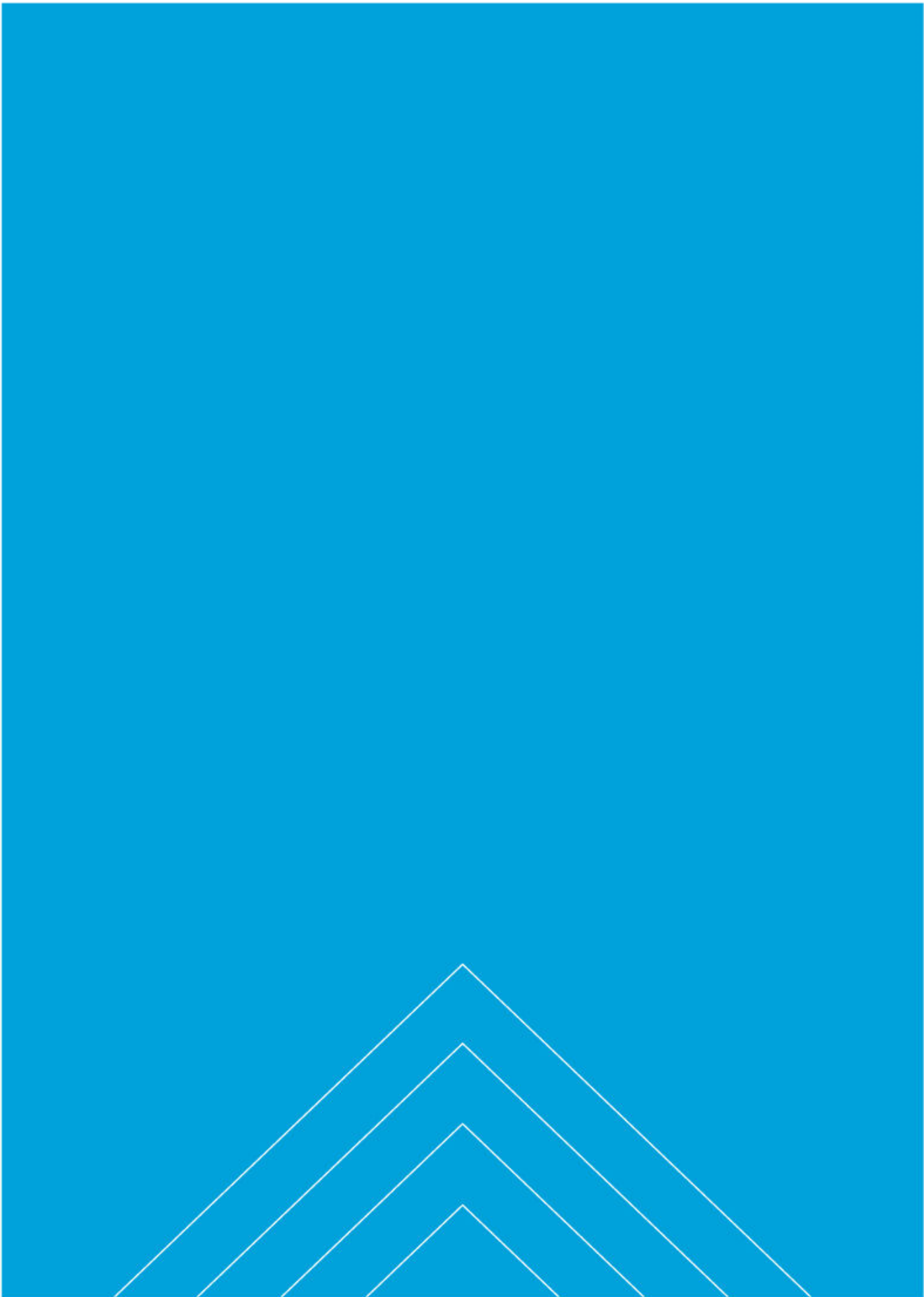
This will be developed once the design has been finalised and the contractor selected.

9.1.14. A Human Impact Management Plan

To be determined once a contractor has been procured.

9.1.15. Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times

Access will always be maintained to all adjacent premises through the existing access arrangements. The temporary road closure to Portugal St may impact access routes however alternative arrangements will be reviewed and agreed as part of the approval process.



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