



MIX MANCHESTER

Phase 1 – Outline Construction Management Plan

Introduction

This document has been produced by BCEGI Construction (UK) Ltd under instruction by Airport City Limited Partnership ('the Applicant') to produce an Outline Construction Management Plan (CMP) to support the hybrid planning application for MIX Manchester Phase 1.

The main aim throughout the construction period is to minimise the impact on the surrounding properties, highways and members of the public for the duration of the works. Close collaboration with all project teams for all construction phases will be maintained at all times to achieve this aim.

The following narrative explains this methodology and timescales envisaged at the time of the planning application. More detailed proposals will be developed once Contractor(s) are appointed and prior to the commencement on site. This will include preparation of detailed plans to incorporate Construction Management Plan, Construction Phase Health and Safety Plan, Site Waste Management, Traffic Management and Logistic Management.

This Outline CMP will be developed by the appointed Principal Contractor(s) referencing the planning conditions and control measures required. The final detailed CMP will be submitted Manchester City Council in advance of works commencing on site, and something which is likely to be secured by via planning condition.

Information and control measures identified in this Outline CMP are subject to development and or change during the production of the Detailed CMP.

The purpose of this document is to identify the construction process and timetable and measures to be implemented to ensure a safe working environment and to ensure that the impact of demolition and construction works on the local residents, business and the immediate highway network is kept to a minimum.

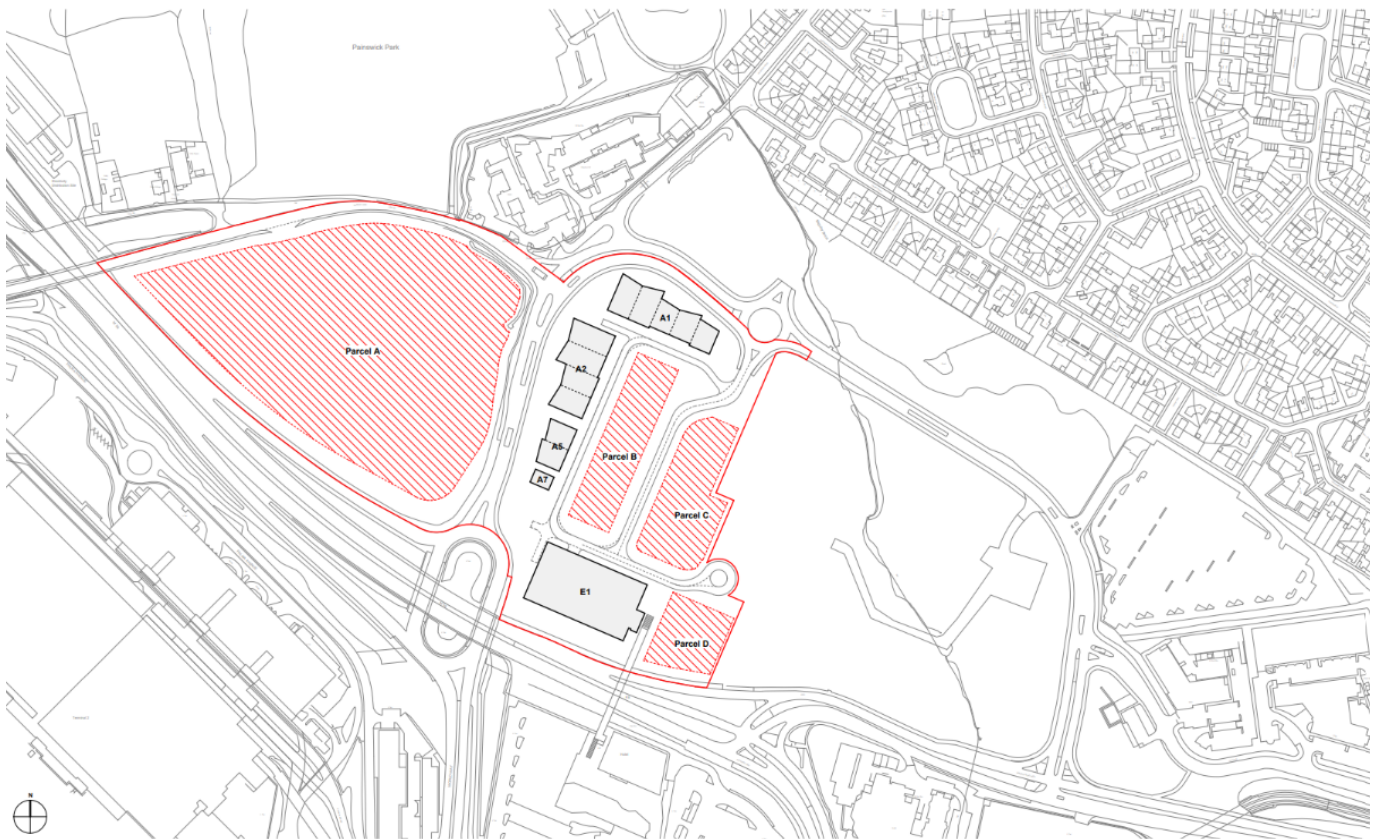
The CMP is a live document and will be updated as required during the delivery of the Project.

1. Project Description and Phasing

1.1 Overview of Development

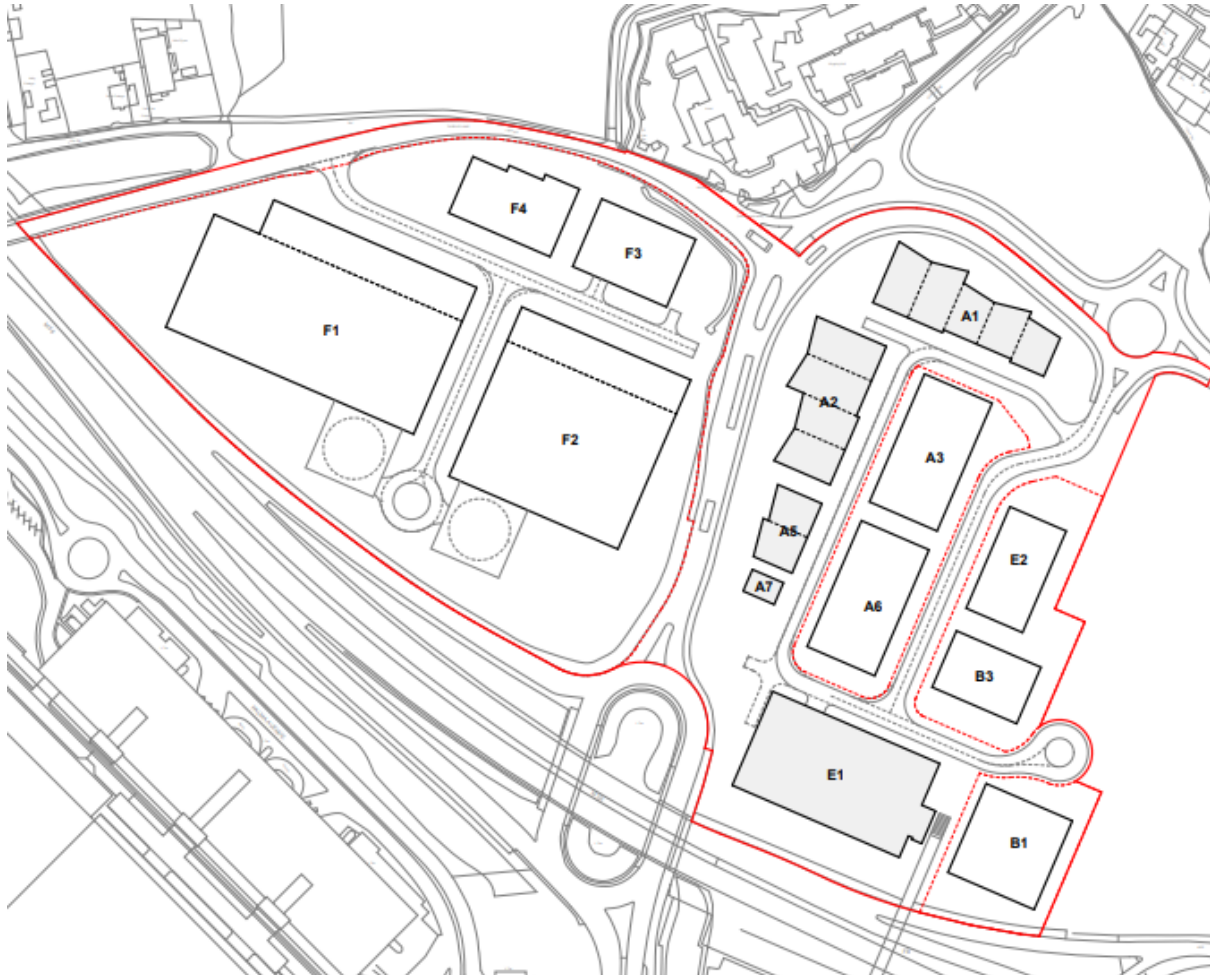
- **Site Location:** The site is located adjacent to Manchester Airport, approached via Junction 5 of the M56, along the Airport Spur. The application site is split into two parcels, with Enterprise Way dividing the sites.
- **Proposed Development:** R&D, laboratory, advanced manufacturing, office space, MSCP and ancillary uses as guided by the Strategic Regeneration Framework (SRF).

The Parcel Plan for the development is shown below:



1.2 Development Phasing Strategy

The proposed development is planned to be delivered across a number of separate phases as indicatively set out below:



- Mid-Tech Units (Plots A2, A5, and A7) which form part of the detailed element of the application. Start Q4 2026 - Complete Q3 2027.
- The Multi Storey Car Park (Plot E1) which forms part of the detailed element of the application. Start Q4 2026 – Complete Q4 2027.
- Mid-Tech Units (A1) which forms part of the detailed element of the application. Start Q2 2029 – Complete Q1 2030.
- Parcel D (Plot B1) which forms part of the outline element of the scheme and will be subject to future reserved matters. Start 2028 – Complete 2035.
- Parcel B (Plot A3 and A6) which forms out of the outline element of the scheme and will be subject to future reserved matters. Start 2028 – Complete 2030.
- Parcel C (Plots B3 and E2) which forms part of the outline element of the scheme and will be subject to future reserved matters. Start 2028 – Complete 2035.
- Parcel A (Plots F1 to F4) which forms part of the outline element of the scheme and will be subject to future reserved matters. Start 2028 – Complete 2035.

It should be noted that final phasing will be subject to occupier interest and underlying market conditions. More detailed proposals will be developed once Contractor(s) are appointed and prior to the commencement on site. This will include preparation of detailed plans to incorporate Construction Management Plan, Construction Phase Health and Safety Plan, Site Waste Management, Traffic Management and Logistic Management.

1.3 Construction Methodology

Works within each phase will generally follow:-

- Site establishment for services isolation/termination, removal of existing tarmacadam car parks and associated hardstanding areas, grub up foundations, on site crushing, grading and stockpile of hardstanding arisings, demobilise contractor.
- Construction site establishment, enabling works, piling, ground works and substructure followed by structural frame, façade cladding, internal fit out, final inspections, Practical Completion and handover.
- Works will be sequenced to minimise the impact to the surrounding highways and properties. Modern Methods of Construction will be used and will reduce the traffic movements.

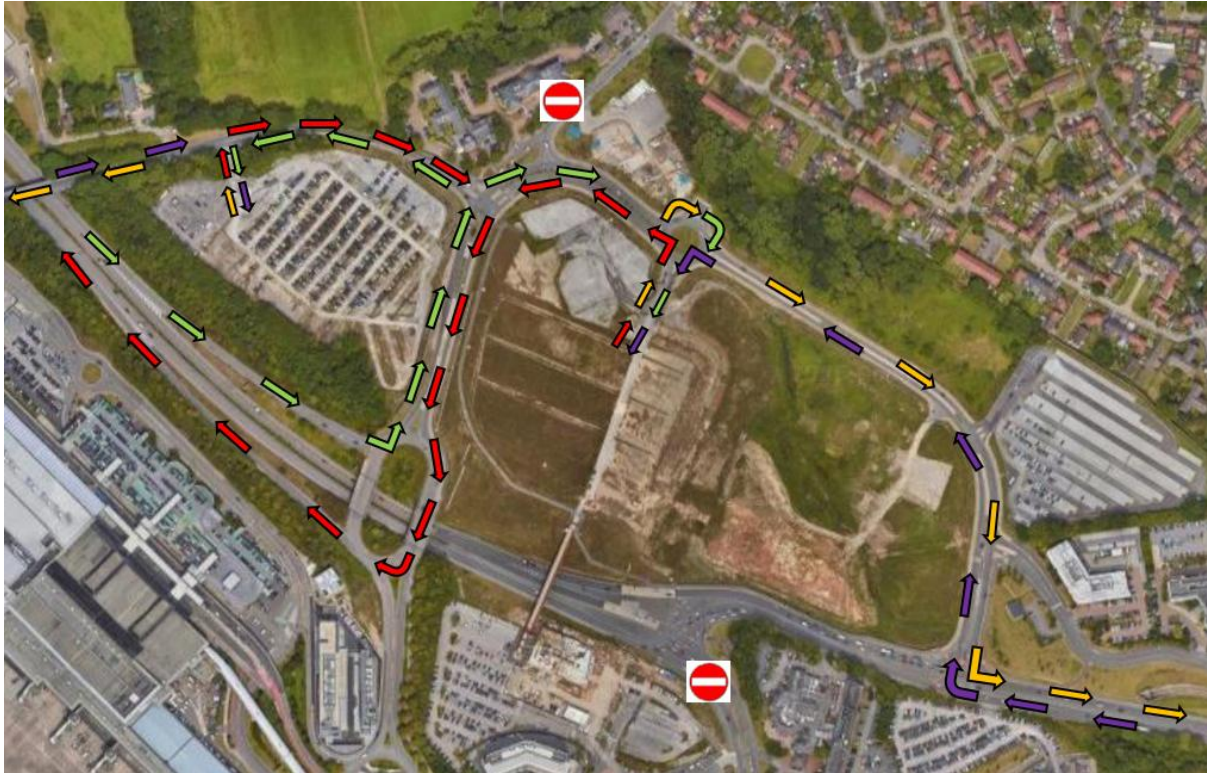
The following is a brief overview of the methodology to be adopted for the construction and fit out of the buildings on the development:

- Construction site establishment including adjustment of hoarding lines and site entrance gates
- Granular pile mat & piling
- Crop piles, construction of pile caps, foundations and sub structure works
- Tower crane foundations
- Ground floor slab
- RC cores followed by RC frame/steel frame as applicable
- Waterproofing
- External envelope
- Internal fit out
- Lift installations
- Utility connections
- Strike external hoists/scaffold
- Completion of hoist rooms as applicable
- Test & commission
- Strike tower cranes
- External landscaping
- Completion of building works
- Prepare & submission of Gateway 3 - Building Safety Regulator
- Gateway 3 submission approved and Practical Completion issued
- Handover & commence occupation

2. Site Logistics and Construction Access

2.1 Construction Access Routes

Primary, secondary and prohibited access and egress routes for construction vehicles and site personnel vehicles are shown below:



-  Primary access route for construction vehicles / site personnel
-  Primary egress route for construction vehicles / site personnel
-  Secondary access route for construction vehicles / site personnel
-  Secondary egress route for construction vehicles / site personnel
-  Prohibited access / egress route for construction vehicles / site personnel

Parcel C (Plots F1 – F4)

The primary access route would be via the M56 motorway, Enterprise Way and Thorley Lane. The primary egress route would be the reverse of the access route i.e. Thorley Lane, Enterprise Way, Terminal 2 roundabout and the M56 motorway.

The secondary access route would be via the M56 motorway, the Hale Four Seasons Roundabout, Runger Lane and Thorley Lane. The secondary egress route would be the reverse

of the access route i.e. Thorley Lane, Runger Lane, the Hale Four Seasons Roundabout and the M56 motorway.

Parcel A (Plot B1), Parcel B (Plots B3 and E2), Mid-Tech Units (Plots A2, A5, and A7), The Multi Storey Car Park (Plot E1) and Mid-Tech Units (Plot A1)

The primary access route would be via the M56 motorway and Enterprise Way. The primary egress route would be the reverse of the access route i.e. Enterprise Way, Terminal 2 roundabout and the M56 motorway.

The secondary access route would be via the A55 Airport Relief Road and Enterprise Way. The secondary egress route would be the reverse of the access route i.e. Enterprise Way and A55 Airport Relief Road.

To minimise impact on local road networks and to minimise routes through residential areas i.e. Wythenshawe, the following routes would be prohibited for construction vehicles and site personnel who do not live locally (these routes would not be prohibited for site personnel who live locally) –

- Outwood Lane
- Bailey lane

More detailed traffic management arrangements, include detailed traffic management plans, would be developed as contractors are appointed for each phase / project. These detailed traffic management plans will include detail on road signage, temporary diversions, and management of abnormal loads.

2.2 Site Set-Up and Compound

As each site is brought forward, the Contractor(s) will be responsible for setting up their own welfare, most likely within the red line boundary of that particular development phase.

Access and egress into and out the site will be under the control of vehicle marshals at each gate. They will remain in radio communication with the site manager to ensure that the flow and location of vehicles is controlled for both public and operative safety. All vehicles will be loaded and unloaded within the site boundary and hoardings. All muck away lorries be fully sheeted to minimise the risk of any mud over-spilling onto the highway. All other delivery vehicles will be sheeted or covered where possible to avoid dust. A jet wheel wash apron will be established in front of the exit gates. All deliveries will be managed using a booking in system where deliveries will have an assigned delivery slot. No vehicles will be permitted to wait on the surrounding roads, given the high profile and very busy nature of the airport access roads which surround the site.

This requirement will be included into the Principal Contractor's appointment and transmitted downstream to the suppliers and sub-contractor's orders. This information will also include a map of the permitted delivery route and mobile phone of the Site Agent so drivers can contact the site directly if any issues arise during the journey to site. Loading and unloading will be within the site hoarding and will be supervised by qualified banksmen. The traffic marshal will manage traffic with a priority for emergency vehicles.

2.3 HGV and Deliveries Management

Parking of Vehicles for Operatives & Visitors

During the main construction phase limited parking will be made available for site operatives and visitors to construction sites. Parking provision will be made by allocating space within sections of the development that are scheduled for later construction. Staff and operatives will be encouraged to utilize public transport wherever possible.

Travel Plan - Operatives & Visitors

To minimise the potential impact of construction workers travelling to the area a Construction Travel Plan will be implemented to promote and encourage the use of sustainable modes of travel to and from the site and minimise the use of private cars. Construction workers will be instructed not to park their vehicles in the adjacent streets. In order to assist operatives in making the best use of the public transport links the construction phase Travel Plan will take the form of a leaflet that will include details of local public transport services, promote walking and cycling. This Travel Plan will form part of the site Health and Safety site induction pack that all operatives and staff working on site are required to undertake before commencing works on site.

Construction Vehicle Management

Access and egress into and out the site will be under the control of vehicle marshals at each gate. They will remain in radio communication with the site manager to ensure that the flow and location of vehicles is controlled for both public and operative safety. All vehicles will be loaded and unloaded within the site boundary and hoardings. All muck away lorries be fully sheeted to minimise the risk of any mud over-spilling onto the highway. All other deliver vehicles will be sheeted or covered where possible to avoid dust. A jet wheel wash apron will be established in front of the exit gates. Given the limited space on site all deliveries will be managed using a booking in system where all deliveries will have an assigned delivery slot. No vehicles will be permitted to wait in the surrounding streets. This requirement will be included into the Principal Contractor's appointment and transmitted downstream to the suppliers and sub-contractor's orders. This information will also include a map of the permitted delivery route and mobile phone of the Site Agent so drivers can contact the site directly if any issues arise during the journey to site. Loading and unloading will be within the site hoarding and will be supervised by qualified banksmen. The traffic marshal will manage traffic with a priority for emergency vehicles.

Vehicle Sizes

The following list provides detail of the type of vehicles that will need to gain access to the site during the construction process. The vehicles proposed have been selected to ensure that they are of a size that can be accommodated on the highway network given the constraints of the site access route, whilst minimising the potential number of traffic movements to and from the site.

- Skip Lorry 4 Wheel, 17 Tonne, G.V.W
- Skip Lorry 8 Wheel, 30 Tonne, G.V.W
- Plant delivery Articulated low loader, 40 Tonne, G.V.W
- Concrete Delivery Vehicle 8 Wheel, 30 Tonne, G.V.W
- Building Deliveries 4 Wheel, 17 Tonne, G.V.W Panel body
- Ballast and Loose Materials 8 Wheel, 30 Tonne, G.V.W, Tipper
- General Building Materials 4 Wheel, 17 Tonne, G.V.W, HIAB Flat Bed
- Bulk delivery Articulated flatbed, 40 Tonne, G.V.W
- Bulk delivery Articulated panel trailer, 40 Tonne, G.V.W
- Mobile telescopic 55T Crane, 45 Tonne GVW (Liebherr LTM1055 or similar)

All construction vehicles over 3.5T will meet the following conditions: -

- Operators must be a member of Fleet Operator Recognition Scheme at the Bronze level.
- All drivers will have undertaken a cycle awareness training such as the Safe Urban Driver module through FORS or similar.
- All vehicles associated with the construction works will have: -
 - side guards fitted
 - a proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a proximity sensor, an in-cab warning device and an external warning device to make the road user in proximity aware of the driver's planned manoeuvre.
 - a Class VI Mirror
- Prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.
- Banksman will be attendance when lorries enter and leave the site

Vehicle Movements

Construction vehicle movements will be limited to the working hours and will not be undertaken on Sundays or during public holidays and will be scheduled to take place between the hours of 07.30 and 18:00 Monday to Friday and 8:30 to 12:30 on Saturday.

Phasing and Peak Movements

Within the overall project there will be some variability and peaks of activity, with peak movements associated with the foundation excavation and construction stages. Peak HGV activity during concurrent work on multiple plots is expected to reach 40–45 HGV movements per day (80–90 total movements including both inbound and outbound trips). Dwell time at the site will typically be between 30 and 60 minutes. A holding area will not be necessary for this development.

3. Construction Programme and Methodology

3.1 Hours of Work

- **Core Working Hours:** The core working hours for the site will be 7.30-5.30 Monday to Friday, and 7.30 – 1.30pm on Saturdays and Sundays.
- **Out-of-Hours Work:** There may be specific out of hours activities that need to be carried out depending on the construction methodology. For example powerfloating of concrete slabs, or dismantling of equipment such as craneage. The detailed CMP for each of the respective phases will identify what, if any, works are envisaged to be carried out outside the Core Working Hours.

3.2 Outline Programme of Works

- **Sequence:** Works within each Phase will typically follow the following protocol:
 - Site establishment for demolition works, services isolation/termination, asbestos removal (scope tbc), demolition of structures, grub up foundations, on site crushing, grading and stockpile of demolition arisings, demobilise demolition contractor.
 - Construction site establishment, enabling works, piling, ground works and substructure followed by structural frame, façade cladding, internal fit out, final inspections, Gateway 3 Regulatory Approval, Practical Completion and handover.
 - Works will be sequenced to minimise the impact to the surrounding highways and properties. Modern Methods of Construction will be used where practicable and will reduce the traffic movements.
- **Duration:** The Mid-Tech units are the first phases to come to site, and these are expected to start in Q4 2026. The final phases will be complete in approx. 2035, giving a 9 year duration on site.
- **Infrastructure Phasing and Delivery:** To ensure the safe, coordinated and efficient development of the site, all primary infrastructure works will be completed prior to the commencement of any individual phase construction. It should be noted that final phasing will be subject to occupier interest and underlying market conditions however current indicative phasing is set out below:
 - Mid-Tech Units (Plots A2, A5, and A7) Start Q4 2026 - Complete Q3 2027
 - The Multi Storey Car Park (Plot E1) Start Q4 2026 – Complete Q4 2027
 - Mid-Tech Units (A1) Start Q2 2029 – Complete Q1 2030
 - Parcel A (Plots A3 and A6) – Complete 2035
 - Parcel B (Plots B3 and E2) – Start 2028 – Complete 2030
 - Parcel C (Plots F1 to F4) – Start 2028 – Complete 2035
 - Parcel D (Plot B1) – Start 2028 – Complete 2035

Primary infrastructure works for each phase would typically include the following include the following items:

- Construction of the principal site access and internal spine roads to base-course level.

- Installation of primary foul and surface water drainage systems, including attenuation features and outfalls, to ensure full sitewide functionality.
- Diversions or upgrades of existing statutory services where required.
- Provision of utilities corridors and connection points to serve subsequent plot development.
- Establishment of construction compounds, welfare facilities and material laydown areas.
- Implementation of site-wide traffic management, signage and safety measures.

Completion of these works prior to any individual phase construction will ensure that each development parcel benefits from safe and suitable access, appropriate drainage capacity, and coordinated service connections. This approach reduces construction traffic conflicts, minimises disruption, and supports an orderly and controlled build-out of the development.

Individual plot construction will only commence once the relevant sections of infrastructure have been certified as complete and safe for use.

3.3 Demolition and Enabling Works

- **Management of Existing Structures:** There are no existing buildings which require demolishing as part of the development. The existing tarmac car parks and associated hardstanding areas which are present will be removed in a controlled and phased manner. Works will begin with the isolation of any services beneath or adjacent to these areas, followed by mechanical breaking and lifting of the tarmac surface using suitable plant. Break out and excavation work will be undertaken in accordance with a Permit to Disturb Ground procedure. Materials will be segregated on site, with recoverable aggregates crushed for potential re-use within the works where suitable, and remaining arisings removed to licensed waste facilities. Dust suppression measures (e.g. water spraying) will be employed throughout to minimise airborne particles.
- **Site Clearance:** Vegetation clearance will be undertaken in accordance with ecological best practice and any site-specific ecological constraints (e.g. nesting bird season, presence of protected species). Works will include removal of shrubs, small trees and low-level growth within the development footprint. All arisings will be chipped, mulched, or transported off site to approved green-waste recycling centres. Exclusion zones will be established around retained trees and habitats, supported by protective fencing installed prior to commencement.

Following removal of existing tarmac car parks and associated hardstanding areas and vegetation removal, a site strip will be completed to remove topsoil, unsuitable fill, and any soft spots identified during ground investigation. Topsoil will be stockpiled for re-use where feasible, with stockpiles located away from working areas and protected from runoff. Bulk earthworks will then be carried out to achieve required formation levels, using cut-and-fill techniques where possible to reduce haulage movements. All excavation work will be undertaken in accordance with a Permit to Disturb Ground procedure. Material testing will be undertaken to ensure compliance with geotechnical specifications.

All earthworks' operations will be managed to minimise dust, noise, and vibration, with appropriate environmental controls and monitoring in place. Access routes for construction vehicles will be clearly defined to ensure safe and efficient movement and

minimise impact on local road networks and to minimise the movement of construction vehicles through residential areas.

4. Environmental Management

4.1 Noise and Vibration Control

Detailed site-specific noise and vibration management arrangements would be developed as contractors are appointed for each phase/project.

Activities creating significant levels of noise and/or vibration will only be permitted between 07:30 and 18:00, Monday – Friday.

- **Impact Assessment:** Where work activities on the development are likely to create high levels of noise and/or vibration, specific control measures and protective equipment will be required. These precautions will be selected with advice from specialist contractors and manufacturers. When carrying out the risk assessments to establish suitable controls for noise and vibration the following will be considered:
 - Activities to be carried out
 - Type of equipment involved, and the expected sound/vibration levels indicated by the manufacturer
 - Environment the activity will take place in
 - Baseline noise/vibration survey
 - Period of exposure
 - Sensitive receptors - structures (such as retaining walls, slopes, excavations, underground services), equipment, environments or people that could be affected by noise and/or vibration.

Following the risk assessments, effective control measures must be established, including how the work will be monitored and supervised by the Contractor and how the effectiveness of control measures will be maintained throughout the activity. The following hierarchy of controls will be considered:

- Identify noise/vibration sources that can be eliminated or substituted with quieter or dampened alternatives.
 - Consider redesigning processes, activities or site layout to minimise noise/vibration generation or using materials that produce less noise.
 - Implement engineering solutions to reduce noise/vibration at the source.
 - Design and construct noise barriers, such as walls or fences, to block the transmission of noise from the source to sensitive areas.
 - Ensure machinery or equipment generating significant vibration uses shock absorbers and other methods of dissipation.
 - Implement operational practices or procedures to manage noise and vibration. This could include scheduling relevant activities during off-peak hours and limiting their duration.
- **Mitigation Measures:** Where impact assessment identifies that noise/vibration has the potential for becoming significant then the Contractor will consider the following options:
 - A meeting with the local Environmental Health Officer (EHO) will take place prior to work starting on site, to put forward nuisance mitigation proposals and understand any specific EHO's considerations.

- Establish a timber 8ft hoarding around the project where there are impacts to neighbouring parties (i.e., in line with the MAG Hoarding Plan).
- Equipment and construction methods employed should be chosen with the objective of minimising noise and vibration.
- Adjust timing of noisy activities to off peak hours to minimise impact on nearby residents and avoid nighttime works where possible.
- Undertake noise and vibration causing activities as far away from sensitive receptors as possible.
- All plant, machinery and vehicles not in immediate use are shut down according to circumstances and where practicable.
- Request subcontractors use quieter/smoothier models of plant, machinery or equipment.
- Plant used on the site are in good condition and maintained.
- All noise control measures e.g., silencers, mufflers, acoustic covers etc. are fitted to "noisy" items of plant or machinery when possible.
- Anti-vibration mountings/pads etc. should be fitted to rotating / impacting equipment where practicable.
- Prohibit the use of radios.
- Access to and from site is only via designated routes.
- One-way traffic systems/turning circle is to be created and used (where possible) to minimise the annoyance caused by vehicle reversing alarms.
- Implement traffic calming measures such as speed limits, and road humps to reduce noise/vibration from site traffic.
- The haul road between the access point/compound and the plotted building must be kept as smooth as possible and carefully maintained to reduce vibration impacts caused by heavy plant movements.
- Position noisy equipment/activities away from site and public walkways.
- Noise/vibration monitoring is to be undertaken by competent parties using specialist equipment which is calibrated as required in line with the manufacturer's instructions.
- Development of good relations with the local parties through the implementation of a Social Value Plan.
- Maintenance of a complaints log detailing complaints received and how they have been dealt with.
- Where appropriate, all complaints from members of the public are reviewed by the Contractors Senior Management to ensure necessary actions and suitable responses occurred.

4.2 Air Quality and Dust Suppression

- **Impact Assessment:** Where work activities on the development are likely to create dust or other airborne contaminants, specific control measures may be required. When assessing the levels of risk the following will be considered:
 - Activities to be carried out, the materials involved and any hazardous properties of the created dust/fumes.
 - Type of equipment/plant being used and any suppression/filtering features it may have
 - Environment the activity will take place in (indoors, outdoors)
 - Position of affected operative(s)
 - Duration and frequency of these activities
 - Sensitivity, number and proximity of human and ecological receptors.
 - Meteorological conditions (wind speed, direction, temperature and rainfall)

- Topographical features of local area that may provide natural screening or wind channels.
- **Mitigation Measures:** Where impact assessment identifies that air contamination has the potential for becoming significant then the Contractor will ensure effective control measures are established, including how the work will be monitored and supervised by sub-contractors and how the effectiveness of control measures will be maintained throughout the activity. The following hierarchy of controls will be considered:
 - Designing the activity to avoid processes which will cause air contamination.
 - Implementing a regime of dampening large ground areas down and/or spraying earth/light stone if weather impacts may cause elevated dust levels.
 - Using tools equipped with wet suppression or by keeping the work area damp, particularly in periods of dry weather and on sites close to housing or sensitive amenities.
 - Capturing air contamination particles by using local exhaust ventilation / spray cannons / covers.
 - Reducing the exposure of individuals by excluding non-essential personnel from the work area, and job rotation for those involved in the work.
 - Protect individuals by provision and use of respiratory protective equipment (RPE).
 - Hire dust monitoring systems strategically situated on the project to monitor air quality levels.

These precautions will be selected with advice from the Local Authority, specialist contractors and manufacturers and in reference to guidance documents from professional and industry bodies.

On this development the following control measures will be applied:

- If deemed appropriate, a meeting with the local Environmental Health Officer (EHO) will be completed prior to works commencing - as an introduction and to put forward nuisance mitigation proposals and understand any further EHO requirements.
- Reduced exposed soil, aggregate and spoil areas will be wet down as necessary and size permitting will be covered to reduce wind exposure and dust arising from the areas.
- Appropriate dampening down controls across site such as cannons, water hoses, and jet washes will be understood by all relevant parties
- Establish hard standing areas at the earliest opportunity to reduce sub-base and soil exposure across site and plant movement areas (which knowingly generates higher levels of dust during warmer conditions),
- Controls to reduce the spread of dust generating materials such as wheel washes to prevent spread across site and road sweeper vehicles to be used on site routes and entrance/exit points and the local road network.
- Implementing wheel cleaning stations prior to vehicles exiting site.
- Equipment and construction methods employed should be chosen with the objective of minimising dust and air contamination, and necessary plant & equipment additions where required (water pressure sprays and vacuum attachments to cutting devices).
- All plant and machinery are operated and maintained in good working order.
- Correct containment measures for materials which generate dust levels when exposed to weather conditions (wind, sun, etc.)

- Material installations which generate dust or air contamination will be reviewed in line with the relevant sub-contractor packages. Necessary control measures will be evaluated and established accordingly throughout the works.
- Avoid idling plant where possible to prevent excessive fumes.
- Regular waste removal to avoid offensive odours.

4.3 Water Management and Drainage

- **Surface Water Runoff:** During all phases of the works, measures will be implemented to control surface water run-off and prevent uncontrolled discharge from the construction sites. Temporary surface water management features—such as perimeter bunding, silt fences, settlement tanks, and swales—will be installed prior to major earthworks. These will ensure that run-off is captured, slowed, and treated before leaving the site. Run-off will be directed to designated infiltration or settlement areas where suspended solids can be removed before any discharge. Where pumping of collected surface water is required, water will be passed through appropriate filtration units (e.g. silt socks or settlement pods) to ensure compliance with environmental requirements. Weather conditions will be monitored closely, and earthworks operations will be sequenced to minimise exposed ground, with temporary stabilisation (e.g. geotextiles, lime/cement treatment or temporary seeding) used where necessary.
- **Existing Drainage Networks:** Existing foul and surface water drainage systems within or adjacent to the construction sites will be identified, surveyed and clearly marked prior to commencement. Surface water drainage will be marked BLUE and foul water drainage will be marked RED. Protective fencing, exclusion zones, and cover plates will be installed as necessary to ensure drainage infrastructure is not damaged by plant, vehicle movements or excavation activities. No construction materials, spoil, fuels, or chemicals will be stored within proximity of drainage assets, and runoff channels will be arranged to prevent wash-off entering existing manholes, gullies or ditches. All existing manholes and chambers will be temporarily sealed or protected to prevent ingress of silt, debris, or contaminated water during construction. Where works interface directly with existing drainage, appropriate temporary works and supports will be designed to prevent settlement or structural damage. Any accidental damage will be reported immediately and repaired by competent personnel.

4.4 Waste Management

The SLR Construction Waste Management Plan should be read in conjunction with this document.

Site Waste Management Plans (SWMP) are no longer a statutory requirement; however, each Contractor will develop and implement a SWMP for their works to facilitate good industry practice and record the Duty of Care information.

The Contractors SWMP will:

- Estimate material resources use and waste arisings and identify opportunities to reduce waste arisings and cost,
- Provide an initial indication as to if material resources and waste arisings have the potential to be reused, recycled, recovered or disposed; and
- Propose end destinations for waste arising.

In general, the following measures would be implemented during the design and construction phases of each phase of the development, where technically, economically and environmentally practicable:

- Manage waste in accordance with the waste hierarchy.
- Design-out and prevent waste arising.
- Recycle demolition materials arising from development within the construction of the development.
- Divert waste from landfill through offsite recycling and recovery.
- Use recycled and secondary aggregates in the construction of the Scheme.

The validity of waste licences and permits held by carriers and sites of disposal have been checked on the Environment Agency's public register and copies obtained where possible and filed in the Environmental folder on the BCEGI server. These will include:

- A valid waste management licence or copy from the transfer station / disposal site being used
- A copy of the waste carrier's registration or licence.
- Copies of all transfer notes for non-hazardous waste (retained for at least 2 years).
- Copies of all consignment notes for hazardous wastes (retained for at least 3 years).

The Contractor shall, to reduce the need for waste disposal, minimise the generation and environmental impacts of wastes arising during the works and shall maximise opportunities for the re-use and recovery of wastes.

The Contractor shall include within the Detailed SWMP proposals for the identification, segregation, handling and storage of waste. These are summarised below:

- The internal finishes for the building will use a high proportion of pre-finished materials.
- The internal partition walls will generally be formed from dry construction to minimize the volumes of material import and limit waste generation.
- Waste materials will be segregated into separate skips and re-cycled where possible to minimise the amount of waste going into landfill. It will be monitored via 'smart waste'.
- Initiatives to reduce waste streams will be incorporated where possible and recycling of offcut the back to the supplier e.g. plasterboard.

The Contractor shall make any necessary applications to the Local Authority and/or the Environment Agency, under the terms of the Environmental Permitting Regulations 2007, and the Town and Country Planning Act (1990) for the storage, treatment or disposal of wastes.

5. Health, Safety, and Community Liaison

5.1 Health and Safety

A detailed site-specific Construction Phase Health and Safety Plan will be developed as contractors are appointed for each phase/project.

Risk Assessments and Method Statements (RAMS) must be produced for at least each activity as detailed in the Contract Programme. These must be completed by a competent person, normally the appropriate package Subcontractor Manager/Supervisor. The Contractor will review all RAMS submitted by subcontractors prior to the subcontractor commencing the work activity on the site.

Adherence to the RAMS should be continually monitored by Subcontractor supervision, and by Contractor Site Managers. The subcontractor must ensure that RAMS remain reflective of the arrangements on site and update as necessary. Updated RAMS must be submitted to the Contractor when produced.

The Contractor will implement mandatory PPE rules in accordance with their own internal policies and procedures, with the below being typical:

- Head Protection – Safety Hard Hat manufactured to BS EN 397
- Hand protection – Safety gloves suitable for the relevant activity as identified in a risk assessment and manufactured in line with EN 388
- Foot Protection – Safety footwear with steel toe caps and midsole protection (SB-P minimum) in line with EN ISO 20345
- Hi Visibility Clothing – Jackets/vests manufactured to ISO 20471

Other PPE such as impact resistant eye protection, dust masks, etc, would typically be provided on a task specific basis and referred to within the RAMS for the specific activity.

Prior to any person commencing work on one of the development phases/projects, the Contractor will ensure that they receive a project specific Health and Safety induction.

The Contractor will take all necessary steps to ensure that persons employed on site have the necessary skills, knowledge and experience to carry out their work activity safely.

The Contractor will implement security arrangements in accordance with HSE Guidance HSG 151 *Protecting the Public – Your next move* to prevent unauthorised access to site.

The Contractor will provide adequate welfare facilities on site by implementing measures as set out in HSE Guidance such as Provision of welfare facilities during construction work – CIS59.

- **Emergency Procedures:** The Contractor will include detailed site-specific emergency procedures in their Construction Phase Health and Safety Plan. The risks on each phase/project that could result in circumstances requiring an emergency response, and the control measures to mitigate such an event, will also be identified in a Site Wide Risk Assessment to be produced by the Contractor. Foreseeable emergency events during the construction of a development such as this would include:
 - Serious injury requiring external medical attention
 - Unexploded Ordnance
 - Water damage (flooding – natural, accidental or sabotage)
 - Tower crane operator incapacitated

- Stranded Mast Climbing Working Platform
 - Stranded Hoist
 - Stranded Lift
 - Stranded MEWP / MEWP operator incapacitated
 - Pollutant / Spillage
- **Air Traffic Safeguarding:** The Contractor will be required to comply with all applicable MAG Health and Safety requirements. A Contract Information Form (CIF1) will need to be completed and submitted to MAG prior to construction work commencing on any phase/project. In accordance with the Manchester Airport Permit to Work Information Pack v5, a Tall Equipment Permit will be obtained for any proposed cranes and piling rigs to ensure that the risk of distraction to pilots of low flying aircraft is properly managed. Where any underground or overground services are damaged because of construction works, they must be reported to MAG in accordance with the MAG Service Strike Process Map V1.2. To guard against the hazard to low flying aircraft, which is posed by wildlife, the Contractor will work in accordance with Wildlife Hazard Management at Aerodromes CAP772.

5.2 Community and Stakeholder Liaison

- **Liaison Manager:** The Contractor will designate a member of their project team to act as a focal point for communication and liaison with interested parties. An ‘interested party’ is a person or persons that may influence, be influenced by, or feel influenced by a decision or activity’. In the context of this project, examples of interested parties may include the Client, local residents, local businesses, local authorities, regulatory bodies, community groups, etc. Liaison with interested parties is important to ensure all actual or potential issues are considered and managed to minimise disruption.
- **Communication Strategy:** The Contractor will implement a communication strategy which aims to:
 - Provide clear and consistent information regarding planned activities, programme milestones and potential impacts.
 - Ensure key messages reach the correct audiences in a timely manner.
 - Reduce uncertainty by offering advance notice of disruptive works where possible.
 - Provide stakeholders with accessible channels to ask questions, raise concerns or request further information.
 - Build trust through transparency, responsiveness and professional engagement.

The Contractor will adopt a range of communication methods depending on stakeholder needs, typically including:

- Written and digital communications.
 - Direct engagement.
 - Site-based communication.
- **Complaints Procedure:** The identification and response to complaints support the development of positive relationships between the Contractor and the communities and other stakeholders that may be impacted by the development. Complaints/compliments relating to any of the Contractor’s operations will be managed using their own internal

policies and procedures. Notwithstanding, all complaints received will be acknowledged, logged, investigated and a response provided in a reasonable timeframe.

6. Protection of Assets and Infrastructure

6.1 Condition Surveys

- **Pre-commencement Surveys:**

Prior to commencing works on site, a dilapidation survey of the adjacent highways will be carried out. Manchester City Council Highways and representatives from Manchester Airport Group will be invited to the survey. The extent of the survey will cover the roads and pavements bordering the site. The survey will consist of a visual survey and written report supported with photographic images where appropriate to record and document any pre-existing damage to kerbs and road surface. A copy of the report will be issued to all parties as a record.

6.2 Protection of Public Utilities and Services

The area in and around the development has been subject to a variety of works over the years. Existing utilities and service information will be obtained from the sources below:

- Electricity Distribution Network Operators (DNOs)
- Gas network operators
- Water and sewerage companies
- Telecommunications providers
- Local authorities (for drainage, street lighting, etc.)
- MAG Utilities

The above information will be consolidated and supplemented with a GPR survey by the Contractor. For underground services, the Contractor will implement a Permit to Disturb Ground process and associated HSG47 compliant safe system of work (SSOW) to ensure that existing services are not damaged. For overground services, the Contractor will implement a GS6 compliant SSOW to ensure overhead services are not damaged.

In the event of an emergency where utilities are damaged during site works, the Contractor will contact the statutory undertakers as below:

UTILITIES		
Electricity	Electricity NW, 304 Bridgewater Place, Birchwood Park, Warrington	Call 105 to report electrical hazards or incidents
Water / Drainage	UU, Haweswater House, Lingley Green Avenue, Great Sankey, Warrington	Report a burst leak/pipe in road or public area, use online form https://www.unitedutilities.com/emergencies/report-a-leak/report-a-leak-form/
Gas	Cadent Gas, Pilot Way, Ansty Park Coventry CV7 9JU	Smell gas or have a gas emergency? Please call: 0800 111 999

Damage to MAG assets must be reported to MAG in accordance with the MAG Service Strike Process Map V1.2

7. Review and Reporting

- **Monitoring and Reporting:** On each phase/project the Development Manager will attend a monthly project review meeting with the Contractor. The Contractor, via the agreed Contractors Progress Report template, will be required to report on various issues including:
 - Hours worked
 - No of accidents/incidents/near misses
 - Accident/incident investigation causes and preventative/corrective actions taken
 - Environmental issues
 - Communications with interested parties

The Employer will appoint a CDM Advisor to undertake a monthly HSE audit on all phases/projects and the audit report will be sent directly to both the Employer and the Contractor.