CONSTRUCTION MANAGEMENT PLAN

Manchester Digital Campus

Enabling Works
June - October 2026

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1.0 Introduction

PP O'Connor ("PPOC") has been instructed by the Government Property Agency ("GPA") to prepare a Construction Management Plan (CMP) for the next phase of Enabling Works at Manchester Digital Campus planned to take place between June to October 2026.

The Location of the works are the former Central Retail Park, Great Ancoats Street, Manchester, M4 6DJ

The purpose of the Construction Management Plan (CMP) is to address the detailed procedures, sequencing and construction methodology anticipated by the Project Team engaged in the planning, liaison and construction activities during the Enabling Works. The plan also outlines the logistics and environmental management measures to be adopted during construction.

2.0 Description of the Works and Planning Condition

The planned Enabling Works are fully in line with the planning application (application number: 141607/FO/2024) approved on 21st February 2025:

To include site set up (siting of cabins and securing of the site and vegetation clearance), removal and site crushing of existing ground slabs, disconnection of services, archaeological investigation works, removal of ground level slabs and crushing on site, excavation to reduce level and disposal off site, installation of temporary filter drains and connection to existing drainage system.

This document has been prepared to discharge the following planning condition:

7) Save for site set up (including erection of hoardings, siting of cabins and securing of the site, and vegetation clearance), prior to the commencement of the Enabling Works, a detailed construction management plan outlining working practices for the Enabling Works shall be submitted to and approved in writing by the Local Planning Authority. The construction management plans shall include:

- *Display of an emergency contact number.*
- *Communication strategy with residents.*
- *Details of wheel washing.*
- *Dust suppression measures.*
- *Compound locations where relevant.*
- *Location, removal and recycling of waste.*
- *Routing strategy and swept path analysis.*
- *Parking of construction vehicles and staff.*
- *Sheeting over of construction vehicles.*
- *Details of the measures which will be taken to ensure the protection of controlled water resources.*

Manchester City Council ("MCC") encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment.

The site will be registered with the Considerate Contractors Scheme.

The Enabling Works shall be carried out in accordance with the approved construction management plans for the duration of the Enabling Works of the development.
Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

3.0 Programme and Working Hours

In Appendix A, a copy of the current programme of works is attached and it should be noted that the works are planned to take place from June to October 2026. This programme may be subject to revision depending on external factors e.g. weather conditions.

The site working hours will be from 7.30am to 6.00pm Monday to Friday and by prior arrangement 8.00am to 1.00pm on Saturdays. No work will be undertaken on Sundays.

Out of hours on site security will be in place for the duration of the Enabling Works.

A pre-start survey will be carried out prior to construction works commencing, including, but not limited to, a photographic report of existing structures, boundaries, footpaths, roads, access points, fence lines, walls, buildings, hedge lines, kerb lines, lighting columns, street furniture and road signs. The findings of this survey will be documented and a copy retained at the site offices.

4.0 Site Location

The location of the works is the former Central Retail Park, Great Ancoats Street, Manchester, M4 6DJ as shown below:





5.0 Emergency Contact Numbers

Mobile contact details for PP O'Connor's Site Manager and Contract Manager will be displayed on the site hoarding on all sides of the site which interface with the public. The email address of the Public Liaison Officer will also be displayed on the site hoarding, including at the entrance to the site, for any questions or complaints to be submitted by the public. These contact details will also be provided to key stakeholders surrounding the site e.g. the Coop Academy New Islington School. This builds upon the extensive stakeholder engagement the GPA has already undertaken, including the school fully updated on site construction activities.

During the Enabling Works there will be out of hours security on site, positioned within the gated entrance. The security guard will have a list of contact numbers available to resolve any issues arising outside of working hours.

Key contact details:

Principal Contractor and Principal Designer: PP O'Connor

Site Manager	Toby Porter	Toby.porter@ppoconnor.co.uk
Contract Manager	Nigel Rea	Nigel.rea@ppoconnor.co.uk
Public Liaison Officer	Anne-Marie Robinson	Anne-marie.robinson@ppoconnor.co.uk

Client: Government Property Agency

Site Activities Contact	Umar Isap	Umar.isap1@gpa.gov.uk
Overall GPA Lead	Mark Imms	Mark.imms@gpa.gov.uk

6.0 Communication Strategy with Residents

The GPA has undertaken extensive stakeholder engagement and maintains regular contact with the Coop Academy New Islington School to keep the school fully updated and has also had regular contact with New Islington Medical Practice.

Having considered the nature of the proposed site activities forming the Enabling Works, the only adjoining owners that may be impacted are the school and possibly the medical practice on Hugh Oldham Way. PPOC will make and maintain direct contact with both and PPOC will advise the school on a weekly basis of planned operations.

The Enabling Works have been programmed so that the majority of potentially noisy works (the crushing operations) will be undertaken during the school summer holiday. Any remaining noisy work whilst the school is open will be undertaken outside normal school hours.

Prior to works commencing on site PPOC will undertake a letter drop to all local residents and businesses providing the following information:

- A brief description of the works to be undertaken
- The anticipated start and completion date
- Designated site contact detail

Due cognisance will also be taken of surrounding high-rise residential properties.

7.0 Wheel Washing and Road Cleaning

The site is located in a busy area of Manchester, so it is imperative that the roads are kept clean and the approach to maintain to the cleanliness of the MCC highway network around the site will be:

- Dedicated clean areas for all vehicle deliveries to prevent these vehicles tracking dirt onto the roads.
- Dedicated staff and visitors entrance along a fully concreted route to the site compound.
- Dedicated plant entrance and exit to and from the site with checks of wagons leaving the site.
- Inspection of vehicles prior to leaving site and manual jet washing of wagons prior to leaving where required.
- Road sweeper on call at all times to clean roads quickly in the unlikely event this is needed.
- A mechanical road sweeper will be in attendance during deliveries and disposal operations.

Access and egress will be via Old Mill Street, which facilitates the use of a clean concrete surfaced route to the site gate, thus minimising potential contamination of public roads with mud and debris.

8.0 Dust Suppression Measures and Stockpiles

Spraying water will be used during earthworks as dust suppression.

Nuisance dust generated from arisings and plant and vehicle movements will also be controlled by always observing speed limits.

The concrete surfaces will be crushed under a mobile crushing permit with water dust suppression and this work will be undertaken during the school summer holiday to mitigate any impact on the school.

Stockpiles will be located with Phase 2 land with a maximum height of 3 metres.

Mobile water bowsers will be used for damping down the site and stockpiles if required.

Dust monitoring around the site perimeter will be in place and will be carried out throughout the project using a real time hand-held data logging instrument for the detection of airborne dusts, fumes and aerosols.

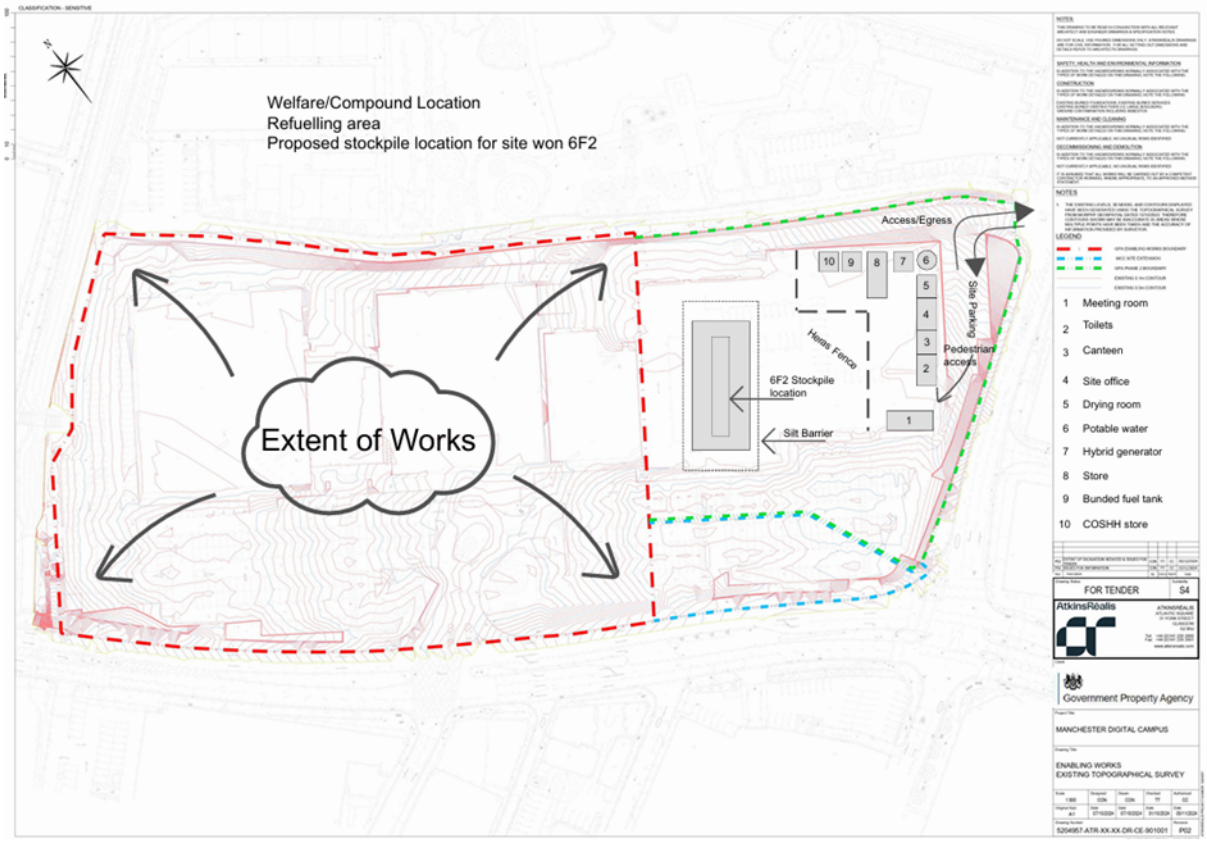
The following mitigation measures will be employed as appropriate to minimise dust and other emissions from site activities and disruption or nuisance to neighbouring occupiers:

- Fine water spray techniques are to be deployed for the duration of the programme to keep the dust to a minimum.
- Spraying water at work faces, loading operations and site access roads.
- Dampening of exposed soil and stockpiles as necessary.
- The siting of stockpiles of brick, concrete, soil and other materials away from dust sensitive properties.
- Regular inspection and cleaning of the local highways and site boundaries for dust deposits.
- Prohibition of fires on site.
- Vehicle speed limits will be established to prevent the generation of dust from vehicle movements across the site.
- Haul roads will be established and maintained to mitigate the generation of dust.
- All site personnel trained in best practice for dust control by regular Environmental Toolbox Talks.
- All abrasive cutting will have any dust generated suppressed by way of a continual flow of water from proprietary equipment.
- Wherever possible, any abrasive cutting will be undertaken in a designated, isolated area to ensure that any dust generated whilst suppressed cannot cause any unnecessary nuisance.
- Wheel washing facilities will be established on site to prevent the transfer of mud and dust onto the highway.
- Sheeting of all wagons entering and leaving the site carrying loose aggregate or deconstruction material such as soil and hardcore.

9.0 Compound Location and Parking

The site compound, welfare facilities and site parking will be located on the Phase 2 land, the land closest to Old Mill Street. This provides staff parking close to the site entrance but outside the working area, allowing safe access to the welfare and site office facilities, without the requirement for PPE.

Plant will be parked in a dedicated area of the Phase 2 land, with out-of-hours security in place.



10.0 Location, Removal and Recycling of Waste

The site is currently covered with a mix of concrete ground slabs and block paving. The slabs and paving are to be broken up and transported to the 6F2 stockpile area shown on the mark up above, where it will be crushed to produce a 6F2 product. Chemical and grading testing will be undertaken to confirm compliance with the Specification for Highway Works. The product will be retained on site for future use in the project
Site crushing will be undertaken under a Permit to Operate Mobile Plant for Mobile Crushing and Screening:

EP Permit Ref. LAPPC17-02-4
Variation Ref. LAPPC17-02-v5

11.0 Routing Strategy and Swept Path Analysis

Access and egress from the site will be via the existing Old Mill Street HGV entrance. It should be noted that this access was previously used by articulated lorries when the site was used as a retail park.

Site traffic (wagons and mobile plant) will, wherever practicable, travel on existing concrete slabs or other suitable hard surfaces.

Site traffic will enter and leave the site via the gate on Old Mill Street.

12.0 Sheeting Over of Construction Vehicles

All disposal wagons will be sheeted before leaving the site to:

- Minimise dust emissions;
- To keep materials dry;
- To prevent loss of load during transit as required by Road Traffic Act 1991; and
- To comply with authorisations issued under the Environmental Act 1990.

13.0 Protection of Controlled Water Resources

The perimeter of the site has a 3m high hoarding to provide a secure boundary and mitigate any impacts outside the boundary. The water course close to the site is the Rochdale Canal, which is located near the highest point on the site. Due to the site topography, any site run-off will naturally fall away from the canal and as a result run-off entering the canal will be virtually impossible. Nevertheless, special care will be undertaken whilst undertaking Enabling Works close to the canal.

Temporary drainage will be installed on site during the Enabling works and a connection into the sewer will be agreed with United Utilities and this is already being progressed. This will include silt trap catchpits to prevent silt runoff. Water sampling and testing will be required by UU to advise of any treatment required.

14.0 Protection of Drains and Shooters Brook Culvert

The position, depth and conditions of drains crossing the site which are to be retained have been surveyed and carefully considered. The operations to be undertaken as part of the Enabling works will not adversely impact these drains given their depths. The concrete surfaces around drain covers will be sawn and the drain covers protected by barriers.

Despite extensive drainage investigations it has not been possible to locate Shooters Brook within the site. Historic maps show the potential location and records indicate it is a depth of circa 8 metres below the ground level. Having carefully considered the operations to be undertaken as part of the Enabling Works, it has been concluded that the works will not adversely impact Shooters Brook.

15.0 Vibration Monitoring and Control Measures

Vibration monitoring will be undertaken periodically throughout the works to ensure compliance with the action plan.

Works will cease and procedures will be reviewed if the amber Action level is triggered – (5mm/s PPV) and under no circumstances should the red action level (10mm/s PPV) be breached - at nearest receptor points when carrying out vibration monitoring.

PPOC will use the best practicable means to minimise vibration from the works including:

- Site personnel will be instructed on environmental matters and best practicable means to reduce vibration during the site induction.
- Drop zones and loading areas away from sensitive receptors.
- All deliveries scheduled for off peak daytime hours to minimise disturbance.
- Engines to be switched off when waiting.
- Monitoring will be carried.
- Environmental monitoring records are to be kept electronically with a hard copy maintained on site.
- PPOC Project Manager will liaise with the Council Environmental Officer to ensure the monitoring is reflective of site activities.
- Only appropriately sized plant and equipment will be utilised on the project.

16.0 Noise Monitoring and Control Measures

Noise monitoring will be undertaken periodically throughout the Enabling Works. A sampling technique will be used in accordance with BS 5228 Part 1, Annex G. The ambient noise level will be determined as a reference level before noise monitoring takes place to study new intrusive sound occurrences. Checks will be made to ensure that the best practicable means measures are being adopted, that bet practice is being followed and that working hours are adhered to.

PPOC will use best practicable means to minimise noisy works including:



- Stationary plant such as generators will be located as far as practically away from the nearest sensitive receptor.
- Measures will be taken to ensure that mains power is available at the earliest opportunity to minimise the use of generators. Where temporary generation is required then hybrid equipment will be the preferred choice.
- Plant will be used in accordance with the manufacturers' recommendations. This includes the use of engine covers and guards to minimise noise.
- The quietest plant which is appropriate to the task will form the basis of selection.
- Noisy plant will be sited away from sensitive receptors and where this is not possible then appropriate screens or enclosures will be provided where practicable.
- Radios will not be permitted to be used anywhere on site.
- All engines will be turned off when not in use.
- Care will be taken when unloading plant and materials to minimise noise e.g. loads shall not be dropped from height.
- All operatives will be issued with hearing protection to be worn if exposed to noise above 85 decibels.
- Hearing protection zones will be put in place using signage in areas suspected to have noise over 85 decibels. This will be confirmed by a noise assessment completed by the Environment Officer.
- PPOC will only use plant and vehicles that are in good repair and conform to the manufacturer or legislative/British Standard emission standards BS 5228-2:2009.
- Plant maintenance and defect reports shall be held on site in a designated file.
- Wherever possible, plant shall not be left running when not directly in use.
- Where appropriate electrically powered machinery and plant shall be used instead of petrol or diesel powered.
- PPOC will ensure that all moving plant will have white noise reversing alarms, which are inherently quieter than those of standard manufacture.

17.0 Environmental Incident Reporting

In the event of an environmental incident, work will be immediately stopped, control procedures implemented and the incident reported to the Project Manager and Environmental Officer. Appropriate and proportional steps will then be taken before recommencing works.

18.0 Conclusion

This Construction Management Plan has been prepared outlining the working practices for the Enabling Works and taking into full account the site circumstances, proposed activities and best practice. It addresses all the points detailed in planning condition no. 7 and all activities

for the duration of the Enabling Works will be undertaken in strict accordance with the Construction Management Plan.