CONSTRUCTION & ENVIRONMENTAL MANAGEMENT PLAN

Plot C2



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1. Key Stakeholders

Client: MUSE Riverside House Irwell Street Manchester M3 5EN [redacted]	Architect Feilden Clegg Bardley Studios (FCB) Carver's Warehouse Lower Ground Floor 77 Dale Street Manchester M1 2HG [redacted]
Principal Designer Bowker Sadler Architecture Hatherlow House Hatherlow Romiley Stockport SK6 3DY [redacted]	Structural Engineer: Civic Carver's Warehouse Lower Ground Floor 77 Dale Street Manchester M1 2HG [redacted]
Principal Contractor: Caddick Construction Ltd North West Office Chepstow House Trident Business Park Warrington WA3 6BX [redacted]	Mechanical and Electrical Consultant TACE Manchester (Stanley Green) Portland House Oak Green Earl Road Cheadle Hulme Cheshire SK8 6QL [redacted]

Client Representative: ShiftPM M.01 Tomorrow Blue Mediacity UK Salford M50 2AB [redacted]	Energy Consultants: Civic Contact Name: Diya Kulkarni Contact Telephone No.: Email:
Acoustician: Hilson Moran Neo 9 Charlotte Street Manchester M1 4ET [redacted]	Landscaping Consultants: Planit 2 Back Grafton Street Altrincham Cheshire WA141DY [redacted]
Building Warranty: Protek Warranty 1st Floor Marlbridge House Enterprise Way Edenbridge Kent TN8 6HF [redacted]	Fire Engineer: OFR Consultants Sevendale House Lever St Manchester M1 1JA [redacted]
Transport Consultant: Curtins Kings House 40 King St W Manchester M3 2WY [redacted]	

2. Introduction

This Construction Management Plan is prepared to outline the key construction management plan in response to Planning Application – Ref: 144669/FO/2025 and in particular Pre-commencement condition 4(b) – Construction Management Plan that states:

Prior to the commencement of development (excluding demolition), a Construction Management Plan outlining working practices during development shall be submitted to and approved in writing to the City Council as Local Planning Authority.

For the avoidance of doubt, the Construction Management Plan should include:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved Construction Management Plan.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

3. Site Location, Scheme Overview & Description of Works

Site Address:

The Birtles, Civic Centre, Wythenshawe, Manchester, M22 5RF.

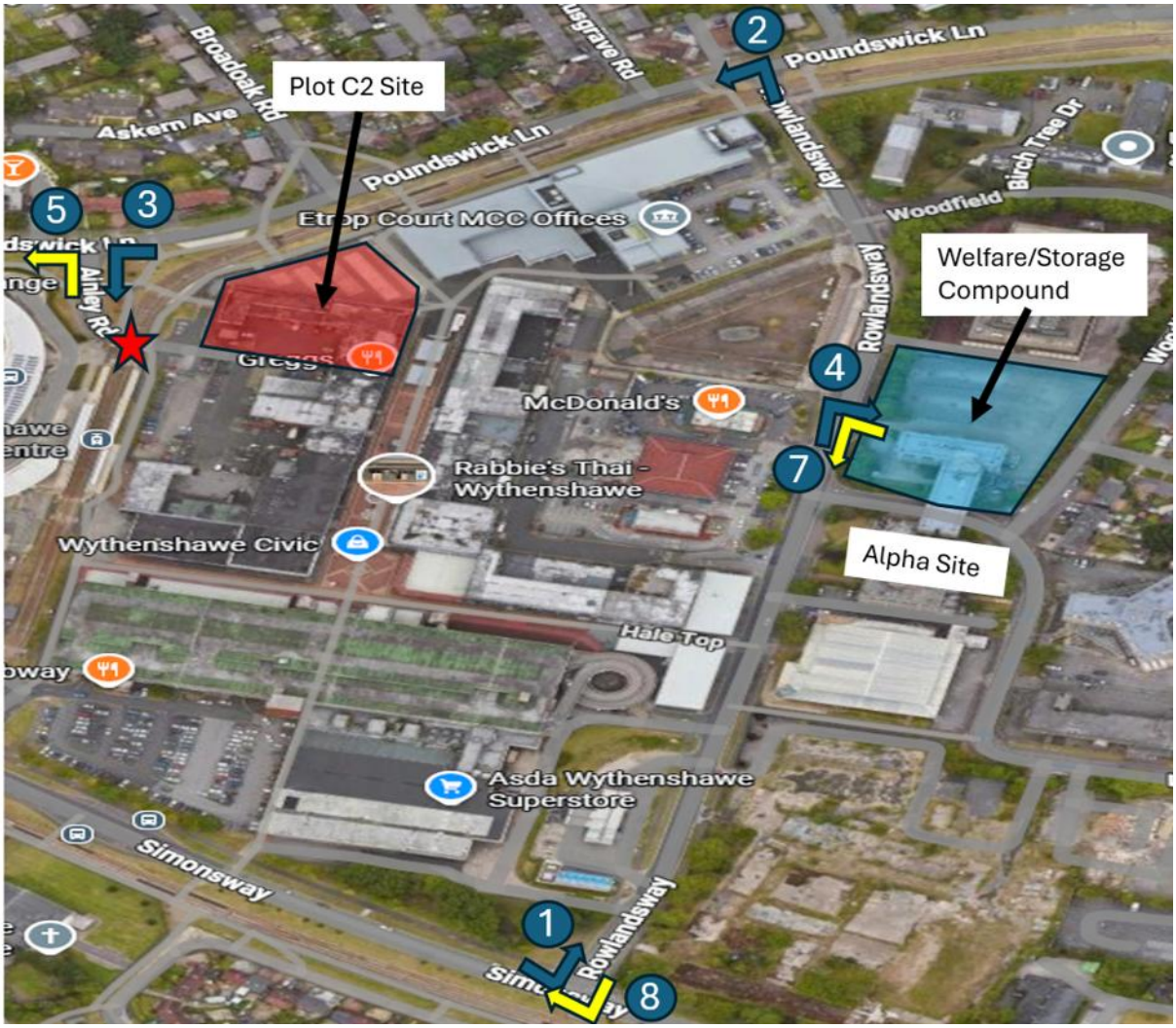
The site is located centrally within Wythenshawe Town Centre, c.100m to the northeast of the Wythenshawe Interchange. The site is bound by the pedestrianised high street to the north and east, commercial units to the south and parking to the west. See site boundary in red on the next page.



Caddick will be the appointed Principal Contractor and have prepared this document in conjunction with our H&S consultants. Caddick will implement the measures within this Construction & Environmental Management Plan throughout the works.

Start Date: November 2026

Duration: 90 Working weeks (Main Works) + 17 working weeks (Asbestos Removal and Demo)



Description of Works

The Plot C2 development proposals consist of 81 units residential apartments (Use Class C3) with a mixed-use ground floor comprising workplace and retail uses (Use Class E), associated landscaping, servicing, car and cycle parking and other associated works following demolition of the existing buildings.

Construction activities include:

- Temporary works and welfare facilities
- Groundworks
- Drainage and services
- S278 works
- Piling – CFA
- SRC concrete frame in situ stair and lift cores
- SFS & CP Board
- Brickwork and blockwork
- Curtain walling and windows
- Roof works
- Internal joinery
- Full MEP fit out inclusive of roof mounted PV

- Plaster boarding, linings and plaster
- Painting and decoration
- Hard and soft landscaping
- Fencing
- Clearing site upon completion

4. Site Contacts / Emergency Numbers

Prior to commencing on site, the primary site contacts will be listed and communicated to key stakeholders including the client Muse and MCC Highways team. The Caddick team responsible for the project (and their contact numbers) will be as follows:

Construction Director – Bill Metcalfe [redacted]

Project Manager – Joe Hammerton [redacted]

We will also have noticeboards on the site hoardings in line with Considerate Constructors Scheme requirements that will also contain contact numbers for reporting any issues.

5. Compound Locations

Caddick Construction have been in discussions with Muse / ShiftPM, and we have been given use of the Old Centron House site as our welfare compound with some parking for Caddick and sub-contractors. There will be a toilet block, induction room and Caddick offices on site at Plot C2, but the canteen and drying room facilities will be at the welfare compound. We will receive deliveries direct to site, but if the delivery vehicle is too large for site deliveries or the materials need storing, they will be delivery to the welfare compound. Materials stored at the welfare compound will be transfer from the welfare compound to the site as required via a small 7.5t delivery wagon. Skips will be located on site for waste segregation. Please see image below.

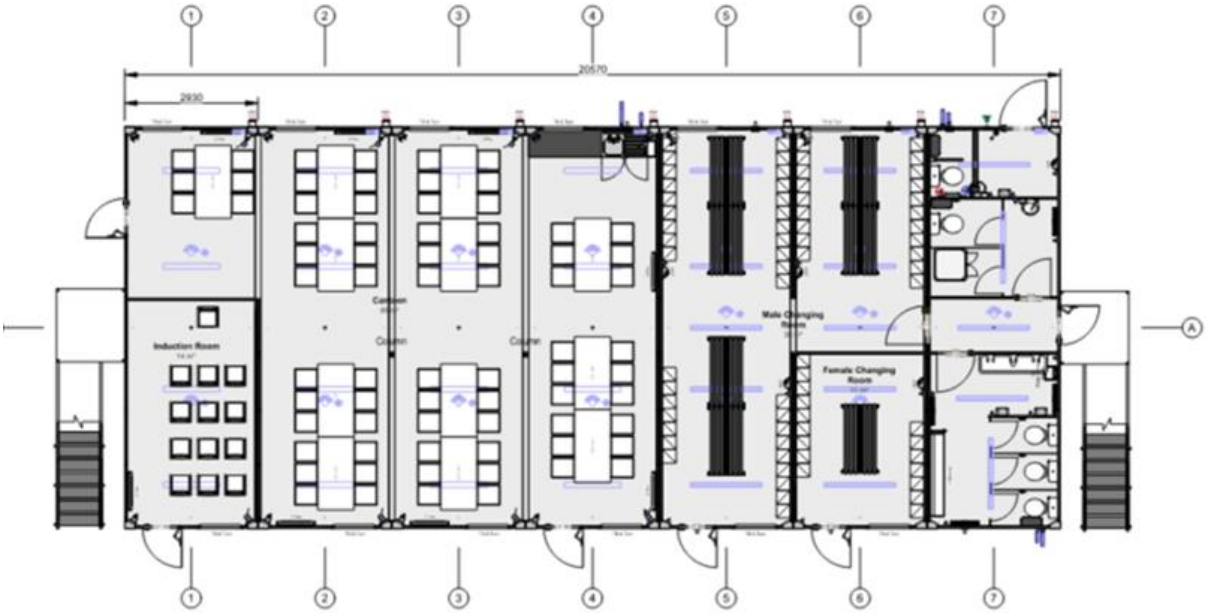


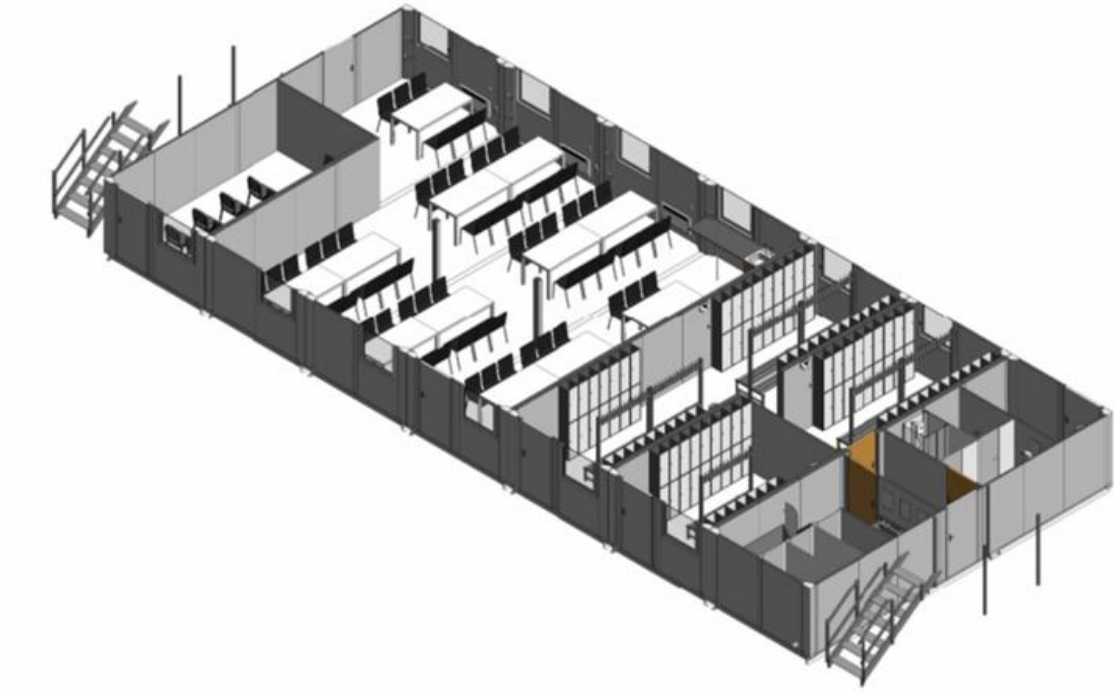
Caddick Construction Limited will provide adequate welfare facilities to comply with Schedule 2 of the CDM 2015 Regulations. Some welfare facilities will be located on site, and the rest will be located at the welfare compound. Welfare facilities will consist of canteen units, a drying room, toilets/showers, meeting rooms and offices sufficient for not only Caddick Construction Limited direct employees, but also for those working on a contractor basis.

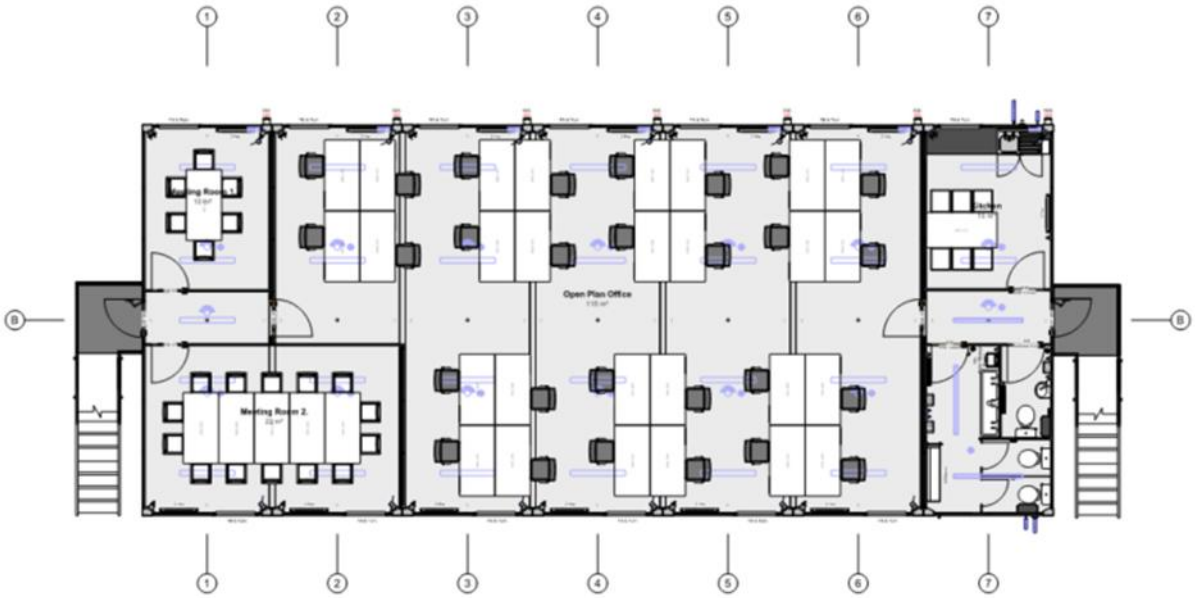
Welfare facilities will be in place prior to works commencing. For this project, there will be:

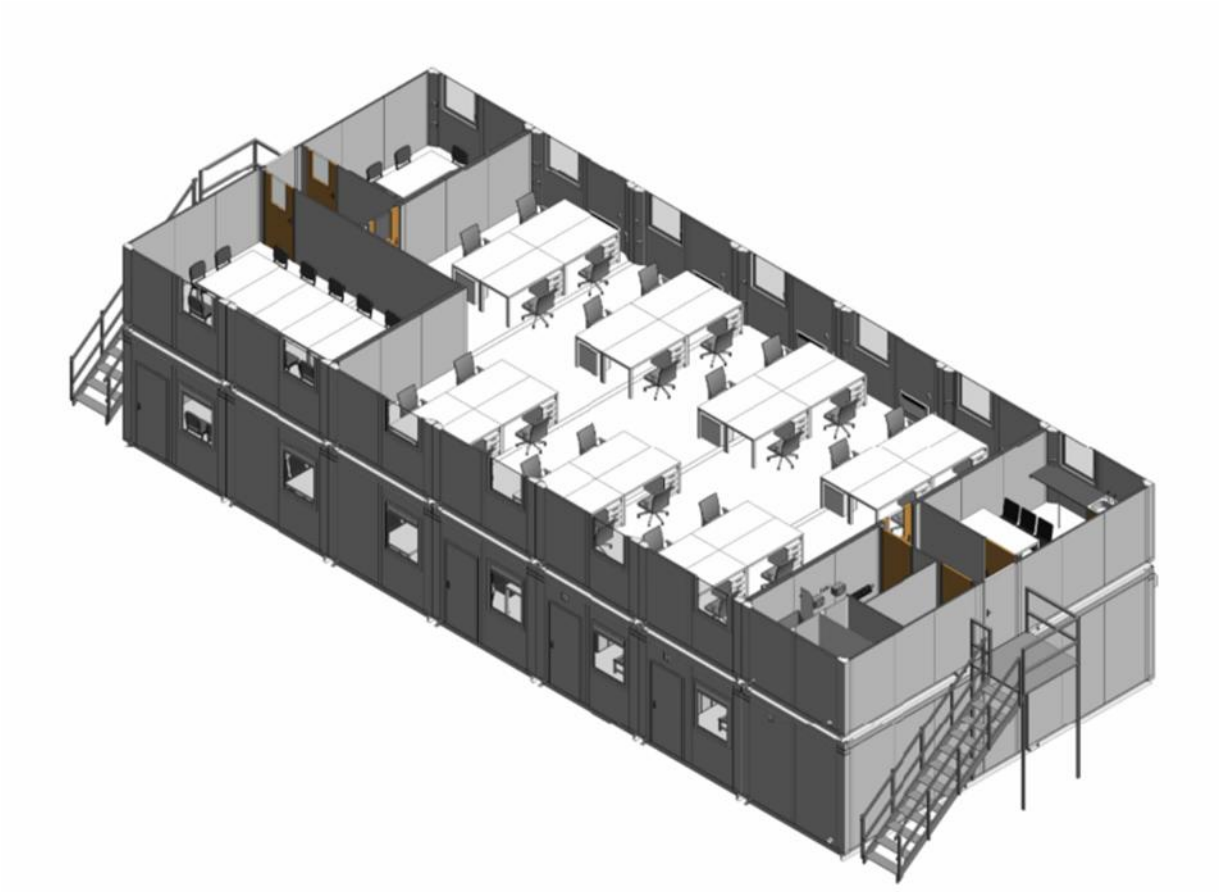
- Hot (or warm) running water;
- Drinking water;
- A rest space, enclosed, for employees and contractors;
- A drying room for drying wet work clothing;
- Means of heating and preparing food and hot drinks. To this end a microwave oven, kettle and refrigerated storage will be provided;
- A sufficient number of enclosed water closets;
- Trained first aiders;

- A fully stocked first aid kit;
- Appropriate firefighting equipment in the form of 9L extinguishers (H20, CO2 and foam) retained in the site office and placed around site in a suitable location.









6. Details regarding Waste Management (SWMP)

A site waste management plan (SWMP) will be developed and published prior to commencement on site for approval. The principles of waste hierarchy best practice (eliminate, reduce, re-use, recycle, recover, disposal) will be applied to the SWMP to ensure the optimum sustainability levels are maintained.

An early review of the site indicates that the primary wastes generated by the project will be plasterboard wastes (to be returned back to manufacture for recycling) and mixed waste (packaging, pallets and general construction waste) which is dealt with by being sent to a central plant for segregating and recycling to minimise waste to landfill.

During the construction of the concrete frame, liftable 8-yard skips will be provided to collect the waste which will then be segregated at the waste depot. Once the concrete frame is finished then site skips will be located on site for façade and fitout waste. 4 wheeled bins and site hoists will be used to get the waste from the buildings, and the site telehandler will tip the bins ready for re-use.

The project Manager will appoint a responsible person, who will take full control and monitoring of the waste stream on site. Initially identifying the types and quantities of waste, suitable waste management options will be determined.

In line with our carbon reductions policy, all waste will be measured to ascertain actual quantities generated, and the final treatment of the same to allow comparison against targets and enables us to seek to improve.

7. Phasing and quantification of vehicular activity

Prior to starting the main construction works, Caddick will install the hoarding, turnover the ground where the existing buildings were and install the piling mat. The project will take in the region of 107 weeks to complete including demolition and asbestos removal.

The quantification of delivery vehicles cannot be detailed precisely at this early stage and will vary in both volume and types of vehicles as the project moves through the key stages as follows:

- Installation of the site hoarding.
- Reduce level dig, installation of new access road / drainage, installation of attenuation tank and installation of piling mat. Removal of excavated material via 6-wheel wagons.
- Installation of Continuous Flight Auger piles. Concrete and stone deliveries.
- Cropping piles and installing pile cap and ground beams. Wagons to remove the concrete waste.
- Installation of new underground drainage. Delivery wagons and muck away wagons to remove the arisings.
- Erection of the tower cranes. Delivery wagons.
- Installation of the concrete frame – the majority of deliveries will be rebar, formwork and concrete deliveries.
- Installation of new services. Delivery wagons for equipment.
- Erection of mast climbers, scaffolding and site hoists. Delivery wagons.
- Installation of the external SFS/CP board/insulation and brickwork facades. Delivery wagons.
- Installation of the roof. Delivery wagons.

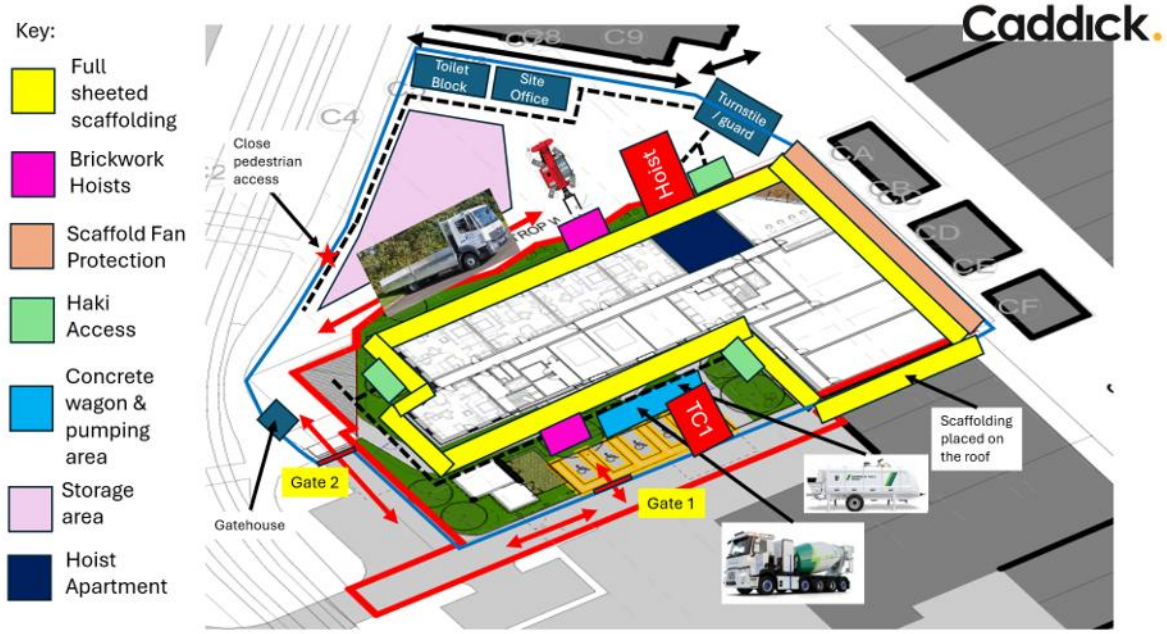
- Internal fit-out (masonry and plasterboard partitions, staircases, mechanical and electrical installation etc..) – the majority of vehicles will be split between articulated trucks for large elements such as plasterboard deliveries, and smaller vans / trucks for deliveries of lights / ventilation ductwork and the like.
- Installation of 6 number new internal lifts - delivered in 6-wheeled curtain side trucks.
- External works – during this final stage of construction deliveries will mainly be wagons delivering paviours and trucks delivering soil, external furniture and fencing.

8. Types and frequency of vehicular demands

The types of vehicle movements are listed out above in terms of the various stages; the frequency of movements will vary throughout the project and from day to day. It is anticipated that on average there will be 16 to 18 vehicle movements each day.

9. Routing Strategy and Swept Path Analysis

Access to this site is only via the metro crossing which can be used by vehicles which are under 5m in height and not classed as oversize. Deliveries will access and egress via gate 2 to the yard at the rear of the new building. The delivery will be unloaded within the yard. The yard can only accommodate smaller delivery vehicles. Larger delivery vehicles will be unloaded in the shared welfare yard and transferred to Plot C2 in smaller vehicles. Access to the concrete pumping area will be via gate 1. See logistic plan below:



There will be a gateman employed at site to control delivery vehicles access and egress the site via gate 1 or 2. The site telehandlers will be used to move materials around the site from the storage areas to the place of use.

There will be no waiting allowed on the public highways outside the site or in the site entrances before site start time. These deliveries will be turned away from the vicinity of the site.

10. Parking for Construction Vehicles and staff

The majority of parking for construction vehicles and staff will be located within the welfare compound as per the plan in section 5. If there is no space within these parking facilities, then they will park in the parking bays on the surrounding streets or within public car parks near to the site. There is no space for parking on site.

The Contractor shall be responsible for making arrangements to prevent nuisance to wider site users or in adjacent residential areas by spreading the parking if the contractor parking within the welfare compound is full.

11. Controlling Dirt / Dust Emissions

Dust levels will be regularly monitored, visually. For any materials being taken off site, covered vehicles will be employed to minimise dust liberation. When aggregates are delivered to site, these too will be delivered in covered tipper vehicles, and their tipping will be supervised by a banksman. The banksman will ensure that tipping is done in a controlled manner to avoid the creation of dust clouds.

No mechanical cutting of materials will be undertaken without suitable and sufficient measures in place for the control of dust. This will include dust suppression attachments in place and in use for wetting down at the cutting edge or the provision of at tool extraction.

In the case of adverse weather conditions (Hot / dry weather) a full wetting down operation will be undertaken utilising our gatemen with hoses and vehicles will be restricted to determined routes on site.

Emissions from plant/vehicles will be kept to a minimum by keeping plant properly maintained and regularly serviced, machines/plant in intermittent use will be shut down in intervening periods between work.



Image of covered tipper to mitigate dust liberations

12. Control over noise and vibration pollution

Noise

We understand that excessive levels of noise outside the construction site boundaries can constitute as statutory nuisance and lead to complaints. Generally, Caddick Construction Limited working hours on site will be 7.30 am to 6.00 pm Monday to Friday and 08.30 to 14.00 pm Saturday with no working on Sunday or Bank Holidays. However, it is noted that there will be a necessity to work outside these hours during certain activities for example, power-floating the concrete floor slabs. The Caddick site management will be aware of the proximity of nearby residents/properties and will liaise with the client, neighbouring residents/properties and Manchester City Council regarding the timing of noisy operations, so everyone affect by the operation is made aware of when and how long it is taking place.

Radios are banned throughout the site. Percussive plant will be avoided where alternative non-percussive plant is available for a given task. Noise assessments will be completed for all plant, machinery and tasks to help ensure employees, contractors, visitors and neighbours to the site are protected where necessary and with a minimum of disruption to the community. Noise monitoring will be undertaken at regular intervals at the site boundary adjacent to residential areas, which will be documented. Contractors will assess sources of noise likely to exceed occupational action levels prior to commencement of works on site.

Eliminate	Caddick Construction Limited will refrain from undertaking excessively noisy operations during normal working hours
Reduce	Mechanical construction will be adopted to reduce noise transmission
Isolate	Where practicable noisy plant e.g. generators will be enclosed and/or positioned furthest away from recipients of noise
Control	Ensure plant and equipment is well maintained and that noise reduction controls such as mufflers are fitted on noise-creating

	machinery and tools. Where required 'designated hearing protection zones' will be implemented.
PPE	Personal Protective Equipment suitable and sufficient for the task will be issued e.g. ear defenders.
Discipline	Suitable and sufficient training, instruction and supervision will be undertaken.

Where construction activities occur close to occupied properties or sensitive areas all practical measures will be taken by Caddick Construction Limited to minimise noise. Unless specified otherwise the recommendations in B.S. 5228:1984 *Code of Practice for Noise Control on Construction and Open Sites*, *Guide to Noise Control Legislation for Construction and Demolition including Road Construction and Maintenance*, will be adhered to for noise levels at the site boundary and occupied buildings within the site. Caddick Construction Limited will at all times comply with *The Control of Noise at Work Regulations 2005*.

Noise assessments will be completed for all plant, machinery and tasks to help ensure employees, contractors, visitors and neighbours to the site are protected where necessary and with a minimum of disruption to the community.

Caddick Construction Limited will employ suitable measures to reduce and contain any noise at source. These measures will include well maintained plant and machinery, preventative maintenance on plant and equipment, the use of temporary baffles and sensible positioning of plant and equipment, and utilise technological advances e.g. suppressed/insulated equipment.

Only sound-reduced compressors will be used, with properly lined and sealed acoustic covers fitted in accordance with the manufacturer's instructions and kept closed whenever the machines are in use. All ancillary pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturer.

When plant/equipment exceeds the recommended noise levels Caddick Construction Limited will remove it from site and find an alternative; as a minimum PPE i.e. ear defenders, will be provided in accordance with operator's manuals and recommendations, not only to the operator but to all personnel who have to undertake tasks in the vicinity of the noise.

Machines in intermittent use will be shut down in periods between work periods or throttled down to a minimum. Pumps and mechanical static plant will be enclosed by acoustic sheds. Caddick Construction Limited will remove from the works any item of plant which in the opinion of the Site Manager is ineffectively silenced.

Hussh (Battery) pods will be used in tandem with site generators to reduce the use of the generators especially overnight to operate the CCTV, safety lighting, drying rooms and fridges. See image below of the Hussh pods. Caddick Construction will change over to temporary main power as soon as possible to reduce the generator use on site.



Caddick Construction Limited recognises that compliance with the above clauses and the related noise schedule does not relieve the PC of his general obligations under the Environmental Protection Act, 1990.

Piling works - we propose to install Continuous Flight Augered (CFA) piles for all the foundations. This method of piling is commonly used as a low noise and vibration method of piling which will cause minimal disruption to the surrounding area. Any piling works will align with the prescribed construction hours and therefore will not take place in the early morning / evening / night – limited to weekdays only, to minimise any disruption. These works will be carried out by a specialist who will provide noise monitoring as required.

Vibration

The prolonged use of vibratory tools will be discouraged and managed to avoid exceeding the general recommendations. Maintenance of all driven plant will include checking suspension and the adequacy of the seats to reduce the effects of full body vibration.

Our strategy for reducing the hazard from Hand-Arm Vibration and Whole-Body Vibration will be in line with the *Control of Vibration at Work Regulations 2005*.

Where prolonged use of vibrating tools or where vibration exposure is likely to regularly exceed the action level for a particular tool/activity, the following actions will be considered and implemented:

- Trying to find a way of completing the task without using high vibration tools i.e. using a remotely controlled vibrating roller;

- Looking for mechanical methods for completing the task i.e. using a vibrating wacker plate attached to a mini-digger;
- Correct tool selection for the task;
- Selection of competent operatives to undertake the task;
- Ensuring new tools or hire tools are fitted with vibration controls built-in;
- Reducing the exposure period for the operative through job rotation;
- Ensure operatives stay dry and warm to maintain blood circulation e.g. correct PPE;
- Training and awareness.

The prolonged use of vibratory tools will be discouraged and managed to avoid exceeding the general recommendations. Maintenance of all driven plant will include checking suspension and the adequacy of the seats to reduce the effects of full body vibration.

Caddick Construction Limited will adhere to the recommendations in *BS 5228-2: Noise and Vibration Control on Construction and Open Sites (Part 2)*. Caddick Construction Limited will assess and monitor the effects of vibration to neighbouring structures and buildings.

When tools are used that present a HAVs risk, the vibration frequency will be obtained from the supplier, and this will be applied to HSE web based HAVs calculator in order to determine the Exposure Action Value. Operatives will be monitored to ensure that this is not exceeded.

13. Storage, Loading and Unloading of Plant & Material

All construction traffic will utilise the public highway infrastructure in place and use the recommended route to site. All site personnel, visitors and delivery companies will be advised to use this route.

There will be a requirement for deliveries and materials to be stored within the site area or welfare compound throughout the course of the project. There will also be the need for the removal of materials and waste from the site area, this will be managed in a "just in time" basis as to minimise disruption to neighbouring road networks. We shall schedule deliveries to the site, and waste removals from site when both vehicle and pedestrian activity is at a minimum.

During all periods that deliveries and materials are being moved in and out of the site storage areas and welfare compound, site work operations may be affected, with this in mind we shall appoint one gatemen/banksmen, to control site traffic / movement on the haul road. There will be a turnstile on site and within the welfare compound. Whenever site operatives are near any delivery activities the operation will stop until they have safely passed. During unloading/loading activities to the site area all vehicle audibles, and visual devises will be used i.e. reversing alarm and flashing beacon; and high visibility clothing always worn.

No loads will be held or transferred over a non-designated zone. All deliveries will be managed and offloaded in such a manner that the need for operatives or drivers to access the vehicle on top of the load will be removed.

To reduce the hazards caused by air borne dust, all waste skips will be sheeted when leaving the site. Where reversing operations are required, vehicles will be restricted from such operation unless managed by a banksman.

Caddick Construction Limited will comply with Regulation 27 (Traffic Routes) and Regulation 28 (Vehicles) of CDM 2015, by providing a traffic management plan which will be included in briefing sessions.

The objectives of the plan will be:

- The safe and efficient working environment for all staff, visitors and contractors when on the site;
- To ensure visiting traffic and deliveries arriving and leaving the site can operate within definitive areas;
- To ensure that any contractors on site can operate their workforce, plant and equipment in a safe manageable environment;

The plan will detail for the site and compound and storage area:

- Speed restrictions;
- Traffic flow directions;
- Road crossing points;
- Turning circles;
- Wheel wash locations (if deemed necessary);
- Ingress and egress points (both vehicular and pedestrian);
- Fencing type and positioning thereof;
- Emergency evacuation assembly points;
- Site office;
- Welfare provision;
- COSHH and lockable storage;
- Material storage areas if applicable;
- Visitor car parking as per logistics plan;
- Staff and contractor car parking;
- Footprint boundaries; and
- Walkways.

14. Lifting Operations

Lifting operations will be required on site, such as use of a tele-handler to reduce any manual handling operations and also the use of a tower crane to remove materials and lift into place. All such lifting operations will be undertaken with full compliance with both the Provision and Use of Work Equipment Regulations (PUWER), 1998 and the Lifting Operations and Loading Equipment Regulations (LOLER), 1998.

As per LOLER, all lifting equipment used will:

- Be strong, stable and suitable for its intended use in addition to the loads lifted;

- Be positioned or installed to prevent the risk of injury from both falling equipment and loads;
- Be visibly marked with appropriate information;
- Have been inspected and thoroughly examined with dated certification;
    - Lifting equipment for lifting persons – every 6 months;
    - Other lifting equipment – every 12 months;
    - Lifting accessories – every 6 months.
- Will have pre-use checks carried out by the operator.

And, that lifting operations will:

- Be planned and supervised and carried out by competent persons.
- Crane lift - this will be in the scope of works, all RAMS and personnel provided by the contractor
- Caddick will have a telehandler on site as and when required.
- Lifting operations 'No Go Zones' will be installed as when required. They will be formed to segregate lifting operations from other works and will have physical barriers to prevent unauthorised access.

All tower crane lifts will be performed by our concrete frame sub-contractor crane supervisor and slingers, a copy of the contractor's risk assessment and method statements for work being carried out, including a lifting plan and 'No Go' Lifting Zones will be approved by the Caddick Construction Limited site management team, prior to any work commencing.

The contractor will appoint a nominated person and a lift supervisor who will take responsibility for the health and safety of the lifting operations, ensuring the lifting plan is adhered to and that competent banksman are employed to control the lifting zone. The lifting plan will ensure that the ground has sufficient load bearing for the crane and the proposed load, taking into account buried services, voids and areas of back fill.

15. Methodology of Piling Operations

1. All operatives will have attended the site safety induction and will have been briefed as to the nature of the works. The contracts team will monitor the progress of the works and will review the risk assessment and method statement to ensure best practice is maintained.
2. All deliveries will access and egress the site as detailed in item 9. Vehicles will manoeuvre in a safe manner, observing any site speed limits.
3. Before allowing the piling rigs to enter site, ensure there are no overhead cables or obstructions which could be damaged by rig movements.
4. Ensure that the site has been suitably prepared and is level, any services have been clearly identified, protected and diverted as necessary and a permit to dig has been obtained. It is to be ensured that the site has been suitably cordoned off.
5. Ensure that no other personnel are in close proximity of the piling works.
6. Ensure that the piling drawing is the latest issue, including any revisions, and that the site is set out, with the pile positions clearly marked.
7. Take delivery of concrete and decant into holding drum
8. Position the piling rig over the first pile position.
9. Check that the mast of the rig is vertical and adjust as necessary.
10. Commence boring, and if soils information is limited, obtain soil samples for penetrometer testing to confirm pile design, as instructed by management, and ensuring stability of rig throughout boring.
11. Bore to the required depth, as indicated by the employers' requirements, adding augers as necessary. Record final depth on Pile Record Sheet.
12. Start concrete pump and begin to discharge concrete into hopper, ensuring that only authorised personnel are within the work area.
13. Send concrete down the auger to knock out auger shoe/bung.
14. Commence pumping concrete whilst raising the auger, maintaining a steady pressure, stopping the pump to remove augers as necessary.
15. Repeat this process until the concrete has reached the top of the pile.
16. Move rig away from the finished pile, ensuring stability of the rig whilst tracking, and using a banksman as appropriate.
17. Carefully place reinforcing cage into pile, ensuring correct projection and cover is provided.
18. Set up over the next pile position and repeat from 9.
19. When piling is complete, remove all plant and equipment from site, taking into account the points as listed in 4.

16. Details of Wheel Washing

Throughout all of the stages of this project, the nature of the work is likely to create mud and debris that if not managed and controlled will permeate out onto the highway creating significant inconvenience and hazards for road users and pedestrians alike. There will therefore be a system to ensure that the wheels of all vehicles are washed and cleared of mud and debris that would be otherwise carried out onto the public highway; this will be located next to gate 1 on site where the gatemen will have the responsibility of checking each and every vehicle before

departing site. Beyond this the site management team will regularly review the highway outside the site as it is recognised that even the best wheel washing practices may from time to time still allow some mud to permeate onto the road – should this be the case, road sweeping facilities will be deployed to remove such contaminants.

17. Commentary / consideration of ongoing construction works in the locality

At the time compiling this plan, and reviewing the timeframe of the project, there are a number of large-scale construction projects in the immediate area. Caddick Construction will make sure close coordination with other major projects is established. It will be prudent to monitor this situation at all times and maintain close contact with key stakeholders at all times and on a regular basis; in particular MCC Highways will be regularly consulted to ensure excessive disruption to the local road network is eliminated and managed effectively at all times, especially around peak times such as the Christmas period. The external Section 278 works will be planned to coincide with periods that are best suited to the Highways Team.

18. The erection and maintenance of security hoardings

The logistic plan within section 5 & 9 of this document illustrates the hoarding and gates strategy plan which will be constant throughout the entire project.

The hoarding line will be equipped with cctv cameras to ensure observation of the perimeter 24 hours a day, 7 days per week; the cameras will be monitored remotely with emergency response system in place along with emergency contact number for key personnel.

A gatehouse and biometric entrance turnstile will be located on site as shown on the logistic plan within section 5 & 9 of this document. One gateman will ensure the efficient and safe movement of vehicles entering and leaving the site, as well as marshalling / managing any unexpected deliveries to prevent issues on the highway. The workforce, staff and visitors will be required to enter and leave site via the turnstile only – this will allow control of persons on site and prevent members of the public from gaining unauthorised access.

An additional benefit of a considered hoarding strategy is the prevention / mitigation of noise and dust nuisance.

With respect to Air Quality generally it will be a site rule that there shall be no burning of ANY materials on site and Caddick Construction will ensure that this rule is implemented and complied with.

19. Details of access into the premises

Pedestrian access / egress onto site for the workforce and visitors will be via a biometrically controlled turnstile located within the hoarding line of The Birtles and Wavell road for the welfare compound (please see plans in item 5 & 9). All personnel entering site will be required to be inducted, and following this will be set up with the access control system using a biometric reader (fingerprint / facial recognition) thus controlling persons able to enter site and the welfare compound. Outside of this

control, any ad hoc / one off visitors will require supervised access only. Once inside the site perimeter, pedestrian walkways will be defined by use of barriers and gateways to ensure the safe segregation of pedestrians from site traffic and plant moving.

20. Dilapidation Survey

In line with best practice a full dilapidation survey will be carried out to ascertain the existing condition of the footpaths, service yards and public highway surrounding the site.

The survey will comprise of a photographic survey recorded on Fieldview to convey general condition and where defects are clearly evident then close up photographs will record such matters, along with a written description of the defective elements.

Ideally the inspection will be jointly carried out by Caddick Site Manager, Asset Owner and Highways Team. The completed dilapidation survey will be circulated to the client and all interested parties within 2 weeks for good record.

21. Noise and vibration from the proposed development works.

Caddick appreciate that noise from construction works can be intrusive or disruptive and for this reason, our activities / deliveries will only be undertaken during timescales that appeases all parties. Noise levels will be measured/monitored regularly by the use of a noise meter at boundary points and recorded within the site diary.
Mitigation measures will include the following:

- Noisy operations will be eliminated where practicable and use of alternative measures where possible.
- Site plant for the purpose of the works will be fitted with effective exhaust silencers.
- Machines/plant in intermittent use will be shut down in intervening periods between work.
- Plant and vehicles will be started up sequentially rather than all together.
- Plant will be well maintained and serviced regularly.
- Wherever practicable tools of low noise emission will be used.

22. Communication Strategy with residents which shall include details of there will be engagement, consultation and notifying of residents.

Caddick construction understands the impact of its operations upon the local community and in particular the immediate neighbours of the project. Caddick Construction are in Partnership with the Considerate Constructors Scheme, a condition of which is that all our sites are registered accordingly with this scheme which sets and monitors the site against industry standards and helps to integrate the site with its surroundings and adjoining neighbours, as well as focusing on site appearance /safety / welfare / environmental and community issues.

Prior to commencement on site stakeholder mapping will be carried out to identify each and every person, business and other parties that maybe affected by the carrying out of the construction work. The addresses of all parties will be obtained to allow communication channels to be opened.

Initial contact to others will be made some 4 weeks prior to the main works commencing with the first of regular newsletters being posted. The newsletters typically will include details of the construction team including contact details, an outline of the upcoming activities, and in particular communication on any activities that is likely to cause a nuisance such as noisy activities. We will explain what mitigation measures and considerations has been taken to minimise any issue, the likely timescale and contact details in things are difficult to cope with. Usually, it is found clear honest communication to give a clear understanding of the processes required is sufficient to build trust and understanding.

Additionally, notice boards located on the site hoarding as part of our Considerate Constructor commitments allows access for feedback to enable us to respond to issues – this could be from the general public, passers-by or local businesses outside of the immediate vicinity.

23. Management Systems

As Caddick Construction Limited are an ISO 14001, ISO 9001 and OHSAS 18001 Accredited Contractor, all operations on site will be undertaken in accordance with our integrated systems and procedures.

24. Conclusion

The above strategies, processes and controls will be implemented throughout the whole period of construction works and will be regularly reviewed and maintained, and if and where necessary amended to ensure safeguarding of the amenities of nearby residents, neighbours and businesses, and maintains the highest possible level of highway safety for the benefit of road and footpath users.