Project Taverna



Construction Management Plan

This Construction Management Plan (CMP) has been developed to demonstrate how we will deliver Project Taverna to satisfy the requirements of both City Football Group and Manchester City Council. It will examine our project delivery in detail to explain how we will satisfy the relevant conditions of planning permission reference 145358/FO/2026.

The key requirements of the CMP Condition (4) are:

- The duration/phasing of construction works and associated vehicle trips
- Display of an emergency contact number
- Contact details of the site manager/responsible person to discuss issues/amendments that may arise
- Details of wheel washing, dust suppression measures and schedule for maintenance of drains and gulleys
- Requirements for any tower crane, including arrangements for delivery, assembly and removal
- Routing of construction traffic and associated swept-path analysis
- Details of location and arrangements for contractor parking
- Identification of vehicular access points to the site
- Compound locations where relevant
- Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas;
- Impact on adjacent TROs including loading bays, bus stops/shelters (to be agreed with TfGM), taxi bays etc.
- Traffic Management measures for vehicles, pedestrians and cyclists;
- Details/mitigation of any impacts on street furniture, crossing points, highway layout, lines etc.
- Details/mitigation of any proposed utility connections and how these will be coordinated and managed to reduce impacts on the highway.
- The management and coordination of construction activities with reference to ongoing/imminent construction works in the locality;
- Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
- Measures to control noise and vibration;
- A community consultation plan
- Sheeting of construction vehicles.

Construction Management Plan for the works

Project Particulars

The project

The project consists of the design and construction of a new events facility on the old Collar Site off Alan Turing Way. The building is to be rectangular in plan, approximately 70m x 25m and three storeys in height. It will be a steel framed structure with rainscreen cladding façade treatment and flat / low pitch roof concealed behind a parapet. Following specialist fit-out the building will come into service as a specialist banqueting and events venue

Externally, hard surfacing will provide pedestrian and maintenance access to the building perimeter, along with soft landscape planting. The portion of the site to the immediate north of the building, up to the southern boundary of the Metrolink line, remains undeveloped as part of this scheme, but will be utilised for the site welfare set-up and materials / waste management.

The Client

City Football Group

Etihad Campus,
North Gate,
400 Ashton New Rd
Manchester
M11 4TQ

[redacted]

The Principal Contractor

John Turner Construction Group Ltd

2 Preston Road
Grimsargh
Preston
PR2 5SD
Head Office Contact: [redacted]

Emergency Contact

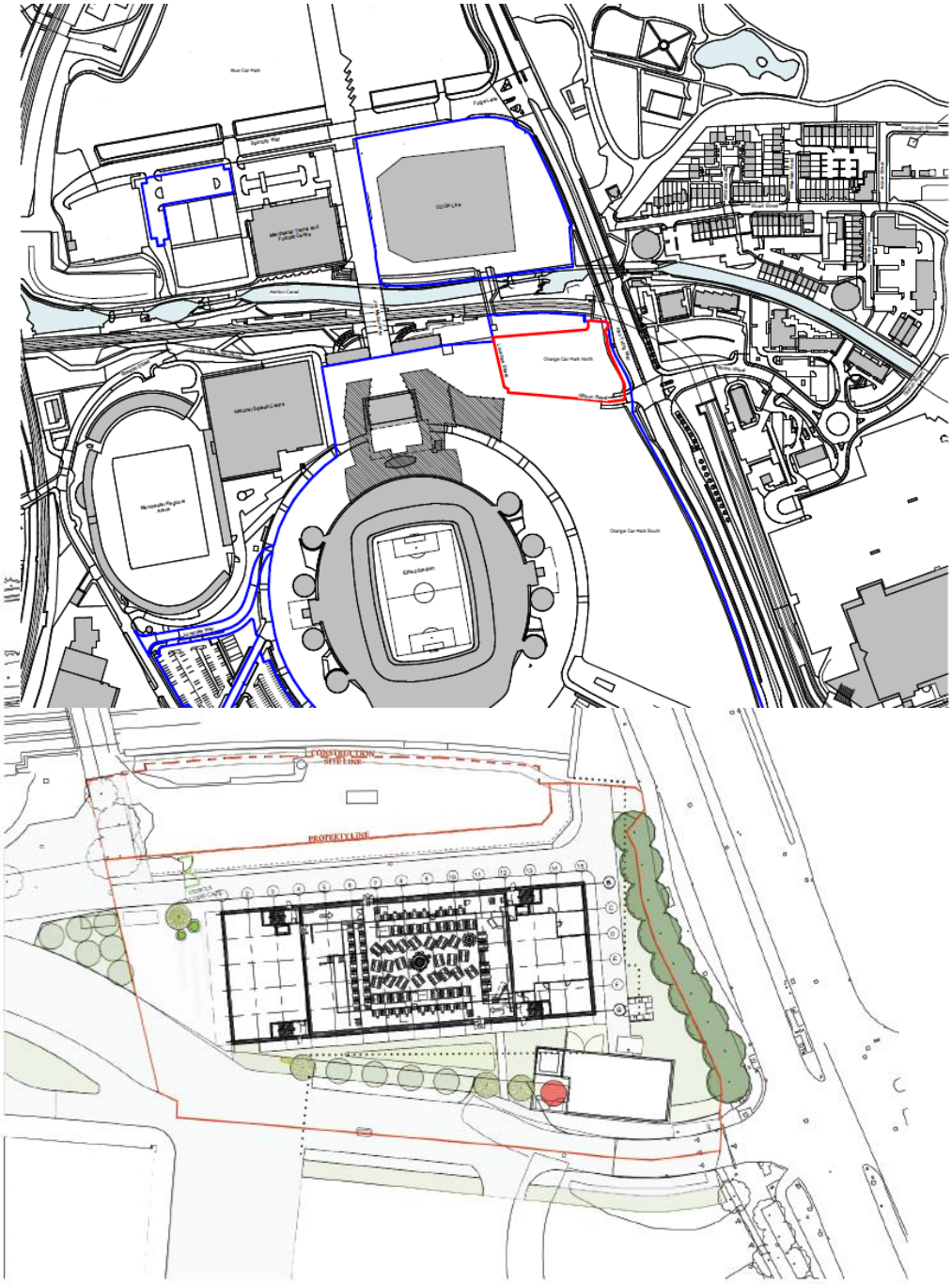
[redacted]

Project Manager / Responsible Person Contact

[redacted]

Site location

The new entertainment venue development is located within the plot of land off Alan Turing Way, M11 3FF, highlighted red below. It forms part of the wider Etihad Campus and is referred to as the old Collar Site.



Construction Programme

The proposed programme period is to be developed but is anticipated to be in the region of **12 months,** starting in the summer of 2026 and completing in the summer of 2027.

Proposed hours of working and delivery times

Working hours:

Monday to Friday, 07:30 to 18.00.

Saturday, 08:30 to 14:00

Out of hours work, should it be required, will only by implemented following the consultation and agreement of MCC.

Emergency Contact

Our emergency contact details are as follows:

[redacted]

Project Manager / Responsible Person Contact

[redacted]

Contact details for Pat, Paul and other key members of the site team will be clearly displayed at the site boundary via notice boards and Considerate Constructors Scheme signage.

Preconstruction activities

We have listed below some key preconstruction activities and risks to be considered. The list is not exhaustive and will be developed in line with the Project Risk Register.

- Meeting with the Client and Project Manager to review the works, site compound area, cabin location, access requirements, access routes, scaffold and hoarding lines, mobile crane locations, permits, licences, and skips
- produce the Project Risk Register for the works
- Ensure all environmental procedures and protection measures are understood
- Contact and work with Utility companies to coordinate the installation of the new utility services and diversions / decommissioning where necessary of any existing apparatus which crosses the site
- Jointly action the discharging of the pre-commencement planning conditions
- Review the measures to control emission of vibration, noise and dust
- Review surface water management proposals, including measures to deal with wheel wash run-off and the sealing of existing drains
- Review storage of materials, fuels, hazardous chemicals and spoil

- Develop an environmental emergency response procedure
- Produce a Traffic Management Plan – approvals, permits, licenses loading out, deliveries, skip location, avoiding congestion, access routes, emergency vehicle access, pedestrian and vehicle segregation, refuse collection and the like
- Produce a fire risk assessment and associated fire plans
- Consider and use local labour and suppliers wherever possible – develop the 'Local Labour Proposal'
- Liaise with the Principal Designer to ensure Stage 4-5 design developments are captured
- Issue the Information Release Schedule, Design Schedule, Subcontract and Material Procurement Schedules
- Appoint the Temporary Works Designer and produce the TW schedule and designs
- Review the tender drainage surveys and carry out additional drainage surveys, if required
- Check the existing Topo level and manhole levels/inverts
- Undertake dimensional surveys and MEP surveys
- Assist in the submission of Building Control approval documents and review and answer Building Control queries
- Confirm the location of car parking for staff, operatives, and visitors on site
- Confirm the site security measures to protect site boundaries, adjacent properties and the safety of non-construction personnel

Access to the site and Parking Provision

Access to the site will be via the Alan Turing Way, turning onto Gibbon Street., which falls within the site boundary. The site entrance will be used for both inbound and outbound vehicular traffic, plant, and delivery vehicles of various sizes. We have included at **Appendix 1,** vehicle tracking drawings to show swept path analysis for the largest vehicles we anticipate will be required during the construction - HGVs of up to 15.5m in length. We will instigate a left turn only policy for vehicles leaving the site.

A limited volume of car parking will be made available on site for staff and visitors. The access route for these will be as above. Parking provision for operatives will be made elsewhere on the Etihad campus with the agreement of MCFC. The workforce will therefore access the site on foot, utilising a pedestrian access gate located toward the north west corner of the site, which will facilitate access from the wider Etihad Campus circulation areas, Alan Turning way and the Metrolink tram stop. There is very limited roadside parking available in the immediate vicinity so we will look to accommodate on site in collaboration with MCFC, by providing sufficient temporary hardstanding and implementing car-sharing initiatives to reduce the number of cars travelling to and from site.

Our Site Logistics Plan at **Appendix 2** shows the location of on-site parking and pedestrian access point onto the site.

Traffic Management

The anticipated nature of site traffic for this project is as follows:

Occasional large heavy plant and vehicles (expected frequency < 10 movements over the full build period)

- **Mobile crane**
- **Low loader machinery deliveries (tracked excavator)**
- **Concrete pump**

Heavy rigid vehicles concentrated at certain periods (expected frequency up to 20 movements per day for limited periods)

- **8 leg tipper truck**
- **Concrete wagon**

Heavy and medium rigid vehicles associated with general construction deliveries (expected frequency <20 movements per week)

- **Rigid flat bed wagons – brick and block etc.**
- **Rigid curtain side wagons – timber, plasterboard etc.**
- **Skip wagons**

Light vehicles and vans associated with general construction deliveries (expected frequency >20 movements per week)

- **Transit and long wheelbase vans - general plant and small materials deliveries**

The development site is immediately adjacent the Manchester City Etihad Stadium and Coop Live Arena. To the east is a predominantly residential area the Asda Eastland supermarket. It is important that the construction works do not cause a negative impact to the health, safety, environmental quality and day-today operation of our neighbours. In our role as Principal Contractor, we will liaise with neighbours and stakeholders to ensure disruption from our activities is kept to an absolute minimum.

A full detailed Traffic Management Plan will be produced prior to the works commencing. This plan is to be implemented from contract start-up and will be updated on a regular basis in line with the changing construction sequences. The plan will contain details of the site set up for all the deliveries, crane locations, storage areas, vehicle/pedestrian routes, emergency vehicle, refuse collection routes, and fire escape routes for works in the site boundary and to the external work areas.

Traffic routes will be planned and reviewed as the construction works progress. We will ensure that turning areas and pedestrian routes are safe for all parties and that there is an emergency procedure in place, developed and kept up to date during the construction process. Emergency procedures will be relayed to our site works and visitors during the safety induction process. We will ensure our own procedures dovetail with those of City Football Group's for the campus as a whole.

We will carefully plan and coordinate all works to ensure that inbound/outbound deliveries are not impeded. We will provide a Traffic Marshal with vehicles at all times, and a gate lodge to intercept deliveries and instruct the drivers accordingly.

A 5mph speed limit will be enforced on site.

Clear way-finder signs and speed restriction signs will be visible along the external roads to guide delivery drivers to the site compound and construction operatives to the on-site parking areas.

Freight Vehicle Safety Requirements will be implemented on our site and we ensure that our supply chain delivery partners are all FORS registered, with CLOCs standards being implemented on site.

Parking will be monitored on a daily basis and a specific statement on this will be covered in the site induction and in all material/plant orders and subcontract preorders.

All material and subcontractor orders will contain a directional map to the site. The orders will clearly indicate the site landline number, site manager's name and mobile phone number, and confirmation where the offloading zone is on the Project Taverna site.

A weekly schedule of deliveries will be produced two weeks in advance of the works; the schedule will have delivery times clearly stated on it and it will be issued to all relevant parties.

The day before a delivery is due the site manager will contact the delivery company to confirm they will be arriving at their allocated time.

All deliveries will be planned and coordinated in advance to ensure there is access and safe transportation to the construction site. Where possible deliveries should take place to miss peak traffic times.

We will produce a Delivery and Servicing Plan (DSP), prior to the works commencing on site which will include detail of delivery scheduling for large items and the grouping of smaller deliveries with common suppliers to reduce the number of required journey to and from site. The DSP is therefore used as a management tool during the construction works to reduce the impact of delivery and servicing activities within the site area and on the surrounding highways.

The delivery and servicing register will be completed throughout the project period. It will record all movements to and from site in accordance with our commitment to 'Construct CO2' registration. In this way, our carbon output is monitored and reviewed against the targets we have benchmarked from our previous projects.

HGV loading and turning area

The site will operate an In and Out one way system. Early formation of the site compound and offloading area will allow the accommodation of HGV turning area so these manoeuvres are not required outside the site boundary.

Areas and methods for loading and unloading plant and materials on site

Deliveries will be scheduled to arrive on site outside of the local normal rush hour traffic and in order to make the best use of the space available on site, we will look towards 'just in time' deliveries.

Materials will be delivered to site via the designated access road and will only be off loaded within the site compound area. The site will have a telehandler and driver available for unloading materials and transporting them around the site.

All bulk material deliveries and spoil removal – i.e. that via open tipper wagons and similar – will be sheeted to mitigate against escape of dust and materials during transit. Smaller deliveries on open-backed vehicles will be appropriately packaged and strapped down at all times.

Drivers of large vehicles will be allowed to enter our site, in order to avoid blocking Alan Turing Way. Our Traffic Marshal will ensure that vehicles are not waiting on the main road.

Areas and methods for storage of plant, materials and fuels/chemicals on site

The site compound will include designated storage areas and temporary laydown areas for large materials prior to them being lifted and fixed into position. Steel containers will be used for storing materials that require protection from the elements and high value materials susceptible to theft.

All materials will be stored off the ground in a neat and planned manner to prevent unnecessary damage and waste including mechanical handling with the site load-all.

The site compound and storage areas will be constructed in the undeveloped area to the north of the new events building.

Stockpiles for incoming bulk materials – such as hardcore etc – and outgoing excavation spoil, will be located in a designated materials handling zone of the same compound area. It is important to note that spoil stockpiles will be regularly transported from site and not allowed to build-up excessively.

The storage area will be enclosed and secured with a suitable fence and adequately sized lockable gates to facilitate safe vehicular movements. Site management will regularly inspect the areas and arrange for the aggregate to be topped up as and when required. Any fine, dry material that may be subject to entrainment by the wind, will be sheeted over using large tarpaulins.

COSHH and refuelling zones will be within a defined section of the site compound as per our logistics plans. This section of the compound will hold lockable cages to house flammable gas bottles, a store which contains substances hazardous to health, and a double-bunded diesel refuelling point with spill response kit and drip tray. All drain openings and gullies in the vicinity will be covered off to prevent any chemicals/fuels entering the drainage system.

Highways Impacts

Traffic Regulation Orders: there are no impacts upon existing TROs anticipated in the execution of this project. Operations will be confined to within the boundary of the site area, with the exception of:

Utilities Work: there is some off-site work required to establish a new substation and LV supply to the project. The HV supply for the new substation is planned to be connected from an existing supply within the footway of Alan Turing way approximately 50m to the north of the junction with Gibbon Street. The details of the work are to be agreed with the DNO and comprehensive RAMS will be assembled by the civils contractor responsible for carrying out the off-site work.

Any such work will be coordinated with MCC Highways to ensure disruption to the local road network is minimised. This will include:

- early placement of utilities orders to allow a reasonable planning lead-in to work commencing on site
- early engagement with MCC Highways and sharing of the project programme to facilitate feedback and agreement on proposals and timescales
- Clear establishment of construction and traffic management requirements through surveying of the existing supplies to verify proposed barrier lines, work areas etc.
- Phasing of the work to make best use of periods of lower traffic and pedestrian flow – for example avoidance of event days, match days and such-like
- Timely submission of permit applications including Section 50 and GMRAPS paperwork

Street Furniture and Highway Assets: as part of the dilapidation survey proposed as a pre-commencement action (refer to below and Appendix 3), we will survey and record the presence and condition of any such infrastructure and assets in the vicinity of the site boundary. We expect impacts outside our site boundary to be minimal, but any affected assets, or those which fall temporarily within our hoarding line, will be physically protected during the protection of the works and any damaged items will be rectified at contract completion to the satisfaction of MCC Highways.

Site Logistics

Our Site Logistic Plan shows the proposed location of our site accommodation. The site accommodation will be stacked in order to maximise space; a stair and gantry access platform will be provided. The site accommodation function is to provide:

- heated and ventilated mess rooms
- catering facilities
- clean toilet and facilities
- adequate hot/cold water for hygiene
- a drinking water supply
- dry work clothes storage.

The site accommodation will consist of two canteens, drying room, containers, offices and meeting space, to accommodate 15 people. The company provides its own welfare facilities that meet legal standards and are regularly maintained by our in-house facilities department.

This accommodation will be positioned directly from the back of our HIAB delivery vehicle with the appropriately trained and competent driver plus certified lifting chains or straps. The site compound and cabins will be of secure construction and locked at night with security shutters on doors and windows.

Due to the location of the accommodation, we will be using a generator and water bowser for the first 8 weeks of the project, whilst our temporary electric and water applications are processed. We will then be using a temporary electric 30KVA supply and a mains water supply.

Site management procedures include fitting meters to site power and water supply to enable us to measure and record our usage. This data is converted into a benchmark relating to the number of personnel on site per month. We use this information to compare projects and share best practice to establish methods of reducing site usage.

Hoarding Design and Security

The site will be delineated with 2.4m high recycled plastic panel hoarding – GreenHoard by Fast Fence Ltd or similar, which is a non-metallic construction suitable for use in proximity with the Metrolink tram infrastructure. The hoarding will be of the free-standing type, held in place using a counterweight solution which is designed to withstand the weather conditions and wind speeds expected to be encountered. Safety signs will be position on the site boundaries and adjacent to the site entrances.

Vehicle and pedestrian gates will be closed and locked at all times when not being manned by staff. Code locks will be used to ensure unauthorised pedestrian entry cannot be made during working hours.

Out of hours, the site will be left in a secure state following daily boundary checks by site management. An additional layer of security will be provided via a remotely monitored CCTV system which will be triggered in the event of unauthorised access.

Please refer to Site Logistics Plan at **Appendix 2** for the proposed location and layout of the hoarding line and access gates, along with technical specification of the GreenHoard product proposed.

Temporary site lighting

Temporary site lighting will be required to the pedestrian walkways, the compound and within the new building area. Site lighting will be from flood lights fixed to the outside of the cabins. These lights will be on PIR controllers and timers. They will be located with their heads angled downwards to ensure the surrounding properties are not affected by high lux levels of light. The pedestrian walkway lighting will be at low level and be in the form of strip lighting.

Lighting within the building will be provided by strip lighting and will be turned off at 6.00pm daily.

Craneage

All lifting will be carried out by mobile telescopic cranes, sized appropriately to the lift radius and loadings of the task in hand. These will be outsourced on a contract lift basis and subject to approved lift plans and team qualifications.

There will be **no** tower cranes employed on this site.

Coordination with Nearby Construction

There are ongoing construction works in the vicinity of the new building, principally the latter stages of the North Stand Expansion Project and the programme of external works associated with it. Some of these works being carried out by John Sisk, overlap currently with the proposed Project Taverna site area in that it is being used as a compound for materials storage and a temporary traffic route between Gibbon Street and City Square. It is therefore our intention to programme the start on site to coincide with the point at which Sisk have vacated the area so that the full site boundary can be enclosed and overlap interfaces minimised.

Close coordination will be required between John Turner Construction and John Sisk during the period that both contractors are working simultaneously and we will ensure that delivery and servicing protocols currently in place for the North Stand Expansion will be adhered to for Project Taverna, including all scaling back and standing down required on match days and during events. This will be managed as part of an overarching Etihad Campus phasing plan.

Waste Management

For this project, we will utilise our standard SWMP template which forms part of our ISO 14001 accredited Environmental Management System. The plan allows for early identification of recovery and re-use opportunities, an examination of how design might be developed to minimise waste production (through for example standardisation of dimensional setting out to suit material modules), landfill diversion targets, and details of the proposed waste management contractors.



In terms of on-site management of waste, we engage the services of one of our approved waste management contractors. For this project we will use Premier Waste Skip Hire from Hyde. Premier are currently supplying a number of our projects in the area and return recycling rates of at least 95% for all waste removed from site. We receive monthly reports which describe how this has been achieved, the data from which is input to, and forms the backbone of, our own SWMP.

To assist in the recycling process our preferred approach is to segregate waste streams at source by providing dedicated skips within our waste management compound, tailored to the material generated at the time. So at varying stages of a project we may have skips for concrete and masonry, timber, plasterboard as well as general waste. These will be located in the on site waste management area shown in orange on our site logistics plan. The skips will typically be 14yd capacity and will be delivered to site and collected/exchanged when full, by standard winch arm type skip wagons. Full skips will be netted prior to removal.

Upon completion of projects, the results from the Site Waste Management Plan are compared with the site targets. We use Smartwaste and WRAP guidelines to benchmark levels for the amount of waste produced.

Noise and vibration

We will ensure that noise control complies with the recommendations of BS 5228-1, in particular clause 7.3, to minimise noise levels during the execution of the works. Noise testing will be completed as works commence using the Site Managers noise meter reader and controls will be put in place where noise exceeds 85 dB(A) when measured from the site boundary. Additional controls such as acoustic screens will be used to contain the noise if required. Radios or other audio equipment will be prohibited and we will not permit employees to use such equipment whilst on site.

All vehicles and mechanical plant used for the purpose of the Works shall be fitted with noise control devices (silencers, SMART reversing alarms) and shall be maintained in good and efficient works order.

All compressors shall be `sound reduced' models fitted with properly lined and sealed acoustic covers which shall be kept closed whenever the machines are in use, and all ancillary pneumatic percussions tools shall be fitted with mufflers or silencers of the type recommended by the manufacturers.

Machines in intermittent use shall be shut down in the intervening periods between work or throttled down to a minimum, and plant and vehicles started up sequentially rather than all together.

Onsite and offsite noise levels will be monitored regularly. Site activities will be restricted to site working hours approved by our Planning Permission.

As far as reasonably practicable, we shall not exceed the vibration dose values as specified in BS 6472-1: 2008. As a minimum, we shall take noise readings at the pre-determined locations daily.

In order to mitigate the impact of noise and vibration activities, site specific measures in accordance with Best Practicable Means will be implemented and shall include the following:

- scheduling of construction delivery vehicles to least noise sensitive times of the day
- time slots for bulk deliveries to ensure that convoys of vehicles do not arrive simultaneously
- use of sufficient clear signage to ensure that construction vehicles use only the designated routes
- restrictions on times when construction traffic can use the designated access highway to site

Regular communication will be maintained with the local residents/businesses for the entire duration of the works. A phone number and contact person shall be provided and displayed on the site entrance for the public to use out of hours.

A RAMS will be developed for all activities involved in the earthworks/foundations and drainage and these measures will be incorporated in the Works.

The existing ground conditions will mean the introduction of augered piles into the ground will be required. Whilst this is an inherently low vibration method, boundary monitoring will be in place for the duration of these works. The foundations are to be excavated by excavators and concreted by placing the concrete mix straight from the concrete wagons; this means there will be very low levels of vibration to disturb the surrounding properties. If obstructions are encountered and need to be removed, specific risk assessments and method statements will be put in place prior to these works commencing to clearly detail how the vibration will be mitigated to the normal parameter levels allowed on construction sites.

Dust control

If material is being removed from site, then this operation shall be undertaken using **covered vehicles** to minimise dust liberation.

Dust control measures shall be undertaken including as a minimum, the damping down of the site with water during periods of dry weather and when excavation works are undertaken.

The following monitoring works shall be undertaken:

- daily visual and odour diary
- weekly monitoring of dust site wide and at receptor locations
- occupational dust monitoring at the down-wind boundary of the site, for total inhalable and respirable dust.

Based on a subjective assessment, if dust levels are a nuisance site wide, especially at the site boundary, then contingency measures for dust control shall be implemented.

Monitoring data from the site will be compared to exposure standards, which form the basis of the trigger levels. If the trigger levels are exceeded then we will re-assess the working practices on site.

Trigger levels will be set according to 2 levels of control as follows:

- Level 1 - To protect workers on site, based on occupational exposure standards. Parameter measured being close to or at the exposure standard. Action will be to investigate reasons and modify ongoing works
- Level 2 - To protect nearby sensitive receptors. Parameter above exposure standard. Action will be to stop the site works, investigate the reason and modify ongoing works.

Off-site cutting of materials will be implemented where possible to mitigate the volume of cutting work required on site. For example, we will arrange for door sets to be pre-morticed for locks etc. in factory conditions rather than having to cut on site.

Any cutting which is required on site will be controlled via direct extract attachments to tools such as brick and concrete saws, percussive drills and breakers, and joinery tools.

Surface Water Management

The Ashton Canal runs on an east-west axis approximately 25m to the north of the site boundary. However, the presence of the Metrolink tram cutting between site and the canal – the track level of which is below the that of the canal channel – means that there is no direct pathway for surface water runoff from site to directly enter the canal system.

Notwithstanding this, on all John Turner Construction projects, we adhere to the principles prescribed by the now withdrawn Environment Agency Pollution Prevention Guidelines 5, 6 and 7 as we consider them to reflect best practice.

A designated fuelling area will be located on site away from any water sources, near to the site offices on the existing car park. We will ensure that any fuel required for plant will be stored in double bunded tanks placed within areas of bunded impermeable surfacing. These areas will be situated away from existing or new manholes/gullies. Safety and warning signs will be placed in the designated areas to warn of the danger of spillages.

Refuelling shall be undertaken so that any spillage is collected on a spill tray and disposed of off-site to a licensed refuse facility. Tool box talks shall be held in order to ensure that the operatives are fully aware of correct refuelling procedures and a designated operative will be appointed to manage the refuelling process. New manholes will have their metal covers fitted and new gullies will have a plywood cover over them to prevent waste products being poured down them.

Environmental spill kits will be available on site for the full duration of the works and our staff members will be trained in their use.

Emergency response procedure will be as that outlined within our ISO 14001 accredited Environmental Management System (copies of EG19 and EG26 at **Appendix 4 to** this plan). Any spillages shall be reported immediately to the site manager, immediately cleared in the approved manner, using the spill kits provided; and any contaminated sub-soil will be disposed of as hazardous waste, removed from site as early as practicable. Depending on the nature of the spillage we will inform the Environmental Agency.

Adequate skips and hazard waste collection drums for paint tins and the like will be provided and disposed of off-site. No washing out of paintbrushes, tins, plastering equipment and the like will be permitted unless it is done in the allocated location and skip provided.

Surface water control

Where deemed necessary, the following measures will be put in place to ensure that the risk of surface water runoff across the site boundaries is minimised:

- At commencement of the works, identify existing drainage routes and ensure that any manholes, gullies, rodding eyes or other access points to the below ground drainage system are suitably marked and sealed against ingress of surface water.
- Once site clearance is complete, carry out the grubbing up of redundant drainage in accordance with design drawings. Any residual disused drains to be abandoned will be plugged and grouted.
- Review the topography of the site to establish if any on-site bunding is required to mitigate surface runoff migration off site. If required, an earth bund approximately 1m high will be formed in an elevated position relative to the rest of the construction site area.

We will use surface water arising from the site for dust suppression. However, any surplus water will require a discharge consent in order to dispose of it to the existing sewer. It will be our responsibility to obtain such consent and no discharge to sewer will be undertaken without written confirmation of such consent from United Utilities.

Any surface water to be removed from the site will be placed in a holding tank and subject to audit testing before disposal. It will be accurately recorded in terms of date, time, quantity and quality of discharge and such records will be maintained at all times and copies made available upon request.

We shall develop a Surface Water Management Strategy prior to the works commencing in order to demonstrate best practice approach for the control of surface water, the control measures to be implemented, and the actions to be taken in the event of non-conformance during the work activities on site. This will be communicated to the workforce at site induction and periodically reinforced by delivery of specific Toolbox Talks at appropriate points through the construction programme.

Measures to avoid the deposit of extraneous materials on the highway

We propose to employ subcontractors for the excavation works, stoning up, foundations and ground works. These activities need to be controlled and monitored so daily inspections of the site entrances and public highway will be undertaken and a photographic record taken of each inspection.

We will be responsible for providing a Traffic Marshal, an operative, and an attendant road sweeper as required for the duration of their works. They will be tasked to keep the site entrance and public highway/car parks free of mud and debris at all times. To aid cleanliness on and off the construction site area, we plan to use the existing permanent access road Gibbon Street, along with clean stoned-up storage areas using reclaimed aggregates will be established for the temporary laydown areas for materials.





We will ensure that all on site haul roads and paths are maintained in a clean condition throughout the project including damping down and any damage to roads or footpaths will be made good.

We will utilise an onsite wheel jetwash facility which will be established close to the site entrance and be used to clean vehicles before they leave site. Vehicles leaving the site will have any debris removed from their wheels by the operative using a jet wash in this designated area. Any debris will be swept into a lined sump for removal at a later time. The wash-down point will be located at the entrance to the site, where ground topography will not permit any unctontrolled discharge of jetwashed debris to transit into the local drainage system.

The wheel wash operative will ensure the roads/footpaths are kept clean at all times and an attendant road sweeper will be available to clean the road should any debris get onto the estate surfaces or public highway. The road sweeper will also periodically clean the existing road gullies adjacent the site entrances.

Drain and Gully Maintenance

As part of the highways dilapidation survey carried out prior to starting on site, we will survey and record the location and condition of local drains and gullies. If necessary some gully cleaning will be undertaken to ensure all SW drainage is running freely at the start of the project.

Inspections will then be carried out periodically during the project at frequencies as follows:

- During enabling, remediation and groundworks phases – weekly
- Thereafter, monthly until project completion

Maintenance will be carried out as necessary following the findings of the periodic inspections.

At completion of the works a road sweeper with a gully sucker attachment will make a final clean of the existing road gullies adjacent the site entrances and on Gibbon Street.

Monitoring Highway Condition

A highway dilapidation survey will be undertaken in order to record and subsequently monitor the condition of the surrounding public roads and footways throughout the duration of the construction works. We anticipate that this survey will take place in the week immediately preceding the start on site date.

This is an exercise we have undertaken on numerous occasions before and would propose the following as a strategy to comply with the requirement:

- Prior to commencement of the work, carry out a full photographic survey to capture the existing condition of both carriageway and footways to Alan Turing Way for a distance

either side of the site access point to be agreed with the local MCC Highways Engineer – suggest minimum 60m.

- Generate a marked-up plan to index the location of each image so that any recorded damage can be easily pinpointed at a later date.
- Generate a brief report to summarise an overview of the condition of surfacing, ironworks, kerbing etc. and identify any key areas of concern and/or degradation.
- Repeat the above photographic survey upon completion of the scheme to identify if construction traffic has caused any direct damage or had an exponential effect upon the degradation of the highway.

For reference, we have included at **Appendix 3**, an example dilapidations method statement. This is for the survey we recently undertook for Tameside MBC in respect of a scheme at Tameside College on Beaufort Road. If acceptable, we would propose to use a similar methodology for Project Taverna.

Community Consultation and Engagement

Details relating to the project and contact details for our site Project Manager will be clearly displayed via a sign board at the site boundary on Alan Turing Way and Etihad Campus-facing elevations on the hoarding line. This will include out of hours emergency and John Turner Construction head office contact details. The site will be registered with the Considerate Constructors Scheme (CCS) and all associated banners and signage material appropriately displayed. The CCS information poster also includes contact telephone number for our site Project Manager. Our commitment to the scheme is to achieve *Performance Beyond Compliance,* with a benchmark score of minimum 37/45.

Communication with local stakeholders and residents will be embraced. We will ensure this via the following means:

- Clearly displaying the contact details of our site management team at the site boundary
- Carrying out initial letter drop and subsequent newsletter updates to all local residents and businesses
- Distributing the CCS complaints/Compliments form and encouraging feedback
- Circulating our own CCS questionnaire which can be returned anonymously via a post box at site boundary
- Attending residents meetings and workshops to share progress on the scheme and deal with any queries and concerns
- We welcome the opportunity to deliver talks and careers advice at local schools and colleges and will explore the potential for such engagement once started on site
- Our Local Labour Proposal (LLP), will describe the commitment we will make in respect of creating local jobs, opportunities and apprenticeships during our time on this project. We will communicate this via newsletters and promotional signage displayed at the site boundary.

Appendix 1 – Vehicle Tracking

A1

N

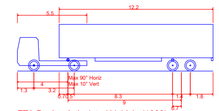
0 12.5 25 37.5 50 62.5 m

SCALE 1:400 @ A1, 1:800 @ A3



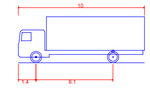
Articulated Movement
In/Out of Site

Rigid Movement
In/Out of Site



FTA Design Articulated Vehicle (1983)

Overall Length	15.500m
Overall Width	2.500m
Overall Body Height	3.695m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.750m



FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Issue	Date	Description
B	27/02/2026	Revised Vehicular Movement
A	25/02/2026	First issue for information

Drawn: TS
Design Check: APF
Designed: TS
Approved: APF

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Client
CITY FOOTBALL GROUP LIMITED

Project Title
PROJECT TAVERNA

Drawing Title
VEHICLE TRACKING

Scale at A1: NTS

Role

Status: S2 - Information

Arup Job No: 314031

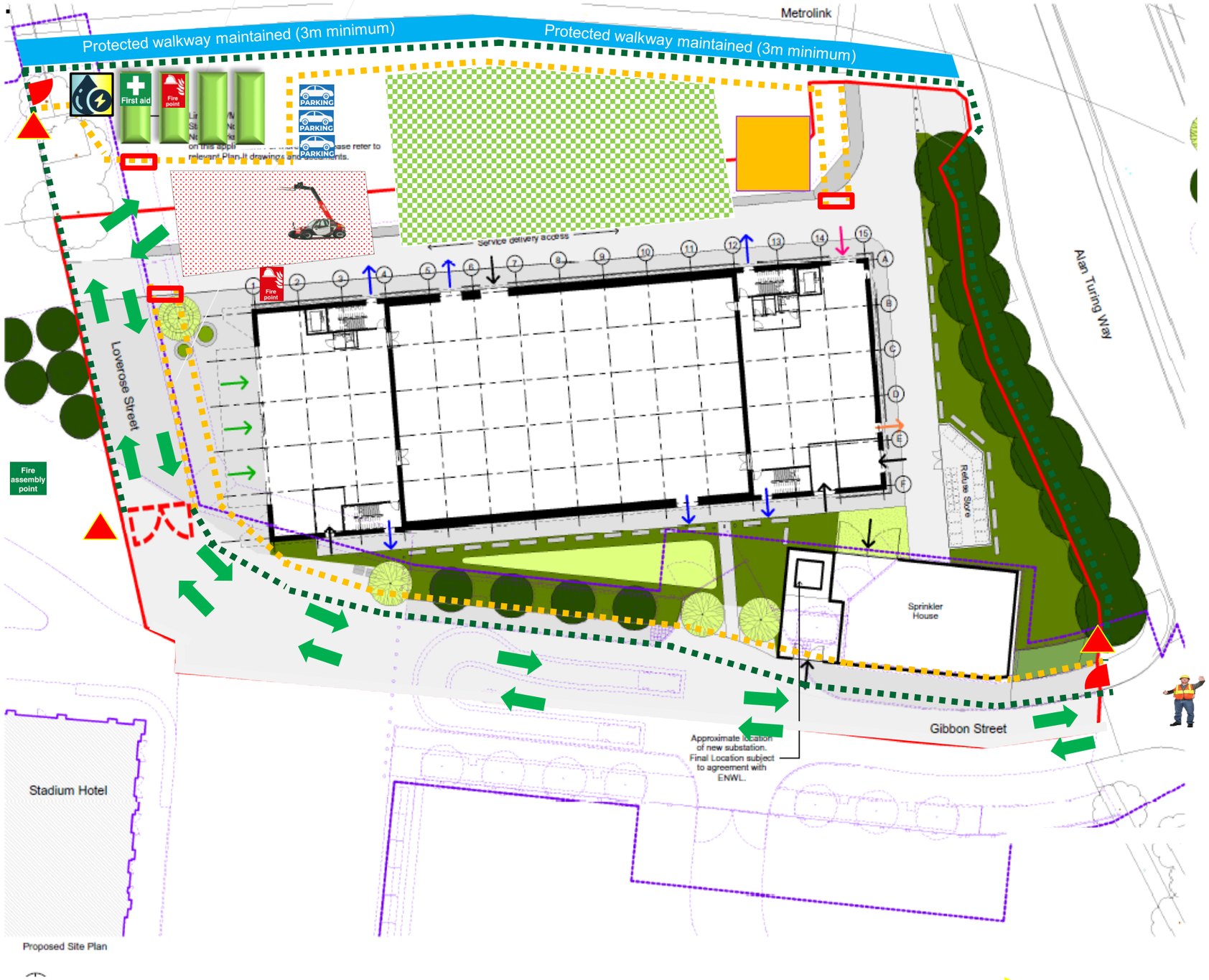
Rev: B

Document Number (ID)
314031-ATR-002

Do not scale

© Arup

Appendix 2 – Site Logistics Plan and Hoarding Information



Proposed Site Plan

Key

Site accommodation (with offices, canteen, toilets & drying room)

First Aid and Fire Assembly Point

Temporary Access Gates

Ped Crossing Hoop

Site Hoarding (Non-metallic)

Planning Boundary

Pedestrian Barriers

Construction Traffic Route

Waste Compound

Off Loading Area

Materials Storage

Limited Contractor Parking

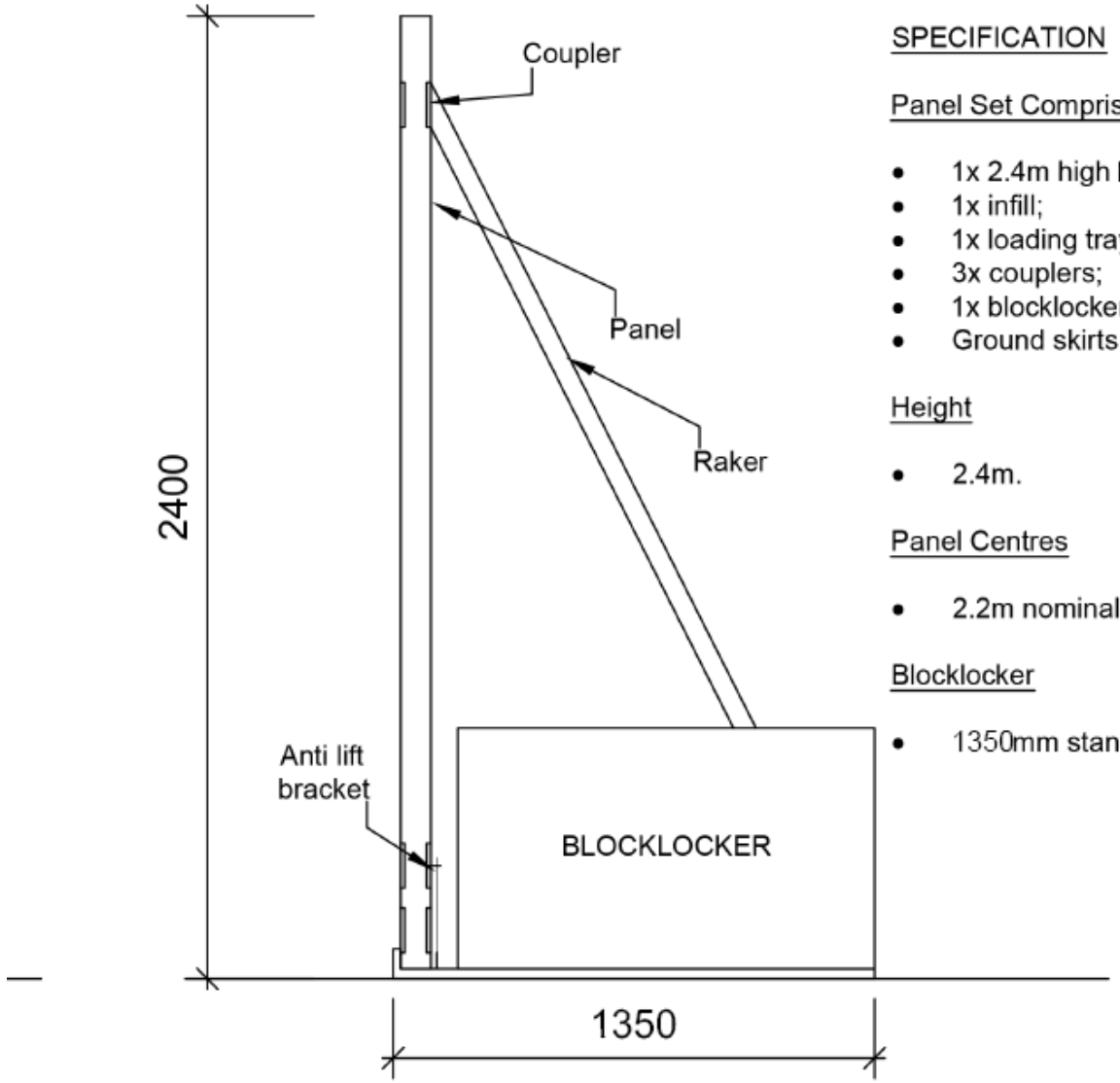
Temp power and water point

Fire Point

Traffic Marshal

Safety Signage (typical below)

	Project Taverna	**Proposed Site Logistic Plan**	Date – 28/05/2026 Rev 1 SL 1	John Turner Construction Group



SECTION OF TYPICAL FENCE PANEL
SCALE 1:20

SPECIFICATION

Panel Set Comprises

- 1x 2.4m high hoarding panel;
- 1x infill;
- 1x loading tray & raker set;
- 3x couplers;
- 1x blocklocker;
- Ground skirts (optional).

Height

- 2.4m.

Panel Centres

- 2.2m nominal.

Blocklocker

- 1350mm standard dim' - 600mm inverted nom.

Appendix 3 – Example Dilapidation Survey

New Motor Vehicle Centre
Tameside College



Highways Condition Survey
Part 1 – Pre-construction
August 2023

Report Prepared By: Matt Eastham

Date: 4th August 2023

Introduction

John Turner Construction Group has been appointed to carry out the new Motor Vehicle Centre (MVC) project for Tameside College, scheduled to commence from 14th August 2023 and complete mid-October 2024. The scope of works includes the following:

- Phase 1 – service diversions and part demolition of the existing Newton Building (11 weeks commencing August 2023)
- Phase 2 – the construction of the new MVC (32 weeks commencing October 2023)
- Phase 3 – demolition of the remainder of the Newton Building followed by external works and landscaping to that area (13 weeks commencing July 2024)

The scheme has received planning permission - Tameside MBC reference 22/01208/FUL - with associated conditions. Condition number 9 requires that a highways condition survey is undertaken prior to and upon completion of construction works, the first part of this therefore being categorised as a 'pre-commencement' condition:

No development, other than site clearance and site compound set up, shall commence until a condition survey (including structural integrity) of the highways to be used by construction traffic has been submitted to and approved in writing by the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. On completion of the development a second condition survey shall be submitted to and approved in writing by the Local Planning Authority which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme, including timescales, to be submitted to and approved in writing by the Local Planning Authority.

This survey report is intended to satisfy the pre-commencement element of condition 9 thus allowing work to start on site. It is to subsequently be referred to when re-evaluating the state of the highways upon completion of the scheme in October 2024.

Highways Condition Survey Part 1 – pre-commencement

Survey undertaken by: M. Eastham (John Turner Construction Group Ltd)

Date: Thursday 3rd August 2023

Time: 11:10 to 11:55

Survey address: Tameside College, Beaufort Road, Tameside, Ashton-under-Lyne, OL6 6NX

Survey extent (road centreline): E39466, N399212 to E394867, N399054

Weather: dry, sunny spells, light winds from NW, 17C

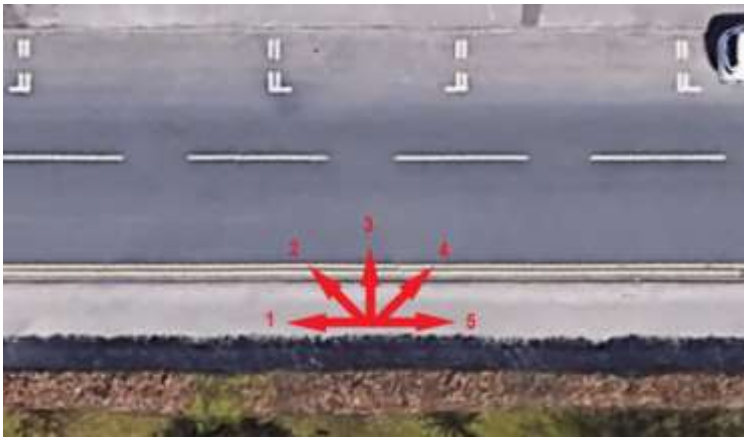
Traffic at time of survey: fairly busy – car and bus traffic, plus heavy construction traffic related to other Tameside College projects (8-leg wagons, concrete deliveries).

Methodology

In order to record of the state of the existing highway and footway along Beaufort Road, a photographic survey was undertaken. The parameters of this survey can be summarised as follows:

- To capture the surface condition of the road surface and both footways including kerbing and street furniture etc
- To capture the condition of the entrance and exit ramps to Tameside College (assuming line of adoption to be approximately the back of footpath line).
- Survey to extend from approximately 40m to the NW of the college exit ramp to approximately 40m to the SW of the college entrance ramp, at the junction with Heys Road - total length of carriageway covered approximately 250m.

The approach taken attempts to build a comprehensive record of the entire area via a series of high resolution images taken at regular intervals from the footway to both sides of the highway. For consistency, the pattern below was used to capture 5nr images at each location: 2nr longitudinally to the footway in both directions, 1nr square across the highway and 2nr at 45 degree direction across the highway (Appendix A):



This pattern of images was taken at approximately 15m intervals along the highway, from both footways, to comprehensively cover the full survey area. A total of 33nr locations were used to give a total of 165nr survey images. Key plans 1 and 2 (Appendix B), pinpoint these locations.

The images from each location have been assigned to individual folders numbered 1-33 and will accompany this report via Dropbox link to download.

Observations at Time of Survey

The general condition of both highway and footways is fairly poor. At time of survey, the following general dilapidation was noted:

- Footway surfacing badly crazed in places and with numerous utility work tracks evident – for example images 1, 6, 25, 56.
- Existing kerbs showing damage and displacement – for example images 25, 49, 65.
- Road surfacing showing cracking and opening of joints to historic service crossings and manhole/gully positions – for example images 27, 29, 58, 74, 108, 147.
- Road surfacing generally shows extensive crazing of the surface course. Image 'A' (appendix C) was taken to highlight this as it doesn't necessarily show up well on the wider view images.

Summary

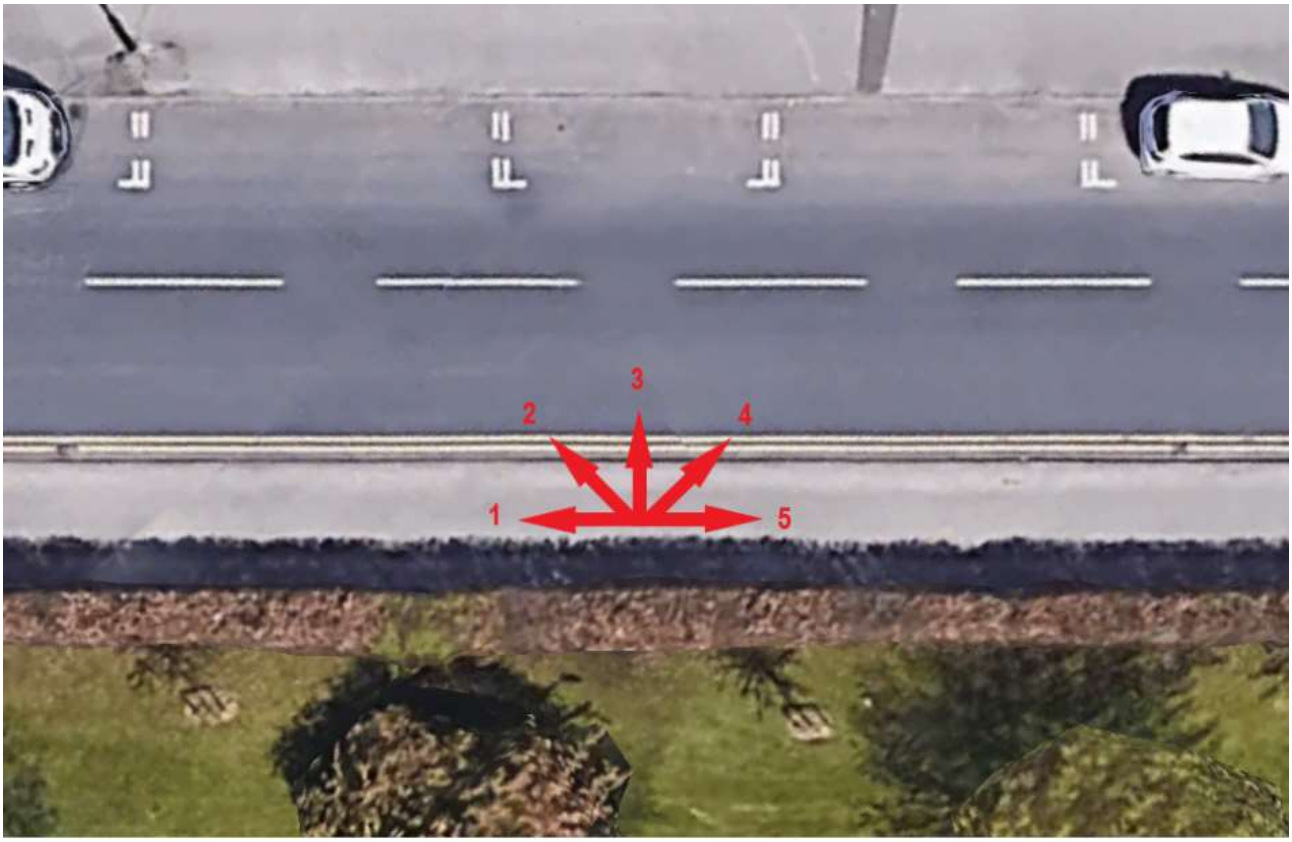
The foregoing is intended to record the state of Beaufort Road and footways in the vicinity of the Tameside College MVC project, at a point in time approximately 2 weeks prior to the anticipated start of work on site and it is requested that partial discharge of planning condition 9 is granted to allow the project to commence accordingly. A second survey will be undertaken upon project completion in order to fully discharge condition 9.

Matt Eastham

John Turner Construction Group Ltd

4th August 2023

Appendix A – Image orientation pattern



Tameside College
New Motor Vehicle Centre Project
Survey Location Key - Image Orientation

Appendix B – Key plans 1 and 2



Tameside College
New Motor Vehicle Centre Project
Highways Condition Survey - Key Plan 1/2



Tameside College
New Motor Vehicle Centre Project
Highways Condition Survey - Key Plan 2/2

Appendix C – Image A



Appendix 4 – Spill procedures

Ref	EG.19
Page 1	of 1
Rev	B
Date	02.09.22

SITE EMERGENCY SPILL PROCEDURE

1. **BEFORE HANDLING FUELS, OILS AND CHEMICALS ENSURE THAT SPILL KITS AND OTHER ABSORBENT MATERIALS, E.G. SAND, ARE AVAILABLE.**
   - ❖ **KNOW THEIR LOCATION AND HOW TO USE THEM.**
2. **IN THE EVENT OF A SPILLAGE:**
   - **A. RAISE THE ALARM**
   - **B. STOP THE FLOW**
   - **C. ELIMINATE ANY SOURCES OF IGNITION**
   - **D. PREVENT ANY SPILLAGE ENTERING WATERCOURSES, SURFACE WATER DRAINS ETC.**
3. **ABSORB THE SPILLAGE.**
4. **ONCE THE SPILLAGE IS CONTAINED, INFORM A MEMBER OF STAFF.**
   - ❖ **DEPENDING ON THE EXTENT OF THE SPILL, THE ENVIRONMENTAL REGULATOR MAY NEED TO BE INFORMED.**
5. **IF IT IS A SMALL SPILLAGE, THE CONTAMINATED AREA WILL BE EXCAVATED AND DISPOSED OF APPROPRIATELY.**
   - ❖ **LARGER SPILLAGES WILL REQUIRE A LICENSED WASTE DISPOSAL COMPANY TO DEAL WITH THE CONTAMINATED AREA.**
6. **REPLACE USED SPILL KITS AND TOP UP EMERGENCY SAND SUPPLIES.**

SPILL RESPONSE

Background

- There are many routes for pollutants to enter the water environment:
  - Through the surface water drainage system which will eventually reach a watercourse.
  - Run-off/direct discharge into nearby watercourses or onto ground, with a potential risk to pollute groundwaters.
  - Run-off/unlicensed discharge to the foul drainage system, which could affect a sewage treatment works performance.
  - Through atmospheric deposition, for example, dust or emissions.

Useful Guidance

Emergency Plans - See EG.19

- Identify potential sources of pollution.
- Mitigate the sources of pollution, for instance by changing working methods etc.
- Develop an action plan to cover the potential sources of pollution that cannot be mitigated.
- Locate the emergency plan and spill equipment (e.g. shovels, sand, absorbent materials, drain bungs) at key locations (e.g. by oil storage tanks, refueling areas).
- Consider the emergency plan on how to deal with contaminated fire water and how to contain this water.
- If there is a spill, do not wash the spillage into the drainage system.
- Never use detergents.

Responsibilities

- Organise who is to take charge at the scene, who is to report to the relevant environmental agency and who will complete the incident report form (SF.HS.21).
- Assign responsibility for the regular checks to see if the spill kits are complete and in a satisfactory condition.
- Ensure that the Environmental Emergency Contact Details are on the notice board.
  - Staff should be made aware of where the Contact Details are and the order of contact.

Equipment

- Emergency spill kits should preferably contain equipment to contain and absorb spills on land and water.
- The spill kit may include oil-absorbent granules, “pigs”/“sausages”, floating booms, absorbent mats, polythene sheeting and polythene sacks.
- Store spill equipment in a marked bag or wheely bin in well-signposted key location(s)
- Buckets of sand, earth, straw bales and rags are good for cleaning up small spillages.
- Special mats or cushions (drain seals) can be placed over drains to prevent pollution to water supplies or can be placed at the source of leaks or under pipe joints.
- Booms are designed to be used on watercourses but can isolate drains or divert/contain spillages.
    - ➢ Ensure that the booms for rivers are long enough and have suitable anchorages.
- Sealing devices/materials are used when a tank, storage drum, valve or pipe has been punctured or damaged. Leak sealing devices may be in the form of a pad or clamp, or may be reshaped and inserted into the damaged area and inflated.
- The material safety data sheets and COSHH assessments will assist in identifying appropriate spill measures for dealing with hazardous materials.

How to deal with specific pollutants

	POLLUTANTS				
	Concrete/Cement	**Paints**	**Oils**	**Silt**	**Detergents**
Spill On Ground					
Sand	✓	✓	✓		✓
Straw Bales			✓	✓	
Absorbent Granules			✓		
Geotextile Fence	✓			✓	
Drip Trays		✓	✓		
Pads/Rolls			✓		
Drain Seal	✓	✓	✓	✓	✓
Earth Bunds	✓	✓	✓	✓	✓
Spill In Water					
Straw Bales			✓	✓	
Pads/Rolls			✓		
Booms			✓		

Waste Management

- Dispose of any spillage/contaminated materials properly as soon as possible (see Guidance Note EG.21) e.g. oily granules should be bagged up and put in the special (hazardous) waste skip.

- In an emergency the requirement of several days notice may be waived with permission from the Environmental Regulator's office.

- If a foul sewer is available, it may be possible to discharge the spillage with the approval of the local sewerage undertaker.

- Oil separators could be used to treat hydrocarbon contaminated water.

Training

- Inform personnel about the spill response emergency plan through the toolbox talk and/or induction training.

- Ensure that site personnel know who to contact in the event of a spillage, what to do and where to get equipment from.

Competency

- All persons involved in spill response operations shall be suitably trained and competent for the tasks allocated to them.

Monitoring

- Regular inspections to be undertaken in respect of spill response.

Practice of Spill Response

- The Company is to regularly practice spill response operations.