

MMU ALL SAINTS LIBRARY TRANSFORMATION PROJECT – 10009881

Construction Environmental Management Plan

Address | **All Saints Campus, Oxford Road, Manchester, M15 6BH**

Client | **Manchester Metropolitan University**

Principal Contractor | **Kier Construction**

Prepared by | **Chris Gregory, Senior Project Manager**

Status | **First Issue 00**

KIER

Document History

Revision Date	Author	Summary of Changes	New Version Ref
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1. Introduction

This Construction Environmental Management Plan, CEMP, sets out the proposed environmental and construction-management controls for the Manchester Metropolitan University All Saints Library Transformation Project. The document is a pre-construction first issue for review and will be developed as detailed supply-chain information is confirmed.

The project is within a live city-centre university campus. Controls must address interfaces with students, staff, visitors, occupied university buildings, neighboring properties, public highways, pedestrian and cycle routes, emergency access, existing services and adjacent construction activities undertaken by Eric Wright Construction, Graham and others.

Kier, the Principal Contractor operates a structured approach to construction guided by our Health & Safety (H&S) policy. Kier policy exceeds the statutory requirements of the Health & Safety at Work Act 1974, all other legal requirements, industry codes of practice and company standards that apply to all activities in our offices, on or around our sites. Our construction approach and site logistics are driven by the following objectives:

- Ensuring the safety of the students, staff, public, visitors, sub-contractors, and site personnel is the number one priority.
- Continual monitoring of the environmental aspects of the project, both inside and surrounding the building plot.
- Ensure delivery and quality of the development meet or exceeds the client's expectations.
- Minimise disruption to the surrounding area.
- Use of local management and supply chain.
- Maintain an orderly, tidy, and well-run site, comply with CSCS requirements.
- Compliance with Kier Minimum Site Safety Standards and other initiatives.
- Provide quality management throughout the life of the project.
- Maintain clear lines of communication between all parties.

We register all our sites under the Considerate Contractor Scheme. We will address all five areas of the Considerate Constructors Scheme, Appearance, Community, Environment, Safety, Workforce. We consistently outperform the CCS industry average in all areas and are regularly recognised with awards at the CCS National Site Awards as one of the highest performing companies at these awards.

To manage all aspects of site operation safety, a detailed Construction Phase Health and Safety Plan will be developed, monitored and updated as the works progress. Similarly, to manage the environmental impacts of site operations, a detailed Environmental Management Plan will be developed, monitored and updated as the works progress.

Quality is paramount on all Kier projects, and we are certified to ISO 9001. All site operations will be rigorously managed and checked in accordance with the Project Quality Plan and Inspection and Test Sheets.

2. Project Overview

The Manchester Metropolitan University (MMU) All Saints Library Transformation Project is a major redevelopment that will modernise and enhance one of the University's most important academic facilities, creating a contemporary, flexible, and technology-enabled environment that supports the evolving needs of students, staff, and visitors.

Located within the heart of the All-Saints Campus in Manchester city centre, the project will deliver a new build, library, improving the quality of learning, collaboration, and social spaces while ensuring the facility remains fit for future generations.

Due to its city-centre location, the proximity of occupied university buildings, and the need to carefully manage stakeholder interfaces, pedestrian movements, service diversions, and logistics throughout the construction period. Extensive planning, coordination, and engagement with Manchester Metropolitan University, local authorities, utility providers, neighboring stakeholders, and the wider campus community will be essential to ensure the works are delivered safely and with minimal disruption to university operations.

As Principal Contractor, Kier Construction will implement robust management arrangements covering health, safety, environmental protection, quality assurance, logistics, sustainability, stakeholder engagement, and operational continuity. The project team will work collaboratively with MMU, the design team, supply chain partners, and statutory authorities to successfully deliver the transformation while maintaining a safe and positive environment for students, staff, visitors, and the local community.

The completed development will provide a modern, inclusive, and adaptable library that supports Manchester Metropolitan University's strategic ambitions, enhances the student experience, and reinforces the University's commitment to delivering world-class educational facilities.

3. Programme

As per the latest detailed programme main contract works commence from 1st February 2027 to May 2029, with frame completion February 2028, weathertight September 2028, services live/power on November 2028, commissioning start November 2028, MEP installation complete February 2029 and finishes/fit-out complete March 2029.

Phase	Current position
Enabling works and mobilisation	Mobilisation from 1st February 2027
Site establishment	Includes welfare/accommodation, temporary services, hoarding and logistics controls.
Substructure and piling	Piling works from March 2027
Frame	In-situ concrete frame referenced; frame completion working date February 2028.
Envelope	Late frame/envelope overlap; weathertight working date September 2028.
MEP and fit-out	Early fit-out/MEP identified as a traffic peak; services-live and completion dates above.
Commissioning and handover	Testing, witnessing, training and O&M production shown through May 2029.
External works/public realm	To complete May 2029
Demobilisation	Removal of all temporary accommodation following PC

4. Liaison Meetings

Liaison shall distinguish confirmed agreements from proposals and shall record decisions, actions, approvals, constraints and changes. Meetings are currently held every 3 weeks to ensure all contractors are aware of works on neighboring projects.

Stakeholder/interface	Purpose	Status
Manchester Metropolitan University project, Estates, Facilities and Security teams	Campus operations, access, services, security, events, emergencies and approvals.	Team Meetings Held with KOK, Unite, MMU, Kier, EWC, Graham
Students, staff and visitors	Advance notice, safe routes, wayfinding and disruption management.	Communications shared by MMU
Eric Wright Construction	Shared route, west-elevation interface, temporary traffic signals, hoarding, crane and service interfaces.	Good relationships with EWC and are in frequent discussions regarding traffic and shared access routes
Graham / Cambridge Halls	Shared access and concurrent construction coordination.	Team Meetings Held with KOK, Unite, MMU, Kier, EWC, Graham
Manchester City Council / highways	Highway permits, traffic management, working hours, up and coming works.	Regular MMU / MCC meetings held to coordinate works
Neighbours and local businesses	Works notifications, complaints and mitigation.	Stakeholder plan TBC
Supply chain	Pre-order/pre-start controls, RAMS, logistics and environmental briefings.	Ongoing

Complaints will be logged, investigated and closed out with the cause, immediate response, corrective action, owner and communication record.

Clear contact details and emergency out-of-hours contact details will be provided in all correspondence. This information will also be clearly displayed on the hoardings. The frequency of communication will reflect the degree to which Stakeholders will be affected or impacted by the works and will vary.

5. Project Directory

Client			
Name	**Address**	**Key Contact**	**Contact Number**
Manchester Metropolitan University	Ormond Building, Lower Ormond Street, Manchester, M15 6BX	Helen Hatcher, Senior Project Manager	07970 710 337
Principal Designer			
Name	**Address**	**Key Contact**	**Contact Number**
Hawkins Brown	Hilton House, 26-28 Hilton Street, Manchester, M1 2EH	Christopher Seviour	0161 641 5515
Principal Contractor (as detailed on F10)			
Name	**Address**	**Key Contact**	**Contact Number**
Kier Construction Limited	3rd Floor, Optimum House, Clippers Quay, Salford, M50 3XP	Chris Gregory, Operations Manager	07773 236 537
Designers & Work Packages			
Discipline	**Name**	**Location**	**Contact Number**
Architectural	Hawkins Brown	Hilton House, 26-28 Hilton Street, Manchester, M1 2EH	0161 641 5515
Structural Engineering	Buro Happold Engineering	Eastgate, 2nd Floor, Castle Street, Manchester, M3 4LZ	0161 233 5000
Building Services	Buro Happold Engineering	Eastgate, 2nd Floor, Castle Street, Manchester, M3 4LZ	0161 233 5000
External Specialist Consultants / Companies			
Discipline	**Name**	**Location**	**Contact Number**
Asbestos	N/A	N/A	N/A
Site Investigation	N/A	N/A	N/A
Ecology	N/A	N/A	N/A
BREEAM Assessor	Buro Happold Sustainability	Eastgate, 2nd Floor, Castle Street, Manchester, M3 4LZ	+44 (0) 7740544593
Oil / Chemical Spillage	Adler & Allan		24/7 Emergency Response: 0800 592 827
Fire Engineer / Assessor	Buro Happold	Eastgate, 2nd Floor, Castle Street, Manchester, M3 4LZ	0161 233 5000
DSEAR	SPL Fire Safety Limited	Ashton Old Baths Stamford Street West Ashton-under-Lyne Greater Manchester OL6 7FW	07876 803019

Utility Owners			
Discipline	**Name**	**Location**	**Contact Number**
Electricity	ENW	Borron St, Stockport SK1 2JD	0800 195 4141
Gas	Cadent	Pilot Way, Ansty Park, Coventry, CV7 9JU	0800 389 8000
Water Company	UU	Haweswater House Lingley Mere Business Park Lingley Green Avenue Great Sankey Warrington WA5 3LP	0345 672 3723
Foul Sewage Company	UU	As above	0345 672 3723
Storm Drainage Company	UU	As above	0345 672 3723
Telecoms, Fibre, IT	MMU IT & Digital John Valentine IT Campus Team Manager		0161 247 6738
Utility Detection / Survey Company	To be appointed		
Other e.g. District Heating Main	N/A		
Statutory Authorities			
Discipline	**Name**	**Location**	**Contact Number**
Health and Safety Executive (HSE	HSE	Health and Safety Executive (HSE) Redgrave Court Merton Road Bootle Merseyside L20 7HS	0161 952 8200
Environment Agency (EA) England	EA	Environment Agency National Customer Contact Centre PO Box 544 Rotherham S60 1BY	03708 506 506
Local Authority Environmental	LAEH	Manchester City Council	0161 234 5004

Health		Town Hall Albert Square Manchester M2 5DB	
Fire Authority	Greater Manchester Fire and Rescue Service (GMFRS)	Greater Manchester Fire and Rescue Service Headquarters 146 Bolton Road Swinton Manchester M27 8US	0161 736 5866

6. Working Hours

Construction activities for the Manchester Metropolitan University (MMU) All Saints Library Transformation Project shall be undertaken in accordance with Manchester City Council's permitted working hours for noisy construction operations, which are generally restricted to 07:30 to 18:00 Monday to Friday and 08:30 to 14:00 on Saturdays. No routine construction activities will be undertaken on Sundays or Public Holidays unless otherwise agreed with the relevant authorities and stakeholders.

Given the project's location within a live university campus and busy city-centre environment, particular consideration will be given to periods of increased campus activity, including University Open Days, Applicant Visit Days, Graduation Events, Examination Periods, Freshers' Week, Clearing Events, and other significant university functions. The project team will maintain regular liaison with MMU representatives to identify forthcoming events and review planned construction activities accordingly.

Where practicable, potentially disruptive works such as abnormal deliveries, or activities generating significant noise, dust, or vibration will be rescheduled, restricted, or subject to additional controls during key university events. Advance communication, collaborative planning, and agreed interface management procedures will be implemented to minimise disruption to students, staff, visitors, neighboring properties, and campus operations.

Should any works be required outside the standard permitted hours to support programme-critical activities, utility connections, road closures, or safety-related operations, the necessary approvals will be sought from Manchester City Council, MMU, and other relevant stakeholders in advance, with appropriate notification provided to affected parties.

7. Traffic Management

7.1 Construction Access and Shared Route

The current logistics strategy uses a shared route from Higher Cambridge Street through Boundary Street West, Higher Chatham Street and Lower Chatham Street, around the Business School service road and into the Library workface. The route is a critical dependency shared with MMU, Graham, Eric Wright Construction and campus users.

7.2 Vehicle Strategy and Delivery Management

The Traffic Movement Report is a planning-level assessment based on the current programme, available bill-of-quantities data and defined logistics assumptions. It uses a rigid-vehicle-only strategy and identifies potential peaks during early piling, slab pours, late frame/envelope overlap and early fit-out/MEP phases. Numerical daily movements can be taken from the current histogram. All deliveries to be pre-booked through the confirmed project delivery-management system. Platform:

- Early, failed or unbooked deliveries are not to wait on public roads or obstruct campus routes. Approved holding arrangements agreed.
- Loading/unloading to take place within designated, segregated areas on suitable bearing surfaces under competent supervision.
- Vehicle idling is prohibited except where operationally necessary.
- Reversing is to be eliminated where practicable and otherwise controlled by trained vehicle marshals, in specified turning areas
- Emergency access must always remain available.
- Road cleanliness, wheel cleaning and road-sweeper deployment will respond to actual site conditions and pollution risk.
- Vehicle types, dimensions, swept paths, temporary closures, parking suspensions and highway permits require approval/verification.

The following controls will be implemented on the project:

- A 5mph site speed limit - considering the specific works environment on site
- Access and entry controls for pedestrians is clearly defined
- Pedestrian routes are to be physically segregated from all plant and vehicle routes wherever practical to do so
- Ensure suitable measures are in place to control pedestrian movement during temporary closures of entrances and exits.
- Clearly signed pedestrian routes, using industry recognised pictorial signs
- All pedestrian routes are to be made up of suitable surfaces, be firm under foot and maintained level, illuminated and include emergency lighting where necessary
- Anti-slip materials are to be used where there is a foreseeable risk of slips
- Apply grit and salt to access routes in advance of and during freezing weather
- Where pedestrian routes cross vehicle/plant routes red hooped pedestrian gates are to be used, with signage warning pedestrians of moving vehicles/plant and warning drivers/operators of pedestrian traffic
- Clearly defined access routes clear of obstructions

- Provide adequate waste receptacles as close to the workface as possible
- Plan and coordinate the delivery and storage of materials to the workface to avoid congestion/obstruction using the BIO Site delivery system
- Carry out regular cleaning of roads, scraping and jet washing where applicable, to prevent debris being transferred onto the highway
- Consider on-site waste management solutions i.e. cardboard compacting or plasterboard chopper etc.
- Ensure that areas used to store materials, equipment and waste are identified at the earliest possible stage
- Liaise with suppliers to identify opportunities to reduce packaging

7.3 Pedestrians, Cyclists and Campus Users

Pedestrian and cyclist routes shall be physically segregated from construction vehicles, with controlled crossings, suitable surfaces, lighting, accessible routes, signage, marshal support and temporary-diversion arrangements. Operative travel between accommodation and the workface requires a robust route that does not expose users to uncontrolled shared-haul-road risks.

8. Site Set-up and Welfare

The under-Mancunian-Way accommodation has approximately 36 Algeco cabins and an indicative ground-floor footprint of approximately 20 m x 40 m, split around structural supports.

- Office, meeting rooms, canteen, changing, drying, toilet, shower and drinking-water provisions
- Temporary electrical, potable-water, foul-drainage and data services
- Cleaning, servicing, legionella, waste, fire and emergency inspection regimes
- Separate female changing facilities will be provided

9. Hoarding, Fencing and Site Security

The site will be secured using the existing perimeter hoarding surrounding both the project boundary and new hoarding will be erected around the site accommodation areas. All hoarding, fencing and gate arrangements will be subject to the Temporary Works procedure, including design checks for wind loading, foundation requirements, interfaces with adjacent structures and fire escape provisions.

Vehicle and pedestrian access points will be controlled through secure turnstile systems incorporating emergency release mechanisms and adequate sightlines to maintain safe ingress and egress. Site security measures will include turnstile access control, managed visitor arrangements, CCTV coverage, privacy screening where required, appropriate external lighting and out-of-hours monitoring.

Daily visual inspections will be undertaken, supplemented by formal periodic inspections in accordance with the Temporary Works inspection regime. Attention will be given to ensuring that shared and adjacent pedestrian and vehicle routes remain unobstructed, with any temporary restrictions or diversions implemented only following agreement of suitable traffic and pedestrian management controls.

10. Lighting

To minimise nuisance to neighbouring properties, university buildings and public areas, all site lighting will be carefully designed, installed and managed in accordance with good practice principles for construction sites. Lighting will be restricted to the minimum levels required to maintain safety, security and operational effectiveness. Wherever practicable, low-energy LED luminaires will be utilised and positioned to direct light downwards onto the working area, avoiding unnecessary upward light spill and glare. Lighting columns and fittings will be angled away from adjacent buildings, highways and pedestrian routes to prevent disturbance to residents, building occupants and road users.

Security lighting associated with the site and accommodation units and access points will primarily operate via Passive Infrared (PIR) motion sensors, ensuring that lighting is activated only when movement is detected rather than remaining illuminated throughout the night. This approach will significantly reduce light pollution, energy consumption and nuisance outside normal working hours, whilst maintaining appropriate levels of site security. Timer controls will also be incorporated where appropriate to ensure lighting is extinguished when no longer required.

11. Noise, Dust and Vibration

As demolition works have been completed by the Client prior to commencement of the main construction works, the principal sources of potential disturbance have been completed. Kier will manage dust, noise and vibration from site works.

A project-specific Noise, Dust and Vibration Management Plan will be implemented to minimise impacts on sensitive receptors, including occupied university buildings, adjacent premises, pedestrian routes and neighbouring structures.

Control measures will include the use of monitoring equipment, dust suppression through damping-down and misting systems, wheel and road cleaning where necessary, monitoring of vibration-generating activities, and careful sequencing of works to avoid unnecessary disturbance. Baseline monitoring locations and project-specific trigger and action levels will be established in accordance with approved acoustic, planning and structural monitoring requirements, with continuous review and corrective actions implemented should agreed limits be approached or exceeded.

- Apply best practicable means and select low-noise/low-vibration methods and plant.
- Plan noisy work around confirmed campus restrictions, examinations and events.
- Use local acoustic screens and enclosures where assessment identifies benefit.
- Use broadband reversing alarms where appropriate and switch off idle plant.
- Use on-tool extraction, wet suppression and enclosed/covered skips and loads.
- Undertake road cleaning and damp down haul routes or stockpiles where required.
- Monitor where the approved risk assessment or consent requires it; equipment and thresholds TBC.
- Establish vibration monitoring where piling, structural work, crane foundations or adjacent sensitive assets require it; trigger levels TBC.
- Stop, investigate and revise methods where controls are ineffective or an approved trigger is exceeded.
- Log, investigate and respond to complaints and exceptional incidents.

12. Water Management and Pollution Prevention

The project Water Management Plan allocates mechanical water-management responsibilities to the Building Services Manager and routine site inspection/delegated checks to Site Managers. The plan is to be reviewed with the MEP subcontractor after appointment.

- Temporary water supplies should be automatically isolated outside working hours where practicable and fitted with abnormal-flow or preset-flow shut-off where designed.
- Provide leak detection, meter readings and recorded inspections appropriate to the risk.
- Identify and mark foul and surface-water drainage and protect vulnerable inlets with covers, booms, drain mats or isolation devices.
- No uncontrolled discharge to surface water, foul sewer or ground. Obtain trade-effluent consent where required.
- Provide contained concrete-washout and manage silty water by settlement, filtration, recycling or authorised disposal.
- Store fuel, oils and chemicals in secure, suitably bunded areas with COSHH controls and spill kits.
- Define spill escalation, external assistance, regulator notification and incident-reporting via. 24/7 Emergency Response: 0800 592 827
- The MEP contractor shall develop a project water-management process aligned with BESA TR 60 where contractually applicable.
- Coordinate temporary and permanent drainage, flushing, testing, commissioning, water quality and Legionella controls.
- Maintain weatherproofing and temporary protection to retained/existing structures as the envelope progresses. Inspect temporary waterproofing and define emergency response to water ingress or escape.

13. Waste and Resource Management

Kier Construction is committed to delivering the All Saints Library Transformation Project in accordance with the principles of sustainable construction and the waste hierarchy, prioritising the prevention, reduction, reuse and recycling of materials before considering recovery or disposal. Waste generation will be actively managed throughout the construction period to minimise environmental impacts, reduce resource consumption and support the project's sustainability and BREEAM objectives.

- Apply prevention, reduction, reuse, recovery and recycling before disposal.
- The project will seek to maximise opportunities for closed-loop recycling, whereby waste materials generated during construction are recycled and reintroduced into the manufacture of equivalent products.
- Use RIO platform to report waste streams and recycling rates.
- Segregate key streams including timber, metal, plasterboard, packaging, inert waste and hazardous waste where space and safety permit.
- Use licensed carriers and authorised facilities; verify permits and retain waste transfer/consignment notes.
- Store hazardous waste securely and separately and comply with duty-of-care requirements.
- Investigate supplier take-back and closed-loop opportunities.
- Burning waste on site is prohibited.

14. Ecology, Trees and Biodiversity

The project will be undertaken in a manner that protects and enhances the ecological value of the site and its surroundings, whilst ensuring compliance with all planning conditions, ecological surveys, Method Statements, and statutory environmental requirements. All retained trees, particularly those located along Oxford Road, shall be protected throughout the construction period. Appropriate tree protection measures, including protective fencing in accordance with BS 5837:2012

Construction activities will be planned to minimise disturbance to wildlife and habitats. Any vegetation clearance, pruning, or landscape works with the potential to impact nesting birds shall be programmed outside the main bird nesting season wherever practicable. Where this is not possible, a suitably qualified ecologist shall undertake pre-commencement surveys immediately prior to the work. Should active nests be identified, appropriate exclusion zones and protection measures will be implemented until the nesting cycle has concluded in accordance with wildlife legislation.

Site lighting will be carefully designed and managed to minimise light spill into the All-Saints Park. Temporary and permanent construction lighting shall be directional, hooded, and angled away from trees, vegetation, and potential roosting or foraging areas for bats and other protected species. Lighting levels will be restricted to those required for safe working, with automatic timers and motion controls utilised where practicable to reduce unnecessary illumination outside working hours.

15. Highway and Adjacent-asset Condition Surveys

Prior to commencement of any works, a comprehensive baseline condition survey will be undertaken covering the Mancunian Way flyover, adjacent highways, footways, street furniture, drainage assets, retaining structures, and other surrounding infrastructure that could be affected by the construction activities. The survey will comprise a detailed photographic record supplemented by Kier's below-ground services verification requirements to establish the location and condition of existing utilities and buried assets. In addition, a full digital survey will be completed to provide a time-stamped visual record of the site and surrounding environment. These surveys will establish an auditable pre-construction benchmark, enabling the project team to monitor any changes during the work, demonstrate the pre-existing condition of assets, support stakeholder engagement, and provide evidence should any claims relating to damage or deterioration arise throughout the construction period.

Asset	Required evidence/status
Surrounding highways and footways	Dilapidations survey to be carried out
Public realm and utility covers	Dilapidations survey to be carried out
Mancunian Way flyover/adjacent structure	Dilapidations survey to be carried out
Neighbouring façades, canopies and retaining structures	Dilapidations survey to be carried out
Drainage and ducts	CCTV/duct condition surveys identified; issued records required
Adjacent university structures	Dilapidations survey to be carried out
Survey platform/method	Dilapidations survey to be carried out

16. Events Planning

MMU events, examinations, open days, graduation, student arrival, campus closures, city-centre events, neighbouring-project activities and abnormal-load/crane operations shall be maintained in a live events schedule and reviewed with the logistics plan. Dates have not been verified in the available records.

Event/interface	Mitigation/decision
University examinations	Noise and delivery review required
Open days / graduation	Pedestrian, delivery and communication review required
Student arrival / campus events	Access and stakeholder review required
Eric Wright / Graham key operations	Joint logistics review required
Tower crane / abnormal loads	Approved lift/traffic plan and notifications required

17. Fire and Emergency Arrangements

Prior to commencement of work, a project-specific Fire and Emergency Management Plan and Fire Risk Assessment will be prepared and regularly reviewed to reflect the construction phasing and evolving site arrangements. The plan will identify temporary and permanent emergency access routes, escape routes, assembly points and personnel accountability procedures to ensure a coordinated response to any incident.

All site accommodation units will be suitably fire-rated and equipped with automatic fire detection and alarm systems. Greater Manchester Fire and Rescue Service will be provided with details of the site and accommodation locations, and unobstructed 24-hour emergency access will be maintained for fire and rescue vehicles throughout the construction period. Temporary fire precautions, including fire detection and alarm systems, emergency lighting, extinguishers and strategically located fire points, will be provided and adapted as the project progresses.

Robust controls will be implemented to minimise fire risk, including the management of hot works, ignition sources, battery charging activities, fuel storage, temporary electrical installations and site housekeeping standards. Emergency procedures will be coordinated with Manchester Metropolitan University Security and neighbouring contractors to ensure effective communication and response arrangements across the wider campus. A comprehensive emergency response plan will also address incidents such as spills, flooding, water ingress and severe weather events. All temporary accommodation and welfare facilities will be assessed against the Joint Code of Practice (JCOP) and project-specific fire safety requirements prior to occupation. Fire safety information and records required for the completed building will be compiled throughout the project to support the Regulation 38 handover process.

18. Construction Workforce Travel and Parking

Due to the constrained nature of the All-Saints Library project and its location within Manchester Metropolitan University's live city-centre campus, no operative, subcontractor, supplier, or visitor parking is available within the project boundary or on university grounds. The site compound, welfare facilities, delivery areas and access routes have been designed to maximise safe construction operations and maintain pedestrian circulation; consequently, parking within the site boundary cannot be accommodated.

All personnel travelling to site by private vehicle are required to use approved public parking facilities located within Manchester City Centre and proceed to the site on foot. The use of public transport is strongly encouraged, with the site being well served by Manchester Oxford Road Station, Manchester Piccadilly Station, local bus routes and the Metrolink network. Where practicable, operatives should adopt sustainable modes of transport including rail, tram, bus, cycling, car sharing and park-and-ride facilities to minimise traffic impacts and reduce congestion around the university campus.

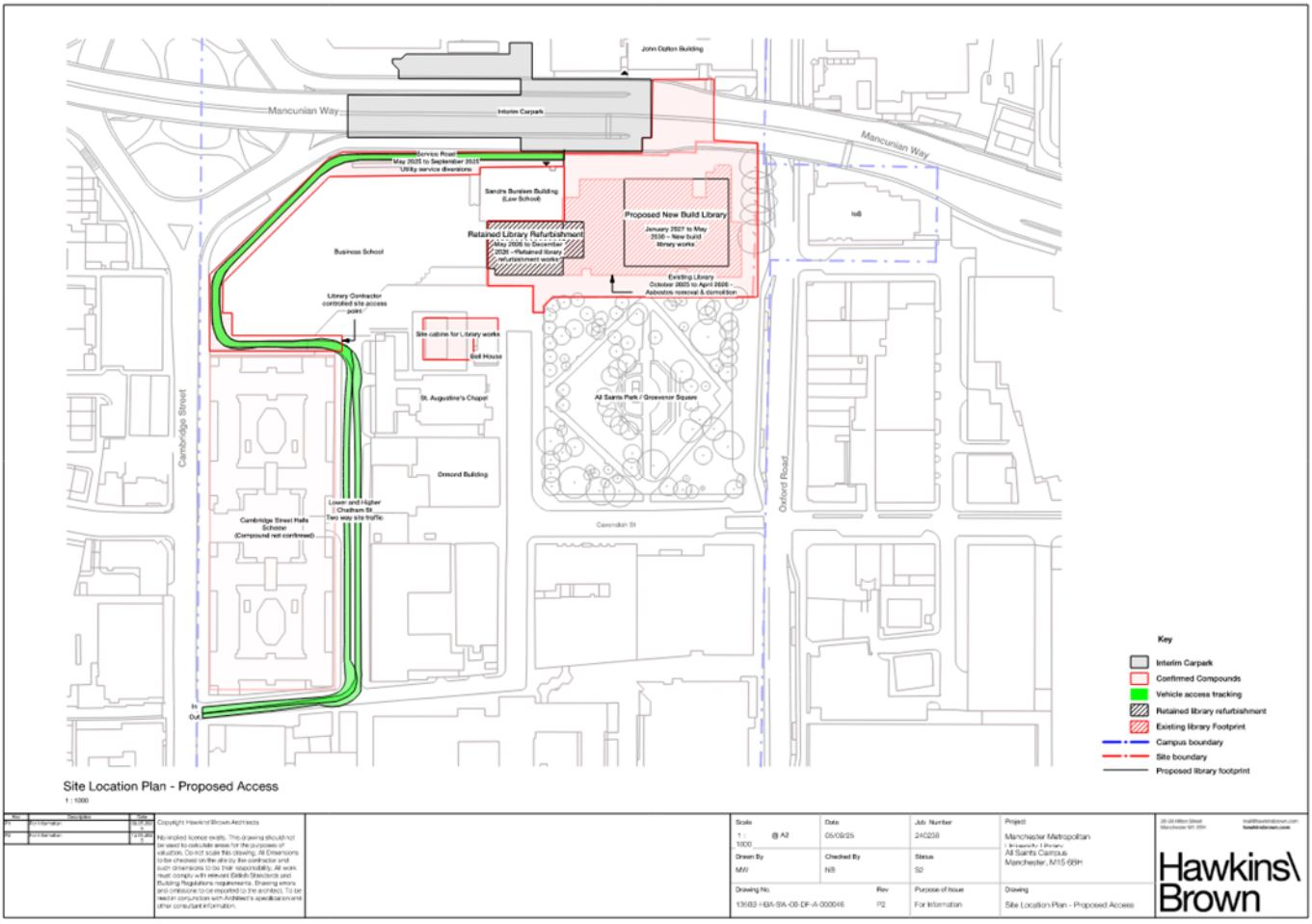
Under no circumstances shall operatives, subcontractors, visitors or suppliers park on surrounding streets, footways, verges, service roads, university-owned land, residential roads or adjacent private property. Any vehicle found to be causing an obstruction, parked illegally, or parked in unauthorised locations may be subject to enforcement action by the relevant authority and may result in the individual being refused access to site. Repeat breaches will be managed in accordance with Kier's site rules and contractor management procedures.

All subcontractors shall ensure their workforce are briefed on the approved parking arrangements during induction and prior to commencing work on site. Parking requirements should be considered during daily planning activities, and adequate time should be allowed for parking and walking to site to ensure punctual attendance. The Principal Contractor reserves the right to amend the approved parking locations should operational requirements, local authority restrictions or university requirements change during the work.

Details of the nearest suitable public parking facilities, including walking distances and approximate journey times to the All-Saints Library site, are provided within the following appendix and shall be used by all project personnel.

19.Appendices – *included in submission*

A. Defined Logistics Routes to Site



B. Traffic Management, Logistics, Access and Interface Plan

MMU ALL SAINTS LIBRARY TRANSFORMATION
SITE LOGISTICS PLAN

KIER

MMU All Saints Library Transformation

TRAFFIC MANAGEMENT, LOGISTICS, ACCESS & INTERFACE CONTROL PLAN

CLIENT	PREPARED FOR	PREPARED BY	STATUS	REVISION
Manchester Metropolitan University	MMU / Turner & Townsend	Chris Gregory	Draft for review	REV 3

MMU ALL SAINTS LIBRARY TRANSFORMATION

SITE LOGISTICS

OVERVIEW

Logistics Dashboard

Shared route

Project-critical access dependency

Rigid vehicles only

Planning basis unless approved otherwise

Live campus

Students, staff, public and neighbours

Shared access route from Cambridge St	MMU and wider Stakeholder liaison
Shared Haul Road Corridor with EWC	Coordination, Traffic Lights, booking capacity
Student / Staff Crossing Point	Secure Controls in place to ensure safe crossing
No Access from Oxford Road	Exception route only, formal approval required
Mancunian Way Flyover Height Restraint	No occupation or loading until consent confirmed
Emergency access 24/7	Fire exits, dry risers and blue-light route kept available

Operational intent

Pre-booked deliveries, controlled route release, competent marshals, protected pedestrian crossings and uninterrupted emergency access.

Daily assurance

Route opening inspection, booking reconciliation, workface readiness, exception logging and end-of-shift close-down.

Critical interface

The Business School service road and Sandra Burslem frontage require coordinated pedestrian and vehicle control.

Stop-work rule

Stop movement if segregation, route clearance, marshal control, communication or emergency access cannot be maintained.

The project does not have independent construction access. Delivery depends on the shared route remaining available and controlled.

MMU ALL SAINTS LIBRARY TRANSFORMATION

SITE LOGISTICS PLAN

ROUTE STRATEGY

Shared access route control

Higher Cambridge Street

Coordinate campus and construction traffic. Maintain a clear approach.

Boundary Street West

Barrier-controlled shared incoming corridor. Prevent obstruction and unplanned waiting.

Higher Chatham Street

Shared HGV corridor. Booking system and direct marshal communication.

Lower Chatham Street

Kier marshal / holding interface. Release only when service road is clear.

Business School service road

Protect fire escapes, dry risers, servicing, generator and waste collections.

Route release sequence

Booking Submitted → Booking Slot Confirmed → Marshal in position → Vehicle released → Crossings controlled → Safe unload → Exit

Oxford Road

Not a normal construction access route. Formal approval required for any exception. Piling Rig, Tower Crane, advance notification to MCC

Under Mancunian Way

Temporary Accommodation positioned under M/W. 24/7 emergency Access required. Full dilapidation survey required pre commencement. Height restriction goal posts to be erected before first delivery

Sandra Burslem frontage

Protected segregation and controlled crossing arrangement. Suspend movement on control failure. Eric Wright Construction to implement gate/barrier prior to Kiers commencement date

PEOPLE FIRST

Pedestrians, vulnerable users and stakeholders

Controlled crossing

Marshal stop / release. Maintain physical segregation. No movement through uncontrolled pedestrian flow.

Occupied buildings

Keep doors, fire exits and servicing points clear. Maintain visibility and prohibit waiting.

Peak campus periods

Plan around examinations, graduation, enrolment, open days, conferences and public events.

MMU ALL SAINTS LIBRARY TRANSFORMATION

SITE LOGISTICS PLAN

DELIVERY MANAGEMENT

Booking, gate and workface control

Trade forecast → Booking request → Logistics review → Slot approval → Driver route brief → Gate assessment → Unload & close

Arrival condition	Enter via Graham Barrier directed to holding point on Lower Chatham Street
On time / compliant	Release only when Buisness School route is clear.
Early arrival	No highway queueing. Use approved holding or turn away.
Late / missed slot	Reassess capacity and rebook if conflict exists.
Wrong vehicle	Hold outside controlled route and escalate.
No booking / brief	Refuse entry and notify Logistics Manager.
Pedestrian / emergency conflict	Stop until confirmed clear.

Every delivery requires an approved slot, verified vehicle details, route brief, offload plan, competent marshal and workface readiness.

No communication = No movement

Use banksman. Stop immediately if eye contact, radio communication or line of sight is lost.

MMU ALL SAINTS LIBRARY TRANSFORMATION

SITE LOGISTICS PLAN

ENVIRONMENTAL PROTECTION

Dust, noise, water, waste

Road cleanliness

Inspect approaches and routes. Clean promptly and deploy a sweeper when contamination is evident.

Dust

Sheet suitable loads, control dust at unloading and maintain clean hard standing.
Dust Monitoring at Site Boundary

Noise

Coordinate high-impact work around campus events and approved working arrangements.
Noise Monitoring at Site boundary

Vibration

Vibration Monitoring to be established at Site boundary

Spill response

Carry spill kits, protect or isolate drains, report and clean immediately.

Aquifer protection

Prevent contaminants entering ground or drainage. Align RAMS, storage, washout and incident controls with project groundwater requirements.

Emissions

No unnecessary idling. Coordinate deliveries and maximise consolidation where practicable.

Waste

Use booked exchanges, segregated compounds and routes that preserve emergency and pedestrian access.

Environmental controls must be reflected in task RAMS, daily inspections, incident response and the project CEMP. Technical assumptions require project-team verification before issue

MMU ALL SAINTS LIBRARY TRANSFORMATION

SITE LOGISTICS PLAN

PLANT & TEMPORARY WORKS

Workface logistics strategy

Hoarding & reversing

Keep the agreed reversing area free from storage, skips, plant and parked vehicles. No operative access to this zone

Data duct protection

Confirm survey, loads, chambers, ground conditions and TWC acceptance before heavy traffic.

Temporary power

Temporary Power to designated to be fixed above ground, wherever this is not possible heavy-duty ramps to be used to protect cables

Tower crane

Western location; control zoning, exclusions, oversail and out-of-service position.

Concrete

Pump from the northern workface to preserve western shared logistics access. Hoses to be controlled and managed in line with Minimum standards

Hoists / mast climbers

Coordinate frame, floor distribution, facade, MEP, emergency access and inspections.

Waste

Book exchanges outside peak periods. Never obstruct emergency, pedestrian or delivery routes.

Oxford Road exceptions

No movement without formal highway approvals are complete.

Mancunian Way

Asset-owner consent. Height Restrictions (Goal Posts), full survey pre commencement

MMU ALL SAINTS LIBRARY TRANSFORMATION

SITE LOGISTICS PLAN | VISUAL COORDINATION ISSUE

LOGISTICS STRATEGY

AT A GLANCE

Live Campus
Protect students, staff and visitors

Segregated Welfare
Offices, welfare and meeting rooms

Controlled Access
Segregated routes and managed crossings

Tower Crane
Tower can restriction to prevent over sailing

Vehicle Swept Path
Turning space under Mancunian Way

Segregated Walkways
Operatives segregated from haul roads

KEY SITE CONSTRAINTS

1. Elevated Mancunian Way structures
2. Restricted access and turning space
3. Existing buildings and pedestrian interfaces
4. Drainage channels, covers and buried services
5. Crane, lifting and delivery interfaces

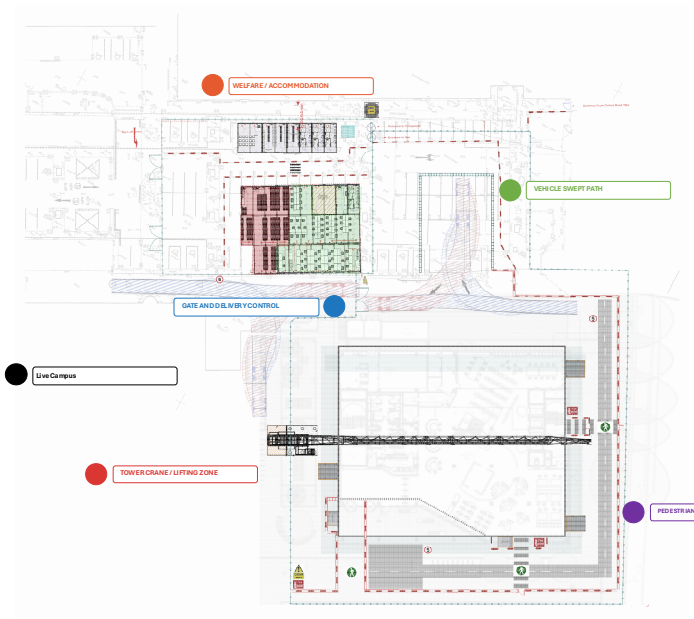
PLAN LEGEND

- Vehicle / delivery route
- Pedestrian route
- Emergency route
- Controlled boundary
- High-risk interface

ENVIRONMENTAL PROTECTION

- Bunded storage and spill kits
- Protect drains before high-risk work
- No uncontrolled discharge
- Inspect and record pollution controls

KIER



DELIVERY PEDESTRIANS

LOGISTICS PRINCIPLES

01 Separate people and plant
02 Book and control deliveries
03 Maintain emergency access
04 Protect drainage and groundwater
05 Brief every logistics change

MMU ALL SAINTS LIBRARY TRANSFORMATION

SITE LOGISTICS PLAN | VISUAL COORDINATION ISSUE

LOGISTICS STRATEGY

Access and Egress

Delivery Routes and Segregation
Protect staff, operative and visitors

Access into site
Offices, welfare and meeting rooms

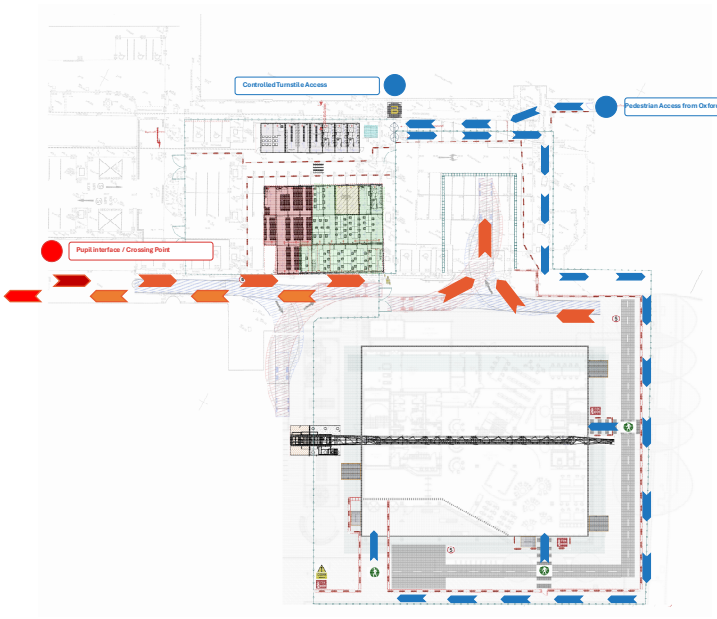
Egress from Site
Egress routes to be controlled by Banksman

Pedestrians
Pedestrian Route segregated from construction traffic

Student interface
Eric Wright to install safety Gates, inline with KOK recommendations

PLAN LEGEND

- Vehicle / delivery route
- Pedestrian route
- Emergency route
- Controlled boundary
- High-risk interface



LOGISTICS PRINCIPLES

01 Separate people and plant
02 Book and control deliveries
03 Maintain emergency access
04 Protect drainage and groundwater
05 Brief every logistics change

MMU ALL SAINTS LIBRARY TRANSFORMATION

SITE LOGISTICS PLAN | VISUAL COORDINATION ISSUE

LOGISTICS STRATEGY

Emergency Access

Fire Access Arrangements
Protect students, staff and visitors

Accommodation / Welfare
Offices, welfare and meeting rooms

Construction Site
Segregated routes and managed crossings

Oxford Road
Emergency Access ONLY

Cambridge Steet
Access from West

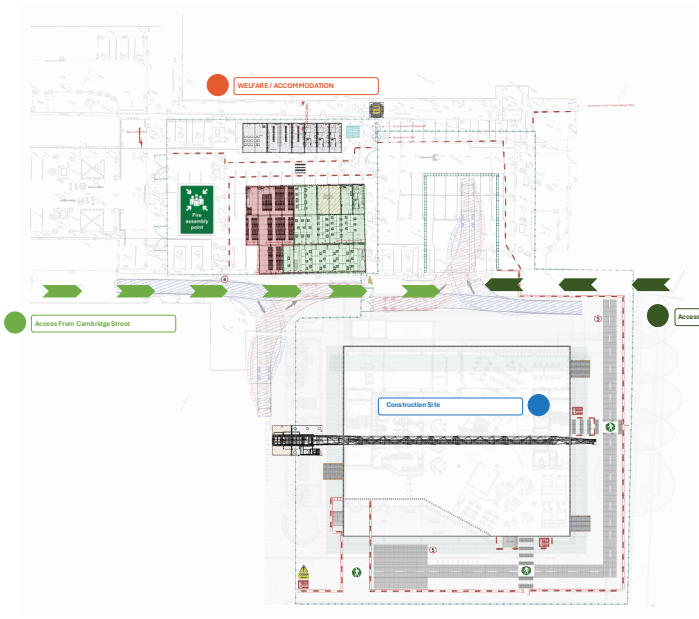
PLAN LEGEND

Vehicle / delivery route

Pedestrian route

Fire Procedure

- Raise Alarm
- Call 999
- Provide Identify Location
- Stop all deliveries
- Muster Point Register



Emergency Access from Cambridge Street

Emergency Access from Oxford Road

LOGISTICS PRINCIPLES

01 Separate people and plant

02 Book and control deliveries

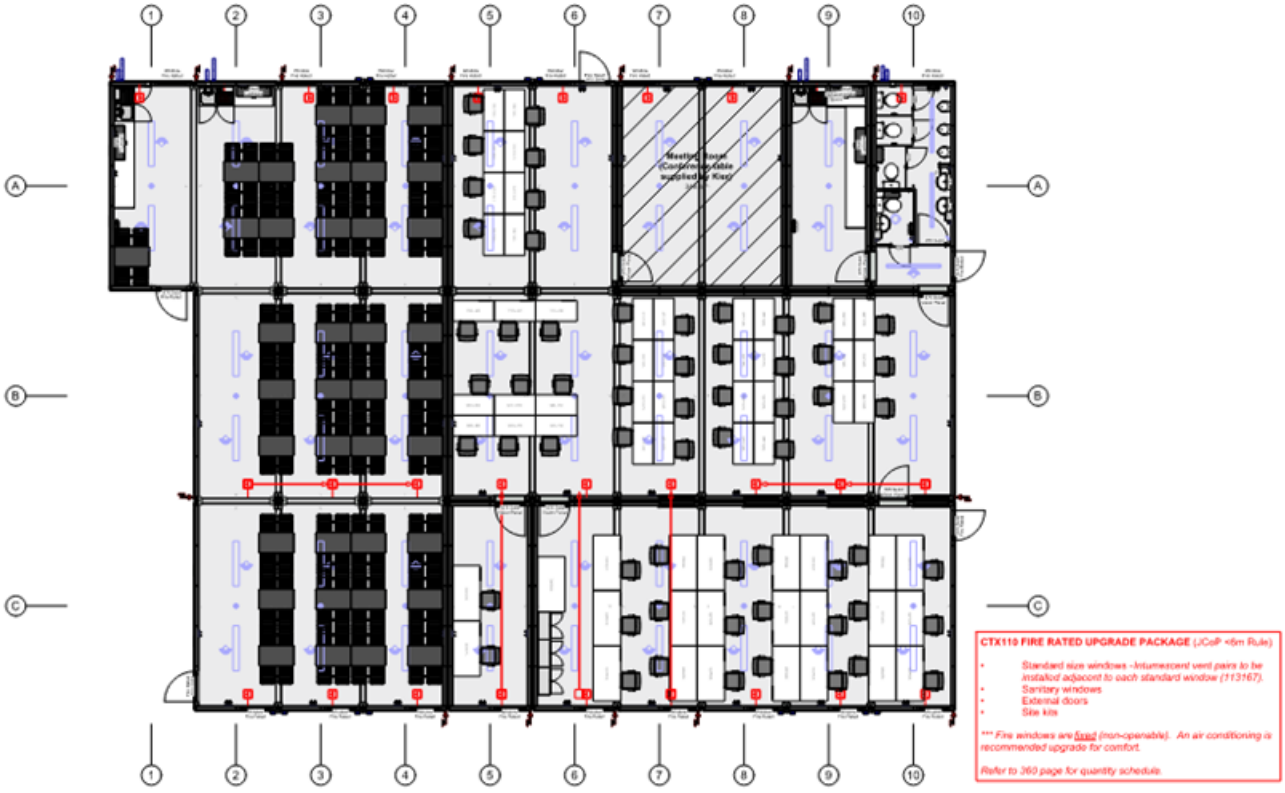
03 Maintain emergency access

04 Protect drainage and groundwater

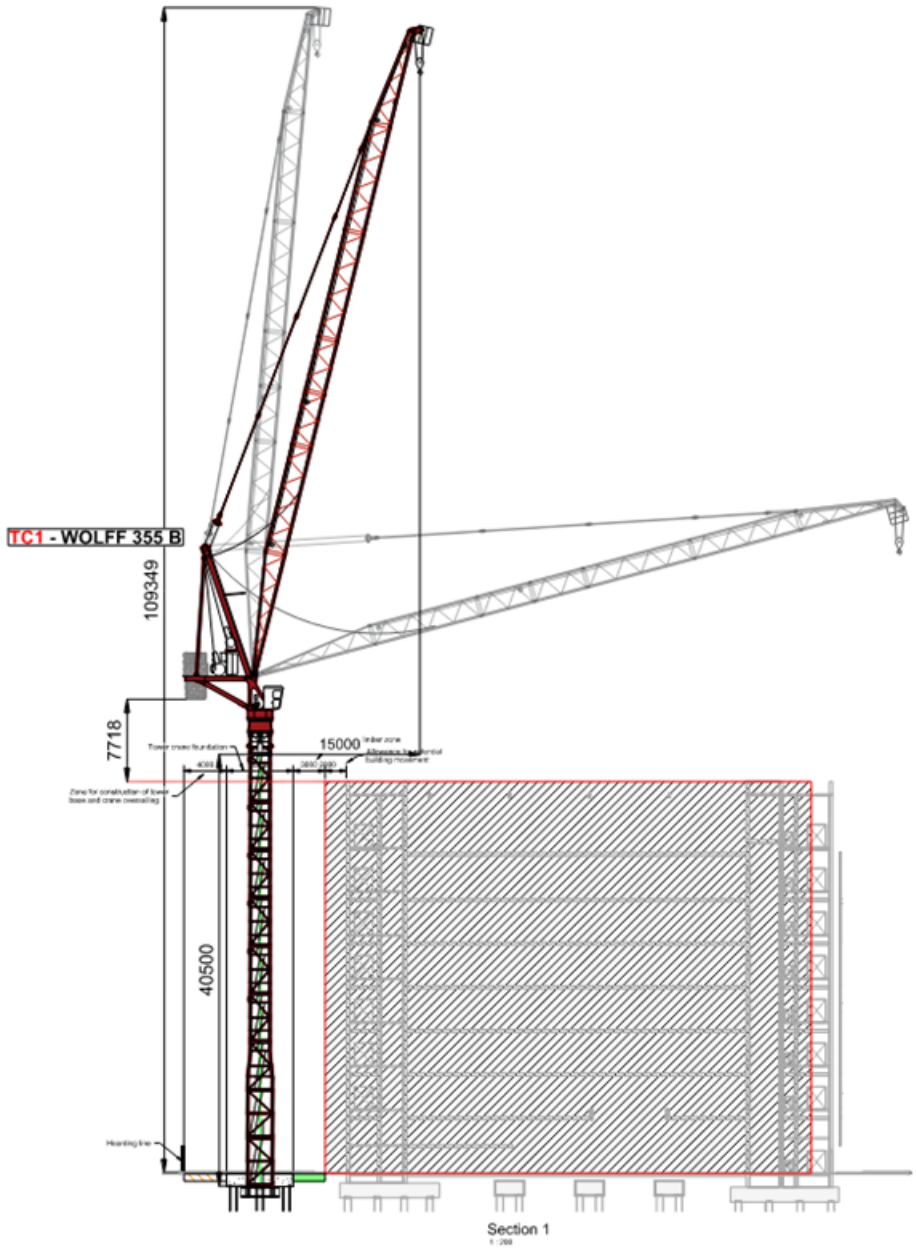
05 Brief every logistics change

C. Accommodation layout

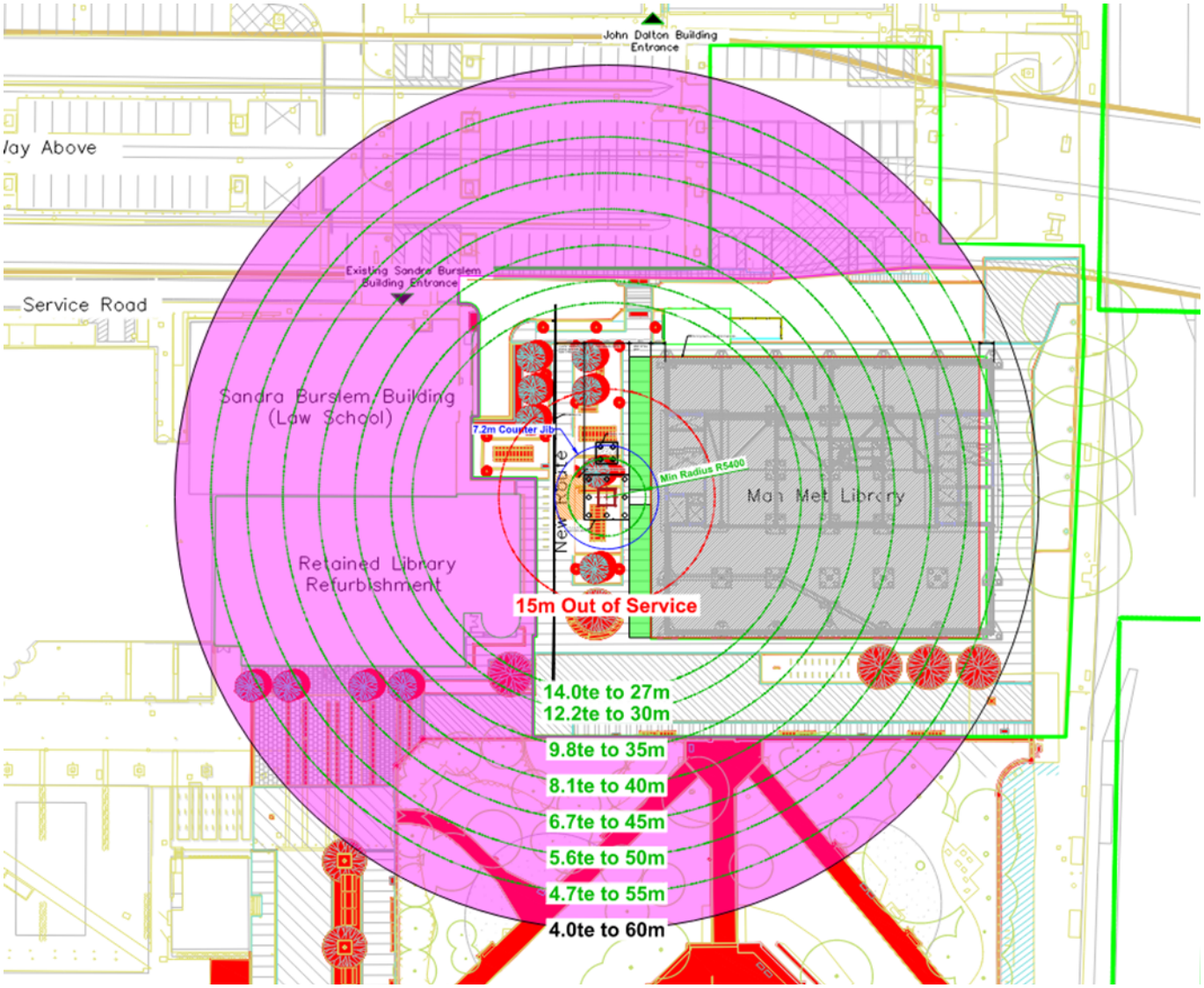




D. Crane Elevation



E. Crane Restrictions



F. Swept-path analyses



G. Parking and travel plans

Nearest Rail Stations

Station	Distance to Site	Approx. Walking Time
Manchester Oxford Road	500m	6-7 mins
Manchester Piccadilly	1.5km	18-20 mins
Manchester Deansgate	1.0km	12-15 mins

Nearest Metrolink Stops

Tram Stop	Distance to Site	Approx. Walking Time
St Peter's Square	900m	10-12 mins
Deansgate-Castlefield	1.0km	12-14 mins
Piccadilly Gardens	1.4km	16-18 mins
Exchange Square	1.8km	22 mins

Car Park	Address	Approx. Walk to All Saints Library	Approx. Walking Time	Notes
Car Park D	Booth Street West M13	200m	3-4 mins	Closest public car park to Cambridge Street. Recommended for visitors and short-term parking.
Manchester Aquatics Centre Car Park (NCP)	Booth St East, Manchester M13	350m	4-5 mins	Closest public car park to All Saints Campus. Recommended for visitors and short-term parking.
NCP Circle Square	Oxford Road, Manchester M1 7ED	500m	6-7 mins	Large modern multi-storey facility adjacent to Oxford Road.
NCP Chester Street	Chester Street, Manchester M1 5GE	600m	7-8 mins	Suitable for longer stays and contractor parking.
Q-Park First Street	First Street, Manchester M15 4FN	700m	8-10 mins	Secure multi-storey car park with EV charging facilities.
NCP Oxford Street	Oxford Street, Manchester M1 5EJ	750m	9-10 mins	Large city-centre car park located close to Oxford Road Station.
Manchester Central / NCP Central	Lower Mosley Street, Manchester M2 3GX	1.2km	15 mins	Alternative overflow parking during peak periods.
APCOA Hulme Street Car Park	Hulme Street, Manchester M1	800m	10 mins	Public pay-and-display facility suitable for daily use.

END.