Construction Management Strategy

In Support of the Planning Application Atlas Business Park

Manchester Airport Safeguarding

Project Name:	Atlas Park Development
On Behalf Of:	Aviva Life and Pensions UK Limited
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Document Control

Document Status

Rev Date	Status	Prepared By	Checked By	Approved By
16/09/26	Rev 3 Final			

Project Revision Record

Rev	Date	Page Numbers Altered	Revision Summary

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1. INTRODUCTION

1.1 Purpose

This Construction Management Strategy (CMS) has been prepared in support of the planning application for the proposed Atlas Park Development located on land adjacent to Simonsway, Wythenshawe, Manchester.

The purpose of this document is to demonstrate that the proposed development can be constructed safely whilst maintaining the continued safe operation of Manchester Airport and ensure minimal impact on local residents and adjacent properties. The Strategy establishes the overarching construction management principles that will be adopted throughout the demolition, enabling works, infrastructure installation and building construction phases to ensure that temporary construction activities do not adversely affect aircraft operations, airport safeguarding requirements, neighbouring receptors or the surrounding highway network.

The development lies within the statutory safeguarding consultation zone of Manchester Airport and has therefore been designed following consultation with Manchester Airports Group (MAG). Particular consideration has been given to airport safeguarding constraints during both the permanent design and the proposed construction methodology, including the development's distinctive saw-tooth roof profile, which has been informed by an approved Glint and Glare Assessment undertaken in consultation with MAG.

This Strategy provides confidence to the Local Planning Authority and Manchester Airports Group that the development can be delivered in accordance with recognised aviation safeguarding principles and current best practice, whilst minimising environmental effects throughout the construction period.

Detailed Construction Phase Plans (CPP), Construction Environmental Management Plans (CEMP), Construction Traffic Management Plans (CTMP) and associated method statements will be prepared by the Principal Contractor prior to commencement of works. These documents will be developed in accordance with the principles established within this Strategy and any planning conditions attached to the consent.

1.2 Objectives

The principal objectives of this Construction Management Strategy are to:

- demonstrate that construction activities can be undertaken without compromising the operational safety of Manchester Airport;
- establish the construction management principles that will govern demolition, enabling works and construction activities;
- demonstrate how construction traffic will be safely managed to avoid adverse impacts on the surrounding highway network and airport users;
- ensure temporary works, cranes and construction plant are managed in accordance with Civil Aviation Authority (CAA) safeguarding requirements and Manchester Airports Group procedures;

- identify the measures that will be implemented to control dust, noise, vibration, lighting and pollution throughout the construction period;
- establish procedures to minimise wildlife attraction and birdstrike risk during construction in accordance with the approved Wildlife Hazard Management Plan;
- demonstrate that temporary drainage and environmental controls will prevent standing water, pollution and other hazards that may affect aviation safety;
- provide a framework for continued consultation with Manchester Airports Group, the Local Planning Authority and other statutory consultees throughout the construction phase; and
- establish a robust management framework that will be developed into detailed construction and environmental management documentation prior to commencement of works.

1.3 Scope

This Strategy applies to all phases of the proposed development, including:

- demolition of the existing Vodafone building and associated structures;
- site clearance and enabling works;
- earthworks and remediation;
- temporary works;
- foundations and substructure construction;
- structural steel erection;
- installation of the built-up saw-tooth roof system;
- external envelope construction;
- internal fit-out;
- external works, hard landscaping and utilities; and
- soft landscaping and project completion.

The Strategy considers all construction activities that have the potential to influence airport safeguarding, environmental management, highway operation or neighbouring receptors.

Specific consideration is given to:

- construction traffic management;
- contractor parking and logistics;
- crane operations and temporary works;
- construction height restrictions;
- demolition methodology;

- dust and air quality management;
- temporary lighting;
- wildlife hazard management;
- bird strike risk;
- noise and vibration;
- surface water management;
- waste management;
- material storage;
- emergency response procedures; and
- ongoing liaison with Manchester Airports Group.

The Strategy is intended to establish the management principles that will inform subsequent detailed construction documentation and should be read in conjunction with the approved planning documents, including the Glint and Glare Assessment and the Wildlife Hazard Management Plan.

1.4 Relationship with Other Documents

This Construction Management Strategy forms part of the planning submission and should be read alongside the supporting application documents.

Prior to commencement of development, the Principal Contractor will prepare a suite of detailed management documents consistent with the principles contained within this Strategy, including:

- Construction Phase Plan (CPP);
- Construction Environmental Management Plan (CEMP);
- Construction Traffic Management Plan (CTMP);
- Detailed Demolition Method Statements;
- Lifting Plans and Crane Management Plans;
- Pollution Prevention Plan;
- Emergency Response Plan;
- Waste Management Plan; and
- Phase-specific environmental method statements.

Where required, these documents will be submitted to Manchester Airports Group and the Local Planning Authority for review in accordance with planning conditions and airport safeguarding procedures.

2. Site Description and Development Context

2.1 Site Location

The Site is located to the east of Wythenshawe town centre within the administrative boundary of Manchester City Council ('MCC' or 'the Council'). The Site is located c. 14km to the south of Manchester City Centre.

The current Atlas Business Park is located adjacent to Simonsway, Wythenshawe, Manchester, immediately to the north-east of Manchester Airport. The site extends to approximately 7.84 hectares (19.37 acres) and currently comprises the three office multi storey buildings and a large vacated Vodafone office building, associated hardstanding, car parking and landscaped areas. The existing Vodafone building and associated infrastructure will be demolished to facilitate part of the proposed redevelopment.

The redevelopment will involve the construction of seven units (light industrial (Use Class E(g)(iii), general industrial (Use Class B2) and/or storage or distribution (Use Class B8), together with ancillary offices (Use Class E(g)(i)) providing a total gross external area of 38,430 sqm; and associated service yards, parking, landscaping, amenity space and infrastructure, with vehicular access off Simonsway.



The site occupies a strategically important location within the Manchester Airport Enterprise Zone and lies approximately 1.4 km north-east of the Runway 23R threshold, placing it within a highly sensitive airport safeguarding area where aircraft regularly overfly the site during approach and departure. Consequently, both the permanent development and the proposed

construction methodology have been developed with full regard to Manchester Airport safeguarding requirements.



2.2 Proposed Development

The proposed development comprises the demolition of the existing Vodafone office building and the construction of seven detached industrial and logistics units ranging in size from approximately **20,910 ft^2 to 88,530 ft^2**. The development also includes associated loading yards, HGV servicing areas, staff and visitor parking, refuse storage, landscaping, drainage infrastructure, pedestrian routes and associated external works.



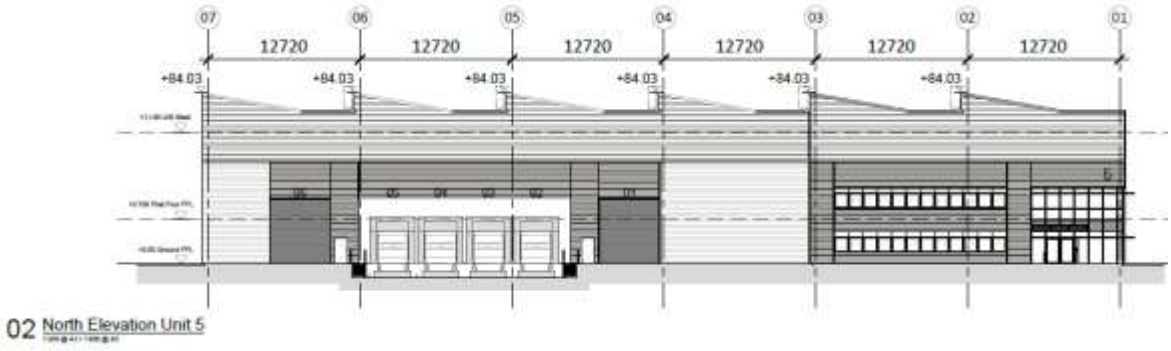
The layout has been developed to maximise operational efficiency whilst responding to the site's unique aviation safeguarding constraints. Particular consideration has been given to vehicle circulation, servicing arrangements and building orientation to ensure that the development can be delivered without adversely affecting the operation of Manchester Airport.

A defining feature of the proposed development is the distinctive saw-tooth roof profile. This design has evolved following consultation with Manchester Airports Group (MAG) and the findings of the Glint and Glare Assessment to minimise the potential for reflected sunlight affecting aircraft operations.

The roof design has also influenced the proposed construction methodology. The use of a built-up roof construction allows materials to be installed from beneath the roof profile, thereby reducing the need for prolonged high-level lifting operations and assisting in minimising crane operating heights during construction.

2.3 Airport Safeguarding Context

Manchester Airport is a safeguarded aerodrome under the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction. Development proposals within the safeguarding consultation area are subject to consultation with Manchester Airports Group to ensure that both permanent and temporary works do not prejudice the safe operation of aircraft.



Safeguarding considerations extend beyond the completed development and include all temporary construction activities. Cranes, piling rigs, high-reach demolition equipment, temporary lighting, stockpiled materials, dust generation, wildlife attraction and standing water all have the potential to affect aviation safety if not appropriately managed. These issues are recognised within current Civil Aviation Authority guidance and Combined Aerodrome Safeguarding Team (CAST) Advice Notes and form the basis of this Construction Management Strategy.

Due to the site's close proximity to the runway threshold, hazardous birds using the site have the potential not only to occupy the development itself but also to move between the development and the airport operational area. The Wildlife Hazard Management Plan prepared in support of the planning application recognises the importance of removing or managing features that could attract hazardous bird species during both construction and occupation. Accordingly, this Strategy incorporates measures to minimise bird attractants and ensure that construction activities do not increase the wildlife strike risk to Manchester Airport.

Throughout the development process, Glencar will maintain ongoing liaison with Manchester Airports Group to ensure that construction activities remain compliant with safeguarding requirements and that any temporary works requiring airport approval are agreed prior to implementation.

2.4 Key Construction Constraints

The principal construction constraints that have influenced the proposed construction methodology are summarised in Table 2.1.

Table 2.1 – Principal Construction Constraints

Constraint	Influence on Construction
Manchester Airport Safeguarding and local residents and businesses	All construction activities will be planned to ensure there is no adverse impact on local residents and businesses, aircraft operations, navigational aids, obstacle limitation surfaces or airport safeguarding requirements.
Construction Height Restrictions	Construction activities associated with Units 2, 3 and 4 are subject to a maximum construction height of 85 m Above Mean Sea Level (AMSL) and other units, lying to the west are also subject to height constraints but these are 96m AMSL (Units 1, 5&6) or higher (Unit 7). This influences crane selection, lifting methodology and construction

	sequencing to meet IFP and OLS requirements. Workshops and review of construction methods will be undertaken with MAG and CAA prior to any erection works taking place.
Existing Vodafone Building	Demolition will be undertaken using long-reach demolition plant with enhanced dust suppression and environmental controls due to the site's proximity to Manchester Airport.
Simonsway Highway Network	All construction traffic, contractor parking and deliveries will be managed entirely within the site to prevent congestion and inappropriate parking on surrounding roads, recognising the high levels of airport-related traffic.
Saw-Tooth Roof Construction	The roof design permits a built-up construction methodology that assists in reducing crane operating heights and limiting prolonged lifting operations and in strict compliance with the Glint and Glare design guidelines.
Wildlife Hazard Management	Standing water, food waste, exposed soils and stockpiles will be actively managed to minimise bird attraction in accordance with the Wildlife Hazard Management Plan.
Temporary Lighting	Construction lighting will be fully shielded and directed away from aircraft approach and departure paths to prevent distraction or confusion with aeronautical lighting.

2.5 Development Summary

The principal characteristics of the proposed development are summarised in Table 2.2.

Table 2.2 – Development Summary

Item	Description
Development Name	Atlas Business Park
Location	Simonsway, Wythenshawe, Manchester
Local Planning Authority	Manchester City Council
Airport	Manchester Airport
Site Area	7.84 ha (19.37 acres)
Gross Internal Area	34,654 m^2 (373,020 ft^2)
Number of Industrial Units	7
Car Parking Spaces	362
Existing Development	Vodafone Building and associated infrastructure
Primary Construction Access	Simonsway
Airport Safeguarding Constraint	Manchester Airport Safeguarded Area
Principal Construction Heights	Unit 1 : 87.69 AMSL Unit 2 : 82.53 AMSL Unit 3 : 82.53 AMSL Unit 4 : 83.94 AMSL Unit 5 : 84.03 AMSL Unit 6 : 88.22 AMSL

	Unit 7 : 86.10 AMSL
Principal Construction Height Constraint	85 m AMSL for Units 2–4

2.6 Construction Strategy

The construction strategy has been developed specifically to respond to local residents, adjacent businesses and the unique operational constraints associated with the site's location adjacent to local residencies and The strategy has focussed on the safeguarding of local residences, businesses and airport requirements looking to ensure the principles of safeguarding have been integrated into every aspect of the proposed construction methodology, including demolition, crane operations, roof installation, traffic management, environmental protection and wildlife hazard management.

The Strategy therefore demonstrates that the proposed development can be delivered safely while maintaining the operational integrity of Manchester Airport, protecting neighbouring communities and minimising impacts on the surrounding highway network and environment. It establishes the framework that will be developed further through the Construction Phase Plan (CPP), Construction Environmental Management Plan (CEMP), Construction Traffic Management Plan (CTMP) and associated method statements prior to commencement of construction works.

3. Airport Safeguarding and Regulatory Framework

3.1 Introduction

Atlas Business Park is located within the safeguarding consultation area of Manchester Airport and is therefore subject to statutory airport safeguarding requirements. These requirements seek to ensure that neither the completed development nor temporary construction activities adversely affect the safe operation of aircraft, airport infrastructure or associated airspace.

Whilst planning permission relates primarily to the permanent development, airport safeguarding also extends throughout the construction phase. Temporary works such as cranes, demolition plant, piling rigs, lighting installations, material storage, dust generation and wildlife attractants all have the potential to affect aviation safety if not appropriately managed. This Construction Management Strategy has therefore been prepared to demonstrate how these risks will be managed throughout the delivery of the development.

The strategy establishes the principles that will be adopted by the Principal Contractor and forms the basis upon which detailed construction documentation will be developed prior to commencement of works.

3.2 Airport Safeguarding

Airport safeguarding is the process by which the operational integrity of an aerodrome is protected from developments or activities that may compromise aviation safety. This includes both permanent development and temporary construction operations undertaken within safeguarded areas.

Safeguarding encompasses a wide range of considerations including:

- protection of Obstacle Limitation Surfaces (OLS)
- safeguarding of instrument flight procedures
- protection of radar, navigation and communication systems
- prevention of lighting that could distract or confuse pilots
- management of wildlife hazards and bird strike risk
- control of construction cranes and temporary structures
- management of dust, smoke and airborne debris; and
- prevention of standing water and other bird attractants.

The site lies within the safeguarding consultation area for Manchester Airport and, due to its close proximity to the runway threshold, construction activities will be undertaken in close liaison with Manchester Airports Group (MAG). Particular regard will be given to maintaining safe aircraft operations throughout the construction period.

3.3 Legislative and Policy Framework

Construction activities associated with the proposed development will be undertaken in accordance with relevant legislation, regulatory guidance and recognised industry best practice.

The principal documents informing this Strategy are summarised in Table 3.1.

Table 3.1 – Principal Guidance Documents

Document	Relevance
CAP 738 – *Safeguarding of Aerodromes*	Establishes safeguarding principles for developments within airport safeguarding areas.
CAP 1096 – *Guidance to Crane Users*	Defines the notification and approval process for cranes and other tall construction equipment.
CAP 168 – *Licensing of Aerodromes*	Sets out requirements for safeguarding licensed aerodromes.
CAST Advice Note 4	Construction issues including cranes, lighting, dust, standing water, waste and temporary works.
Wildlife Hazard Management Plan	Defines bird hazard management commitments for Atlas Business Park during construction and operation.
BS 7121	Safe use of cranes and lifting operations.
BS 5228	Control of noise and vibration from construction activities.

Environmental Protection Act 1990	Environmental controls during construction.
Wildlife and Countryside Act 1981	Protection of wildlife and ecological features.
CDM Regulations 2015	Management of construction health and safety.

The Principal Contractor will ensure that all construction activities are undertaken in accordance with the latest editions of the above documents together with any subsequent guidance issued by Manchester Airports Group or the Civil Aviation Authority.

3.4 Manchester Airports Group Requirements

Manchester Airports Group (MAG) is the statutory safeguarding authority for Manchester Airport and has been consulted throughout the development of the scheme.

The construction methodology has been developed having regard to the site's location within the safeguarded area and incorporates measures to manage:

- temporary crane operations
- demolition activities
- construction traffic
- dust generation
- temporary lighting
- wildlife attraction
- standing water
- material storage
- environmental management
- emergency response procedures.

Throughout construction, ongoing consultation will be maintained with MAG. Activities that have the potential to influence airport safeguarding will be notified in advance, including the use of cranes, high-reach demolition equipment or other temporary structures that require safeguarding approval.

3.5 Safeguarding Responsibilities

The successful implementation of this Strategy relies upon effective communication between all parties involved in the project.

Overall responsibility for compliance with airport safeguarding requirements will rest with the Principal Contractor, who will appoint a suitably competent Site Manager with responsibility for environmental management and airport safeguarding liaison.

The Principal Contractor shall ensure that:

- all relevant personnel receive project-specific inductions covering airport safeguarding requirements
- subcontractors are made aware of construction height restrictions and environmental controls
- crane operations are planned and authorised before mobilisation
- temporary works are reviewed for safeguarding implications
- construction activities are monitored to ensure continued compliance with this Strategy
- any significant safeguarding issues are communicated to Manchester Airports Group without delay.

Where specialist advice is required, consultation will be undertaken with Manchester Airports Group, specialist lifting consultants, environmental advisors or wildlife management specialists as appropriate.

3.6 Construction Management Principles

The following overarching principles will govern construction throughout the project:

1. Construction activities shall not adversely affect the safe operation of Manchester Airport.
2. Temporary works shall be designed to minimise safeguarding impacts wherever practicable.
3. Construction methodologies shall seek to minimise the height and duration of crane operations.
4. Bird attractants shall be prevented through proactive environmental management.
5. Standing water shall be avoided throughout the construction period.
6. Construction traffic shall be managed entirely from Simonsway with no contractor parking on surrounding roads.
7. Dust, lighting and noise shall be controlled to minimise impacts on airport operations and neighbouring receptors.
8. Continuous liaison shall be maintained with Manchester Airports Group throughout construction.

These principles underpin the detailed strategies described in the following sections of this report.

4. Construction Phasing and Methodology

4.1 Overview

The construction methodology has been developed to facilitate the safe and efficient delivery of the proposed development whilst maintaining the operational integrity of Manchester Airport, minimising disruption to the surrounding highway network and reducing environmental impacts on neighbouring receptors.

Construction activities have been planned to integrate airport safeguarding requirements into each phase of the development. This includes the management of temporary works, construction traffic, crane operations, demolition activities, environmental controls and wildlife hazard mitigation.

The development will be delivered through a logical sequence of works designed to minimise the duration of high-risk construction activities and reduce potential impacts on airport operations.

Whilst the exact construction programme will be determined by the appointed Principal Contractor, the overall methodology described within this Strategy establishes the principles that will govern the construction process.

4.2 Indicative Construction Sequence

The anticipated sequence of construction activities is summarised below.

Phase 1 – Site Establishment

The initial phase of the development will comprise:

- establishment of secure site fencing and access controls
- installation of welfare facilities and temporary site accommodation
- formation of construction access from Simonsway
- installation of temporary utilities
- establishment of contractor parking and delivery areas
- implementation of temporary drainage and pollution prevention measures
- installation of environmental protection measures
- commencement of ecological and environmental monitoring.

Construction compounds will be located within the site boundary and to the west of unit 1 on existing hardstanding's to ensure that all contractor parking, deliveries and material storage are accommodated on-site.

Phase 2 – Demolition and Site Clearance

Following establishment of the site compound, demolition of the existing Vodafone office building and associated infrastructure will be undertaken.

Works will include:

- soft strip operations
- removal of hazardous materials where identified
- structural demolition using long-reach demolition plant
- segregation of demolition arisings
- recycling of suitable materials
- removal of existing foundations where required
- preparation of the site for earthworks.

Continuous dust suppression measures will be implemented throughout demolition together with wheel washing, road sweeping and environmental monitoring.

Phase 3 – Earthworks and Infrastructure

Following demolition, earthworks and enabling works will commence.

Activities are anticipated to include:

- cut and fill operations
- ground remediation where required
- installation of temporary and permanent drainage to outfall
- formation of development platforms
- installation of below-ground utilities
- attenuation infrastructure
- service corridors
- formation of permanent access roads.

Temporary drainage systems will be installed early within the programme to minimise the potential for standing water and to manage surface water runoff throughout construction.

Phase 4 – Substructure Construction

Construction of foundations will comprise:

- foundation excavations
- pile installation where required
- reinforced concrete foundations
- ground beams
- service entries

Construction plant will be selected to minimise operational height wherever practicable.

Phase 5 – Superstructure Construction

Following completion of the foundations, structural steel erection will commence.

The construction methodology has been developed to minimise the height and duration of lifting operations in recognition of the site's location within the Manchester Airport safeguarding area.

Where reasonably practicable:

- steelwork will be erected in logical sequences
- mobile cranes will be utilised in preference to permanent tower cranes
- crane locations will be selected to minimise oversailing
- lifting operations will be planned to minimise crane operating heights; and all crane operations will be undertaken in accordance with approved lifting plans and airport safeguarding requirements.

Where appropriate, hydraulic jacking techniques may be utilised to reduce crane operating heights during steel erection.

Phase 6 – Roof Installation

The proposed saw-tooth roof profile has informed the construction methodology.

Rather than relying upon prolonged high-level lifting operations, the proposed built-up roof system allows roofing materials to be progressively installed from beneath the roof structure.

This methodology offers several benefits:

- reduced crane operating heights
- reduced duration of lifting operations
- improved control of material handling
- reduced oversailing risk and enhanced compliance with Manchester Airport safeguarding requirements.

The final roof installation methodology will be agreed by the Principal Contractor prior to commencement of the superstructure works.

Phase 7 – Envelope and External Works

Upon completion of the structural frame, works will progress to:

- cladding installation
- external glazing
- loading docks
- Internal slab pours

- hard landscaping
- service yards
- internal roads
- drainage connections
- external services
- boundary treatments
- soft landscaping.

Construction traffic will progressively reduce as the project approaches completion.

Phase 8 – Commissioning and Completion

The final phase of construction will comprise:

- testing and commissioning
- removal of temporary works
- removal of construction compounds
- completion of landscaping
- environmental reinstatement
- final inspections
- practical completion and handover.

Temporary environmental controls will remain in place until permanent drainage, landscaping and associated infrastructure become fully operational.

4.3 Construction Methodology Principles

The construction methodology has been developed in accordance with the following key principles:

- maintain safe operation of Manchester Airport throughout construction
- minimise the duration and height of temporary construction activities
- maximise construction efficiency through logical sequencing of works
- maintain uninterrupted access from Simonsway
- ensure all contractor parking and deliveries remain within the site boundary
- minimise dust, noise and vibration impacts
- prevent standing water and wildlife attractants
- maximise the reuse and recycling of demolition materials

- protect neighbouring receptors and existing infrastructure
- maintain ongoing liaison with Manchester Airports Group throughout the construction programme.

4.4 Programme Flexibility

Whilst this Strategy establishes the anticipated construction methodology, the detailed sequencing of activities may be refined by the appointed Principal Contractor to reflect procurement, programme optimisation and operational requirements.

Any changes to the proposed methodology that have the potential to affect airport safeguarding, environmental management or construction traffic will be reviewed in consultation with Manchester Airports Group and other relevant stakeholders where appropriate before implementation.

5. Construction Traffic Management Strategy

5.1 Introduction

The proposed development will generate temporary construction traffic associated with demolition, earthworks, material deliveries, waste removal and general construction activities. Due to the site's proximity to Manchester Airport, particular consideration has been given to the management of construction traffic to ensure that airport operations, local businesses and the surrounding highway network are not adversely affected throughout the construction period.

The site benefits from direct access onto Simonsway, a principal highway serving Manchester Airport and the surrounding commercial area. Construction logistics have been developed to make full use of this strategic route, ensuring that all construction traffic accesses the site directly from the primary highway network without passing through residential areas.

A detailed Construction Traffic Management Plan (CTMP) will be prepared by the Principal Contractor prior to commencement of works. The CTMP will expand upon the principles contained within this Strategy and will be agreed with the Local Planning Authority where required.



5.2 Construction Access

Construction access will be taken exclusively from **Simonsway** via the approved site entrance.

No construction access will be permitted from adjacent commercial premises or local roads.

The site entrance will be designed to safely accommodate HGVs, abnormal loads and construction plant whilst maintaining the safe operation of the surrounding highway network.

Where necessary, banksmen will assist vehicle movements entering and leaving the site.

Construction traffic routing will be clearly communicated to all suppliers and subcontractors prior to arrival on site.

5.3 Contractor Parking

The site is located within an area that experiences significant parking demand associated with Manchester Airport passengers, employees and local businesses.

Unauthorised contractor parking on surrounding roads has the potential to adversely affect highway safety, neighbouring businesses and airport users.

Accordingly, all contractor parking will be provided within the site boundary.

No contractor vehicles will be permitted to park on:

- Simonsway.
- adjacent industrial estate roads.
- neighbouring commercial premises or surrounding residential streets.

The Principal Contractor will actively monitor parking arrangements throughout the construction period and take appropriate action where non-compliance is identified.

Site inductions will make contractors aware of the parking restrictions prior to commencing work.

5.4 Delivery Management

Construction deliveries will be managed through a coordinated booking system designed to minimise congestion and avoid unnecessary vehicle waiting on the public highway.

Where practicable, deliveries will be planned to avoid peak commuter and airport traffic periods.

Delivery management principles will include:

- pre-booked delivery slots
- designated unloading areas within the site
- coordination of large deliveries
- avoidance of unnecessary vehicle queuing
- scheduling of abnormal loads where required
- communication with suppliers regarding approved access routes
- monitoring of delivery performance via delivery management system.

5.5 Vehicle Routing

Construction traffic will utilise the highway network when travelling to and from the site.

Approved routing will be communicated to all suppliers and subcontractors through contractual documentation and site inductions. Drivers will be instructed not to use unsuitable local roads unless specifically directed by the Principal Contractor.

Delivery drivers arriving outside their allocated booking time will be instructed to remain off the public highway until authorised to enter the site.

5.6 Site Logistics

A dedicated logistics management system will be implemented throughout construction.

The logistics strategy will include:

- designated HGV holding areas within the site
- segregated pedestrian routes
- construction plant routes

- delivery unloading zones
- material storage compounds
- waste storage areas
- permanent emergency vehicle access
- traffic marshals / banksman where required

Internal vehicle movements will be controlled to minimise interaction between pedestrians, plant and delivery vehicles with pedestrian barriers and dedicated pedestrian walkways in place. A Site Logistics Plan will be maintained and updated throughout the construction programme.

5.7 Highway Protection

Measures will be implemented to ensure that construction activities do not adversely affect the surrounding highway network.

These measures will include:

- wheel washing facilities where necessary
- road sweeping where necessary
- regular inspection of the site access
- prompt removal of mud or debris
- maintenance of visibility splays
- appropriate temporary traffic signage
- routine monitoring of the site entrance.

Should any contamination of the public highway occur, immediate cleaning operations will be undertaken.

5.8 Sustainable Travel

Where reasonably practicable, the Principal Contractor will encourage sustainable travel by construction personnel.

Measures may include:

- secure cycle parking
- shared transport arrangements
- public transport information
- welfare facilities to support active travel
- coordination of workforce travel where appropriate.

The objective is to minimise single-occupancy vehicle trips during the construction period.

5.9 Monitoring and Review

Construction traffic will be monitored throughout the works to ensure that the objectives of this Strategy continue to be achieved. The Construction Traffic Management Plan will be updated where necessary to reflect changes in the construction programme or site operations.

Monitoring activities will include:

- regular inspections of contractor parking
- review of delivery performance
- monitoring of HGV movements
- review of highway cleanliness
- investigation of complaints
- periodic review of construction logistics.

5.10 Commitments

Glencar is committed to managing construction traffic in a manner that protects the operation of Manchester Airport, maintains the efficient operation of the surrounding highway network and minimises disruption to neighbouring businesses and local communities.

The following commitments will apply throughout the construction period:

- All construction traffic will access the site directly from Simonsway.
- All contractor parking will be accommodated within the site boundary.
- Deliveries will be managed through a booking system.
- No vehicles will queue on the public highway.
- Wheel washing and road sweeping will be implemented where required.
- Construction traffic will utilise approved routing only.
- Highway conditions will be regularly monitored.
- The CTMP will be reviewed and updated throughout the construction programme.

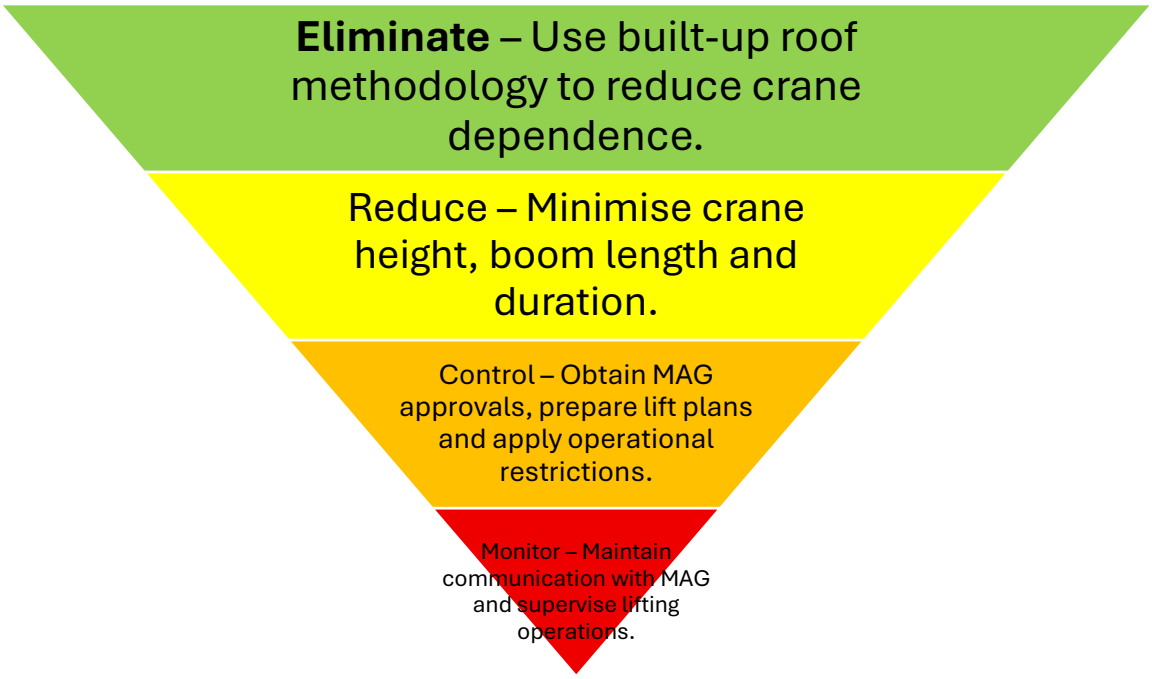
6. Crane Management and Airport Safeguarding Strategy

6.1 Introduction

Due to the site's location within the safeguarding consultation area of Manchester Airport, the management of cranes, lifting operations and other tall construction equipment represents one of the principal construction risks associated with the proposed development.

The construction methodology has therefore been developed to minimise both the height and duration of temporary lifting operations wherever reasonably practicable. Throughout the project, lifting operations will be planned to ensure that construction activities do not adversely affect aircraft operations, navigational aids, protected airspace or other airport safeguarding requirements.

The principles established within this section will be developed into detailed lifting plans and Crane Management Plans by the Principal Contractor prior to commencement of steel erection works.



6.2 Airport Safeguarding Requirements

The development lies within the safeguarding consultation area for Manchester Airport where temporary construction equipment has the potential to penetrate safeguarded airspace or otherwise affect aviation safety.

Temporary structures that may require safeguarding consideration include:

- mobile cranes.
- piling rigs.
- concrete placing booms.
- MEWPs.
- long-reach demolition excavators.
- temporary communication masts.
- scaffold towers and other tall temporary works.

Construction activities involving such equipment will be undertaken in accordance with Manchester Airports Group safeguarding requirements and the relevant Civil Aviation Authority guidance.

6.3 Construction Height Restrictions

The proposed development has been designed in consultation with Manchester Airports Group and is subject to defined safeguarding constraints.

In particular, temporary construction activities associated with **Units 2, 3 and 4** are subject to a maximum construction height of **85 metres Above Mean Sea Level (AMSL)**.

These restrictions will influence:

- crane selection.
- crane positioning.
- lifting methodology.
- erection sequencing.
- temporary works design.
- programming of steel erection activities.

Prior to commencement of any lifting operations, the appointed Principal Contractor will verify the applicable safeguarding constraints and ensure that all temporary works remain within approved limits.

6.4 Crane Selection

Where practicable, construction methodologies will be selected that minimise the need for prolonged high-level lifting operations.

The Principal Contractor will consider:

- the use of mobile cranes in preference to tower cranes.
- minimising crane boom lengths.
- reducing operating radius
- locating cranes to minimise / remove oversailing.
- limiting the number of simultaneous crane operations
- sequencing lifts to reduce overall programme duration.

The final crane selection will be determined following detailed design and contractor appointment.

6.5 Construction Methodology

The structural steel frame and roof construction methodology has been developed to reduce reliance upon high-level lifting operations.

Measures incorporated into the proposed methodology include:

- progressive steel erection in logical construction zones.
- installation of permanent bracing at the earliest opportunity.
- use of hydraulic jacking techniques where appropriate to reduce crane operating heights.
- installation of the built-up roof system from beneath the saw-tooth roof profile where practicable.
- coordination of steel deliveries to minimise on-site storage and repeated lifting operations.

This methodology is expected to reduce both the height and duration of crane operations compared with more conventional construction techniques.

6.6 Crane Approvals

Prior to mobilisation of any crane or other tall temporary structure requiring safeguarding approval, the Principal Contractor will undertake consultation with Manchester Airports Group.

Where required, applications for crane approval will include:

- crane type.
- crane location.
- maximum operating height (AMSL).
- boom length.
- operating radius.
- duration of operation.
- proposed lifting dates.
- contractor details,
- site contact information.

No crane requiring safeguarding approval will be erected until the necessary approvals have been obtained. Copies of all approvals will be retained within the site management office.

6.7 Operational Restrictions

Manchester Airports Group may impose operational requirements or restrictions on temporary crane operations.

These may include:

- maximum operating heights;
- restrictions during specific runway configurations;
- restrictions during adverse weather conditions;
- operating time limitations;
- temporary suspension of lifting operations; and
- aviation obstacle lighting where required.

The Principal Contractor will comply with all safeguarding conditions imposed as part of the crane approval process.

6.8 Lifting Operations

All lifting operations will be undertaken in accordance with:

- LOLER 1998;
- BS 7121;
- project-specific lifting plans
- the Principal Contractor's Safe System of Work.

Lift plans will identify:

- exclusion zones
- crane positions
- lifting sequences
- communication procedures
- weather limitations
- emergency arrangements
- safeguarding requirements

Complex lifts will be supervised by appropriately competent Appointed Persons and Crane Supervisors.

6.9 Monitoring and Communication

Throughout steel erection works, regular liaison will be maintained between the Principal Contractor and Manchester Airports Group where appropriate.

Construction activities will be monitored to ensure that:

- cranes remain within approved operating limits
- lifting operations are undertaken in accordance with approved procedures

- safeguarding conditions are complied with
- temporary works remain stable
- any changes to crane arrangements are communicated in advance

Should unforeseen operational issues arise, lifting activities will be reviewed immediately in consultation with the relevant parties.

6.10 Commitments

The following commitments will apply throughout the construction period:

- Crane operations will be planned to minimise both operating height and duration.
- Mobile cranes will be used in preference to permanent tower cranes where reasonably practicable.
- The built-up roof construction methodology will be utilised to reduce high-level lifting operations where feasible.
- Hydraulic jacking of structural steelwork will be considered where it provides a safeguarding benefit.
- No crane requiring safeguarding approval will be erected without prior approval from Manchester Airports Group.
- All lifting operations will be undertaken in accordance with approved lifting plans and recognised industry standards.
- Ongoing liaison will be maintained with Manchester Airports Group throughout the steel erection phase.

7. Demolition and Environmental Controls

7.1 Introduction

The proposed development requires the demolition of the existing Vodafone office building and associated infrastructure prior to the commencement of construction works.

Due to the site's location within the safeguarding consultation area of Manchester Airport, demolition activities have been carefully considered to ensure that dust generation, airborne debris, smoke and other emissions do not adversely affect aircraft operations, neighbouring businesses or the surrounding environment.

The demolition and subsequent construction phases will therefore be undertaken in accordance with recognised industry best practice, supported by detailed method statements and environmental controls developed by the Principal Contractor.

Construction Activity	Dust Risk	Principal Receptors	Primary Mitigation Measures
Demolition of existing Vodafone building	High	Manchester Airport, adjacent businesses, highway users	Water mist suppression, phased demolition, covered skips, wheel wash, road sweeper, weather monitoring
Soft strip works	Low	Adjacent commercial occupiers	Good housekeeping, waste segregation, covered skips
Earthworks	High	Airport, adjacent highways	Damping down, speed restrictions, minimise exposed soils, weather monitoring
Excavations	Medium	Adjacent businesses	Damping down, prompt reinstatement, minimise exposed areas
Stockpiling of soils	Medium	Airport, neighbouring properties	Cover stockpiles where appropriate, minimise storage duration, stabilise surfaces
Vehicle movements	Medium	Simonsway	Wheel washing, road sweeping, speed limits, designated haul routes
Concrete cutting	Medium	Construction workforce	Local dust suppression, extraction equipment where required
Landscaping	Low	Local receptors	Watering during dry weather, minimise exposed soils

7.2 Demolition Strategy

Demolition works will be undertaken in a controlled and progressive manner following completion of all necessary surveys, service isolations and enabling works.

The Principal Contractor will prepare a detailed Demolition Method Statement prior to commencement of works. The demolition methodology will seek to maximise the recovery and recycling of materials in accordance with the waste hierarchy and project sustainability objectives.

The demolition sequence is anticipated to comprise:

- establishment of exclusion zones
- isolation and disconnection of existing services
- soft strip of internal fixtures and fittings

- removal of hazardous materials where identified
- structural demolition using long-reach demolition excavators
- processing and segregation of demolition arisings
- removal of foundations where required
- preparation of the development platform for subsequent earthworks.

Environmental Aspect	Monitoring Method	Frequency	Responsibility
Dust generation	Visual inspection	Daily	Site Manager
Dust complaints	Complaints register	As required	Project Manager
Wheel wash	Visual inspection	Daily	Logistics Manager
Highway cleanliness	Site inspection	Daily	Site Manager
Stockpiles	Visual inspection	Daily	Site Supervisor
Weather conditions	Met Office forecast	Daily	Site Manager
Water suppression	Site inspection	Continuous during demolition	Demolition Supervisor
Housekeeping	Environmental inspection	Weekly	Environmental Manager

7.3 Demolition Plant

The existing Vodafone building will be demolished using appropriately sized long-reach demolition excavators and supporting plant selected to minimise environmental impacts. All demolition plant will be regularly inspected and maintained to minimise exhaust emissions, noise and vibration.

The selection of demolition equipment will take account of:

- airport safeguarding constraints
- working height limitations
- structural stability
- proximity to adjacent infrastructure
- dust suppression requirements
- operational efficiency.

Source	Control Measure
Demolition	Continuous water mist suppression
Earthworks	Damping down during dry weather
Haul roads	Regular watering where required
HGVs	Wheel washing before leaving site
Waste	Covered skips and enclosed containers
Stockpiles	Minimise height and duration, cover where appropriate
Roads	Mechanical road sweeper as required
Material handling	Reduce drop heights
High winds	Review operations and suspend high-risk activities if necessary

7.4 Dust Management

Dust has the potential to affect neighbouring occupiers, highway users and airport operations if not effectively controlled.

Accordingly, a comprehensive programme of dust suppression measures will be implemented throughout demolition, earthworks and construction activities.

The Principal Contractor will adopt the following measures where appropriate:

- continuous water mist suppression during demolition
- damping down of demolition materials
- covered skips and enclosed waste containers
- covered vehicles transporting demolition arisings
- wheel washing facilities
- regular road sweeping
- damping down of haul roads during dry weather
- speed restrictions for construction traffic
- minimisation of material drop heights
- covering of stockpiled materials
- prompt removal of accumulated dust from hard surfaces.

Dust control measures will be reviewed throughout the construction programme and adjusted to reflect weather conditions and site activities.

7.5 Air Quality Management

Construction activities will be planned to minimise emissions arising from plant, construction traffic and material handling. Open burning of waste materials or vegetation will not be permitted at any stage of the construction works.

Measures will include:

- use of modern construction plant meeting current emissions standards
- avoidance of unnecessary engine idling
- regular servicing and maintenance of plant
- efficient construction logistics to minimise vehicle movements
- optimisation of delivery scheduling
- good site housekeeping.

7.6 Weather Monitoring

Weather conditions have a significant influence on dust generation.

Site management will monitor weather forecasts throughout demolition and earthworks.

Where necessary, additional control measures will be implemented during periods of:

- prolonged dry weather;
- high temperatures;
- strong winds; or
- other conditions likely to increase dust generation.

Should dust emissions become difficult to control despite the implementation of mitigation measures, the relevant activities will be temporarily suspended until satisfactory control can be re-established.

7.7 Airport Safeguarding Measures

Particular consideration will be given to the potential effects of demolition and construction activities on Manchester Airport.

Construction activities will be managed to minimise:

- airborne dust
- windblown debris
- smoke
- loose lightweight materials
- reflective materials

- any activity that could adversely affect aircraft operations.

Site management will maintain appropriate communication with Manchester Airports Group where construction activities have the potential to influence airport safeguarding.

7.8 Monitoring

The effectiveness of dust and air quality mitigation measures will be monitored throughout the construction period.

Monitoring will include:

- routine visual inspections;
- inspection of wheel wash facilities;
- monitoring of housekeeping standards;
- review of weather conditions;
- inspection of stockpiles and material storage;
- investigation of complaints; and
- regular environmental inspections by the site management team.

Where monitoring identifies that additional mitigation is required, construction activities will be reviewed and control measures enhanced accordingly.

7.9 Commitments

The following commitments will apply throughout demolition and construction:

- Demolition will be undertaken using a planned and progressive sequence.
- Long-reach demolition equipment will be selected to comply with project and safeguarding constraints.
- Continuous dust suppression will be implemented where required.
- Open burning will not be permitted.
- Construction traffic will utilise wheel washing facilities where necessary.
- Stockpiled materials will be managed to prevent windblown dust.
- Site housekeeping standards will be maintained throughout the construction period.
- Dust control measures will be reviewed in response to changing site and weather conditions.
- Construction activities will be managed to avoid adverse effects on Manchester Airport operations and neighbouring receptors.

8. Wildlife Hazard Management

8.1 Introduction

The proposed development is located within the safeguarding consultation area of Manchester Airport where the management of wildlife is a key aviation safeguarding consideration.

Wildlife, particularly flocking bird species, has the potential to present a significant hazard to aircraft operations. Construction activities can inadvertently create temporary habitats or food sources that attract birds through the creation of standing water, exposed soils, waste materials, vegetation or food waste. Accordingly, the management of wildlife during construction has been incorporated as a fundamental component of the overall construction strategy.

This Construction Management Strategy has been developed alongside the approved Wildlife Hazard Management Plan and establishes the management principles that will be implemented throughout the construction phase to minimise wildlife strike risk and ensure compliance with Manchester Airport safeguarding requirements.

Potential Attractant	Likely Wildlife	Mitigation Measures
Standing water	Gulls, waterfowl	Temporary drainage, pumping, inspections
Food waste	Gulls, corvids, vermin	Covered bins, daily waste removal
Soil stockpiles	Gulls, corvids	Minimise duration, prevent vegetation establishment
Waste skips	Gulls	Covered skips, regular collections
Long grass	Small mammals, birds of prey	Routine vegetation management
Poor housekeeping	General bird activity	Daily inspections, litter picking

8.2 Objectives

The objectives of the Wildlife Hazard Management Strategy are to:

- minimise the potential for construction activities to attract hazardous bird species
- prevent the formation of temporary habitats that may encourage birds or other wildlife
- support the continued safe operation of Manchester Airport
- integrate wildlife management into everyday site operations
- complement the approved Wildlife Hazard Management Plan
- provide a framework for monitoring and reviewing wildlife activity throughout construction.

8.3 Bird Hazard Management

Construction activities have the potential to create temporary features that attract birds if not appropriately managed.

Potential attractants include:

- standing water
- exposed soils
- stockpiled materials
- uncovered skips
- food waste
- vegetation growth
- temporary drainage features
- poor housekeeping.

The Principal Contractor will ensure that these potential attractants are actively managed throughout the construction period.

Where bird activity is observed, site management will investigate the cause and implement appropriate corrective measures.

8.4 Site Housekeeping

Good housekeeping is recognised as one of the most effective methods of reducing wildlife attraction.

The following measures will be implemented throughout construction:

- daily litter picking;
- prompt removal of waste;
- covered skips;
- enclosed waste containers;
- removal of food waste from welfare facilities;
- secure storage of lightweight materials;
- regular inspection of storage compounds;
- prompt clearance of spillages; and
- maintenance of clean working areas.

Waste storage areas will be inspected regularly to ensure that they do not become attractive to birds or vermin.

8.5 Surface Water Management

Temporary drainage will be established at an early stage of the construction programme to minimise the formation of standing water.

Measures will include:

- temporary drainage channels;
- pumping of excavations where necessary;
- regular inspection following rainfall;
- maintenance of temporary drainage systems;
- prompt removal of ponded water; and
- management of silt to maintain drainage performance.

No unnecessary standing water will be permitted to remain on the site, recognising its potential to attract hazardous bird species.

8.6 Material Storage

Material storage areas will be managed to minimise opportunities for wildlife attraction.

The Principal Contractor will:

- minimise the duration of soil stockpiles;
- prevent vegetation establishing on stored materials;
- cover lightweight materials where appropriate;
- secure waste containers;
- avoid unnecessary accumulation of materials; and
- regularly inspect storage compounds.

Storage compounds will be located within designated areas of the site and maintained in a clean and orderly condition.

8.7 Landscaping During Construction

Temporary landscaping works and environmental mitigation measures will be undertaken in accordance with the approved landscaping proposals and Wildlife Hazard Management Plan.

Construction activities will seek to avoid creating temporary habitats attractive to flocking birds.

Vegetation will be managed throughout the construction period to prevent uncontrolled establishment of species capable of attracting hazardous birds.

8.8 Monitoring

Wildlife activity will be monitored throughout the construction programme by the site management team.

Monitoring will include:

- routine site inspections;
- inspection following periods of heavy rainfall;
- monitoring of standing water;
- inspection of waste storage areas;
- inspection of temporary drainage;
- monitoring of bird activity; and
- review of housekeeping standards.

Any increase in bird activity will be investigated and appropriate corrective measures implemented.

8.9 Communication with Manchester Airport

Should significant bird activity be observed that has the potential to affect airport operations, the Principal Contractor will liaise with Manchester Airports Group as appropriate.

Where specialist bird management measures are considered necessary, these will be undertaken by suitably qualified personnel and, where required, coordinated with Manchester Airport to ensure that any dispersal techniques do not inadvertently increase bird activity within the operational airfield environment.

8.10 Commitments

Throughout construction, Glencar will adopt the following commitments:

- Daily housekeeping inspections will be undertaken.
- All skips containing putrescible waste will remain covered.
- Food waste will be removed from the site regularly.
- Standing water will be prevented wherever reasonably practicable.
- Temporary drainage systems will be inspected following significant rainfall events.
- Stockpiles will be managed to minimise wildlife attraction.
- Bird activity will be monitored throughout the construction period.
- Any significant wildlife issues will be investigated and appropriate mitigation implemented.
- Ongoing liaison will be maintained with Manchester Airports Group where safeguarding issues arise.

9. Noise, Vibration and Temporary Lighting

9.1 Introduction

Construction activities associated with the proposed development have the potential to generate temporary noise, vibration and artificial lighting. If not appropriately managed, these activities may adversely affect neighbouring commercial premises, nearby residential receptors, highway users and the operational environment of Manchester Airport.

The Principal Contractor will implement a range of management measures to minimise these temporary effects throughout demolition, earthworks and construction activities. The detailed control measures will be developed within the Construction Environmental Management Plan (CEMP) prior to commencement of works.

Construction activities will be undertaken in accordance with current industry best practice, including BS 5228 *Code of Practice for Noise and Vibration Control on Construction and Open Sites*, whilst recognising the additional safeguarding requirements associated with the site's proximity to Manchester Airport.

Activity	Potential Impact	Mitigation
Demolition	Noise and vibration	Progressive demolition, well-maintained plant, controlled working methods
Earthworks	Plant noise	Modern equipment, sequencing, minimise idling
Steel erection	Crane and impact noise	Planned lifting operations, communication with neighbours
Deliveries	HGV noise	Delivery booking system, designated routes
External works	General construction noise	Programme management, supervision

9.2 Construction Noise

Construction activities capable of generating temporary noise include:

- demolition of the existing Vodafone building
- earthworks
- piling or foundation construction (where required)
- structural steel erection
- concrete works
- mechanical plant operation
- HGV movements
- loading and unloading activities

- external finishing works.

Construction noise cannot be eliminated entirely; however, it will be managed to minimise impacts on neighbouring occupiers and the surrounding environment.

9.3 Noise Control Measures

The following measures will be implemented throughout construction where reasonably practicable:

- selection of modern, low-noise construction plant and tools
- regular maintenance and inspections of equipment to manufacturers' recommendations
- avoidance of unnecessary engine idling
- switching off plant when not in use
- careful planning of construction sequencing to reduce simultaneous noisy activities
- locating stationary plant away from sensitive receptors where practicable
- use of temporary acoustic screening where appropriate
- maintaining effective communication with neighbouring occupiers
- monitoring construction activities to ensure compliance with agreed working practices.

The Principal Contractor will review construction methodologies throughout the programme to identify opportunities to reduce noise generation.

9.4 Vibration

Construction vibration will principally arise from demolition, compaction activities and heavy construction plant.

Where vibration-generating activities are required, the Principal Contractor will:

- select appropriate construction techniques
- use suitable plant for the activity being undertaken
- minimise the duration of vibration-generating works
- maintain equipment to minimise excessive vibration
- monitor vibration where appropriate
- investigate any complaints received from neighbouring occupiers.

Construction activities will be planned to avoid unnecessary vibration wherever reasonably practicable.

9.5 Working Hours

Construction working hours will comply with any planning conditions attached to the development.

Where activities outside normal construction hours are necessary, these will be agreed in advance with the relevant authorities and, where appropriate, Manchester Airports Group.

Certain lifting operations or specialist construction activities may require coordination with Manchester Airport operational requirements. Any such activities will be planned in consultation with Manchester Airports Group to ensure continued airport safety and operational resilience.

9.6 Temporary Lighting

Temporary construction lighting is essential to maintain safe working conditions during periods of reduced daylight and for activities undertaken outside normal daylight hours.

Due to the site's proximity to Manchester Airport, temporary lighting has been identified as a key airport safeguarding consideration.

Lighting installations will therefore be designed to avoid distraction to aircraft, confusion with aeronautical lighting or unnecessary light spill beyond the site boundary.

9.7 Lighting Design Principles

Temporary lighting will be designed in accordance with recognised good practice and the safeguarding requirements of Manchester Airports Group.

Lighting installations will incorporate the following principles:

- luminaires directed downward onto the working area
- fully shielded or cowled fittings where appropriate
- avoidance of upward light spill
- minimisation of glare
- avoidance of lighting arrangements that could be confused with aircraft approach or runway lighting
- lighting limited to areas where operationally required
- lighting switched off when not required
- regular inspection and adjustment of lighting installations.

Where necessary, temporary lighting proposals will be reviewed with Manchester Airports Group prior to installation.

9.8 Airport Safeguarding

Temporary lighting, high-intensity work lights and illuminated plant have the potential to affect aircraft operations if poorly designed or incorrectly positioned.

The Principal Contractor will therefore ensure that:

- lighting is positioned to avoid direct illumination towards aircraft approach and departure paths
- floodlighting is appropriately angled and shielded
- lighting installations do not interfere with airport navigation or operational activities
- damaged or misaligned lighting is rectified promptly
- any airport safeguarding concerns raised by Manchester Airports Group are addressed without delay.

Risk	Mitigation
Upward light spill	Fully shielded luminaires
Pilot distraction	Lighting directed away from flight paths
Confusion with aeronautical lighting	Avoid linear or runway-like lighting layouts
Glare	Low-glare fittings, correct positioning
Unnecessary lighting	Timers and manual switch-off procedures
Equipment failure	Routine inspection and maintenance

9.9 Monitoring

The effectiveness of noise, vibration and lighting controls will be monitored throughout the construction period.

Monitoring will include:

- routine site inspections
- inspection of temporary lighting installations
- maintenance of construction plant
- investigation of complaints
- review of working practices
- periodic environmental inspections.

Where monitoring identifies opportunities for improvement, construction methodologies and environmental controls will be reviewed accordingly.

9.10 Commitments

Throughout the construction period Glencar will commit to the following principles:

- Construction activities will be undertaken in accordance with BS 5228.
- Modern, well-maintained plant will be utilised wherever practicable.
- Noise-generating activities will be planned to minimise impacts on neighbouring receptors.
- Construction plant will not be left idling unnecessarily.
- Temporary lighting will be fully shielded and directed away from aircraft flight paths.
- Lighting will be switched off when not operationally required.
- Any activities requiring coordination with Manchester Airports Group will be planned in advance.
- Environmental monitoring will be undertaken throughout the construction programme.

10. Surface Water, Pollution Prevention and Waste Management

10.1 Introduction

Construction activities have the potential to affect both the surrounding environment and the operational safety of Manchester Airport if surface water, waste and potential sources of pollution are not effectively managed.

The proposed development has therefore been designed to incorporate robust pollution prevention measures throughout the construction period. Particular emphasis will be placed on preventing the formation of standing water, controlling surface water runoff, protecting existing drainage infrastructure and maintaining high standards of site housekeeping.

These measures will minimise environmental impacts, reduce the potential for pollution incidents and ensure that construction activities do not create conditions likely to attract hazardous bird species or adversely affect airport safeguarding.

Pollution Source	Potential Risk	Mitigation Measures
Fuel storage	Ground and surface water contamination	Bunded tanks, secondary containment, routine inspections
Refuelling operations	Fuel spills	Designated refuelling area, spill kits, trained operatives
Concrete washout	High pH runoff	Designated washout area, containment measures
Construction waste	Pollution and wildlife attraction	Covered skips, regular collections, segregation
Earthworks	Sediment runoff	Temporary drainage, silt traps, progressive stabilisation

Plant leaks	Soil contamination	Routine maintenance, drip trays, inspections
Standing water	Bird attraction	Temporary drainage, pumping, routine inspections

10.2 Objectives

The objectives of this section are to:

- protect surface water and groundwater from construction-related pollution;
- prevent the formation of standing water that may attract hazardous bird species;
- ensure construction waste is managed in accordance with the waste hierarchy;
- maintain high standards of housekeeping throughout the construction period;
- minimise the risk of pollution incidents; and
- ensure compliance with relevant environmental legislation and planning requirements.

10.3 Surface Water Management

Effective surface water management will be implemented from the commencement of site establishment and maintained throughout all construction phases.

Temporary drainage systems will be installed at the earliest practicable opportunity to manage runoff from construction activities and prevent the accumulation of standing water.

The surface water strategy will include:

- temporary drainage channels;
- temporary pipework and carrier drains where required;
- temporary catchpits and silt traps;
- pumping of excavations where necessary;
- routine inspection following periods of rainfall;
- maintenance of temporary drainage infrastructure; and
- progressive connection to the permanent drainage network as construction progresses.

The Principal Contractor will regularly inspect drainage systems to ensure they remain operational and free from obstruction.

10.4 Standing Water Management

The prevention of standing water is a fundamental airport safeguarding requirement.

Standing water has the potential to attract gulls, waterfowl and other bird species that could increase the risk of bird strike to aircraft operating at Manchester Airport.

Accordingly:

- temporary ponding will not be permitted to remain on site;
- excavations will be pumped where necessary;
- drainage systems will be inspected following significant rainfall events;
- temporary storage of water will be minimised;
- areas susceptible to ponding will be monitored routinely; and
- corrective actions will be implemented promptly where ponding occurs.

Where attenuation or temporary water storage is required for construction purposes, appropriate management measures will be implemented to minimise the potential for wildlife attraction.

10.5 Pollution Prevention

The Principal Contractor will adopt a proactive approach to pollution prevention throughout the construction programme.

Measures will include:

- designated refuelling areas located away from drainage systems where practicable;
- drip trays beneath static plant;
- appropriate storage of fuels, oils and chemicals;
- secure COSHH storage;
- spill kits located throughout the site;
- pollution response procedures;
- regular inspection of plant and equipment for leaks;
- protection of drainage systems during construction; and
- environmental awareness training for all site personnel.

All site personnel will receive instruction on pollution prevention procedures during project induction.

10.6 Fuel and Chemical Storage

Fuel, oils and other hazardous substances will be stored in designated compounds designed to minimise the risk of accidental pollution.

Storage arrangements will include:

- bunded fuel tanks;
- secondary containment where appropriate;
- lockable storage compounds;
- weather protection where necessary;
- clearly identified emergency procedures;
- routine inspections; and
- controlled access by authorised personnel only.

Refuelling activities will be supervised and undertaken using appropriate spill prevention measures.

10.7 Waste Management

Construction waste will be managed in accordance with the principles of the waste hierarchy:

1. Prevention
2. Reduction
3. Re-use
4. Recycling
5. Recovery
6. Disposal as a last resort

The Principal Contractor will seek to maximise the reuse and recycling of demolition materials wherever practicable.

Dedicated waste segregation areas will be established within the construction compound.

Separate containers will be provided for:

- concrete and masonry;
- metals;
- timber;
- plasterboard;
- plastics;
- cardboard;
- general waste; and
- hazardous waste.

Waste carriers and disposal facilities will be appropriately licensed.

10.8 Waste Storage

Waste storage arrangements will be designed to minimise pollution risk and wildlife attraction.

Measures will include:

- covered skips where appropriate;
- enclosed waste compounds;
- regular waste collections;
- segregation of hazardous materials;
- prompt removal of food waste;
- prevention of waste accumulation; and
- routine inspection of waste storage areas.

Waste will not be permitted to accumulate unnecessarily on the site.

10.9 Good Housekeeping

Good housekeeping will form an integral part of the construction management strategy.

Site management will ensure that:

- work areas remain clean and organised;
- materials are stored in designated locations;
- loose debris is removed promptly;
- waste is regularly collected;
- drainage systems remain unobstructed;
- spillages are cleaned immediately;
- access routes remain free from obstruction; and
- environmental inspections are undertaken routinely.

Good housekeeping not only reduces environmental impacts but also contributes to airport safeguarding by minimising potential wildlife attractants and Foreign Object Debris (FOD).

10.10 Emergency Response

The Principal Contractor will prepare an Emergency Pollution Response Plan before construction commences.

The plan will include procedures for:

- fuel spills;
- chemical releases;

- contaminated runoff;
- fire water management;
- environmental incidents;
- notification procedures;
- spill response equipment; and
- reporting to the relevant authorities where required.

All pollution incidents will be investigated, recorded and appropriate corrective actions implemented.

10.11 Monitoring and Inspection

Routine environmental inspections will be undertaken throughout the construction programme.

Inspection activities will include:

- drainage infrastructure;
- standing water;
- fuel storage;
- spill kits;
- waste compounds;
- housekeeping standards;
- pollution prevention measures; and
- environmental incidents.

Inspection frequencies will be reviewed throughout the project to reflect the stage of construction and associated environmental risks.

10.12 Commitments

Throughout construction, Glencar will implement the following commitments:

- Temporary drainage will be installed in an approved location at the earliest practicable opportunity.
- Standing water will be prevented wherever reasonably practicable.
- Drainage systems will be inspected following significant rainfall events.
- Fuel and chemicals will be stored within bunded and secure compounds.
- Spill response equipment will be available throughout the site.
- Construction waste will be managed in accordance with the waste hierarchy.

- Waste storage areas will remain clean, secure and regularly serviced.
- Good housekeeping standards will be maintained throughout the construction programme.
- Pollution incidents will be investigated and appropriate corrective actions implemented.

11. Environmental Management, Monitoring and Compliance

11.1 Introduction

Effective environmental management is fundamental to the successful delivery of the proposed development and forms an integral component of the overall Construction Management Strategy.

This chapter establishes the environmental management framework that will be adopted throughout the construction period to ensure compliance with planning conditions, airport safeguarding requirements and relevant environmental legislation.

The Principal Contractor will implement robust management procedures to ensure that construction activities are undertaken in a safe, environmentally responsible and controlled manner, whilst maintaining the operational integrity of Manchester Airport and minimising impacts on neighbouring businesses, highway users and the surrounding environment.

The management arrangements described within this Strategy will be developed further within the project-specific Construction Environmental Management Plan (CEMP) prior to commencement of construction.

11.2 Environmental Management System

The Principal Contractor will implement an Environmental Management System (EMS) appropriate to the scale and complexity of the development.

The EMS will provide a structured approach to environmental management throughout the construction programme and will include procedures for:

- environmental planning;
- risk assessment;
- environmental inspections;
- monitoring;
- corrective actions;
- incident reporting;
- document control;
- competence and training; and
- continual improvement.

Where applicable, the Principal Contractor will operate an Environmental Management System certified to ISO 14001 or an equivalent recognised standard.

11.3 Roles and Responsibilities

Clear roles and responsibilities will be established prior to commencement of construction.

Overall responsibility for environmental performance will rest with the Principal Contractor.

Typical responsibilities are anticipated to include:

Project Director

Responsible for:

- overall project governance;
- provision of adequate resources;
- ensuring environmental objectives are achieved.

Project Manager

Responsible for:

- implementation of this Construction Management Strategy;
- liaison with Manchester Airports Group;
- coordination with the Local Planning Authority;
- review of environmental performance.

Site Manager

Responsible for:

- day-to-day environmental management;
- site inspections;
- housekeeping standards;
- implementation of mitigation measures;
- supervision of subcontractors.

Environmental Manager / Advisor

Responsible for:

- environmental audits;
- environmental monitoring;
- incident investigation;
- environmental reporting;
- advising the site management team.

Site Operatives

Responsible for:

- complying with environmental procedures;
- reporting environmental issues;
- maintaining housekeeping standards;
- participating in toolbox talks.

Environmental Aspect	Inspection Frequency	Responsible Person
Housekeeping	Daily	Site Manager
Dust Controls	Daily	Site Manager
Wheel Wash	Daily	Logistics Manager
Waste Management	Weekly	Environmental Manager
Fuel Storage	Weekly	Site Manager
Drainage Systems	Weekly and after significant rainfall	Site Manager
Standing Water	After rainfall events	Environmental Manager
Wildlife Hazard Controls	Weekly	Environmental Manager
Temporary Lighting	Weekly	Site Manager
Pollution Prevention	Weekly	Environmental Manager

11.4 Environmental Inspections

Routine inspections will be undertaken throughout the construction programme to ensure compliance with this Strategy and the Construction Environmental Management Plan.

Inspections will include:

- housekeeping;
- waste management;
- drainage systems;
- pollution prevention measures;
- fuel storage;
- temporary lighting;
- dust suppression;
- noise control measures;

- wildlife hazard controls;
- material storage; and
- site security.

Inspection findings will be recorded and reviewed by the site management team.

Where deficiencies are identified, corrective actions will be implemented without unnecessary delay.

11.5 Environmental Monitoring

Monitoring will be undertaken to assess the effectiveness of environmental mitigation measures throughout construction.

Monitoring activities are expected to include:

- visual dust monitoring;
- weather monitoring;
- standing water inspections;
- wildlife observations;
- waste management inspections;
- noise monitoring where appropriate;
- highway cleanliness inspections;
- lighting inspections; and
- pollution prevention inspections.

Monitoring frequencies will be reviewed throughout the construction programme to reflect changing construction activities and associated environmental risks.

11.6 Training and Competence

All personnel working on the project will receive an environmental induction before commencing work.

The induction will include:

- airport safeguarding awareness;
- environmental responsibilities;
- pollution prevention;
- waste management;
- wildlife hazard management;

- spill response;
- housekeeping standards;
- reporting procedures; and
- emergency arrangements.

Additional toolbox talks will be delivered throughout the project to reinforce environmental requirements and communicate lessons learned.

11.7 Non-Conformance and Corrective Actions

Where environmental inspections identify non-conformance with this Strategy or the CEMP, appropriate corrective action will be implemented.

The Principal Contractor will establish procedures for:

- recording environmental observations;
- identifying root causes;
- implementing corrective actions;
- verifying effectiveness;
- sharing lessons learned; and
- preventing recurrence.

Significant environmental incidents will be reported in accordance with the project reporting procedures.

11.8 Complaints Procedure

A clear procedure will be established to manage environmental complaints received from neighbouring businesses, residents or other stakeholders.

The procedure will include:

- recording the complaint;
- investigation by the site management team;
- identification of corrective actions where required;
- communication with the complainant;
- monitoring of outcomes; and
- review during project management meetings.

Complaints will be treated as an opportunity to improve construction management practices throughout the project.

11.9 Environmental Auditing

Periodic environmental audits will be undertaken throughout the construction programme.

The purpose of the audits will be to:

- assess compliance with this Strategy;
- review implementation of mitigation measures;
- identify opportunities for improvement;
- monitor corrective actions; and
- demonstrate continual environmental improvement.

Audit findings will be communicated to the project management team.

11.10 Environmental Commitments

Throughout the construction programme, the Principal Contractor will commit to:

- implementing a robust Environmental Management System;
- undertaking regular inspections and audits;
- maintaining high standards of housekeeping;
- providing environmental training for all personnel;
- investigating environmental incidents promptly;
- implementing corrective actions where required;
- maintaining communication with Manchester Airports Group and the Local Planning Authority where appropriate; and
- continually reviewing environmental performance to identify opportunities for improvement.

12. Consultation, Communication and Stakeholder Engagement

12.1 Introduction

The successful delivery of the proposed development will rely upon effective communication and collaboration between the Principal Contractor, Manchester Airports Group (MAG), Manchester City Council, statutory undertakers, neighbouring businesses and other stakeholders.

Due to the site's location within the safeguarding consultation area of Manchester Airport, communication will form an integral part of the construction management process. Particular emphasis will be placed on maintaining regular liaison with Manchester Airports Group to ensure that construction activities continue to comply with airport safeguarding requirements throughout the construction programme.

This chapter establishes the communication framework that will be adopted throughout the construction period.

Stakeholder	Purpose of Communication	Typical Frequency	Responsibility
Manchester Airports Group	Airport safeguarding, crane operations, temporary works	As required and before key activities	Project Manager
Manchester City Council	Planning conditions, highways, environmental matters	As required	Project Manager
Neighbouring Businesses	Construction updates, access arrangements	Prior to significant works	Site Manager
Utility Providers	Diversions, outages, new connections	Throughout programme	Project Manager
Emergency Services	Emergency planning and site access	As required	Site Manager
Principal Contractor Workforce	Daily coordination, toolbox talks	Daily	Site Management Team

12.2 Communication Objectives

The objectives of the communication strategy are to:

- maintain effective liaison with Manchester Airports Group throughout construction;
- ensure compliance with planning conditions and safeguarding requirements;
- minimise disruption to neighbouring businesses and highway users;
- provide timely notification of significant construction activities;
- establish clear reporting procedures;
- facilitate prompt resolution of issues should they arise; and
- promote collaborative working between all parties.

12.3 Manchester Airports Group Liaison

Manchester Airports Group (MAG) will remain a key stakeholder throughout the construction phase.

The Principal Contractor will maintain regular communication with MAG regarding construction activities that may influence airport safeguarding.

These activities may include:

- crane operations;
- high-reach demolition works;
- temporary works;
- temporary lighting;
- abnormal loads;
- activities affecting safeguarded airspace;
- wildlife management;
- pollution incidents with potential off-site effects; and
- any significant changes to the agreed construction methodology.

Where approvals or notifications are required under airport safeguarding procedures, these will be submitted in sufficient time to allow review before the relevant works commence.

12.4 Local Planning Authority

The Principal Contractor will maintain communication with Manchester City Council throughout the construction programme where required by planning conditions.

Communication may include:

- discharge of planning conditions;
- environmental monitoring;
- highway matters;
- complaints management;
- construction programme updates;
- significant environmental incidents; and
- compliance with approved management plans.

12.5 Neighbouring Businesses

Recognising the site's location within an established commercial area, Glencar will seek to maintain positive relationships with neighbouring occupiers throughout the construction period.

Where appropriate:

- advance notification of particularly disruptive works will be provided;
- temporary traffic management arrangements will be communicated;

- site contact details will be made available;
- complaints will be investigated promptly; and
- opportunities for collaborative working will be explored where practical.

12.6 Utility Providers

The Principal Contractor will liaise with relevant statutory undertakers and utility providers regarding:

- service diversions;
- utility protection;
- planned outages;
- emergency works;
- new service connections; and
- commissioning activities.

Where utility interruptions are unavoidable, affected parties will be notified in advance wherever reasonably practicable.

12.7 Emergency Services

Throughout construction, emergency access will be maintained at all times.

The Principal Contractor will establish communication procedures with the emergency services where appropriate and ensure that:

- emergency contact details are available on site;
- site plans are readily accessible;
- emergency access routes remain unobstructed; and
- emergency response procedures are regularly reviewed.

12.8 Communication Procedures

Communication throughout the project will be managed through:

- regular project meetings;
- environmental inspections;
- toolbox talks;
- daily coordination meetings;
- construction planning meetings;

- stakeholder updates where appropriate;
- environmental reporting; and
- formal correspondence where approvals are required.

Project documentation will be maintained to provide an auditable record of communications throughout the construction programme.

12.9 Notification of Key Activities

The following construction activities will be subject to advance planning and, where appropriate, notification to relevant stakeholders:

- demolition of the existing Vodafone building;
- crane mobilisation;
- major steel erection;
- abnormal load deliveries;
- temporary traffic management;
- utility outages;
- high-noise construction activities;
- activities outside normal working hours (where approved); and
- completion of major construction milestones.

12.10 Complaints Management

The Principal Contractor will establish a clear complaints management procedure throughout the construction period.

The procedure will include:

- receipt and recording of complaints;
- prompt investigation;
- implementation of corrective actions where appropriate;
- communication with the complainant;
- monitoring of recurring issues; and
- review of lessons learned.

All complaints will be logged and reviewed as part of the project's continual improvement process.

12.11 Document Control

Project documentation associated with this Construction Management Strategy will be subject to formal document control procedures.

Controlled documents will include:

- Construction Management Strategy;
- Construction Environmental Management Plan;
- Construction Traffic Management Plan;
- Wildlife Hazard Management Plan;
- Crane Management Plans;
- Lift Plans;
- Inspection records;
- Environmental monitoring records;
- Incident reports; and
- Meeting minutes.

The Principal Contractor will ensure that only current approved documents are available for use on site.

12.12 Commitments

Glencar will commit to:

- maintaining proactive liaison with Manchester Airports Group throughout construction;
- notifying relevant stakeholders of significant construction activities;
- responding promptly to issues raised by neighbouring occupiers;
- maintaining clear project communication channels;
- keeping accurate records of communications and approvals; and
- adopting a collaborative approach to project delivery.

13. Construction Commitments Register

13.1 Introduction

This chapter summarises the key commitments made throughout this Construction Management Strategy. The register provides a consolidated schedule of the measures that will be implemented by the Principal Contractor to manage construction activities safely and responsibly, whilst protecting the operational integrity of Manchester Airport and minimising impacts on neighbouring receptors and the surrounding environment.

The commitments contained within this register establish the minimum standards expected throughout the construction phase and will be incorporated into the detailed Construction Phase Plan (CPP), Construction Environmental Management Plan (CEMP), Construction Traffic Management Plan (CTMP) and other supporting construction documentation prepared prior to commencement of works.

Table 13.1 – Construction Commitments Register

Ref	Topic	Commitment
C01	Airport Safeguarding	Maintain ongoing liaison with Manchester Airports Group throughout the construction programme.
C02	Airport Safeguarding	Obtain all necessary approvals for cranes, temporary works and activities affecting safeguarded airspace before works commence.
C03	Construction Heights	Ensure temporary works remain within approved safeguarding height restrictions, including the 85 m AMSL limit applicable to Units 2, 3 and 4.
C04	Construction Traffic	All construction traffic will access the site directly from Simonsway.
C05	Contractor Parking	All contractor parking will be provided within the site boundary. No contractor parking will be permitted on surrounding roads.
C06	Deliveries	Operate a delivery booking system to prevent vehicle queuing on the public highway.
C07	Crane Operations	Utilise mobile cranes where reasonably practicable and minimise crane height and duration through construction sequencing.
C08	Construction Methodology	Consider hydraulic jacking and built-up roof construction techniques to reduce high-level lifting operations.
C09	Demolition	Demolish the existing Vodafone building using a controlled, progressive methodology supported by continuous dust suppression.
C10	Dust	Implement water suppression, wheel washing, road sweeping and weather-responsive dust control measures throughout construction.
C11	Air Quality	Prohibit the open burning of waste or vegetation on site.
C12	Noise	Undertake construction activities in accordance with BS 5228 and utilise modern, well-maintained plant.

C13	Temporary Lighting	Install fully shielded, downward-facing temporary lighting to prevent upward light spill or interference with aircraft operations.
C14	Surface Water	Install temporary drainage at the earliest practicable opportunity and prevent unmanaged standing water.
C15	Pollution Prevention	Store fuels and chemicals in bunded compounds and maintain spill response equipment throughout the site.
C16	Waste Management	Manage waste in accordance with the waste hierarchy and maximise reuse and recycling where practicable.
C17	Housekeeping	Maintain high standards of housekeeping, including daily litter picking and prompt removal of waste.
C18	Wildlife Hazard Management	Prevent the creation of bird attractants through effective management of waste, vegetation, stockpiles and standing water.
C19	Bird Monitoring	Monitor bird activity throughout construction and implement corrective measures where necessary.
C20	Environmental Monitoring	Undertake regular environmental inspections, monitoring and auditing throughout the construction programme.
C21	Training	Provide environmental and airport safeguarding inductions for all personnel before commencing work.
C22	Emergency Response	Prepare and implement emergency procedures for pollution incidents and environmental emergencies.
C23	Stakeholder Communication	Maintain communication with Manchester City Council, Manchester Airports Group and neighbouring occupiers throughout construction.
C24	Continual Improvement	Review environmental performance regularly and implement corrective actions where improvements are identified.

13.2 Review and Update

The Construction Commitments Register will be reviewed throughout the detailed design and construction phases to ensure that commitments remain appropriate to the evolving construction methodology. Where additional commitments are identified, these will be incorporated into the project management documentation and communicated to the relevant project teams.

14. Conclusions

14.1 Summary

This Construction Management Strategy has been prepared in support of the planning application for the proposed Atlas Park Development adjacent to Simonsway, Wythenshawe, Manchester.

The Strategy demonstrates that the proposed development can be delivered in a manner that safeguards the continued safe operation of Manchester Airport while minimising impacts on the surrounding local residences, highway network, neighbouring businesses and the local environment.

The document establishes the overarching management principles that will govern demolition, enabling works, infrastructure installation and building construction. It addresses the key constraints associated with the site's location within the Manchester Airport safeguarding consultation area, including construction height restrictions, crane operations, demolition methodology, temporary lighting, wildlife hazard management, traffic management, dust suppression, pollution prevention and environmental protection.

The Strategy has been informed by consultation undertaken during the development of the scheme, including the approved Glint and Glare Assessment and Wildlife Hazard Management Plan, and reflects the safeguarding principles established by Manchester Airports Group, the Civil Aviation Authority and the Combined Aerodrome Safeguarding Team.

14.2 Airport Safeguarding

The proposed construction methodology has been developed to integrate airport safeguarding considerations throughout every phase of the construction programme.

This includes:

- minimising the height and duration of crane operations;
- adopting construction techniques that reduce reliance on prolonged high-level lifting activities;
- implementing robust environmental controls to prevent dust generation, pollution and wildlife attraction;
- preventing the formation of standing water;
- controlling temporary lighting to avoid interference with aircraft operations; and
- maintaining ongoing liaison with Manchester Airports Group throughout construction.

These measures ensure that aviation safeguarding has been considered not only in the permanent design of the development but also throughout its construction.

14.3 Environmental Management

The Strategy establishes a comprehensive framework for environmental management during construction.

Through the implementation of appropriate mitigation measures, routine monitoring, good housekeeping and continual review, the Principal Contractor will minimise the temporary environmental impacts associated with demolition and construction activities.

Detailed management procedures will be developed within the Construction Environmental Management Plan (CEMP), Construction Phase Plan (CPP) and Construction Traffic Management Plan (CTMP) prior to commencement of works.

14.4 Conclusion

The proposed Atlas Park Development has been designed and will be constructed with full regard to the nearby residential properties and the operational requirements of Manchester Airport and the surrounding environment.

The measures set out within this Construction Management Strategy demonstrate that the development can be safely delivered whilst maintaining compliance with airport safeguarding requirements, protecting neighbouring receptors and minimising environmental impacts.

Subject to the implementation of the commitments contained within this Strategy and the detailed management plans prepared prior to construction, the proposed development is considered capable of being delivered without giving rise to unacceptable effects on aviation safety, the local highway network or the surrounding environment.