

LAND TO SIDE OF 174 LIGHTBOWNE ROAD

MANCHESTER M40 5EE

ENVIRONMENTAL STANDARDS STATEMENT AND CONSTRUCTION MANAGEMENT PLAN

Routing of Construction Traffic

The current vehicular access will be from Egbert Street which is a small side street off the Lightbowne Road Road with a small turning head that allows for limited manoeuvrability for vehicles to either sides of existing houses or Day Centre back onto Lightbowne Road without blocking Lightbowne Road itself

The major consideration will be the pedestrian footpaths that run across the front entrance, side and boundaries between the proposed front entrance to the side internal car park area which will be critical during construction and after completion it is therefore proposed that new fencing and gates are constructed with appropriate Health and Safety and other signage clearly located around the whole of the site as required with a the only site entrance being across this entrance from Egbert Street

The rear passage being maintained for access as at present Street. Externally the whole site will be temporary secured with existing and Harries fencing

Externally will be no car/lorry parking with all deliveries to the site stored within the main rear yard site area at approved times

Identification of the Vehicle Access Points

The site will be delineated by the new entrance gates which will be affixed with direction signs for all traffic

Measures to Control Dust and Mud on the Surrounding Public Highway

We are not expecting too much dust to be created from the refurbishment except for the cutting of blocks and flags using a petrol or electric block saw and for this we will fix a water hoses to ensure as much of the dust as possible is retained by the water spray

Plaster dust will be controlled by a mixing area in interior of the building any of the floors with plaster and cement dust being limited with the mixing area away from the neighbouring properties

We are not anticipating mud being an issue as most of the areas for deliveries is hard standing but if it becomes an issue a wheel wash will be brought to site and labour provided for operation whenever ground-working vehicles and wagons are leaving the site

Working Hours for the Site

Standard working hours are 7 30m to 4 30pm which are regularly extended to 6 00pm with no work carried out on site after this time. Standard working days are Monday to Friday with sometimes Saturday from 8 30 to 14 00 only. No work to be carried out on Sundays or Bank Holidays

Details of an Emergency Telephone Number for Site Contractor

The site emergency contact name and telephone number will be posted at the main site entrance

Identity Advisory Routes To and From the Site for Staff and HGV's

The post code for the property will be used to direct traffic to the main car park area on site at the end of Southyard Street

Noise and Vibration

There should be no source of vibration for the works. On site noise will be controlled by the site rules limiting the use of radios and other equipment, limiting the use of concrete saws and limiting the use of other loud plant and equipment. It is expected that the loudest continual noise to be from a JCB type digging machine and this would never be operated outside normal working hours

Working Standards

All works to comply with British Rail conditions, HSE, normal site safety, working at height, scaffolding TG20, NASC and CISRS requirements

Community Consultation Strategy

The site is well positioned in that there are few neighbouring residential or commercial properties and the works are not likely to cause the contractors to be bad neighbours to the local residents

To ensure that this is not the case the contractor will post a letter to each of the properties who will be slightly affected introducing themselves, providing contract details and visiting each property to ensure good relations are maintained

Waste Management and Disposal During Construction Phase

All waste products presently on site, those found during excavations and those caused by construction methods to be carefully stored/skipped according to type and removed from site to approved disposal facility