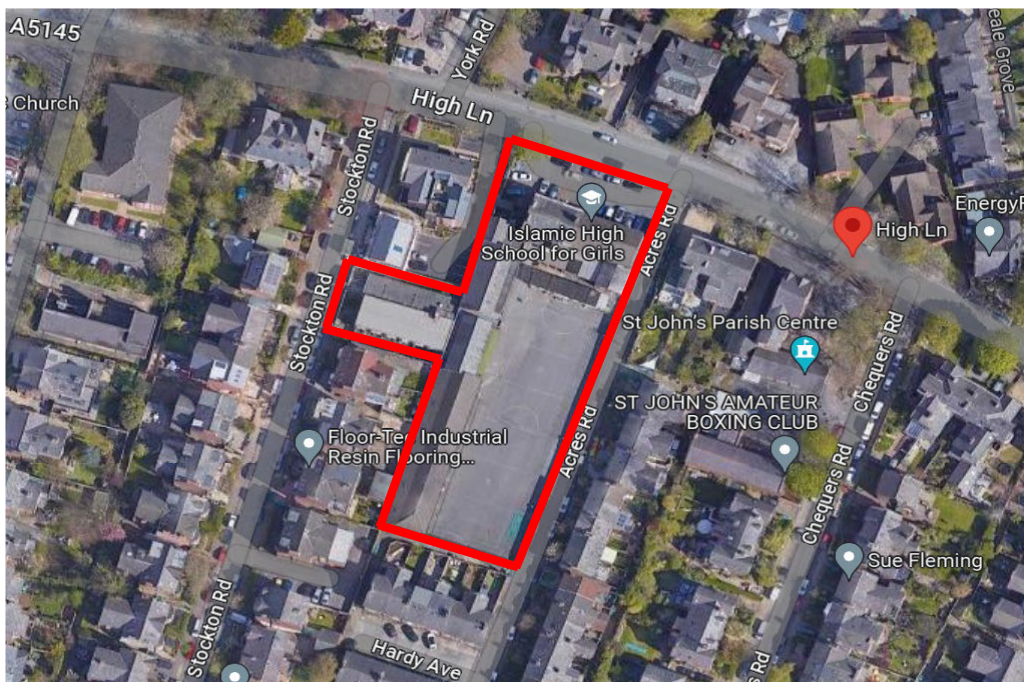


Construction & Environmental Management Plan
for
Short Construction Ltd
at
High Lane,
Chorlton
M21 9FA



June 2025

Project overview

Development of the site including demolition of existing buildings and structures, the construction of 22 dwellings including a mix of town houses and apartments, change of use of the existing mansion house into 2 dwellings, creation of new access points and provision of landscaping.



Programme

Overall Duration 90 Weeks

Anticipated Handover Phasing (See attached Document)

Phase 1 – 70 Weeks

Phase 2 – 94 Weeks

Site welfare facilities

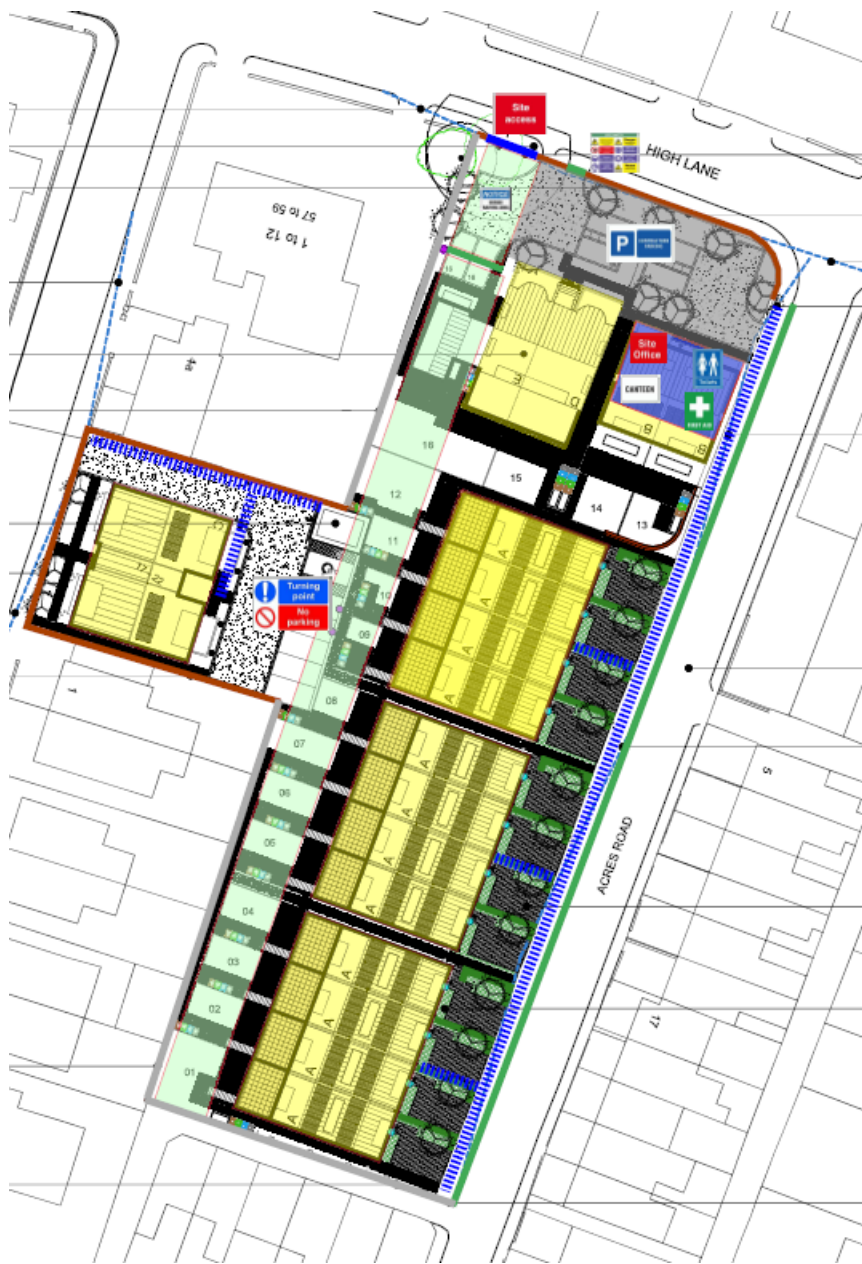
Our site offices and welfare facilities will be situated in the area of plots 13 and 14. This will enable us to utilise this space for facilities, materials & parking. An initial temporary oasis type unit will be set

up whilst initial groundworks take place. This can be positioned in numerous locations within the site boundary but preferably near to where the permanent compound is located.

Initially the welfare facilities will be run by a generator until temporary connections can be made. The site welfare facilities will comprise of stacked units with the site offices above the site canteen/drying room block with a meeting room above the male and female toilet block. The office and meeting room units will be accessed via a purpose made staircase unit.

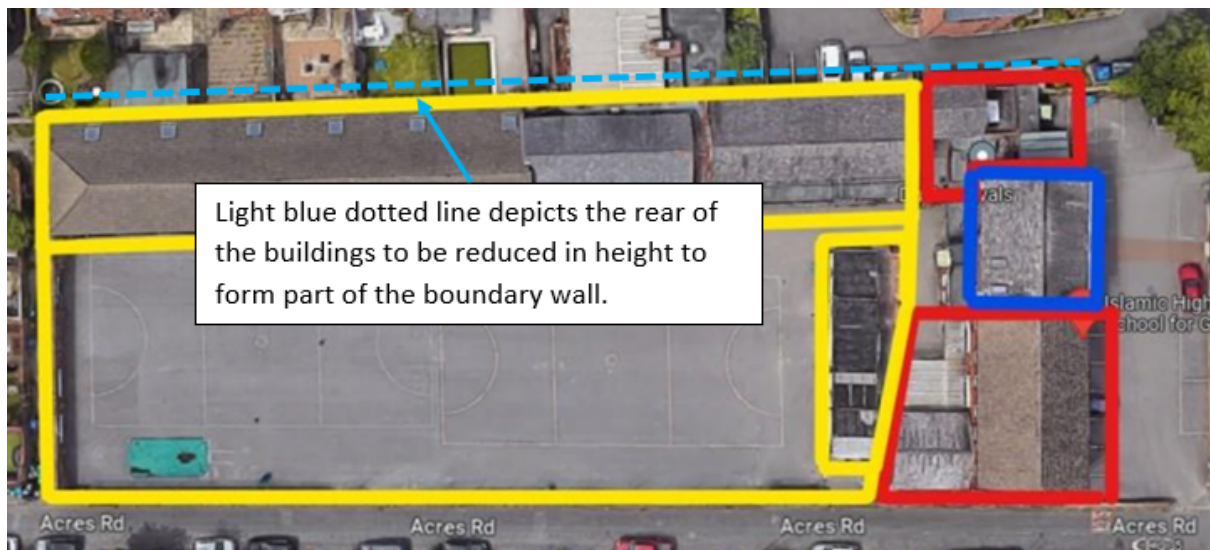
The Fire Assembly Muster point will be located at the front of site next to the entrance way on High Lane.

Temporary water, electric and telephone services to run the site facilities will be arranged to be connected off the existing infrastructure, with the drainage for the welfare initially being connected to a regularly serviced septic tank and subsequently into the existing/new drainage system once installed.



Demolition Works

- Refer to plan below
- **Red** = Full Demolition including soft strip, dismantle, removal of foundation and removal of material off site.
- **Blue** = Soft Strip of existing building. (Retained building basement completely cleared Inc. the heating tanks and soft strip internally, Inc. panelling, cupboards and floor coverings, sanitary wear and kitchens etc.)
- **Yellow** = Full Demolition including soft strip, dismantle, removal of foundations and removal of material off site.
Dismantle of external brick walls including any footings to areas along Acres Road and alleyway location.
Removal of all tarmacadam surface areas and removal from site to a licensed transfer station.
- **Light Blue Line** = Hand demolition to areas where buildings adjoin neighbours back gardens onto Stockton Road.
- **General**
Removal of all tarmacadam surface areas and removal from site to a licensed transfer station. (Yellow area only)
Site turnover down to 1m below ground and removal of any obstructions.
Remove all waste and arisings to a licensed waste transfer station.



Fencing & site parking

The site perimeter will be secured with a mixture of new and existing boundary treatments. The **Northern** boundary will be secured with timber hoarding with a vehicle and pedestrian gate-built in. **Eastern** boundary will initially be secured with Heras fencing whilst road widening works are undertaken. Once the road is widened a timber hoarding will be installed at the front of the new footpath. **Southern** boundary is an existing 2.4 M high brick wall. **Western** boundary will be secured with timber hoarding.

A wagon pull in area will be created on site in front of plot 16. This will reduce the risk of congestion on High Lane when vehicles are coming to site.

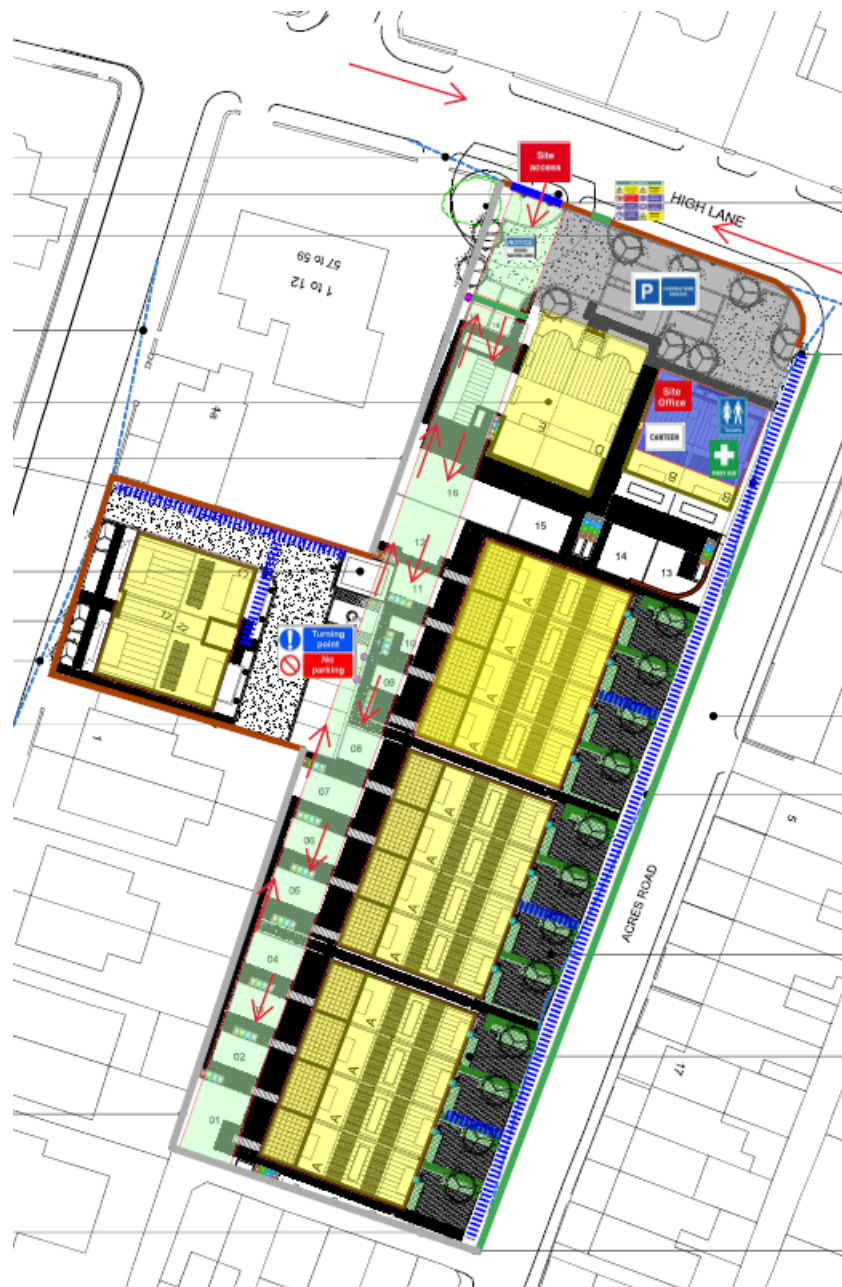
The main vehicle entrance to the site will be via High Lane. We will install a haul road from the entrance gates right the way up to plots 1 to allow deliveries to manoeuvre around site. A separate pedestrian access gate will be created hoarding at the front of site direct access to the site compound and welfare set up. (Note all gates will open into site.)

It is proposed that the parking of site workers vehicles will be on the existing hardstanding in front of plots 13 – 14 & 15. As the scheme advances, we will install the driveways to base course and more parking spaces will be made available for contractors parking on site. We expect at peak we will have 20 - 30 operatives working onsite and we will be able to accommodate their vehicles parking on site.

A full dilapidation survey of the surrounding roads and pavements will be undertaken in conjunction with the local authority highways department prior to the development commencing.

We have a policy for encouraging vehicle sharing which has the dual purpose of keeping the number of vehicles visiting site to a minimum whilst also benefitting the overall site carbon footprint.

Logistics plan including build route



Traffic management

Access to the site will be coming from the North West motorway network via junction 1 of the M56, onto the Princess Parkway continuing on to Princess Road, left turn on to Barlow Moor Road and a left turn on to High lane entering the site on the left; as per the map below.

All subcontractors and suppliers will be requested to follow this route within their orders. Note - We will keep as much of the existing on site tarmac in place as long as possible to reduce the amount of tracked material as possible.

All of our supply chain will be notified that deliveries, where possible are to occur during none 'rush hour' times. Chorlton C of E and Oswald Road Primary School's are relatively near to site and henceforth delivery vehicles will be requested to not attend site between 8.15-9.15am and 2.30-3.30pm during school term times as the surrounding roads will be busy with traffic relating to the educational institutions at these times. Local supply chain will be used where possible in order to reduce the site carbon footprint. Timetables for the local railway and buses will be displayed on site and also van share policies will be displayed & encouraged on the scheme.

The scheme traffic management plan will be developed with all contractors engaged on site and be displayed in the site office and confirmed to all operatives at the time of their induction.

The traffic management plan will ensure that all vehicles leaving the site do so in a controlled manner and under the guidance of a trained banks man.

The expected number of deliveries will vary as the scheme progresses. Although we anticipate that we will have an average of 8 deliveries per day which will be spread out across the working day to save congestion to the surrounding roads and disruption to local residents.

Due to the tight nature of the site all deliveries will be made via rigid loads to limit the disruption to the surrounding roads. Note - Articulated HGV's will not be used during the construction period.

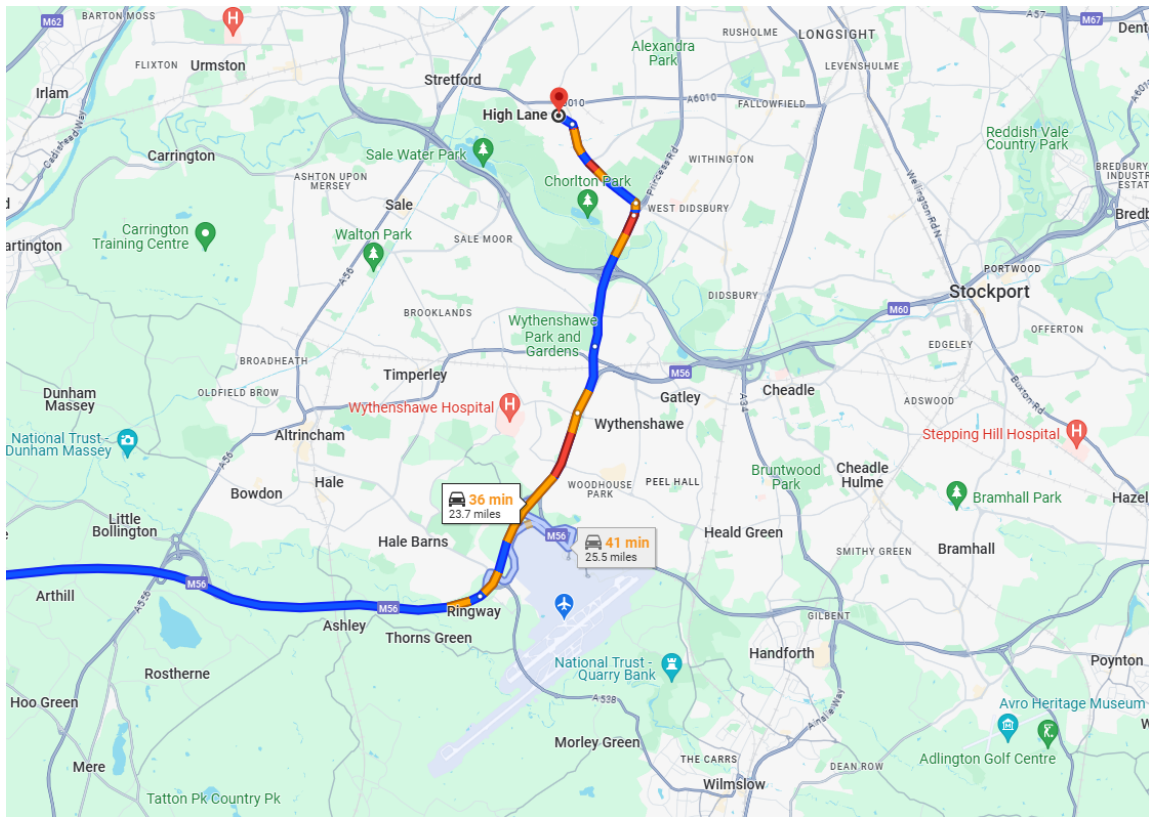
Swept Path Analysis for site deliveries below. (12m long rigid HGV7; This size vehicle will able to turn around within the site using a three-point turn)



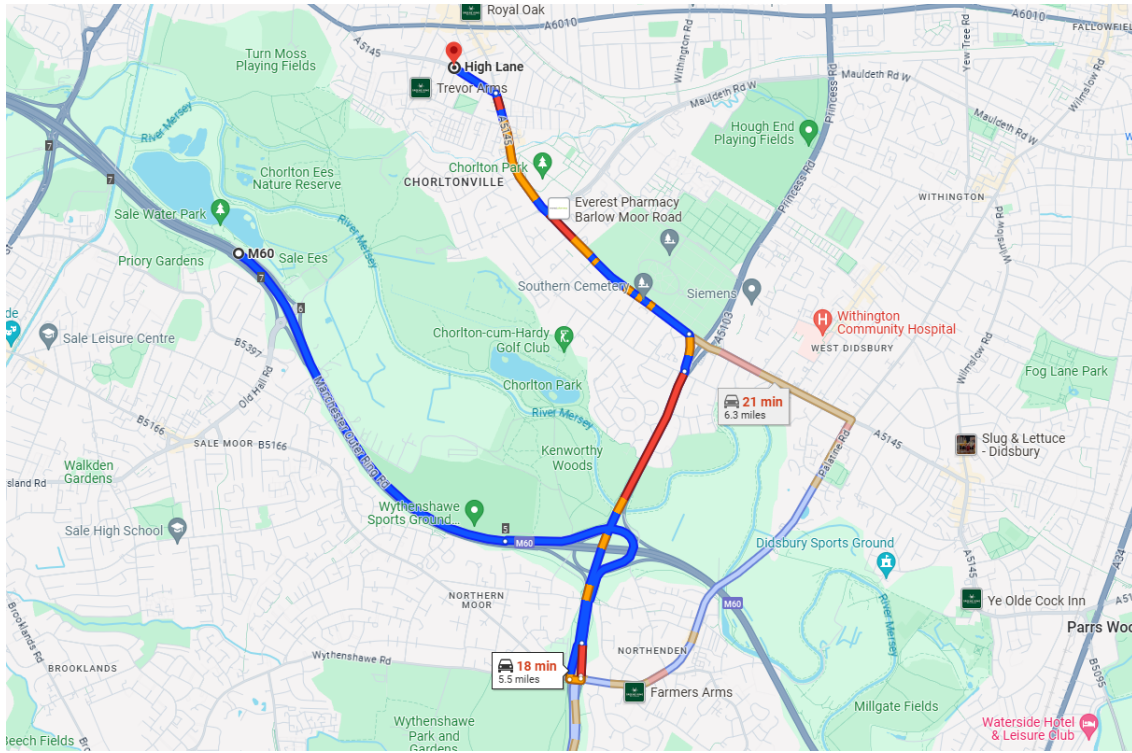
Where any works need to be carried out outside of the site boundary it will be necessary for us to implement a system of traffic management which will be carried out in full consultation with the local

authority highways department and in accordance with the current legislation regarding traffic management.

Route to/from site via the M56



Route to/from site via the M60



Site Entrance Ways and Red Line Boundary

Pedestrian and Visitors will access site via the pedestrian gate within the hoarding on High Lane. Vehicular access will be through the site gates accessing to the on site carpark. (Note all gates will open into site.)

We will be utilising a gate man for this scheme to manage the deliveries coming to the scheme and vehicle exiting the scheme. When the gates are not in use, they will remain closed at all times. When in use the gate man / banksman will guide vehicles in and out whilst patrolling the existing footpath and helping any pedestrian crossing the entrance ways at this time.

Loading, unloading and storage of plant and materials.

As mentioned previously we will be installing a haul road on site and leaving as much tarmac in place on the scheme to reduce the risk of track out on the surrounding roads.

The loading or unloading of materials or plant will be carried out on site where materials will be stored either in storage containers, compound or stacked neatly outside the plots themselves and any weather protective covering utilised. Due to restricted space on site materials deliveries will be scheduled to be as close as possible to the time of their use on site.

A fork lift truck will be utilised to load up daily material usage requirements, predominantly for bricks, blocks, mortar and roofing materials.

Pedestrian access to work on the properties will be to the front of the properties with plant and vehicles utilising the new haul roads to the rear of the properties. Vehicles and pedestrians will be

segregated from each other on site by the use of identified walkways utilising steel barriers with highlighted crossing points where necessary.

Ecological considerations

Nothing to note on this site. As the scheme develops, we will liaise with the Environment Agency if anything unexpectedly crops up on this site.

Scaffolding & superstructure build

The construction of the properties on this scheme is traditional build (Brick and Block). Due to this method of build we will be using a progressive scaffold system.

Due to the close proximity of Block C to the neighbouring properties (1 Stockton Road) we will install debris netting to the gable ends of Plots 17 to 22 and 53 to reduce the risk of building materials dropping in to the neighbouring land. Although we are a fair distance from the road and properties on Hardy Avenue we will also install debris netting to the gable of plot 1 and 13.

The scaffolds will be installed in line with TG20 and standard 1.5m lifts used with staircases to each block for safe passage of personnel to their place of work and also loading bays where masonry products can be loaded at the various levels prior to fixing.

Each working lift of scaffold will have brick guards installed and debris netting (fire retardant) as well if needed. We will commission a fire risk assessment for the scheme and any fire barriers / screens deemed necessary will be installed.

All personnel will be reminded at induction that the use of radios outside is prohibited and that the needs and consideration of all neighbours must be respected.

Control of track out from site

As explained above we will be installing a haul road and leaving in as much tarmac as possible until the scheme progresses. In doing this, any spoil that is removed from site can be done cleanly on hard standings and will prevent the risk of track out on to the local road network.

During the construction of this scheme, we will utilise a wheel washing station adjacent to the site exit so that vehicles can be checked and if necessary wheels will be washed off by jet wash and brush before entering the public highway network. As and when required, the on-site road will be scraped off and road brushed to minimise the likelihood of excavated material being picked up by vehicle wheels. This again will reduce the risk of track out on to the local road network.

We also encourage van sharing for our workforce in order to reduce our carbon footprint, which will also assist with minimising vehicle usage and thus parking. However throughout the scheme the local roads will be closely monitored by our Site Manager and road sweepers will be used to ensure that Laindon Road and Daisy Bank Road and surrounding roads are kept clean.

Local resident's collaboration and complaints procedure

Prior to start of activities on site and at regular intervals through the course of the scheme a local newsletter will be distributed to neighbouring dwellings and businesses to keep all informed of

progress on the scheme and any activities that may impact on the local environment over the forthcoming period, especially any road works.

Contact will be made with local community groups, schools and colleges to see what level of engagement can be undertaken to encourage local learning and participation surrounding the scheme itself and local community projects.

All construction activity and deliveries for the site will be undertaken within the working hours of 8.00am to 6.00pm Monday to Friday. Saturday working will be restricted to between the hours of 8.30am and 2.00pm and only following advance written notice to the LPA of not less than 7 days. There shall be no Sunday or Bank Holiday working on this scheme.

In the event of a complaint relating to the site, there will be adequate placement of contact details for our head office and also an open door policy for the site. All complaints will be taken very seriously and dealt with accordingly. In line with our Considerate Constructor Scheme registration, all complaints will be logged and closed out at the earliest opportunity. Our monthly newsletter to local residents will also have the Site Manager and the Project Manager contact details included for reference.

Minimising disturbances / nuisances

Higher than usual noise/vibration will be limited to the hours between 9am-4.30pm Monday to Friday and 9am-2pm Saturday only (no working on Sundays or Bank Holidays). Quieter activities which are carried out inside buildings such as electrical works, plumbing and plastering may take place outside of agreed working times so long as they do not result in significant disturbance to neighbouring occupiers.

All Heavy Good Vehicles shall be limited to between 8am-6pm Monday to Friday and 8am-2pm Saturday only (no working on Sundays or Bank Holidays). In addition, due to the proximity of St. Johns Church of England Primary School deliveries are not allowed between 8:15-9:15am and 2:30-3:30pm Monday to Friday in order to avoid any traffic risk during students entrance/leaving times.

Any traffic management measures required on the highway to be communicated to the local authority highways department with as much lead in time as possible. The site workforce is to park within the on-site parking areas, no obstruction or parking off site in such a manner as to restrict local residents and businesses.

Local businesses & residents shall be consulted if there is a need of the works to impact on local accesses.

Temporary site lighting;

Temporary site lighting to the site compound may be provided for reasons of safety and security. Lighting will be mains electricity powered except during periods when mains connections have not been made.

So far as is practicable, lights will be placed at low level consistent with effective use and be angled so as not to directly face or illuminate adjacent residential properties. Lighting will be minimised to

a level consistent with safety and security and if appropriate will be controlled to illuminate only when persons are present. It is not anticipated that exterior lighting would remain on overnight.

Measures for conservation, storage & distribution of excavated material for re-use;

Any excavated materials that are stored on site prior to reuse will be stored in stockpiles less than 3m high. These stockpiles will be sealed off and bunded to prevent potential silt run off that could contaminate any watercourses and only taken to a height that is self-supporting and safe to work upon.

Distribution of this material either to or from the stockpile will be carried out in site dumpers which if weather conditions dictate will be dampened down or sheeted to prevent dust arising.

Measures to prevent the pollution of watercourses

Fuel shall be stored in bunded bowsers that have a 120% capacity of the storage. Items of plant that run on fuel shall be placed on drip trays to avoid fuel contact with the ground. The drip trays shall be covered when not in use to prevent being filled with rainwater. Spill kits shall be put in place in strategic locations around site to be used by trained and competent operatives should there be any on site spillages.

Concrete washout shall be via a filtration system that segregates the aggregate out and the remaining water is then be treated to neutralise the pH levels.

Noise and dust suppression

Noise

In respect of noise all plant, tools & equipment shall be regularly maintained to ensure that they are working to their best efficiency in terms of performance and noise outputs. Should an operation prove to become noisy to a point unavoidably above acceptable levels as noted in the Construction, Design and Management Regulations, then protection in the form of baffles will be introduced to protect members of the public and nearby workers and personal protective equipment for the plant operators will be introduced to reduce noise to an acceptable level. Our Site Manager will be responsible for monitoring noise levels on site and implementing the mitigation measures if and when required.

Noise Risk Assessment

Activity producing noise	Receptor	Control Measures	Responsible person	Residual Risk
Excavators & heavy plant for excavation.	Neighbouring properties & passing pedestrians	All plant is to be in good working order and checked daily	Plant operator will log all checks in plant inspection book on site.	Low

		<p>If noise is a continual problem or sustained then screens will be erected around excavators.</p> <p>If noise is still a continual problem then acoustic baffles will be fitted to machines.</p>	Site Manager will monitor the noise via the spot checks with a boundary sound meter.	
Site Staff	Neighbouring properties & pedestrians	<p>Induction given to all site users will include respecting neighbours and keeping noise levels down.</p> <p>No radios will be allowed on site.</p>	Site Manager	Low
Hand held plant	Neighbouring properties and pedestrians	<p>All plant will be checked before use and be in good working order.</p> <p>Any cutting on site will be reduced to a minimum i.e. where possible cut bricks will be done off site.</p> <p>Works will be undertaken in normal working hours</p> <p>Cutting undertaken indoors with appropriate extraction equipment.</p>	Plant operative and Site Manager	Low
Generator for cabins	Neighbouring properties and pedestrians	During the site set up and mobilisation period a 'silent' generator will be used until the temporary electric supply is connected to the compound area.	Site Manager	Low

		The generator will only be operational in stated working hours.		
Piling Operation	Neighbouring properties and pedestrians	Piling operation will take place between 9am and 4.30pm in order to reduce the impact on surrounding residents. Sound and Vibration.	Site Manager will monitor the noise and vibration via spot checks with a boundary sound and vibration monitor.	Low

Dust Risk Assessment

It is anticipated that the risk of dust impacts from this site will be medium for all activities on the scheme using table 6 within the IQAM guidance. This is due to the distance of the houses from the site and the operations which we will be undertaking. Note - All activities and control measures below will be supervised by the Site Manager & Contracts Manager who will be trained to SMSTS as a minimum and the Contracts Manager will also have IOSH training.

Activity	Dust Emission Magnitude	Receptor	Control Measures	Who is responsible	Residual Risk
<u>EXCAVATIONS</u>	Medium	Pedestrians and residents of houses & adjacent buildings	1. Works undertaken in winter/spring conditions – wet ground will not produce dust. In the event of dry weather, then the ground will be damped down as required in order to minimise dust production 2. Red debris netting installed wherever solid boundary doesn't exist. 3. Newsletter distributed to local residents to advise of progress / key activities which will raise awareness – we have an open door policy and also the site manager's name will be displayed on the hoarding. 4. All machines when stationary will have their engines switched off. 5. There will be a speed limit of 5 mph imposed on site.	SM	Low

<u>TRACK OUT</u>					
1.Moving excavated material from site via wagons	Medium	Pedestrians and residents of houses & adjacent buildings	<p>1. All wagons removing spoil from site, where possible, will be sheeted to prevent dust.</p> <p>2. The new road and drainage is to be installed as the first activity, therefore producing a hard standing and reducing the need for wagons to leave a tarmac surface and pick up mud on their wheels.</p> <p>3. The main way in which the roads and footpaths will be cleaned will be via road sweepers which will be employed when required.</p> <p>4. Wheel wash station to be utilised.</p>	SM	Low
2.Removing skips from site	Medium	Pedestrians and residents of houses & adjacent buildings	All skips will be sheeted to prevent any materials falling and also to reduce dust emissions.	SM	Low
3.Site staff vehicles	Medium	Pedestrians and residents of houses & adjacent buildings	<p>1.Both own labour and subcontractors to be encouraged to car share to reduce the amount of vehicle movements to site</p> <p>2. There are local railway and bus routes which site staff will be made aware of with timetables displayed in the site office and discussed at inductions.</p> <p>3. The parking area for site vehicles will be in the site car park areas. This will negate the need for vehicles to leave firm surfaces and track out any material and thus reduce the risk of dust being created by vehicle movements.</p>	SM	Low
3. Deliveries of materials	Medium	Residents and pedestrians	1. All materials will be ordered in bulk and have delivery schedules to reduce the amount of deliveries to site whenever possible.	SM	Low

			2. Mortar deliveries for the silo will be via enclosed tankers as opposed to daily mortar deliveries.		
<u>CONSTRUCTION</u>					
1.Cutting of materials	Medium	Residents, pedestrians and site operatives	1. All plant is checked and inspected before use to ensure optimal performance. 2. Plant will be selected in conjunction with the task, the most appropriate method will be used to suit the activity. 3.Dust suppression will be used on all plant whilst cutting masonry products 4.Cutting will be done away from the site boundary 5. Debris netting will be fixed to scaffolding where adjacent to neighbouring buildings. 6. Offsite manufacture of brickwork cuts to the apexes of the gables to again reduce the dust produced from site.	SM	Low
2.Storage of materials	Medium	Residents, pedestrians and site operatives	1. Materials are to be stored adjacent to the hard surfaced site road thus facilitating swift and safe offloading in a controlled manner or alternatively to the site compound area. 2. Materials delivered in bulk will be covered over in windy conditions. 3. All powder materials delivered in bags moved into the properties as soon as delivered or sheeted up to protect from wind and rain.	SM	Low

Waste management and recycling

A site waste management plan will be compiled prior to commencement of the scheme utilising the SWMP template. A waste hierarchy will be followed on the premise of Reduce, Reuse, Recycle, Recover and last option of Dispose.

We will utilise W Leeson Ltd to provide skips to our site for removal of waste. Any waste plaster products are kept separate from other waste and is recycled direct via British Gypsum.

The contents of our general waste skips are segregated at our waste management facility with approx. 85-90% of contents being recycled to avoid landfill. All waste movements are carried out utilising the correct waste transfer licences, tip licences and we will retain waste transfer notes for all waste streams removed from site.

Correspondence or Emergency Contact Details

Short Construction Limited
Unit H2, Oak Green,
Cheadle, Stockport,
SK8 6QL

