MODE Architects Limited

CONSTRUCTION & ENVIRONMENTAL METHOD STATEMENT

Development of 42 Ladybarn Road, Manchester, M14 6WW

Issued: February 2025

Job Reference: 23 039/CEMP/V01

Site Address:

Ladybarn Road, Manchester, M14 6WW

Client:

DSJMK Properties Ltd

Proposal:

Mixed use development, incorporating the retention and extension to create 2 commercial units (class E) at ground floor, retention of 1no. residential unit at first floor, with 2 additional residential units (Use Class C3)

Report Prepared By:

Kim Mountford BA(Hons) M.Arch ARB RIBA

MODE Architects Ltd

Contact Details:

MODE Architects Ltd

2nd Floor, Piccadilly House,

59 Piccadilly, Hanley,

Stoke-on-Trent,

ST1 1HR

Email: info@mode-architects.co.uk

Tel:01782 479644

Contents **Page No**

1.0	Introduction	4
2.0	Programme of Works	5
3.0	Materials & Resource Use	6
4.0	Vehicle Parking for Site Operatives	7
5.0	Loading & Unloading of Materials	8
6.0	Storage Of Plant & Machinery	9
7.0	Erection & Maintenance of Security Hoarding	10
8.0	Wheel Washing Facilities to Plant, Equipment & Machinery	11
9.0	Measures to Control the Emission of Dust & Dirt during Construction Activities	12
10.0	Scheme for the recycling / Depositing of Waste Resulting from Construction Works	14
11.0	Maintaining Good Repair To Local Highway	16

1 INTRODUCTION

1.1 MODE Architects Ltd have been instructed by DSJKM Properties Ltd to compile the Construction and Environmental Method Statement for the reconfiguration and extension of 42 Ladybarn Road, Manchester.

1.2 It is envisaged that the Local Authority will request a CEMP as part of the conditions, and we therefore submit the report in support of the application.

1.3 Prior to commencing works on site, it has been set out below how the project will be delivered:

- Vehicle parking for site operatives and visitors
- Loading and unloading of plant and materials
- The storage of plant and materials
- The erection and maintenance of security hoarding including decorative displays and viewing panels for public viewing
- Wheel washing facilities to plant, equipment and machinery
- Measures to control the emission of dust and dirt during construction
- A scheme for the recycling/depositing of waste resulting from construction works
- Maintaining good repair to local highways

2 PROGRAMME OF WORKS

2.1 Commencement of works – To be agreed on selection of preferred contractor

2.2 Completion of works – to be agreed based on capacity of contractor, but estimated to be around 4-6month on site programme

3 MATERIAL & RESOURCE USE

3.1 Work Equipment

The Principal Contractor shall give consideration to the types of work equipment used by their supply chain, ensuring it is appropriate for use and takes into consideration vibration (maintained equipment), atmospheric dust (dust extraction systems) and fire (electrical equipment inspected and portable appliance checked). Use only 110 volt or battery-operated portable tools and safe electrical supplies.

3.2 Hours of Work

All construction related activities shall be restricted to the following times of operations:

- 08:00 - 18:00 hours (Monday to Friday);
- 08:00 - 14:00 hours (Saturday)
- No working is permitted on Sundays or Bank Holidays.

In this instance, a noisy activity is defined as any activity (for instance, but not restricted to, building construction/demolition operations, refurbishing and landscaping) which generates noise that is audible at the site boundary.

4 VEHICLE PARKING FOR SITE OPERATIVES

4.1 Limited on street parking will be available for contractors only when deliveries occur, at all other times the contractors are to park on site, where the amenity and parking areas are shown on the site plan. Plant, machinery or visitors must always park on site. Ladybarn Road is a two-way street which will always remain clear.

4.2 It will be an emphasis on the Principal Contractor to encourage the practice of sharing vehicles for their team members and their required tools, to minimise any disruption to neighbours and the busy road.

4.3 Parking arrangements are always of concern, and this will be addressed by the Principal Contractor Site Management Team.

5 LOADING & UNLOADING OF MATERIALS

5.1 No deliveries will be made during peak commuting times 08:00 to 09:00 or 15:00 to 18:00

5.2 Access to site is off Ladybarn Road, via Wilmslow Road, all delivery vehicles will be required to stop and deliver on site.

5.3 Typical delivery vehicle will be no greater than an 18 Tonne drawbar spec. The chassis length is 7.2 meters. Overall vehicle length 9.4meters, wheel based 5.4 meters.

5.4 The Principal Contractor shall ensure that their supply chain is given a methodology of delivery plant, machinery, and materials to the site, with any time constraints as stated within the approved planning document, the route in which they will take, and the protocols that we will have in place for receiving such deliveries. Where possible, there will be a space allocated within the site for vehicles to stand and wait to be unloaded.

6 STORAGE OF PLANT & MATERIALS

6.1 Due to site constraints, there will be very little materials stored within the site, and certainly no materials stored outside of the boundary line. Materials will only be procured and delivered within a few days of those materials being installed as part of the works programme. When delivered, these materials will be securely stored.

6.2 There will be elements of plant that will be parked within the confines of the site, but only for the duration of the works that they are associated with.

7 ERECTION & MAINTENANCE OF SECURITY HOARDING

7.1 It will be a requirement of the Principal Contractor to erect site Heras fencing around the perimeter of the site, unless a suitable in situ security boundary exists.

7.2 The site office, welfare facility, staff and visitor parking will be located in an agreed location within the boundary. The site hoarding will be inspected daily by the Principal Contractor Site Management Team for any defects. If any defects are found, these will be repaired immediately.

8 WHEEL WASHING FACILITIES TO PLANT, EQUIPMENT & MACHINERY

8.1 Prior to any vehicles leaving the site, they will be inspected by the Principal Contractors Site Management Team for any defects associated with their wheels, tyres and undercarriage with regards to their physical appearance, and whether they are free from excessive dirt, mud and obstructions. If they are not free from any of these, then they will be mechanically cleaned to remove any dirt, mud or obstructions from their wheels and undercarriage, by a Principal Contractor operative. To supplement this operation, there will be a road sweeper engaged as and when required to clean the immediate roads in, and around the site.

8.2 The wheel washing facility shall consist of a handheld washer located close to the site entrance.

9 MEASURES TO CONTROL THE EMISSION OF DUST & DIRT DURING CONSTRUCTION

9.1 Dust emissions and odours arising from a site can potentially annoy neighbours and even cause health risks at high concentrations. Under the Environmental Protection Act 1990 the Principal Contractor has a duty to avoid causing a statutory nuisance due to creating dust that may affect the workforce, neighbours and the environment. Failure to do so is a criminal offence and may result in prosecution and an unlimited fine.

9.2 The Principal Contractor will have in place Health & Safety and Environmental procedures to ensure that the site team is fully aware of all those who may be affected by the work and to put in place control measures to minimise any nuisance or inconvenience.

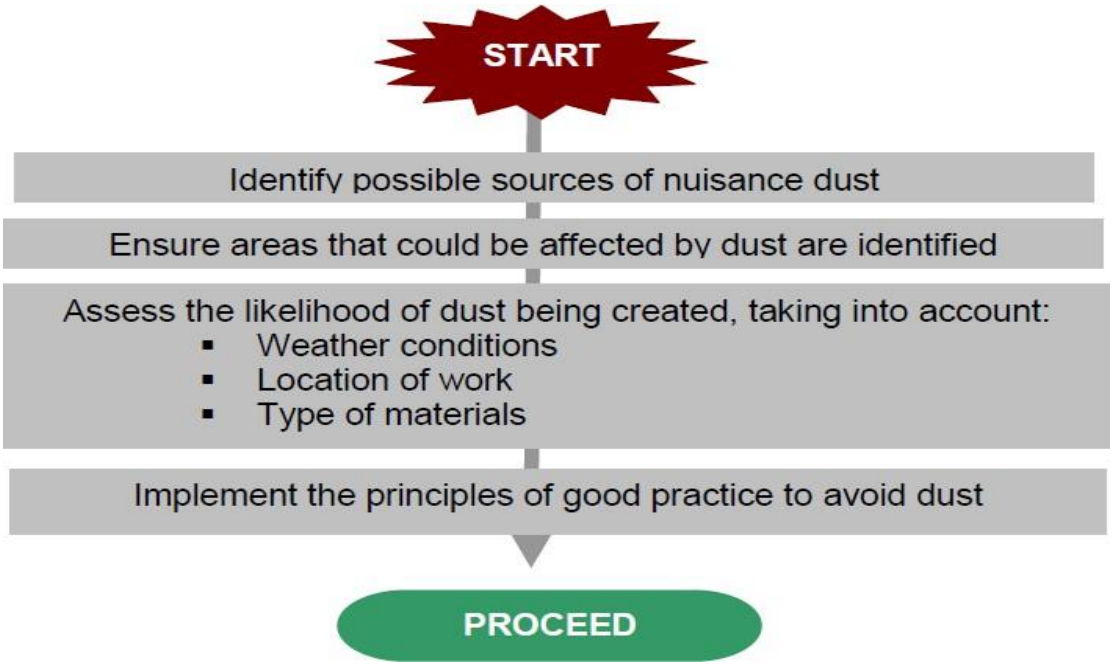
9.3 Effective planning and management of dust control requires a thorough understanding of the construction programme, the operations, and their likely impact due to the changing weather conditions. The control measures that will be introduced reflect the site team's knowledge of the programme and site operations to combat dust.

9.4 To minimise the nuisance of dust generated by the construction operations the following operational constraints will be implemented:

- Sweep public roads regularly when potential traffic movements containing soil, spoil, hardcore, concrete etc. are being taken in or out of the site
- Ensure that all dust generating materials transported to and from site are covered by tarpaulins
- Traffic speed on site to be lowered to prevent the generation of dust,
- Construction methods will be reviewed to limit the generation of dust i.e. wet cutting in lieu of dry cutting where practicable
- Control of dust to be implemented on site by the use of a water bowser unit to dampen site access and haul roads
- Plant and equipment to be selected to minimise the generation of dust
- Dust migration to adjoining properties to be restricted by the use of debris netting fixed to all the perimeter fences
- Store materials as far away as possible from sensitive boundaries, whenever possible

9.5 During very dry conditions, consideration would be given to suspension of soil handling operations if wind speeds give rise to dust generation that could cause a nuisance to dust sensitive locations in the vicinity of the site, particularly during dry and windy conditions.

Being aware of the impact of dust creating operations is key to good dust management. Having good communications, including on-site inductions, toolbox talks, notices, site briefings to staff etc. are therefore essential.



9.6 The monitoring of operations with the potential to cause airborne dust emissions will be regularly undertaken by the Principal Contractor Project Manager or his appointed representative. This will predominantly take the form of personal visual assessments. All findings, including the prevailing weather conditions, will be recorded in a logbook kept specifically for recording site conditions and events. As a minimum, entries in the logbook should be made at least daily.

10 SCHEME FOR RECYCLING / DEPOSITING OF WASTE RESULTING FROM SONSTRUCTION WORKS

10.1 Waste Reduction

To emphasise the importance of minimising waste through recycling, the Principal Contractor shall establish a "Waste Reduction Policy". This policy shall promote the reduction of waste in order to minimise the amount of waste sent to landfill sites through the re- use, re-cycling and the responsible disposal of waste.

10.2 Reduce

Where possible, waste shall be avoided. This may be achieved by the following means:

- Influencing the design to use standard sizes of materials by incorporating existing site materials into the scheme and through the use of modern methods of construction, e.g. off- site manufacture.

Provide appropriate storage for materials on site to eliminate wasted product, this may be means of covered areas or sited away from plan movements and low spots which may gather water

10.3 Re-Use

The Principal Contractor shall recognise that waste materials can be re-used on site or on other sites to prevent them entering the waste management chain. This may be achieved by the following means:

- All operatives are trained to report any off-cuts which can't be used to the Site Manager before they are placed in a skip. The Site Manager will endeavour to get other trades to use the off-cuts.
- All excess materials are appropriately stored and collected from site for re-use on other projects.
- All packaging waste is returned to the supplier where practical.
- Where possible demolition waste is crushed on site into 6F2 and re-used as sub-base in the permanent works.
- Where bulk materials, i.e. soils and demolition wastes, cannot be re-used on site then the Principal Contractor shall endeavour to ensure these are used on other suitably licensed sites. This is achieved by considering requirements for other projects being conducted by the Principal Contractor. Where these are not

available then the Principal Contractor will use waste brokers to try and find suitable sites for the materials to be re-used.

10.4 Recycle

The Principal Contractor shall endeavour to provide segregated waste containers on site for all materials which have a recycling market. This may be any of the following:

- Brick and concrete
- Wood
- Glass
- Paper / cardboard
- Metal
- Plasterboard
- Waste electrical equipment

Where it is impractical to provide segregated skips, due to space restrictions or volume of waste produced, then waste management contractors with a proven track record of recycling high proportions of mixed construction and demolition waste will be appointed by the Principal Contractor.

10.5 Disposal

It shall be the general policy not to send any waste directly to landfill sites. This is only to be conducted where the waste is hazardous and there are not techniques available to remediate it, e.g. asbestos. Apart from this, the only wastes consigned for disposal should be the small proportions of mixed construction and demolition wastes which cannot be recycled, generally because there are not recycling markets for the material.

11 MAINTAINING GOOD REPAIR TO LOCAL HIGHWAY

11.1 Due to the space restrains of the site, ongoing deliveries, contractor's vehicles and contractor equipment for the duration of the project, photographic evidence will be kept from the start of the project till practical completion. All road damages which are a direct cause from the developers works on site will be repaired by agreement with the Local Highways Authority.

11.2 As far as reasonably practical, the developer and it's appointed site management will manage vehicle movements, parking and deliveries in the best and most efficient way possible as to not interfere with the highways daily traffic.