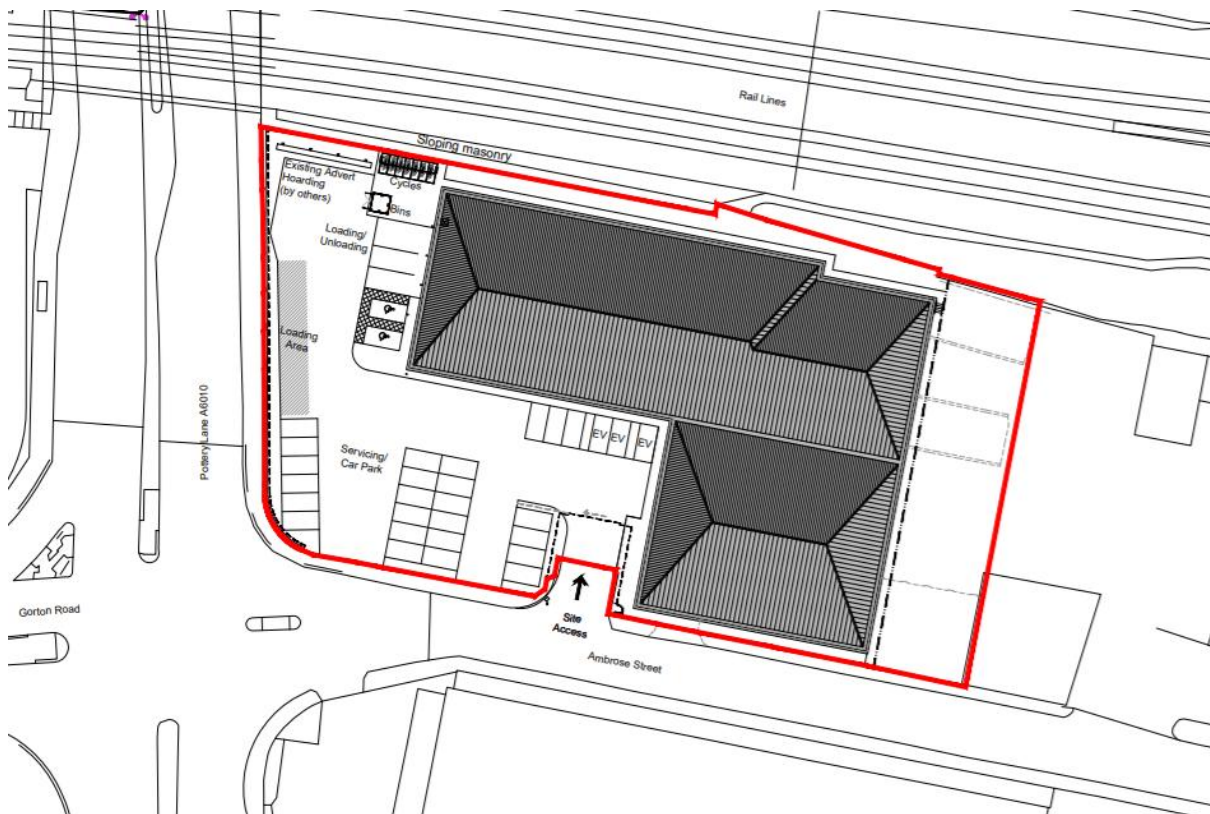


Storage World Ambrose Street Manchester



October 2024

Revision 2

Project overview

The proposed regeneration of brownfield land occupied by industrial units with the development of a new 5 storey self-storage facility together with associated car parking and infrastructure including photovoltaic panels.

1. Site Welfare Facilities

We have made allowance to install welfare facilities to the existing car park to the left-hand side of the site.

As above, following possession of the site it will be securely fenced and the welfare facilities will be run from a temporary connection until the permanent service connection is available. It may be necessary to power the unit from a generator until the temporary / permanent connection is available however this will be kept to an absolute minimum.

CCTV will be on battery backup, so generator will power up battery to ensure site is covered when the site is closed, this mitigates any noise nuisance to residents.

The drainage for the welfare units will be connected to the existing sewer system where possible – where this is not immediately possible, they will be connected to a regularly serviced septic tank and subsequently into the new drainage system once installed.

2. Fencing & Site Parking

4.1 Stage 1 - Logistics

The full extent of the site boundary will be securely fenced with vehicular gates located on Ambrose Street as there is only one road to access to the scheme.

Pedestrian access would be provided for site operatives and staff from Ambrose Street with a turnstile in place to maintain a secure boundary.

During the initial phase of works, the existing car park will be used to receive all deliveries with the option to turn vehicles around on site.

Due to the nature of work being carried out during the demolition and groundworks, road sweepers will be employed to ensure the roads outside of the development boundary are kept clean and safe for use.

During adverse hot weather mist canons may be utilised to keep dust to a minimum, this is weather permitting and is in line with the dust strategy previously submitted.

During this stage of construction, it is envisaged that car parking will be located on site. This approach shall be emphasised during our site induction process.

A competent banksman/gateman will escort all deliveries especially during any reversing operations. All deliveries will be managed by the site manager and planned with the site team.

4.2 Stage 2 – Logistics

As works progress and the number of trades mounts up, on site parking will be at a premium and it is envisaged that further parking would be required on nearby streets. This is be highlighted during their induction to site to ensure they park in a sensible manner and are considerate towards local residents and other businesses. This arrangement will be maintained until completion of the project.

Throughout the full construction phase the perimeter of the development site will be secured by a mixture of existing/new palisade fencing and masonry walls. It is a role of the site manager to inspect the fencing at the close of each working day to ensure that all fencing is in place and secure. During the replacement of any boundary treatments temporary Heras fencing will be used to keep the site secure along with the use of debris netting for dust.

The importance of being a 'good neighbour' will be emphasised during the rigorous induction process. Due to limited space operatives will be encouraged to utilise 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 and the GKCPM net zero policy.

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.

The condition of the existing infrastructure will be regularly inspected during the construction phase and any defects rectified to ensure safe access is always maintained.

During phase 2 of our construction works it is expected that most deliveries could drive in and drive out of site, turning within the site, there would be exceptions to this where vehicles such as large HGV's and crane's. These may require to be reversed into the scheme and a competent banksman would be made available to escort vehicles into site.



At the end of the development, welfare will be de-commissioned and removed from site. This will allow the final wearing course to roads and footpaths and final landscaping to be completed. An Oasis unit on new car park will remain until all works are complete ensuring that a presence is maintained to address any concerns of the tenants and ensure all finishing works are completed.

Access to the site will only be permitted from Ambrose Street for deliveries, all delivery drivers from our supply chain would be advised at **order stage** on the constraints of the scheme. Vehicles will not be accepted if not prebooked with the site manager, at each pre-start meeting with our supply chain, it will be emphasised the delivery and vehicle management on the scheme.

The nearest school is St. Francis RC School, this is a short distance from the site and will not be affected by any form of site works but our site related traffic will have time restrictions.

Local supply chain will be used where possible to reduce the site carbon footprint. Timetables for the local railway and buses will be displayed on site and 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. Where the works need to be carried out to the roads and pavements, 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 accord with the current legislation regarding traffic management.

Vehicles and pedestrians will be segregated from each other on site using identified walkways utilising red and white barriers with highlighted crossing points where necessary.

We will also be using adopted highways for pedestrian and vehicular access around the scheme.

A green travel plan would be used, promoting use of shared vehicles, local authority transport etc.

During the demolition phase site traffic will consist of 4 small vans per day to allow workers to get to and from site, these will park in the designated on-site parking bays. Waste removal from site will span over a 16–20 week period, consisting of two 40-yard skips of asbestos, 4 low loader visits at the beginning and end of job to allow for the offloading and loading of machinery and 20 x eighteen tonne lorries to remove recyclable/waste material. To minimise disruption a banksman and a road sweeper will be provided when required. A dilapidation survey will be carried out before and after works to confirm if any excessive wear to the carriageway has been encountered.

Visibility splays and swept path analysis has been undertaken by Axis for when the building is fully operational but can also be used to indicate site traffic during construction. Wagons will have the capacity to turn within site where possible and enter/exit site facing forwards. At times during the construction we will have to reverse either in or out of site but this will be undertaken with the appropriate traffic management and bankmen. VS and SWA can be seen below.



5. Loading, unloading and storage of plant and materials

The loading or unloading of materials or plant will be carried out on site where materials will be stored either in storage containers or stacked neatly outside the building 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 telehandler will be utilised to transport materials from the storage areas along with the use of mobile cranes.

Vehicle movements will predominantly utilise the existing adopted or newly constructed highway network which provides natural pedestrian segregation. Access into the construction area will be

supervised by a trained banksman and segregation will be provided by identified walkways utilising red and white barriers with highlighted crossing points where necessary.

6. Air Quality Assessment

We would ensure air is monitored during the construction works, dust would be monitored during periods of adverse dry weather. All works will be in line with the previously submitted dust strategy.

NB – the burning of any waste on site is strictly prohibited.

7. Ecological Considerations

Weil's disease

Leptospirosis is a disease spread by vermin, during all groundworks and demolition notices and sanitising kits would be made available, there is potential for rats due to previous use of land.

Arboriculture

Vegetation will be cut back to facilitate remedial works to the site boundaries. No trees are present on site.

Bat species

A bat survey will be carried out if deemed necessary by the Ecologist, further measures will be put in place if required in line with the Ecology report.

Breeding birds

An Ecologist is to be employed during the design stage to review the nesting of birds within the site boundary. A report will be produced, GKCPM will follow the guidance and details within this report.

Where vegetation removal is necessary it should not be undertaken during the nesting bird season of March to August (inclusive). If vegetation clearance must occur between March and August (inclusive), a nesting bird check must be conducted by a competent ecologist immediately prior to works taking place.

Reptiles/Amphibians

There is no suitable aquatic breeding habitat within the development area.

Badgers & Hedgehogs Cats and Dogs.

There is no evidence of Badgers or Hedgehogs. We will have to be carefully aware and make checks that small cats and dogs have not got onto site and got trapped in the foundations.

Vascular Plants

The site does not contain any invasive species.

8. Scaffolding & Superstructure build

The new building will be a steel frame construction with a clad façade. Scaffolding will be mainly required to form roof edge protection, access and loading out.

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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.

9. Spoil Removal and Local Road Maintenance

As of writing, an MMP has yet to be developed, it is not expected that this exercise will be substantial or have any impact on the project in general.

Demolition, ground works and drainage will be one of the first tasks undertaken on this project. During the construction of the scheme, we will check all Spoil Waggon leaving site can 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. During any dry periods, surface dampening down shall take place to reduce dust.

As mentioned previously we will actively encourage vehicle sharing for our workforce to reduce the number of vehicles utilising the existing highway network.

Throughout the scheme the local roads will be closely monitored by our Site Manager and road sweepers will be used, if it is required, to ensure that the roads are kept clean.

During the early stages of site strip and reduced level excavation when most of the earth will be excavated and removed from site additional road sweepers will be used to ensure that the local roads stay clean.

10. Local Resident's Collaboration and Complaints Procedure

Prior to start of activities on site and at regular intervals through the course of the scheme we will keep local residents and the client informed of future works around the site so they can send out a local newsletter that can 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 and schools to see what level of engagement can be undertaken to encourage local learning and participation surrounding the scheme itself and local community projects, The nearest school to the project will be contacted and advised of the development, deliveries will not be accepted between 8am and 9am or 3pm to 4pm due to school traffic therefore the school should not be affected by any of the construction works.

All construction activity and deliveries for the site will be undertaken within the working hours of 7.30am until 6pm, Monday to Friday. Saturday working will be restricted to between the hours of 8.00am and 1.00pm 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 an open-door policy for the site. All complaints will be taken very seriously and dealt with accordingly. All complaints will be logged and closed out at the earliest opportunity. Your monthly newsletter to residents can also have the Site Manager and the Contracts Manager contact details included for reference.

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11. Minimising Disturbances / Nuisances

The sites regular working hours will be between 7.30am-6.00pm Monday to Friday and 8.00am-1.00pm on Saturdays. Activities producing higher than usual noise/vibration will be limited to the hours between 9.00am-4.30pm Monday to Friday and 9am-1pm Saturday only (no working on Sundays or Bank Holidays).

Noise levels shall be agreed with the Environmental Health Team at MCC.

Quieter activities 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 9am-3pm Monday to Friday and 10am-1pm Saturday only (no working on Sundays or Bank Holidays).

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 in off-site parking areas where possible, no obstruction or parking off site in such a manner as to restrict residents and businesses.

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

12. 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.

We do have mandatory CCTV on all our developments and signage would be installed to cover latest GDPR regulations.

13. Measures to Prevent the Pollution of Water Course

Fuel shall be stored in bunded bowers 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. Fuel storage will not be installed along any section of the site boundary.

Concrete washout shall be via a filtration system that segregates the aggregate out and discharges via skips.

14. 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 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. If noise is a continual problem or sustained, then screens will be erected around excavators. If noise is still a continual problem, then acoustic baffles will be fitted to machines.	Plant operator will log all checks in plant inspection book on site. Site Manager will monitor the noise via the spot checks with a boundary sound meter.	Low
Site Staff	Neighbouring properties & pedestrians	Induction given to all site users will include respecting neighbours and keeping noise levels down. No radios will be allowed on site.	Site Manager	Low
Handheld plant	Neighbouring properties and pedestrians	All plant will be checked before use and be in good working order. Any cutting on site will be reduced to a minimum i.e. where	Plant operative and Site Manager	Low

		possible cut bricks will be done off site. Works will be undertaken in normal working hours Cutting undertaken indoors with appropriate extraction equipment.		
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. We will obtain the temporary electric connection early to reduce the time the generator will be required. The generator will only be operational in stated working hours.	Site Manager	Low

Dust – All works will be carried out in line with the PureSafe Control of dust and emissions document previously submitted to Planning. In consideration of the potential of dust being created by the site, we will consider the three most pertinent activities which will create dust in accordance with the works, which are initially earthworks and track out and then leading to construction of the new properties. If there is a sustained period of dry conditions, and or excessive dust, debris netting may be added to the heras fence that runs parallel to footpaths.

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 that all activities and control measures below will be supervised by the Site Manager & Contracts Manager who will be trained to SMSTS as a minimum.

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 to minimise dust production 2. Red debris netting installed wherever solid boundary doesn't exist. 3. Newsletter distributed to residents to advise of progress / key activities which will raise awareness – we have an open-door policy and 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	1. All wagons removing spoil from site, where possible, will be sheeted to prevent dust. 2. The 278 works 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. 3. The main way in which the roads and footpaths will be cleaned will be via road sweepers which will be employed when required. 4. Wheel wash station to be utilised.	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 to reduce dust emissions.	SM	Low
3. Site staff vehicles	Medium	Pedestrians and residents of houses & adjacent buildings	1. Both own labour and subcontractors to be encouraged to car share to reduce the amount of vehicle movements to site 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. 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.	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. 2. Mortar deliveries for the silo will be via enclosed tankers as opposed to daily mortar deliveries.	SM	Low
<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	SM	Low

			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.		
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

15. Waste management and recycling

A site waste management plan will be compiled prior to commencement of the scheme utilising the BRE online SMART Waste SWMP template. A waste hierarchy will be followed on the premise of Reduce, Reuse, Recycle, Recover with Disposal being the last option.

We will utilise our preferred supply skip company, Premier Waste, 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.

All skips will be covered when being transported off site, as will be the same for muck away and aggregate deliveries to ensure surrounding roads are kept as clean as possible.

16. Network Rail

The signed BAPA between Storage World and Network Rail will be adhered to at all times during the construction stage. Relevant RA/MS will be submitted to Network Rail as per the agreed timescales and a copy of this CEMP (CPP) will be issued to Network Rail for review/comment.

17. Site Construction Team

Contracts Director – Patrick Allmark – pallmark@gkcpm.co.uk

Commercial Director – Adam Podmore - apodmore@gkcpm.co.uk

Project Manager – David Ford – dford@gkcpm.co.uk

Safety Manager – Craig Wilmore - craig@gkcpm.co.uk

Contact details for the Site Manager will be displayed at the development site to enable existing residents to raise any concerns.

18. Correspondence Address

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