Construction Environment Management Plan (CEMP)

Condition 19 – Approved Planning Application 132366/JO/2021

Manchester Airport Group

Land To The South Of Wilmslow Old Road And To The West
Aviation Viewing Park Manchester WA15 8XQ

60719865-ACM-CBB-XX-RP-CE-000002

09 July 2024

Delivering a better world

Quality information

Prepared by	Checked by	Verified by	Approved by
Natasha Mehmood Technician	Gencay Tuglaci Senior Civil Engineer	Dom Howgego Regional Director	Vin Bamford Technical Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
P01	09/07/2024	Condition 18		Dom Howgego	Regional Director
P02	17/07/2024	Condition 18		Dom Howgego	Regional Director

Distribution List

# Hard Copies	PDF Required	Association / Company Name
	Y	Manchester Airport Group

Prepared for:

Manchester Airport Group
Manchester Airport Group
Olympic House
Manchester Airport
M90 1QX

Prepared by:

Natasha Mehmood
Technician
M: +447917106039
E: natasha.mehmood@aecom.com

AECOM Infrastructure & Environment UK Limited
100 Embankment
Cathedral Approach
Manchester M3 7FB
United Kingdom

T: +44 161 601 1700
aecom.com

© 2024 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM Limited (“AECOM”) for sole use of our client (the “Client”) in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Table of Contents

1. Introduction 1
1.1 Introduction 1
1.2 Planning reference number 1
1.3 Site Address 1
1.4 Project details and overview 1
1.5 Site description and context 1
2. Construction and Demolition Waste Management 2
2.1 Solid Waste & Recycling 2
2.2 Hazardous Materials 3
2.3 Rain and Stormwater 3
2.4 Spills 3
2.5 Ecology 3
2.6 Training 4
3. Pollution Prevention 4
3.1 Pollution 4
4. Dust Control Measures 4
4.1 Dust Requirements 4
5. Temporary Lighting Scheme 5
5.1 Temporary Lighting Requirements 5
6. Site Access, working and safety zone. 5
6.1 Site Access 5
6.2 Working and Safety Zones 5
6.3 Temporary Fencing 6
Appendix A – Ecological Constraints Plan 7
Appendix B – Traffic Management Plan 8

Figures

Figure 1 - Site Location Plan 2

1. Introduction

1.1 Introduction

1.1.1 The purpose of this document is to demonstrate how the construction works for Clough Bank B will be managed to show how the main construction effects of the development are minimised to safeguard the amenities of the occupiers of nearby residential accommodation. This is so that the project is carried out efficiently, safely and in compliance with relevant legislation. This Construction Environmental Management Plan (CEMP) is produced with the intention of responding to planning condition 19 with of the consented application referenced below.

Condition 19 requirements

1.1.2 The requirements of condition 19 are:

- Details of construction and demolition waste management.
- Details of pollution prevention.
- Dust control measures during demolition.
- Details of any lighting scheme proposed during construction.
- Details of Site access, working and safety zones, together with temporary fencing proposals for the Site access and Site perimeter.

1.2 Planning reference number

1.2.1 The planning reference number of the development is 132366/JO/2021.

1.3 Site Address

1.3.1 Wilmslow Old Road, Altrincham, Manchester

1.4 Project details and overview

1.4.1 Start date: Anticipated 2024

1.4.2 Finish date: Anticipated 2025

1.4.3 Development Site Size: Approximately 11.909Ha.

1.5 Site description and context

1.5.1 Manchester Airport Group are intending to commence works, in accordance with approved planning application for Clough Bank B, Wilmslow Old Road. The project description is the construction of a long stay car park, provision of landscaping and surface water drainage infrastructure and the demolition of four residential properties (Vicarage Cottages).

1.5.2 The Site is directly adjacent to the airfield and Runway Viewing Park as shown in Figure 1 below.

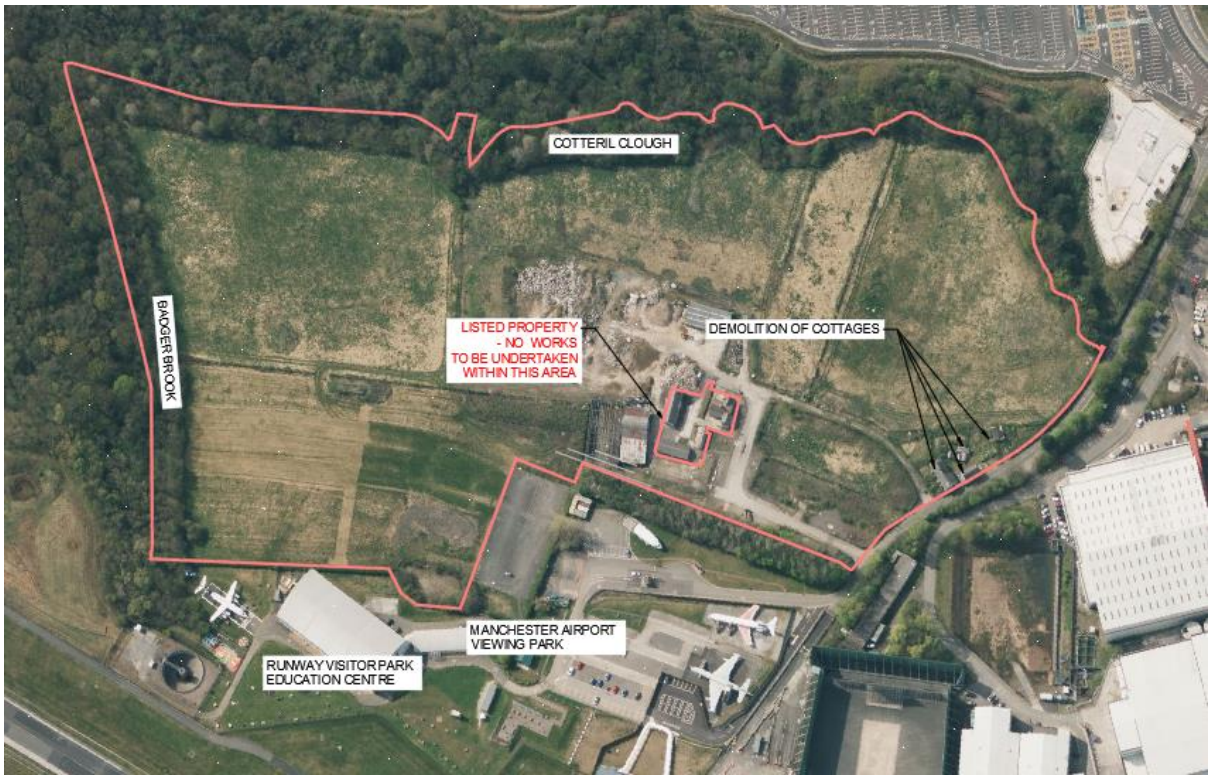


Figure 1 - Site Location Plan

1.5.3 The existing site is predominantly green field site but also contains a central paved area which was previously used as a site compound. The paved area was laid out as part of a previous tenant's off-site car parking business - it has been used intermittently as a compound since 2010. The site also contains an existing listed farm building.

1.5.4 The site abuts Cotteril Clough to the north and west, Wilmslow Old Road and the Runway Viewing Park to the east and Badger Brook to the south.

1.5.5 An aerial view of the site is shown in Figure 1. Cotteril Clough is an ecologically sensitive area (SBI/SSSI) which consists of a steep vegetated valley with a non-critical ordinary watercourse running through it. The wooded area to the south is Badger Brook, which is similar in character to Cotteril Clough and is also classified as a SSSI. These watercourses converge at the southwestern corner of the site and flow westwards beneath the A538. This watercourse flows to the west where it discharges into the River Bollin.

1.5.6 The project includes the demolition of vacant properties at the north of the site which will be organised by the contractor. Appropriate method statements will be in place and approved in advance of any commencements of demolition works.

2. Construction and Demolition Waste Management

2.1 Solid Waste & Recycling

2.1.1 The contractor shall ensure that all waste is managed in compliance with the Waste Management Strategy.

2.1.2 The contractor shall ensure that as far as possible all solid waste is separated such that suitable waste materials shall be recycled.

2.1.3 During demolition works, operatives are to wear 5-point PPE and appropriate RAMs to be agreed and signed off prior to demolition. All solid waste shall be stored to avoid any possibility of it being blown around in the wind due to proximity to the airfield.

2.1.4 Topsoil shall be stripped from the working area, temporarily stockpiled, and where appropriate used for reinstatement upon completion of the construction works. Measures shall be taken to ensure that the stockpile or exposed topsoil is stored in a bunded area and covered to prevent silty run off to drainage and does not attract birds. All works shall be in compliance with the approved Bird Hazard Management Plan.

2.1.5 Any excavated materials that cannot be reused on site will be removed from site to a licensed disposal facility.

2.2 Hazardous Materials

2.2.1 Any hazardous materials encountered there must be a hazardous waste collection service arranged from a reputable and authorised waste management company. If the waste is classified as hazardous, separate and store the waste safely such as use suitable containers to stop the waste escaping, label containers clearly with the type of waste they contain, use covers to stop waste blowing away and waterproof covers if rain could cause contaminated run-off or prevent the waste from being reused.

2.2.2 If there are any concerns with asbestos being present, don't start work until a demolition/refurbishment survey has been completed. Ensure that everyone on site is aware of the results.

2.2.3 Any hazardous materials found on site will be removed from site to a licensed disposal facility.

2.3 Rain and Stormwater

2.3.1 The existing site is predominantly a greenfield site but also contains a central paved area which was previously used as a site compound. Therefore, rainwater will permeate through the ground for the whole site excluding the aforementioned paved area. During periods of heavy rain, excavations may be impacted by surface water runoff. Where necessary, works shall be installed to keep excavations free of surface water and any areas of ponding will be drained properly. This can be done via diversion ditches, or other means.

2.3.2 Possible discharge locations for surface water were considered. Discharge to ground (soakaway) has been considered. The site is typically underlain by a predominantly clay layer to significant depth with occasional pockets of saturated sand. Discharge to MAG surface water sewer network was also considered. It was determined that the only viable discharge location was the watercourses on the site boundary.

2.3.3 No contaminated surface water will be discharged to the watercourse. Excavations must be dewatered in a way that prevents solids being discharged into Drainage systems.

2.3.4 The car park surface shall comprise with heavy duty gravel and medium duty asphalt construction. Due to the proximity to the SSSI, limestone aggregates will not be used in either temporary works or permanent works to ensure that any runoff or percolating water does not have a high pH value.

2.4 Spills

2.4.1 Only equipment and vehicles free from leaks are permitted on site (pre-use checks required). The contractor shall provide suitable methods to avoid spills of any fuels, oils or potentially hazardous liquids. Spill kits shall be always available on site and operatives shall be trained in their use.

2.4.2 Where fuel is stored on site this shall be held within bunded areas that are guarded with barriers to prevent collisions which shall be kept from ponding rainwater. Security of the fuel is needed to ensure there is no theft, this can be done by storing the fuel away from the public and in a secured location.

2.4.3 A regular road sweeping schedule will be in place to monitor and control the risk of soil transferring from the site to the access roads (on vehicles, etc).

2.5 Ecology

2.5.1 The contractor shall ensure that all works is managed in compliance with the Bird Hazard Management Plan.

2.5.2 For the ecological constraints plan, refer to drawing 60719865-ACM-CBB-XX-DR-CE-000210 - ECOLOGICAL CONSTRAINT PLAN.

2.5.3 A SSSI, Cotteril Clough is within 100m of the site.

2.5.4 Great crested newts (GCN) are known to be present on site and newt fencing will be installed around the site boundary. The GCN license holder in Manchester Airport Group, the qualified ecologist being Bob Leatham of Pennie Ecological Ltd.

2.6 Training

2.6.1 All staff and site operatives shall be trained with regards to all matters in the CEMP via toolbox talks to as required to suit site activities.

3. Pollution Prevention

3.1 Pollution

3.1.1 There are various ways to prevent pollution during construction and demolition which can include but not limited to:

- Ensure waste materials are not burnt. If they are, this will cause smoke, releasing poisonous gasses such as carbon monoxide into the atmosphere. You risk being fined for burning materials under the Clean Air Act 1993;
- Use water sprays or sprinklers to help control dust and to stop it from spreading;
- Dust extraction equipment to help control the emission of dust;
- Appropriate PPE such as correct type of respiratory protective equipment (RPE);
- Use quiet power tools and equipment to manage noise pollution;
- Ensure plant and equipment is properly maintained and operated; and
- No burning or open burning of rubbish or pollution to be undertaken.

4. Dust Control Measures

4.1 Dust Requirements

4.1.1 During demolition, control measure for dust must be in place. This can include dust suppression which will help to restrict airborne dissemination of fine particles. Under COSHH regulation (Control of substances hazardous to health) appropriate measures must be undertaken to prevent or control exposure. This can include engineering controls, providing PPE and conducting regular monitoring of dust levels.

4.1.2 Stored materials liable to dust generation shall be dampened down without threat of runoff toward nearby receptors, covered with tarpaulin, or otherwise contained as far as reasonably possible.

4.1.3 Skips, chutes, and conveyors shall be covered and if necessary enclosed to ensure that dust does not escape.

4.1.4 All vehicles carrying dusty materials shall be securely covered.

4.1.5 Water suppression shall be used in dry conditions to reduce dust emissions without threat of runoff toward nearby receptors (e.g. mobile bowsers or fixed sprayers as appropriate).

4.1.6 Prevent dust by using wet cutting and vacuum extraction on tools, use a vacuum cleaner rather than sweeping; use a suitable, well-fitting mask. Also prevent generation of dust that could spread across the airfield.

5. Temporary Lighting Scheme

5.1 Temporary Lighting Requirements

5.1.1 Details for the temporary lighting scheme proposed during construction that need to be included within the CEMP. The following measures will ensure that the temporary construction lighting is designed in accordance with the Airport's aerodrome safeguarding requirements:

- Luminaires will be installed flat to the horizontal (i.e. at a 0-degree tilt);
- Luminaires will be chosen that do not emit any upward light through their housings;
- Due to the proximity to the aerodrome, care will be taken to ensure that excessive levels of lux are not emitted. Lux levels will be kept below 50 lux;
- Lighting will be of a standard colour (i.e. not red, green, or blue), to reduce the risk of the lighting being confused with aeronautical lighting; and
- Due to the proximity to the aerodrome, care will be taken to ensure that the mobile lighting installations do not exceed the protected surfaces established for Manchester Airport e.g. OLS, CNS & IFP's. The maximum height of the mobile lighting installations will not exceed the height of the permitted permanent masts.

6. Site Access, working and safety zone.

6.1 Site Access

6.1.1 Defined physical boundaries are needed and where necessary, by suitable fencing for site access as well site perimeter. The principal contractor must take reasonable steps to prevent unauthorised people accessing the site. There should be safe access onto and around the site for people and vehicles.

6.1.2 Any mud on the site access road will be assessed on at least a daily basis. Road sweeping will be undertaken as necessary should it be required as per traffic management plan as seen in Appendix B.

6.2 Working and Safety Zones

6.2.1 Effective management of work activities and competent site supervision is essential in maintaining healthy and safe conditions. Site managers and supervisors should be trained to help discharge their health and safety responsibilities.

6.2.2 When employees, contractors or visitors first come to site, it is important that they receive information regarding the site hazards and the steps that have been taken to control the risks. A site plan showing the office location, placed at the site entrance to help when people enter site. The principal contractor has a duty to take reasonable steps to ensure that only authorised people are allowed where construction work is being undertaken.

6.2.3 Anyone who is going on site for the first time should be briefed about risks, welfare facilities and site rules. This can be done by making sure the site supervisor speaks to them before they start work. An information sheet or any relevant information could be displayed on a notice board which is placed near the site entrance.

6.2.4 When managing sites, areas for various health and safety reasons where access may be restricted.

6.2.5 There are three types of zones:

- Red zone which is also known as an exclusion zone that is defined as a part of a development site from which all pedestrian and vehicular movements are excluded by protective fencing, typically to ensure the wellbeing of trees, during site works.
- Amber zone is the area where there is potential to have an increased risk, but for practical and operational reasons, someone maybe be required to enter the zone such as positioning or removing lifting equipment from a load.

- Green zone which is known as a safe zone where no PPE is required such as offices, site welfare and car parking.

6.2.6 The rest of the site allows access to other areas of the site, where demolition work is not being carried out, it will be allowed for inducted and authorised workers.

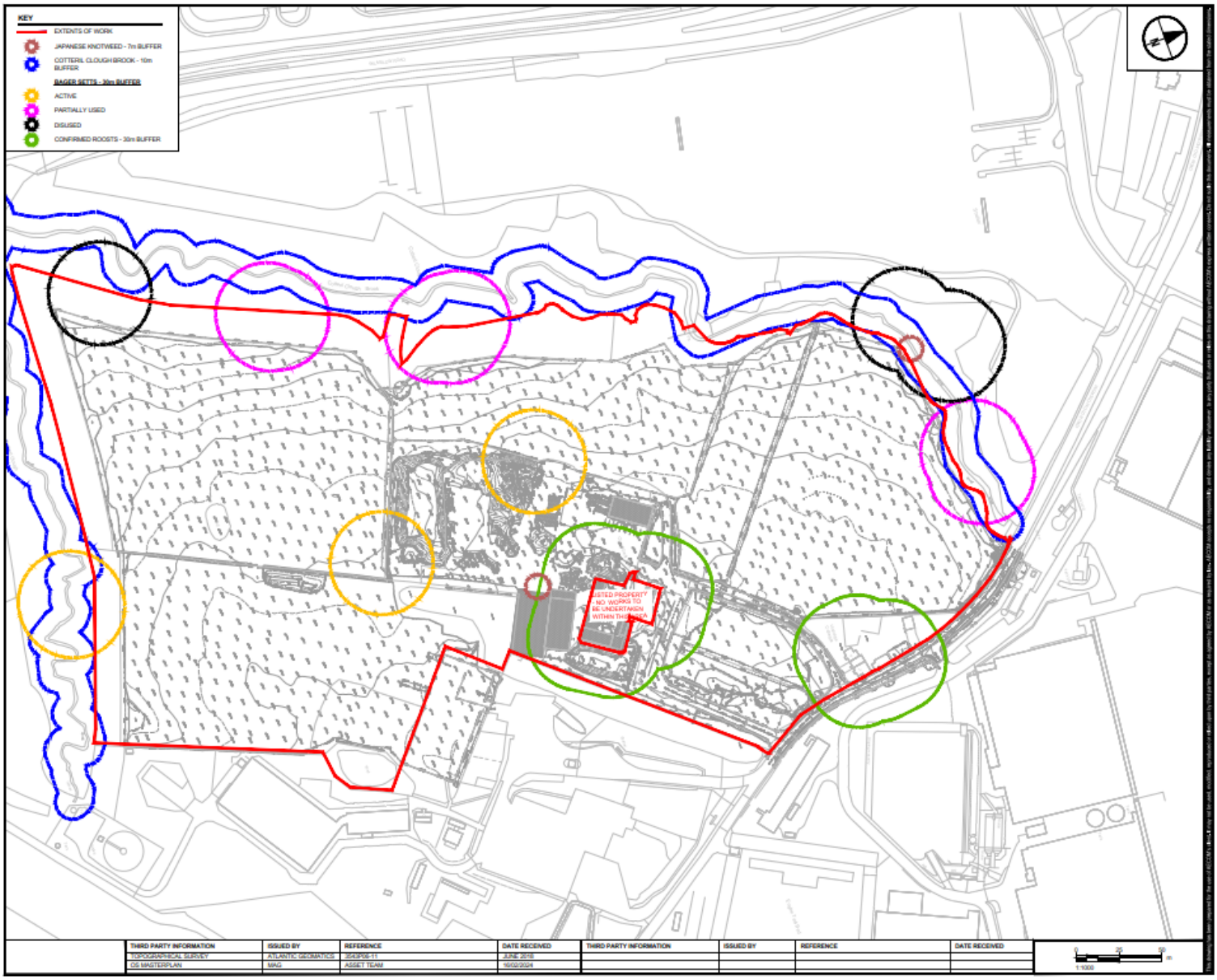
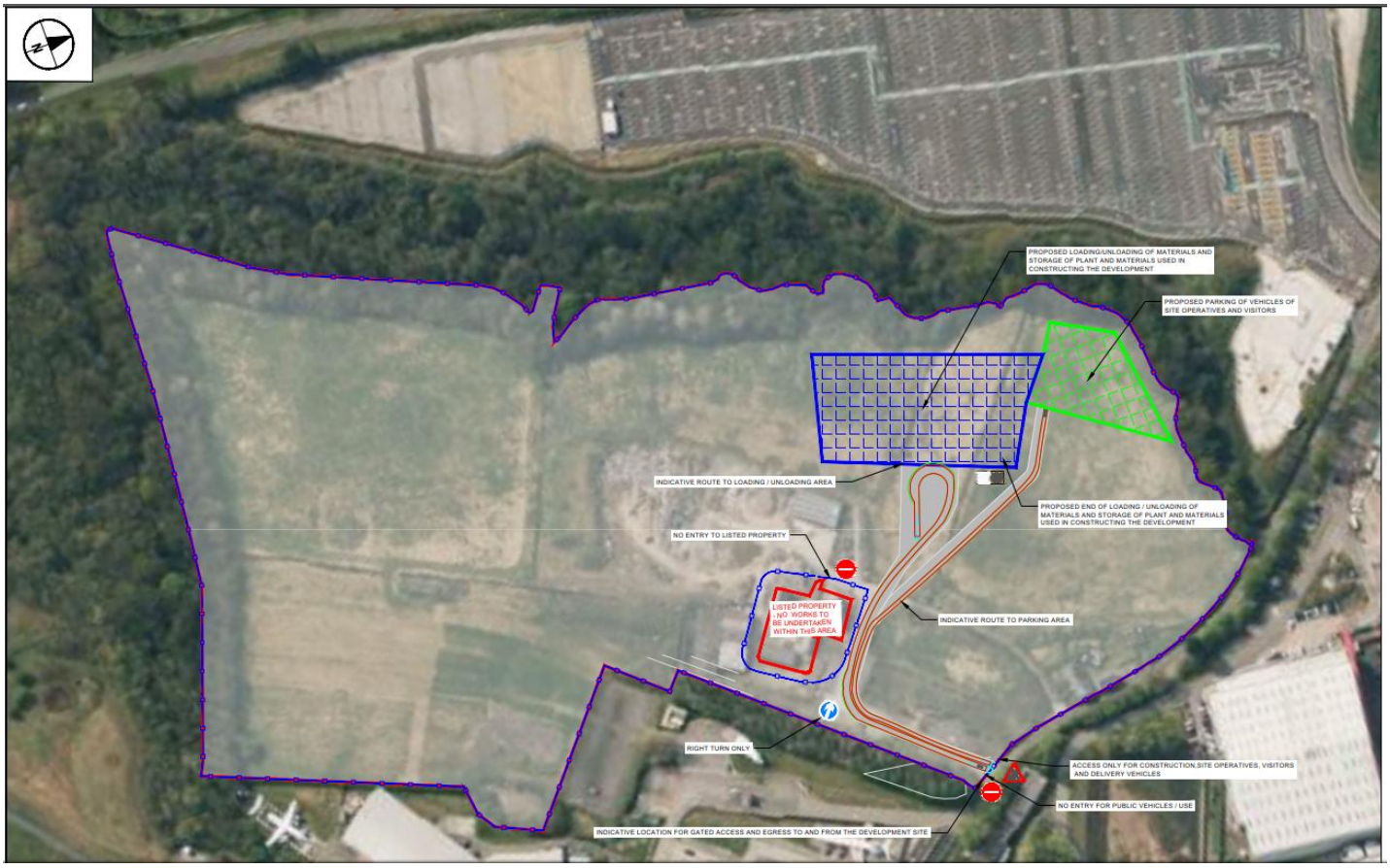
6.3 Temporary Fencing

6.3.1 Temporary fencing for both site access and site perimeter must follow guidance from HSG151 where applicable, with control access to the site and suitably signed. The fencing should be easily visible with appropriate signage and be regularly inspected and maintained to ensure stability and safety. This will protect people (especially children) from the dangers on Site, and the Site from vandalism/theft.

6.3.2 The health and safety at work act also states that employers must protect members of the public who are passing a construction site. Therefore, all signage should be always visible.

6.3.3 The British standard 1722-18:2011 includes all detailed guidelines and recommendations for free standing temporary steel mesh perimeter fencing panels and should be followed if being used. If standing temporary steel mesh fences are not used, chain-link fences, wood fences, ornamental fences, vinyl fences or gates and access control fences can be used. The main aim for the temporary fence is to prevent unauthorised access to the Site and ensure the health and safety of the public.

Appendix A – Ecological Constraints Plan



Appendix B – Traffic Management Plan