

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

FOR

Loreto Sixth Form College



Report Title	Loreto College Construction Environmental Management Plan
Report Reference	CEMP
Revision Number	Issue 4
Issue Date	21/09/23
Client	Loreto Sixth Form College Hulme Manchester M15 5PB
Principal Designer	AA Projects Ltd 1.06 South Harrington Building 182 Sefton Street, Liverpool L34 4BQ
Project Manager / Quantity Surveyor	AA Projects Ltd No 1 Aire Street Leeds LS1 4PR

Regulatory Authority

Environmental Agency
Richard Fairclough House
Warrington
Cheshire
WA4 1HG

Local Authority

Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

1.0 Introduction

Loreto sixth form college is to appoint a Principal Contractor to carry out and complete the design and construction of a new teaching block on the site of an existing probation office.

The proposal is to locate a new building on the land under acquisition, on the corner of the site adjacent to Chichester Road and Moss Lane West.

The works comprise of the demolition of the existing probation office, design, construction, completion and defects rectification of the new teaching block complete with associated communal and circulation areas, external works, drainage and services.

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1.1 Site Location and Description

The site is located as follows;

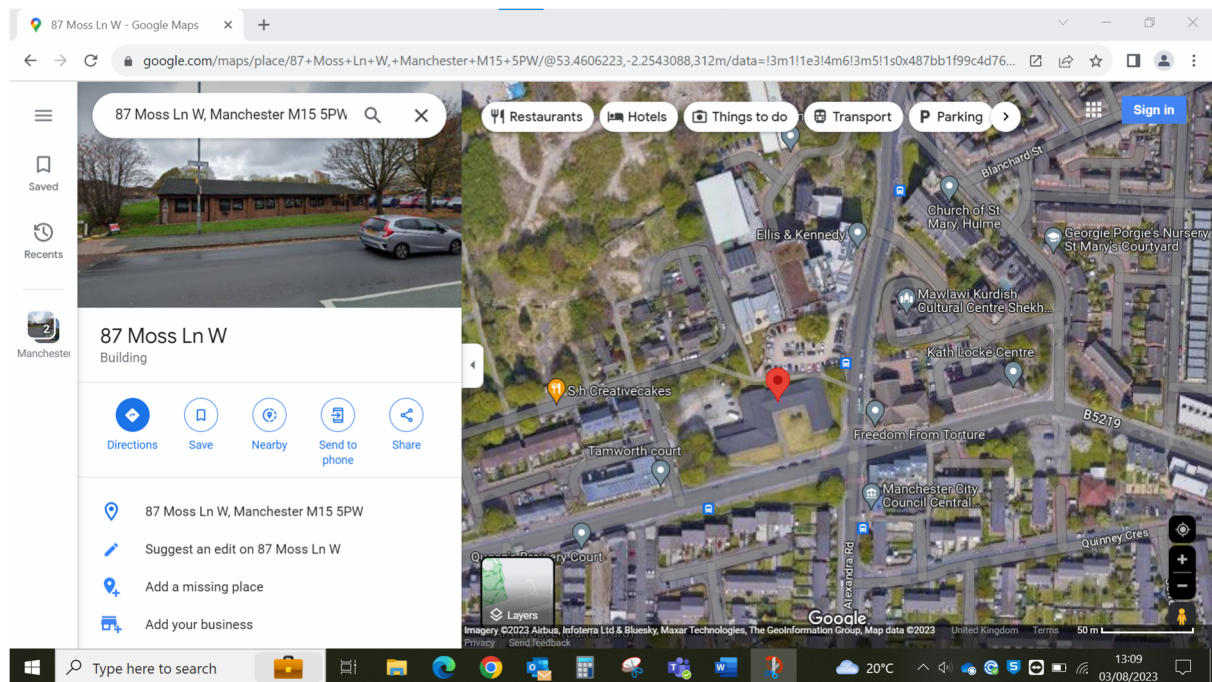
Former Moss Side Probation Offices

87 Moss Lane West

Moss Side

Manchester

M15 5PE



The site is approximately 2miles from Manchester City Centre and is approximately centred on National Grid Ref. 53460349E, -2.252943N (SJ351964)

The site currently houses a vacant former probation office and areas of hardstanding / car park usage.

1.2 Background

This Construction Environmental Management Plan is prepared in order to satisfy planning condition 3 of the aforementioned application which states:

3) Prior to the commencement of development on site including any demolition works on site a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed plan which shall include:

- The routing of construction traffic
- Detail the vehicular activity associated with the construction including appropriate swept-path assessment (Appendix B)
- Details of the location and arrangements for contractor parking
- The identification of the vehicular access points into the site
- Compound locations
- Identify measures to control dust and mud, including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location
- A community consultation plan - Timescales for the completion and scope of a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site. (Appendix A)
- Site working hours

2.0 Emergency Contact Details

Head office – Warrington 01925 640890

Project Manager – Kevin Duffy 07826 624215

3.0 Hours of Work

The intended hours of work will be as follows:

08.00 to 17.30 Monday to Friday

08.00 to 13.00 Saturday (when applicable)

4.0 Access Routes onto the Site and Site Parking

Access routes to site will be as follows:

The site entrance will be formed using the existing access off Tamworth Street, accessed from Moss Lane west. Deliveries will be directed to arrive / depart from site from Princes Parkway via Moss Lane East, thus avoiding Hulme Retail Park, Chichester Road and the main college entrance.

This entrance will be gated and controlled by a gateman. The entrance will be used for both inbound and outbound visitors, staff, construction personnel and delivery vehicles of various sizes. Separate pedestrian access will be provided and clearly signed.

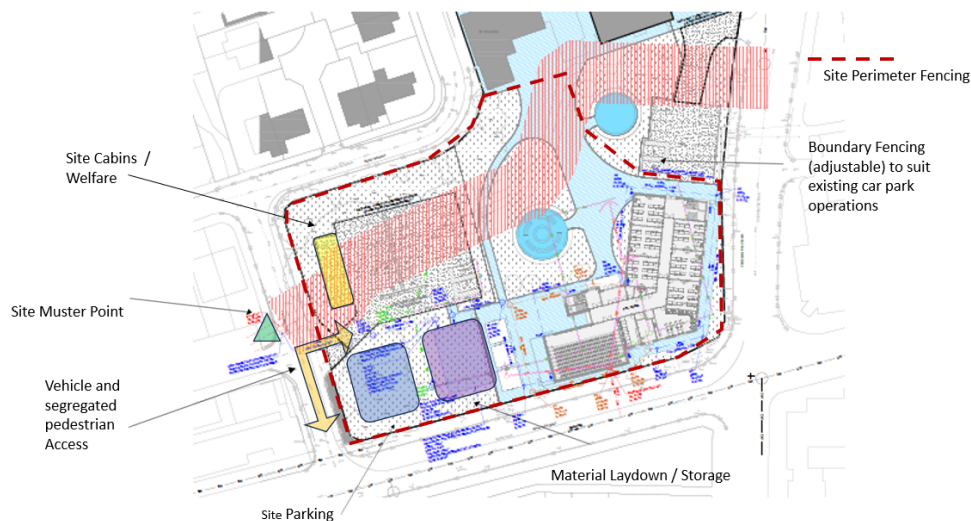
The gates will be kept shut and locked at all times when not in use. Gates will be set back from the adopted highway to prevent construction vehicles from overhanging onto the carriageway.

The Site Compound and contractors parking will be located inside the access gates as indicated on the plan below.

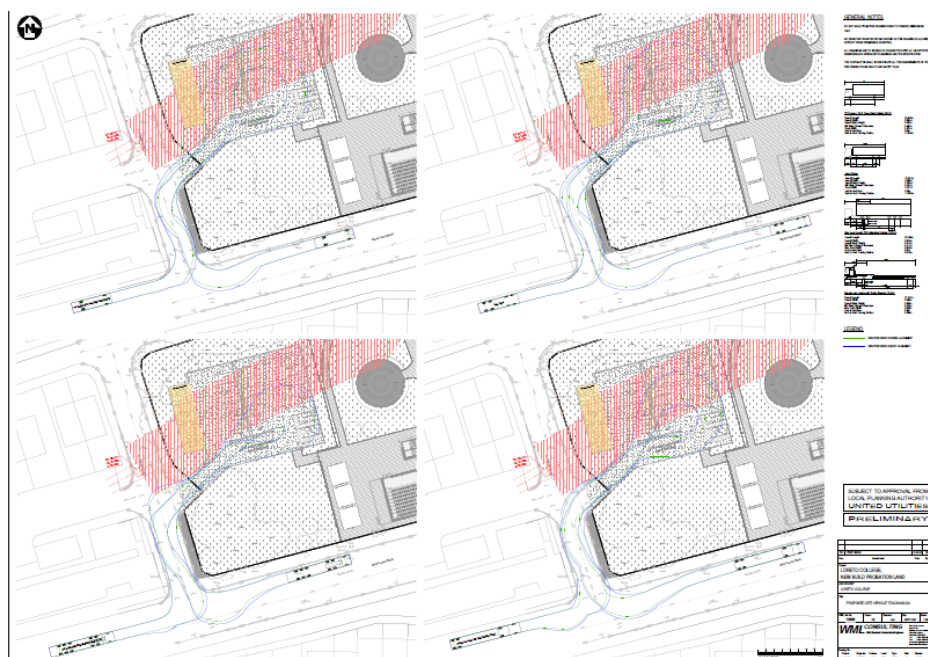
This layout has been developed in accordance with the swept path analysis commissioned for the site (shown below) to ensure delivery vehicles can safely access, deliver and leave the site. The swept path analysis has been undertaken for twin axle tipper trucks, concrete trucks, articulated vehicles.

Loreto College – Initial Site Logistics Plan

CaddickConstruction.



Appendix B



All Contractors Parking will be on site at all times. At no point will construction vehicles and construction staff be parked on the adopted highway. All loading and unloading will occur on-site and not on the adopted highway.

Traffic Management Plan

A full detailed Traffic Management Plan will be produced prior to the works commencing. This plan will be implemented, developed and updated on a regular basis in line with the changing construction sequences. The plan will contain details for all the deliveries, crane locations, vehicle/pedestrian routes, emergency vehicle and fire escape routes for works within the site boundary and to the external work areas.

Construction related Vehicle types and Frequency

The types and frequency of vehicles will vary, dependant on the programming and sequence of construction activities.

Peak frequency activities are likely to occur during import / export of excavated or fill material, or during mass concrete pour activities.

All other deliveries will be generally low frequency activities.

Types of vehicle will include:

- Twin axel tipper trucks: Removing / Importing excavated or fill material.
Anticipated Max 15No trucks / day (peak)
- Concrete Delivery trucks: Delivering Ready mixed concrete. Anticipated Max 15No trucks / day (peak)
- Flatbed rigid body trucks: General deliveries. Infrequent, Anticipated 1-2 No trucks / day
- Articulated tractor units and flatbed trailers. Delivery of Plant, Steel, Cladding materials Infrequent, Anticipated Max 2-3No trucks / day.

There will be no reversing onto the adopted highway. Vehicles will enter and exit the site in forward gear at all times.

Suitable measures will be in place to prevent materials from entering the adopted highway. All construction vehicles will be subject to wheel washing. Road sweeping facilities will be available in the event materials are discharged into the highway.

All construction access points will be wide enough to accommodate two-way traffic flow.

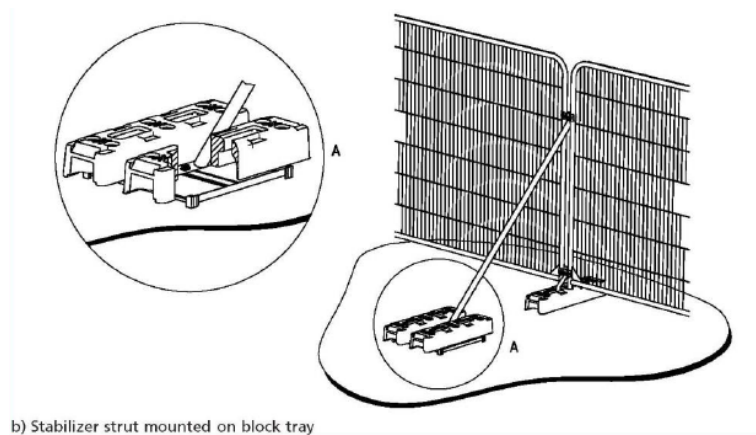
Any lighting will be screened to prevent any glare to the adopted highway.

Tree Protection

Tree protection will be installed as indicated on the plan below.



The fencing will be installed using heras style fencing and supported as indicated below,



b) Stabilizer strut mounted on block tray

We note that relevant tree felling, and habitat surveys have previously been undertaken.

5.0 Noise and Vibration Control

It is appreciated that noise from construction works can be intrusive or disruptive to local businesses and for this reason our activities / deliveries will only be undertaken between the working hours noted above and in accordance with the approved planning conditions.

Environmental Monitoring Points around the site, in locations close to local residents /

businesses will be established.

Noise levels will be measured/monitored regularly by the use of a noise meter at the monitoring points and recorded within the site diary.

Mitigation measures will include the following:

Noisy operations will be eliminated where practicable.

Site plant for the purpose of the works will be fitted with effective exhaust silencers.

Machines/plant in intermittent use will be shut down in intervening periods between work.

Plant and vehicles will be started up sequentially rather than all together.

Plant will be well maintained and serviced regularly.

Wherever practicable tools of low noise emission will be used.

The above measures will be incorporated in the Method statements and risk assessments developed for the works.

At present we do **not** consider that vibration will be a significant issue due to the following:

The ground compaction will be by towed rollers and not by any means of dynamic hammer compaction.

We are aware that where there are significant Heavy Goods Traffic present, vibration issues can be created, especially where road surfaces are in poor repair. The frequency of heavy goods vehicles entering and leaving the site will not be so excessive to create problems in this regard nor will be sufficiently close to existing neighbouring structures.

6.0 Dust Mitigation

Dust levels will be regularly monitored, visually, from the Environmental Monitoring points recorded in the site diary.

At present it is not anticipated that there will be surplus earthworks overburden to be carted off site, however in the event of any materials being taken off site then covered vehicles will be employed to minimise dust liberations. When aggregates are delivered to site, these too will be delivered in covered tipper vehicles and their tipping will be supervised by a banksman. The banksman will ensure that tipping is done in a controlled manner to avoid the creation of dust clouds.

No mechanical cutting of materials will be undertaken without suitable and sufficient measures in place for the control of dust. This will include dust suppression attachments in place and in use for wetting down at the cutting edge or the provision of a tool extraction.

In the case of adverse weather conditions (Hot / dry weather) a full wetting down operation will be undertaken utilising towed water dispenser bowsters and vehicles will be

restricted to determined routes on site.

Emissions from plant/vehicles will be kept to a minimum by keeping plant properly maintained and regularly serviced and as noted above machines/plant in intermittent use will be shut down in intervening periods between work.

With respect to Air Quality generally it will be a site rule that there shall be no burning of ANY materials on site and it will be ensured that this rule is implemented and complied with.

7.0 Information / Consultations / Neighbours

The principal contractor will register the project with the Considerate Constructors Scheme. This scheme sets and monitors the site against industry standards and helps



to integrate the site with its surroundings and adjoining neighbours as well as focusing on site appearance /safety / welfare / environmental and community issues.

Community consultation

A proactive approach will be taken to keeping site neighbours informed.

Prior to commencing on site, a letter drop will be completed for residents in the immediate vicinity. This will inform of the proposed works / dates and the company contact details. Site Contact details will also be issued and displayed around the site.

A monthly newsletter will also be issued locally to inform of the progress of the works along with notice of any planned upcoming disruptive operations.

Regular visits from the regulatory authorities will be encouraged so that they may be confident that controls are in place. This will aid the authorities in responding to any enquiries from the public.

8.0 Management Systems

It is intended that the principal contractor is an ISO 14001, ISO 9001 and OHSAS 18001 Accredited Contractor, all operations on site will be undertaken in accordance with these integrated systems and procedures.

9.0 Cleanliness of Existing Carriageways and Delivery Information

The principal contractor will monitor ground conditions and will endeavour to control traffic on site to traffic clean stone areas, however should there be a risk that site traffic could cause mud on neighbouring carriageways then wheel washing facilities will be put in place and where necessary road sweepers will be deployed. Deliveries will be so co-ordinated with suppliers to avoid peak periods and offloading restricted to site.

10.0 Recycling / Disposal of Waste from Demolition.

The works do involve demolition, but it is not intended to re-use any generated materials in the form of concrete crushing or similar.
There will be some waste materials. The principal contractor will dispose of Waste in skips which will be sent to sorting depots who segregate the waste for recycling.

11.0 Storage of Plant and Materials

Material Laydown areas (hardcore areas) will be put in place adjacent to each unit within the hoarded site boundaries (as noted on the previous logistics plan). Plant will be stored within the site compound.

12.0 Monitor and Review

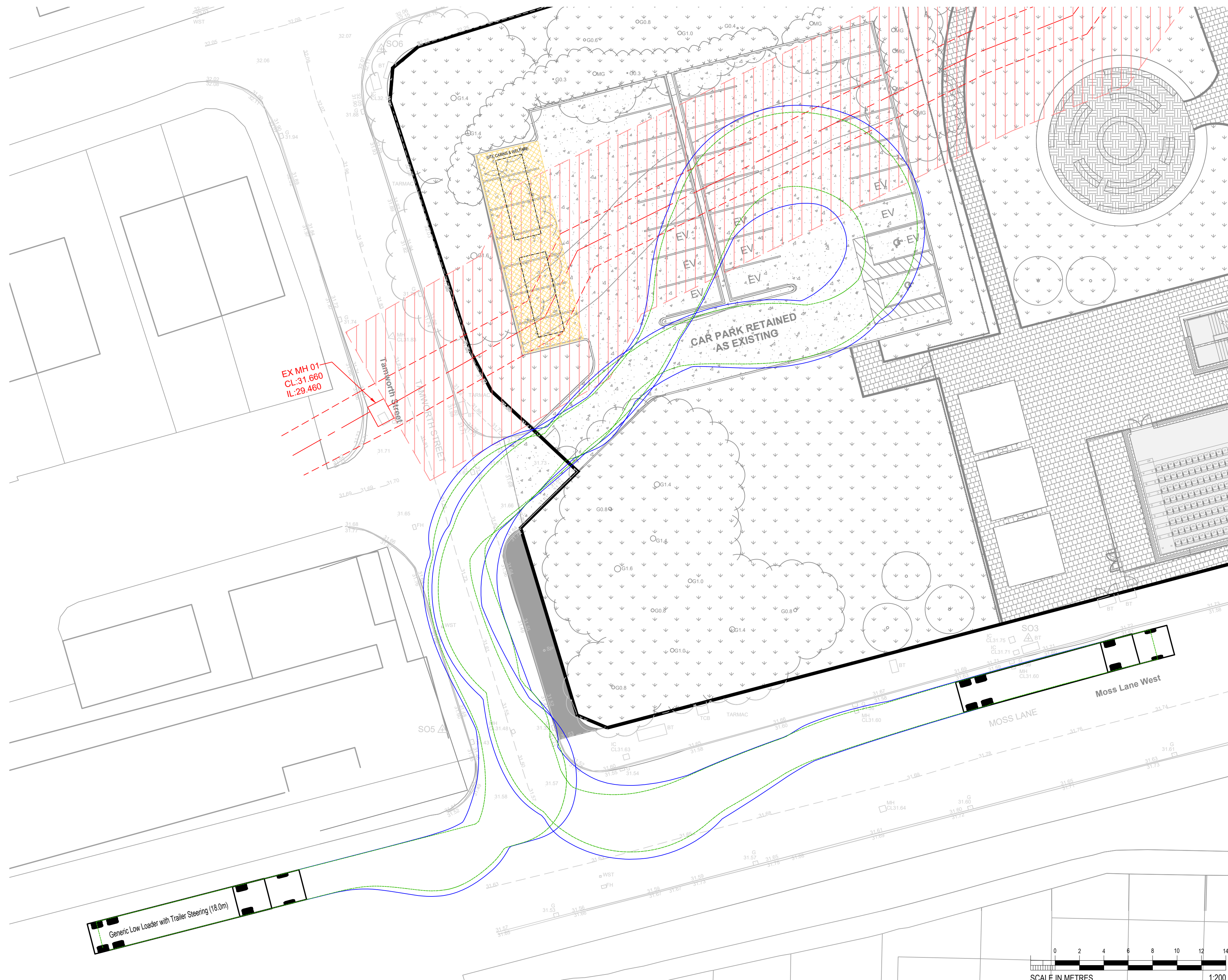
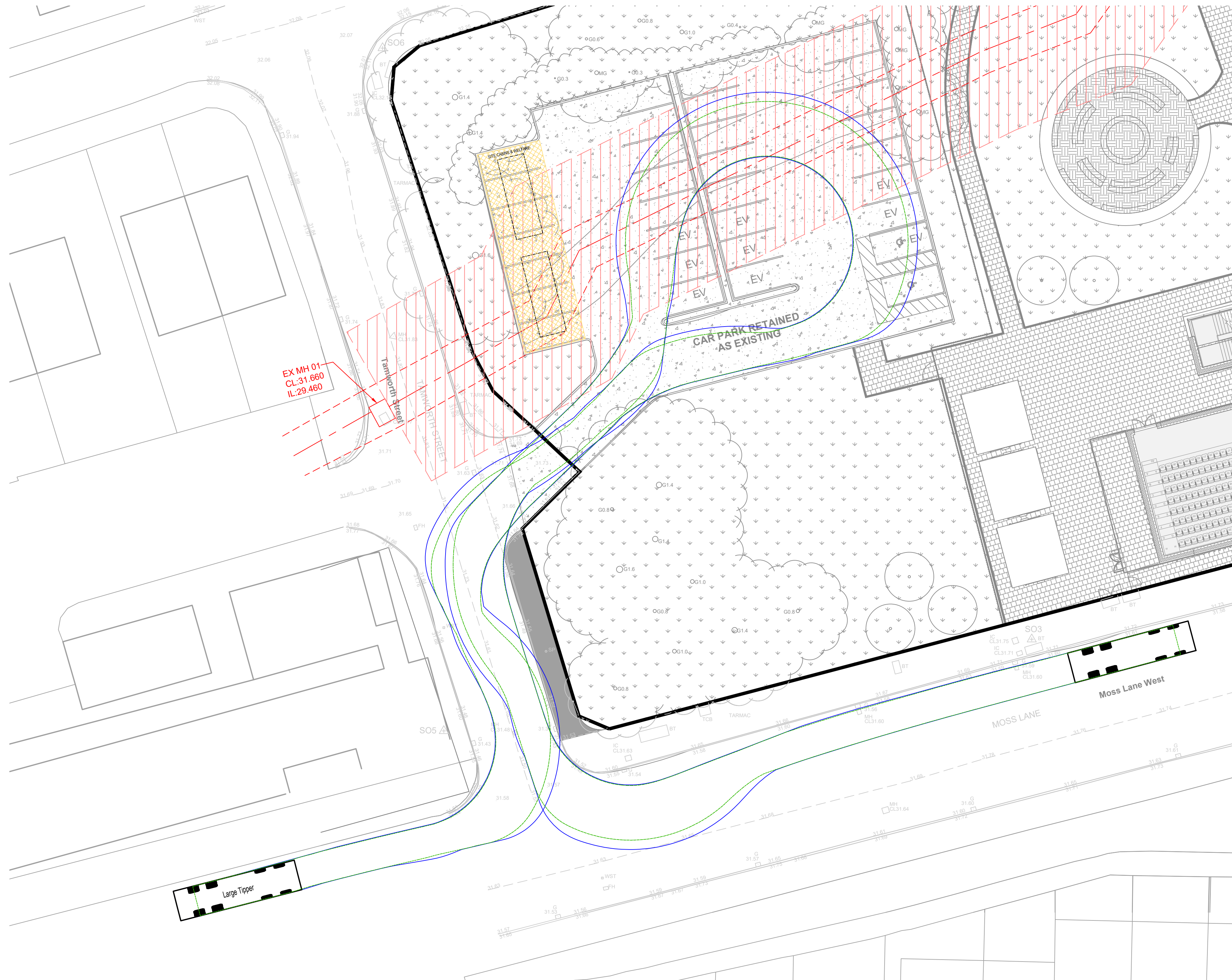
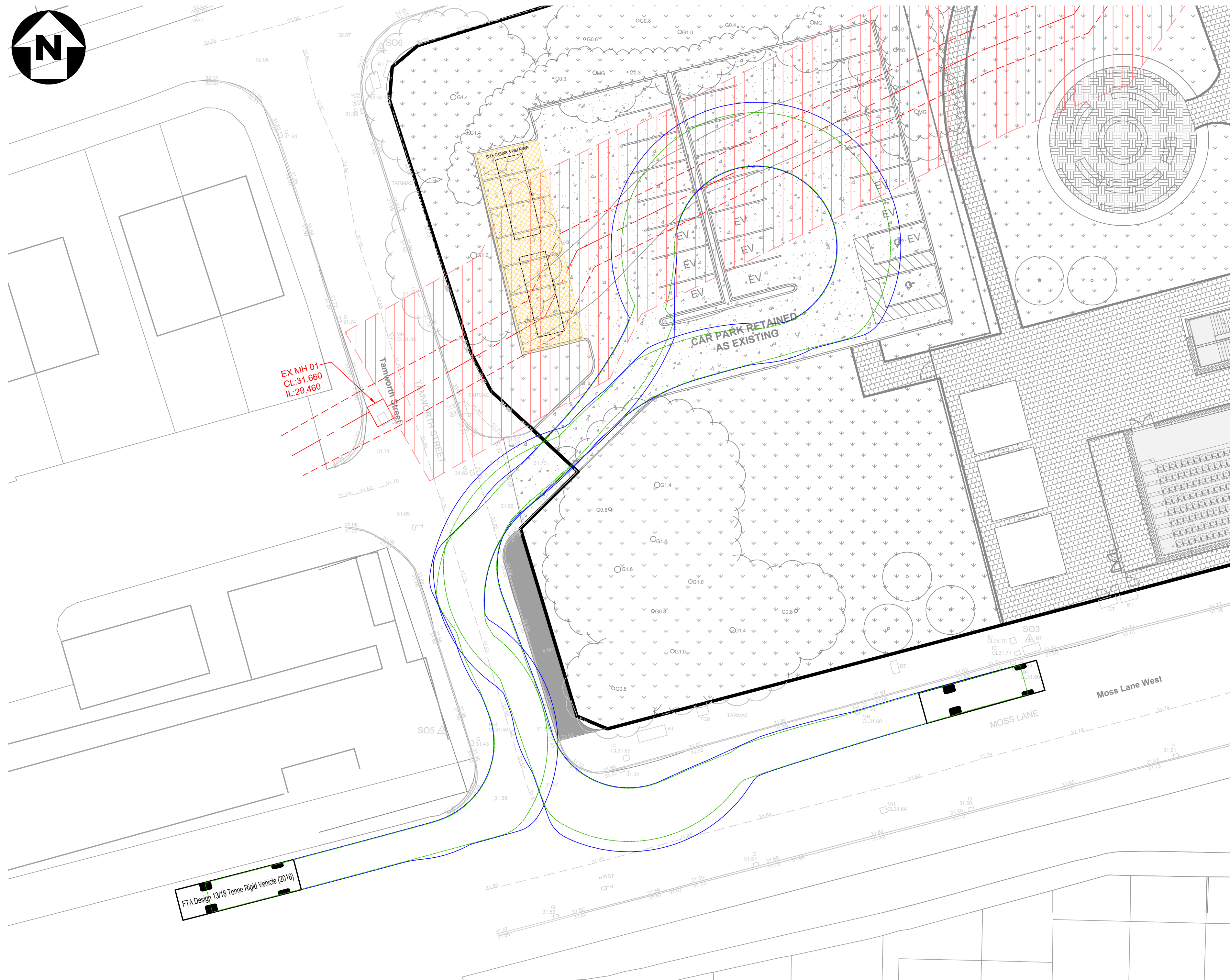
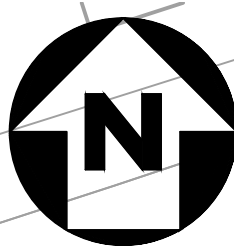
It will be the responsibility of the principal contractor to implement, monitor and review this CEMP. Review will take place if there are any significant changes / conditions / required further actions / complaint resolutions or as a minimum every 8 weeks. Any changes to the identified CEMP mitigation measures from either the regular review process or following receipt of a complaint will be forwarded to the Local Planning Authority within 24hrs of a change being agreed or implemented."

13.0 Dilapidation Survey

The survey will take place 1 week prior to the works beginning and appended to this CEMP known as **Appendix A**

Appendix A - Dilapidation Survey

Appendix B – Swept Path Analysis



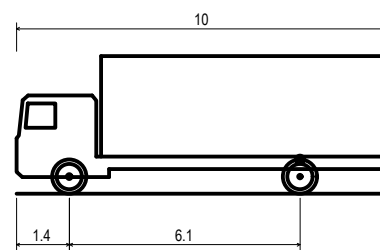
GENERAL NOTES

DO NOT SCALE FROM THIS DRAWING WORK TO FIGURED DIMENSIONS ONLY.

NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS ALLOWED WITHOUT PRIOR PERMISSION IN WRITING.

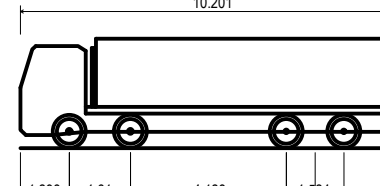
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL ARCHITECTS, ENGINEERS AND SPECIALISTS DRAWINGS AND THE SPECIFICATION.

THE CONTRACTOR SHALL INCORPORATE ALL THE REQUIREMENTS OF THE PRE-TENDER STAGE HEALTH AND SAFETY PLAN.



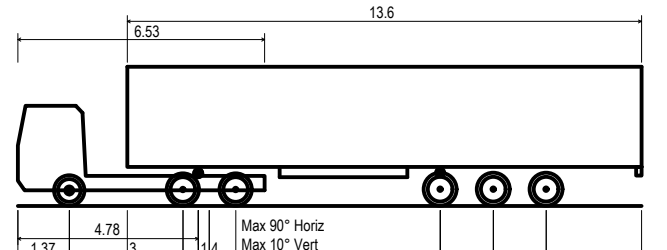
FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.680m
Min Body Ground Clearance	0.341m
Track Width	2.470m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.500m



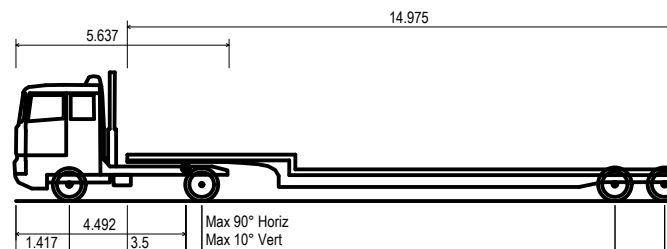
Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.681m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.500m



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.681m
Min Body Ground Clearance	0.341m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.916m
Overall Width	2.500m
Overall Body Height	3.681m
Min Body Ground Clearance	0.341m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

LEGEND

- DENOTES VEHICLE WHEEL ALIGNMENT
- DENOTES VEHICLE BODY ALIGNMENT

SUBJECT TO APPROVAL FROM
LOCAL PLANNING AUTHORITY
UNITED UTILITIES

PRELIMINARY

P01	FIRST ISSUE			19.09.23	DB	LoG
Rev.	Amendment			Date	By	Chd
Project LORETO COLLEGE, NEW BUILD PROBATION LAND						
ARCHVCLIENT LORETO COLLEGE						
Title PROPOSED SITE VEHICLE TRACKING GA						
WML Job No.	Drawn	Checked	Date	Scale		
10939	DB	LoG	SEPT 2023	1:200 @ A0		
WML CONSULTING Civil, Structural & Geotechnical Engineers			No 8 Oak Green East Road Stanley Green Business Park Cheshire SK9 6DL Tel 0161 482 9200 Fax 0161 486 9210 email info@wmlconsulting.com www.wmlconsulting.com			
Drawing No.						
Project	Originator	Volume	Level	Type	Role	Number
LCNP	- WML -	00 -	FN -	DR -	C -	1200
						Rev
						P01