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**Heald Green House, Irvin Drive
Off Airport Car Park**

Construction Management Plan

Final Report for:

Ensco 1174 Limited

September 2022

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Infrastructure Highways Transport

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APPENDICES

APPENDIX A – SITE LAYOUT

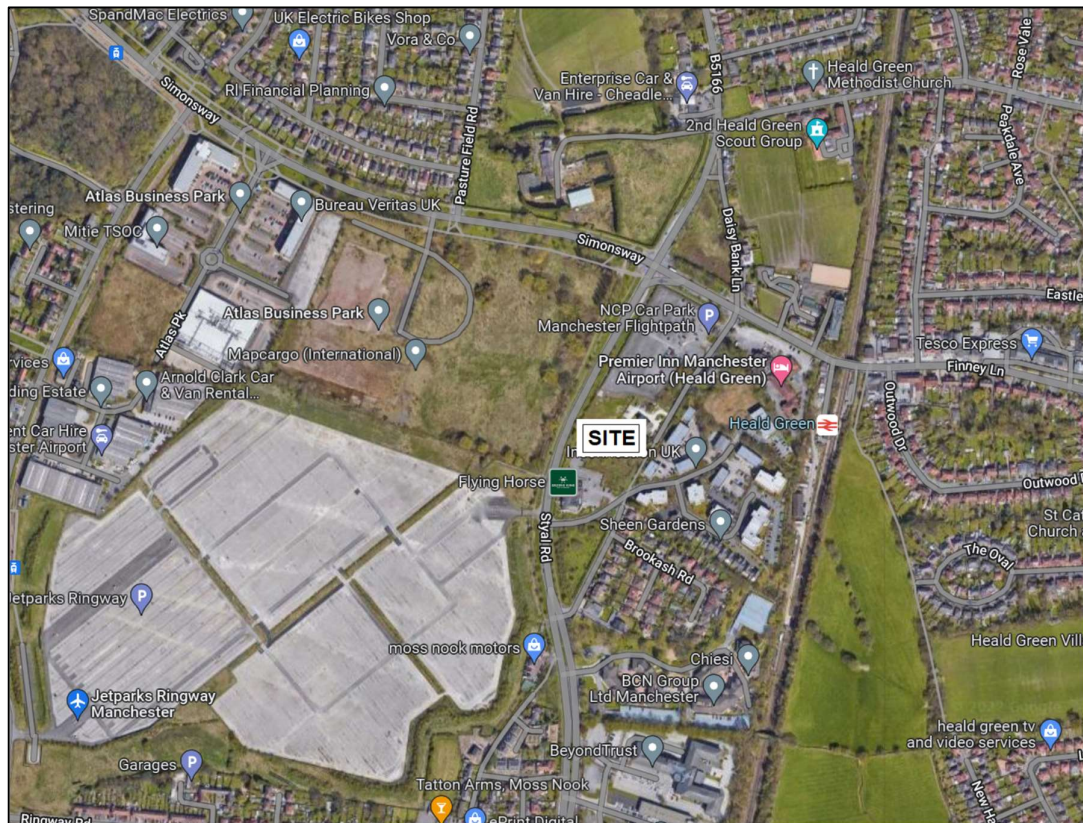
APPENDIX B – COMPOUND AND ACCESS TRACKING

1.0 INTRODUCTION

1.1 Brief

- 1.1.1 This Construction Management Plan (CMP) has been prepared for 743 spaces off airport car park located to the east of Styal Road, Heald Green.
- 1.1.2 **Figure 1.1** illustrates the site location. The nearest postcode is M22 5LS.

Figure 1.1: Site Location



- 1.1.3 The purpose of the CMP is to demonstrate the arrangements that are to be set in place for the management of construction traffic, access and safety on site throughout the construction phase of the project.
- 1.1.4 The CMP provides details for traffic management relating to the construction process and should be read in conjunction with the Transport Statement produced by Cora IHT Ltd and issued in support of the application. Any required alterations to the details contained within the CMP will be communicated to the Local Highway Authority, as this information becomes available.
- 1.1.5 The CMP provides information on the planned haulage routes to the construction site and the associated traffic management proposals required to ensure the existing public road infrastructure is maintained in an acceptable condition.
- 1.1.6 This document is also intended to provide clear guidance to all staff, site users and material suppliers regarding access routes to the site, maintenance requirements for the existing public road and restrictions to vehicle access.

1.2 Legal Compliance

- 1.2.1 Prior to commencing on site, all relevant legislation, including requirements for licenses, and/or consents shall be identified and confirmation of full compliance obtained and kept on site. The following environmental legislation is applicable to the site.

Legislation	Reference
Environment Act 1995	general
Environmental Protection Act 1990	general
Water Resources Act 1991	general
Control of Pollution (Oil Storage) Regulations 2001	general
Health and Safety Work Act 1974	general
The Control of Pollution Act 1974	general
Conservation Regulations (1994)	general
The Wildlife and Countryside Act 1981	s. 1
Control of Pollution (Amendment) Act 1989	general
COSHH Regulations 2002	general
Waste (England and Wales) Regulations 2011	general
Noise Act 1996	general
Control of Pollution Act (1974)	s31

2.0 CONTROL OF THE CONSTRUCTION PROCESS

2.1 Roles and Responsibilities

- 2.1.1 It is the responsibility of the on-site manager to ensure that a copy of the Construction Management Plan (CMP) is always held at the Contractors administration office and that all the site operatives (including sub-contractors) are fully aware of the requirements set out within the document.
- 2.1.2 The CMP is to be reviewed by the site manager every week and any changes to procedures, accidents, incidents or non-compliance recorded by way of an addendum / diary.
- 2.1.3 The Environment Agency will be notified as soon as possible following the detection of:
- Any malfunction, breakdown or failure of equipment or techniques, accident or emission of a substance not controlled by an emission limit which has caused, is causing or may cause significant pollution;
 - any significant adverse environmental effects.
- 2.1.4 Written confirmation of actual or potential pollution incidents and breaches of emission limits shall be submitted within 24 hours.
- 2.1.5 In the event of a reportable environmental incident the site manager will be responsible for recording and reporting the event to the Environment Agency. Environmental incidents will be recorded in the site diary.

Principal Contractor

- 2.1.6 For the development works the Principle Contractor will use its own direct resources supplemented by the appointment of external specialist consultants and subcontractors. The CMP will be implemented through contractual arrangements with its Sub-contractors.
- 2.1.7 The Principle Contractor will hold overall responsibility for the implementation of the CMP and oversee any environmental issues. The Principle Contractor must;
- Appoint a suitably qualified Site Manager.
- 2.1.8 The Site Manager will be an employee of The Principle Contractor. The role of the Site Manager will be to:
- Verify that Contractor and Sub Contractors have allocated sufficient resources to allow delivery of the CMP;
 - Participate in communication with the Local Planning Authority (LPA) and other third parties as required;
 - Regularly review the findings of the monitoring programme or those delegates with environmental responsibility;
 - Arrange for periodic review and update of the CEMP; and,
 - Provide specific responsibilities for those who will be employed on the scheme.

2.2 Considerate Constructors Scheme

- 2.2.1 In order to ensure and monitor a high standard of good practice the Principal Contractor will sign up to the Considerate Constructors Scheme (an independent third-party monitor) and will adhere to the schemes code of practice. The scheme is voluntary and represents best practice in the industry. The aim of the code of practice is to;
- Minimise any disturbance or negative impact for example noise, dirt and inconvenience sometimes caused by construction sites to the immediate neighbourhood.
 - Eradicate offensive behaviour and language from construction sites and to be courteous to the public.
 - Recognise and reward the contractor's commitment to raise standards of site management, safety and environmental awareness beyond statutory duties.
- 2.2.2 The scheme sets out a code of practice against which the site performance is monitored by an independent Monitor under the scheme. The Code of Practice is summarized below:
- Considerate Good Neighbour Responsible.
 - Environment Respect Accountable.
 - Cleanliness Safe.

2.3 Health and Safety Management

- 2.3.1 The Principal Contractor must be committed to promoting a positive safety culture.
- 2.3.2 The Health and Safety of the local community and all personnel involved in the project is of the highest importance. Specific risk assessments and supplementary method statements will be produced and developed by the Principal Contractor, as appropriate, prior to the onset of the works.
- 2.3.3 The enforcing authority for Health & Safety on construction sites is the Health & Safety Executive who will be notified of this project which is a legal obligation. The site will also be managed in full compliance with the current Construction Design and Management Regulations (CDM).
- 2.3.4 Registers will be maintained to record accidents, incidents, near misses and complaints.

2.4 Management of Unforeseen Incidents

- 2.4.1 The site manager will be responsible for ensuring suitable controls are applied at all times. The site manager will liaise with the Planning Authority and Environment Agency during the works as necessary and will ensure that, in the unlikely event of any nuisance-related issues, they are dealt with effectively and promptly.
- 2.4.2 In the event of a complaint or evidence of pollution of controlled waters, the Contractor will review the incident as follows:
- the cause will be immediately investigated;
 - relevant operations will be suspended;
 - corrective measures will be applied and relevant operations will recommence;
 - if corrective measures are not effective, the relevant operations will be suspended and further controls applied; and
 - actions undertaken will be recorded in the Site Diary.

2.5 Management of Tall Equipment

- 2.5.1 The site manager will be responsible for any Tall Equipment permits as required.
- 2.5.2 All works involving Tall Equipment (over 10m in height) are to be operated in compliance with CAP 1096 and will require Airport Tall Equipment Permits from Manchester Airport.
- 2.5.3 Further information is providing at the following web address:
- <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstaclenotification/Crane-notification/>

3.0 SITE OPERATION

3.1 Proposed Development

- 3.1.1 The proposed development consists of a 743 spaces off airport car park. The vehicular access is proposed off Styal Road via a gated access.
- 3.1.2 An extract of the proposed layout is provided in **Figure 3.1. Appendix A** shows the full site layout plan.

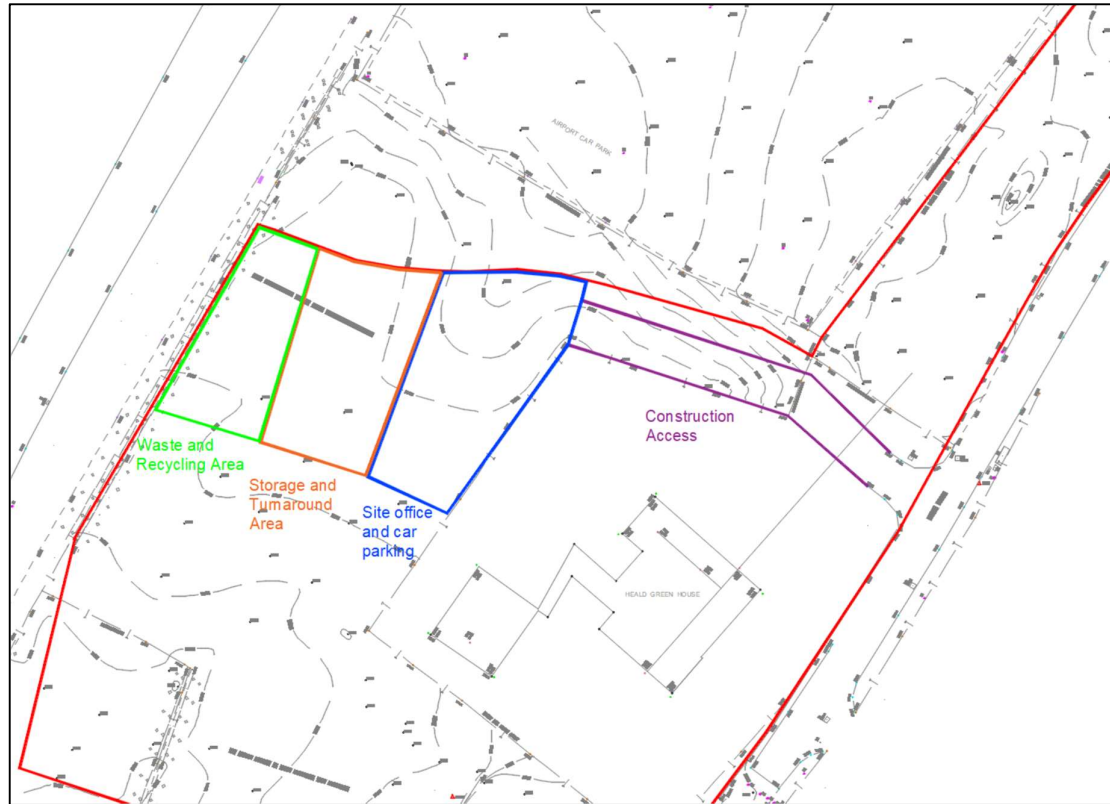
Figure 3.1: Site layout



3.1 Construction Access Arrangement

- 3.1.1 Access to the site for construction vehicles is proposed via the existing access off Irvin Drive. **Figure 3.2** presents an extract of the access tracking and compound area. **Appendix B** provides the full drawing.

Figure 3.2: Construction Access Location



- 3.1.2 A compound area is proposed within the site with construction staff parking, HGV turning area with an area for waste and recycling.
- 3.1.3 The routing of the construction vehicles is described in Section 4 of this report.

3.2 Parking of Site and Staff vehicles

- 3.2.1 The site compound and car park areas are shown in **Figure 3.2**.
- 3.2.2 The car park will be used by visitors, staff and operatives.

3.3 Provision of washing facility

- 3.3.1 During the construction phases wheel cleaning facilities will be operated for all construction traffic accessing non-hardstanding areas. The facility consists of hand operated jet washes as required. This is to ensure the external road network is maintained free of mud and dust is minimised at all times.

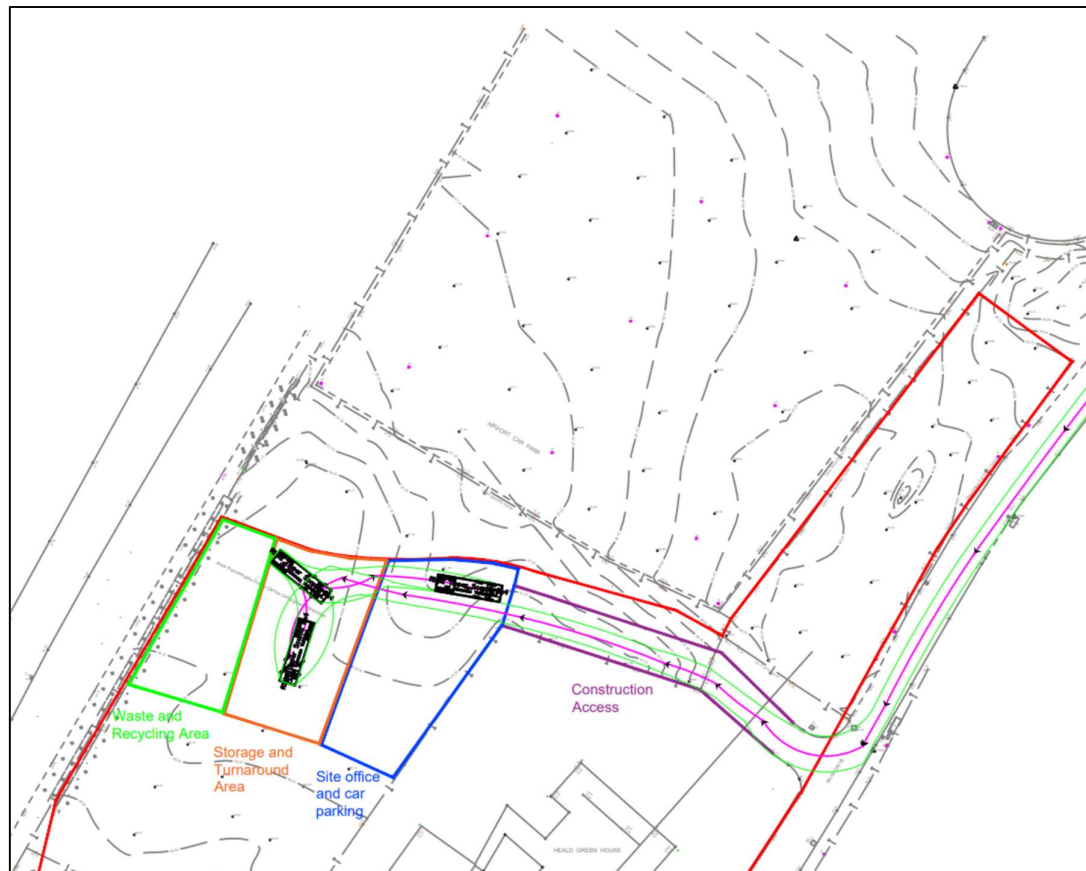
3.4 Road sweeper

- 3.4.1 The site hardstanding and state of the external road network will be inspected daily. As determined necessary through a daily inspection regime a road sweeper will be instructed to sweep both internal hardstanding and external roads.

3.5 Routing of vehicles

- 3.5.1 Vehicles will access the sites directly from Irvin Drive and as agreed with the highway authority will enter and leave the site from the south.
- 3.5.2 The Contractor will not permit any idling or parking on public highways surrounding the site.
- 3.5.3 Section 4 provides further details of the off-site route.
- 3.5.4 A Traffic Management route plan will be issued to all drivers delivering construction materials to and from site.
- 3.5.5 Arrow signs with Site name and logo can be located on all roads leading to construction access.
- 3.5.6 The tracking for an 8-wheeled tipper entering the site is provided in **Figure 3.3**.

Figure 3.3: Tipper Vehicle Tracking



4.0 VEHICLE ROUTING AND MITIGATION MEASURES

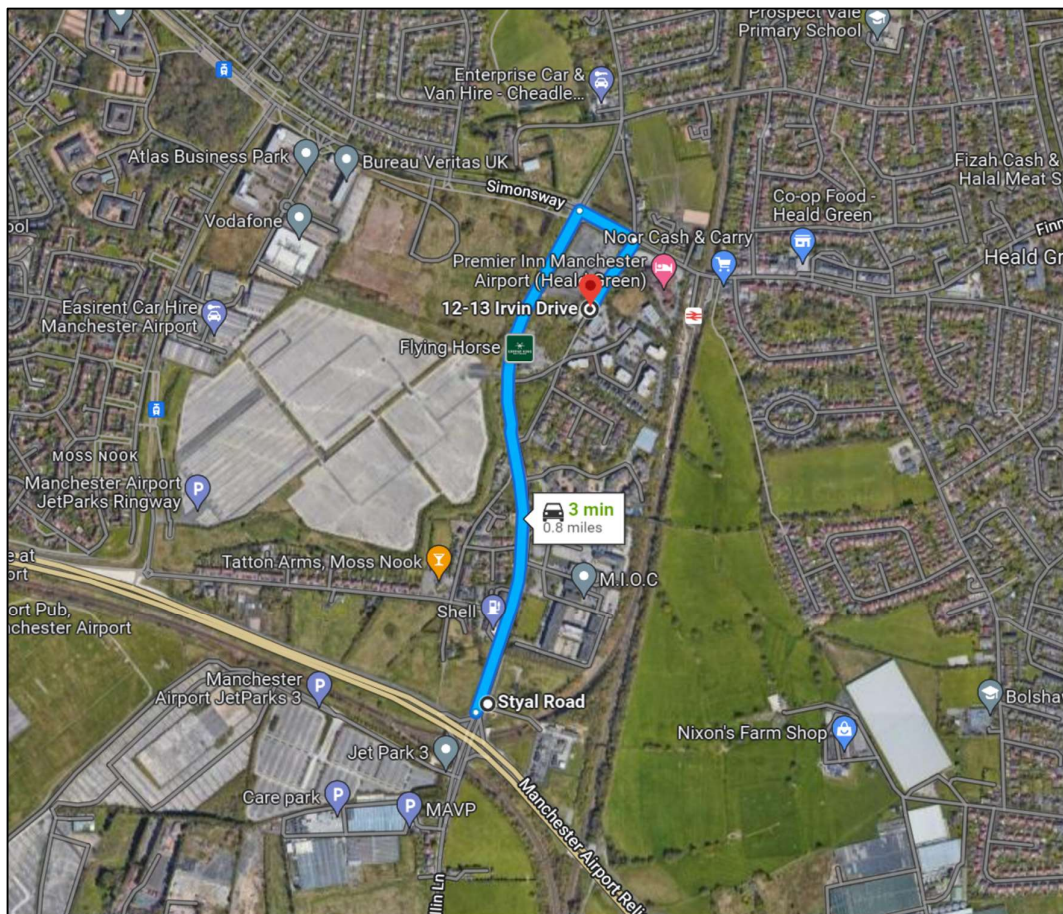
4.1 Introduction

4.1.1 Due to the nature of the area surrounding the site, this report includes consideration of the potential nuisance relating to the movement of HGVs by road. The vehicle routing plan for HGVs is provided alongside measures to mitigate the impact of vehicles on the highway, taking into account working hours, noise, vibration, dust, odour, and debris or mud on the highway.

4.2 Vehicle Routing Plan

4.2.1 It will be encouraged that HGVs will be required to access the site from the south via the Manchester Airport Relief Road 1 as shown in **Figure 4.1**.

Figure 4.1: HGV Route



4.3 *Instructions for Drivers*

4.3.1 Drivers will ensure they minimise noise disturbance in the following areas:

- Brake applications;
- Engine revs;
- Gear selection;
- Opening / closing of cab doors; and
- Cab radios must be switched off.

4.3.2 Driver training and best practice will be deployed to ensure minimal noise disturbance from vehicles when departing the site.

4.4 *Instructions for Staff*

4.4.1 Throughout the delivery day, the site manager will be regularly checking vehicle arrival times. Staff will be asked to follow these instructions:

- Always be mindful of neighbours whilst unloading vehicles and ensure that noise is kept to a minimum;
- Radios to be switched off / turned down while in the marshalling / unloading area;
- No shouting or whistling;
- Ensure that the compound area access road is clear of obstructions, so vehicles can move easily; and
- Make sure the delivery point is ready for the vehicle before it arrives to avoid vehicle idling.

4.5 *Noise and Vibration*

4.5.1 The developer remains responsible for managing noise and vibration levels at the site. Mitigation measures may include but are not limited to:

- The use of well-maintained vehicles and equipment;
- Vibrations and noise from vehicle and plant movements to and from the site will be managed through the enforcement of the designated site access point and journey route.

4.6 Dust and Odour

4.6.1 The contractor will conduct material handling operations in a manner which:

- Minimises dust and odour generation, through the use of enclosed handling and off-loading facilities;
- Minimise dust from being carried beyond the periphery of the site through regular cleaning of roadways.

4.6.2 Sheeting will be considered under the hierarchy below:

- 1) Leave the load unsheeted (if road traffic and environmental law allows it);
- 2) Use automated or mechanical sheeting systems, which don't require people to go up on the vehicle;
- 3) Use manual sheeting systems which don't require people to go up on the vehicle;
- 4) Use work platforms to provide safe access to carry out sheeting from the platform without having to access the load; and
- 5) Use gantry/harness systems to prevent or arrest a fall.

4.7 Mud, Litter and Debris

4.7.1 During normal operations, HGV deliveries will be on the agree routes. The contractor will ensure that site roadways are kept free of mud, litter or debris, to minimise the risk of carry over onto the public highway.

4.7.2 The contractor will provide facilities to ensure that, prior to departure from the site, all vehicles shall have wheels free from excessive mud or debris.

4.8 Communication

4.8.1 The site will be operated with due respect to the local environs. Working hours will be adhered to and persons employed on the site will be required to deal with any issues raised by third parties in a courteous and responsive manner.

4.8.2 A representative will be assigned to the site for contact by members of the public or other interested parties. Full contact details will be made available to the local authority and community via a project newsletter.

4.8.3 A telephone number and contact details will be published on the site notice board so that members of the public can request a copy be sent to them. For the purpose of this CMP the following details for emergency contacts is provided as follows:

Chris Baker – 07976 887269

chris@barkebakercorstruction.co.uk

4.8.4 A notice board is to be located near the site entrance giving a telephone number for the site to communicate comments or complaints to the contractor. It shall also provide information about the project including operating times and progress.

4.8.5 The contractor shall produce a report of complaints and actions taken and issue it to all parties present at each monthly site meeting.

APPENDICES

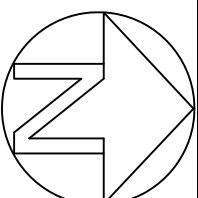
APPENDIX A – SITE LAYOUT

Do not scale the drawing (printed or electronic version).

Contractor must check all dimensions from the drawing and confirm with the client before any work is carried out. The client is responsible for any errors in the drawing and specifications.

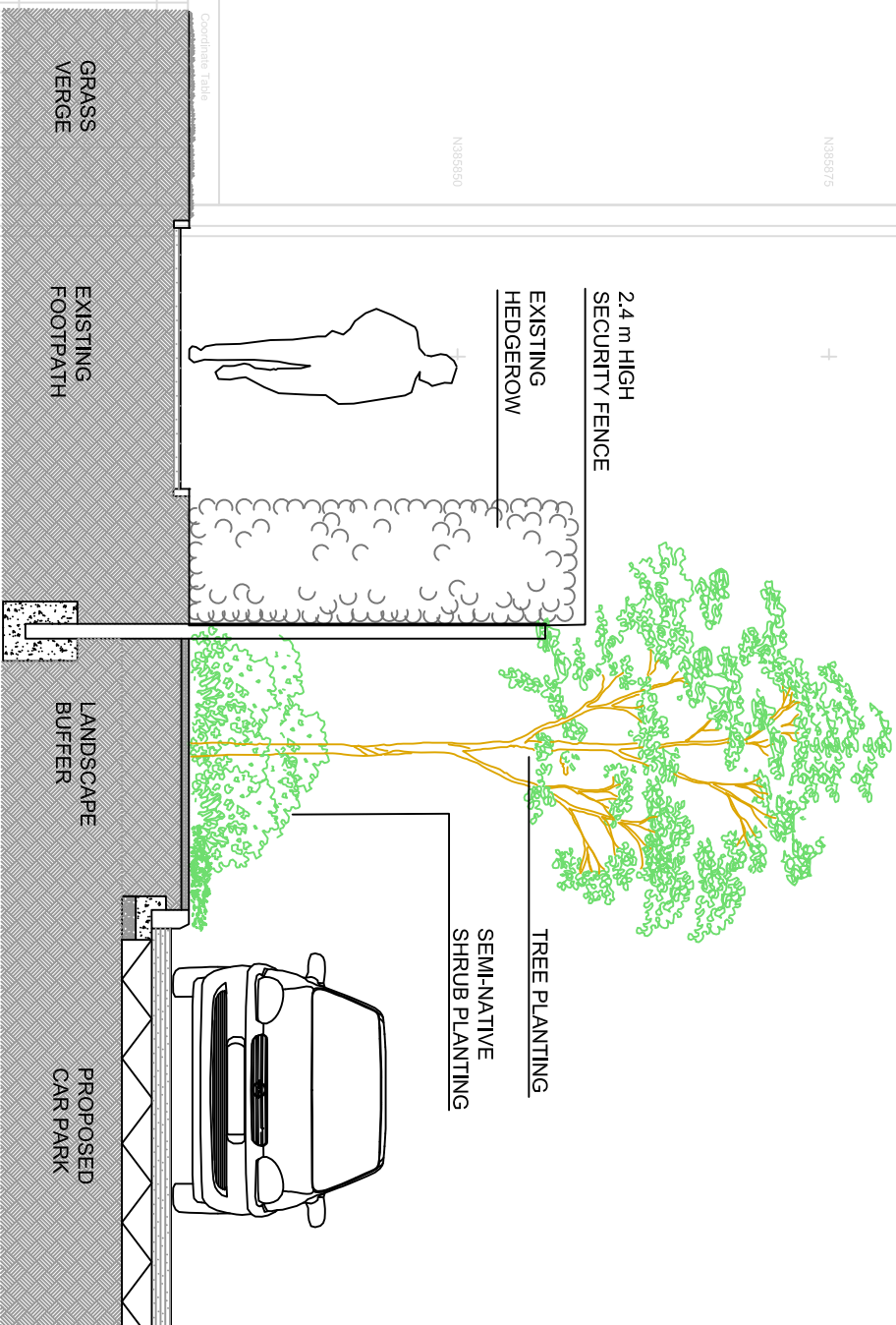
All work to be carried out in accordance with the British Standards (Code of Practice for the design and construction of roads for motor vehicles). The client is responsible for any errors in the drawing and specifications. The client is responsible for any errors in the drawing and specifications. The client is responsible for any errors in the drawing and specifications.

Notes:-

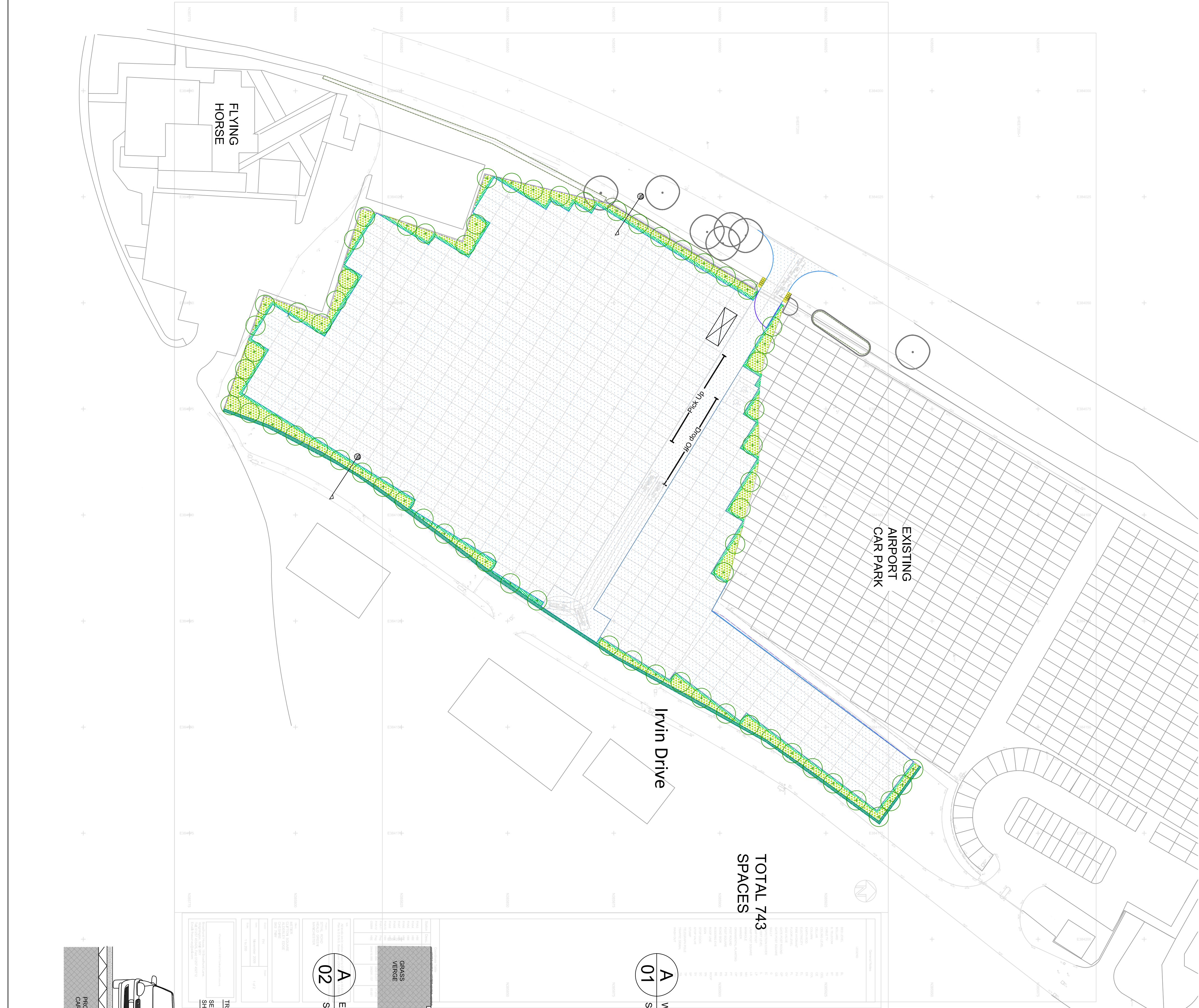
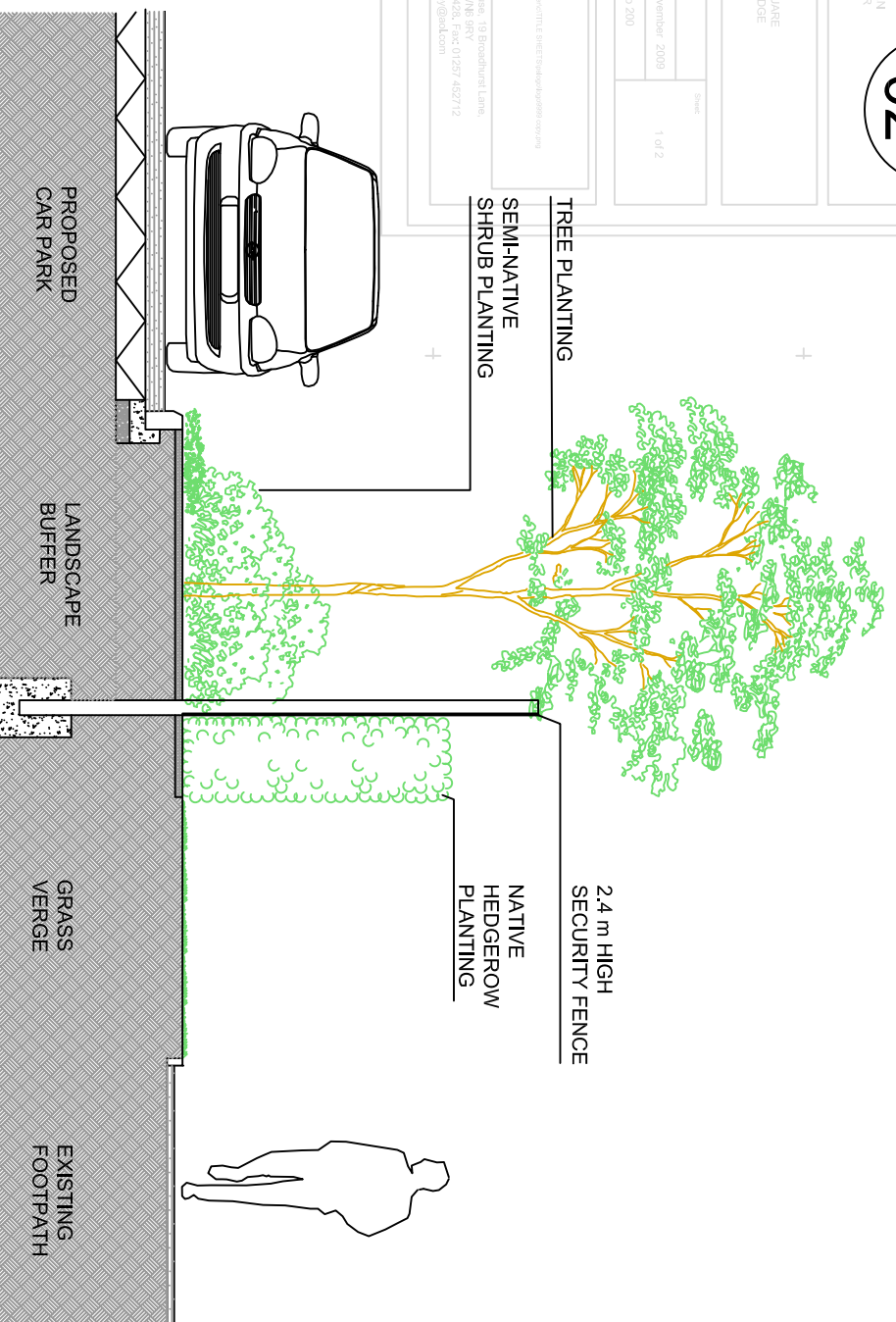


- KEY**
- Red line Boundary
 - Proposed site office / security suite
 - Proposed PCC standard road kerb
 - Proposed tarmac surface detail as per engineer's design
 - Proposed hazard blister paving 400 x 400 x 50 mm
 - Proposed 2.4m high wellmesh fencing Automatic swing vehicle gate to match colour: Green
 - Existing trees to be retained where possible
 - Existing hedgerow to be retained where possible
 - Proposed Select Standard tree planting 10-12cm girth
 - Proposed native hedgerow planting
 - Proposed semi-native shrub planting
 - Proposed groundcover planting

A 01
WESTERN BOUNDARY TREATMENT - SECTION
SCALE 1:50



A 02
EASTERN BOUNDARY TREATMENT - SECTION
SCALE 1:50



**U R B A N
G R E E N**

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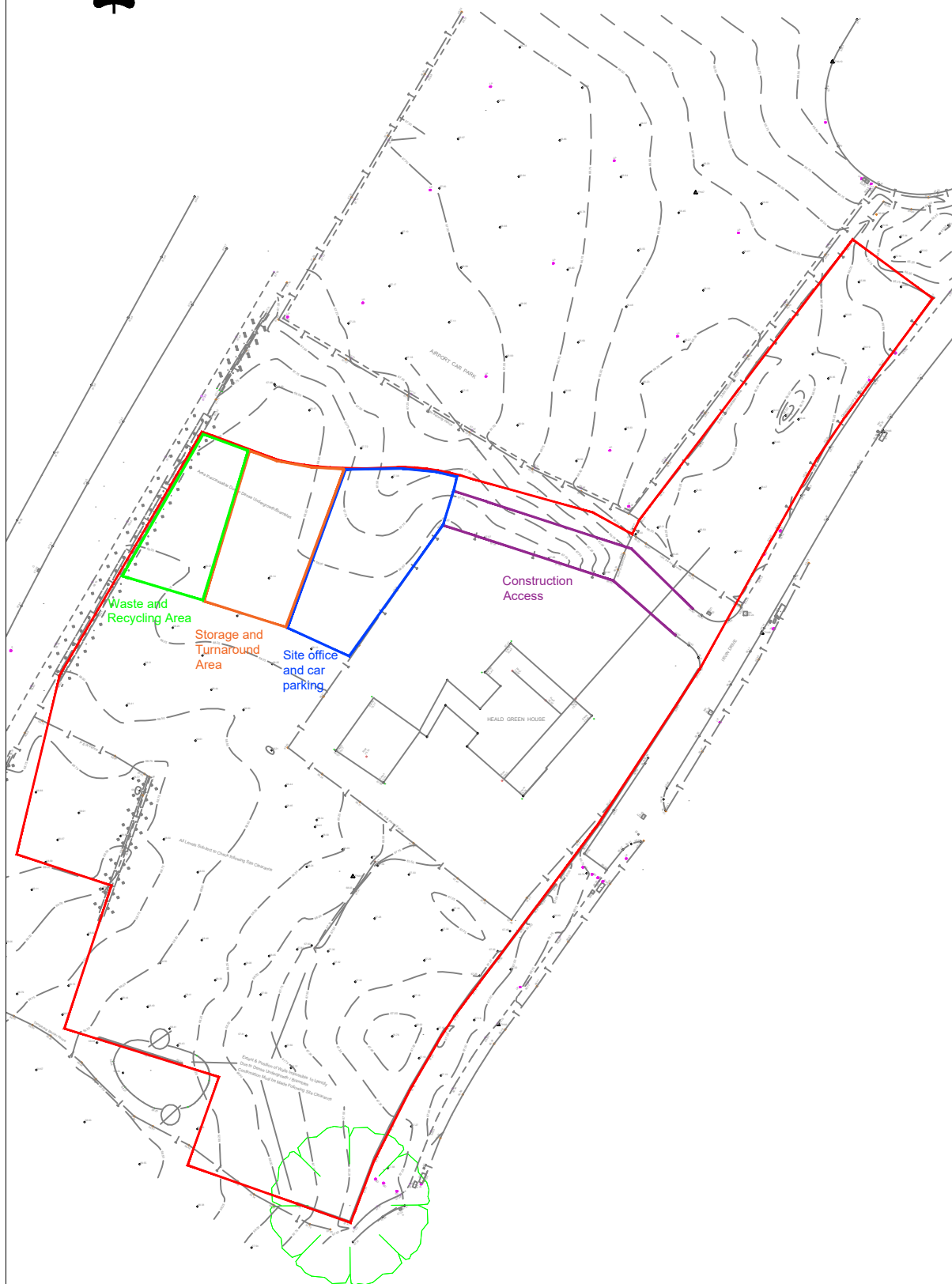
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Project: Irvin Drive, Heald Green

Title: General Arrangement

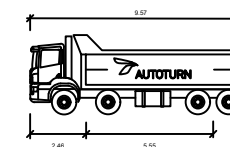
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Drawing No.	Revision			
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APPENDIX B – COMPOUND AND ACCESS TRACKING



Notes:

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.



Rigid Tipper Scania 8x4

Width : 2.55
Track : 2.46
Lock to Lock Time : 6.0
Steering Angle : 31.6

Rev	Date	Description	Ckd	By
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Client

Project

Styal Road
Off Airport Car Park
Access

Title

Construction
Compound and
Tracking

Drawing Status

Job No.

16-1058

Drawn	Checked	Scale at A3	Date	Issue Date
LB	TC	1:1000	03/08/22	-

Drawing No.

401

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