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# CONSTRUCTION AND ENVIRONMENTAL MANAGEMENT PLAN

**PROJECT:**

Erection of a storage building (Class B8) ancillary to adjacent existing commercial warehouse operation  
Strawberry House New Smithfield Market  
Whitworth Street East  
Manchester, M11 2WJ

**CLIENT:**

Barton & Redman Ltd - Warehouse  
Strawberry House New Smithfield Market  
Whitworth Street East  
Manchester, M11 2WJ

**ARCHITECT:**

Triangle Architects  
Raven House  
113 Fairfield Street  
Manchester, M12 6EL

**CONTRACTOR:**

Aganto Limited  
Unit 6a  
Netherset Lane Industrial Estate  
Madeley  
Crewe, CW3 9PE

16<sup>th</sup> June 2022

Revision 1

**Prepared By:**

Pete Brewster – Director (ADF Support Services Ltd)

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## 1.0 Introduction

ADF Support Services Ltd have been appointed to compile the Construction and Environmental Management Plan for the erection of a storage building (Class B8) ancillary to adjacent existing commercial warehouse operation under planning permission 132866/FO/2022.

**Planning Condition 3** of that permission requires a Construction and Environmental Management Plan to be produced and approved in writing by the Local Planning Authority.

Prior to commencing works on site and to specifically addressing **Planning Condition 3**, it has stated that the following shall be described in this plan:

- The routing of construction traffic;
- Detail the vehicular activity associated with the construction including appropriate swept path assessment;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- 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;
- For large schemes a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site. *Due to this being a small scheme it is assumed this bullet point is not applicable.*
- Specify the working hours for the site.

In addition, we have also included the following:

- 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
- A scheme for the recycling / depositing of waste resulting from construction works

## 2.0 Programme of Works and Points of Contact

- Commencement of works - 27<sup>th</sup> June 2022
- Programme - 2 weeks approximately

The following will be the points of contact for this project for daily co-ordination and in the event of an emergency:

- Paul Prest (Aganto) – 07387 260794 - Site Manager
- Laura Webb (Aganto) – 07585 114495 - Operations Planning Manager
- Pete Brewster (ADF Support Services Ltd) – 07787 564836 – Safety, Environmental and CDM Consultant

### 3.0 Equipment and Resource Use

#### 3.1 Work Equipment

The Contractor shall consider 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 – Bullet point 8

In accordance with **Planning Condition 3**, all noisy activities shall be restricted to the following times of operations:

- 07:30 - 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.

### 4.0 Vehicle Movements and Parking – Bullet Point 1, 2, 3 & 4

A single Contractor delivery vehicle will only arrive when the carpark is empty of all Barton & Redman vehicles and spend a maximum of 90mins unloading the framed structure which arrives in flat pack form. The installers will work from a single Luton van or a Ford Ranger pickup who will use the Lawton Street gates and will not be entering onto Market property.

Parking for the key individuals of the site team and visitors will be provided within the confines of the site. It will be an emphasis on the Contractor to encourage the practice of sharing of vehicles for their team members and their required tools, to minimise any disruption to neighbouring business's.

Parking arrangements are always of concern, and this will be suitably managed by the Contractor Site Management Team. The parking arrangement presently are in the car park area (**Point C**) on access through the site entrance (**Point A**) indicated on Fig 1.

The contractor's vehicle that requires parking will be parked to the side of the Lawton Street gates. If working at height equipment is required such as a Cherry Picker, it shall be bought to site by the contractors and parked in this area. It shall be the plan to have this removed at the end of each day.

As **Point A** is an already established access point for the client's premises, this shall be utilised for project vehicles. It is highlight unlikely that any construction operatives shall arrive on foot, they will either be driving or a passenger in a vehicle entering site. Contractor delivery vehicles shall be co-ordinated ensuring only a single vehicle arrives at site at a time and will remain on site for a maximum of 90mins to unload all materials required. To confirm this shall be via the Lawton Street gates (**Point A**) and will not intrude onto Market property.

'Construction traffic' as mentioned above shall use Lawton Street gates between 14:00hrs and 22:00hrs. Barton & Redman staff vehicles and HGVs shall utilise both Market gates only (**Point D**) from 00:01hrs and 13:00hrs

**Points D** noted on Fig 1 are access points to the market and are closed.

## 5.0 Loading and Unloading of Materials

Main access to the development site for all deliveries is from Lawton Street.

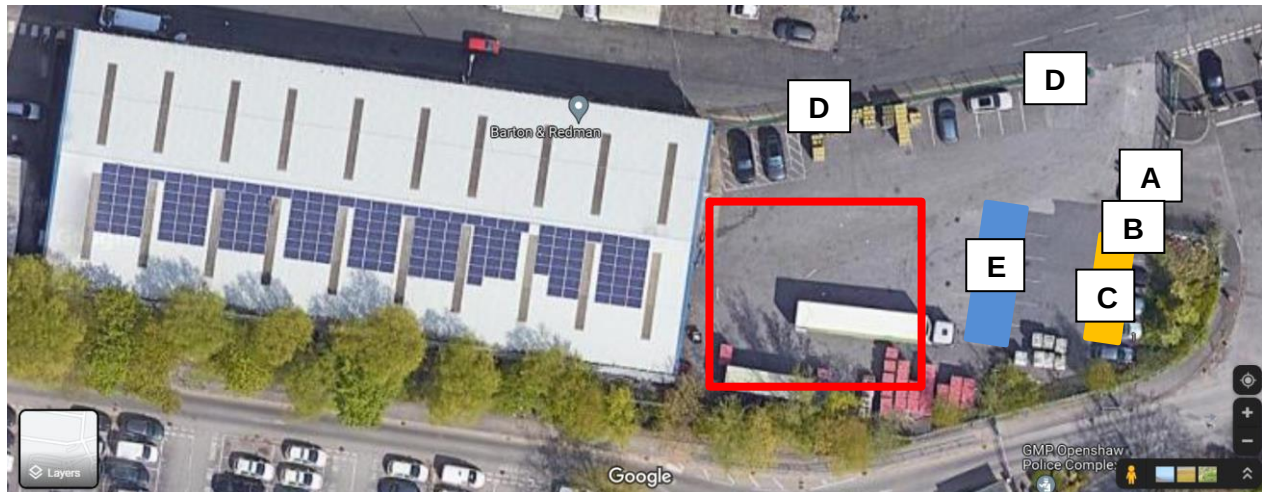


Fig 1

Red square above denotes the approximate location of the temporary building installation.

The Contractor site management team 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. There will be a space allocated within the site for vehicles to stand and wait to be unloaded (**Point E**).

## 6.0 The Storage of Plant and Materials

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.

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.

Material storage area is indicated on Fig 1 (**Point E**).

## 7.0 The Erection and Maintenance of Security Barriers

It will be a requirement of the Contractor to maintain site security. As works are being carried out within a client's curtilage, safety barrier will be put in place to separate the area being temporarily managed by the Contractor and the operations of the client.

The site barriers will be inspected daily by the Contractor site management team for any defects. If any defects are found, these will be repaired immediately.

Welfare facilities / contractor fire point shall be located at **Point B**, indicated on Fig 1.

## 8.0 Vehicle / Wheel Cleaning Facilities to Plant and Equipment – Bullet Point 5

Prior to any vehicles leaving the site, they will be inspected by the Contractors Site Management Team for any defects associated with their wheels, tyres and undercarriage with regards to their physical appearance, and to ensure they are free from excessive dirt, mud and obstructions.

However, it should be noted that there will be no excavation activities on this project, therefore there will be no mud or dirt being generated. The fixing plates are located on the tarmac and bolted to the ground at 4 points, the installers vehicle will be parked approximately 20m away from the location of the frame assembly.

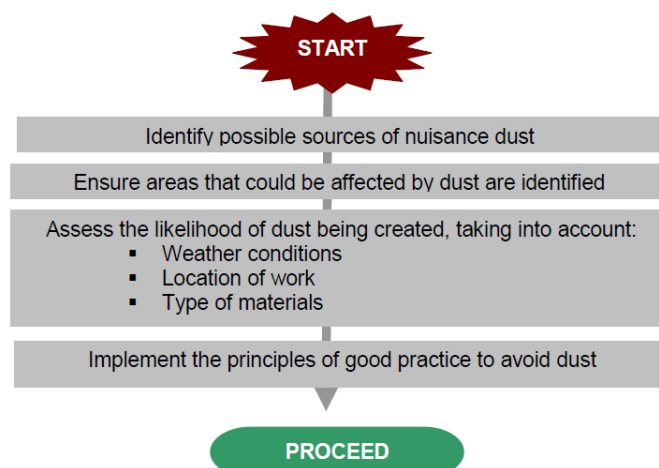
## 9.0 Measures to Control the Emission of Dust and Dirt During Construction Activities – Bullet Point 5

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 Contractor acknowledges there is 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.

The 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.

Although highly unlikely to be used, to minimise the nuisance of dust generated by the construction operations the following operational constraints will be implemented:

- Monitor the requirement to 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 water introduction on site
- 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 around any dust creating activities
- Store materials as far away as possible from sensitive boundaries, whenever possible



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## **10.0 Scheme for the Recycling / Depositing of Waste Resulting from Construction 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.