



Civic Engineers

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Collyhurst Village Marketing Suite

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Construction Environmental
Management Plan

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Construction Environmental Management Plan

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Reviewed by Thomas Clark

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Revision

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1. Introduction

1.1 Purpose

The Construction Environmental Management Plan (CEMP) has been produced to support an application for full permission for a temporary marketing suite and car park associated with the approved residential development (reference 129393/VO/2021) at the Collyhurst Village site in Collyhurst, North Manchester.

1.2 Site Description

The Collyhurst village site is to the northeast of Manchester City Centre and approximately 2.9ha. It is bound by a wooded area and the East Didsbury to Rochdale tram line to the North, Thornton Street North and Anslow Close to the East, Shellard Road to the South and Rochdale Road to the West. The land was previously a housing development that has since been demolished. The surrounding area is predominantly residential.

The Sales Area is to be located in the north western corner of the site adjacent to Rochdale Road and Marsden Street. The site location is shown in Figure 1 below.

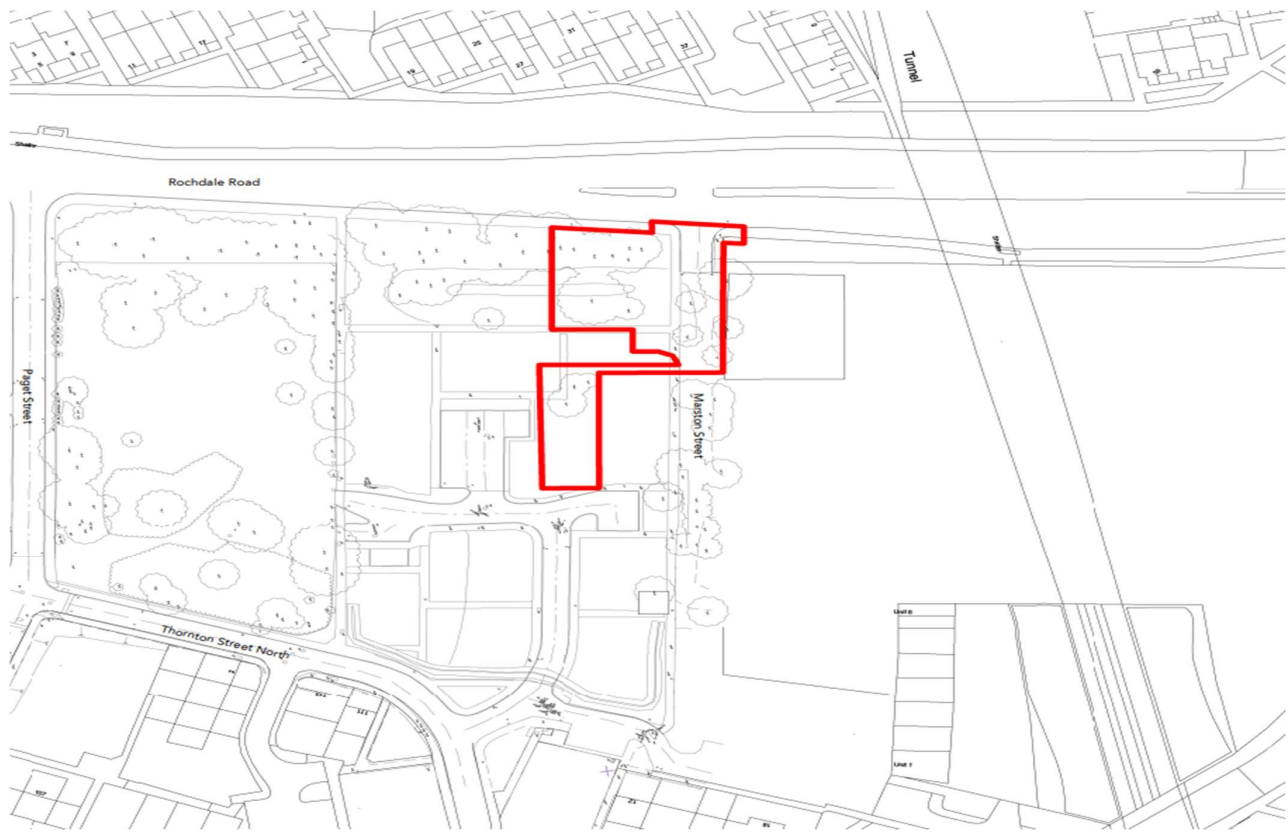


Figure 1 site location and extents

1.3 Local Highway Network

Rochdale Road along the western boundary of the development is a strategic radial route into and out of Manchester city centre. The carriageway is three lanes wide adjacent to the site, one lane in

each direction for general traffic and a northbound bus lane (7am-7pm 7-days a week). To the north it widens to six lanes at the junction with Queens Road to accommodate turning lanes and then is four lanes wide to the north of this junction. It has streetlights and a 30mph speed limit. It provides access to the M60 at junction 20 as well as passing through suburban north Manchester. Toward the city centre it provides a connection with the Manchester ring road which connects with all the radial routes around the city, one of which is the M602 leading to the M62 and M6.

Queens Road A6010, to the east of the site is a local strategic route through the north of Manchester. Queens Road connects with Oldham Road to the south and with Cheetham Hill Road to the west.

Roads in the area have a 30mph speed limit and many of the residential streets in the surrounding area have 20mph speed limits.

1.4 Scope of Works

Application for the temporary planning permission for the erection of a marketing suite, car parking, landscaping, drainage infrastructure and other associated works.

2. Site Set up and Logistics

2.1 Contractors Compound and Material Storage

The welfare and site office compound and material storage areas will be located close to a site access point.

No material will be stored on the public highway or outside the boundary of the site.

2.2 Traffic and Transport

Timeframe for the Works

Subject to planning approval it is anticipated that the works will commence in Summer 2022 and it is currently anticipated that the works will be on going for a period of 12 week period.

Proposed site hours (to conform to MCC standard)

In line with MCC standard requirements, noisy works will only be undertaken between Monday to Friday 7.30am to 6pm and Saturday 8.30am to 2pm. In exceptional circumstances work could be undertaken outside of these hours subject to specific agreement with MCC.

Total number of vehicles, and number broken down by size.

There are no significant earthworks exercises associated with the proposals as such site traffic would be limited to deliveries, some waste disposal and site operatives commuting to and from work.

Arrival pattern of vehicles daily (broken down hourly - this can be an approximate).

If all operative and visitors drove to site in separate vehicles and they arrived and left site during peak hours than this would result in approximately 20 vehicle trips in both the morning and evening peak hours. Deliveries and waste disposal would take place throughout the Works but the number of trips is not expected to be significant.

Routing in/out and around the site.

It is anticipated that vehicular access to the site will be via Rochdale Road and Marsden Street.

Car parking, storage areas and material loading areas would be provided as close to the access points as reasonably practicable so as to reduce the distance that vehicles would need to travel within the site.

Location and plan of proposed access.

The proposed access point would be from Rochdale Road via Marsden Street.

Confirmation that the largest vehicle can access and egress the site in a forward gear, this should be supported by a swept path assessment showing the largest expected vehicle manoeuvring in/out.

The largest anticipated vehicle will be able to access the site in forward gear. Please refer to Civic Engineers' drawing 1226-08-CIV-XX-XX-D-H-4001 for vehicle tracking.

Number of staff at the site.

It is anticipated that there will be a maximum of approximately 10 staff and visitors on site at any one time.

Expected travel modes of staff

Staff will be encouraged to travel to site by sustainable modes. Secure cycle parking will be available on demand and all staff will be made aware of local public transport options and car sharing will be encouraged. Due to the relatively low number of operatives and visitors anticipated and the relatively short programme period it is not proposed to provide a formal travel plan.

Arrangements for staff parking.

Appropriate levels of staff parking will be provided within the site so as to avoid unnecessary impact on the nearby highways network.

Arrangements for cleaning of adjacent highway, wheelwash and dust suppression.

Wheel washing will be employed on site to reduce the risk of mud being transferred to the public highway.

Where necessary road sweepers will be employed during the works and again at completion to ensure that the roads in the vicinity of the site remain clean.

Refer to Section 3.2 below for proposed dust suppression measures.

Dilapidation surveys of the adjacent highway to ensure condition is recorded and any damage fixed once the works at the site are completed.

Dilapidation surveys will be undertaken in advance of the works to record the condition of the section of Rochdale Road immediately adjacent to the site as a minimum. MCC will be invited to attend any visit and all survey information will be made available.

Further survey will be undertaken on completion of the Works. The scope of any repairs will be agreed with MCC.

Arrangements for site security.

A secure perimeter will be provided to the site and all plant and materials appropriately secured. An appropriate level of security will be provided through either presence of a security guard on site or remote security services.

Details of any proposed neighbourhood consultation.

There has been on going consultation with the local community as part of the wider development engagement strategy. In advance of the works, a leaflet drop would be undertaken to notify all of those that would be immediately affected by the works. The leaflet would include a description of the works, anticipated timescales and Contractor contact details.

3. Environmental Requirements and Controls

3.1 Policy and Planning

Environmental Responsibilities and Contact Details

Contact information for personnel with environmental responsibilities is contained within the table below: *[DETAILS TO BE COMPLETED ON CONTRACTOR APPOINTMENT]*

Name	Role	E-mail	Telephone

Environmental Legislation

The following environmental legislation is applicable to this project:

- Clean Air Act
- Clean Neighbourhoods and Environment Act
- Environmental Protection Act
- Wildlife and Countryside Act
- Contaminated Land (England) Regulations
- The Control of Noise (Code of Practice for Construction and Open Sites) (England) Order
- Environmental Permitting (England and Wales) Regulations.
- Hazardous Waste (England and Wales) Regulations
- Waste (England and Wales) Regulations.
- Waste Management Licensing Regulations.

3.2 Environmental Impacts, Risks and Mitigations

The following Environmental protection measures are proposed to mitigate potential impacts associated with the proposed works.

Waste Management

Waste will be controlled and monitored on site by implementing a Resource Management Plan (RMP) along with waste producer, carrier and consignee licenses being in place for all waste produced by the site.

The measures as proposed will mitigate the Waste Management impacts associated with the construction works.

Materials Management

Where material is proposed for disposal from site it is anticipated that material will be stored on site for a short period of time before being loaded into tippers and disposed of in line with the required waste licenses. Short term storage on site will allow the movements of materials to be managed so as to reduce the impact of vehicle movements on the highways network.

Waste Acceptance Criteria (WAC) testing will be carried out prior to any excavated material leaving the site to confirm the waste classification of the material.

Some material may be stockpiled on site for future reuse. This material is likely to be clean natural soils and processed engineered fill material as such the environmental risk associated with stockpiling would be low.

The measures as proposed will mitigate the Materials Management impacts associated with the construction works.

Water Management

The site is located above a Secondary A Aquifer. The Presence of clay strata mean that the risk of contamination to groundwaters is considered to be low.

There are two culverts that pass beneath the site, both of which are understood to be associated with the Moss Brook. The culverts are at depths of 10m-20m below ground level and as such the risk of contamination to the water course is considered to be low.

The below control measures will be implemented to mitigate the pollution impacts on groundwater and nearby watercourses.

- Temporary drainage to site welfare facilities will be managed through installation of an above ground effluent tank with a regular emptying regime in place.
- Clean surface water run-off from the site will discharge to the ground.
- Liquid storage on site such as fuels and construction materials will be bunded ensuring any potential spillages are contained within the bunded containment.
- Drip trays will be used for the re-fuelling of plant and equipment on site.
- Spill kits will be available on site for emergencies

The measures as proposed will mitigate the Water Management impacts associated with the construction works.

Ecology

The following measures will be employed to mitigate the impacts on ecology resulting from the works:

Bats

- All trees and vegetation at the site have been cleared as part of the Enabling Works as such no bats are anticipated.

Birds

- All trees and vegetation at the site have been cleared as part of the Enabling Works as such no birds are anticipated.

Hedgehogs

- All trees and vegetation at the site have been cleared as part of the Enabling Works as such no hedgehogs are anticipated.

The measures as proposed will mitigate the Ecological impacts associated with the construction works.

Air Quality and Dust

The following measures will be employed to mitigate the impacts on air quality and of dust resulting from the works:

Communications

- A stakeholder communications plan will be prepared that includes community engagement before work commences on site. The plan will:
 - Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary.
 - Display the head or regional office contact information

Site Management

- All dust and air quality complaints will be recorded, including cause(s), and a description of the measures taken to reduce emissions in a timely manner,
- The complaints log will be made available to MCC upon request
- Any exceptional incidents that cause dust and/or air emissions, either on- or off site, will be recorded in the log book along with the action taken to resolve the situation
- A Dust Management Plan (DMP) will be produced to describe site procedures

Monitoring

- Daily on-site and off-site visual inspections will be undertaken to monitor dust and record inspection results, and the log will be made available to the LA upon request
- Regular site inspections will be undertaken to monitor compliance with the DMP, and inspection results will be recorded. The inspection log will be made available to the LA upon request

- The frequency of site inspections will be increased when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions

Site Preparation

- Machinery and dust causing activities will be located away from receptors, as far as is possible
- 2.4m hoarding will be provided to the site boundary and the top of any stockpiles will be no higher than the top of the hoarding.
- Hoarding will be kept clean using wet methods
- Materials that have a potential to produce dust will be removed from site as soon as possible, unless being re-used

Operating vehicle/machinery and sustainable travel

- All vehicle drivers will be instructed to switch off their vehicles whilst stationary.
- The use of diesel or petrol powered generators will be avoided where practicable.

Operations

- Cutting, grinding or sawing equipment will be fitted with, or used in conjunction with, suitable dust suppression techniques
- An adequate water supply will be provided on the site for effective dust suppression and non-potable water will be used where possible and appropriate
- Equipment will be available to clean any dry spillages, and clean up spillages as soon as reasonably practicable using wet cleaning methods

Waste Management

- Burning of materials will not be permitted.

Trackout

- A water-assisted dust sweeper will be employed on access and local roads, if required
- Dry sweeping of large areas will be avoided
- All vehicles entering and leaving site will be covered to prevent escape of materials
- A wheel washing system will be implemented.

The measures as proposed will mitigate Air Quality and Dust impacts associated with the construction works.

Noise and Vibration

Noise and vibration pollution will be under constant review on the project and the following control measures will be implemented:

- BS 5228 only refers to piling activities as a significant vibration source (when considering typical residential house and apartment construction activities). As there are no piling works proposed as part of the enabling works package the vibration impact on all receptors will be negligible.
- Plant will be properly maintained and operated in accordance with the manufacturer's recommendations.
- Where feasible, all stationary plant will be located so that the noise effect at all occupied residential and commercial properties is minimised and, if practicable, every item of static

plant when in operation will be sound attenuated using methods based on the guidance and advice given in BS 5228;

- Unnecessary revving of engines will be avoided and equipment switched off when not required.
- Internal haul routes will be well maintained with steep gradients avoided.
- Rubber linings will be used in chutes, dumpers etc. as required reducing impact noise.
- Plant and vehicles will be started up sequentially rather than all together.
- Audible reversing warning systems on mobile plant and vehicles will be of the type which, whilst ensuring that they give proper warning, has a minimum noise impact on persons outside open sites. When reversing, mobile plant and vehicles will travel in a direction away from noise sensitive receptors wherever possible.

The measures as proposed will mitigate Noise and Vibration impacts associated with the construction works.

4. Summary

The below points summarise key information from the CEMP report

- The welfare and site office compound and material storage areas will be located close to a site access point.
- No material will be stored on the public highway or outside the boundary of the site.
- In line with MCC standard requirements, noisy works will only be undertaken between Monday to Friday 7.30am to 6pm and Saturday 8.30am to 2pm. In exceptional circumstances work could be undertaken outside of these hours subject to specific agreement with MCC.
- There are no significant earthworks exercises associated with the proposals as such site traffic would be limited to deliveries, some waste disposal and site operatives commuting to and from work.
- If all operative and visitors drove to site in separate vehicles and they arrived and left site during peak hours than this would result in approximately 20 vehicle trips in both the

morning and evening peak hours. Deliveries and waste disposal would take place throughout the Works but the number of trips is not expected to be significant.

- It is anticipated that vehicular access to the site will be via Rochdale Road and Marsden Street.
- Car parking, storage areas and material loading areas would be provided as close to the access points as reasonably practicable so as to reduce the distance that vehicles would need to travel within the site.
- It is anticipated that there will be a maximum of approximately 10 staff and visitors on site at any one time.
- Wheel washing will be employed on site to reduce the risk of mud being transferred to the public highway.
- Where necessary road sweepers will be employed during the works and again at completion to ensure that the roads in the vicinity of the site remain clean.
- Dilapidation surveys will be undertaken in advance of the works to record the condition of the section of Rochdale Road immediately adjacent to the site as a minimum. MCC will be invited to attend any visit and all survey information will be made available.
- Further survey will be undertaken on completion of the Works. The scope of any repairs will be agreed with MCC.
- A secure perimeter will be provided to the site and all plant and materials appropriately secured. An appropriate level of security will be provided through either presence of a security guard on site or remote security services.
- Waste will be controlled and monitored on site by implementing a Resource Management Plan (RMP) along with waste producer, carrier and consignee licenses being in place for all waste produced by the site.

- The measures as proposed will mitigate the Waste Management impacts associated with the construction works.
- Where material is proposed for disposal from site it is anticipated that material will be stored on site for a short period of time before being loaded into tippers and disposed of in line with the required waste licenses. Short term storage on site will allow the movements of materials to be managed so as to reduce the impact of vehicle movements on the highways network.
- Waste Acceptance Criteria (WAC) testing will be carried out prior to any excavated material leaving the site to confirm the waste classification of the material.
- The site is located above a Secondary A Aquifer. The Presence of clay strata mean that the risk of contamination to groundwaters is considered to be low.
- There are two culverts that pass beneath the site, both of which are understood to be associated with the Moss Brook. The culverts are at depths of 10m-20m below ground level and as such the risk of contamination to the water course is considered to be low.

Appendix A – Email from MCC Highways department

To: Paul Morris <paul@civicengineers.com>
Cc: Neil Bayliss-Rowe <n.bayliss-rowe@manchester.gov.uk>
Subject: Fwd: Collyhurst Enabling Works Package- Transport Requirements

Hi Paul

Further to your email to Neil below, we would request that you submit the following information for review:

- Timeframe for works.
- Proposed site hours (to conform to MCC standard)
- Total number of vehicles, and number broken down by size.
- Arrival pattern of vehicles daily (broken down hourly - this can be an approximate).
- Routing in/out and around the site.
- Location and plan of proposed access.
- Confirmation that the largest vehicle can access and egress the site in a forward gear, this should be supported by a swept path assessment showing the largest expected vehicle manoeuvring in/out.
- Number of staff at the site.
- Expected travel modes of staff - will there be a travel plan? cycle parking?
- Arrangements for staff parking.
- Arrangements for cleaning of adjacent highway, wheelwash and dust suppression.
- Dilapidation surveys of the adjacent highway to ensure condition is recorded and any damage fixed once the works at the site are completed.
- Arrangements for site security.
- Details of any proposed neighbourhood consultation.

Also, please note that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Thanks

Kind regards
Muniza Usmani
Engineer
Highways Service, Growth and Neighbourhoods Directorate

(PLEASE NOTE: WORKING FROM HOME UNTIL FURTHER NOTICE)

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