



Construction & Environmental Management Plan.

February 2026.

Application Number: 144410/FO/2025

Proposal: Erection of a two-storey Class F1 (a) (provision of education) building comprising engineering, fabrication and welding workshops to the ground floor, classrooms and ancillary space to a partial first floor, demolition of the existing single-storey auto electrical workshop, modifications to existing fences with bin storage area, and reconfiguration of parking.

Location: The Manchester College (Openshaw Campus), Ashton Old Road, Manchester, M11 2WH.

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Appendices:

1. Vehicle swept path analysis.
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3. Traffic management plan.
4. Vibro piling data.

1. Phasing and quantification / classification of vehicular activity.

It is expected that no more than one large vehicle will be on site at any one time. Delivery times will be allocated for large vehicles to ensure that they can be efficiently dealt with. The delivery times will avoid peak rush hour times and times when college staff/students may be transiting the adjacent areas. During the construction phase of the works it is not expected have more than three large deliveries being made to site each week, these will be encouraged to be early am deliveries to ensure the efficient handling of materials and minimise traffic disruption.

Hauliers will be advised that only rigid vehicle deliveries will be accepted as this will result in more efficient access/egress and manoeuvring on site.

Deliveries of large plant will be on articulated flat bed trailers and the delivery of the steel roof trusses will be on 18.5m articulated HGVs, to ensure that these vehicles can drive into site, turn around and drive out, swept path analysis has been carried out for the largest of these vehicles. Liaison has been had with the college to agree that when these larger deliveries are programmed to come to site additional space in the adjacent car park will be cordoned off to allow to the vehicle movements. Please see Appendix 1 which contains the swept path analysis.

Materials will be sourced from local merchants and we will reduce the number of vehicle movements by having mixed materials on a single delivery, this will also reduce the carbon footprint as much as possible. The re-use of site waste, efficiencies in cutting materials and ordering suitably sized materials will be explored in order to reduce the overall waste produced on site and therefore reduced the number of skip movements required.

2. Routing of vehicles both within the site and on the adjacent highway.

It will be noted on all material and subcontract orders that access to site is from the A635 Ashton Old Road (East and West), on to Welcomb Street, Whitworth Street, Cheam Close and on to site. The A635 gives good access to the East to M60 orbital motorway and to the East, via the A57(M) and A56 into Trafford Park/M602

Access onto site for both vehicles and pedestrians is via the existing entrance into the College off Cheam Close. The access through the College to the location of the construction works is on existing wide tarmac roadways.

A swept path analysis has been undertaken for the largest expected vehicle that will be attending site.

Please see Appendix 1, Swept Path Analysis and Appendix 2, Construction Traffic Routing.

3. Consideration of ongoing construction works and contractor parking in the locality.

The car parks within the college curtilage are regularly full with student and staff parking and we have been expressly requested to park all vehicles associated with the project off site. With no public car parks in the vicinity, on street parking is available on one side of Cheam Close and on a stretch of Whitworth Street from the junction of Welcomb Street. All operatives will be advised in their site induction that parking needs to be considerate, fully on the road (not partially on the footpath) and not blocking any access points.

We will encourage the use of public transport, car sharing and cycling to the site in order to minimise the impact of our operatives vehicles in the vicinity of the works.

4. Traffic Management Plan.

Please see Appendix 3 for the Traffic Management Plan.

Deliveries will be pre-arranged and will follow the route shown in Appendix 2. We will encourage the use of public transport, car sharing and cycling to the site in order to minimise the impact of our operatives vehicles in the vicinity of the works.

Warning signage will be posted to advise vulnerable road users of a construction site entrance. All vehicles will be banksman controlled when they enter and exit site.

5. Dilapidation survey.

A highway dilapidation survey has been carried out on 12th February 2026. To view the survey videos please follow this link: [Highway Dilapidations Manchester College Openshaw](#)

The survey covers:

- The entrance into the college site from Cheam Close
- The exit route along Whitworth Street (travelling West) and Odell Street
- The exit route along Whitworth Street (travelling East) and Welcomb Street.

6. 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.

During the construction process there is the potential for contractors' vehicles to carry deposits of mud and building materials on their tyres out onto the adjacent highway.

To mitigate the amount of debris that can potentially enter the public highway all vehicles on site will remain on maintained tarmac or stone hard standings to prevent the tyres becoming contaminated. The site and road conditions will be monitored and swept when necessary to maintain cleanliness and prevent any debris being carried onto the highway at any time. Before exiting site, vehicles will be checked for the cleanliness of their tyres, chassis and bodywork and cleaned with a jet wash if required, they will also be checked to confirm that they are sheeted to prevent the escape of materials during transport.

In the event that debris does get transferred onto the highway, this will be brush cleaned by hand in the first instance, if this does not cure the issue, mechanical road sweeping will be used to clean the highway.

During the construction phase of the works all efforts will be made to reduce the release of dust/fume particles into the atmosphere. Prior to tasks taking place they will be assessed to determine if they may create dust/fumes and the following mitigation measures will be taken:

Communication

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site
- Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary
- Display the head or office contact information
- Develop and implement a Dust Management Plan, which may include measures to control other emissions, approved by the LA

Site Management

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken
- Make the complaints log available to the LA upon request
- Record any exceptional incidents that cause dust and/or air emissions, either on or offsite, and the action taken to resolve the situation in the log book

Monitoring

- Carry out regular site inspections, record inspection results, and make an inspection log available to the LA upon request
- Increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions

Site Preparation

- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible
- Erect solid screens or barriers around dusty activities or the site
- Fully enclose site or specific operations where there is a high potential for dust production and they are active for an extensive period
- Avoid site runoff of water or mud
- Keep site fencing, barriers and scaffolding clean using wet methods
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used
- Cover, seed or fence stockpiles to prevent wind whipping

Operating vehicles/machinery and sustainable travel

- Ensure all vehicles switch off engines when stationary - no idling vehicles

- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable
- Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials

Operations

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques
- Ensure an adequate water supply on the site for effective dust suppression, using non-potable water where possible and appropriate
- Use enclosed chutes and conveyors and covered skips
- Minimise drop heights and use fine water sprays wherever appropriate
- Ensure equipment is available to clean any dry spillages, and clean up spillages as soon as reasonably practicable using wet cleaning methods

Waste management

- All waste will be sent off site to a registered waste handling facility, no burning of waste on site will be permitted.

Construction

- Avoid scabbling (roughening of concrete surfaces) if possible
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery
- For smaller supplies of fine powder materials, ensure bags are sealed after use and stored appropriately to prevent dust

Trackout

- Use water assisted dust sweeper on the access and local roads to remove, as necessary, any material tracked out of the site
- Avoid dry sweeping of large areas
- Implement a wheel washing system, if required

The Site Manager is tasked with reviewing site conditions and weather forecasts to ensure that the correct suppression equipment is on site and being used. The Site Manager also discusses dust suppression with the site operatives during their site induction and then further

reinforces this with toolbox talks. The site management team will check for dust generation regularly during the course of the day and take the relevant measures to address it, as detailed above.

7. Details of an emergency telephone contact number.

To contact J Greenwood (Builders) please phone 0161 654 8435. This number is monitored 24/7. These details will be displayed in a publicly accessible location for the duration of the works.

8. Measures to reduce noise emissions.

All works will be carried out in accordance with the principles of Best Practicable Means as described in BS 5228: 2009 Parts 1 & 2.

During all aspects of the construction phase of works regular noise monitoring will be carried out, within and outside of the site boundary, these readings will be logged and recorded in the environmental section of the Weekly Inspection Report carried out by the site management team. If, when programming a work activity, it is deemed to have potential for excessive noise all attempts will be made to mitigate the risk, for example, well serviced, modern equipment will be used, work rates can be amended, screening can be used, all as highlighted in BS 5228:2009 Part 1.

The work methodologies that are most likely to cause raised noise and vibration issues are the foundation solutions currently recommended by the Structural Engineer. The foundations are standard pad and strip foundations, a 16t tracked excavators and 1t dumper will be used to form these. Ground compaction is also being carried out with a vibro piling rig, this operation will cause the most noise and vibration. The size of the rig will be carefully selected so that it is correct for the site ground conditions and the required depth of pile and the amplitude of the noise and vibration can be varied to prevent intrusive off-site vibration. The site has no residential neighbours and the adjacent college building is a sports hall which is approximately 25m away. The vibro piling works are expected to take less than one week of forty week contract duration.

Appendix 4 contains Van Elle Total Foundation Solutions assessment of the effect of peak particle velocity on potential human reaction and the effect on buildings, second document charts the resultant peak

particle velocity at a distance from the compaction point. The works are vibro compaction in loose, filled ground, therefore at 25m from the source of the vibration the PPV will be approx. 1.5mm/s and therefore considered negligible.

We do not intend on using generators on site, a temporary mains electric supply will be used from the colleges existing main provision. Site operatives will use battery tools where applicable.

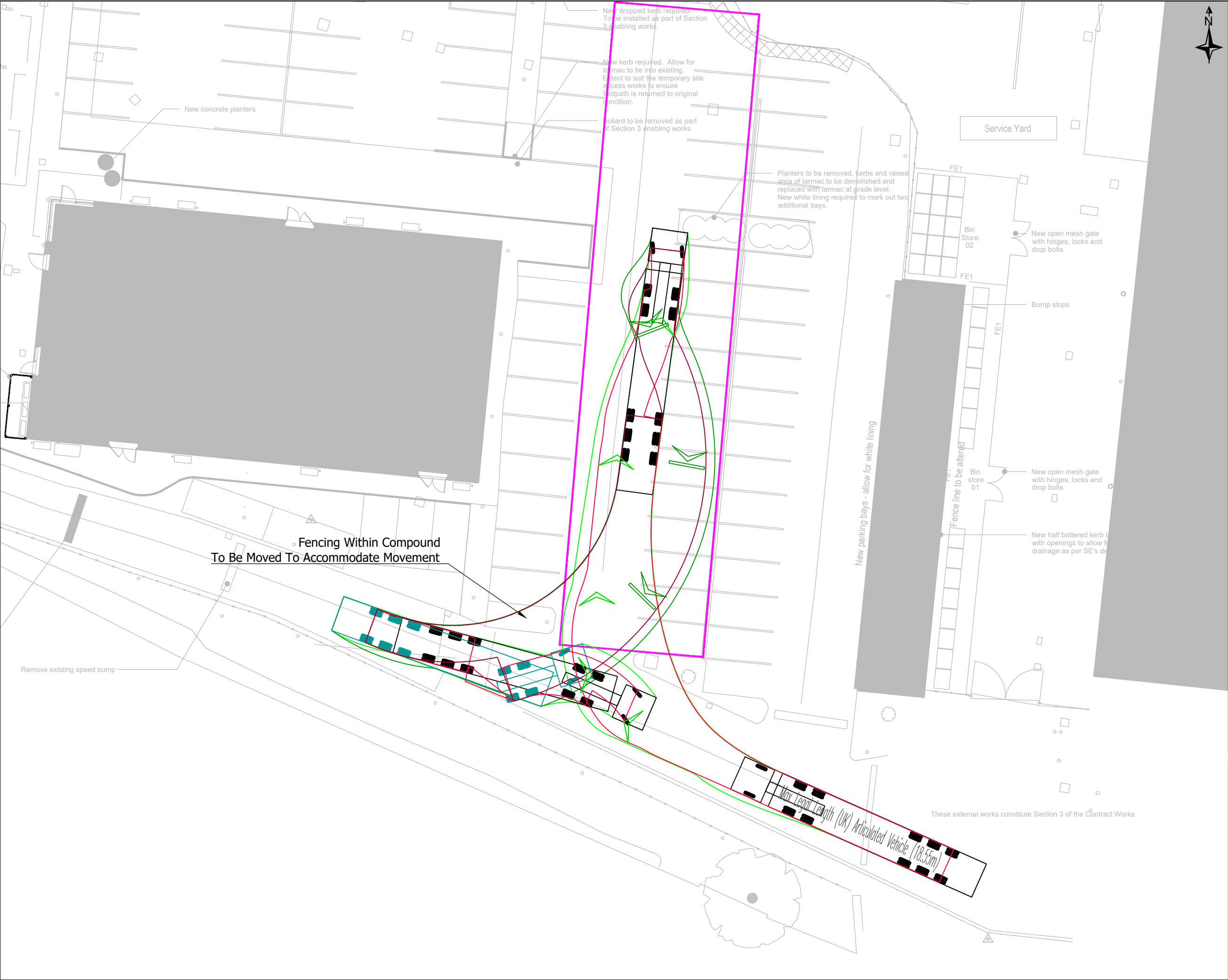
All efforts will be made to limit excess noise being generated from works on site. All plant being used during the works will be checked to ensure that it is well maintained and in good condition to ensure that it is operating within its prescribed working parameters. Prior to tasks taking place they will be assessed to determine if they may create excessive noise and suitable preventative measures will be taken, as per BS 5228:2009 Part 1, this will usually take the form of adopting alternative methodologies/equipment. If this is not possible then the use of acoustic baffles or screens will be adopted to prevent excess noise being heard at the site boundary. Continual noise loggers will be used which will alert the site manager, via a desktop portal, if the noise levels at the boundary approach and exceed 75dB, at this point the task will be suspended and further suppression/alternative methods will be applied. The above will be monitored and recorded in the environmental section of the Weekly Inspection Report carried out by the site management team.

9. Methods of communicating the Construction Management Plan.

The Site Manager will be issued a copy of the Construction Management Plan with his documentation pack to ensure that he is fully aware of what is required. The relevant sections of the plan will be appended to material and subcontract orders and discussed with site operatives and visitors during their site induction. Any other interested party will be advised as necessary.

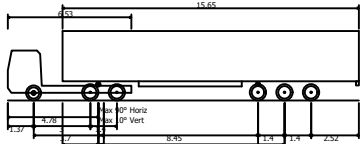
Appendix 1.

Swept Path Analysis for an 18.55m Articulated HGV – Drawing No. RHD-25-309-1.



- Notes:
1. Do Not Scale This Drawing Unless For Planning Purposes Only. Any Dimensions Shown Are Indicative Only And Are Subject To Verification Onsite.
 2. All Dimensions Are In Metres Unless Otherwise Stated.
 3. Site Layout Provided By Client. This Drawing Is For Information Only And Should Not Be Used For Construction.
 4. Swept Paths May Vary Subject To The Dimensions And Specifications Of Vehicles Used.

Approx. Area For Vehicle Turning



Max Legal Length (UK) Articulated Vehicle (18.55m)	18.550m
Overall Length	2.550m
Overall Width	3.681m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.530m
Kerb to Kerb Turning Radius	

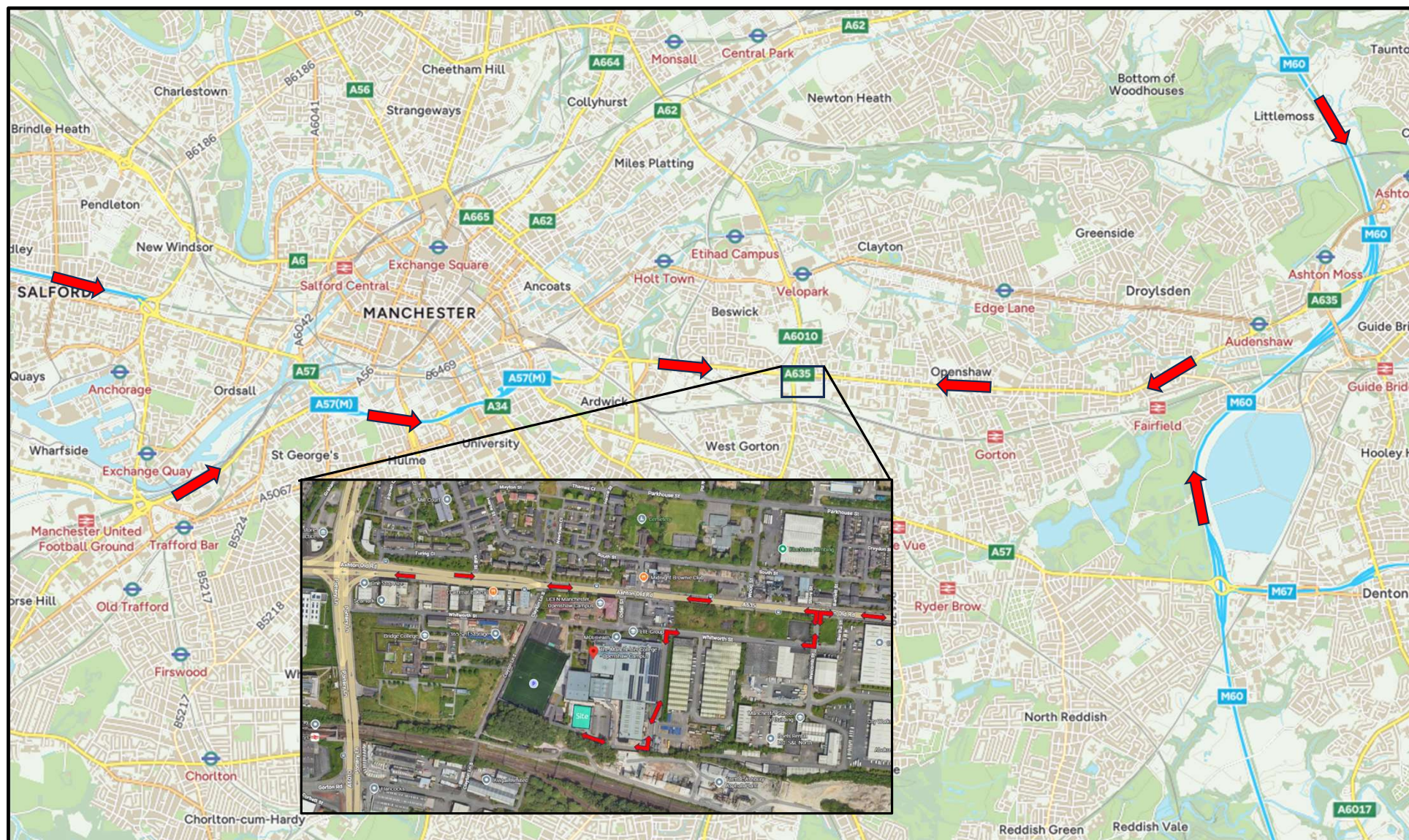
Rev	Description	Date
Client: J Greenwood (Builders) Ltd		
Project: Manchester College Openshaw Manchester		
Drawing Title: Swept Path Analysis (HGV)		
Drawing Number: RHC-25-309-01		
Revision: -	Sheet Size: A3	Scale: 1:250
Drawn & Checked By: AR	Date: 13/02/2026	Status: Information

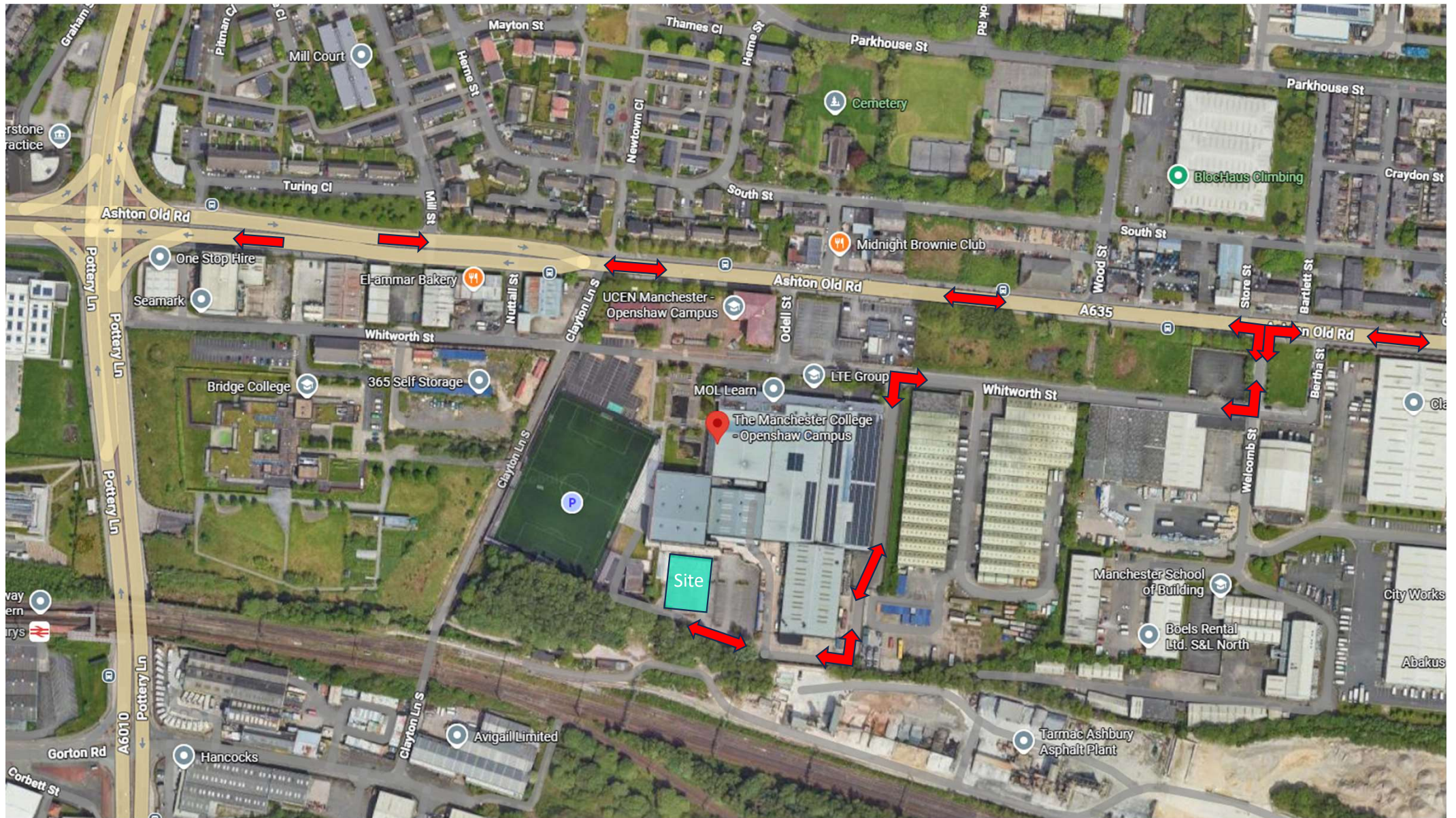
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Appendix 2.

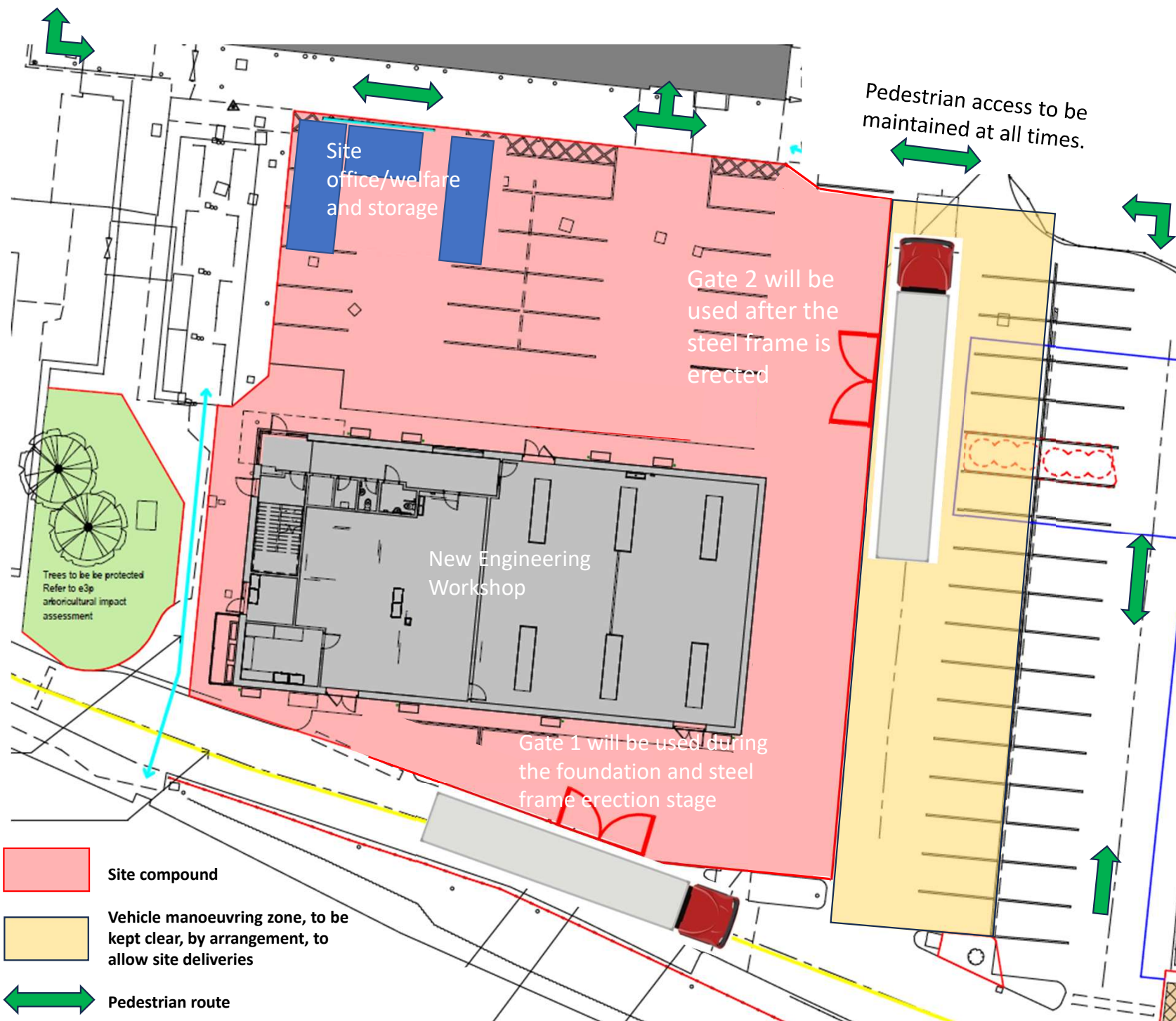
Construction traffic routing – extended and local routing details.





Appendix 3.

Traffic Management Plan.



Notes:

- Deliveries will be accepted during pre-arranged timeslots.
- Vehicle movements around site will be as per the swept path analysis.
- Vehicles will be banksman controlled as they approach and vacate site.
- Smaller deliveries will be able to enter the site to off load materials. They will remain on a tarmac/stone hardstanding to reduce the risk of mud transfer beyond the site boundary.
- Uninhibited, segregated pedestrian access for college staff/students will be maintained at all times.



Traffic Management Plan

Manchester College
Openshaw Campus.
Ashton Old Road
Manchester

16/02/26
Indicatively to Scale

Appendix 4.

Vibro piling data.

STRUCTURAL DAMAGES – PARTICLE VELOCITY CRITERION

Resultant Peak Particle Velocity (mm/sec)	Human Reaction	Effect on Buildings	Source
0-0.15	Imperceptible by people – no intrusion.	Vibrations unlikely to cause damage of any type.	RRL Rep LR418
0.15-0.3	Threshold of perception – possibility of intrusion.	Vibrations unlikely to cause damage of any type.	
2.0	Vibrations perceptible.	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected.	
2.5	Level at which continuous vibrations begin to annoy people.	Virtually no risk of architectural damage to normal buildings.	
5	Vibrations annoying to people in building.	Threshold at which there is a risk of 'architectural' damage to normal dwelling houses with plastered walls and ceilings.	
10		Threshold for residential buildings in good condition.	German DIN.451
10-15	Vibrations considered unpleasant by people subjected to continuous vibrations.	Vibrations at a greater level than normally expected from traffic, but would cause 'architectural' damage and possibly minor structural damage.	RRL Rep LR418
20-40		Acceptable for industrial building without plaster.	German DIN0451
50-80		Vibrations likely to cause minor structural damage.	Jackson (1967)
70 110 160 250		Minimal damage. Slight damage. Moderate damage. Serious damage.	Swedish Imformation

Peak Particle Velocity Versus Distance

For Dynamic Compaction and Vibro Stone Columns

