



CONSTRUCTION, ENVIRONMENT & MANAGEMENT PLAN



*New Youth Centre
NACRO Wythenshawe
Manchester
M23 0AB*

(Portakabin Project Ref 400017042)

Revision Sheet

Version	Date	Changes
1.0	18/02/26	First Issue
2.0		
3.0		
4.0		
5.0		

Approval

Version	Author		Reviewed / Authorised	
	By	Date	By	Date
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2.0				
3.0				
4.0				
5.0				

Extract from the Planning Decision Notice: 142988/VO/2025 Condition 9

No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the City Council as Local Planning Authority. The CEMP shall include, but not be limited to, the following details:

- a) A risk assessment of potentially damaging construction activities.*
- b) Measures to avoid or mitigate impacts on the environment, including:*
 - o Dust and air quality control*
 - o Noise and vibration management*
 - o Protection of watercourses and drainage systems*
 - o Waste management and material storage*
 - o Biodiversity protection and ecological mitigation*
- c) A site-specific traffic and access management plan*
- d) Details of site lighting, security, and working hours*
- e) Procedures for environmental monitoring and reporting*
- f) Emergency response procedures and pollution incident control*
- g) Roles and responsibilities of site personnel with respect to environmental management*

The development shall thereafter be carried out in full accordance with the approved CEMP for the duration of the construction phase

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Introduction, Overview & Phasing

This Construction Environment Management Plan (CEMP) has been developed in the interest of highway safety and to mitigate the impact of this project on the surrounding road network, road infrastructure and local residents, particularly at peak traffic times.

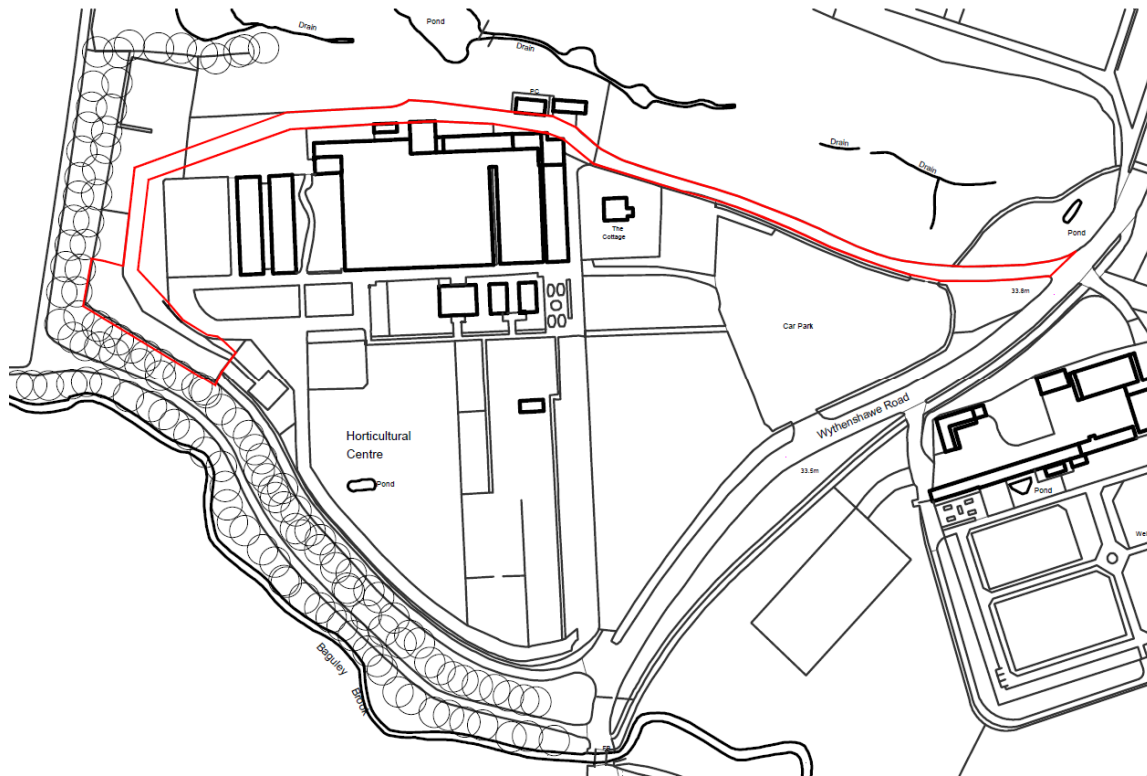
This CEMP also outlines the site phasing plan and plan for the operative welfare/office provisions during the various construction phases.

This plan refers to the development at the site of the current NACROS Wythenshawe community area, facilities and park land located at Wythenshawe Manchester M23 0AB.

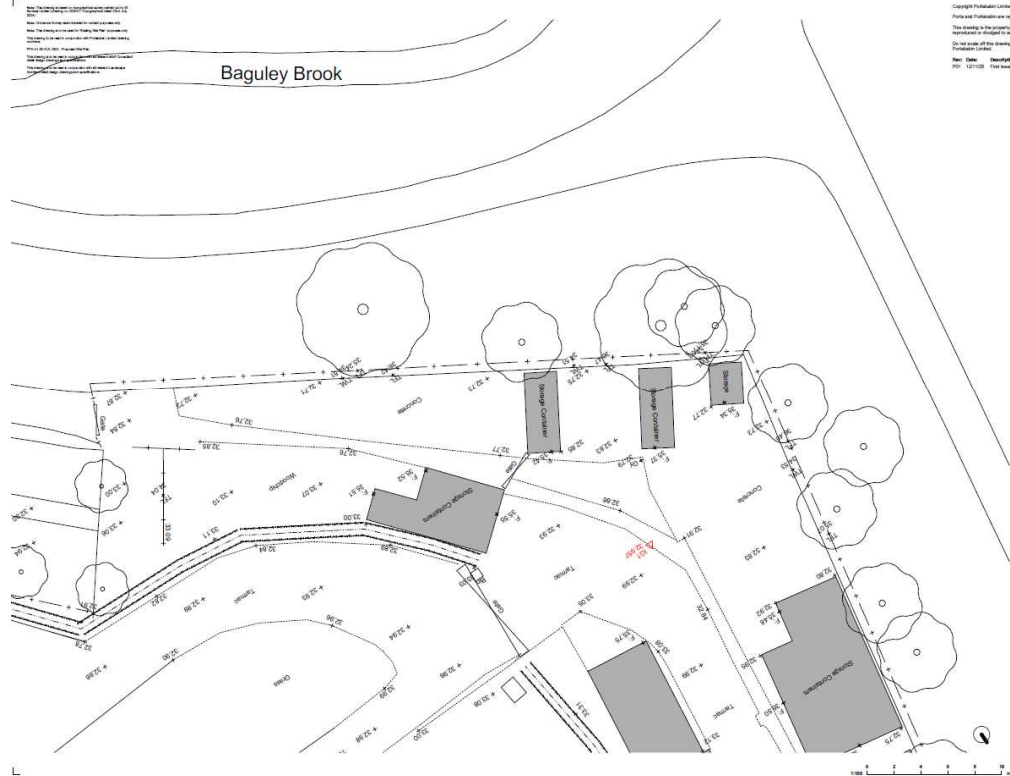
The site is located within a public park area and is used by local visitors and residents. It has a community area and facilities surrounding it such as the Wythenshawe Horticultural Centre, the Wythenshawe Park Bee Club, Wythenshawe Community Orchard and slightly further out the Wythenshawe Park Riding Stables. The open space is utilised by the public. The main vehicular access is from Wythenshawe Park Car Park, it also has pedestrian access via numerous footpaths.



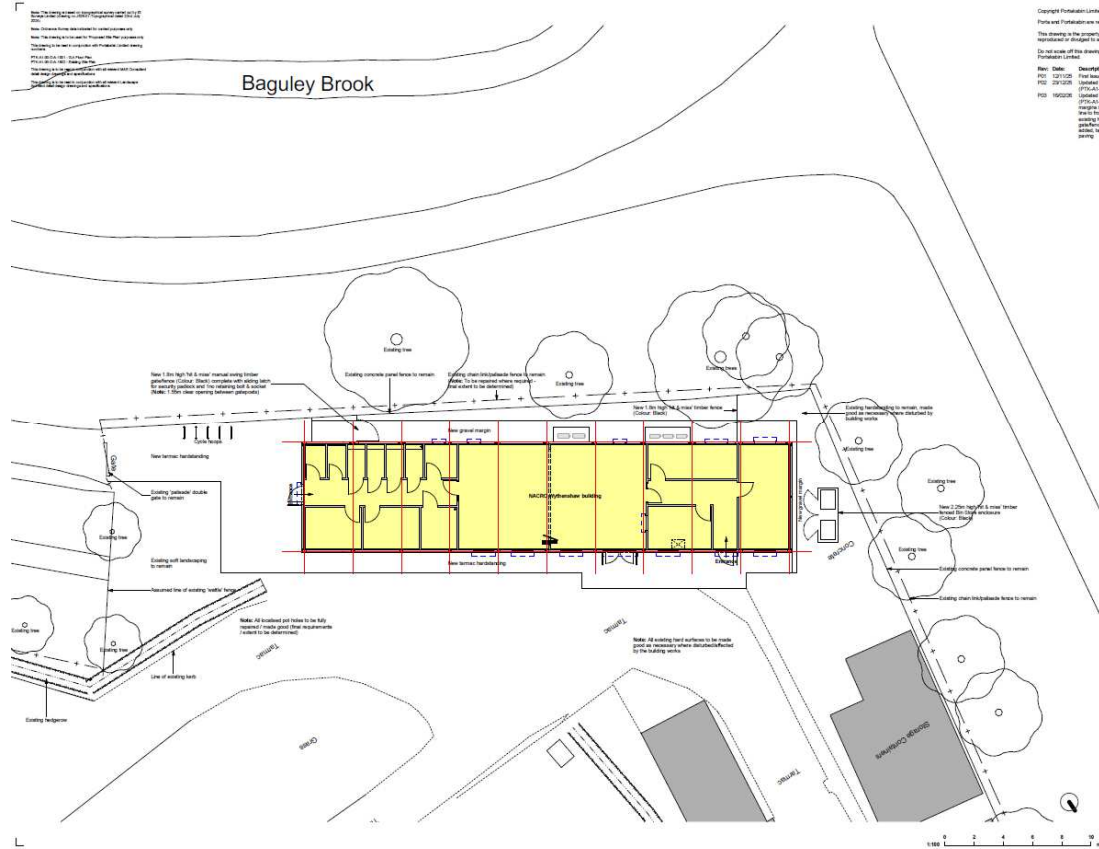
There is no current permanent building on the site, only storage containers to be moved. The new building will be located adjacent to Baguley Brook.



Existing



Proposed

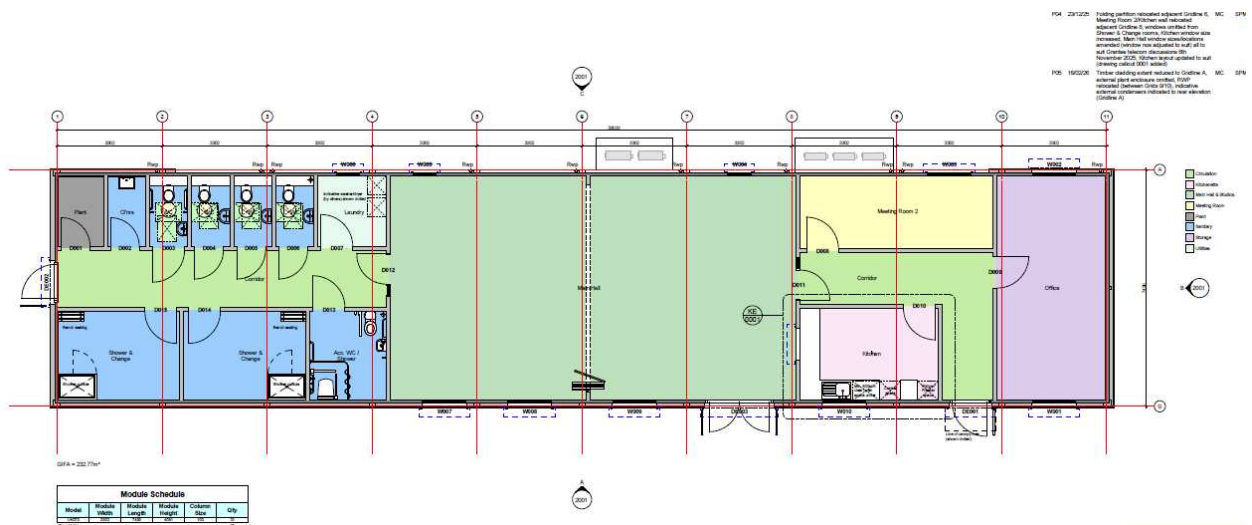


Phase I and II Geo-Environmental surveys have been compiled by the client and contractor as well as a Preliminary Ecological Assessment.

Copies of all available survey information will be kept by the Principal Contractor on-line and can be accessed from site.

The new scheme will be Traditional and Modern Methods of Construction (MMC) meaning that the superstructure will be made from a volumetric modular construction, these modules are built off site, fitted out, transported and craned into position and the substructure built traditionally. It is built up of 10Nr Ultima Modules UK073 7.5m x 3.3m giving a total internal floor area (GIFA) of 234m²

Internally the building features a Main Hall, Meeting Room, Office, Kitchen, Accessible Shower & WC and WC Facilities.



The module finish is a cedar texture fibre cement cladding boards colour Khaki Brown and Jet Black aluminium windows and doors. When viewed from above the roof panel is white polyester coated steel.



Associated works consist of tarmac hardstanding and gravel to provide pathway around the building and cycle hoops.

Within the overall scheme provision for utility supplies to be taken from the existing adjacent infrastructure. Works will be carried out by an approved contractor with permissions for all works.

The works will be phased over the programme, broadly the phasing is:

Initial Site Set Up	<p>TBC</p> <ul style="list-style-type: none"> • Full sign-over of possession from client/user team • Form temporary access to retain use of the existing building • Establish initial compound with standalone office/welfare • Isolate services • Erect Heras fencing to site perimeter and create gated entrance off car park
Phase 1: Substructure	<p>TBC</p> <ul style="list-style-type: none"> • Reduced levels • Foundations and drainage works
Phase 2: Superstructure & Externals	<p>TBC</p> <ul style="list-style-type: none"> • Modular delivery and craneage • Continued fit out • Service connections • Low level skirt detail / surfacing to externals • Remaining external works

Phasing plans are listed at the end of this document and show how the site progresses in size and complexity through the project.

SITE OPENING HOURS:

MON – FRI 8.00AM TO 6.00PM

DELIVERIES PERMITTED 8.00AM TO 4.00PM

SATURDAYS 8.00AM TO 1.00PM (AS REQUIRED)

SUNDAYS & BANK HOLIDAYS (NOT PERMITTED WITHOUT WRITTEN PERMISSION)

1. Archaeological

An archaeological watching brief is required by Manchester City Council during groundworks associated with a proposed development at land on the southwestern boundary of the Wythenshawe Horticultural Centre in Wythenshawe Park, Manchester (the 'Site'). The Site lies within the local authority administrative area of the Manchester City Council who are advised on archaeology and heritage matters by the Greater Manchester Archaeological Advisory Service (GMAAS).

The planning application was approved with the condition that no development shall take place until an archaeological watching brief has been secured for any groundworks undertaken, including a programme of post-excavation assessment and a final report of the watching brief results.

The archaeological watching brief will be undertaken in accordance with this Written Scheme of Investigation (WSI). It will meet the requirements of nationally recognised archaeological guidance, including the professional standards issued by the Chartered Institute for Archaeologists (CIfA), specifically the Standard for Archaeological Monitoring and Recording (CIfA 2023a) and the Universal Guidance for Archaeological Monitoring and Recording (CIfA 2023b).

The archaeological works will be managed in accordance with the Historic England publications Management of Research Projects in the Historic Environment (MoRPHE): Project Managers Guide (2015). It will also meet the requirements of the National Planning Policy Framework (NPPF) Chapter 16: 'Conserving and enhancing the historic environment' (MHCLG 2025) and Policy EN3 of the Manchester City Council's Core Strategy (Manchester City Council 2012).

2. Reasonable Avoidance Measures (RAMs) for Hedgehog and Other Terrestrial Mammals

In accordance with the planning condition requiring a Reasonable Avoidance Measures (RAMs) Method Statement, and to ensure compliance with the Wildlife and Countryside Act 1981 (as amended) and Policy EN15 of the Manchester Core Strategy, the following measures will be implemented prior to and during construction works associated with site clearance, groundworks, and installation of the modular building.

1. Pre-Construction Checks

- A suitably qualified ecologist will undertake a pre-start walkover of the working area to identify any signs of hedgehog or other mammals (including nests, day shelters, tracks, droppings, or foraging areas).
- If any occupied nests or resting places are found, works in the affected area will be halted and advice sought from the ecologist to determine appropriate mitigation.

2. Habitat Clearance Measures

- Vegetation clearance will be undertaken **in a two-stage approach**:
 1. **Initial cut** to 150mm above ground level to allow any mammals to disperse naturally.
 2. **After 24 hours**, a second cut to ground level will be undertaken once the area is confirmed clear.
- Clearance will progress **directionally** toward open habitat to allow escape routes for wildlife.

3. Protection During Groundworks

- All excavations, trenches, service runs, and pits left open overnight will:
 - Be fitted with a **mammal escape ramp** (e.g., timber board set at <45°), or
 - Be securely covered to prevent entrapment.
- Construction materials (pipes >150mm diameter, voids, pallets) will be stored on raised supports or capped to prevent access by hedgehogs or other mammals.

4. Site Working Practices

- Works will commence **during daylight hours only** to reduce disturbance during peak hedgehog activity (dusk to dawn).
- The site team will be briefed via toolbox talk on:
 - Identifying hedgehogs and other mammals,
 - RAMs procedures,
 - Steps to take if an animal is found within the working area.
- Should a live hedgehog be discovered:
 - Works in the immediate area will stop,
 - The appointed ecologist will be contacted for guidance,
 - The animal will only be moved by an ecologist or trained person if immediate danger is present.

5. Site Compound and Material Storage

- Site compounds and storage areas will be located away from hedgerows, dense vegetation, or areas likely to support mammal activity.
- Waste and food will be stored in enclosed containers to prevent attracting wildlife.

6. Post-Construction Considerations

- Any reinstatement or landscaping works will seek to maintain permeability for hedgehogs, including:
 - Avoiding continuous impermeable fencing (gaps of 130mm × 130mm will be provided where appropriate),
 - Encouraging low-level planting that supports foraging.

7. Compliance and Monitoring

- These measures will be incorporated into site inductions, method statements, and daily checks.

- The site manager will be responsible for ensuring all RAMs are followed throughout the duration of groundworks and building installation.

3. Site Access Strategy

In the construction phase all gates will be under the control of the Portakabin site management team and will be kept secure when not in use – a “key operative” will oversee vehicles entering and leaving site.

To assist with logistics planning a delivery board will be maintained by the site manager and regularly updated by all of the supply chain, this will co-ordinate loads above transit-van size.

Deliveries will be permitted between 8.00am and 4.00pm unless otherwise specially “booked in” and of a business critical nature.

A temporary site entrance will be formed

This temporary access point becomes the final entrance / exit point for the vehicles attending the centre on completion of the works complete. There are no s278 works associated with this project nor installation of further dropped kerbs or tactile paving.

Pedestrian Access

Pedestrian access for any site operatives will be via the local and then through a dedicated self-closing pedestrian gate (as shown above to the right of the vehicle gates). This door will be controlled by a lock and leads directly to the site accommodation therefore segregating vehicles and pedestrians.

“Caution – Site Entrance” signage will be placed on the footpath on the approaches from both sides.

The Heras fencing will have on it H&S signage, emergency contact details and a residents information board.

Construction Traffic Access

Construction traffic on this project can be classified as follows:

- Regular site traffic: operatives cars, vans who will regularly be based on site.
- Regular small deliveries: these are couriers and the like who will be in small vans / cars who will not stay on site for more than ½ hour.
- Regular large deliveries: these are articulated or rigid lorries that make regular deliveries and / or removals from site. E.g. builders merchants, muck away, aggregate deliveries, tarmac wagons.
- Exceptional large deliveries: are the modules themselves which are classified as abnormal loads and will be routed/escorted and notified to the Police.

Hauliers are generally selected from our approved list with FORS (Fleet Operators Recognition Scheme) Silver and CLOCS (Construction Logistics and Community Safety) qualifications being considered.

In addition there will be occasional visitors who will be accommodated in the compound areas

Once on site vehicle drivers will be handed a Safety Instruction leaflet outlining their responsibilities whilst on site. Marshalling and offloading will be supervised by the Key Operative who will ensure the Portakabin Standard Operating Procedures (SOPs) will be followed for off loading – any vehicle requiring the driver/operator to stand on the load / bed will require edge / fall protection. Any vehicle without this will be refused access until a safe system of work is identified.

All traffic will access the site via the access route delineated red in above location plan into the site entrance . The site is not large enough to implement a one way in/out system except for small vans/cars. As such larger vehicles will either drive in/reverse out or reverse in/drive out. The reversing of vehicles will be supervised by qualified vehicle banksmen or traffic marshals.

The routing for the module deliveries (exceptional large deliveries as noted above) is:

- York Head Office
- Travel south, route A64
- A64 – M1 – M62
- M62 West to Winton
- M60 to Wythenshawe
- Princess Parkway to Wythenshawe Road to Wythenshawe Park & Gardens

This will be confirmed once load movement orders are submitted and is subject to a final haulier survey.



This operation would be carefully planned and we would potentially propose some additional parking restrictions for the crane duration (approx. 1 week late April / early May) along Wythe and Fielden Avenue to assist with module deliveries also”. An application will be

made in due course by our specialist traffic management company this would restrict parking to allow vehicle manoeuvres.



This is purely for the module delivery period and more detailed route planning and approvals from Manchester Highways/Highway England and the Police will be gained.

In addition to the above we would utilise additional management to:

- Provide appropriate warning signage, “caution construction traffic”, “vehicles crossing” etc.
- Use of appropriately trained, qualified and certified banksmen for guiding vehicles and to manage pedestrian movements passed the site entrance during vehicle unloading.
- Portakabin employ specialist Traffic marshals during the module installation, these trained operative will marshal the vehicles into site and co-ordinate any pedestrians along the designated routes.

Communication regarding any large deliveries or collections is key and will be made either directly with local community, by use of notices, and letters posted to the individual properties and the use of traffic management companies

The Site Manager will arrange for deliveries and collections made by heavy goods vehicles to be at pre-designated times and to be supervised by a competent person on arrival at site.

Waste produced from the demolition of the existing small structures will be loaded into roll off skips and removed from site. All other arisings will be loaded onto tipper vehicles for removal.

4. Environmental Management

Dust Control & Suppression

The surveys do indicate the suitability of the soils for conventional spread (pad) foundations bearing on the underlying cohesive soils of the Till. Above that is made ground but is still cohesive. With this in mind a simple dust emission magnitude summary gives information as follows.

Activity	Potential Dust Emission Magnitude
Earthworks	Medium
Construction	Medium
Trackout	Medium

In summary the dust emission magnitude for the site is **Medium** once factored with both human and ecological receptors this can be reassessed against the effects of nuisance soiling (dusty surfaces, etc) and that on human health. The summary of impact is therefore:

General phases of build (concurrent over all specified Phasing Plans)	Risk of Impacts	
	Nuisance Dust Soiling	Human Health
Earthworks	Medium	Low
Construction	Medium	Low
Trackout	Medium	Low

It is also worthy of note that the development works are scheduled for Spring and so the likelihood of prolonged dry and hot weather conditions are not expected. The works phasing plans only expose new soils after demolition and as the existing tarmac is cut back. Hard surfacing will be introduced as soon as practicable to reduce exposed undeveloped areas.

Therefore the site will implement mitigation measures which will reduce this impact further to a less significant level. In line with the Institute of Air Quality Management (IAQM) recommendations dust mitigation measures will be implemented as follows:

- 1 A 5 mph speed limit will be imposed across site to minimise the amount of dust generated by the movements of site traffic.
- 2 In addition, as and when required we will utilise a towable water bowser with hose sprinkler system as suppression on dry and dusty days. The water used in this operation will be minimal and will not require any form of drainage. Nor will it be of sufficient quantity to cause any issues to existing water courses.
- 3 All muck away wagons will be fully sheeted prior to leaving site to minimise the risk of any mud spilling onto the highway.
- 4 Vehicles will be switched off when not in use to avoid unnecessary idling.
- 5 Cutting / grinding will have dust suppression / extraction fitted.

During demolition there is a risk of nuisance particles of broken solid insulation. Separate labour will be allocated to collect and bag this. The site also has a solid hoarding so that should prevent larger pieces/particles leaving the site boundary.

In addition to the above the site manager will undertake on and off site inspections to monitor dust, this will be logged in a site record and also list any exceptional incidents and / or complaints.

Smoke

Burning of materials is prohibited on all Portakabin Limited construction sites.

Wheel Washing

Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. We will ensure that provisions are made to minimise the transfer of site debris onto the public highway. The layout of the site does mean that there is good hardstanding (i.e. tarmacked road and existing car park) so most vehicles will not be transferring from unmade to made ground. Plant moving on unmade ground will not enter the public highway unless on transport vehicles that themselves remain on good ground. Should any debris be tracked around the immediate area then this will be wetted / brushed up immediately.

Mud Risk Assessment:

Plant transferring mud from site to external highways	NEGLIGABLE
Plant transferring mud from site to compound	LOW
Vehicles transferring mud from compound to road network	VERY LOW

The site size does not permit a self contained wheel wash station. A dedicated wheel cleaning area will be set up within the site compound / car park area.

Should there be arisings on wheels then a power washer (either mains or bowser fed) will be kept near the work area gates to clean this down before going onto the road network. This will be monitored by the Site Manager and Key Operative. Washdown will be kept to a minimum with SW drains being protected/monitored.



When required a road sweeper will be called in to sweep the immediate area and/or gullies and interceptors cleaned.

Noise

The operations undertaken during this programme of works may periodically generate high levels of noise, however and where practical, suitable controls will be put in place to ensure noise generation is either eliminated or reduced to an acceptable level for Operatives, Contractors and Subcontractors on site and the general public in the local vicinity.

Plant will not be allowed to idle and equipment which emits noise will be subject to service and maintenance in line with manufacturer's instructions to reduce noise generation.

The demolition / dismantling of the existing building will be undertaken by a 13T machine which does not generate excessive noise. For safety reasons reversing buzzers cannot be disabled. Cutting wheel works will not take place outside of site hours.

Structural steel members will be bolted using power tools and impact wrenches these can cause noise at point of use but is undertaken away from the site boundary,

Internally mandatory cutting areas will be put in place to reduce exposure of noise further signage will be installed to warn of this area.

Vibration

The operations undertaken during this programme of works may occasionally and for short spells only, generate high levels of vibration. Portakabin recognises that the regular exposure to Hand Arm Vibration (HAV) can present considerable risks to the health of the operator. Therefore, in accordance with the *Control of Vibration at Work Regulations 2005*, Portakabin will, see that:

- Operatives, Contractors and Subcontractors attempt to eliminate vibration risk totally during the works and where the risk cannot be totally eradicated, they reduce the risk of harm from exposure to HAV to levels that are "as low as is reasonably practicable".
- Portakabin Operatives will record trigger times on specified equipment which will be submitted to line management.
- All Portakabin vibrating equipment must be tagged with vibration levels.

Contractors and Subcontractors will make available for inspection, on request, copies of maintenance records for relevant items of Work Equipment (WE). Regular maintenance of WE limits the possibility of such items producing increased vibration levels over their lifetime.

There is no driven piles on this site. Vibration can be transferred through plant movement and vibrating plant i.e. rollers and whacker plates. These will be used within the general site operating hours.

5. Material Delivery & Offload

Where practicable to do so delivery vehicle sizes will be minimised for easier access onto site. Where this is not possible control measures will be implemented to manage the offloading of materials.

These will include;

- Phasing of deliveries to avoid backlogs
- Implementation of material delivery and look ahead schedules
- Implementation of a strict 5 mph speed limit site wide
- Use of appropriately trained, qualified and certified banksmen for guiding vehicles unloading
- Use of appropriately trained, qualified and certified banksmen to manage pedestrian movements passed the site entrance during vehicle unloading.
- Appropriate warning signage

6. Parking Arrangements

Parking on site will be limited and will be arranged in advanced to minimise disruption and all space to manoeuvre plant and equipment.

Additional parking shall be in accordance with local restrictions. Vehicles should not block any community areas or “permit only” parking. The queuing up or “stacking” of vehicles on Wythenshawe Road will not be permitted. Planning is critical and should any companies or suppliers infringe this site rule then action will be taken against them. The site in by it’s nature self contained.

7. Public Engagement

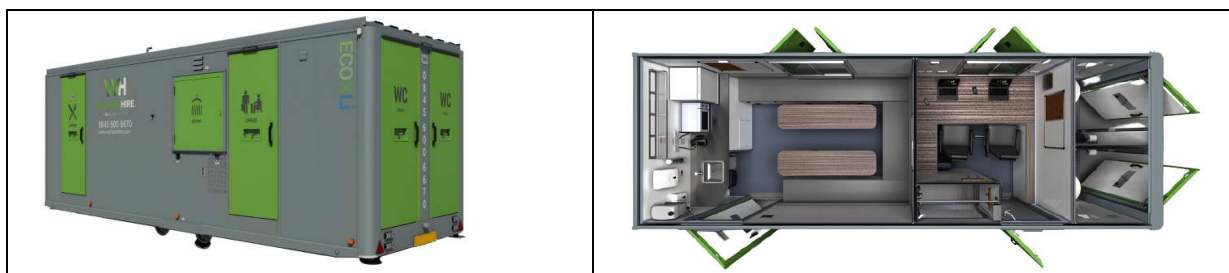
We will endeavour to engage with members of the general public who may be affected by our works. Regular updates on noisy works, bulk deliveries and general site progress will be communicated via the following platforms;

- Progress and Update Board displayed at the site frontage as well as on Portakabin Limited social media channels
- Letters will be delivered to all properties within the site vicinity at key stages of the project, as a minimum:
 - Site possession – identifying the projects, it’s necessity to the community, key project personnel and our company aims and expectations
 - Pre modular delivery – outlining the large vehicle deliveries, the timings and any additional parking restrictions
 - Approaching completion – thanking everyone for their co-operation

8. Welfare Provision

In accordance with the Health, Safety and Welfare Regulations welfare and office provisions will be provided on site. These are scaled to reflect the numbers of operatives, managers and quantum/type of works being undertaken.

In the initial phase this will be “Self Contained” stand-alone units such as the Welfare Hire unit or similar – depending on hire availability. These do not require mains connections and are powered by built in generators supplemented with PV panels. These meet the necessary requirements and are sized according to site numbers.



Secure container storage will be within the compound and in areas closer to the workforce.

No smoking will be permitted on site.

9. Waste

During the construction phase, effective waste management will be implemented to minimize environmental impact and ensure compliance with relevant legislation. All waste streams will be identified, segregated, and stored in clearly labelled containers to promote reuse and recycling wherever practicable. Materials will be ordered accurately to reduce excess, and opportunities for reuse of excavated materials will be prioritised on site. Licensed waste carriers will be used for the removal of waste, with all transfers supported by appropriate documentation. Regular monitoring and good housekeeping practices will be maintained to prevent litter, contamination, and unnecessary waste generation throughout the construction works.

10. Construction Plan

All construction vehicles will initially egress and ingress the site via the access route delineated red on the above site location plan, utilising a temporary vehicle access gate established specifically for the duration of the early works. Pedestrian access will be managed at this same location, with a clearly defined and segregated walkway provided to safely route personnel to and from the site compound area. The site welfare facilities will be positioned within this zone, together with a limited and controlled amount of contractor parking to minimise vehicle movements and congestion. Construction vehicles will access the active work area directly from the vehicle gate, ensuring efficient circulation while maintaining safe separation from pedestrian routes.

Upon completion of this access and prior to the final stages of construction, the temporary access will be permanently closed, removed, and reinstated to its original condition. Thereafter, all construction traffic will utilise the delineated red access exclusively, reducing impact on adjacent properties and providing a safer, more suitable long-term access arrangement for the remainder of the project.