

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

FOR

Grey Mare Lane

Grey Mare Lane
Beswick
Manchester
M11 3TF

Report Title	Grey Mare Lane Construction Environmental Management Plan
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Employers Agent	Arcus Consulting LLP
Regulatory Authority	Environment Agency Richardshaw Road Grangefield Industrial Estate Pudsey Leeds LS28 6QW

Revision Record

Date	Changes made	Approved by
29.07.25	Initial Draft	

1. Introduction

The Construction Environmental Management Plan (CEMP) has been developed in order to minimize any impact that might be caused by the construction of Grey Mare Lane, which is a Light Gauge Steel Frame construction of 82 apartments just of Ashton New Road, Beswick, Manchester

The plan will identify the risks to the local environment and then detail action required to mitigate during the construction phase.

The CEMP will be submitted to the Local Planning Authority for approval. The approved CEMP will then be implemented by Caddick.

The CEMP will be reviewed monthly in order to ensure that it remains appropriate and effective.

The CEMP has been drafted in accordance with the Planning Decision Notice. All conditions outlined in the decision notice will be adhered to during the construction works.

The approved Construction Management Plan shall be adhered to throughout the construction period and the approved measures shall be retained for the duration of the construction works unless otherwise approved in writing by the Planning Authority.

The development shall commence and progress in accordance with the approved details, which will be adhered to throughout the construction period.

1.1. Site Location and Project Description

The site address is:

Grey Mare Lane
Beswick
Manchester
M11 3TF

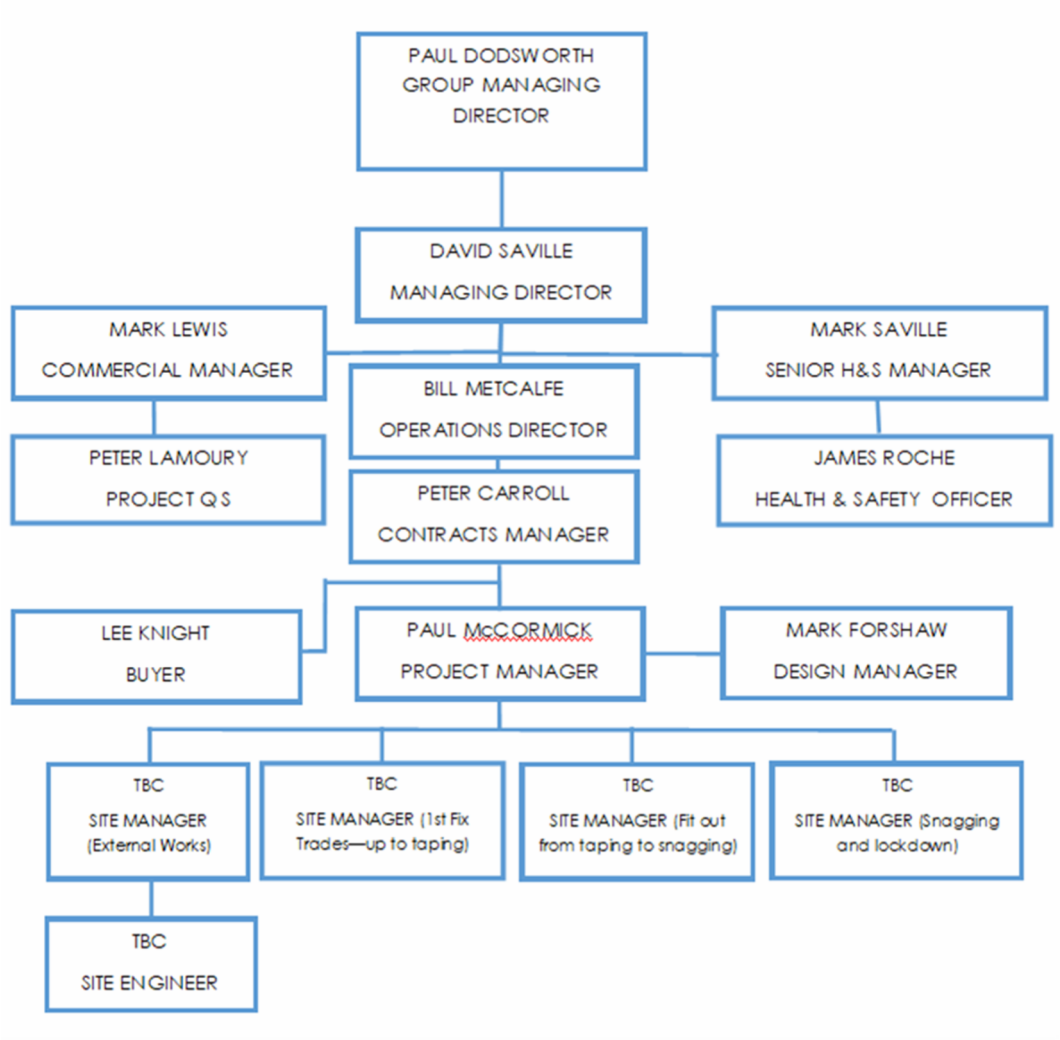
The proposed development is a a affordable housing scheme of 82 apartments for social rent will be on a vacant site on the corner of Grey Mare Lane and Ashton New Road. The former brownfield site was previously occupied by the Manchester Bar pub, which was demolished in 2020.

The development will deliver a mix of one and two-bed apartments. The proposals include private garden spaces for a number of ground floor apartments, a communal garden, balconies for the majority of apartments above ground floor level and high-quality landscaping. A planned new pedestrian link will also improve the connectivity to Grey Mare Lane and Ashton New Road from Newcombe Close.

Key Associated work activities for the build include:

- Site Set Up
- Groundworks
- Installation of Light Guage Steel Frame/cement board
- SFS/Drylining
- Brickwork
- Window installation
- Roof Finishes
- Joinery Works
- Mechanical and Electrical installations

1.2. Project Team



1.3. Background

Caddick Construction Limited are an ISO 14001, ISO 9001 and OHSAS 18001 Accredited Contractor, all operations on site will be undertaken in accordance with our integrated systems and procedures.

1.4. CEMP Preparation Process

This CEMP has been completed at tender phase in order and will b reviewed at both pre-construction phase and delivery phase as the works progress. Records of updates will be made with in the revision record at the beginning of this document.

2. Ecological Protection

2.1. Nesting Birds

Nesting bird checks are required 48 hrs prior to vegetation removal and earth works unless works undertaken outside the of the nesting season (the nesting bird season is March to September inclusive). If this is not possible, a nesting bird check should be completed by an ecologist no more than 48hrs prior to works.

2.2. Bats

Bat presence/likely absence surveys are required in some tees prior to clearance/ felling.

Adoption of a sensitive lighting scheme to reduce indirect impacts to foraging and commuting bats. General mitigation measures include that a sensitive lighting scheme are included within the final designs. Lighting is to be directional and avoid spill onto any habitats or features suitable for use by bats such as hedgerows, buildings with bat roost suitability and any new bat boxes.

2.3. Great Crested Newts

N/A

2.4. Other species

Hedgehog and amphibian check prior to vegetation removal to avoid disturbing hibernating and breeding animals.

To avoid harm to notable mammal species such as hedgehog and brown hare during the construction phase of the development, it is recommended a search by hand by a suitably experienced ECoW is carried out immediately prior to removing any dense scrub, tall ruderal or grassland vegetation. It is recommended to avoid vegetation clearance in the hedgehog hibernation period of October to March (Inclusive). Best practice working methods are to be adopted including:

- Any open excavations are to be covered or have a means of escape such as sloping sides or a plank of wood.
- Ensuring chemicals within the site are stored correctly in containers;
- Any pipework should be capped off;
- Any animals found should be allowed to disperse naturally if possible; and
- Protection from cruelty under the Mammals Act (1990).

2.5. Trees and Hedgerows

Trees and hedgerows on site are to be retained and enhanced where possible. Retained trees are to be protected during construction in accordance with BS5837:2012.

Areas in which hedgerows with trees are being retained along the boundary of the site must be protected during construction. A minimum of a 5m buffer will be implemented (with reference to British Standard 5837:2012).

All damaging operations will be excluded from these areas including the following activities: storage of materials (including soil and rubble), mixing of materials and chemicals, excavations, and the movement/parking or plant and vehicles.

2.6. Invasive Species

N/A

2.7. Enhancement

Full details of the enhancement measures are outlined in the Landscape and Ecology Management Plan.

3. Site Waste Management Plan

Caddick waste management goal is to avoid sending waste to landfill on all construction projects.

We will design and implement a Site Waste Management Plan (SWMP) for the scheme, and this will outline methods of minimising construction waste produced.

All waste removal will be recorded in the SWMP using the BRE Smartwaste tool which will be presented in the monthly client meeting. Detailed recording and monitoring will ensure that any trends or patterns are recognised so that the appropriate action can be taken.

The following action will be taken to ensure that site waste has a minimal effect on the environment.

• Segregation of waste where possible i.e Timber, Metal, Plastic, etc.

• All waste containers and skips will be clearly labelled with their content (i.e Inert waste, Mixed C & D waste, hazardous waste etc.)

• Any waste that cannot be segregated on site will be placed in a mixed skip – our waste contractor will then segregate off-site.

• Our waste contractor provides us with a breakdown of all waste leaving the site.

• Skips will be located away from sensitive areas such as watercourses or drains.

• All skips and containers will be checked daily to ensure they are secure (i.e. the waste cannot blow away or be subject to theft/fly-tipping)

• The site inductions will advise all workers of the proper waste management procedures together with the requirement to work efficiently and minimize waste.

• Unused materials will be returned to the storage areas to prevent theft and damage.

• Storage areas will be established and positioned to prevent damage from vehicles or theft.

• Local building merchants will be used where possible to reduce transport.

• Negotiations will be undertaken with suppliers about packaging and re-stocking items if required.

• The site will be kept tidy to establish a positive culture within the workplace and encourage efficient work methods with minimal waste.

Waste Minimisation

Caddick Construction operates the SMARTWaste Site Waste Management Plan system on all its sites. As part of the site waste management plan, it enables us to look at ways of reducing/recycling waste on site before the project starts.

Caddick Construction is also committed to WRAP's Halving Waste to Landfill. We are committed to playing our part in halving the amount of construction, demolition and excavation waste going to landfill.
We work to adopt and implement standards for good practice in reducing waste, recycling more and increasing the use of recycled and recovered materials.

Use of recycled or recyclable materials

Through SMARTWaste site waste management plan, it enables us to look at ways of waste minimisation through the use of recycling and reusing materials on site. for example crushing concrete for hardcore.

4. Pollution Prevention and Dust Mitigation

Access to site will be gained from Ashton New Road in line with our directions to site plans (option 1 & 2 which are see below)

Directions into site – Option 1



Directions into site if approaching via Ashton New Road A662 From Manchester City Centre (south)

1. After passing Manchester City Football Stadium on your Left-hand side, turn Right on to Grey Mere Lane
2. Travel down Grey Mere Lane for Approx 125 meters and then turn Right in to Hopedale Cl.
3. After approx. 35 meters turn right on to Newcombe Cl. The site is situated approx. 80 meters along Newcombe Cl.
4. The site is situated on your right-hand side.

Please always respect residents and speed limits
All drivers Must report to the gateman on arrival
No unloading can take place without prior approval
PPE must be always worn as per the site rules by all operatives working or unloading on the project.
Caddick expect all contractors and delivery drivers to work in accordance with our Minimum Standards Document

Directions into site – Option 2



Directions into site if approaching via Ashton New Road A662 From the North

1. Head towards Manchester City Football ground along the A662. Grey Mere Lane will be found approx. 160 meters on the Left after the junction of A662 and Alan Turing Way
2. Travel down Grey Mere Lane for Approx 125 meters and then turn Right in to Hopedale Cl.
3. After approx. 35 meters turn right on to Newcombe Cl. The site is situated approx. 80 meters along Newcombe Cl.
4. The site is situated on your right-hand side.

Please always respect residents and speed limits
All drivers Must report to the gateman on arrival
No unloading can take place without prior approval
PPE must be always worn as per the site rules by all operatives working or unloading on the project.
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These roads will be maintained to the highest possible standard throughout the project duration. Roads and paths within the site boundary will be formed as early as possible to control dust created by site traffic.

Deliveries will include general construction items such as stone, concrete, sfs, plasterboard, roofing material, finishes etc. Adequate signage will guide all deliveries onto site.

Exit from site will be carefully managed as the vehicles exit on to Newcombe St.

A jet washing facility will be installed to the site compound entrance. The use of this facility will be mandatory and maintained by the dedicated gate supervisor. This mandatory process is to be included in all relevant contractors and suppliers' orders and Risk and Method Statements. This requirement will be implemented to ensure that no mud can be deposited upon vehicles leaving site.

Road sweepers will be utilised as necessary to ensure that the surrounding area is kept free from mud and dust. The Site Manager will be responsible for the implementation of this process as well as carrying out daily checks of the site boundary, which include maintaining cleanliness of access roads.

Traffic entering and working on site shall be restricted to 10mph to prevent dust being generated. Any dust or air quality complaints will be recorded, with appropriate action taken immediately.

Details of our Project Environmental Manager will be displayed on a site notice board for anyone to speak to if required.

Daily inspections of roads on our delivery route will be taken by the Site Manager and any issues rectified immediately. An order is in place with a road-sweep supplier so that action can be implemented with minimal notice.

The site layout has been arranged so that all plant and machinery are stored away from neighbouring properties.

All vehicles will switch off engines when stationery, there will be no idling vehicles.

Dust suppression kits shall be provided to all cutting plant to reduce dust. Mobile water bowers and sprayers shall be used for dampening down during dry periods, including during the cut and fill process and stockpiled spoil or material.

All skips on site will be suitably covered.

Mortar will be delivered to site silos or ready mixed tubs. No mixing on site.

The scaffold will utilise debris netting where necessary and will be cleaned daily using wet methods, rubbish chutes will be fitted to scaffolds when appropriate.

All subcontractor method statements will be checked to ensure that they contain appropriate measures for controlling dust. The requirements will be discussed with contractors during the site induction and regular toolbox talks will be used to maintain focus.

The correct M(medium) or H (high) rated hoovers will be used in conjunction with all joinery cutting equipment and dust extraction.

Training will be given to all site staff regarding dust control.

Control of dust prevention and air quality for all activities, including cut and fill, site clearance and driven piling, will be managed in line with the following identified hazards and resulting control measures.

On employment, specialist subcontractor RAMS will be produced, reviewed, and implemented accordingly. To appropriately control any further identified dust control requirements. Control measure as per BS522-Part 2 will be implemented to control vibration at source.

Subjective dust monitoring will be undertaken across the site boundary by the Site Manager during high-risk activities such as piling, ground compaction, stockpiling spoil and moving plant. If deemed to cause excessive disruption to neighbouring residents, works in the affected area will cease, methods reviewed and amended.

The following measures will be implemented during the construction phase:

- Liquids and chemicals will not be stored near vegetated areas or watercourses and will be stored on an impermeable base.
- A dedicated refuelling area will be put in place adjacent within the plant & materials storage area. This will be bunded, thereby containing any spillage, and filled with hardcore, when contaminated hardcore will be removed from site and treated as hazardous waste.
- An emergency spill response kit will be maintained during the construction works. Drip trays or nappy pads will be placed under vehicles which could potentially leak fuel/oils.

In order to protect the areas adjacent to the site the following mitigation measures will be employed:

- Road cleaning;
- Any water contaminated with silt or chemicals will not be discharged directly or indirectly to the water environment without prior treatment; and
- The use and placement of concrete will be carefully controlled so as not to cause a direct or indirect impact on the water environment.
- Drain protection guards (witches hats) installed into road gullies adjacent to the site boundary
- A designated concrete washout system and area will be in place to capture and treat the washout water.

Water Pollution Best Practice

Introduction

Sources of water pollution on building sites include: diesel and oil; paint, solvents, cleaners and other harmful chemicals; and construction debris and dirt.

Surface water run-off also carries other pollutants from the site, such as diesel and oil, toxic chemicals, and building materials like cement. When these substances get into waterways they poison water life and any animal that drinks from them.

Steps to Prevent Water Pollution

Good construction site practice can help to control and prevent pollution. The first step is to prepare environmental risk assessments for all construction activities and materials likely to cause pollution. Specific measures can then be taken to mitigate these risks:

• Prepare a drainage plan and mark the manholes to prevent pollutants accidently reaching the surface water sewers.

• Store all oils and chemicals in a fully bunded area to prevent leaks or spills with a drip tray beneath.

• Fuel tanks to have a lockable tap on them.

• Segregate, tightly cover and monitor toxic substances to prevent spills and possible site contamination.

• Cover up and protect all drains on site.

• Collect any wastewater generated from site activities in settlement tanks (Silt Buster) screens, discharge the clean water, and dispose of remaining sludge according to environmental regulations.

• Ensure adequate spill kits are kept on site at all times and deployed at fuelling stations.

• All mortar to be premixed off site and delivered in tubs on site.

• All concrete wagons will wash down into skips, washout zones.

• Get advice on what consent you need and apply for them in good time. This must be before construction begins.

During the site strip of the vegetation and topsoil, works will concurrently progress to the permanent on-site drainage connections. During this initial period works will progress to the on-site attenuation drainage. Temporary connections will be made to the attenuation drainage to cater for any possible site water run off.

The earthworks involve the re-modelling of site levels to plateaux the site ready for the foundations and structures to progress. Site run off water will collect at low points on the site, ie: dock loader zones. Water will be over pumped into adjacent manholes and screened before entering the permanent surface water drainage. The positioning of the land drains (if required) will facilitate any accumulation of surface water. As the build progresses the temporary drains will become redundant, as the permanent attenuation, and drainage are installed, meanwhile maintaining the removal of silts etc.

Any temporary land drains will be rapped in a membrane, and clean granular material used as back fill, it is not anticipated any deleterious/silt will enter the permanent drainage systems. As a secondary measure we will install silt trap manholes prior to the outfall connection if required. A watching brief will be maintained throughout the initial works prior to permanent drainage being installed. If silt becomes evident then hired "silt busters" will be maintained to separate the clean water.

5. Control Of Noise and Vibration

Caddick appreciate that noise from construction works can be intrusive or disruptive and for this reason our activities / deliveries will only be undertaken between the working hours agreed in Planning.

The following action will be taken to ensure that noise from the site does not become a nuisance.

- *Work will only be carried out on site between 8am and 5pm, Monday to Friday, and 8am until 1pm on a Saturday. No work will be carried out outside these hours unless agreed beforehand. (Note – Concreting of floor slabs will run past these times due to the nature of this work)*
- *Methods of working that reduce noise emissions, will be reviewed, and adopted whenever possible.*
- *All plant will be turned off when not in use.*
- *Plant will be checked and maintained regularly to ensure that it is working efficiently. Any necessary action to replace will be taken as required.*
- *Shouting will not be allowed on site.*
- *Radios will not be allowed on site.*
- *Any activity that raises a specific concern of creating a nuisance, will be discussed with the beforehand. Residents will be kept informed.*
- *The requirements of BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites' shall be implemented and maintained.*
- *All machinery will be fitted with effective silencers where possible.*
- *Driven piling techniques will be implemented to reduce piling induced noise and vibration.*

All method statements will be checked to ensure that they contain appropriate measures for controlling noise. The requirements will also be discussed during the site induction and regular toolbox talks.

Control of noise and vibration for all activities, including cut and fill, site clearance and driven piling, will be managed in line with the following identified hazards and resulting

control measures.

On employment, specialist subcontractor RAMS will be produced, reviewed, and implemented accordingly. To appropriately control any further identified noise and vibration control requirements. Control measure as per BS522-Part 2 will be implemented to control noise at source.

Subjective noise and vibration monitoring will be undertaken at the site boundary by the Site Manager during high-risk activities such as piling, ground compaction and moving plant. If deemed to cause excessive disruption to neighbouring residents, works in the affected areas will cease, methods reviewed and amended.

We are aware that where there are significant Heavy Goods Traffic present vibration issues can be created, especially where road surfaces are in poor repair. The frequency of heavy goods vehicles entering and leaving the site will not be so excessive to create problems in this regard.

6. Considerate Constructor Method Statement

The site will be registered with the Considerate Constructors Scheme, this scheme sets and monitors the site against industry standards and helps to integrate the site with its surroundings and adjoining neighbours as well as focusing on site appearance /safety / welfare / environmental and community issues.

Regular visits from the regulatory authorities will be encouraged so that they may be confident that controls are in place. This will aid the authorities in responding to any enquiries from the public.

Engaging and involving the local community always ensures a smooth, enjoyable, and ultimately successful project for all stakeholders. Site Contact details will be issued and displayed around the site.

Initially we will carry out a letter drop to all local residents prior to commencement. Details in the introduction letter will include:

- Introduction to Caddick and the works
- What to expect during the programme
- Team contact details
- Upcoming resident engagement events

The introduction letter will also invite our surrounding neighbours to our 'Meet the Builder' day which will be arranged once commencement on site is confirmed.

This event will provide us with the opportunity to display plans and programmes for the scheme and enable Engie to respond to any queries.

Regular newsletters will be delivered to neighbouring properties providing site contact details, information on traffic management, delivery times and specific activities which may impact on local residents.

7. Traffic Routes, HGV Movements, Delivery Times

Caddick will monitor ground conditions and will endeavour to control traffic on site to traffic clean stone areas and early surfacing of the access road, however should there be a risk that site traffic could cause mud on neighbouring carriageways then wheel washing facilities will be put in place and where necessary road sweepers will be deployed. Deliveries will be so co-ordinated with suppliers to avoid peak periods and offloading restricted to site.

The use of existing roads will assist in keeping the area clean by reducing dust and mud. Clear signage to the roads around the site will ensure that deliveries and visitors reach their destination with as little disruption as possible.

Work will only be carried out on site between 7.30am and 6pm Monday to Friday and 7.30am until 1pm on a Saturday. No work will be carried out outside these hours unless agreed with the local Borough Council.

HGV movements will be limited to the following hours – after 8am and before 3.30pm Monday to Friday.

Just-in-time deliveries will be utilised for this scheme to mitigate congestion. Should there be any issues with the HGV's arriving at incorrect times, these will be contained within the site boundary and off the public highway or in the delivery holding areas identified.

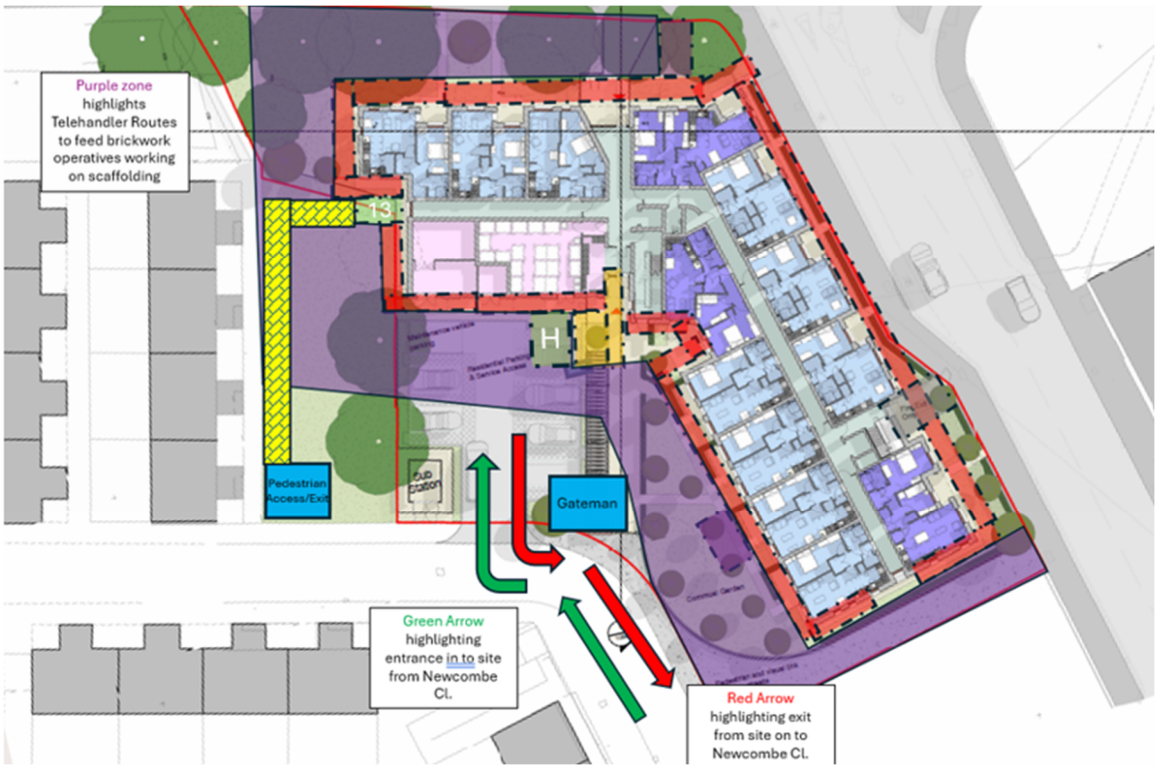
Access for emergency vehicles will be available via the delivery route directly into the site compound. Access and egress routes will always remain clear via designated loading and parking area.

Any damage to the carriageway, footpath, or verges along this route, caused by Caddick deliveries etc. will be notified to the Local Authority and reinstated without delay.

When orders are placed with all subcontractors and suppliers, the traffic routes will form part of the order so that everyone knows the correct route to site. We will retrieve evidence from all subcontractors and suppliers that this information has been passed to all drivers.

8. Site Compound

The site compound area and initial Traffic Management Plan is highlighted below:



- The site will be securely fenced off using timber or steel hoarding/Heras or similar fencing around the perimeter.
- Designated loading and unloading areas will be established within the site compound.
- A designated parking area will be formed and clearly signed. All visitors will be required to report to the site office to sign in and undertake necessary induction procedure. Signage will be supplied to instruct visitors accordingly. The site register will be kept throughout the duration of the project and archived for record purposes.
- All materials will be stored within the site boundary. Specific areas will be fenced off for the storage of bricks, blocks etc. Other items will be stored securely in locked containers.
- In the event of variations and/or unplanned incidents work will stop immediately to enable necessary investigation and action. All relevant parties will be notified and consulted until a mutually agreed resolve is concluded.

9. Temporary lighting Schemes and Site Welfare

Once on site the specialist M & E contractor will be employed to design and install a temporary lighting scheme, this scheme will be designed with nocturnal animal in mind to avoid any disturbance. The lighting will be controlled by a time clock so when the site is closed at night there will be no lighting on in the area.

The site will be fully secured at all times. The boundary to the site will be secured by a designed 2m (min) high metal fence. The existing fencing will be utilised to secure the site boundaries, with heras fencing on timber posts or timber hoarding installed to secure the remaining boundaries.

Contractors' accommodation and welfare facilities will be located within the hoarded area as too will adequate designated contractors parking.

During all periods that deliveries are being transported to our compound area/storage building on site work operations may be affected, with this in mind we shall appoint a banksman to control site traffic and pedestrians wherever deemed required. Whenever site operatives are in close proximity to any delivery activities the operation will stop until they have safely passed. During unloading/loading activities to the site area all vehicle audible and visual devises will be used i.e. reversing alarm and flashing beacon; and high visibility clothing worn at all times.

Canteen and welfare waste will be managed using covered skips located adjacent to the welfare and collected on a regular basis.

10. Communication of the CEMP

The CEMP will be communicated to site operatives, site management staff and delivery drivers as follows:

• Prior to material and subcontract orders being placed the requirements of the CEMP will be sent out with the enquiry documentation.

• During final negotiations with all material suppliers and subcontractors the CEMP requirements will be discussed and agreed by all parties.

• During the Pre-Construction Phase the CEMP will be communicated to all Site Management staff through induction from the Contracts Manager.

• During the Construction Phase the CEMP will be communicated to all operatives through standard induction and regular toolbox talks by the Site Management team.

• To provide a means of communication for nearby resident's signage will be erected at the site entrance to display the Project Manager/Site Managers contact number and Caddick emergency contact number

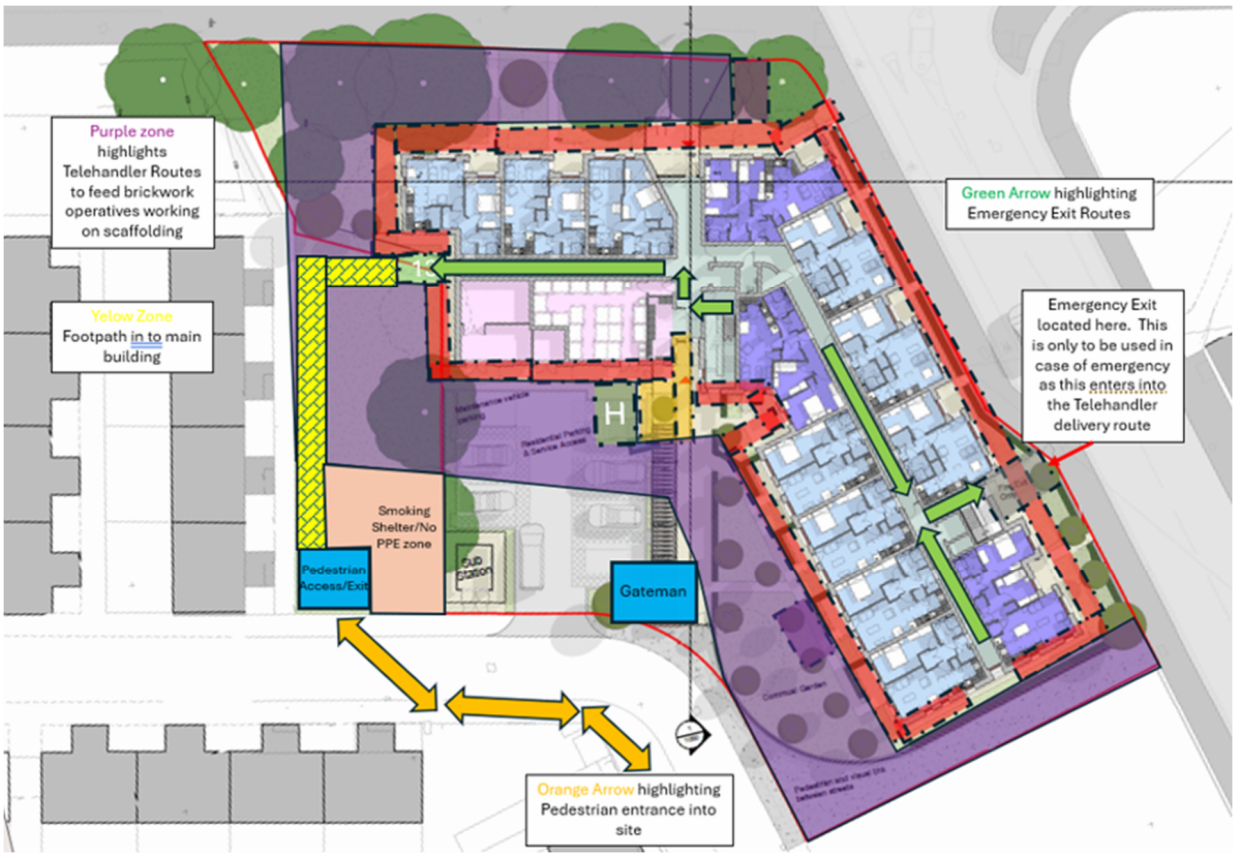
• In the event of a nuisance complaint including those around dust, noise and vibration related to site works monitoring equipment will be available on site to access. If the relevant EAV is exceeded, works in the affected area will cease, methods reviewed and amended accordingly.

• An introductory newsletter will be mailed to residents on the neighbouring housing estate. Establishing a means of direct contact and outlining relevant project information. This will include who to contact in the event of an emergency or to report a complaint.

Caddick.

Appendix 1

Site Logistics Plan



Appendix 2

Construction Phase Programme

TBA