FABRIC CHURCH, MANCHESTER

PLANNING CONDITION 4; CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

OCTOBER 2025

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APPENDICES:

A Site Set Up, Logistics & Traffic Management Plan

1.0 Introduction

This Construction Environment Management Plan has been produced to identify some of the key environmental and traffic management proposals for the proposed works at Fabric Church, located at the Army Reserve Centre, Ardwick Green North, Manchester.

The works comprise replacement of the Drill Hall roof and second floor rooflight and associated external works.

These outline proposals for a Construction Environment Management Plan (CEMP) may be subject to further development following discussion with the Client Team and Manchester City Council, prior to construction works commencing on site. This document has been produced to accompany the Planning Application reference 141801/LO/2024 for the proposed development and to satisfy the discharge of Planning Condition 4, noted therein.

The CEMP's purpose is to control the impact from the construction of the development and to ensure disruption is mitigated as far as is practical during the construction activities.

In preparing this document, the following general issues have been identified after careful consideration, to minimise the impact of the development during the construction phase:

- Phasing and quantification/classification of vehicular activity associated with planned construction.
- Consultation strategy and ongoing engagement with neighbours, surrounding properties and other stakeholders.
- Providing details of emergency telephone contact number, to be displayed in a publicly accessible location on the site throughout the construction period.
- Traffic management to ensure that disruption and congestion caused by the site operations is kept to a minimum, including contractor parking.
- Limiting the hours of working to reduce the potential for nuisance and disturbance.
- The control of noise and dust, to minimise disturbance and pollution to adjoining buildings, owners and users.
- Maintaining clear public access to the areas surrounding the site and keeping hard surfaces clean and tidy.
- Management of the impact of the works on existing public highways & car parking and its management during the construction processes.

REQUIREMENTS TO SATISFY DISCHARGE OF PLANNING CONDITION 4

1.0 Dust Suppression Measures

All aspects of works will be conducted in such a manner to minimise the generation of dust. Stockpiles of materials subject to wind erosion will be dampened down to ensure satisfactory dust control and covered with tarpaulins as appropriate. Airborne dust will be kept to a minimum by the regular use of water spray systems and bowsers wetting down site vehicular access & egress areas.

Water suppression will be used discretionally to avoid soiling site access/egress routes and thus preventing mud being deposited on the public highway.

In addition to the minimising the emission of dust at source, a programme of monitoring will be implemented with safe thresholds derived and contingency plans in place if thresholds are exceeded.

All wagons/vehicles transporting dust generating material off site will be covered to prevent dust escape/migration into the atmosphere.

Dust risk assessment, monitoring and control will take due account of the following appropriate regulations, guidance, and background information:

- Based on a risk assessment in accordance with the latest Institute of AQM document 'Guidance on the assessment of dust from demolition and construction - 2024'.
- *The Air Quality Standards Regulations 2010* (in force June 2010) and EU Directives on air quality.
- *Control of Substances Hazardous to Health (COSHH) Regulations 2002.*
- *The Building Act 1984 and subsequent Building Regulations 2000*
- *The Environmental Protections Act 1990.*
- *Environment Agency (2009).* Contaminants in soil: updated collation of toxicological data and intake values for humans.
- *Chartered Institute of Environmental Health (November 2006). Generic assessment criteria for human health risk assessment (ISBN 0-9547474-3-7).*
- Local borough council air quality monitoring data.

The key principles behind prevention or minimisation of dust generation and emissions during the works and the basis for operating a monitoring

plan are summarised in the principles of good practice, as recommended in the *COSHH Approved Code of Practice (2002),* and shown below:

- Design and operate processes and activities to minimise emission, release and spread of substances hazardous to health.
- Take account of all relevant routes of exposure - inhalation, skin absorption and ingestion when developing control measures.
- Control exposure by measures that are proportionate to the health risk.
- Choose the most effective and reliable control options which minimise the escape and spread of substances hazardous to health.
- Check and review regularly all elements of control measures for their continuing effectiveness. Inform and train all employees on the hazards and risks from the substances with which they work, and the use of control measures developed to minimise the risks and ensure that the introduction of control measures does not increase the overall risk to health and safety.

Meteorological conditions, such as wind speed, direction, temperature, and rainfall can affect contaminant levels and distribution. Therefore, meteorological data will be recorded daily.

Air quality assessment will be performed at regular intervals at designated locations on and off site with appropriate action instigated if there is any evidence of elevated odour emissions.

Monitoring techniques will comprise a combination of fixed and handheld automatic and manual/laboratory sample-based monitoring methods & equipment. In addition, volatile organic compounds can be measured with fixed or hand-held photo/flame ionisation detectors to provide early warning and the results supported by samples collected passively or pumped on diffusion tubes.

Monitoring locations will be representative of perceived risk and will include onsite/boundary monitoring, off site sensitive receptors (residential properties, subject to permission) and any other potentially sensitive receptors identified in the risk assessment.

Monitoring techniques and data generated in ensuring that the exposure of site workers to hazardous chemicals is maintained at acceptable levels (in accordance with *COSHH Regulations and EH40, 2007*) can also be utilised in characterising contaminant concentrations and exposures at the contaminant source.

Site Specific Mitigation

The IAQM guidance[1] provides potential mitigation measures to reduce impacts as a result of fugitive dust emissions during the construction phase. These have been adapted for the development site as summarised in the table below. These have been reviewed, and the Control Measures will be incorporated into this CEMP, and implemented on site:

Issue	Control Measure
Communications	• 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. This may be the environment manager/engineer or the site manager • Display the head or regional office contact information • Review a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the LA
Site management	• Record all dust and air quality complaints, identify cause(s), act appropriately 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 off- site, and the action taken to resolve the situation in the logbook
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 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 vehicle/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
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	• Avoid bonfires and burning of waste materials
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
Trackout	• Use water-assisted dust sweeper on access and local roads, if required • Avoid dry sweeping of large areas • Ensure vehicles entering and leaving site are covered to prevent escape of materials • Implement a wheel washing system, if required • Access gates to be located at least 10m from receptors where possible

NOTE:

One of the key drivers to this project is to cause the minimum possible disruption to the adjacent properties and the public. We will follow the guidance contained in *BS5228:2009 + A1 2024 Noise and Vibration Control on Construction and Open Sites* and follow the mitigation measures as set out within the *Institute of Air Quality Management Guidance for Demolition and Construction sites (2012)*.

The proposed development lies adjacent to other commercial properties and in the vicinity of residential accommodation. Environmental control in line with the recommendations set out within Manchester City Council technical guidance would therefore be a priority and would influence the construction methodology adopted on site.

For all works, the mechanical plant used will comply with the standards in terms of noise, dust emissions and environmental controls set out in the *Manchester City Council Planning & Noise Technical Guidance*.

To fully understand the potential for disruption and the impact that the construction phase will have on the local community we must firstly consider the current environment in the immediate area. Our noise, dust and vibration minimisation proposals, developed following the *Manchester City Council Planning & Noise Technical Guidance*, will ensure that the air quality impact of construction and demolition activities are minimised by employing effective mitigation measures and comprise the following:

- Management of movement - understand and avoid where possible busy periods on the local roads, especially so during the excavation periods where the number of vehicle movements intensifies for short duration.
- Careful consideration given to proximity to neighbouring residents, delivery routes, and times.
- Maintenance of public footpaths, with all pedestrian routes always kept clear.
- Advance written notification to all those affected by key site activities.
- Establishment of agreed site rules with regular monitoring and recording; Environmental Manager to monitor noise, dust, and vibration levels on a regular basis, as set out in *Manchester City Council Planning & Noise Technical Guidance* and immediately cease works where levels exceed the criteria set by Manchester City Council. Seek Guidance from Council where levels have been exceeded prior to proceeding with the activity.

- Site working hours and strict enforcement of 'site shut' periods to comply with the planning condition and Manchester City Council Guidance.
- Delivery times - outside of peak road activity wherever possible and phased to be 'just in time.'
- Prefabrication of structural components off site to minimise site works where possible.
- Working space requirements; all construction activities to be undertaken from inside the perimeter of the site.
- Site accommodation, welfare, and storage areas; to be kept clean, and hygienic, always.
- Waste management (as described above).
- Potential dust migration - keep areas damped down with water suppression measures and provide as necessary, Monarflex screens to any scaffolded areas at the boundary to limit the spread of dust beyond the site boundary.
- Plant and machinery will be modern, not more than 5 years old, comply with current legislation, be regularly maintained, and operated in a way that reduces noise and vibration impacts.
- Krol Corlett will keep an up-to-date list of all non-road mobile machinery used during the site preparation and construction phases of the development.
- Access and egress of vehicles and operatives from the site will be via secure, access-controlled gates; use existing highways crossover and a gateman.
- Provision of parking arrangements on site whilst seeking to maximise use of public transport.
- New incoming services - ensure statutory authorities undertaking works in connection with the project comply with this CEMP.
- Likewise, ensure that any works carried out under Section 50/106/278 Agreements comply with this CEMP.

Dust Receptors

The following dust sensitive receptors sensitive receptors are located within 300m of the proposed development area:

- Adjacent residential properties, located on the East, South & West sides of the site.
- Adjacent commercial properties on all sides of the site.
- Ardwick Sure Start Children's Centre, located to the East of the site.
- Macdonald Manchester Hotel, on the West side of the site.

Duty Hall Roof Removal

The removal of the existing Duty Hall roof will be carried out by a competent, licensed demolition contractor under controlled measures and conditions. This will mitigate any airborne dust potential.

2.0 Compound Locations

The site Logistics & Traffic Management Plan will be developed and agreed with the Client/design teams prior to the project commencing. Current proposals are detailed in Appendix A; Site Set Up, Logistics & Traffic Management Plan, with the site compound being located in the existing Fabric Church car park, and all welfare & site accommodation being located within the existing Fabric Church buildings.

Secure fencing and hoarding will be erected/maintained where required to the site compound complete with full height, secure lockable gates.

It is anticipated that the quantification/classification of vehicular activity will be limited to five per day during the roof removal activities and vehicles will have Euro 5 low emission engines. Vehicular activity will be limited to two per day generally thereafter.

Vehicular and craneage standing will be in the existing car park hardstanding surfaces. This, coupled with there being no excavation activities, means that no wheel washing facilities will be required.

Entrance / Exit from the Site for Visitors / Contractors / Deliveries

The primary site access/egress point will be off Ardwick Green North (via Dowing Street) and into the existing Fabric Church car park, where the site compound will be located. If required, a waiting/holding area for delivery vehicles, away from the carriageway, will be agreed with Manchester City Council during the CEMP submission/approval process. This will minimise disruption to traffic flow. A competent and qualified gate/banks person will control access onto the site and manage delivery vehicles. Current proposals are detailed in Appendix A; Site Set Up, Logistics & Traffic Management Plan.

The means of escape from the areas of construction, into the compound and onto Warrington Road will be clearly shown on a Fire Escape Strategy, positioned in the site welfare accommodation and at key, pre-determined locations throughout the site.

3.0 Location, Removal & Recycling of Waste

The Construction team will be working in partnership with a specialist waste management partner to compile the Site Waste Management Plan. Whilst this is not a compulsory requirement, it is good practice to adopt these principles. Initiatives will be established early in the project cycle, to establish full commitment from all parties in the reduction of waste.

All waste removal activities will be on a call-off, 'just in time' basis, to enable complete control of size and times of site vehicles. All waste removal vehicles will be briefed to follow the site access routes and will be directed and effectively loaded within the boundaries of the site.

We will:

- Load waste in suitable places on site - making sure there are no open drains to surface water and carry out a risk assessment.
- Use pre-arranged routes for collections and movements.
- Have a spill kit, suitable to the products on site, available near storage, loading areas and transfer routes.

We will clearly identify ways in which we can minimise and reuse waste, whilst challenging our supply chain partners in minimising packaging and focusing on real delivery opportunities to assist in reducing waste produced on site. In addition to this, a focus on excellent material storage on site is proven in reducing waste produced on site.

If road sweeping is deemed necessary, this will be closely monitored and employed as required to ensure that the public highway (including footpath) is always kept clean and safe.

The development will take the following approach:

1. Avoid the creation of waste in the first place.
2. Re-use waste that is created as much as possible.
3. Allow left-over waste to be recycled elsewhere as much as possible, minimising the waste that ends up in landfill.

Burning of waste arising on site will not be permitted at any time. All waste arising from construction works will be removed from site for recycling as appropriate.

Below are our waste management targets and Key Performance Indicators we will endeavour to achieve:

Waste Management Targets

- 90% construction waste will be diverted from landfill.
- At least 70% of construction waste will be recycled.
- Inert material retrieved from excavations will be re-used locally or recycled rather than sent to landfill.

Sustainability Targets

- Measurement of the emissions arising from transportation of materials to site and implement actions to reduce emissions.
- To achieve a 30% overall recycled content for the development.
- Waste will be segregated into categories on site to maximise the opportunity to recycle appropriate waste streams as follows:
    - Inert
    - Mixed
    - Wood
    - Gypsum; Plasterboard
    - Packaging
    - Canteen Waste
    - Hazardous/Notifiable

Colour coded skips will be provided for each of these waste streams in the areas as indicated on the Site Logistics Plan. Skips provided for the collection of waste will be emptied on a regular basis to ensure that waste is safely and securely contained, to reduce the risk of dust contamination and ensure that waste is not allowed to be stored on the ground. Where there is a risk of dust the skips will be dampened down with water to control and remove any migration of dust.

The waste carrier for this project will ensure that all skips and lorries transporting excavated materials are covered when removing waste from site to control dust pollution. Bins will be stored at ground level and there will be a flat route between the storage area and the point where they will be collected from.

4.0 Emergency Contact Telephone Number

Krol; Corlett out of hours/emergency contact number:

Name: Mike Topping
Position: Senior Contracts Manager
Mobile No: 07514 616359
Availability: 24/7

5.0 Parking of Construction Vehicles

Whilst there will be parking on site, the site labour force would be encouraged to use public transport wherever possible. The Contractors will be encouraged to use shared transport arrangements and minibuses to transport the workforce to the site.

All Contractor & visitor parking will be on site in the designated compound area wherever possible. If required, either for logistical or safety reasons - typically during material deliveries/specific site activities - parking will be either on public highways away from the site (where permitted) or in public/private designated car parks. This will minimise any interference with adjacent property owners.

An unloading / loading area will be defined within the confines of the site, for vans containing tools & equipment, prior to these vehicles parking on site where possible, or off site, if required.

Consideration will be given to the potential effect on the local area's parking provision during construction of the proposed development and it is not anticipated that existing on street parking will be affected. Existing bus stops, bus routes and cycle lanes in the immediate vicinity will not be affected.

Where necessary, Krol Corlett will consult with Manchester City Council Parking Services department, to establish the best and least disruptive protocol, for any off-site parking requirements.

Under no circumstances will any parking be in designated residential / permit controlled areas, nor in any areas which would impact the access to or egress from any adjacent commercial properties, including delivery activities thereto. Priority will be given at all times to the requirements of local residents and businesses.

Krol Corlett parking regime will be monitored daily, and action will be taken immediately should any breaches occur.

6.0 Sheeting Over of Construction Vehicles

The waste carrier for this project will ensure that all skips and lorries transporting excavated materials are covered when removing waste from site to control dust pollution. Plans will be implemented and measures taken during all deliveries and site material removals, to prevent the spillage of materials and debris from vehicles entering and leaving the site compound and operating generally on public highways.

On-site Procedures

- Where possible, vehicles with integral sheeting systems will be used. For tipping lorries, this system is a mandatory precaution.
- Safe loading operations will be used, overloading vehicles will be avoided, and loads will be level and settled. When handling materials like aggregates or scrap metal, we will avoid creating peaks in the load that can shift during transit.
- A safe, level, and well-lit designated sheeting area will be established for sheeting and un-sheeting operations. This area will be away from moving traffic and pedestrians.
- When manual sheeting is necessary, we will use a system that allows operatives to work from the ground with long poles.
- The sheet/net will be in good condition and secured to the vehicle to prevent it from coming loose or blowing off. It will cover the entire load bed with no gaps.
- Before leaving the site, a thorough inspection will be undertaken. All vehicles will pass a final check to ensure the load is properly contained. A competent person will perform this check.

Enforcement and Monitoring

- Either our site manager or traffic marshal will oversee and monitor all sheeting and un-sheeting activities.
- All staff/operatives involved in loading and sheeting will have received appropriate training. This includes instruction on manual handling and the safe use of sheeting systems.
- Clear and concise instructions will be given to all drivers and suppliers. Details will also be included in all supply chain orders, detailing the site's specific sheeting requirements and protocols.
- All sheets, nets, and automatic sheeting mechanisms will be regularly inspected and maintained to ensure they are in good working order. Damaged equipment will be replaced immediately.

APPENDIX A

Site Set Up, Logistics & Traffic Management Plan

KROL·CORLETT CONSTRUCTION

FABRIC CHURCH, MANCHESTER

KEY

- Offices/Welfare (in existing Barracks Building)
- Compound Area
- Site Parking
- Vehicular Delivery Route
- Existing Car Park Fencing
- Compound Gate
- First Aid Point
- Contractor/Visitor Access
- Fire Escape Stair Route
- Muster Point
- Fenced Waste/Recycling Area

Notes:

- KCCL will provide site office, meeting room, canteen, drying room and toilet block facilities in existing building. Power and water will be fed from the supplies in the existing building.
- The entrance to the site compound is off Ardwick Green North, off Downing Street.
- Access to the site offices/working area is via the existing Barracks Building entrance doors, on Ardwick Green North.
- All skip vehicles leaving site will be covered with netting to prevent migration of materials and dust. Skips will be placed at least 2m away from any building/site welfare.
- Vehicles entering and leaving site will be controlled by a fully trained banks person.
- All delivery vehicles will wait in the site entrance approach and be escorted into the site compound.
- Working hours will be 7.30am to 5.00pm Monday to Friday.

SITE LOGISTICS/TRAFFIC MANAGEMENT PLAN

SITE SPECIFIC INFORMATION & PPE REQUIREMENTS

Site Speed Limit 5mph

Stay Safe on Site