Manchester Met university All Saints West Refurbishment Development Manchester

Construction Environmental Management Plan

~~Rev0 – 29th January 2026~~
~~Rev1 – 20th February 2026~~
Rev 2 – 6th July 2026

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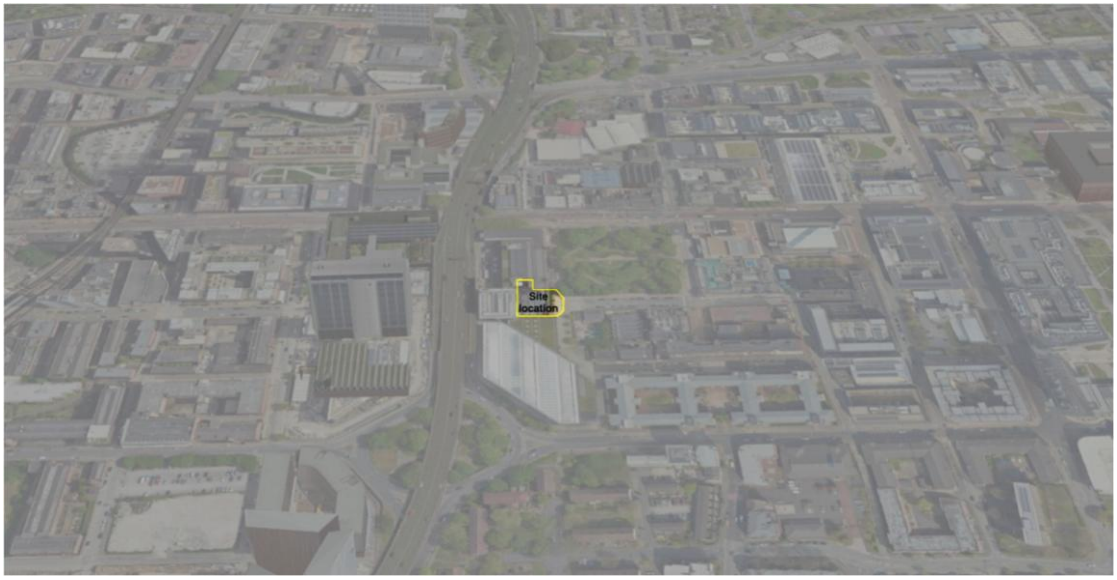
Communication

- Group Communication to EWC Staff
- Communication with Operatives
- Communication with the Local Community

Introduction

Works: Refurbishment of existing All Saints West Library including new build extension with high specification fit out

Location: Former Manchester Met University All Saints library, Manchester, M15 6BH



This document specifically targets and mitigates the issues presented from the construction of the proposed development and the associated works. For ease of reference these are separated into specific elements and covered individually.

Project Team

Client	Manchester Met University
Project Manager/Employers Agent	Turner & Townsend
Cost Consultants	Turner & Townsend
Architect	Hawkins Brown
Planning Consultant	Deloitte LLP
Civils & Structural Consultant	Buro Happold
M&E	West lancs Group
Landscape Architect	Planit
Acoustician	Buro Happold
Fire Consultant	Buro Happold
Principal Designer	KOK Surveyors

Emergency Contact Number

EWC Operations Manager	Myles Rogerson
EWC Project Manager	Matt friedmann

Tel: 07920799421

Tel: Head Office 01772 698822

This document specifically targets and mitigates the issues presented from the construction of the development and the associated works. For ease of reference these are separated into specific elements and covered individually.

Project Programme

Construction Works	
Site Commencement	3rd Quarter 2026
Project Completion	4th Quarter 2027

Site Working Hours

Prior to ANY works commencing on site the developer shall contact the LHA to arrange a full dilapidation/Condition Survey of all adopted highways surrounding the site.

It is proposed that site construction activities will be carried out during the following hours:

Monday to Friday	Site Open 7.30 till 18.00 Site Working hours 8.00 till 18.00 (Operation of heavy good vehicles and heavy machinery shall be limited to between these hours)
Saturday	Site Working hours 9.00 till 14.00 (Operation of heavy good vehicles and heavy machinery shall be limited to between these hours)

Sunday/Bank Holidays No work unless with prior arrangement with LA and subject to proposed site activities.
Operation of heavy good vehicles and heavy machinery shall be limited to between 8am to 6pm Monday to Friday and 9am-2pm Saturday only (no working on Sundays or Bank Holidays).

Risk assessments for all activities are undertaken by the site manager, noisy activities shall where possible be carried out with the use of 'low noise' plant & tools. No noisy activities will be undertaken prior to 8.30am during the weekday and prior to 9.00am on the Saturday. Regular noise assessments will be carried out to monitor noise pollution from the construction activities including over the course of all piling activities on site.

Any traffic management measures required on the highway to be communicated with as much lead in time as possible with the Local Highway Authority.

Any off-site works and temporary footway closure must also be indicated on a plan accompanied by measures to protect member of the public.

Visitor and Operative Parking

With the site being limited for space there will be no parking provision onsite for site management, operatives or visitors. We have identified on the plan below options for car parking in the area.

Prior to the placement of subcontract orders with our supply chain we will make them aware of the site restrictions, particularly the parking restrictions on and around the site.



We will adopt a green travel policy, identifying public transport routes, pooling journeys and promoting shared transport where feasible. We log all operatives travel and monitor vehicle emissions linked to site activity both for KPI tracking and seeking continuous improvement across all our sites.

Workforce whenever possible to park within the site compound, no obstruction or parking in such a manner as to restrict the operation of the local highway network, local residents and businesses.

Erection and Maintenance of Security Hoarding

We will erect a 2.4m hoarding to the perimeter of the site.



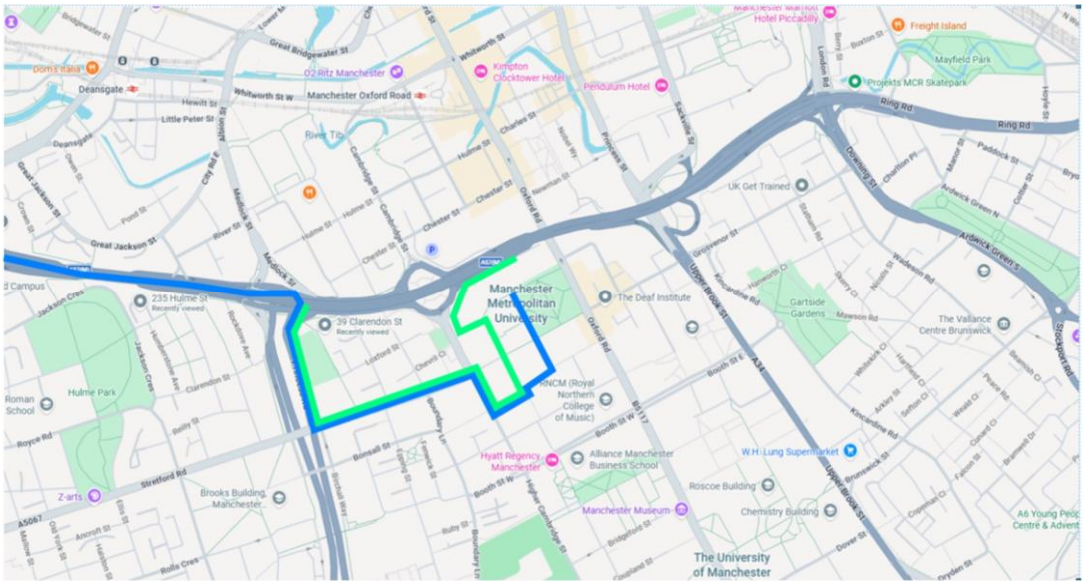
Emergency contact details will be displayed on the hoardings at the main entrance points to site and at regular intervals around the site.

All hoardings will be visually inspected daily and maintained accordingly. The main entrance to the site will be branded as per the EWC hoarding standards (see below). This helps distinguish EWC sites from others and gives delivery drivers a point of reference. The main hoarding surrounding the site will be branded in accordance with the Clients Branding.

Internal access routes and storage compounds will be segregated utilising Heras type fencing panels or pedestrian barriers as appropriate.

Where any part of the adopted footway and carriageway are needing to be closed off to facilitate the development license / permits will be applied for via Manchester City Council.

HGV Routing Plan & Material Deliveries



Green Primary Route
Blue Primary Route

Vehicles will be brought directly into the site on arrival, with gates manned at all times to prevent waiting or unloading on the public highway.

All subcontractors will be required to submit a procurement schedule for their materials. This will be reviewed and monitored at their regular weekly or fortnightly meetings. Delivery slots must be booked in advance with our Logistics Manager to ensure coordination and avoid conflicts.

By tightly managing and scheduling deliveries, we aim to minimise the need for on-site storage, reduce double handling, and avoid congestion both within the site and on surrounding roads and highways.

Vehicle movements will be restricted and controlled during sensitive periods—these timings will be developed in consultation with the relevant Highways representative. In any case, deliveries will be planned to avoid peak traffic hours.

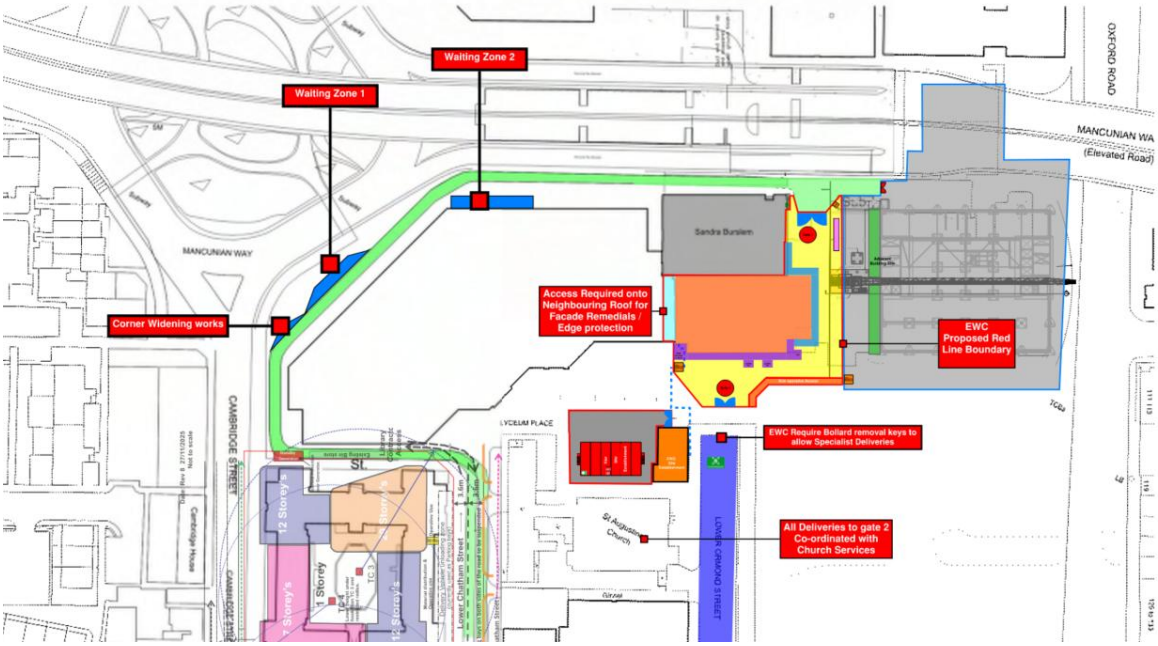
A booking-in system will be in place to ensure the site is prepared to receive each delivery, allowing vehicles to enter the site immediately upon arrival.

The plan below outlines our initial approach to site deliveries. This will be refined and formally agreed with Highways in advance of works commencing.

Storage of materials and plant on site will be tightly managed, with designated zones allocated to specific trades. These zones will be clearly segregated and controlled, with arrangements adapting in line with each phase of the development. Full details will be set out in our project-specific Health & Safety Plan.

No loading and unloading activities of material shall occur during planned events associated with the St Augustine's Church

Delivery vehicles will not be allowed to block access/egress for residents. For larger deliveries, the Site Manager will need to agree in advance arrangements with the suppliers for wagon driver to park safely away from the site and phone in advance of arrival. EWC are trying to develop a strategy whereby we can introduce waiting zones and authorise access on a permission basis due to the access constraints.



Although loading and unloading activities of material on the adopted highway is not permitted, but in certain occasions where there is no other choice. The developer must first seek approval from the Local Highway Authority in order to implement any traffic management measures to cater for loading and unloading activities on the highway.

Any materials being moved around site must be only carried out by road worthy vehicles complying with Traffic Sigh Manual Chapter 8 requirement (with hazard lights and reflective markings).

Vehicle tracking has been undertaking & Buro Happold have confirmed both 10m & 12 Rigids can make deliveries on the primary Route NO 16.5m Articulated deliveries will be permissible on this route

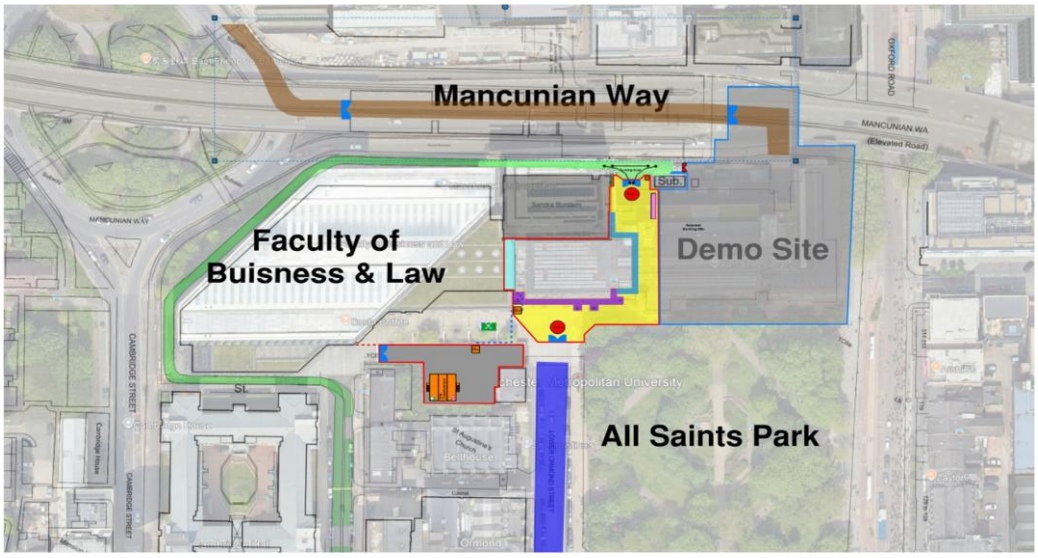
Site Accommodation and Pedestrian Access

MMU ASW refurbishment will have two large scale projects running simultaneously during the project life cycle. One project neighbouring to the East, and a second project to the southwest.

The layout below will provide the following facilities: Toilets, Drying unit, Canteen, Store, Meeting rooms, PM's office, QS office, open office, Toilet Facilities and Kitchen facilities.

The proposed MMU ASW site boundary is shown below and is bounded by the neighbouring demolition / new build site to the East, Mancunian Way / Car park to the North, Lower / higher Ormond Street to the South including part of all saints' park & MMU faculty of business & Sport to the West.

EWC will have biometric turnstiles to ensure that only inducted management and site operatives can access the site.



Storage of Plant, Materials and Fuel

Storage of materials and plant on site will be carefully controlled through the allocation of specific zones to each operation.

In addition to the above:

- Delivery vehicles will not be allowed to block access/egress for any local stakeholders. For larger deliveries, the Site Manager will need to agree in advance arrangements with the suppliers for wagon driver to park safely away from the site and phone in advance of arrival.
- Although loading and unloading activities of material on the adopted highway is not permitted, but in certain occasions where there is no other choice. The developer must first seek approval from the Local Highway Authority in order to implement any traffic management measures to cater for loading and unloading activities on the highway.
- Any materials being moved around site must be only carried out by road worthy vehicles complying with Traffic Sigh Manual Chapter 8 requirement (with hazard lights and reflective markings).

Storage of materials and plant on site will be tightly managed, with designated zones allocated to specific trades. These zones will be clearly segregated and controlled, with arrangements adapting in line with each phase of the development. Full details will be set out in our projectspecific Health & Safety Plan.

To reduce waste, prevent congestion, and support environmental good practice, we will: Order materials as accurately as possible to avoid overstocking

- Use ‘just in time’ delivery methods wherever feasible to limit storage time and reduce risk of damage or loss
- Carefully consider the source of materials, aiming for local or sustainable options where available
- Assess the packaging used for materials — reducing, reusing, or recycling where we can
- Reject any deliveries that are incomplete, damaged, or non-compliant with specification
- Ensure all storage areas are safe, secure, and weather-protected where necessary
- Store liquids well away from drains or watercourses, using bunded areas to mitigate pollution risks

Diesel for site plant will be stored in double bunded sealed tanks within fully bunded areas, sized to a minimum of 110% of the tank’s capacity, spill kits will be located on site near the storage area for fuel spillage. Earth banks and cut-off ditches to channel the contaminated drainage away from surface waters and drains. All gullies new and existing will be fitted with silt bags to ensure no pollution to water sources.
All gullies new and existing will be fitted with silt bags to ensure no pollution to water sources including drainage gulleys.

Cranage

There will be a mobile craneage requirement for the erection of the new Steel Frame, also with the tender design there may be a requirement for mobile spider craneage to assist with the installation of the currently specified cladding panels to the new ASW extension zone & the recladding to Sandra Burslem building

The crane will be zoned in such a way to limit oversailing of neighbouring properties but an oversailing agreement should not be required as we will ensure jib restriction prevents any such slewing activities that could breach the construction boundary. Craneage will be operated in accordance with the requirements of BS 7171, Code of Practice for Safe Use of Cranes.

Waste Management (Recycling/Disposal)

An important part of the site management process involves site cleansing, rubbish removal and recycling. We have produced an initial Site Waste Forecast Dashboard which details our initial waste forecast.

Measures of how we intend to reduce, re-use, recycle and manage site waste include;

- Ensure that all material removed from site is taken to waste recycling stations and separated for recycling
- Records of the waste recycling will be provided by the recycling stations.
- Enforcing good housekeeping measures e.g. proper storage of materials to minimise spillage.
- The use of raw materials as per manufacturer's instructions.
- Monitoring the generation of waste in order to identify trends and areas for further investigation.
- Identifying recyclable and salvageable materials and where feasible find secondary or alternative uses.
- Segregate waste types to facilitate recycling activities.
- Working with suppliers / subcontractors to minimise surplus material delivered to site.
- Working with suppliers to ensure only the necessary minimum of packaging is used.
- Consideration of alternative materials with lower wastage levels.
- Ensuring that all Duty of Care and other legal requirements are complied with during the disposal of wastes
- Consulting with suppliers to determine correct / appropriate disposal routes for waste products and containers.
- Assessing the project design to identify ways in which waste generation can be minimised through raw material
- Identify how wastage from temporary and permanent works activities can be avoided and minimised.
- Setting waste reduction targets as well as educating and informing site staff.
- Reducing usage of diesel, electricity and water on site by adopting good practices and Management procedures.

The responsibility of updating the Waste Forecast Dashboard belongs to the EWC Project manager.

Noise, Dust & Vibration Control

Noise Control

In general, the construction phase can be viewed as intense activities of work over a short timescale.

These construction processes involve concentrated activities in a localised area.

Construction methodologies should be made as efficient as possible to minimise noise impacts to local residential areas and offices. Additionally, every opportunity should be taken to provide 'temporary' screening where it is likely to provide effective mitigation. In places where screening is recommended as part of the traffic noise mitigation plan, the early installation of these screening measures where practicable would also reduce the construction noise levels considerably.

Locations closest to the scheme are likely to be subject to the highest construction noise levels, although this will depend on topography and existing infrastructure providing natural screening. The level of impact would also vary considerably, dependent on the current ambient noise levels for given areas. Where properties are already subject to significant road traffic noise, the impact

from construction noise will be less than those areas which are set further back from existing road transport corridors.

Vehicles when removing or bringing materials to site will be sheeted.

All measures to minimise construction noise would be taken according to best practicable means, as described in the mitigation measures section.

A more detailed Noise Assessment will be carried out by the Environmental Coordinator upon commencement and at regular intervals throughout the construction process.

The following table illustrates expected levels of noise from the various types of plant to be used on the project.

Plant Type	BS 5228 Reference	Sound Pressure Level Leq (dBA) at 10m
Tower crane	C4.49	77
Passenger/goods hoists	C4.62	66
Cutters, drills, and small tools	C3.35	65
Pulveriser on Excavator	C1.4	76
Folk lift truck	C4.55	70
Lorries and vans	-	73
Mobile crane	C4.46	67
Mobile lorry mounted concrete pump	C4.30	79
Poker vibrator	C4.33	78
Ready mixed concrete lorry	C4.21	77
Concrete splitters/saws	C1.6	83
Scaffolding and hydraulic access platforms	C4.58	63
Tipper lorries	C2.32	74
Flatbed articulated vehicle	-	73
Large rigid lorries	-	75
Track mounted piling rigs	C3.15	82
Water pumps	C2.45	65

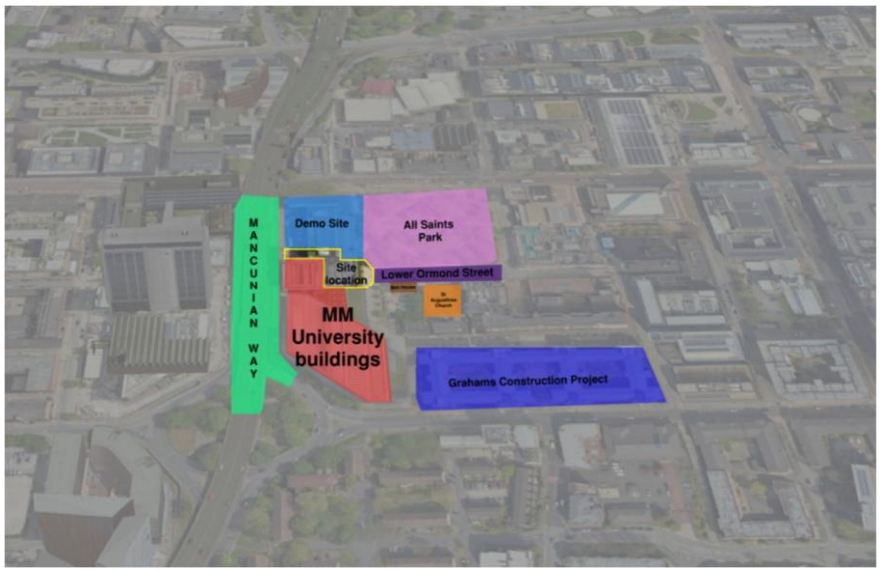
Surrounding Area

The continuity of existing operations of the surrounding area will be at the heart of all our planning and delivery of the project. We will use the following hierarchy:

1. Protect and maintain all existing adjacent buildings operations and services.
2. Protect and maintain all highway and footpath operations and services contained
Within, there will be a requirement for diversions to in place during the works and these will be clearly signposted.
3. Use construction methods that are appropriate when working close to site users and staff.
4. Plan and communicate on the above basis.
5. Deliver, monitor and control activities.

The most sensitive receptors surrounding the site are;

North – Mancunian Way
East – Demolition / New Build Site
South – Lower Ormond Street , Bell House, St Augustine's Church, University Thoroughfare & All Saints park
West – Live MMU University Buildings



Construction methodologies will be made as efficient as possible to minimise noise impacts to surrounding areas.

All measures to minimise construction noise will be taken according to best practicable means, as described in the mitigation measures section.

A more detailed Noise Assessment will be carried out by the Environmental Coordinator upon commencement and at regular intervals throughout the construction process.

All operatives will be given a site induction and briefed on the environmental risks that our construction activities pose to the surrounding water courses, with regular toolbox talks being given on the correct use of spill kits, wash down areas etc.

Mitigation Measures

The noise impact of the construction phases can be minimised by use of the noise control measures, as suggested in Section 8 of BS 5228-1:2009. General principles for the control of noise during the construction works are presented below.

- Appropriate choice of plant and equipment;
- Regular plant maintenance to keep plant in good working condition and reduce noise from machinery;
- Careful phasing of the proposed operations; and - Provision of temporary barriers.

The site staff will be utilising methods of mitigation outlined, alongside regular monitoring and utilising feedback from residents.

This regular noise monitoring will be carried out by the Environmental Coordinator. This may be substituted by sub-contractors noise readings as stated in their method of work.

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- Risk assessments for all activities are undertaken by the site manager, noisy activities shall where possible be carried out with the use of 'low noise' plant & tools. No noisy activities will be undertaken prior to 8.30am during the weekday and prior to 9.00am on the Saturday. Regular noise assessments will be carried out to monitor noise pollution from the construction activities including over the course of all piling activities on site.

- Any traffic management measures required on the highway to be communicated with as much lead in time as possible with the Local Highway Authority.

- Any off-site works and temporary footway closure must also be indicated on a plan accompanied by measures to protect member of the public.

Operating Methods of Noise Reduction

Ensure that all staff and operatives are briefed on the requirement to minimise nuisance from site activities, this will be mentioned within the site inductions, a programme of toolbox talks and all method statements. Any significant changes in numbers of workforce on site will force a review of the monitoring programme.

No equipment shall operate other than at the manufacturers' rated working levels; site staff shall not 'rev' equipment unnecessarily.

Use of machine-based equipment on site shall be kept to an absolute minimum and only silenced or sound models shall be used.

No plant and equipment shall be left running if not required for immediate use. Where this is not practicable, equipment shall be set to idle in the quietest manner to minimise noise emissions.

Resilient materials will be used where possible to reduce impact noise where materials are being moved or dropped e.g. lining chutes and dumpers. Materials will be lowered whenever practicable and otherwise drop heights will be kept to a minimum.

Noise Reduction of Mobile Plant

The movement of plant onto and around the site will have regard to the normal operating hours of the site and the location of any noise sensitive receptors. Audible reversing alarms will be of a type, which whilst ensuring that they give proper warning, have a minimum noise impact external to the site.

Internal haul routes will be well maintained and avoid steep gradients.

Earth moving plant will be fitted with efficient sound reduction equipment and manufacturers' enclosure panels will be kept closed.

Location of the site compound is located to minimise the noise impacts of delivery vehicles on unmade ground.

Noise Reduction of Stationary Plant and Tools

Noise reduction measures for tools are as follows:

- Use of hydraulic or electric tools where possible;
- Use of alternative quieter equipment for concrete breaking/cutting;
- Fitting suitably designed sound reduction equipment to reduce noise without impairing efficiency;
- Use of damped tool piece or saw blade;
- Enclose in a suitably designed portable or fixed acoustic enclosure with suitable ventilation (with due regard to the health and safety of operatives).

These measures will be considered for selected where appropriate by the Site Manager.

Control of Noise Propagation on Site

Temporary acoustic barriers, such as hoardings or mounds when positioned close to the source or the receiver will assist in the reduction of noise levels experienced at nearest receivers. The degree of protection will be limited to 5-10dB(A) and care must be taken to avoid reflecting noise and increasing the problem elsewhere

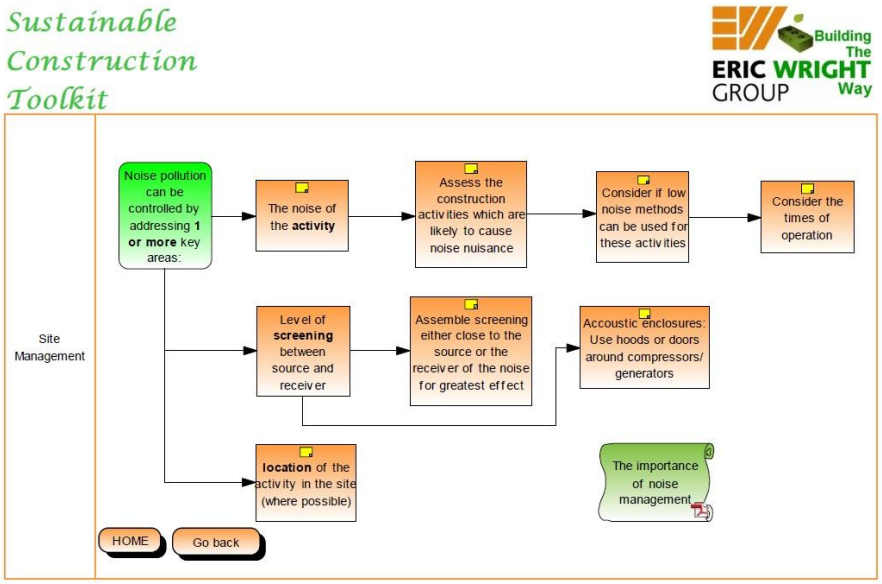
Barriers should be:

- A fairly uniform panel, free from holes with no gaps or openings at joints (uneven ground may leave gaps to be filled);
- Stable and robust enough to stand up to site conditions;
- Of a height and width more than enough to completely cut off sight of the source from the receiver, and
- Preferably at right angles to the line of sight of the receiver.

Further Noise Guidance

BS 5228 -1:2009 'Code of practice for noise and vibration control on construction and open sites – Part: Noise'

Eric Wright Sustainable Construction Toolkit (saved on the Wrightway electronic project file):



Dust Control

The control of dust arising from the construction works will be controlled in a number of ways depending on the work source causing/providing the dust and the timing/stage at which the construction works are at.

Permits will be obtained from the EWA prior to any crushing of materials onsite.

Dust Assessment

Environmental risk assessments are completed for every contract and particular attention is focused at statutory nuisance. Dust monitoring will take place twice a day in line with the control methods detailed in the risk assessment. Records of this will be maintained on site and available on request. If excessive dust levels are reached, works will be temporarily suspended whilst the Environmental Coordinator is consulted and further appropriate dust measures are implemented to enable works to recommence. This will be recorded.

Additional dust monitoring will be carried out by Eric Wright Construction Environmental Coordinator on a regular basis. Control methods as necessary will be identified.

Mitigation Measures

Measures that may be taken include, but are not limited to:

Haulage Routes, Vehicles and Construction Plant

Potential dust Source	Control Measure	Responsibility for implementation
Haul roads and traffic routes	Scheduled deliveries to avoid standing traffic on routes to site	Project Manager

Vehicle waiting areas and hard standing	Vehicles will be directed into site and unloaded. If waiting is required engines will be switched off	Gateman/Traffic controller
Vehicle and wheel washing	Wheel washing facilities easily available and signed. Gateman to be responsible.	Gateman/Traffic controller
Site traffic Public roads	Speed restrictions will be in place including signage and managed by site personnel to avoid back up Gateman/Traffic controller to be aware of scheduled deliveries and coordinate traffic and operations affecting access	Gateman/Traffic controller
Road cleaning	Road sweeper to be employed on a daily basis for cleaning access roads to site. These operations will be increased when critical activities occur	Gateman/Traffic controller
High level walkways and surfaces (Scaffolding and others)	Operatives will be briefed at induction to the requirements of dust control and suppression	Project Manager

Static and Mobile Plant Emissions

Potential dust Source	Control Measure	Responsibility for implementation
Visible exhaust smoke	All standing/waiting traffic to have engines switched off. All plant brought to site to be well maintained and suppliers advised of this at order stage	Project Manager
Maintenance	All plant and equipment to be maintained off site	Project Manager
Servicing	All plant and equipment to be serviced off site	Project Manager
Operating time	All operations will be conducted in line with the planning conditions and all sub contactors being made aware of restrictions at order stage	Site Team
Exhaust time	Operating plant to be monitored to ensure it is not left running unnecessarily	Project Manager
Exhaust direction and heights	Exhausts from plant will be in line with manufacturers specifications and directed from ground to atmosphere	Project Manager
Location of plant and equipment	Plant and equipment operating close to other businesses and sensitive receptors will be kept to critical activities only.	Project Manager

Surfacing and Coatings

Potential dust Source	Control Measure	Responsibility for implementation
Bitumen over heating	Control of tar boilers. Ensure equipment is in good working order	Project Manager
Fume Production	Ensure protection is in place at all times while heating or maintaining heat	Project Manager
Small accidental fires	Have emergency procedures in place and brief at induction and toolbox talks. Monitor RAMS	Project Manager
Housekeeping	Monitored through regular inspections	Project Manager
Direct application of open Flames (torching)	Avoid overheating and keep to a minimum	Project Manager

Material Handling

Potential dust Source	Control Measure	Responsibility for implementation
Material Handling operations	Handling and movement of materials to be kept to a minimum through planning	Project Manager
Transport of powdery materials	Loose materials to be moved in containers or remain wrapped until use	Project Manager
Transport of aggregates	Use enclosed or sheeted vehicles	Project Manager
Handling areas	Keep areas clean and free from dust	Project Manager
Vehicle loading	Use methods that minimise the creation of dust. Damp down with water	Project Manager
Filling Skips	Use enclosed skips where possible	Project Manager
Reducing the spread of dust across the site	Use damping down methods	Project Manager

Storage of Powder Materials

Potential dust Source	Control Measure	Responsibility for implementation
Bulk Cement	To be delivered and stored in tankers/silos	Project Manager
Silos	To be kept in good condition. Regular checks for damage	Project Manager
Accidental spillage when filling or operating silos	Emergency preparedness plan in place identifying R+R	Project Manager
Dry materials > 3mm	Storage to be kept to minimum. Use materials at point of delivery	Project Manager

Dry materials < 3mm	Storage to be kept to minimum. Use materials at point of delivery	Project Manager
Storage	Store materials away from site boundaries and sensitive receptors	Project Manager

Stockpiles

Potential dust Source	Control Measure	Responsibility for implementation
Stockpiles	Stockpiles will be kept away from sensitive receptors and kept to a minimum; damping down systems	Project Manager
Building stockpiles	Ensure any stockpiling is done so that the angle of repose is not such that slippage will occur	Project Manager
Short term stockpiles	Ensure that these are kept to a minimum and avoided by use of material at source	Project Manager
Long term stockpiles	Ensure that these are kept to a minimum and avoided by use of material at source	Project Manager

Site Establishment and Restoration on Completion

Potential dust Source	Control Measure	Responsibility for implementation
Earthworks	Will be completed in sections to minimise over exposure and as programme phasing.	Project Manager
Completed earthworks	To be reinstated as soon as possible in line with programme	Project Manager
Storage mounds	Any mounding will be sealed	Project Manager
Landscaping	To be in line with programme and design. No screening to be on site	Project Manager
Transitory soil mounds	Not required	Project Manager
Crushing and screening	Crushing and screening operations to be kept away from sensitive receptors. Ensure compliance with the EPA 1990	Project Manager

Construction and Fabrication Process

Potential dust Source	Control Measure	Responsibility for implementation
Cutting, grinding, drilling, sawing etc	Consider prefabrication to avoid cutting. Quality checks to prevent errors and re-work. Use dust suppression sprays. Use exhaust ventilation. Robust design to prevent cutting	Project Manager

Dust control exhaust ventilation	Always use diamond cutting blades and water sprays	Project Manager
Cutting roads, pavements, blocks	Always use diamond cutting blades and water sprays	Project Manager
Angle grinders	Always use diamond cutting blades and water sprays	Project Manager
Mixing of granular materials	Use pre mixed materials. Mix under controlled conditions. Store dry powder materials in a safe dry environment	Project Manager

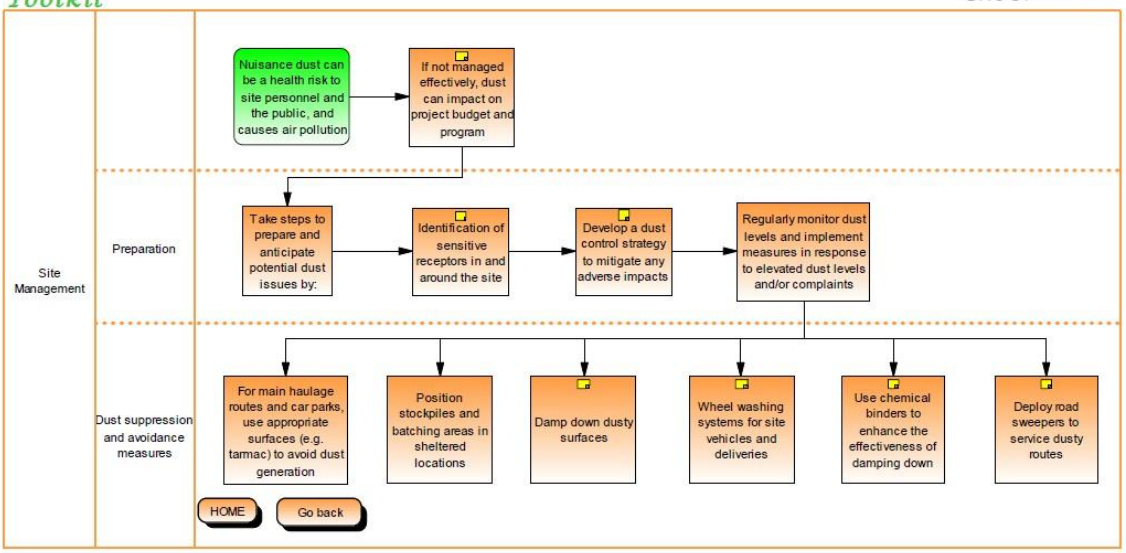
Internal and External Finishing and Refurbishment

Potential dust Source	Control Measure	Responsibility for implementation
Painting and decorating	Use of suppression or extraction equipment should be used. Vacuum cleaning where possible	Project Manager
Plastering rendering, finishing and fitting out	Housekeeping to control dust related activities	Project Manager
Electrical plumbing systems requiring chasing into walls	Use of suppression or extraction equipment should be used. Vacuum cleaning where possible	Project Manager
Fire proofing and insulation	Use of suppression or extraction equipment should be used. Vacuum cleaning where possible	Project Manager
Cleaning	Avoid dry sweeping use vacuum control where possible	Project Manager

Further Dust Guidance

'The Control of Dust From Construction and Demolition Activities' document (BRE, 2003)

- Eric Wright Sustainable Construction Toolkit (saved on the Wrightway electronic project file):



Light Control

Lighting must be able to provide safe working conditions for staff, and therefore the following measures will be put in place when situating & using site lighting.

- All lighting will be situated in such a manner as to provide as much lighting as is necessary for the work & no more, thereby reducing the risk of light pollution & the use of unnecessary numbers of generators.
- The lights will face downwards/sideways so that they do not shine into any nearby premises (particularly the residential receptors).
- Appropriate selection of innovative site lighting methods e.g. LED to improve the energy efficiency of the site and minimise the spread of the light beyond where required

Wheel washing (prevention of Silt-laden run-off)

Eric Wright Group Ltd ensures that the working machinery, plant & vehicles, which may have the potential to cause an excessive dust or mud problem onto the public highway, will have the facility to wash down. This will be placed at a strategic point near to the road exit of the site, to prevent the mud being carried on to the road, with the addition of a road sweeper.



Site confines preclude the use of a permanent washdown station, we will employ a dedicated

operative and plant (jet wash) to clean vehicles wheels prior to leaving site. This will be supplemented with the use of a truck mounted road sweeper which will attend site on a daily basis to ensure the access routes are kept clean.

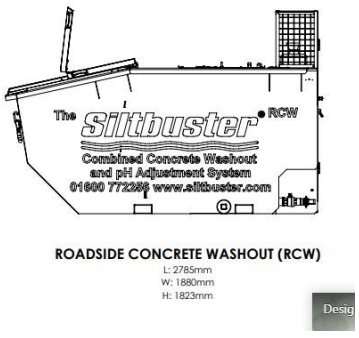
During the enabling works we are going to tarmac access routes around the site to aid site tidiness and try and ensure the surrounding roads are kept clean.
In addition to the above points:

- 'Site entrance ahead' signs shall be displayed on all approaches during working hours;
- Vehicle manoeuvres on and off site, that could potentially deposit mud and debris, need to ensure deployment of street cleansing vehicle during the activity and not just daily basis or at the end of the morning or afternoon shift.
- You shall have signs available (on site) and deploy at the first signs mud being deposited on the adopted highway i.e. slippery road sign with 'Mud on Road' sub plates.
- All gullies new and existing will be fitted with silt bags to ensure no pollution to water sources including drainage gulleys.

Concrete Wash down Area

A silbuster (or similar) concrete wash down facility will be installed in a location at the egress point from site, this self-contained treatment system will enable water to be treated, stored and re-used for wash down purposes;

- Effectively capture the concrete wash water and associated aggregate
- Aggregates are retained and any bleed waters and fine material are captured in the low-level tray
- The alkaline waters weir out of the tray and will finally be stored, in a fully automated process, in the grey water storage tank for reuse
- A digital pH controller constantly monitors the pH of the water, automatically neutralising the wash water with carbon dioxide (CO_2) to reduce the pH, removing risk to both the environment and to any operators
- The treated grey water can be reused via the integrated pump and hose
- Multi-functional with a tiny footprint and easy to transport and operate (can be shipped via conventional pallet networks)





The exact location of the concrete wash down area is to be determined.

Any on site surplus water discharge required will be discharged into the foul sewer network subject to the appropriate licences being obtained, and agreeing the maximum discharge rates.

Road Sweepers

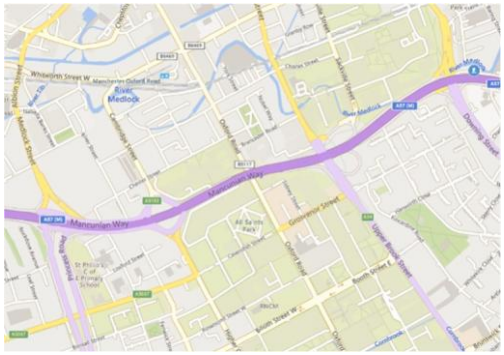
Road sweepers will be used as required to keep hard standing areas free from build up as much as reasonably practicable. All collected build up will be tipped off site.

Construction of the new drainage system following the enabling works

It is our intention to construct the new drainage system as early as possible during the construction period, so that surface water from the roofs and hardstanding's are discharged into the new systems as soon as is practicable in the construction programme.

Flooding & Weather Alert

Eric Wright Group Ltd Project Management Project Manager and Site Managers sign up to the Environmental Agency flood warning system https://www.gov.uk/sign-up-for-floodwarnings if the site is within a flood medium or high risk.



Based the Environment Agency Flood Zone Map, the Site is located within Flood Zone 1 (less than 1 in 1000 annual probability of river or sea flooding in any year) which is defined as having a low probability of flooding in the Planning Practice Guidance to the NPPF.

Weather Alerts (Surface Water Flood Risk)

Eric Wright Group Ltd Project Management Project Manager and Site Manager should sign up to the Met Office weather warning system https://www.metoffice.gov.uk/public/weather/warnings

Alert Level	Definition	Action	Responsibility

Yellow: Be Aware	Yellow warnings can be issued for a range of weather situations. Many are issued when it is likely that the weather will cause some low level impacts, including some disruption to travel in a few places. Other yellow warnings are issued when the weather could bring much more severe impacts to many people but the certainty of those impacts occurring is much lower. It is important to read the content of yellow warnings to determine which weather situation is being covered by the yellow warning.	Walk the site ensuring controls in place	Project Manager, Logistics/Site Manager, groundworker
Amber: Be Prepared	There is an increased likelihood of impacts from severe weather, which could potentially disrupt your works plans. This means there is the possibility of travel delays, road and rail closures, power cuts and the	Clear slip trenches, ensure all hazardous waste stores in good order, ensure bunds are in place and clear in preparation for the weather. Ensure	Project Manager, Logistics/Site Manager, groundworker
	potential risk to life and property.	project specific drainage controls are in place.	
Red: Take Action	Dangerous weather is expected and, if you haven't already done so, you should take action now to keep yourself and your works force safe from the impact of the severe weather. It is very likely that there will be a risk to life, with substantial disruption to travel, energy supplies and possibly widespread. You should avoid travelling, where possible, and follow the advice of the emergency services and local authorities.	Clear slip trenches, ensure all hazardous waste stores in good order, ensure bunds are in place and clear in preparation for the weather. Ensure project specific drainage controls are in place.	Project Manager, Logistics/Site Manager, groundworker

Environmental Management Toolkit

Over the past 25 years, the world has become increasingly aware of the plethora of environmental issues it faces, including global warming, air pollution, plastics, waste, ozone depletion, water pollution, resource depletion, biodiversity loss, environmental degradation and climate change.

As one of the least environmentally friendly industries in the world, we are central to sustainable development policies and as such, are coming under increasing pressure from government legislation, client demands, international targets, European targets and shareholders.

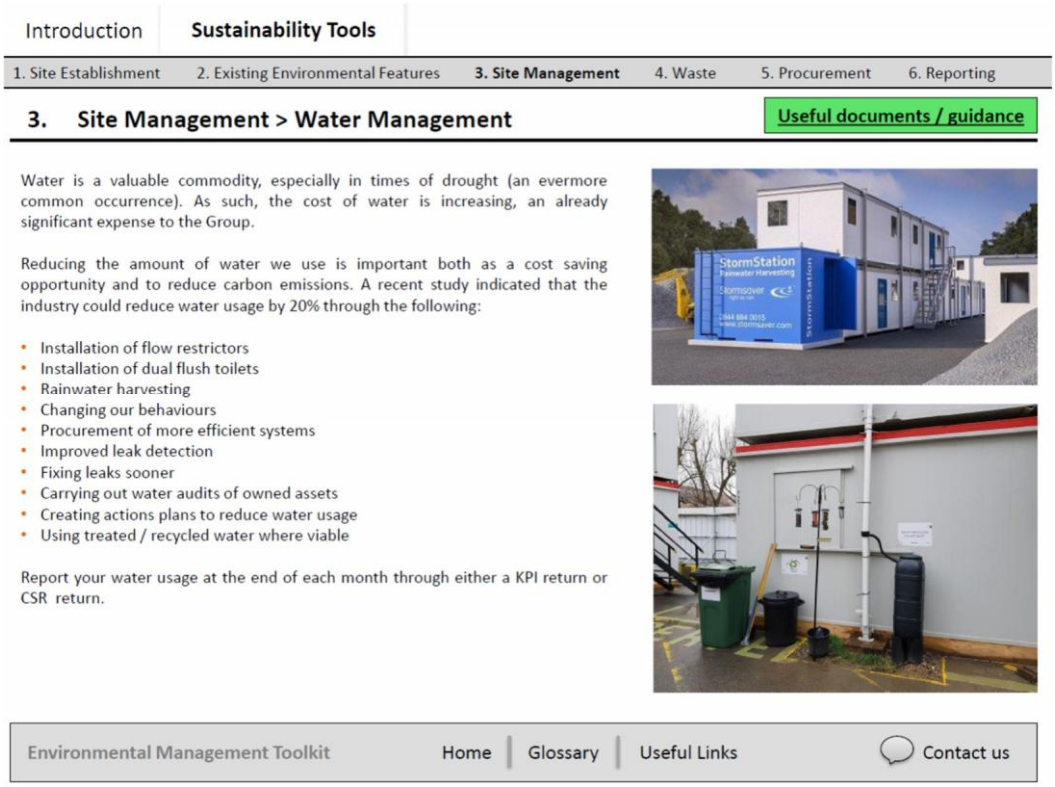
The construction industry has a major role to ensure that the built environment is shaped to deliver a sustainable future and reduce a number of environmental pressures, both globally and locally. The benefits to our business from improving our environmental performance are significant, from

complying with law and policy, ensuring natural resources are passed to future generations, and benefitting our bottom line.

This toolkit has been created as a 'one stop shop' for environmental issues throughout all phases of a development. It includes topic specific legislative requirements, guidance documents, procedures, work instructions, checklists and best practice.

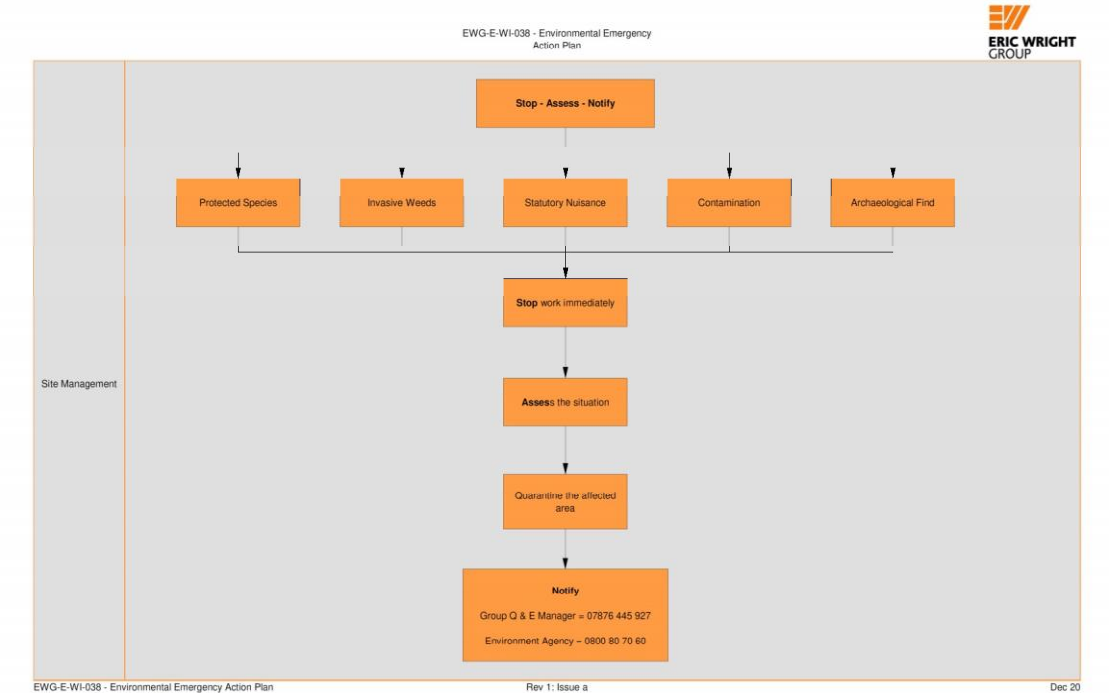
The toolkit should be used in partnership with the Quality & Environmental Department. Toolkit

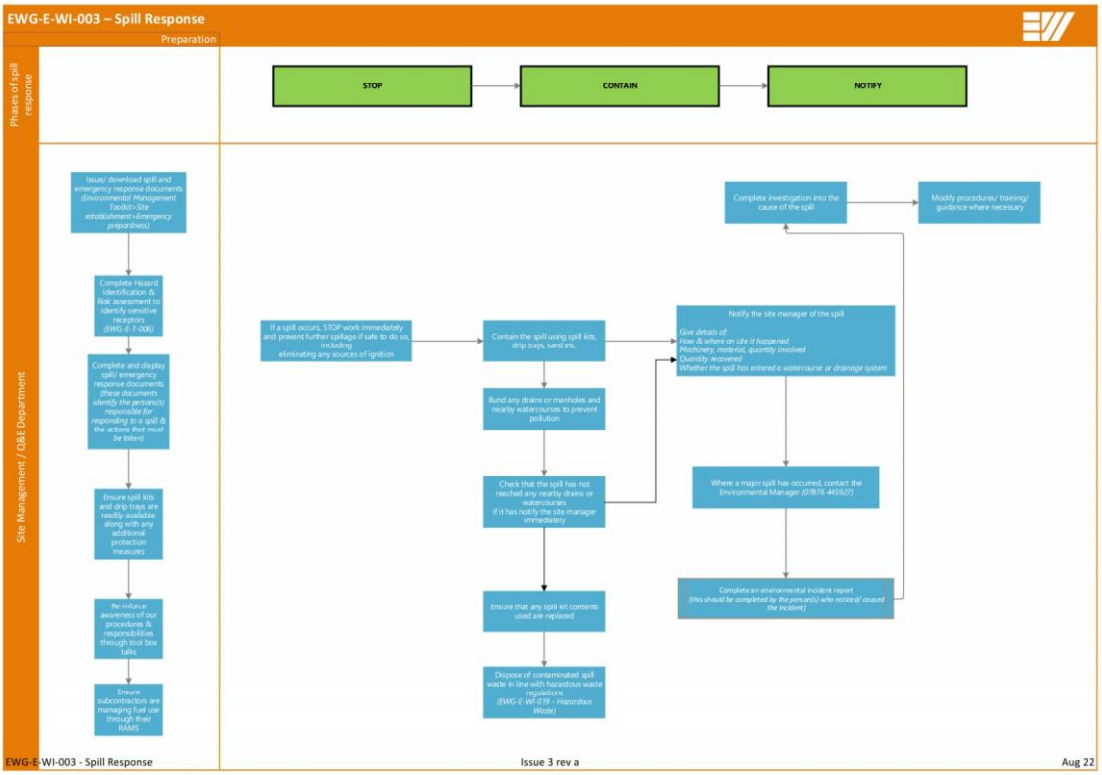
Extract;



Environmental Pollution Emergency Response Procedures

Together with the Environmental Management Toolkit our response flow diagrams below detail how this would be dealt with;





Communication

Group communications to EWC Staff

Alerts are issued via a SHEQ Bulletin to communicate urgent environmental information. These are issued to all staff via email, and hard copies displayed in all site cabins.

The Environmental Manager will contact any external body such as (Natural England, Environment Agency, Local Authority) when an imperative issue arises, thus keeping continual communication channels open.

Communication with Operatives

It will be mandatory, for all sub-contractors and operatives working on the site to undergo a formal induction prior to entering the site where all relevant environmental information for the site will be briefed. Toolbox talks will also be delivered and records maintained.

Communication with the Local Community

Local residents and businesses that could be disturbed by the works will receive a hand delivered newsletter detailing the job, including details of proposed start and completion dates and a summary of the work schedule. Letters are delivered at least 14 days prior to the start of the works and at regular intervals throughout the works. Example below:



Brindle Road, Bamber Bridge

ERIC WRIGHT CONSTRUCTION

Site Newsletter No. 1 : June 2014

Introduction

This is the second Brindle Road Housing newsletter.

The works comprise of the construction of 34 dwellings; 10 apartments and 24 houses.

The properties are all being built to a high degree of quality that we at Eric Wright pride ourselves on, using the latest materials within a traditional, attractive design.

The Client is Progress Housing.

Key Dates

Start on Site:	02/06/2014
Demolition:	13/06/2014
New Building Works Begin:	09/09/2014
Building Works Complete:	
First Phase	15/03/2015
Second Phase	04/04/2015
External Works Complete:	04/04/2015

Architects Impression

PROGRESS HOUSING GROUP LTD

MAPLE GROVE DEVELOPMENTS

Page 1

PART OF THE ERIC WRIGHT GROUP



Brindle Road, Bamber Bridge

ERIC WRIGHT CONSTRUCTION

Site Newsletter No. 1 : June 2014

Upcoming Works

We are currently up to roof level for plots 28-34, with the remainder of the site at first floor level to each plot.

Main drainage works to Brindle Road, adjacent to the main site entrance will commence on 15th December with a duration of 5 working days. Please be aware there may be some traffic disruption, but we will minimise this where possible.

CONSIDERATE CONSTRUCTORS ASSOCIATE

Working in Bamber Bridge, Preston

Eric Wright Construction have committed to using local labour and materials where possible while undertaking these works. We will be working with your local job centre to advertise any vacancies.

Please note that we have a surplus of wood, if anyone would like this for their log burner, please get in touch.

Site Contact Details

Any feedback, suggestions or requests can be directed to our site manager Joel Casstles as below:

Telephone: 07825632902
Email: joelc@ericwright.co.uk

Please follow us on:

For more information on Eric Wright Construction please visit: www.ericwright.co.uk

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PART OF THE ERIC WRIGHT GROUP

A complaints log exists on each site that records any feedback from local residents. EWC staff are encouraged to respond practively to any compaints in a timely and fair manner. All environmental compaints are shared to the Environmental Coordinator to assist with an appropriate response.

During and prior to construction, contact with the public may be necessary. This will be done through site notices, leaflets/letters and making contact in person. This will be done with sufficient notice. Contact details for Manchester City Council will be included on any public consultation material (Email: Contact@manchester.go.uk)

Website : https://www.manchester.gov.uk/

Complaints will be taken seriously and resolved by the Technical and Construction Team for matters relating to the site development. The contact details of these are as above.

A noticeboard exists affixed to the hoardings on all our sites. This contains:

- Contact details of the Site Manager
- Most recent newsletter
- Notification of any work opportunities
- Most recent environmental dashboard that contains information regarding waste and carbon data