Construction & Environmental Management Plan.

August 2026.

Application Number: 145461/FO/2026

Proposal: Installation of 2 no. double stacked classrooms (4 no. total) for a temporary period of 3 years.

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

Contents

1. Phasing and quantification / classification of vehicular activity.
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8. Details of an emergency telephone contact number.
9. Measures to reduce noise emissions.

Appendices:

1. Vehicle swept path analysis.
2. Construction traffic routing.
3. Traffic management plan.

1. Phasing and quantification / classification of vehicular activity.

There will only be two days of large vehicle access requirements for this scheme. The modular units will be brought to site on articulated lorries to be craned into place. The crane will arrive at approx. 7am with the first load arriving at approx. 7:30. The further loads will be staggered throughout the two-day period to miss rush hour traffic and to ensure that one waggon is on site at any time.

Any further delivery requirements after the initial install will be by small delivery vehicles or brought directly to site by the operatives carrying out the works.

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

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

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

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

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

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

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

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

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

Dialogue will be had with contractors working in the vicinity to mutually agree access arrangements to ensure all parties can work efficiently and without disruption.

4. Traffic Management Plan.

Please see Appendix 3 for the Traffic Management Plan.

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

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

5. Requirements for a tower crane.

A tower crane is not required for these works. The placement of the modular units will be carried out with a mobile crane.

6. Dilapidation survey.

A highway dilapidation survey has been carried out. To view the survey videos please follow this link: Highway Dilapidations Manchester College Openshaw

The survey covers:

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

7. Measures to control dust and mud, including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period.

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

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

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

<u>Communication</u>

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site
- Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary
- Display the head or office contact information

- Develop and implement a Dust Management Plan, which may include measures to control other emissions, approved by the LA

Site Management

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

Monitoring

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

Site Preparation

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

Operating vehicles/machinery and sustainable travel

- Ensure all vehicles switch off engines when stationary - no idling vehicles
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable
- Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials

Operations

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

Waste management

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

Construction

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

Trackout

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

The Site Manager is tasked with reviewing site conditions and weather forecasts to ensure that the correct suppression equipment is on site and being used. The Site Manager also discusses dust suppression with the site operatives during their site induction and then further reinforces this with toolbox talks. The site management team will check for dust generation regularly during the course of the day and take the relevant measures to address it, as detailed above.

8. Details of an emergency telephone contact number.

The emergency contact for these works is Wernick Refurbished Buildings 01904 471481. This number is monitored 24/7. These details will be displayed in a publicly accessible location for the duration of the works.

9. Measures to reduce noise emissions.

The erection and fit out of the modular unit is not expected to produce any excessive noise emissions, however, all works will be carried out in accordance with the principles of Best Practicable Means as described in BS 5228: 2009 Parts 1 & 2.

Works will be carried out using well serviced, modern equipment and noise emissions will be monitored and amended if necessary.

Appendix 1.

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

New dropped kerb required.
To be installed as part of Section 3 enabling works

New kerb required. Allow for tarmac to tie into existing. Extent to suit the temporary site access works to ensure footpath is returned to original condition.

Bollard to be removed as part of Section 3 enabling works

New concrete planters

Planters to be removed, kerbs and raised area of tarmac to be demolished and replaced with tarmac at grade level. New white lining required to mark out two additional bays.

Service Yard

FE1

Bin Store 02

New open mesh gate with hinges, locks and drop bolts

Bump stops

New parking bays - allow for white lining

Fence line to be altered

Bin store 01

New open mesh gate with hinges, locks and drop bolts

New half battered kerb l
with openings to allow f
drainage as per SE's de

Fencing Within Compound
To Be Moved To Accommodate Movement

Remove existing speed bump

Max Legal Length (UK) Articulated Vehicle (18.55m)

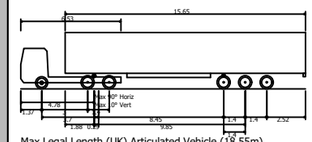
These external works constitute Section 3 of the Contract Works

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Notes:

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

Approx. Area For Vehicle Turning



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

Rev	Description	Date

Client: J Greenwood (Builders) Ltd

Project: Manchester College
Openshaw
Manchester

Drawing Title: Swept Path Analysis (HGV)

Drawing Number: RHC-25-309-01

Revision:	Sheet Size:	Scale:
-	A3	1:250
Drawn & Checked By:	**Date:**	**Status:**
AR	13/02/2026	Information

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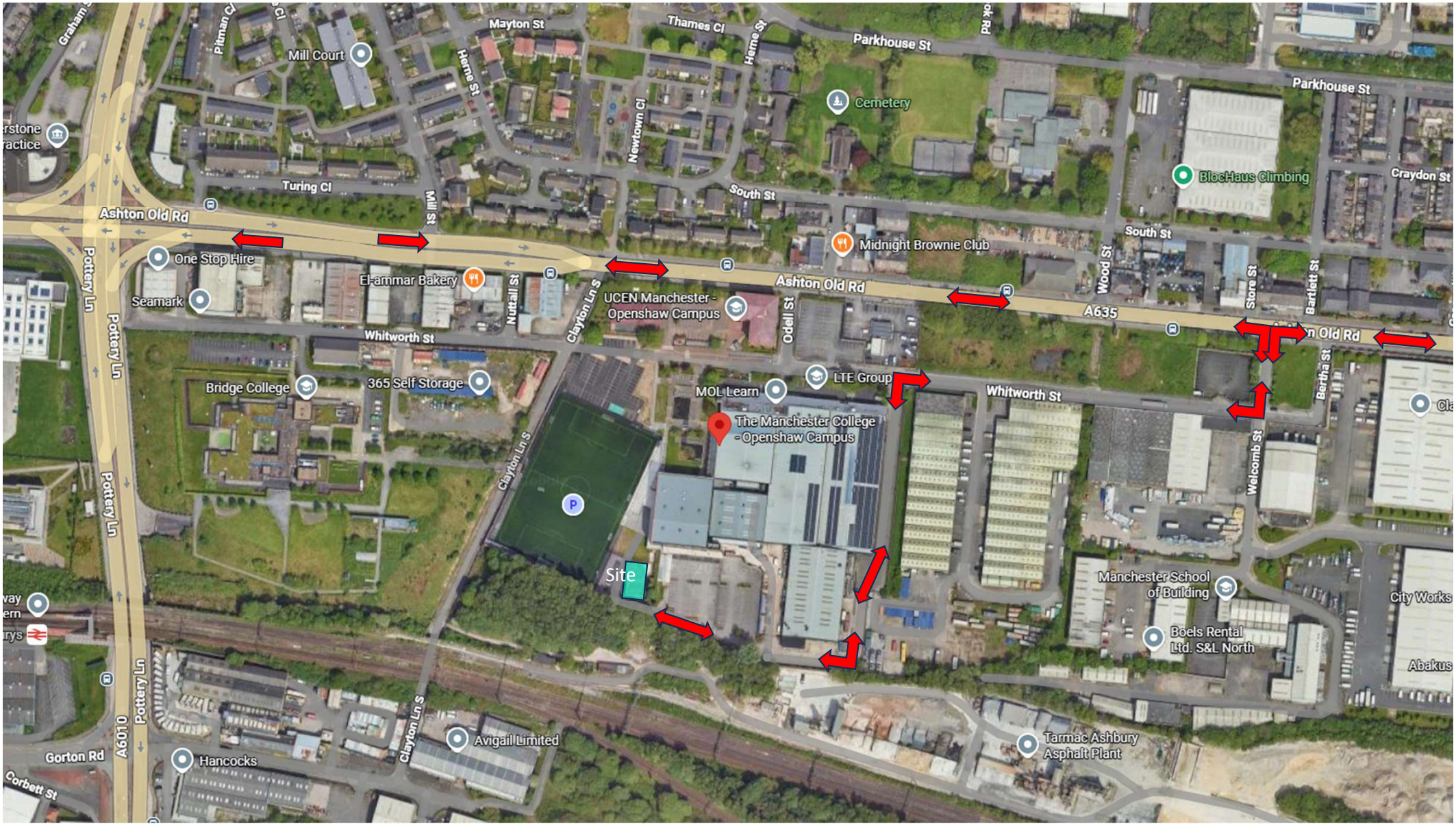
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Roberts Highway Consultants

Appendix 2.

Construction traffic routing – extended and local routing details.

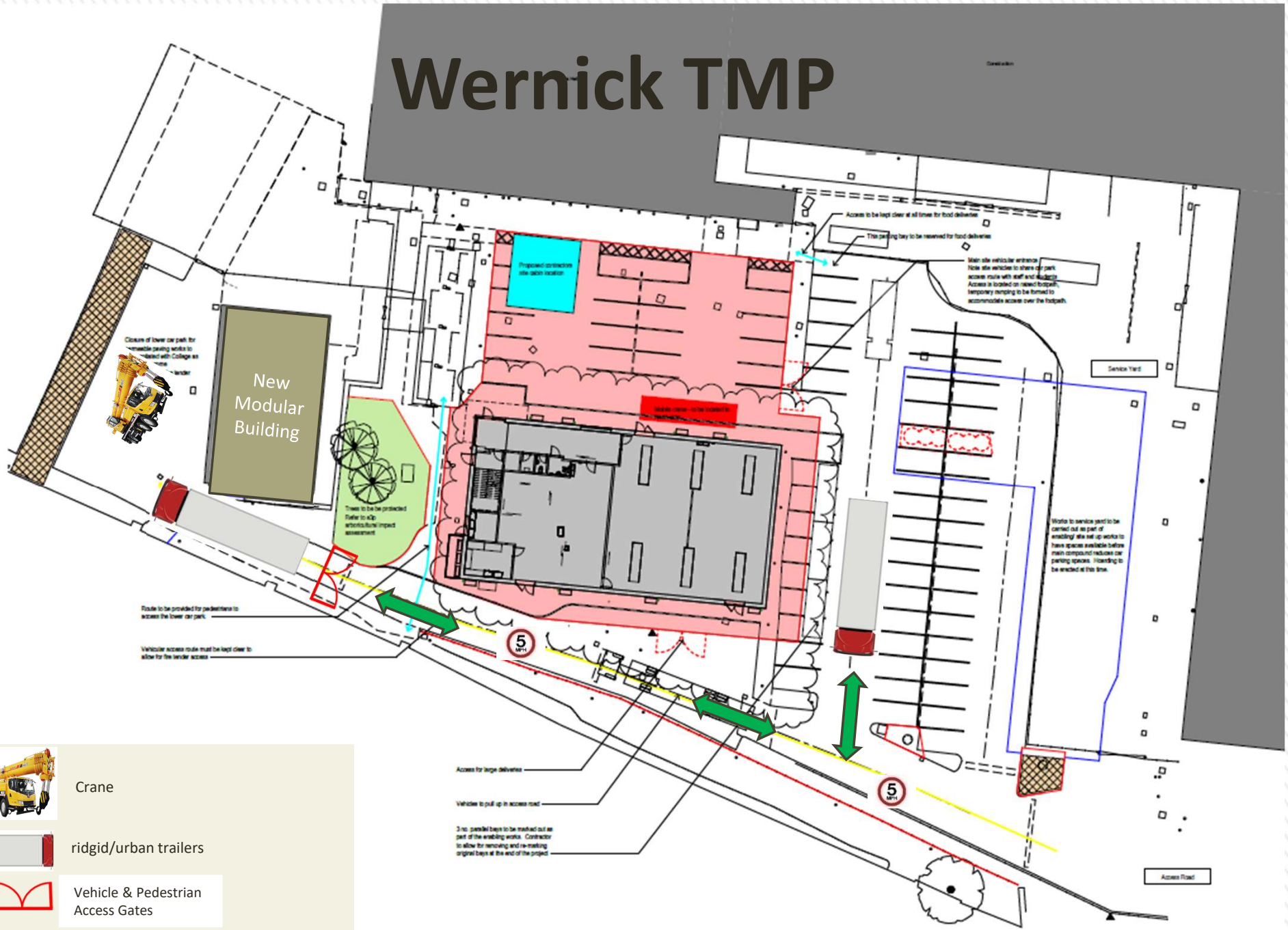

Monsall
Central Park
Cheetham Hill
Charlestown
Strangeways
Collyhurst
Newton Heath
Bottom of Woodhouses
Littlemoss
Taunton
Brindle Heath
Miles Platting
Pendleton
New Windsor
Exchange Square
Salford Central
MANCHESTER
Ancoats
Etihad Campus
Holt Town
Velopark
Clayton
Greenside
Ashton
Ashton Moss
Edge Lane
Droylsden
Audenshaw
Guide Bridge
Beswick
Quays
Anchorage
Ordsall
Openshaw
Ardwick
Fairfield
Wharfside
Exchange Quay
St George's
Hulme
University
West Gorton
Gorton
Hooley Hill
Manchester United Football Ground
Trafford Bar
Old Trafford
Firswood
Chorlton
Chorlton-cum-Hardy
Ryder Brow
Denton
North Reddish
Reddish Green
Reddish Vale
A6
A56
A57
A57(M)
A34
A665
A62
A664
A6010
A635
M60
M67
A6017
B6186
A6041
A6042
B6469
A5067
B5224
B5217
B5218
B5217


Mayton St
Thames Cl
Parkhouse St
Mill Court
Cemetery
BlocHaus Climbing
Craydon St
Turing Cl
South St
Ashton Old Rd
Midnight Brownie Club
One Stop Hire
El-ammar Bakery
Seamark
UCEN Manchester - Openshaw Campus
A635
Whitworth St
Bridge College
365 Self Storage
MOL Learn
LTE Group
The Manchester College - Openshaw Campus
Site
Manchester School of Building
Boels Rental Ltd. S&L North
City Works
Abakus
Avigail Limited
Tarmac Ashbury Asphalt Plant
Hancocks
Gorton Rd
Corbett St
A6010
Pottery Ln
Clayton Ln S
Mill St
Herne St
Newtown Cl
Nuttall St
Odell St
Wood St
Store St
Bartlett St
Bertha St
Welcomb St

Appendix 3.

Traffic Management Plan.

Wernick TMP



Crane

ridgid/urban trailers

Vehicle & Pedestrian Access Gates

Delivery access / egress

Speed Limit

All deliveries to be banked by site banksman.