

Rev	Date		Drafted by	Approved by
1	19/11/24	Revised following internal review	D Fowler BSc MSc CEng MICE QSE Advisor	J Walker Managing Director

1 Overall description of planned works

Construction of 24 new low rise homes on a brownfield site off Greenhill Road, Middleton. Site layout of the planned development as shown below:



Planned form of construction:

- Levelling of site, including construction of required boundary retaining wall
- Construction of main site drainage.
- Construction of permanent development access road including junction with Greenhill Road
- Construction of piled foundations and suspended floor slabs
- Timber frame construction with brick cladding and tiled roof with PV panels.
- Services installation
- Internal construction and fit out
- Externals -soft and hard landscaping

2 Working hours, including delivery times:

Monday to Friday: 8am-6pm

Saturday: 9am -2pm

No work permitted on Sundays or Bank Holidays

NB

There may be some site set up activities prior to permitted starting time but machinery, equipment etc will not be switched on prior to this, other than for controlled warming up of engines for essential safety checks which may be required on a controlled basis 7:30 onwards.

Where avoidable, delivery times and vehicles attending site to collect arisings etc from site will generally not be outside these hours. However, this requirement will be balanced with the need to avoid any potential for larger deliveries to block/impede access for residents along Greenhill Road

and factors outside of site management control in relation to materials travelling long distances or delayed on route.

3 Parking of site operatives and visitors

Parking will be available on the site, extract from site establishment plan as shown below confirms provision of three vehicle parking spaces within the site boundary.



The nearby roads are all residential and relatively narrow. For each stage of the works in accordance with the programme, the Site Manager will review likely parking requirements associated with the planned workforce and liaise with sub-contractors in advance to confirm restrictions and planned arrangements.

The additional potential of parking on Smethurst Street, which is unadopted, will be discussed with residents on that street in terms of planned “nose to tail” parking on the side of the street opposite their houses and following completion of the drainage works within the street and the retaining wall site boundary. If agreed, that would provide additional controlled working hours parking for seven vehicles (cars or small vans) and would be planned so as to not block the access for the Digital firm or to the access lane to the back of the houses fronting onto Greenhill Road.

Site Rules, briefed to all personnel on induction will confirm the requirements to park only in accordance with the Highway Code and without causing nuisance to residents particularly in relation to parking on Greenhill Road, Smethurst Street and Church Road.

If necessary, visitors would be informed in advance that there is no allocated visitor parking on site and will be directed to park in the parking provided at the J Walker Homes head office nearby to the site.

There are no parking restrictions on the nearby roads in terms of yellow lines, but due to the narrowness of the roads, most residents’ cars are parked partly on the footpath. The Site Manager will ensure that no wagons will wait outside or park outside the site, due to the risk of blocking the roads.

The Site Manager shall check on a regular basis that no parking associated with site activities causes a nuisance to others.

4 Loading and unloading of plant and materials

Maximum number of wagon movements on and off site per day to be anticipated to be less than five.

All loading and unloading will be carried out within the site. Initial vehicular access will be from the boundary with Smethurst Street and then via the main site entrance from Greenhill Road. Vehicle gates will be installed within the site fencing to control this access. These gates will be closed when not in use and locked when unattended. Gates will be opened and closed by a nominated operative.

Dependant on the stage of the works either:

Wagons will reverse onto site and drive forwards off site under the control of a competent banksman safely located to ensure the safety of any pedestrians and other traffic.

Or

Wagons will drive forward onto the site and use the turning area within the site to be able to drive forwards off the site, as shown in the extract from the site establishment plan below. NB The permanent development access road will be made temporarily wider at the bend as shown to accommodate wagons.



Overall approach to and departure from site will be via Greenhill Road to Joshua Lane.

Unloading and loading would be by mechanical means within the site.

5 Storage of plant, materials and waste

All plant will be secured at the end of each working day. Small plant, tools etc will be taken off site or locked in a secured storage cabin. Storage area provided between plots 9 and 10. Access equipment will be removed, locked up or protected to prevent unauthorised use.

During the substructure works, surplus/unsuitable spoil will be placed in temporary spoil heaps on site, located where there is no potential for runoff into existing surface water drainage outside the site. This material will be loaded into wagons for removal from site. Each load will be accompanied by a waste transfer note and site will hold copies of the carriers waste carrier registration and waste management licenses for the load's destination. Wagons will be sheeted over before leaving site and wheels inspected as detailed in section below 7.

General waste will be placed in segregated skips on site, delivered and removed by skip wagons. Skips will be covered if the waste is lightweight. All combustible waste will be placed in secured containers and removed on a regular basis.

Materials laydown areas will be established and maintained as shown in the vehicle parking spaces in front of the blocks of plots 4/5, 7/8, 11/12, 19/20 and 22/23.

Two mortar silos will be established in the site compound area on appropriate foundations. A further fenced open storage area will be provided between plots 14 and 15 as shown. Management of removal of spoil, programming of deliveries will be carefully managed to ensure that materials/waste stored on site is kept at optimum levels.

COSHH materials will be kept in a COSHH store, drip trays/plant nappies will be provided for all fuelled equipment. Storage areas will be organised to provide safe travel/transportation routes minimising risk of collision, damage or loss of materials. Fuel will be stored in a fully compliant double banded bowser, placed in an agreed and protected location, refuelling only by trained and nominated personnel and spill kits and plan nappies maintained in the fuel storage area.

The Site Manager will inspect the site at the end of each shift to ensure all plant secured, equipment placed safely and waste covered/damped down as required.

6 Securing the site

The site will be secured using a combination of Heras fencing, the existing boundary fencing and the permanent fencing that will be installed on the site boundary with Smethurst Street:

For currently unfenced boundaries and where the existing fencing is not adequate, the site boundary will be secured using Heras fencing. The fence panels will be double clipped and posts placed in rubber feet which will be weighted down. The boundary with the access alleyway to the rear of the properties that front onto Church Road to be positioned to give resident adequate access and to allow them to move and access their bins.

Vehicle gates to be provided to the elevation with Greenhill Road. These gates to be closed when not in use and locked when unattended.

Construction site warning notices will be displayed on the elevations to Greenhill Road:

DANGER Construction Site Entrance.
CAUTION Site Traffic Emerging
DANGER Construction Site Keep Out,
Children must not enter this site

Smethurst Street:

DANGER Construction Site Keep Out
Children must not enter this site

A site information board will also be displayed including a contact number for the Site Manager.

For the requirements to work outside the site boundary in relation to construction of drainage to existing sewer in Smethurst Street, the Construction Phase Plan and detailed RAMS will confirm required measures. All external work areas will be surrounded with double clipped Heras fencing, with feet weighted down. Gates will be closed when not in use and locked when unattended and warning signs displayed. There will be no storage of materials, waste, tools, equipment etc outside these areas.

The Site Manager will inspect the fencing, gates and notices at the start and end of each shift and ensure any deficiencies are corrected.

7 Prevention of deposition of dirt on the public highway

If feasible, Site Entrance Ahead notices will be provided on both approaches to the site entrance on Greenhill Road. Due to multiple vehicles frequently parking on the footpaths, these signs may be attached to lighting columns, with permission, at a height where they are not an obstruction.

Before leaving site, the gates are to be opened by an appointed gateman who will also check the conditions of the wagon wheels and ensure that the driver has sheeted the load, where applicable. Vehicle wheels will be washed as necessary, prior to allowing the wagon to drive off.

The overall development has been designed to minimise the need to remove spoil from site, reducing the number of wagon movements off site.

A piling mat of clean stone will be provided for the construction of the piled foundations and this will provide a clean running surface for wagons across relevant parts of the site. Location of spoil heaps will be planned to minimise the need for wagons to track over unprotected surfaces.

The works are planned to ensure the construction of the development road as soon as practicable in the programme which will significantly reduce the potential for all dirt to be tracked off site.

The Site Manager, or nominee, shall regularly review the condition of the public highway (Greenhill Road) adjacent to the site exit, reviewing this on multiple occasions during the day when there are movements of vehicles off site that could result in any dirt being deposited on the highway. Any dirt on the highway will be removed immediately and a road sweeper provided where necessary.

8 Control of nuisance

8.1 Noise and vibration

There are no known specifically sensitive receptors in terms of potential nuisance, but the site is in close proximity to housing. The presence of a dense boundary of trees between the northern side of the site and the houses on Greenhill Road, which are retained in the development, will help attenuate the noise in this direction.

The Site Manager will ensure that the allowed working hours, as detailed in section 2, are not exceeded to limit exposure to noise and vibration to the “working day”.

Dependant on the method of piling chosen, there is the potential for noise and vibration at nuisance levels from the piling and the Contracts Manager will review this with the selected specialist piling contractor and consultants to determine any need for monitoring.

Noise and vibration arising from the site will be limited by the following:

- Connection of the welfare facilities and provision of power to the site overall from main supply as soon as possible after commencement of the works. In advance of that, welfare to be powered by silenced generator.
- Daily inspections of mobile plant and weekly inspections of all other powered equipment to ensure all equipment is operating efficiently and in a good state of repair.
- Use of modern good quality plant and equipment.
- Selection of timber frame construction, with minimal associated noise and vibration and reduction in construction time.
- Provision of mortar silos with reduction in wagon movements associated with the delivery of ready mix mortar.

- Site rules, training and awareness on site in relation to reduction in noise -minimising idling of plant, no use of radios on site and polite and considerate behaviour.

8.2 Dust and dirt

The possibility of dust and dirt arising from the works sufficient to cause any possible level of nuisance will be limited by the following:

- See section 7 in relation to controls to prevent deposition of dirt on the highway.
- Wagons removing spoil and waste to be sheeted over before leaving site, as checked by the appointed gateman. Skips on site to be covered if there is any potential dust or lightweight materials to arise from them.
- Daily checks by the Site Manager to ensure good standards of housekeeping, including materials and waste storage and weekly documented inspection records.
- Provision of the permanent access road at an early stage in the programme to allow wagons and other plant to travel on a competent and sound surface.
- Provision of bowser with pump and spray, where required, to suppress dust in periods of dry weather.
- Dust arising from specific tasks to be suppressed or extracted to prevent exposure to operatives. NB These health and safety measures are applied at the source of the dust and will prevent any wider exposure to dust.
- No burning allowed on site and specific controls in place associated with the fire risk assessment for the site to prevent any possibility of fire.

8.3 Post construction

In terms of potential nuisance post construction, the site is currently a brownfield site surrounded by housing in a relatively built up area. Development of the site for the planned housing is considered to be beneficial in terms of reduction in the potential for future nuisance arising from this area.

9 Management of ecological risk

A preliminary ecological appraisal was completed in August 2023, ref 1. No significant impacts were identified associated with the development but recommendations were made in relation to:

- Prevention of any associated pollution incidents that could affect Rochdale canal (250m away from the site). See section 10 below in relation to prevent of pollution incidents.
- Control of any significant levels of dust. See section 8.2 above.
- Awareness of the potential presence of badgers and other wildlife, the appraisal noted the general potential presence but did not establish any indicators of presence. Tool box talks will be carried out on ecological awareness.
- Potential presence of nesting birds (dependant on season). A survey was carried out in March 2024 to confirm absence of nesting birds and will be repeated in advance of the next nesting season if there are remaining potential nesting sites.
- Removal of Japanese Knotweed has been undertaken by a specialist contractor. The works have been effective, but due to the historical use of the land and the type of filling carried out over the years, it has become necessary as part of the reprofiling works to monitor the materials being excavated and to provide an area for containment for the rhizomes to the area beyond Plot 14. The area is to be accessible by a separate gate and fenced across. The area will be subsequently surveyed by the specialist contractor responsible for the removal and inspections and will be sprayed, as necessary. The small area of remaining Knotweed along the Boundary of Plot 24 and the adjacent land where infestation is visible, will be excavated and removed from site, with a vertical barrier installed between the two pieces of land at the boundary.

10 Prevention of potential pollution

10.1 In relation to construction materials and consumables

COSHH materials will be kept in a COSHH store, drip trays/plant nappies will be provided for all fuelled equipment. Storage areas will be organised to provide safe travel/transportation routes minimising risk of collision, damage or loss of materials.

Fuel will be stored in a fully compliant double bunded bowser, placed in an agreed and protected location, refuelling only be trained and nominated personnel and spill kits and plant nappies maintained in the fuel storage area. All personnel brief on spillage materials.

All mobile plant inspected daily. All fuelled equipment inspected weekly to ensure in good condition and identify any potential for leaks or catastrophic failures.

Drainage from previous structures on site has been capped off.

Spoil heaps to be located as directed by the Site Manager taking into account any potential for run off.

Site drainage and road construction at any early stage in the programme to allow rainfall to be managed through the permanent drainage system as soon as possible. Installed drains to be protected from any potential spillage as necessary.

10.2 In relation to existing ground conditions

The Phase 2 Contaminated Land Risk Assessment, Ref 2, states that the risk to construction workers and site users during the construction phase is assessed to be low. The report also states that the site, in its present condition, does not represent a significant risk to the environment and the environmental liability associated with the site is likely to be negligible following implementation of an approved remediation strategy as part of the redevelopment of the site for residential purposes.

Possible dust arising from the construction works and associated with implementing the remediation strategy is to be managed as detailed in section 8.2 above to ensure no potential spread of contaminants.

Remediation strategy to be approved with required reduced level dig, placement of alarm layer and clean material all to be subject to a verification process detailed in the strategy.

Construction Phase Plan, RAMS and site briefings to confirm the need for all personnel to be vigilant for any previously unsuspected indications of contamination and to report any suspect materials to allow any further investigation and assessment as necessary.

10.3 Management of waste from the site

Waste transfer notes (or consignment notes) to be obtained for all removal from site. Copies of waste carrier registrations to be maintained in site files. Copies of waste management licences held for locations receiving/treating site waste.

References

- 1 Preliminary Ecological Appraisal. Land at Greenhill Road, Middleton Junction. August 2023 by Verity Webster.
- 2 Phase 2 Contaminated Land Risk Assessment. Development at Greenhill Road, Middleton. Ref The Site Ref: 6127/VGH-CLRA v1.01. September 2023 by GeoAssist Ltd

