

Rudman Street, Rochdale

Proposed Residential Development

Our reference: LB/230570/TN01 – Rev C

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Reviewed: Peter Todd

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INTRODUCTION

1. This Construction Management Strategy (CMS) has been prepared in relation to the residential development at Rudman Street, Shawclough.
2. An outline planning application for two dwellings was submitted to Rochdale Metropolitan Borough Council (RMBC) under Local Planning Application (LPA) Ref 23/00312/OUT.
3. The Highway Authority at RMBC reviewed the application and provided the following comments dated 7th July 2023:-

“At various stages of the planning process for that single dwelling Highway expressed concerns regarding the restricted access to the site along Rudman Street. These concerns related to the servicing of the site on completion and access for large construction vehicles during the construction phase. The construction process required for the additional dwelling would substantially increase vehicle movements along Rudman Street which would increase our previous concerns.

From the submitted plans it would appear that the construction of the two dwellings will require extensive earthworks leading to large excavators and HGVs needing extensive access to and from the application site. Rudman Street has a carriageway width of 3.5 metres and suffers from on street parking which further restricts the available widths for vehicular access. At this stage we would say that HGV access along Rudman Street is not available and therefore the proposed construction required is not viable. In addition Rudman Street has limited footways and pedestrians have to walk within the carriageway so additional vehicle access, especially HGVs undertaking difficult manoeuvres is a real road safety concern.

As a restricted site there is limited turning space especially for the expected HGVs that will be required to remove or deliver material to the site, with no internal turning facilities vehicles will have to reverse in or out along the narrow carriageway of Rudman Street out through the New Street junction with Shawclough Road which is a classified road. Large vehicles reversing out or off a classified road is contrary to Council and road safety Policy and a real Highway concern.

Any development of the site should take into the account the unsurfaced extension of Rudman Street adjacent to the site and any closures or diversions either permanent or temporary must be in place prior to works commencing on site.

Highways cannot support this application as it is served by a substandard access that cannot support the development of this site and its construction will have a detrimental impact on road safety”

4. This report will inform the Local Planning and Highway Authority at RMBC as to the CMS during the construction phase and address the comments raised in their consultation response. This includes the minimum standards to be adopted, for ensuring that construction activities for the scheme are carried out in accordance with current legislation and best practice for minimising the adverse effects of construction on the environment and the local community.

GENERAL CONSTRUCTION MANAGEMENT

Construction Site Layout and Good Housekeeping

5. The contact details for the person responsible for the CMS are to be supplied to RMBC in advance of the works commencing. Any future revised CMS prepared by the appointed contractor(s) for these works must be approved by the RMBC and complied with thereafter.
6. Good housekeeping practice will be applied at all times using the following principles:
 - All temporary work areas will be delineated by demarcation fencing or stock-proof fencing or herras fencing (or similar), as appropriate.
 - Safety signage and boundary fences, where required, will be regularly inspected, repaired and replaced as necessary.
 - Working areas will be kept in a tidy condition.
 - Office, stores and workshop areas will be non-smoking. Specific areas within the temporary construction compounds will be designated as smoking areas and will be equipped with containers for smoking waste.

- Practicable measures will be taken to minimise the risk of fire and the Contractor will comply with the requirements of the local fire authority.
- Waste will be removed at frequent intervals.
- All waste will be identified, quantified and where practicable appropriately segregated.
- Site waste susceptible to spreading by wind or liable to cause litter will be stored in secure containers.
- Soil that is to be re-used will be stored on site.
- Soil moved, handled or stored on site will be treated in accordance with Defra's Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (2009) or any replacement thereof.

Fencing

7. Where necessary, working areas will be appropriately fenced off from members of the public and to prevent animals from straying onto a working area. National Grid will ensure, as far as reasonably practicable, that the visual intrusion of the construction site on the local community, local residents and users of local amenities is contained and limited.
8. Temporary fencing will be regularly inspected and maintained and will be removed as soon as reasonably practicable after completion of the works.

Lighting and Visual Intrusion

9. At construction compounds and specific locations where night working is required or in poor light conditions during normal working hours, portable lighting units will be used where necessary to ensure safe working and/or site security.
10. Site or welfare cabins, equipment and lighting will be sited so as to minimise visual intrusion insofar as is consistent with the safe and efficient operation of the work site. Site lighting will be positioned and directed to minimise glare and nuisance to residents, walkers and to minimise distractions or confusion to passing drivers on railways or adjoining public highways. Implementation will comply with the Institute of Lighting

11. When lighting is necessary, appropriate lighting and luminaries will be used to minimise the impact of lighting on ecological resources, including nocturnal species. Lighting will be designed to minimise spillage into surrounding habitats, such as sensitive watercourses, to avoid disturbance to wildlife.

CONSTRUCTION TRAFFIC MANAGEMENT

Proposed Days and Hours of Site Operation

12. In general the hours in which vehicles will arrive and depart will coincide with site hours which are:-
 - Monday-Friday: 8.00am.- 6.00pm;
 - Saturday: 8.00am.- 1.00pm; and
 - Sunday and Bank Holidays: No noisy activities on site.
13. Work outside of these hours will only be considered if necessary. If necessary, the Local Authorities public protection division should be contacted at least seven days before access is required. Details of the works and reason why the work cannot be carried out during the main working hours should be provided. Details of the measures to reduce noise levels, and the predicted noise levels at any specially sensitive buildings such as residential property, hospitals, schools and businesses should also be provided.
14. Local neighbours will also be notified in advance by the contractor.

Site Access for Deliveries / Contractors

15. Access to the site is provided via Rudman Street and it is anticipated that material will initially be excavated using a tipper vehicle.
16. The tipper vehicle will be stored on site for the duration of time that the works take, to stock pile the earth and create the plateau turning area. This will ensure that even during these enabling works, no construction vehicle ever needs to reverse out of the site and along Rudman Street.
17. Once the turning area is created, the tipper will be able to manoeuvre and excavate material off-site if required.
18. **Appendix A** demonstrates the extent of vehicle turning area required in order to facilitate the tipper vehicle and includes swept path analysis of a tipper entering, turning within the site and leaving via Rudman Street.
19. **Appendix B** demonstrates the extent of vehicle turning area required in order to facilitate a concrete mixer which is anticipated to be the largest vehicle accessing the site during the construction phase. **Appendix B** includes swept path analysis of a tipper entering, turning within the site and leaving via Rudman Street.
20. Both of the above drawings have been based on topographical mapping and a site visit confirms that the access has a carriageway width of 3.21m which allows construction vehicles, including a tipper and concrete mixer vehicles, to access the site.
21. The photographs provided in **Appendix C** demonstrate that typical construction vehicles associated with the site maintenance can access the site.

Vehicles Accessing the Site

22. The exact number of vehicles that will be accessing the site on a daily or weekly basis will vary dependent upon the stage of the development. However, for the scale of the development the volume of construction vehicles for the works is anticipated to be low in terms of HGV movements per hour; with no more than one movement per hour averaged over the working day.
23. The types of vehicles, plant and equipment likely to be used during the works are as follows:
 - 20Tn tracked 360o Excavator;
 - 2/3 Axle tipper truck;

- Gully sucker / Road sweeper; and
- Hand tools.

24. The type of delivery vehicles used to bring materials to and from the site will be varied however and will include:

- Skip lorries (approx. size 7.5m long and 2.4m wide) and standard 8 yard skips for waste (approx. size 7m long and 2.4m wide);
- Ready mix concrete lorries (approx. size 8.3m long and 2.4m wide); and
- Articulated Lorries, for delivery of pre cast concrete units and other larger components.

Car Parking / Site Storage

25. Given the scale of the proposals, it is not envisaged that the site will generate significant on-street parking however there will be space available within the site for car/van parking.

Banksman/Road Marshall – a Key Role

26. All vehicles will be controlled by a trained banksman. A strict delivery procedure will be implemented to ensure that the local roads are not overrun with site and delivery vehicles. Banksmen will ensure that traffic flow is maintained at all times.
27. A strict delivery procedure will be implemented to ensure that deliveries arrive at set times, which will be confirmed by the site manager or site foreman to all suppliers and contractors before the required date. This will ensure that multiple deliveries do not occur at the same time and the set delivery times as detailed earlier are adhered to where possible in order to reduce traffic congestion and nuisance.
28. If deliveries do not arrive at the allocated time, the site manager will contact the supplier or contractor to make alternative arrangements should this be required. It will be stipulated to all affected that the delivery vehicles cannot wait on the public highway surrounding the site until their time slot is available.
29. The banksman will ensure that all pedestrians and vehicular traffic is safe when delivery vehicles arrive at the site.
30. In their consultation response, RMBC Highways raised concerns with regards to internal turning facilities. Swept path analysis demonstrating the ability of a concrete mixer vehicle entering, turning within the site and leaving are appended to this CMS. Note that an interim turning area,

larger than that shown on the layout plan, will be provided during the construction phase in order to accommodate the swept path.

Internal Measures

31. The following precautions will be put in place:
- Physical segregation of vehicles and pedestrians at the site entrance via barriers and designated walkways with appropriate signage;
 - Reversing manoeuvres, particularly onto the highway, will be eliminated/minimised and all vehicles will be reversed by banksman;
 - Designated and segregated vehicle parking on site;
 - Designated storage areas to be full fenced and gated;
 - Plant and vehicles to be fitted with mirrors and vehicle reversing warning sounds;
 - Information and training including induction, tool box talks and onsite training as required
 - Trained competent banksmen to wear identifying hi-visibility vests;
 - PPE is to be worn by all operatives on site.

CONTROL OF DIRT AND DUST ON THE PUBLIC HIGHWAY

32. Definition - any product of a construction process which forms a powder or cloud and is injurious to health or a substantial concentration. Those dusts which are injurious to health are listed in the HSE Publication EH40/2005 'Occupation exposure limits'.

Sources of high dust concentrates

33. On this project the following activities have the potential to give rise to high dust levels;
- Exposure of dust from aggregates delivered to site during placement or trafficking
 - Exposure of dust from existing soils during trafficking
 - Cutting of concrete products
 - Cutting of bitumen surfacing

- Breaking up of concrete
- Use of powered tools
- Use of powdered cement for making mortars on site
- Cleaning of the workplace

Mitigation Measures

34. All site materials will be loaded within the site compound in order to minimise congestion. All material containers will be appropriately covered to prevent a delivery from soiling the highway.
35. Any cutting or drilling equipment on site shall be used with an appropriate watering device to dampen down the cutting operation and prevent dust production.
36. Cement bags will be handled with care and consideration given as to the wind direction and likely generation of dust particles. Dust extraction shall be fitted to circular saws and maintained during their use.
37. Vehicle areas will be laid to stone and kept free from mud / debris and ensure that mud and debris originating from the site is not deposited on the highway.
38. During the contract the site works and adjacent roads will be cleared by a road sweeper if required in order to prevent dust built up and migration to adjacent properties. On this basis there is considered that there is no requirement for a wheel wash.

OTHER OFF-SITE IMPACTS

Impact on Other Highway Users

39. Given the scale of the site, it is not envisaged that any diversions will need to be carried out on the local highway network to allow the development to be built. Similarly, no hoardings will be used in the vicinity of the site. However, a secure fencing will be erected around the site to ensure there is no conflict with contractors on site and the general public and to ensure that the site is secure on an evening. Fencing could include Heras Anti-Climb Mesh Temporary Fencing, similar to that shown below:



40. In addition, the public highway in the immediately vicinity of the site will be kept clean and free from obstructions.
41. The construction site gates will be kept open during site operations and monitored by site security. The contractor will also ensure that local roads are regularly patrolled to ensure that any debris is kept clear of the pavements.
42. Should there be any complaints arising from the works, local residents will be able to call at the site offices. The contractor will deal with comments or complaints from the public and/or neighbours and will ensure that they are resolved swiftly.

Measures to Reduce the Impact of the Site

43. A record will be kept of all comments/complaints that are received from the local community during the construction stage and appropriate action taken in response to reasonable comments. Other points that will be actioned include:
 - Ensuring that site lighting does not affect local residents.
 - Ensuring that the workforce maintain a respectable standard of dress code.

General Management Issues

44. The CMS will be periodically reviewed. Any significant changes to the CMS will be reported to RMBC.

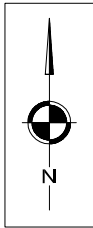
45. The site manager will ensure that all domestic and commercial waste collections are not disrupted. The days and times of refuse collections will be established, so that when time slots are being allocated to suppliers and contractors, no conflict will arise, where practically possible.

Summary

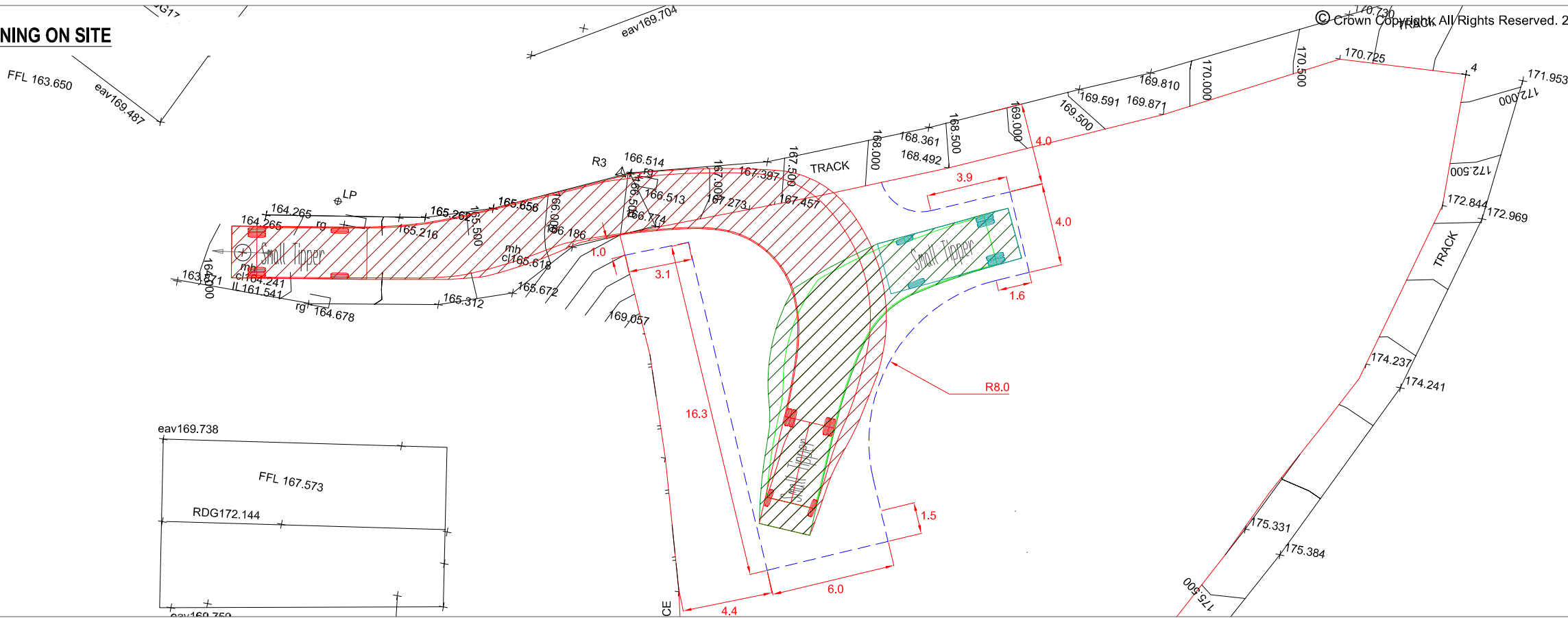
46. This CMS has demonstrated how the construction traffic and staff could access the site as well as how the materials could be stored on site so there is no disruption to the surrounding local area and highway.

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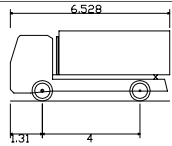
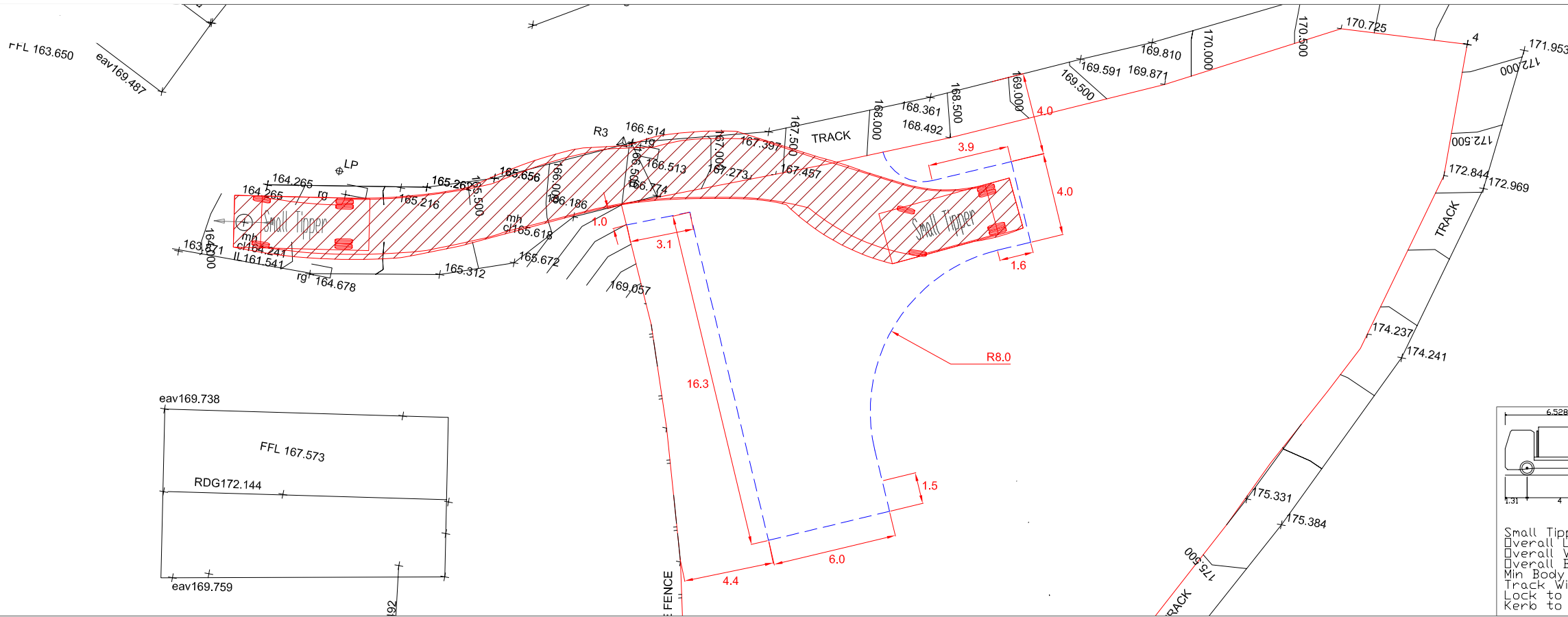
APPENDIX A



ENTERING AND TURNING ON SITE



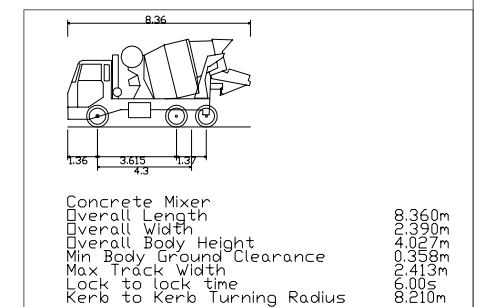
EXITING THE SITE



Small Tipper
Overall Length 6.528m
Overall Width 2.500m
Overall Body Height 2.877m
Min Body Ground Clearance 0.327m
Track Width 2.393m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.850m

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APPENDIX B

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Client	Drawing Title SWEPT PATH ANALYSIS - CONCRETE MIXER VEHICLE	Scale 1:250 @ A3	By BA	Rev	Description	Date	By	Drawing No. SCP/230570/ATR01
Project Title RUDMAN STREET, ROCHDALE		Date 15.08.2023	Checked LB	A	--TOPO BASE ADDED	22.08.23	BA	Revision A
				-	-	-	-	
		Approved/ Unapproved	Status	-	-	-	-	
		-	PLANNING	-	-	-	-	

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APPENDIX C

