

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

McDonald's, Molesworth Street, Rochdale (ST2285)



Prepared for: McDonald's Restaurants Ltd
Ref: 003_4230334_KJ_CEMP

Document History

Issue	Date	Description	Prepared By	Checked By
1	31 July 24	First Issue	K Jackson	H George
2	6 Sept 24	Comments Incorporated	K Jackson	H George
3	6 Dec 24	Site Layout Updated	K Jackson	H George
4	17 Feb 2025	Further Update to Site Layout	K Jackson	H George

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Figure 1: Construction Management Plan

1.0 Introduction

- 1.1 McDonald's Restaurants Ltd have appointed Glanville Consultants to prepare a Construction Environmental Management Plan (CEMP) for the proposed McDonald's Restaurant to be located off Molesworth Street, Rochdale. This CEMP is limited to the McDonalds Store and associated groundworks up to and including the Modular building drop.

2.0 Existing Conditions

- 1.2 The site is located at the northern end of the A671 Molesworth Street at its junction with Water Street. The site is surrounded by car and motorbike garages to the north, a retail area to the east, a car park area and recycling business to the south and further car parking with an established wooded area to the west.

3.0 Construction Conditions

- 3.1 The site will be redeveloped to provide a new building and parking for use as a McDonald's Restaurant.
- 3.2 The proposed McDonald's restaurant is a modular building, manufactured off-site and assembled on site. The design finished levels will be set to accommodate the surrounding levels and will be very similar to the existing land minimising the extent of filling and excavation requirements. Where possible, excavated suitable material will be re-used as fill, to reduce the volume of spoil and fill to be removed and imported to the site.
- 3.3 Given the nature of the construction works described above, the volume of HGV vehicles using the site during construction will be minimal. The majority of traffic movements will be contractors' vehicles, consisting of cars and vans.
- 3.4 The duration of construction is likely to be approximately 14 weeks from the commencement of groundworks to final completion. The last 6 weeks relate to the Modular building fit out. If required local residents may be informed by letter of the construction periods and delivery times as well as contact details for site staff, should they have any queries or concerns.
- 3.5 Working Hours shall be:

Monday to Friday	07:30 to 18:00
Saturday	07:30 to 18:00

4.0 Main Plant

- 4.1 A pilling rig may be required, subject to detailed design.
- 4.2 360° machines will be used for excavation and bulk loading which will be sized to access and operate with the confines of the site.
- 4.3 Crushing equipment will be used on site, to enable recycling of demolition waste as suitable granular fill.

- 4.4 Air quality within the site will be continually monitored and action taken if required. Lorry mounted hiabs will be used to off load most items required for the works.
- 4.5 There will be a requirement for craneage during the course of the construction works. Craneage will be on a contract hire basis and kept to a minimum.

5.0 Health and Safety

- 5.1 McDonald's Restaurants Ltd and their appointed contractors will carry out all operations on this development in full compliance with all relevant health and safety regulations, which includes making the statutory notification to the Health and Safety Executive (HSE) using notification form F10. The Construction Phase Health and Safety Plan will be drawn up by the Principal Contractor. This will then be updated as the development progresses.
- 5.2 This CEMP includes details of traffic management, and these details will be implemented and amended to suit the progress of construction. The CEMP will include both pedestrian and vehicle routes to and from the site, as well as movement on the site itself. This is discussed in greater depth later in this document.
- 5.3 All contractors employed by McDonald's Restaurants Ltd will attend a pre-contract meeting, during which their health and safety documentation will be reviewed and amended as necessary. These meetings are fully documented.
- 5.4 All relevant health and safety signage will be displayed as necessary.

6.0 Fire and Emergency Procedures

- 6.1 Contact names and telephone numbers will be made available in case of 'out of hours' emergencies relating to the site. This information will be displayed on the hoarding.
- 6.2 The Principal Contractor shall implement procedures to protect the site from fire.
- 6.3 A Site Fire Safety Co-ordinator will be appointed to assess the degree of fire risk and formulate a Site Fire Safety Plan, which will be updated as necessary as the works progress and will also include the following:-
- Hot Work Permit regime.
 - Installation of the site fire-fighting equipment e.g. establishing fire points and installing and maintaining fire extinguishers etc.
 - Evacuation alarm.
 - Material storage and waste control.
 - Fire Brigade access.

7.0 Protection of the Public and Pedestrians

- 7.1 The boundary to the site will be reinforced where necessary with hoarding, secured Heras fencing or approved final fencing to prevent unauthorised access as necessary. Boundary fencing / hoarding will be erected prior to any construction works commencing on site. On the hoarding will be an appropriate number of notices prohibiting unauthorised entry, including a contact procedure and number for any queries, complaints and/or emergencies in line with the Considerate Constructors Scheme. Gates will control the access on and off the site, which will be securely locked at the end of each working day. A banksman will be in attendance whilst any construction vehicles enter or exit the site to ensure pedestrian and vehicle safety.
- 7.2 A daily check will be completed of site security fencing, gates and external signs in addition to the normal on-site safety inspections.

8.0 Delivery Times, Planning and Monitoring

- 8.1 Deliveries will be scheduled, and drivers will contact the site manager to ensure the deliveries can be accepted. Deliveries will only be scheduled within the hours of operation stated in section 3.5. All site traffic will be directed into the site. No loading, unloading, or waiting will be permitted from the public highway. This will be monitored by site security staff.
- 8.2 Deliveries will be programmed to be as efficient as possible, minimising vehicle movements and journey distances using the following principles:
- Procurement of materials from local suppliers where possible and appropriate.
 - Delivery of waste or recyclable materials to local centres if possible.
 - Maximising the size of loads by appropriately sizing on site storage areas and calculating material and waste loads accurately.
 - Maximising the size of loads by coordinating material requirements and placing larger orders with fewer suppliers.
 - If possible, using delivery vehicles to remove waste.
- 8.3 Deliveries will be monitored against the delivery plan to check the time, vehicle and route taken from the site. Drivers not complying with the requirements of this plan will be contacted and appropriate action taken.

9.0 Site Access, Construction Traffic Management and Routing

- 9.1 The site is accessed from Water Street, via an existing access to the car park that currently occupies the site. Water Street is accessed from the A671 Molesworth Street with a right turn filter lane from the north. The A671 Molesworth Street becomes the A671 John Street before a signalised grade junction with the A58 which allows trunk road access to both the east/north and west/south where it joins the wider trunk road network. Construction traffic travelling to and from the site will be required to travel these main roads and avoid using residential streets. Clear signage will direct construction traffic directly into the works area. A banksman will ensure deliveries are taken safely through the car park.
- 9.2 After securing the site, the first activity will be to set up the site routes, accommodation, and signage in accordance with the construction traffic management plan (Figure 1). Figure 1 also demonstrates the ability for HGVs to enter and exit the site in a forward gear with no requirement for any vehicles to reverse onto or off the highway at any time.

- 9.3 Figure 1 shows the access position and route for pedestrians, HGVs and staff parking. The modular building is craned into position, with the crane being a mobile one and the modules brought in on HGV vehicles.
- 9.4 Site staff will follow a procedure to regulate, direct and monitor pedestrian and vehicle movements in and out of the site. All drivers and pedestrians will be asked to sign in and out of the site and the induction status of staff will be checked accordingly. Those requiring a site induction will be taken to the appropriate area for this to be completed.
- 9.5 Site staff and banksmen will be given training appropriate to their roles. This training will be updated with changes in the construction stages which may require different vehicle access rules and pedestrian routing.
- 9.6 Vehicles will only access the site using the designated access points as shown on Figure 1 and no vehicles or machinery will be permitted to stand or wait on the public highway.
- 9.7 No machinery will be permitted to operate over the public highway and no materials will be off-loaded or stored on the public highway.

10.0 Staff Transport and Parking

- 10.1 All construction staff will be provided with information regarding local public transport options and encouraged to travel to site using sustainable transport modes. The main forms of public transport in this area of Rochdale are buses or trams (the train station lies approx. 1km south of the site). Rochdale bus station lies approx. 250m west of the site where the Metrolink tram service has a terminus on the northern side of the bus station. When travelling by car to site, all construction personnel will be inducted on the rules for parking on site.

11.0 Construction Site Layout

- 11.1 The positioning of vehicle and pedestrian routes, site offices, loading and unloading areas, material waste storage and re-cycling, staff parking will be subject to changes by the main contractor. Different stages of construction will require movement of some of the temporary facilities and traffic routes which will be illustrated on updated Construction Site Layout Plans. Any movement of any vehicle routes will take into account the turning manoeuvre of the largest vehicle expected to access the site. Figure 1 illustrates the proposed layout of temporary construction facilities and routes to enable work to proceed at the start of the construction stage. This Construction Site Layout plan demonstrates adequate space on site to manage construction activities without causing an unacceptable impact upon the surrounding highway network.

12.0 Storage

- 12.1 All materials will be stored on site in designated areas and in line with the manufacturers' instructions. Materials will be off loaded from delivery vehicles and then moved to the appropriate areas by mechanical means where necessary/appropriate. Any vehicle movement will be in line with the relevant Construction Management plan and the designated site routes.

13.0 Waste Disposal

- 13.1 Every effort will be made to keep waste materials to a minimum during the construction of the site. Any waste that is unavoidable will be disposed of as per the manufacturers' instructions and with regards to COSHH and waste regulations and guidelines.
- 13.2 A Site Waste Management Plan will be developed prior to the commencement of work on site with targets set for the management, monitoring and reduction of site waste. Separate skips are to be used on site where possible; to segregate waste before a licensed waste carrier removes it. On no account will waste materials be burnt on site.
- 13.3 The proposed site levels will be similar to existing, to reduce as far as possible the removal and import of road construction materials.

14.0 Environmental Issues

- 14.1 The Principal Contractor will operate an environmental policy in which we pursue the following objectives.
- To:
- Conduct activities with proper regard to the protection of the environment.
 - Comply with all relevant regulatory and legislative requirements and codes of practice.
 - Communicate with local communities to reduce disturbance and disruption.
 - Ensure that staff have a good understanding of the environmental impacts of the project and what is expected of them to minimise the impacts.
 - Ensure that suppliers and sub-contractors are aware of the plan and ensure the same standards to their own work.
 - Latest Relevant Covid 19 Government Guidelines to be followed.
- 14.2 During the early stages of the project the following activities will be carried out to deal with environmental management:
- Preparation of the Project Environmental Plan.
 - Preparation and consultation with client and statutory authorities to obtain any approved licences and consents and putting any controls in place through the Project Environmental Plan.

15.0 Control of Noise

- 15.1 Best practicable means will be employed at all times and in all areas to minimise noise and vibration emissions from the works. The relevant recommendations for the control of noise and vibration on construction and open sites in the approved Code of Practice BS5228:2009 will be adopted.

15.2 In general the following measures will be taken:

- a. All handheld and portable equipment where practicable will be electrically powered.
- b. All plant and equipment will be maintained in good working order.
- c. Plant, when in operation intermittently, will be switched off during periods of inactivity.
- d. All vehicles will observe site speed limits.
- e. Stationary equipment and plant will be placed so as to provide a screening to other items of plant and located to provide minimum noise emissions in the direction of noise sensitive areas.
- f. Care will be taken when loading and unloading materials to limit impact noise.
- g. Vehicles will not be permitted to queue on the road or pavement outside the site access.
- h. Vehicle parked within the site, outside working hours will have their engines switched off.
- i. Vehicle routes and traffic management plans will be arranged to avoid where possible any reversing operations.
- j. Activities which can produce significant levels of noise will be arranged for times which are less likely to cause disturbance.

15.3 In addition to the above, any plant on site will be compliant with EU/UK noise limits applicable to that equipment or is no noisier than would be expected from the noise levels quoted in BS5228. All plant will be maintained properly and operate in accordance with manufacturers recommendations. All plant will be fitted with appropriate noise and vibration attenuation measures in place, based on guidance given in BS5228.

16.0 Control of Dust, Smell and other Effluvia

16.1 The measures set out below summaries the measures set out within the IAQM guidance.

- display the name and contact details of the person accountable for air quality and dust issues on the site boundary (i.e., the environment manager/engineer or site manager);
- display the head or regional office contact information on the site boundary.
- record all dust and air quality complaints, identify cause, take appropriate measures to reduce emissions in a timely manner and record the measures taken.
- make the complaints log available to the local authority when asked.
- record any exceptional incidents that cause dust and/or air emissions, either on- or off- site and the action taken to resolve the situation in the logbook.
- carry out regular site inspections to monitor compliance with the DMP, record inspection results and make inspection log available to RC when asked.
- increase frequency of site inspection by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged periods of dry or windy conditions.
- 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 boundary that are at least as high as any stockpiles.
- fully enclose site or specific operations where there is a high potential for dust production.
- avoid site runoff of water or mud.
- keep the site fencing, barriers and scaffolding clean using wet methods.
- remove material that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on site cover as described below.

- Cover, seed or fence stockpiles to prevent wind whipping.
- 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.
- only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction e.g., suitable local exhaust ventilation systems.
- ensure an adequate water supply on site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
- use enclosed chutes and conveyors and covered skips.
- minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.
- avoid bonfires and burning of waste materials.
- ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.
- use water-assisted dust sweepers on the access and local roads, to remove, as necessary, any material tracked out of the site.
- avoid dry sweeping of large areas.
- ensure vehicles entering and leaving the site are covered to prevent the escape of materials during transport.
- Inspect on-site haul roads for integrity and instigate necessary repairs to the surfaces as soon as reasonably practicable; Record all inspections of haul routes and any subsequent action in a site logbook.
- Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.
- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site) where reasonably practicable.
- Ensure vehicles entering and leaving the site are covered to prevent the escape of materials during transport.

Additional Desirable Measures:

- undertake daily on-site and off-site inspection, where receptors are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars, windows sills within 100m of site boundary, with cleaning provided if necessary.
- implement a travel plan that supports and encourages sustainable travel.
- re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable.
- use hessian, mulches or tackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable.
- only remove the cover in small areas during work and not all at once.
- 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 or overfilling during delivery.
- avoid scabbling where possible.
- for smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.

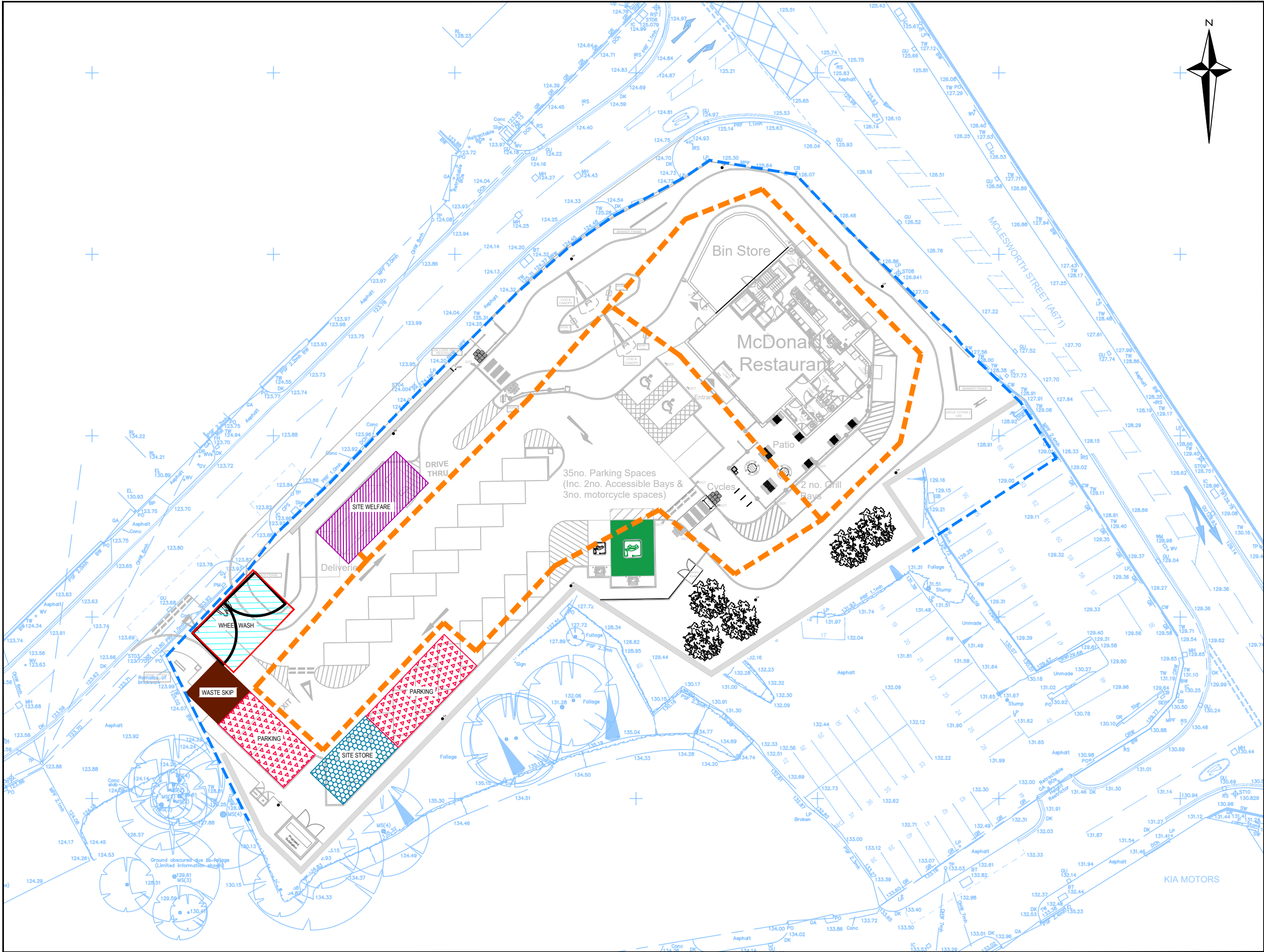
17.0 Wheel Cleansing Facilities

- 17.1 There will be some excavations for services and drainage works and re-shaping of levels. During these phases of the development, wheel cleansing and road sweeping will be applied as necessary. As soon as practicable, excavations will be reinstated reducing any potential for tracking any dirt or mud onto customer parking areas or public roads.
- 17.2 During the remainder of the construction period, the cleanliness of the site roads and roads surrounding the development will be monitored and road sweepers brought in as and when required.



Figures





- NOTES
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- KEY
- EXISTING SURVEY
 - PROPOSED SITE LAYOUT
 - SITE BOUNDARY
 - CONSTRUCTION HERAS FENCING
 - PEDESTRIAN ROUTE
 - SITE OFFICES (AND WELFARE)
 - SITE PARKING AND PLANT STORAGE
 - SITE MATERIALS STORAGE (INCLUDING BUNDED IMPERMEABLE AREA FOR CHEMICAL STORAGE)
 - SITE WASTE (SKIPS)
 - WHEEL WASH

FOR INFORMATION ONLY

FIGURE 1

I3	FURTHER UPDATE TO SITE LAYOUT	17.02.25	KJ	HBG
I2	UPDATED TO REVISED SITE LAYOUT	05.12.24	KJ	HBG
I1	ISSUED FOR PLANNING	31.07.24	KJ	KJ
Rev.	Description	Date	By	Chkd

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Client:	 McDonald's  RESTAURANT		
Project:	McDONALD'S RESTAURANTS WATER STREET, ROCHDALE OL16 1TL [ST2285]		
Title:	CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN		
Engineer: KJ	Date: JULY 2024		
Director: HBG	Scale: 1:200@A1		
Status:	INFORMATION		
Drawing No.	4230334-SK07		Rev 13

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