



M24-04 CMP

27.09.24

Planning Approval Ref: 21/01345/OUT

Discharge of Condition 04 – Construction Management Plan (CMP)

**For the erection of 5 no. detached dwellings
associated vehicular access and car parking
Land At Waterfold Lane
Heywood
Bury
BL9 7JY**

This proposal is for the site known as Land off Waterfold Lane Heywood Bury BL9 7JY located off the A58 Bury New Road off the M66 Northbound, which has planning consent under planning reference 21/01345/OUT for the erection of 5 no. detached dwellings associated vehicular access and car parking.

The Site Management Team will review the Construction Management Plan during the work in progress and make appropriate statements at the regular site and design team meetings during the works.

All site personnel will be made aware of the construction phase Health and Safety requirements on site and best practice will be implemented. Risk Assessments and Method Statements will be prepared and reviewed by appropriate site management for both main contractor and any subcontractors visiting/working on site.

ERECTION AND MAINTENANCE OF SECURITY HOARDING

The construction site including compound storage, site welfare and parking is shown below.

The whole construction site, including a secure compound will be fenced off with 'Heras' fencing or other approved suitable fencing and posts and gates together with applicable warning signs.

The integrity of the security fencing will be checked on a regular basis and repaired, replaced or upgraded if necessary. The gates to the site entrance will be locked when the site is closed.

All tools, plant and equipment will either be taken away or locked in a secure store/compound each night.

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HOURS OF CONSTRUCTION WORK and DELIVERIES

Monday to Friday – 08:00 to 18:00

Saturdays – 8:00 to 14:00

Sundays & Bank Holidays – No Work

No work will be carried outside of the above periods, unless approved by the Local Authority for exceptional work and safety.

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The development is programmed for Forty Four weeks. The start date has yet to be set as this is dependent upon discharge of conditions.

It is anticipated deliveries to site will be outside of peak time periods where practicable. If they are required, deliveries during peak time periods will be kept to a minimum. This will avoid unnecessary build-up of local traffic during the construction period, refer to the Traffic Management Plan section for further details.

LOADING AND UNLOADING OF PLANT AND MATERIALS

All plant and materials will be unloaded/loaded within the designated area, refer to the drawing below.

All vehicles will be required to drive on and leave in a forward direction. Refer to the drawing below for the location of the turning area and drop off zones. All wagons fitted with a Hiab will be required to comply with LOLER.

STORAGE OF PLANT AND MATERIALS USED IN THE CONSTRUCTION

Materials will be stored on site as close to their place of use as possible and in an orderable fashion. Lay down areas will be set out for trades such as masonry and roofing and suitably fenced off.

Plant will be stored on site in an orderable fashion. Keys will be removed, shutters fitted and isolators if fitted will be activated. No fuel for plant will be stored on site but delivered when required.

Risk and Method Statements (RAMS) will be assessed by the main contractor prior to any delivery of materials to ensure that it can be stored safely on site. This will determine whether any additional measures need to be taken on site for that particular delivery. The main contractor will programme in delivery of materials on site to avoid any materials standing for a long period of time.

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TRAFFIC MANAGEMENT PLAN

The primary preferred route for all traffic to the site will be via Waterfold lane, as shown on plan in blue.

The only entrance and exit onto site will be via the compound gate, it will provide a safe waiting zone off the main road and will avoid any queuing traffic behind any delivery vehicle. The delivery vehicles will be directed into position on site by the site banksman.

Adequate parking will be provided for contractors and visitors in the designated area on site to avoid any offsite parking refer to layout of parking below.

Suppliers and third-party contractors will be notified of this policy to avoid other local roads, they will be provided with delivery instructions including a map of the local area and site compound. The instructions will state to use Junction 2 of the M66 leading onto the A58, taking the third exit on the roundabout towards the A58 Bury New Road and to avoid, where practicable, any other local roads. This will avoid clashes with commuters and residents in and around the site.

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Each delivery vehicle will be given a specific time slot to avoid any congestion on Bury New Road and Waterfold Lane. It will be emphasised to every delivery vehicle that it will not be acceptable for them to park and wait on Waterfold Lane. If the site rules are ignored the delivery will be declined and sent away.

Deliveries will be scheduled to arrive during normal working hours and will be staggered to avoid congestion.

The delivery vehicles will be directed to drive onto the site, where they will be unloaded before leaving. All delivery vehicles will be supervised whilst on site and assisted where necessary whilst reversing.

All haulage trucks will be required to use integral cover sheets prior to leaving the site.

Road vehicles will be prevented from entering any muddy areas of the site and will be directed to stay on the hard-standing areas.

No vehicle will be allowed to leave the site with excess dirt on its wheels, refer to wheel wash arrangements section for further details.



Contractor parking, turning area, deliveries drop off and site compound

On-site parking will use the designated car parking spaces outlined in the M24-04 Site Plan, ensuring no need for relocation during the construction period.



NOISE and VIBRATION MANAGEMENT AND MONITORING

There are no construction activities that will require specific vibration monitoring.

All construction plant items will be fitted with effective silencers and comply with current regulatory noise limits where relevant. All plant will be sited to minimise impact on neighbours.

CONTROLLING THE EMISSIONS OF DUST AND DIRT DURING CONSTRUCTION

Work to minimise dust arising from the ground prevalent in dry spells, generated by wind and plant traversing the site will be controlled as recommended in **HSE Construction Information Sheet No 36 (Revision 2)**.

Site plant and equipment will not be left running when not in use and all vehicles will be subject to a 5mph limit.

When handling materials this will be to a minimum to avoid double handling, all materials that could cause dust will be kept to a minimum and where possible delivered for immediate use, any that need to be stock piled will be protected.

The main contractor will carry out site inspections and record any exceptional incidents in the daily diary and recorded in the minutes of a fortnightly on-site construction meeting.

The site weather forecasts will be monitored, and any extended dry periods will be acted upon with site wide implementation of dust control, during extended dry periods a daily inspection will be made.

As the development plot is inbound potential dust issues are naturally reduced in risk.

WHEEL WASH ARRANGEMENTS

A wheel cleaning procedure will be used in order to mitigate the amount of mud that could potentially be deposited on the highways by vehicles exiting the construction site. An area close to the site exit will be utilised for wheel washing prior to vehicles leaving site.

A power washer will be used to wash off any mud from the vehicle's wheels, with excess mud / slurry being collected and disposed of. It is anticipated that this will only be required during the initial weeks of the development when the existing ground is removed and the footings for the new buildings are constructed. However, the wheel wash station will remain on site until the development is complete. The proposed wheel cleaning procedure will consist of:

1. Before leaving the site, vehicles will be inspected for any heavy deposits left on wheels. If present, these will be removed manually.
2. Following inspection, all wheels are to be washed down using a high pressure jet wash until clear of all deposits.
3. Vehicles will be permitted to leave site following approval of the site manager / site representative that the above steps have been completed to a satisfactory standard.

None of the vehicles will be permitted to leave site unless approved by either the site manager or site representative and has been completed to a satisfactory standard. The effectiveness of this procedure will be reviewed and if it is found to be lacking, and mud deposits are left on the adopted road, a road sweeper will be deployed as appropriate.



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