



Construction Management Plan

On behalf of

ADRIAN KEAST

For the site at:

1 OLDHAM ROAD, ROCHDALE, OL16 1UA

REPORT DATE: 10th June 2024

REPORT REF: TBCT/24/06/AK/1OR/CMP



SocEnv Society for the Environment



The Institution of environmental sciences

Chartered Institute of Environmental Health



67 Windsor Road, Manchester, M25 0DB



0202 773 9222



info@thebuildingcomplianceteam.com



www.thebuildingcomplianceteam.com

1.0 Executive Summary

1.1 General

Planning approval was granted on 24th December 2021 (App Ref: 21/00976/FUL) for the change of use from public house to mixed use public house (sui generis) and hotel (Class C1) including extension to create second floor with rooms in roof space, erection of three storey extension to side and alterations to fenestration of north-west facing elevation at 1 Oldham Road, Rochdale, OL16 1UA.

This construction management plan has been prepared in accordance with the requirements of planning condition 5 of the approved planning decision.

1.2 Introduction to planning requirements.

1.2.1 Planning Condition 5

5 No development shall take place (including any site clearance works) until a Construction Management Plan (CMP) detailing safe methods of working adjacent to the Metrolink Hazard Zone, has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include full details of:

- the parking of vehicles of site operatives and visitors;
- the retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational;
- loading and unloading of plant and materials;
- storage of plant and materials;
- construction and demolition methods to be used including the use of cranes (which must not oversail the tramway);
- measures to control the emission of dust and dirt during construction; and
- scaffolding and/or hoarding arrangements.



SocEnv Society for the Environment



The Institution of environmental sciences

Chartered Institute of Environmental Health



67 Windsor Road, Manchester, M25 0DB



0202 773 9222



info@thebuildingcomplianceteam.com



www.thebuildingcomplianceteam.com

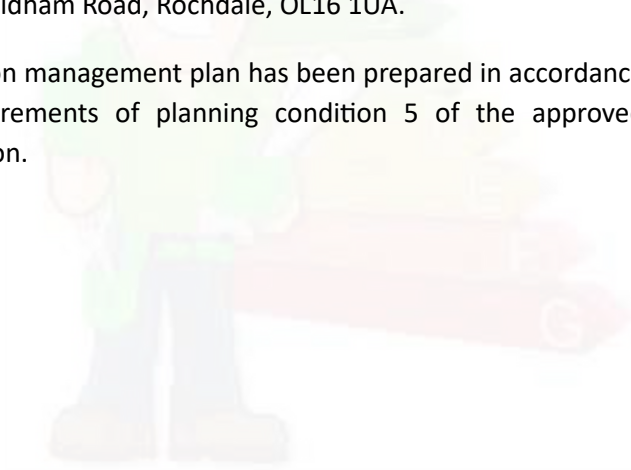
The approved CMP shall thereafter be adhered to throughout the construction period. Reason: To ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system during the construction phase in accordance with Policies DM1, T2, G8 and G9 of the adopted Rochdale Core Strategy and the National Planning Policy Framework

2.0 Introduction

2.1 General

Planning approval was granted on 24th December 2021 (App Ref: 21/00976/FUL) for the change of use from public house to mixed use public house (sui generis) and hotel (Class C1) including extension to create second floor with rooms in roof space, erection of three storey extension to side and alterations to fenestration of north-west facing elevation at 1 Oldham Road, Rochdale, OL16 1UA.

This construction management plan has been prepared in accordance with the requirements of planning condition 5 of the approved planning decision.



SocEnv Society for the Environment



The Institution of environmental sciences



67 Windsor Road, Manchester, M25 0DB



0202 773 9222



info@thebuildingcomplianceteam.com



www.thebuildingcomplianceteam.com

3.0 Construction Management Plan

3.1 General

A Construction Management Plan (CMP) is a comprehensive document that outlines the strategies, procedures, and measures to be implemented during a construction project to ensure its successful completion. It encompasses various aspects, including project scheduling, resource allocation, risk management, quality control, and safety protocols. The CMP serves as a roadmap for all stakeholders involved, detailing the specific roles and responsibilities, timelines, and methodologies to be employed from the project's inception to its completion.

The importance of a CMP at a professional level cannot be overstated. It provides a structured approach to managing the complexities inherent in construction projects, ensuring that all activities are aligned with the project's objectives. A well-crafted CMP enhances communication and coordination among project team members, reducing the likelihood of misunderstandings and conflicts. Moreover, it facilitates efficient resource management, helping to avoid cost overruns and delays by ensuring that materials, labour, and equipment are available as needed.

Furthermore, a CMP is critical for risk management. By identifying potential risks and outlining mitigation strategies, it minimizes the impact of unforeseen issues on the project's progress. Additionally, the CMP ensures compliance with regulatory requirements and industry standards, safeguarding the project from legal and financial repercussions.

An essential aspect of a CMP is its role in mitigating disturbances to neighbours and users of the vicinity of the site. It includes plans for noise control, dust management, traffic flow adjustments, and communication strategies to keep the community informed. These measures help to maintain good relations with the surrounding community and prevent disruptions that could lead to complaints or legal challenges.

Overall, a CMP is essential for delivering a project on time, within budget, and to the desired quality standards, ensuring client satisfaction and enhancing the reputation of the construction firm while maintaining harmony with the surrounding environment and community.



SocEnv Society for the Environment



67 Windsor Road, Manchester, M25 0DB



0202 773 9222



info@thebuildingcomplianceteam.com



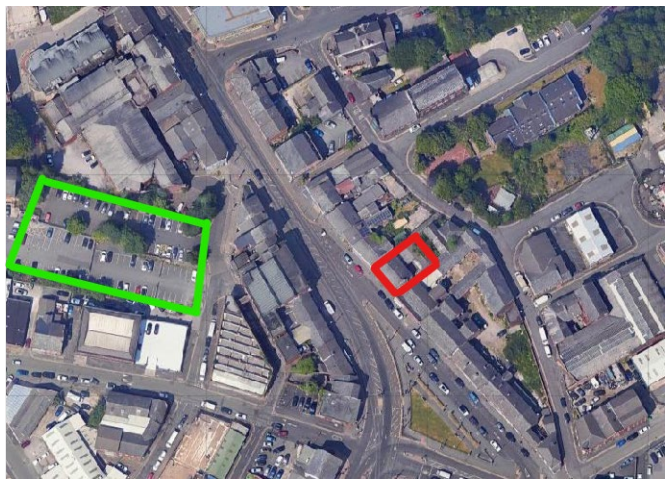
www.thebuildingcomplianceteam.com

3.2 Parking of vehicles of site operatives and visitors

In order to reduce the carbon footprint of the project, as well as to reduce air pollution and to afford operatives some useful exercise, personnel and visitors will be encouraged to attend site on foot, by bicycle or by public transport, or via a combination of the three. This is entirely feasible: the site lies close to numerous bus stops and the nearby Metrolink service and are circled in yellow on the satellite image below.



In the event that Parking is required by operatives (who will be encouraged to car share where appropriate) there is an off-site parking provision on greenwood Street, a short 3-minute walk from the site and marked in green on the image below.



3.3 Retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational;

There does not appear to be and trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink within the boundary or curtilage of the site.

However, should such equipment be identified, precautions will be taken to ensure that the 24-hour unhindered access is retained both during construction and once operational.

3.4 Loading and unloading of plant and materials

All deliveries and collections from site will be advised to ring the site manager 15 minutes before arrival and to approach from the Smith Street end of Drake Street. Due to the prior notification of the impending arrival, the site manager and a banksman will be on hand to ensure the loading/unloading bay (marked in orange in the image below) is clear for the vehicle to access.



Construction will only take place at the below hours in accordance with the times displayed on the Rochdale Council Website.

Monday to Friday, 8am to 6pm

Saturday, 9am to 2pm

Furthermore, deliveries and collections will ideally take place between 10am and 2:30pm, which will avoid impacting the commuting and school time traffic.

Heras style fencing will be erected around the perimeter of the site and the site will be secured and locked when works are not ongoing.

3.5 Storage of plant and materials

The materials and plant will be stored within the walls of the building. In order to expedite deliveries, banksmen will be on site to unload the materials and plant from the delivery vehicle waiting in the drop off zone (marked orange in the image below), the materials and plant will immediately be moved within the walls of the building.



Site facilities and site hut will be within the building, and no materials or plant will be left outside of the building overnight. Recycling of materials will take place within the boundaries of the property and materials will be reused on site where possible in the interest of sustainability.

3.6 Construction and demolition methods to be used including the use of cranes (which must not oversail the tramway);

The works on site will utilise a standard masonry construction with a tiled timber roof to the main section of the building.

During any demolition works, 'damping down' the site with a fine water spray to prevent the dust particles becoming airborne may be used when particularly dusty operations are being undertaken.

There will be a need to utilise a crane to erect some of the steel elements of the structure, and Appendix A shows the crane proposed to be utilised.

No erection works utilising the crane will take place that over sail the tramway.

3.7 Measures to control the emission of dust and dirt during construction

Guidance is set out in the Mayor of London's 'The Control of Dust and Emissions During Construction and Demolition Supplementary Planning Guidance'.

In accordance with the guidance, the following dust and emission control measures will be implemented:

Preparing and maintaining the site Dust-generating activities are to be sited away from receptors.

Cutting activities will be undertaken in the middle of the site or as close to the middle of the site as possible.

Solid screens or barriers around dust-generating activities are to be provided These should be at least as high as any stockpiles on-site.

Impermeable site hoardings will be erected around the site

- Stockpiles will be covered to prevent wind whipping
- Stockpiled material will be constructed with gentle slopes



SocEnv Society for the Environment



67 Windsor Road, Manchester, M25 0DB



0202 773 9222



info@thebuildingcomplianceteam.com



www.thebuildingcomplianceteam.com

- Any loose materials will be removed as soon as possible. Mud and runoff will be cleared up as soon as it appears and prevented from leaving the site with the use of bunds
- Hoardings, fencing, barriers and scaffolding will be regularly cleaned.

3.7.1 Dust Management

Dust Management during Site Operations

The proposed mitigation measures will ensure that dust generation is minimised, and the associated hazard and nuisance caused to neighbours, pedestrians, and road users will be consequently reduced.

- Where materials can be brought to site already cut-to-size, this will be done. On-site cutting will be kept to a minimum. However, when cutting is necessary, water-spray, preferably from a water- efficient spray pump, directed at the material as it is being cut, will be used.
- Skips, chutes and conveyors will be completely covered to ensure that dust does not escape.
- ‘Damping down’ the site with a fine water spray to prevent the dust particles becoming airborne may be used when particularly dusty operations are being undertaken.
- No materials will be burnt on site. Any excess material will be reused or recycled on or off-site, where practicable.
- Weather conditions will be considered prior to commencement of activity.
- In terms of monitoring, the guidance states that “all demolition and construction sites should be monitored for the generation of air pollution. It is essential to monitor for dust generation, including PM10. For smaller sites this can be simply visual monitoring. The need to monitor PM2.5 and NO2 will be determined on a case-by-case basis by the Local Planning Authority. The need for monitoring will generally depend on existing air quality, air pollution risks from the development, the technical practicalities and financial implications of such monitoring.”
- For low-risk sites, the guidance recommends that the following should be undertaken:

- Account for the impact of air quality and dust on occupational exposure standards to minimise worker exposure and breaches of air quality objectives that may occur outside the site boundary, such as by visual assessment.
- Keep an accurate log of complaints from the public and the measures taken to address any complaints, where they were required.

3.8 Scaffolding and/or hoarding arrangements.

Scaffolding and hoarding are crucial elements in ensuring site safety on a building site. Scaffolding provides a stable and secure platform for workers to perform tasks at elevated heights, significantly reducing the risk of falls, one of the leading causes of injuries in construction. Properly erected scaffolding ensures that workers have safe access to all areas of the building, facilitating efficient and safe work processes.

Hoarding, on the other hand, is essential for safeguarding both the public and workers. It involves erecting temporary barriers around the construction site, which helps in containing debris and preventing unauthorized access. This not only protects pedestrians and nearby residents from potential hazards but also secures the site from theft and vandalism.

Together, scaffolding and hoarding contribute to a controlled and secure environment, minimizing accidents and disruptions, thereby ensuring compliance with safety regulations and enhancing overall project efficiency.

On this development, there will be scaffolding which will be erected by certified professionals following strict health and safety requirements, including secure footing, proper bracing, and guardrails. Workers will use personal protective equipment (PPE) such as harnesses and helmets, adhering to HSE guidelines and conducting regular inspections to ensure stability and safety throughout the construction process.

Due to the site's proximity to the public footpath (in certain places), site hoarding will be through the implementation of Heras style fencing around the perimeter of the site.

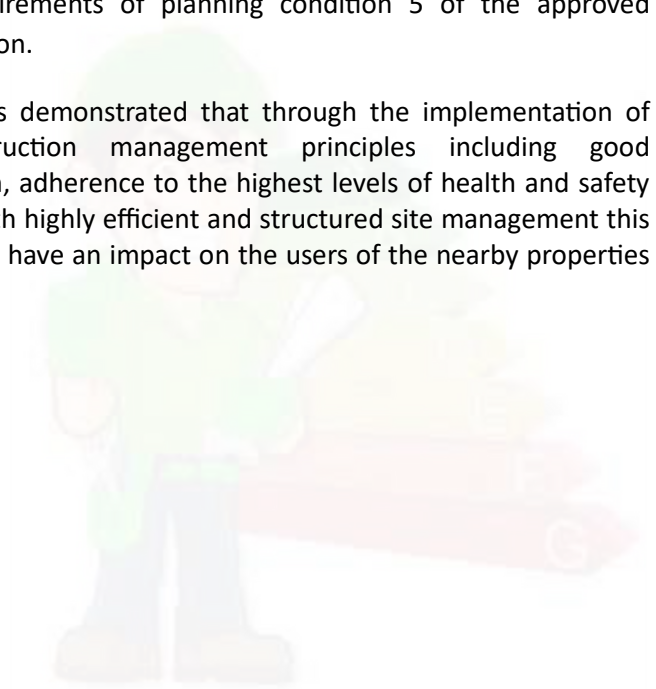
All scaffolding and fencing will be cleaned to ensure no debris will enter the public footway.

4.0 Conclusion

Planning approval was granted on 24th December 2021 (App Ref: 21/00976/FUL) for the change of use from public house to mixed use public house (sui generis) and hotel (Class C1) including extension to create second floor with rooms in roof space, erection of three storey extension to side and alterations to fenestration of north-west facing elevation at 1 Oldham Road, Rochdale, OL16 1UA.

This construction management plan has been prepared in accordance with the requirements of planning condition 5 of the approved planning decision.

This report has demonstrated that through the implementation of robust construction management principles including good communication, adherence to the highest levels of health and safety and topped with highly efficient and structured site management this project will not have an impact on the users of the nearby properties and roads.



SocEnv Society for the Environment



The Institution of environmental sciences



67 Windsor Road, Manchester, M25 0DB



0202 773 9222



info@thebuildingcomplianceteam.com



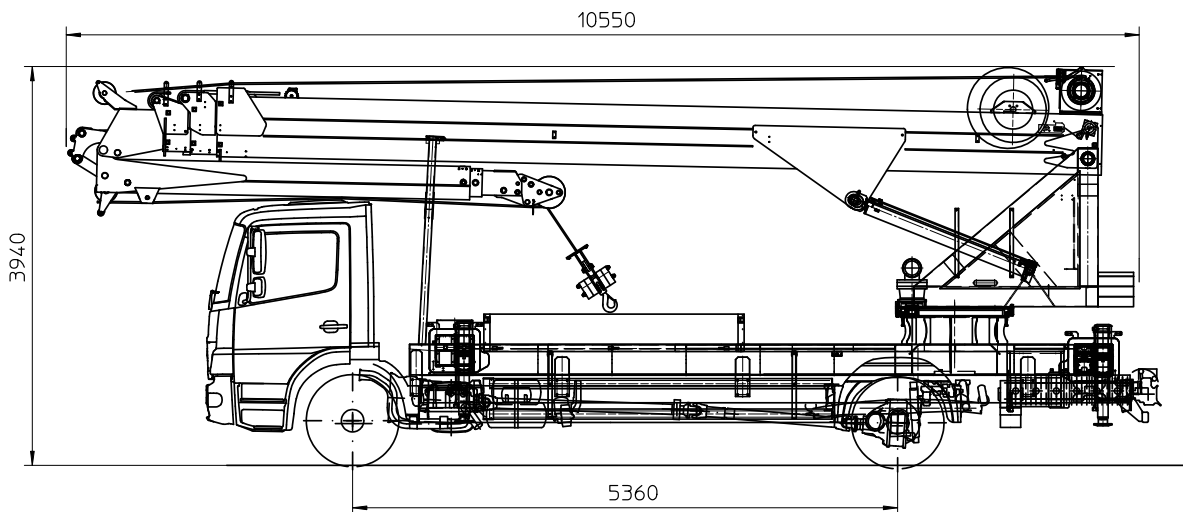
www.thebuildingcomplianceteam.com



Böcker Truck Crane AK 44/4000 PLC on a 15,5t truck

07/2010

APPENDIX A



Dimensions / Specifications

Telescope arm angle	approx.	87 degrees	Max. Range of crane operation with 15,5 t truck		
Jib angle	approx.	165 degrees			
Swivel area	approx.	620 degrees	500 kg Lifting capacity	approx.	30.00 m
Working height up to jib	approx.	33.00 m	1000 kg Lifting capacity	approx.	22.00 m
Max. extension length including mech. extension (2,0 m)	approx.	44.00 m	2000 kg Lifting capacity	approx.	14.00 m
Max. extension length	approx.	42.00 m	4000 kg Lifting capacity	approx.	8.20 m
Extendible Jib					
Basic length	approx.	4.55 m			
max. extendible length	approx.	8.90 m	Max. Range of platform operation		
Current of hydraulic pump	approx.	100 litres	PK 250-1 PK 250-D		
Hook speed	approx.	60 m/min	100 kg Lifting capacity	approx.	33.00 33.00 m
Support length	approx.	6.05 m	250 kg Lifting capacity	approx.	30.00 30.00 m
Support width	approx.	5.74 m	Max. working height	approx.	41.50 38.00 m
One-sided support	approx.	4.15 m			
Length vehicle	approx.	10.55 m	Truck Data		
Width vehicle	approx.	2.55 m	Min. wheelbase	5360 mm	
Height vehicle DB/MAN	approx.	3.94 / 3.99 m	Gross vehicle weight	15.5 t	
Body weight	approx.	9,600 kg	Max. dead weight	5.3 t	

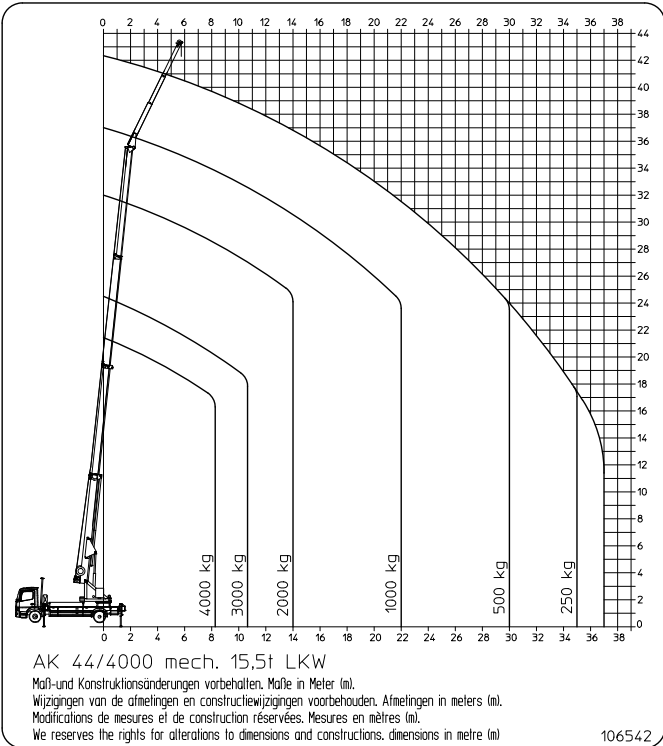
All rights reserved for changes in dimension and construction!



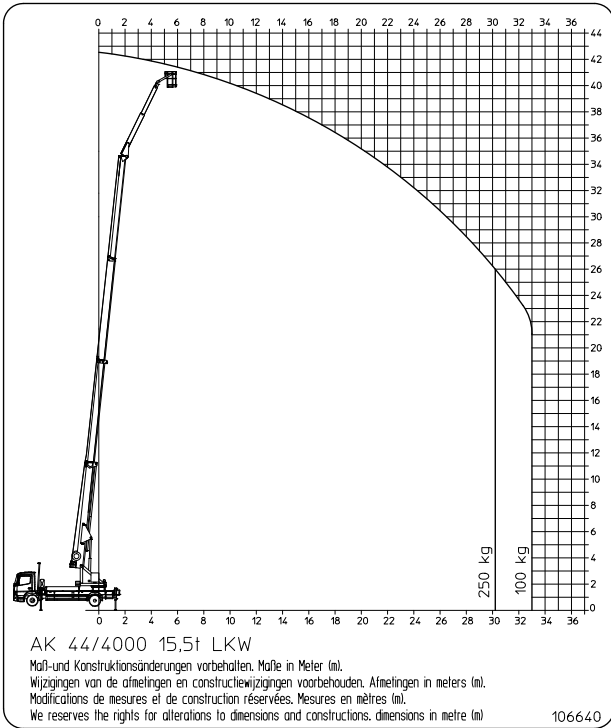
 Böcker

INFO

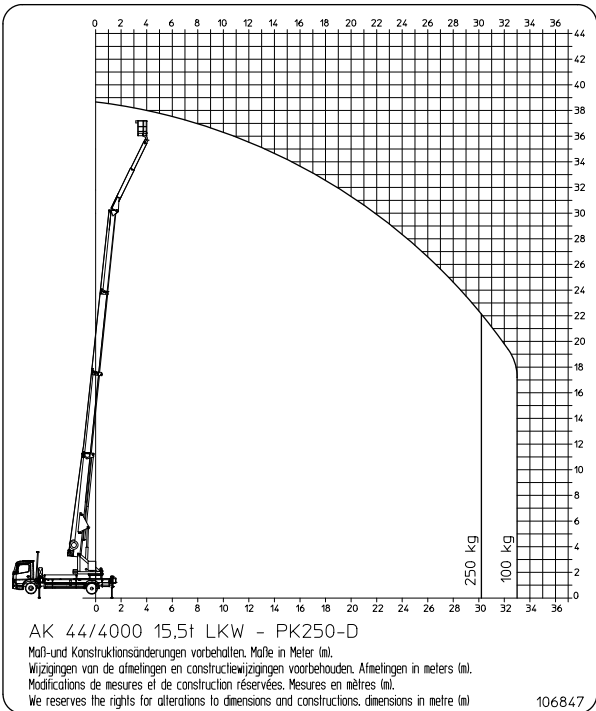
Work diagram



PK 250-1



PK 250-D



All rights reserved for changes in dimension and construction!

