



Russells South Heywood (Residential) Limited

South Heywood Masterplan

Primary Substation, Enabling Works

Construction Method Statement (CMS)

Revision 2 29/01/25

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1. Introduction

This Construction Method Statement (CMS) has been prepared by Russells South Heywood (Residential) Limited (RSHL) ('the Applicant') in support of the Reserved Matters Application submitted on 20th December 2024 via the Planning Portal (Reference: PP13295321) for enabling works to prepare the Site for the installation of a primary substation pursuant to the 'outline' element of hybrid planning permission ref. 16/01399/HYBR. The primary substation details are subject to a separate RMA prepared and submitted by Electricity North West Limited ("ENW").

A primary substation is proposed to be located on the land south of the recently constructed Queen Elizabeth II Way which is covered under the Outline Element of the Hybrid Permission. The Site lies to the central western area of the Masterplan in an area designated for SUDs, ecology, access and landscaping on the approved Land Use and Parameters Plan.

2. The Development

RSHL has agreed a contract with ENW for them to install a primary substation on the land which will service the wider South Heywood development and facilitate the future delivery of the remaining development plots. In preparation for the installation of the primary substation, enabling works are required to be undertaken which would comprise of the following key elements.

- Bulk earthworks cut and fill.
- Removal of excess or unsuitable materials.
- Diversion of 750mm surface water drain and grubbing out of existing drain.
- Culverting of a section of open watercourse and replacement of existing section of culvert.

RSHL will deliver the above works in the Land Bound By Manchester Road, Hareshill Road & Pilsworth Road West of Junction 19 of the M62 (Land South of Queen Elizabeth II Way). The nearest postal code is OL10 6PT.

The purpose of this Construction Method Statement (CMS) is to address the detailed procedures, sequencing and the anticipated construction methodology prepared by the team engaged in the works. Our involvement in the project through the planning and pre-construction phases, coupled with our experience in delivering similar schemes, has assisted in the compilation of this document.

Project Specifics:

- Construction Programmes and Sequencing
- Waste and Recycling
- Transport Management and Site Logistics
- Pedestrian and Vehicular Access
- Underground Services
- Noise
- Vibration
- Air Quality and Odour Control

The South Heywood site is situated in the borough of Rochdale. The site is located in a commercial and industrial area, surrounded by storage and distribution parks/units.

The northern part of the site comprises a mounded area (up to circa 125mAOD), a proportion of which will be removed to allow a haul road and construction compound for the substation works.

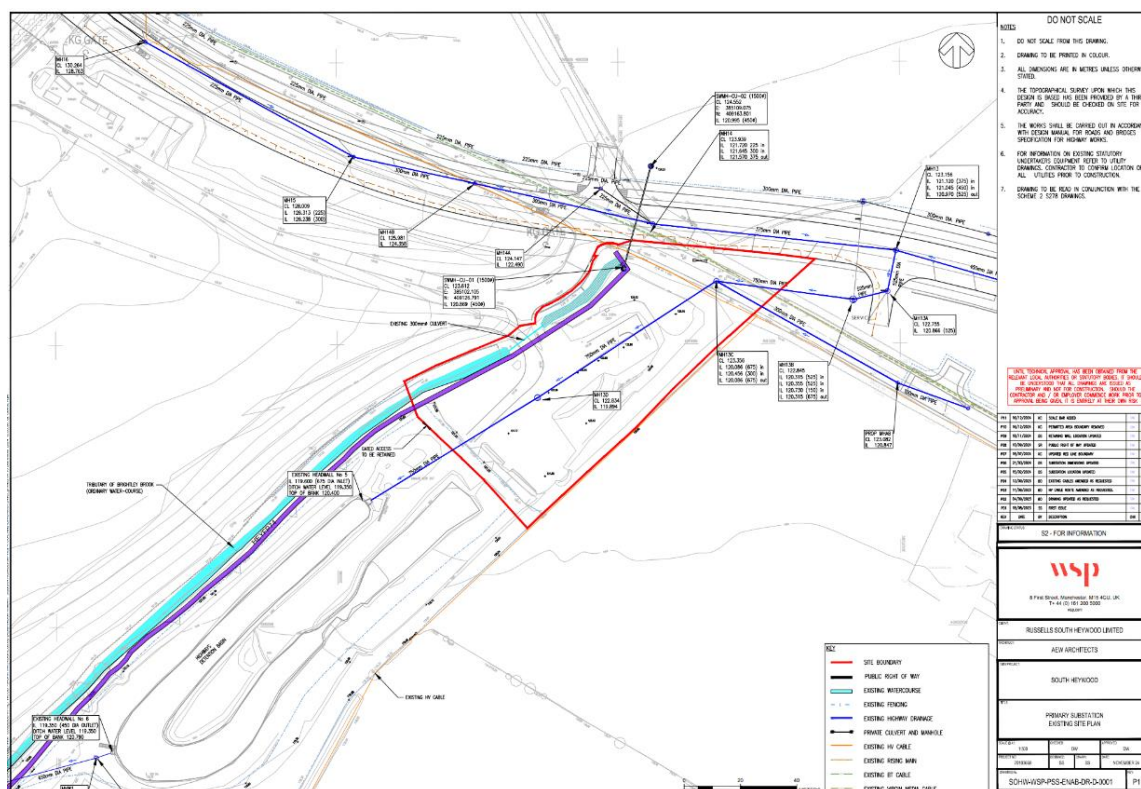
The objectives of the current works are to support the plateauing of the site, including the infilling of ditches/low areas, construction of a gabion retaining wall and the removal of a 750mm diameter culvert, which crosses the site from north east to south west.

Other than the filling of ditches/low areas, no significant changes in level are anticipated albeit, due to level differences, a gabion retaining wall (retaining the eastern boundary of the site), will be required to the east of the primary substation.

The as dug Made Ground soils on the site are considered unsuitable for use as fill (other than in future landscaped areas), Made Ground will be screened and modified with lime/cement to render it suitable for use, or imported granular materials will be used as fill.

The overall site is indicated on the location plan below in red:

WSP drawing number D-0001:



3. Outline Programme

The anticipated timescales of the works are as follows:

Activity	Weeks
Enabling Works	20 weeks

Periods are based on the following construction hours:-

- 6.00am – 7.00pm Monday to Saturday
- 8.30am – 2.00pm Sunday

Site deliveries will take account of neighbouring properties and surrounding businesses where possible to minimise impact on traffic levels surrounding the site. Sundays and Bank Holiday working will be avoided where possible but may be required throughout the works.

There could be certain circumstances where construction works will be required to take place outside of these hours.

4. Construction Methodology

All deliveries will be made during normal working hours and will generally be delivered direct to the work area where practicable. Any other materials will be delivered to the site compound for distribution through site as required.

All deliveries of plant and materials to site will be routed to site using the M62 J19 or M66 J3 in accordance with the CTMP (Condition 22). These will be offloaded within the boundary fence of the site and will therefore have no adverse effect on the local road network.

The supply chain will be visited by our procurement team in advance of orders being placed and the route will be communicated with notes added to all delivery orders to reinforce the restricted route.

All deliveries to site will be planned and received by a dedicated operative via the access points.

The access points where required will have a dedicated operative in attendance to ensure that the highways are always kept clear of debris. A road brush will be available as required.

Appendix A includes a Site Layout Plan, which has been prepared to support the descriptive notes included within this document.

4.1 Protection of Existing Services

All existing services will be fenced off/demarcated including any exclusion zones. This will protect the service during construction. Any crossing points will be designed in accordance and the approval of the relevant statutory authority. These areas will be signed to ensure the crossing points are adhered to. Information regarding these crossing will be communicated during the site induction.

All fencing and site access/egress points will be complimented by relevant required site safety signage and any signage and will be included in the temporary works register.

4.2 Public Rights of Way

Within the site there is 1 Public Rights of Way (PRoWs).

The PRoW (Ref: HeyFp74) crossing the site area from north to south has been temporarily closed via the RBC PRoW Officer, to enable to works to take place.

On completion any reinstatement will be carried out to satisfaction of the PRoW Officer.

Prior to the commencement of the works on site, a dilapidation survey will be undertaken to the surrounding footpaths and roadways which will be open for all/any parties to review. This will include photographic records and an itemised list.

As part of the site establishment, we will apply for the installation of temporary incoming services to serve the site welfare and office facilities, this will include incoming water and electricity and outgoing waste and wastewater. This will be undertaken through consultation with the local statutory authorities, namely Electricity North West for the electrical installation and United Utilities for water and waste water.

Liaison will also take place with any adjacent constriction sites/works throughout the build process.

We understand the risks and complications of working adjacent to public highways and footpaths and the importance of pedestrian safety and good traffic management. Throughout the development of this plan, we believe that through engagements held with key parties, we have

prepared a proposal that addresses any feedback communicated to us through site meetings and correspondence.

We appreciate that the location of the site to the busy local employment areas and highways and these will be considered on a continuous basis and if required we would employ the services of a traffic management consultant and/or subcontractor to produce procedures and/or plans that will assist in the traffic management around the site where we feel we may affect it, albeit we feel our construction operations will be all inbound of our site boundaries and interface with activities outside our site boundary will be minimal.

Throughout the construction works, we will review the requirement for a gatekeeper and qualified Traffic Marshall, if required these will be responsible for all deliveries to the site.

The site team will ensure that the contents of the final CMP will be communicated to all subcontractors and suppliers as we believe that all parties involved in the works have an equal responsibility to ensure that the content of this CMP is adhered to at all times. Subcontractors and suppliers involved in the project will be advised that where necessary non-construction traffic will be given priority over site deliveries unless we believe that there is a risk to the health and safety of the general public or were the delivery should have priority to minimise any impact on traffic flow.

4.3 Traffic & Pedestrian Management (covered in the CTMP)

In order to facilitate the logistics required to serve the site plans items to be considered include but will not be limited to

The proposals seek to address: -

- Traffic Management procedures for the project.
- Access, egress and turning points.
- Temporary or permanent alterations to local traffic routes/regulation orders
- Additions or alterations to signage
- Public right of way demarcation and signage in particular in relation to the temporary closures.
- Segregation of vehicles and pedestrians on site.
- Any other measures to ensure the safe movement of pedestrians and vehicles, both on and off site such as angled site hoarding to maintain eye lines for moving traffic.

In preparing the Traffic Management Plan, we have considered the following:

- Liaison with the highway scheme being delivered by RBC adjacent to the site
- Impact on adjacent developments and properties
- Pedestrian Access routes.
- Facilitating deliveries to and from the construction site.
- Segregation of the construction site from the general public and highways

The traffic management plan will be strictly enforced during the works and will be communicated to all subcontractors, suppliers and staff prior to commencement on site.

4.4 Pedestrian Routes & Signage

Adequate signage will be installed/erected as part of the traffic management proposals to address traffic movements on the public highways.

Company branded signage will be erected around the site and compound communicating all safety obligations and standards to the workforce, visitors and general public (where applicable).

4.5 Site Welfare, Security & Parking

The main site welfare will be located as per Appendix A providing welfare, for all persons employed on the scheme in accordance with the requirements set out in the CDM 2015 Regulations.

- Any mobile generators will be super silent surrounded by noise attenuating hoarding to keep site noise to an absolute minimum (application will be made for main connection at contract award to allow the removal of temporary electrics as soon as practicable).
- Appropriate and applicable signage will be installed containing key site information.
- People-plant interface will be managed through segregation and where required, a fully briefed compound logistics plan and one-way traffic plan.
- The site will establish a designated secure Waste Management area on hard standing, at least 15m from drains and watercourses. Signage will be used to easily identify each waste stream.
- Liquid hazardous/special wastes will be stored within a bund to contain at least 110% of the contents, in an accessible area with enough space for inspection.
- Further to the facilities at our site compound we will provide training to all operatives on the correct procedure for disposal of the waste and employ a dedicated team to monitor site ensuring any waste being produced is being collected and disposed of correctly. Particular attention will be taken of general wrappings and ties that can be carried by the wind.
- Materials will be stored in a dedicated storage area appropriate for the material type.
- Any material stored at height will have appropriate guard rails safe manner in the site compound.

Outside of working hours all access gates (vehicular and pedestrian) will be locked. Whilst site security is still to be determined our intention is to look at the provision of a CCTV security system that will monitor the site out of hours with the possibility to supplement the CCTV with roaming security guarding who will periodically visit the site out of hours.

As part of our subcontractor enquiries & orders, all personnel will be made aware of the necessary site measures and rules so that the works are effectively pre-planned, and requirements managed when on site.

The site car park will be of sufficient size to accommodate all the operatives required on site ensuring we have no negative impact of the local highway.

5. Construction/Works Activities

Site fencing will be aligned in accordance with the attached site plans and details, which can be found in [Appendix A](#).

The sequence of works shall generally comprise of the following:

- Take possession of the site
- Install traffic management for access to the site
- Install fencing and signage
- Form compound area
- Site strip of top layers of vegetation and shrubs
- Install new drainage infrastructure to highway outfall
- Install new drainage infrastructure for culvert outfall
- Construction of required retaining structures
- Removal of redundant drainage
- Earthworks to substation formation levels
- Ground remediation and compaction
- Handover to ENWL

6. Health & Safety

6.1 Construction (Design and Management) Regulations 2015

The project will be completed in accordance with the Construction (Design and Management) Regulations 2015 and all other relevant legislation.

6.2 Health & Safety Plan

Prior to commencement on site, a Construction Phase Health and Safety Plan (CPH&SP) will be produced by the Contractor/s and issued to the Principal Designer for review and sign off. The contents of the CPH&SP will include, as a minimum:

1. Responsibilities
2. Standards
3. Review of the Health and Safety plan (Pre-construction)
4. Development and implementation procedure
5. Information, co-ordination and co-operation
6. Welfare
7. Training
8. Contractors Site Rules
9. Monitoring
10. Health and Safety File

Risk assessments and method statements (RAMS) for all elements of the works will be prepared by the individual subcontractor appointed on the project, these will also be reviewed by the Contractor/s site team prior to that works package starting on site. All works tasks will be risk assessed and final RAMS approved by a competent member of the site team prior to commencement of the works on site. Any deviation from the agreed risk assessment and method statement will result in the relevant works package activity being temporary halted until the necessary re-assessments and control measures are put in place.

7. Environmental

An Environmental Plan will be prepared to demonstrate the following: -

- Applicable environmental legislation
- Pollution
- Nuisance
- Ecology
- Public Relations
- Water Recycling and management during construction works

7.1 Pollution

The Contractor/s will identify any potential pollution risks and adopt control measures to minimise or eliminate where possible, pollution. The plan will identify protection measures where there is a perceived direct risk to water courses due to certain construction activity for example:

- Earthworks (including stockpiling of spoil, and movement/storage of contaminated soils)
- Concrete works (including washing out concrete delivery vehicles)
- Storage and movement of fuels, oils and chemicals
- cleaning (including plant/machinery and wheel washing)

7.2 Nuisance and Noise

The Contractor/s and their subcontractors will, as far as is reasonably practicable, ensure that nobody on site is exposed to excessive noise levels. Where noise levels are suspected to be excessive the direct employer will be responsible for ensuring a suitable noise assessment is carried out. Suitable hearing protection must be made available to all affected personnel on request. Subcontractors undertaking work that exceed acceptable or regulated noise levels must set up hearing protection zones with clear warning signs.

Whilst noise emissions are unavoidable, they will be intermittent by nature and as such limited to the working hours.

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a D02675-010.rev minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.

All plant will be procured through our plant department and approved supply chain and will fitted with effective exhaust silencers, maintained in good and efficient working order to minimise noise emissions.

All site reversing will be avoided where possible through specific method statements for each work activity. All site plant will be fitted with directional reversing alarms and 'white noise' type to minimise nuisance impact on local sensitive receptors.

Noise monitoring will be carried out to ensure that existing noise levels are not exceeded by more than 3dB(A).

Machines in intermittent use shall be shut down in the intervening periods between work or throttled down to a minimum. The engines or motors of machines which will be out of use for a period exceeding 15 minutes shall be turned off.

We will utilise plant and work methods that reduce noise and vibration, where reasonably practicable.

Noise attenuation screening will be used for specific elements of the projects if deemed necessary with noise monitoring carried out during the course of the works

Any mobile screens shall, as far as is reasonably practicable, have sufficient mass to be able to reduce the passage of sound across the barrier and be free of significant holes or gaps between or under any acoustic panels or board.

7.3 Vibration

Albeit we do not have any particular close/adjacent properties vibration will have minimal effect of nearby individuals, other than those undertaking works within the project area. Activities including excavating and piling will keep vibrations to a minimum by using size appropriate excavators, in situ piling methods and cutting of materials before complete removal. All small tools and equipment that produce localised vibration will be kept to a minimum and tracked by the Contractor/s and subcontractor/s working on the project.

In all cases, the maximum measured vibrations at occupied property shall not exceed a peak particle velocity of 1mm per second unless written consent has been obtained from the Project Manager.

The Project Manager and the Head of Planning and Regulation shall be notified immediately of any works carried out in emergency.

A telephone number for emergency use shall be notified to the Local Authority prior to the commencement of operations and we shall submit a working schedule, in writing, so that any necessary protection measures can be checked, or noise monitoring carried out.

Before commencement of Works or any significant phase thereof, or immediately any change in method of working not previously notified is affected, we shall inform the Local Authority.

7.4 Air Quality

The sources of dust and emissions during construction will be via:

- Site strip
- Site Excavations
- Vehicle movements to and around the site
- Saw Cutting and other forms of material cutting
- Construction operations – pouring concrete/screeds

Due to the nature of construction site activities, the control of dust emissions will rely upon good management provisions, good site planning to minimise dust from becoming airborne. The weather conditions also contribute to the effects of dust emissions and as a result, it is often difficult to wholly eliminate dust from existing the site boundaries.

The prudent use of water application, screening and good site planning and management will ensure effective dust control consistent with good practice and the standards expected of a major construction site.

The following measures will be implemented:

- Using water sprays to maintain damp surfaces during dry weather
- Keep stockpiles for the shortest time possible and covered during dry spells where possible; Fine material stored in contained/ enclosed form
- Minimise unnecessary handling of materials.

- No burning will be allowed on site.
- Sheeting of Lorries during transportation of construction materials and spoil export.
- Enclosure or covering all containers to prevent escape of dust and waste materials during loading and transfer.
- Construction of hoardings at the site perimeter or around dust sources.
- Vehicles not left idling, engines to be turned off.
- Dust suppression to be employed on all abrasive tools which produce dust.

Considering the potential impacts of emissions from construction traffic and plant, a number of mitigation methods could be applied to minimize the exhaust emissions, which include: -

- Requiring the use of reasonably new vehicles which conform to Euro VI standards as a minimum
- Ensuring that all construction plant and equipment is maintained in good working order and not left running when not in use.
- The planning of deliveries to be outside the peak rush hour demands thereby reducing the amount of standing time and avoiding adding to congestion.
- Adopting off site assembly where possible to minimize the number of road miles by construction traffic.
- The use of localised subcontractors, suppliers and labour where possible to minimise the distance travelled to site and hence the emissions produced.
- Use of local material suppliers and vendors.

7.5 Lighting

The use of artificial light during construction will be required to be controlled to reduce the impacts on the surrounding residential properties. The lighting strategy will be such that safe levels of light are maintained for the works, however, where there is a risk of light pollution or nuisance to surrounding properties, shields will be provided to the lights to mitigate such effects.

7.6 Management of Recycling and Disposing of Waste

During earthworks operations settlement ponds may be constructed to collect any surface water generated allowing any settleable material and turbidity to be removed. This measure will control the potential risk of pollution of the surrounding watercourses. Monitoring of the watercourses will be carried out daily during construction works.

8. Waste Management

8.1 General Provision

The Contractor/s will be responsible for the management of waste on the site. In general, the principles of the waste management hierarchy will prioritise waste minimisation, re-use of materials and recycling over disposal to landfill. All necessary licenses will be obtained for the storage, treatment and disposal of waste and registered waste carriers will be used or registration sought as a waste carrier.

8.2 Waste Minimisation and Monitoring

All waste produced on site will be categorised and quantified with opportunities for reuse, recycling investigated where possible. Waste will be cleared regularly from site and will be segregated where possible. This is not an explicit requirement but represents good practice on site and therefore all subcontractors working on the project will be encouraged to follow this principle except where space does not permit. As a minimum, legal obligations to segregate waste into hazardous and non-hazardous waste will always be observed. All hazardous waste will be controlled in accordance with Control of Substances Hazardous to Health (COSHH) Regulations.

Appendix A - Site Plan

