



JAMES CAMPBELL ASSOCIATES LTD

CHARTERED ARCHITECTURAL SERVICES



**Campbell House
173 Rochdale Road
Firgrove
Rochdale
OL16 3BN**

Tel: 01706 354888

Mob: 07817 623183

Email: admin@jamescampbellassociates.co.uk

Web: www.jamescampbellassociates.co.uk

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PROPOSED FABRICATION WORKSHOP EXTENSION

SALT SEPARATION SERVICES LTD

CANAL STREET WORKS, ROCHDALE

**CONSTRUCTION MANAGEMENT
PLAN & METHODOLOGY**

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This Construction & Environmental Management Plan has been produced by JCA for the construction of proposed development at the above site address.

1.0 Introduction

This is a proposal for the site of the proposed development at the above address consisting of the removal of an existing duo pitch single storey industrial building approx. 6.5m in height to the ridge, demolition is critical as the building is built and connected to an existing building complex that wraps around the subject site. The proposal seeks to build a simple steel portal frame and steel-clad building in its place that will be approx. 11m high.

The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with the council. The Project Manager shall work with the council to review the Construction Management Plan should any problems arise in relation to the construction of the development. Any future revised plan must be approved by the council and complied with thereafter.

2.0 Construction Start/Completion Dates

Main Contract Works (proposed)

- Start date: Spring 2025
- Completion date: Autumn 2025

3.0 Proposed hours in which vehicles will arrive and depart

Site hours will be between 7.30am to 5.00pm Monday to Friday and 8.30am to 11.45am on a Saturday. All vehicles will arrive and depart within these hours.

All material deliveries and general vehicle movements will be supervised by a Banksman. No work or deliveries will be completed on a public or bank holiday or Sunday.

4.0 Access arrangements for Vehicles

All access arrangements will be completed from Fletcher Street in the hours as detailed in section 3.0.

All vehicles will offload from either street (depends on vehicle size). Materials will then be taken into the internal construction compound by small site dumper / forklift or in majority of cases lifted from Hiab devices located to the rear of the delivery vehicle. Hand balling certain smaller lighter materials will be under strict supervision. All egress from site will involve the inspection of the vehicles prior to departure and to ensure they are clean for re-entering onto the Highways, All vehicles will be controlled by a trained banksman throughout the delivery process. Access to the material storage area and construction compound will be extremely limited due to the very limited space. There is no risk of mud and slurry as the site is built next to Fletcher Street, there is a proposal to close this section of street off and encompass it into the application site. The method of construction for the building is simple in nature and existing foundation and concrete slabs will be re-used as required, the building is basically a new covering over the existing floor area so mud open ground will be at an absolute minimum.

5.0 Specific Deliveries and Off loading

No issues with deliveries are envisaged. All vehicles will be brought adjacent to the construction site and will be offloaded by means of forklift or manually depending on the load.

6.0 Size of Vehicles

Numerous types of delivery vehicles will be used to bring materials to and from the site. These include:

- Skip lorries. These will include standard 8 yard skips for waste (approx size 1.2m long and 2.4m wide).
- Transit size delivery vans
- Ready mix concrete lorries. (approx size 8.25m long and 2.45m wide).
- Flatbed delivery vehicles for the delivery of various materials including scaffolding, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx size 8.5m long and 2.45m wide).
- General builders' material vehicles and Hiab 8.67m x 2.38m wide.
- The projected vehicle movements are approximately 1 - 2 per day during the main contract works period.
- Crane for lifting steel stanchions into place.

7.0 Parking and Loading Arrangements

A strict delivery procedure will be implemented to ensure that the surrounding areas are not hindered.

All parking of site personnel will be contained within the site compound area to the rear of the building off Canal Street, likely five or six vehicles max.

All subcontractors, suppliers and deliveries will be required to give 24 hours' notice of deliveries.

Vehicles will pull next to the site for unloading and be completed under Banksman supervision.

No parking will be permitted on Fletcher Street or the surrounding streets and all parking will be kept within the site boundaries.

8.0 Control of dirt and dust on the public highway

Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites.

As the site does not have any grassed and landscaped areas, the risk of mud and soil deposits is extremely low while vehicles are within the site.

Roads will be kept clean of mud and debris from the site.

All large vehicles will be fully sheeted to minimise the risk of any debris over-spilling onto the highway and mitigating dust.

9.0 Details of consultation with neighbour's

Early and honest communications are to be established prior to work starting to ensure a good rapport with the community which will help reduce problems that may arise during the construction process.

Any particularly sensitive works or issues are dealt with in a professional and accountable manner. This may include things like out of hours delivery of large items of plant such as piling rigs etc.

Information boards will be displayed on the site hoarding which will highlight the key personnel on site including their contact details.

In the event of a complaint, the contractor will respond by return or as soon as they can. All complaints will be logged, all actions tracked, and each item closed out to the satisfactory agreement of all parties.

Prior to any person being allowed on site they must go through a Health, Safety and Environment Project Induction.

10.0 Targeting zero non-hazardous waste to landfill

At source, segregation is to be carried out into the different waste streams to ensure that the materials can be distributed to the correct licensed facility to deal with the waste stream.

As part of the procurement process, materials are to be considered which can be disposed of as non-hazardous and as such ensures operatives have reduced risk to COSHH materials and that the construction waste generated by the materials can be dealt with as non-hazardous.

11.0 Energy usage

Where practicable, green energy is to be sourced for the construction phase. Meters will be supplied for the site enabling energy consumption levels to be monitored and recorded.

12.0 Fuel consumption

Local contractors are to be procured for the project therefore minimising transport costs and impact on the local environment.

Modern machinery technology is to be adopted where applicable and practicable.

13.0 Waste Management

The approach to the treatment of waste is to employ a specialist waste management contractor as a trade package. This contractor is responsible for:

- Ensuring the site is kept clean and safe.
- The collection of waste from a central point.
- Segregation of waste on site.

The waste management contractor will ensure that all access routes, fire escapes and staircases are swept and kept clear of debris on a regular basis to maintain high standards of health and safety on the project. All general areas of the project will be swept clean on a weekly basis.

Sub-contractors will be responsible for removing waste emanating from their works to a central point on site.

14.0 Environmental and sensitive working practices

Care should be taken when clearing ground prior to development and to ensure any ecological values are met and reviewed.

Sub-contractor and site operatives are advised to pay attention to foundation excavations and service trenches.

During the course of the construction period, the contractor is to ensure they have onsite at all times suitable and regulated spill kits and a reaction plan to deal with any fuel spillages.

All fuel will be stored within a double bonded fuel storage system, to prevent contamination. A spill kit will be immediately available to react in the unlikely event of a spill or failure.

15.0 Site Amenities

The proposal site is to be provided with office porta cabin with food and drink preparation facilities provided to be used by site operatives.

Project manager is to manage any food preparation areas to ensure the areas are kept fit for purpose.

Storage for site operatives' personal belongings is to be provided within a secure area of the porta cabin in addition to office space to be used.

16.0 Plant and Material Storage

As outlined within section 8.0, site materials are to be unloaded within the site boundaries and stored externally away from parking and access points. Materials are to be covered when not in use with greater consideration for granular minerals such as sand to ensure the materials remain wholly within the site boundaries.

Large plant machinery is to be stored securely within the site boundaries away from access points and parking areas.

Smaller plant and tools are to be stored within the storage area of the onsite porta cabin to ensure security. Management of the stored equipment will be undertaken by the project manager.

17.0 Site Hoarding

Site boundaries are to be provided with temporary secure Blok'N'Mesh fencing. Site notices and H&S warnings are to be positioned along the site hoarding in plain view of the public. Main contractor contact details are to be provided on the outside of the site hoardings to facilitate issues relating to complaints or site delivery access.