



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

Date: November 2025

Our ref: 17.1528
Your ref:

PROPOSED FABRICATION WORKSHOP EXTENSION

SALT SEPARATION SERVICES LTD

CANAL STREET WORKS, ROCHDALE

Construction Environmental Management Plan (CEMP) – Canal Street Works, Rochdale

*Date: December 2025 (Revising the July 2024 CEMP to address updated planning conditions)
Project: Proposed Fabrication Workshop Extension, Salt Separation Services Ltd – Canal Street Works, Rochdale*

1.0 Introduction

This Construction & Environmental Management Plan (CEMP) has been prepared for the proposed development at Canal Street Works, Rochdale. The project entails the demolition of an existing single-storey industrial building (approximately 6.5m to ridge height) that is attached to the existing building complex, and the construction of a new steel portal frame, steel-clad workshop extension in its place (approximately 11m high).

This CEMP outlines how the construction will be managed to mitigate environmental and amenity impacts, in compliance with the requirements of the Local Planning Authority. The agreed contents of this CEMP must be adhered to unless otherwise agreed with the Council. The Project Manager will work with the Council to review the plan should any issues arise during construction. Any future revisions of the plan must be approved by the Council and then followed thereafter.

2.0 Construction Start/Completion Dates

Main Contract Works (proposed):

- **Start date:** Spring 2026 (anticipated)
- **Completion date:** Autumn 2026

(Exact dates are subject to final approval and project scheduling.)

3.0 Construction Hours of Operation

Site working hours will be 08:00 to 18:00 Monday to Friday and 09:00 to 14:00 on Saturdays, in line with the planning condition. All construction activities including deliveries will occur only within these permitted hours. No construction work or deliveries will take place on Sundays or Bank Holidays.

4.0 Access Arrangements for Vehicles

All construction traffic will access the site via the established highway network, approaching from Oldham Road onto Canal Street and then entering from Fletcher Street. Site access is restricted to the Fletcher Street entrance and is only permitted during the hours stated in Section 3.0. This designated route of access ensures minimal disturbance to the surrounding area.

Vehicle Loading/Unloading: All vehicles will off-load within the site boundary or immediately adjacent to it (depending on vehicle size and turning requirements). A trained banksman will supervise all vehicle movements into and out of the site, guiding drivers during reversing or tight manoeuvres. Materials delivered will be moved into the internal construction compound using appropriate equipment – for example, forklifts or small site dumpers for pallets and bulk materials, or vehicle-mounted cranes (Hiab) for larger items. Any hand unloading of smaller, light materials will be carried out under strict supervision to ensure safety.

Due to the limited space on site, access to storage areas and the construction compound will be tightly managed. All drivers and site operatives will be briefed on the access route and procedure. No vehicles associated with the works will use or block any residential side streets.

Before leaving the site, all vehicles will be inspected and cleaned as necessary (see Section 8.0) to ensure they are free of mud or loose debris. This measure, along with banksman oversight, will prevent track-out of mud and materials onto public roads.

5.0 Specific Deliveries and Off-Loading Procedures

No significant issues with deliveries are anticipated given the site logistics. All delivery and collection vehicles will be directed to the site compound or immediate frontage on Canal Street/Fletcher Street for off-loading. Unloading of plant and materials will be conducted using mechanical means wherever possible:

- Forklift trucks or telehandlers will off-load pallets, equipment, and materials from delivery lorries.
- Hiab cranes (lorry-mounted cranes) will be used to lift heavy or awkward loads directly from delivery vehicles into the site.
- Smaller deliveries may be unloaded manually by operatives, under supervision, if they are of manageable size/weight.

All unloading and loading operations will be undertaken within the site boundaries or in a controlled area adjacent to the site – there will be no unloading on the public highway. Deliveries will be scheduled to avoid peak traffic times where possible, and drivers will be required to coordinate arrival times to prevent vehicles

queuing on local roads. In the case of any exceptionally large plant or abnormal load deliveries, these will be planned in advance with the Council and police as necessary, and appropriate safety measures (e.g. temporary road closures or out-of-hours delivery with permission) will be put in place.

6.0 Size of Vehicles

A variety of vehicle types will access the site for deliveries and removals. These may include (but are not limited to):

- **Skip Lorries:** Standard 8-yard skip wagons (approx. 7.5m long, 2.4m wide) for waste removal.
- **Transit Vans:** Small and medium panel vans for tools, equipment, and small material deliveries.
- **Ready-Mix Concrete Trucks:** Typically 6–8m³ capacity drum mixers (around 8.2m long, 2.45m wide) for concrete deliveries.
- **Flatbed Trucks:** Rigid flatbed lorries (up to ~8.5m long, 2.45m wide) for materials such as steel beams, timber, scaffolding, bricks/blocks, etc., sometimes equipped with Hiab cranes.
- **Articulated Lorries:** On rare occasions for oversized materials, though the need for articulated HGVs will be minimised due to space constraints.

The anticipated volume of construction traffic is low – on average 1–2 vehicle movements per day during peak construction activity. This includes deliveries of materials and removal of waste. An mobile crane or all-terrain crane will be brought in as needed (for example, to lift steel frames into place), and this will be carefully coordinated to avoid conflicts with other site traffic.

7.0 Parking and Loading Arrangements

A strict delivery and parking plan will be enforced to ensure the surrounding roads are not adversely affected by the works. All parking for site operatives and visitors will be accommodated within the site compound area at the rear of the building off Canal Street. Space on site is limited, but it can hold approximately five to six cars/light vans. All site staff, contractors, and any visitors will be instructed to park only in this designated area or in an approved off-site parking area – no parking by site personnel or visitors will be permitted on Fletcher Street or any surrounding streets. This will prevent congestion and inconvenience to neighbours.

For deliveries, contractors and suppliers must provide at least 24 hours' notice of any large delivery or plant arrival. This allows the site manager to schedule and prevent multiple deliveries clashing or causing waiting on public roads. Delivery vehicles will be directed by signage and banksmen to pull up adjacent to the site for unloading (as described in Section 5.0). All unloading will occur under banksmen supervision to ensure it is done efficiently and safely. Once unloaded, vehicles will depart promptly to avoid any on-road waiting.

During construction, a no-idling policy will be enforced for delivery trucks – engines should be switched off during unloading to minimise noise and emissions. Additionally, any loading of waste or removal of materials from the site will follow the same procedure in reverse: vehicles will be guided in, loaded within the site, securely covered if carrying loose debris (see Section 8.0), and then guided out by a banksmen.

In summary, no unauthorised parking or loading will take place on public highways. All vehicle movements, parking, loading and unloading will be confined to the site and managed to avoid disruption to traffic and neighbours.

8.0 Control of Dirt, Mud, and Dust on the Public Highway

Mud and debris tracked onto roads are common nuisances and safety hazards from construction sites. In this case, the construction site consists largely of existing hardstanding (concrete slabs and paved surfaces), so the inherent risk of mud generation is low – there is very little exposed earth once demolition is complete. Nonetheless, comprehensive measures will be in place to prevent any mud or detritus from being carried off-site. These measures include:

- **Wheel Washing:** A wheel wash station (e.g. a pressure washer or dedicated wheel wash facility) will be set up at the site exit on Fletcher Street. Every construction vehicle exiting the site will be checked and, if necessary, have its wheels and undercarriage cleaned to remove mud and soil. This will prevent mud being trailed onto the public highway.
- **Barrier Rumble Grid:** A temporary rumble grid or rumble plates will be installed at the site egress. As vehicles drive over this grid, it will help dislodge mud from tyres and chassis. This acts as a barrier to prevent the spread of mud beyond the site boundary.
- **Road Sweeping:** The adjacent public roads (Fletcher Street and Canal Street) will be inspected daily for any mud or debris from the works. A road sweeper (mechanical road brush) will be deployed regularly and whenever needed to keep the carriageway clean. Any spillage on the highway will be cleaned immediately.
- **Covered Loads & Dust Control:** All lorries transporting loose material (e.g. excavated rubble, soil, or waste skips) will be **fully sheeted/covered** before leaving the site to prevent any dust or debris blowing off onto the highway. In addition, if dry weather leads to dust on internal haul routes, water will be used to damp down dust (see Section 14.0 for broader dust mitigation).

By implementing these precautions, the site will ensure that mud and debris are effectively contained. The combination of wheel washing, rumble grids, covered loads, and prompt road sweeping will mitigate the risk of dirt on public roads throughout the construction phase.

9.0 Communication and Consultation with Neighbours

Early and honest communication with the surrounding community is essential to minimise issues during construction. Prior to works commencing, nearby residents and businesses will be informed about the project and provided with key contact details. Maintaining a good rapport with the community will help address concerns proactively and avoid complaints.

Any particularly sensitive works or issues will be communicated in advance and handled in a professional, accountable manner. For example, if an exceptional necessity arises to undertake a large delivery or operation outside of normal hours (such as installing an oversized piece of plant), this will be discussed with the Council in advance and affected neighbours will be notified to mitigate disturbance. Such instances are expected to be rare and would only occur with proper authorization.

A site information board will be erected on the hoarding, clearly visible to the public, displaying details of the project and key site personnel contact information (e.g. the Site Manager's phone number). This will enable any member of the public to easily get in touch with the site team to raise concerns or questions.

A formal complaints procedure will be in place. In the event of a complaint from a neighbour or other third party, the contractor will respond as soon as possible (aiming within one working day). All complaints will be logged, and the actions taken to resolve each issue will be recorded. The issue will be considered resolved only when the complainant's concerns have been addressed to a satisfactory degree and no further reasonable action is requested.

Furthermore, site inductions for all workers and subcontractors will include a briefing on respecting the local community (e.g. regarding noise, language, parking) and environmental responsibilities. By ensuring all personnel are aware of these expectations from the start, the likelihood of causing annoyance to neighbours is reduced.

Regular updates may be provided to nearby occupants, especially if the construction will involve any disruptive activities. Overall, a considerate construction approach will be adopted in line with the Considerate Constructors Scheme ethos – aiming to minimise impact on neighbours and promptly resolve any issues that do arise.

10.0 Targeting Zero Waste to Landfill

The project is committed to sustainable waste management and aims to send zero non-hazardous waste to landfill. To achieve this, waste will be segregated at source into different streams (e.g. wood, metal, inert rubble, plastics, etc.), so that each stream can be recycled or disposed of at the appropriate licensed facility. Materials selection during procurement will take into account opportunities to use products that generate less hazardous or non-recyclable waste. Wherever feasible, construction materials will be chosen or utilized in a way that they can be reused or recycled rather than discarded.

By prioritizing reuse and recycling, and treating landfill disposal as a last resort (for truly non-recyclable, hazardous residues only), the project will significantly reduce the volume of waste entering landfill. Regular waste audits will be conducted to monitor segregation efficiency and ensure compliance with this target.

11.0 Energy Usage

Energy efficiency will be considered throughout the construction phase. Where practicable, the site will utilize green energy sources or renewable power supply for its temporary electricity needs (for example, using grid electricity from renewable tariffs or solar/battery tower lights). Meters will be installed to monitor electricity consumption on site, enabling the site management to track usage and identify opportunities to save energy. By monitoring and managing energy use, the project can minimise unnecessary consumption (such as by switching off equipment and lights when not in use) and reduce the carbon footprint of the construction process.

12.0 Fuel Consumption

To reduce fuel consumption and associated emissions, the project will implement several strategies. Local contractors and suppliers will be used wherever possible, which minimises travel distances for personnel, materials, and equipment deliveries. This not only cuts down fuel usage but also supports the local economy. Additionally, the site will utilize modern, fuel-efficient machinery and vehicles – for example, newer plant with lower emissions and better fuel economy, and regular maintenance to keep engines running efficiently. Unnecessary idling of vehicles and plant will be prohibited, and equipment will be shut down when not in active use. By taking these steps, the project will limit its fuel consumption and reduce environmental impact.

13.0 Site Waste Management

A dedicated Waste Management Plan will be in effect to handle all construction waste responsibly. A specialist waste management contractor will be appointed to manage on-site waste, including providing skips/bins, removing waste, and ensuring compliance with waste regulations. The waste management contractor's key responsibilities include:

- **Site Housekeeping:** Keeping the site tidy, clean, and safe by regularly clearing debris. All access routes, walkways, and fire escapes will be kept clear of obstructions at all times.
- **Waste Collection:** Operating a central waste collection point on site (e.g. segregated skips or containers). Sub-contractors will deposit their waste in the designated area, from where the waste contractor will collect and consolidate it.
- **Waste Segregation:** Ensuring waste streams are properly segregated (e.g. timber, metal, plasterboard, general waste) to facilitate recycling. This includes providing clearly labeled containers and training site operatives to use them correctly.

The waste management contractor will also arrange frequent removal of filled skips to licensed recycling or disposal facilities, preventing any overflow of waste on site. They will implement a schedule to sweep and clean the general work areas on a regular basis (at least weekly, and more often if needed). This routine will maintain high standards of housekeeping and health & safety, and it will further reduce any risk of wind-blown litter or dust.

All subcontractors working on the site are required, as part of their agreements, to remove waste generated by their own works to the central collection area promptly. The Site Manager will monitor compliance, ensuring that no uncontrolled buildup of waste occurs in any work area. By enforcing good housekeeping and an orderly waste management process, the site will remain safe, efficient, and environmentally responsible.

14.0 Environmental and Sensitive Working Practices

Environmental protection measures will be integrated into the construction process to ensure that any sensitive receptors (ecological or human) are safeguarded. Prior to commencing ground clearance or excavation, the site team will verify any ecological constraints – for example, checking for protected species or habitat considerations – and will comply with any requirements (such as supervised removal of vegetation if needed). Care will be taken during site clearance and excavation to avoid unnecessary damage to the surrounding environment. If any unexpected ecological issues arise (e.g. discovery of nesting birds or protected wildlife), work will pause in that area and professional ecological advice will be sought to determine appropriate action.

All site operatives and subcontractors will be made aware of sensitive working practices, especially when doing groundwork like foundations or service trenches. Should any potential contamination risks exist (from stored fuel, oils, etc.), appropriate controls are in place. Spill kits will be kept on site at all times, and an emergency response plan will be communicated so that any fuel or chemical spillage can be dealt with immediately and effectively. Any fuels or hazardous substances required on site will be stored in a double-bund container (within a sealed bund capable of holding 110% of the volume) to prevent soil or water contamination in the event of leaks. Refuelling of plant will be done in a designated area with drip trays and away from any drains. These precautions will minimise the risk of pollution incidents.

Noise, Vibration and Dust Control: In order to protect nearby residents, businesses, and the environment (sensitive receptors) from construction nuisances, the following specific measures will be implemented:

- **Noise Control:** All machinery and plant will be fitted with effective silencers or sound attenuation devices. Construction activities will adhere to *best practicable means* for noise reduction as outlined in BS 5228 (Code of Practice for noise and vibration control on construction sites). Noisy operations (such as concrete breaking or cutting) will be restricted to core daytime hours and avoided in early mornings or late afternoons whenever possible. Stationary equipment (generators, compressors, etc.) will be positioned away from site boundaries or shielded to reduce noise transmission. Engines will not be left idling when not in use. If particularly noisy work is unavoidable, temporary acoustic

screens or enclosures will be erected around the source to buffer noise. Site personnel will be instructed to minimise noise by practices such as not shouting and not playing loud music on site.

- **Vibration Control:** Vibration-intensive activities (e.g. compaction, percussive piling if required) will be carefully managed. Lower vibration methods will be used where feasible – for example, using bored piling or sectional demolition techniques instead of impact methods. Any work that could cause significant vibration will be scheduled within permitted hours only and monitored if near sensitive structures. Crack and vibration monitoring equipment will be installed if necessary to protect adjacent buildings. Should vibration levels approach concern thresholds, work methods will be reassessed to reduce impact.
- **Dust & Air Quality Management:** Dust generation will be suppressed at the source. During demolition, cutting, or earthworks in dry conditions, water spray or misting will be used to damp down dust. Stockpiles of sand, soil, or other fine materials will be kept covered or dampened to prevent wind-blown dust. On-site haul routes will be kept clean and, if they become dusty, will be wetted regularly. All vehicles carrying loose debris or excavated material off-site will be securely covered (tarpaulins or sheeting) to prevent dust escape in transit. Additionally, the perimeter site hoarding will act as a dust screen, helping to contain dust within the site. Regular air quality observations will be made, and if visible dust is observed leaving the site, immediate mitigation (such as additional damping or cleaning) will be carried out. Non-toxic dust suppression additives may be used in the water for better efficacy if needed.
- **Post-Construction Clean-Up:** After major construction activities are completed (e.g. at the end of demolition or at project completion), a thorough clean-up will be conducted. This includes sweeping/vacuuming of surrounding roads, footpaths, and any neighbouring properties that may have been affected by construction dust or debris. Any temporary protective sheeting or covers will be carefully removed so as not to release dust. The site compound and work areas will be cleared of loose materials and washed down if necessary. By ensuring a comprehensive clean at the end of the project (and at intermediate stages if needed), no fugitive dust or debris will remain to impact the area after construction. The site will be handed over in a clean condition, and all construction-related waste or materials will be removed.

These environmental control measures will be monitored and adjusted as needed throughout the build. Site management will conduct routine inspections to verify that noise levels are within acceptable ranges, dust suppression is effective, and no undue vibration or pollution is occurring. By implementing the above strategies, the project will minimise disturbance to the surrounding community and environment both during the works and after each phase of construction.

15.0 Site Amenities (Welfare Facilities)

Proper welfare and amenities will be provided for all site operatives in compliance with health and safety regulations. A self-contained site office and welfare unit (porta-cabin) will be installed on the site. This facility will include office space for the site management team as well as a rest area with food and drink preparation facilities (kettle, microwave, etc.) for workers to take breaks. Clean drinking water supply and washing/toilet facilities will be available in the welfare unit or via additional mobile welfare units, as required.

Secure storage will be arranged for workers' personal belongings and any sensitive documents or equipment. Lockers or a secure room within the portacabin will be used to stow personal items during working hours. Office equipment and important records will likewise be stored securely to prevent theft or damage.

The Site Manager/Project Manager will ensure these facilities are kept in a hygienic and serviceable condition. Daily cleaning and weekly deep-clean routines will be established. Waste from the welfare unit (e.g. garbage from meals) will be disposed of properly to avoid pest issues. By maintaining adequate welfare amenities, the project will meet workforce needs and comply with regulations, which in turn supports productivity and site safety.

16.0 Plant and Material Storage

All plant and construction materials will be stored on site in a safe and secure manner. As outlined in Section 5.0 and 7.0, materials are to be unloaded within the site boundaries and stored in designated areas away from site entrances and operatives' parking spots. The material storage zone will typically be at the rear of the site (off Canal Street) where there is open space.

Key practices for material and plant storage include:

- **Organization:** Materials (steel, timber, pallets of blocks, etc.) will be stacked neatly and on firm, level ground. They will be positioned such that they do not obstruct access routes or interfere with site operations.
- **Protection:** Materials prone to generating dust or being affected by weather will be covered or wrapped when not in use. For example, sand and cement bags will be covered with tarpaulins, and fine aggregates will be stored in bunded areas or containers to ensure they remain within site boundaries and do not get wind-blown.
- **Large Plant:** Heavy machinery (excavators, loaders, etc.) when not in operation will be parked securely within the site, positioned away from the site exits and public view where possible. This reduces attractiveness to vandals and minimises noise or fumes near the site boundary. Any static plant (e.g. compressors, generators) will have drip trays and be placed on impermeable ground to prevent leaks to soil.
- **Small Tools and Equipment:** Portable tools, fuel cans, and small plant will be stored inside the secure site cabin or a locked container at the end of each workday. This secured storage prevents theft and also protects these items from weather. Access to the storage container will be controlled by the Site Manager, and an inventory will be kept, to manage the equipment.

It is emphasized that no plant or materials will be stored on the public highway or outside the site perimeter at any time. All deliveries will be immediately moved into the site compound. Similarly, waste skips will be kept within the site boundary. By confining storage on-site and keeping it orderly, the risk of accidents, theft, and environmental impacts (like materials blowing away) is greatly reduced. The Project Manager will routinely inspect the storage arrangements to ensure compliance with these protocols.

17.0 Site Hoarding and Security

Prior to the commencement of construction, the site perimeter will be secured with appropriate hoarding/fencing. The site boundaries will be enclosed with temporary secure hoarding (such as a robust 2.4m high timber hoarding or mesh panels like Blok'N'Mesh fencing) to prevent unauthorised access. Where solid hoarding is used, it will provide both security and act as a screen to reduce noise and dust dissemination. This hoarding will be erected before any major works begin and maintained in good condition throughout the construction phase. The hoarding/fencing will be inspected regularly (at least weekly and after any severe weather) by the site team. Any damage, gaps, or weak points identified will be promptly repaired to ensure the site remains secure and safe. The hoarding will be designed and installed so as not to obstruct sightlines for traffic at junctions and to maintain pedestrian safety around the site.

To meet health & safety requirements and community relations, warning signage and site information notices will be posted along the hoarding in clear view of the public. This will include: project information boards, contractor name and 24-hour contact number, "Danger – Construction Site – Keep Out" warnings, required PPE signage at entry points, and any other statutory notices. These will be kept up-to-date and legible. The main contractor's contact details on the hoarding will facilitate the public in directing any issues or delivery queries to the site management quickly.

Site Lighting: During the construction phase, some temporary lighting will be employed on site for safety, security, and work efficiency, especially during the shorter daylight months. All site lighting will be carefully planned and positioned to minimise light spill to neighbouring properties and highways. Overhead task lighting (such as tower lights) will be directed inward and downward into the site. Lights will have shrouds or cowls where necessary to focus illumination only where needed (e.g., on work areas or access paths) and to avoid glare beyond the site.

No lights will be left on overnight except those essential for security. Any overnight security lighting will consist of either low-level bulkhead lights or motion-activated lights that only switch on if an intruder is detected. This ensures that the site is not a source of light pollution during normal sleeping hours. All lighting will be on timers or manual switches, ensuring they are turned off outside of working hours, aside from the limited security lighting as described.

The site lighting setup will comply with relevant guidelines (such as ILP Guidance Notes for the Reduction of Obtrusive Light) to prevent nuisance to the surrounding residents and to protect ecology (for instance, avoiding unnecessary illumination of the canal or trees that could affect wildlife). Regular checks will be made around the site perimeter at dusk to confirm that lighting is not causing undue glare or trespass beyond the site. If any issues are identified (or if any complaints about lighting are received), the lighting configuration will be adjusted immediately (e.g., re-angling lights, adding shields, or reducing power).

Overall, the combination of robust site hoarding and thoughtfully designed lighting will provide a secure site environment while respecting the amenity of the area. The hoarding will delineate the site clearly and help contain noise and dust, and the lighting will ensure safety without creating a nuisance. All these measures will remain in place until the construction is completed, after which the hoarding and temporary lights will be removed and the site will be made good.