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CONSTRUCTION METHOD STATEMENT

Land at Sandbrook Park

June 2025

Northern Trust Company Limited

1. Introduction	2
1.1. Condition 4	2
2. Traffic Management Measures	2
2.1. Site Vehicle Access.....	2
2.2. Access and Egress Route	2
2.3. Management of Junctions to Public Roads.....	3
3.0 Vehicle Cleaning Facilities	3
4.0 Site Vehicle Parking	3
5.0 Loading & Unloading.....	4
6.0 Storage of Plant & Materials	4
7.0 Conclusion	5
8.0 Appendix.....	0

1. Introduction

This Construction Method Statement (CMS) has been prepared to support the discharge of pre-commencement Condition 6, associated with the overarching planning consent reference 24/00271/FUL, for the proposed industrial development at Sandbrook Business Park, Sandbrook Way, Rochdale, OL11 1LQ. The development involves the erection of four industrial units comprising 9 self-contained units (use class E(g)(iii), B2 and B8), with ancillary office space, car parking, access, hard and soft landscaping and other associated works.

The primary purpose of this CMS is to detail the methodologies, procedures, and measures to be implemented during the construction phase. The plan aims to minimise disruptions, ensure safety, and mitigate environmental impacts related to construction traffic.

1.1. Condition 6

The associated planning condition part of the consent has been extracted below:

Prior to commencement of development, a Construction Management Statement (to include traffic management details) shall be submitted to and approved in writing by the Local Planning Authority. The construction phase shall then be undertaken in accordance with the approved statement.

Reason: In the interest of highways safety in accordance with Rochdale Core Strategy policy DM1

2. Traffic Management Measures

This section of the Construction Management Statement (CMS) details the traffic management details for the construction phase of this development.

2.1. Site Vehicle Access

Access to the development site will be through the approved access points for the planning consent. Site vehicles will access the site via the existing access to the estate. This estate is owned and managed by Northern Trust Company Limited (The Applicant).

2.2. Access and Egress Route

Site vehicles will access the site through the existing estate via a gated entrance via Sandbrook Way. All vehicles must enter and egress the site in a forward gear and not exceed any more than 5 miles per hour.

Upon entering the site, vehicles will proceed forwards and have a designated route for access and egress, enough space will be made for vehicles/hgvs to exit the site efficiently. For a visual representation, please refer to the accompanying plan where the route is indicated by arrows.

2.3. Management of Junctions to Public Roads

It is not anticipated that any special management will be required for domestic and light goods vehicles entering and leaving the estate road and at the junctions of the public highway.

Traffic marshals/banksmen will be stationed at the junctions to the public road to manage the movement of large and heavy goods vehicles (LGVs and HGVs) bound for and departing the construction site and prioritise safety for all road users.

Signage and traffic cones will be utilised to clearly indicate construction traffic routes and any temporary changes to the estate road layout which may be necessary during construction works. No vehicles will stop or park on the main highway.

3.0 Dust, Debris, and Mud Control

There are multiple techniques and methods used to control Dust, Debris and Mud onsite. These include, but are not restricted to:

Dust:-

- Water spraying on dusty surfaces during dry spells
- Covering materials such as sand and soil with tarpaulins, especially during transport and storage
- Windbreaks such as fences or hoarding to reduce wind speed and limit spread of dust
- Limiting the speed of vehicles on unpaved surfaces and cleaning wheels before they leave site.

Debris:-

- Regular site cleanups will be undertaken to remove loose debris
- Waste will be stored in designated areas with proper containment to prevent it from scattering debris to be securely loaded and covered during transportation to prevent spillage.
- Perimeter fencing to the site and debris netting to work areas will be used to contain materials

Mud:-

- Wheel wash stations provided at site entrances to clean vehicle tyres and prevent mud being tracked onto public roads.
- Road sweeping will be undertaken whenever required to remove any mud or debris that has been tracked out.

The site and boundaries will be regularly monitored by the site manager to ensure the above procedures are being undertaken when required.

4.0 Site Vehicle Parking

Designated parking areas for construction vehicles will be provided on the western boundary of the site. Parking areas will be clearly marked and communicated to all site personnel. Regular monitoring will be conducted to ensure compliance with parking regulations. Clearly marked protected walkways will be designated between the car parking and site welfare.

5.0 Loading & Unloading

Designated loading and unloading zones will be established within the site to minimise congestion and ensure efficient operations. Loading and unloading activities will be scheduled during off-peak hours whenever possible to minimise impact on traffic flow.

6.0 Storage of Plant & Materials

To maintain an organised and safe site, a designated storage area will be located on the northern boundary. This area will contain a secure unit for storing plant and materials. Situated directly adjacent to the loading and unloading area, it will enhance site safety by allowing visitors and staff to efficiently unload and load goods directly into the storage unit or vehicles, rather than crossing the yard with heavy goods.

7.0 Noise and Vibration Control

Noise and Vibration control will be present throughout the construction of this development. Silencing vehicles, plant, and machinery on construction sites is crucial to reduce noise pollution, ensure compliance with local regulations, and minimise disturbances to nearby communities. Various techniques and equipment modifications will be employed to achieve this, see below:

- Use of quieter equipment and machinery designed with noise-reduction features, such as modern plant and tools with sound-dampening technology.
- Regular maintenance, such as regularly service engines to ensure they are running efficiently, as poorly maintained engines can be noisier.
- Noisy activities to be scheduled during less sensitive times, such as mid-day, and avoiding early mornings, evenings, and weekends whenever possible.
- Erect temporary noise barriers where necessary, such as acoustic screens or enclosures, around noisy equipment or along the site perimeter to block and absorb sound.
- Noisy equipment to be positioned as far away as possible from sensitive receptors.
- Surveys of adjacent structures to be undertaken before starting work to assess their condition and potential vulnerability to vibration
- Mounting Pads under machinery to reduce the transmission of vibration noise to the ground and surrounding structures.
- Implement a policy of turning off engines and machinery when not in use to reduce unnecessary noise and vibration.

Silencing vehicles, plant, and machinery on a construction site involves a combination of using quieter equipment, implementing physical noise control measures, and employing thoughtful operational practices as set out above.

7.0 Site Hours of Operation

Construction Works:

- Monday–Friday: 08:00–18:00

- Saturday: 08:00–13:00
- No working on Sundays or Bank Holidays
- **Delivery Times:** As above, with advance scheduling for larger deliveries to minimise disruption

7.0 Conclusion

This Construction Method Statement and supporting plan provide a comprehensive framework to ensure the construction of the proposed industrial development is conducted responsibly, safely, and with minimal impact on the surrounding area. Adherence to the methodologies and procedures outlined in this document will be obeyed throughout construction.

8.0 Appendix

