

MAIN CONTRACTOR CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)

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1. Introduction

1.1 Objectives of the CEMP

The information provided in this document is specifically designed for the storage warehouse at James Kearns Ave, Rochdale, OL16 4NR. The purpose of this document is to provide a statement of the measures that will be followed during the construction phase to seek to mitigate the impact.

1.2 Description of Development

The development comprises of alterations to existing elevations including installation of ventilation louvres; installation of ancillary infrastructure to facilitate site operations including sprinkler tanks, pump house, winter module, substation switchroom, transformers, waste storage area, guardhouse and smoking shelter together with alterations to existing retaining wall and installation of metal grid ramp, automated barriers and lighting.

2. Project Background

2.1 Site Location

The site is located on James Kearns Ave, Rochdale, OL16 4NR. The site is situated within an industrial estate, adjacent to the M62. There are a number of industrial units within the vicinity displayed in the images below.



2.2 Sensitive Receptors

Appropriate signage and information boards will be displayed around the site and on hoardings to inform anyone in close proximity of a contact in the event that any issues arise during the construction period. Surrounding businesses will be informed of the proposed construction plan.

Uplands key Project Team contact numbers will be placed in a prominent place on the perimeter hoarding along with a 24hr contact numbers.

2.3 Contamination Control

Mitigation measures will be implemented to ensure no contamination occurs:

- Different skips available to segregate waste
- Ensure no loose materials are present – all stored materials should be carefully stored and secured.
- Road area and pavements around the site entrance kept clean

3.0 Construction Programme and Methodology

3.1 Construction Programme

The construction is expected to begin in November 2025, 14 weeks duration including 2 week shutdown over the Christmas break.

3.2 Hours of work

The anticipated working hours for all construction work audible at the site boundary will be:

- Monday – Friday: 08:00 – 18:00
- Saturday: 08:00 – 13:00
- Sunday & Bank Holidays: No works audible at the boundary / intrusive works

3.3 Machinery and Plant

3.3.1 Noise

Various activities carried out on site have the potential to create noise. Initial construction activities that will require noise monitoring / control include:

- Groundworks
- Construction deliveries
- Construction traffic
- Cutting & Sawing

Specific measures to be adopted to reduce / avoid noise include:

- Use of well-maintained modern plant.
- Reducing the need to adopt percussive and vibrating machinery.
- Toolbox talks and site inductions.
- Site speed limit to be limited to 5mph
- Noise emissions limits for equipment brought to site.
- Indirect method of controlling noise e.g. screening where appropriate
- Administrative and legislative control
- Control working hours
- Control of delivery areas and times

Uplands will regularly monitor noise on site. Selection and use of equipment will, as far as reasonably practicable, seek to control and limit noise and vibration levels associated with construction activities.

This will be achieved by observing the following:

- Plant and equipment liable to create noise and/or vibration whilst in operation is, as far as reasonably practicable. The use of perimeter fencing to absorb and/or deflect noise away from noise sensitive areas.
- All plant, equipment and noise control measures applied are maintained in good and efficient working order and operated such that noise emissions are minimised as far as reasonably practicable.
- Where reasonably practicable, fixed items of construction equipment will be electrically powered in preference to being diesel driven.
- Vehicles and mechanical equipment utilised on site for any activity associated with the construction works will be fitted with effective exhaust silencers and maintained in good working order with sustained efficient performance and operated in a manner such that noise emissions are controlled and limited as far as reasonably practicable.
- Plant in intermittent will be shut down or throttled down to a minimum during periods when not in use.
- All Plant Operator's shall undertake a daily inspection of the Plant or equipment prior to use with a recorded weekly inspection.

Task specific noise activities shall be included within the risk assessments provided by each respective Sub Contractor as reviewed by the Uplands Site Manager and where necessary, additional noise assessments shall be undertaken.

Uplands will present mitigation methods to firstly avoid, eliminate then manage residual risk associated with noise.

- [Assess](#) the risks to all employees from noise at work
- Try to avoid the risk all together
- [Take action](#) to reduce the noise exposure that produces those risks
- Provide all employees with [hearing protection](#) should it not be possible to reduce the noise exposure enough by using alternative methods.
- Ensure the [legal limits](#) on noise exposure are not exceeded.
- Toolbox talks, site inductions and training to all Operatives.
- Carry out [health surveillance](#) where there is a risk to health.
- .

3.3.2 Dust Mitigation / Air Quality

The main emissions during construction are likely to be dust and particulate matter generated during earth moving (particularly during dry months) or from construction materials. The main potential effects of dust and particulate matter are:

- Visual - dust plume, reduced visibility, coating and soiling of surfaces leading to annoyance, loss of amenity, the need to clean surfaces;
- Physical and/or chemical contamination and corrosion of artefacts;
- Coating of vegetation and soil contamination
- Health effects due to inhalation e.g. asthma or irritation of the eyes.

A number of other factors such as the amount of precipitation and other meteorological conditions will also greatly influence the amount of particulate matter generated.

The following mitigation measures will be adopted, where practicable, to reduce and manage dust and other emissions from site activities and minimise disruption or nuisance to neighbouring occupiers:

Communications:

- Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.
- Display the head or regional office contact information.

Dust Management:

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
- Make the complaints log available to the local authority when asked.
- Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the logbook.

- Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked.
- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.
- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site. These actions will not impede visibility for construction traffic.
- Avoid site runoff of water or mud.
- Ensure all vehicles switch off engines when stationary - no idling vehicles.
- Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable.
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g., suitable local exhaust ventilation systems.
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
- Use enclosed chutes and conveyors and covered skips.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- No bonfires and burning of waste materials.
- Setting of speed limits at maximum 5mph

Creating dust with no control measures in place is a disciplinary offence on an Uplands site and will be met with a yellow or red card.

3.3.3 Standards of Compliance

Reasonable measures will be taken to avoid significant increases in noise and vibration during the construction phase of the development. Any construction works on site will be carried out in accordance with British Standard 5228:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites.



**THE CONTROL OF DUST AND
EMISSIONS DURING CONSTRUCTION
AND DEMOLITION**
SUPPLEMENTARY PLANNING GUIDANCE

JULY 2014

LONDON PLAN 2011
IMPLEMENTATION FRAMEWORK

MAYOR OF LONDON

The CEMP has been designed in accordance with the GLA's Supplementary Planning Guidance 'Control of Dust and Emissions during Demolition and Construction'.

The development will be constructed in accordance with the approved statement.

4.0 Vehicle Routing and Site Access

4.1 Access, Egress and Traffic Management

Routes to be used for heavy vehicle construction movements.

It is confirmed that heavy construction vehicles will access the site from James Kearns Ave, via John Milne Ave and the A6193.

4.2 Vehicle Classification

Different vehicle types will be used for different construction works. To monitor construction traffic, the table below details each type of vehicle type with a brief list of vehicles examples.

Typical Construction Vehicle Classification

Light (LGVs)	Medium (MGVs)	Heavy (HGVs)
Car	Excavator	40 Tonne truck
Van	7 Tonne Truck	Low Loader
4x4 Pick up		Flat Bed
4x4 Transit		Truck
Welfare Van		Crane

4.3 Traffic Management and Parking

Although traffic is suggested not to be an issue to the existing nature of the site, a number of mitigation measures will be implemented to minimise the effects of construction traffic.

Congestion mitigation methods to include the following:

- There are adequate turning areas available on site to ensure that no vehicles reverse out of the entrances of the site.
- Materials stored securely to minimise unnecessary traffic movements.
- No vehicles will be allowed to park on the approach roads to the site. The site gateman will patrol the approach roads twice daily to check that no vehicles associated with the site are parked on the approach roads.
- Separate and dedicated pedestrian access routes and walkways will be provided around the site in order to provide safe access for site operatives and others around the site.
- Banksman for the co-ordination of movements into, around and off the site
- Vehicles subject to 5mph speed limit
- Road crossing point will be clearly identified.

Welfare facilities and material storage will be two-staged due to the scope of the works covering the site. Heras fencing will secure access to site, with the site boundary outlined by the existing fence line. The location of the heras fencing will be well behind the visibility zones of the site access for construction traffic.

4.4 Deliveries

4.4.1 Vehicle movements

The scale of the works will result in approximately 5no vehicles on site at any one time adhering to site specific vehicle rules displayed around site.

4.4.2 48-hour delivery notice

All Sub-Contractors will be responsible for providing 48-hour notice of any delivery to site, to allow Uplands to maintain control and coordinate construction traffic accordingly. The Pre-Contract Award and Pre-Start Meetings are the primary means of communicating the Delivery Procedure however, the Delivery procedure will also be communicated through other means, including:

- Weekly Sub Contractor Meetings/ NWTs
- Internal weekly meetings
- HS&E Construction Management Plan
- HS&E Site Induction

The Delivery Procedure and Traffic Management Plan will be included within all Subcontract Orders and forms part of the Pre-Start Meeting, held two weeks prior to each Sub Contractor commencing works.

Deliveries will be through the main site entrance. Delivery drivers must report to our site manager before being allowed to enter the site to unload their delivery. If need be, the delivery Lorry will be watched back using a competent banks person. No lorry driver shall climb up on to the bed of their lorry whilst on an Uplands site unless specific arrangements are in place e.g. handrails or the lorry is fully curtained. Directional signage will be strategically placed around the car park. Pedestrian access will be through a walk-through gate.

A register to log the names and times of all persons entering and exiting the site to be located at the site entrance.

4.4.3 Loading and Unloading of Plant and Materials

Loading and unloading points are designed in accordance with the HSE CDM 2015 regulations. Vehicles on the site will stick to the traffic plan above to segregate and minimise vehicular traffic. The location of loading / unloading and storage areas have been carefully considered and are located with the site boundary away from the overhead powerlines.

Safe transporting of materials from storage areas to places of work shall be maintained and site traffic speeds shall be kept to a maximum of 10mph. All site transport operating in poor light and visibility shall be lighted.

All site transport shall be fitted with reversing alarms.

Reversing of vehicles on site must be under the supervision of a banks man.

4.4.4 Storage of Plant and Materials

Storage of plant and materials will be set up in accordance with the HSE HSG 150:

- Designated storage areas for plant, materials, waste, flammable substances eg foam plastics, flammable liquids and gases such as propane and hazardous substances eg pesticides and timber treatment chemicals will be separated where required. These will be shown on the fire plan
- Segregated perimeter pedestrian routes will ensure storage is not 'spread' in an uncontrolled manner on to footpaths and other walkways. Materials will not be stored where they obstruct access routes or where they could interfere with emergency escape.
- Flammable materials will be stored away from other materials and protected from accidental ignition

- All storage areas kept tidy, whether in the main compound or on the site itself
- Deliveries will be planned to keep the number of materials on site to a minimum
- Material storage positions will be set out in the working area or site set up, with good access and protection of pedestrians within those areas.
- All materials will be stored to allow ease of access for lifting and handling operations.
- Care will be exercised to ensure all unauthorised personnel are kept out of the area.
- Materials of an inflammatory or explosive nature shall be kept in appropriate secure locations.
- Where items of 40kg or less are to be handled, team lifting will be employed utilising the kinetic method of lifting, with all personnel suitably protected by PPE. Personnel are individually not required to lift weights greater than 25kg. Mechanical means of handling will be provided on site. Hearing protection zones may be established if needed and will be communicated to site operatives and colleagues accordingly.
- Toolbox talks on Manual Handling will be conducted during the project.

4.5 Protection of External Roads to the Site Surroundings

A dilapidation survey of the adjacent roads will be conducted prior to any works commencing on site. The safety of the public and protection of pedestrians will be ensured at all times.

Site access to be controlled by dedicated Security positioned at the entrance gate. Signage will be erected to ensure adequate warning / information regarding the health and safety of the public. Red / white vehicles barriers will be installed to the site entrance to prevent damage to kerbs.

All traffic and pedestrian management routes are detailed on the Traffic Management Plan and necessary signage will be displayed as agreed with the Planning Officer and Highways England.

Temporary fencing will be installed between site entrance and exit gateways between pedestrians and vehicular routes. Existing firm and level pedestrian walkways will provide a direct route to the Welfare Compound for all Visitors. Uplands Security will be notified of any visitors who will then be escorted to the welfare compound.

4.6 On Site Traffic Management

The following procedures / arrangements will apply for traffic routes on site:

- All traffic and pedestrian routes will be clearly separated from each other by designated walkways, signage and suitable barriers.
- Road crossing points will be clearly identified.
- Vehicles will be subject to a 5mph speed limit.
- All delivery vehicles will sign in and security will notify the respective contractor of their presence before releasing it onto site.
- All delivery drivers will be advised of site issues on arrival including all pedestrian routes, crossing points, etc.
- All traffic on site will be checked for cleanliness prior to leaving the site

4.6.1 Car Parking

Parking of any vehicle associated with the project must take account of the requirements of surrounding buildings / businesses, whose needs will take priority. Contractor car parking will be allocated in close proximity to the welfare plan. Should any Sub-Contractor decide to park illegally or in a way that causes a nuisance to neighbours, Uplands will not hesitate to remove that Sub-Contractor from the site.

Usually, we will encourage operatives and visitors to travel to site making use of public transport, by bus /train. It will be discussed with our suppliers so that use of alternative transport, rather than private cars, is maximised.

4.7 Public Highway Maintenance

Prevention of dirt, mud and debris on site and on the surrounding roads will be managed by:

- Regular inspections and monitoring - The Project Manager, along with Uplands site staff to agree appropriate road cleaning measures as necessary due to the nature of the site.
- Reducing the number of vehicles leaving the site through adopting sustainable construction techniques which maximise the volume of suitable recoverable materials.
- Sheeting up of all lorries before leaving the site to prevent spillages of mud and debris. Having a road sweeper to clean and maintain the surrounding roads, footpaths and the site entrance weekly or at a greater frequency as site conditions dictate.
- We will continue our ZERO complaint record with regards to the cleanliness of the public highway throughout the delivery.

4.8 Artificial Lighting

Whilst Uplands has a Health & Safety obligation to provide artificial lighting on site, Uplands understand the need to carefully consider artificial lighting as part of development, including the impact on:

- Road Users
- Neighbouring businesses
- Nearby species & Ecosystems

The implementation of any artificial lighting during the construction phase of the development will have no impact of glare to motorists on adjacent roads. All temporary lighting will be fluorescent fittings angled directly into site.

It will be necessary from a health and safety point of view to provide external lighting to the site office and welfare compound and to light the access routes from the construction site to the compound to provide safe access and egress to the site as the site is situated on a country lane.

General circulation lighting and task lighting for construction operations will be within the building profile and will be provided primarily by fluorescent tube lighting.

The permanent lighting scheme will be designed to minimise light spill onto habitat corridors and be downwardly directional to minimise potential disturbance on bats and other nocturnal species. All new lighting should meet the current environmental standards of good practice in order to reduce potential light pollution and use the lowest intensity possible for its purpose.