A1488_67 Cheetham Hill

Land adjacent to 67 Cheetham Hill Road, M4 4ES

Construction and Environmental Management Plan
A1488

April 2025

CONTENTS

1.	INTRODUCTION	Page 2
2.	PROJECT SPECIFICS	Page 3
3.	PERMITTED CONSTRUCTION HOURS	Page 4
4.	VEHICLE ROUTING STRATEGY	Page 5
5.	PARKING & DELIVERIES	Page 5
6.	IMPACT ON HIGHWAYS	Page 6
7.	PARKING SUSPENSION & HIGHWAYS LICENCES	Page 6
8.	PEDESTRIAN SAFETY	Page 6
9.	SITE ADMINISTRATION	Page 7
10.	SITE WASTE MANAGEMENT PLAN	Page 8
11.	SITE COMPOUND	Page 10
12.	WHEEL WASH	Page 10
13.	HOARDING & SITE SECURITY	Page 10
14.	DUST MANAGEMENT	Page 11
15.	NOISE CONTROL	Page 11
16.	GROUNDWORKS	Page 12
17.	APPENDIX A	Page 13
18.	APPENDIX B	Page 15

1. INTRODUCTION

1.1. This Construction Management Plan has been prepared by **Create It Studio Architects** on behalf of **Brightwise Constructions Ltd**, to accompany an **Application for Planning Permission** at **Land adjacent to 67 Cheetham Hill Road, M4 4ES.**

1.2. This report has been prepared to discharge **Condition 7** of the extant planning application **141647/FO/2024** as approved on **13 January 2025**.

2. PROJECT SPECIFICS

2.1. **Employer:** Mr Zayn Saleemi, Brightwise Constructions Ltd, Land adjacent to 67 Cheetham Hill Road, M4 4ES

2.2. **Architect:** Create It Studio Architects, 3 Stevenson Square Manchester M1 1DN

2.3. **Contractor:** Brightwise Constructions Ltd

2.4. **Location:** Land adjacent to 67 Cheetham Hill Road, M4 4ES

2.5. **Proposal:** Erection of a 3-storey mixed-used development, retail ground floor with shop-front and signage, 4 no. 1 bed apartments to upper floors

2.6. **Scope of Works**: The scope of works consists of the following:

2.6.1. Proposed building of 4 apartments and retail

3. PERMITTED CONSTRUCTION HOURS

3.1. **Monday to Friday:** 7:30am – 6:00pm

3.2. **Saturday:** 9:00am – 1:00pm

3.3. **Sundays or Bank Holidays:** No construction shall take place

3.4. Deliveries will not be permitted between 08:00-09:30 or between 16:30-18:00, Monday to Friday to avoid highway peak periods. All contractors, sub-contractors, delivery companies and visitors will be advised of and required to adhere to these hours and all the other terms of this plan.

4. VEHICLE ROUTING STRATEGY

4.1. The site is located on Land adjacent to 67 Cheetham Hill Road, M4 4ES, a short distance from Ring Road.

4.2. Site access is gained from Back Elsworth Street, to the back of the site.

4.3. During the construction period, site access and egress will be maintained for both construction vehicles and building users from Back Elsworth Street.

4.4. Delivery vehicles will only be allowed to stop on Back Elsworth Street for unloading purposes for a maximum of 2 hours.

4.5. The site is situated a short distance from the Ring Road, which allows for efficient access and egress for construction vehicles.

4.6. **Appendix A** shows the entry and exit routes for all site traffic highlighted. All construction vehicles will be required to enter and leave the site via this route.

4.7. All contractors, sub-contractors, delivery companies and visitors will be advised of and required to adhere to the specified route and all other terms of the plan.

5. PARKING & DELIVERIES

5.1. All deliveries will take place on Back Elsworth Street. No unloading or parking of delivery vehicles will occur within the site boundary. Vehicles will temporarily park on Back Elsworth Street for unloading only, under strict time limits and supervision.

5.2. All deliveries shall be pre-booked and allocated set arrival times. It will be ensured that delivery instructions shall be sent to all suppliers and contractors including the maximum dwell times.

5.3. Suppliers shall be requested to call the site a minimum of 20 minutes before their vehicle arrives at site to confirm the loading area is available. If the loading area is unavailable construction vehicles shall not proceed to the site.

5.4. The loading/collection area shall be clear of vehicles and materials before the next lorry arrives. These collection areas shall be kept clear always unless a delivery is underway.

5.5. While undertaking a delivery the contractor's vehicles shall not be kept idle.

6. IMPACT ON HIGHWAYS

6.1. All vehicles will leave the site in forwarding gear. No other special measures are required to protect venerable road users.

7. PARKING SUSPENSION & HIGHWAYS LICENCES

7.1. The development will not require any parking suspensions, traffic diversions, temporary cross-overs or any scaffolding to be erected on, over or adjacent to the public highway.

7.2. Should any parking suspensions, traffic diversions, temporary crossovers, licensing, hoarding/scaffolding, or temporary traffic management be required during the course of the works, the contractor will engage with Highways Applications and Network Resilience via Contact Manchester (**0161 234 5004** / **highwaylicences@manchester.gov.uk**) prior to implementation.

8. PEDESTRIAN SAFETY

8.1. Existing footpaths around the perimeter of the site will be kept clear at all times.

8.2. Lighting and signage are to be used on temporary structures/slopes/hoarding etc

8.3. Appropriate ramping will be used if cables, hoses etc are to run across the footway.

9. SITE ADMINISTRATION

9.1. Responsibility for Construction Traffic Management is that of the project manager with the security teams:

9.1.1. Ensure sub-contractors and suppliers adhere to procedures set out in the pre-site conditions by booking in deliveries.

9.1.2. Prevent unauthorised contractors parking and the congestion of traffic.

9.1.3. Maintain roads in a clean and safe condition.

9.2. Co-ordinating and controlling delivery vehicles:

9.2.1. Deliveries will be scheduled to arrive at specific times, allowing sufficient times to load and unload. Thereby, omitting any waiting or stacking effect of vehicles in surrounding roads.

9.2.2. Trained staff will assist delivery vehicles accessing and egressing the site.

9.2.3. Banksmen will ensure the safe passage of pedestrians and vehicular traffic in the street.

10. SITE WASTE MANAGEMENT PLAN

10.1. The following good waste management practices will be considered as a general guidelineduring demolition and construction works.

10.2. Buying and Storing Materials

10.2.1. Order the amount of materials needed only

10.2.2. Arrange for 'just in time' deliveries to reduce storage and material losses

10.2.3. Consider the source of materials (Is the company certified with environmentalstandards? Quality materials and recycled materials may prove cheaper).

10.2.4. Consider the packaging used for materials delivered to the site - can this bereduced or recycled.

10.2.5. Ensure that deliveries are rejected if damaged or incomplete

10.2.6. Make sure storage areas are safe, secure and weatherproof (where required)

10.2.7. Store liquids away from drains, burns and in bunded areas to prevent pollution.

10.3. Site Activities

10.3.1. Ensure options for the use of reclaimed and recycled construction materials thatmeet the materials specification are considered.

10.3.2. Recycle suitable spoil, demolition materials, prunings, and surplus construction material arising from the works on site to avoid the need to transport materials.

10.3.3. Keep the site tidy to reduce material losses and waste.

10.3.4. Waste materials shall be disposed appropriately and no fire are to be permitted on site during construction.

10.4. Training and awareness

10.4.1. Promote good practice awareness as part of health and safety induction/training for workers onsite.

10.5. Waste Segregation

10.5.1. Segregate different types of waste as they are generated using different skipswhere possible (given the space available). If there is a shortage of space andnot enough room for multiple skips a licensed waste management companyshould be appointed to deal with waste - they may be able to recover recycledmaterials from mixed skips.

10.6. Waste certification

10.6.1. Complete waste transfer notes before any waste leaves the site

10.6.2. Ensure all waste carriers have a valid waste carriers registration certificate

10.6.3. Ensure all wastes are disposed of at a correctly licensed site

10.6.4. Complete notification for hazardous waste

11. SITE COMPOUND

11.1. **Appendix B** shows the access to be used for construction purposes and includes details of material storage compound. The site will be surrounded by a secure fence/hoarding during construction.

11.2. All vehicles will unload on Back Elsworth Street and will not enter the site. No road closures will be required for deliveries.

11.3. No road closures or on-site unloading areas will be required for deliveries, as all unloading will take place on Back Elsworth Street.

12. WHEEL WASH

12.1. Wheel-wash facilities will not be required as no construction or delivery vehicles will enter the site.

12.2. All deliveries will be unloaded from Back Elsworth Street, and no vehicle movements will take place within the site boundary.

12.3. The public highway will be regularly inspected to ensure it remains clean and free of debris.

12.4. Refer to **Appendix B**

13. HOARDING & SITE SECURITY

13.1. Prior to the commencement of works, the perimeter of the site will be established and securely protected with good quality Heras or timber security fencing to HSG151 Standards to the whole of the perimeter of the site complete with all the necessary signage in accordance with HSE requirements.

13.2. A 2.4m high hoarding fence will be erected around the perimeter of the site (unless divided by solid buildings or existing boundary walls). Safe working distances will be maintained as a 1.2m minimum distance from the outer edge of construction to the inside of the hoarding.

13.3. Pedestrian and vehicle access gates will be incorporated within the hoarding. The site office, welfare facility, will be located in an agreed location within the site, as shown on the site setup drawing in Appendix B. The site hoarding will be inspected daily by the Site Manager for any defects. If any defects are found, these will be repaired immediately.

13.4. Any hoarding or Heras fencing extend beyond the red line boundary and encroach onto the adopted highway, to be reported to MCC Events & Network

Management at **highwaynetworkmanagement@manchester.gov.uk** for approval prior to installation.

14. DUST MANAGEMENT

14.1. Dust from the construction site will be minimised by keeping the cutting/grinding of materials on site to a minimum. Where cutting or grinding is unavoidable, equipment and techniques to minimise dust will be used. All land clearing activities will be “damped down” using water suppression. Loaded lorries and skips will be covered with netting/sheeting, and the wheels of all vehicles/plant leaving site will be cleaned so that mud is not spread onto the surrounding roads.

14.2. The site manager will take account of weather conditions and prevailing wind directions when organising operations to prevent and minimise dust nuisance to neighbouring properties.

14.3. All staff will be trained and be aware of Dust Management Strategy.

14.4. In the event of a complaint from neighbouring properties in respect of dust, concerns will be recorded and action is taken to prevent future occurrence.

14.5. All site staff will have appropriate PPE to protect them from the effects of dust.

15. NOISE CONTROL

15.1. Whilst working on site the contractor will adhere to the recommendations of BS 5228-1, clause 9.3 to minimise noise levels during the execution of the works.

15.2. It is considered that no notable works which would cause significant noise pollution is included in the scope of works for this project. The close proximity of residential housing has been noted and there will be no operation of heavy plant etc outside normal working hours.

15.3. The proposed foundations are to be traditional strip foundation type. In the event the ground is discovered not to be suitable and pile foundations are required, then a hydraulic method of pile will be used as it produces 20dB less noise compared with impact hammer piling.

15.4. A press piling method, also known as 'silent' piling, shall be explored as an option to avoid the high impact noise created with impact piling. If harder than expected ground conditions are encountered, pre-auguring and jetting will beconsidered in conjunction with press piling.

15.5. If any piling is required near boundaries, there will be screening erected for protection against dredging activities and the screens will remain for the duration of piling.

16. GROUNDWORKS

16.1. Location of services

16.1.1. Prior to commencing excavations, the site area will be checked for overhead and underground services

16.1.2. Service plans will be obtained from Utility providers and the site area checked over using location devices.

16.1.3. Once identified service routes will be identified and clearly marked. If markings are lost during the working operation the exercise will be repeated to ensure service routes remain clearly marked as required for the duration of the works.

16.1.4. Works will be undertaken in accordance with the HSE Guidance Document, Avoiding danger from underground services.

16.2. Excavations

16.2.1. Trenches (if required) with a depth exceeding 1m will be either battered back or suitably shored and the shoring maintained.

16.2.2. Trenches will be inspected regularly and excess groundwater pumped out regularly during inclement weather.

16.2.3. Vehicle plant will be kept a safe working distance from the trench to prevent potential collapse.

16.2.4. No site staff will work below an excavator.

APPENDIX A
External Traffic Management Plan

APPENDIX A
EXTERNAL TRAFFIC MANAGEMENT PLAN

Dashed line indicates the route for deliveries on Back Elsworth Street.

All site subcontractors and suppliers shall be informed of this route to minimise disruption to the local neighbourhood.

Appropriate signage shall be placed at the site entrance warning of site traffic.

No vehicle movements will take place within the site boundary, and wheel-wash facilities within the site are not required.

LEGEND

- Site Boundary
- Delivery Access Route
- Delivery Egress Route
- Temporary unloading



APPENDIX B
Site Compound Plan

APPENDIX B
SITE COMPOUND PLAN

