

Junction Hotel

Junction Hotel , Rolls Crescent, Manchester, M15 5FT

Construction and Environmental Management Plan A1646

2nd March 2026

Revision 1 - 15/06/2026

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INTRODUCTION

- 1.1. This Construction Management Plan has been prepared by **Create It Studio Architects** on behalf of our client, to accompany an Application for Approval of Details Reserved by Condition for the **Application for Planning Permission** at **Junction Hotel , Rolls Crescent, Manchester, M15 5FT.**
- 1.2. This report has been prepared to discharge **Condition 4** of the extant planning application **126780/FO/2020** as approved on **11/12/2023.**

2. PROJECT SPECIFICS

- 2.1. **Employer:** [REDACTED], Junction Hotel , Rolls Crescent, Manchester, M15 5FT.
- 2.2. **Architect:** Create It Studio Architects, 3 Stevenson Square, Manchester M1 1DN. Tel: 0161 974 6162
- 2.3. **Contractor:** TBC
- 2.4. **Location:** Junction Hotel , Rolls Crescent, Manchester, M15 5FT
- 2.5. **Proposal:** Two new proposed apartments blocks with an additional floor on the existing Junction Hotel building with ground floor retail units and parking.
- 2.6. **Scope of Works:** Erection of second floor extension to existing Junction Hotel with refurbishment of existing building. Erection of two blocks of apartments on land to the rear to provide 24 apartments with undercroft car park and 4 No. A1 retail units fronting Old Birley Street
- 2.7. The design of the new build is formed in line with the existing adjacent dwellings in its scale and massing.

3. CONSTRUCTION PROGRAMME & PHASING

- 3.1. The development is scheduled to commence in **October 2026** to align with planning expiry conditions, with an anticipated overall construction programme of approximately **22 months**.
- 3.2. The works will be phased as follows:
- 3.2.1. **Phase 1: Site Setup & Preparatory Works (Months 1-2):** Erection of hoarding, site compound setup, soft strip of the existing hotel building, and site clearance.
 - 3.2.2. **Phase 2: Groundworks & Substructure (Months 3-6):** Excavations, laying of foundations, and installation of underground drainage.
 - 3.2.3. **Phase 3: Superstructure (Months 7-14):** Steel frame erection, brickwork, and watertight envelope construction for the new apartment blocks and the hotel extension.
 - 3.2.4. **Phase 4: Refurbishment & Internal Fit-Out (Months 12-20):** Renovation of the existing Junction Hotel, M&E installations, internal partitioning, and finishing for all blocks.
 - 3.2.5. **Phase 5: External Works & Handover (Months 21-22):** Hard and soft landscaping, final surfacing, boundary treatments, and demobilization.

4. PERMITTED CONSTRUCTION HOURS

- 4.1. **Monday to Friday:** 7:30am – 6:00pm
- 4.2. **Saturday:** 9:00am – 1:00pm
- 4.3. **Sundays or Bank Holidays:** No construction shall take place
- 4.4. Deliveries will not be permitted **before 09:30 AM** or **between 14:30-15:30 PM**, Monday to Friday, during school term time to avoid peak traffic congestion.
- 4.5. Deliveries will continue to be restricted **between 16:30-18:00 PM** to prevent interference with general highway peak periods.
- 4.6. All contractors, sub-contractors, delivery companies, and visitors will be informed of these restrictions and required to comply with them as part of this plan.

5. VEHICLE ROUTING, TYPE & MOVEMENT

- 5.1. **Routing:** The site is located a short distance from Old Birley Street, which provides excellent routing for delivery vehicles. Vehicles will access the site via Rolls Crescent and from the existing rear access road and vehicle entrance into the site. **Appendix A** shows the entry and exit routes for all site traffic.
- 5.2. **Vehicle Types & Estimated Movements:**
- 5.2.1. **Demolition & Groundworks (Peak):** Estimated 10-15 Heavy Goods Vehicles (HGVs) per day. Types will primarily include 8-wheel rigid tippers and grab lorries for muck-away.
- 5.2.2. **Superstructure:** Estimated 5-10 HGVs per day. Types will include concrete mixers, articulated flatbed lorries for steel/frame delivery, and scaffolding wagons.
- 5.2.3. **Fit-Out:** Estimated 10-15 Light Goods Vehicles (LGVs) and transit vans per day utilized by various sub-contractors.
- 5.3. **Swept Path Analysis:** A formal swept path assessment has been undertaken by our Transport Consultant demonstrating that the largest anticipated vehicles can safely access the site and egress in a forward gear. This assessment is submitted as a separate appended document.

6. PARKING, DELIVERIES & TRAVEL PLANNING

- 6.1. **Site Parking:** Construction and delivery vehicles will be parked within the site area on hard standing. Approximately 10 parking spaces will be provided within the site compound for staff, visitors, and contractors. Street parking will strictly only be used to manage any immediate overflow of vehicles and is heavily discouraged.
- 6.2. **Sustainable Travel Planning (Trip Reduction):** To reduce vehicle movements and parking stress on nearby streets, the Principal Contractor will implement the following scheme:
 - 6.2.1. **Car Sharing:** A mandatory car-sharing registry will be established for sub-contractors, requiring multi-occupancy for trades travelling from similar locations.
 - 6.2.2. **Public Transport:** The site is highly accessible. Up-to-date Metrolink and local bus timetables will be permanently displayed on the site welfare noticeboard.
 - 6.2.3. **Cycling:** Secure, temporary cycle storage racks will be provided within the site compound to encourage staff and contractor cycling.
 - 6.2.4. **Tool Storage:** Secure, lockable on-site storage boxes will be provided so workers can leave heavy tools overnight, enabling them to commute via public transport or cycling rather than driving vans daily.
- 6.3. **Deliveries:** All deliveries shall be pre-booked and allocated set arrival times. Suppliers shall call the site a minimum of 20 minutes before their vehicle arrives to confirm the loading area is available. The loading/collection area shall be kept clear of vehicles and materials unless a delivery is underway.

7. IMPACT ON HIGHWAYS & DILAPIDATION

- 7.1. **Forward Egress:** All vehicles will leave the site in forwarding gear.
- 7.2. **Highway Dilapidation Survey:** Prior to the commencement of any works or movement of heavy plant, a comprehensive Highway Dilapidation Survey will be conducted. This survey, including high-resolution photographs and a detailed commentary on the existing condition of the carriageways and footways along the designated construction vehicle routes surrounding the site, refer to **Appendix D**.
- 7.3. **Licensing:** The development will not require any parking suspensions, traffic diversions, temporary cross-over, or scaffolding to be erected on or adjacent to the public highway.

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

9. SITE ADMINISTRATION & EMERGENCY CONTACT

- 9.1. **24-Hour Emergency Contact:** At this stage, the Principal Contractor is TBC. Prior to the commencement of works, the appointed contractor's details, including a dedicated 24-hour emergency contact name and telephone number, will be formally submitted to the Local Planning Authority and prominently displayed on the external site hoarding for public visibility.
- 9.2. **Traffic Management:** The project manager and security teams are responsible for coordinating deliveries to omit waiting or stacking in surrounding roads. Trained staff and banksmen will ensure the safe passage of pedestrians and assist vehicles accessing and egressing the site.

10. SITE COMPOUND & LOGISTICS PLAN

- 10.1. **Site Setup:** An updated Site Logistics Plan (provided as a separate updated document in **Appendix B**) highlights the specific locations of the site office, welfare facilities, material and plant storage areas, designated construction vehicle/staff parking, waste skip storage, and the dedicated loading/unloading area.
- 10.2. The site will be surrounded by a secure fence/hoarding during construction.

11. SITE WASTE MANAGEMENT PLAN

11.1. The following good waste management practices will be considered as a general guideline during demolition and construction works.

11.2. **Buying and Storing Materials**

11.2.1. Order the amount of materials needed only

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

11.2.3. Consider the source of materials (Is the company certified with environmental standards? Quality materials and recycled materials may prove cheaper).

11.2.4. Consider the packaging used for materials delivered to the site - can this be reduced or recycled.

11.2.5. Ensure that deliveries are rejected if damaged or incomplete

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

11.2.7. Store liquids away from drains, burns and in bounded areas to prevent pollution.

11.3. **Site Activities**

11.3.1. Ensure options for the use of reclaimed and recycled construction materials that meet the materials specification are considered.

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

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

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

11.4. **Training and awareness**

- 11.4.1. Promote good practice awareness as part of health and safety induction/training for workers on-site.

11.5. **Waste Segregation**

- 11.5.1. Segregate different types of waste as they are generated using different skips where possible (given the space available). If there is a shortage of space and not enough room for multiple skips a licensed waste management company should be appointed to deal with waste - they may be able to recover recycled materials from mixed skips.

11.6. **Waste certification**

- 11.6.1. Complete waste transfer notes before any waste leaves the site
- 11.6.2. Ensure all waste carriers have a valid waste carriers registration certificate
- 11.6.3. Ensure all wastes are disposed of at a correctly licensed site
- 11.6.4. Complete notification for hazardous waste

12. SITE COMPOUND

- 12.1. **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.
- 12.2. All vehicles will enter the site, off-load on site and leave.
- 12.3. No road closures will be required for deliveries.

13. WHEEL WASH

- 13.1. All appropriate methods shall be taken to protect the public highway from damage arising from construction-related activity and prevent concrete and other detritus from being washed into the public highway drainage system.
- 13.2. As vehicles will be loading or off-loading on hardstanding surface, it is envisaged that vehicles will not drive over soft grounds. Therefore, it is considered reasonable on this occasion not to provide wheel wash facilities.
- 13.3. If wheel wash facilities are required then adequate wheel washing facilities will be provided on-site at the vehicular access/egress gates to prevent mud/detritus originating from the site.
- 13.4. Prior to leaving the site, vehicles will be inspected and the wheels washed on hard standing using Karcher type jet wash unit.
- 13.5. Refer to **Appendix B**

14. HOARDING & SITE SECURITY

- 14.1. 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.
- 14.2. 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.
- 14.3. 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.

15. DUST MANAGEMENT

15.1. General Mitigation Strategy

15.1.1. Fugitive dust emissions from the site will be minimised and controlled using Best Practicable Means (BPM), following the relevant guidance published by the Institute of Air Quality Management (IAQM). The Site Manager is responsible for the overall implementation of this strategy.

15.1.2. Where cutting or grinding is unavoidable, the following techniques will be used:

- **Wet Cutting/Grinding:** Water suppression will be the primary technique employed for all cutting, grinding, or sawing operations on-site. Tools equipped with integrated dust suppression systems (e.g., water feed attachments) will be prioritised.
- **Localised Extraction:** Where wet methods are not suitable (e.g., for electrical safety reasons), suitable local exhaust ventilation (LEV) or dust extraction equipment will be used, positioned as close as possible to the point of dust generation.
- **Minimisation of Drop Heights:** Materials will be loaded/unloaded with minimal drop heights to reduce dust generation.

15.2. Operational Mitigation

15.2.1. In addition to the techniques above, the following mitigation measures will be implemented:

- **Damping Down:** All land clearing and earth-moving activities will be damped down using water suppression as necessary, particularly during dry and windy conditions.
- **Stockpile Management:** Any stockpiles of fine or dusty materials will be covered with impermeable sheeting when not in active use to prevent wind whipping and surface erosion.
- **Vehicle and Skip Coverage:** Loaded lorries and skips carrying dusty materials will be fully sheeted/covered before leaving the site.

- **Road Cleaning:** The public highway (Back Elsworth Street) will be regularly inspected to ensure it remains clean and free of debris. Any deposited materials will be swept up promptly (wet sweeping preferred over dry sweeping).
- **Weather Contingency:** The site manager will take account of weather conditions and prevailing wind directions when organising operations. Highly dust-generating activities will be temporarily suspended if wind speeds exceed 15 mph, particularly when wind direction is towards sensitive receptors.

15.3. Dust Monitoring and Reporting

15.4. To ensure fugitive dust emissions do not impact the wider environment, a continuous monitoring regime will be implemented:

- **Responsibility:** The Site Manager is responsible for overseeing and implementing the daily dust monitoring regime.
- **Daily Visual Inspection:** The Site Manager, or an appointed delegate, will conduct a visual inspection of the site perimeter and the surrounding local area daily (at least twice—once in the morning and once mid-afternoon). This inspection will look for any visible plumes of dust escaping the site boundary.
- **Recording:** All daily dust monitoring observations (including weather conditions, any visible emissions, and actions taken) will be recorded in a Daily Site Dust Log.
- **Corrective Action:** In the event that dust emissions are found to have escaped to the wider environment, or a complaint is received, all current dust-generating activities will be immediately reviewed. If necessary, the activity shall cease temporarily until additional mitigation measures (such as increased water damping or alternative methods) are implemented and the issue is resolved. This incident, along with all actions taken, will be recorded in the Daily Site Dust Log and communicated to the Environmental Health Officer within 24 hours.

16. NOISE AND VIBRATION CONTROL

- 16.1. The contractor will adhere to the recommendations of **BS 5228-1: Code of practice for noise and vibration control on construction and open sites** to minimise noise levels during the execution of the works, committing to the use of Best Practicable Means (BPM).

16.2. Identification of Sensitive Receptors and Impact

- **Sensitive Receptors:** The closest and most sensitive receptors are the residential properties located at **Junction Hotel , Rolls Crescent, Manchester, M15 5FT** (adjacent to the site) and the residential units located nearby.
- **Noisiest Activities and Impact:** The noisier activities are anticipated during the initial Groundworks and Substructure phases. The main noise sources will be:

Activity	Typical Equipment	Expected Noise Level (Lwa)	Estimated Duration	Impacted Receptor
Excavation/Muck Away	Excavator, Dumpers	100 – 107 dB(A)	4-6 Weeks	Residential at Junction Hotel , Rolls Crescent, Manchester, M15 5FT
Concrete Breaking/Drilling	Jackhammers/Drills	105 – 110 dB(A)	Intermittent	Residential at Junction Hotel , Rolls Crescent, Manchester, M15 5FT
Steel Erection/Cladding	Mobile Crane, Generators	95 – 105 dB(A)	4-6 Weeks	All surrounding residential

- **Piling Contingency:** As noted in the existing plan, in the event of unsuitable ground conditions requiring piling, only **hydraulic press piling** (or 'silent' piling) will be used to minimise noise impact. Impact hammer piling is strictly prohibited.

16.3. Site-wide and Specific Mitigation (BPM)

16.3.1. The following site-wide and specific BPM measures will be adopted:

- **Equipment Maintenance:** All plant and equipment will be well-maintained and fitted with necessary noise-reducing enclosures and silencers as recommended by the manufacturer.
- **Noise Scheduling:** Noisy operations will be limited to the core permitted hours (09:30-16:30 Mon-Fri) and will be programmed to minimise the duration of activities near receptors.
- **Acoustic Barriers:** Temporary site hoarding (2.4m high) will serve as an initial acoustic screen. Where particularly noisy activities are required close to sensitive receptors, additional temporary acoustic screens/blankets will be erected around the source.
- **Vibration Control:** For activities that generate vibration (e.g., ground breaking), only the lightest practicable equipment will be used, and the duration of use will be minimised.

16.4. Maximum Site Noise and Vibration Levels

16.4.1. The following maximum limits will be enforced at the site boundary adjacent to the nearest sensitive receptor:

- **Maximum Site Noise Level: 75 dB(A) L** (as a 1-hour average during noisier activities).
- **Maximum Vibration Level: 5 mm/s Peak Particle Velocity (PPV).**

16.4.2. These limits will be formally agreed upon with the Environmental Health Officer prior to the commencement of any works on site.

16.5. Monitoring and Alerting

- **Monitoring Method:** Continuous, automated noise and vibration loggers will be installed on the site boundary nearest the most sensitive receptors.
- **Alert System:** The loggers will be connected to an automated alerting system configured to notify the Site Manager via SMS/email if the agreed limits are approached (e.g., 2dB below the maximum noise limit, or 1mm/s below the maximum vibration limit).
- **Action Upon Exceedance:**

Alert/Exceedance Condition	Action by Site Manager
Limit Approached	Supervisor alerted. Immediate check of equipment/method to reduce emissions. The activity is monitored closely.
Limit Exceeded	Work shall cease immediately until the cause of the exceedance has been identified and, where necessary, an alternative method of work or additional mitigation has been established. The Environmental Health Officer will be notified immediately of any sustained exceedance.

17. TREE PROTECTION

- 17.1. There are existing trees present to the rear of this site, they are to be protected and retained throughout construction.
- 17.2. Protection will be provided in accordance with BS5837-2012. Heras fencing will be sited around the trees to prevent site operations affecting root growth at a minimum distance of half the height of the tree or to the extent of the canopy of the tree, whichever is greater and maintained for the duration of the construction work.

18.SOIL MANAGEMENT

- 18.1. Topsoil removed during site preparatory works and considered for re-use should be stockpiled and protected from inclement weather for future use in landscaping subject to confirmatory laboratory testing.
- 18.2. Any excavated soils, particularly of a cohesive nature, considered for reuse should be protected from inclement weather to minimise any changes in moisture content.
- 18.3. Where the excavated materials are to be load into a dumper or 'muck-away' wagon stop blocks (sleepers, heaped soil) must be in placed at a safe location to reduce the risk of sliding/ collapsing. If stop blocks are not practicable, the dumper is to be loaded at the back of the excavator, so the excavator acts as a physical barrier. All excavations are to have a guard rail in place around the perimeter during and on completion of the excavation. This will be in the form of a linked crowd barrier fence.

19. GROUNDWORKS

19.1. Location of services

- 19.1.1. Prior to commencing excavations, the site area will be checked for overhead and underground services
- 19.1.2. Service plans will be obtained from Utility providers and the site area checked over using location devices.
- 19.1.3. 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.
- 19.1.4. Works will be undertaken in accordance with the HSE Guidance Document, Avoiding danger from underground services.

19.2. Excavations

- 19.2.1. Trenches (if required) with a depth exceeding 1m will be either battered back or suitably shored and the shoring maintained.
- 19.2.2. Trenches will be inspected regularly and excess groundwater pumped out regularly during inclement weather.
- 19.2.3. Vehicle plant will be kept a safe working distance from the trench to prevent potential collapse.
- 19.2.4. No site staff will work below an excavator.

20.COMPLAINTS AND CONSULTATION

20.1. Stakeholder and Neighbour Consultation

20.1.1. The contractor will ensure effective and continuous communication with all stakeholders and neighbours throughout the development lifecycle.

- **Pre-Development Consultation:** Prior to the commencement of works, a **Notification Letter** will be distributed to all adjacent properties and sensitive receptors. This letter will outline:
 - The scope and program of works.
 - The permitted hours of work.
 - Contact details for the Site Manager (name, phone number, email address).
 - Details of the formal Complaints Procedure.
- **Ongoing Consultation:**
 - A permanent **Site Notice Board** will be erected on the hoarding, displaying the Site Manager's contact details, permitted working hours, and the complaints process.
 - The Site Manager will maintain an open-door policy during working hours for any immediate local concerns.

20.2. Complaints Procedure

20.2.1. A robust, four-step complaints procedure is implemented to ensure complaints are received, managed, recorded, and responded to efficiently:

- **1. Receive:** Complaints will be received via the dedicated contact number and email address listed on the Site Notice Board (Site Manager's details).
- **2. Record:** All complaints, regardless of severity or method of receipt, will be immediately logged in a Site Complaints Register. This register will detail: the date/time of receipt, the nature of the complaint, the name/address of the complainant (if provided), and the Site Manager responsible.
- **3. Manage:** The Site Manager will investigate the complaint, review the daily logs (Dust, Noise, etc.), and identify the cause. Necessary remedial action (e.g., stopping work, implementing additional mitigation) will be initiated immediately.
- **4. Respond:** The Site Manager will ensure a response is provided to the complainant, detailing the action taken and its anticipated effect, within 12 hours of receiving the complaint. All responses will be recorded in the Site Complaints Register.

APPENDIX A

External Traffic Management Plan

APPENDIX A

EXTERNAL TRAFFIC MANAGEMENT PLAN

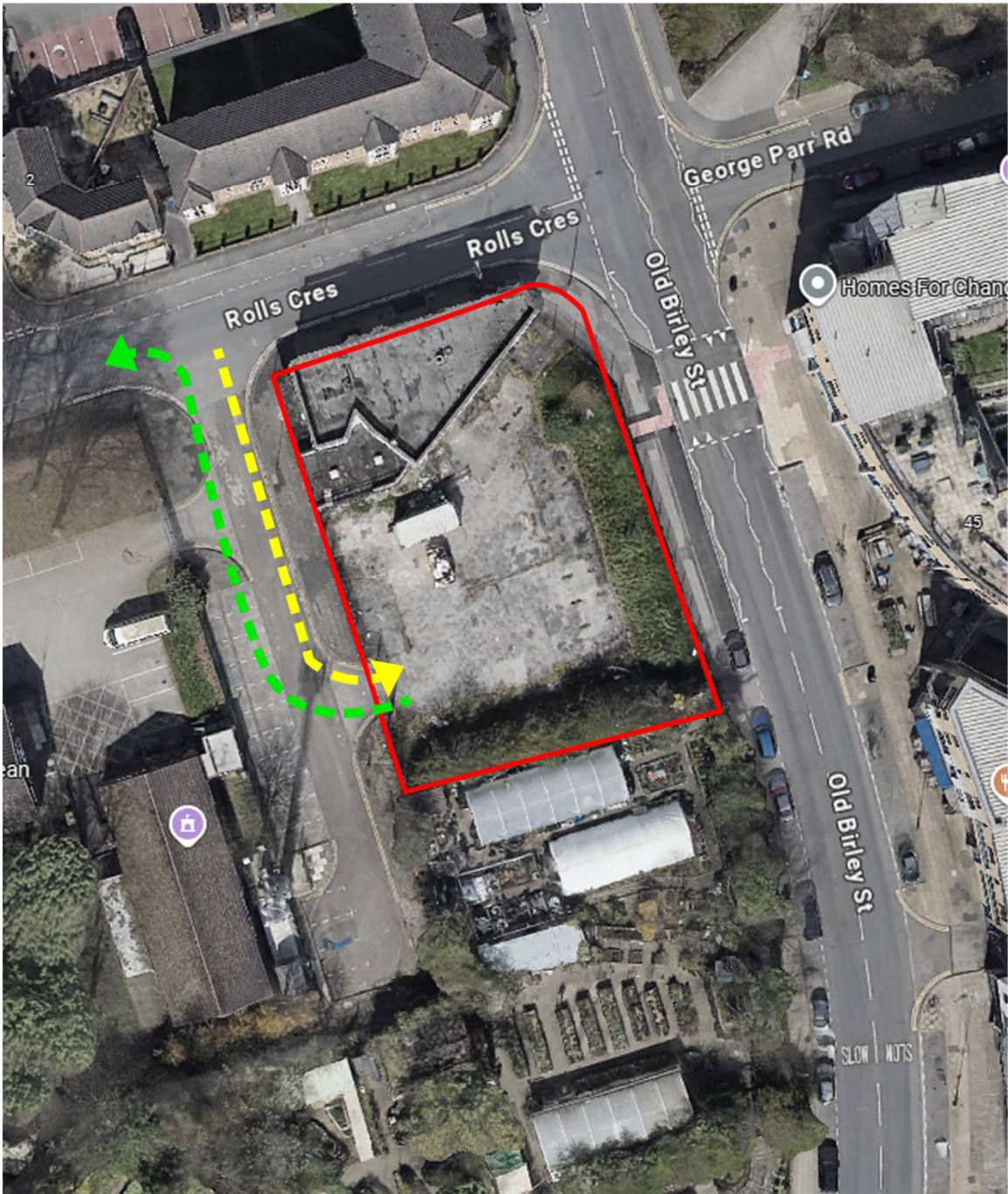
Dashed Line, indicated route of main site traffic.

To be communicated to all site subcontractors and suppliers to minimise disruption to local neighbourhood.

Site entrance to be appropriately signed warning of site traffic.

LEGEND

- Site Boundary
- Site Access Route
- Site Egress Route

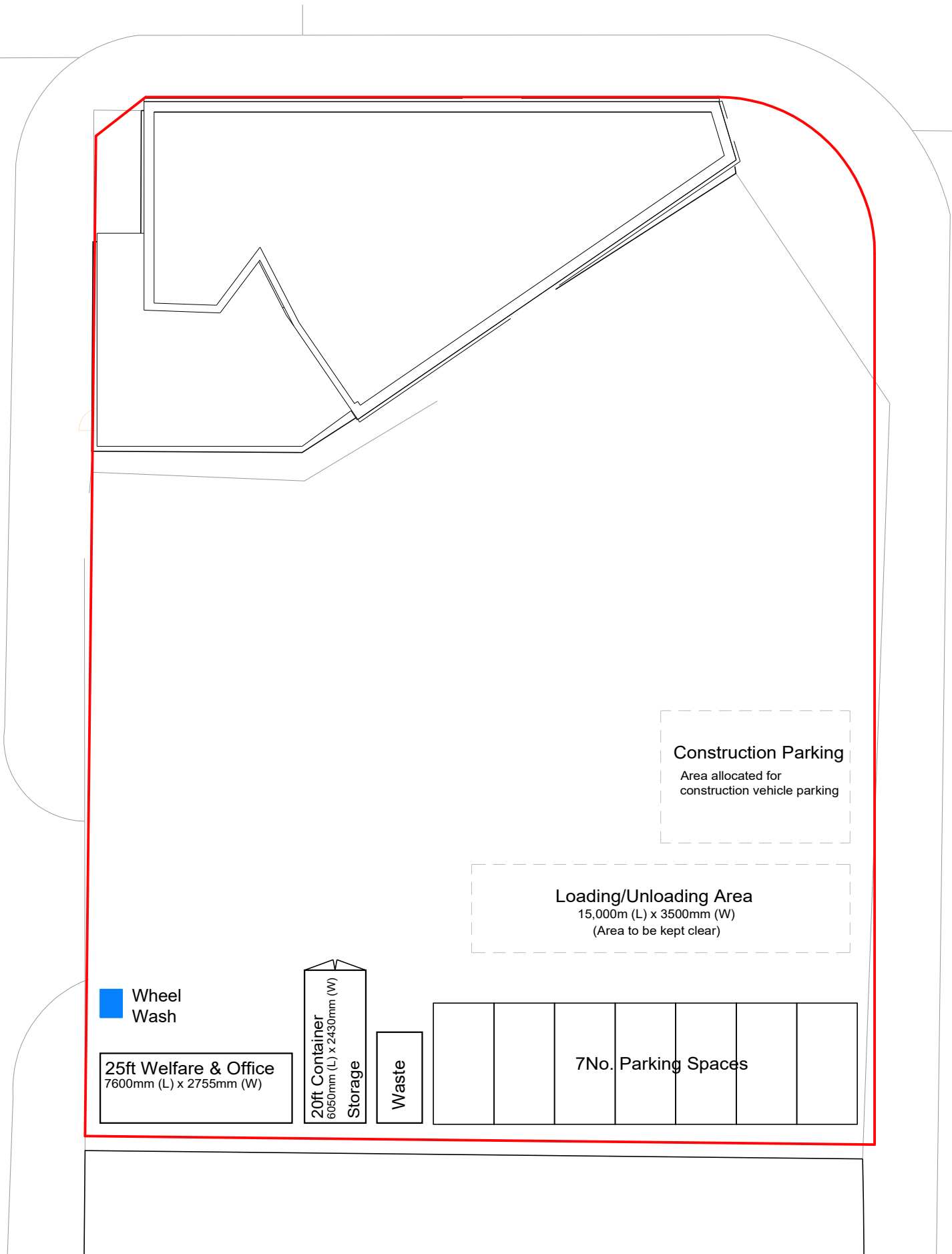


APPENDIX B

Site Compound Plan

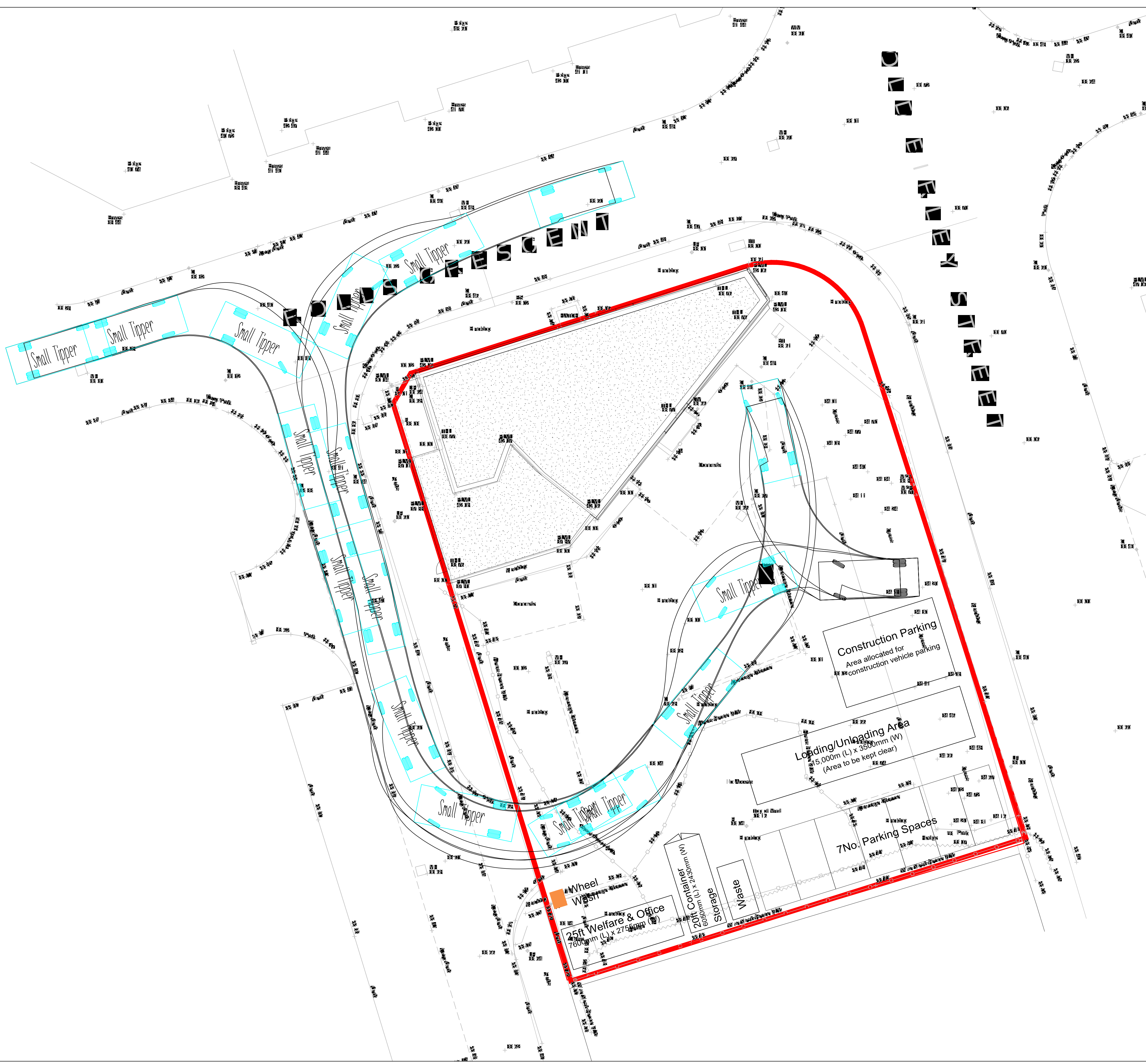
LEGEND

Demise Line



APPENDIX C

Swept Path Assessment



- NOTES
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 6. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT ADVANT ENGINEERS DRAWINGS AND SPECIFICATIONS.

KEY

Small Tipper
Overall Length 6.528m
Overall Width 2.500m
Overall Body Height 0.3877m
Min Body Ground Clearance 0.327m
Track Width 2.393m
Lock to lock time 6.005s
Kerb to Kerb Turning Radius 7.850m

A	INITIAL ISSUE	MJM	23.06.26
REV	AMENDMENTS	BY	DATE

FOR APPROVAL			
STATUS		CHK'D	
PRELIMINARY		MJM	
FOR COMMENT		MJM	
FOR APPROVAL		MJM	
FOR CONSTRUCTION			

Unit 6 Benton Office Park, Bennett Avenue
Horbury, Wakefield, West Yorkshire, WF4 5RA
01924 654108
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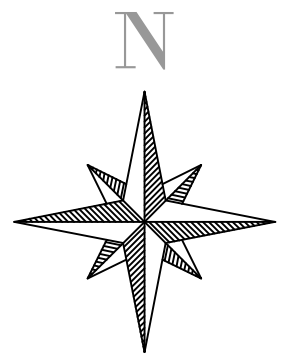
CLIENT
CREATEIT STUDIOS

CONTRACT
THE JUNCTION HOTEL,
ROLLS CRESCENT,
MANCHESTER, M15 5FT

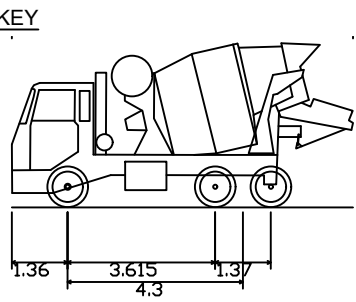
TITLE
SWEEP PATH ANALYSIS
TIPPER TRUCK

DRAWN	MJM	CHK'D	MJM
SCALE	1:125 @ A1	DATE	23.06.26

JOB No	DRG No	REV
26013	105	A



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 6. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT ADVANT ENGINEERS DRAWINGS AND SPECIFICATIONS.



Concrete Mixer	8.360m
Overall Length	2.390m
Overall Width	4.027m
Overall Body Height	0.358m
Min Body Ground Clearance	2.413m
Max Track Width	6.005
Lock to lock time	8.210m
Kerb to Kerb Turning Radius	

A	INITIAL ISSUE	MJM	23.06.26
REV	AMENDMENTS	BY	DATE

FOR APPROVAL

STATUS	CHK'D
PRELIMINARY	MJM
FOR COMMENT	MJM
FOR APPROVAL	MJM
FOR CONSTRUCTION	

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CLIENT
CREATEIT STUDIOS

CONTRACT
THE JUNCTION HOTEL, ROLLS CRESCENT, MANCHESTER, M15 5FT

TITLE
SWEPT PATH ANALYSIS CONCRETE MIXER

DRAWN	MJM	CHK'D	MJM
SCALE	1:125 @ A1	DATE	23.06.26

JOB No	DRG No	REV
26013	106	A

APPENDIX D

Highway Dilapidation Survey