Proposal: The erection of a part 3 and part 4 storey building to provide 32 no. apartments, including access and associated works.

Location: Former Apollo Pub, Varley Street, Miles Platting

Applicant: Jigsaw Homes North

The approved shall not be commenced until a Construction Environmental Management Plan has been submitted and agreed in writing by the Local Planning Authority that details the means of mitigation of construction effects.

The Construction Environmental Management Plan (CEMP)

Roles and Responsibilities

Once appointed as Principal Contractor, P. Casey & Co Ltd, will be responsible for:

- Implementing the CEMP
- Monitoring Subcontractors performance top the CEMP
- Developing and implementing mechanisms for dealing with problems and acting as a point of contact for Consultation and feedback with adjacent neighbours, statutory authorities, the public and other interested parties

The Principal Contractor, P. Casey & Co Ltd, will also be responsible for establishing management procedures for compliance with;

- All relevant legislation
- The environmental control and mitigation measures contained in the CEMP and any environmental or other codes of conduct required by the Client

The Site Manager will be responsible for the coordination and implementing of this CEMP and the Company's QuEnSH Manager will ensure that the CEMP is met.

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7. **Communication / Community Engagement Strategy**

8. **Arrangement for Monitoring**

9. **Considerate Constructors**

1. Construction Traffic

The site is located on the corner of Varley Street and Farnborough Road. Proposed traffic route for site traffic will be Oldham Road, turning into Varley Street and right onto Farnborough Road. Anticipated volume of circa 12 vehicles per day for site access/deliveries. These vehicles will be a mix of rigid and urban flatbeds plus 8-wheeler tippers.

A full dilapidation schedule will be undertaken prior to works commencing. This will include the roads and footpaths following the vehicle routes off Oldham Road, onto Varley Street and Farnborough Road with commentary/photographs/videos. The survey details will be shared with Highways for review.

Appropriate signage will be fitted to the access and egress points to advise and inform other road users and pedestrians of expected vehicle movements.

A Traffic Management Plan will be produced, setting out the access and egress to the site and will be explained to all Subcontractors with a copy given to all Subcontractors at the pre-start meetings.

Material Deliveries will be 8.00am – 4.30pm daily, deliveries outside these hours will be avoided if at all possible.

The immediate areas comprise a mix of residential, commercial and hospitality buildings. On street parking is restricted on Varley Street and whilst not prohibited on Farnborough Road is not prevalent due to properties having private driveways. Access and egress to the properties will remain unaffected by the works but this will be closely monitored throughout the project to prevent the potential of causing any obstructions.

These local / neighbouring conditions could constitute a hazard especially relating to vehicles delivering large loads to the site. To avoid any risk to members of the public The Principal Contractor will inform its suppliers to only use vehicles suitable for the road network. This will consist of rigid, urban and arctic vehicles as required.

The works will not prejudice the safety of vehicular and pedestrian traffic. All steps to ensure that the access roads and footpaths are cleaned on a regular basis particularly during excavation works. When vehicles are entering or leaving the site, they can be under the control of a skilled, knowledgeable, experienced, trained Banksman if necessary.

All existing roads and footpaths around the sites will be kept open and clear of obstructions throughout the course of the contract. Notices will be clearly displayed showing pedestrian routes where they may be diverted or adversely affected by the works.

The construction of the development will proceed in accordance with this Construction Management Plan.

1a. Entrance/exit from the site for visitors/contractors/deliveries

Access and egress to the site will be via Farnborough Road, turning in from Varley Street off Oldham Road. There will be a hold point/pull-in oof road in front of the site access gates to allow for heavy goods vehicles to pull in off Farnborough Road, preventing any obstruction of neighbouring property vehicle users. All vehicle traffic will be controlled from the front gates. Access will initially be via Thornden Road and then off Farnborough Road once an S50 pavement crossing has been agreed.

When vehicles are entering or leaving the site, they will be under the control of a skilled, knowledgeable, experienced, trained Banksman if necessary.

All existing roads and footpaths around the site will be kept open and clear of obstructions throughout the course of the contract. Notices will be clearly displayed showing pedestrian routes where they may be diverted or adversely affected by the works. Appendix 1

1b. Parking for Subcontractors

Where possible subcontractor and site operative's vehicles will be parked on site. There are limited options/numbers for this of circa 8 vehicles. See Appendix 1.

Where this cannot be accommodated, parking will be at the car park to the south of Jigsaw Homes North's office accessed from Rosewell Ave. The Principal Contractor shall ensure that all Subcontractors / site operatives park in a way that is considerate to neighbouring residents / occupiers, not blocking private accesses, driveways or adjacent amenities to avoid causing inconvenience to neighbouring residents or occupiers.

1c. Temporary roads / areas of hard standing

There will be no temporary haul roads and one hard standing at the site entrance. All works will be contained inside the site boundary. The construction phase will be managed, monitored and reviewed by the Site Manager, to ensure that no working activity affects any third party.

1d. Schedule for large vehicles delivering/exporting materials to and from site

Delivery/exporting times will be 8.00am – 4.30pm daily, and the expected traffic route for vehicles attending the site will be from Oldham Road, turning into Varley Street and left onto Farnborough Road.

Contact will be made by delivery drivers and exporting drivers, to the site manager, via telephone before reaching the main site gates. The manager in turn if necessary will arrange a banksman to meet the driver, and guide control and monitor the movement of the vehicle on site, and when leaving site. This is to ensure that there are no encroachments by third parties, into the path of any delivery / exporting vehicles.

Plant and material deliveries will be carefully planned and closely monitored to minimise nuisance and inconvenience to nearby residential property occupiers and visitors.

1e. Street sweeping and street cleansing

Mud, Loose material and dust nuisance can be a major issue during construction work, resulting from activities such as demolition / excavation, and vehicles using haul roads.

Once loaded/unloaded, all vehicles will be inspected by a fully trained operative prior to leaving the site and if required will be cleaned in a dedicated wheel wash area on site located adjacent to the site entrance agtes. The wheel washing facility will consist of a Karcher l8Opsi diesel powered pressure washing unit with lance and hose attached (or equivalent) in an area which will be drained via a catch pit for excess mud / loose material removal.

Methods to reduce the risk that mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving include the following:

- Installation of wheel washing facilities at site entrance/exits.
- Water spraying Vehicles wheels and under chassis.
- Using sealed or sheeted containers/skips for waste materials.
- Ensure 'muck away' wagons are sheeted-up if the load contains dust or loose materials.

The public highway will be regularly inspected and if required a mechanical road sweeper will be employed to ensure that the highway is maintained in a clean and safe condition.
Appendix 3

1f. Location of directional signage within the site

When vehicles are entering or leaving the site, if necessary they will be under the control of a skilled, knowledgeable, experienced, trained Banksman. However, there will be Traffic control signs placed at strategic areas on site. These will generally consist of directional arrows, 5 mph signs and pedestrian clear access ways. The location of such signage will be provided to the Council prior to installation.

1g. Temporary highway works or closures

There are no anticipated highway closures required on this project. However, there may be a point where drainage connections are required to be made to existing services. This work will be scheduled for a weekend to minimise inconvenience with a traffic management plan confirmed in advance for single lane closures as required.

A drainage strategy plan will be developed once the project has started and all licences, permits and notices will be applied for. No works of this description will proceed until acceptance notifications have been obtained.

2. Hours of working

- Monday to Friday: site opening hours will be 7.30am to 5.00pm (works 8.00am to 4.30pm).
- Saturday: site opening hours 8.30am to 1.00pm.
- Sunday and Bank Holidays: site will be closed.

No plant will operate before 8.00 am Mon to Thurs and 8.30am on Saturday's.

Material Deliveries: 8.00am – 4.30pm daily, other than Saturdays 8.30am to 12noon, deliveries outside these hours will be avoided.

Plant and material deliveries will be carefully planned and closely monitored to minimise nuisance and inconvenience to nearby residents.

3. Noise and Vibration

3a. Measures to control Noise

There are a number of noise and vibration sensitive receptors in the vicinity of the site.

To mitigate noise, The Principal Contractor will adopt the measures and good practices as stipulated within BS 4142:2014+A1:2019, "Code of practice for noise and vibration control on construction and open sites, Part 1 Noise and Part 2 Vibration" and the requirements described within the "Noise at Work Regulations 2005" and the "British Standard BS 5228 Noise and Vibration Control on Construction and Open Sites" will be adhered to fully, together with other relevant legislation, standards and guidance.

The Site Manager will reinforce these guidelines to all site operatives at Site Induction and during Tool Box Talks to ensure the development complies throughout the construction period.

All local Noise Abatement Enactments are to be observed at all times. During the proposed works the control of noise emissions from the site and the impact of noise on the residents will be an important factor in the successful management of the contract. No high risk mitigation measures are anticipated at this stage.

Noise is measured in decibels, weighted to the 'A' scale or referred to as dB(A), or in Pascals, (a unit of sound pressure or energy). For most work exposure, noise action values are 'averaged' over a period of time to take into account the fluctuating noise action values throughout the day. This averaged figure is expressed in the term LEPd meaning the equivalent noise action values of daily personal exposure, when all fluctuating levels are averaged out.

The Action Values are:

- Lower Exposure Action Value 80dB(A) LEPd
- Upper Exposure Action Value 85dB(A) LEPd

A noise assessment will be carried out adjacent to all working plant on site, and at key positions around the site boundary, prior to the working activity taking place on site. In addition, further noise assessments will be carried out periodically through the project ensuring noise levels are monitored and that noise limits are controlled where necessary, appropriate action will be implemented by site managers where measurements exceed the Upper Exposure Action Value of 85dB(A) LEPd.

All Plant and equipment shall operate between the hours of 8.00am and 4.30pm.

All plant, tools & equipment shall be regularly maintained to ensure that they're working to their best efficiency in terms of performance and noise outputs. All Plant and machinery shall be adequately silenced and appropriate for the activity being undertaken. Large items of plant shall be immobilised when not in use. All Test Certificates, Maintenance details, Plant daily inspection sheets will be retained on site. Plant, machinery and delivery vehicles will not be allowed to run / idle unnecessarily.

Should an operation prove to become noisy to a point above acceptable levels as noted in the Construction, Design and Management Regulations 2015, then protection in the form of baffles will be introduced to protect members of the public and nearby workers to reduce noise to an acceptable level and personal protective equipment for the plant operators will be used.

The Site Manager will be responsible for monitoring noise levels on site and implementing the mitigation measures if and when necessary.

3b. Measures to avoid vibration

When there is a requirement for Piling on a construction project, the guidance in the Code of Practice for Noise and Vibration Control on Construction and Open Sites (BS 5228-1:2009+A1:2014 and BS 5228-2:2009+A1:2014) are to be observed at all times.

The Contractor will (before choosing the pile driving method to use), consider the circumstances at the site and the levels of noise and vibration that will be acceptable. In addition, they will notify all neighbours affected by the operations and the time scale of these

Pile driving using an impact hammer or vibro-driver generates ground vibrations, which are greatest close to the pile, whilst a silent and vibration-free pile installation, may be used to adopt a less environmentally- sensitive method of installation. The opportunity to adopt combinations of driving method should not be overlooked, as it may be feasible to press piles during more sensitive times of day, completing the final stage of the drive using an impact hammer.

There are at least four consequences arising from ground vibrations during piling, which will be considered.

They include:

- Disturbance to people.
- Risk of cosmetic or structural damage to buildings.
- Compaction settlement of loose granular soils.
- Reactions ranging from "just perceptible", through "concern" to "alarm" and "discomfort".

Vibration levels in the region of 4-6 PPV (probable levels of peak particle velocity) should be acceptable on the project; these are subject to ground conditions.

As with vibrations, a forewarning of the noise and its duration and intensity may improve people's tolerance of the intrusion.

Vibration reading levels will be carried out at various locations around the site and a report will be obtained and retained in Section 8 of the on-site Health and Safety file.

4. Dust and Air Quality

Construction Traffic impacts on air quality, we will manage the circulation of traffic so as to prevent vehicles idling close to residential properties, public buildings or routes used by pedestrians or cyclists.

The creation of dust from constructing buildings, roads and other infrastructure can have a substantial, temporary impact on local air quality. The most common impacts are increased particulate matter concentrations and dust soiling.

With the guidance information available from the Institute of Air Quality Management; "Air quality monitoring in the vicinity of demolition and construction sites" October 2018 (version 1.1) and depending on the risk of dust effects occurring, monitoring may need to be carried out during both demolition and construction activities to ensure that the applied mitigation measures are effective in controlling dust emissions, and that there are no significant impacts on the surrounding environment.

Therefore, after assessing the sites Likelihood, Probability and Severity of dust omissions as Medium, Medium and Medium and following subsequent mitigation measures (netting the perimeter fencing). The Risk assessment is Medium, Low and Low. The site has been assessed as a "negligible - low risk category site", it should not normally be necessary to undertake any quantitative air quality monitoring. However visual monitoring will take place, observation any dust deposition onto a surface and dispersion on and off-site. The approach is simple to implement, and will be used effectively to minimise problems occurring.

The monitoring involves the Site Manager observing both the conditions likely to lead to dust release (weather and nature of construction activity) in addition to the observation of any effects. Visual monitoring for dust will therefore also include perception of the potential for dust release and be associated with procedures likely to be described in this document and the Construction Phase Plan when the project starts.

Receptors such as boundary demarcation by site hoardings and debris netting will be erected to minimise the effect of dust plumes and dispersing outside the site boundary.

Water browsers and / or hosepipes with water spraying facilities will be provided to suppress dust for construction activities carried out during dry, windy conditions likely to create visible dust emissions. The Site Manager will monitor all activities and damping down will be carried out as and when conditions dictate. Ensure 'muck away' wagons are sheeted-up if the load is dusty and the prevailing wind causes dust clouds.

Methods to reduce the risk of causing dust nuisance include the following:

- Water spraying of haul roads and stockpiles.
- Water spraying whilst demolishing the existing buildings.
- Seeding stockpiles earth for long term cover.
- Using sealed or sheeted containers/skips for waste materials.
- Erecting barriers or sheeting around works.

Control dust by damping down where appropriate. Ensure 'muck away' wagons are sheeted-up if the load is dusty and the prevailing wind causes dust clouds.

If any third party raises concerns relating to Air Quality Management, the Contractor will introduce measures that reflect Medium – High risk on site and quality monitor and record findings.

5. Site set Up

5a. Siting and height of temporary containers

The nature and scale of site welfare facilities will be confirmed with the Council prior to installation and be located wholly within the footprint of site.

It is envisaged that the welfare unit will be powered by a 45KVa silent generator and shall remain in place to facilitate the installation of the road infrastructure and drainage. The generator would only be in use during working hours and its location will be agreed with the Council prior to installation.

Upon completion of the aforementioned works our full containerised site welfare facility comprising office / canteen / drying room / toilets / meeting room will be established as per the agreed layout. The site first aid point will be positioned in the site office.

5b. Welfare Facilities

The welfare arrangements will be supplied for this project by The Principal Contractor. The welfare needs for the project will meet current legislation and the needs of the workers on site. These will be erected prior to the onset of any working activity.

The Contractor, if possible, will set up a main compound including welfare facilities, and a main office canteen. / Rest room, drying rooms where applicable.

It is envisaged that the following will be provided at the Main Compound, see Appendix 1 for location, but the final arrangement will be confirmed prior to installation:

- Offices for the Site Manager / Supervisor and Resident Engineer, Dimension – 10m x 2.4m x 2.4m
- Adequate canteen with facilities for heating food, boiling water for drinks and taking breaks., Dimension – 10m x 10m x 2.4m x 2.4m
- Facilities for storing and drying clothing & PPE (a section of the canteen arrangements)
- Adequate toilet facilities with hot running water for washing with Dispenser soap and towels., Dimension – 4m x 2.4m x 2.4m
- A storage container will be sited adjacent to the parking area as shown on the layout drawing the dimensions of are – 7m x 2.4m x 2.4m

The facilities provided will satisfy the requirements of CDM Regs 2015. They will be maintained in a clean condition and available to all site staff.

5c. Identification of working space and extent of areas to be temporarily enclosed and secured during each phase of construction

All works will be contained inside the site boundary. There is no demolition associated with the proposal and the construction phase will be totally managed and monitored and reviewed by the Site Manager, to ensure that no working activity affects any third party off site. Security to the site will be inclusive of erecting site hoardings / Heras type fencing 2.4 m high with the introduction of CCTV Cameras This will remain in place until the latter stages of the development. The fencing will be inspected daily by the Site Manager, to ensure that no working activity affects any third party off site. Monitored CCTV Cameras will be used to further secure the site.

5d. Storage of materials and large / heavy vehicles / machinery on site

As per the Site Layout Drawing in Appendix 1, loading and unloading of all heavy plant, equipment and deliveries will be within the site boundary. The hold area/drop off zone will be wholly on site and thus not hindering Farnborough Road at all.

Plant and material deliveries will be carefully planned and closely monitored to minimise nuisance and inconvenience to local commercial property users. A new hard standing will be installed at the site entrance prior to works commencing and shall remain in place during construction activities in order to minimise the deposit of mud and other debris off site onto the carriageway

Storage of plant and materials used in constructing the development will be unloaded and stored on site in designated storage areas and controlled by a banksman. It is envisaged that this will be in storage area compound. Any hazardous materials will be stored in locked containers. Materials will be delivered as required for a just in time requirement to minimise the quantity stored on site. No off loading or storage of any materials will take place on adjacent streets.

6. Land contamination, ecology and ground water

There are no known water courses within the boundary of the site which may have potential to contaminate the ground water and adjacent drains through the working activities.

The Principal Contractor will introduce control measures to prevent contamination where appropriate. Potential control measures are; -

- Ensuring Fuel tanks / bowsers are to be inspected on a regular basis.
- Bowsers shall be doubled skinned.
- All hoses will be leak free and made secure at the end of the shift.
- Spill kits shall be made available at the fuel storage location.
- Plant should be fueled at a location designated area on site by the Site Manager / General Foreman.
- All plant should be inspected for leaks and either removed from site or repaired immediately.
- Static plant should be positioned on drip trays or other measures for larger plant. Drip trays should be cleaned out on a regular basis.
- Spill kits shall be made available at these locations.
- Washout from concrete wagons shall be carried out in a designated area. The client's construction representative should agree the washout location, and this area indicated to the delivery drivers.
- Washout areas are to be inspected on a regular basis.

7. Communication / Community Engagement Strategy

Contact details for the Site Manager and Head Office will be provided prior to commencement of development and displayed clearly thereafter at the site entrance.

The Principal Contractor will engage with all neighbouring residents, to keep them informed about the project by carrying out mail drops prior to the start of the project and also throughout the duration of the project:

- Initial – passing information about the project, number of dwellings, start date, times, site personnel, contact numbers, expected finish date
- Ongoing – excavation, piling, construction phases, carriageway works, landscaping, etc.
- Proactive / reactive – this will depend on complaints, unforeseen changes in design or build, unforeseen procedural changes, changes of staff etc.
- Any complaints will need to be put in writing and addressed to the Site Manager for further review/action.

8. Monitoring

The Site Manger will monitor the environmental effects of the construction phase on a daily basis and working together with the Company's QuEnSH Manager will ensure that the works are carried out in accordance with the provisions of the CEMP.

9. Considerate Constructors

To aid with compliance, the project will be registered with the 'Considerate Constructors Scheme' (CCS). Contractors who register with the scheme are required to demonstrate the implementation of a five point 'Code of Considerate Practice'.

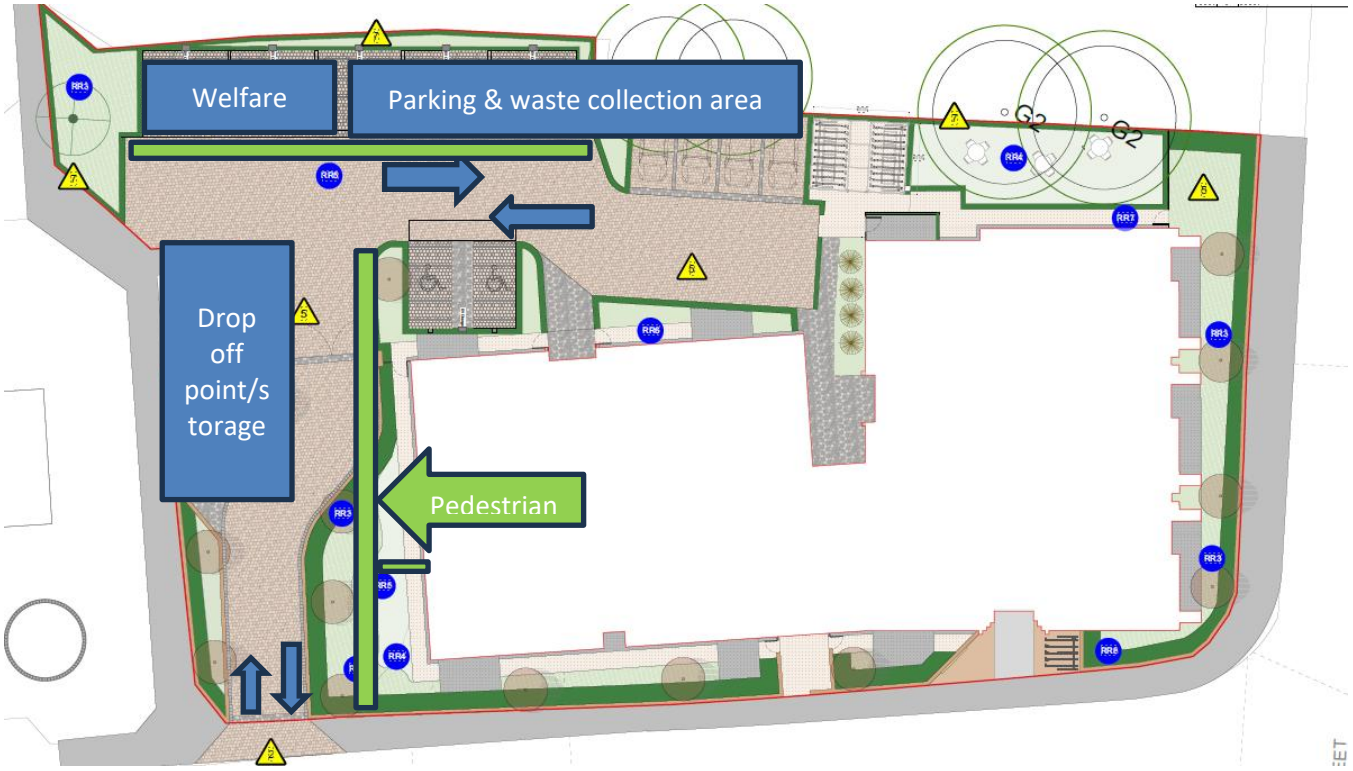
The five categories within this code are set out below.

- **Appearance**: Constructors should ensure sites appear professional and well managed.
- **Respect for the Community**: Constructors should give utmost consideration to their impact on neighbours and the public.
- **Protect the Environment**: Constructors should protect and enhance the environment.
- **Secure Everyone's Safety**: Constructors should attain the highest levels of safety performance.
- **Value their Workforce**: Constructors should provide a supportive and caring working environment.

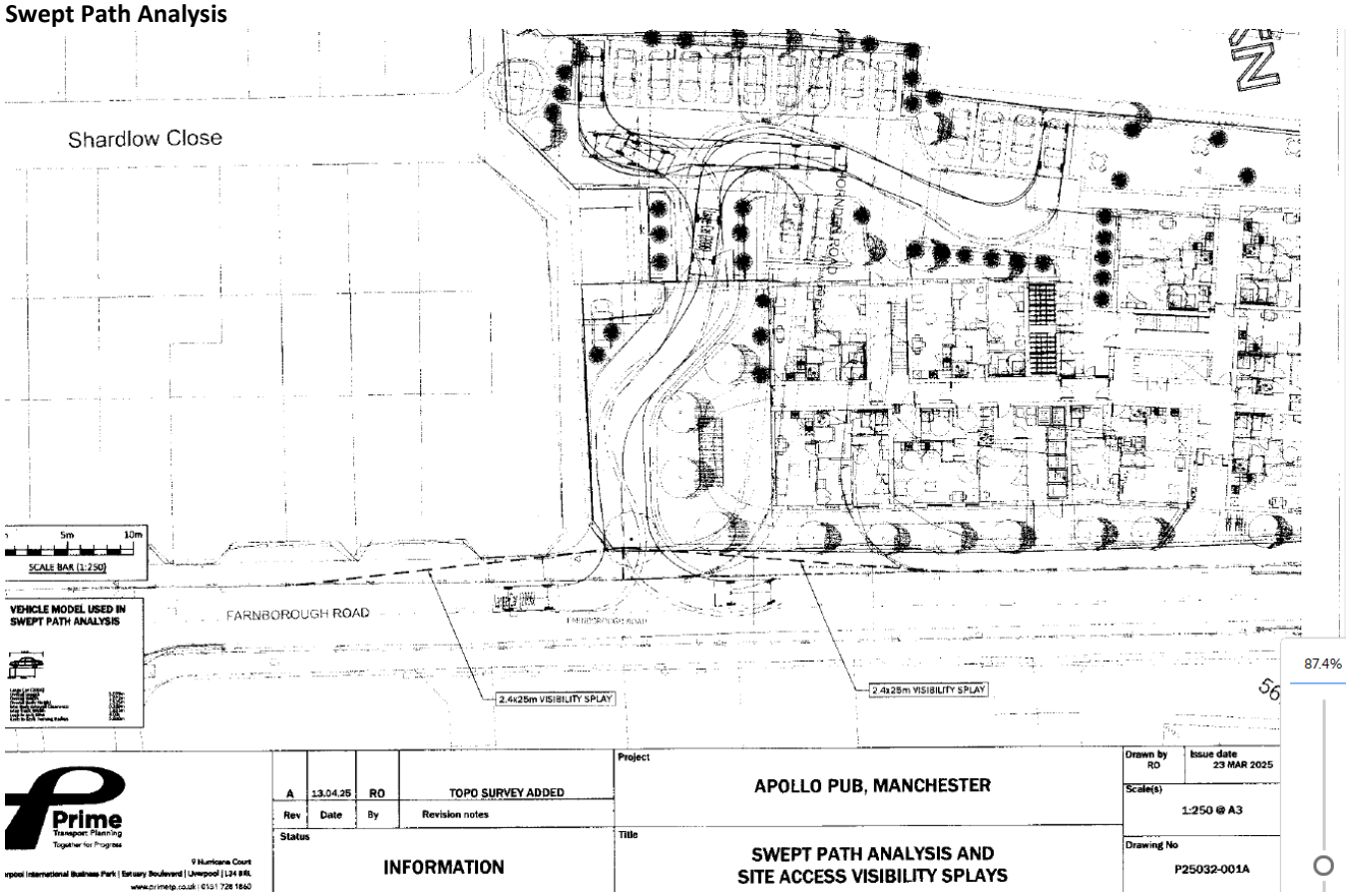
Evidence of registration will be displayed in prominent locations on site signage. The contractors can expect at least 2 no. visits from a representative of the CCS. The first will be to conduct an initial site audit against the Code of Construction Practice. This will result in an assessment of performance and advice on identified best practices and improvement areas

with the issue of certification. The second visit will be to review any changes made, with a re- assessment and re-certification.

Appendix 1
Site Plan



Appendix 2
Swept Path Analysis



Appendix 3
Road sweep/wheel wash



