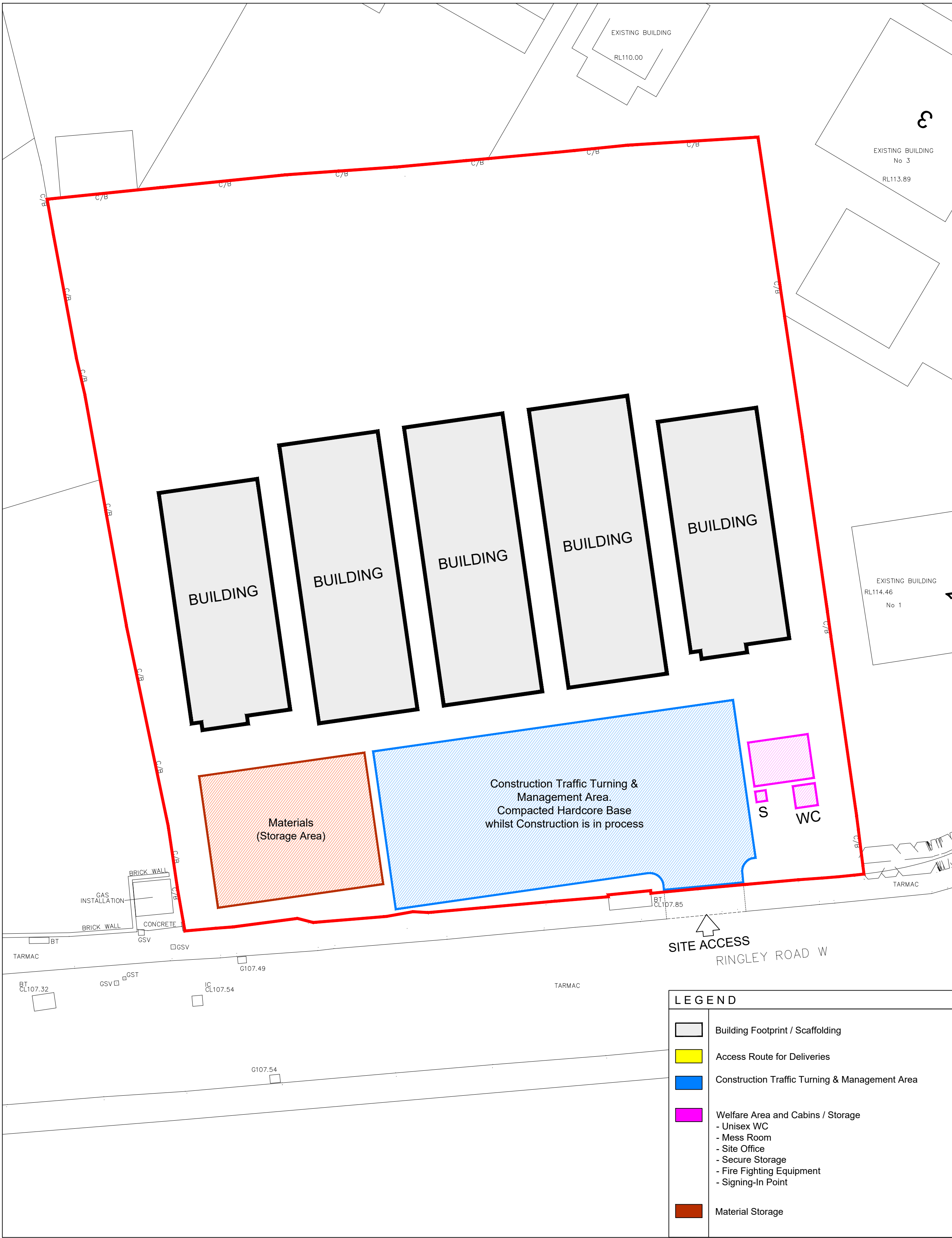




Construction Management Plan
NTS



Sign Type A



Sign Type B



Sign Type C



Sign Type D



Sign Type E



Sign Type F



Sign Type G

Construction Management Plan

The layout of the site is design to keep vehicles and site personnel, as well as all other pedestrian apart. This is achieved by applying the following:

- Entrances and exits - provide separate entry and exit gateways for pedestrians and vehicles;
- Walkways - provide firm, level, well-drained pedestrian walkways that take a direct route where possible;
- Crossings - where walkways cross roadways, provide a clearly signed and lit crossing point where drivers and pedestrians can see each other clearly;
- Visibility - make sure drivers driving out onto public roads can see both ways along the footway before they move on to it;
- Obstructions - do not block walkways so that pedestrians have to step onto the vehicle route; and
- Barriers - think about installing a barrier between the roadway and walkway.

Vehicle Movement

The setup of the site is designed to have a designate route for vehicle movement. To limit the number of vehicles on site we will look to provide the following:

- provide car and van parking for the workforce and visitors away from the work area;
- control entry to the work area; and
- plan storage areas so that delivery vehicles do not have to cross the site

The need for vehicles to reverse will be avoided where possible as reversing is a major cause of fatal accidents. If vehicles reverse in areas where pedestrians cannot be excluded the risk is elevated and visibility becomes a vital consideration.

- Aids for drivers - mirrors, CCTV cameras or reversing alarms that can help drivers can see movement all-round the vehicle;
- Signallers - who can be appointed to control manoeuvres and who are trained in the task;
- Lighting - so that drivers and pedestrians on shared routes can see each other easily. Lighting may be needed after sunset or in bad weather;
- Clothing - pedestrians on site should wear high-visibility clothing.

Traffic Management Plan

This scheme has the benefit of a site compound that can facilitate the deliveries, vehicle manoeuvres, parking, offloading and loading that can be controlled within the confines of the site. Vehicles shall be segregated from operatives.

When necessary banksman shall be deployed to assist maneuvering vehicles on to the site road and highway when it is not possible to use forward gear.

All suppliers shall be notified of the arrangements for travel to the site. It shall be their responsibility to check for overhead obstructions on the public highway between their depot and the site. Delivery schedules shall be deployed to minimize disruption on the highway and these shall include times of the day when deliveries shall be avoided.

Consideration shall be given to understanding where operatives live and their mode of transport to work with the intention of promoting car sharing and use of public transport. Detailed proposals for working adjacent the highway shall be agreed with the Local Highways

All parking will be within the constraints of the site. We will encourage car sharing and where possible, seek to employ local labour. The main compound shall be sized to accommodate the range of traffic anticipated and enable vehicles to leave the site in forward gear. We will try to limit parking to within the site boundary and only as a last resort will park on local roads and never in contravention of parking regulations nor blocking.

Dust and Noise Control

Working hours will be restricted as noted to reduce the risk of noise nuisance. All plant and machinery required on site will have noise suppression systems fitted. All demolition or 'noisy' works will be carried out between the hours of 10 am and 4.00pm. Water will be used to 'damp' arisings from the works to reduce dust escape. A controlled 'allocated area' will be identified on the site for block and brick cutting away from the public or neighbours. The site will be cleaned at the end of each working day and all waste removed to skips. No materials will be burnt on site.

Site Activities

Dust pollution from excavations and earthworks activities will be limited through the use of the following measures, as appropriate:

- topsoil will be stripped as close as reasonably practicable to the period of excavation or other earthworks activities to avoid risks associated with run-off or dust generation;
- drop heights from excavators to vehicles involved in the transport of excavated material will be kept to the reasonably practicable minimum;
- materials will be compacted after deposition, with the exception of topsoil and subsoil on land to be restored for agriculture, forestry, landscaping and wildlife habitats; and
- soil spreading, seeding, planting or sealing of completed earthworks will be undertaken as soon as reasonably practicable following completion of the earthworks.
- Use water as dust suppressant where applicable eg on moving spoil heaps
- Work towards lean construction & utilise 'just in time' deliveries
- Ensure operatives are using tools correctly and tools in good repair
- suitable temporary enclosures for cutting and grinding activities; and
- No site runoff of water or mud
- stockpiles and mounds will be kept away from sensitive receptors (including natural and historic features), watercourses and surface drains where reasonably practicable and sited to take into account the predominant wind direction relative to sensitive receptors;
- stockpiles and mounds will be maintained to avoid material spillage;
- materials stockpiles likely to generate dust will be enclosed or securely sheeted, kept watered or stabilised as appropriate;
- Keep stockpiles for the shortest possible time;
- fine dry material will be stored inside buildings or enclosures with measures in place to ensure no escape of material and of overfilling during delivery;
- mixing of large quantities of concrete or bentonite slurries will be undertaken in enclosed or shielded areas;
- the number of handling operations for materials will be kept to the minimum reasonably practicable;
- materials handling areas will be maintained to constrain dust emissions through the use of measures such as watering facilities to reduce or prevent escape of dust from the site boundaries; and
- mixing of grout or cement-based materials will be undertaken using appropriate;
- techniques/mitigation suitable for the prevention of dust emissions.
- Dust pollution associated with grouting activities will be limited through the use of the following measures, as appropriate:
- dust extractors, filters and collectors on silos for example; and
- the mixing of grout or cement based materials will be undertaken using a process suitable for the prevention, as far as reasonably practicable, of dust emissions.

Haul routes and construction traffic

Haul routes will be provided through the works for use by construction vehicles to access the works. The construction and maintenance of haul routes, will include the following measures, as appropriate:

- the surfacing and maintenance of haul routes to control dust emissions as far as reasonably practicable, taking into account the contractors intended level of traffic movements;
- inspection of haul routes regularly and their prompt repair if required;
- reuse of haul route surfacing materials where the locations of haul routes change during the course of construction;
- provision of areas of hard-standing at site access and egress points to be used by any waiting vehicles;
- methods to clean and suppress dust on haul routes (including watering) and in designated vehicle waiting areas. The frequency of cleaning will be suitable for the purposes of suppressing dust emissions from the site boundaries; and
- enforcement of speed limits on haul roads for safety reasons and for the purposes of suppressing dust emissions. Measures will be implemented to limit emissions from construction plant and vehicles, which will include the following, as appropriate:
- operation of construction plant in accordance with the manufacturer's written recommendations;
- vehicles and plant will be switched off and secured when not in use;

- vehicle and construction plant exhausts to be directed away from the ground and be positioned at a height to facilitate appropriate dispersal of exhaust emissions;
- the enclosure, shielding or provision of filters on plant likely to generate excessive quantities of dust beyond the site boundaries;
- devices such as dust extractors, filters and collectors on drilling rigs and silos will be used;
- movement of construction traffic around the site will be kept to the minimum reasonable for the effective and efficient operation of the site and construction of the project;
- use of mobile cranes to reduce vehicle movements
- All loads entering and leaving site shall be covered
- vehicles transporting materials within or outside the construction site will not be overloaded;

At all times we expect operatives and visitors under our supervision and management to wear the correct PPE. This includes, goggles, dust masks, gloves etc as required however there will be a supply of each in our office.

Inevitably, and even with all our control measures, some dust is unavoidable and we will have a fully stocked first aid box on site should it be required as well as free flowing hot and cold water at all times.

Wheel Washing Facilities

The proposed parking will be gravel based made ground on the site as part of the site set up, which will be utilised for vehicular access/ delivery, egress and parking. This will form a good hard standing free from mud etc. but in the event of a sustained period of heavy rain, a Karcher pressure power wash will be stored on site to hose down the wheels prior to the exit onto main road, should this be required. The contractor will ensure no large debris will be brushed into any surface road gullies in Ringley Road West.

We will supplement this with road sweepers as appropriate, most commonly during periods of moving surplus spoil and forming the foundations. Hardstanding at the access and egress points will be cleaned at appropriate intervals.

Site Compounds and Welfare Facilities

All materials will be delivered from Ringley Road West, through the vehicle entrance and brought directly into the site for storage. The gates to these will open into the site so as not to impact on the public highway. Welfare facilities will utilise 1 No. external 'cabin', which will form the onsite Managers Office/ Canteen/ W.C and storage of equipment. There will be a site signing in hut located at the start of the pedestrian walk way

General provisions:

The contractors shall manage dust, air pollution, odour and exhaust emission during the construction works in accordance with best practicable means. This will include the following as appropriate:

- reference to the general site management and good housekeeping procedures
- (relevant to limiting dust and air pollution);
- controls and measures to control or mitigate the effect of potential nuisance;
- caused by the construction works;
- dust and air pollution monitoring measures to be employed during;
- construction of the project; and
- measures relevant to control risks associated with asbestos dust.

The site layout will be planned to locate machinery and dust-causing activities away from sensitive receptors, where reasonably practicable. Appropriate methods, such as the erection of hoardings or other barriers along the site boundary, will be used, where appropriate, to mitigate the spread of dust to any sensitive buildings or other environmental receptors.

Site Planning

- No bonfires or burning of any materials
- Maintain as far as possible a hard surface haul route through the site
- As far as reasonably practicable, we will keep all cutting, machinery and dust causing activities away from sensitive receptors.

Site Investigation Mitigation Measures

6.0 SITE WORKS

Outlined below are some of the main task and activities associated with the remediation works.

Site Organisation

Site works will be supervised throughout by a suitably qualified Engineer, who will report to a Project Manager. Supervision may be part-time for certain activities, but will be full-time during the removal of any contaminated soil/fill and any placement of fill to an engineering specification.

Welfare Facilities/Security

Initial mobilisation works will include the establishment of appropriate office and welfare facilities. Such facilities may include but are not restricted to: office accommodation, canteen facilities, washroom/drying room, toilets, wheel wash, car parking, stores and security unit. The site should be secured by fencing to prevent unauthorised access onto the site during the enabling works.

Health & Safety

All site personnel will undergo a site-specific health and safety induction prior to commencement of work on site. The Engineer will be informed prior to any proposed entry of a confined space or deep excavation. Entry will be restricted to suitably qualified and equipped personnel. Works will be carried out with regard to current statutory requirements and guidance by the Health & Safety Executive "Protection of workers and the general public during the redevelopment of contaminated land". Protective clothing, footwear and gloves will be required with hand washing and boot-washing facilities made available. Smoking will be limited to designated areas.

7.0 ENVIRONMENTAL MONITORING & CONTROLS

General

All works should be carried out in a manner that minimises impact on the environment and generates adequate and accurate records to demonstrate remediation works have been carried out to the required standard and in accordance with all applicable legislation. All such records should be collated on contract completion (or sooner as required) and included within the contract completion report. Appropriate progress reports should be provided in a format and at a frequency as agreed with the client and project manager including on-going monitoring/validation information.

Comprehensive records should be maintained throughout the project. These should be collated on contract completion into a completion and validation report, which should be submitted to the appropriate regulators for approval. It will be presented in an appropriate manner so as to allow interested third parties to fully understand the whole remediation process. The records should include correspondence with the regulators & other third parties, environmental

monitoring data, validation testing, comprehensive as-built drawings, photographs, collation of all site investigation reports, operational method statements & risk assessments, construction phase health & safety plan and confirmation of post remediation considerations especially in respect of interaction with initial construction (groundworks).

Noise Control

Earthworks will only take place during normal working hours 8.00am – 6.00pm Monday to Friday and 8.00am to 13:00pm on Saturdays with no working on Sundays or Bank Holidays. The site manager shall assess noise and its impact upon neighbours through the working day and to ensure the following mitigation measures are being utilised: All plant and machinery will be fitted with adequate silencers and will not be operated unless in good condition.

Noise levels will be as per normal for a project of this nature. Pneumatic breakers will be used but location and hours of use controlled whenever possible. Should local residents make any complaints regarding noise associated with the works, the site manager shall investigate. Such investigation may include the use of portable monitoring equipment to record noise levels at the location of the complainant. The nature of the complaint and findings of the investigation shall be discussed with the local EHO. If the complaint is upheld appropriate remedial action shall be taken. Such action may include the adjustment of working hours or the alteration of site practices and working methods.

Odour Control

Works may produce odours but good site practice and associated mitigation measures should ensure fugitive odours are kept to an absolute minimum. Such controls may include:

- Additional covers will be applied to stockpiles, if they are contributing to fugitive odours.
- Areas of excavation i.e. area of exposed contaminated soils, will be kept to a minimum and covered/re-instated as soon as is practically possible.
- Odour suppressing equipment shall be utilised at appropriate locations at appropriate times.

In the event that a complaint is made regarding odours from nearby residents, the site manager shall respond by attending the complainant's property to assess the nature and level of odour nuisance including monitoring where appropriate. Appropriate mitigation measures as described herein shall then be enforced including if necessary, suspension of excavation works until the prevailing weather conditions become more favourable.

Dust Control

Earthworks may produce dust during prolonged periods of dry weather. The site manager shall assess dust and its impact upon neighbours through the working day and ensure the following mitigation measures are being utilised to control dust:

- The use and maintenance of good quality site soils;
- Enforcing speed limits of site plant and;
- Dust suppression via water applied by towed bowser.

8.0 OTHER CONSIDERATIONS

Material Management Plan

The development of a Materials Management Plan (MMP) in line with the CL:AIRE Code of Practice may be required to re-use or remove onsite soils. The development of an MMP will require a Cut and Fill model to identify the sources of and possible destinations for site-won materials. In respect of re-using site won soils, formation levels should be designed to accommodate the required thickness of clean cover soils in garden/landscaped areas, without the requirement for offsite disposal of significant soil quantities.

9.0 ADVISORY NOTES

The Following notes are drawn to the attention of the applicant:

No change to the surface of the right of way can be approved without consultation with Bury Council Public Rights of Way Officers. The developer should be aware of his/her obligations not to interfere with the public right of way either whilst development is in progress or once it has been completed; such interference may well constitute a criminal offence. In particular, the developer must ensure that:

- there is no diminution in the width of the right of way available for use by members of the public
- no building materials are stored on the right of way
- no damage or substantial alteration, either temporary or permanent, is caused to the surface of the right of way
- vehicle movements are arranged so as not to unreasonably interfere with the public's use of the way
- no additional barriers (e.g. gates) are placed across the right of way, of either a temporary or permanent nature
- the safety of members of the public using the right of way is ensured at all times"

Any variation to the above will require the prior consent from a Public Rights of Way Officer in addition to planning permission

- The grant of planning permission does not entitle the developer to obstruct a public right of way. It cannot be assumed that because planning permission has been granted that an order under section 247 or 257 of the 1990 Act, for the diversion or extinguishment of the right of way, will invariably be made or confirmed.
- Development should not be started where it affects the right of way and the right of way should be kept open for public use, unless or until the necessary order has come into effect.
- The requirement to keep a public right of way open for public use will preclude the developer from using the existing footpath, bridleway or restricted byway as a vehicular access to the site unless there are existing additional private rights.

If the development will temporarily affect the right of way then the developer must apply for a temporary closure of the route (preferably providing a suitable alternative route). The Public Rights of Way Officers will take such action as may be necessary, including direct enforcement action and prosecution, to ensure that members of the public are not inconvenienced in their use of the way both during and after development work has taken place. Application forms for a temporary closure/diversion are available online.

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