



HENRY BROTHERS

UNIVERSITY OF MANCHESTER

Construction Management Plan

Rev 1 21/12/2021



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Contents

Introduction	3
General.....	3
Deliveries.....	3
Noise and Vibration	3
Methodology.....	4
Communication.....	4
Access routes	4
Traffic Arrangements Inside the Construction Zone.....	10
Key Contact Details	12

[Appendix A: Traffic Management Strategy](#)

[Appendix B: Traffic Management Risk Assessment](#)

[Appendix C: Site Waste Management Plan](#)



Record of Amendments to the Construction Management Plan

Issue No:	Amendment:	Date Issued	Approved
01	First Issue	21/12/21	AE



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Introduction

This document has been created to convey the strategy for managing site traffic both within the confines of the site and also approaches where there is a risk of collisions with vehicles and persons in the surrounding area including existing Client premises.

General

The proposed development does not seek to change or alter the existing vehicular and pedestrian access into the site. It is proposed that for the duration of the construction period access for construction vehicles will enter the adopted construction compound via the Upper Brooke Street (A34).

All vehicles requiring access to the site, including company and private cars must be road worthy. This is the responsibility of the driver to ensure that their vehicle is safe to drive before setting off on the journey. This will help reduce the likelihood of a breakdown on busy approaches which could cause congestion. Drivers will also be encouraged to allow extra travel time for inclement weather and busy periods.

Working hours will be 0730 to 1700 Monday to Friday.

Deliveries

Delivery vehicles must not stop or wait on the approach of Upper Brooke Street unless there is a suitable layby to do so. Upper Brooke Street offers no stopping places whatsoever. All construction related vehicles must enter the site at the Southern access road to a holding area off the road whilst waiting for further instructions from the site banksman.

Deliveries to be arranged to arrive between 0930 and 1530 as to prevent potential congestion at peak commuting hours on the A34 and surrounding routes. Suppliers to be provided with contact details of key persons on site who will provide and assist any approaching drivers. See Key Contacts in Section 5. Delivery vehicles may require banking or guiding onto or along Upper Brooke Street. Guidance will be provided by a competent person in this instance.

Based on projects of a similar nature and scaled, Henry Brothers expect between 4 and 10 HGV deliveries per day.

Noise and Vibration

Key requirements for energy and environmental management for the project include:

- Minimisation of internal and external noise and vibration, both for construction and operational use;
- Noise emissions from the site shall be controlled by Henry Brothers through the adoption of 'best available techniques' (BAT).

Measures taken which would demonstrate compliance shall include but may not be limited to:



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- Manage activities in accordance with British Standard BS 5228: 2009: Code of practice for noise and vibration control on construction and open sites;
- Noise generating machinery/equipment/plant shall be switched off when not in operation;
- Where possible, select plant and equipment that will generate the lowest levels of vibration
- Noise when handling materials shall be minimising;
- Communicating shall be in a manner which minimises noise emissions;
- Visible noise awareness signs shall be erected at the site entrance and on site plant/ machinery;
- The movement of plant onto and around the site shall have regard to the normal operating hours of the site and the location of any noise sensitive receptors;
- Noise reduction measures shall be made available for compressors or generators where possible;

It is the responsibility of Henry Brothers to ensure that all staff working temporarily or permanently at the facility is made aware of the site rules and best working practices to be followed through the means of appropriate training and/or site induction, about controlling on and off-site noise emissions.

Methodology

Communication

All Operatives are to be informed of all matters that may have an effect on their health, safety and welfare. Traffic management will be communicated to operatives during site induction. Re-induction or toolbox talks may be necessary if circumstances change.

Suppliers who are required to make deliveries must be told, in writing, of hazards, restrictions and procedures in advance. This will help prevent unexpected delays on surrounding routes.

Communication from the Client including worker representatives will be key to help UoM personnel and the occupants of the Chemistry Building being affected from construction related traffic.

Throughout the wider community, a letter drop will be carried out informing residents and businesses of the proposed works and emergency contact details.

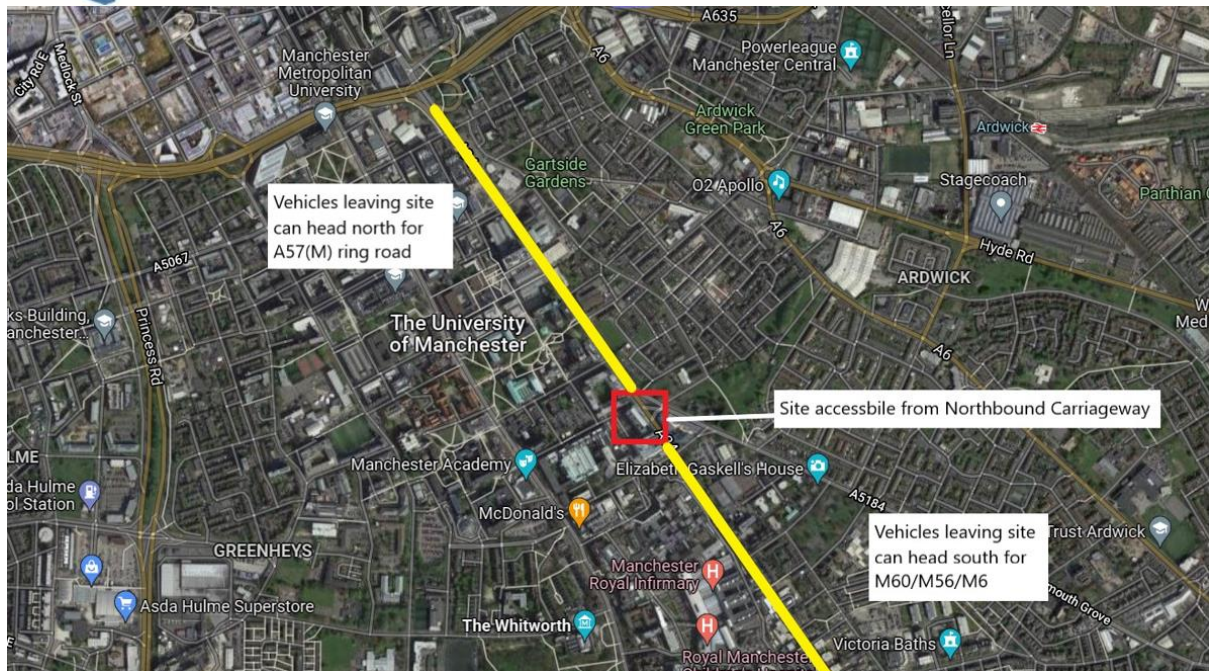
Access routes

Junctions & Joining Traffic

Routes to site are restricted to Upper Brooke Street (A34) which connects A57(M) ring road to the North and the A60 and M56 to the South. The A34 is a four-lane single carriageway at the juncture to the site. The speed limit is 30 mph. Vehicles can only turn into the entrance from Northbound carriageway. Traffic approaching from the Southbound carriageway must find a suitable point to turn and approach from the Northbound carriageway.



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Haulage companies used by the supply chain must provide their own route specific risk assessment, including for abnormal loads.

Henry Brothers Project Manager Colin Patterson shall provide further guidance and updates on hazards, procedures on arrival.

Vehicles can only enter the site from North Bound carriageway. If turning left is not possible for larger vehicles, vehicles may enter via Brunswick Street directly opposite the site. Traffic lights control the safe vehicular crossing of Upper Brooke Street (A34). However, this route contains roads such as Kincardine Road runs through a residential, as such this route should be used when there are no other options available.



Diagram 1: Access to and from the site via Upper Brooke Street (A34).

To prevent delay to emergency vehicles, there must be no stopping along the A34 or impeding vehicular access to the main University complex. Site management must be prepared to clear all other access routes in the event of an emergency.

Gates

Henry Brothers will adopt the existing gates in the perimeter fencing. A phone number will be clearly displayed which visitors can ring on arrival. They must then wait for a banksman to arrive who will provide the appropriate guidance and direction.

Signage

Suitable signage warning of construction related traffic to be erected on lampposts on the approach to the site and should be visible from both carriageways.

Further signage will be placed on the compound entrance gates clearly stating that it is a Henry Brothers Construction Zone. A speed limit sign (5mph) will also be placed on the entrance gates.



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Contact details should be made visible with signage erected at a suitable location e.g. on the compound gates.

Further 5mph speed limit signs will be placed from the gateway leading from the compound into the construction zone, and again at regular intervals.

Supervision

A trained banksman will be based on site full time. The banksman will supervise any vehicle or plant whilst in moves or traverses through the site. They will be responsible for reporting any matter concerning traffic management including road conditions to the Site Management team who will act accordingly.

Construction Related Pedestrians

Pedestrian gates will provide access and egress for construction related pedestrians. Crossing points will be established to allow for safe pedestrian access to and from the building and the compound. Pedestrian barriers will be installed along routes to provide segregation from plant and vehicles. All persons including visitors require an induction before they enter site for the first time.

Prior to entering the site all operatives and visitors will have received Henry Brother's site-specific induction, this will detail site and University rules, access and egress arrangements, site security, fire safety, emergency procedures etc.

Access to the works area from Henry Brother's compound is shown below. Henry Brother's site manager will manage all pedestrian & traffic movement on site.

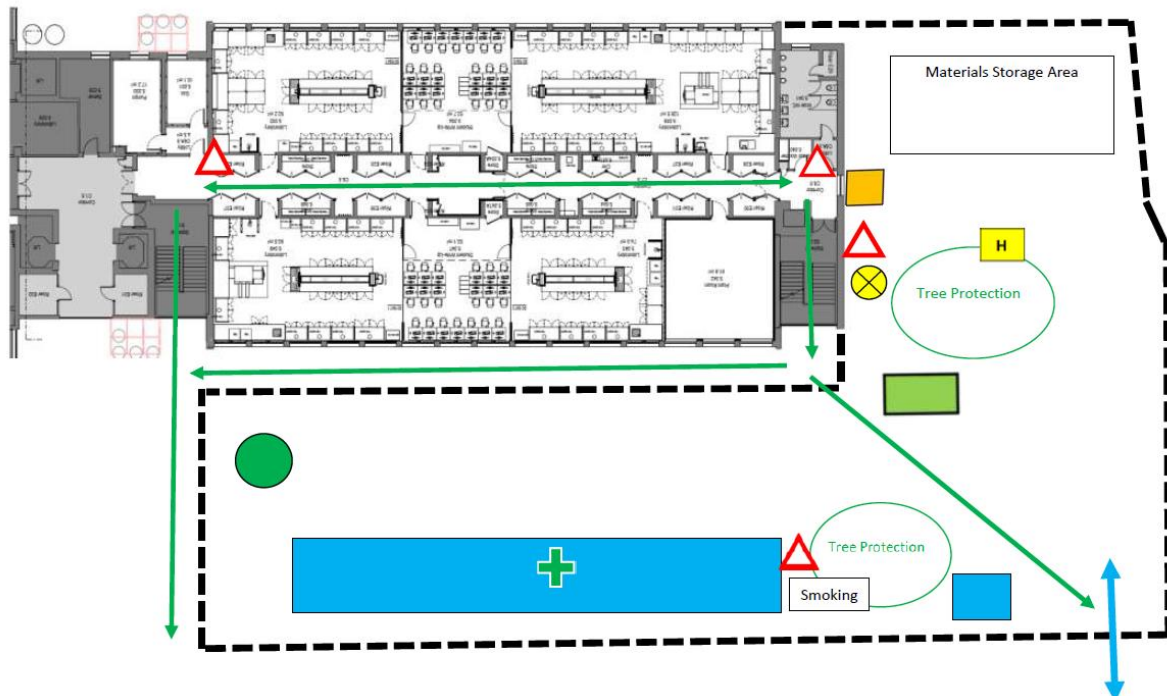
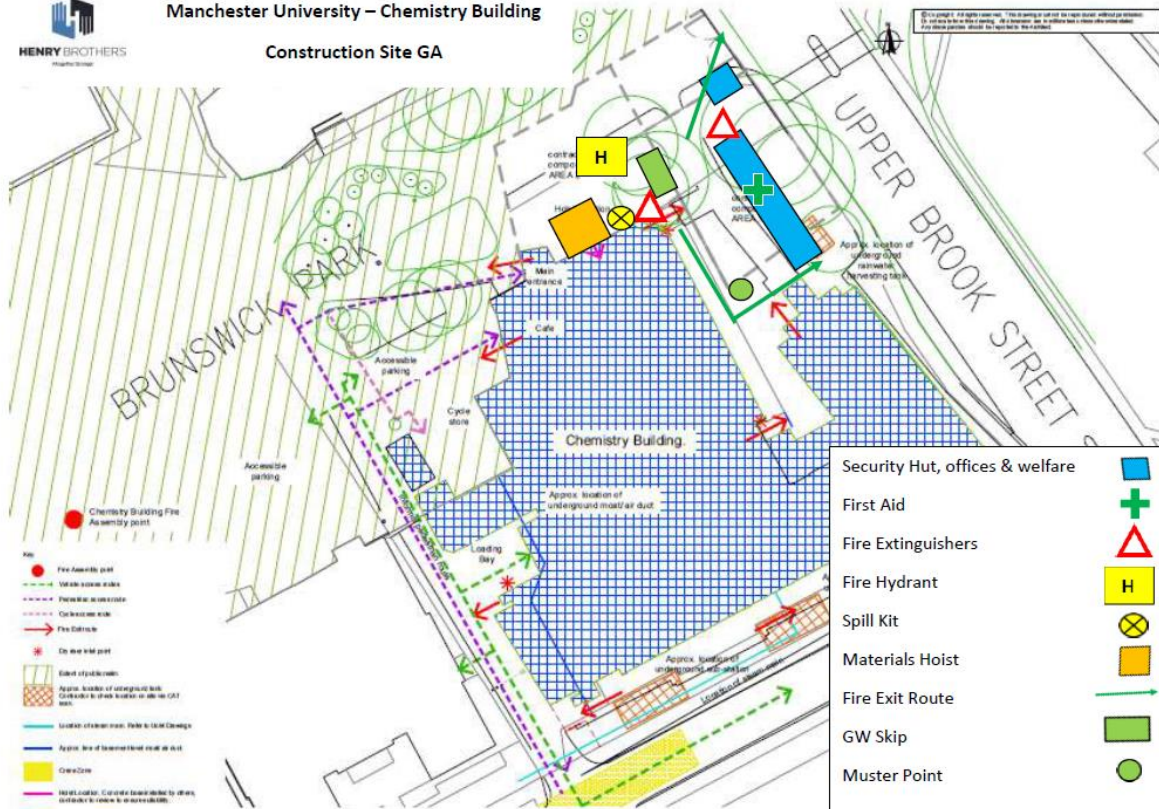


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Manchester University – Chemistry Building

Construction Site GA



Install temporary Heras Fencing

Site guard fencing will be erected around perimeter of the compound to form a live fire exit route as shown within compound layout drawing to create a secure area for welfare and storage. This will



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restrict access to the area while installing the welfare facilities. This element of the works will fall under standard solution temporary works and will be controlled by HB site manager using the temporary works register and temporary works permit system. Site Guard and feet will be off-loaded as close as possible to the work area, there is to be no disruption to traffic while off-loading. 1 operative will lay out the Heras feet for the fence panels and two operatives will carry the panels and slot them into the support feet. The site manager will dictate the route and line of the fence as agreed with the client. The fence line will not affect any of the existing pedestrian or traffic routes. Fence panels will be double clipped from inside the boundary top and bottom with Regular braces installed not less than 1 every 3 panels, concrete blocks will be used to weight braces. Temporary works inspections will take place weekly to ensure the condition of the boundary fencing is in good order.

Site safety signage will be erected to the site fence line using cable ties, this will be mandatory signage only as shown in Appendix E.

LED fluorescent lights will be installed within the compound boundary to ensure adequate lighting for all pedestrians entering the site / building and walking around the compound. This will be detailed within Wyse Power Rams. (Winter months) Fire exit route signage will be erected as required

Maintenance of Surrounding Routes

Open vehicles such as skips and muck away vehicles should be sheeted before leaving the site to prevent material being deposited on the footpath or road. The A34 is suitable for road sweepers and will be utilised on the project when required. Regular cleaning using manual methods will be used to maintain external pathways and pavements. Sub-Contractors will be encouraged to manage their own control of mud/dirt on the road and ensure sweepers are provisionally booked for specific planned activities.

Car Parking

There will be limited parking for construction related vehicles provided within the HB compound. The University Campus security team can and do issue parking tickets to contractors who abuse the arrangements elsewhere on the campus.

Parking for all other construction related vehicles is available at the nearby Manchester Aquatic Centre Car Park (Booth St E, Manchester M13 9SS) where charges will apply. At time of writing, a 9 hour stay costs £8:



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There is also a small car park with a pay meter (charges unknown at time of writing) facility on Brunswick Street:



Traffic Arrangements Inside the Construction Zone

Speed limit

The speed limit throughout the construction zone is 5mph. Elsewhere on the premises, a 10mph limit must be adhered to.



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Road conditions

Upper Brooke Street which forms a section of the A34 is very busy arterial route providing access into Manchester and to surrounding areas. This must be communicated to suppliers in advance of any delivery. Henry Brothers or contractor drivers must check the conditions of other roads likely to be used for suitability and integrity before driving onto site. Poor road conditions discovered during the construction phase must be reported to Site Management immediately.

Reversing

Entering to the construction zone is forwards guided by a banksman. Reversing should be avoided if possible. To achieve this, turning circles shall be construction on the site. When reversing is unavoidable, the driver must seek help. When exiting the site, all vehicles can turn left (northbound) or right (southbound) controlled with an existing traffic light system.

Loading/Unloading

Loading/unloading areas to be established in advance of construction works starting. Operatives must ensure the vehicle is in a safe area before attempting to load/unload. An exclusion zone should be established using hi-visibility cones or barriers. Material to be moved by mechanical means where possible and placed on pallets (where needed) which are in good condition. Where possible, loading and unloading should be supervised by a banksman.

When loading, operatives are to ensure all loads are adequately secured on/within the vehicle and the weight distributed evenly.

Mobile Phones

Mobile phones must only be used in conjunction with a fitted hands-free kit and in line with Company Policy. Plant operators and banksmen are forbidden to use mobile phones whilst in control of plant.

Telehandlers

Telehandler operators must provide proof of their competency before they commence on site as well as having a full induction. Telehandlers must be checked before use each day with checks recorded in the site plant check sheet. Check sheets must be available for checking by and handed to the Site Manager at the end of each week. **FAULTS MUST BE REPORTED TO THE SITE MANAGER AND RECORDED. FAULTY PLANT MUST NOT BE USED UNTIL RECTIFIED.**

If Telehandlers are required to fetch material from outside of the construction zone, the telehandler operator **MUST** seek aid from the banksman.



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Earth moving plant (Excavators, dumpers)

Contractors who use earth moving plant must provide suitable and sufficient risk assessments and methodologies which must be approved by site management before commencement.

Earth moving plant operators provide proof of their competency before they commence on site as well as having a full induction. All earth moving plant are subject to daily pre-use checks with checks recorded and submitted to Site Management.

Any exclusion zones must encompass the arm's radius.

HGV vehicles

Site management may wish to check the driving license of all HGV vehicle drivers before they enter the construction zone. HGV's must be reversed with the aid of a banksman.

Trees

There are a number of trees within the site compound. The conditions of the trees must be monitored. Any precarious branches etc which could pose a risk of vehicle damage or personal injury must be reported to site management who will liaise with local authorities and take the necessary precautions. No persons other than an authorised contractor shall cut or remove any part of the trees.

Key Contact Details (to be displayed on site hoarding and in all accommodation units)

Name	Organisation	Telephone Number
Security (24 Hrs)	University of Manchester	0161 306 9966
Colin Patterson	Henry Brothers	07968085823
Justin Hicklin (24 Hrs)	Henry Brothers	07920832261
Alan Edgington	Henry Brothers	07875667137



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