

# **New Cross, Manchester**

## **Construction Management Plan**



MULBURY  
CITY

# Construction Management Plan

## Introduction

This Plan has been produced to support the application submitted to Manchester City Council (MCC) for the 3No residential developments within the New Cross area of Manchester.

At the time of writing, a contractor has not been appointed for the construction of the developments.

Therefore, this document provides the framework for the Construction Management Plan (CMP) and indicates the anticipated delivery of each scheme.

It is understood that a more detailed CMP will be submitted to MCC for approval, prior to appointment of a suitable contractor, and the commencement of the main development works.

As it has not been possible to consult with the future contractor, the details of the CMP may vary from what is defined within this Plan. However, full consultation will be undertaken with MCC in respect of the detailed CMP to ensure that all development specifics and local adjacencies have been considered and addressed.

## Plot 1 - Bendix Street

Plot 1 is bound by Thompson Street to the north east, Oldham Road to the south, Bendix Street to the south west and a building occupied by Turning Point to the north west. The Site comprises circa 0.14 ha of developed land, currently used as a locksmith business.

The New Cross NDF identifies this site as suitable for landmark development as it is a key gateway site to the city when viewed along Oldham Road.

The proposals include a residential building of 12 storeys with ground floor commercial / amenity uses.

## Plot 2 - Oldham Road

Plot 2 is bound by Oldham Road to the south east, Marshall Street to the north east, Chadderton Street north west, and Addington Street to the south west. The site is 0.13 ha and currently has some partially occupied buildings and a small car park.

The proposal includes a residential development at 11 storeys with ground floor commercial / amenity uses.

Between this Site and the Bendix Street site are two plots which are currently under construction for two buildings of up to 10 storeys for residential use.

## Plot 3 - Goulden Street

Plot 3 is bound by the pedestrianised Bendix Street to the north east, Chadderton Street to the north east, Goulden Street to the south west, and Cross Keys Street to the north west.

This is the site of the Grade II listed Former Police and Ambulance Station (list ID: 1292052), this site includes the boundary walls and tall chimney structure. The Site is 0.12 ha. The

## Site Location Plan



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## 1.0 Site Establishment & Logistics

### 1.1 Site Operating Hours

The works will be programmed based on a Monday to Friday and a Saturday morning working week.

Official site working hours would be:

Mon – Fri: 7:30am – 6:00 pm, Sat: 8:30am – 2:00pm

Sunday/Bank Holidays: No Work

If required to work outside the above hours, local authority and local residents will be informed where necessary prior to any works commencing.

### 1.2 Site Establishment Plan

Due to the location of the sites and the proposed footprints of the buildings, the site build process and logistics of the site are very challenging (for Plot 2 more so). A high level of consideration will be given to the site logistics, deliveries, protecting the public, materials distribution and the affect that the construction work will have on the local community.

As the proposed buildings occupy the whole footprints of each site, capacity to house the full site welfare and office accommodation set-up isn't possible. Consequently, a local site has been identified which will act as contractor parking / welfare / office facilities for the duration of the build.

The project office will comprise of facilities for the contractor's staff, as well as key subcontractors and the Client. There will be meeting room facilities, welfare (inclusive of a canteen), drying rooms and WCs - all in accordance with Schedule 2 of the CDM Regulations 2015.

The Emergency contact number will be displayed outside the project office and at the main site entrance.

Work hours: 01925 748530

Out of Hours: 03458 778094

#### Plot 1

To facilitate the construction of the development, it is the intent to utilize the existing road closure of Bendix Street, and a temporary partial closure of the footpath along Oldham Road and Thompson Street. The closures will be required to ensure maximum public safety, for the loading and off-loading of materials.

#### Plot 2

To facilitate the construction of plot 2, it is the intent to request a temporary full road closure of Marshall Street (section from Chadderton Street to Oldham Road), and a temporary single lane closure on Chadderton Street (section from Marshall Street to Addington Street). Furthermore, temporary partial closure of the footpath along Angel Street and Oldham Road (as per Balfour Beatty's development) will also be required. The closures will be required to ensure maximum public safety, for the loading and off-loading, of materials.

### Plot 3

Plot 3 will look to utilize the existing closure along Goulden Street, and the pedestrianized section of Bendix Street. Furthermore, temporary partial closure of the footpath along Cross Keys Street will be required.

For all 3 development sites, Traffic Management will be implemented, as necessary, to demark road and pavement closures, works access and egress, footpath alterations and pedestrian segregation.

Where possible and required, the sites will be protected by a solid construction perimeter hoarding and will be monitored by CCTV.

#### 1.3 Site Parking Arrangements

There is no provision for parking on any of the sites. However, a local site has been identified which will permit safe and controlled contractor parking. The secure site is located off Cross Keys Street and will house all staff / contractor parking, ensuring no requirement for off-site public parking by associated personnel. Before any construction works begin, liaison relating to parking arrangements for the duration of the project, will be undertaken with the relevant personnel. Once construction works have commenced all site visitors will be briefed prior to visiting site and on-site induction, the site entrance will clearly display relevant parking arrangements.

#### Materials & Plant Deliveries

##### Plot 1

Deliveries will access the site via the Bendix Street road closure. Management controls will be implemented to ensure the safe movement of vehicles. Once loading / off loading works are complete, all vehicles will be reversed onto Oldham Road by a banksman (or continue through the pedestrianised section of Bendix Street in a forward gear).

##### Plot 2

Deliveries will access the site via the Marshall Street road closure. Management controls will be implemented to ensure the safe movement of vehicles.

Vehicular access to the site via the Marshall Street road closure and through access gates located within the area of the road closure. Once loading / off-loading works are complete, all vehicles will egress through an additional vehicle gate in a forward gear. Vehicles will be able to continue onto Marshall Street in a forward gear to exit the local area.

##### Plot 3

Deliveries will access the site via the Goulden Street road closure. Management controls will be implemented to ensure the safe movement of vehicles. Once the loading / off loading works are complete, all vehicles will be reversed onto the 'open' section of Goulden Street by a banksman.

Vehicle deliveries will be scheduled to avoid stacking on the public highways. Furthermore, dialogue will be had with MCC Highways for proposed off-site holding locations for arriving vehicles, which the appointed contractor must ensure are adhered to throughout the development.

#### 1.4 Storage of Materials & Plant

All materials deliveries will be made on a 'just in time' basis to minimise the amount of material stored on site, as space will be at a premium. No plant movements will be allowed outside of the site boundaries unless prior arranged with the Local Authority. Plant expected on each site includes Tower Crane, excavators, dumpers, rollers, piling rig, forklift and concrete pump. All plant will be secured overnight to prevent unauthorised use.

#### 1.5 Construction Methods

Before any construction works begin site boundaries will be established by means of solid hoardings to secure each of the sites. Pedestrian & Vehicle access and egress gates will be installed at agreed locations.

The general construction sequence and construction methods for each site, are as follows; the building may be founded on piles and caps. On completion of the foundations, the lift pits and under slab drainage will be installed and the concrete ground floor slabs cast. The frame of the buildings will then be constructed, followed by roof covering systems.

Each of the 3 sites will be serviced by means of a tower crane with goods and passenger hoists positioned around the building, to suit the height of the structure. Once the main structures reach the fourth floor, then the construction of the façades will commence. This will generally consist of a wall made up of SFS steel framing off the structural frame, with moisture board and insulation. Each site will then be wrapped in the proposed envelope material treatment. Once the buildings are watertight at the lower levels, then the internal fit-out works will commence.

All materials will be off loaded in designated areas and distributed vertically by the cranes / hoists with horizontal loading by pallet trucks.

#### 1.6 The Erection & Maintenance of Security Hoarding

Each site will be secured by means of a solid hoarding incorporating the necessary pedestrian and vehicle access gates to meet the needs of each site and will comply with current health & safety legislation. The delivery access gates will be controlled by gatemen, who will coordinate all deliveries to the sites. Pedestrians in and out of each of the main site works will be controlled allowing detailed monitoring of all site personnel. The sites will also be covered by 24-hour CCTV and static guards, if required. The hoardings will be maintained to a high standard and will be checked for stability and appearance as part of the daily Health & Safety routine and temporary works procedures. As part of the ongoing co-ordination with the local highways department, hoarding licenses will be applied for.

#### 1.7 Crane & Hoist Position

It has been considered that tower cranes will be located in the middle of each of the sites. The cranes will service the construction of the frames and facades before being dismantled. The buildings will also be serviced by goods and a passenger hoists.

Once the tower cranes have been erected, rescue procedures will be developed.

#### 1.8 Traffic Management & Road Closures

##### Plot 1

To facilitate the construction of the development, it is the intent to utilize the existing road closure of Bendix Street, and a temporary partial closure of the footpath along Oldham Road and Thompson Street. The closures will be required to ensure maximum public safety, for the loading and off-loading of materials.

##### Plot 2

To facilitate the construction of plot 2, it is the intent to request a temporary full road closure of Marshall Street (section from Chadderton Street to Oldham Road), and a temporary single lane closure on Chadderton Street (section from Marshall Street to Addington Street). Furthermore, temporary partial closure of the footpath along Angel Street and Oldham Road (as per Balfour Beatty's development) will also be required. The closures will be required to ensure maximum public safety, for the loading and off-loading, of materials.

##### Plot 3

Plot 3 will look to utilize the existing closure along Goulden Street, and the pedestrianized section of Bendix Street. Furthermore, temporary partial closure of the footpath along Cross Keys Street will be required.

For all 3 development sites, Traffic Management will be implemented, as necessary, to demark road and pavement closures, works access and egress, footpath alterations and pedestrian segregation. All road and footpath closures will be via direct liaison with the Local Highways Authority.

#### 1.9 Faced Access

For each of the 3 sites, there will be a requirement to access the whole of the external elevations to complete the façade works. Perimeter scaffold will be erected inclusive of a protective fanlight at ground floor level to protect the public and building operatives.

All façade accesses, will be fully designed by qualified engineers and checked by a temporary works engineer. This will be installed, maintained and dismantled by competent persons only. All works will be undertaken within the confines of the site boundary.

All permits from the local authority will be in place before any work commences.

#### 1.10 Temporary Lighting

Low level bulkhead type lighting will be provided to the perimeter of the hoarding lines to reduce the effects of any dark spots caused by the erection of the hoarding. All walkways, staircases and access routes will also be lit by means of temporary lighting which will be of a minimal output, to minimise the effect on local residents and businesses. Task lighting will be on a need by need basis, by means of fluorescent strip lights on tripods, which will be switched off during none working hours.

#### 1.11 Access to Existing Properties & Businesses

Our current proposal for the set up of the sites, takes into account the impact on local residents and businesses. There will be minimal / no impact on the surrounding buildings.

Local residents and businesses will always be given priority, this will be communicated to the workforce and deliveries through the induction process and toolbox talks and will be rigorously enforced. It is also our intention to communicate to local stakeholders through letter drops and communication boards with contact details of the senior staff on the perimeter of each site.

### 2.0 Environmental

#### 2.1 Site Waste Management Plan

A Site Waste Management Plan will be operated for each site, to allow the recording and monitoring of all waste streams, energy consumption and FSC timber usage, against set targets, which are obtained from Industry Benchmarks. The SWMP's will also record waste minimisation actions; forecast waste amounts; actual waste produced and Duty of Care notices. Monthly reports are provided from the waste carrier to monitor waste stream and implement KPIs.

All waste streams will be segregated where possible before being removed from the sites by a licensed carrier. Hazardous waste such as mastics, paints etc will be segregated within a specified waste station detailed on induction and clearly shown on the TMP. All mixed waste is transported to a licensed transfer station where the waste is segregated to assist with recycling / re-use and avoidance of sending to landfill.

#### 2.2 Environmental Impacts

Environmental Impact Assessments are carried out on projects to identify any likely aspects and impacts on the environment the projects may have. These assessments will include for necessary control measures for implementation to eliminate / reduce such impacts.

##### 2.2.1 Air Quality Plan

The most significant risk to air quality from the construction works, will be during the ground works period of the developments, from the processes and equipment used to carry out the works. Dust generated through all work activities will be controlled at source, so far as is reasonably practicable, by a recognised method and in line with legislative duties.

#### 2.2.2 Control of Dust & Dirt & Detritus

To control excessive mud being transferred from the sites to local roads, it is proposed to use wheel wash systems during the construction of the structural frames. In addition to the above, road sweepers will also be utilized during the remaining period of the works.

Dust generated through all work activities will be controlled at source, so far as is reasonably practicable, by a recognised method and in line with legislative duties, this will include the dampening down of work areas and the use of appropriate dust suppression tools.

To control dust that may be transferred into the atmosphere via deliveries/vehicle movements the use of load covered vehicles and highlighted staging/delivery points will be implemented to enable dust monitoring. These will be determined within the TMP following the appointment of sub contractors and suppliers.

To control material being transferred onto local roads or accessing water courses at the development's infancy appropriate measure when installing sewers and forming roads need to be implemented, Bunting and tankering of existing sewers, a wheel wash facility, scraping of roads once formed, installing driveways to plots and applying an appropriate planned TMP. Further controls to gully's will be installed, a filter bag system that will be maintained regularly.

#### 2.3 Recycling of Waste & Demolition Materials

All waste streams will be segregated, where possible, prior to being removed from the sites by a licensed carrier. All mixed waste is transported to a licensed transfer station where the waste is segregated.

#### 2.4 Human Impact

Construction works can have an impact upon the local environment and the residents of local communities. As such, the following processes and procedures would be implemented; in addition to the above controls to minimise the effect the developments have on the local community.

Each site will be registered with the Considerate Constructors Scheme. The intention is to communicate to local stakeholders through letter drops and communication boards with the primary personnel contact details on the perimeter of the sites and details of how to raise any concerns the local community may have during construction. All site staff and contractors will receive site inductions which will include a section on reducing the impact on the local community.

Local residents will be invited to advise of any concerns they may have, and an open-door policy will be endorsed. A Community Engagement Plan will be developed at pre-construction stage and will be fully implemented through the construction phases and beyond, with a strong proactive attitude being encouraged.

### 3.0 Programme

Version 2: 29 November 2019

### 3.1 Construction Programme

The proposed draft outline combined construction programme for the development runs for calendar weeks with a proposed start date 10.01.2022.