

NEW OFFICE AND WAREHOUSE, LAND OFF JUNCTION OF ASHTON OLD ROAD AND POTTERY LANE

CLIENT: LITTLE GREENE PAINT CO LTD

PRINCIPAL CONTRACTOR: CRUDEN CONSTRUCTION LTD

ARCHITECT: BRADSHAW GASS & HOPE LLP

CONSTRUCTION MANAGEMENT PLAN

Site Address:	The site is located to the south west of the junction of Ashton Old Road and Pottery Lane, Manchester. The approximate National Grid Reference of the centre of the site is SJ871974.
Principal Contractor:	Cruden Construction Ltd Hillcrest Knutsford Road Grappenhall Warrington Cheshire WA4 3LA
Head Office Contact:	Steve Garnett
Head Office Telephone:	01925 267314
Site Contact:	Nelson Freitas
Site Telephone Number:	07584 173146
Emergency Site Number:	07584 173146 The site emergency contact number will be displayed on signage around the site perimeter fencing.
Proposed Works:	The project involves the construction of a new factory unit, warehouse and offices to replace and enlarge existing facilities on another site. The new site is 14,300m² in size and is a brown field site. The building will provide accommodation of approximately 3200m² over 2 floors including a single storey factory production unit. The construction is a mixture of a steel frame for the warehouse and concrete frame for the offices. The roof is composite panel system with areas of pitched and flat roofs. Walls are clad in composite panels. There will be HGV access and parking for 8 visitors and 45 staff. There will also be soft landscaping around the site. There are site works to provide car parking, yard area and hard standing, access roads and landscaping.
Timescale:	The works will be carried out over a 40 week period.

	The site will operate Monday to Friday from 7.30am through to 5.00pm each day.
Site Compound and Access:	The works will be accessed off Wolveton Street. This street provides access onto the site in the south west corner (rear). All vehicular traffic into the site will be through this access point. Wolveton Street is an industrial estate road currently providing access to a number of business requiring HGV, LGV and car access, namely Network Rail, Singletons Scrap Metal and Armstrong Fluid Technologies. It has the capability to handle large articulated HGV traffic. Wolveton Street is accessed off Ashton Old Road which is a main 'A' road arterial route into Manchester City Centre. The site compound will be located in the south east corner of the site with designated contractor vehicle parking and full HGV access and HGV turning available within the site boundaries. Vehicular access for the Construction Site will be via a new set of gates on the boundary of the site, these gates will be predominantly used as the primary delivery route. Throughout the main works the vehicle gates will be controlled to prevent unauthorised access. The vehicular entrance onto and off site will have clear sight lines so that vehicles entering / leaving can clearly see if other vehicles or pedestrians are present. Deliveries and gates will be supervised and managed from the point of arrival. A site "delivery" planner will be utilised to ensure monitoring of who and what is being delivered each day (larger deliveries only), any unannounced large delivery will be refused access unless the time and route is clear. Vehicle movements on site will be controlled and managed by a gateman and/or a traffic marshall/banksman. A pedestrian management system will be in place to ensure there is a separate access route to the various works areas, cross over points will be included along with clear and precise signage, this will be maintained at all times. See Appendix A for Site Compound Drawing
Deliveries to Site:	All materials and plant being delivered to site will be controlled through a combination of prearranged delivery times and designated drop-off areas within the site. All companies and contractors attending site will be advised of the site address and access route into the site with clear signage being provided to the site perimeter fencing to identify the site.

Contractor Parking and Pedestrian Access:	Contractor parking will be provided within the site boundary to prevent any off-site parking that may cause concerns to neighbours or prevent HGV and/or emergency vehicle access. The site set up will included a pedestrian gate that will be locked when the site is not operating, access will only take persons into the site welfare area. All traffic and pedestrian management plans will be reviewed and updated regularly to reflect current site activities. See Appendix A for Contractor Parking Drawing
Waste Management:	A separate site waste storage area will be provided on the site with separate skip provision for wood, metals, plastics and cardboard and paper packaging waste. Removal of waste will be by a licensed waste management contractor and will occur as required depending on the stage of the project but generally as skips are filled on a daily basis.
Wheel Washing:	It is the intention to provide a clean, granular, stone surface to the construction and delivery vehicle access areas of site at an early stage to ensure a clean surface for safe access and egress at all times. Site will utilise the following methods as and when required (weather / construction traffic dependent) • Jet wash located at the vehicle exit gate • Road Sweeper Fig.01 – Typical vehicle wheel wash Fig.02 – Typical road sweeper
Dust Suppression:	During the construction works the Site Manager will be responsible for monitoring and controlling the generation of dust on the

building site. The most likely cause of dust on the site is through a combination of dry weather and vehicular traffic carrying out external ground works operations.

If necessary water suppression techniques will be used to control dust on the site and wheel washing facilities will assist in the control of dust off the site. In addition where vehicular construction traffic on and off the site is heavy during the initial ground works phase of the project regular wet road sweeping will also be carried out to keep access roads used by others clean.



Fig.03 – Typical dust suppression equipment

APPENDIX A – SITE ACCESS AND COMPOUND

