

Our League Life – Outline Construction Management Plan

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Contractor and Site Construction Manager: TBC

1. Background

This document has been produced by Bear Maximum Ltd as the RFL's (the client) project manager, to outline the principles for the construction management plan approach for the Our League Life National Hub, Grey Mare Lane in Beswick as part of the planning application.

The selection and appointment of a suitable contractor is underway using the North West Construction Hub as the procurement route. Should permission be granted for the development, the client will require of the appointed contractor a full Construction Management Plan for approval by the Local Planning Authority prior to the start of any works.

This full Construction Management Plan will be updated to cover the following:

- A Site Waste Management Plan;
- Air Quality Plan;
- A plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction;
- The parking of vehicles of site operatives and visitors;
- Loading and unloading of plant and materials;
- Storage of plant and materials used in constructing the development;
- Construction and demolition methods to be used, including the use of cranes;
- The erection and maintenance of security hoarding;
- Measures to control the emission of dust and dirt during construction;
- A scheme for recycling/disposing of waste resulting from demolition and construction works;
- Details of and position of any proposed cranes to be used on the site and any lighting;
- A detailed programme of the works and risk assessments;
- Details on the timing of construction of scaffolding;
- Details of how access to adjacent premises would be managed to ensure clear and safe routes into Buildings are maintained at all times.

2. Statement of Approach to Construction Management

We will support good neighbourly relations in the construction phase, laying the foundations for successful working relationships once the new RFL facilities are in operation. Ensuring a positive experience for OLL neighbours

Our approach to delivering the OLL Hub project will be inherently collaborative from the outset. We commit to working flexibly, proactively and in partnership with the local stakeholders including residents, schools and colleges, and sports providers including The East Manchester Academy, St. Brigid's Primary School, Connell Co-op College and East Manchester Leisure Centre. In addition, the impact of sporting events at nearby venues, including Etihad stadium and the NCC Velodrome will also be considered in our approach. . To minimise disruption during construction we will jointly define a programme, construction methodology, building services strategy, logistical approach and health and safety plan which maintains the day-to-day operation of the neighbouring schools whilst minimising disruption to local residents. This collaborative and considerate approach is intended to promote a safe and positive experience for all users.

3. Outline Construction Management Plan

At this point the Outline Construction Management Plan is as follows:

3.1 Maximum Expected Working Hours:

As per planning conditions and expected to be as follows:

Monday – Friday: 7:30 am – 6:00 pm

Saturday: 8:00 am – 2:00 pm (no noisy work until 8:30am)

No noisy work should be undertaken on Sundays or Bank holidays without prior notice and agreement with Manchester City Council.

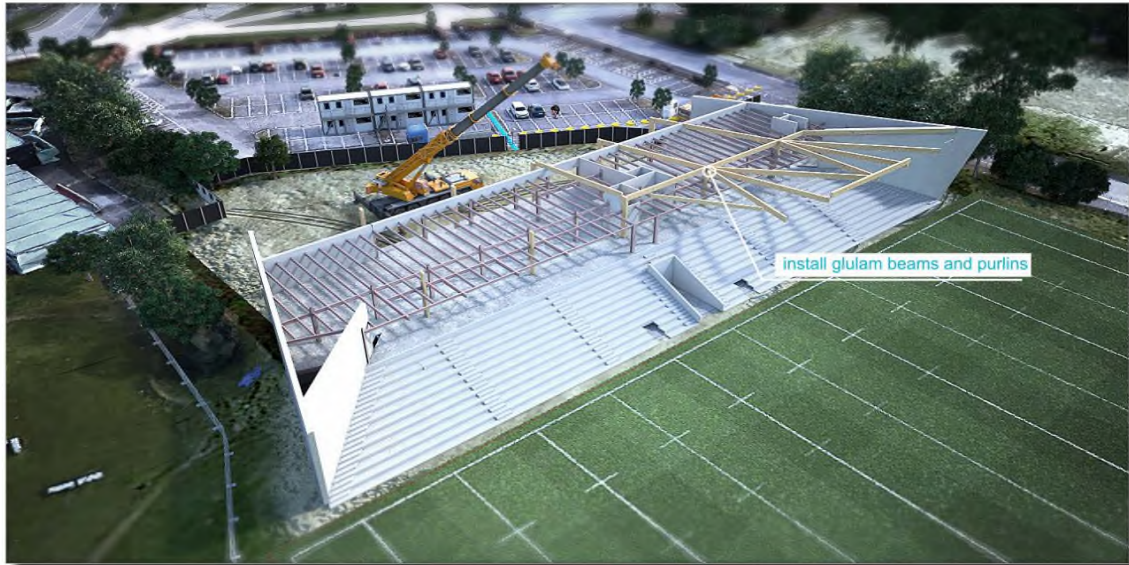
Site Plan





Construction Layout Proposals including access





3.2 Principles of Construction Traffic Management Plan

Construction traffic and deliveries will be limited to 9:30-14:30 to avoid peak hours for The East Manchester Academy and St. Brigid's Primary School. Pre-construction relationships will be established between our team and East Manchester Leisure Centre to understand peak in-use times and establish a proactive TMP that accounts for this.

All deliveries will be pre-booked and registered to avoid congestion around the site. Sporting events and matches at the Etihad stadium and NCC Velodrome will be included in the TMP, and deliveries avoided during those times to avoid additional congestion and traffic.

3.3 Principles of Site Access, Servicing and Facilities

The optimum vehicular site access point is likely to be via Kirkstead Close, just off Bell Crescent/Grey Mare Lane. Utilising this route will allow us to create a safe, one way route into site without impacting the leisure centre carpark.

The optimum location for the site compound would be on a section of East Manchester Leisure Centre's car park, subject to agreement with MCC. This will ensure site welfare and vehicular access/ egress points is be located as far from residential dwellings as possible, ensuring minimal noise/ dust impact and removing interface between construction site operatives and the neighbouring East Manchester Academy or residents. The alternative option would be the former Police Station site - again subject to the agreement of MCC.

All contractor parking can be kept onsite, removing impact on residents and East Manchester Leisure Centre.

The construction programme will developed to ensure full alignment with key dates in the academic term, ensuring noisy works are delivered out of school hours and outside of key term and exam dates.

3.4 Principles of Air Quality, Environmental Management, Noise and Site Waste

All works will be completed in accordance with BS: 5528-1 and BS: 5528-2 Dust Guidance from BRE states that the most effective mitigation technique for dust control is to prevent dust from becoming airborne, since it is difficult to suppress after this stage. Dust is expected to arise primarily during dry weather and especially strong wind. Consequently, good site management would include the ability to respond quickly to such conditions by employing techniques as dampening down (i.e. using a spray hose to deliver a fine spray) of stockpiles and sheeting of Lorries.

Noise will be managed within the constraints and requirement of the separate Noise Assessment Report submitted with the planning application

The principal wastes predicted to be generated by the construction work include inert waste and soils, primarily arising from excavation works. Other construction wastes may include mixed construction and demolition wastes, packaging, timber and catering wastes (i.e. general waste). A very small amount of hazardous wastes may also be produced, associated with the maintenance of on-site mobile plant. A Site Waste Management Plan (SWMP) will be appended to the Construction Management Plan. The principles of the waste hierarchy (eliminate, reduce, reuse, recycle, recover, disposal) will be applied to the SWMP to ensure best practice on site and to sustain high levels of sustainability in the project as a whole.