

Jersey Wharf
Ancoats
Construction Management Plan
May 2022



Construction Management Plan
Jersey Wharf, Ancoats, Manchester

Rev	Date	Initial	Reviewed By	Comment
0.1	03/11/21	MG	HH	Prepared for Planning Application
0.2	07/12/21	MG	HH, IK, HG	Prepared for Planning Application
0.3	21/03/22	RT	MG	Prepared for Planning Application
0.4	21/04/2022	RT	IK	Prepared for Planning Application
0.5	03/05/2022	MG	HH, IK, HG	Prepared for Planning Application

1. Introduction

This Construction Management Plan has been prepared in respect of the development proposals for the Jersey Wharf site.

The report has been produced for the purpose of informing the planning application and is therefore intended to pull together high-level information on known construction constraints for the site. The report is based on methodology and timescales envisaged at the time of the submission of the planning application.

As the project moves forward, the Plan will be developed by the selected Principal Contractor in advance of the project commencing on site. A detailed Construction Environmental Management Plan will be submitted to the LPA for approval ahead of commencement of the development on site, detailing Construction Management, Construction Phase Health and Safety, Environmental Management as well as Site Waste Management, Logistics and Traffic Management.

2. Project Description

Development of land bounded Jersey Street to the north, Rochdale Canal to the south, Flint Glass Wharf/Works to the west and grassland to the east to deliver a 190-unit residential development, with ground floor commercial floorspace, and ancillary amenity space within 2-8-storey buildings, cycle parking provision, hard and soft landscaping, access and servicing and other associated works.

3. Project Location

The Site is bounded by Jersey Street to the north, Rochdale Canal to the south, Flint Glass Wharf/Works to the west and grassland to the east.

To the east of the site is a grassland area, neighboured by disused hardstanding further inland of the boundary. There is a limited amount of low-quality shrubland along the Site's boundary. The Site is currently fenced off which restricts access. The western portion of the Site comprises a low-rise warehouse and associated car park with a mixture of shrubs of moderate quality and a small number of trees of moderate quality.

A historic infilled canal arm, Prussia Arm, is present at the Site on a north south axis which crosses under the original stone bridge on Jersey Street. As such the level on Jersey Street rises by approximately 2 metres along its length in both directions. It is anticipated that this canal arm bridge will be removed by Manchester City Councils public realm project prior to start on site regularising the levels along Jersey Street, subject to a planning application (ref. 133406/VO/2022) submitted by Manchester City Council.

Adjacent to west of the Site are Flint Glass Works and Flint Glass Wharf, warehouses converted to offices and residential respectively. Across Jersey Street to the north of the Site is the recently approved Eliza Yard, a mid-rise residential development being brought forward by Manchester Life as part of the next phase of regeneration within Ancoats as well as a large, underutilised car park. To the east of the Site is a grassland area.

4. Project Team

Full details of the Project Team are set out below:

Architect: PRP

Heritage Architect: KM Heritage

Multi- Disciplinary Engineer: Curtins

Cost Consultant: Turner and Townsend

Principal Designer: PRP

Planning Consultant: Deloitte Real Estate

Project Manager: Mace

5. Programme

Subject to viability and the granting of planning permission, the project is expected to start on site at the end of Q3 2023, with completion expected during Q3 of 2025.

6. Existing Pre-Construction Information

A good level of existing site information has been gathered from a series of surveys, to ensure that the design is informed by accurate, up to date, site information. The planning application is also supported by a number of technical reports.

6.1. Utilities: Available site information includes record information from Statutory Utility Companies. Further surveys including CCTV drainage have augmented this information with data on private utilities.

6.2. Utilities new connections: Dialogue has commenced with the primary Statutory Utilities in the area, to understand capacity in the locality and begin establishing requirements for new connections. Electrical network capacity has been reserved for the development.

6.3. Levels: A comprehensive drawing showing the levels across the site, including that of the coping stone has been produced from a topographical survey

6.4. Ground conditions: A detailed report of the ground conditions on the site have been produced following analysis of the ground investigation survey.

7. Site Constraints

Access and egress to the Jersey Wharf site during construction will be via the existing highways network. A one-way system will be implemented bringing vehicles in via Jersey Street to the west, and having them exit via Jersey Street to the east.

7.1. Highways constraints: Various features within the locality carry weight restrictions and the narrow grid within the Ancoats Conservation area requires consideration for construction traffic.

7.2. Adjacent Developments: A number of other developments are expected in the locality. Access and egress routes to the scheme will therefore need to be coordinated and agreed in advance of works commencing, with other contractors working in the area. As such, Manchester Life are actively involved in discussions with MCC highways which include information about other developments in the area which are known.

8. Construction Methodology

8.1. Power: The intention is for the construction activities to be powered by a temporary supply for the minimum amount of time possible with the permanent supply for the development being brought forward in the programme to allow it to serve the construction activities.

8.2. Conservation Area: Detailed methodologies for the construction activities will be agreed with the Local Planning Authority prior to works taking place to protect and enhance the area.

Limited ground works to rationalise site levels and the diversion of buried services, as necessary, will be the first activities following site mobilisation. This exercise will then be followed by the following works:

- piled foundations;
- ground floor slab
- superstructure frame;
- roof covering
- Façade
- building services
- fit-out and finishes; and
- Landscaping

9. Traffic Management

MLDC's Contractor partners will work together to develop co-ordinated routes to their respective sites and will engage in co-ordination meetings between all active contractors in the area to ensure deliveries are co-ordinated along defined routes to the respective sites to minimise local impacts.

Prior to starting works on site the Contractor will be expected to submit a detailed Construction Traffic Management Plan as part of the detailed Construction Management Plan to Manchester City Council for agreement with Highways Officers. That plan will detail the coordinated routes and co-ordinated delivery system and address the following issues:

- Integration of the traffic management scheme with surrounding construction developments and calming measures;
- Access, egress, drop off and turning areas;
- Temporary and / or permanent alterations to local traffic routes (both vehicular and pedestrian);
- Additions, alterations and positions of any temporary signage, road markings or protection barriers;
- Pedestrian access around the site and relevant protection, lighting and signage schemes;
- Temporary suspension / relocation of parking bays and bus stops as necessary;
- Segregation of plant, materials and pedestrians on site and safe access routes between welfare and site areas;
- Transport strategy for staff and operatives, which discourages on-street parking in residential areas.
- Loading bays, hoist positions and tower crane areas; and
- Any other measures to ensure the safe integration of pedestrians, cyclists and road users both on, off and surrounding the development.
- A construction protocol for deliveries, off peak deliveries and pre-fabrication will be developed once a Principal Contractor is appointed.

10. Site Establishment

10.1. Temporary Construction Compound: An area has been identified directly to the East of the site for use as a temporary construction compound. This area, bounded in green in the below plan, will house all contractor's welfare and office space as well as material storage.

Proposed Temporary Construction Compound



Note - boundary excludes the existing trees in the area

10.2. Welfare: Appropriate welfare facilities will be provided in a temporary construction compound to the east of the site to be utilised during the construction phase of the project. Site personnel will be encouraged to utilise the extensive array of public transport options available to them, and the construction phase travel plan will encourage and promote the use of the wide range of public transport options available within a short walking distance of the site.

10.3. Hoarding and Scaffolding: The site will be hoarded and scaffolded where necessary. Should the hoarding / scaffolding need to encroach past the site boundary to allow construction activities to proceed, MCC highways will be engaged at the earliest possible stage for approval.

10.4. Security: Site security will be provided as necessary.

10.5. Considerate Constructors: The Principal Contractor will be expected to register the site with the Considerate Constructors scheme. A minimum score will be agreed across the MLDC projects and monitored as a KPI throughout the construction process.

Further specific Health and Safety standards will commonly be imposed upon the Contractors across the MLDC projects via the Pre-Construction Health and Safety Plan.

A communications strategy will be developed in partnership with Manchester City Council to ensure release of information from the MLDC projects to local residents is co-ordinated.

11. Site Licence, Notifications and Permits

Prior to commencement on site, and in some instances during the works, appropriate licences, permissions and permits to work will be required from local stakeholders in order to facilitate development in line with the project programme.

Where possible, the Team will work to secure these licences early, so as to minimise the lead times required to secure permissions on appointment of a Principal Contractor.

12. Health and Safety

The project will be carried out in accordance with the Construction (Design and Management) Regulations 2015, and all other relevant legislation and guidance.

The Principal Contractor will be expected to have a rigorous Health and Safety Policy and prioritise Health and Safety within its business operations. This policy is being scrutinised as part of the contractor procurement process.

The Principal Contractor will produce a Construction Phase Health and Safety Plan prior to works commencing on site. This document will form the basis of the procedure for managing health and safety during the construction phase and will be periodically reviewed as the work progresses.

Protecting the public from risks to their health and safety arising from the construction work is a high priority. Every care will be exercised to prevent risk to members of the public and appropriate action, including the erection of perimeter fencing / hoarding to a specified standard, will be taken. Vandalism and theft of plant, equipment, materials and fuel is possible throughout the duration of the development. The Principal Contractor will take appropriate action to ensure the site is secure at all times from unauthorised access.

13. Sustainability & Environment

13.1. Environmental Management

An Environmental Plan will be developed by the Principal Contractor to address and monitor the following issues:

- 13.1.1. Applicable environmental legislation;
- 13.1.2. Pollution (including measures to protect the canal from waste ingress and pollution); and
- 13.1.3. Nuisance (noise, vibration, dust, emission and light).

13.2. Waste

The Principal Contractor will be encouraged to minimise waste on site and recycle as much as possible.

13.3. Environmental Legislation

Applicable environmental legislation will be identified in a register, to ensure that appropriate systems are put in place in order to comply with the legal requirements in question.

13.4. Pollution

The Principal Contractor will establish mitigation procedures to ensure the prevention of water, ground and canal pollution, relating to the following risk activities:

- 13.4.1. Earthworks;
- 13.4.2. Concrete works (including washing out of concrete delivery vehicles and pumps);
- 13.4.3. Storage and movement of fuels, oils, chemicals and other such fluids; and
- 13.4.4. Cleaning (including plant, machinery and wheel washing).

13.5. Nuisance

Construction activities which generate noise and vibration will be reviewed and planned in order to minimise, as far as practicable, the potential nuisance caused by the construction works. Mitigation measures will be considered including low noise options, noise attenuation techniques and alternative methods.

The working hours for construction works will follow the Manchester City Council guidance for construction works. This includes standard working hours for noisy, disruptive and external works. Works will only be undertaken outside of these hours where the works are internal to the building and will not result in noise or disruption to local residents. External work outside standard hours will be minimised, but where it is unavoidable will be agreed using the process set out in the guidance.

There is increased potential for nuisance relating to air quality and emissions from construction activities in the form of dust and fumes. The degree of dust deposition is usually dependent on the nature of the works. Increased levels of dust are most likely to occur during; demolition works, piling, moving construction traffic and ground work activities. In order to minimise dust and fumes, the Principal Contractor will consider the following:

- 13.5.1. Control measures and dust suspension techniques;
- 13.5.2. Minimise stock piling and positioning in a manner that reduces risk of dust arising through wind action;
- 13.5.3. Measures such as screening and covering;
- 13.5.4. Installation of appropriate wheel and body wash facilities;
- 13.5.5. Keep adjacent roads and pavements clean;
- 13.5.6. Ensure plant is turned off and not left running when not in use;
- 13.5.7. Selection of electrically powered plant where possible in lieu of diesel or petrol plant; and
- 13.5.8. Ensuring no waste or unwanted construction materials are burned on site.

13.6. Contractor Carpark Management Strategy

The Contractor will be expected and encouraged to use local transport facilities where possible to reduce the amount of traffic within the area. The Contractor will be expected to monitor the surrounding streets and take measures to discourage sub-contractor vehicles fly parking on the local highways network.

13.7. Waste Management Strategy

In line with the 'Site Waste Management Plan Regulations 2008' a site waste management plan (SWMP) will be developed by the Principal Contractor and agreed with Manchester City Council.

The Contractor will be expected to detail, within their Construction Management Plan, the strategy for reducing the carbon footprint of the construction site.

14. Community Engagement

The Contractor will be expected to submit a community engagement plan prior to starting on site. The Contractor will be expected to regularly engage with the community throughout the construction period.

Site contact details will be available on a project board clearly displayed near the entrance to site.

15. Handover

As the building nears Practical Completion, the residential units and other spaces will need to be commissioned and handed over. Sufficient time will be programmed to allow the future managers of the building to witness the testing and commissioning activities, with appropriate training being arranged as necessary.