

CONSTRUCTION MANAGEMENT PLAN

PROJECT NAME: Apartment Block

PROJECT ADDRESS: Former Site Of 1-5 Plymouth Grove, Manchester, M13 9PZ

1 Project Particulars

1.1 The Project:

Apartment Block

1.2 Location:

Former Site Of 1-5 Plymouth Grove, Manchester, M13 9PZ

1.3 Site Description:

Erection of an apartment block with a maximum height of 7 storeys (excluding roof top plant) constructed above a semi-raised basement to form 16 x one bedroom and 45 x two bedroom units (61 in total) (Class C3) with 31 car, 64 cycle and 2 motorcycle parking spaces in the basement area, 10 surface level car parking spaces and visitor storage with new access from Dryden Street, communal garden areas, landscaping and boundary treatments

2 Site Perimeter

The undertaking of construction within an area enclosed by hoardings, 'Heras' style fencing and scaffolding around the building with debris netting: the position of which should be identified within an approved site management drawing.

The site red line boundary will be provided with standard heras fencing with debris netting as required. The fencing will incorporate site pedestrian and vehicles gates.

The fencing will be erected in accordance with HSE Guidance HSG 151 'Protecting the Public your next move'



3. Asbestos Containing Materials

Extracted materials would to be segregated into skips within the site for removal to licensed waste sites. Any asbestos would be removed by a licensed contractor;

A site investigation will be commissioned and the soils screened for asbestos or any materials stockpiled on the site.

Any acm's identified will be carted off site as hazardous waste by a licensed asbestos removal contractor.

Any materials on site with any high levels of contamination will either be remediated on site or removed by a licensed contractor working to EA current Regulations.

4 Substructure Works

Existing foundations would be excavated and affected land backfilled in relation to the preparation of external works;

Once the substructure design has been finalised. A safe system of work will be developed with the Principal Contractor ensuring that all ground is suitably backfilled so as to prevent any affects to the boundary relating to undermining any adjacent land or structures.

5 Traffic Management

Defined access and egress routes for construction traffic, including staff, delivery and construction vehicles, including HGVs,

The site currently has an existing access from Dryden Street which will be utilised during the construction phase for all deliveries to the site. All vehicles will enter and exit through this entrance, all reversing will be carried out in site. The existing entrance will be widened to accommodate the proposed size of vehicles entering site.

All site staff and site contactors vehicles will be encouraged to park away from site using an existing pay and display car parks or park on the existing roads but not to affect residents or neighbouring businesses.

6 Demolition Activities

Methodology for the undertaking of on-site processes, including crushing of materials removal of waste, delivery of materials to be used in ground works, arrangements for back filling and dust suppression and duration of noise generating activities;

No crushing activities will be required on the site. But dependent upon the findings during the reduce level obstructions may be found within the ground. Where these cannot be carted from site in the original size they will be broken down to reasonable sizes for removal from site.

The demolition activities will be using traditional techniques of an excavator with a breaker attachment. All dust will be controlled through dampening down during the operation using water suppression. All noisy activities will be kept to a minimum via selection of the equipment.

Dependent upon the substructure design and site investigation materials will be imported to site as fill using traditional techniques. Where required the substructure will be layered during any backfilling operations to comply with the structural / civil design.

7 Dust and Mud Control Measures

Identified measures to control dust and mud on the surrounding public highway including: details of how the wheels of contractor's vehicles / streets are to be cleaned and the sheeting of vehicles entering and leaving the site during the construction period;

We will provide or procure that dust screening is provided to prevent egress of dust from the Works. Any waste is to be well sprinkled with water to prevent dust rising and all proper screens and protection.

The intention is to carry out as little cutting as possible on site, however where this is un-avoidable We will use the most up to date technology available to us, which may include water suppression or dust extraction techniques.

Mud will be dealt with using a traditional jet wash spray within site at the entrance to remove any excess materials from vehicles exiting site. Waste water will be dealt with in accordance with EA latest Regulations.

A road sweeper will be employed to keep the site and front / side clean during any major muckshift works on site or during inclement weather. This will be programmed at site level during the construction phase.

8 Deliveries to site

Identified vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;

The site currently has an existing access from Dryden Street which will be utilised during the construction phase for all deliveries to the site. All vehicles will enter and exit through this entrance, all reversing will be carried out in site. The existing entrance will be widened to accommodate the proposed size of vehicles entering site.

9 Working Hours

Specified working hours for the site, including hours for the delivery of materials;

Standard Construction working hours are 7.30am – 6.00pm, Monday to Friday. 8.30am – 2.00pm, Saturday. The workforce may arrive on site 30 minutes prior to each shift but no working will happen outside of these hours unless changed by prior agreement. High noise activities will be kept to a minimum during the first hour of each working day.

Generally, the site will operate to these hours, however it is likely that during certain stages of the build that extended working hours may be required.

Sundays and Bank Holidays no works.

Given the access constraints to site it is inevitable that certain deliveries will need to be made early in the morning or out of normal working hours.

It is difficult to ascertain the frequency of out of hours deliveries at this stage but may be reasonable to suggest that it would be daily during the peak of the project. This is a matter of compromise between existing occupants, traffic flows and progress. We would propose to trial deliveries during working hours, keep all parties fully informed and monitor traffic flows, careful site management will establish the best outcome.

10 Emissions

Identified measures for the management of on-site construction vehicles and plant machinery in order to reduce emissions. This shall include a detailed drawings demonstrate that vehicles can access and egress the site in forward gear. Where this is not possible arrangements for stewarding vehicles to and from the site would need to be provided;

All construction vehicles will be selected based on being serviced regularly and in good working order. We will encourage plant, vehicles and machinery to be as new as possible incorporating any latest technologies to reduce emissions. The site rules and construction phase plan will include vehicles exiting the site will access and egress in a forward gear. A traffic marshall will employed on the site to manage vehicles in and out of the site where entering the existing carriageway.

11 Lighting

Measures for securing the site, including on-site security and lighting;

We will ensure that all temporary lighting installed will be carefully design and planned for relating to the site layout and its potential impacts on the surrounding environment. Typical arrangement could include using lighting only where and when necessary, using an appropriate strength of light and adjusting light fittings to direct the light to where it is required. Illumination should be appropriate to the surroundings and work activities being carried out within the site. We shall avoid over lighting and use shields, reflectors and baffles to help reduce light spill to a minimum. use specifically designed equipment that, once installed, minimises the spread of light above the horizontal.

Direct light downwards wherever possible to illuminate its target, not upwards

Switch off lights when not required for safety or security. Use of timers as required to minimise the use of lights during out of hours.