Tang & Associates Ltd
Chartered Architects

Construction Management Plan

Erection of 12 dwelling houses

Land adjacent to Kingsbridge Road, *And Camelia Road, Harpurhey, Manchester M9 5SQ*

January 2020

Revised: 23rd Oct. 2020

1.1 Introduction

1.2 Purpose of the report

This Construction Management Plan has been prepared by Tang & Associates Ltd on behalf of our client for the new build of 12 dwelling houses at the Land adjacent to Kingsbridge Road.

The purpose of this document is to provide guidance for the Contractors working on site so that the work carried out on site minimises the impact caused on the local residence. The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed. The Project Manager shall work with the Authority to review the Construction Management Plan should any problems arise in relation to the construction of the development.

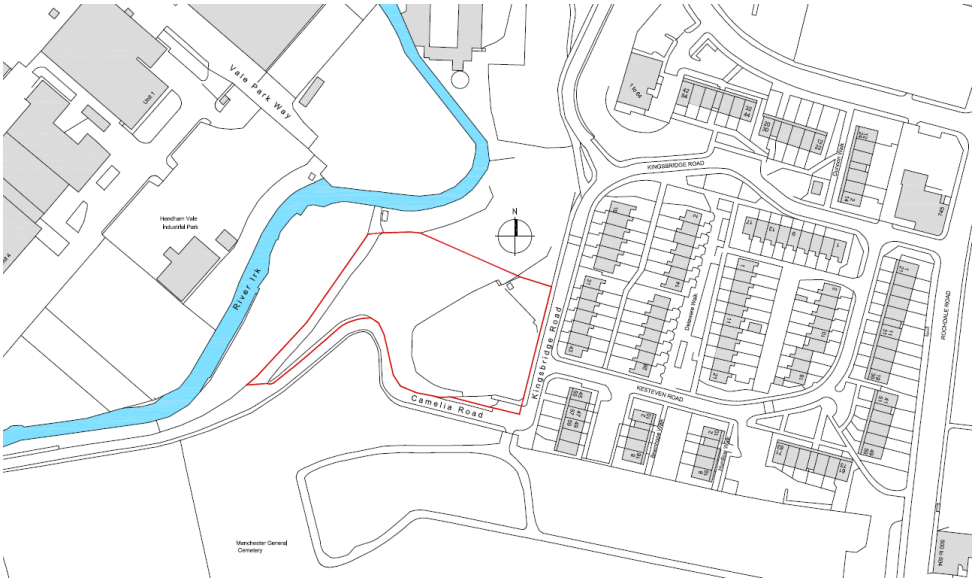


Figure 1: Location Plan marking boundary of the construction site.

2.1 Construction start/completion dates

The development started on 19th December 2017. We are awaiting confirmation from Prime Developers and their contractors to confirm the expected completion date.

2.2 Proposed hour in which vehicles arrive and depart

In general, the hours which vehicles will arrive and depart will coincide with the site hours which are 08:00am to 18:00pm on Monday to Friday, and 08:30am to 13:00pm on Saturday. The contractor will do their best to schedule work to be carried out during standard working hours. However, there will be occasions which heavy/ wide loads may need to be delivered and removed from site outside of these hours, in which case the banksman would be in attendance at all times.

2.3 Access arrangement for vehicles

All vehicles will use either Kingsbridge Road or Kesteven Road to reach the construction site. Upon arrival, the vehicles will enter the site to unload materials or park by Camelia Road to prevent obstruction caused to traffic on the roads. All contractors will sign into the contractor book and sign out upon leaving the site.

2.4 Banksman/Traffic Marshall

A strict delivery procedure will be implemented to ensure that Rochdale Road and Kingsbridge Road is not overrun with site and delivery vehicles. Our banksmen will ensure that traffic flow on both roads is maintained at all times. The Traffic Marshall will act as banksman when vehicles enter the site. All sub-contractors and suppliers will be required to give 48 hours of notice for deliveries. The movement of materials will also be controlled by our Traffic Marshall.

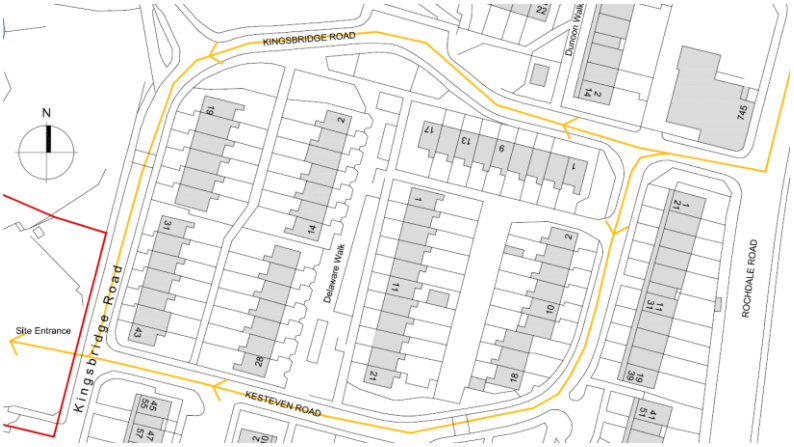


Figure 2: Access Route to the construction site

3.0 Size of vehicle

Numerous types of delivery vehicles will be used to being materials to and from the site. These include:

- Skip Lorries. These will include standard 8 yard skips for waste (approx. size 7m long and 2.4m wide)
- Ready mix concrete lorries (approx. size 8.25m long and 2.45m wide)
- Flatbed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, brick/block, timber, roofing materials, plaster, joinery etc. (approx. size 8.5m long and 2.45m wide)

The projected vehicle movements are likely to be approximately 2-5 per day during the main contract works period.

3.1 Tight manoeuvers into the site

All vehicles will be able to turn directly into the site for deliveries.

3.2 Details of any highway works necessary to enable construction to take place

None.

3.3 Parking and loading arrangements

A strict delivery procedure will be implemented to ensure the Rochdale Road and Kingsbridge Road is not overrun with site and delivery vehicles. Our traffic marshal will ensure that traffic flow is maintained at all time. The movement of materials, particularly in the main contract work stage will also be controlled by our traffic marshal. He will be responsible for the control and coordination of all aspects of materials deliveries and movement.
Vehicles will immediately pull into the site for unloading whenever possible. Materials will be stored within the boundary of the site. No street parking will be permitted around the site, all sub-contractors will be informed that the surrounding area is for resident parking only.

4.0 Temporary traffic management orders

None required. However, work traffic signage and speed reduction will be introduced around the site.

4.1 Proposed overhand of the Public Highway

None. Construction work requiring scaffolding is recessed at least 5 metres into the site boundary therefore no overhang is expected.

4.2 Details of any hoardings or fencing

The main site area and the contractor's compound will be enclosed with solid hoarding and controlled access gate. This will all be within the confines of the site and within the site boundary fencing. It will be adapted as necessary.

4.3 Details of how pedestrian and cyclist safety will be maintained.

Vehicles entering and leaving the site will be supervised by our traffic marshal. The general public/pedestrians will have right of way along the footpath and road crossing on Kingsbridge Road. The construction site gates will be kept closed and monitored, opened only when deliveries here are to enter the site. All delivery vehicles will be supervised/controlled by a banksman.

The site manager will ensure the external perimeter of the site is regularly inspected to ensure that any debris is kept clear of the entrance or pavement. Should there be any complaints arising from the works, local residents will be able to call personally to the site manager at our site office or contact the site manager so the issue can be resolved swiftly. A record will be kept of all comments and complaints.

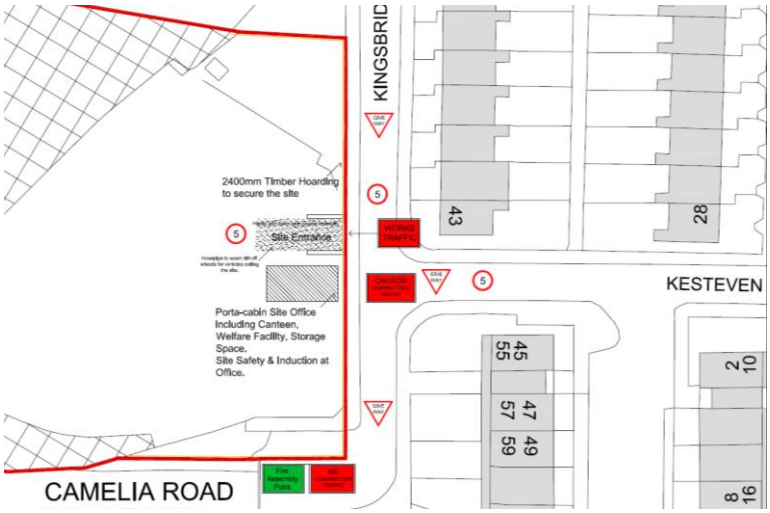


Figure 3: Construction signage, speed reduction and site facility. A larger PDF version of this plan will be available for clarity.

5.0 Control of dirt and dust on the public highway

Mud and debris on the road is one of the main environmental nuisances and safety problems arising from construction sites. The contractor will make provision to minimise this problem.
In the early stage of the project when ground works are being carried out, all vehicles that leave the construction site will be washed down by hosepipe or jet wash (marked on drawing). The wash bay area will be surfaced with hard core ground materials to filter solids and debris, minimising the chance of it getting washed into the drainage system and to prevent degradation of the ground conditions.

We will insist on all muck-away lorries being covered to minimise the risk of any mud over-spilling onto the highway.

Kingsbridge Road and/or Kesteven Road will be cleaned frequently (min. once per week) with the use of road sweeping vehicles to ensure roads are clean throughout the construction periods.

5.1 Control of dirt and dust within the site

Water will be sprayed within the site at appropriate areas from time to time to keep dust down during dry weather. Materials will be covered with sheeting to prevent wind from blowing dust around and out of the site. Wagons and skips will also be covered when not in use.

5.2 Plant and noisy equipment

The nature of construction work means the site will be noisy and can be a nuisance to neighbouring property therefore it is crucial that the contractors operates within the permitted working hours.

Any use of vibration tool will be used within the permitted working hours. Loud and disruptive equipment's will need to be turned off when not in use to minimise nuisance caused to nearby residents.

5.2 Waste management

Waste will be removed from the site at regular frequency to minimise hazards at the construction site and to avoid spillage in and around the site. Standard construction waste will be removed by hired skips which will be legally disposed at appropriate sites. No waste will be burnt. Due to the nature of construction works, it may be difficult to segregate waste, however segregation of waste will be implemented whenever possible.