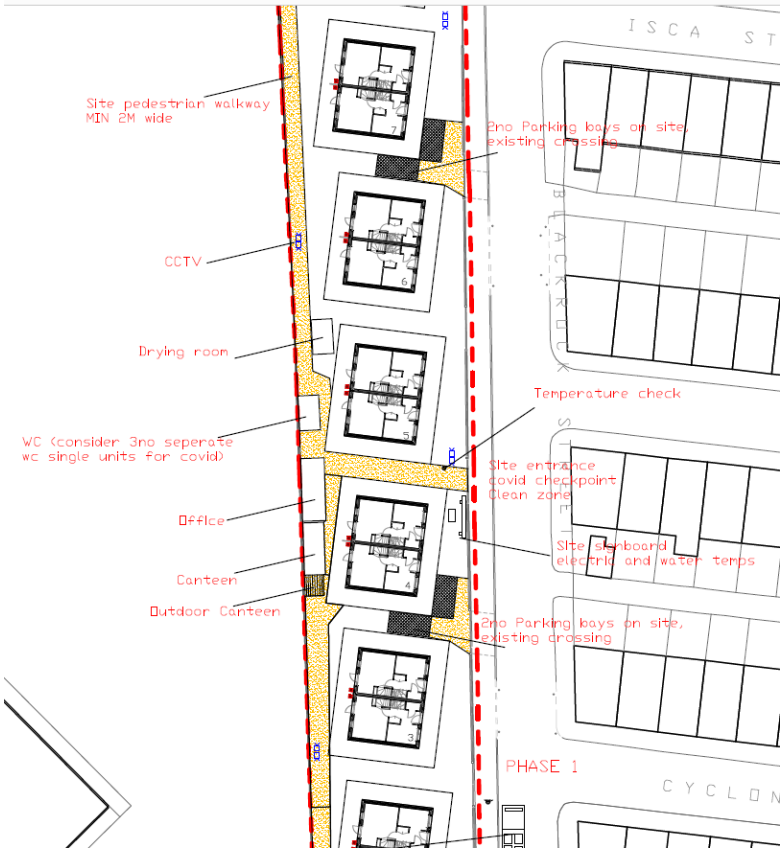
Construction Management Plan Phase 1



Project: Blackrock street, Manchester

Client: One Manchester

Principal Contractor: John Southworth Builders Ltd



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Introduction

Blackrock street, involves the erection of 22no semi detached houses with associated external works including car parking, landscaping and boundary treatments.

The project is split into 2no phases, phase 1 is for 18no units, phase 2 is directly opposite phase 1 and has 4no units. The principles of the CMP will be current for both phases, and it is anticipated both phases will run at a similar time however it is not known when phase 2 will commence within phase 1 programme, and as such this will determine if any special measures are required for phase 2.

This plan is a first issue and will be updated once the commencement of phase 2 is known



This Construction Management Plan outlines the working practices for the Project to minimise the impact and disruption on the General Public in terms of Site traffic, noise, waste, dirt and dust. The plan incorporates covid-19 guidance currently available (as of 11.08.20) and will be updated as guidance is amended.

1.0 Traffic Management Plan

Avoiding hazards and controlling the risks arising from the use of the vehicles in construction work is essential. The Health and Safety Executive (H.S.E) expect to see traffic management plans that include:

- Planning and managing both vehicles and pedestrian routes
- The elimination of reversing where possible
- Safe driving and working practices
- Protection of the public
- Adequate vision and lines of sight
- The provision of signs and barriers
- Adequate parking and off-loading/storage areas

APPENDIX 1 shows the proposed access point that bulk deliveries will take to access the site. Proposals show an on site temporary hand standing at the top of the site with a temporary footpath crossing to be agreed with highways.

Smaller delivery's were it is not possible to unload on the site will be made by roadside, with suitably trained banksman to divert pedestrians. These points must not be opposite a street or at a junction and must not obstruct visibility of oncoming vehicles and pedestrians.

Upon commencement all deliveries, operatives and visitors to the Project will report to the Site Manager's Office. This will be communicated to all contractors at their pre-start meeting.

Prior to entering site they must confirm they are not showing any signs of Covid-19 or been told to isolate, they will be temperature checked and sanitised before entering site.

They will be inducted by the Site Manager, and be informed of emergency procedures, assembly points, first aid, site rules, covid restrictions and on site track/trace and the location of welfare facilities, etc. They will be instructed to text sign in and out at the site office each day. We will check that their PPE is appropriate to the tasks being undertaken, upon signing in.

Contractors, visitors, and staff will use the designated pedestrian pathway to access the site and must be covid checked at each day and sanitise on entering and existing the site on each and every occasion.

An integral part of the progress meetings held with all trade contractors is the delivery schedule pro-forma. All contractors are required to give details of proposed timing of material deliveries to the site. At this stage, they will be given a specific area for delivery.

The Traffic Management Plan and the control measures contained therein, are included within all trade contractor tender enquiries, to ensure early understanding and acceptance, and to ensure compliance with the rules that will be in place on this project.

Under no circumstance will lorries be allowed to lay-up in surrounding roads.

Delivery Vehicles / Laying-Up

Prevention Steps

1. Delivery hours will be limited to within site working hours. This condition forms part of subcontract documentation, and subcontractors will be reminded of this at pre-start meetings.
2. Deliveries are booked in with our Site Manager and logged on a central register.
3. Staff will be on site at least half an hour before the earliest delivery time.
4. **No deliveries to take place between 8.00am – 9.15am and 3.00 – 3.45pm, whilst children and parents are going to and from the nearby schools.**
5. Site Working Hours are as follows:

   Mon – Thurs: 7.30 am – 4.30 pm, **Fri:** 7.30 am – 3.30 pm
   Sat: 8.30 am – 1.00 pm
   There will be no working on Sundays or Bank Holidays

6. Persistent offenders disobeying the site delivery hours will be reported to the Managing Director, who will action with the management of the offending company.

Site Administration

Responsibility for construction traffic movement is that of the Site Manager, who together with the site team will:

a) Ensure that subcontractors and suppliers adhere to procedures set out in the pre-start conditions, by booking in deliveries, giving the required notices.

b) Prevent unauthorised parking by contractors parking and the consequent congestion of the surrounding roads. All personnel in the team will be in contact with each other and site management, who in turn, will have mobile and telephone contact with the subcontractors.

c) Provide security at the access gate and the loading/unloading area.

d) Maintain roads in a clean and safe condition.

We recognise that all deliveries may not be notified before arrival; such as smaller deliveries by third parties and on occasion, simply not booked in.

Deliveries from overseas often have difficulty in providing accurate arrival times. The Site Manager will then manage the delivery situation, with the priority being to get the vehicle off the public road system and within the site.

Other options open to the team are to send deliveries away (persistent offenders) or temporarily send deliveries to a lorry park with a return time. We reiterate that lorries will not be allowed to lay-up along the site or adjacent public roads.

'Muck-away' lorries and concrete delivery wagons will not be booked in, but these vehicles are usually prevalent early in the Project, when other deliveries are less numerous.

Wheel Cleaning Strategy

a) It is inevitable that dust will be occurring during a construction project, wherever works are being undertaken, that could cause dust, suppression systems will be used to keep dust to a minimum.
b) Dust masks will be worn always during these situations.
c) To prevent mud and debris 'tracking' from the site onto local roads, the loading area for 'muck away' will be 'hard-cored' with MOT type 1 or similar, to prevent mud and debris carrying out onto the highway.
d) Wherever possible, materials will be reused on site for raising levels to eliminate, or at least reduce the need for lorry movements, consequently reducing the traffic impact on the surrounding area.
e) Site labour will monitor the condition of the local roads and clean-up, as necessary.
f) Should mud/dust be spread on the carriageway the loading point will be inspected and repaired as required, surpression by water employed to prevent future occurrence, a road sweeper will sweep the local roads to clear any mud/dust.
g) To prevent or minimise the use of resources i.e. water and electricity, wheel-cleaning equipment will be at the base of our mud and debris control hierarchy, should it be required.
h) Site management will monitor and maintain clean footpaths and the entrance to the site daily before close of play.

Waste Removal

Waste removal as part of the construction works needs to be considered as part of management plans. Waste to be removed from this site will be categorised as follows;

Soil / Hardcore – Categorisation Inert Fill (non-hazardous)

Waste removal will be removed by 8 wheeler truck transported with **debris nets/sheeting**. Vehicle to be loaded within the site by Excavator from bulk store/or grab wagon)

Soil / Hardcore – Categorisation Treatment Req (hazardous)

We do not envisage any hazardous materials on site.

Site Waste General Use – Mixed Waste (non-hazardous)

Site waste generated from construction works will be placed in open skips with care to prevent debris flying in adverse weather. 8 yard builders skips will be utilised and segregation will take place off site by the approved waste carrier.

Site Waste Gypsum - Hazardous

Gypsum products will be placed in 8 yard enclosed (lidded) skips segregated on site for treatment by a licensed waste carrier.

Regular appraisal of waste storage points are assessed to accommodate works on site to ensure the safety of site personal and the general public.



2.0 Pedestrian Route Checklist

Question	Yes	No	N/A
Q1 Are pedestrian routes clearly separated from vehicle routes by fencing and/or a kerb, or other suitable means. If 'no' see action 1	✓		
Q2 Are pedestrian routes wide enough to safely accommodate the number of people likely to use them at peak times. If 'no' see note 2	✓		
Q3 Do pedestrian routes allow easy access to work areas. If 'no' see note 3	✓		
Q4 Pedestrian routes are kept free of obstructions If 'no' see note 4	✓		
Q5 Pedestrian routes are clearly and suitably signed If 'no' see note 5	✓		
Q6 Can pedestrians safely cross the main vehicle routes. If 'no' see note 6			✓
Q7 Do pedestrians have a clear view of traffic movements at crossings and at gates which lead onto traffic routes. If 'no' see note 7			✓
Q8 Do pedestrians have clearly marked, separate access for use at loading bays and site gates. If 'no' see note 8	✓		
Q9 Do pedestrian routes provide safe access to welfare facilities. If 'no' see note 9	✓		

No	Actions to be taken	Action taken
1	Ensure routes are clearly designated and protected	Pedestrian route is shown on current site drawing. This is reviewed daily in accordance with risk assessments and updated if required. Pedestrian routes are explained during induction.
2	Base the plan on peak numbers	
3	Plan routes to allow safe access	Routes reviewed daily
4	Ensure plan includes the need to keep access routes clear	Routes to be checked daily via supervisor's inspections
5	Ensure sufficient signage	Part of inspection
6	Ensure sufficient crossing points are planned.	
7	Ensure that blind spots are eradicated during the planning process.	
8	Consider separate access to loading bays and gates.	
9	Provide safe routes at parking areas. Plan site set up to avoid need for pedestrians to cross routes	



3.0 Vehicle Movements

Question	Yes	No	N/A
Q1 Are routes planned to reduce the need for excessive vehicle movement If 'no' see action1	✓		
Q2 Are vehicles fitted with reversing aids. If 'no' see action 2 and Section 5	✓		
Q3 Will vehicles reverse without reversing aids. If 'yes' see action 3 and Section 5	✓		
Q4 Will vehicles reverse to excavations. If 'yes' see action 4 and Section 5		✓	
Q5 Are routes kept free of obstructions. If 'no' see action 5	✓		
Q6 Are routes clearly and suitably signed If 'no' see action 6	✓		
Q7 Can pedestrians safely cross the main vehicle routes. If 'no' see action 7	✓		
Q8 Do pedestrians have a clear view of traffic movements at crossings and at gates which lead onto traffic routes. If 'no' see action 8	✓		
Q9 Do drivers have a clear view. If 'no' see action 9	✓		
Q10 Will vehicles run a risk of depositing mud on the road. If 'yes' see action 10		✓	
Q11 Will vehicles need sheeting up. If 'yes' see action 11	✓		

No	Actions to be taken	Action taken
1	Ensure routes provide sufficient space to turn. Keep routes to a minimum	
2	Request vehicles are fitted with reversing aids.	
3	Vehicles not fitted with reversing aids must be banked when reversing.	All reversing vehicles to be banked.
4	Ensure banksman present or adequate stop block.	
5	Ensure plan includes need to keep access routes clear. Include in induction.	
6	Ensure sufficient signage	
7	Ensure sufficient crossing points are planned for. Ensure drivers are told of crossing points.	
8	Ensure that blind spots are eradicated during the planning process.	
9	Plan routes to reduce or eliminate reversing and blind spots	
10	Consider wheel wash facilities or other suitable alternative	
11	Ensure provision of sheeting area, if required	Vehicles to be sheeted.

4.0 Hierarchy of Control Measures for Reversing Operations

1	Eliminate need to reverse	Implement one-way systems around the site Allocate loading and unloading areas. Provide designated turning areas.
2	Reduce reversing operations	Reduce the number of vehicle movements as far as possible. Instruct drivers not to reverse, unless necessary.
3	Ensure adequate visibility for drivers	Fit CCTV, convex mirrors, Fresnel lens, etc. to overcome restrictions to visibility from the driver's seat, particularly at the sides and rear of vehicle,
4	Ensure safe systems of work are followed	Design vehicle reversing areas which, • Allow adequate space for vehicles to manoeuvre safely • Exclude pedestrians; and • Are clearly signed and have physical stops or buffers to warn drivers that they have reached the limit of the safe reversing area. Fit radar proximity devices to vehicles to indicate to drivers when there are objects near the vehicle. Ensure everyone on site understands site rules on vehicle safety. Drivers and signallers need to be in constant communication during reversing operations. Signallers should not be put at risk from vehicle movement, e.g. by standing directly behind reversing vehicles. Ensure all vehicles on site are fitted with appropriate warning devices.
5	Provide warnings when vehicles are reversing	Ensure reversing warning lights and alarms are in good working order and instruct workers to keep clear of moving vehicles.

5.0 Driver's Safe Working Practices Checklist

1	Only operate vehicles if you are competent and authorised to drive them
2	Do not drive when your abilities are impaired by ill health, poor vision, prescribed/illegal drugs, or alcohol
3	Make sure you fully understand the operating procedures of the vehicles you control
4	Know the site routes and follow them. Take care at pedestrian cross-overs.
5	Understand the system of signals used on site
6	Visiting drivers: seek appropriate authority to enter the site and operate vehicles
7	Know the safe operating limitations of your vehicles, particularly relating to safe maximum loads and gradients
8	Carry out daily checks on your vehicles and report all defects immediately to supervisors
9	Follow site procedures and comply with all site rules
10	Do not drive at excessive speeds
11	Wear appropriate PPE when out of the cab
12	Ensure that windows and mirrors are kept clean and clear
13	Keep the vehicle tidy and free from items which may hinder the operation of vehicle controls
14	Do not allow passengers to ride on vehicles unless safe seating is provided
15	Park vehicles on flat ground wherever possible, with the engine switched off, the handbrake and trailer brake applied and where necessary use wheel chocks
16	Do not reverse without reversing aid or banksman assistance
17	Where visibility from the driving position is restricted, use visibility aids or a signaller. Stop if you lose site of the signaller or the visibility aids become defective.
18	Do not remain on vehicles during loading operations, unless the drivers position is adequately protected
19	Ensure loads are safe to transport
20	Do not attempt to get on or off moving vehicles
21	Do not adjust with the engine running and guards removed
22	Do not smoke during refuelling operations
23	Do not use a mobile phone whilst driving on site
24	**Sign below to acknowledge receipt of the above information** **Signature……. Date…….**

6.0 Signaller's/Banksman Checklist

1	Use relevant safety procedures and correct signalling systems
2	Ensure drivers understand the correct signalling systems
3	Signal instructions clearly
4	Ensure you are visible to the driver and the driver is visible to you; if not, stop the vehicle moving
5	Stand in a safe location always
6	Warn pedestrians and make sure they are kept away from vehicle operations.
7	Wear appropriate protective clothing, including high-visibility clothing
8	Report work hazards to supervisors
9	Make sure you can get to and from your work location safely
10	Do not ride on the vehicle you are directing unless you are in a designated safe position
11	Do not direct vehicles if your ability is affected by alcohol or drugs
12	Do not use a mobile phone whilst directing vehicles
13	**Sign below to confirm acknowledgement of the above rules** **Signature……. Date…….**

7.0 Safe Use of Site Dumper's Checklist

1	Allow only competent people to drive site dumpers
2	Provide stop blocks at the edges of excavations, pits, spoil heaps, etc. to prevent dumpers falling when tipping. The blocks need to be positioned a sufficient distance away from any unsupported edges and slopes to prevent the weight of the vehicle causing collapse
3	Do not operate the site dumper's controls unless seated on the driving seat
4	Do not carry passengers unless purpose-built seats are provided
5	Do not drive on gradients in excess of those safe for the dumper (see manufacturer's instructions)
6	Avoid manoeuvring on sloping ground
7	Drive at appropriate speeds for site conditions
8	Load on flat ground with brakes applied
9	Get off dumper when it is being loaded
10	Ensure loads are distributed evenly and do not let them obscure your vision
11	Securely fix loads which may cause danger if they move
12	Stop the vehicle, take out of gear, and apply parking brake, before tipping loads
13	Do not drive around with the skip in the vertical discharge position
14	Use the appropriate towing pins (not bent pieces of reinforcement bars)
15	Do not leave the engine running when you leave the vehicle
16	Be aware of the differences in performance of site dumpers when loaded and unloaded, particularly speed, braking and stability on slopes
17	Be aware of the different handling and braking characteristics of the vehicle in wet or icy conditions
18	Do not alter tyre pressures outside the manufacturer's specifications.
19	When using a starting handle ensure • Neutral gear is selected, and the handbrake is firmly applied, and the area is clear of obstructions • The starting-handle is the correct type and in good condition with a handle grip which rotates freely • Your thumb is kept on top of the grip of the handle to prevent injury in case of kickback
20	Do not use a mobile phone whilst driving a dumper
21	**Sign below to confirm acknowledgement of the above rules** **Signature…… Date……**

8.0 Dust Sources and Control Measures

Dust Source	Control measures
Routes and access to site	
Public roads	All vehicles will be kept within hardstanding's and loaded from temporary site hardstanding's to prevent the spread of spoil onto public roads A road sweeper will be on standby should the public roads require cleaning as a result of our works
Vehicle hardstanding on site	These will be regularly inspected and kept clean and free from dust, water bowsers will be on site for washing down or dampening in dry weather
Site traffic	Restricted to hard standings or public roads, site speed limit 5MPH
Static and mobile plant emissions	
Exhaust smoke	Vehicles and plant will not be permitted to emit black smoke
Maintenance and servicing	Only well maintained vehicles and plant will be permitted to operate on the site
Operation	All vehicles will be switched off when not in use
Location of plant and equipment	When locating plant and equipment, consideration will be paid to sensitive receptors
Handling, storage, stockpiling and spillage	
Materials handling operations	The number of times a materials has to be handled will be kept to a minimum to prevent double handling and ensure dusty materials are not handled unnecessarily
Transport of fine dusty materials and aggregates	Either closed tankers or sheeted vehicles will be used
Vehicle loading/unloading materials	Dusty materials will be dampened down, Drop heights will be kept to a minimum and enclosed where possible.
Storage of materials	
Bulk cement/mortar	Stored in sealed containers and kept in dedicated areas, the use of ready mixed mortar will be used.
Stockpile location	Stockpiles placed to avoid double handling and facilitate clear removal from site
Large and long term stockpiles	Long term storage is to be avoided Where unavoidable stockpiles will be vegetated and stabilised as soon as possible Stockpiles will be dampened down where necessary until stabilised Wind barriers of a similar height will be erected if control measures are not possible



Small and temporary stockpiles	Where possible stockpiles will be stored under sheeting Dusty materials will be damped down Consideration to smaller delivery's to prevent stockpiles
Site preparation and restoration	
Earthworks	These activities will be kept damp where required and if possible avoided during dry and/or windy periods Surfaces will be stabilised and re-vegetation applied as soon as possible
Construction process	
Crushing and/or reuse of materials	Will not be permitted on site
Cutting/grinding, sawing, drilling	Where reasonably practicable these activities will be avoided by selected materials at pre cut sizes Equipment and techniques that minimise dust will be implemented Water will be used to suppress dust
Storage of waste (general)	Where required closed lidded skips will be used for storage of fine materials Skips to be located away from sensitive areas and enclosed with netted harris fencing



9.0 Central Control Register

W/C:			
Date	**Delivery Details**	**Contractor**	**Contact No.**

Appendix 1 – Site setup plan

- The hoardings to the site shall incorporate a pair of lockable double gates at the site entrance to facilitate site access and egress
- Access and egress is via gated entrances, as detailed.
- The site is accessed via blackrock street with residential premises in proximity.
- The footway adjacent to the site shall remain open.
- 9no parking bays will be available on site
- Wherever possible, we shall encourage and pay for parking at grey mare lane public carpark, which is a 10 minute walk to the site.
- Employees, subcontractors, staff and visitors will be encouraged to use public transport or cycle wherever possible.
- Deliveries will be supervised to ensure the protection of the public and site users.
- Deliveries will be managed to run with the progress of works so that storage is kept to a minimum.
- Deliveries will not be unloaded without prior agreement from the Site Manager.
- We will ensure that the roads and footpaths are maintained and cleaned on a regular basis, particularly during 'muck away' activities and in inclement weather.
- **No deliveries to take place between 8.00am – 9.15am and 3.00 – 3.45pm, whilst children and parents are going to and from school.**
- Temporary traffic management shall be required for utility connections however, these will be arranged and approved by MCC Highways.

Vehicle Types and Dimensions

Skip Lorries
6.8m (L) x 2.6m (W) x 3.6m (H)

Soil removal/Loose bulk materials 8 wheeler
9.1M (L) x 2.6M (W) x 3.5m (H)

Low Loaders (Plant/Machinery Delivery Vehicles)
8.45 (L) x 2.5m (W) x 3.3 (H)

Concrete Mixers
8.2m (L) x 3m (W) x 3.7m (H)

Scaffold Delivery/Collection Vehicles
5m (L) x 2m (W) x 2.5m (H)

Timber Frame Delivery Vehicles
11m (L) x 2.55m (W) x 4m (H) (26 tonne rigid wagon)

Material Delivery Vehicles (HIAB ONLY< NO RIDGED)
7.4m (L) x 2.5m (W) x 3.7m (H) (Hiab wagon)

Appendix 2 - Site Notice Board

Site noticeboard will contain the following information;

- Site contact number
- Company details for JSB (Main Contractor)
- Company details for OM (Developer)
- Emergency contact details
- Considerate constructors details/contacts

The noticeboard board will be displayed for the duration of the works.