Construction Management Plan.

Rev C, 9th October 2025.

Application Number: 142222/FO/2025

Proposal: Extension to and remodelling of administrative suite to provide classrooms, extension to entrance, re-roofing works and provision of mini-bus arrival drop off, car and mini-bus parking and the provision of additional overspill and events parking.

Location: Bridge College Whitworth Street Manchester M11 2GR

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1. Construction Programme.

The works at Bridge College, Whitworth Street, Openshaw consists of new extensions to form a new entrance and an administrative suite/classrooms, re-roofing works and external works modifications to the mini-bus drop off and parking and forming a new car park. The scheme will be constructed over a 39 week period.

2. Emergency Contact Details.

To contact J Greenwood (Builders) please phone 0161 654 8435. This number is monitored 24/7. These details will be displayed in a publicly accessible location for the duration of the works.

3. Site Working Hours.

Any audible works within the site or outside the site will be carried out within the following hours:

- Monday to Friday 07:30hrs to 18:00hrs
- Saturday 08:00hrs to 14:00hrs no works will be carried out on Sundays or Bank holidays

Deliveries to and from site will be carried out within the times noted above.

4. Expected vehicular traffic on site.

It is expected that no more than one large vehicle will be on site at any one time. Delivery times will be allocated for large vehicles to ensure that they can be efficiently dealt with. The delivery times will avoid peak times and College drop-off and pick-up times. During the construction phase of the works it is not expected have more than three large deliveries being made to site each week.

Hauliers will be advised that only rigid vehicle deliveries will be accepted as this will result in more efficient access/egress and manoeuvring on site.

Deliveries of large plant will be on articulated flat bed trailers, this will occur on a very limited number of occasions and is covered in more detail in section 7.

Materials will be sourced from local merchants and we will reduce the number of vehicle movements by having mixed materials on a single delivery, this will also reduce the carbon footprint as much as possible. The

re-use of site waste, efficiencies in cutting materials and ordering suitably sized materials will be explored in order to reduce the overall waste produced on site and therefore reduced the number of skip movements required.

Please see Appendix 1 vehicular swept path analysis from the site access on Whitworth Street (this shows an 11.347m refuse vehicle which a similar size to the rigid wagons we are proposing, max 12m in length). Some realignment of existing kerbs within the college grounds will be carried out as part of the site set up/enabling to facilitate the vehicle access.

5. Details of the location and arrangements for contractor parking.

The works include the formation of a new car park, these works are planned to be carried out early in the programme which will allow the parking of contractors vehicles to be on site. Until this point, there will be a limited amount of trades on attending site and they will park within the work/compound areas where possible.

To limit the number of contractors vehicles local labour will be used, where possible, and they will be encouraged to walk, cycle or use public transport to get to the site. Car and van sharing will also be encouraged for working gangs. The considerate parking of vehicles will be discussed with all operatives at the site induction that they receive when they first attend site.

Please see Appendix 2 Bridge College Site Logistics & Traffic Management Plan showing the location of the new on-site car park denoted as Area E.

6. Construction traffic routes.

It will be noted on all material and subcontract orders that access to site is from the A635 Ashton Old Road (East and West), on to Nuttall Street/Clayton Lane South, Whitworth Street and on to site. The A635 gives good access to the East to M60 orbital motorway and to the East, via the A57(M) and A56 into Trafford Park/M602

Access onto site for both vehicles and pedestrians is via the existing entrance into the College off Whitworth Street.

Please see Appendix 3, Construction Traffic Routing.

7. Arrangements for abnormal loads.

It is expected that a small number of large/abnormal loads will be delivered to site, these will be to deliver the large mechanical plant on articulated flat bed trailers. The deliveries will be timed to avoid peak times and College drop-off/pick-up times in order to reduce traffic build up. Advance dialogue will be had with our immediate neighbours to advise of these deliveries. Banksmen will temporarily control any traffic on Whitworth Street during the off loading/loading operations in order to maintain the safety of all parties and to negate any traffic delays.

8. Temporary traffic management measures.

A new vehicle entrance/footpath crossover is to be formed on to Whitworth Street from the existing car park. This work will be subject to a Section 278 Agreement and all the relevant traffic management procedures will be submitted with the Section 278 application.

9. Measures to protect vulnerable road users.

Warning signage will be posted to advise vulnerable road users of a construction site entrance. All vehicles will be banksman controlled when they enter and exit site.

At the site induction, all operatives will be advised that extreme caution is to be used when entering/exiting the site as vulnerable road users may be in the vicinity.

Deliveries will only be accepted before 9am, between 10am and 2pm and after 4pm to avoid the transit times of the College patrons.

10. Temporary facilities for bus stops/routes.

Not applicable.

11. Measures to prevent the deposit of dirt onto the public highway and airborne dust.

During the construction process there is the potential for contractors' vehicles to carry deposits of mud and building materials on their tyres out onto the adjacent highway.

To mitigate the amount of debris that can potentially enter the public highway all vehicles on site will remain on maintained stone hard standings to prevent the tyres becoming contaminated. The site and road conditions will be monitored and swept when necessary to maintain cleanliness and prevent any debris being carried onto the highway at any time. Before exiting site, vehicles will be checked for the cleanliness of their tyres, chassis and bodywork and cleaned with a jet wash if required, they will also be checked to confirm that they are sheeted to prevent the escape of materials during transport.

In the event that debris does get transferred onto the highway, this will be brush cleaned by hand in the first instance, if this does not cure the issue, mechanical road sweeping will be used to clean the highway.

During the construction phase of the works all efforts will be made to reduce the release of dust/fume particles into the atmosphere. Prior to tasks taking place they will be assessed to determine if they may create dust/fumes and suitable preventative measures will be taken, this will usually take the form of water suppression or filtered extraction of cutting equipment. Where possible cutting will be kept to a minimum and, where practical, materials will be cut to size off site. The demolition/opening up works will be carried out by hand and waste material will be sprayed with water to minimise dust production. The above will be monitored and recorded in the environmental section of the Weekly Inspection Report carried out by the site management team.

During spells of dry weather, or any activity that is likely to create dust, water will be used to damp down dry materials and suppression methods will be employed on items of plant in order to prevent airborne dust being a nuisance. When suppression is expected to be required, a water bowser, of a minimum size 1000 litres, will be filled daily from a mains water supply, the bowser can then be used for both roadway dampening and as a supply for a misting cannon.

The Site Manager is tasked with reviewing site conditions and reviewing weather forecasts to ensure that the correct suppression equipment is on site and being used. The Site Manager also discusses dust suppression with the site operatives during their site induction and then further reinforces this with toolbox talks. The site management team will check for dust generation regularly during the course of the day and take the relevant measures to address it, as detailed above.

12. Methods of communicating the Construction Management Plan.

The Site Manager will be issued a copy of the Construction Management Plan with his documentation pack to ensure that he is fully aware of what is required. The relevant sections of the plan will be appended to material and subcontract orders and discussed with site operatives and visitors during their site induction. Any other interested party will be advised as necessary.

13. Dilapidation survey of adjacent highway and footway.

A video dilapidation survey has been carried out on 8th October 2025 of the carriageway and footways on Whitworth Street East. The survey shows multiple defects including kerbs that are chipped, cracked, displaced, missing and sunk, existing repairs to manhole and gulley covers, defects to the carriageway surface (cracks, scars, deformation, incomplete line marking, broken/missing wearing course) defects and vegetation growth on the footways (damaged/defective surfaces, trip hazards), blocked gullies etc. To view the video please follow this link: https://www.dropbox.com/scl/fi/t5q67tfpomt584hgbtrun/Whitworth-Street-Delap-Survey.MOV?rlkey=xh3u5nh8gqtrcakxi4376h7tx&st=lq1w9loq&dl=0

14. Control/reduction of noise during the works.

All efforts will be made to limit excess noise being generated from works on site. All plant being used during the works will be checked to ensure that it is well maintained and in good condition to ensure that it is operating within its prescribed operating parameters. Prior to tasks taking place they will be assessed to determine if they may create excessive noise and suitable preventative measures will be taken, this will usually take the form of adopting alternative methodologies/equipment. If this is not possible then the use of acoustic baffles or screens will be adopted to prevent excess noise being heard at the site boundary. The above will be monitored and recorded in the environmental section of the Weekly Inspection Report carried out by the site management team.

15. Site Logistics and Traffic Management Plans for the various work phases.

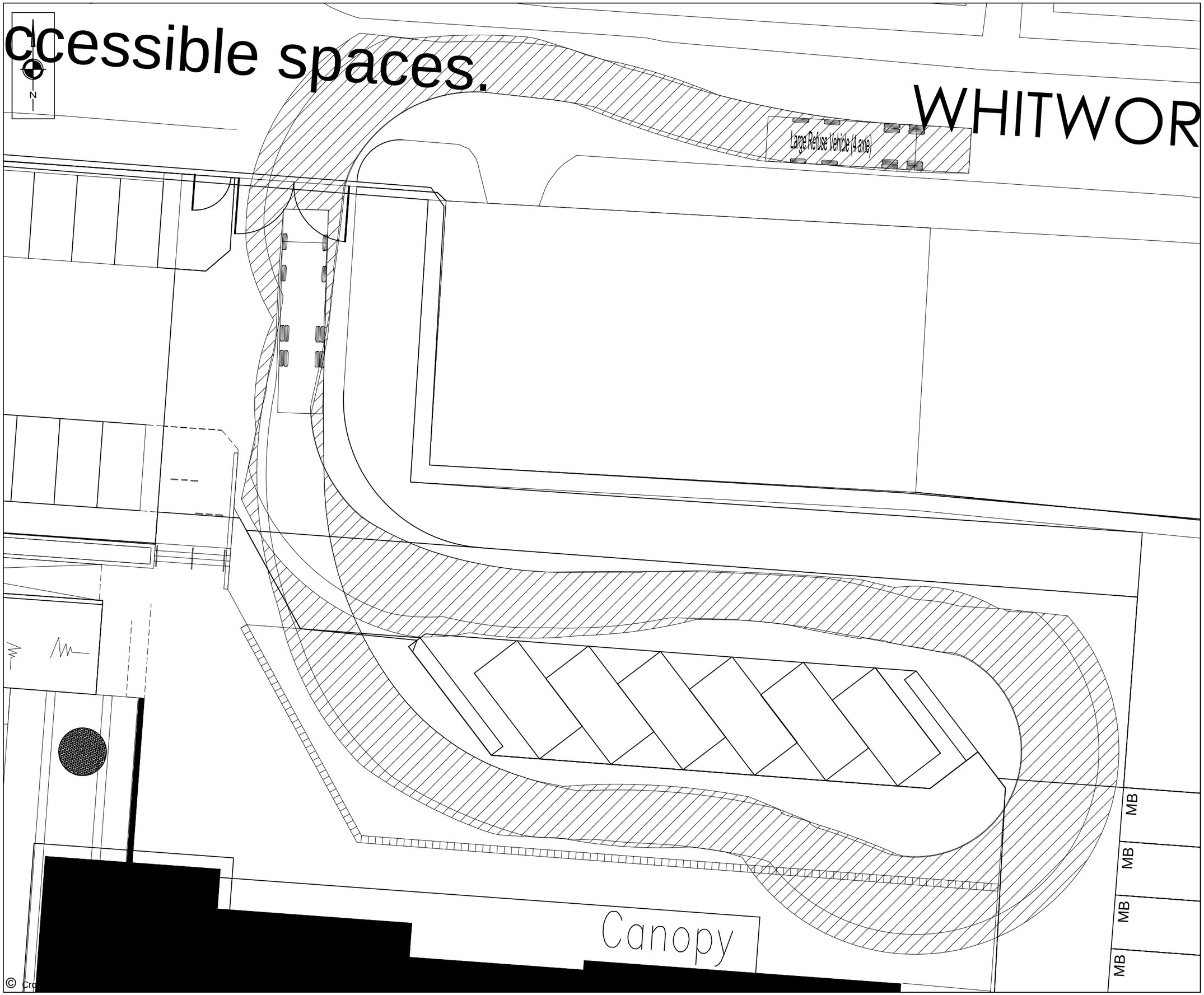
Consultation has been had with the senior staff of Bridge College to understand their needs and requirements while the various phases of the roof works are being carried out in order to minimise disruption to the staff and students. Logistics/traffic management plans have been drawn up for the various phases as an indication of the agreed intent, please refer to Appendix 4. Weekly meetings will be held with the senior staff as the works progress to monitor, review and amend the plans as required.

Appendix 1.

Vehicle swept path analysis, drawing no. SCP/240813/ATR01 A.

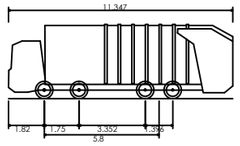
ccessible spaces.

WHITWOR



© Cro

NOTES



Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

REVISIONS

REV	DESCRIPTION	DATE	BY
A	-UPDATED SITE PLAN -	05.02.25	AM

SCP
an RSK company
Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:
THE TOGETHER TRUST

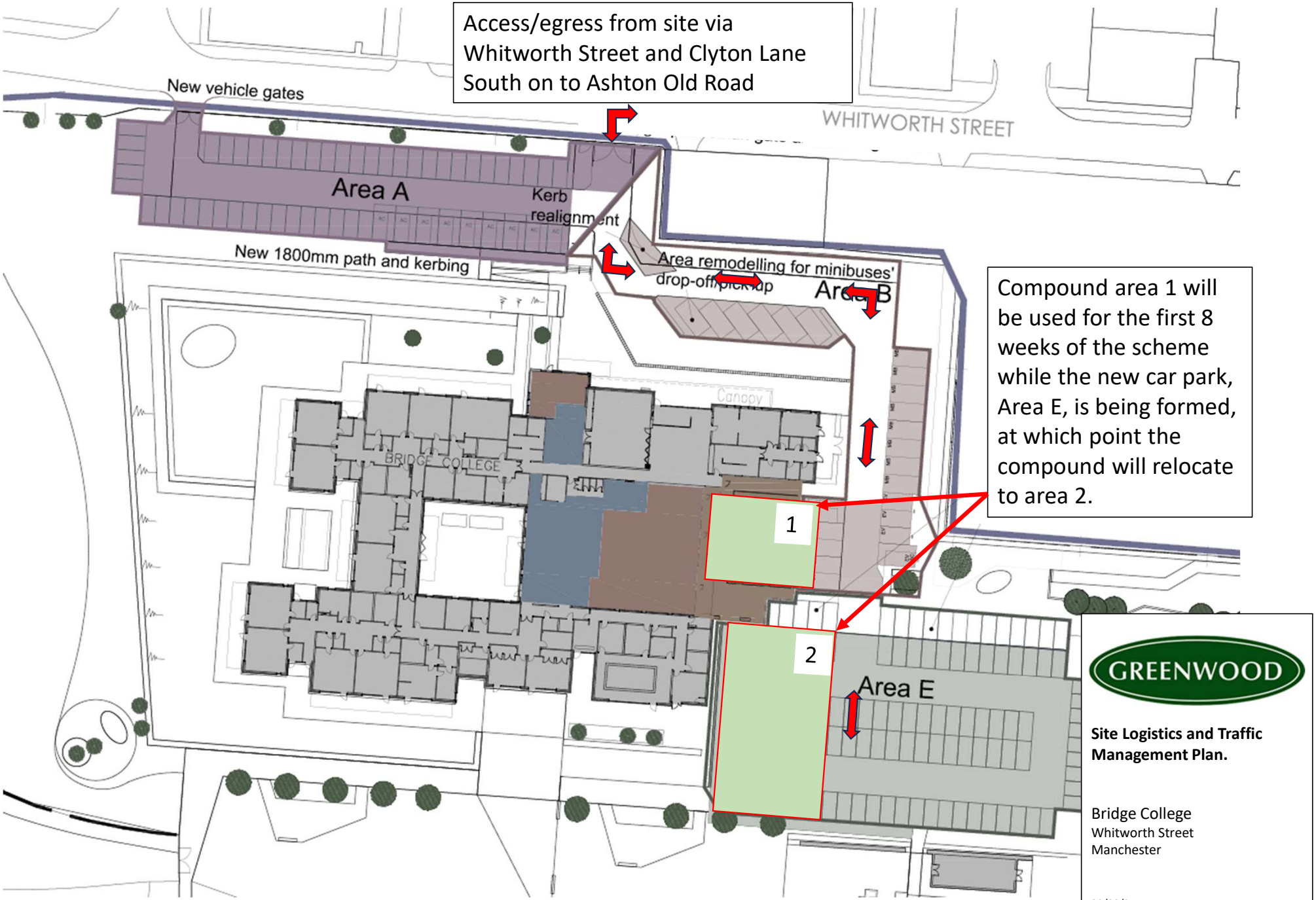
Project Title:
BRIDGE COLLEGE OPENSHAW CAMPUS

Drawing Title:
SWEPT PATH ANALYSIS- REFUSE VEHICLE

Drawn By:	Date:
AM	30.10.2024
Checked: MD	Scale: 1:200 @ A3
Status: PLANNING	Approved/Unapproved: -
Drawing No. SCP/240813/ATR01	Rev. A

Appendix 2.

Bridge College Site Logistics & Traffic Management Plan


Access/egress from site via Whitworth Street and Clyton Lane South on to Ashton Old Road
New vehicle gates
WHITWORTH STREET
Area A
Kerb realignment
New 1800mm path and kerbing
Area remodelling for minibuses' drop-off/pick-up
Area B
Canopy
BRIDGE COLLEGE
1
2
Area E
Compound area 1 will be used for the first 8 weeks of the scheme while the new car park, Area E, is being formed, at which point the compound will relocate to area 2.
GREENWOOD
Site Logistics and Traffic Management Plan.
Bridge College
Whitworth Street
Manchester
29/08/25
Not to Scale

Appendix 3.

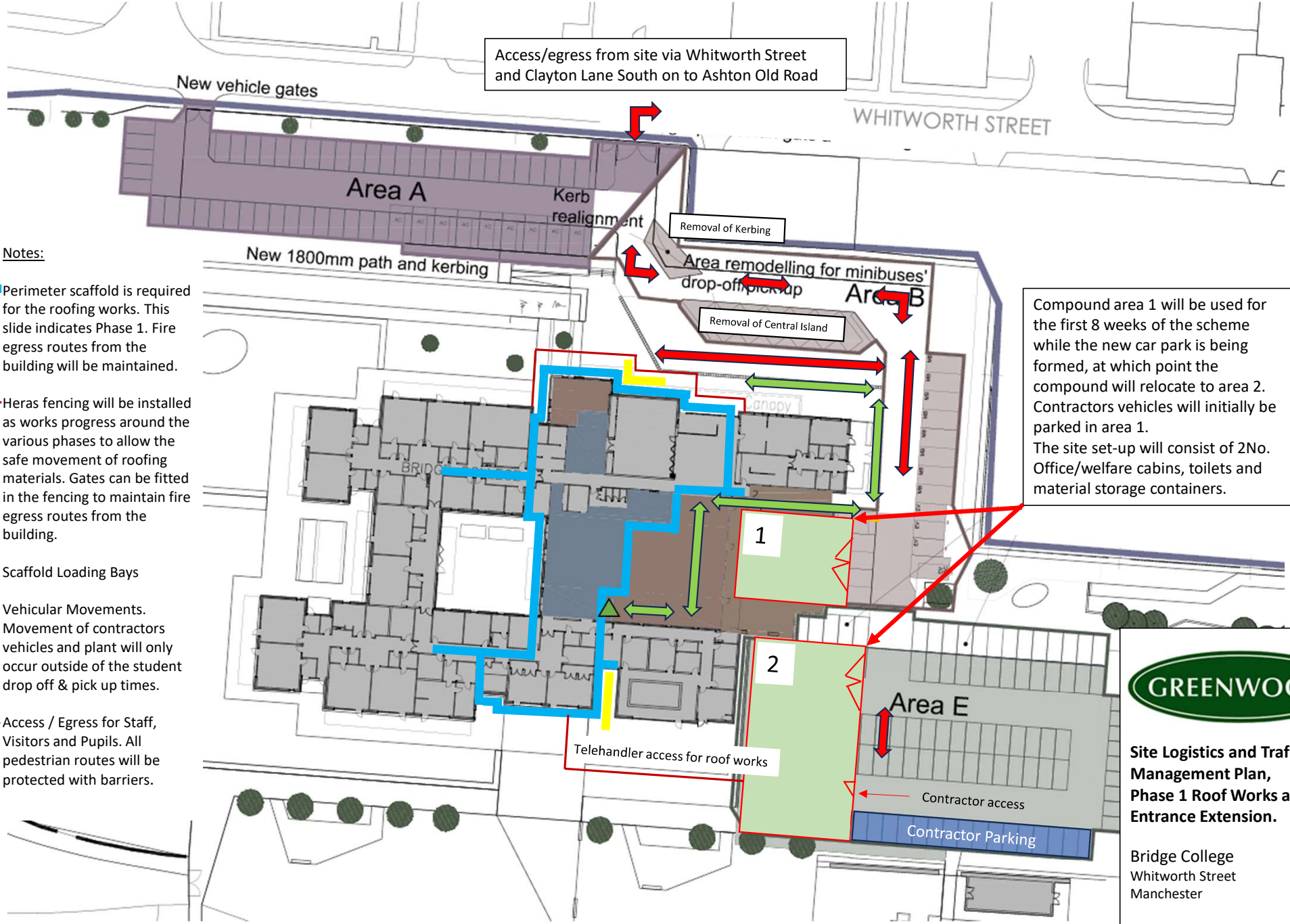
Construction Traffic Routing.

Appendix 3 Construction Traffic Routing.



Appendix 4.

Site Logistics and Traffic Management Plans for the various work phases.



Notes:

Perimeter scaffold is required for the roofing works. This slide indicates Phase 1. Fire egress routes from the building will be maintained.

Heras fencing will be installed as works progress around the various phases to allow the safe movement of roofing materials. Gates can be fitted in the fencing to maintain fire egress routes from the building.

Scaffold Loading Bays

Vehicular Movements. Movement of contractors vehicles and plant will only occur outside of the student drop off & pick up times.

Access / Egress for Staff, Visitors and Pupils. All pedestrian routes will be protected with barriers.

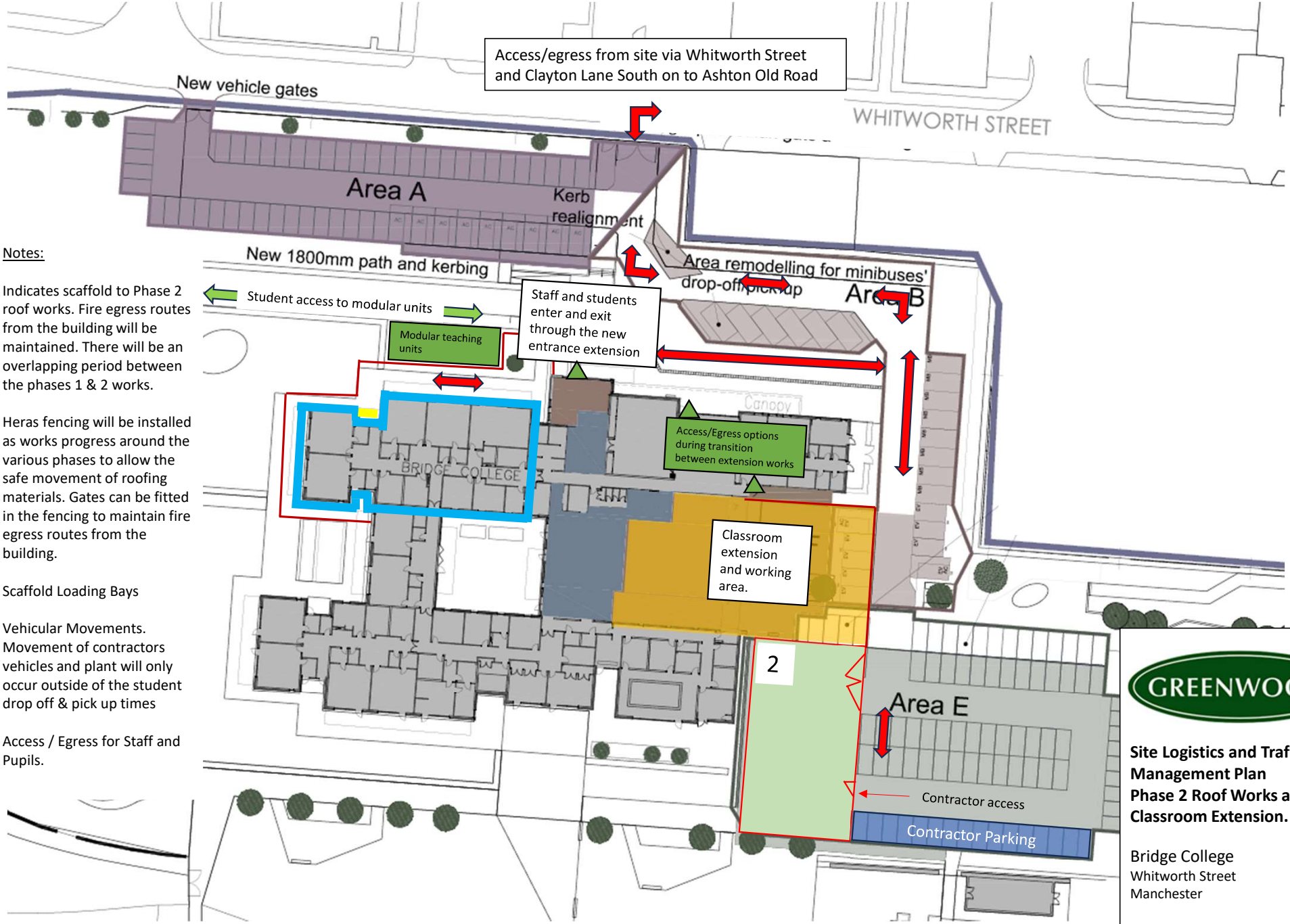
Compound area 1 will be used for the first 8 weeks of the scheme while the new car park is being formed, at which point the compound will relocate to area 2. Contractors vehicles will initially be parked in area 1.
The site set-up will consist of 2No. Office/welfare cabins, toilets and material storage containers.

GREENWOOD

Site Logistics and Traffic Management Plan, Phase 1 Roof Works and Entrance Extension.

Bridge College
Whitworth Street
Manchester

03/10/25
Not to Scale

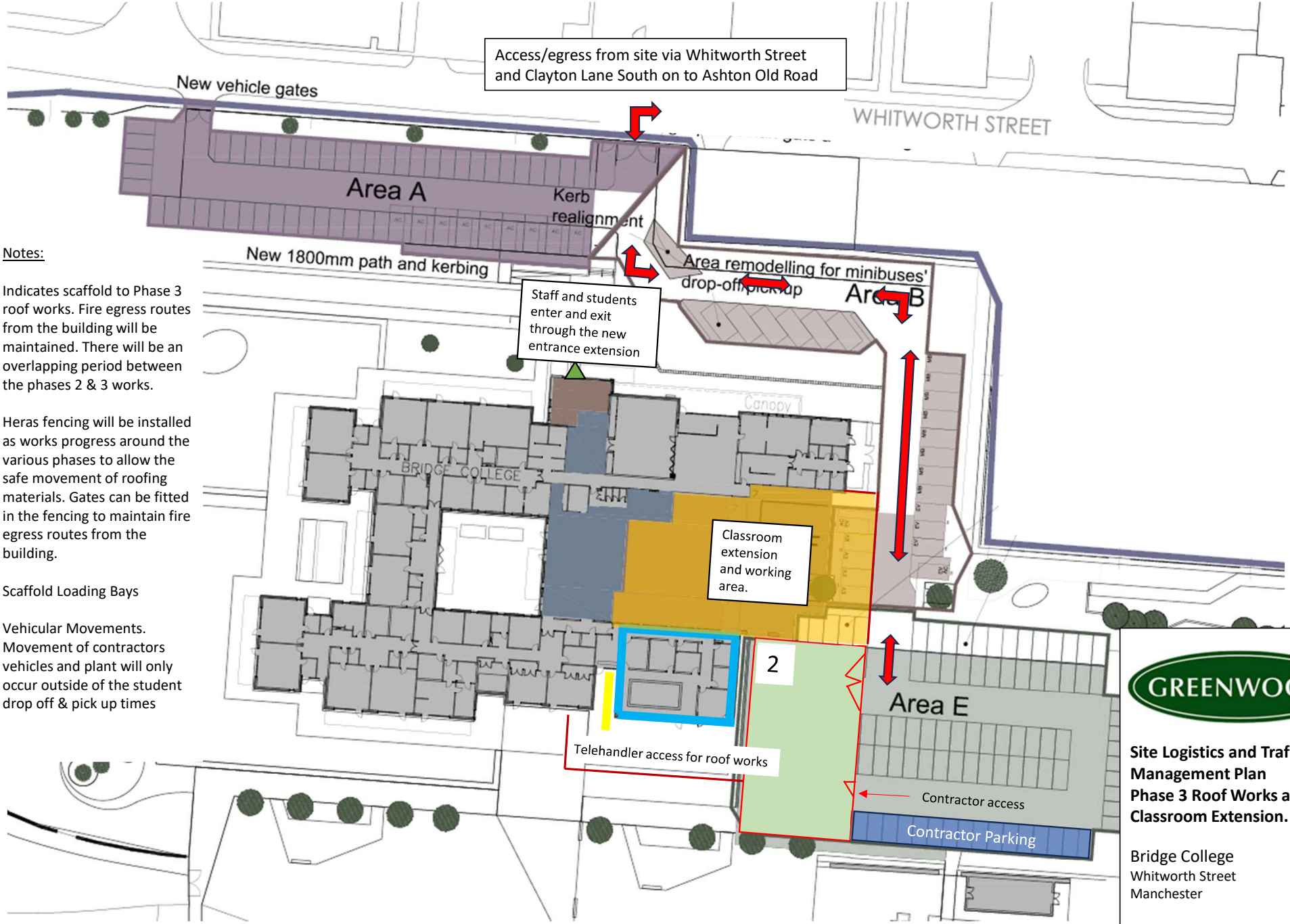


GREENWOOD

Site Logistics and Traffic Management Plan
Phase 2 Roof Works and Classroom Extension.

Bridge College
Whitworth Street
Manchester

03/10/25
Not to Scale



Notes:

Indicates scaffold to Phase 3 roof works. Fire egress routes from the building will be maintained. There will be an overlapping period between the phases 2 & 3 works.

Heras fencing will be installed as works progress around the various phases to allow the safe movement of roofing materials. Gates can be fitted in the fencing to maintain fire egress routes from the building.

Scaffold Loading Bays

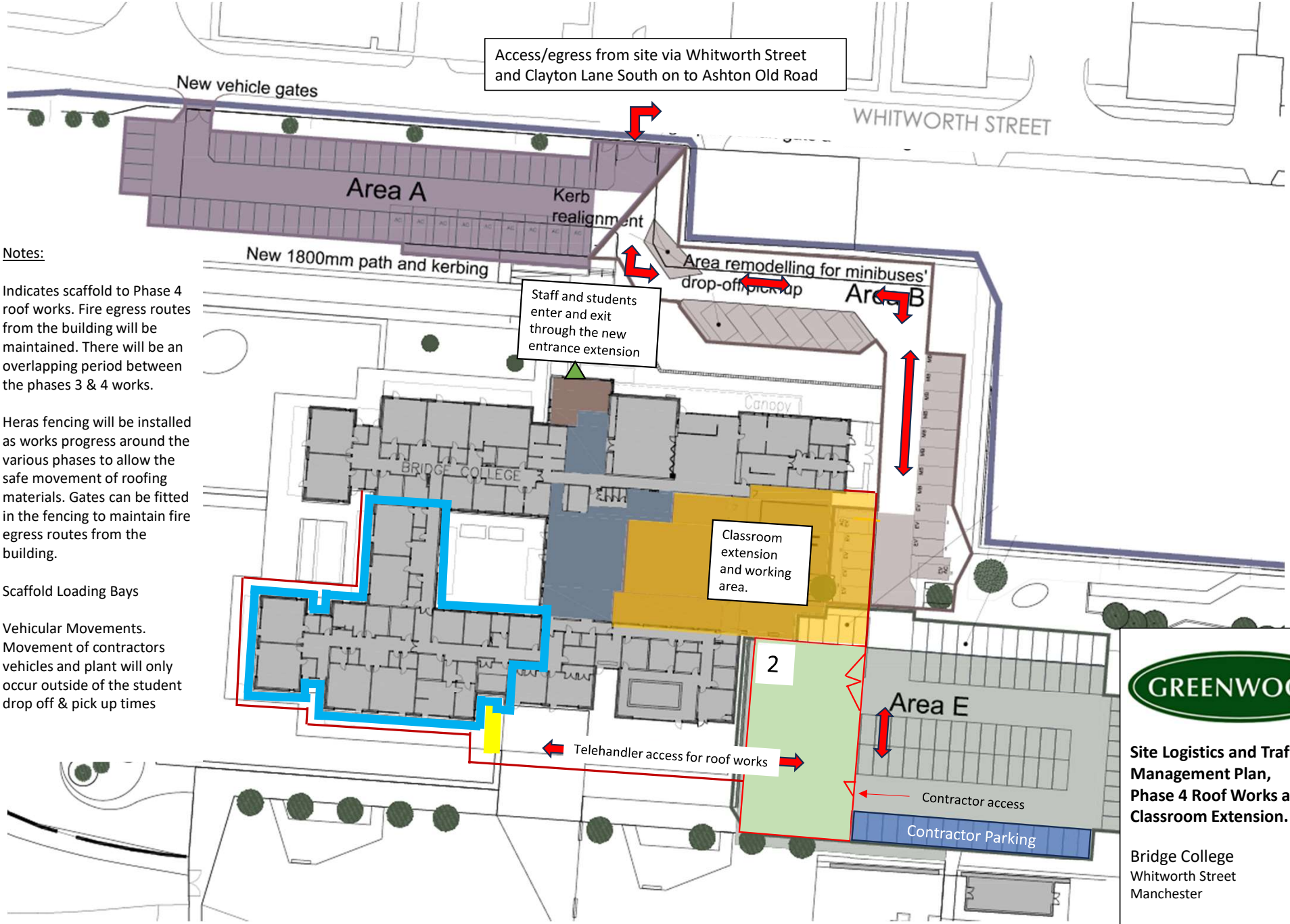
Vehicular Movements. Movement of contractors vehicles and plant will only occur outside of the student drop off & pick up times

GREENWOOD

Site Logistics and Traffic Management Plan
Phase 3 Roof Works and Classroom Extension.

Bridge College
Whitworth Street
Manchester

03/10/25
Not to Scale



Notes:

Indicates scaffold to Phase 4 roof works. Fire egress routes from the building will be maintained. There will be an overlapping period between the phases 3 & 4 works.

Heras fencing will be installed as works progress around the various phases to allow the safe movement of roofing materials. Gates can be fitted in the fencing to maintain fire egress routes from the building.

Scaffold Loading Bays

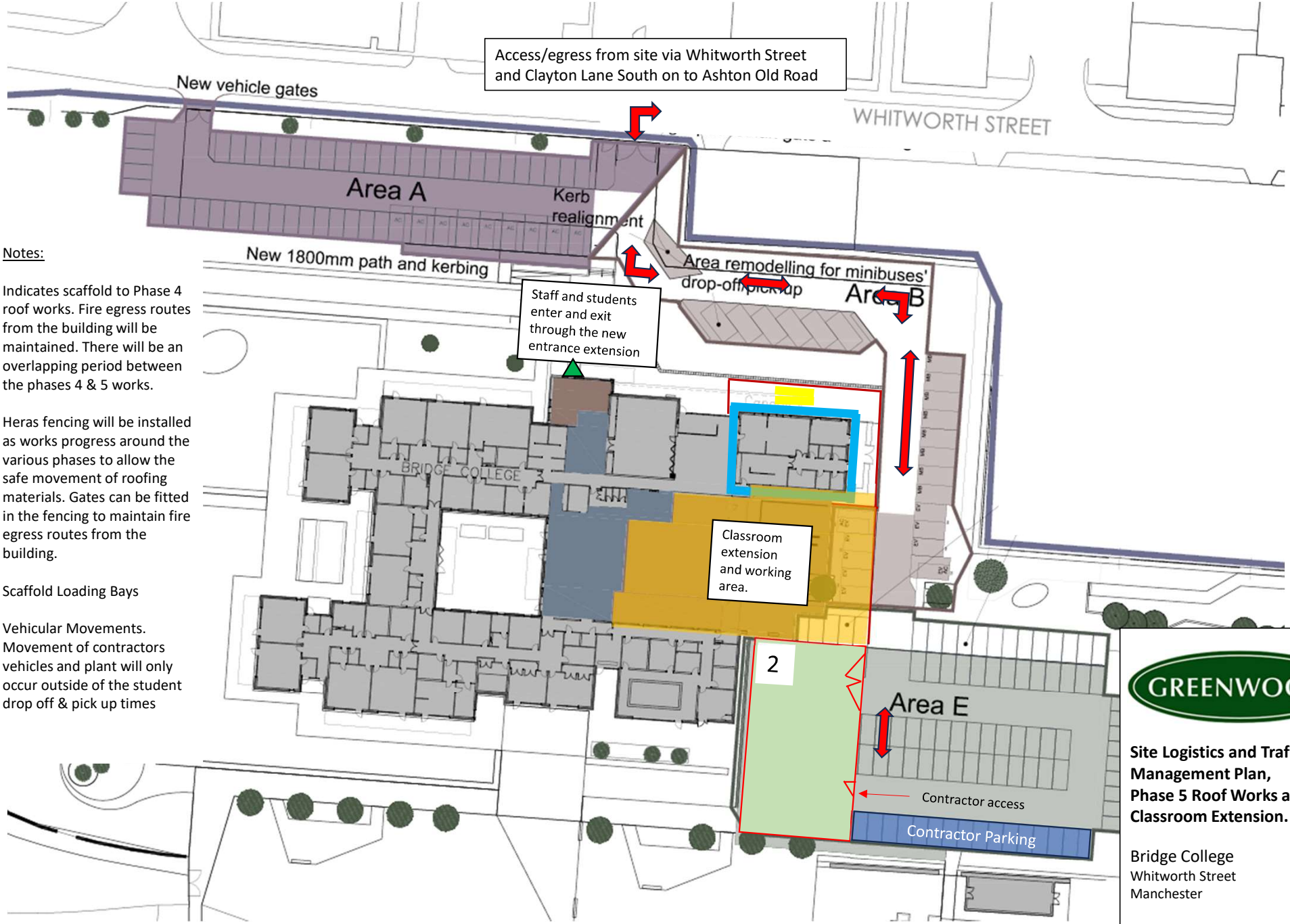
Vehicular Movements. Movement of contractors vehicles and plant will only occur outside of the student drop off & pick up times

GREENWOOD

Site Logistics and Traffic Management Plan, Phase 4 Roof Works and Classroom Extension.

Bridge College
Whitworth Street
Manchester

03/10/25
Not to Scale



Notes:

Indicates scaffold to Phase 4 roof works. Fire egress routes from the building will be maintained. There will be an overlapping period between the phases 4 & 5 works.

Heras fencing will be installed as works progress around the various phases to allow the safe movement of roofing materials. Gates can be fitted in the fencing to maintain fire egress routes from the building.

Scaffold Loading Bays

Vehicular Movements. Movement of contractors vehicles and plant will only occur outside of the student drop off & pick up times

GREENWOOD

Site Logistics and Traffic Management Plan, Phase 5 Roof Works and Classroom Extension.

Bridge College
Whitworth Street
Manchester

03/10/25
Not to Scale