CONSTRUCTION MANAGEMENT PLAN

VINE STREET, GORTON, MANCHESTER M18 8SR

PLANNING APPLICATION NR: 137751/MO/2023

Revision B: September 2025

Contents

1. Construction programme.

2. Emergency contact details.

3. Hours of operation.

4. Expected vehicular traffic on site.

5. Traffic management.

6. Construction traffic routes.

7. Delivery vehicle management.

8. Arrangements for abnormal loads.

9. Swept path analysis.

10. Temporary traffic management measures.

11. Measures to protect vulnerable road users.

12. Temporary facilities for bus stops/routes.

13. Method of preventing mud being carried onto the highway.

14. Methods of communicating the Construction Management Plan.

1 – Construction Programme

The works on Vine Street consist of the construction of 25 No. two storey residential properties, access road, hardstanding, and external works. The scheme will be constructed in a single phase over a 19-month period. The scheme is due to start in November 2025 and complete in May 27.

2 – Emergency Contract Details

To be confirmed.

3 – Site Working Hours

Any noisy works will be carried out on site will be carried out within the following hours

- Monday to Friday 07:30hrs to 18:00hrs, Saturdays 08:30hrs to 14:00hrs. No works are to be undertaken on Sundays or Bank Holidays.

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. During the construction phase of the works, it is not expected have more than three large deliveries being made to site each week. The initial clearance stage is likely to have up to five tipper wagons running each day, but they will be staggered so that they can be loaded and away before the next one returns. 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 flatbed trailers; this will occur on a limited number of occasions and is covered in more detail in section 8.

Materials will be sourced from local merchants to 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. When the site is suitably advanced, we will be able to park as small number of tradesman's vehicles on site but up until this point, with the lack of any nearby public car parking, trades and visitors parking will be on nearby roads, this will be done courteously to avoid upsetting our neighbours. We will encourage the use of public transport, car sharing.

5 – Traffic Management

As noted above, materials will be sourced from local merchants in order to transport multiple materials on singular deliveries. 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 of neighbouring streets will be discussed with all operatives at the site induction that they receive when they first attend site. Material deliveries will be scheduled outside of peak periods to minimise traffic in the vicinity at these times. 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.

6 – Construction Traffic Routes

It will be noted on all material and subcontract orders that access to site is from Ashton Old Road, turning directly into Vine Street. Ashton Old Road is a main arterial link into Manchester city centre/Trafford Park to the West and to the M60 ring road to the East.

7 – Delivery Vehicle Management

The majority of deliveries on site will have self-off-loading facilities so they will pull alongside the designated material storage area, off load, use the on-site turning head and drive off site.

Prior to the roadway being constructed, a stoned access and turning head will be formed to allow delivery access on/off and around site. Time slots will be agreed for deliveries to ensure that space is available for them to access site to offload.

8 – 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 flatbed trailers. The deliveries will be timed to avoid peak times in order to reduce traffic build up. Advance dialogue will be had with our immediate neighbours to advise of these deliveries (via door knocking, letter dropping etc). Banksmen will temporarily control any traffic on Vine Street during the off loading/loading operations in order to maintain the safety of all parties and to negate any traffic delays

9 – Swept Path Analysis

To demonstrate the effectiveness of the vehicular turning arrangements within the site, please see the swept path analysis in Appendices for an 11.5m refuse wagon which is comparable to the 11m flatbed delivery wagons that we would expect on site.

10 – Temporary Traffic Management Measures

There are some off-site works that are required in order to bring the scheme to a completion. The necessary permits will be obtained from MCC Highways Department and the statutory service authorities. The temporary traffic management measures will be submitted for full approval by MCC Highways Department at the relevant time. Local neighbours will be notified off any offsite works well in advance via letter. The offsites works will comprise, sewers connections, drop kerbs installations and offsite utilities.

11 – 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 exit site.

12 – Temporary facilities for bus stops/routes

There are no bus routes along Vine Street therefore there are no temporary facilities are required.

13 - Measures to prevent the deposit of dirt onto the public highway

During the construction process there is the potential for contractors' vehicles to carry deposits of mud and building materials on their tyres out onto surrounding streets. To mitigate the amount of mud 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. To maintain the robustness of this methodology, the works to construct the new roadway onto site are amongst the first to be carried out in order to provide a clean tarmac road for delivery vehicles to use. 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.

14 - 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.