

Construction Management Plan (CMP)

Project: City Works 4

Prepared By:	Issued for review and approval to:	Issue No and Date
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1. Introduction

This Construction Management Plan (CMP) outlines the strategy for managing the construction traffic, access points, and environmental impacts during the construction process at Welcomb Street, Manchester. The plan focuses on traffic routing, parking arrangements, dust and mud control, and ensuring minimal disruption to the local community and highway infrastructure.

The aim of this construction management plan is to address the requirements of the local authority planning conditions this being Section 3 of the Planning Permission and Notice of Consent.

No development shall commence, including any works of demolition, until a Construction Method Statement (CMS) has been submitted to and approved in writing by the local planning authority. The activity approved statement shall be adhered to throughout the construction period. The statement shall provide for:

- (a) Plant and materials delivery arrangements.
- (b) Loading and unloading areas.
- (c) Site construction access.
- (d) Storage of plant and materials used in the development.
- (e) Onsite parking for site operatives and visitors during construction.
- (f) Measures to control dust and dirt during construction.
- (g) Measures to prevent ground and surface waste pollution.
- (h) Wheel washing facilities (if required).
- (i) Measures to control noise or vibration from any generators and plant.
- (j) Details of any proposed site lighting.
- (k) A scheme for recycling /disposing of waste resulting from construction works.
- (l) The location of any staff welfare facilities.
- (m) Usage of the premises
- (n) To be carried out in complete accordance with details shown in plans
- (o) Tree preservation
- (p) Security
- (q) Complaints Procedure

Proposed Works

Proposal: The project is the remediation of the site for future new buildings Erection of 4no. two storey industrial buildings (Classes E(g)(ii)(iii), B2 and B8) following the demolition of existing buildings together with associated service yards, car parking, electric vehicle charging points, amended site access, refuse storage facilities, substations, boundary treatments, landscaping, and associated works and infrastructure.

A brief overview of the proposed construction program is:

- Site set up and establishment of accommodation and welfare facilities.
- Ground remediation and ground reinforcement
- Installation of attenuation tank and service connection mains
- Sub-structure works
- Superstructure works
- New entrance as part of 278 works which will consist of blocking off existing one
- Partitions
- Decoration
- Joinery
- Flooring
- Electrical works
- Mechanical works
- External works

Overview of Mechanical and Electrical Works

The mechanical services installation shall comprise the following elements:

- Provision of new water supplies
- Electric heating installations
- Ventilation installations
- Comfort cooling
- Hot and cold-water installations
- Automatic controls & wiring
- Above ground drainage
- Fire engineering installations
- Rainwater disposal

There will be approximately 4 teams of 3 ground workers and a total of 70 operatives on site once the project is fully underway.

Project Directory

Client: NS CW4 Ltd

Project Manager / Employers Representative / Quantity Surveyor: GWB Consultants.

Architect: AEW

Civil and Structural Engineer: Hydrock

Mechanical and Electrical Engineer: Hannon Associates

Landscape Architect: Eaves Landscaping

BREEAM Consultant CDM: Nationwide CDM

Principal Designer: Nationwide CDM

Planning Consultant: Spawforths

Building Control PD: KOK

Management Contractor: Bansco Ltd

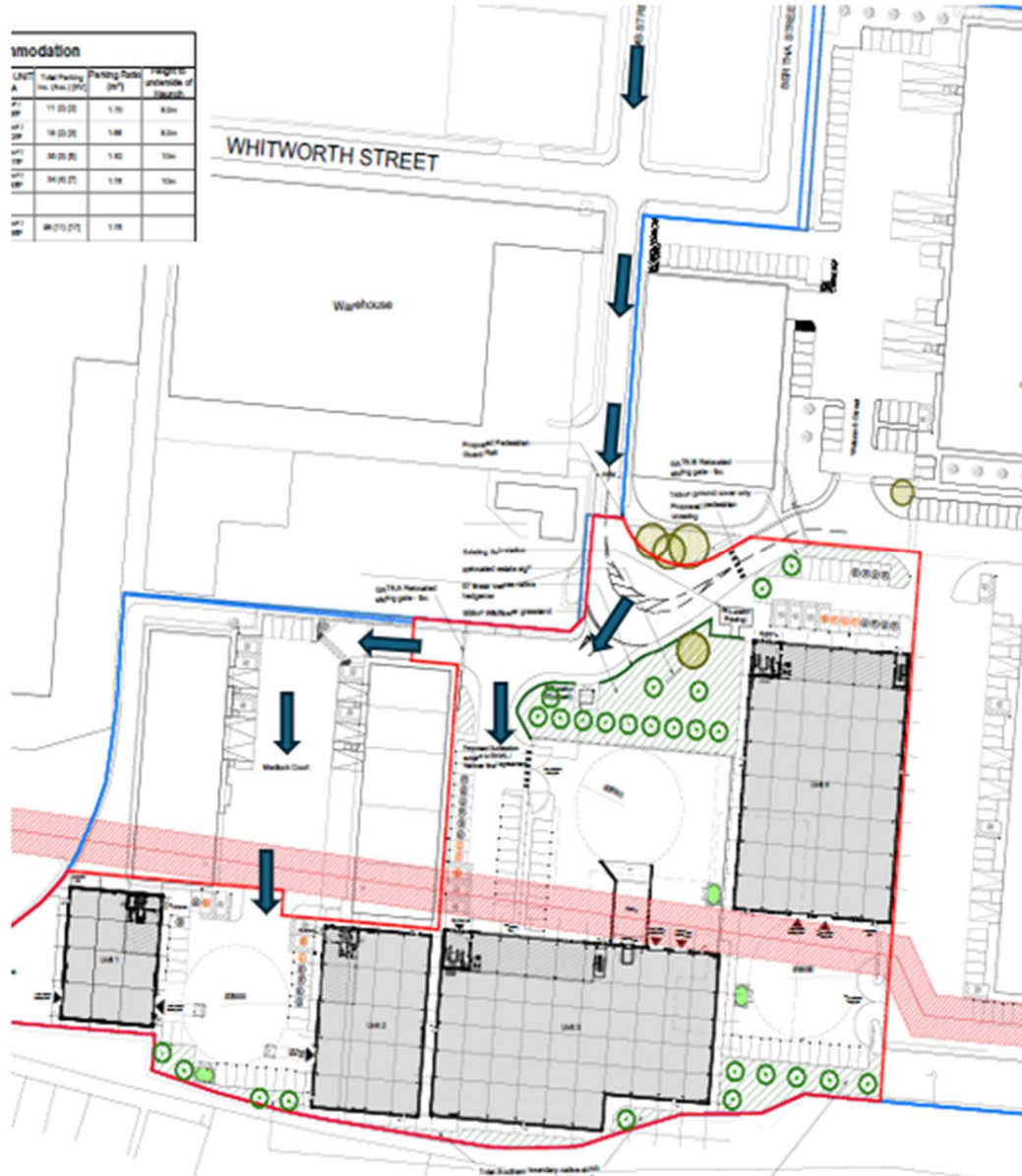
Start Date: 9/6/2025

Duration: 56 weeks

2. Routing of Construction Traffic

To minimize the impact on the surrounding area, all construction vehicles will follow an approved set of routes.

Access from Ashton old Road



Primary Route for Construction Traffic:

- **Route Identification:** Construction vehicles, including Heavy Goods Vehicles (HGVs), will enter the site via Welcomb Street turning left off the A635 Ashton Old Road and exiting left from Welcomb Street onto Ashton Old Road.
- **Peak Period:** Traffic will be restricted to non-peak hours, generally between 7:00 am and 9:00 am and 4:30 pm to 6:00 pm to avoid peak traffic congestion.
- **Swept-Path Assessment:** A swept-path analysis has been conducted for all construction vehicles to ensure that there is adequate space for vehicles to turn without causing obstruction or damage. The assessment has confirmed that turning radii and road widths along the construction traffic route can accommodate the largest vehicle expected on-site.

Vehicle Activity:

- **Frequency of Vehicle Movement:**
 - Material deliveries: 2 HGV's per day
 - Staff and light vehicle movements: 20 - 25 vehicles per day
 - Waste removal: 2-3 HGVs per week

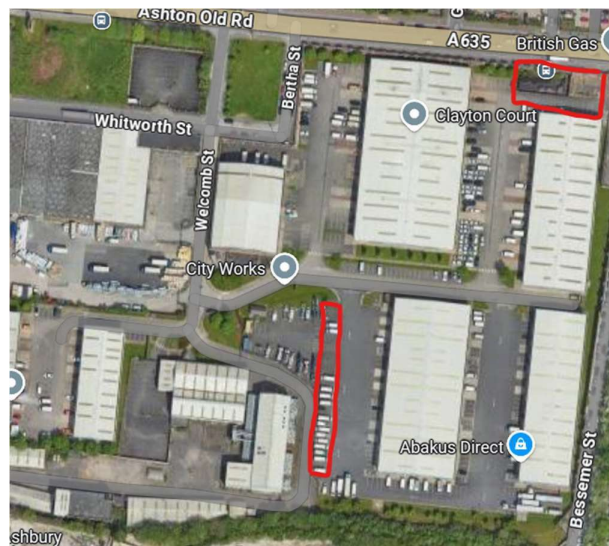
All vehicles will be scheduled and coordinated to reduce on-site congestion and improve efficiency. A banksman will be appointed to manage and co-ordinate all deliveries.

- **Types of Vehicles:**
 - Heavy Goods Vehicles (HGVs) for material deliveries, construction equipment, and waste removal.
 - Light vehicles for contractors and staff.

3. Location and Arrangements for Contractor Parking

Parking for all contractors' vehicles will be arranged as follows:

- **On-Site Parking:** The areas indicated in red below have been designated within the site boundary for contractor parking. This will ensure that construction vehicles, including vans and small trucks, do not obstruct the local roads or sidewalks.



- **Overflow Parking:** In case on-site parking is insufficient, additional overflow parking has been arranged on the estate for contractor parking.

The parking area will be clearly marked from the highway using signage in accordance with Road and Streetworks ACoP and Signs and Signals Regs. Access will be monitored by site security to ensure unauthorized vehicles do not park in restricted areas.

4. Vehicular Access Points

The site will have dedicated access points to manage construction traffic, staff vehicles, and HGVs:

- **Primary Access Point for Construction Vehicles:** Construction traffic, including HGVs, will access the site via Welcomb Street off Ashton Old Road.
- **Emergency Access:** A clearly marked emergency access route will be maintained at all times, allowing emergency vehicles to quickly enter the site if necessary. This will be located at [Emergency access location].

All access points will be designed to ensure smooth traffic flow and prevent blockages to the other access roads.

The main control measures which will be adopted in respect of traffic management will be.

- Where assessed & identified by the principal contractor management, Haulage contractors will fit dust covers to load during removals & material deliveries.
- Dust suppression (Watering/Mist Spray) during vehicle loading procedures will be applied. If needed.
- Water suppressed road cleaning (periodic following site assessment by the principal contractor site manager) will occur as and when required.
- Plant & vehicle selection will be assessed to maintain noise levels to a minimum.
- Vehicles will turn off engines during loading process (reduction of noise & emissions)
- Material loading and waste removal process will be coordinated & arranged to maximise on reduction of noise levels, no multi vehicle attendance.
- Vehicles attending site will be coordinated by the principal contractor site manager (pre booked only) to enable minimum attendance at any one time (Haulage vehicles will not be allowed to park up and wait around the site perimeter or within site, unless immediately loading/unloading)
- All deliveries will be supervised by a banksman in and out of site and will utilize the one way system in place which provides a turning circle on site so no vehicles are reversing outside of the site.
- Suitable signage will be in place along with the banksmen to ensure any vulnerable road users are considered during vehicle movements
- No additional traffic measures are required as all deliveries are pre-arranged to minimize impact on the neighboring businesses. No abnormal loads are expected during the project.
- Placement of construction site traffic signage on approach roads
- Trained and competent banksmen will control all vehicular movement in and around the site. Deliveries will be timed to avoid busy rush hour periods and a build-up of site traffic.

CW4 – UNIT 3 & 4 Delivery Strategy



All deliveries will be pre booked and coordinated with the programme to remove the potential of congestion on and off site. The site will operate a one way system utilizing the highlighted area as a turning area so now vehicle reverse onto the neighboring roads



Area dedicated as the waiting area for delivery vehicles, turning circle and abnormal loads



Delivery traffic flow on site

Delivery Strategy Unit 1 & 2

CW4 – UNIT 1 & 2 Delivery Strategy



Area dedicated as the waiting area for delivery vehicles, turning circle and abnormal loads



Delivery traffic flow on site

5. Noise, Dust and Mud Control Measures

Measures to control dust and mud will be implemented as follows:

- **Wheel Washing:** A wheel wash facility will be installed at the site exit to clean the wheels of all vehicles before they leave the site. This will prevent mud from being deposited on public roads.
- **Road Sweeping:** A road sweeper will be employed to regularly clean Welcomb Street and surrounding roads of any construction debris or mud that may have been deposited by construction vehicles. The frequency of road sweeping will be based on weather conditions and the intensity of traffic.
- **Dust Suppression:** To minimize dust, water sprays or dust suppression systems will be used during dry weather conditions on-site, especially for activities such as excavation or demolition.

Emission of dust and other particulates shall be controlled by implementing the following measures:

- Ensure no burning of waste materials takes place on site.
- Ensure an adequate water supply on the site to allow dust suppression.
- Ensure disposal of run-off water from dust suppression activities, in accordance with the appropriate legal requirements.
- Ensure regular cleaning of hard standings using wet sweeping methods.
- Not allow dry sweeping of large areas.
- Movement of site vehicles/lorries will be practically minimised as the intention is to re-use the majority of the material the permanent works, however, any vehicles that exit the site will be cleaned before accessing the Public Highway.
- Routinely clean public roads and access routes using wet sweeping methods.
- Ensure vehicles working on site have exhausts positioned such that the risk of re-suspension of ground dust is minimised (exhausts should preferably point upwards), where reasonably practicable.
- Ensure all vehicles carrying loose or potentially dusty material are fully sheeted.
- Store materials with the potential to produce dust away from site boundaries where reasonably practicable.
- Ensure sand and other aggregates are not allowed to dry out
- Minimise the amount of excavated material held on site

Noise Controls

As part of the pre-planning process of work activities, those works, which may bring about excessive or high levels of noise will be pre-assessed, including the impact upon construction operatives and residents/neighbours in nearby premises.

The requirements described within The Noise at Work Regulations 2005 and the British Standard BS 5228 Noise and Vibration Control on Construction and Open Sites will be adhered to fully.

In brief, the principal contractor will limit as much as is practical high noise operations and where this is unavoidable measures will be taken, such as the selection of plant and equipment or work processes, which does not emit high noise levels or equipment, which is fitted with silencing/anti-vibration equipment.

Noisy equipment will be sited as far away from occupied premises as possible and turned off when not in use. Noise paths will be restricted by the placement of enclosures/barriers where practical.

The above measures will be considered as part of the assessment process, which will identify noisy hazards, estimate likely exposure to noise by construction operatives and any other persons likely to be affected, identify measures required to eliminate or reduce noise exposure, and make persons likely to be affected by noise aware of the risks and controls which are being taken.

Full liaison will occur with affected neighbours as part of the pre-planning of construction work activities and every effort will be made to minimise the impact upon their work activities as described above and to work in cooperation with tenants regarding any specific requirements they may have, including restricting high-level noise during key times. (Consideration will also be given to works occurring outside of normal works hours, where noise levels cannot be satisfactorily reduced).

Noise monitoring will occur during potential noisy activities and where the action levels are exceeded as identified within the Noise at Work Regulations (see below), then appropriate action will be taken.

Lower exposure action level is a daily or weekly exposure of 80db and a peak sound pressure of 135db

Upper exposure action level is a daily or weekly exposure of 85db and a peak sound pressure of 137db

Additionally, liaison will also occur with the local authority regarding any restrictions they have and ensuring minimal impact upon neighbours.

The ground improvement technique proposed to support building sub-structure - *Rigid Inclusion Columns* are proposed to improve the ground to the footprint areas of the proposed buildings only, to provide the required foundation and floor slab loading capacities.

The installation procedure is an augering solution and therefore a low noise/vibration technique. Noise will be in line with site traffic, vibration will be very low, less than 5mm per/s.

We do not anticipate any plant or machinery, including generators to be left running overnight.

6. Working Hours

The working hours for the site will be as follows:

- **Standard Working Hours:**
 - Monday to Friday: 7.30 am – 6:00 pm
 - Saturday: 8:30 am – 2:00 pm
 - Sunday/Public Holidays: No construction activity, unless an emergency or prior arrangement has been made with local authorities.

In the event that any work outside of these hours is required, advance notice will be given to the local council and nearby residents.

Site visits outside of normal hours will be by strict arrangement with the Principal Contractor.

7. Emergency Contact Information

An emergency telephone number for the site contractor will be displayed in a publicly accessible location at the construction site. This number will be available from the commencement of development until the construction works are complete.

- **Emergency Contact Number:** 07443 250845
- **Construction Director:** John Thompson
- **Availability:** The emergency contact number will be operational 24/7 to address any issues or concerns arising from the construction works.

8. Advisory Routes for Staff and HGVs

To minimize congestion and disruption to the surrounding area, the following advisory routes will be established:

- **Staff Vehicles:** All staff vehicles will be advised to use the [Specify route] to access the site, avoiding residential areas and congested roads.
- **HGV Traffic:** HGVs will be directed to use the approved primary construction route to avoid conflict with local traffic. Specific signage will be posted on local roads to direct HGVs to the site and prevent them from using unsuitable routes. All access and egress will be by Left Turns ONLY to avoid crossing the highway and oncoming traffic.

9. Highway Dilapidation Survey

A detailed highway dilapidation survey has been carried out, documenting the condition of the surrounding carriageway and footways. The survey includes:

- **Photographs:** A series of photographs of the existing condition of Welcomb Street and adjacent roads, including footways and drainage systems, before construction begins.
- **Condition Report:** A detailed commentary on the current state of the roads, highlighting any existing damage or issues such as potholes, cracks, or surface wear.
- **Inspection Frequency:** Periodic inspections will be conducted throughout the construction period to monitor any potential damage to the surrounding infrastructure.

At the end of the project, a follow-up inspection will be conducted to ensure that any damage caused by construction traffic is rectified, and the roads are returned to their original condition or better.

10. Details of Site Compounds, including the unloading/storage of plant and materials

With respect to the unloading and storage of plant and materials, this will be within the confines of the site. Careful management of materials, equipment and storage are to be followed given the space restrictions on site.

The delivery, storage and movement of materials around the site shall not adversely affect the day-to-day usage of surrounding land uses. The management of deliveries and the amounts brought to

site on a daily basis will be considered and organised in such a way as to not have excessive amounts building up. (Consideration will be given to “Just in Time” procurement).

Suppliers and contractors will be made aware of the transport routes to be adopted. Delivery vehicles will be directed to the site entrance depending on what is being delivered. Deliveries are to be pre booked for delivery times to the site, which are co-ordinated by a site representative.

Plant and machinery will be stored in a designated area. Plant is expected to consist of excavators, dumpers, piling rig, crane, MEWPS and a stone crusher.

Welfare accommodation will be within the accommodation. Facilities will include site offices, ventilated canteen/mess facility with tables and chairs with back supports, drying room, and hot and cold running water (including drinking water), facility to heat meals, toilets, wash hand basins and drying facilities with cleaning agents.

11. Recycling/disposing of waste

The legal requirement to produce a Site Waste Management Plan was removed in 2013, however, the principal contractor will produce and define a waste management hierarchy of control (i.e., a Waste Management Strategy).

This will include:

- Mitigation of waste generated
- Re-use of materials where possible
- Recycling of materials
- Disposal of remaining waste at a suitable facility.

Skips will be made available for waste with these separated for the purposes of recycling.

It is the intention to ensure that debris is reused where possible

12. Security

All works will be carried out within the boundary of the site which will be secured at all times.

Signage will be placed advising of works ongoing.

Access will be controlled onto site via the front or rear entrance points. All operatives and visitors will be required to sign in/out which log all egress / ingress and act as an accurate personnel record.

There will be CCTV in place and a guard on during the evenings and weekends.

13. Coordination and cooperation with non-construction persons

The principal contractor will liaise with neighbours regarding the proposed works and in particular any elements which may impact upon their day-to-day undertakings. This will be done initially at pre-commencement via letter drop/bulletin update and thereafter at periodic intervals.

The principal contractor will endeavour to plan, manage, organise, and carry out the works in such a way as to minimise disruption. Deliveries will be planned and timed as reasonably as possible. Any

footpath closures will be clearly indicated and done in accordance with local authority applications and approval.

Signage will be prominently displayed for all other road users including cyclists.

14. Complaints Procedure

Site contact details will be prominently displayed on the external areas, and members of the public will be able to directly contact the site team with any complaints relating to the construction works.

All complaints will be treated seriously and thoroughly investigated with the complainant kept fully informed of proceedings throughout and the outcome of the investigation

15. Fire and emergency procedures

As part of the site set up, adequate arrangements for protection against fire during the construction phase will be considered. This will include establishing the measures for fire detection, warning, and prevention, including appointment of fire marshals and establishment of evacuation procedures and assembly point.

Reference will be made to the Joint Code of Practice for Fire Prevention on Construction sites and HSG 168 Fire Safety in Construction, and a Construction Phase Fire Risk Assessment supported by a fire and emergency plan will be undertaken, and reviewed/amended periodically, particularly if there are any significant changes.

Adequate written records will be kept of all fire alarm inspections, tests and fire evacuations (both planned and accidental).

A fire risk assessment and fire plan will need to be obtained and referenced to enable the interface issues between the occupied adjacent buildings and the construction site to be properly assessed and managed.

16. Asbestos

Asbestos identified within the survey will be removed by a specialist contractor. The area will be demarcated and handed over to them until certification has been provided.

17. Lighting

Lighting towers will be used on site during the winter months and capped at the horizontal with no upward light spilling.

18. Temporary Works

The principal contractor will take all reasonable measures to ensure that the **stability and structural integrity** of temporary works is retained at all times throughout the works and in doing this will ensure that temporary supports are **designed** and **installed** were required.

Temporary works is defined in BS5975-1: 2024 "Management procedures for the control of temporary works – Code of Practice and BS5975-2:2024 Falsework: Design and implementation – Code of Practice" as being (those) parts of the works that allow or enable construction of, protect, support or

provide access to, the permanent works and which might or might not remain in place at the completion of the works”.

The principal contractor will appoint competent persons to apply and manage suitable temporary work procedures for the project, which will contain the following elements:

- Production of a temporary works design
- Completion and maintenance of a temporary works register
- Independent checking of the temporary works designs as per the category requirements
- Issue of a design/design check certificate, if appropriate
- Pre- erection inspection of the temporary works materials and components
- Appointment of a temporary works supervisor

The above list is not exhaustive, and the principal contractor will include a schedule of temporary works and their associated management procedures within the Construction Phase Plan.

19. Summary Statement

The Construction Design and Management Regulations 2015 will apply to this project and all appropriate controls and systems will be in place to comply with the standards of the Regulations and associated guidance.

Every stage of the project will be pre risk assessed and appropriate controls applied, sub-contractors will be pre vetted and will be subject to extensive pre contract requirements of information transfer and risk assessment.

A fundamental aspect of the Principal Contractor’s role is the development of a **Construction Phase Plan**, which will take account of all known risks, which have been identified at pre-construction stage by the Principal Designer/CDM Consultant, the Design Team and through site investigations.

The Construction Phase Plan will describe arrangements and procedures for managing these key risk areas in more detail, as well as any future risk, and also the resources, including personnel, which will be applied to the scheme, and which will ensure the Health and Safety of all those working on or affected by the project works.

The principal contractor will have an on-going process of monitoring health and safety standards throughout its organisation. This is normally done directly (on site) by the site management team through regular inspections, toolbox talks etc. and via the risk assessment process both during the completion of risk assessments and then by monitoring the effectiveness of risk control measures, which have been implemented. Site managers will also undertake regular reviews of safety on site, including any accidents or incidents and any matters raised will be dealt with accordingly.

Health and safety is also incorporated as a fundamental aspect of the overall project review, which will occur and this monitoring and review process will be supported by senior management and site management.

The Principal Contractor will at the earliest possible stage of the project enter dialogue with all relevant parties, including neighbours to ensure there is effective coordination throughout all stages of construction.

Conclusion

This Construction Management Plan aims to ensure that construction activities at Welcomb Street are carried out efficiently, safely, and with minimal disruption to the local community. All measures outlined, including traffic routing, parking arrangements, dust and mud control, and emergency procedures, are in place to manage the construction process and ensure the smooth operation of the site.