

**Joyce
17 Chorlton Street
Manchester M1 6ED**



**OUTLINE CONSTRUCTION MANAGEMENT
PLAN**

Version (-)09 06 25
By: TNV Construction Ltd
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SafeContractor

Alcumus



PROJECT:

DESCRIPTION: Conversion of the existing of the existing office buildings and addition of a new build block to create 261 Serviced Apartments with associated internal and external communal facilities, The scheme will have facilities such as work and social lounges, multiple communal kitchen and dining areas, Gymnasium etc.

1. DOCUMENT CONTROL

Approved by	Position	Date Signed	Signature
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Change History records

This document is owned and managed by TNV Construction Limited. Requests for changes to this document can be made to our Technical Director. All required changes need to be forwarded by the appropriate authorized person to urmil@tnvconstruction.com for consideration.

Revision	Date Changed	Description of change	Changed by
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1 INTRODUCTION

1.1 Objectives of the CMP

1.1.1 TNV Construction Ltd have prepared this Outline Construction Management Plan (OCMP) to support the planning application at Boulton House, 17 Chorlton Street, Manchester, M1 3HY ("the site"). It seeks to minimize the environmental impact of the construction process on the locality and will provide best endeavor to be part of a coordinated and collaborative approach with surrounding developments, including consultation when necessary and appropriate.

1.1.2 The main objectives of this OCMP are to:

- (i) Provide a robust construction strategy that will minimize the potential for disruption to local residents and businesses, members of the public utilizing services within the vicinity of the site and en-route to the site, along with users of the adjacent public highway network.
- (ii) Lower vehicle emissions associated with construction vehicles arriving and departing the site.
- (ii) Enhance safety - improved vehicle and road user safety around the site on Chorlton Street and the local area.
- (iii) Reduce congestion - reduced construction vehicle trips overall, especially in peak periods.

1.1.3 This Outline CMP provides high level information on the proposed construction logistics and management which will inform the preparation of the CMP prepared to discharge the relevant planning condition and to ensure construction works are undertaken in a safe and secure manner.

1.1.4 The Project Manager, an individual appointed under the Main Contractor, will own and manage the implementation of this document.

1.1.5 This OCMP is an evolving document, and its procedures will be regularly monitored and updated by TNV Construction Ltd, in liaison with the Manchester City council, throughout the construction process, to ensure that safe and secure practices are maintained.

1.1.6 When preparing this OCMP the following documents consideration has been given to the following documents:

- National Planning Policy Framework (December 2023)
- Traffic Management Act 2004
- Manchester City council Local Plan.
- Healthy Streets Approach & Vision Zero

1.2 Proposed Working Hours

1.2.1 Construction works on the site will typically commence and finish at the following times:

- (i) Monday to Friday 8am - 6pm
- (ii) Saturday 8.00am - 1.00pm
- (iii) No Sunday, bank holiday or public holiday working

1.2.2 Under no circumstances will works outside of these hours be undertaken, unless otherwise agreed

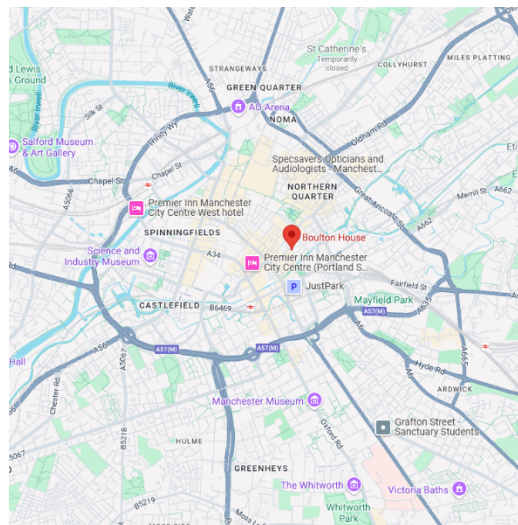
in advance with the Manchester city council

- 1.2.3 The term 'working' shall, for the purpose of clarification of this condition include the use of any plant or machinery (mechanical or other), the delivery of construction vehicles and the carrying out of any maintenance/cleaning work on any plant or machinery. Under no circumstances will construction works take place outside of these times specified without prior agreement with the Manchester city council.

1.3 Site Context

- 1.3.1 The site currently consists of an eight-story empty office building
The Regional Plan is shown in Fig 001 below.

Fig 001



Regional Plan The

existing building bounds directly onto the public footpath.

1.4 Development Proposals

- 1.4.1 The site is applying for planning permission to The Manchester City council to provide Serviced Apartments with flexible workspace and communal space, ancillary gym, and other facilities.
- 1.4.2 As part of the planning approval, this Outline Construction Management Plan (OCMP) has been prepared for submission to The Manchester City council which sets out information required to manage the management of the site, including transport, logistics and environmental procedures.

1.5 OCMP Structure/Scope

1.5.1 This OCMP comprises the following sections

- (i) Section 2: Context, considerations and challenges.
- (ii) Section 3: Construction program and methodology.
- (iii) Section 4: Vehicle routing and site access.
- (iv) Section 5: Strategies to reduce impact.
- (v) Section 6: Estimated vehicle movements.
- (vi) Section 7 Environmental Strategy.
- (vii) Section 8: Implementing, monitoring and updating.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 Policy Context

2.1.1 This document has been produced in consideration of several supporting planning policy documents.

- National Planning Policy Framework (December 2023)
- Manchester City Local Plan
- Traffic Management Act 2004
- Healthy Streets Approach & Vision Zero

NPPF

2.1.2 The NPPF (2023) promotes the use of sustainable transport through the UK, safe road design and the efficient and sustainable delivery of goods and supplies, therefore the production of a Construction Logistics Plan would align with this.

2.1.3 “Construction Logistics Plans and Delivery and Servicing Plans should be developed in accordance with Manchester city council guidance and in a way which reflects the scale and complexities of developments.”

2.1.4 Healthy Streets is putting human health and experience at the heart of planning the city. The proposed development and measures outlined within this CMP have been considered with respect to the Healthy Streets approach and indicators.

2.1.5 This OCMP has been prepared to ensure that all construction traffic adhere to the planned strategy, in order to enhance highway safety.

2.1.6 FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally friendly and requirements will be relayed to all operators engaged during the development.

2.1.7 It is required that Fleet Operators comply and adhere to the FORS Silver standard.

2.2 Local Access including Highway, Public Transport, Cycling and Walking

2.2.1 The site is located at Boulton House, 17 Chorlton Street, Manchester, M1 3HY at the junction of Chorlton Street with Major Street and Bloom Street. There are private car park at the both the sides of the building (part of the Boulton house) which has access from Bloom Street and Major street.

2.2.2 The front of and two sides of the site are attached to pavement.

2.2.3 There are double yellow line from the junction with Chorlton Street up to barriered carpark of Boulton house access gate on Major street and post the carpark access there are 4 no paid and display on street car parking bays. On the Chorlton street there are double yellow line at the junction with Bloom and Major Streets but then the rest of the street has bus stops on the Boulton house side of pavement for National express and local free routes, the opposite side pavement has NCP carpark and National express Bus station. Bloom street has double yellow lines and barriered access to car park at the rear of the Boulton House.

2.2.4 Vehicles seeking to access the site will arrive from northeast or Southwest bound A5103 (Portland street) by turning left/right respectively in to Chorlton street. They can turn left either in Major street or in to the Bloom street to access carparks to either side of Boulton House

2.2.5 The site benefits from a good level of accessibility to the public transport network, including frequent bus, rail services available within walking distance of the site.

2.2.6 Site can also be accessed by bicycle.

2.2.7 There are numerous Bus services available within a convenient walk distance of the site, with Manchester coach station Stop EV for National express routes 120, 121, 170 and local free bus route 1 and 2 on Stop EZ just in front of site on Chorlton, stop EU at 2 min walk on Chorlton street also stops for route 191, and free bus 1 and 2. National express bus stop is just opposite the site. Stop CK (Chorlton street stop) on Portland street has stops for Route 15, 18, 33, 358 and 35 and stop CU CU on Portland Street has stop for 15, 16 and free bus 1 both stops are only at couple of minutes' walk from Boulton House..

2.2.8 National Rail (Avanti west coast) services are available from, Manchester Piccadilly only 8 min walk from the site, Avanti west coast trains operate frequent services to various destinations from here. Trams stop Piccadilly Garden, Manchester Piccadilly and St Peter square stops serving Blue, Purple, Yellow, Green and Navy lines are just at 7/8 min walk from Boulton House.

2.3 Community Considerations

2.3.1 Plans included in Appendix A1 attached hereto, illustrate the location of the site in the context of the surrounding area as follows:

- (i) Routing Strategy Plan;
- (ii) Local Context Plan; and
- (iii) Site Access Plans

2.3.2 Plans included in Appendix A1 attached here to illustrate the location of the site in the context of the main roads, cycle routes, rail stations, bus stops and a number of other key infrastructure and

indicate proposed route to and from the site.

Local Context Plan

- 2.3.3 Plans included in Appendix A1 attached here to illustrates the location of the site in the context of the surrounding roads and community infrastructure/considerations.
- 2.3.4 As shown, the site abounds directly onto the public footpath and highways and a busy Bus station, therefore consideration will be taken with regard to the impact on pedestrians, cyclists bus station operations and other vulnerable road users utilizing these roads as well as local residents and employees.
- 2.3.5 Consideration will also be required in relation to the how larger construction vehicles are managed when delivering and moving off from site and wider vicinity.

Site Boundary Plan

- 2.3.6 Plans included in Appendix A1 attached here to illustrates the site location in the context of the immediate surroundings.

2.4 Challenges

- 2.4.1 There are some notable constraints associated with the construction works at the site.

The following considerations and challenges are noted for this site:

- (i) The proximity of the main public highway and footpaths on Chorlton, Major and Bloom Streets.
 - (ii) The proximity of other retail and commercial premises within the wider area around the site.
 - (iii) The proximity of the town center
 - (iv) Local residential accommodation and offices commercial spaces on Chorlton Street, 42 Bloom street and 6 Minshall Street to the North and north east of site.
 - (v) Vehicular access on to the sites from barriers in Major street and Bloom street. Site can also be accessed with small vans through Hart street..
 - (vi) The existence of other large, development works in the vicinity of the site and the subsequent cumulative impact on construction traffic along the same routes
- 2.4.2 TNV Construction Ltd is committed to carrying out these works in the most practicably sustainable manner. Given the site's location, the need to minimise the impact associated with the construction works is fully recognized and the proposed construction works have been considered on this basis within this OCMP.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 Overview

- 3.1.1 The construction works are proposed to commence in early second quarter of 2026 lasting for 100 weeks.

3.1.2 The schedule of construction activity is expected to be broadly as follows:

- (i) Initial site setup.
- (ii) Demolition of internal walls and sections of roof floor, removal of existing plants and decommissioning of Lifts and enabling works.
- (iii) Piled foundations and super structure for the new build block
- (iv) Superstructure to two new floors
- (v) Envelope to new stories and new build block
- (vi) Forming openings and replacement of glazing to rear elevations and new builds
- (vii) Building services, fit-out and commissioning
- (viii) Associated roof terraces and landscaping works.

3.1.3 The above provides a broad overview the construction program, however a detailed construction program for the site which has been prepared by TNV Construction Ltd has been attached in the Appendix

3.1.4 The contact details for TNV Construction Ltd including management personnel, shall be made available to all. The contact details for TNV Construction Ltd along with the Project Manager (an individual appointed under the Principal Contractor) shall be clearly detailed at the front of the site for the duration of the works.

3.2 Construction Program

3.2.1 A copy of the construction program prepared for the site by the Main Contractor is attached hereto at Appendix 2, highlighting the anticipated duration of key phases of the project.

3.3 Construction Methodology

3.3.1 The arrangements detailed within the following paragraphs will be used to assist in making the site safe and secure for pedestrians, cyclists and road users as well as site operatives. The proposed arrangements are shown at Appendix 1.

Construction Arrangement

3.3.2 There is a proposal to install scaffold on pavement of Major, Chorlton and Bloom street with pedestrian tunnel as to the attached site set up plans. Fully boarded/painted ply Hoarding will be installed along on to Major and bloom street as to the mark up on to the site set up and logistic plan fig 002 and appendix 'A' to secure site. Hoarding/ scaffold tunnel will be illuminated in line with Manchester city council regulations. loading towers and pedestrian entrance on Chorlton Street and to rear car park where applicable with noticeboards placed in prominent visible positions.

3.3.3 Fully equipped offices and welfare facilities for staff and operatives will be provided on site. All plant, material and equipment will be stored on-site and not on the public highway.

3.3.4 The construction methodology will utilize one arrangement for loading unloading and access and will be implemented by various contractors based on their specific construction methodology/needs. The construction arrangements are as follows:

Construction Arrangement: - Construction vehicles will access site storage as noted in fig 002 in forward gear onto bloom street (access is to be from Portland street on to Chorlton street leading to Bloom Street) within pre agreed time slot. Vehicle to enter and exit site under banksman's guidance. Post delivery vehicles will egress in forward gear on to Chorlton Street (traveling Southeast) leading onto Chorlton Street and then leading to A6

It is proposed that the core operational hours for construction traffic will be as follows:

- Weekdays: 09:00 - 18:00
- Saturday: 08:00 - 13:00
- Sunday & bank holidays: subject to agreement with Manchester City council

- 3.3.5 TNV construction will avoiding any construction related deliveries during high peak periods with the final hours to be agreed with Manchester City council.
- 3.3.6 It is anticipated that there will be a requirement for vehicles to arrive and depart outside of usual construction hours to allow specialist construction activities to be undertaken; or to deliver bulky machinery / materials before busy traffic periods in Manchester.i.e. to utilize the on-street loading/unloading at a time where traffic flows are low. The Manchester city council will be provided with prior notification regarding any special dispensation for out-of-hours vehicle activity.
- 3.3.7 There will be no working on Sundays and bank holidays unless there is a requirement for emergency work, abnormal deliveries or cranes. The Council will be provided with prior notification /Suspension notification/TTRO.
- 3.3.8 The site will be provided with 24 hour Monitored CCTV security to prevent any unauthorized access outside of construction hours.

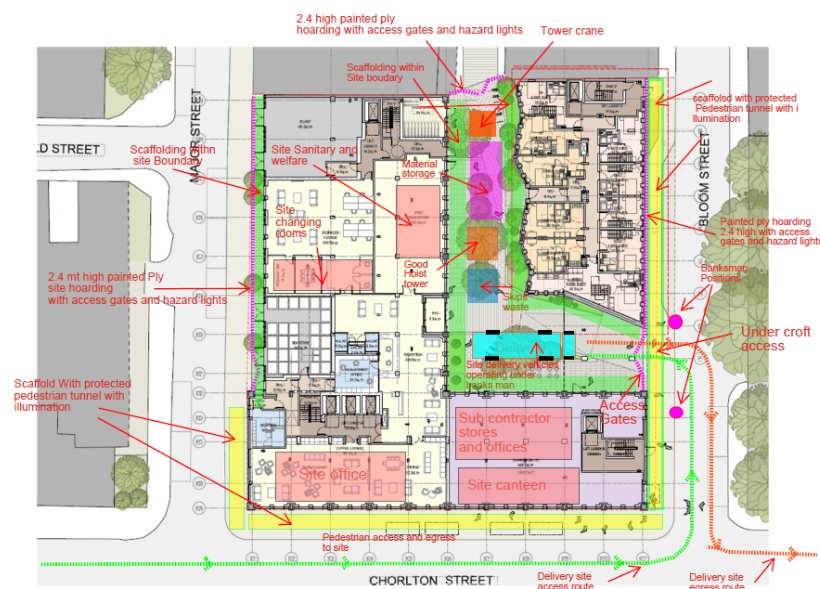
4 VEHICLE ROUTING AND SITE ACCESS

4.1 Site Set-Up

- 4.1.1 Prior to any works commencing it is proposed that a site hoarding is installed to protect pedestrian and general public and to prevent unauthorized access to the construction areas of the site and to warn pedestrians of the potential dangers of construction zones. The hoarding would not affect the ability for pedestrians to use the footway on Chorlton, Major and Bloom street
- 4.1.2 The appropriate hoarding licenses would be acquired by TNV Construction following consultation with The MANchestercity council, in advance and prior to commencement of work on the site.
- 4.1.3 Appropriate signage will be erected around the curtilage of the site by TNV Construction Ltd. The necessary licenses required to display any signage on the public highway would be applied for by TNV Construction Ltd and agreed with The Manchester City council prior to commencement.
- 4.1.4 Temporary lighting will also be provided across the site, pedestrian Tunnels and hoarding as necessary. This will be located and orientated to minimise impact on the neighboring properties.
- 4.1.5 The site will be designed appropriately to ensure that there is no requirement for skips to be located on the public highway, with all goods always stored on-site.
- 4.1.6 Figure 002 illustrates the proposed construction set-up for the site during the initial stage and during the main construction and build out phasing of works, as prepared by the Main Contractor.

4.1.7

Figure 002 Proposed Site Set up Plan



- 4.1.8 Some operations will require the use of a crane to offload, lift and distribute materials specially for the top 2 stories to rear and new build block. In order to facilitate the dismantling of tower crane at the end of the Project, it will be necessary to temporarily suspend road/lane control on Bloom Street. Respective TTRO applications, relevant lifting plans will be produced and submitted to Manchester city council in a timely manner to avoid delays to works program.
- 4.1.9 The relevant licenses required to implement the proposed loading/unloading arrangement outlined above would be applied for by TNV prior to commencement.
- 4.1.10 Monitoring of the above elements will be undertaken by the Project Manager, throughout the program of works to ensure the safety of all those staff associated with the works and users of the public highway, The above elements will be monitored constantly with additional mitigation processes put in place, as required, as the construction program evolves.
- 4.1.11 These elements are discussed in further detailed throughout this document.

4.2 Types of Vehicles

- 4.2.1 It is anticipated that large delivery vehicles (HGVs) would generally be used by the various trades employed and throughout the various phases of construction, in order to reduce the frequency of deliveries, which would be managed appropriately to avoid excessive impact on the local highway network.

4.2.2 The following list provides an indication of the types of vehicles anticipated during the construction process.

Construction Vehicle	Operation	Dimensions
Skip Lorries	Waste Removal	Length: 6.3m Width: 2.9m Height: 2.9m
Large Tipper Lorries	Transporting loose material to/from the site.	Length: 10.2m Width: 2.5m Height: 2.9m
Small Tipper Lorries	Transporting loose material to/from the site.	Length: 6.5m Width: 2.5m Height: 2.9m

Concrete Lorries	Mixing components and materials	Length: 8.4m Width: 2.4m Height: 4.0m
Flat-bed Trucks/26 T Moffet lorries	Transport Materials / Plasterboards etc	Length 10.0m and 8.0m Width: 2.5m and 2.1m
Transit Vans	It is anticipated that these will be used for most finishing materials and sanitary ware	Length: 5.3m Width: 2.0m Height: 2.5m

Figure 003: Types of Construction Vehicles

4.3 Routing Strategy

4.3.1 Site Access

4.3.2 All vehicles will access the site via Bloom street by turning left from Chorlton Street and will access the site compound through gates in Bloom street, all deliveries will be managed by banksmen throughout the loading and offloading.

4.4 Construction Vehicle Arrivals

4.4.1 The vehicle routing strategy plan is included within Appendix 1 attached hereto.

The site benefits from convenient access to / from the wider, strategic road network in the form of the A6, Piccadilly, Portland street. It is proposed that vehicles will approach the Chorlton street from either North or south of Portland street. They will arrive on to Portland street from A6 via Piccadilly

The vehicle routing will be as follows:

- *Access Route:* A6 travelling north.. - Aytoun street - Turn left in to Piccadilly - Turn left io to Portland street - again left turn on to Chorlton Street- left turn in Bloom street and then left turn to Site Delivery point .
- *Access Route:* Pprtman street travelling north - left turn on to Chorlton Street- right turn in Bloom street and then left turn to Site Delivery point .

The proposed vehicle routes are considered to be the most appropriate and suitable for larger vehicles and seeks to minimize disruption to local road users. All vehicle arrivals will be managed by banksmen at the site to ensure appropriate safety and traffic management measures are upheld.

- 4.4.2 Some mobile crane lifting is anticipated to dismantle the tower crane at the end of the project, which will entail a road closure from The Manchester City council .
- 4.4.3 Any storage of materials on-site will be constantly reviewed as work progresses, and the site conditions change to ensure that all materials are accommodated on the site and not on the public highway. There will be no loading or unloading at weekends unless otherwise agreed with the Council in advance.
- 4.4.4 Deliveries will be on a 'just in time' basis with all deliveries needing to be booked in with the Main Contractor at least 48 hours prior to the day of delivery. This will assist in a minimum quantity of materials being stored within the site at any one time and improve delivery efficiency

4.5 Construction Vehicle Departures

- 4.5.1 As shown on the vehicle routing plan, attached within Appendix 1 hereto, it is proposed that construction vehicles would depart the site via Bloom Street and Chorlton Street as below:

- *Departure Route:* Site -Turn right in to Bloom street- Turn left to Chorlton Street- A6 north/South bound

- 4.5.2 All construction vehicle movements at the site would be overseen by traffic marshals during scheduled delivery times in order to enhance highway safety'. The surrounding highway will be always kept open to general traffic to ensure satisfactory access and movement for existing occupiers of neighboring properties and rear car parks during construction. Banksmen will be positioned to assist larger vehicles turning into/out of the site's delivery point. During deliveries, loading and offloading process banksmen will be positioned as on to the noted plan and will assist to manage pedestrian movements. Coordination will also be carried out with surrounding developments when necessary, to minimise potential disruption.
- 4.5.3 The proposed routing arrangement to/from the site would ensure that all HGV traffic utilises 'A' roads, which provide wide, good quality carriageways suitable to accommodate the proposed level of HGV activity without issue. The local roads are also considered safe and suitable to accommodate the modest level of construction traffic anticipated at the proposed site each day, providing generous carriageway widths and radii at junctions to accommodate large construction vehicles.

4.6 Pedestrian and Cyclist Route

- 4.6.1 Whilst the number of deliveries to the site will be low, it is vital that safe pedestrian routes are retained on the public highway. This will be done with the use of scaffold design, double boarded loading gentry with a boarded lit up pedestrian tunnel, suitable closed board light hoarding and Traffic Marshal/Banksmen located at entrances when a delivery vehicle is expected and during loading and unloading process.
- 4.6.2 Existing footways in the local area would generally remain open throughout the construction process, including on Chorlton Street, Bloom street and Major Street, however appropriate footway diversions would be considered by the Main Contractor as appropriate as works progress on the site. These will only be considered for short term periods such as Mobile crane operations, piling rig loading off loading. We intend to design scaffolding and site access to accommodate safe routing of pedestrians during the construction process.
- 4.6.3 Pedestrian and cyclist access will be retained for adjacent properties/occupiers. All pedestrian and

cyclist access for construction workers will be via Chorlton Street and through the undercroft access to rear parking leading to Site offices and welfare facilities located at ground floor level. A hoarding around the site as marked on to the site set up drawing will be provided to protect the public from construction activities occurring. Banksman will be located either side of the loading bay to manage pedestrians and cyclists to prevent any conflict with loading/offloading of construction deliveries.

4.7 Swept Path Analysis

- 4.7.1 Vehicle swept path analysis has been prepared to demonstrate that the vehicle types and sizes proposed will be able to safely access and egress. The vehicles used within the swept path analysis are considered the largest expected to access the site during construction

5 STRATEGIES TO REDUCE CONSTRUCTION IMPACT

5.1 Planned Measures Checklist

- 5.1.1 All traffic management measures will be managed by the Project Manager on site who will enforce compliance and monitor any change in circumstances that may arise. The Project Manager will be the key point of contact with Manchester City council with regard to all issues relating to construction traffic management.
- 5.1.2 Figure 004 summarises the committed, proposed and considered measures, Each of these measures are discussed in this section.

High Impact Planned Measures Checklists	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling	x		
Re-timing for out of peak deliveries	x		
Re-timing for out of hours deliveries		x	
Use of holding areas and vehicle call off areas			x
Use of logistics and consolidation centers			x
Vehicle Choice			x
Measures to encourage sustainable Freight			
Freight by Water			N/A
Freight by Rail			N/A
Material Procurement Measures			
DfMA and off-site manufacture		x	
Re-use of Materials on site		x	
Smart Procurement		x	
Other Measures			
Collaboration with other sites in the area	x		
Implement a Staff Travel Plan	x		
FORS	x		

Figure 004: Planned Measures Checklist Table

- 5.1.3 Production of a 'delivery schedule' will be a committed measure to ensure that there is no overlap with delivery vehicles, no unscheduled deliveries and the public highway is kept as free flowing as possible. As a result of this the 'use of a holding area or vehicle call off area' will be considered but

not proposed given that there is unlikely to be any unscheduled deliveries.

5.2 Project Manager

5.2.1 Contact details for the Project Manager:

Name: TBA
 Company: TNV Construction Ltd
 Address: 33 South Parade, Mollison Way, Edgware HA8 5QL
 Email: tnv2129@outlook.com

5.2.2 The Project Manager will assume all responsibility for implementing the measures within the CMP. The contact details for the Project Manager will be displayed at the site and published on any temporary licenses granted by the Council (such as for hoarding or scaffolds).

5.2.3 The Project Manager will liaise with local stakeholders and the project managers for other construction activity in the local area when and where it is relevant to do so. The Project Manager will also be responsible for monitoring and reviewing this CLP on an ongoing basis to reflect the changing needs of the project and / or any changes to the local road network.

5.2.4 The appointed Project Manager will act as a point of contact between local stakeholders/businesses so that in the event of issues / concerns arising during the construction process, action can be taken without delay. The Project Manager will also liaise with the project managers for any other developments in the area where work is carried out concurrently such that matters can be coordinated where required.

5.2.5 Information boards will be displayed at the site highlighting the key personnel on Site including relevant contact details. A 24-hour emergency contact number will also be provided.

5.2.6 Local neighbors will be able to call the site office to raise any concerns and the Project Manager will personally deal with any comments or complaints to ensure that they are resolved quickly. A record will be kept of any / all comments and complaints received.

5.3 Neighborhoods Consultation

5.3.1 As part of the construction process, neighborhood consultation will be undertaken with local residents / communities in order to effectively manage construction impacts. This will take the form of monthly newsletters with residents as well as neighborhood meetings at key construction stages. The hoarding of the site will also be provided with contact details for the site manager so that the community can remain in contact through the build.

5.4 Committed Measures

Safety and environmental standards

5.4.1 The Principal Contractor is committed to ensuring all staff and sub-contractor vehicles arriving at site comply with the details outlined in this document.

5.4.2 It will be a requirement for Contractors to be registered with the FORS Silver scheme and to ensure all subcontractors are also registered. FORS Silver will be a mandatory requirement where applicable which recognises that FORS:

- Creates safer drivers - with significantly reduced occurrence of accidents.
- Will encourage suppliers to improve fuel economy associated with the project.
- Provides a system to identify 'at risk' drivers, allowing the project team and suppliers to target training and incentives effectively.

- Improves certainty of deliveries and collections; and
- Promotes a reduction in journeys to and from the site.

- 5.4.3 A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. In order to effectively undertake this, the 'FORS Manager' reporting tool will be utilized.
- 5.4.4 It is a requirement for all contractors to be signatories of the Construction Logistics and Community Safety (CLOCS) initiative. Operating to the CLOCS standard will ensure that transport and logistics are managed to the highest industry standard during all stages of demolition and construction.
- 5.4.5 Banksmen will be located within the loading area when in use throughout the construction period to ensure appropriate safety and traffic management measures are adhered to.
- 5.4.6 These include requirements for all vehicles and driver management practices to comply with the FORS accreditation and Construction Logistics and Community Safety (CLOCS), details of which are included at Appendix 4 of this report.
- 5.4.7 The contractor will sweep the roads and footpaths on the local highway network as required and on a daily basis, to remove any spoil or debris deposited as a result of the construction.

Adherence to designated routes

- 5.4.8 The proposed construction vehicle routing strategy is outlined in Appendix 1 of this document. All vehicles would be required to adhere to these routes in order to minimise impact on the local highway and to reduce associated emission levels.
- 5.4.9 Delivery drivers will be notified of the proposed access arrangements prior to their scheduled delivery time, in order to ensure vehicles, adhere to the agreed routes and access arrangements.
- 5.4.10 All deliveries will be supported by Banksman to ensure the safe passage of materials to and from the site, without impacting on highway or pedestrian safety.
- 5.4.11 Vehicles being off-loaded with goods at the site shall switch off their engines to avoid nuisance to the adjacent uses and to prevent dust generation.

Delivery scheduling

- 5.4.12 All construction deliveries would take place within the specified working hours, thereby minimising the impact of construction deliveries on the local highway network.
- 5.4.13 All deliveries will be booked in advance and managed by the Project Manager, in liaison with the relevant supplier/construction company, in order to ensure that only one delivery vehicle arrives and/or departs the site at any given time.
- 5.4.14 A delivery schedule will be prepared and kept up to date by the Project Manager. The delivery schedule will detail the anticipated time of the delivery, contact details for the supplier, the type of delivery (i.e. plant, materials, scaffolding) and the size of vehicle anticipated.
- 5.4.15 All construction deliveries would be booked in advance with the Project Manager, with 30 minute time slots allocated to each delivery vehicle (unless greater time is needed) and undertaken in a timely fashion to ensure only one delivery vehicle arrives at the site at any given time. Through the use of a delivery schedule, the number of construction deliveries each day would be restricted in order to minimise impact on the adjacent highway network and to pedestrians.
- 5.4.16 All deliveries must be booked at least 48 hours in advance with the Project Manager and made in accordance with the specified workings hours outlined in this document.

- 5.4.17 The Principal Contractor will request all delivery drivers to telephone ahead of arrival to site so that the necessary steps can be made to enable a smooth and efficient operation.
- 5.4.18 Banks man/Traffic Marshal's will be informed and will be ready for arrival of the delivery, anticipating the type of delivery and the unloading method to be utilised.
- 5.4.19 Any deliveries not booked in advance may be turned away at the Contractor's cost.

Re-timing for out of peak deliveries

- 5.4.20 Re-timing to out of peak time, will aid the operational efficiency of the construction site and also the neighboring area. We will avoid deliveries during key arrival and departure periods for the local school.

Key Performance Indicators – Vehicle Deliveries/Collections

- 5.4.21 In order to effectively manage vehicle movements to and from the site during demolition and construction of new block the Project Manager will implement Key Performance Indicators which will be used to monitor the scheme. The KPI's to be implemented are as follows:
 - Zero unplanned vehicles.
 - Zero non-complaint vehicles.
 - Zero instances of project-related vehicles involved in a collision.

Collaboration

- 5.4.22 Prior to commencement of works, TNV Construction Ltd will seek to engage with the Construction Manager of other sites in the area and will continue this liaison throughout the lifetime of the construction programme.
- 5.4.23 The proposed routing strategy has been designed to minimise the impact of construction traffic on other sites locally and on the local highway network. However, the Project Manager would adopt a pragmatic approach and would seek to maximise any opportunity for construction deliveries to be reduced, re-timed, consolidated or linked with other construction deliveries as part of a pre-planned route, particularly during busy periods, in order to minimise the impact of construction traffic overall.
- 5.4.24 The site contractor would be part of the Considerate Contractors Scheme (CCS) which is a national organisation set up to improve the image of the construction industry. Members of the organisation must adhere to a standard code of practice which is monitored externally and provides a point of contact for the public if they wish to comment on the works.
- 5.4.25 Similarly, the CCS puts collaboration at the forefront and encourages sites to work together to minimise road traffic congestion, where possible.

Implement a Staff Travel Plan

- 5.4.26 A Staff Travel Plan will be implemented for the construction phase and will include details of local public transport options, in particular railways and local bus stops, as well as a suite of measures to discourage the use of private transport. Furthermore, temporary cycle parking facilities will be provided within the site during construction to encourage active modes.
- 5.4.27 All site operatives and visitors will be encouraged to travel to and from the site by public transport and no car parking will be provided, however, in the event operatives are required to bring vehicles to site, operatives will be expected to unload any materials or equipment using the loading area proposed before finding a parking opportunity near the site. This approach will not be promoted and will be prevented wherever possible throughout the construction programme.
- 5.4.28 In order to encourage the use of sustainable travel and reduce reliance upon private car use by staff, a number of travel planning measures will be applied by the Main Contractor. The following principles will

be followed:

- (i) Use of local suppliers, as far as reasonably possible, to reduce distance travelled and associated vehicle emissions;
- (ii) Use of local labour/operatives who are more likely to reside within the local area and therefore travel by sustainable modes, as far as reasonably possible;
- (iii) Providing operatives with timetable bus/rail information, if requested;
- (iv) The potential to provide lockers on-site for tools and materials of construction staff will be explored by the Main Contractor to make sustainable travel more convenient for staff. This could be provided in a designated area within the construction compound;
- (v) An induction programme for all staff, making them aware of the limited parking available and convenient access via sustainable modes.

FORS & NRMM

- 5.4.29 Delivery companies will be encouraged to sign up to Freight Operators Recognition Scheme (FORS). This is a voluntary industry led membership scheme which aims to raise the standard of the fleet and freight industry by improving operators' performance with regards to safety, fuel efficiency, economical operation and vehicle emissions. It seeks to provide a quality and performance benchmark for the freight industry.
- 5.4.30 TNV Construction Ltd will register the site for all Non Road Mobile Machinery (NRMM) and all plant arriving on site will be registered for compliance. Any equipment that does not comply with the Clean Construction machinery standards, as detailed in Manchester LEZ will be removed from site.

Maintenance and Repair of Highway

- 5.4.31 The Main Contractor will take every possible precaution to prevent its operations from damaging the roads and footways in the vicinity of the construction works.
- 5.4.32 The Contractor will carry out a pre-construction inspection and take photographs of the public roads, footways and cycle ways in the vicinity of the site in conjunction with the Local Authorities' Roads Maintenance Team. The Principal Contractor will produce a report of the results of the joint inspection. The report will establish the general road conditions within and in the vicinity of the site and the level of reinstatement required. The report will be agreed and signed by both the contractor and the Local Authority.

5.5 Proposed Measures

Re-timing for out of hours deliveries

- 5.5.1 The delivery schedule would ensure that there are no unscheduled deliveries, however in such an event, any unscheduled delivery arrival out of hours will be turned away and re-timed as appropriate.

DfMA and off-site manufacture

- 5.5.2 Options for off-site manufacture will be explored wherever possible and discussed with each sub-contractor prior to appointment.

Re-use of Materials on site

- 5.5.3 The proposed construction works would adopt the principles applied by DEFRA with respect to the management of waste at the site. This gives top priority to re-using materials on the site, wherever possible, and these principles would be adhered to throughout the construction process in order to minimise the environmental impact of the proposed works and to minimise the level of construction deliveries.

Smart Procurement

- 5.5.4 The site will look to source materials from local suppliers where possible as well as from the same suppliers as other local sites if appropriate to reduce the number of vehicle movements and length of journeys for materials to arrive on site.

5.6 Considered Measures

Use of holding areas and vehicle call off areas

- 5.6.1 As discussed previously, this measure will be considered by the TNV Construction Ltd but not committed, since a delivery schedule will be prepared and there are unlikely to be any unscheduled vehicles, given the limited number of construction deliveries anticipated on a daily basis and low level of disturbance anticipated. If however, upon monitoring the impact of traffic movement, it is found necessary or beneficial, we will seek to establish a safe holding area some distance from the site to minimise the impact on local traffic management. Vehicles held at the holding zone can be called off by the site team in a controlled manner

Use of logistics and consolidation centers

- 5.6.2 This will be considered and encouraged by the Main Contractor, where possible, in order to retain an efficient logistical operation at the site.

Vehicle Choice

- 5.6.3 Figure 003 above outlines the types of vehicles anticipated at the site. The Main Contractor would make every effort to ensure that the level and type of vehicles used are consistent with those outlined in this document.

Freight by Water/Rail

- 5.6.4 Due to the location of the site, these represent unlikely and impractical opportunities for goods to be transferred to/from the site, however this would be explored by the Main Contractor throughout the construction process to establish if feasible at any point during construction.

6 ESTIMATED VEHICLE MOVEMENTS

- 6.1.1 Once the detailed construction program is populated TNV Construction Ltd will utilize the TfL Construction Logistics Planning tool to establish an estimate of construction traffic associated with the development.
- 6.1.2 Please refer to items 6.1.3, 6.1.4, for a sample assessment and a summary report with various charts and tables under fig 5-8 as produced for a similar project, once the detailed construction program is in place TNV will produce same report for Boulton House.
- 6.1.3 A summary of the figures will be provided but can be broadly summarised as below. The peak number of construction vehicle visits are expected to occur at erection of superstructure and fit out going on existing floors, with 11 construction vehicles accessing the site within a day associated with removal of demolition debris and deliveries for the new upper floors and simultaneous fit out to existing floors. This situation is not expected to occur for longer than 24 weeks until the superstructure is complete. The remainder of the construction phases will receive on an average 5 construction deliveries.
- 6.1.4 Where possible, peak times will be avoided for deliveries. A breakdown of expected vehicle movements and anticipated dwell times during each construction phase are detailed in Fig's 005 – 008 below. This is subject to change based on daily vagaries of Manchester traffic.

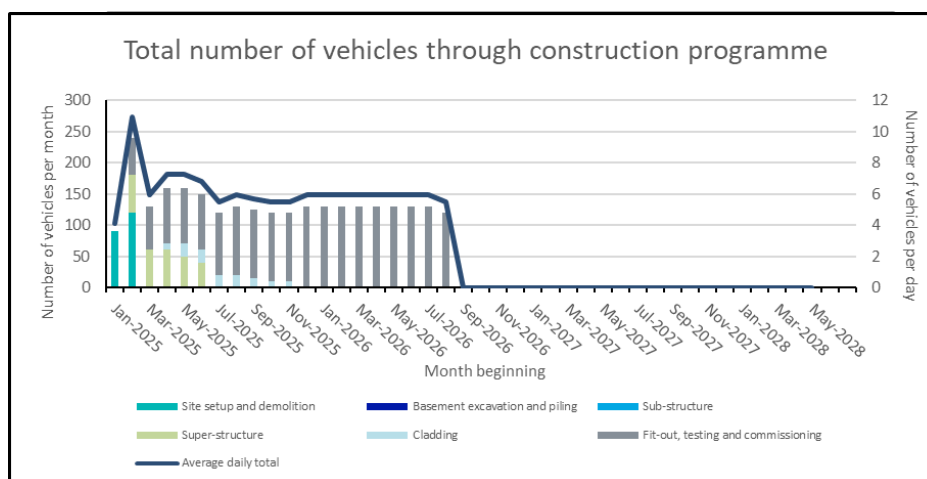


Fig 005 Estimated Construction Vehicles (Monthly and Daily) (Source: TfL)

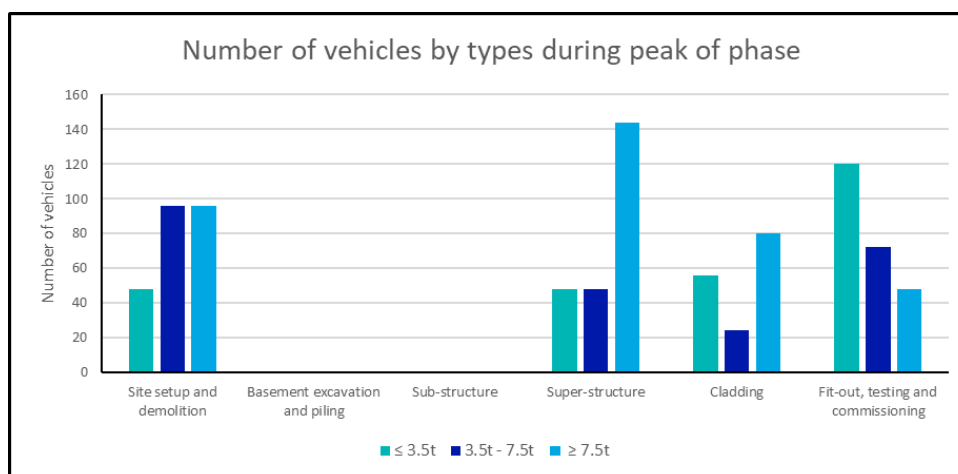


Fig 006 Number and vehicle type by phase of construction (Source: TfL)

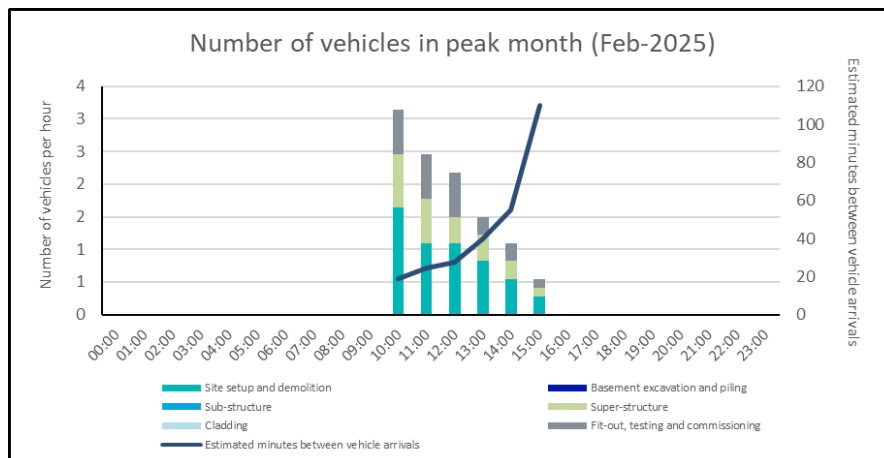


Fig 007 Hourly arrival profile of vehicles during peak (Source: TfL)

Fig 008 Estimated Construction Vehicles – Monthly and Daily

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2025 - Q1 2025	120	5
Basement excavation and piling	Q1 1900 - Q1 1900	0	0
Sub-structure	Q1 1900 - Q1 1900	0	0
Super-structure	Q1 2025 - Q2 2025	60	3
Cladding	Q2 2025 - Q4 2025	20	1
Fit-out, testing and commissioning	Q1 2025 - Q3 2026	130	6
Peak period of construction	Q1 2025 - Q1 2025	240	11

7. ENVIRONMENTAL STRATEGY

7.1 Noise

- 7.1.1 Construction works are generally highly noise generating sources of activity and given that the adjacent uses would be operational throughout the construction process, a number of mitigation measures will be enforced and/or considered to suppress noise and vibration generated on the site.
- 7.1.2 The Project Manager will be responsible for the monitoring and management of noise at the site and adhering to the Noise Working Standards set out by the Local Authority Environmental Health Department.
- 7.1.3 If the measured noise level rises more than 3dB (A) above the predicted noise level, or in the event that a noise complaint is received locally, the Project Manager shall investigate the cause and noise levels shall be reduced, if it is reasonably practicable to do so.
- 7.1.4 A number of mitigation measures will be considered to suppress noise generated on the site, including:
- (i) Ensuring that all work is undertaken within the restricted working hours;

- (ii) Using 'silenced' plant and/or equipment and low vibration construction methods, wherever possible;
 - (iii) Drop heights of materials from lorries and other plant will be kept to a minimum;
 - (iv) Using mains power instead of generators, wherever possible;
 - (vi) Ensuring all operatives are professionally trained and provided with ear and eye protection;
 - (vii) Ensuring delivery drivers turn off their engines upon arrival and when loading/unloading goods;
 - (viii) Using protection plates and mobile screens around those parts of the site likely to generate significant levels of noise. Such screens will have sufficient mass as to be able to resist the passage of sound;
 - (ix) Strategically placing noise generating plant as far as possible from sensitive receptors and the general public;
 - (x) Ensuring all deliveries are scheduled and assisted by a Traffic Marshal to ensure deliveries do not need to wait to park. Idling will in no instances be acceptable.
- 7.1.5 Furthermore, this list of mitigation measures is not exhaustive and the Project Manager will be encouraged to investigate other potential measures throughout the construction process.

7.2 Vibration Levels

- 7.2.1 In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228:2009 part 2 (i.e. 1mms⁻¹ PPV for potential disturbance in residential properties and using a suggested trigger criterion of 2mms⁻¹ for commercial properties).
- 7.2.2 Lower limits must be agreed with the Council if there is a risk that vibration levels may interfere with vibration sensitive equipment or other vibration sensitive objects.

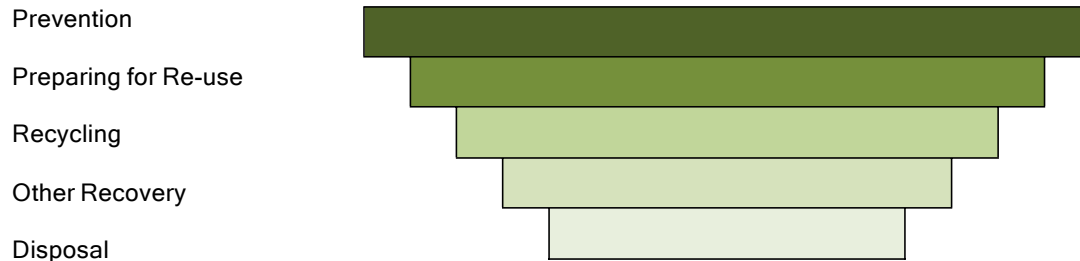
7.3 Potential Impacts on Air Quality

- 7.3.1 Impacts on air quality can arise as a result of construction activities, particularly the annoyance of dirt, dust and debris. A number of mitigation measures which are to be enforced at the site are detailed below:
- (i) Using water spray to reduce dust generation.
 - (ii) Using protection plates and mobile screens.
 - (iii) Materials/waste stored on the site should be covered, particularly outside of working hours. The storage of materials or waste on the public highway and at other locations will in no instances be acceptable.
 - (iv) All vehicles carrying materials to / from the site should be covered to reduce the likelihood of spillages or leaks.
 - (v) The road edges and footways around the site on Bloom Street will be swept by hand by staff at the end of the day. We will also provide jet washing and wheel washing during the stages of demolition and erecting of the RC frame works. Mechanical road sweepers to be deployed in wet weather conditions or as and when required.
 - (vi) All construction vehicles will follow the designated routes set out in Figure 4.3, to reduce the impact of vehicle emissions.
 - (vii) Special provisions are to be provided and agreed with the Highway Authority for any

materials containing asbestos, as appropriate.

7.4 Waste Management

- 7.4.1 The Project Manager will be responsible for the careful management of waste as a result of construction works at the site. This will be achieved by adopting the key principles of the Waste Hierarchy (Figure 7.1, below), as outlined by DEFRA.



DEFRA Waste Hierarchy (Preferred to Least Preferred Option)

- 7.4.2 This gives top priority to preventing waste in the first instance and provides a procedure to follow when waste is created, including re-using, recycling, recovery and the disposing of waste as a worst case.

- 7.4.3 All waste storage would be contained within the construction compound and will be emptied from this location only and at regular intervals throughout the construction process to ensure the minimum amount of waste is stored on the site.

Prevention

- 7.4.4 The primary aim with regards to the management of waste during the construction process is prevention, wherever possible, by way of utilizing materials which are more durable, and which are less hazardous to the environment, staff and the local community.

- 7.4.5 The site will operate on a 'just-in-time' basis for all goods and waste, to ensure the minimum amount of goods and waste are stored on the site at any given time.

Re-use and Recycling

- 7.4.6 Opportunities for on-site re-use and recycling of materials will be sought wherever practicable.

- 7.4.7 Prior to commencement, a pre-clearance / demolition audit will be carried out which will consider the potential for recovering as much material as possible. This will be summarised into a bill of quantities, setting out the anticipated quantities of surplus materials, for example.

- 7.4.8 Where it is not practical to re-use existing materials on the site, recycling will be sought as a suitable alternative ahead of the possibility of disposal. This could include, but is not limited to, turning waste into a new substance or material such as composting, for example.

Other Recovery

- 7.4.9 Other opportunities for recovering products and goods will also be considered in the event that recycling cannot be utilised. This may include using different forms of energy recovery technologies such as combustion with energy or anaerobic digestion, for example.

Disposal

- 7.4.10 The disposal of waste will by no means be encouraged and will only be sought where disposal is the

only option.

- 7.4.11 At no time will the dumping of waste be permitted both on the site or off the site. Any waste must be collected from the construction compound only and disposed of by a registered licensed contractor at a licensed landfill site suitable for the type of waste generated.
- 7.4.12 Burning of surplus material or material arising from the site will not be permitted within the site.

Dust management & Monitoring

- 7.4.13 Nuisance dust emissions from construction and other civil engineering activities are a common and well-recognised problem. Fine particles (less than 0.01mm in diameter, known as PM10) from these sources are now recognised as significant causes of pollution. Owing to their small size, they can be carried from sites even in light winds and may therefore have an adverse effect on the local environment and on the health of local residents, as well as on those working on the site.
- 7.4.14 Measures are required to be employed to control the build-up of dust generated by the site activities, during the times of the heaviest construction activities. Constant vigilance will be applied by the Project Manager in order to ensure levels are kept to an absolute minimum and where required we will provide suitable mitigation measures. Contractors tools and equipment are expected to be dust protected, either by localised extraction, wetting down techniques or manufacturer approved dust suppression measures. We will avoid keeping stockpiles of granular material on the site.
- 7.4.15 The works will involve demolition and some fixing and penetration of the new superstructure fabric however these activities will be strictly controlled in accordance with strategy detailed.
- 7.4.16 The traffic route has been planned to keep it away from sensitive receptors as far as is practicable considering the footprint of the site. No temporary haul roads are required. If necessary, wetting down techniques will be employed. Traffic using the approach road will observe local speed limits at all times.
- 7.4.17 Method statements and procedures for the selection of dust suppression equipment and minimisation will be established and agreed pre-start. They will be described where required within each contractors method statements and risk assessments.
- 7.4.18 In addition we will be engaging an external environmental monitoring company to provide a number of monitoring stations around the site and these will monitor dust levels, noise and vibration output from the site. A detailed plan of monitoring locations and alert protocols will be prepared.

8 IMPLEMENTING, MONITORING AND UPDATING

8.1 Overview

Principal Contractor - TNV Construction Ltd, 33 South Parade, Mollison Way, Edgware, Middlesex, HA8 5QL

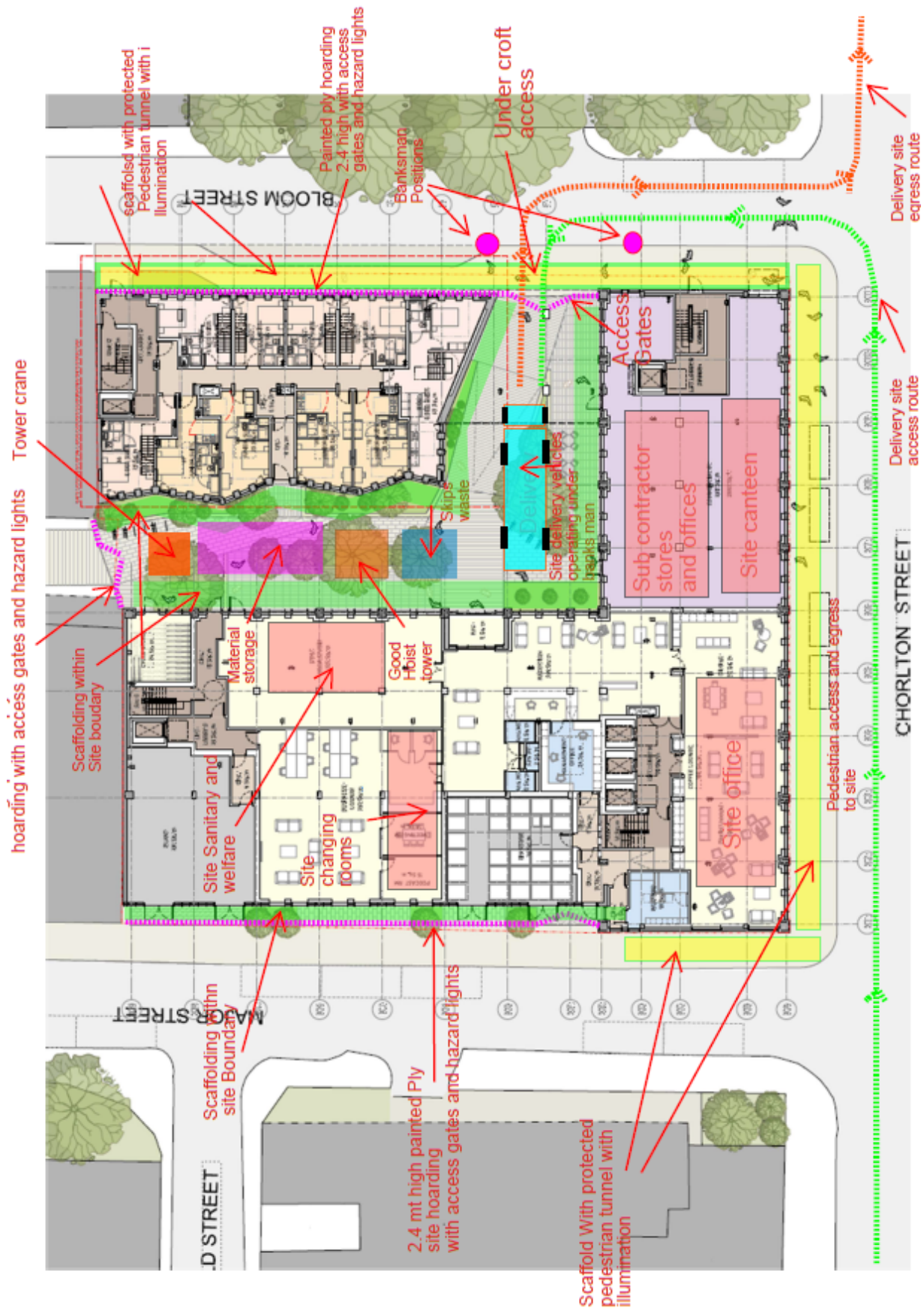
Project Manager - TBA

- 8.1.1 The Project Manager will own and manage the implementation of this document. Their job description will include keeping data on:
 - (i) Number of vehicle movements on site - collected through the delivery booking system;
 - (vii) Types of vehicles on site;
 - (viii) Time spent on site;
 - (iv) Delivery accuracy compared to schedule;
 - (ix) Vehicle routing, unacceptable queuing, or parking;
 - (x) FORS accreditation;

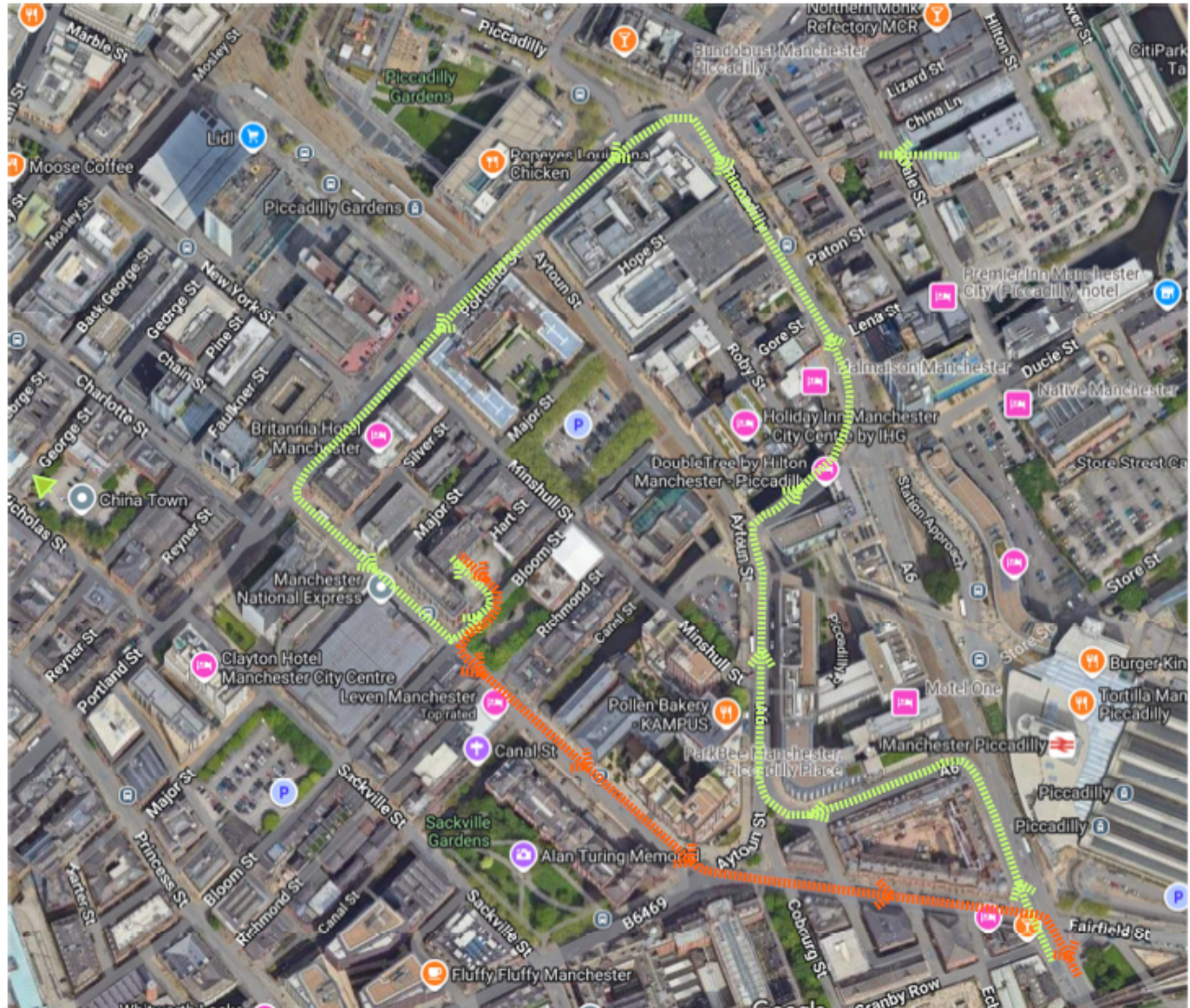
- (vii) Low Emissions Zone (LEZ) compliance;
 - (xi) Non-Road Mobile Machinery compliance (NRMM) of plant on site;
 - (xii) Staff travel modes to sites;
 - (xi) Driver inductions and briefings including accreditation/qualification checks where required.
 - (xii) Distributing Contractor and Driver Handbooks, as appropriate, to ensure all staff are aware of their obligations and the procedures which are set out in detail throughout this report. These would be provided to staff by the Main Contractor in advance.
- 8.1.2 The Project Manager will review this document regularly and as conditions change. Records of any updated/revisions will be maintained by the Project Manager and held on file, onsite, including all certificates and inspection records for all plant, equipment, and lifting etc. that are required for traffic management and construction purposes.
- ## 8.2 Breaches and Complaints
- 8.2.1 The contact details of the Project Manager including an emergency out-of- hours contact will be published at the front of the site and will seek to respond to any formal complaint received within 7 business days with respect to community concerns, vehicle routing issues and unacceptable parking by staff, for example.
- 8.2.2 As outlined in this document, it is a requirement for vehicles and contractors to adhere to the FORS and CLOCS initiatives. Any contractors which are in breach of these schemes and requirements shall be notified and any disciplinary issues dealt with as appropriate.
- 8.2.3 The Project Manager will be expected to develop a constructive relationship with those in the immediate vicinity and community of the development. A forum for consultation with the public will be set up, where feedback will be encouraged and updates on the development will be posted to keep the community up to date with activities on site. Letterbox drops to inform local residents of construction timing, work duration and what works are occurring at what times will also be considered, if appropriate.
- ## 8.3 Safety
- 8.3.1 Anyone entering the site will be required to undergo a site induction. The induction will include guidance on access routes, parking, deliveries and emergency procedures.
- 8.3.2 All personnel entering the site shall be required to wear suitable Personal Protective Equipment (PPE), which will be provided by the Contractor, if not already available. Any persons not wearing suitable PPE may be asked to leave the site.
- 8.3.3 The operations of the site will be regularly inspected to ensure that all procedures are in compliance with this document. Daily inspections by the Project Manager will ensure that the setup of the site is concurrent with the construction phases and there are no potential hazards. Any adverse impacts shall be recorded and immediately rectified if they arise.
- 8.3.4 All records of logistic related and staff related incidents or injuries, will be held on file onsite.

References and Credits

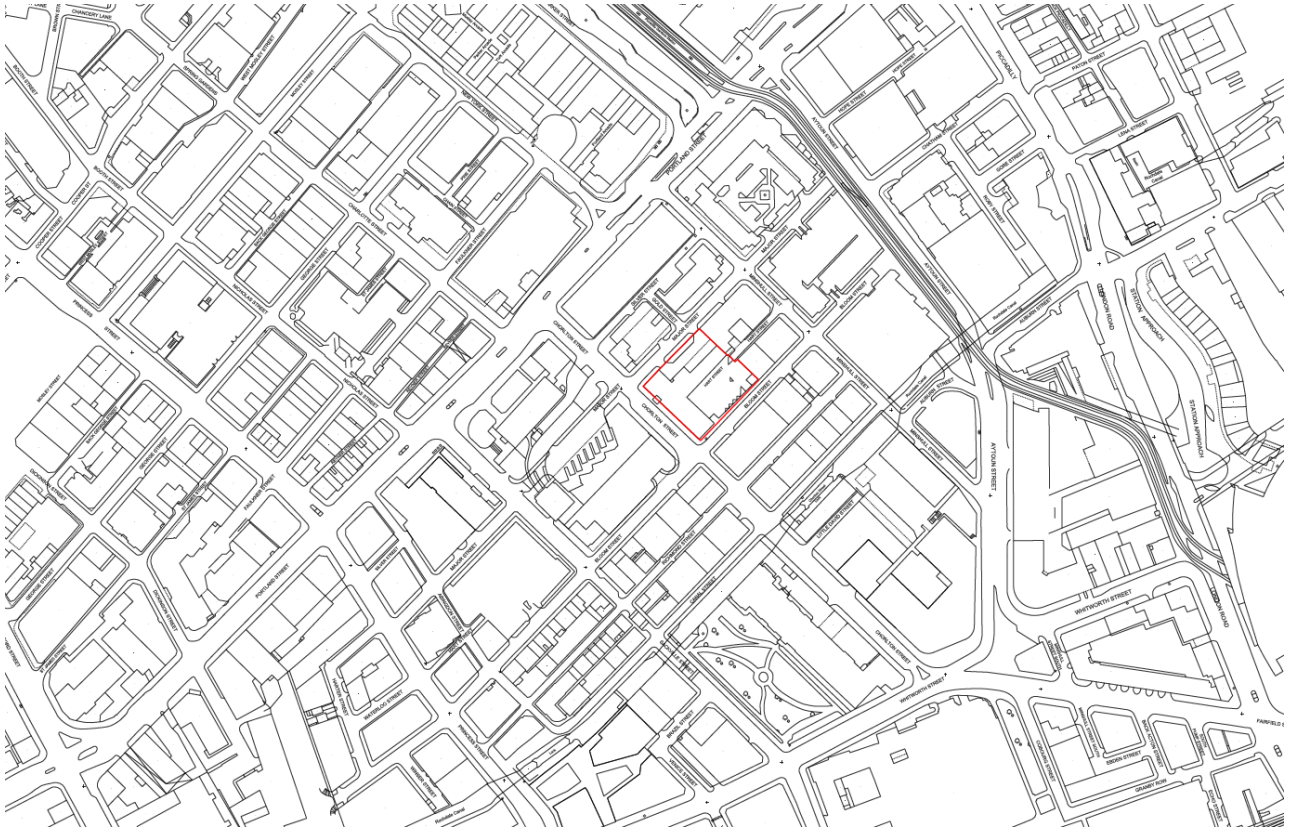
TFL
Google maps



SITE SET UP AND LOGISTIC PLAN



PROPOSED DELIVERY VEHICLE ROUTING



SITE PLAN

ID	Task Mode	Task Name	Duration	Start	Finish	Predecessors
1	M					
2	M					
3	M					
4	B	Boulton House	500 days	Mon 06/04/28Fri 03/03/28		
5	B	Site Set up and Enabling w 60 days	Mon 06/04/28Fri 26/06/26			
6	B	Super structure to new upper floors	120 days	Fri 11/12/26	5	
7	B	Foundation and GF to new build block	140 days	Fri 25/06/27	6	
8	B	Super structure to new build block	190 days	Fri 21/01/28	7SS+100 days	
9	B	Fit out to existin block and extension	350 days	Mon 03/05/27	Fri 04/02/28	6SS+70 days
10	B	Fit out to new block	140 days	Mon 26/07/28Fri 04/02/28		8SS+60 days
11	B	Commission and Hand over	20 days	Mon 07/02/28Fri 03/03/28	10	

Appendix FORS & CLOCS

For a Safer, Smarter and Greener supply chain: • Contact FORS to arrange a meeting to discuss your needs further • Visit the FORS Specifiers Microsite <https://www.fors-online.org.uk/cms/route-specifying-fors/> • Register as a FORS Champion Contact FORS on: 08448 09 09 44 associates@fors-online.org.uk @FORS_

Implementation

7.1 Guidance and support

Supplementary guidance has been developed to complement the *CLOCS Standard*, to provide further information and support with implementation. This includes:

[CLOCS Guide - Improving road safety using the planning process](#)

[CLOCS Guide - Incorporating CLOCS in client procurement](#)

[CLOCS CLP Guidance](#)

[CLOCS Guide - Managing supplier compliance](#)

[CLOCS Handbook - Assessment for onsite ground conditions](#)



For further information:

All CLOCS Guides can be found in the [Resources](#) section of the CLOCS website

[CLOCS Guide - Managing work related road risk in contracts](#)

[CLOCS Compliance toolkit](#)

[CLOCS Posters and site banners](#)

[CLOCS Memorandum of Understanding \(MoU\) and Term of Reference \(ToR\)](#)

7.2 CLOCS site monitoring visits

CLOCS can be implemented on a project by project basis and compliance at site level can be evidenced by a CLOCS site monitoring visit. CLOCS site monitoring visits have been developed in partnership with CLOCS partners Considerate Constructors Scheme (CCS) to help companies understand and improve site compliance and safety.

The CLOCS site monitoring team provides a detailed report containing helpful advice on areas for improvement and provides scores in 11 key areas. Overall scores and reports can be used as:

- evidence of compliance to your clients
- a benchmark for future clients
- internal performance monitoring

Importantly a visit will identify areas of under achievement that can be quickly addressed.

There is a nominal charge for site monitoring visits - the fee schedule can be found on the [CLOCS website](#).



Useful documents

[CLOCS Site monitoring checklist and Preparing for your site visit](#)

