



Project No. D1032 Logistics Plan

Park House, North Manchester General Hospital, Crumpsall, M8 5RB

Project Number and Title:			Version Number:
D1032 Park House Demolition Logistics Plan			01
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Reviewed by:	Name: Declan O'Connell	Signed: DOC	Date: 21/01/2025
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01	Initial Release	C O'Rourke	21/1/2025
Please also refer to supporting documentation, RAMS, CPP and Quality Plan			

Park House, North Manchester General Hospital, Crumpsall, M8 5RB
Project No. D1032
Logistics Plan [LP]

1 Introduction

1.1 Purpose

This document aims to provide practical guidance on the planning elements required in order to prevent vehicle accidents by avoiding hazards and controlling the risks arising from the use of vehicles in the demolition of this project.

The site address is:

Park House, North Manchester General Hospital, Crumpsall, M8 5RB

The starting point is therefore the risk identification and assessment process, a standard format is provided within this example plan and guidance given on the various aspects and elements that need to be considered. This guidance can be used as an aide memoir to complete the risk assessment process and effectively plan the coordination between pedestrians, mobile plant and vehicles.

Remember that the risk assessment and control measures are not to be limited to within the site and are to include the interfaces with the public / others.

1.2 Preparation and Development

O'Connell's Contracting management team shall ensure that this Plan and its supporting documentation are:

1. Developed to comply with the requirements of the Contract.
2. Reviewed, authorised, and issued for use.
3. Submitted to the Client for review and acceptance before starting work on the Project.
4. Issued and made available to Project staff so that they are aware of its content and requirements.
5. Reviewed regularly during the monthly 'Project Progress and Performance Review Meeting' and updated as required to reflect changing design and / or project circumstances during the 'lifetime' of the Project.

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2 Description of the Project

2.1 Scope and Description of the Project

Works to include but not limited to the following:

- Main site set-up including a full review of the site boundary and condition of the existing fencing to the perimeters.
- Main site welfare set-up.
- Installation of emergency signage and fire points.
- Installation of refuelling points and emergency spill kits.
- Installation of drop and exclusion zones.
- Service isolations.
- Protections.
- Removal of assets.
- Soft-stripping works
 - Blockwork and Brickwork walls.
 - Shower and WC's, sanitary ware, and tiles.
 - Kitchens.
 - Ceilings and floor finishes.
 - Timber and aluminium stud partitions with various board materials and fan lights.
 - Timber veneer and substrate.
 - Joinery elements e.g. reception desks, cupboards.
 - Raised access floors (if applicable).
 - Ramps.
 - Skirting boards.
 - Radiator housing to window bays.
 - Internal doors and roller shutters.
- Segregating and loading of waste.
- Removing skips from site.
- Full structural demolition to ground slab level
- Removal of demolition arisings
- Site clearance and demob

All areas are sensitive to noise, dust/debris/neighbouring hospital buildings, and the public. Noise generating works are to be kept to a minimum during working hours.

2.2 Contract Details

Contract Details	
Full Title:	Demolition of Park House, Greater Manchester Mental Health NHS Foundation Trust
The Client:	Client: Greater Manchester Mental Health NHS, Foundation Trust, Facilities Directorate, Harrop House, Prestwich, M25 3BL
The CDM Principal Designer:	Nationwide CDM, Suite 2 1st Floor, Gateway House, Styal Road, Manchester, M22 5WY
The Principal Contractor (Demolition Phase):	O'Connell Contracting Limited
Managing Director:	Declan O'Connell – 07526 252373
Contracts Manager:	Colm O'Rourke – 07955 203850
Site Manager:	Joe Skeats – 07900 531668
Project Notification [F10]	Notification to be confirmed by Client / Client Representative
HSE Regulator:	Nearest HSE Offices: Health and Safety Executive, Redgrave Court, Merton Road, Bootle, Merseyside, L20 7HS

3 Project Logistics

Objectives

- Maintain a safe environment for hospital staff, patients, visitors, and construction personnel.
- Minimise disruption to hospital operations.
- Ensure clear access for emergency vehicles at all times.
- Comply with relevant traffic and safety regulations.

Site Access and Egress

- **Primary Access Route:** Construction vehicles will access the site via Eyam Road and proceed onto Ellis Drive.
- **Site Entrance:** A designated entry point to the construction zone at gate A will be established and clearly marked with appropriate signage.
- **Controlled Access:** The site traffic marshal will monitor the site entrance to regulate vehicle entry and exit. All deliveries will phone ahead 30minutes prior to allow time to unlock the gate.

Traffic Control Measures

- **Signage:** Clear and visible signage will be installed along Eyam Road and Ellis Drive to guide construction traffic and inform other road users.
- **Speed Limits:** A site speed limit of 5 mph will be enforced for all construction vehicles.
- **Traffic Marshals:** Trained personnel will be stationed at key points to manage vehicle movements and ensure pedestrian safety. As per highway guidance, traffic marshals will use hand signals and two-way radios to communicate effectively and will deploy stop-and-go boards where required to control the flow of traffic. Their responsibilities include directing vehicles to prevent conflicts, ensuring pedestrian safety at crossings, and monitoring compliance with traffic management rules.
- **Vehicle Waiting Areas:** Designated waiting areas will be provided for construction vehicles to prevent congestion on Eyam Road and Ellis Drive.

Parking Arrangements

- **Construction Vehicles:** Parking for construction vehicles will be provided within the site boundary. No construction vehicles will park on hospital roads.
- **Hospital Parking:** Existing hospital parking for staff and visitors will remain unaffected.

Pedestrian Management

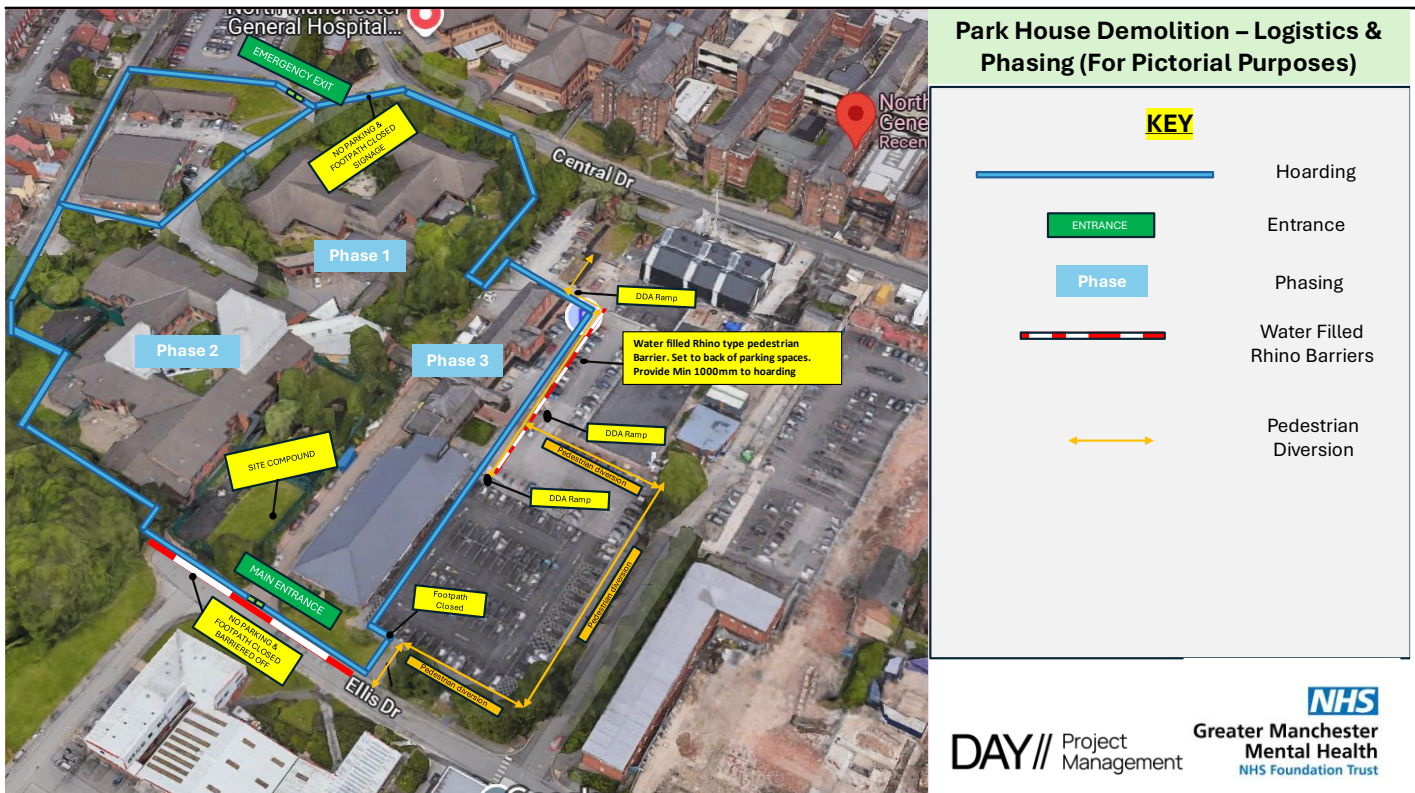
- **Temporary Pathways:** Pedestrian access routes will be clearly marked and segregated from construction areas.
- **Barriers:** Safety barriers will be installed to protect pedestrians from vehicle movements near the construction site.
- **Signage:** Directional and safety signage will be placed to guide pedestrians around the site safely.

Emergency Access

- Emergency vehicle access to North Manchester General Hospital will be maintained at all times.
- Construction activities will not obstruct emergency routes, and alternative routes will be established if necessary.
- Coordination with hospital management and emergency services will ensure compliance with emergency access requirements.

Hoarding Installation

- **Block and Panel Hoarding:** Block and panel hoarding will be installed around the demolition area to provide a secure and enclosed workspace.
- **Pedestrian Management:** the hoarding will be installed behind the heras to ensure safety and segregation from the hoarded zone.
- **Pinch Points:** Where pathways narrow, a stop-and-go system will be implemented to manage pedestrian flow and ensure safe passage.
- **Signage:** Warning and directional signage will be placed to inform pedestrians of detours and controlled access points.
- **Maintenance:** The hoarding and barriers will be inspected regularly to ensure they remain secure and functional throughout the project.



Noise and Dust Control

- Construction vehicles will adhere to designated routes to minimise noise disturbance.
- Dust suppression measures, such as water spraying, will be employed to reduce airborne particles.

Wheel Cleaning

- Site Pressure Washer: A site pressure washer will be installed at the exit point of the construction area to clean vehicle wheels before they leave the site.
- Mud Prevention: All construction vehicles will undergo wheel cleaning to prevent mud and debris from being deposited on Eyam Road and Ellis Drive.
- Monitoring: A dedicated staff member will oversee the wheel cleaning process to ensure compliance.

Communication and Coordination

- Regular communication will be maintained with hospital management to address any concerns or updates.
- A traffic management supervisor will oversee the implementation of the TMP and act as the point of contact for all traffic-related issues.

Monitoring and Review

- Traffic management measures will be monitored regularly to ensure effectiveness.
- Adjustments will be made as necessary to address any emerging issues.

Site Drawing



Site Access and Egress

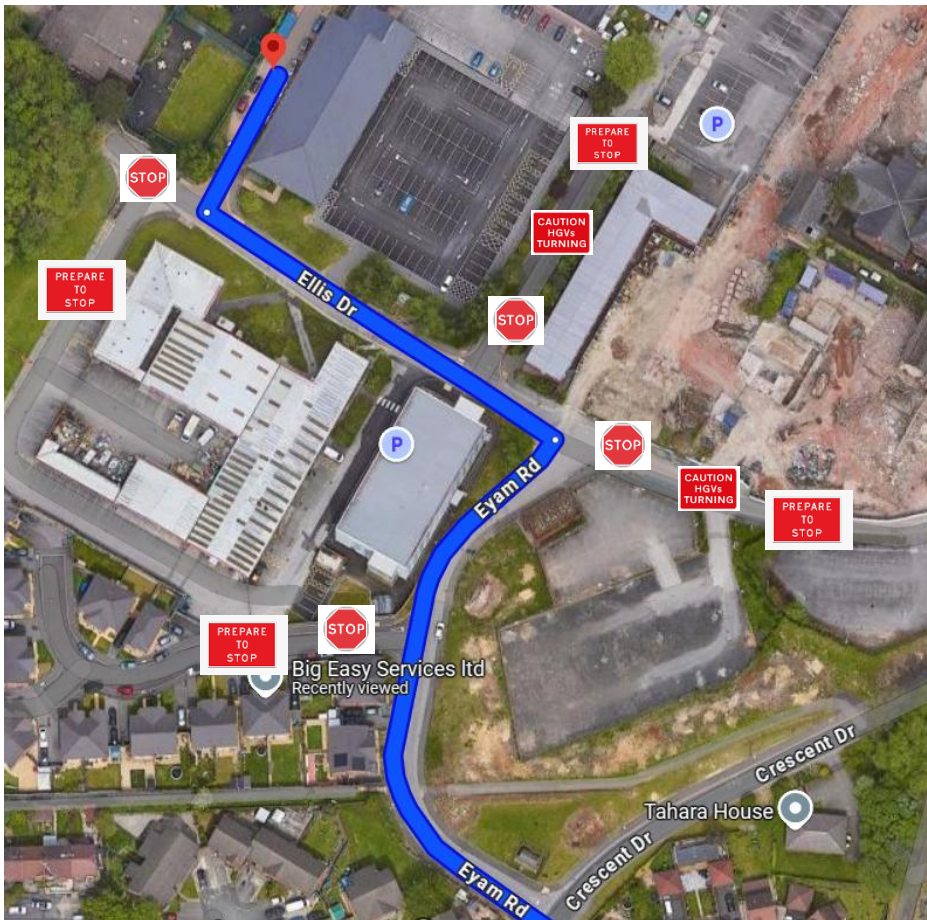
HGVs Accessing Site

HGVs will approach the site via Eyam Road, following clear and strategically placed traffic management signage. Upon reaching Magna Drive, a traffic marshal will be stationed to control the flow of vehicles. The marshal, equipped with a high-visibility vest, handheld radio, and stop sign, will assess traffic conditions and temporarily halt vehicles on Magna Drive as necessary to provide a clear and safe path for the HGV. Communication between marshals will ensure seamless coordination and avoid unnecessary delays.

At the turn on Eyam Road onto Ellis Drive, another traffic marshal will manage the access and egress of vehicles from the adjacent car park. This marshal will temporarily stop vehicle movements from the car park to allow the HGV to maneuver safely past the carpark. They will also ensure pedestrian safety by temporarily halting foot traffic near the car park and entry points during these operations. The marshals will use hand signals and stop signs to guide the HGV driver and ensure the vehicle is aligned with the entry route.

Traffic flow will be carefully managed with real-time communication between marshals using handheld radios. Temporary warning signs will be placed along Eyam Road, Magna Drive, and Ellis Drive to alert drivers of HGV activity. Signs indicating "Caution: HGVs Turning" and "Prepare to Stop" will be strategically located to provide advanced warnings to other road users. Marshals at both traffic control points will utilise stop boards to ensure the safe passage of HGVs while minimising disruption.

In the event of unexpected delays, such as an HGV breakdown, marshals will implement contingency measures to reroute other vehicles and prevent congestion. Emergency contact information will be readily available to ensure prompt assistance from site management. The plan will also include ongoing monitoring and review, with regular assessments of traffic flow and feedback from marshals, drivers, and Hospital Trust management used to identify and address any issues.



Vehicle Route from Crescent Drive to Ellis Drive

Hazard Identification and Control Measures

Key Hazard Identified	Significant Risk and Who May Be Harmed	Control Measures
Restricted site access.	Striking pedestrians and operatives.	Establishment of segregated vehicle and pedestrian route onto and off the site.
Restricted road and pedestrian access around the site.	Striking site personnel and temporary/permanent structures.	Establishment of segregated vehicle and pedestrian routes around the site.
Site visitors	Being struck by vehicles.	Establishment of segregated vehicle and pedestrian routes around the site. Visitors must wear high visibility garments whilst out on site. All visitors must be accompanied at all times.
Steep gradients.	Overtaking vehicles – driver/personnel injury.	Select appropriate vehicles for site conditions. Keep gradients to a minimum.
Vehicles reversing in confined areas.	Striking site personnel and other vehicles.	Where possible provide one way route through the site to eliminate reversing. Vehicles must have visual warning light on at all times. Vehicles must have audible alarm warning when reversing. Trained banksman must be in attendance.
Vehicles being unloaded adjacent to the site gates.	Injury to passing pedestrians.	Temporary road barriers must be erected when gates are left open. Banksman to be in attendance.
Site personnel.	Site personnel being struck by vehicles.	Establishment of segregated vehicle and pedestrian routes around the site. Pedestrian routes must be identified by blue netting and signage etc. Operatives must wear high visibility garments whilst out on site. All site personnel must undergo a site safety induction before starting on site, which will cover vehicle segregation and site rules.
Vehicles entering and leaving site.	Striking pedestrians, site personnel and other vehicles.	Security to control and monitor incoming and outgoing vehicles. All vehicles to be controlled by trained and competent banksmen. Vehicles cross overs to be constructed at all gates. Site hoarding erected around the exposed sections of the project to deny access to the general public.
Vehicles picking up mud on wheels.	Leaving mud on the highways causing road traffic accidents and accidents to pedestrians.	Outgoing site vehicles must enter the wheel wash zone before leaving site. Excessive mud on wheels to be removed by jet wash. Drivers / banksmans to check wheels for excessive mud before leaving site.
Vertical edges.	Falling of vehicles and vehicle loads. Injury to site personnel	Road barriers must be installed to vertical edge. Timber baulks to be positioned at least 1m back from edge. Controlled speed limit.
Obstructions and services	Overtaking of vehicles. Damage to installed structure.	Highlight obstructions and services.

Key Hazard Identified	Significant Risk and Who May Be Harmed	Control Measures
Noise and vibration and emissions.	Effects on site personnel and pedestrians.	Vehicles to be regularly inspected and maintained.
Drivers lacking competence.	Out of control vehicles. Striking site personnel and damage to structures	All site drivers to have a current certificate of training achievement and to be competent. Drivers to receive adequate supervision and monitoring.
Vehicle arrival and departure	Site congestion. Striking site personnel and pedestrians. Causing road traffic accidents. Vehicle drivers being struck by another vehicle or load.	Security to control and monitor incoming and outgoing vehicles. Drivers must wear safety helmet, safety boots and a high visibility garment when out on site. All drivers to be issued with Drivers rules.
Speeding vehicles.	Striking pedestrians and other vehicles.	All vehicles to observe the site speed limits. All drivers to be issued with Drivers rules. Speed humps installed where necessary.
Loading and unloading of vehicles.	Striking site personnel.	All loads to be unloaded under the supervision of a trained and competent banksman.
Disruption to the local traffic and highways.	Causing congestion and possible road traffic accidents.	Vehicles to use the designated approach roads.
Non site vehicles entering the site.	Striking pedestrians, site personnel and other vehicles.	Security to monitor incoming and outgoing vehicles. Signs to be displayed on approach to site roads.