

Nightingale Centre Extension Manchester University NHS Foundation Trust



Construction Management Plan

This Construction Management Plan (CMP) has been developed to demonstrate how we will deliver the new Nightingale Centre Extension project to satisfy the requirements of both Manchester University NHS Foundation Trust and Manchester City Council. It will examine our project delivery to explain how we will satisfy planning condition 13 of the relevant application (reference 137892/FO/2023)

The key requirements of Condition 13 is to demonstrate

“safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.”

By explaining how we will deal with the following points:

- A construction programme including phasing of works
- A 24 hour emergency contact number
- Expected number and type of vehicles accessing the site
- Means by which a reduction in number of movements and parking on nearby streets can be achieved
- Routes for construction traffic
- Locations for loading and unloading and waiting areas for deliveries
- Location for storage of materials and waste
- Arrangements for turning of vehicles within the site
- Arrangements for dealing with abnormally large vehicles
- **Vehicle tracking/swept path – to follow**
- Temporary traffic management measures if applicable
- Measures to protect vulnerable road users
- Arrangements for temporary facilities for bus stops/routes
- Method of preventing mud from being carried onto the highway
- Methods of communicating this plan to staff, visitors, neighbouring residents and visitors

Project Particulars

The project

The project consists of a new single storey extension to the existing Nightingale Centre building at Wythenshawe Hospital, plus a link corridor and minor refurbishment to connecting rooms. A scheme of external works is planned for the new extension perimeter.

The Client

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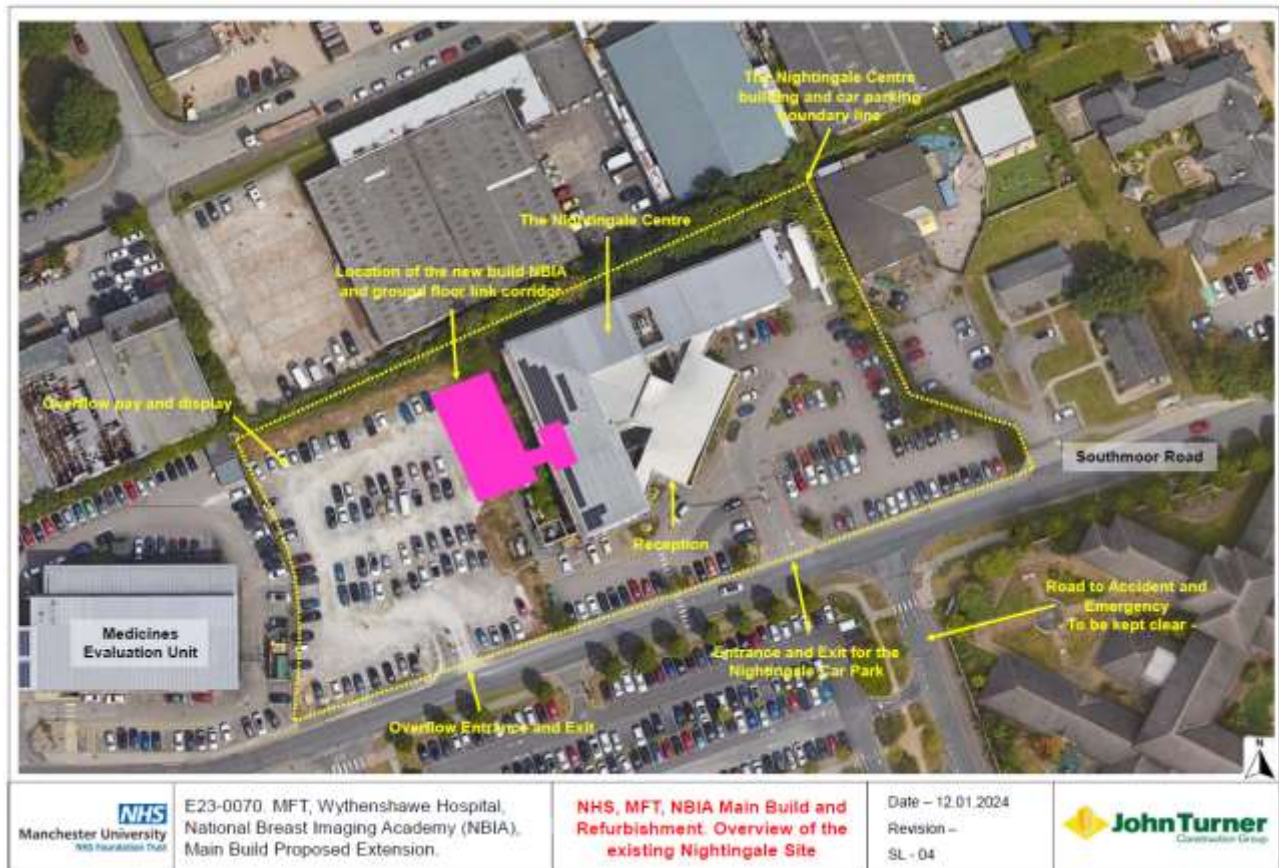
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Site location

The site is located within the plot of land currently used as a car park to the immediate west of the Nightingale Centre at Wythenshawe Hospital, Southmoor Road, Wythenshawe, M23 9LT. The extract from our logistics plans below shows the location of the proposed new extension, highlighted pink.



Construction programme

Our construction programme for the works fully details the procurement, design, and the build sequence of the project with the critical path, testing/commissioning and snagging of the works.

The proposed programme period is 34 weeks. Date of commencement will be driven by the discharge of the planning pre-commencement conditions, but is currently anticipated to be on or around 14th October 2024. This gives a projected completion date of 6th June 2025. A copy of our fully phased construction programme is included at Appendix 1.

Proposed hours of working and delivery times

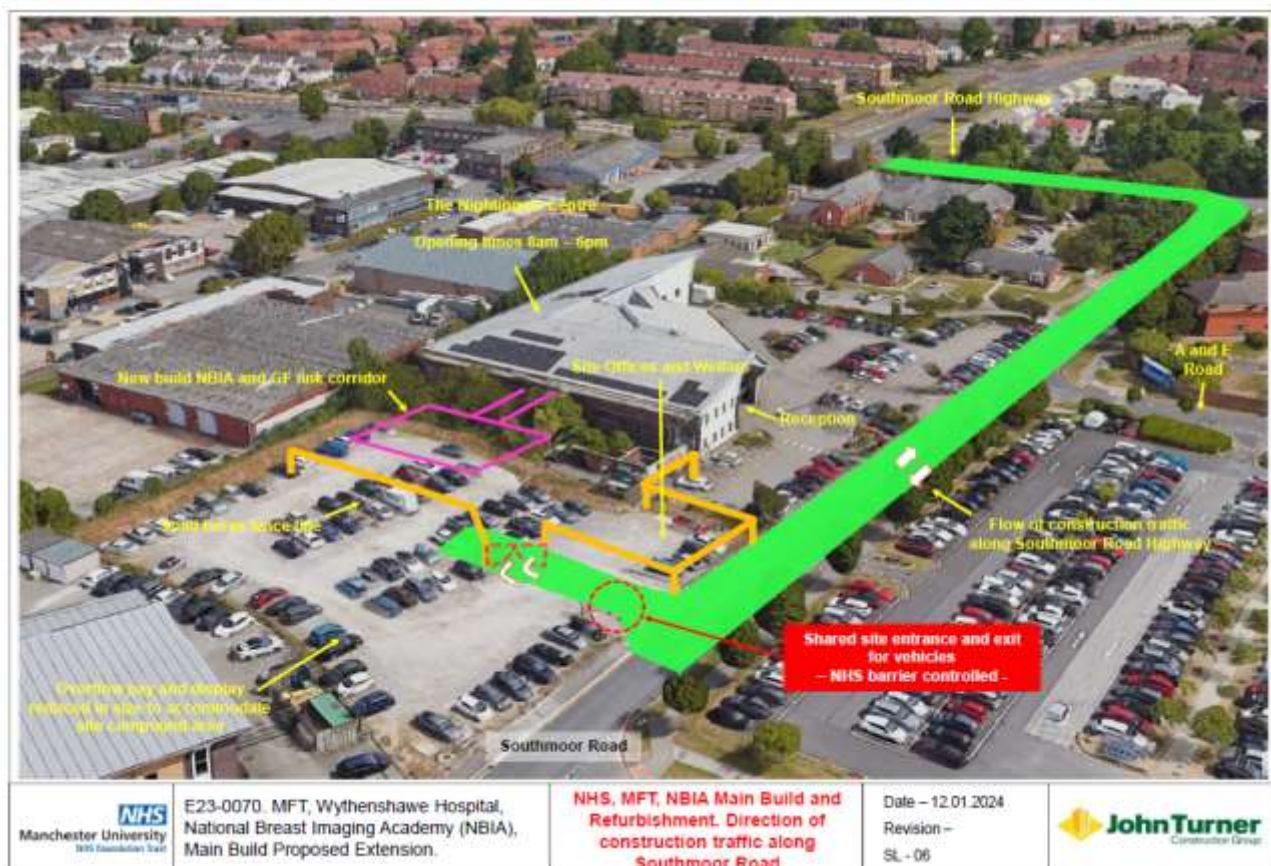
Working hours: Monday to Friday, 8.00am to 6.00pm. Weekends only by agreement.

Out of hours work only by agreement.

There are a number of educational establishments in the area, including Baguley Hall School which is approximately 0.5 miles away. Therefore it is reasonable to assume that approach roads to site will become busy during the usual peak school drop-off and collections times around 08:00-09:00 and 14:30-16:00. We will therefore include delivery time restrictions in all our subcontract and materials orders to avoid these periods.

Access to the site and vehicle tracking

Access to the site will be via the car park entrance from Southmoor Road, as per the slide below. We will be limiting the size of construction vehicles and will not accept articulated lorries – all deliveries will be by rigid vehicle only. **We have included a vehicle tracking analysis for the site at Appendix 3 (to follow).**



Traffic Management

The development site is within the Wythenshawe Hospital campus and is bounded to the north by Roundthorn Industrial Estate and to the west and east by residential areas. It is important that the construction works do not cause a negative impact to the health, safety, environmental quality and day-to-day operation of hospital staff, visitors and patients, and our neighbours in the wider area. In our role as Principal Contractor we will liaise with neighbours and stakeholders to ensure disruption from our activities is kept to an absolute minimum.

A full detailed Traffic Management Plan will be produced prior to the works commencing. This plan is to be implemented from contract start-up and will be updated on a regular basis in line with the evolving construction sequences. The plan will contain details of the site set up for all the deliveries, crane location, storage areas, vehicle/pedestrian routes, emergency vehicle and fire escape routes for works in the site boundary and to the external work areas.

Number and type of vehicles accessing the site

The anticipated nature of site traffic is as follows:

Occasional large heavy plant and vehicles (expected frequency < 6 movements over the full build period)

- ***Mobile crane***
- ***Steelwork deliveries***
- ***Concrete pumps***

Refer also to section below on dealing with abnormally large vehicles.

Heavy rigid vehicles concentrated at certain periods (expected frequency up to 10 movements per day for limited periods)

- ***8 leg tipper truck***
- ***Concrete wagon***

Heavy and medium rigid vehicles associated with general construction deliveries (expected frequency <10 movements per week)

- ***Rigid flat bed wagons – brick and block etc.***
- ***Rigid curtain side wagons – timber, plasterboard etc.***
- ***Skip wagons***

Light vehicles and vans associated with general construction deliveries (expected frequency >10 movements per week)

- ***Transit and long wheelbase vans - general plant and small materials deliveries***

Traffic routes will be planned and reviewed as the construction works progress. We will ensure that turning areas and pedestrian routes are safe for all parties and that there is an emergency procedure in place, developed and kept up to date during the construction process. Emergency procedures will be relayed to our site works and visitors during the safety induction process. We will ensure our own procedures dovetail with those of Wythenshawe Hospital's for the campus as a whole.

We will carefully plan and co-ordinate all works to ensure that inbound/outbound deliveries are not impeded. We will provide Traffic Marshal with vehicles at all times.

Clear way-finder signs and speed restriction signs will be visible along the external roads to guide delivery drivers to the site compound and construction operatives to the on-site parking areas.

All material and subcontractor orders will contain a directional map to the site. The orders will clearly indicate the site landline number, site manager's name and mobile phone number, and confirmation where the parking/waiting is on the construction site.

A weekly schedule of deliveries will be produced two weeks in advance of the works; the schedule will have delivery times clearly stated on it and it will be issued to all relevant parties.

The day before a delivery is due the site manager will contact the delivery company to confirm they will be arriving at their allocated time.

All deliveries will be planned and coordinated in advance to ensure there is access and safe transportation to the construction site. Where possible deliveries will take place to miss peak traffic times.

Reducing Traffic and Parking

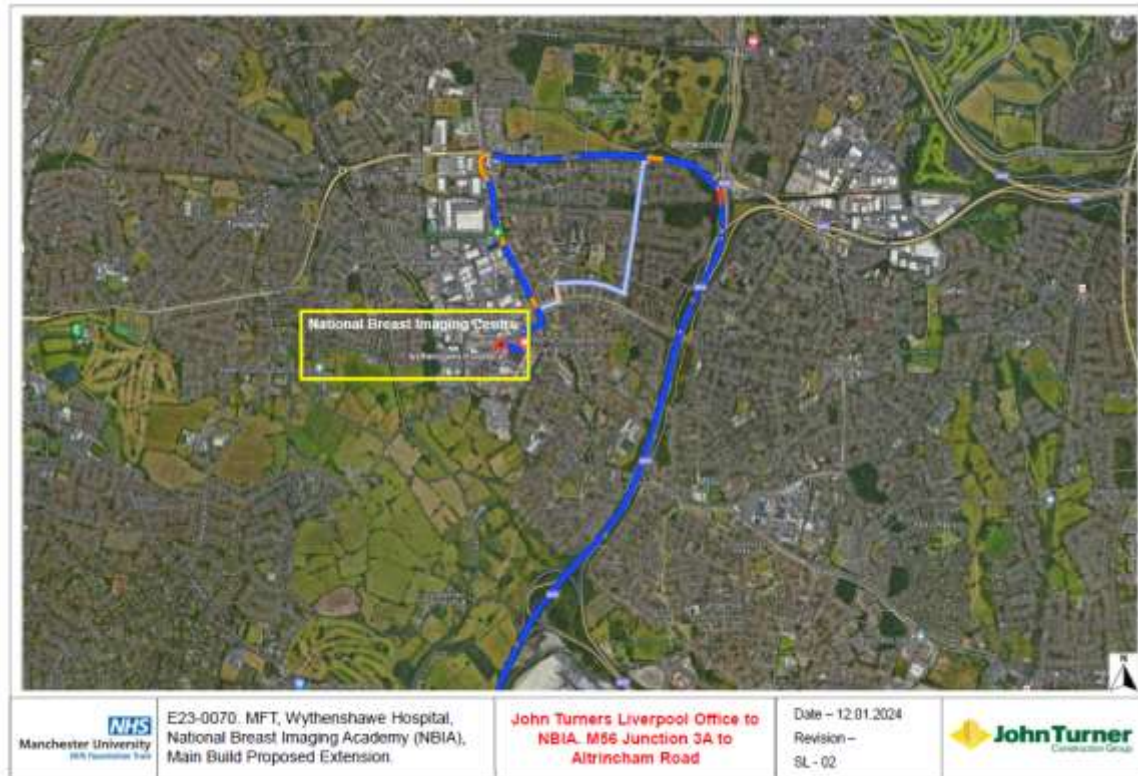
We will produce a Delivery and Servicing Plan (DSP), prior to the works commencing on site which will include detail of delivery scheduling for large items and the grouping of smaller deliveries with common suppliers to reduce the number of required journey to and from site. The DSP is therefore used as a management tool during the construction works to reduce the impact of delivery and servicing activities within the site area and on the surrounding highways.

Our ISO 45001-accredited Environmental Management System requires that the delivery and servicing register will be completed throughout the project period. It will record all movements to and from site in accordance with our commitment to 'Construct CO2' registration. In this way, our carbon output is monitored and reviewed against the targets we have benchmarked from our previous projects. We have a number of initiatives in place to encourage car-sharing or use of 'team buses' and public transport. These also feed into our commitment to the Considerate Constructors Scheme.

Parking will be monitored on a daily basis and a specific statement on this will be covered in the site induction and in all material/plant orders and subcontract preorders. On-site parking at Wythenshawe is limited and we will survey the surrounding area for public car parks and make directions available at site induction. Parking on residential streets will be strongly discouraged.

Delivery routes

Access to the site will be via Southmoor Road, having approached from junction 3A of the M56, and the westbound A560. We will instigate a left turn only policy for vehicles leaving the site.



Vehicle loading and turning area

The site will operate an In and Out one way system through the existing gate barriers. Early formation of the site compound will allow the accommodation of vehicle turning area so these manoeuvres are not required outside the site boundary. Delivery vehicles will be restricted to rigid wagons only – no articulated lorries will be permitted. In the event that turning is required outside the confines of the site, this will be done in the car park area and not on Southmoor Road. A Traffic Marshal will supervise all such manoeuvres.

Dealing with Abnormally Large Vehicles

Abnormally large vehicle attendance is expected to be minimal, due to the low-rise and small scale nature of the project. Therefore we can treat such events in isolation and plan for them accordingly. Larger vehicles will take the form of:

- Steelwork delivery on long rigid base vehicle – 2nr deliveries in December 2024, on site for approximately 4hrs per visit
- Crane (likely 40T) to erect the above, on site for approximately 2wks
- Concrete pump to pour ground floor and roof slabs – 2nr days attendance in January 2025, full day each visit

We will deal with these processes by careful planning and co-ordination with The Trust to agree a suitable date to undertake these works. In the case of the concrete pumps, we expect to be able to contain these within the site compound. However during the steel delivery period, we may need to

agree with The Trust to temporarily barrier off a section of the car park to create a safe holding area for the delivery wagon to site whilst it is being offloaded. In all such scenarios, staff will be provided to supervise these off-site procedures. Consideration will be given to out-of-hours working if beneficial.

Areas and methods for loading and unloading plant and materials on site

Deliveries will be scheduled to arrive on site outside of the local normal rush hour traffic and in order to make the best use of the space available on site, we will look to implement 'just in time' deliveries.

Materials will be delivered to site via the existing entrance off Southmoor Road and will only be off loaded within the site compound area. Movement of materials, plant and equipment will be at times agreed, on agreed routes and vehicles will adhere strictly to a 5 mph speed limit on site. The site will have a load-all and driver available for unloading materials and transporting them around the site.

All bulk material deliveries and spoil removal – ie that via open tipper wagons and similar – will be sheeted to mitigate against escape of dust and materials during transit. Smaller deliveries on open-backed vehicles will be appropriately packaged and strapped down at all times.

Drivers of large vehicles will be allowed to enter our site, in order to avoid blocking Southmoor Road. Our banksman will ensure that vehicles are not waiting on the main road.

Signage will be erected on the designated delivery routes for construction traffic through the surrounding approach routes.

Areas and methods for storage of plant, materials and fuels/chemicals on site

The site compound will include designated storage areas and temporary laydown areas for large materials prior to them being lifted and fixed into position. Steel containers will be used for storing materials that require protection from the elements and high value materials susceptible to theft.

All materials will be stored off the ground in a neat and planned manner to prevent unnecessary damage and waste including mechanical handling with the site load-all.

The site compound and storage areas will be constructed in the car park area and adjacent to the new extension building.

Stockpiles for incoming bulk materials – such as hardcore etc – and outgoing excavation spoil, will be located in an area adjacent to the newly formed access route onto site. It is important to note that spoil stockpiles will be regularly transported from site and not allowed to build-up excessively. The extension is quite small and existing levels quite closely reflect the proposed finished levels. Spoil generation is therefore limited to piling, drainage and foundation arisings which will be regularly removed and properly sealed by machine bucket in the interim period.

The storage area will be enclosed and secured with a suitable fence and adequately sized lockable gates to facilitate safe vehicular movements. Site management will regularly inspect the areas and arrange for the aggregate to be topped up as and when required. Any fine, dry material that may be subject to entrainment by the wind, will be sheeted over using large tarpaulins.

COSHH and refuelling zones will be within a defined section of the site compound. This section of the compound will hold lockable cages to house flammable gas bottles, a store which contains substances hazardous to health, and a double-bunded diesel refuelling point with spill response

kit and drip tray. All drain openings and gullies in the vicinity will be covered off to prevent any chemicals/fuels entering the drainage system.

Temporary Traffic Management

We do not consider that our works will necessitate the introduction of any temporary traffic management on Southmoor Road. All drainage and services connections are drawn from existing private hospital supplies and there is no requirement to work in or in the vicinity of the public highway.

Temporary Bus Stop requirement etc

We have visited the site and surveyed locations of existing bus stops and such like. There is a zebra crossing approximately 30m to the east of the site entrance and the nearest bus stop is approximately 300m to the east, on Southmoor Road. Implementing the traffic management measures outlined in this CMP will ensure that these are not compromised, and it is considered that no further action is required. We will however provide a sign at the bus stop layby to clearly state “No Waiting for Construction Traffic”

Measures to protect vulnerable road users

Delivery vehicles and construction plant will have need to transit roads and footpaths used by the public, hospital staff, visitors and patients and it is essential that all pedestrians are protected against coming into contact with vehicles. Where practicable, we will always favour the approach of providing physical segregation to achieve this – such as chapter 8 barriers and fenced-off traffic routes. However whilst this may be straightforward to implement on within the confines of our site, it may not be feasible off-site for example through the visitor’s car park. In such cases, we will ensure that all vehicles are escorted by a banksman. The safety of the public outweighs the need to move vehicles, so where possible vehicle movements will be restricted, but when this is not possible the vehicles will be stopped from moving until it is safe to carry on.



Adequate safety fencing, safety and way-finder signage, and clear pedestrian routes with anti-trip feet will be provided

Freight Vehicle Safety Requirements will be implemented on our site and we ensure that our supply chain delivery partners are all FORS registered, with CLOCs standards being implemented on site.

Noise and vibration

We will ensure that noise control complies with the recommendations of BS 5228-1, in particular clause 7.3, to minimise noise levels during the execution of the works. Noise testing will be completed as works commence using the Site Managers noise meter reader and controls will be put in place where noise exceeds 85 dB(A) when measured from the site boundary. Additional controls such as acoustic screens will be used to contain the noise if required. Radios or other audio equipment will be prohibited and we will not permit employees to use such equipment whilst on site.

All vehicles and mechanical plant used for the purpose of the Works shall be fitted with noise control devices (silencers, SMART reversing alarms) and shall be maintained in good and efficient works order.

All compressors shall be 'sound reduced' models fitted with properly lined and sealed acoustic covers which shall be kept closed whenever the machines are in use, and all ancillary pneumatic percussions tools shall be fitted with mufflers or silencers of the type recommended by the manufacturers.

Machines in intermittent use shall be shut down in the intervening periods between work or throttled down to a minimum, and plant and vehicles started up sequentially rather than all together.

Onsite and offsite noise levels will be monitored regularly. Site activities will be restricted to site working hours approved by MCC.

As far as reasonably practicable, we shall not exceed the vibration dose values as specified in BS 6472-1: 2008. As a minimum, we shall take noise readings at the pre-determined locations daily.

In order to mitigate the impact of noise and vibration activities, site specific measures in accordance with Best Practicable Means (BPM) will be implemented and shall include the following:

- scheduling of construction delivery vehicles to least noise sensitive times of the day
- time slots for bulk deliveries to ensure that convoys of vehicles do not arrive simultaneously
- use of sufficient clear signage to ensure that construction vehicles use only the designated routes
- restrictions on times when construction traffic can use the designated access highway to site

Regular communication will be maintained with the local residents/businesses for the entire duration of the works. A phone number and contact person shall be provided and displayed on the site entrance for the public to use out of hours.

A RAMS will be developed for all activities involved in the earthworks/foundations and drainage and these measures will be incorporated in the Works.

The existing ground conditions will mean the introduction of vibro-piles into the ground will be required. Whilst this method does not tend to produce problematic degrees of vibration beyond the immediate radius of the work, boundary monitoring will be in place for the duration of this process. The foundations are to be excavated by excavators and concreted by placing the concrete mix straight from the concrete wagons; this means there will be very low levels of vibration to disturb the surrounding properties. If obstructions are encountered and need to be removed, specific risk assessments and method statements will be put in place prior to these works commencing to clearly detail how the vibration will be mitigated to the normal parameter levels allowed on construction sites.

Dust control

If material is being removed from site, then this operation shall be undertaken using **covered vehicles** to minimise dust liberation.

Dust control measures shall be undertaken including as a minimum, the damping down of the site with water during periods of dry weather and when excavation works are undertaken.

The following monitoring works shall be undertaken:

- daily visual and odour diary

- weekly monitoring of dust site wide and at receptor locations
- occupational dust monitoring at the down-wind boundary of the site, for total inhalable and respirable dust.

Based on a subjective assessment, if dust levels are a nuisance site wide, especially at the site boundary, then contingency measures for dust control shall be implemented.

Monitoring data from the site will be compared to exposure standards, which form the basis of the trigger levels. If the trigger levels are exceeded then we will re-assess the working practices on site.

Trigger levels will be set according to 2 levels of control as follows:

- Level 1 - To protect workers on site, based on occupational exposure standards. Parameter measured being close to or at the exposure standard. Action will be to investigate reasons and modify ongoing works
- Level 2 - To protect nearby sensitive receptors. Parameter above exposure standard. Action will be to stop the site works, investigate the reason and modify ongoing works.

Measures to avoid the deposit of extraneous materials on the highway

We propose to employ subcontractors for the excavation works, stoning up, foundations and ground works. These activities need to be controlled and monitored so daily inspections of the site entrances and public highway will be undertaken and a photographic record taken of each inspection.

We will be responsible for providing a banksman, a wheel cleaning operative, and an attendant road sweeper as required for the duration of the works. They will be tasked to keep the site entrance and public highway/car parks free of mud and debris at all times. To aid cleanliness on and off the construction site area, we plan to form clean stoned-up storage areas using reclaimed aggregates to establish the temporary laydown areas for materials.



We will ensure that all on site roads and paths are maintained in a clean condition throughout the project including damping down and any damage to roads or footpaths will be made good.

We will utilise an onsite wheel jetwash facility which will be established close to the site entrance gates and be used to clean vehicles before they leave site. Vehicles leaving the site will have any debris removed from their wheels by the operative using a jet wash in this designated area. Any debris will be swept into a lined sump for removal at a later time.



The wheel wash operative will ensure the roads/footpaths are kept clean at all times. However we can arrange for an attendant road sweeper to be available to clean the road should any debris get onto the estate surfaces or public highway. At completion of the works a road sweeper with a gully sucker attachment will clean the existing road gullies adjacent the site entrances.

Communications

Details relating to the project and contact details for our site Project Manager will be clearly displayed via a sign board at the site boundary on Southmoor Road. This will include the out-of-hours emergency and John Turner Construction head office contact details. The site will be registered with the Considerate Constructors Scheme (CCS) and all associated banners and signage material appropriately displayed. The CCS information poster also includes contact telephone number for our site Project Manager. Our commitment to the scheme is to achieve *Performance Beyond Compliance*, with a benchmark score of minimum 37/45.

Communication with local stakeholders and residents will be embraced. We will ensure this via the following means:

- Clearly displaying the contact details of our site management team on a notice board at the site boundary
- Carrying out initial letter drop and subsequent newsletter updates to all local residents and businesses.
- Providing on the notice board a link to the MCC planning portal where copy of the CMP can be viewed
- Communicating the contents of the CMP to all visitors and operatives at Site Induction and via a series of Tool Box Talks throughout the duration of the contract
- Distributing the CCS complaints/Compliments form and encouraging feedback
- Circulating our own CCS questionnaire which can be returned anonymously via a post box at site boundary
- Attending residents meetings and workshops to share progress on the scheme and deal with any queries and concerns
- We welcome the opportunity to deliver talks and careers advice at local schools and colleges and will explore the potential for such engagement once started on site.

Appendix 1 – Construction Programme

See attached PDF “E23-0070 NBIA DRAFT Master Programme 290724”

Appendix 2 – Site Logistics Plans

See attached PDF “E23-0070 NBIA JT Site Logistics 18122023GS”

Appendix 3 – Vehicle Tracking Plan

To follow.