CONSTRUCTION MANAGEMENT PLAN
ONE DISBURY POINT
NEW CAR PARK AND INSTALLATION OF EV POINTS

Contents

1. Scope of work
2. Commencement, completion and working hours
3. Health and Safety
4. Enabling works and site perimeter
5. Site parking and storage of material
6. Management of vehicles / pedestrians – loading unloading etc
7. Wheel wash facility
8. Management of noise and dust
9. Recycling and disposal of waste

Appendices

Appendix A – Construction phase Site Plan Front and Rear Car Parks

1. Scope of work

1.1. The scheme involves the formation and construction of a new car park facility at one Didsbury point and conversion of 3 exg parking spaces to EV charging points.

1.2. Work involves, site clearance, removal of trees and shrubs, excavation, filling, kerbing and tarmac to form the new car park facility. Other associated work includes, trenching, drainage, street lighting, EV chargers, white lining and landscaping.

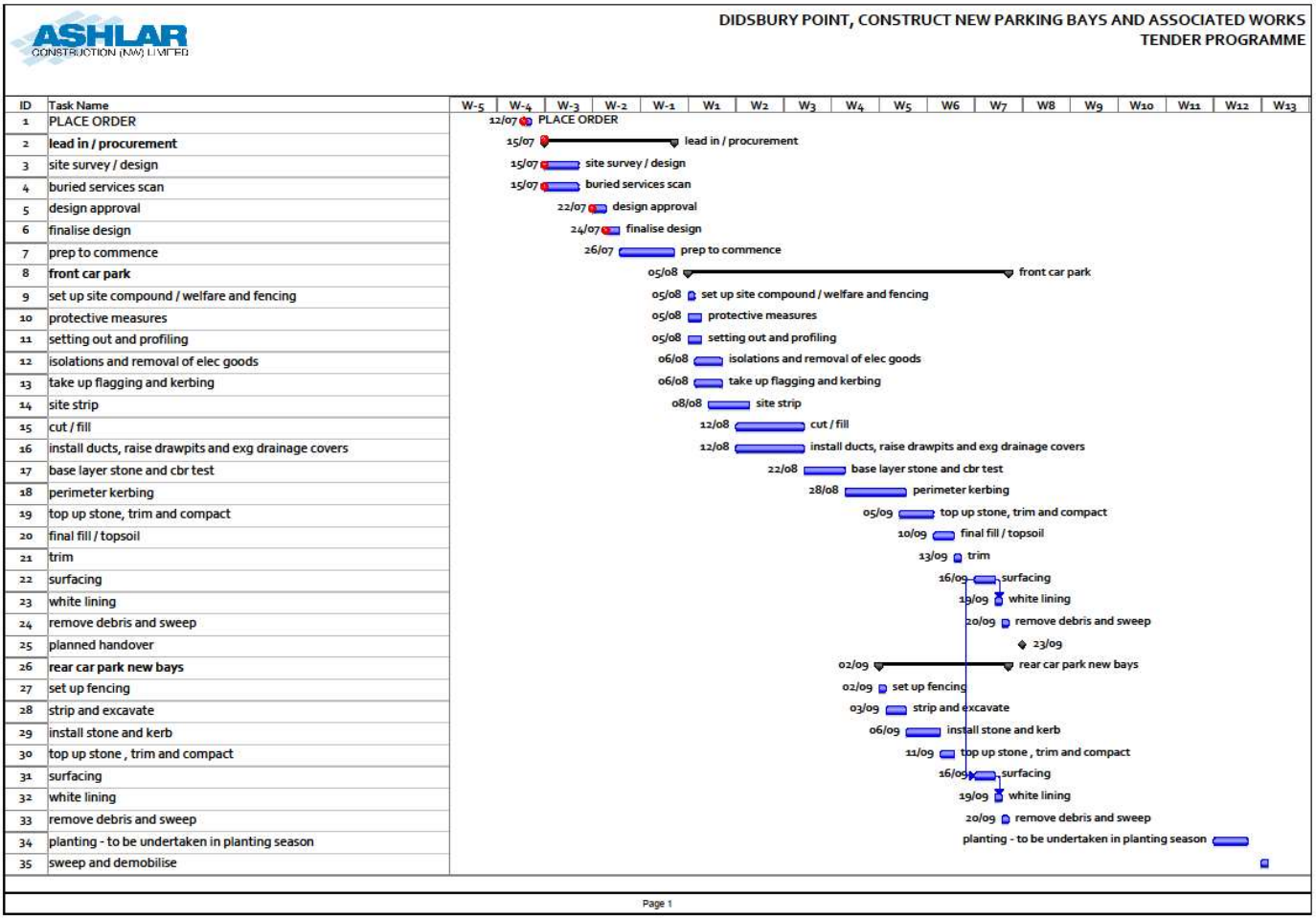
2. Commencement and completion

2.1. The work on site is provisionally due to commence mid-August and be complete mid October 2024.

2.2. These dates are subject to final confirmation.

2.3. The intended site hours will be between 07:30 – 17:30 hrs each working day

2.4. It is not anticipated that weekend working will take place



DRAFT CONSTRUCTION PLAN

3. Health and Safety

3.1. We do not anticipate that the work will require an F10 notification.
3.2. A Construction phase Plan will be developed in accord with the pre Tender Plan
3.3. All welfare will be provided by Ashlar Construction and be situated within the site Boundary.
3.4. The works will be managed by a competent Site Manager / Foreman and construction team.
3.5. The Site Emergency Contact number is Kenny Gray 07973721824
3.6. The CMP will be forwarded to the Project Manager who in turn will discuss the content with the Building Manager where the work is taking place.
3.7. The Building manager will circulate emails and the like to all tenants and stakeholders in the Building advising them of the content and of the works.
3.8. Ashlar shall register the project for the 'Considerate Constructors' scheme.

4. Enabling work and site perimeter inc Access to the site

4.1. At commencement the perimeter Fencing will be erected around are areas where work is to be completed, providing a safe and secure site.
4.2. Ashlar standard safety signeage will be installed on the fence.
4.3. Secure gates will form part of the secure boundary fence to facilitate access to and from the site from the existing car park area, as and when required.
4.4. It is not envisaged that other entry points will be necessary

4.5. The gates shall remain closed at all times to prevent unauthorised access and only opened when being used.
4.6. All work will take place behind these fences.
4.7. The fencing at times will be opened up to facilitate the work when deemed necessary.
4.8. This will be the only perimeter protection deemed necessary.
4.9. Access to the site (persons) will be via the same double gates.
4.10. Due to the sites nature, location and size we do not deem this a hazard.
4.11. Access to the basement car park is via the existing car park entrance under the building but site vehicles and contractors vehicles are not permitted
4.12. Access to the basement is only for core drilling the wall and extending the exg underslung drainage out of the retained area.

5. Site Parking and storage of materials

5.1. There will be no Parking on the un-named street accessing the school and the site.
5.2. Limited waiting will be required on this road due to the tight access to the site and the possibility of other vehicles using the car park.
5.3. The authorised site vans will be parked in the existing car park in designated parking spots agreed with the client prior to commencement.
5.4. General subcontractors and the like will park locally on meters where available.
5.5. It will be our intention to use a number of exg within the site confines for a number of activities including but not necessarily limited to;
  5.5.1. Removal of waste.
  5.5.2. Delivery of materials
  5.5.3. Delivery and laying of tarmac
  5.5.4. White lining
5.6. A small Block and Mesh fenced area shall be erected to form a small compound for parking and storage of materials, skips and welfare immediately as you turn into the exg car park.
5.7. This area will eventually be the EV charging points.

6. Management of vehicles and pedestrians – loading and unloading

6.1. When taking delivery of materials or when moving materials from the site from the un-named road or within the car park area itself.
6.2. No illegal parking or stopping which blocks the highway will be permitted.
6.3. All vehicles will use the designated bays immediately in front of the work.
6.4. Generally all deliveries will be in smaller wagons or vans and merchants and contractors will be made aware of site restrictions and location.
6.5. The loading or unloading of vehicles will only be undertaken when it is safe to do so and only when there are no pedestrians in the vicinity.
6.6. When unloading / loadings occur a designated footpath route will be demarked for pedestrians in low level barriers. Pedestrians will be asked not to proceed until it is safe to pass.
6.7. Pedestrians will always be given priority unless the activity has started and it is safer to complete it.
6.8. This element will be managed at all times by an experienced and trained person.
6.9. Vehicle deliveries shall be co-ordinated as much as possible to arrive and be unloaded separately without the need for queuing to avoid site and general local congestion and safety issues with foot traffic and the like.
6.10. Deliveries shall co-ordinated to avoid the busy periods for the adjacent school.
6.11. We anticipate multiple deliveries to the site on a daily basis for plant and materials. Due to restricted access these will be ordinarily on a 20' flat bed type truck.
6.12. We anticipate 1 Larger vehicle being used for the tarmac paving machine and roller – drop off and pick up.
6.13. Fill, stone, waste and tarmac will be delivered on 8 wheeler 20t tipper trucks. We anticipate approx. 40 nr. Visits.
6.14. We anticipate daily attendance of a Transit Tipper truck and trailer throughout the build.
6.15. .We anticipate approx. 8 skip wagon visits.

6.16. There will be no abnormal loads visiting the site
6.17. It is important that all footpaths remain open and unobstructed for access to the school.
6.18. Until such time that the new car park is formed the turning of Larger vehicles will take place in the rear car park indicated in Appendix A
6.19. Traffic Management on the unnamed Road will be utilised when deemed appropriate. This will constitute Chapter 8 Signage and Cones. We do not anticipate any further requirement.
6.20. Vehicle Management will be undertaken by he Site Team and no vehicles will reverse without a Banksman.

7. Wheel wash Facility

7.1. A formal facility is not required on this project.
7.2. The footpath will be brushed and cleaned at all times to ensure cleanliness and safety.
7.3. If considered necessary a road sweeper will be deployed as long and often as required to maintain the roads in a clean acceptable manner..
7.4. Its noted that there are significant earthworks ongoing on a site immediately in front of our site.

8. Management of noise and Dust

8.1. Generally all operations could generate dust.
8.2. All breakout and sawing operations will be thoroughly and continually wetted to reduce dust migration.
8.3. As this is now a winter project the likelihood of dust nuisance from imported fill will be minimal if at all.
8.4. All wagons importing fill will be covered at source and the vehicles will arrive on site covered.
8.5. Sheeting will be removed prior to discharging the materials
8.6. When importing fill and the like, dust will be suppressed using hoses and / or sprays as deemed necessary by site management.
8.7. It could be that the building immediately adjacent to the works should refrain from opening windows if potentially dusty work is being undertaken or tipping imported stone.
8.8. This will be communicated to the building manager who will inform occupants of the building.
8.9. There are no other buildings which are effected by the work other than the building which the new work is constructed for
8.10. It is not considered necessary that any dust extraction will be required during the build.
8.11. Due to the small nature and size of the works it will be impossible to have continuous working so the work will take place in bite size bits so nuisance is minimal and mitigated by default.
8.12. The site is bounded by the very busy A5103 dual carriageway which is busy throughout the working day.
8.13. Background noise is by default much higher than normal
8.14. The operations being undertaken are considered to be that of normal general construction techniques and therefore no specialist equipment or plant is required
8.15. There is little demolition or breaking out and therefore potential noise related issues are reduced by default.
8.16. What may be considered noisy operations will be very limited and again due to the nature and size of site will be done in bite size bits and not continuous or likely to last for long periods of time.
8.17. The site management will again communicate with the building manager when in his opinion noisy operations will take place. He should then communicate this info to the occupants.
8.18. There are no residential properties in the immediate vicinity.
8.19. The site manager will use discretion on delaying such operations within reason should there be a request to do so.
8.20. In order to mitigate noise nuisance we shall undertake the operations as follows;
8.21. All equipment shall be inspected and maintained regularly
8.22. The positioning of machinery on site will be done in such a way that it will reduce the emission of noise to the neighbourhood and to site personnel
8.23. The avoidance of unnecessary noise when carrying out manual operations and when operating plant and equipment

8.24. Special attention shall be given to the use and maintenance of sound-reduction equipment fitted to power tools and machines.
8.25. All available techniques should be used to minimize, as far as is appropriate, the level of noise to which operators and others in the neighbourhood of site operations will be exposed.
8.26. Measures which should be taken include the following;
8.27. The hours of working shall be planned and account should be taken of the effects of noise upon persons in areas surrounding site operations and upon persons working on site, taking into account the nature of land use in the areas concerned, the duration of work and the likely consequence of any lengthening of work periods.
8.28. Where reasonably practicable, quiet working methods should be employed, including use of the most suitable plant, reasonable hours of working for noisy operations, and economy and speed of operations.
8.29. Works considered as noisy will not commence prior to 09:30 and no noisy work will be done after 17:30.
8.30. Noise shall be controlled at source and the spread of noise shall be limited.
8.31. When potential noise problems have been identified, or when problems have already occurred, consideration should be given to the implementation of practicable measures to avoid or minimize those problems.
8.32. The recommendations of BS 5228 parts 1 and 2 will be implemented to reduce noise levels and vibration during the woks
8.33. Appropriate PPE will be used as per the RAMs.

9. Recycling and Disposal of Waste

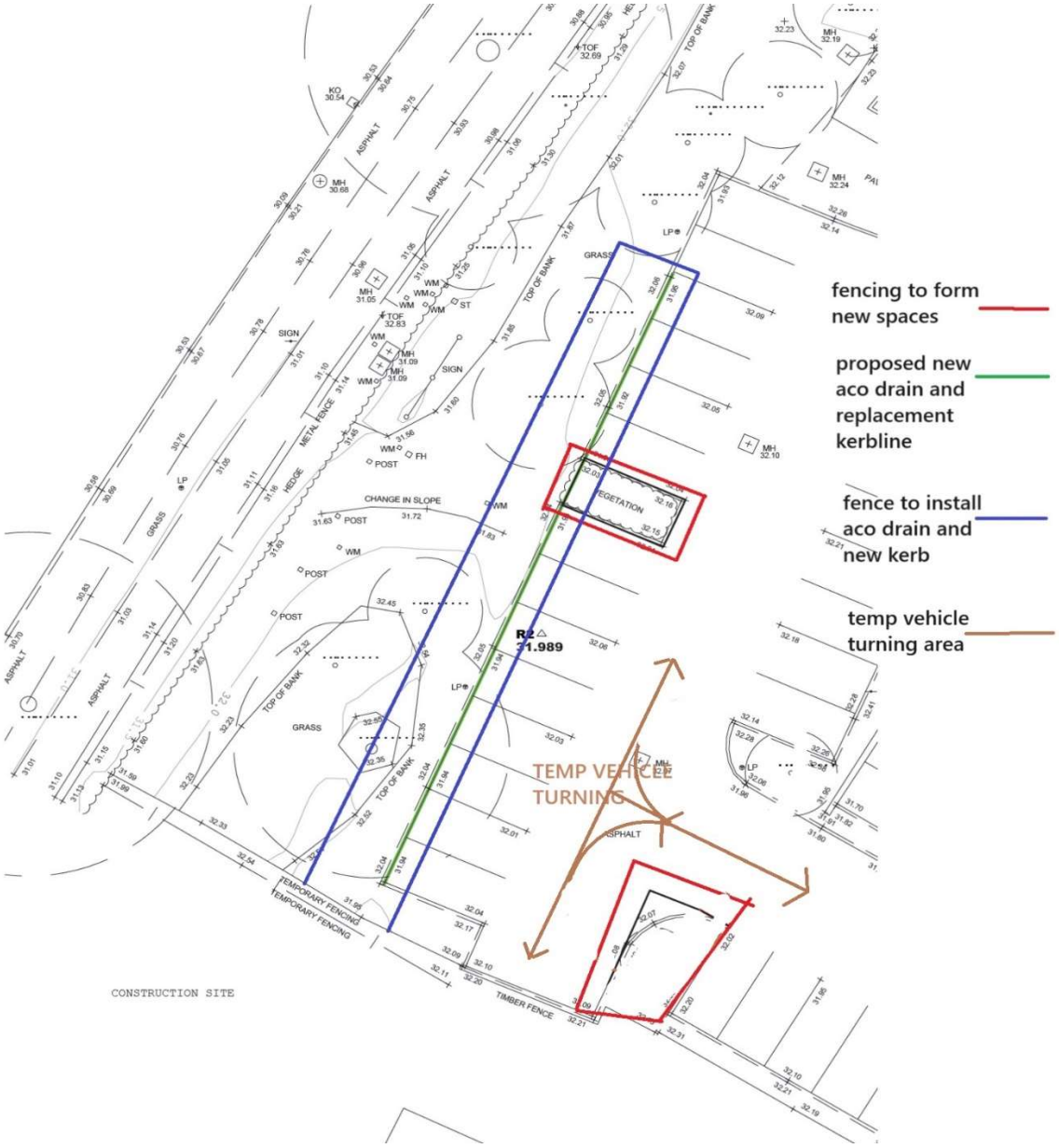
9.1. We do not envisage a considerable amount of waste to be generated from the work
9.2. We anticipate a few 8 wheeler grab loads and the majority of waste removed via 8 cubic yard skips.
9.3. Skips will be located in the EV bay charging points noted on the Site Plan in Appendix A
9.4. The trees and landscape will be transferred to a green recycling facility.
9.5. All other waste will be segregated on site and removed to transfer for re-processing
9.6. We do envisage any materials requiring landfill.
9.7. An SWMP will be maintained
9.8. Any material which is deemed suitable for inclusion into the project works shall be set aside for re-use on the project.
9.9. All off site waste facilities will be licenced

APPENDIX A



ASHLAR CONSTRUCTION - SITE WORKING PLAN

CONSTRUCTION PHASE SITE PLAN (FRONT)



CONSTRUCTION PHASE SITE PLAN (REAR)