

Land To The Rear Of Dalton Avenue, Manchester, M14 7NR - Erection of a 2 x two storey buildings to form eight supported living apartments, following demolition of existing industrial Buildings | Application number: 137461/FO/2023

(REV A – 31st May 2024)

Construction Management Plan of the proposed works to satisfy planning condition no 16

Planning Condition no 16 states:

No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period.

The plan/statement shall provide for:

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Expected number and type of vehicles accessing the site: Deliveries, waste, cranes, equipment, plant, works, visitors; Size of construction vehicles; The use of a consolidation operation or scheme for the delivery of materials and goods; Phasing of works;
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Locations for storage of plant/waste/construction materials;
- Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- Any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes;
- Method of preventing mud being carried onto the highway;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Description of the Task/Activity

The development comprises 8 flats within two 2 storey blocks (4 flats in each block) together with external works.

Proposed sequence of construction and access to the site

The scheme involves the removal of asbestos and the demolition of the existing building. The site is surrounded on 3 sides by gated alleyways and a heavily planted area (which is to be retained) adjacent the local school playgrounds. The existing building covers the full extent of the site. All access will be from Dalton Avenue. Permission from Manchester City Council is being requested for the temporary removal of the gated access adjacent to the site entrance during the works to aid access to the works

Asbestos Removal and Demolition works

These works are being undertaken by specialist contractor before we commence our operations on site. RAMS will be provide together with he necessary paperwork submitted to HSE regarding asbestos removal and all waste transfer notes will be held on site

Proposed Start Dates and Times

Contract Start Date: March 2024

Contract Overall Finish Date: August 2025

Usual daily Start and finish times are:

Monday to Thursday – 8.00 am until 4.00 pm

Friday 8.00 am until 3.00 pm

Saturday ~~8.00~~ **8.30 (rev A)** am until 2.00 pm

No Sunday Working

Site Manager

Site Manager is Stewart Clark – contact number noted below. Until we are actually on site following demolition of the building contact number will be via the office on 0161-834-8525. This information will be published on a site notice board in a prominent position at the site access from Dalton Avenue on the Herras Fencing

Contractor contact details for working and non-working hours.

During working hours - 0161-834-8525

Outside working hours - Tony Maden – 07836-724887 **or** Site Manager – Stewart Clark – 07967-623973

Site Office / Compound Set up

Due to limited site space a combined office / site welfare facilities and chemical toilet will be provided. This will be located in the area of the proposed bins / recycling point on the site plan. The intention is to build plots 5 – 8 1st so the area of plots 1 -4 will be used for storage of materials, skips etc. The cabin / chemical toilet will be positioned to avoid putting any pressure on the existing drainage located in the alleyway to the rear of the properties on Main Road. Once plots 5 – 8 have been constructed to weather proof stage the office / site welfare facilities will move into the ground floor of plot 5.

Moveable herras fencing and gates will be installed to the full site perimeter to provide a secure boundary between the works and public footpaths / alleyways outside the site. There will be limited on site vehicles movements however a safe pedestrian route from the gates to the cabins will be formed with pedestrian barriers

The areas marked on the site setup plan will be used for the location of cabin, toilets, skips and storage of the smaller materials. This will change as works develop.

Scheme, Direction and Health and Safety signage

All scheme signage including directional sign where necessary and Health and Safety signage will be installed on the herras fencing and cabins at the entrance to the site.

Construction programme including phasing of works;

We attach our phased programme of works for the above project. We intend to pile the full site in one operation and then construct plots 5 – 8 to roof level and then start construction of plots 1 – 4.

24 hour emergency contact number;

24 hour contact no are:

Stewart Clark – 07967-623973
Tony Maden – 07836-724887

Expected number and type of vehicles accessing the site: Deliveries, waste, cranes, equipment, plant, works, visitors; Size of construction vehicles; The use of a consolidation operation or scheme for the delivery of materials and goods; Phasing of works;

Due to the limited site access plant movement onto site are severely restricted. Due to the site restrictions we intend to phase the works as noted above

Site staff vehicles will access the works area for the purposes of dropping small materials, tools and small plant. Once deliveries are made they will find parking spaces on local roads being mindful that they are not to adversely affected other users and residents of adjacent roads

Whilst plots 5 – 8 are being constructed rigid vehicles delivering materials will be used and will be reversed into the site for unloading to take place. To aid access into the site for turning we have requested permission from Manchester City Council to designate the parking area outside numbers 19 – 33 Dalton Avenue to be a manoeuvring / unloading area for materials.

One plots 5 – 8 are up to roof plots 1 -4 will commence and at this stage rigid vehicles used for larger deliveries will park up outside numbers 19 – 31 Dalton Avenue with the materials unloaded by the use of a Moffat / telescopic handler or similar. Large plant cannot be kept on site due to server site restrictions. Rigid vehicles will be reversed up Dalton Avenue with the aid of a banksperson

There will be 5 site staff vehicles and 1 rigid delivery vehicles every 2 or 3 days until the structure is up. Smaller delivery vehicles would then start to be used

We do not intend to use a crane for any of the works – Precast ground floor beam are short span and will be moved by powered all terrain pallet trucks with some manually handling taking place.

Materials deliveries will be combined where possible to limit the number of delivery vehicles on Dalton avenue. This will be monitored and reviewed on site once works commence

There is a dense scrubland adjacent to the site that does not form part of the works however all materials (oils, bitumen, cement etc) that are likely to influence the health of plants will be kept a well away from the planting to reduce any risk of damage

Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;

All are staff live within 10 miles to the site. Other items raised above have been picked up in other sections and have not been repeated here

Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;

Please see attached site location & set up plan

Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;

Please refer to the attached sketch proposal. All deliveries vehicles drivers are to contact the site manager before setting off to deliver materials to make sure that there are no restriction on Dalton Avenue / Clash with bin collections and the like and only once agreed with the site manager should delivery vehicles attempt a delivery. Once arriving at site they driver should contact the site manger before attempting to unload anything. Unloading will be co-ordinated by the site manager

The procedure for deliveries should restrict disruption to other traffic users & neighbours and deliveries will not arrive unannounced.

When necessary the neighbours will be notified of larger deliveries likely to take place so that any alternative arrangements for arriving / leaving can be agreed (precast concrete ground floors, roof trusses)

Locations for storage of plant/waste/construction materials;

No fires will be lit on site

Cement mixing will be carried out on top of plywood boards outside well away from the tree protection area for the duration of the contract

Skips & disposal of excavated materials, imported stone etc

All skips, vehicles leaving site with excavated materials or imported stone vehicles will be sheeted over to restrict the spread of materials onto adjacent highways when arriving and leaving site.

Material Recycling

Skips will be located within the site compound area as indicated on the site location plan and updated as works proceed

All our skips will be provided by Premier Waste – Premier waste remove all skips to their waste transfer station and segregate on our behalf into the various recyclable materials. We

are issued with waste reports monthly to show how much material is recycled and how much if any goes to landfill.

Due to limited space on site segregation will not take place on site

The attached web link details the service that they offer to us for materials removed from site

<https://www.premierwaste.uk.com/waste-recycling-services/materials-recycling-facilities-mrf/>

Highway dilapidation survey

A highways dilapidation survey will be carried before commencement on site and will be made available to Manchester Planning and MSV Housing. This will involve videos / photos of all the footpaths and road along Dalton Avenue. A written report will be provided to accompany the photos / video to amplify the details shown. The videos / photos will be reviewed at completion and any damage caused by the construction works will be rectified

Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;

Vehicles will be reversed up Dalton Avenue with the aid of a banks person – turning on site cannot be carried out due to limited space

Arrangements to receive abnormal loads or unusually large vehicles;

Rigid vehicles will be largest delivery vehicle

Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;

A swept plan analysis for vehicles once the scheme has been completed has not been produced by the client due to the site being located at the end of a cul-de-sac and no vehicles movements will take place on the site once developed as no carparking is provided due to limited space on site. We assume that all bin collections will take place on Dalton Avenue and residents will be responsible for placing bins in an accessible position at the head of road. This will be discussed with the waste management team at Manchester Council at the appropriate time. Waste collection wagons will continue as they do now

Any necessary temporary traffic management measures;

Not required for this project as the site is at the head of Dalton Avenue

Measures to protect vulnerable road users (cyclists and pedestrians);

The site is located at the head of Dalton Avenue and there are no through routes so unless pedestrian and cyclists live on or are visiting properties on Dalton Avenue limited risk exists of any collision between cyclists, pedestrian and site vehicles

Arrangements for temporary facilities for any bus stops or routes;

Not applicable to this project – the site is located at the far end of a cul-de-sac with no through routes. All alleyways at the end of Dalton avenue have lockable gates so do not allow access to anybody who does not hold a key

Method of preventing mud being carried onto the highway;

Where vehicles are leaving site be it cars or site delivery vehicles wheels will be washed with a hose before leaving site to remove any mud / detritus material. Should the road outside the site become contamination with excavated materials they will be cleaned by site personnel / a street cleaning machine be hired in to keep the street clean as necessary.

Dust - Measures to be adopted to control the emission of dust and dirt during construction

Dust is a nuisance which takes many different forms and on this site dust is likely to be created from demolitions, excavations & foundation construction, visible exhaust smoke, moving of materials, transport of dusty, dry materials, fine materials & aggregates, stockpiled materials, liquid storage & spills, materials disposals – wagons and skips, cutting, grinding, drilling, sawing, planing & sanding and the like operations

Dust will be suppressed by using a hose water pipe that will damp down during operations / activities that create large amounts of dust. Hosepipes used for this purpose will be checked to make sure they are of the correct length, with correctly fitted joints to avoid leaks and be in a good state of repair and not perished or taped where existing damage might exist leading to leaks.

The site manager will carry out regular site inspections (with increased frequency of inspections especially during known particularly dusty operations) to identify potential dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy weather conditions. Where reasonably practicable the intention will be to control dust production at source however in dry windy conditions areas will be damped down regularly to prevent dust forming on site. Any sawing or drilling works will only take place if water suppression systems or dust extracts are in place. Flexible plastic sheeting will be used to surround work activities where appropriate with personal wearing the correct facemasks to avoid inhalation. Any skips located on site will be positioned to limit dust and rubbish being spread with temporary sheeting installed over at night to restrict debris and dust creation especially on windy days.

Storage of plant, material and machinery will be located away from adjacent residential neighbours.

To control material being transferred onto local roads or accessing water courses appropriate measures when installing sewers will be implemented including bunging and tankering of existing sewers, scraping of the road outside the site to remove as much dust producing materials as possible and placed in suitable receptors.

Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

A copy of this Construction Management Plan will be issued to client and all parties involved with the development. Site staff will be made aware of these requirements during the site induction that will take place prior to anybody commencing on site. We have prepared a good neighbour letter for distribution to those residents on Dalton Avenue – we will include this Construction Management plan with the letter outlining our proposals to work closely and in conjunction with the neighbours to limit any impact on their normal working day

Noise (REV A)

A noise impact assessment has been prepared by Azymuth Acoustics UK for this development. A copy of this report was issued as part of the original planning application. The recommendations of the report are being incorporated in the final scheme.

Noise creation during construction activities is unavoidable however where the potential to create excessive noise and vibration exists the proposed work method will be the subject of a Risk Assessment with control measure implemented including, but not restricted to the following:

Off-site manufacture / process control (where possible)

Use of silenced and low vibration plant and equipment (where possible). This will be stipulated on our order with subcontractors and suppliers of equipment with careful selection of plant, construction methods and programming with noise and vibration monitoring taking place for activities likely to produce excessive amounts

Noise control zones – ensuring that adequate supervision is provided to ensure compliance and that they remain in place for the duration of the planned works. Ensuring that the areas subject to the Noise Control Zone are clearly marked and mandatory hearing protection signs are erected.

Where exceptionally noise operations are to be carried out acoustic enclosure / screens or barriers are to be considered

Use of ear defenders and other PPE for those working in and adjacent the area where the noise is being created / generated

Site rules will only allowed radios to be used within the welfare facilities at break and lunchtimes – they will not be allowed within the work area.

Site plant such as generators and compressors are to be located as far away from the working area and also the neighbours / residents to limit the effect of noise generating equipment

Risk Assessments and Method Statements produced by our subcontractors will be reviewed with regards noise and vibration and authorised where deemed appropriate

Location of the nearest Hospital with A & E Facilities

Manchester Royal Infirmary, Oxford Road, Manchester M13 9WL

Tel: 0161-276-1234