



**63-65 Upper Chorlton Road,
Whalley Range,
Manchester.
M16 7RQ.**

Construction Management Plan

May 2024 Rev B.

Planning Application No – 138589/FO/2023

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1. Construction Programme.

The works 63-65 Upper Chorlton Road consist of the demolition of an existing rear outrigger to facilitate the erection of a three-storey rear extension and the formation of 12No. self-contained flats, ancillary staff space, and associated parking, bin store and landscaping. The scheme will be constructed in a single phase over a 52 week period.

2. Emergency Contact Details.

To contact J Greenwood (Builders) please phone 0161 654 8435. This number is monitored 24/7. These details will be displayed in a publicly accessible location for the duration of the works.

3. Site Working Hours.

Any audible works within the site or outside the site will be carried out within the following hours:

- Monday to Friday 07:30hrs to 18:00hrs
- Saturday 08:30hrs to 14:00hrs no works will be carried out on Sundays or Bank holidays

4. Expected vehicular traffic on site.

It is expected that no more than one large vehicle will be on site at any one time. Delivery times will be allocated for large vehicles to ensure that they can be efficiently dealt with. During the construction phase of the works it is not expected have more than three large deliveries being made to site each week.

Hauliers will be advised that only rigid vehicle deliveries will be accepted as this will result in more efficient access/egress and manoeuvring on site.

Deliveries of large plant will be on articulated flat bed trailers, this will occur on a very limited number of occasions and is covered in more detail in section 8.

Materials will be sourced from local merchants to reduce the number of vehicle movements by having mixed materials on a single delivery, this will also reduce the carbon footprint as much as possible.

When the site is suitably advanced, we will be able to park as small number of tradesmans vehicles on site but up until this point, with the lack of any nearby public car parking, trades and visitors parking will be on nearby roads, this will be done courteously to avoid upsetting our neighbours. We will encourage the use of public transport, car sharing and walking/cycling to site.

5. Traffic management.

As noted above, materials will be sourced from local merchants in order to transport multiple materials on singular deliveries.

Local labour will be used, where possible and they will be encouraged to walk, cycle or use public transport to get to the site. Car and van sharing will also be encouraged for working gangs. The considerate parking of vehicles of neighbouring streets will be discussed with all operatives at the site induction that they receive when they first attend site. Particular attention will be paid when accessing and egressing the site due to the close proximity of a Nursery, vehicles will be banksman controlled to keep this operation safe.

Material deliveries will be scheduled outside of peak periods to minimise traffic in the vicinity at these times.

The re-use of site waste, efficiencies in cutting materials and ordering suitably sized materials will be explored in order to reduce the overall waste produced on site and therefore reduced the number of skip movements required.

6. Construction traffic routes.

It will be noted on all material and subcontract orders that access to site is from Princess Road, turning West onto Moss Lane East which links on to Upper Chorlton Road. Princess Road gives access to the main orbital roads and motorways.

Access onto site for both vehicles and pedestrians is via the existing entrance/footpath dropped crossing that serves the existing property at 63-65 Upper Chorlton Road.

7. Delivery vehicle management.

The majority of deliveries on site will have self off-loading facilities so they will pull alongside the designated material storage area, off load, be banked off site and drive off site.

Time slots will be agreed for deliveries to ensure that space is available for them to access site to offload.

8. Arrangements for abnormal loads.

It is expected that a small number of large/abnormal loads will be delivered to site, these will be to deliver the large mechanical plant on articulated flat bed trailers. The deliveries will be timed to avoid peak times in order to reduce traffic build up, transit times of the nearby Nursery will also be avoided. Advance dialogue will be had with our immediate neighbours to advise of these deliveries. Banksman will temporarily control any traffic on Upper Chorlton Road during the off loading/loading operations in order to maintain the safety of all parties and to negate any traffic delays.

9. Temporary traffic management measures.

There are no off-site works associated with the scheme so no traffic management measures are required.

10. Measures to protect vulnerable road users.

Warning signage will be posted to advise vulnerable road users of a construction site entrance. All vehicles will be banksman controlled when they exit site.

At the site induction, all operatives will be advised that extreme caution is to be used when entering/exiting the site as very young children/parents with pushchairs will pass the site as well as cyclists in the adjacent cycle lane and pedestrians queuing at the pelican crossing point.

11. Temporary facilities for bus stops/routes.

Not applicable.

12. Measures to prevent the deposit of dirt onto the public highway

During the construction process there is the potential for contractors' vehicles to carry deposits of mud and building materials on their tyres out onto the adjacent highway.

To mitigate the amount of mud that can potentially enter the public highway all vehicles on site will remain on maintained stone hard standings to prevent the tyres becoming contaminated. The site and road conditions will be monitored and swept when necessary, to maintain cleanliness and prevent any debris being carried onto the highway at any time. Before exiting site, vehicles will be checked for the cleanliness of their tyres, chassis and bodywork and cleaned with a jet wash if required. To maintain the robustness of this methodology, the works to construct the new roadway onto site are amongst the first to be carried out in order to provide a clean tarmac road for delivery vehicles to use.

In the event that debris does get transferred onto the highway, this will be brush cleaned by hand in the first instance, if this does not cure the issue, mechanical road sweeping will be used to clean the highway.

During spells of dry weather or any activity that is likely to create dust water will be used to damp down dry materials and suppression methods will be employed on items of plant in order to prevent airborne dust being a nuisance.

13. Methods of communicating the Construction Management Plan.

The Site Manager will be issued a copy of the Construction Management Plan with his documentation pack to ensure that he is fully aware of what is required. The relevant sections of the plan will be appended to material and subcontract orders and discussed with site operatives and visitors during their site induction. Any other interested party will be advised as necessary.

14. Dilapidation survey of adjacent highway and footpath.

Prior to works commencing a dated dilapidation survey of the adjacent highway and footpath will be carried out to establish its condition. An invitation will be sent to the Highways Department for a member of their team to participate in the survey and an electronic copy will be shared with the Highways Department for their reference and records.

15. Control/reduction of noise and dust from the works.

During the construction phase of the works all efforts will be made to reduce the release of dust/fume particles into the atmosphere. Prior to tasks taking place they will be assessed to determine if they may create dust/fumes and suitable preventative measures will be taken, this will usually take the form of water suppression or filtered extraction. Where possible cutting will be kept to a minimum and, where practical, materials will be cut to size off site. The demolition works will be carried out by hand and waste material dropped via chutes into skips which will be sprayed with water to minimise dust production. During the lunchtime period of the neighbouring nursery these works will be paused as an added precaution for the young children. The above will be monitored and recorded in the environmental section of the Weekly Inspection Report carried out by the site management team.

Further to the above, all efforts will be made to limit excess noise being generated from works on site. Prior to tasks taking place they will be assessed to determine if they may create excessive noise and suitable preventative measures will be taken, this will usually take the form of adopting alternative methodologies/equipment. If this is not possible then the use of acoustic baffles or screens will be adopted to prevent excess noise being heard at the site boundary. During the lunchtime period of the neighbouring nursery these works any noisy works will be paused as an added precaution for the young children. The above will be monitored and recorded in the environmental section of the Weekly Inspection Report carried out by the site management team.