



**Pellowe House
Francis Road
Manchester
M20 9XP**

Construction Management Plan

16TH Oct 2023 Rev A

Planning Application No – 134603/FO/2022

Contents

1. Construction programme.
2. Emergency contact details.
3. Hours of operation.
4. Expected vehicular traffic on site.
5. Traffic management.
6. Construction traffic routes.
7. Delivery vehicle management.
8. Arrangements for abnormal loads.
9. Swept path analysis.
10. Temporary traffic management measures.
11. Measures to protect vulnerable road users.
12. Temporary facilities for bus stops/routes.
13. Method of preventing mud being carried onto the highway.
14. Methods of communicating the Construction Management Plan.

Appendix 1 – Construction Programme.

Appendix 2 – Construction Phase Site Logistics Plan.

Appendix 3 – Swept Path Analysis.

1. Construction Programme.

Erection of three storey building to provide 24 apartments following demolition of existing buildings including creation of a new vehicular access from

Francis Road, parking provision, landscaping and associated works

Programme of works due to last 75 weeks

2. Emergency Contact Details.

To contact J Greenwood (Builders) please phone 0161 654 8435. This number is monitored 24/7.

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. The initial clearance stage is likely to have up to five tipper wagons running each day but they will be staggered so that they can be loaded and away before the next one returns.

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

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.

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 Ashton Old Road, turning directly into Vine Street. Ashton Old Road is a main arterial link in to Manchester city centre/Trafford Park to the West and to the M60 ring road to the East.

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, use the on-site turning head and drive off site.

Prior to the roadway being constructed, a stoned access and turning head will formed off Francis Road to allow delivery access on/off and around site.

Please see the Construction Phase Site Logistics Plan in Appendix 2 for locations of the material and waste storage areas.

Time slots will be agreed for deliveries to ensure that space is available for them to access site to offload. All deliveries will be Marshalled by a Banksman

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. Advance dialogue will be had with our immediate neighbours to advise of these deliveries. Banksmen will temporarily control any traffic on Francis Road or Cottan lane during the off loading/loading operations in order to maintain the safety of all parties and to negate any traffic delays.

9. Swept path analysis.

To demonstrate the effectiveness of the vehicular turning arrangements within the site, please see the swept path analysis in Appendix 3 for an 11.5m refuse wagon which is comparable to the 11m flat bed delivery wagons that we would expect on site.

10. Temporary traffic management measures.

Prior to starting the main Construction phase of works there will be a requirement to suspend the parking to the bays on Pellowe house side of Francis Road. A permit for the suspension

There are some off-site works that are required in order to bring the scheme to a completion. The necessary permits will be obtained from MCC Highways Department and the statutory service authorities. The

temporary traffic management measures will be submitted for full approval by MCC Highways Department at the relevant time.

11. 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.

12. Temporary facilities for bus stops/routes.

There are no bus routes along Francis Road therefore there are no temporary facilities are required.

13. 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 surrounding streets.

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.

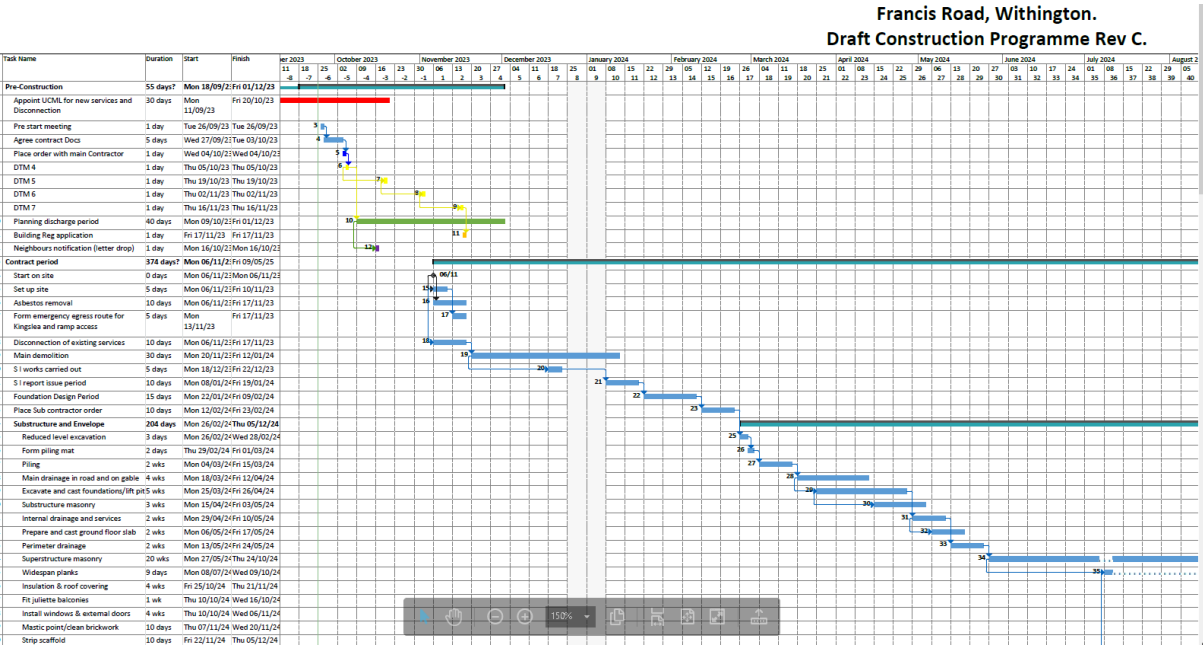
In the event that debris does get transferred onto the highway, this will be brush cleaned by hand in the first instance, if this does not cure the issue, mechanical road sweeping will be used to clean the highway.

14. 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.

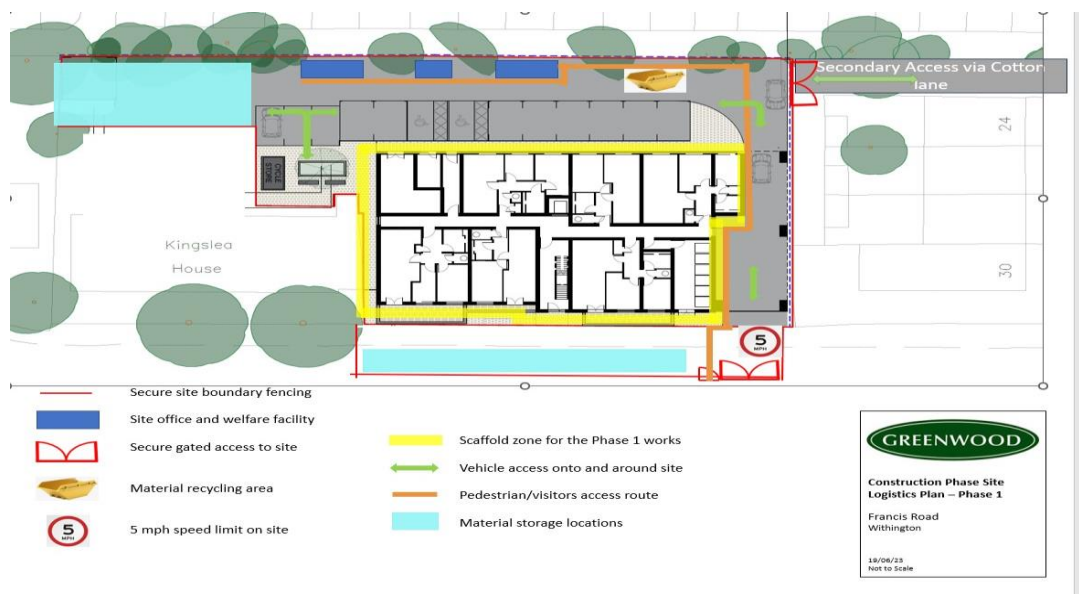
Appendix 1.

Construction Programme



Appendix 2.

Site Logistics Plan.



Appendix 3.

Swept Path Analysis.

