



Cross Roads Manchester M21 9DJ Construction Management Plan

6TH Dec 2023 Rev A

Planning Application No – 132708/FO/2022

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Appendix 1 – Construction Programme.

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1. Construction Programme.

Erection of a part three storey, part 4 storey development building to provide 29 apartments with associated vehicular access with parking provision, landscaping and associated works

Programme of works due to last 76 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 flatbed 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 a small number of tradespersons 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 and vehicle 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. Vehicle sharing will also be encouraged for working gangs. The considerate parking of vehicles on neighbouring streets will be discussed with all operatives at the site induction which they will 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 Cross Road at Gate 1. Access to Cross Road will be via A5145 Barlow Moor Road turning directly on to Cross Road turning right into Site. The main arterial link out of site will be left onto Cross Road and then right on to the A5145 Barlow moor road turning onto A5103 Princess Road for direct links to the City and M60.

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 area and drive off site.

Access to site will be via Cross road.

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 flatbed trailers. The deliveries will be timed to avoid peak times in order to reduce traffic build up. Advanced dialogue will be held with our immediate neighbours to advise of these deliveries. Banksmen will

temporarily control any traffic on A5145 turning onto cross road then into site. The Banksman will manage all 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 flatbed delivery wagons that we would expect on site.

10. Temporary traffic management measures.

Prior to starting the main Construction phase of works Access via Cross Road will be monitored with measures taken to manage and maintain clear access into site

For any potential off-site works required we will obtain the necessary permits 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 Cross 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 operations in our programme to be undertaken 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.

15. Dust and AQ

During the construction phase of works all efforts will be made to reduce the release of dust / fume particles into the atmosphere. Daily Tasks will be monitored and where required preventive measures will be taken (i.e. Water suppression and extraction for cutting, dampening down during warm weather, where possible cutting will be kept to a minimum and if possible, materials will be cut off site). The above will be monitored within the environmental section on the weekly inspection sheet carried out by the site management team.

16. Noise and Vibration

During all aspects of the construction phase of works, regular noise assessments will be carried out, within and outside of the site boundary. These readings will be logged and recorded on the site's noise assessment sheet. When programming a work activity, if it is deemed to have potential for excessive noise all attempts will be made to mitigate the risk.

Prior to works starting an assessment will be made on the potential of vibration and the potential effects on neighbouring properties. If it is deemed the work activity is going to create excessive vibration the use of vibration monitors will be requested and monitored using national guidance. If during the monitoring Trigger point readings are registered, the work activity will be halted until further control measures are put in place.

Vibration through plant movement will be assessed and where possible rubber track machines to be used

All the above will be in line with BS 5228-1:2009+A1:2014, BSI Standard Code of practice for noise and vibration control on construction and open sites.

17. Complaints and consultation

The project will be registered with through the considerate constructor scheme (CCS). Should we receive any complaints, these will be recorded within the CCS site file and on the CCS portal.

Regular news letters will issued to the local residents keeping them well informed on progress and upcoming activities

Enclosures:

- **Construction Programme**
- **Site Logistics Plan.**
- **Swept Path Analysis**