



Construction Management Plan (CMP)

For

**Manchester Piccadilly Hotel
London Road
Manchester
M1 2PG**

Distribution of the Plan

Date	Issued to	Revisions:
		The CMP will be reviewed and monitored regularly, as part of the Planning for Risk Meetings held on site
02/10/2023	Mark Bentley	Passed for review
02/10/2023	Howard Evans	Passed for review

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SPV Special Projects Ltd
SHEQ Manager

Index:

General Scope

Description of Works / Site Management

Proposed hours of working and days of the week Information board

Communication

Notification to neighbours

Complaints Procedure

Delivery and storage

Consolidated /re-timed loads

Site Vehicle Details

Safety of the Public

Parking

Public Transport

Plant Inspection

Vehicle Emissions

Avoidance of dust

Dust Pollution

Noise and vibration from plant

Controls and Monitoring

Appendices:

Appendix 1 - PR.H&S.011 - Environmental Emergency v2

Appendix 2 - PR.H&S.007 - Noise v2

Appendix 3 - PR.H&S.017 - Control of Vibration at Work

Appendix 4 - PR.H&S.005 - Scaffolding v2

Appendix 5 – Scaffold Traffic management plan

Appendix 6 – Tree Report

Appendix 7 - PR.H&S.018 - Temporary Works

Appendix 8 - CDM.H&S.APB - Site & Fire Plan

CMP.

This Construction Management Plan shows that SPV Special Projects Ltd will use all best endeavours to minimise disturbances including but not limited to noise, vibration, dust, smoke, and plant emissions emanating from the site during construction.

Description of works;

This project encompasses the supply and installation of insulation and associated components for cladding, in accordance with the architect's drawings. It includes providing all necessary fixtures and fittings to complete the task. Additionally, a warranty for the specified cladding product is required, covering design, product quality, and workmanship. The cladding will be applied to all sides of the Marriott Manchester Hotel building, which entails replacing spandrel panels beneath windows across the entire structure and upgrading safety systems for floors 1 through 8.

The cladding, insulation, membranes, and all related work must conform to the performance specification, meeting criteria for fire resistance, thermal efficiency, and weather resistance. Particular attention should be given to compliance with Building Regulations Approved Document (AD) Part B2.

We have considered the site's constraints in planning and have developed a strategy to execute the project as outlined in our Construction Management Plan. The Hotel earmarked for work is situated along London Road and the rear elevation on Berry Street. We have also considered potential interactions with residents, with a strong focus on ensuring the safety and well-being of all individuals affected by the construction activities.

Site Management.

The Project Manager, together with his site team will be responsible for the co-ordination of deliveries and access arrangements. They will be responsible, on behalf of SPV Special Projects for the implementation and enforcement of all duties and strategies included in this document.

The construction team will reduce as far as possible any potential impacts of construction on the highway network, local residence during the refurbishment of this hotel. They will ensure that the development does not prejudice the free flow of pedestrian and vehicular traffic and conditions of safety on the highway to the entrance to the car park at the rear and the access for the deliveries to the hotel. We will also maintain access for Liberty Point on Berry Street.

A complaints and communication procedure will be in place.

The Project Manager, will be solely responsible for maintaining communication with neighbouring properties and businesses. They will also deal with any complaints made and will head up any investigation required. Records of these complaints will be kept on site along with any corrective measures required as a conclusion of the investigation.

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Proposed hours of working and days of the week:

Days and hours of operation;

0800 and 1700 Monday to Friday

Between 09:00 to 16:00 for noisy works to be preform.

No deliveries will be made on Saturdays or Sundays and bank holidays. All in accordance with the local authority guidelines.

Information board;

The site boundary will be defined by a clean well, maintained hoarding. Safety signs and notice boards will be erected in accordance with company procedures. A Site Safety Notice Board will be located in a prominent position of the project and regularly update. Our site hoarding and H&S notice boards are clearly erected with the relevant information. This will be found at the South gable scaffolding and North gable scaffolding with one sited within the hotel car park area classed as a storage area for materials.

Communication Route.

The site induction is the primary means of communicating the Construction Management Plan to all sites personal. The site induction is carried out by the Project/ Site Manager to new operative and on the first day at work.

The Method Statement and Risk Assessment for individual activities including the erection of the workings platforms and the installation of the scaffold fans to Travis

Street will be produced by the specialist scaffold sub-contractor for SPV Special Projects Ltd to review and incorporate with in the plan.

Before construction commences the project manager will contact nearby residents and businesses, to address any specific concerns that they may have. We anticipate an on-going liaison between these parties. Coordination with the other developments will be undertaken and evidence will be provided that correspondence with these developers has occurred.

Site contact number will be placed in a prominent place with 24hr contact numbers displayed.

Notification to neighbours of building works;

We will drop initial introductory letter to neighbours prior to the commencement of any site works, all occupiers surrounding the site will be notified in writing of the nature and duration of works to be undertaken.

The name and contact details of a person responsible for the site works is included in the introductory letter and this will be used for all enquiries and complaints for the entire duration of the works and updates of work will be provided regularly and any complaints will be properly addressed as quickly as possible as part of SPV Groups' commitment to the Considerate Contractors Scheme.

Complaints Procedure.

Whenever an incident on site has occurred with a 3rd party/local neighbour, a formal complaints procedure should be brought to the site management attention whereby a Complaints Form is completed by the site manager or the complainant (Appendix 4 refers). When the incident is recorded it is subsequently raised to the SPV Group SHEQ Manager who shall then act upon the complaint and close out as soon as practical.

Access Routes/ (Route information);

The site induction and pre-order meetings are the primary means of communicating to contractors, deliveries and visitors so they are made aware of the agreed route. The ideal route will be issued to all parties as indicated in the attached traffic plan.

All traffic and pedestrian management measures, will be included on a Traffic Management Plan and necessary signage will be displayed as agreed with the local Highways and Transport.

Due to nature of the site and surrounding network deliveries must be restricted between;

Before 8am & after 4 pm to keep them from the busy pedestrian periods.

Deliveries of the material will be arranged to incorporate in the fabric of the building. All the material will be segregate and stored at ground level on hard standing within hotel car park.

Details of the Route for access and egress to the site can be found within Appendix 6 & Appendix 8.

Delivery and storage.

The existing access in Travis Street, Berry Street & London Road will be used during the refurbishment of this hotel.

Deliveries to site will be mostly on rigid lorries with a suitable HIAB crane for unloading materials on site.

Consolidated /re-timed loads;

In promoting Corporate Social Responsibility, we promote local employment and economy. This is achieved by using local supply where feasible. This improves local health by reducing freight impacts such as fossil fuel usage, congestion, pollution, and road construction and road casualties.

All our deliveries will be scheduled / sequenced to ensure that our site can accommodate delivery vehicles. No vehicles will arrive at our site outside an agreed time and if a delivery vehicle arrives it will be turned away and returned back to depot, this will further eliminate unnecessary congestion and nuisance especially for local traffic. Refurbishment of these blocks will be planned to minimise disruption to road traffic.

Safety of the Public;

The safety of the public and protection of pedestrians will be ensured at all times by having the construction area, materials storage areas and waste storage areas, either hoarded or fenced with lockable access. Relevant signage will be erected to ensure adequate warning/information regarding the health and safety of the public.

The site boundaries will be protected by the erection of hoarding with controlled access to the works. The main site pedestrian access into both blocks will be maintained throughout this project. The main vehicular entrance in Bell Barn Road will be open at all times during this project. The door to each site area shall have a key coded lock for site personnel to enter and will be kept shut during working hours to restrict unauthorised access to the site during operational periods. All visitors must call the site management team prior to entering the site.

Parking;

Parking on local streets will be discouraged and the SPV Special Projects Ltd site team is vigilant in ensuring that site personnel or visitors do not park illegally. Should any sub-contractor decide to continue to park illegally, SPV Special Projects Ltd will not hesitate to remove that contractor from the site. There will continue to be parking for hotel residents within the carpark.

Public Transport;

Alternatives to private car use have been considered by SPV Special Projects Ltd site staff and efforts will be made to communicate the advantages of public transport to all site personnel. Site personnel are always encouraged to use public transport.

Site meetings are arranged with a view to ensuring that attendees can use the public transport system to arrive and disperse from the meetings. Details of the local bus and rail networks – identifying key routes to the project will be posted on site notice boards and will be covered in the site induction to promote the use of public transport.

The SPV Special Projects Ltd site team is encouraged to become familiar with the local transport systems and operating times and to pass this information onto all personnel on site.

Plant Inspection;

All incoming materials/plant are to be inspected by a designated, competent member of staff who shall sign delivery tickets/notes, confirming inspection was carried out.

All other plants will be inspected on regular interval and findings recorded. All defective plants will be repaired or removed from site.

All scaffold structures will be inspected by a competent person, which must inspect at the following periods.

- Before being taken into use for the first time
- After any substantial addition, dismantling or other alteration
- After any event to have affected its strength or stability
- At regular intervals not exceeding seven days since the last inspection

These inspections must be carried out and recorded under regulation 12 of the Work at Height regulations 2005 to ensure that the scaffold continues to comply with the regulations.

All material hoists (one to south gable and one to north gable) will be inspected daily before use by the trained operators and a formal inspection will be carried out by the installation team as per manufactures guidance.

Vehicle Emissions;

All construction vehicles are required to comply with relevant European standards.

Suppliers and drivers are required to:

Switch off their vehicle's engine when stationary to prevent exhaust emissions

Maintain vehicles including engines in tune and catalysts working efficiently

All vehicles used by contractors must comply with MOT emission standards at all times.

Site Vehicle Details;

Vehicles entering the site for deliveries will include heavy and light goods vehicles which are not limited to the following and are as detailed below;

Rigid Lorries (8.8m x 3m)

Rigid Lorries with attached Hi-ab (8.8m x 3m)

LGV's (2.5 x 5m)

Frequency of deliveries;

- Installation of Scaffolding; During the installation of the scaffold structure on all elevations a rigid lorry will be institute during the erection of each elevation. This will be undertaken at the beginning of the project for a period of 6 weeks.
- Removal of existing cladding panels; These will be lower to the ground area where they will be loaded on to pallets and then shrink wrapped then moved to

the removal area to be lifted from site by SPV Special Projects rigid lorry by means of the Hi-ab. This will take place twice a week, depended on the weather and progress of the removal; of the cladding panels.

- New materials; These will be brought to site at the same time as above to be unloaded and removed to the areas within the internal court yard ready for use.
- All materials and existing cladding materials will be palletised and moved around the building by a suitable size pallet truck.

We have tried to assess the likely traffic loading for the Berry Street & Travis Street site and have based our assessment on rigid lorries as opposed to articulated lorries due to the tight nature of the surrounding roads and pinch point on the route to site. The construction period is currently assessed at 52 weeks with some of the above periods overlapping during the construction phase.

Waste;

SPV Special Projects Ltd will, as far as is reasonably practicable, take all precautions and measures to ensure the effective control of waste/pollution.

Procedures will be continuously developed to ensure that all 'controlled waste' produced or held as a broker is disposed of in accordance with legislation, codes of practice and guidance notes. Only registered or exempted waste carriers and managers will be used and regular monitoring will be maintained to ensure compliance with relevant legislation by carriers and sub or work package contractors.

Construction Dusts

This is a general term used to describe different dusts that you may find on a construction site. There are three main types:

Silica dust – created when working on silica containing materials like concrete, mortar, and sandstone (also known as respirable crystalline silica or RCS).

Wood dust – created when working on softwood, hardwood, and wood-based products like MDF and plywood.

Lower toxicity dusts – created when working on materials containing very little or no silica. The most common include gypsum (e.g., in plasterboard), limestone, marble and dolomite.

Control the dust.

Even if you stop some dust this way, you may do other work that could still produce high dust levels. In these cases, the most important action is to stop the dust getting into the air. There are two main ways of doing this:

Water

Water damps down dust clouds. However, it needs to be used correctly. This means enough water supplied at the right levels for the whole time that the work is being done. Just wetting the material beforehand does not work.

On-tool extraction

Removes dust as it is being produced. It is a type of local exhaust ventilation (LEV) system that fits directly onto the tool. This 'system' consists of several individual parts – the tool, capturing hood, extraction unit and tubing. Use an extraction unit to the correct specification (i.e., H (High) M (Medium) or L (Low) Class filter unit). Don't just use a general commercial vacuum.

Reducing Noise and Vibration

Given the nature of construction works many activities can give rise to higher-than-normal levels of noise and vibration, to address this, we will adopt the following practices:

Control of Noise

The Site Team will ensure that information on the noise level of any plant and/or activity which is intended to be used is obtained and considered before commencement of works.

The Site Team will ensure that any static plant to be installed on site or in the workshop is planned to be in a position which takes account of the effects of noise on the workers or public.

Where personnel will be required to work in situations where high levels of noise are likely to be encountered, the Site Team will ensure that full details of anticipated noise levels and frequencies are obtained before work commences.

Measures to reduce noise levels, below those levels considered to be unsafe must be planned or, if this is not practicable, suitable hearing protection equipment must be selected for use by personnel.

Monitoring of noise levels and frequencies must be undertaken as required by the current regulations.

Control of Vibration:

SPV Special Projects will put in place measures to protect employees from the risks of Hand Arm Vibration Syndrome (HAVS) and Whole-Body Vibration (Appendix 6)

These measures will include:

- Assessing the risks from vibration exposure.
- Taking steps to reduce vibration exposure.
- Considering vibration risks when purchasing or hiring equipment.
- Providing training and information for employees on the risks from vibration and the measures in place to reduce these.
- Providing health surveillance where the risk assessment shows that this is appropriate.

This will enable SPV Special Projects to satisfy its obligations under the Control of Vibration at Work Regulations 2005 and the Management of Health and Safety at Work Regulations 1999.

Trees Surveyed

A combined count of eighteen individual trees and one group was examined and mapped to evaluate their condition and size. You can locate the corresponding report in the appendix 6.

Scaffolding

Temporary works are any temporary arrangement required to construct or access the permanent works or used to support the permanent works during its construction and/or until it becomes self-supporting. This includes scaffolding, edge protection, propping, false-work, safety nets, staircases, formwork etc. Temporary works can also become part of the permanent structure, if left in situ.

To assist with the identification of different types of temporary works and level of second check, the following temporary works classifications have been coloured coded by SPV Special Project Ltd as using the traffic light system green, amber, and red, with green being lower risk and red being high risk temporary works. The categories should be used to establish the level of second check requested by the Temporary Works Co-ordinator.

Note: The categories 0 to 3 (below) are stipulated in BS 5975 (The Temporary Works British Standard) as a means of specifying the level of checks required for temporary works.

Please note this is SPV Special Projects interpretation of the different types of temporary works. The level of second check required is the responsibility of the temporary works co-ordinator (TWC) for this project will be Mark Bentley and the temporary works supervisor (TWS) for this project will be: Pauk Turner site manager.

Further information can be found in PR.H&S.018 - Temporary Works (appendix 7)

For this project the temporary works falls into the Category 0: This category will utilise proprietary products, constructed by competent tradesman and be of simple construction to a "standard solution" or manufacturer's assembly guide. Category 0 should be second checked by another member of the site team.

In general, these are items which can be designed and constructed based on the experience of competent tradesmen following standard solutions, assembly guides, equipment specifications and detailed method statements.

Normally this class of temporary works will utilise proprietary products, assembly guides, British Standards, European guidance and be of simple construction to a "standard solution".

Examples of temporary works that will normally be **Category 0** include:

- Shallow trenches less than 1.2 metres in depth in good ground.
- Proprietary shoring systems (trench and drag boxes) less than 2-metres deep, in good ground.
- Tube and Fitting Scaffolds which are "Basic" as defined in TG20:21 (if in doubt that the scaffold is "Basic" then request a TG20:21 compliance sheet from the scaffold company).
- Un-sheeted, tied scaffolds less than 16m high as per TG20:21 compliance sheets.
- Debris netted or sheeted, tied scaffolds less 16m high as per TG20 compliance

sheets.

- Internal Birdcage scaffolds as per TG20:21 compliance sheets.
- Roof saddle scaffold as per TG20:21 compliance sheets.
- Loading Bay of 10kN/m² if using a TG20:21 compliance sheet.
- Formwork less than 600mm in height from the ground.
- Edge protection, if a standard solution is available to BSEN13374.
- Fences or hoardings up to 1.2 metres high.
- 2-metre-high Heras fence panels supported, as per Heras erection guide.
- System scaffolds within the parameters of the assembly guides.
- Haki staircases or similar within the parameters of the assembly guide.
- Free standing aluminium access towers erected and used in accordance with the manufacturer's recommendations and PASMA guidance.
- Safety nets secured to robust primary members (i.e., hot rolled steel) as per HSG 33 (HSE guidance for Safety in Roof work)
- Simple scaffold beam spans less than 6m as per TG20:21 compliance sheets.
- Internal hoarding systems and temporary partitions not subject to wind or differential air pressure or crowd loading.
- Rubbish chutes and gin wheels within the parameters of the manufacturers guide.