

Construction Management Plan

RP Tyson Construction Ltd

Land at Devonshire Street/Coverdale Crescent, Ardwick

Description of Development

Redevelopment to provide self-contained apartments with ancillary accommodation, new vehicular access, landscaping and associated works.

The following measures will be undertaken during the construction phase of the development:

1. Dust suppression measures during the construction period

Dust extraction and protection measures will be put in place prior to stockpiles of excavated materials being retained on the site.

Water browsers and / or hosepipes with water spraying facilities will be provided to carry out dust suppression for construction activities carried out during dry, windy conditions likely to create visible dust emissions. The site manager will monitor all activities and damping down will be carried out as and when conditions dictate. Ensure 'muck away' wagons are sheeted-up if the load is dusty and the prevailing wind causes dust clouds.

Methods to reduce the risk of causing dust nuisance include the following:

- Water spraying of haul roads and stockpiles.
- Water spraying whilst demolishing the existing buildings.
- Seeding stockpiles earth for long term cover.
- Using sealed or sheeted containers/skips for waste materials.
- Erecting barriers or sheeting around works.

All tools and equipment that may cause a hazard in relation to expelling dust, will be fitted with dust extraction to minimise dust.

2. Control of noise and vibrations emanating from the site during the construction period

All local Noise Abatement Enactments are to be observed at all times. During the proposed works the control of noise emissions from the site and the impact of noise on the residents will be an important factor in the successful management of the project.

Carry out a noise assessment. Ensure noise levels are monitored and that noise limits, as defined in the contract document are controlled.

Detailed consideration will be given to the provision of noise attenuating and suppressing equipment to all mechanical plant.

Select and use plant / equipment appropriate to the work at hand. Ensure it is well maintained and do not allow plant to run unnecessarily. All Plant and equipment shall operate between the hours of

8.00am and 4.30pm. All Plant and machinery shall be adequately silenced and appropriate for the activity being undertaken.

Large items of plant shall be immobilised when not in use. All Test Certificates, Maintenance details, Plant daily inspection sheets will be retained on site.

Electronically powered tools will be used wherever possible to minimise noise.

Where necessary, appropriate action will be implemented by the Site Manager.

If Piling is required on this project Tyson Construction are aware that people are very sensitive to ground vibrations, and it should be noted that even minor vibrations may attract complaints from people living or working in the area. In addition, an increase in noise caused by piling operations will cause a change in ambient noise; an increase in noise level by 10dB is likely to attract some objection.

The Company will (before choosing the piling method to use), consider the circumstances at the site and the levels of noise and vibration that will be acceptable. In addition, we will notify all neighbours affected by the operations and the time scale of these.

Vibration monitoring as well as the noise monitoring (as mentioned) will be carried out, reports of which will be retained on site at all times to ensure it can be viewed at any time.

Pile driving using an impact hammer or vibro-driver generates ground vibrations, which are greatest close to the pile, whilst a silent and vibration-free pile installation, may be used to adopt a less environmentally-sensitive method of installation. The opportunity to adopt combinations of driving method should not be overlooked, as it may be feasible to press piles during more sensitive times of day, completing the final stage of the drive using an impact hammer.

There are at least four consequences arising from ground vibrations during piling, which will be considered.

They include:

- Disturbance to people
- Risk of cosmetic or structural damage to buildings
- Compaction settlement of loose granular soils
- Reactions ranging from “just perceptible”, through “concern” to “alarm” and “discomfort”.

Vibration levels in the region of 4-6 PPV (probable levels of peak particle velocity) should be acceptable on the project, these are subject to ground conditions.

The proposed pre-cast driven piling system will inevitably cause some noise nuisance, no piling will be carried out before 8.00 or after 4.30 during the week and not at all on Saturday.

As with vibrations, a forewarning (by way of a Newsletter) of the noise and its duration and intensity may improve people’s tolerance of the intrusion.

3. Hours and days of Construction work for the development

- Monday to Friday: site opening hours will be 7.30am to 5.00pm (works 8.00am to 4.30pm).
- Saturday: site opening hours 8.00am to 2.00pm.

- Sunday and Bank Holidays: site will be closed.

No plant will operate before 8.00 am.

Material Deliveries: 8.00am – 4.30pm daily, no deliveries will be made on a Saturday afternoon.

Plant and material deliveries will be carefully planned and closely monitored to minimise nuisance and inconvenience to nearby residents.

4. Contractors' compounds and other storage arrangements

Loading and unloading of all heavy plant, equipment and deliveries will be inside the site boundary.

Storage of plant and materials used in constructing the development will be stored on site in designated storage areas, it is envisaged that this will be in the compound areas (as per the layout drawing). All deliveries to site and plant movement on site will be controlled by a banks man. Materials will be delivered as required in order to minimise the quantity stored on site. All off loading or storage of any materials will take place within the site's boundary.

Tyson Construction shall erect solid timber or metal hoardings to all public boundaries and 'Heras' fencing to neighbouring properties and these will be regularly inspected in full accordance with BS5975: 2008 under the supervision of a Temporary Works Co-ordinator or the Site Manager.

They will be erected to a minimum height of 2.4 m to prevent unauthorised access to the site as described below.

Tyson Construction will ensure that the security fencing is secure, stable, and maintained to a high standard. It will also be constructed, as to present a tidy professional appearance and does not present a Health & Safety hazard to any occupiers, neighbours or passers-by. Where required vision panels will be added and further security measures such as monitored CCTV will be erected.

5. Provision for all site operatives, visitors and construction loading, off-loading, parking and turning within the site during the construction period

Tyson Construction will ensure that all light vehicles will park within our site boundaries. All Subcontractors vehicles will also be parked within the site's boundaries.

Loading and unloading of all heavy plant, equipment and deliveries will be inside the site boundary.

Storage of plant and materials used in constructing the development will be stored on site in designated storage areas, it is envisaged that this will be in the compound areas (as per the layout drawing). All deliveries to site and plant movement on site will be controlled by a banksman. Materials will be delivered as required in order to minimise the quantity stored on site.

6. Arrangements during the construction period to minimise the deposit of dust, mud and other similar debris on the adjacent highways – including the location, removal and recycling of waste

Mud, Loose material and dust nuisance can be a major issue during construction work, resulting from activities such as demolition / excavation, and vehicles using haul roads.

Once loaded / unloaded, all vehicles will be inspected by a fully trained operative prior to leaving the site and if required will be cleaned in a dedicated wheel wash area on site. The wheel washing facility will consist of a Karcher 180psi diesel powered pressure washing unit with lance and hose attached in an area which will be drained via a catch pit for excess mud / loose material removal.

The company will ensure that both the access to the site and the internal road will be constructed to base course level, prior to the construction phase of the project being undertaken. This will assist in minimising any transfer of mud and debris onto the highway.

Methods to reduce further that mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving include the following:

- Installation of wheel washing facilities at site entrance/exits. (ref site layout drawing)
- Water spraying Vehicles wheels and under chassis.
- Using sealed or sheeted containers/skips for waste materials.
- Ensure 'muck away' wagons are sheeted-up if the load contains dust or loose materials.

The public highway will be regularly inspected and if required a mechanical road sweeper will be employed to ensure that the highway is maintained in a clean and safe condition.

All materials arising from any excavation work will be classified by Tyson Construction in conjunction with Third Party waste contractors, and reflect the European directive and the Environmental Specialist as hazardous or non-hazardous and removed from site to accredited certified licensed landfill / reclamation sites under the auspices of the Waste Regulatory Authority and in accordance with the Local Authority requirements.

In line with best practice, a Site Waste Management Plan (SWMP) will be developed for the site and all waste produced will be logged on the SWMP as the works is commencing on each site. All waste transfers will be supported by the correct document (a controlled waste transfer note) for non-hazardous waste. The transfer of hazardous waste will be supported with a consignment note. Both documents will include a declaration that the producer of the waste has considered the waste hierarchy in deciding to dispose of the material. Waste materials will be segregated on site and loaded into specific containment located in a designated area.

7. The routing of construction traffic

The site is located on the corner of Devonshire Street and Coverdale Crescent. Proposed traffic route for site traffic will be along Hyde Road, turning into Devonshire Street and left onto Coverdale Crescent.

Appropriate signage will be fitted to the access and egress points to advise and inform other road users and pedestrians of expected vehicle movements.

A Traffic Management Plan will be produced, setting out the access and egress to the site and will be explained to all Subcontractors with a copy given to all Subcontractors at the pre-start meetings.

Material Deliveries will be will be 8.00am – 4.30pm daily, no deliveries will be made on a Saturday afternoon.

The immediate areas comprise a mix of residential, commercial and hospitality buildings all having on-road parking outside the properties. Access and egress to the properties will remain unaffected by

the works but this will be closely monitored throughout the project to prevent the potential of causing any obstructions.

These local / neighbouring conditions could constitute a hazard especially relating to vehicles delivering large loads to the site. To avoid any risk to members of the public Tyson Construction will inform its suppliers, to only use vehicles large enough for the road network.

The works will not prejudice the safety of vehicular and pedestrian traffic. All steps to ensure that the access roads and footpaths are cleaned on a regular basis particularly during excavation works. Whenever vehicles are entering or leaving either site, they will be under the control of a skilled, knowledgeable, experienced, trained Banksman.

All existing roads and footpaths around the sites will be kept open and clear of obstructions throughout the course of the contract. Notices will be clearly displayed showing pedestrian routes where they may be diverted or adversely affected by the works.

The construction of the development will proceed in accordance with this Construction Management Plan.