

Oasis Hub - Reliance Street, Manchester

Outline Construction Management Plan

Dated: 22nd September 2023

**Prepared by Spring and Company
Limited**

Oasis Hub Reliance Street

CONTENTS

	Page
1. Introduction	3
2. Proposed Programme	3
3. Site Works	3
4. Vehicle Movements to and from Site	4
5. Deliveries	5
6. Control of Dirt, Dust and Noise Pollution	6
7. Communication	7
8. Site-Set Up	8
9. Waste Management	8

Appendices

A Site Plan

1. Introduction

- 1.1. This is an Outline Construction Management Plan for the proposed EV Charging Hub at the land on the corner of Reliance Street and Oldham Road, Manchester, M40 1EZ.
- 1.2. The works generally include the design and construction of an electric forecourt comprising 16 no. electric vehicle charging with associated canopy/bio-diverse roof structure, erection of single storey retail unit. the works include external hard and soft landscaping.
- 1.3. The contents of this document will be reviewed, agreed and included within the Main Contract with the Main Contractor. The Main Contractor will have a responsibility to work with Manchester City Council to review the Construction Management Plan should any problems arise in relation to the construction of the project.

2. Proposed Programme

- 2.1. The anticipated duration of this development is 7 Months. A start on site date is yet to be confirmed however is likely to be in Spring 2024.

3. Site Works

- 3.1. Working Hours:

These will be in accordance with Manchester City Council Guidelines and Contractor Requirements which are yet to be confirmed. However, it is anticipated that the working hours will be between 7am till 5pm.

Subject to deliveries and abnormal works there may be a requirement for night time working and working at weekends as and when required. Full liaison will be maintained with the local neighbours through letter drop, regular email notifications and direct communication.

- 3.2. Materials Storage

Lockable storage areas will be established on site and will be used for the storage of material, small plant and will have the facilities for storage and testing of materials. The storage areas will be kept locked at all times with a designated person holding the official key. No hazardous materials should be kept within these unless relevant specialist precautions are taken. Due to the use of mechanical plant, diesel maybe required to be stored on site. For this purpose, double skin tanks with integral bund will be utilised.

- 3.3. Hoarding & Scaffolding

The hoarding for the site shall be installed around the works area and will likely be a timber hoarding to the main road elevations with a 2.1m security heras fence w/ debris netting to the boundaries to adjacent properties. All construction signage required under the CDM Regulations will be clearly displayed adjacent the site entrance including the Site Managers contact details and out of hours contact.

The hoarding & scaffolding will be inspected weekly by the contractor and repairs made if necessary.

The hoarding will include double vehicle access gates and pedestrian access.

4. Vehicle Movements to and from site.

4.1. Articulated vehicles & lorries

All construction traffic will be directed from Oldham Road down Reliance Street and then backed up into site as may be required as shown in the site plan located in **Appendix A**. The Contractor will provide a Banksman to assist with vehicle movements in and out of site.

Given the previous nature of the site, the carriageway and existing double vehicular access gate is suitable to accommodate articulated vehicles. Given the industrial nature of the neighbouring businesses – the road is suitable to accommodate large transport vehicles.

4.2. Safe access in / out of the site

A robust site logistics plan will be produced by the Principal Contractor as required under the CDM Regulations. This will include a designated access points which will be presented at all inductions on site for operatives and visitors and displayed clearly on the site information board.

It is the intention that vehicles will access site via Reliance Street via Vehicle Gate 1 as shown on the enclosed Logistics Plan dated 17th September 2023.

4.3. Wheel washing and underbody washing facilities

At the early stages of the project during muck shift and groundworks, there will be the risk of vehicles taking mud off site and onto the surrounding carriageways.

To keep surrounding road and the site entrance clean, the main contractor will employ a general operative / gateman who will control vehicle

movements and will be responsible for cleaning all vehicles leaving site to minimise any mud deposits on the highway. Details of this requirements will be set out in the Construction Phase Health and Safety Plan.

The roadways and highways will be monitored by the main contractor and will use a mechanical road sweeper if in the event that the roadways and highways need clearing as a result of the works.

5. Deliveries

5.1. Size of vehicles

Numerous types of delivery vehicles will be used to bring materials to and from site. these include:

- Transit Vans
- Skip lorries
- Ready mix Concrete Lorries
- Flatbed and articulated lorries for the delivery of various material including scaffolding, steelwork, reinforcement, bricks / blocks, cladding and glazing.

The Projected vehicle movements are approximately 10 per day.

5.2. Loading and Unloading

Due to the tight site constraints and main carriage ways, a designated loading point will need to be carefully considered and proposed by the selected contractor and agreed with neighbouring residents.

5.3. Pedestrian Access

A suitable pedestrian access point will be installed within the hoarding line to prevent any unauthorised access to the construction area.

All suppliers will be instructed that drivers of large construction vehicles are to call 10 minutes before they arrive at site. The banksman will ensure that no pedestrians are in the immediate vicinity of the junction when the vehicle undertakes this manoeuvre.

5.4. Delivery Scheduling and Monitoring

A booking in procedure for all vehicle movements will be implemented. All deliveries will be scheduled to minimise the number of vehicles on site at any time. Particular care will be taken to avoid the potential for large construction vehicles arriving when unloading areas are in use. No queuing will be permitted, and no HGV's will be allowed to enter the area until a

loading space is available for it. A log of all vehicle deliveries will be maintained throughout the programme.

5.5. Parking Facilities

There is limited car parking on site therefore the use of public transport will be promoted for all tradesman and visitors. Car parking permission is being sought to utilise the adjacent Pound Stretcher Car Park - 26 spaces.

6. Control of Dirt, Dust and Noise Pollution

6.1. Noise and Vibration

A Noise Impact Assessment will be undertaken using manufacturer noise data to predict the noise levels once more details are known of the proposed installation.

It is anticipated that through the use of an appropriate plant selection and location, along with mitigation measures as necessary, full compliance with recommended criteria will be achieved.

6.2. Vibration

The contractor will ensure that the methods for carrying out works are chosen to ensure that vibrations do not cause damage to any of the adjacent properties and that all plant and equipment used is well considered for the tasks in hand using the most up to date technology.

6.3. Emissions

Vehicle emissions are regulated under the Road Traffic Act 1988.

Measures to be considered for limiting emissions and avoiding nuisance will include one or more of the following as appropriate and as far as reasonably practicable:

- Ensuring that the engines of all vehicles and plant on site are not left running when not in use, to prevent exhaust emissions (and noise).
- Using low emission vehicles and plant fitted with catalysts, diesel particulate filters or similar devices.
- Using ultra low sulphur fuels in plant and vehicles;
- Requiring that plant will be well maintained, with routine servicing of plant and vehicles to be completed in accordance with the manufacturers recommendations and records-maintained for work undertaken;
- Maximising energy efficiency (this may include using alternative modes of transport, maximising vehicle utilisation by ensuring full loading and efficient routing)

6.4. Dust Pollution

Before commencement of the project the contractor will produce a Construction Phase Management Plan. This plan will detail their work methods and the controls that they propose to employ. This plan will also consider the use of water suppression, encapsulation of areas, scaffolding and general site waste management.

7. Communication

7.1. Neighbours

Be.EV (Iduna) have been heavily involved during the planning application stage where a full planning permission has been obtained for the proposed works. A social media communications plan has been agreed with regular updates issued on a weekly & key-milestone basis. There is also going to be a dedicated website where information can be sourced and a facility for any public comments to be made.

During the Construction period, the site team will have direct responsibility for fostering good community relations with all neighbouring residents and businesses.

The single point of contact will be established for all liaison with the general public and those who will be affected by the works.

7.2. Newsletters

If determined necessary by the contractor, information will be distributed by way of monthly newsletters keeping neighbours up to date with what has and will happen on site. we will ensure that any particularly sensitive works or issues are dealt with in a professional and accountable manner, with the public and local community kept informed at all times.

The regular newsletters will also highlight the key personnel and their contact details.

7.3. Information Boards

Information boards will be displayed on the site hoarding which will highlight the key personnel on site including their contact details.

7.4. Complaints

An open-door policy to the neighbours and existing tenants will be maintained throughout the course of the project, to discuss any concerns

they may have during the work and should any complaints arise to ensure they are treated seriously and in a professional manner.

7.5. Contact

Contact details of the site management team member responsible for the works will be provided before the commencement date. These details will be published in the newsletters as well as on the information boards.

8. **Site Set up**

8.1. Temporary Accommodation

Welfare Facilities in line with HSE guidelines will comprise of;

- Site Office
- Canteen area
- Drying Room
- Toilet / washing / showering

The exact location of these facilities will be reviewed and agreed with the principal contractor prior to contract award.

Due to the tight site restrictions, the initial concept is to position the contractors cabins and welfare facilities within the Pound Stretcher car park which is immediately adjacent to the site.

8.2. Site Security

It is likely that both a 2.1m security heras fence w/ debris netting or a 2.4m high plywood security hoarding will be erected at the site perimeter, to provide security and to protect visitors and members of the public during the course of the construction works.

A robust signing in and out procedure will be agreed with the principal contractor prior to start on site to ensure no unauthorised access during operating hours.

Site personnel will maintain warning signs, barriers and safety measures etc, and report any defects to the site management team.

9. **Waste Management**

9.1. Waste Disposal

A project specific Site Waste Management Plan (SWMP) will provide a cohesive and deliverable plan for the prediction, recording and management of site waste, this will be tracked to completion, and will form part of all the contractors site waste management obligations.

APPENDIX A

Site Plan – dated 17th September 2023