

Ref. STAT: 01

CONSTRUCTION MANAGEMENT PLAN

The Old Station Master's House, Manchester,

Revision B: 27 April 2023

INTRODUCTION

Planning application reference to which this plan relates.	135440/FO/2022 (Date of application: 28 November 2022)
Details of the condition to be satisfied:	Condition No 3: Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include: -The routing of construction traffic; -Detail the vehicular activity associated with the construction including appropriate swept-path assessment; -Details of the location and arrangements for contractor parking; -The identification of the vehicular access points into the site; -Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period; -The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location; -The details of pedestrian management

KEY INFORMATION

Site Location	48 Liverpool Road, Manchester, M3 4JH
Detail of the Works	Creation of holiday accommodation and external alterations to existing building including new rear wheelchair access door, alterations to boundary treatment, replacement and installation of new windows, new rainwater pipe and remodelling of part of existing roof.
Roadways affected by access and egress	Water Street. Manchester (close to the junction with Liverpool Road)
Key dates	Start on site (Proposed) – Monday 24th April 2023 Completion date (Estimated) – Friday 26th January 2024
Working Hours	Times of site operation will be strictly limited to 07:30 to

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	17:00 Monday to Friday, 08:30 to 14:00 Saturday and no work Sunday and Bank Holiday.	
Proposed main contractor	Walker Conservation Specialists Ltd, 6 Froxmer Street, Gorton, Manchester, M18 8EF. 0161 503 4968. <i>Walker Conservation Specialists Ltd have demonstrated compliance with the CHAS standards in line with SSIP Core Criteria and UK H&S Legislation and has been awarded accreditation to the requirements of the CDM Regulations 2015. Additionally they have demonstrated full compliance with 4 modules of PAS 91.</i>	
Key Photo 1: Photo of the related building and showing the junction between Liverpool road on the Right and Water Street on the left.		
Key Photo 2: Photo of the rear of the building from Water Street showing the yard access gates.		

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Key Photo 3:

This shows Water Street looking towards Liverpool Road. The area to the left side of bridge marked with and arrow is the location of the site compound



Key Photo 4:

This shows the area to side of bridge marked with and arrow (above) used as the location of a site compound for the Science Museum (2022). Water Street is to the front



DETAILED STATEMENTS, PREAMBLE:

For the ease of review we have laid the responses in this plan out using the same bullet point headings as the information requests in the planning condition:

In each case we believe that the statements given below are reasonable and proportionate the scale of the development. This is a comparatively small, domestic scaled project with no traffic associated with ground excavation or large scale demolition.

It should also be acknowledged that Water Street is a wide street in a quiet post industrial district of the City. The dynamics of pedestrian flow in the district will change once the Factory International opens in June 2023 and this response is complied with the risk of greater numbers of pedestrians in mind.

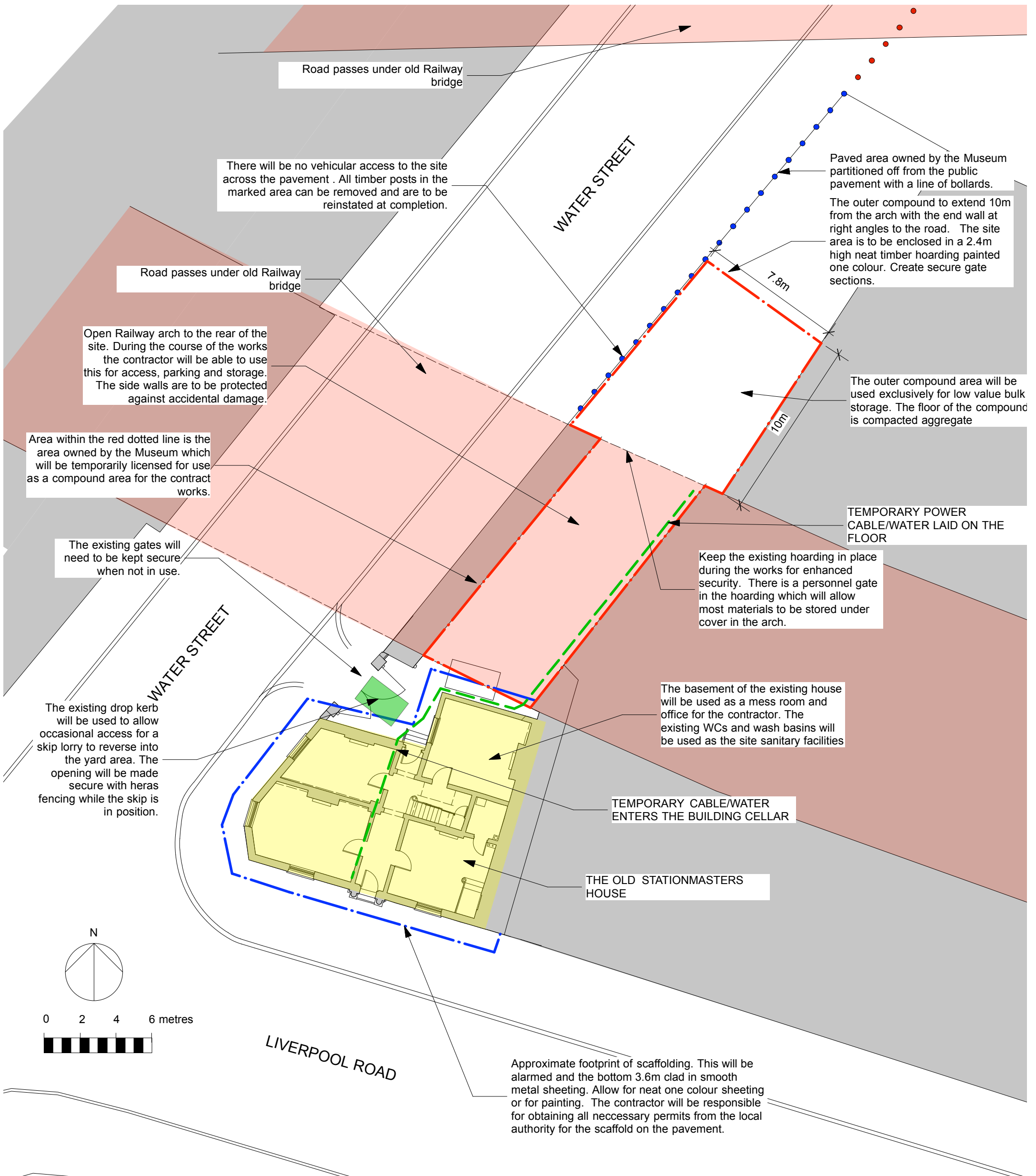
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RESPONSES TO ISSUES RAISED

1. The routing of construction traffic.

Please see also detailed site plan on the following page.

- There will be no on site parking.
- The modest scope of works proposed means that there is no need for any excavators, dumper trucks or large delivery vehicles to enter the site or the compound.
- The only vehicle that may enter the site footprint would be an occasional skip collection and delivery vehicle. To enter the site they will use the existing drop kerb and the gates immediately to the rear of the property and on such occasion this will be done with the assistance of a Traffic Marshall.
- Times of site operation will be strictly limited to 07:30 to 17:00 Monday to Friday, 08:30 to 14:00 Saturday and no work Sunday and Bank Holiday.
- The normal practice for bringing most personnel, materials and equipment onto site will be using light vans. The main contractor has a yard in Gorton and most bulk materials will be taken there and then brought to the site in smaller quantities, usually at the beginning of a day (730am) and unload to the compound just what is needed that day. The site operatives will arrive in those vehicles too and then the vehicles taken to off site parking.
- * Due to the restricted site, deliveries of materials on HGVs will be only undertaken in a pre-planned sequence. It is proposed that wherever possible movement of HGVs will happen between 7.30am and 10am when there are likely to be no pedestrians on Water Street. Using co-ordination between the delivery driver and the site team by mobile phone the delivery will be met by a Traffic Marshall and asked to reverse down Water Street from the Liverpool Road junction and park up alongside the site compound area.
- The pavement will be temporarily closed off with cones for the duration of the delivery, and pedestrians asked to cross the road to the opposite pavement. Assistance will offered by the available Traffic marshalls if it is needed.
- Depending on the materials being delivered they will either be lifted off the vehicle by hand or transferred by the vehicle's Hi-Ab crane. It would normally be the case that the whole duration of a delivery like this would not take longer than 20 minutes.



SITE SECURITY

The site is not overlooked and will be very vulnerable to thieves and intruders. As well as alarms and CCTV on the scaffolding the contractor is to allow for 'Armadillo' type CCTV stations in the compound area. the contractor should also retain the services of a Security Firm to monitor the CCTV, to attend to calls and to make calls through the night to check on the site.

The adjacent Museum site is monitored by CBRE

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THE OLD STATIONMASTERS HOUSE,
Redevelopment to form Holiday Accomodation
Site Access and Layout
For The landmark Trust

Scale: 1:200 @ A3 - Date: Dec 2022- By: AW

STAT:01/4100 REVISION: P3

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2. Detail the vehicular activity associated with the construction including appropriate swept-path assessment:

We believe that this has mostly been described under the previous section, key information would be:

- The only vehicle that would be accessing the site would be an occasional skip collection and delivery vehicle.

As we are only looking at relatively small vehicles entering and leaving the site infrequently (and using traffic marshalls) it has been agreed that there should be no need for a formal swept path analysis.

3. Details of the location and arrangements for contractor parking:

Please see the detailed site plan

- As the Compound area has been found to be unacceptable for parking it has been agreed that vehicles attending site will be required to use public car parks after initially dropping off tools / equipment / operatives

4. The identification of the vehicular access points into the site:

Please see the detailed site plan. The only usable access point to the site is off Water Street

5. Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period:

- The available area of compound will not be driven on so it is highly unlikely that any vehicle movements might churn this up and give rise to mud or dust being deposited on pavements or roadways.
- Notwithstanding these comments there will be a water supply available to the contractor in the compound area and the contractor will be vigilant for the potential build up of any significant dust and dirt and keep the compound clean and tidy.
- Any skips will be netted if there is a risk of high winds.
- The modest scope of works proposed means that there is no need for any excavators, dumper trucks that might dig up the ground to enter the site or the compound. There should be no need for a vehicle larger than a skip lorry or flat bed 'Transit' type van to come into the site compound and this will mainly be for parking during the course of a whole day. The point where they access the site is a concrete hard standing so it is unlikely that there could be any build up of mud.
- Should any vehicle be seen to be carrying in dirt or mud from other sites they have visited then a water supply is on hand to wash down the affected areas.

6. The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location:

The site compound will have a basic signboard with the contact details of the key firms involved in the project. This will include the main contractor and a designated security firm who will be involved in out of hours monitoring.

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The signboards will also have health and safety guidance confirming that it is a dangerous environment, signing in procedures and the types of PPE etc that will be required for access.

7 The details of pedestrian management

It is acknowledged that the dynamics of pedestrian flow on Water Street and in the district will change once the Factory International opens in June 2023 all of the above responses are complied with the risk of greater numbers of pedestrians in mind.

- There will be no vehicles regularly accessing the site as there is no parking. There may be an occasional skip delivery to the gated yard at the rear of the property.
- Normal practice will be for the vehicle to reverse onto the loading bays so that they will be clearly visible to any pedestrians while making this manoeuvre. When leaving they will have a clear view of the pavement (and pedestrians) if they have been reversed in. A Traffic Marshall in attendance when the vehicle is reversing.
- * Due to the restricted site, deliveries of materials on HGVs will be only undertaken in a pre-planned sequence. It is proposed that wherever possible movement of HGVs will happen between 7.30am and 10am when there are likely to be no pedestrians on Water Street. Using co-ordination between the delivery driver and the site team by mobile phone the delivery will be met by a Traffic Marshall and asked to reverse down Water Street from the Liverpool Road junction and park up alongside the site compound/parking area. This would only ever be for Isolated larger items like Cabins / Scaffolding – everything else will arrive on light vehicles.
- The pavement will be temporarily closed off with cones for the duration of the delivery, and pedestrians asked to cross the road to the opposite pavement. Wherever possible any delivery requiring the pavement to be closed will arranged for before 10am in as morning when the risk of encountering pedestrians will be less. Should pedestrians need assistance this will be will offered by the available Traffic Marshall.