

Construction Management Plan

Land At Corner Of Moss Lane East And Broadfield Road, Manchester, M14 4BW

Planning Application Number: 131985/FO/2021



26/09/2022

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2. Project Particulars

2.1 Full Address of Site

Address: Land At Corner Of Moss Lane East And Broadfield Road,
Manchester, M14 4BW



Figure 1: Location of site and site boundary

2.2 Planning Application Number

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3. Hours of Operation

This site will only be open during specific hours where construction related activities will be allowed to take place. The opening hours are presented in the table below.

Table 1: Site Opening Hours

General Construction Works	
Monday-Friday	08:00 – 18:00
Saturday	09:00 – 13:00
Sunday	Not Permitted
Bank Holidays	Not Permitted
Noisy Construction Works	
Monday-Friday	08:00 – 18:00
Saturday	09:00 – 13:00
Sunday	Not Permitted
Bank Holidays	Not Permitted
High Impact Construction Works	
Monday	08:00 – 18:00
Saturday	09:00 – 13:00
Sunday	Not Permitted
Bank Holiday	Not Permitted

4. Proposal

Proposal: Erection of four no.3 storey 4-bedroom terraced dwellinghouses together with amenity space and associated parking

5. Estimated Start Date and Duration

Table 2: Estimated start date and duration of works

Estimated Start Date	September 2022
Estimated Duration of Works	64 weeks

6. 24hr Emergency Contact

Table 3: Emergency contact information

Name	Ibraheem Albayati
Company Name	MAI Construction LTD
Position	Director
Telephone	07801857576
Email	info@MAIconstruction.co.uk

7. Details of Community Liaison

MAI CONSTRUCTION will commit to build and maintain ongoing community relationships during the duration of the projects. This will take place by way of letter drops to immediate neighbours with details of our intended construction activities giving them a chance to communicate with MAI CONSTRUCTION and comment on any potentially disruptive construction works.

8. Routes For Construction Traffic

The route for construction traffic traveling to and from the site is detailed below.

Vehicles Accessing Site:

1. Traffic will be directed to arrive from princess road (A5103) turning onto Great Western Street.
2. Vehicles will head eastbound on Great Western Street and turn left on to Broadfield Road heading north towards the site.
3. If the site's loading and off-loading area is clear of any vehicles or obstructions, then traffic can continue on Broadfield Road and into the site to load or offload deliveries.
4. If the loading/off-loading stations on the site are occupied, then vehicles will be asked to park on the on-road parking spaces available along the length of Broadfield Road until the site is ready to be accessed.

(MAI CONSTRUCTION's allocated traffic marshal will make every effort to ensure that wait times are kept to a minimum while prioritising the safety of other road users. Vehicles will be advised to park with their engines switched off to minimise disturbance to residents as well as the impact to the environment.)

Vehicles Leaving Site:

1. Vehicles leaving site will head north up Broadfield Road towards and turn left on go Moss Lane East towards princess road.
2. Vehicles will continue down Moss Lane East and turn onto Princess Road (A5103) heading north or south depending on their requirement.



Figure 2 : Routes for consruction traffic

9. Programme Of Works And Measures For Traffic Management

9.1 Programme Of Works (Estimated)

Table 4 : Estimated Programme of works

<u>Site Activity</u>	<u>Duration</u>
Site Clearance and Prelims	2 weeks
Substructure Construction	4 weeks
Superstructure Construction	20 weeks
Fit Out, Internal Works and Commissioning	30 weeks
Landscaping and External Works	8 Weeks

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9.2 Control of Construction Vehicle and Movement

The Site Management Team will put in place a convenient Delivery Management System, with the primary goal of ensuring that construction vehicles can be received directly on site upon arrival.

The following are the main elements of the Delivery Management System, which will be implemented as the site layout and scope of works permit/require:

- a. When placing orders, care will be taken to avoid "part loaded" vehicles and to best coordinate orders to reduce generating construction vehicle road trips.
- b. All contractors must notify the Site Management Team of all deliveries at least 48 hours before arriving on site.
- c. All deliveries will be recorded and posted on an hour-by-hour basis within the project office and will be monitored and checked by Site Management Team
- d. Drivers will contact the site 30 minutes before expected delivery time to ensure that provisions can be taken to ensure that the site is prepared for the load, adequate storage space is available, and the loading and off-loading area is clear
- e. Gateman/Banksmen and the Site Management Team will manage and direct all construction vehicle site access and egress movements at all the times
- f. Gateman/Banksmen will wear appropriate high-vis clothing and PPE
- g. Gateman/Banksmen will use appropriate signage to forewarn public of construction vehicle movements
- h. The gateman/banksmen will be competent and trained to carry out this role safely.
- i. Deliveries will only be scheduled and accepted during the sites operating hours.
- j. When expecting a delivery, and if required, efforts will be made to ensure the site is ready to accept vehicles directly into site.

9.3 Protecting Vulnerable Road Users

A banksman or traffic marshal will direct all vehicles around the vicinity the site, paying attention to any vulnerable road users such as pedestrians, cyclists, wheelchair users and any other road users.

10. Construction Vehicle Types and Quantities

The Duration of this project is an estimated **64 weeks** with an anticipated start date in the 3rd qtr. of 2022.

Table 5: Number of vehicles accessing the site

Site Activity	Duration	Vehicle Movements Required				
		Rigid Delivery lorries	Concrete Wagons	Grab Wagons	Box Van	Total
Site Clearance and Prelims	2 Weeks	1	0	1	0	2
Substructure Construction	4 Weeks	1	4	2	0	5
Superstructure Construction	20 Weeks	40	0	0	5	45
Fit Out, Internal Works and Commissioning	30 Weeks	15			30	45
Landscaping and External Works	8 Weeks	4	4	2	4	14

Table 6: Vehicle dimensions

Vehicle Type	Length (M)	Width(M)	Dwell Time (Minutes)
Rigid Delivery Lorries	10.2	2.5	30
Concrete Wagon	8.5	2.6	45
Grab Wagon	9.5	3	45
Box Van	6.7	2.1	15

11. Plant and Vehicle Delivery Arrangements

Materials and site delivery vehicles be positioned within the site and material loading and unloading area, which is within the site's secure fencing. The loading and unloading area will be built on a solid base that will be free of mud and debris to prevent mud being carried onto the highway.

All materials will be unloaded whilst delivery vehicles are positioned within the plant and material loading and off-loading area and will then be transported to designated material storage areas.

Drivers of delivery vehicles and plant will switch off their engines while not in use to prevent idling. Vehicles carrying waste or dusty materials will be sheeted or covered to prevent air pollution from dust or other materials.

Each day the banksman/gateman will be briefed by the traffic marshal or site management team detailing the expected deliveries their schedules and materials expected on site. A banksman will be present during all vehicle movements to aid the driver and to signal pedestrians or other traffic. Signage and barriers will be erected when and where required to protect site personnel and vulnerable pedestrians.

During loading and unloading operations, operatives will be monitored by suitably competent banksmen to ensure public safety and that street furniture, trees, and surrounding private property is not damaged.

All vehicle movements shall be carried out in line with the guidance and regulations stipulated in the "Safe Use Of Vehicle On Construction Sites" (HSG144).



Figure 3: Site Layout

12. Waste Management

MAI Construction's waste management plan will have the objective to ensure that waste is kept to a minimum at this site. The plan will specify who is responsible for ensuring waste is kept to minimum on site, this will start from contractors who likely be throwing away the waste, they will be instructed and directed by site management staff as to the correct arrangements. The waste management plan will also set out goals and objectives to meet recycling and waste targets. This will be monitored by site managers. Any special measures will be outlined and highlighted in the plan prior to the commencement of the next stage of construction. The plan will include any special training and support to encourage all members of staff involved in the project to participate in waste reduction objectives. Before each construction activity, the types and amounts of waste that will be generated will be outlined to ensure that the correct facilities will be in place for contractors to reduce waste. Any potential for materials to be recycled or reused will be specified at this stage. The plan will identify the waste destinations and transport methods and include which materials will be segregated on site for reuse or recycling. After completion of the project data recorded by the site management team will be reviewed and the waste management plan will include a review of the and any recommendations that should be taken forward onto the next project.

13. Muck Removal Arrangements

Spoil and muck will be removed via load and wait with muck away vehicles which will be loaded with integrated HIAB grab arms and grab buckets. Any muck to be carried out of site will be stored close enough to the loading and unloading area to ensure that the wagon can park in the loading and unloading area. No muck will be stored outside of the secure hoarded area of the site.

The muck away vehicles will use the same access routes as other delivery vehicles. Muck away/grab operation will be supervised by a banksman to prevent damage to surroundings and ensure the safety of site personnel.

14. Concrete Deliveries

Concrete will be delivered to site as and when required using concrete delivery ready mix wagons. The wagons will use the same access routes as the other delivery vehicles. A concrete pump will be required during the substructure phase of construction. Concrete delivery vehicles will be asked to park on the loading/unloading area of the site. Concrete unloading operations will be supervised by the banksman.

15. Parking Suspensions and Dispensations

No parking suspensions or dispensations are required for this project.

16. Parking for Site Operatives and Visitors

Provisions are in place to secure access to a plot of private land close to the site on the corner of Moss Lane East and Acomb Street. This location will be used as a secure location to store materials and equipment while not in use and facilitate off road parking for visitors and contractors. This is to

minimise the number of vehicles requiring access to the site and reduce potential congestion surrounding the site.

To reduce the impact on local transportation and parking, the site management team will advise contactors and visitors to use public transport and other sustainable modes of transportation wherever possible such as cycling and car sharing. The site management team will thoroughly investigate cases of inconsiderate, disruptive or antisocial parking in the surrounding streets.

17. Details of Boundary and Hoarding

As needed, hoarding will be installed around the perimeter of the site. This hoarding will be installed to protect the public's health and safety and to prevent unauthorised access. The hoarding will clearly display the contractor's contact information as well as relevant development information.

The Site perimeter will be constructed in such a way as to ensure that it is high enough to not easily be scaled. It will also be secure enough to ensure that it cannot be knocked down or penetrated. Access to the site will be controlled using secured gates for vehicles and pedestrians.

The hoarding will include secure site gates for vehicles and pedestrians as necessary, and the construction area will be planned to guarantee that:

- a. The pedestrian walkway will remain unobstructed at all times.
- b. During all vehicle movements, competent and experienced banksman/traffic marshal will be present.
- c. Access to adjacent properties will remain unobstructed at all times
- d. Vehicle drivers will always stay with their vehicles to ensure that vehicles can be moved immediately to allow access and exit to neighbouring properties if required.
- e. A banksman will be present during delivery and removal of waste or materials to ensure that the vehicle is in a safe location according to the site plan
- f. Access in the event of an emergency will remain unobstructed at all times
- g. A banksman or traffic marshal will direct all vehicles around the vicinity the site, paying attention to any vulnerable road users such as pedestrians, cyclists, wheelchair users and any other road users.

18. Mitigating Measure to Be Used To Control, Dust, Smoke And Odour

The HSE guidance, which is used as a standard for developments throughout the UK, suggests a number of mitigation measures that could be implemented during various dust and fine particle producing tasks on a construction site.

The following appropriate actions could be taken in the development of the proposed scheme in order to control, dust, smoke and odour from the construction site:

- a. Ensure adequate water suppression when performing large dust-producing tasks such as, grinding, cutting, and sawing.
- b. To prevent dust from escaping, skips, chutes, and conveyors should be entirely covered and, enclosed if required.
- c. Burning of any materials is not permitted on site.
- d. Excess material must be reused or recycled on site according to site rules and any relevant legislation.
- e. Hard standing will be used for vehicle routes where possible.
- f. Vehicle routes must be maintained and free of mud or trackable muck to prevent being carried onto the highway.
- g. Vehicle wheels/tracks should be cleaned in the washout area provided if they are carrying mud.
- h. All vehicles carrying dusty materials should be adequately covered
- i. Delivery areas, stockpiles and particularly dusty items of construction plant should be kept as far away from neighbouring properties as possible to prevent dust being carried into neighbouring properties.

19. Details Of Best Practise Measure to Reduce Noise And Vibration

The following measure could be implemented as and when required to reduce noise emanating from the construction site.

- a. The first step that would be to carry out a different (less impactful) activity. This action can only be taken if it has no impact on productivity or safety.
- b. If (a) is not possible, the next step would be to control the periods of noise work during any particular day. For example, limiting works to two hours on/off to allow periods of respite during the working day.
- c. In the event that both (a) and (b) cannot be achieved for any particular reason such as an impact on structural integrity or health and safety implications, then a noise barrier or enclosure should be constructed to ensure noise levels are kept as low as possible to reduce disruption to neighbouring residents or businesses.

It is crucial to maintain open lines of communication with the neighbourhood's businesses and residents to highlight any worries about the negative effects of development.

To lessen the possibility of noise and vibration complaints, it is advisable to use best practical methods (BPM) throughout the construction process. It is important to inform all contractors and subcontractors of the working procedures put in place to minimise complaints. All site inductions will include this information.

The general noise and vibration mitigation proposals would be in accordance with BPM as specified in BS 5228-1:2009 and would include, where possible, the following:

- a. Investigate the cause of the disturbance leading to the complaint.
- b. Investigate if any limits have been exceeded
- c. Provide a response to the complainant
- d. Ensure that good lines of communication are maintained with the properties adjacent to the development especially during times of high noise and high impact activities.
- e. Ensuring that vehicles that are stationary for extended period of time do not leave their engines running on idle.
- f. Fitting acoustic dampening attachments to any noisy equipment
- g. Operating plant at low idles and low speeds
- h. Selecting electrically powered equipment instead of internal combustion, using hydraulic instead of pneumatic and using wheeled plant instead of tracked.
- i. Properly maintaining all plant (greased, blown silencers replaced, saws kept sharpened, teeth set and blades flat, worn bearings replaced, etc.)

20. Storage of Plant and Materials Used in Constructing the Development

20.1 18.1 Storage of Plant and Materials Used in Constructing The Development

A high level of "housekeeping" will be achieved and maintained across the site.

Good cooperation and coordination between all parties involved, including the customer, contractors, suppliers, and the building trades, are essential for safe and effective material storage.

On all projects the arrangements for materials storage should be discussed and agreed between contractors and the project client.

Best practice for material storage include:

- a. Designate storage areas for plants, materials, waste, flammable items like foam plastics, flammable liquids and gases like propane, and hazardous materials like pesticides and chemicals used in timber treatment.
- b. Avoid letting storage "spread" uncontrollably onto pavements and other walkways on pedestrian routes. Avoid storing goods where they might restrict access or interfere with escape during an emergency.
- c. FLAMMABLE MATERIALS: must be stored separately from other items and secured to prevent accidental ignition.
- d. If materials are stored at a height, such as on top of a container, make sure guard rails are in place to minimise the risk of people falling while stacking or collecting materials or equipment.
- e. Always keep all storage areas tidy and neat.
- f. Keep the quantity of materials on site to a minimum by thoroughly planning deliveries as and when required.

20.2 Location of Accommodation of Site Operatives, Visitors and Construction Vehicles During the Construction Period

All personnel present on site will be informed of the procedure for acquiring access to the site, and security gates or barriers will be utilised to control entry into the work area. There won't be any space for personnel or guests to park on-site.

The location of material storage/goods receiving areas will be carefully planned in order to minimise the need for delivery vehicles to travel through the site. As the site develops, these areas may need to be repositioned. Staff welfare and accommodation will be located away from the work area; however, these areas may also need to be relocated as the site progresses.

21. Measure to Prevent Deposit of Materials on the Highway

Vehicles used for material, plant, concrete, and spoil disposal will park in the plant and material loading and off-loading area, which will be inside the site boundary as depicted in the site layout.

The loading and unloading area will be built on a solid substrate that will be kept free of mud and dirt to avoid track out onto the public highway. Any mud or dirt that is unintentionally tracked onto the highway will be cleaned up immediately

Measures will be taken to protect the public highway from construction-related damage and to prevent concrete and other debris from being washed into the public highway drainage system. Furthermore, we confirm that any such highway damage will be reported to the Local Authority as soon as possible.

It is unacceptable for mud or other debris to be dumped on the road coming from the development site or from any construction vehicle connected to it. Concrete scraps or other debris must never be allowed to enter the drainage system.

Protection of the road and pavement surfaces from HGV movements, skip movements, outrigger movements, and other relevant plant, materials, and equipment movements will also be taken into consideration.

In addition, the following points will also be implemented depending on the scope of work and the layout of the premises:

- a. A wheel wash facility will be provided at all vehicular egress points from the development site to ensure that mud/detritus from the site is removed prior to vehicles leaving the site and is not deposited on the public highway.
- b. Wheel washing will be carried out by a suitably attired person using water only,
- c. Mud will not be disposed of into the foul water drainage system
- d. Although it is unavoidable that no mud/dirt will end up on the public highway, any transfer from mud from the site will be cleared up immediately.