

CONSTRUCTION MANAGEMENT PLAN

4 Thirsfield Drive Manchester M11 4BF

**Erection of Two Storey Detached Dwelling House (class C3)
With Associated Parking and Landscaping**

1	Introduction.....	3
2	Existing Conditions.....	3
3	Construction conditions.....	4
4	Health and safety.....	4
5	Protection of the public and pedestrians.....	5
6	Delivery times, Planning, and monitoring.....	5
7	Site Access and Egress.....	6
8	Staff Transport and parking.....	6
9	Construction Site Layout.....	6
10	Storage.....	7
11	Waste Disposal.....	7
12	Control of Noise.....	8
13	Control of Dust, smell, and other Effluvia.....	8
14	Wheel Cleansing Facilities.....	9

1 Introduction

The Project needs to be carefully controlled so as not to have significant impacts on the environment and the local community. Both the client and the construction contractor have a key responsibility in ensuring that these environmental impacts are controlled adequately. Management during the construction works will be delivered through the development of the Construction Management Plan (CMP). The CMP will detail how the construction works will be undertaken and managed in accordance with the Planning application, Planning conditions, contractual and legislative requirements, and construction industry best practice. Measures to control noise and vibrations; Dust suppression measures; Compound locations where relevant; Location, removal, and recycling of waste; details of emergency contact telephone numbers; Parking of construction vehicles; and sheeting over of construction vehicles, the development shall only be carried out in accordance with the approved construction management plan. Reason – to safeguard the amenities of nearby residents pursuant to policies SP1, and DM1 of the Manchester core Strategy.

2 Existing Conditions

The site is located at 4 Thirsfield Drive Manchester and the site is accessed from Thirsfield Drive to the west of the site. Existing housing lie to either side, behind and opposite. The site is overgrown across its entirety. There is some evidence of the former building still on site with some rubble in places. In addition, some rubbish/litter and waste wood were seen across the site. The site is currently used as a garden since it was purchased by the owners.

3 Construction Conditions

The finished floor levels will be 150mm above existing/proposed ground levels. Excavated material will be reused where possible to reduce removal and importing fill to and from site.

Given the nature of the construction works, the volume of HGV vehicles using the site during construction will be relatively low. The majority of traffic movements will be contractors transport consisting of cars and vans.

The duration of construction is likely to be approximately 52 weeks from the commencement of ground works to final completion. Local residents will be informed of the construction period as well as contact details for site staff should they have any queries for concern.

Hours of work will comprise of Monday to Friday 8am until 6pm except bank holidays.

4 Health and Safety

The contractor and their appointed sub-contractors will carry out all operations on this development in full compliance with relevant Health and Safety Regulations.

This GMP includes details of traffic management and will be implemented and amended to suit the progress of construction. The GMP will include both pedestrian and vehicle routes to and from the site, as well as movement on the site itself. This is discussed in greater depth later in the document.

All sub-contractors employed by the contractor will attend a pre-contract meeting, during which health and safety compliance will be reviewed.

All relevant health and safety signage will be displayed as necessary.

5 Protections of the Public and Pedestrians

The boundary to the site will be reinforced with Heras fencing or 2.4 mtr hoarding, to prevent unauthorised access. On the hording appropriate health and safety notices including prohibiting unauthorised entry will be placed. Gates or locked fence sections will control the access on and off the site and theses will be securely locked at the end of each working day.

A daily check will be completed of site security fencing, gates, and external signs in addition to the normal on-site safety inspectors.

6 Delivery Times, Planning and Monitoring

Vehicle types – numerous delivery vehicles may be used to transport material to and from the site.

Times. These may include:

- Skip lorries. These will include roll on/roll off skips (standard 8-yard skips for waste (approx. size 7m long and 2.4 wide)
- Ready mix concrete lorries, (approx. size 8.25m long and 2.45m wide)
- Flatbed deliveries of various materials including scaffolding, steel work, reinforcement, bricks/blocks, timber roofing materials, plaster joinery etc. (approx. size 8.5m long and 2.45m wide)
-

Deliveries will be programmed to be as efficient as possible, minimizing vehicle movement and journey distances using the following principles.

- Procurement of materials from local suppliers where possible and appropriate.
- Deliveries of waste or recyclable materials to local centres if possible.
- Maximising the size of loads by appropriately sizing on site storage areas and calculating materials and waste loads accurately and co-ordinating material requirements. If possible, using delivery vehicles to remove waste.

Deliveries will be monitored against the delivery plan to check the times, vehicle and the route taken from the site. Drivers/companies not complying with the requirements of the plan will be contacted and appropriate action taken.

7 Site Access and Egress

The initial site set up works will be used the existing access to the site at 4 Thirsfield Drive Manchester. After clearing up of the site and some demolition works there will be sufficient space on site for storage and limited parking of contractor's vehicles.

Site staff will follow a procedure to regulate, direct and monitor pedestrians and limited vehicles movements in and out of the site.

Visitors to the site will be given inductions (where required) in an appropriate area of the site.

8 Staff Transport and Parking

All staff are encouraged to utilise local public transport options and encouraged to travel to site using sustainable transport modes. Staff with heavier machinery/ tools will be allocated area to unload and park their vehicles. This area will be separated from construction operations and will be monitored. Visitors will be directed to on- and off-street parking nearby but away from residential frontages.

9 Construction Site Layout

The positioning of vehicles and pedestrians' routes, site offices, loading and uploading and unloading areas, material waste storage and re-cycling, parking, and staffing will be subject to changes by the main contractor. Different stages of construction will require movement of some of the temporary facilities. There is adequate space on site to manage construction activities without causing as unacceptable impact upon the surrounding highways network.

10 Storage

All materials will be stored on site in designated areas and in line with the manufacturer's instructions. Materials will be off loaded from delivery vehicles and then moved to the appropriate areas as necessary/appropriate. Any vehicle movement will be in line with the designated site routes.

Construction materials such as cement, oils, and fuels for site plants etc, have the potential to cause pollution. The risk of fuel spillage is greatded during refuelling of plant. Mobile plant would be refuled either off site or with in a designated area on hard standing. All pumps, hoses etc., would be checked regularly.

11 Waste Disposal

Every effort will be made to keep waste materials on site to a minimum during the construction of the site. Any waste that is unavoidable will be disposed of as per the manufacturer's instructions and with regards to COSHH and waste regulations and guidelines.

A site waste management plan will be developed prior to the commencement of work on site for the management and reduction of site waste.

Separate skips will be used on site where possible, to segregated waste before it is removed by a licenced waste carrier. On no account will waste be burnt on site.

The proposed site levels will be similar to existing, to reduce as far as possible the removal and import of construction materials.

12 Control of Noise

Best practicable means (as defined in section 72 of COPA 1974) will be employed at all times and in all areas to minimise noise and vibration emissions from the works. The relevant recommendations for the control of noise and vibration on construction and open sites in the approved Code of Practice BS5228 will be adopted whenever possible.

In general, the following measures will be taken:

- Hoarding and fencing will be inspected regularly and repaired as necessary
- Access gates will be controlled to minimise flanking sound
- All handheld and portable equipment where practicable will be electrically powered
- All plant and equipment will be maintained in good working order
- Plant, where in operation intermittently, will be switched off during periods of inactivity
- All vehicles will observe site speed limits.
- Stationary equipment and plant will be placed when possible, so as to provide a screening to other items of plant and located to provide minimum noise emissions in the direction of noise sensitive areas.
- Care will be taken when loading and unloading materials to limit impact noise
- Vehicles will not be permitted to queue on the road or pavement outside the site access
- =vehicles parked within the site, during working hours will have their engines switched off.
- Vehicle routes and traffic management plans will be arranged to avoid where possible any reversing operations.
- Activities which can produce significant levels of noise will be arranged for the times which are less likely to cause disturbance whenever possible
- In addition to the above, any plant on site will be compliant with UK noise limits applicable to that equipment or is no noisier than would be expected from such plant.
- All plant will be maintained properly and operate in accordance with manufactures recommendations
- Problems concerning noise from construction work can sometimes be avoided by taking a considerate and neighbourly approach to relations with local residents

13 Control of Dust, Smell, and other Effluvia

Work on site will be conducted in such a way that such is kept to a minimum, and water will be readily available as necessary for water suppression.

Air quality No specific mitigation, other than adopting best construction practices are proposed with regard to air quality. The CMP will ensure that measures are in place to minimise dust during construction activities, during drier periods and earth works operations.

14 Wheel Cleaning Facilities

There will be limited excavations for services and drainage works and utilities and it is not expected that wheel cleaning and road sweeping will be necessary. As soon as practicable excavations will be reinstated reducing any potential for tracking any dirt or mud onto public roads. Roads will be monitored for debris that might require sweeping.

During the remainder of the construction period, the cleanliness of the site roads and roads surrounding the development will be monitored.