



RussellWBHO

Duerrs, Dallimore Road – Warehouse Extension
Roundthorn Industrial Estate, Wythenshawe,
Manchester, M23 9NX

Construction Management Plan




RussellWBHO

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Revision Updates

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1. Introduction

RussellWBHO have been appointed by F.Duerr & Sons Ltd as Main Contractor to carry out the design and construction of a new warehouse extension to their existing .

The following information provides the RussellWBHO proposed construction methodology based on our knowledge of the works and based on previous schemes of a similar size and nature.

This document consists of the following sections

- Environmental Policy
- Environmental Management System
- Significant Environment Aspects
- Communication Strategy

Project Specifics

- Construction Programmes and Sequencing
- Waste and Recycling
- Discharges to water and land
- Flood Risk
- Transport Management and Site Logistics
- Prevention of Mud/ Debris on the Highway
- Underground Services
- Community Liaison
- Noise
- Vibration
- Air Quality and Odour Control
- Training of Site Staff
- Lighting and Mitigation of Light Pollution
- Ecological Management

The following document outlines the initial management intent to be adopted throughout the works.

2. The Development

The proposal is to provide an extension to the existing production warehouse D1 facility at Dallimore Road, Roundthorn Industrial Estate, Wythenshawe, Manchester and will be subject to a planning application. The planning application comprises the construction of a 2 bay single storey extension to the rear of the existing D1 warehouse.

3. Outline Programme

We anticipate the timescales of the construction works to be as follows,

Activity	Weeks
Demolition	2 activity weeks
Construction Period	14 activity weeks
Total	16 activity weeks

The above timescales are based on normal working hours of 07:30am – 6.00pm Monday to Friday and 08:30am – 14:30pm on Saturdays. Deliveries will take account of peak market periods where possible to reduce the traffic levels surrounding the site. Sundays and bank holiday working will be avoided where possible but may be required at some points through the works.

In the event that works are required to be completed outside normal working hours, we will seek approval from Manchester City Council and provide a news bulletin to the local residents and businesses explaining the need to work out of hours, the types of work to be completed and the likely duration of such works. It is considered that such instances will be limited, however these may include the transportation of large site machinery to and from site, power floating of concrete floor slabs which require continuous work following pouring to achieve the finish whilst the concrete cures.

4. Construction Methodology – Site logistics: Access, Egress and Compound

The main entrance into the site will be from Dallimore Road through the warehouse yard which will continue used daily function of the factory

It is proposed to utilise this main entrance/exit during the construction phase of the development construction traffic and the main markets

Site traffic will be directed via signage to the site area

Deliveries will be co-ordinated with the site logistics team to minimise any disruption to the normal function of the warehouse

No site delivery vehicles will be permitted to queue on Dallimore Road and will transit through the site gates to a holding point within the site compound for offloading or loading.

4.1 Traffic Management

Traffic Management Plan has been prepared to address the following issues:

- Traffic Management procedures for the project.
- Access, egress and turning points.
- Temporary or permanent alterations to local traffic routes/regulation orders
- Additions or alterations to signage and road markings (Lawton Street).
- Segregation of vehicles and pedestrians on site.
- Any other measures to ensure the safe movement of pedestrians and vehicles, both on and off site such as angled site hoarding to maintain eye lines for moving traffic.

In preparing the Traffic Management Plan, we have considered the following:

- Impact on adjacent developments and properties
- Pedestrian Access routes.
- Facilitating deliveries to and from the construction site.
- Segregation of the construction site from the general public and highways
- Maintenance of existing refuse bin collection from existing properties.

The traffic management plan will be strictly enforced during the works and will be communicated to all subcontractors, suppliers and staff prior to commencement on site.

A Gateman will be used to manage all site deliveries with subcontractors equally responsible for adhering to the agreed procedures. All deliveries of plant and materials to site will be clearly directed into the site and to the required unloading area, where the materials will be unloaded by crawler crane or by telescopic forklift (pending timing of deliveries). The materials will be placed directly onto the building footprint loading areas/loading tower scaffold top by the crane/forklift. A mechanical hoist will also be installed to distribute the materials to the relevant floor levels. Whilst some limited storage for material is available on site therefore materials will be required to be scheduled to arrive on a 'just in time' basis. All subcontractors and suppliers will be required to give prior notice to RussellWBHO so that weekly the delivery schedules can be planned and managed effectively.

4.2 Pedestrian Routes

Pedestrian Access will be maintained at all times from the main entrance off Whitworth Street East from the existing public footpath and along the existing footpath route within the markets site.

4.3 Site Welfare, Security & Parking

The position of the Site welfare for the project is located on site. This has enabled us to separate the main personnel access to site away from the vehicular deliver routes and public highway this minimising the risk of vehicle and personnel interface.

The perimeter of the site will include existing paladin and temporary Heras fencing hoardings to enclose the works and separate from the general public. Gates will be provided in the hoardings for access at identified in **APPENDIX A** . During construction works, these gates will be manned during working hours to control and manage vehicles entering and existing the site. All personnel entering and exiting the site will be recorded and logged.

Out of hours the gates will be locked and secured with an out of hours monitored CCTV system monitoring the site .

Vehicles exiting the site will be checked for cleanliness and where necessary the on-site wheel wash facilities used to minimise dirt from spoiling the general highways. At certain times through the works, this will be supplemented by a road-sweeping operations. Where required certain vehicles will also be sheeted where there is a risk of objects or dirt falling off during transport to and from site.

There will on-site parking for the Contractors operatives and staff as due to the nature of the project personnel number are expected to be low.

As part of our sub-contractor enquiries & orders, all personnel will be made aware of the necessary site measures and rules so that the works are effectively pre-planned and requirements managed when on site.

5. Construction

Site hoarding lines will be aligned as per the attached plan. Initial site preparation works will progress and a construction mat laid to enable the commencement of construction works, and keeping the site and surroundings cleaned.

The works shall generally comprise: -

- Establish Site set up, traffic routes, hoardings.
- Excavate foundations
- Drainage works.
- Water, gas and power and telecoms ducting provisions.
- Install structural steel frame
- Completion of roof and wall coverings.
- Installation of Mechanical and Electrical Services
- Completion of Finishes (ceilings, wall and floor finishes).
- Completion of hard landscaping within the site perimeter.
- Removal of hoardings.
- Final Completion and clear site

6. Health & Safety

6.1 CDM

The project will be completed in accordance with the Construction (Design and Management) Regulations 2015 and all other relevant legislation.

6.2 HEALTH & SAFETY PLAN

Prior to commencement on site a Construction Phase Health and Safety Plan will be produced by Russell's, the contents of this will include:

- Responsibilities
- Standards
- Review of the Health and Safety plan (Pre-construction)
- Development and implementation procedure
- Information, co-ordination and co-operation
- Welfare
- Training
- Contractors Site Rules
- Monitoring
- Health and Safety File

Risk assessments and method statements (RAMS) for all elements of the works will be prepared by the individual sub-contractor appointed on the project. All works tasks will be risk assessed and final RAMS approved by a competent member of the site team prior to commencement of the works on site. Any deviation from the agreed risk assessment and method statement will result in the relevant works package activity being temporary halted until the necessary re-assessments and control measures are put in place.

7. Environmental

An Environmental Plan will be adopted on site to demonstrate the following:-

- Applicable environmental legislation
- Pollution
- Nuisance
- Ecology
- Public Relations

7.1 Pollution

RussellWBHO will identify any potential pollution risks and adopt control measures to minimise or eliminate where possible, pollution. The plan will identify protection measures where there is a perceived direct risk to water courses due to certain construction activity for example:-

- Foundations.
- Earthworks (including stockpiling of spoil, and movement/storage of contaminated soils).
- Dewatering of excavations.
- Concrete works (including washing out concrete delivery vehicles).
- Storage and movement of fuels, oils and chemicals.
- cleaning (including plant/machinery and wheel washing)

7.2 Nuisance

Noise – The construction methodology adopted will use established techniques. Off-site prefabrication of components will be adopted where possible and appropriate to avoid on site manufacture. It is considered that adopted measures such as this will reduce the impact of noise generated from construction activities.

On site works will only be carried out within the permitted and agreed hours.
All plant will be fitted with appropriate silencers where possible and plant sufficiently maintained to ensure it is in good working order.
Vehicles will be encouraged to turn off when not in use and not left idling.

Vibration

The most likely source of vibration during the construction works will be demolition/groundworks.

Air Quality

The sources of dust and emissions during construction will be via: -

- Site excavations
- Vehicle movements to and around the site
- Dust blown from stock piles of spoil/earth
- Materials handling during movement to and from stockpiles
- Construction operations – pouring concrete/screeds etc.

Due to the nature of construction site activities, the control of dust emissions will rely upon good management provisions, good site planning to minimise dust from becoming airborne. The weather conditions also contribute to the effects of dust emissions and as a result it is sometimes difficult to wholly eliminate dust from existing the site boundaries. The prudent use of water application, screening and good site planning and management will ensure effective dust control consistent with good practice and the standards expected of a major construction site. The use of wheel cleaning facilities (i.e. jet washing) referred to in Section 4.0 will be of particular importance in periods of wet weather to prevent mud transferred off site drying and becoming a source of dust emission. The following measures will be implemented: -

- Using water sprays to maintain damp surfaces during dry weather.
- Place dust raising equipment away from site boundaries and sensitive receptors.
- Keep stockpiles for the shortest time possible and covered during dry spells where possible; Fine material stored in contained/ enclosed form.
- Minimise unnecessary handling of materials.
- No burning will be allowed on site.
- Sheeting of Lorries during transportation of construction materials and spoil export.
- Enclosure or covering all containers to prevent escape of dust and waste materials during loading and transfer.
- Providing wheel cleaning facilities (i.e. jet washing) for all vehicles on leaving the site; and regularly brushing roads.
- Construction of hoardings at the site perimeter or around dust sources.
- Vehicles not left idling, engines to be turned off.

Considering the potential impacts of emissions from construction traffic and plant, a number of mitigation methods could be applied to minimize the exhaust emissions, which include: -

- Requiring the use of reasonably new vehicles which conform to Euro II standards as a minimum
- Ensuring that all construction plant and equipment is maintained in good working order and not left running when not in use.
- The planning of deliveries to be outside the peak rush hour demands thereby reducing the amount of standing time and avoiding adding to congestion.
- Adopting off site assembly where possible to minimize the number of road miles by construction traffic.
- The use of localised subcontractors, suppliers and labour where possible to minimise the distance travelled to site and hence the emissions produced.

Lighting

The use of artificial light during construction will be controlled and monitored to reduce the impacts on the surrounding residential properties.

The lighting strategy will be such that safe levels of light are maintained for the works, however, where there is a risk of light pollution or nuisance to surrounding properties, shields will be provided to the lights to mitigate such effects.

7.3 Public Relations

RussellWBHO will communicate regular updates to the surrounding residents and business either as a leaflet drop, newsletter or where required face to face discussions.

Neighbouring Premises/Businesses- All neighbouring properties will be initially advised by initial introductory letter of the forthcoming works.

RussellWBHO will liaise with the Duerrs Management Team to ensure any issues are addressed immediately. This will include an appraisal of the site logistics plan, overall construction period and site working hours along with details of the works and the periods where the noise/ vibration/ dust sensitive works will take place together with, information on activities that will have a direct interface with the neighbours

8 Waste Management

General Provision –RussellWBHO will be responsible for the management of waste on the site. In general, the principles of the waste management hierarchy will prioritise waste minimisation, re-use of materials and recycling over disposal to landfill. All necessary licenses will be obtained for the storage, treatment and disposal of waste and registered waste carriers will be used or registration sought as a waste carrier.

Waste Minimisation and Monitoring – All waste produced on site will be categorised and quantified with opportunities for reuse, recycling investigated where possible. Waste will be cleared regularly from site and will be segregated where possible. This is not an explicit requirement but represents good practice on site and therefore all sub-contractors working on the project will be encouraged to follow this principle except where space does not permit. As a minimum, legal obligations to segregate waste into hazardous and non-hazardous waste will be observed at all times. Any and all hazardous waste should be controlled in accordance with Control of Substances Hazardous to Health (COSHH) Regulations.

Appendix A

Construction Traffic site Access Route – inclusive of Hoarding Line, on-site parking & Welfare accommodation

