



PROJECT MANAGERS BUILDING SURVEYORS
COST CONSULTANTS PRINCIPAL DESIGNERS

BOOTH STREET, MANCHESTER DEMOLITION & CONSTRUCTION MANAGEMENT PLAN

15th April

Curlew Alternatives Eighth Property LP

Ref: P-1628

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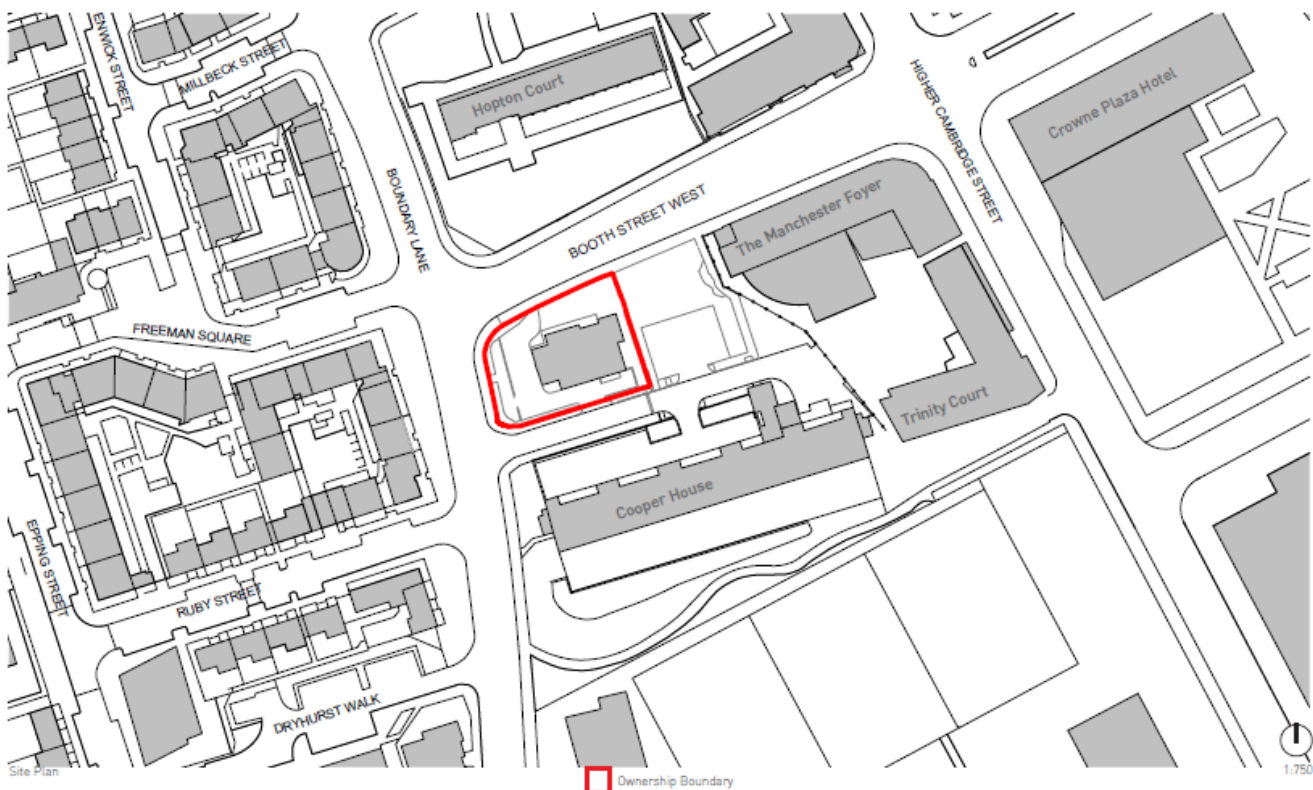
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1.0 Introduction

The Construction Management Plan provides a brief overview of the system and procedures to manage the construction operations on site, ensuring that all Contractor standards and protocols are adhered to and ensuring the development stages are managed in the most safe and efficient manner possible.

2.0 Site Location

Figure 1 - Site Location Plan



Site location and description

The site is located within the neighbourhood of Hulme, Manchester and lies c.350m to the west of Oxford Road; a key thoroughfare running south from central Manchester and on which the city's main higher education institutions are based. The PDS lies just outside and to the west of the MMU Campus and north west of the UoM Campus on Oxford Road.

The site is approximately 0.1 hectares in size, and currently comprises the part one storey and part two storey derelict and dilapidated building; formerly the Gamecock Pub which ceased trading in the 90's. The building has shutters at the main entrance and many of the windows are boarded up or caged to prevent access. The site is generally unattractive with visible graffiti, elements of littering and fly tipping and the building itself being unmanaged and in disrepair.

The remainder of the site comprises an overgrown tarmacked parking area, as well as a small area of overgrown vegetation. There are a handful of trees within the site set back slightly from the pavement of Boundary Lane. The site is generally at grade with the adjoining pavements and there is no boundary features preventing access to the site beyond a number of small wooden posts spaced approximately 2m apart.

Site access constraints

Vehicular access to the Application Site is currently afforded off Boundary Lane at 3.7m wide with 2-3m radii.

Boundary Lane is a two-way route of circa 6m width, with 2m footways and street lighting to both sides. The route is subject to a 20mph speed limit, enforced by signage. Double yellow lines protect waiting/parking at Boundary Lane / Booth Street junction. The remainder of the route is not subject to any parking controls.

Booth Street forms a priority-controlled give-way junction with the Boundary Lane adjacent to the site. Booth Street connects to the A34 Upper Brook Street 630m away which then connects directly to the A57(M) at a distance of a further 340m. Boundary Lane is also accessed via Princess Road which connects to the A57(M) at a distance of 855m.

The Site frontage to Booth Street is characterised by the end of a row of parking bays with double yellow lines accounting for the remaining section. The double yellow lines continue around onto Boundary lane.

The above routes provide links to both the centre of Manchester and the motorway network at Junction 21a of the M6 via the A57(M), M602 and M60.

Conclusion

The site represents a very good opportunity for development in terms of construction access, with good connections to the adjacent roads and the wider road network.

The scheme will involve the construction of the followings:

- 261 Student beds comprising 37 studio apartments, 19 twodio and threedio apartments and 19 en-suite cluster bedrooms—within the new build accommodation block
- Internal Amenity spaces and management facility are located within the building
- Complementary cycle parking provision within the building, with landscaped public realm improvements.

Programme Duration – 88 Weeks which includes the demolition.

A detailed construction programme is being developed by the Contractor and while the principle of the above dates will remain the same the timescales may change as the logistics of developing the site are finalised.

Construction Phasing

The development will be built in two main phases.

Phase 1 – Demolition: Period of 4 weeks

Phase 2 – Construction: Period of 84 weeks

3.0 Traffic Systems and Restrictions

Site Access

The site is proposed to be accessed off Boundary Lane with crane off-loading inside of hoarding line. The site perimeter will be delineated with a solid timber hoarding. Site space is restricted and needs to be considered so an efficient site setup will be utilised.

Construction vehicle access

Construction vehicles will enter the site off Boundary Lane, entering through the main gates, which open inwards onto the site. To facilitate the proposed site compound, parts of the footpaths will be temporarily closed for safety reasons, with pedestrians diverted onto the opposite side and/or to have a full-time Traffic Marshall to supervise this activity.

No parking will be made available on the construction part of the site for any Contractor staff or visitors. If parking is required, they will be encouraged to utilise public car parking facilities in the vicinity and avoid parking in nearby residential areas. Where possible, contractors will be encouraged to use public transport. However, during the construction period of the development, drop off facilities will need to be made available on site for the following vehicles:

- Deliveries on low-loaders
- Concrete tippers, Contractors vans, Mobile Cranes
- The low loaders, mobile crane and concrete tippers will all access to the site via Boundary Lane which will remain open throughout the duration of the works.

A temporary road closure to Booth Street may be required to erect the tower crane, but this will be negotiated with highways at the relevant time.

The Contractor will provide appropriately trained staff to act as car park marshals and banksmen to manage delivery vehicles and ensure safe access is maintained always.

Prior to commencement of work a highway condition survey will be carried out on the adjacent roads including the footpaths within the site's locality. Inspections will be undertaken by the Contractor and any damage caused directly from construction works will be remediated to its condition, prior to the works upon completion of the contract.

Projected construction traffic flows

The construction traffic will primarily comprise the following types of vehicles:

- ☐ Materials and plant delivery (concrete tippers and low loaders)
- ☐ Contractor's vehicles (transit vans)
- ☐ Visitors (cars)

It is anticipated that the development will create the following vehicle movements (per day):

Vehicle Type	Enabling Works / Demolition	Substructure	Superstructure & Build
HGV	8	16	20
Light Commercial	10	14	15

Construction traffic

- The movement of heavy goods vehicles associated with the transportation of material to and from the site shall be restricted to the hours of Monday – Friday 08:00-18:00.
- Saturday 'core hours' will be 08:00 – 13:00. No activities will take place outside of these times, including Bank Holidays unless prior authorisation has been received from the Planning Authority.
- During the large concrete pours, concrete deliveries will be required throughout the day. The number of HGV vehicular movements is unlikely to exceed four (two in and two out) per hour during the peak periods.

Scheduling of Deliveries

Strict material delivery scheduling and booking systems will be imposed on the project to prevent congestion and ensure the availability of the tower cranes for timely material unloading. It is envisaged to locate a nearby off site wait area to call in vehicles as needed. All deliveries to site will be scheduled by our Contractors site logistics co-ordinator and all unscheduled or non-agreed deliveries will be turned away. All Suppliers and subcontractors will be notified in advance of the desired location for delivery. Direction and access point maps with site delivery rules and times will be sent out with each order.

All gates on site will open inwards and a suitably trained traffic marshal will be posted at the main access to direct and control traffic daily during normal working hours. They will be clearly identifiable to the public and drivers. The traffic marshals will ensure all deliveries are removed from the public highway and onto site upon their arrival.

Whilst most site vehicles will remain on the highway within the site hoarding there may on occasion be vehicles that drive onto the site itself, Construction vehicles that are required to access and exit the site will be subject to a visual wheel inspection and if required these will be jet washed to ensure all vehicles leave site in a clean and safe condition. In addition, and during wet season/earthworks road sweeper will be employed.

Routing strategy for HGV's

All HGV's will be directed to travel to site via the A1503, Greenheys Lane, Boundary Lane. All delivery vehicles will enter exit the site via main gate off Boundary Lane.

To avoid congestion of delivery vehicles and blockages of nearby roads, deliveries will be scheduled, and any clashes will be dealt with by requesting drivers to wait at a nearby safe holding area away from the site and traffic.

Any abnormal loads to be delivered will be notified in advance to the local authorities/Police (i.e., vehicles wider than 3m, longer than 16.5m or higher than 4.4). It is envisaged that abnormal movements associated with assembly and removal of the cranes will occur overnight.

Pedestrian Routes

The pavements directly surrounding the site will be retained outside of the site hoarding line. It is proposed that pedestrians would be safely diverted, via temporary pedestrian crossings at both ends of the site and directional signage will be installed for the duration of the footpath closure if required.

Contractors Vehicles and Visitors

Operative staff, subcontractors and visitor's cars will not be permitted to park on the site. They will be directed to use a nearby public car park. Subcontractors will be notified in advance of the location of available car parks. Direction and access point maps with site delivery rules and times will be sent out with each order.

Subcontractors with non-portable tools/heavy equipment will be allowed to access the site to off-load their equipment before parking off site. This is not expected to be more than circa 10 vehicles per day. The access onto site will be strictly monitored and enforced by all staff.

It is anticipated that the development will create the following personnel movements per day:

	Enabling Works / Demolition	Substructure	Superstructure & Build
Personnel on Site	20	55	165

Emergency services

Access for emergency services on site will be via Boundary Lane and the main site entrance gates. Local Emergency Services will be notified of the access points before work starts on site. The traffic marshal will ensure that safe access routes are maintained for emergency services.

Site contacts

The Contractor will ensure that contact details are posted on the site notice boards, which will provide details and dates of any construction activities that may affect the public.

The Contractor will send out letters to local businesses and residences advising them of the anticipated start date.

4.0 Local Environmental Considerations

As the site is located within an area characterised by a mix of residential use and nature park, it is our intention to minimise the impact that the construction process could cause to the local environment and the businesses, by this we will ensure to follow the relevant Standards and Acts. All care will be taken not to cause the primary environmental nuisances, vibration, noise, and dust pollution. Below are some actions that will be carried out to abate these problems should they be required. Reduction in noise disruption will be achieved by:

- Coordinated delivery times and efficient traffic management to prevent queues of traffic accessing the site.
- Ensuring all plant has sound reduction measures (mufflers, baffles, or silencers).
- Utilising construction techniques that minimise the production of noise.
- Utilisation, where possible, of prefabricated components.
- Utilisation of baffle system during the demolition process.
- Strict adherence to the site working hours.

Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of demolition, earthworks, construction and trackout activities. It is considered that the use of good practice control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level. Therefore, no ongoing monitoring is required. A range of measures to minimise or prevent dust emissions will be implemented throughout the demolition and construction of the development.

There is the potential for fugitive dust emissions to occur because of construction phase activities. These have been assessed in accordance with the methodology outlined within the Institute of Air Quality Management (IAQM) document 'Guidance on the Assessment of Dust from Demolition and Construction V1.1.

The IAQM guidance provides potential mitigation measures to reduce impacts because of fugitive dust emissions during the construction phase. These have been adapted for the development site as summarised in Table 1 below. These may be reviewed prior to the commencement of construction works and incorporated into a Construction Environmental Management Plan or similar if required by the LA.

Table 1. Fugitive Dust Emission Mitigation Measures

Issue	Control Measure
Communications	<ul style="list-style-type: none"> • Develop and implement a stakeholder communication plan that includes community engagement before work commences on site • Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager. • Display the head or regional office contact information • Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the LA
Site management	<ul style="list-style-type: none"> • Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken • Make the complaints log available to the LA upon request • Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the logbook
Monitoring	<ul style="list-style-type: none"> • Undertake regular on-site and off-site inspection, where receptors are nearby, to monitor dust, record inspection results and make the log available to the local authority when asked • Carry out regular site inspections, record inspection results, and make an inspection log available to the LA upon request • Increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions

Site preparation	<ul style="list-style-type: none"> Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site Fully enclose specific operations where there is a high potential for dust production, and they are active for an extensive period Avoid site runoff water or mud Remove material that have a potential to produce dust from site as soon as possible, unless being re-used on site
Operating vehicle/machinery and sustainable travel	<ul style="list-style-type: none"> Ensure all vehicles switch off engines when stationary - no idling vehicles Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable Implement a Travel Plan that supports and encourages sustainable travel
Operations	<ul style="list-style-type: none"> Only use cutting, grinding, or sawing equipment fitted or in conjunction with suitable dust suppression techniques Ensure an adequate water supply on the site for effective dust suppression, using non-potable water where possible and appropriate Use enclosed chutes and conveyors and covered skips Minimise drop heights and use fine water sprays wherever appropriate Ensure equipment is available to clean any dry spillages, and clean up spillages as soon as reasonably practicable using wet cleaning methods
Waste management	<ul style="list-style-type: none"> Avoid bonfires or burning of waste materials
Demolition	<ul style="list-style-type: none"> Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust) Ensure effective water suppression is used during demolition operations. Handheld sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground. Avoid explosive blasting, using appropriate manual or mechanical alternatives Bag and remove any biological debris or damp down such material before demolition.
Earthworks	<ul style="list-style-type: none"> Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable Only remove secure covers in small areas during work and not all at once

Issue	Control Measure
Construction	<ul style="list-style-type: none">• Avoid scabbling (roughening of concrete surfaces) if possible• Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out• Ensure bulk cement and other fine powder material are delivered in enclosed tankers and stored in silos with suitable emission control system to prevent escape of material and overfilling during delivery• For smaller supplies of fine powder material ensure bags are sealed after use and stored appropriately to prevent dust
Trackout	<ul style="list-style-type: none">• Use water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of site• Avoid dry sweeping of large areas• Ensure vehicles entering and leaving site are covered to prevent escape of materials• Implement a wheel washing system, if required

In addition to the above provisions the following measures will be taken to reduce any further negative effects on the environment:

- Ensuring all contaminants kept on site are safely stored with the necessary procedures put in place for leaks and spillages etc.
- A waste management system will be implemented onsite.
- An Ecology survey will take place to investigate the presence of ecological or invasive species and a detailed report with photographs will be produced and will be thoroughly reviewed with the team before works start.

Environmental issues are taken very seriously and we will carry out good management practices to minimise the effects of noise and dust on the environment and local community.

To ensure good lines of communication with the local community the following procedure will be put in place to address comments and complaints:

- Monthly meetings will be offered to the local community should a need for engagement be identified. These meetings are a point where concerns can be voiced and more detailed information pertaining to the build programme can be reviewed, critical impact milestones such as the erecting and dismantling of the tower crane can be discussed in advance of the site activity.
- For emergency concerns a direct contact phone number to the Site Manager / Site Secretary is listed on the monthly newsletters and will be clearly displayed at the site entrance on the notice board.
- When a comment or complaint is registered the Site Manager will look to address the concern immediately or within 24hrs, depending on the severity / complexity of the issue and report back to the complainant when the issue is resolved.

The identified land uses on-site are considered unlikely to have generated significant site-wide contamination. There is the potential for small scale and localised impacted ground from the historic and current activities including residual foundations and Made Ground from the previous phases of development. The site is in an area of similar land-use and therefore similar contaminative potential. Our Site Investigations report confirms the potential for contamination on the Site. A preliminary risk assessment of potential 'source, pathway, receptor' linkages has been undertaken which suggests a moderate to low risk to human health and other receptors.

Recommendations

Whilst the on-site presence of contamination is considered to represent a potential environmental risk, it is considered that this can be minimised by an outline remediation strategy.

Temporary Drainage Measures

Contractor will ensure that temporary drainage is utilised to prevent excessive run off from concrete slabs on the site onto highways surfaces.

5.0 Site Setup

It is proposed to hoard the open and accessible perimeter areas of the site allowing space for a two-crane setup to facilitate the construction of buildings and its elevations, providing a safe segregation to third parties. Temporary footpath closures and / or diversions may be required to erect a safe hoarding line. Necessary licenses will be applied for at the appropriate time.

Site Security

The site will be secured by timber hoarding panels with gates as necessary to facilitate deliveries and emergency egress.

Security will be maintained using a secure gate system. All vehicular gates will be always locked and controlled by the traffic marshal. Emergency doors will only be utilised in an emergency and not accessible from the outside.

Site notice boards will be displayed at the site entrance and will display the project particulars, contact details, access and egress procedure, site rules and all necessary health and safety information. These boards will also allow notices to be posted to provide residents with information on any construction activities which may affect them.

All site activities are to be contained within the fence line and a comprehensive traffic management plan will be implemented to ensure no disruption is caused to traffic or pedestrians on the adjoining roads or walkways. Specific areas will be designated for loading, unloading, storage, offices, and welfare facilities.

Liaison and Good Neighbour Policy

The Contractor prides themselves on the good rapport we have established with a variety of different neighbouring parties on all our construction schemes and aim to continue this.

Consultation with the residents, businesses etc will take place soon.

Information will be distributed to the neighbours on a regular basis through our Monthly Newsletter to advise them of our planned operations and any impact they will have upon them.

The members of the public will be able to communicate with us via our contact and on-site security can be contacted out of working hours.

The contact number will be posted on our hoarding and distributed to the neighbours in all our regular newsletters.

Considerate Constructors Scheme

The Group is a Member of the '*Considerate Constructors Scheme*'.

The Group have experience of working within Local Authority Considerate Constructors Schemes. We will register this development for participation in the scheme, embracing all the good practices outlined. We aim to achieve a minimum score of 7 out of 10 in each section of the CCS.

Protection of Third Parties

All site activities are to be contained within the hoarding line and a comprehensive traffic management plan will be implemented to ensure no disruption is caused to traffic or pedestrians on the adjoining roads or walkways. Specific loading and unloading areas have been designated inside the site boundary. Where construction or demolition works are to be carried out above any adjoining buildings, roads or pedestrian walkways and there is a risk of falling materials, monaflex sheeting or debris netting will be installed as a safety precaution.

6.0 Local Authority Planning Requirements

Site Manager Details

TBC

Location of Large Notice Board

The notice board will be erected on the site boundary hoarding adjacent the entrance along Boundary Lane and Boot Street, and will clearly identify the name, telephone number and address for services of the site manager. The notice board will also include the Monthly Newsletter and Considerate Constructors Scheme information.

Hoardings

All boundaries of the project will be closed off using timber hoarding. All hoardings will always be maintained and kept in good repair and painted white. Notice boards displaying contact details and considerate constructor posters will be fixed to the hoarding.

Contact will be made with the Local Authority to ensure that any site setup is discussed and agreed with them.

Restriction of Vehicles Accessing Site/ Damage Prevention

Where possible vehicles will be subject to size restrictions (max 15.5m Articulated Lorry) to ensure no damage occurs to adjacent streets during the construction period. To prevent any damage from occurring the smaller 12m Rigid Lorry will be utilised from the outset.

Protection of Services

All services in association with the structures are to be isolated safely by the Contractor. Written confirmation will be kept on site as a reference.

Conclusive service plans including drainage have been applied for and will be available detailing live services in the pavement and to existing properties. The pavement services are not affected by the development. The site area will be scanned to verify that no services exist, but any services encountered will be diverted or protected on a bespoke basis dependent on type & location.

Disposal / Storage of Rubbish

An important part of the site management process involves site cleansing, rubbish removal and recycling.

A detailed Site Waste Management Plan will be produced in accordance with Main Contractor Environmental Policy.

This will include details of how we intend to reduce and manage site waste:

- The reuse of demolition waste on site as pile materials where suitable.
- Enforcing good housekeeping measures e.g., proper storage of materials to minimise spillage.
- Correct storage of building material can significantly reduce the waste generated as well as contribute to a safe working environment. Where possible the site should adopt a “just in time delivery” service to eliminate the need for storage.
- The use of raw materials as per manufacturer's instructions.
- Monitoring the generation of waste to identify trends and areas for further investigation.
- An area will be designated by the site manager within the site for the safe storage of building materials to reduce the waste generated through poor storage. It is estimated that up to 13% of materials delivered to a construction site go into a skip without ever being used.
- Unused blocks and bricks should be taken back to the storage area to encourage their reuse within the project; used timber should be de-nailed and stored correctly, in preparation for reuse.
- Identifying recyclable and salvageable materials and where feasible find secondary or alternative uses.
- Segregating waste types to facilitate recycling activities.
- Working with suppliers/ subcontractors to minimise surplus material delivered to site.

- Working with suppliers to ensure only the necessary minimum of packaging is used. Consideration of alternative materials with lower wastage levels.
- Ensuring that all Duty of Care and other legal requirements are complied with during the disposal of wastes.
- Consulting with suppliers to determine correct/ appropriate disposal routes for waste products and containers.
- Assessing the project design to identify ways in which waste generation through raw material wastage and from temporary and permanent works activities can be avoided and minimised.
- Setting waste reduction targets as well as educating and informing site staff.
- Reducing usage of diesel, electricity, and water on site by adopting good practices and management procedures

General construction waste management will be provided by a package contractor who will be managed by our site logistics co-ordinator.

Where gypsum plaster products are used, the specialist contractors will be required to arrange recycling directly with the manufacturer.

Data will be provided by the waste management contractor on the level of waste produced and the level to which this material has been recycled.

It will be the responsibility of each section manager to keep the site area under his control safe from build-up of rubbish.

Sorting and recycling of construction waste.

Waste produced on site is classified in accordance with the European Waste Catalogue (EWC) and the List of Waste Regulations 2005. This will ensure that waste produced on site is disposed/ recycled or recovered in the correct legal manner.

The colour coding of waste skips as developed by the Institute of Civil Engineers will be adopted on this site and will be as follows:

- White: Gypsum – gypsum and plasterboard products.
- Grey: Inert – clean concrete, rubble, hardcore, brick and block etc. that will not decompose or create a hazard when buried.
- Black: Mixed general waste – any waste except contaminated waste that cannot be recycled in other skips on the site.
- Blue: Metal – all types of clean metal, including rebar offcuts, scrap metal (no empty paint tins, as these are considered hazardous) etc.
- Green: Wood – all types of clean, untreated timber or wood products (treated timbers may contain hazardous preservatives.)
- Brown: Packaging – cardboard, paper products etc. (not polythene sheeting or ties, this should go in the “mixed” skip.)
- Orange: Hazardous – only for contaminated waste such as asbestos, paint tins, mastic tubes, tarmac, or any product fitted with a COSHH label etc.

Inert waste

The recycling of waste on site is encouraged throughout the company, this begins at tender stage where we try to identify the materials which can be reused on site such as soils, rubble from demolition, car park surfaces and natural rock all of which we process on site into a reusable material, the site build levels could be rationalized in design to limit the cart off.

Wood Recycling

All our sites have a wood/timber rack this is to ensure that the wood/timber delivered is stored correctly and that off cuts are de nailed and stored in the rack in preparation for re use within the project.

Brick and Block

We encourage all sites to re-use all the waste bricks and blocks through arranging for the materials to be placed on pallets and returned to the brick storage area, the site manager then identifies areas which these products can be reused within the building. Any brick and blocks which cannot be re used are taken off site by a skip contractor for reprocessing into crushed or 6F2 type material.

Metals

All metal waste arising on the site will be segregated and removed for re processing.
Polythene and hard plastics.
Polythene and hard plastics are separated at source and placed in skips; the skip contractors then shred and bale the plastics before they send it off to be recycled into new plastic products.

Soils and Spoil

Before any soil is removed from site it is tested at an accredited laboratory to determine its true characteristics and thus ensure the material is disposed of at the correct licensed facilities. Only registered haulers are used to transport the soils off site and a waste transfer note is issued for each load.

Plasterboard

The Contractor and its sub-contractors will work alongside British Gypsum to ensure all the plasterboard waste from this site is recycled into new board.

Site Fires

The Contractor has a strict policy of no burning of waste materials on site.

Safe Pedestrian Access

Hoarding Licenses from the Local Authority will be agreed and applied for and the conditions will be fully complied with by our Contractor, ensuring all road markings and

Signage is not obscured. The extent of the hoarding line will be agreed with the Local Authority for pedestrian safety.

Location of Workers Conveniences

The position of the workers conveniences will be shown on the logistics plan.

Vehicle Site Ingress and Egress

Vehicle site ingress and egress plans will be provided. To prevent any damage from occurring, smaller wagons will be utilised from the outset. If damage to the existing footpath or kerbs was caused, the Contractor would make good these areas.

Proposed Truck Movements and Timings

Delivery of materials and plant will be carefully scheduled as not to cause congestion to the surrounding areas. Several deliveries are envisaged per day and smaller vehicles will be utilised from the outset, but any damage to the footpaths or kerbs would be rectified, and smaller wagons used if needed.

All suppliers' vehicles are FORS registered, this is backed up within the CCS (Considerate Constructors Scheme). All Contractor suppliers purchase orders to state FORS registered as a necessity.

Dust and Sediment Control

Item 5 covers dust and sediment control.

Traffic Management Measures

There are requirements for temporary traffic management measures for a partial / full road closure as there will be two tower cranes on this site. All deliveries will be unloaded within the site boundary. All site deliveries will be scheduled, and site access controlled by security operatives.

Transport Management Groups

The Contractor will ensure there is a representative of the company at all required CTMG or Construction Coordination Group meetings.

Vehicle Safety Measures

Before leaving site, all vehicles are visually checked for safety purposes to ensure they do not pose a risk to the public. The Contractor also have a dedicated plant department who oversee the maintenance and safety of our own vehicles, as well as ensuring that any sub- contractor vehicles have been sufficiently maintained.

7.0 Working Hours

Operations creating noise which is audible at the site boundary should not occur outside the hours of 07:30 to 18:00 Monday to Friday and 08:30 to 14:00 on Saturdays and at no time on Sunday's or Public Holidays. A sound/ noise meter will be always kept on site to check noise levels at the site boundaries during certain operations, ensuring a maximum noise level of 75dB LAeq.

8.0 Notifications

During the contractor mobilisation period, following award of contract and possession of the site, communication will be set up with the following authorities:

- Notice will be served to the Health and Safety Executive; Meeting with building control and planning authorities; Meeting with local environmental health officer.
- Meeting with local Police and Fire Brigade; Liaison with residents and retail operators
- Notification to the emergency services giving full notice of the construction works;
- Considerate Contractor Scheme enrolment;
- Highways Authority.

9.0 Site Surveys

Before work starts, we will produce:

- A dilapidation survey of adjoining properties, adjoining public roads and paths, illustrating their current state.
- A plan and level survey of the construction area.
- A survey of the existing surface and foul water system.
- An underground service survey (after demolition).
- Ecology checks

10.0 Materials Control and Storage

Delivery vehicles will be controlled to ensure that unloading only takes place within designated times of 08.00 – 17.00 and in the correct location. We will endeavor to achieve off peak hours where possible. All subcontractors will be required to produce a procurement schedule for their materials which will be monitored at their weekly or fortnightly meetings and must book delivery slots with our traffic controller.

"Just in Time" scheduling of deliveries where possible will minimize storage capacity required, double handling and congestion around the site.

Where "Just in Time" deliveries are not economic or practical, site storage of materials and plant will be very carefully controlled by restricted allocation of zones to trades. Detailed plans of the site will be drawn up outlining areas available for moving and storing materials during the various stages of the contract.

Wherever possible materials will be delivered shrink-wrapped and palletized to be unloaded and distributed safely by crane or hoist.

Diesel fuel for site plant will be stored in sealed tanks inside bunded walls in accordance with the Contractors Environment Policy. The use of diesel driven plant and equipment will be kept to an absolute minimum. Wherever possible equipment and plant will be electrically powered to reduce noise and prevent emissions.

11.0 Secure Storage of Materials, Plant, Tools, Chemicals and Gases

Secure storage of materials, plant, chemicals, and gases will be controlled in accordance with our health and safety procedures and environmental policy.

12.0 Induction/ Site Rules / Consultation

Every person who enters the project will receive a specific project induction before they can leave the compound and commence work on site.

Inductions will introduce the project, a description of the project risks and a review of the individual's competency. Site Access will only be permitted following site induction from the Contractor management personnel. All site operatives and visitors will be inducted prior to commencement on site in a clearly defined facility without exception. Our induction talks for operatives new to the site will include site rules which cover among other things:

- Behaviour toward others on site and nearby; Drugs and alcohol;
- Smoking areas;
- PPE and safety issues; Welfare facilities and use of; Security issues
- Emergency procedures; Good and bad practice
- Contractor will ensure that all inducted operatives understand English.

The Contractor will hold regular consultation meetings with the workforce to assess safety performance on site and review improvement options, which will be open to all on site. In addition to this our Contractor will actively encourage the use of a 'comment box' so that site observations can be forwarded and actioned in a confidential manner.

Regular 'toolbox talks' to be undertaken by the Contractor and all subcontractors to site operatives outlining a variety of relevant Health and Safety issues. A 'Tag' turnstile will be used to record all entry and egress of workers and staff.

13.0 Health and Safety

To minimise risk and control exposure, our health, safety, and environmental department will give advice at planning stages on all activities and all health and safety requirements. H&S is diligently monitored throughout our projects and reported to the main board.

The Contractor treats safety as a high priority and has developed a successful programme of initiatives to improve health and safety awareness and performance on all our projects. These work by actively encouraging site operatives to think in a manner that assesses personal safety and the safety of others, not only on site but also throughout their lives.

The layout of the site accommodation ensures that all staff, visitors, and operatives will have the ability to store and retrieve the correct PPE before entering the construction area.

First Aid

The majority of the Contractor's site management are qualified First Aiders and as a company, strive to increase the percentage of competently trained site staff. The site will always have First Aid attendance.

Noise, Vibration and Hearing Protection Zones

Noise and vibration statutory nuisances are controlled under the Environmental Protection Act 1990. Several of the site activities to be undertaken may generate significantly high noise levels. In order to gauge and thus effectively manage the noise levels experienced, noise assessments will be taken prior to commencing and throughout the completion of all potentially noisy site activities. Measurements of LA10T, LA90T, LAeqt and LAmx are to be assessed.

A sound/ noise meter will be always kept on site to check noise levels at the site boundaries during certain operations, ensuring a maximum noise level of 75dB LAeqt (Construction Noise BS 5228). Inside the site, and closer to noise sources, hearing protection zones, where hearing protection must be provided and worn if noise levels reach 80 – 85 Db, will be set up. The Contractor will follow the Control of Noise at Work Regulations throughout the project.

A noise monitoring station will be installed around the perimeter of the site. If noise levels exceed the agreed targets additional mitigation measures below will be implemented to control the situation.

The following noise control mitigation measures will be implemented on site:

- Complete noisy activities during site hours unless impractical to do so
- Inform the client of significantly noisy activities so that they are aware of the potentially high noise levels
- Implement a turn off policy for static or intermittent plant and vehicles
- Keep plant and equipment well maintained
- Operate plant and equipment in a method that minimises noise levels
- Select plant and equipment to comply with noise limits
- Operate equipment fitted with enclosures in place at all times
- Handle materials in a manner that minimises noise (i.e. no dropping materials to reduce impact noise)
- Locate generators and compressors as far from noise-sensitive receptors as reasonably practicable
- Compressors will be fitted with properly lined and sealed acoustic covers which will be kept closed when not in use
- Pneumatic percussive tools will be fitted with mufflers of the type recommended by the manufacturer
- The selection of vehicles will be made with emphasis on silent types
- Radios will not be permitted on site
- Provide permanent power (site 110V) rather than generators and compressors where possible
- If required, super-silenced generators will be used
- The Project Manager will communicate any unavoidable out of hours noisy work to all stakeholders and neighbours a minimum of 48 hours before
- Record and immediately take action to mitigate any complaints received by the site team

Covid-19 Safety

The Contractor will be fully committed to doing whatever it takes to protect all staff, subcontractors, customers, and our business partners from COVID 19. The control measures that we have put in place have been given COVID-Secure accreditation by British Safety Council (BSC) after an independent audit of our management response to the pandemic has been conducted by BSC's health and safety specialists.

All sites are working to the latest revision of the Construction Leadership Council's Covid-19 Site Operating Procedures and are rigorously adhering to social distancing regulations. Daily briefings are being conducted to highlight, and reinforce, safe working procedures. COVID 19 Risk Assessments will be conducted and implemented to protect all site workforce during the outbreak. This will cover the following.

- Anyone attending site must complete the risk assessment and comply with all guidance and requirements. Travel arrangement will be assessed, and non-essential travels shall be avoided.
- All activities on site shall adhere to social distancing rules and will be in line with Public Health England (PHE) guidelines where it is not possible to follow the social distancing guidelines in full in relation to a particular activity, consider whether that activity needs to continue for the site to continue to operate, and if so, take all the mitigating actions to reduce the risk of transmission.
- Enhanced cleaning procedures should be in place across the site, particularly in communal areas and at touch points
- All facilities including toilets, changing facilities, drying rooms and canteen arrangements will be restricted with number of people using at any one time following the social distancing/hygiene rules.
- All those coming to site to have been briefed that they must not come to site if they have a high temperature or a new persistent cough or a loss of taste.
- Regular briefings on Covid-19 measures in place and precautions to be followed to be carried out.
- Providing First Aid on site shall avoid cross contamination/spread of virus by using appropriate PPE and if possible, remove the casualty to a location away from others or clear others from the area.

Monitoring will be carried out daily and the Contractor will implement any necessary changes based on the advice provided by the Government, public health agencies and industry bodies.

14.0 Construction Activities

The construction of the development will be carried out in accordance with detailed method statements and risk assessments approved by the Contractor management team and in accordance with this construction management plan and Main Contractor Health, Safety and Environmental Procedures.

15.0 Construction Programme

An indicative construction programme is shown as follows:

- Construction Commencement (Inclu. Demolition) – November 2021

Booth Street, Manchester
Demolition & Construction Management Plan

- Construction Completion – August 2023

APPENDIX A – INDICATIVE SITE SETUP PLAN





■ PROJECT MANAGERS ■ BUILDING SURVEYORS
■ COST CONSULTANTS ■ PRINCIPAL DESIGNERS

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