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Planning, Development & Heritage Consultants

Construction Management Plan

Job Number:	25/2225
Project:	Proposed New Bridge over River Mersey on site of former Barlow Hall Bailey Bridge, Chorlton, Manchester, M21 7PG
Client:	Jamieson Contracting
Date:	14.11.2025

Construction Management Plan for the Erection of a New Bridge on the site of the former Barlow Hall Bailey Bridge, Chorlton, Manchester, M21 7PG

1) Introduction

This Construction Management Plan provides details in respect of how it is envisaged the construction phase will be managed.

This construction management plan has been produced by Jamieson Contracting who are the main contractors for the project construction works. Jamieson Contracting have their own 'in house' procedures and regulations in place to manage the construction phase including a health and safety measures for construction staff which are not included in this document.

Jamieson Contracting, heading the Project Team, will continue to work closely with Manchester City Council to ensure that construction activity is managed effectively to minimise potential impacts on the users of the surrounding area and residential buildings to the east of Chorlton Water Park.

Jamieson Contracting are keen to manage this process proactively and have already appointed a site manager so that interested persons may have a 'point contact' should they need it.

2) Matters Considered and Addressed by this Construction Management Plan

This Construction Management Plan addresses the following matters:

• Establishes a point of contact for interested persons prior to construction works commencing on site.

• Identifies a secure temporary construction compound to be used during the construction works. Use of an established existing EA compound aside the site is proposed (Refer to plan at Appendix 1).

• Sets out temporary measures for securing the construction site and compound, including on site security, fencing and detailing any other measures which might be necessary.

• Provides a Methodology for the undertaking the construction works including duration of construction. This will sets out the main stages of the construction including: site preparation; works to the concrete bridge foundations; installation of the bridge platform, installing level access to the bridge platform and on completion, setting our measures to clean up the site including confirmation that surplus building materials will be removed from the area using sheeted vehicles.

• Specifies working days/working hours for the site including hours for the delivery of materials.

• Identifies vehicular access points into and out of the site compound for all construction traffic, contactor vehicles and heavy goods vehicles (refer to plan at Appendix 1).

• Defines access and egress routes for construction traffic from the main highway to the site, including contractor, delivery and construction vehicles, including HGVs, avoiding residential areas (refer to plan at Appendix 2).

• Considers whether any dust suppression measures or measures to control dust during construction are required to mitigate potential dust impacts during construction works.

• Considers any measures required to prevent mud transfer onto the surrounding public highway network and if mitigation is shown to be necessary, details what these measures would be.

• Identifies any measures necessary for the management of on-site construction vehicles and plant/machinery in order to reduce or mitigate potential noise or noise/emissions.

• Identifies any temporary closures required to either public highway, bridleways, or footpaths during the proposed construction works.

The sections below discuss these matters in further detail.

3) Point of contact for interested persons

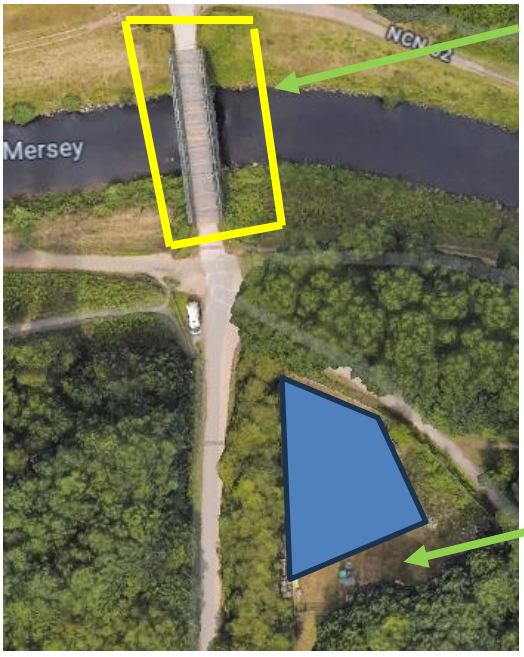
Eric Wilson – Project Manager

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4) Details of temporary construction compound

The Jamieson Contracting Team will make use of the Environmental Agency compound next to the works, show below. The compound area is enclosed by palisade fencing and gates to ensure it is secured between shifts.



Location of bridge to be replaced

Location of welfare compound

5) Temporary measures for securing the construction site and compound, including on site security, fencing and detailing any lighting which might be necessary

To ensure the safety of the public, prevent unauthorised access, and protect plant and materials, Jamieson Contracting will implement robust security measures throughout the construction period. All arrangements will comply with the Construction (Design and Management) Regulations (CDM 2015) and Manchester City Council requirements.

5.1 Construction Compound Security

- The compound will be positioned in the existing Environment Agency compound, as shown on the plan (Appendix 1), allowing use of an established secure area with minimal new footprint.

5.2 Security Personnel

- A SIA-licensed security guard will be present during all periods when the site is not in operation, including evenings, weekends, and bank holidays.
- The security guard will monitor the compound, undertake periodic patrols of the bridge works area, and control any out-of-hours access.

5.3 Fencing to Active Work Areas

- All work areas outside the main compound (e.g., foundations, crane platforms, bridge assembly area, approaches) will be enclosed using:
    - HERAS-type temporary mesh fencing (2.0m high) fixed with anti-tamper couplers,
    - Ground-anchored or ballasted to prevent displacement,
    - Arranged to protect the public using nearby woodland paths and recreational areas along the Mersey.

- Signage will be installed at regular intervals, including "Construction Site – Keep Out", "No Public Access", "Danger – Heavy Plant", and wayfinding for diverted footpaths if required.

5.4 Lighting

- Temporary task and security lighting will be installed only where required for safe working and security, and positioned to avoid light spill into:
    - Residential areas to the east of Chorlton Water Park,
    - Sensitive ecological areas adjacent to the river corridor.
- Lights will be:
    - Down-shielded LED units,
    - Fitted with timers and PIR sensors to minimise continuous illumination,
    - Directed inward towards work zones and not towards public rights-of-way.
- No lighting will be installed within tree canopies or close to the river edge to prevent ecological disturbance.

5.5 Site Security Monitoring

- The compound will also be fitted with:
    - CCTV cameras providing 24-hour coverage of gates, material storage areas, and the bridge assembly zone.
    - Cameras will be mounted inward-facing to avoid capturing images beyond the site boundary.
- All security systems will comply with GDPR and Jamieson Contracting's internal data protection procedures.

5.6 CDM Compliance

- The entire security arrangement is designed to meet CDM requirements for site segregation, preventing unauthorised access and ensuring a clearly defined boundary between construction areas and the public realm.

- Daily inspections will be carried out by the Site Manager to ensure fencing, gates, and lighting remain in good working order.

6) Provides a Methodology for the undertaking the construction works including duration of construction

The original Bailey Bridge has already been removed from site under a previous phase of works. The following methodology outlines the construction activities required to install the new Carow Compact 200 bridge structure, including all preparatory works, crane operations, and finishing works. The methodology follows Jamieson Contracting's established safe-systems-of-work and will be supported by detailed task-specific RAMS prior to commencement.

6.1 Overall Construction Duration

The anticipated duration for the works is approximately 12 weeks, subject to weather conditions, ground conditions and final programme confirmation with Manchester City Council and the Environment Agency.

6.2 Construction Methodology

Stage 1 – Site Establishment and Initial Preparations

- Mobilisation of the site team and establishment of the secure construction compound.
- Installation of temporary fencing around all work areas (compound, crane pad, bridge abutments).
- Delivery of initial plant and equipment via the approved access route (Appendix 2).
- Environmental protection measures installed, including silt protection, spill kits, and tree-root protection (where required).

- Review and setting-out of abutment positions (designed by others) against the Carow design brief tolerances.

Stage 2 – Earthworks, Footpath and Road Level Adjustments

- Excavation and regrading of the existing approach road, footpaths, and surrounding ground to suit the new bridge levels as defined in the civil design.
- Localised vegetation removal where necessary, carried out in accordance with ecological constraints.
- Placement of compacted Type 1 sub-base and formation of new approach gradients to ensure compliant and accessible approaches to the new bridge deck.
- Installation or adjustment of boundary fencing where levels alter existing tie-ins.

Stage 3 – Construction of the Crane Pad

- Formation of a level, compacted working platform on the riverbank to suit the lifting requirements of the 500t mobile crane.
- Placement of 1.5m × 1.5m EKKI timber mats or as required by the temporary works design brief
  (Carow reference 25539-27564-AGL-COM-001-DB-TW-601-P01).
- Verification of crane pad load-bearing capacity by Temporary Works Coordinator and acceptance prior to lifting operations.
- Establishment of exclusion zones with fencing and banksmen control.

Stage 4 – Abutment Works and Bearing Installation

- Inspect completed abutments (by client/others) to confirm dimensions, bearing ledge levels and load capacity.

- Install Carow-specified cup and bar bearings to the fixed and sliding ends in accordance with the permanent works design brief (Acrow reference 25539-27564-AGL-COM-001-DB-EN-511-P01).
- Check bearing alignment, thermal movement gaps, and pin locations prior to the superstructure arrival.

Stage 5 – Assembly of New Bridge Superstructure

- Delivery of the modular Acrow Compact 200 components using controlled timed deliveries to minimise disruption.
- Assembly of the bridge in the designated assembly area, positioned on EKKI mats to distribute load and protect ground conditions.
- Sequential installation of:
    - Truss panels (3.048m modular bays),
    - Transoms,
    - Deck units (1.05m × 3.048m steel deck plates),
    - Kerbs and parapets.
- Installation of factory-applied anti-skid surfacing integrated within deck plates.

Stage 6 – Lifting and Placement of the Bridge

- Implementation of full lifting RAMS, including crane radius, lift weight verification, weather limits and exclusion zone.
- 500t crane set up, rigged and inspected.
- Single controlled lift of the fully assembled bridge from assembly platform onto the prepared abutments.
- Bridge located onto bearings, ensuring correct engagement of fixed vs sliding ends.
- Post-lift inspections including:
    - Bearing seating checks,

- Deck alignment,
- Parapet condition,
- Thermal gap verification.

Stage 7 – Approach Works and Finishing

- Construction of tie-in works to roads, footpaths and existing public access routes.
- Installation of edge fencing and reinstatement where temporary fencing lines require adjustment.
- Topsoiling and reinstatement of surrounding areas disturbed during construction.
- Installation of permanent signage and any bollards or access-control devices if specified.
- Completion of drainage tie-ins or sealing of deck gaps as required (as per Acrow drainage documentation).

Stage 8 – Demobilisation and Site Clean-Down

- Removal of crane pad and EKKI mats.
- Removal of all temporary fencing, plant and welfare units.
- Final sweeping of access tracks, footpaths and compounds.
- Removal of all surplus materials using sheathed/covered vehicles to prevent debris loss.
- Final inspection with Manchester City Council / EA / site manager prior to handover.

7) Working days/working hours for the site including hours for the delivery of materials

Construction works shall be confined to the following hours unless otherwise agreed with the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

8) Vehicular access points into and out of the site compound

Please refer to appended plan at Appendix 1

9) Defines access and egress routes for construction traffic from the main highway to the site

Please refer to appended plan at Appendix 2.

10) Consideration of need for dust suppression measures during construction works.

Given the nature of the works – including earthworks to adjust levels, construction of a crane platform, deliveries of stone and aggregates, and movement of construction plant – there is potential for dust generation at certain stages. Jamieson Contracting will therefore implement a series of proportionate dust-

control measures to minimise any impact on nearby receptors, including users of Chorlton Water Park, adjacent woodland paths, and the River Mersey corridor.

10.1 Dust Risk Assessment

A site-specific dust assessment will be undertaken prior to commencing earthworks. Potential dust-generating activities include:

- Excavation and regrading of approach paths and road surfaces
- Movement of plant on exposed soils
- Placement and compaction of aggregates
- Crane pad formation
- Stockpiling of materials within the compound

However, due to the relatively small scale of excavation and the limited on-site material handling, dust risk is considered low to moderate and can be effectively managed using standard mitigation.

10.2 Dust Suppression Measures to Be Implemented

Water-Based Dust Suppression

- A water bowser or mobile hose system will be available on site to dampen:
    - haul routes,
    - working areas,
    - excavated surfaces,
    - stockpiled soils during dry or windy conditions.
- Damping-down will be undertaken proactively, not reactively, particularly during periods of dry weather.

Material Handling Controls

- Stockpiles will be kept to a minimum and, where necessary, sheeted to reduce wind-blown dust.
- Drop heights during loading/unloading of aggregates will be kept as low as safely possible.

- All lorries carrying soils, aggregates, or spoil will arrive and leave the site covered.

Vehicle and Plant Controls

- Internal site routes will be kept damp and free from excessive dust build-up.
- Movement of plant will be restricted to designated stone haul routes to prevent churning of exposed soils.
- Engines will not be left idling when not in use.

Cutting and Breaking

- If any concrete breaking or cutting is required (e.g., minor abutment adjustments), it will be carried out using:
    - dust-suppression tools,
    - water-fed cutting equipment,
    - or low-dust techniques such as pre-scoring and controlled removal.

Wind and Weather Restrictions

- Works that are likely to cause dust will be temporarily halted if high winds prevent effective suppression.
- Weather forecasts will be reviewed daily so that dust management can be planned in advance.

10.3 Monitoring and Management

- The Site Manager will undertake daily visual inspections of dust levels, particularly near footpaths and the riverbank.
- Any complaints received from the public or MCC will trigger immediate review and additional mitigation.
- Dust control will form part of the Environmental Risk Assessment in the project RAMS.

10.4 Protection of Sensitive Receptors

- Particular care will be taken to avoid dust migration towards:

    - the River Mersey (to protect water quality),
    - established woodland habitats,
    - recreational users of Chorlton Water Park.
- Mitigation measures will be strengthened when working close to these areas, including increased damping frequency and limiting plant movement.

11) Consideration of need for measures required to prevent mud transfer onto the surrounding public highway network.

During the construction works, there is potential for mud or debris to be transported from the construction areas onto the surrounding access tracks and public highway network, particularly during periods of wet weather or when plant is moving between the site compound, working areas, and Willenhall Road. To minimise this risk, Jamieson Contracting will implement the following control measures.

11.1 Prevention Measures Within the Site

Stabilised Site Access Routes

- All primary vehicle and plant access routes within the site will be constructed using compacted Type 1 stone, reducing the likelihood of mud adhering to tyres or tracks.
- Areas prone to soft ground will receive additional stone or temporary surfacing to avoid rutting and waterlogging.

Dedicated Clean and Dirty Zones

- A clear separation will be established between "clean" zones (compound and access track) and "dirty" work areas where ground is disturbed.

- Plant leaving dirty zones will pass through short stoned-up sections to remove debris.

Minimisation of Soil Movement

- Soil will only be handled during suitable weather conditions where practicable.
- Stockpiles will be located on geotextile membranes to prevent soft ground beneath being churned up.

11.2 Control Measures at the Site Exit

Wheel Cleaning Facilities

- A manual wheel-cleaning station (pressure washer or hose system) will be established at the site compound exit onto Willenhall Road during earthworks phases.
- All vehicles leaving the site will be inspected, and wheels cleaned if there is any sign of mud accumulation.

Hardstanding Area

- A short section of hardstanding (stone or temporary surfacing) will be installed at the compound entrance/exit to allow tyres to shed mud before reaching the public road.

Use of Covered Loads

- All lorries transporting soil, spoil, or aggregates will leave the site fully sheeted to prevent debris spillage.

11.3 Monitoring and Reactive Measures

Daily Inspections

- The Site Manager or delegated supervisor will undertake daily inspections of the main access track and the junction with Willenhall Road.
- Inspections will be increased during periods of wet weather.

Road Sweeping

- If any mud or debris is identified on Willenhall Road, Jamieson Contracting will deploy a mechanical road sweeper or undertake manual sweeping as required.
- Sweeping will be carried out promptly to prevent hazards to road users or cyclists accessing Chorlton Water Park.

Weather-Based Management

- During prolonged wet weather, additional stone will be laid or plant movements restricted to avoid excessive mud generation.

11.4 Communication and Public Protection

- Clear signage will be erected at the site exit warning of construction traffic.
- Any concerns raised by Manchester City Council or members of the public will be investigated immediately, with additional measures implemented where required.

12) Consideration of measures necessary for the management of on-site noise/emissions.

The construction works have the potential to generate noise and emissions from plant, vehicle movements, and lifting operations. Jamieson Contracting will implement a range of control measures to minimise disturbance to nearby sensitive receptors, including visitors to Chorlton Water Park, local wildlife along the River Mersey, and residential properties to the east.

All measures will follow BS 5228-1/2: Code of Practice for Noise and Vibration Control on Construction Sites, Clean Air Strategy guidance, and Jamieson's internal Environmental Management Procedures.

12.1 Noise Management Measures

Plant and Machinery Controls

- Only modern, well-maintained plant will be used on site, fitted with:
    - efficient silencers,
    - acoustic covers,
    - and low-noise engine settings where available.
- Plant will be switched off when not in active use; idling is prohibited.

Selection of Equipment

- Where feasible, low-noise alternatives will be prioritised, such as:
    - tracked excavators with noise-reduction technology,
    - electric tools or temporary battery equipment for small works.

Working Methods

- Noisy activities (e.g., compaction, concrete breaking, crane operation alarms) will be scheduled within normal working hours and avoided during early mornings or late afternoons when the public footpaths are busiest.
- Concrete breaking or cutting, if required, will use pre-scoring and water-suppressed tools to reduce noise and airborne dust.

Physical Noise Barriers

- Temporary acoustic HERAS sheeting will be used where activities occur close to residential boundaries or high-use recreational paths.

Site Layout Optimisation

- Noisy plant will be positioned as far as reasonably practicable from residential properties and the riverbank wildlife corridor.
- The crane pad and assembly zones are placed away from residential receptors, reducing lift noise impact.

Communication with Stakeholders

- Advance notice will be provided to Manchester City Council, the Waterpark Manager, and residents (via the established contact channels) of any particularly noisy operations or crane mobilisation.

12.2 Air Quality and Emissions Management

Plant and Vehicle Emissions

- All diesel plant will comply with Stage V (NRMM) emissions standards where practicable.
- Engines will not be left running unnecessarily.
- Plant will undergo pre-start checks to ensure exhaust systems are in good condition and are not producing excessive smoke.

Traffic and Logistics

- Deliveries will be carefully scheduled to avoid peak periods on the access routes.
- Construction vehicles will use approved access routes only, minimising emissions near residential areas.

Dust and Fine Particulate Control

(Dust suppression measures are provided in Section 10; however, key elements relating to air quality are summarised below.)

- Water damping of haul routes and exposed soils will prevent fine particulate lift.
- Stockpiles will be covered or kept damp during dry or windy conditions.
- All loads carrying loose materials will be fully sheeted.

Use of Temporary Power

- Generators, if required, will be:
    - low-emission models,
    - fitted with acoustic enclosures,
    - and turned off when not actively needed.
- Where practical, mains power connections will be used to avoid generator emissions entirely.

12.3 Monitoring and Enforcement

Daily Environmental Checks

- The Site Manager will undertake daily noise and emissions inspections, including:
    - plant condition,
    - idling behaviour,
    - air quality around work zones,
    - and noise output from major equipment.

Response Protocol

- Any noise complaints or issues raised by Manchester City Council or local residents will result in an immediate review of site operations and implementation of additional mitigation where necessary.

Record Keeping

- Site diaries will record noise/emission control actions, any exceedances, and corrective actions.

13) Consideration of temporary closures required during the proposed construction works.

Due to the nature of the works—including heavy lifting operations, ground regrading, and the use of a 500-tonne mobile crane—some temporary closures and diversions will be required to maintain public safety. These closures will be carefully coordinated with Manchester City Council, the Environment Agency, and the Waterpark Manager to ensure minimal disruption to public access and recreational use of the surrounding area.

13.1 Footpath and Public Access Closures

Closure of Footpath Adjacent to the Bridge Crossing

- The public footpath running immediately alongside the former bridge landing area will need to be temporarily closed throughout the works to prevent access into active construction zones.
- This includes the section where ground levels will be adjusted and where plant will be operating close to the river.

Short-Term Closures During Crane Operations

- A full closure of the riverside footpath and any adjacent informal paths will be required during:
    - crane mobilisation,
    - bridge assembly lifting,
    - slewing and positioning of the new bridge.
- These closures will typically be limited to one full-day lifting window, subject to weather and final lifting methodology.

Diversion Arrangements

- Clear pedestrian diversion routes will be established via alternative paths within Chorlton Water Park and/or the Kenworthy Woods network.
- Temporary signage, barriers, and wayfinding notices will be erected at all access points at least 7 days before the closures.

13.2 Temporary Restrictions to Vehicular Access

Site Access Track (Willenhall Road Entrance)

- During deliveries of large modular bridge sections and crane components, brief, managed closures may be required along the access track into the site compound.
- Traffic marshals will safely control and stagger vehicle movements to minimise disruption.

No Closure to Public Highways

- No closures to the public highway network (e.g., Willenhall Road itself) are anticipated.
- All HGV manoeuvres will take place within the site boundary and designated compound areas.

13.3 Riverbank and Environmental Exclusion Zones

Riverbank Working Areas

- Designated exclusion zones will be created along the riverbank on both sides of the bridge alignment to prevent public access during:
    - abutment checks,
    - crane pad formation,
    - bridge landing operations.
- These will be fenced off with HERAS panels and clearly signed.

Ecological Access Restrictions

- Works near sensitive ecological areas (e.g., waterside vegetation, tree root zones) will be fenced off to prevent interaction by the public, but no public rights of way within these areas are expected to require long-term closure.

13.4 Notification and Communication

- All temporary closures and diversions will be communicated in advance to:
    - Manchester City Council Public Rights of Way Team,
    - Environment Agency,
    - Waterpark management,
    - Local residents (via the appointed point of contact).
- Notices will be erected on site a minimum of 7 days prior to closure.
- Where last-minute changes are required for safety (e.g., weather-related crane delays), the public will be informed immediately via onsite signage and controlled access by marshals.

13.5 Duration of Closures

- **General construction zone closures:** Entire project duration (8–10 weeks).
- **Crane operation closures:** 1–2 days total, depending on lift sequencing.
- **Short-term closures for deliveries:** Intermittent and managed, lasting minutes rather than hours.

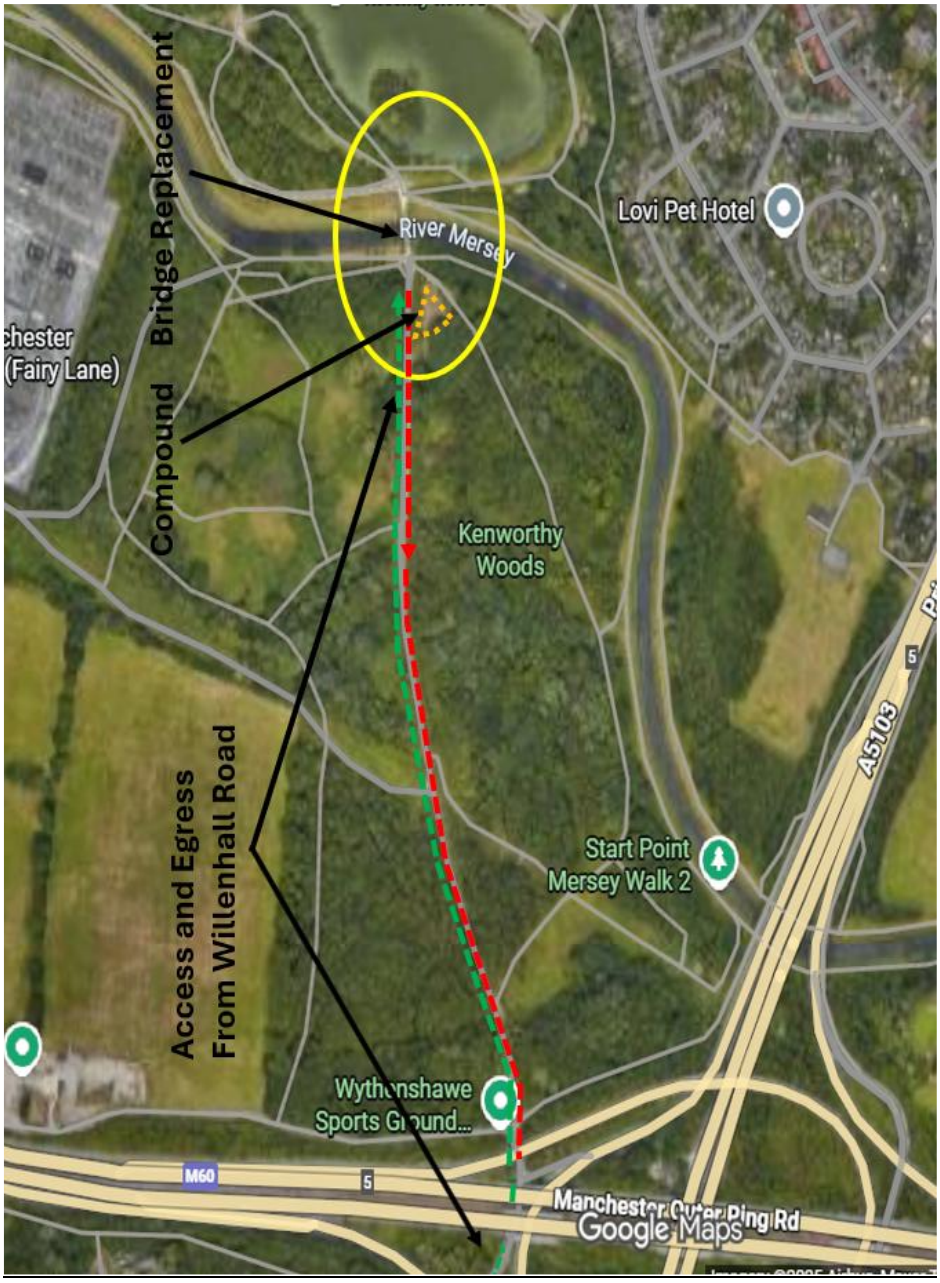
14) Proactive Working

It is stressed that Jamieson will work proactively with the Council through the post planning approval in order to formalise the effective management of the construction phase.

Appendix 1 – Plan of Site Compound



Appendix 2: Plan Traffic Routes to Site Compound




Access to the North Abutments through Chorlton Water Park
Chorlton Water Park
Recently viewed
NCN 62
Chorlton Water Park Playground
NCN 62
NCN 62
NCN 62
River Mersey
NCN 62