CONSTRUCTION MANAGEMENT PLAN

Crawford House — Health & Safety Works

Oxford Road / Booth Street East, Manchester

University of Manchester | Project Nr 9282

Client	The University of Manchester
Project	Crawford House — H&S Items (Project Nr 9282)
Framework	UoM Construction Works Framework 2024 (CWF2024)
Contract	JCT ICD 2016 (with Contractor's Design Portion)
Principal Contractor	Kaberry Construction Ltd (Est. 1950)
Document Ref.	KC-9282-CMP
Date	01 May 2026

1. Introduction & Document Control

This Construction Management Plan (CMP) is submitted by Kaberry Construction Ltd in support of the discharge of the planning condition relating to construction management for the Crawford House Health & Safety Works at the University of Manchester. It addresses each of the ten matters specified by the Local Planning Authority and confirms how Kaberry will manage the works to protect the public, the highway, the surrounding occupiers and the wider campus.

Reference Documents

- Pre-Construction Information (PCI) Ref. 7367, dated 5 January 2026.
- CWF2024 Project Specific Preliminaries (UoM).
- Crawford House Quality Submission — Kaberry Construction (Project Nr 9282).
- UoM EPM PM6 — Code of Practice for Contractors on Campus; EPM HS14 — CDM 2015 Procedures; EPM HS25 — Asbestos; EPM PM20 — Handover; FSAN — Fire Safety procedures.
- Manchester City Council — Local Plan and Code of Practice for Construction Sites (Environmental Health).
- CDM 2015; Work at Height Regulations 2005; Control of Asbestos Regulations 2012; Highways Act 1980; BS 5228-1/2; BS 5975; BS 6180; BS EN 1504; HSG264.
- WML Consulting — Concrete Repair Specification 10743-WML-XX-ZZ-SP-S-9004 and Debris Netting Sketch SK-H1001.

2. Project Overview

2.1 The Site

Crawford House sits at the centre of the University's campus on Oxford Road, Manchester, with high pedestrian and vehicular footfall along Oxford Road and Booth Street East. The building remains live and occupied throughout the works. The Naval Suite (postgraduate facility, first floor south of atrium) must remain fully operational and accessible — its only access route passes through the works area, which is the central design constraint of this CMP.

The tile removal area is open to Oxford Road at ground level. The concourse is currently subject to rough-sleeping and antisocial behaviour, identified in the PCI as a constraint we must actively manage.

2.2 Scope of Works

The works are external repair, fencing and specialist installation packages. They comprise:

- Tile removal from beams, columns, slab edges and the concourse.
- Concrete repairs to BS EN 1504 — face and corner repairs using the Sika MonoTop system (provisional allowance: 50 face, 100 corner repairs, remeasured).
- Render application following concrete repair completion.
- Safety netting to the glazed roof (Contractor's Design Portion).
- Masonry wall and gates to Booth Street East (as specified).
- Fencing and gates to Oxford Road stairway (Contractor's Design Portion).

3. Highway Abutments & Protection of the Adopted Highway (Item 1)

Crawford House abuts adopted highway and footway on two principal frontages: Oxford Road to the west and Booth Street East to the south. Both are busy pedestrian and vehicular corridors on the campus. The works include physical interventions immediately adjacent to each — the Oxford Road stairway fencing, and the Booth Street East masonry wall and gates — and overhead activity at the glazed roof. Each interface is identified below.

Ref.	Location	Method of protection
HW-01	Oxford Road frontage — tile removal area open at ground level; new fencing/gate to stairway (CDP)	2.4 m hoarding/fencing line set behind the back-of-footway with all uprights and braces internal. Pedestrian footway maintained ≥ 1.50 m clear (target 2.00 m). Solid hoarding or solid security mesh with branded debris netting.
HW-02	Booth Street East frontage — masonry wall and gates as specified	Working zone to be physically separated from the highway by hoarding/fencing throughout the wall construction. Excavation for foundations to be preceded by ground investigation during mobilisation to locate the existing service trench identified in the PCI. Footway management may be required during foundation pour and gate hanging - banksman-controlled and pre-notified.
HW-03	Site compound vehicle access — off Clifford Street via Booth Street East	Banksman in high-vis on every vehicle movement. Chapter 8 statutory signage;

Highway Protection Commitments

1. Footway maintained at ≥ 1.50 m clear width (target 2.00 m); tactile paving, dropped kerbs and accessible routes unaffected.
2. All hoarding lines set behind the back-of-footway; any encroachment under a Highways Licence (HA 1980 s.171) only.
3. Banksperson attending deliveries.
4. Chapter 8 signage and overnight illumination of any temporary structures within or above the highway.
5. Public liability insurance £10m maintained for the duration.

4. Temporary Highway Closures (Item 2)

Kaberry's intent is to deliver the works without any full closure of the adopted carriageway. The fencing, masonry wall and render works can be undertaken from within a hoarded compound and from licensed scaffold/access; we have deliberately resourced and programmed the works on this basis.

Anticipated Highway Interventions

Currently anticipated highway interventions are limited to short-duration footway management at the Booth Street East compound access (HW-03) during deliveries and at site mobilisation/demobilisation, and at HW-02 during foundation works for the masonry wall.

Council Engagement & Permits

Where any of the following are required, application will be made to Manchester City Council in advance:

- Highways Licence (s.169 HA 1980) — for any scaffolding or hoarding within or above the highway.
- Skip Permit (s.139 HA 1980) — only if a skip is to be sited on the highway. Skips will be located within the secured compound wherever possible.
- Section 50 NRSWA 1991 — for any opening of the highway (none currently anticipated).
- Temporary Traffic Regulation Order (TTRO, RTRA 1984 / TMA 2004) — only if a temporary closure or one-way working is unavoidable. Minimum 12 weeks' notice; not commenced until written consent received.
- Temporary Footway Closure (s.14 RTRA 1984) — only if a footway diversion is unavoidable; pedestrians maintained on the same side wherever possible.

Status: at the date of this CMP, no full or partial highway closure is required and no formal MCC agreement has therefore been sought. Should a closure become necessary, the closure will not commence until written MCC consent has been received.

Stakeholder Liaison

- MCC Highways — Permits, TTRO and licensing team.
- Transport for Greater Manchester — bus services, cycle network and the Oxford Road corridor.
- UoM Estates and Security — internal estate movement and event-clash management.
- Adjoining occupiers, including the Naval Suite — written notification of any disruptive activity not less than 5 working days in advance.

5. Access and Egress (Item 3)

Vehicular Access

Vehicular access to the site compound is off Clifford Street via Booth Street East (per the PCI). The compound operates under a single, banksman-controlled gate — one vehicle in / one vehicle out — with no waiting or queuing on the highway. All deliveries are pre-arranged.

Pedestrian Access — Including the Naval Suite

Construction personnel and visitors access the site through a dedicated pedestrian gate adjacent to the vehicle gate, segregated by physical barriers. Internal site routes are hard-surfaced and segregated from working areas.

The Naval Suite (postgraduate facility, first floor south of atrium) will be maintained fully operational and accessible at all times via a dedicated, segregated pedestrian route through the works area, with hoarding and signage. The route will be agreed with UoM and the Naval Suite occupants during pre-construction and reviewed at weekly progress meetings. The public footway along Oxford Road and Booth Street East will remain unobstructed throughout.

Emergency Access & Means of Escape

Emergency vehicle access for Greater Manchester Fire & Rescue Service, North West Ambulance Service and Greater Manchester Police is maintained at all times. The vehicle gate is manned during working hours and accessible out-of-hours via Kaberry's 24-hour duty manager.

All existing emergency egress routes through the works areas — including through hoardings — will be maintained throughout the works in accordance with the Crawford House FRA (September 2021) and UoM FSAN procedures. Any temporary impairment is by Permit-to-Work and pre-agreed in writing with the UoM Fire Officer.

Inclusive Access

Tactile paving, dropped kerbs and accessible routes on Oxford Road and Booth Street East will not be obstructed. Temporary signage will be located and contrasted in accordance with the Equality Act 2010 so as not to obstruct guide-dog or wheelchair routes.

6. Contractor and Visitor Parking (Item 4)

No Reliance on the Public Highway

Per the PCI and the Project Specific Preliminaries: no contractor parking is available on site. Our parking strategy is built on this constraint and on full alignment with our quality submission.

Operative Parking

- Operatives travel by public transport, cycle or car-share as the default position. Manchester Piccadilly, Oxford Road and the Metroshuttle/bus corridor serve the site directly.
- No operative parking on campus or in the immediate locality. Where vehicles are essential, operatives use commercial off-site parking (e.g. NCP/UoM-controlled at Aquatics Centre, Charles Street or Booth Street West) at their own cost.
- Parking in surrounding residential streets, marked bays, double-yellow lines or pay-and-display bays without ticket is expressly prohibited; this is set out in the site induction and the operative sign-on declaration.
- Materials and tool consolidation is undertaken at the Heywood yard (30 minutes from Oxford Road) to minimise vehicle movements through the city.

Visitor & Management Parking

Visitor attendance is pre-booked through the Site Manager. A maximum of two short-stay management/visitor spaces will be available within the compound by appointment only. Otherwise, visitors are directed to public transport or commercial off-site parking.

Enforcement

Compliance with the parking strategy is monitored by the Site Manager (Alex McIntosh) through induction sign-off, daily briefings and unannounced spot-checks of the surrounding streets. Breaches escalate from verbal warning to written warning to removal from site.

7. Concurrent Construction Activity in the Locality (Item 5)

As a UoM Construction Works Framework contractor since 2016, Kaberry is highly familiar with the operating environment of a busy live campus and the cumulative impact that simultaneous projects can place on highway, parking, deliveries and pedestrian routes. We take this seriously.

Coordination Arrangements

6. On award, Kaberry will request from UoM Estates and MCC a list of currently consented and active construction projects within a 250 m radius of Crawford House.
7. Our Contracts Manager (Nathaniel Lloyd) will represent the project at any UoM-coordinated estates contractors' meeting and at MCC stakeholder forums where invited.
8. "Locality interface" is a standing item on the project's fortnightly progress meeting — covering deliveries, pedestrian disruption and parking pressure caused by neighbouring projects.
9. Deliveries will be scheduled to avoid clash with other known significant deliveries on campus, where reasonable foresight permits.

Specific Considerations

- Oxford Road bus corridor — vehicle movements minimised during peak hours.
- UoM event calendar (graduations, open days, examinations) — academic calendar obtained and disruptive activity avoided at high-impact events where reasonably practicable.
- Local residents and businesses — written notification of disruptive activity issued via UoM communications team where required.

8. Site Hoardings and Perimeter (Item 6)

Strategy

The site perimeter is secured for the full duration of the works to prevent unauthorised access (noting the existing antisocial behaviour on the concourse identified in the PCI), to protect the public, and to present a clean, professional appearance to the campus and the highway. The form of perimeter is selected on a location-by-location basis to suit proximity to the public, the activity behind it and the aesthetic context.

Perimeter Types & Locations

Location	Type	Specification
Oxford Road frontage and stairway (public-facing)	Solid timber hoarding or solid steel security fencing with branded debris netting	Min. 2.40 m high, OSB or steel-faced, painted in client-approved livery, all fixings internal, lockable double-leaf gates with anti-lift hinges, internally braced. Branded graphics, public notice board, CCS information.
Booth Street East frontage during masonry wall works	Hoarding line behind back-of-footway	As above; reduced/removed in sections only as the new masonry wall and gates are constructed in their place.
Concourse and atrium working zone (segregation from Naval Suite route)	Solid hoarding return and signed wayfinding	Flush with the existing line of escape; signage providing clear wayfinding for occupiers including the Naval Suite.
Internal estate boundaries (not facing highway)	Heras-type security mesh fencing	Min. 2.00 m high, anti-climb mesh, weighted feet, debris netting where dust risk applies, ground-anchored or tied at corners, all panels coupler-clamped.

Construction Standards & Inspection

- Designed and erected to BS 6180 and CITB Site Hoarding Guidance.
- Wind-loading assessment provided where the hoarding exceeds 2.40 m or is in an exposed location.
- Inspected weekly by the Site Manager and recorded in the site diary; daily safety-signage check.
- Anti-graffiti coating where adjacent to the highway.
- Public-facing signage: project name, principal contractor, 24-hour emergency contact, CDM 2015 PC/PD details, CCS registration board, working hours notice and complaints contact.

9. Hours of Work (Item 7)

Standard working hours are set out below. Where the disruptive-activity programme requires Saturday or Sunday morning working, this will be agreed in writing with UoM and the LPA in advance and notified to occupiers.

Period	Hours
Monday to Friday	07:00 to 18:00
Saturday	07:00 to 18:00
Sunday	Working before 12:00 only, by prior written agreement with UoM and the LPA. No working after 12:00.
Bank & Public Holidays	No working without prior written agreement of UoM and the LPA.

Noise-generating activity (e.g. tile removal, percussive drilling, concrete breaking) is restricted to 08:00–18:00 on Mon–Fri and 08:00–13:00 on Saturdays. Outside this window only quiet activity (deliveries, welfare, snagging, finishing, materials handling) is undertaken.

Out-of-Hours and Disruptive Activity

Out-of-hours and weekend working is available by prior agreement for particularly noisy or disruptive activities — for example tile removal, concrete breaking or overhead works adjacent to the Naval Suite. Any such session will be:

10. Pre-agreed in writing with UoM
11. Subject to a Section 61 Application under the Control of Pollution Act 1974 where outside agreed limits or hours;
12. Notified to affected occupiers (including the Naval Suite) not less than 5 working days in advance; and
13. Undertaken to BS 5228-1/2 noise and vibration limits.

Operative Arrival & Departure

Operatives arriving prior to 07:00 will remain in the welfare compound. Plant and tool issue, briefings and welfare use are managed quietly to avoid impact on the surrounding occupiers, particularly between 07:00 and 08:00 when noisy works are restricted (see below).

10. Deliveries of Materials, Plant and Equipment (Item 8)

Strategy

Deliveries are tightly controlled to minimise highway impact, prevent on-street waiting and protect pedestrian safety. The scope generates a low-to-moderate delivery profile — small-to-medium rigid vehicles, scaffolding, fencing components, render/concrete repair products and the netting system. Limited articulated traffic is anticipated.

Delivery Booking System

14. All deliveries are booked in in advance.
15. 30-minute slots; one delivery vehicle on the access at a time.
16. Suppliers receive written delivery instructions before first attendance: route, contact, banksman protocol, on-site standing time, prohibition on engine idling.
17. Vehicles arriving without a booked slot are turned away and rebooked.
18. Holding location off-campus (Heywood yard, 30 minutes away) — vehicles arriving early are held there to prevent waiting on the public highway.

Permitted Delivery Hours

Routine deliveries: Mon–Fri 09:30 to 16:00 — outside school-run and rush-hour windows and outside peak pedestrian times around the Oxford Road corridor.

Abnormal or large deliveries: pre-agreed with UoM Estates and (where it affects the highway) MCC Highways. Routes assessed against TfGM advisory routes; escorts deployed where required.

Vehicle Standards

- FORS Silver or equivalent for HGV operation; FORS Gold encouraged.
- Side-bar and rear-bar protection, audible reversing alarms, side-detection sensors and class V/VI mirrors.
- Drivers CLOCS-trained where applicable and inducted on the site-specific traffic management plan.
- Banksperson attending 100% of deliveries (committed in the quality submission).

Plant on Site

Plant is limited to that required for the works — scaffolding (specialist designed), MEWPs/scissor lifts, telehandlers up to 4t, small generators, vacuum cleaners and dust-extraction equipment. All plant:

- Compliant with Stage V Non-Road Mobile Machinery emissions, in line with Greater Manchester low-emission expectations.
- Maintained, inspected (LOLER/PUWER) and parked overnight within the secure compound.
- Refuelled within a bunded area; spill kits and drip trays in use at all times.
- Scaffolding tied to the structure at floor levels in accordance with the Residual Design Risk Register and within the stated floor capacities (Deck Access 4.0 kN/m²; accessible roof 1.5 kN/m²).

11. Waste Management (Item 9)

Waste Hierarchy

Waste is managed in accordance with the waste hierarchy: Reduce → Re-use → Recycle → Recovery → Disposal. Our committed target is a minimum 90% diversion from landfill (per quality submission).

Site Waste Management Plan (SWMP)

Although the statutory SWMP requirement was repealed in 2013, Kaberry retains a project-specific SWMP under our ISO 14001 environmental management system. Maddy Templeman (Environmental Advisor) is the registered owner. The SWMP records:

- Forecast arisings by EWC code (principally tile waste, concrete, render off-cuts, scaffolding consumables and packaging).
- Targets and reconciliation against actual arisings.
- Designated waste carriers with EA licence numbers.
- Receiving facilities and recovery rates.

Storage on Site

- Segregated at source into colour-coded enclosed skips: general/mixed, timber, metal, plasterboard (separate), inert, hazardous.
- All skips and bins located within the secure compound — never on the public highway.
- Skips covered with mesh between movements to prevent windblown litter.
- Hazardous wastes (sealants, paint residues, fluorescent tubes) stored in lockable, bunded units.
- Pigeon droppings (biological hazard identified in PCI) — controlled waste; double-bagged with appropriate RPE in use; consigned via licensed carrier.

Removal from Site & Heywood Yard

Waste is collected by Environment Agency-registered carriers (verified prior to first collection — Duty of Care Regs 1991, Waste Regulations 2011). Skip exchanges are scheduled outside the morning peak (09:30 onwards) under banksman control. Waste Transfer Notes (or Hazardous Waste Consignment Notes where applicable) are retained for 3 years (7 years for hazardous waste).

In line with the quality submission, waste is taken to Kaberry's Heywood yard (30 minutes from Oxford Road) for further segregation, maximising re-use and recovery before final disposal routes.

Asbestos & Pre-Refurbishment Survey

Asbestos is known to be present within Crawford House. A project-specific R&D survey is being undertaken. Any localised asbestos removal encountered during tile strip will be undertaken by an HSE-licensed removal contractor under a 14-day ASB5 notification (where licensed) and managed via our specialist supply chain in accordance with EPM HS25, the Control of Asbestos Regulations 2012 and HSG264. Arisings consigned via a registered Hazardous Waste carrier.

12. Dust, Debris and Air Quality Control (Item 10)

Risk Assessment

Tile removal, concrete breaking and concrete repair generate significant dust and debris in close proximity to occupied space (the Naval Suite) and to a busy public highway (Oxford Road). Dust and debris are therefore a high residual risk, expressly called out in our quality submission, and managed through layered source-pathway-receptor controls.

Source Controls

- On-tool dust extraction (M-class minimum, H-class for asbestos-suspect arisings) on all powered cutting and drilling activities — mandatory in COSHH risk assessments and enforced through Toolbox Talks.
- Wet cutting where on-tool extraction is not practicable.
- Local exhaust ventilation in defined work zones for tile removal.
- Sealed bag changes; no dry sweeping (vacuum or wet sweep only).
- Tile and concrete debris managed into enclosed skips immediately.

Pathway Controls

- Polythene screening, dust curtains, and tacky mats at the boundary between working zones and occupied / public-facing zones, including the Naval Suite access route.
- Hoarding and Heras debris-netting at the perimeter to prevent dust migration to Oxford Road and Booth Street East.

Receptor Protection

- Daily inspection of the perimeter, public footway and adjoining property façades for visible dust deposition; same-day cleaning.
- Continuous dust monitoring during high-risk activity
- Manchester City Council AQMA — non-road plant operated in accordance with GM NRMM low-emission expectations.
- Communication with the Naval Suite occupants ahead of any noisy/dusty activity (≥ 5 working days).

Mud, Debris and Highway Cleanliness

- Daily sweeping of the Booth Street East access apron and back-of-footway as part of the morning briefing checklist.

Noise & Vibration

Although not a numbered planning item, noise and vibration are integral to dust/debris management, particularly for tile removal and concrete breaking adjacent to the Naval Suite. Noise is controlled to BS 5228-1 limits; a Section 61 Application is submitted where required. Vibration-generating activity in proximity to sensitive equipment within the University estate is coordinated with UoM Estates in advance.

13. Communications, Monitoring & Continuous Improvement

Public-Facing Communications

- Public notice board on the hoarding to Oxford Road and Booth Street East: project description, working hours, complaints contact, MCC Environmental Health contact, CCS registration.
- Letter drop / email to immediate adjoining occupiers — Naval Suite, neighbouring buildings, postgraduate facility — prior to any disruptive activity (≥ 5 working days).

Stakeholder Engagement

Pre-start meeting prior to start on site with UoM (Simon Connolly), Arcadis (Tom Finch), Wilson Mason (Eleanor Wood) and Naval Suite occupants to agree working protocols and communication procedures. Fortnightly look-ahead programmes issued throughout. Daily Activity Briefings each morning by Alex McIntosh; hazard boards updated daily at the site entrance.

Complaints Procedure

19. All complaints (telephone, email, in person) logged in the site Complaints Register on day of receipt.
20. Acknowledgement to the complainant within 1 working day.
21. Investigation, response and remedial action within 5 working days.
22. Trends reviewed at fortnightly progress meetings; reported to MCC if requested.

Monitoring & Audit

- Weekly site inspection by Alex McIntosh against this CMP, recorded and signed.
- Fortnightly H&S audit by Ed Offer.
- Considerate Constructors Scheme — site registered prior to start on site; CCS Code (Care, Respect, Protect) displayed on the hoarding and embedded in induction.
- CMP reviewed and re-issued on any material change to scope or programme.

14. Compliance Schedule — Planning Conditions

This schedule confirms how each numbered requirement of the planning condition is addressed within this CMP.

Item	Requirement	Address (CMP Section)
1	Highway abutments and method of protection	Section 3
2	Temporary highway closures and Council agreement	Section 4
3	Access and egress (incl. Naval Suite route)	Section 5
4	Contractor and visitor parking	Section 6
5	Concurrent construction activity in the locality	Section 7
6	Hoardings	Section 8
7	Hours of work	Section 9
8	Deliveries of materials, plant and equipment	Section 10
9	Waste management — storage and removal	Section 11
10	Dust and debris control	Section 12

15. Assumptions and Items to be Confirmed

The following assumptions have been made in the drafting of this CMP and will be reviewed and confirmed prior to formal submission to the Local Planning Authority.

Ref.	Assumption / Item	Owner
A-01	Confirmed planning application reference number to be inserted on cover.	Client / KC
A-02	Site Logistics Plan (Drawing KC-9282-LP-001) to be issued and appended.	KC
A-03	R&D asbestos survey output to be appended; Asbestos Removal Plan finalised on confirmation of arisings.	KC / UoM
A-04	Booth Street East ground investigation result and confirmed wall foundation position.	KC / WML
A-05	CDP design submissions (glazed-roof netting) approved prior to start on site.	KC / Wilson Mason
A-06	Form of perimeter (solid hoarding vs solid security fencing) to be agreed at pre-start.	KC / UoM
A-07	Confirmed FORS membership status of all transport contractors at start on site.	KC
A-08	Saturday/out-of-hours requirement to be agreed where the disruptive-activity programme requires it.	KC / UoM