Construction Management Plan

Issue: Original Issue

Dated:14th October 2025

Land At St Marks Lane & Robin Hood Street,

Manchester,

M8 9GH,

Prepared by Lewis Lucas

Spring and Company Limited

Document Control				
Revision	Date	Status	Prepared By	Checked By
Original Issue	14/10/2025	First Issue	Lewis Lucas	Lee Downs

Distribution

Architect - ORY Architectural Studios

Contractor – TBC

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Introduction

1.1 General

The Construction Management Plan details how works on the development will be undertaken during the construction phase to prevent harm resulting from the scheme.

The Construction Management Plan will be considered by the Principal Contractor as a 'living' document with reviews being undertaken at predetermined intervals and data added as appropriate. The measures identified in the CMP should be:

- Viewed as mandatory and common practice on-site.
- Embedded within the company's policies and site procedures, e.g. within the companies Construction Phase Plan (CPP)

Key Issues of disturbance such as noise, dust, waste management, parking and vehicle movements need to be mitigated to avoid disruption to the surrounding community.

Purpose

Tang Associates and ORY Architectural Studios have been working with the planning authority and building control officers , who have requested a construction management plan (CMP) to be submitted prior to any works being undertaken.

The purpose of the CMP is to ensure that management controls are in place during the construction activities associated with this development and to satisfy the requirements of Planning Condition's.

Prior to construction, this CMP may be revised to address all construction issues and ensure that any residual effects following the design process are mitigated as far as reasonably practicable.

1.3 Structure

This report has been structured as follows:
Section 1 – Introduction
Section 2 – Executive Summary
Section 3 – Scope of Works
Section 4 – Method Statements
Section 5 – Other contributing Factors and Issues

2. Executive Summary

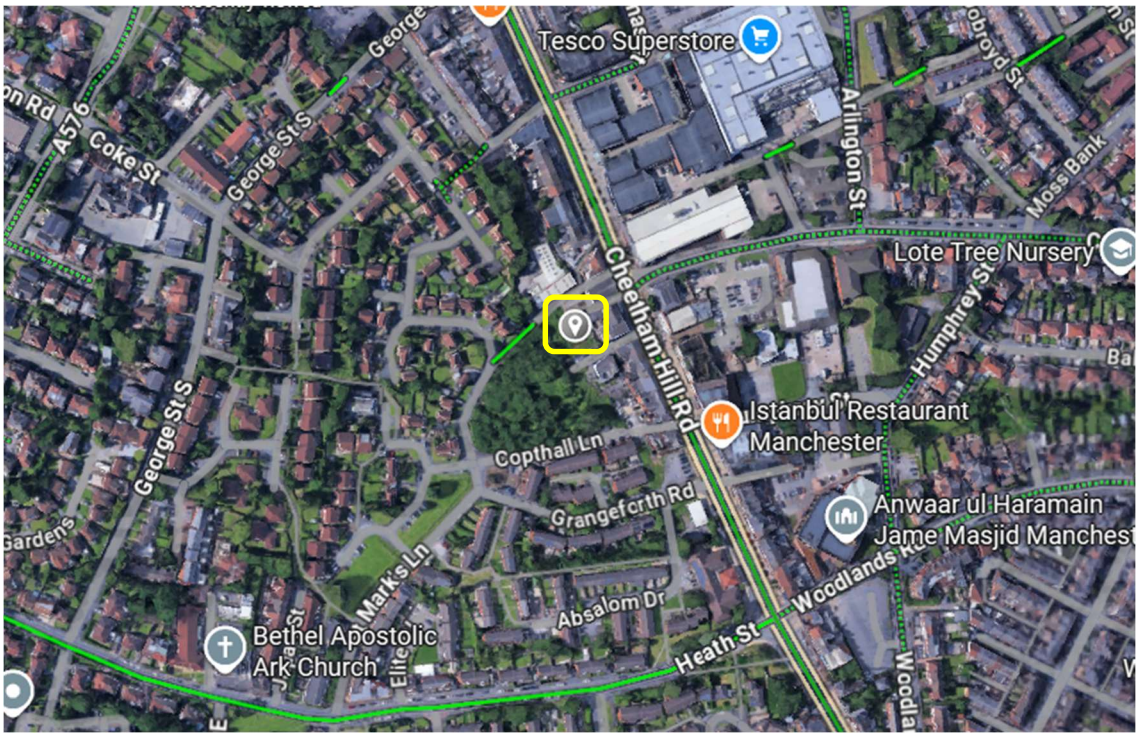
The purpose of this document is to help minimise impacts from the development site. This document relates to both on site activities as well as transport arrangements.

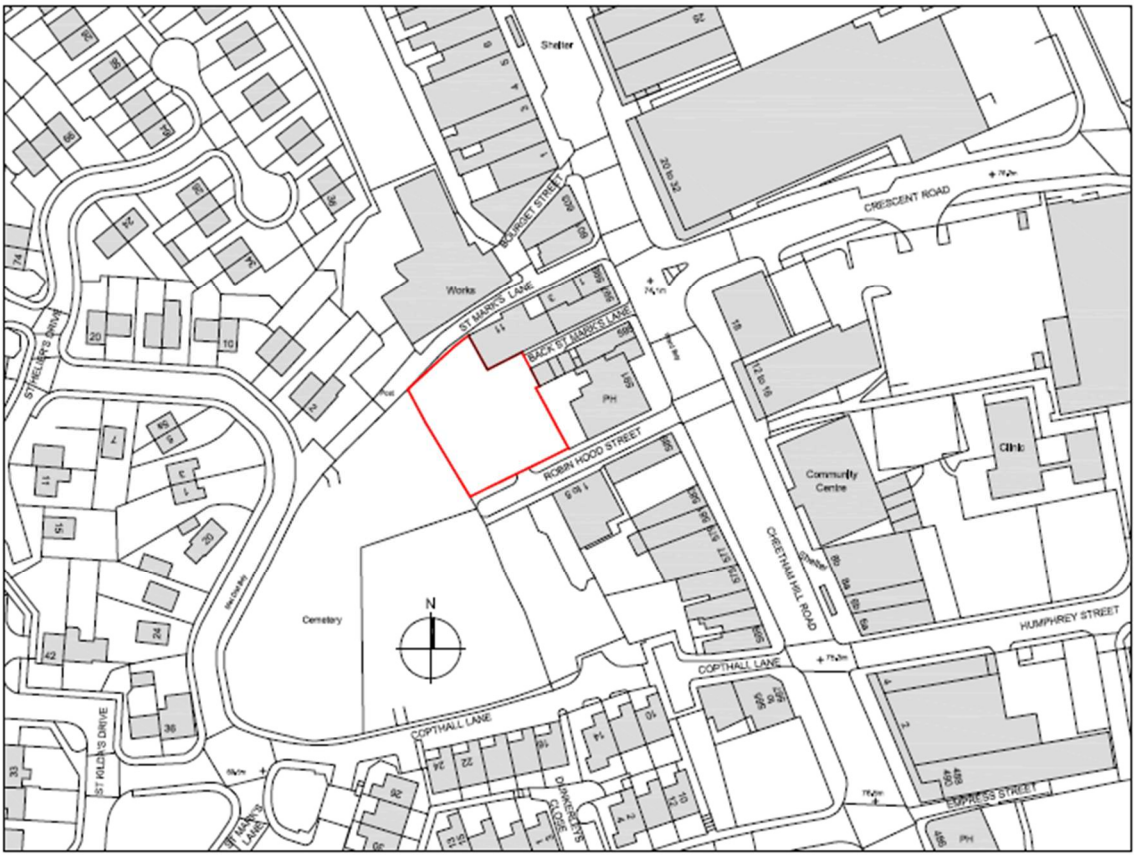
This Construction management plan addresses how adverse impacts associated with the development will be managed.

3. Scope of Work

3.1 Location

Land At St Marks Lane & Robin Hood Street, Manchester, M8 9GH.





3.2 Description of Works

The project comprises the erection of a part-two & part-three storey residential block consisting of 9 residential units (1 X 1 Bedroom & 8 X 2 Bedroom apartments) at Robin Hood Street, Cheetham Hill, Manchester, M8 9JG.

The site lies within the Manchester City Council Planning Authority in the Cheetham Hill Area which predominantly comprises of residential dwellings, shops and industry.

The works involve the following activities:

- Site set up and cabin delivery
- Remove trees and vegetation
- Ground investigation
- Reduce levels and form Site vehicle entrance from St Mark's Lane
- Erect solid timber hoarding
- Decorate hoarding
- Site strip
- Grade site to agreed levels and compact
- Foundations and sub-structure
- Brickwork and blockwork
- Roof works
- Internal fit out
- Drainage
- External landscaping
- Completion
-

The nearest potential receptors are the nearby residential dwellings to the West and South, commercial businesses to the North and East and St Mark's Churchyard to the West of the Site.

3.3 **Construction Programme** (To Follow)

3.4 Sequence of Works

The works involve the following activities:

- Site set up and cabin delivery
- Remove trees and vegetation
- Ground investigation
- Reduce levels and form Site vehicle entrance from St Mark's Lane
- Erect solid timber hoarding
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- Site strip
- Grade site to agreed levels and compact
- Foundations and sub-structure
- Brickwork and blockwork
- Roof works
- Internal fit out
- Drainage
- External landscaping
- Completion

3.5 Working Hours

Working hours at the site will be 0730 to 1830 Monday to Friday:- any works outside theses hours are to be agreed at with the Client.

3.6 Restrictions

No heavy plant, noisy equipment or operations and deliveries will be permitted outside of these hours, including the collection or deliveries to site or on a Sunday or Bank Holiday without prior notice to the Local Planning Authority (LPA), subject also to any restrictions or requirements they may impose, and local residents being informed in advance of the proposed activities.

Equipment and Plant

The Contractor will identify the equipment and plant to be used, including type, size and expected number. (Plant not expected unless for unloading deliveries.

3.7 Welfare Facilities

In line with CDM regulations 2015 welfare facilities for site operatives will be provided including facilities for the reheating of food, washing and toilet facilities, and canteen accommodation as required by the CDM Regulations Schedule 2

All facilities will be adequate for the number of operatives / visitors to site.

3.8 Traffic Management

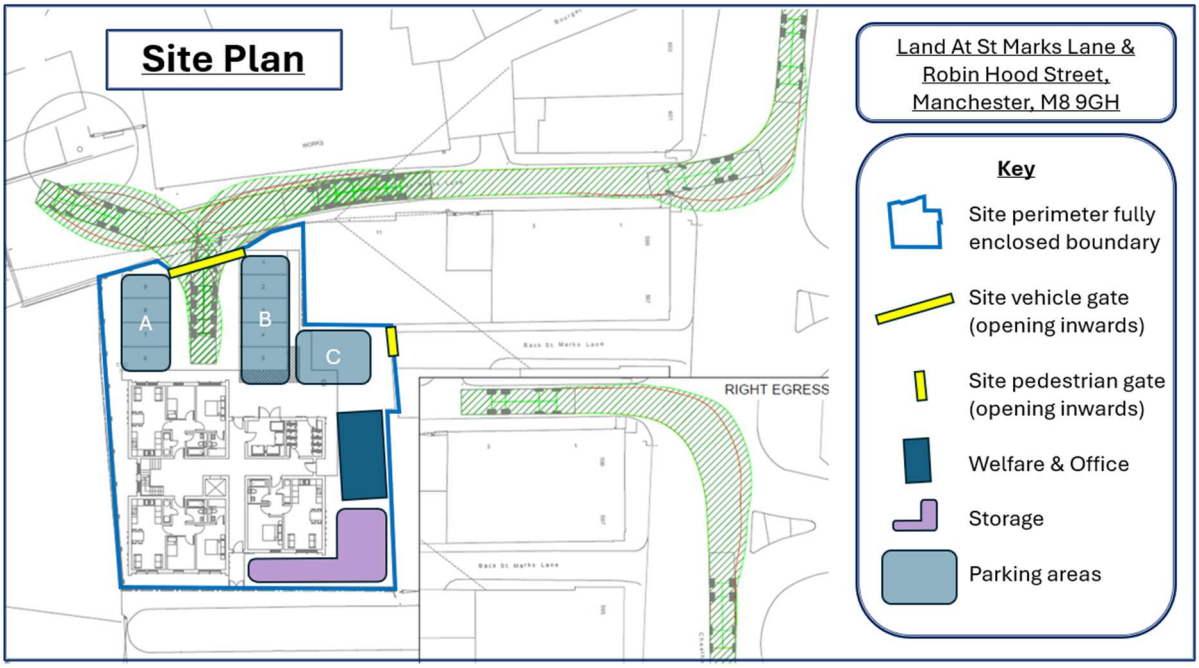
The site is situated on St Marks Lane, Manchester, M8 9GH.

Signage will be installed on the approach road network leading to the site to warn all members of the public of the presence of construction activities and delivery routes and arrow signage to both Site offices and compound.

Traffic management will be included within the Site setup Plan –

All traffic management systems will give clear and advance warning to vehicular and pedestrian traffic and will be managed by the Principal Contractor. Access for deliveries will be given via the main gates with large deliveries being pre-agreed.

The Site Manager will control access for vehicles and plant entering site and leaving site. Signage will be displayed to the entrance of site warning of potential dangers. Once on-site, vehicles will turn around using the area shown on the SCP Swept Path Analysis and Site Plan and leave in the same manner as they arrived. Site speed limits (displayed 5mph) will be adhered to by all on site and enforced by the Site Manager.



4. Method Statement

4.1. Site Wide Hazard and Risks

Existing Hazards and Mitigation Strategies

WORKING AT HEIGHT/FALLING OBJECTS – Permit system required for all working at height activities. The work at Height hierarchy will be used to determine suitable means of access/egress for all work at height activities. Sub-contractor RAMs will be reviewed by the site manager and in consultation with the Health & Safety Manager. All works will be properly planned and managed using a safe system of work to protect those installing the safety measures, using trained and experienced workers with suitable equipment (tethered tools) and employing a high level of supervision.

SEGREGATION OF WORKS FROM MEMBERS OF THE PUBLIC – Pedestrian routes surrounding the site will be maintained and kept clear/free from debris/materials/obstructions at all times. All works will be segregated so far as reasonably practicable during the works as the surrounding roads and pedestrian routes will remain occupied and in use during the project.

DELIVERY AND OFFLOADING OF MATERIALS – Only authorised deliveries will be accepted on site. These will be first agreed with the Site Manager in respect of times and coordinated with subcontractors. All deliveries will be met by the Site Manager or their delegated representative and un-loaded in a safe manner. A banksman will be in use for all operations/deliveries. The Site Manager will act as the gate man for the project, and he will control access in and out of site. See the Traffic Management Plan for more details.

PLANT/PEDESTRIAN MANAGEMENT INTERFACE – subcontractor RAMs will identify how the works are to be managed. The Groundworks Subcontractor will control the movement of the machine driver and any operatives working in the area, work zones will be created using suitable barriers (e.g. chapter 8 barriers) to prevent access from pedestrians whilst clearing the site and installing new hoardings.

VEHICLE SITE ACCESS OFF/ON ST MARK'S LANE – The Site Manage will control access for vehicles and plant entering site and leaving site. Signage will be displayed to the entrance of site warning of potential dangers. Once on-site, vehicles will turn around using the area shown on the SCP Swept Path Analysis and Site Plan and leave in the same manner as they arrived. Site speed limits (displayed 5mph) will be adhered to by all on site and enforced by the SM.

SITE SECURITY –The existing steel fencing will remain in situ as long as possible whilst the external solid timber hoard is erected. Hoarding will be erected along the Site boundaries. Existing walls and fencing will also be retained and used to secure the Site perimeter where appropriate. The Site, welfare unit, office and container will be locked outside of Site hours. All tools and materials will be locked in the container overnight where possible. Site plant will be locked when not in use. Plant keys will be removed from ignition and securely locked in the Site Office overnight.

DEALING WITH SPILLS – Any fuel stored on site will be stored within a bunded bowser to prevent any spillages. This will mitigate any environmental hazards and enhance site safety. Re-fueling of plant will be in designated areas only. A spill kit will be kept on Site for use if any spills occur.

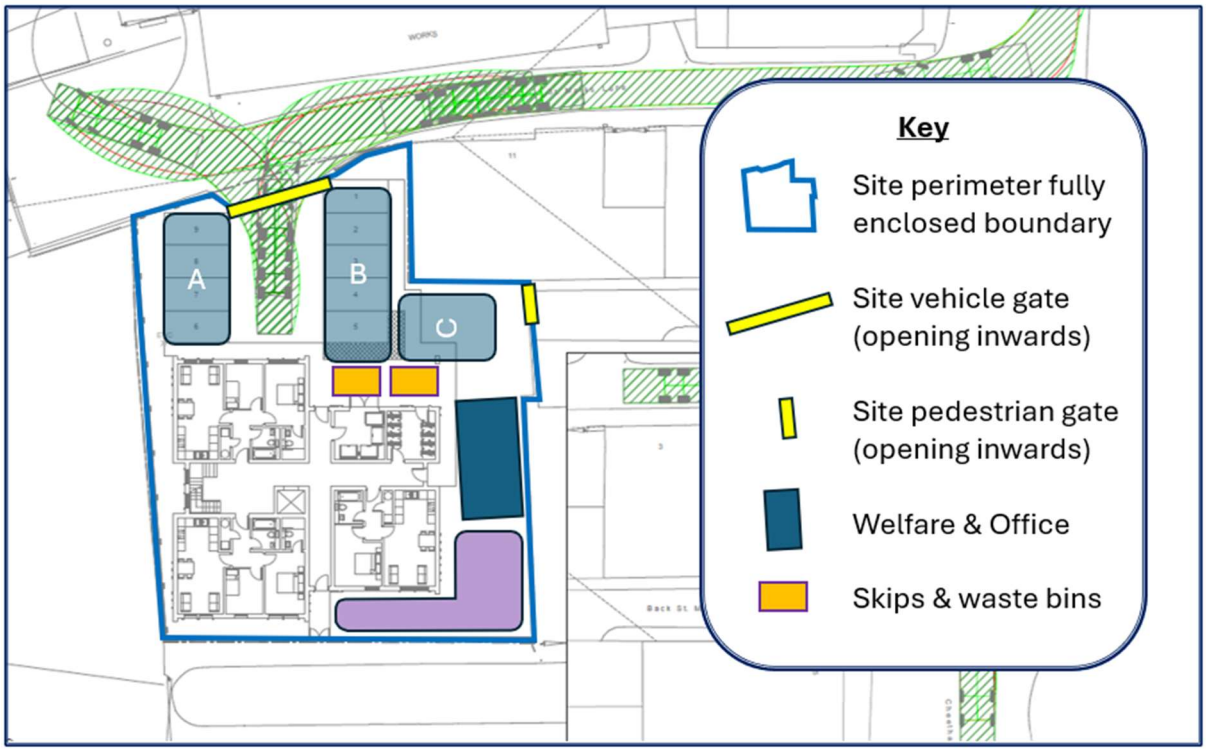


Example of possible spill kit

EXISTING SERVICES – No services are thought to be present on Site. The Contractor is to carry out a CAT scan of the site before any works proceed, should any services be identified, they will be carefully uncovered and identified. Mechanical digging will not be permitted within 1000mm of a service or suspected service. A permit to dig system will be enforced by the Site Manager.

WASTE MANAGEMENT - Site Managers will prioritizes the hierarchy of waste: reduce, reuse, and recycle, followed by responsible disposal. Accurate ordering of materials will reduce off-cuts and waste. Safe and well organized storage of materials will prevent damage and therefore wastage. Segregating waste into labelled bins or skips for specific materials like timber, metal, and plasterboard will enable good recycling rates to be achieved. All waste

will be removed from Site by licensed carriers, and sent to a facility that can reuse, recycle, or dispose of it safely and compliantly. Only registered Waste Carriers, Brokers or Dealers will be used to transport and process the waste. Licences of Waste Carriers, Brokers and/or Dealers will be checked using the Environment Agency's Register of Waste Carriers, Brokers and Dealers (https://environment.data.gov.uk/public-register/view/search-waste-carriers-brokers) or similar website. The Waste Carrier will provide a waste transfer note for every load taken off Site, detailing the waste classification code, origin, and any special handling requirements. The Site Management and Waste Carrier will ensure all waste is fully secured in transfer vehicles before leaving Site. This is likely to be achieved by load covering or sheeting over of vehicles. Skips and waste bins will be located as shown on the plan below. Occasionally skips may be relocated in on of the parking areas. Skips will be moved around the Site using a 360 excavator. Skips will be positioned away from existing buildings adjacent to the Site boundary. Skips will be enclosed and lockable when required.





Example of possible skips

COMPOUND LOCATION AND SITE BOUNDARY – The site will be fully enclosed by a continuous boundary consisting of solid panel hording and/or wire mesh fencing. In some instances, existing fencing and walls will be utilised to form the continuous and impermeable Site boundary. All works will take place within the Site boundary. The Site Management will carry out regular inspections of all boundary hoarding, fencing etc. to ensure it is in good condition and well maintained. The position of the site boundary will be as shown on the Site Plan which is included in the Appendices. The Site compound will be divided into areas for storage, parking, skips/waste and welfare.

DUST SUPPRESSION MEASURES – Care is to be taken to protect employees, sub-contractors, visitor and the public. Cutting will take place in designated areas only. These areas will be away from the Site boundaries to reduce the risk of dust leaving Site and causing a nuisance to members of the public. Dust suppression will be used at all times when cutting (detailed in specific Risk Assessments). Subcontractors where required, will be asked to provide copies of Face fit Certificates prior to works commencing. Damping down of dry ground will be implemented when required. This will be done by towing a water bowser behind a dumper or using a hose pipe with spray attachment.



Example of towable site water bowser

Power tools will be fitted with dust collection devices where possible. Waste will be removed from Site and materials such as stone and sand will be delivered to Site in **sheeted over vehicles**.

SHEETING OVER OF CONSTRUCTION VEHICALS - Sheeting over of construction vehicles, often referred to as load covering, involves using sheets or covers to secure loads of materials such as aggregate, scrap metal, or waste within a vehicle's body to prevent dust and prevent them from falling out or blowing away. This process is crucial for safety, as loose materials can create hazards for other road users and pedestrians. Sheeting over of construction vehicles will be implemented as standard practice on this Site.



Example of truck sheeting system

EMERGENCY CONTACT TELEHONE NUMBER – The telephone number of the Site Manager will be prominently displayed on the Site hoarding. The emergency contact will be Daud Chaudhry's who will be available on phone number +44 7543 807795. The emergency contact number will be clearly displayed in the locations shown on the plan below.

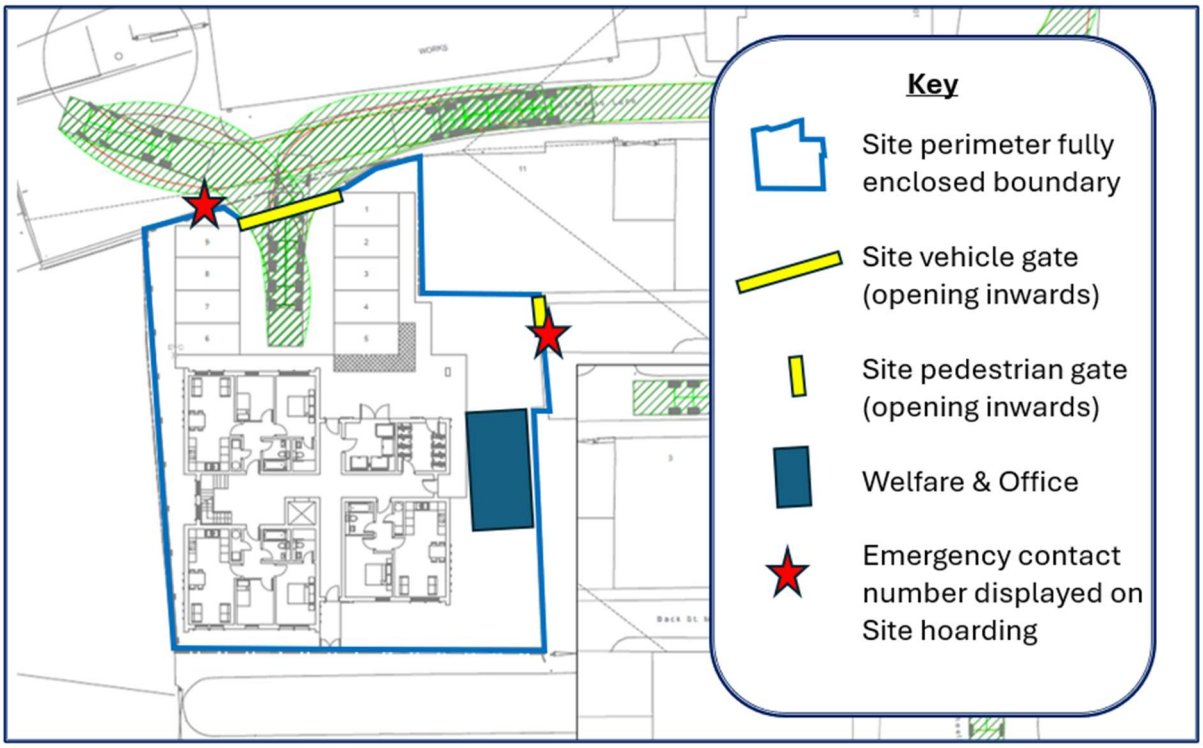
NOISE/VIBRATION – Noise and vibration will be kept to a minimum where possible. Engines of all Site vehicles will be turned off when not in use and engines will not be revved unnecessarily. Horns will only be used during emergencies. All vehicles will be well maintained and serviced regularly. Exhaust systems will be replaced as soon as they become noisy/defective. Working hours will be strictly adhered to and engines will not be turned on until 08:00hrs. Noise reducing devices, such as silencers and baffles will be fitted when practicable. When new equipment is hired or replaced the importance of installing quieter alternatives will be considered and a noise assessment of the new equipment will be carried out. The use of diesel generators will be kept to a minimum, and generators will be screened behind solid metal panel fencing or similar. Deliveries will be timed to avoid unsociable hours and all deliveries will be scheduled to arrive between 8am and 4pm where practicable. Noise and vibration assessments of Site operations will be carried out where required, (as detailed in subcontractor RAMs). During noise and vibration assessments consideration will be made whether the works can be completed in some other quieter way and the noisy machinery/plant be replaced with something quieter that caused less noise/vibrations. PPE will be used to protect Site Operative from noise and vibrations as a last resort where no other option is available. Task rotation will be implemented when required and exposure limits not exceeded. Appropriate PPE will be provided by sub-contractors and spares provided by the Principal Contractor if necessary.



Example of solid fence panels which may be used to shield generator

SITE WELFARE FACILITIES – The Principal Contractor will provide welfare including a canteen, toilet and drying room. The welfare will be inclusive of all the requirements of the CDM Regulations 2015. The planned location of the welfare is shown on the Site Plan in the appendices.

MANAGING IMPACT TO THE PUBLIC - Before works commence a 'letter drop' to local residents will be considered to inform them what will be happening during the works. This can help to reduce hostility towards the works and will provide an opportunity for you to address the concerns of local people. The Site Manager will develop a neighbourhood comment and complaint procedure for recording and dealing with complaints from local residents. Project contact details will be displayed in prominent locations. This will give local residents a point of contact and should allow you address any nuisance issues that may arise. Solid panelled fencing will be used around Site instead of wire mesh fences where practicable. This will help to reduce noise from Site and can also reduce wind-blown litter. Any noisy or vibration causing operations will be positioned as far away as possible from housing. Use of generators will be kept to a minimum. When running generators and compressors the Site Management will ensure that access doors are closed. This will reduce the noise level. Vehicle engines will be turned off when not in use. This will reduce noise and emissions.



MANUAL HANDLING/HANDLING & LIFTING OF MAJOR COMPONENTS - All Manual Handling Activities will be assessed looking at the – Task, Individual, Load and Environment (TILE). Wherever possible Mechanical Handling Aids such as trolleys, sack trucks or cranes, hoists etc will be utilised. Wherever this is not possible lifting and handling in teams will be utilised (loads over 25kg). RAMs are available upon request.

HOT WORKS AND FIRE HAZARD – Permit system will be implemented for all hot works. A fire risk assessment has been produced in accordance with CDM 2015, The Regulatory Reform Order 2005 and Fire Act 2005 to identify the hazards, sources of ignition, sources of fuel and oxygen. General fire precautions include, escape routes and fire exits, fire-fighting equipment, raising the alarm (klaxon), emergency plan, and where possible compartmentation.

CONFINED SPACES – Should there be any requirements for confined space entry then subcontractor RAMs will detail confined space procedures.

EXISTING ASBESTOS/GROUND CONTAMINATION – Martin Environmental Solutions ltd. report identified the potential for contaminants to exist on site from historic site uses and the remains of building structures.
As such an intrusive investigation is recommended. To aid this investigation surplus waste material on site will first be removed to an appropriate licensed facility, including vegetation, and rubble. This will aid access to the subsurface in order to undertake the necessary soil samples. A series of trail holes will be dug across the site and soil samples taken for onward analysis. Samples will be tested for the presents of Asbestos, heavy metals, Total Petroleum Hydrocarbons, and Polyaromatic Hydrocarbons. Should any suspect materials be identified during construction works in that area will cease and the material will be tested before works can continue. The Site Manager will be informed. The potential for ground contamination will be covered within the induction process and task specific PPE may be utilised where required.

HAZARDOUS SUBSTANCES/MATERIALS – All hazardous materials will be detailed within sub-contractor RAMS, together with the appropriate COSHH Data and storage controls as

described in the COSHH Regulations 2002. All subcontractor RAMs will be filed in the Site Office after they have been reviewed by the Site Manager. All RAMs will be requested at least 2 weeks prior to any works onsite commencing in line with the HSE's guidance.

SLIPS, TRIPS & FALLS – The Principal Contractor will maintain a clean and tidy site at all times. The Site Manager will inspect the Site each working day and ensue good housekeeping standards are maintained. Materials will be stored in designated areas and cordoned off if necessary. Designated walkways and escape routes will be established and kept clear of obstructions. The Site Manager will enforce this at all times.

STABILITY OF SURROUNDING STRUCTURES – All Temporary Works will be designed and installed competent people. Any design information, method statements, inspections etc will be files in the Temporary Works Folder which will be kept in the Site Office. A Schedule of Temporary Works and key dates will retained within the Temporary Works Folder.

TWC – Site Manager, Daud Chaudhry

TWS – TBC

TWD – TBC

INFORMATION ON PPE – information on PPE will displayed in the Site Welfare and/or Site Office. PPE requirements will be included in the site induction. General site PPE will include Hard Hats, Safety Footwear and High Visibility Clothing. For task specific PPE see subcontractor RAMs. This will be enforced by the Site Manager at all times.

WORKING HOURS – will be Monday to Friday 7.30am – 6.30pm. Any additional working hours required will have to be agreed between all parties. At this stage it is envisaged weekend working and late-night shifts will not be required.

ARRANGEMENTS FOR DEALING WITH THE PUBLIC – In the unlikely event that members of the public or adjacent Business Owners have concerns regarding Site activities they will be able to discuss these with the Site Manager. The Site Manager will then pass on necessary information to all effected parties and to ensure that Site visitors, Public and adjacent land users are not adversely affected by the project.

HAND ARM VIBRATION - Use of hand tools and expected duration will be assessed by the Principal Contractor in advance of works taking place. When there is a risk the exposure limit may be reached records will be kept to monitor daily usage. Job rotation will be implemented when necessary to ensure exposure limits are not breached.

REGULATION 13 CDM 2015 PLAN, MANAGE, MONITOR AND COORDINATE- regular subcontractor Health Safety & Coordination meetings will be held together with progress meetings to effectively share information throughout the project. The phasing of the job and deliveries is integral to effectively managing and not affecting current production and the construction of the new building.

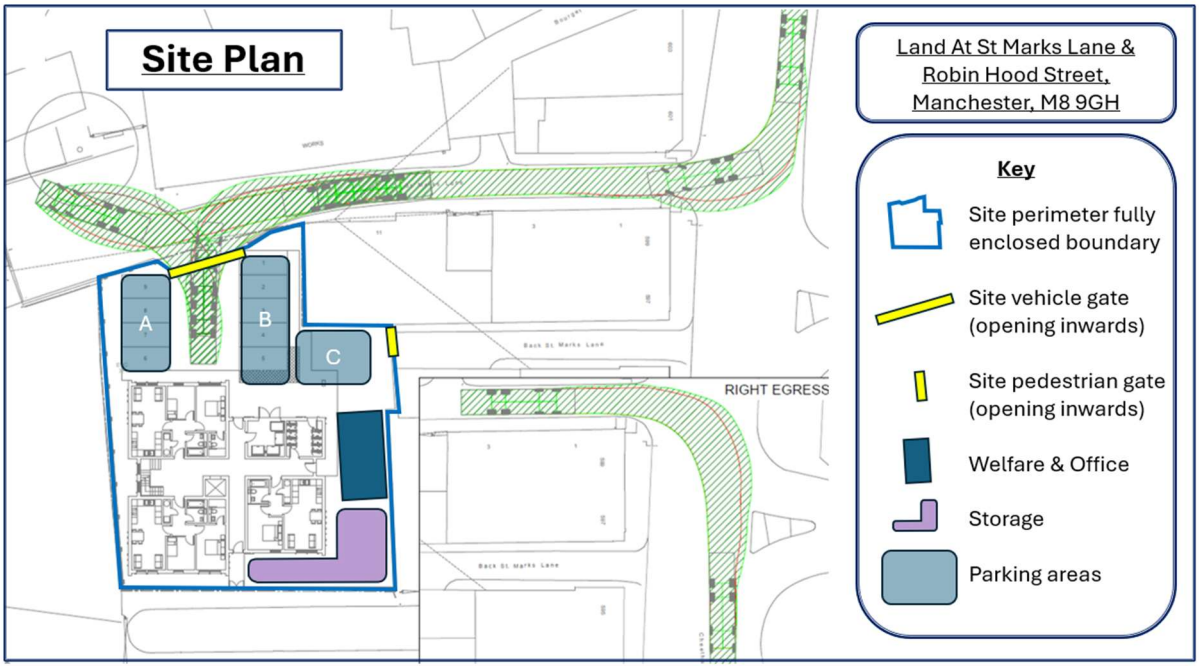
SITE INDUCTION – All site operatives will attend a site-specific induction before starting work. Site Restrictions/Site Rules will be included within the induction and displayed on site.

The site induction will cover:

- measures to control noise and vibrations,
- dust suppression measures,
- Site/compound boundary
- locations of welfare, Site Office, storage container and storage areas
- location of skip and rules regarding waste removal and recycling of waste

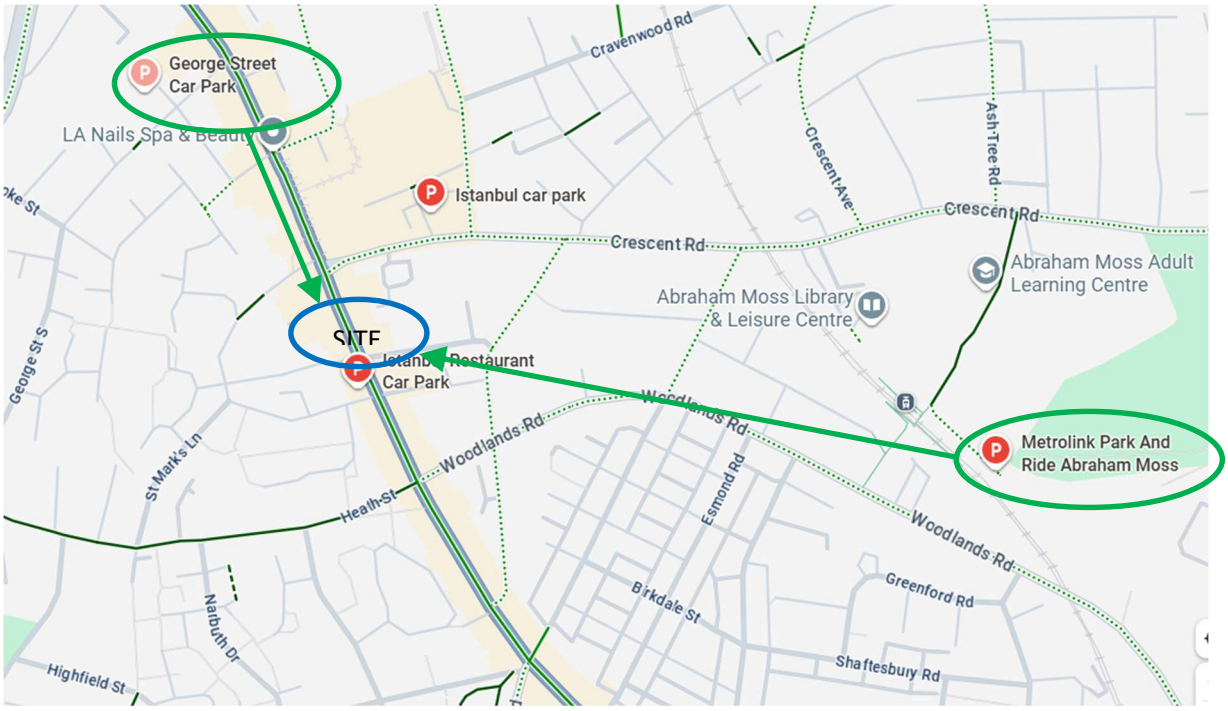
- emergency contact telephone number
- locations for parking of construction vehicles
- requirements for sheeting over of construction vehicles.
- requirements for dealing with the Public and adjacent businesses

CONTRACTOR PARKING LOCATIONS – Parking will be made available on-site where possible. Contractors will be instructed not to park on surrounding streets and roads. This will be communicated before Operatives attend Site and reiterated during the Site Induction. Operatives found parking on surrounding streets and roads will be removed from Site permanently. Contractors will be encouraged to car share and walk, cycle or take public transport to Site whenever possible. A bicycle parking area will be established on Site to encourage cycle use. Parking locations on Site are shown on the Site Plan below. A larger version of the Site Plan is included in the appendices.



Parking on Site has been split into three areas. Area A contains 4 parking spaces; area B contains 6 spaces and area C contains 3 spaces. This gives a total of 13 spaces on Site, which is thought to be adequate for the duration of the works. Works on Site will be planned and sequenced so that the total number of vehicles does not exceed 13.

In the unlikely event that more than 13 vehicle spaces are required for the works Site Operatives will park in nearby public car parks. Other Site Operatives and Site Management will the 'ferry' them and their tools from the car parks to the Site. It is thought that this will not be necessary.



Hazards (Unknown)

- Potential asbestos
- Sharps
- Pests (pigeons, rats etc) & their excrement

4.2 Site Security

The existing steel fencing will remain in situ as long as possible whilst the external solid timber hoard is erected. Hoarding will be erected along the Site boundaries. Existing walls and fencing will also be retained and used to secure the Site perimeter where appropriate. The Site, welfare unit, office and container will be locked outside of Site hours. All tools and materials will be locked in the container overnight where possible. Site plant will be locked when not in use. Plant keys will be removed from ignition and securely locked in the Site Office overnight. The all perimeter hoarding and wire mesh fencing will be 2m in height with lockable access gates. There will be signage on the site entrance to inform the public of the construction works, with no entry signs and the contact details for the site manager.

Facilities will be established to minimise risk to the environment and promote efficient use of resources.

Temporary protective fencing will be erected where necessary to segregate the working areas, site boundaries, Temporary offices, welfare facilities and secure storage of equipment.

Any necessary fuel and oil will be stored in accordance with the current Regulations. Refuelling will only be undertaken in a designated area, designed to contain contaminated runoff, and by trained personnel. Emergency spill kits are to be readily available.

Materials storage areas will be set up and managed.

Waste segregation areas will be established utilising containers of an appropriate design to ensure that no waste can escape.

Sewerage effluent from the site office and welfare facilities will be removed from site using a vacuum tanker, if no sewer connection is available.

Temporary lighting will be designed to minimise spillage of light, and oriented away from neighbouring properties

4.3 Lighting

Consideration will need to be given to the location of any site lighting to minimise the potential impact of light spillage and nuisance to local residents and ecology. Where lighting is not required during night hours it is to be switched off. Where lighting is required for security purposes the lights will be fitted with directional hoods and the use of energy efficient lamps to ensure that it is sensitive to the surrounding natural environment.

4.4 Listing Status

The site has no listing status currently known

5.0 Other Contributing Factors

5.1 Noise and Vibration

Noise and vibration will be controlled and limited so far as reasonably practicable so that sensitive receptors are protected from excessive noise and vibration arising from construction. The principles of Best Practicable Means will be employed to minimise noise levels during construction. Recommendations for the control of noise and vibration on construction sites are set out in BS 5228. The following measures will be used where appropriate:

- Hydraulic plant will be used in preference to pneumatic plant where possible.
- Plant and equipment will be maintained in good working order and fitted with silencers and acoustic panels where appropriate.
- All plant will be shut down or throttled back between periods of use.
- In sensitive locations, acoustic enclosures may be required for fixed plant such as generators.
- 'White noise' type reversing warnings should be used on mobile plant in preference to 'bleepers', in order to minimise intrusion.
- Horns will only be used during emergencies.
- Exhaust systems will be replaced as soon as they become noisy/defective.
- Working hours will be strictly adhered to and engines will not be turned on until 08:00hrs.
- Noise reducing devices, such as silencers and baffles will be fitted when practicable.
- When new equipment is hired or replaced the importance of installing quieter alternatives will be considered and a noise assessment of the new equipment will be carried out.
- The use of diesel generators will be kept to a minimum, and generators will be screened behind solid metal panel fencing or similar.
- Deliveries will be timed to avoid unsociable hours and all deliveries will be scheduled to arrive between 8am and 4pm where practicable.
- Noise and vibration assessments of Site operations will be carried out where required, (as detailed in subcontractor RAMs). During noise and vibration assessments consideration will be made whether the works can be completed in some other quieter way and the noisy machinery/plant be replaced with something quieter that caused less noise/vibrations.
- PPE will be used to protect Site Operative from noise and vibrations as a last resort where no other option is available. Task rotation will be implemented when required and exposure limits not exceeded. Appropriate PPE will be provided by sub-contractors and spares provided by the Principal Contractor if necessary.

5.2 Archaeological & Cultural Heritage

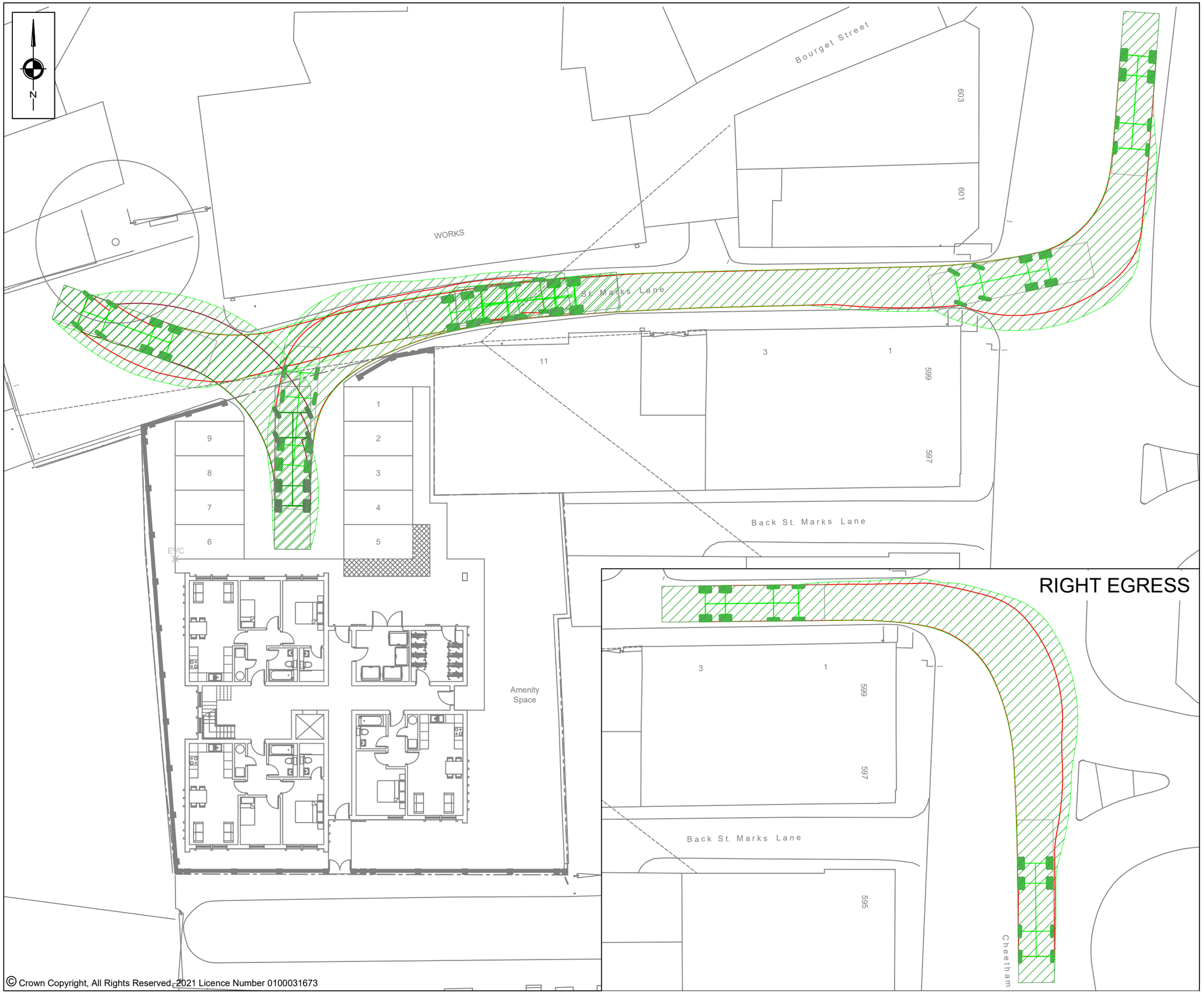
The St Mark's Graveyard is to the Southwest of the Site. The graveyard is thought to contain the graves of some of the most important figures of Manchester from 200 years ago. The Friends of St Mark's Cheetham ground hopes to eventually make the graveyard accessible to the public. The works will be separated from St Mark's Graveyard using wire mesh fencing and/or existing walls. The Site works will not encroach onto the graveyard at any time.

5.3 Structure and Responsibilities

Role	Responsibility
Construction Manager	Responsible for management of the construction phase of the project. Has overall responsibility for the performance of the project.
Site staff	To receive general awareness training, and undertake work in accordance with Method Statement Briefings and toolbox talks. Trained personnel to manage particular tasks such as refuelling plant and equipment, managing the stores, water quality monitoring and supervising the segregation and collection of waste.
Client Project Manager	To ensure that the Contractor complies with all the relevant legal requirements, commitments and targets agreed for the scheme.
Designer	To provide information relevant to construction that may assist the Contractor to manage environmental aspects of the scheme.

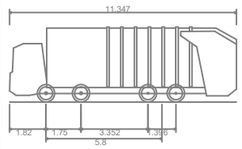
6.0 Appendix

6.2 Swept Path Analysis – see attached
6.2 Site Location Plan – see attached
6.3 Site Plan – see attached



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NOTES



Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATED SITE PLAN –	27.09.23	AM

S|C|P
Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

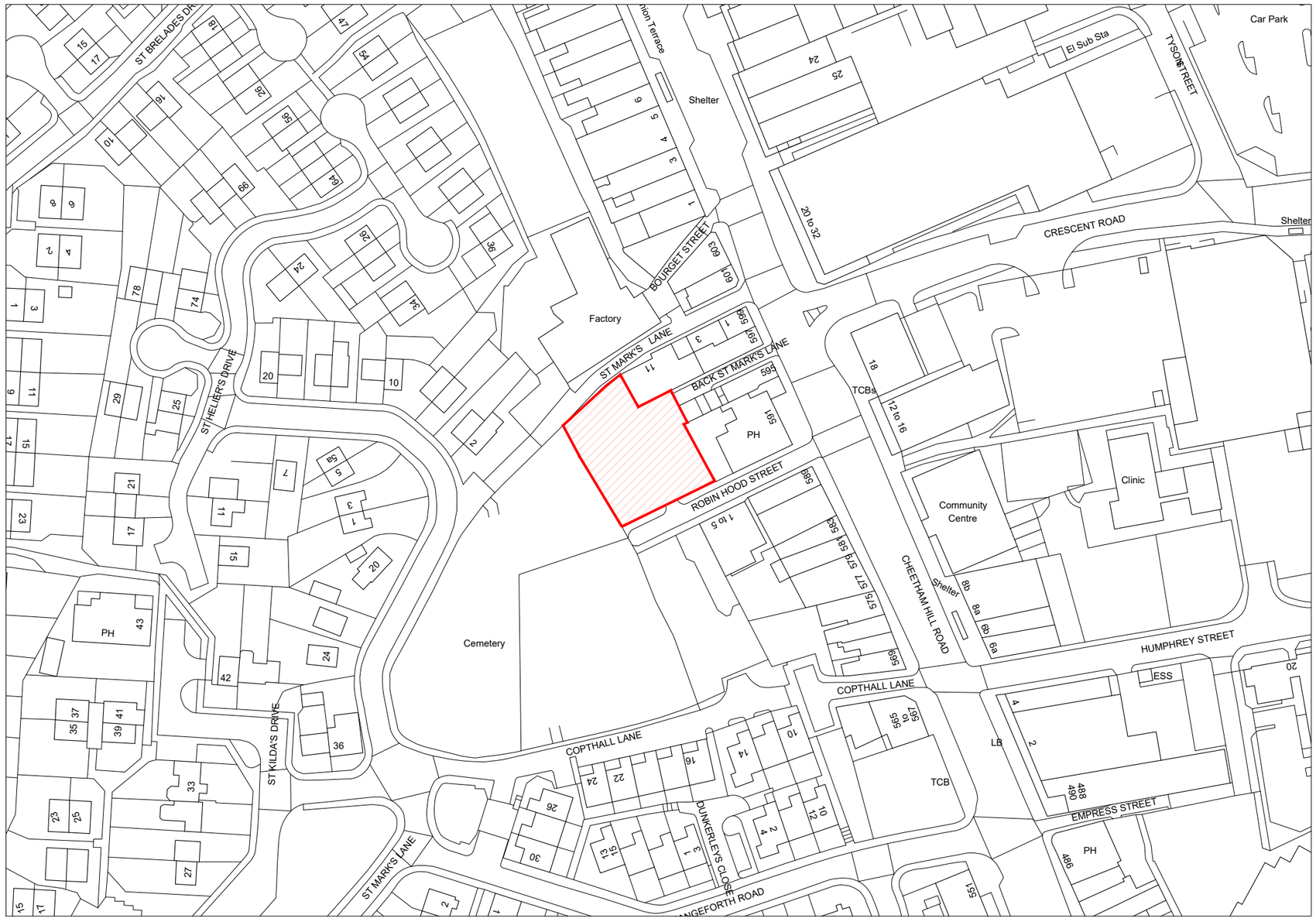
Client Name:
DEAL A PROPERTY LTD

Project Title:
ROBIN HOOD STREET,
CHEETHAM HILL

Drawing Title:
SWEPT PATH ANALYSIS

Drawn By: LD	Date: 22.09.2023
Checked: CT	Scale: 1:250 @ A3
Status: PLANNING	Approved/Unapproved: -

Drawing No. SCP/230806/ATR01 | Rev. A



Location Plan 1:1250

Scale Bar 1:1250

Drawing Notes

All dimensions to be checked on site and designers to be informed of any discrepancies before any works commencement on site.

Do not scale from this drawing.

Drawings are to be read in conjunction with all relevant specifications, structural engineers' and service engineers' drawings. All structural elements are indicative only, all structural elements to be confirmed by an appointed structural engineer prior to commencement of works on site.

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Date	Description	Revision
29/04/2024	Initial issue	A

Project Status: Building Regs. Stage

ORYA ARCHITECTURAL STUDIOS
M: (+ 44) 794 053 1879
E: info@oryastudios.co.uk

Client: Commercial Client

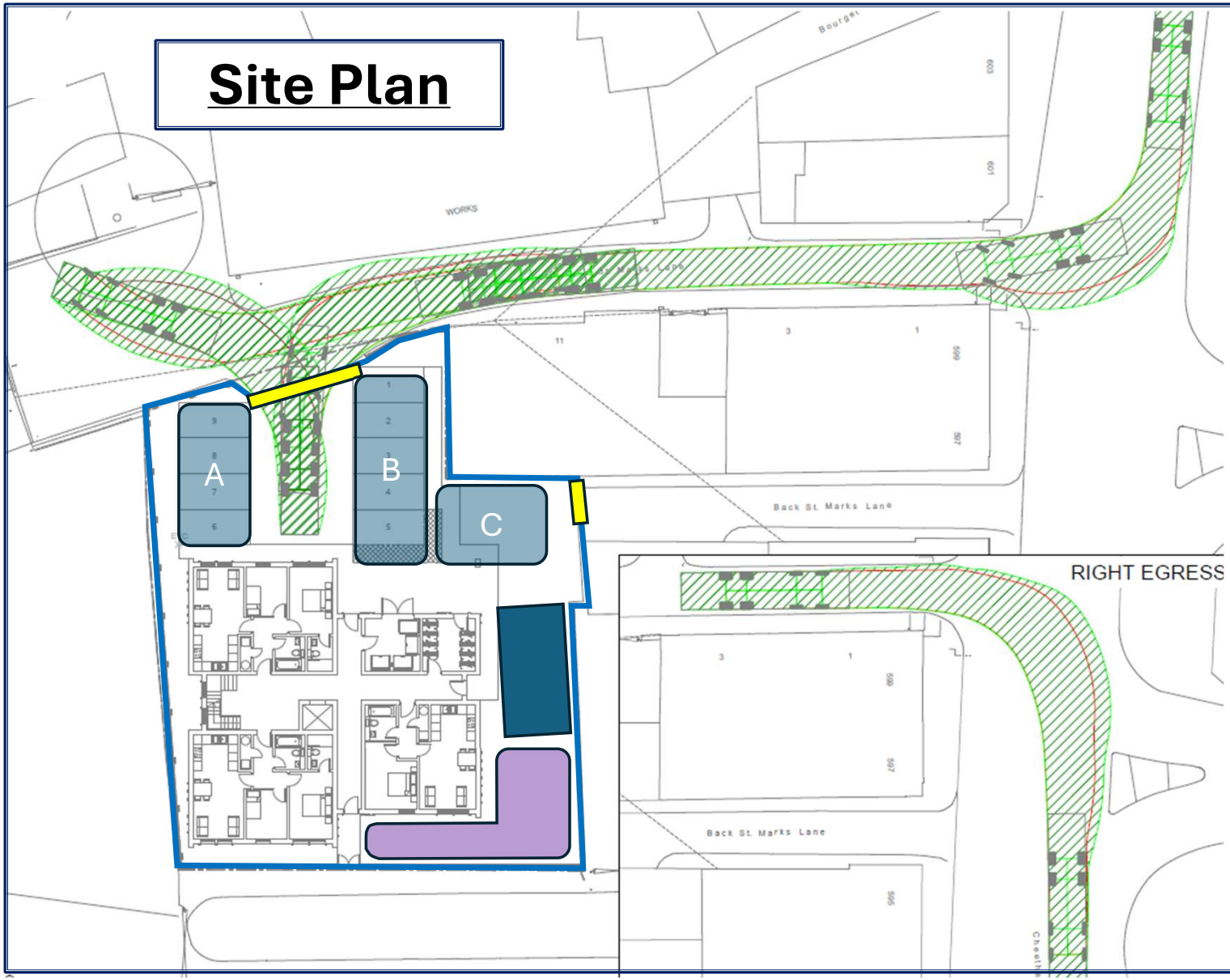
Site: Land At St Marks Lane & Robin Hood Street, Manchester, M8 9GH

Drawing Title: Location Plan

Scale @ A3:	Date:
1:1250	29/04/2024

Project:	Drawing No:	Revision:
0154	0154-BR-001	A

Site Plan



Land At St Marks Lane & Robin Hood Street, Manchester, M8 9GH

Key

- Site perimeter fully enclosed boundary
- Site vehicle gate (opening inwards)
- Site pedestrian gate (opening inwards)
- Welfare & Office
- Storage
- Parking areas