CONSTRUCTION & ENVIRONMENTAL MANAGEMENT PLAN

Moss Side Site 1





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Contents

1. Key Stakeholders
2. Introduction
3. Site location, Scheme Overview and Description of Works
4. Site Contacts / Emergency Numbers
5. Compound Locations
6. Details regarding Waste Management (SWMP)
7. Phasing and quantification of vehicular activity
8. Types and frequency of vehicular demands
9. Routing Strategy and Swept Path Analysis
10. Parking for Construction Vehicles and staff
11. Controlling Dirt / Dust Emissions
12. Control Over Noise and Vibration Pollution
13. Storage, Loading and Unloading of Plant & Material
14. Lifting Operations
15. Methodology of Piling Operations
16. Details of Wheel Washing
17. Commentary / consideration of ongoing construction works in the locality
18. The erection and maintenance of security hoardings
19. Details of access into the premises
20. Dilapidation Survey
21. Noise and vibration from the proposed development works
22. Communication Strategy with residents
23. Management Systems
24. Conclusion

1. Key Stakeholders

Client: Mosscare St Vincent's 7th Floor Trafford House Chester Road Stretford Manchester M32 0RS Tel. 0161 772 2139 Contact Name: Claire Morris Contact [redacted] Email:	Architect MCAU 2 Commercial Street Manchester M15 4RQ Contact Name: Paul Stevens Contac [redacted] Email:
Principal Designer Bowker Sadler Architecture Hatherlow House Hatherlow Romiley Stockport SK6 3DY Contact Name: Charles Shorland Contac [redacted] Email:	Structural Engineer: SGI Phoenix House 43 Cross St Manchester M2 4JF Contact Name: Damien Schofield Contact [redacted] Email:
Principal Contractor: Caddick Construction Ltd North West Office Chepstow House Trident Business Park Warrington WA3 6BX Contact [redacted] Contact Email:	Mechanical and Electrical Consultant CWC Ltd 17 Marble Street Manchester M2 3AW Contact Name: Simon Woods Contact Telep [redacted] Email

Client Representative: SFP 4 Burton Place Castlefield Manchester M15 4PT Contact Name: Nick Abbott Conta [redacted] Email:	Ecology: Arbtech Consulting Ltd Unit 3, Well House Barns Chester Road Chester CH40DH Contact Name: Leo Plevin Conta [redacted] Email:
Acoustician: Azymuth Acoustics UK Viridor House No.3 Bolholt Terrace Bury BL8 1PP Contact Name: Dominic McCann Conta [redacted] Email:	Landscaping Consultants: DEP Landscape Architecture Ltd 2 Commercial Street Manchester M15 4RQ Contact Name: Emma Podmore Cont [redacted] Emai
Building Warranty: Premier Guarantee 2 Shore Lines Building Shore Road Birkenhead CH41 1AU Contact Name: Contact Telephone No.: Email:	Fire Engineer: OFR Consultants Sevendale House Third Floor Lever Street Manchester M1 1JA Contact Name: Judit Rauscher Cont [redacted] Email:

2. Introduction

This Construction Management Plan is prepared to outline the key construction management plan in response to Planning Application – Ref: 143777/FO/2025 and in particular Pre-commencement condition 18 – Construction Management Plan that states:

Notwithstanding the submitted Construction Management Plan, no development
shall take place, including any demolition works, until a construction management plan
or construction method statement has been submitted to and approved in writing by the

Local Planning Authority. The approved plan/statement shall be adhered to throughout
the demolition/construction period.
The plan/statement shall provide for:

- *A construction programme including phasing of works;*
- *24 hour emergency contact number;*
- *Expected number and type of vehicles accessing the site;*
- *Deliveries, waste, cranes, equipment, plant, works, visitors;*
- *Size of construction vehicles;*
- *The use of a consolidation operation or scheme for the delivery of materials and goods;*
- *Phasing of works;*
- *Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;*
- *Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;*
- *Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;*
- *Locations for storage of plant/waste/construction materials;*
- *Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;*
- *Arrangements to receive abnormal loads or unusually large vehicles;*
- *Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;*
- *Any necessary temporary traffic management measures;*
- *Measures to protect vulnerable road users (cyclists and pedestrians);*
- *Arrangements for temporary facilities for any bus stops or routes;*
- *Method of preventing mud being carried onto the highway;*
- *Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.*
- *Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.*

  Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

3. Site Location, Scheme Overview & Description of Works

Site Address:

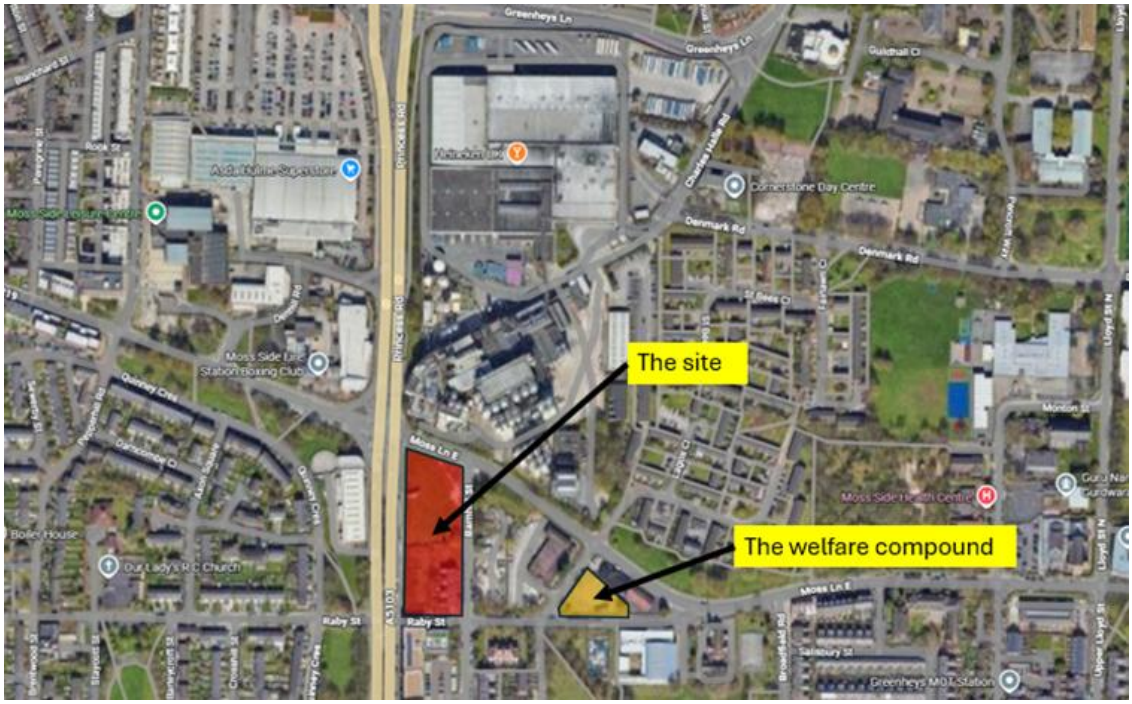
MSV, Barnhill Street, Moss Side, Manchester, M14 4SY

The project is to be constructed on a currently vacant site which is located between Princess Road/Barnhill St and Raby St/Moss Lane East. The current brownfield site currently has 7 no terrace houses to the southeast of the project which are to be demolished.

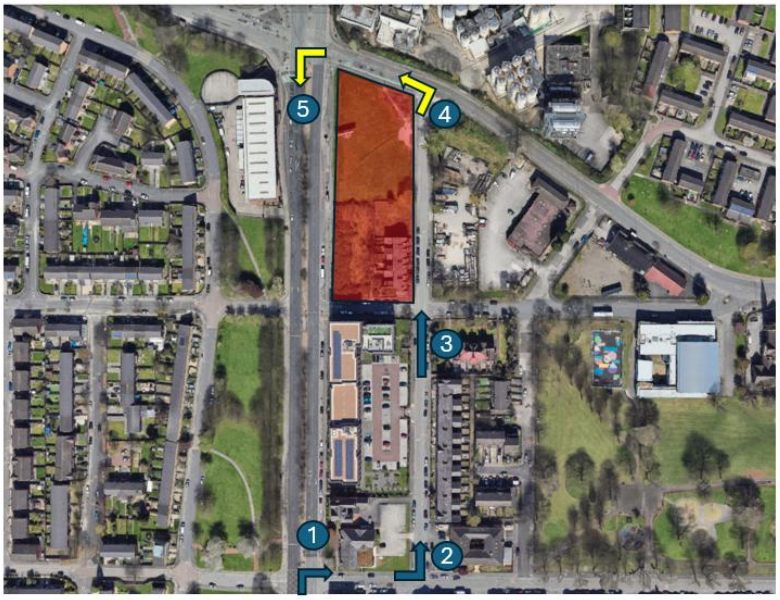
Caddick will be the appointed Principal Contractor and have prepared this document in conjunction with our H&S consultants. Caddick will implement the measures within this Construction & Environmental Management Plan throughout the works.

Start Date: 22 February 2027

Duration: 135 Working weeks



Directions into site from M60



Directions into site if approaching from M60 (Junction 5) via Princess Road A5103 to Gate 1

1. Turn right in to Great Western St
2. Turn Left on to Barnhill St – the site will be visible ahead.
3. Gate man will open the gates to allow access in to the site. Go to the unloading point as directed at this stage.
4. Following the unloading you will be directed to the site exit where you will be directed to join Moss Lane East turning Left.
5. If heading back to the M60 turn left when leaving Moss Lane East onto Princess Road and follow until the M60 junction.

Please always respect residents and speed limits
All drivers Must report to the gateman on arrival
No unloading can take place without prior approval
PPE must be always worn as per the site rules by all operatives working or unloading on the project.
Caddick expect all contractors and delivery drivers to work in accordance with our Minimum Standards Document

Directions into site from the Manchester City Centre



Directions into site if approaching from Manchester City Centre via Princess Road A5103 to Gate 1

1. Turn left into Raby St.
2. Turn left into Barnhill St and Gate 1 entrance area.
3. Once unloaded you will be directed to the site exit where you will be directed to join Moss Lane East turning Left
4. At the first set of traffic light, if heading back into Manchester City Centre turn right when leaving Moss Lane East onto Princess Road or turn Left to make your way towards the M60 Junction 5.

Please always respect residents and speed limits
All drivers Must report to the gateman on arrival
No unloading can take place without prior approval
PPE must be always worn as per the site rules by all operatives working or unloading on the project.
Caddick expect all contractors and delivery drivers to work in accordance with our Minimum Standards Document

Description of Works

The affordable housing scheme of 205 apartments and 7 houses for social rent and rent to buy.

The development will deliver a mix of one to four bed apartments and four and five bed houses. The proposals include private garden spaces for a number of ground floor apartments, a communal garden, balconies to some of the apartments above ground floor level and high-quality landscaping. A number of car parking spaces will also be provided for the scheme.

Construction activities include:

- Temporary works and welfare facilities
- Groundworks
- Drainage and services
- S278 works
- SRC concrete frame in situ stair and lift cores
- SFS & CP Board
- Brickwork and blockwork
- Curtain walling and windows
- Roof works
- Internal joinery
- Full MEP fit out inclusive of roof mounted PV
- Plaster boarding, linings and plaster
- Painting and decoration
- Hard and soft landscaping
- Fencing
- Clearing site upon completion

4. Site Contacts / Emergency Numbers

Prior to commencing on site, the primary site contacts will be listed and communicated to key stakeholders including the client MSV and MCC Highways team. The Caddick team responsible for the project (and their contact numbers) will be as follows:

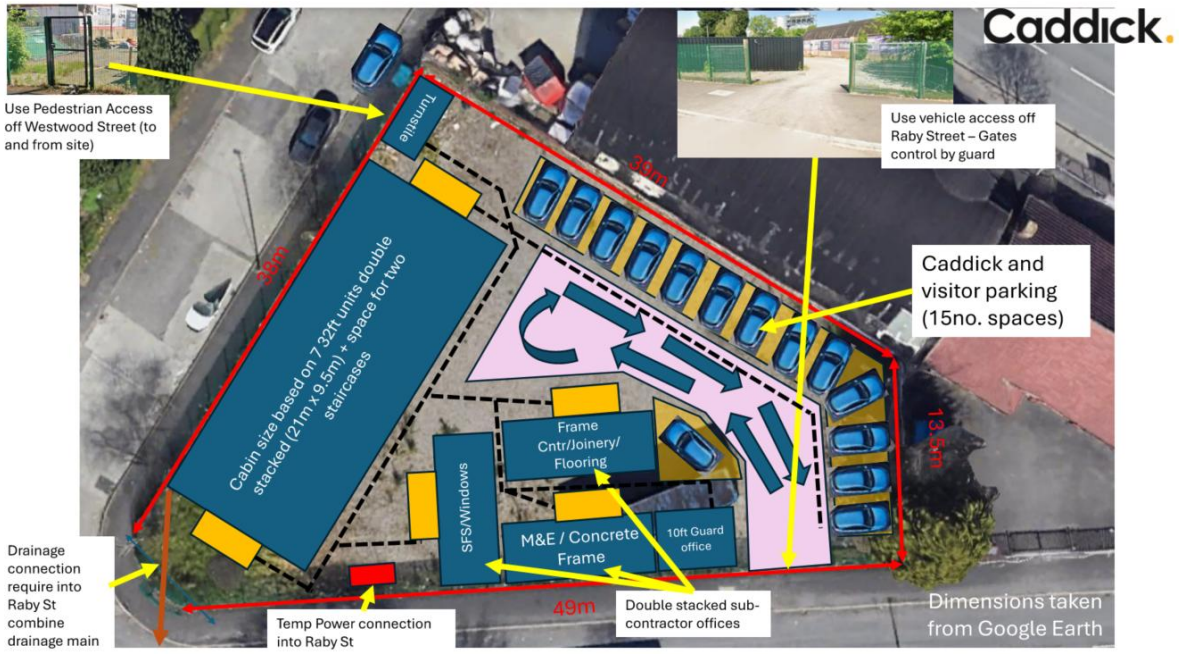
Construction Director – Bill Metcalfe (07917 268 661)

Project Manager – Joe Hammerton (07741 567181)

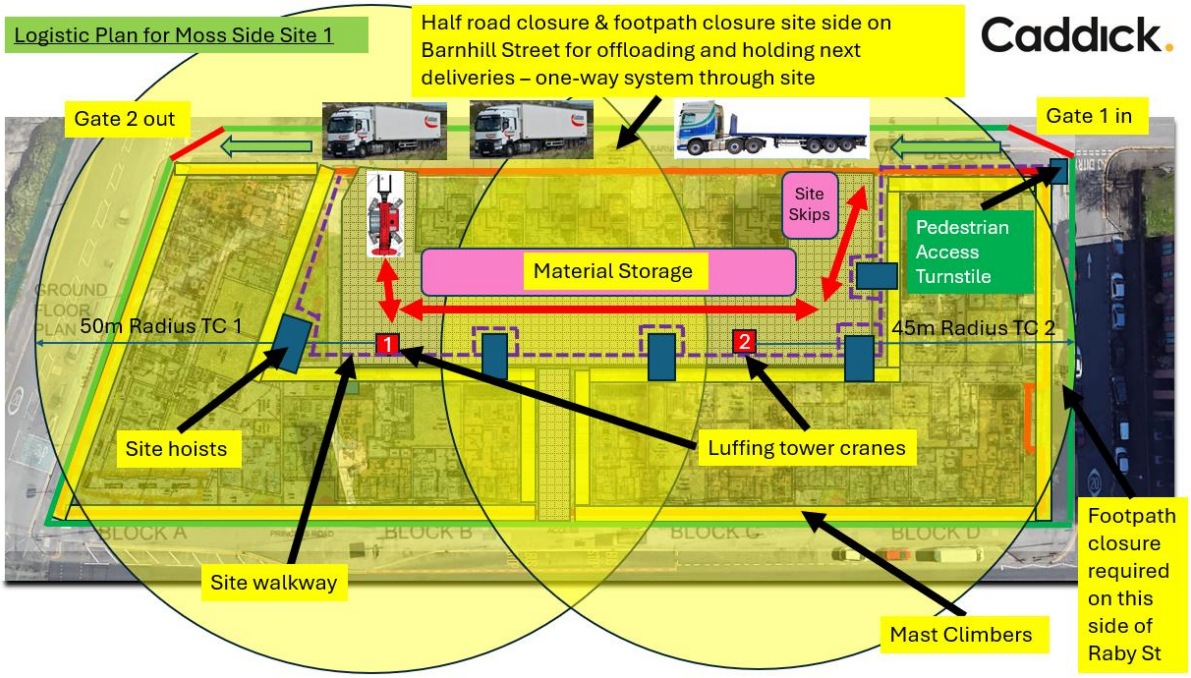
We will also have noticeboards on the site hoardings in line with Considerate Constructors Scheme requirements that will also contain contact numbers for reporting any issues.

5. Compound Locations

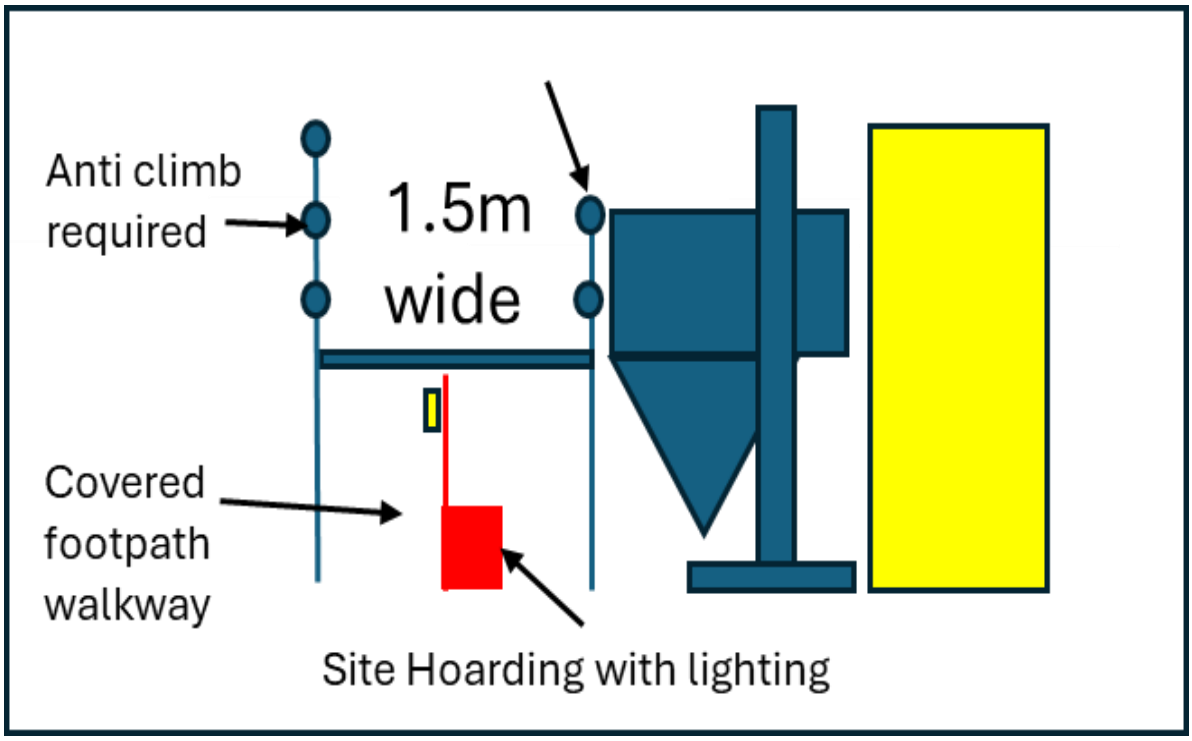
Caddick Construction have been given use of Moss Side site 3 as our welfare compound with some parking, please see image below.



Caddick Construction have been liaising with Molly Marks (Highways Officer at MCC) about our proposal for a half road closure on Barnhill Street including the site side footpath on Barnhill Street. Also, footpath closure on the site side of Raby Street. See logistic plan below.



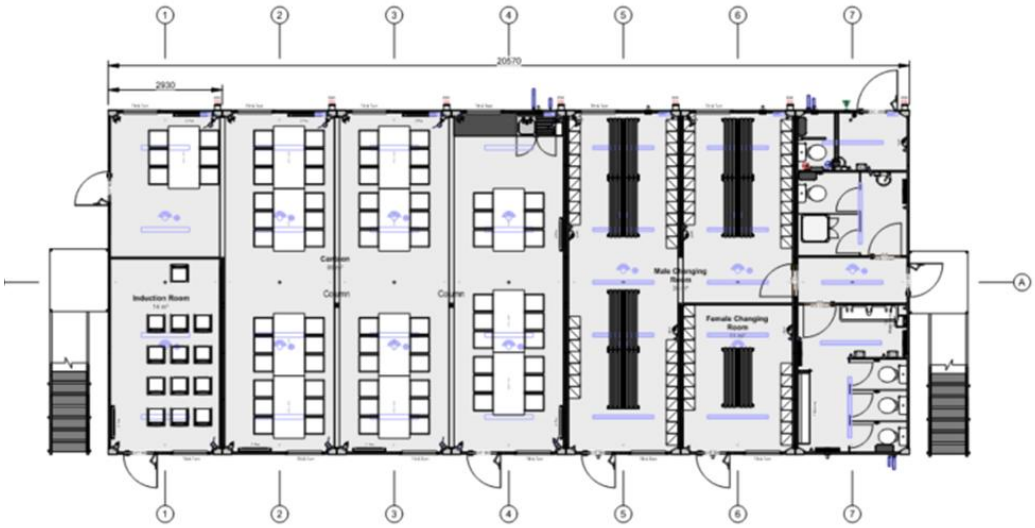
Caddick Construction would like to install a scaffolding loading / walkway gantry on Moss Lane East and Princess Road as per the image below to allow access to the mast climber on these elevations. All scaffolding on the footpath side of the site hoarding will be protected with yellow foam and caps.



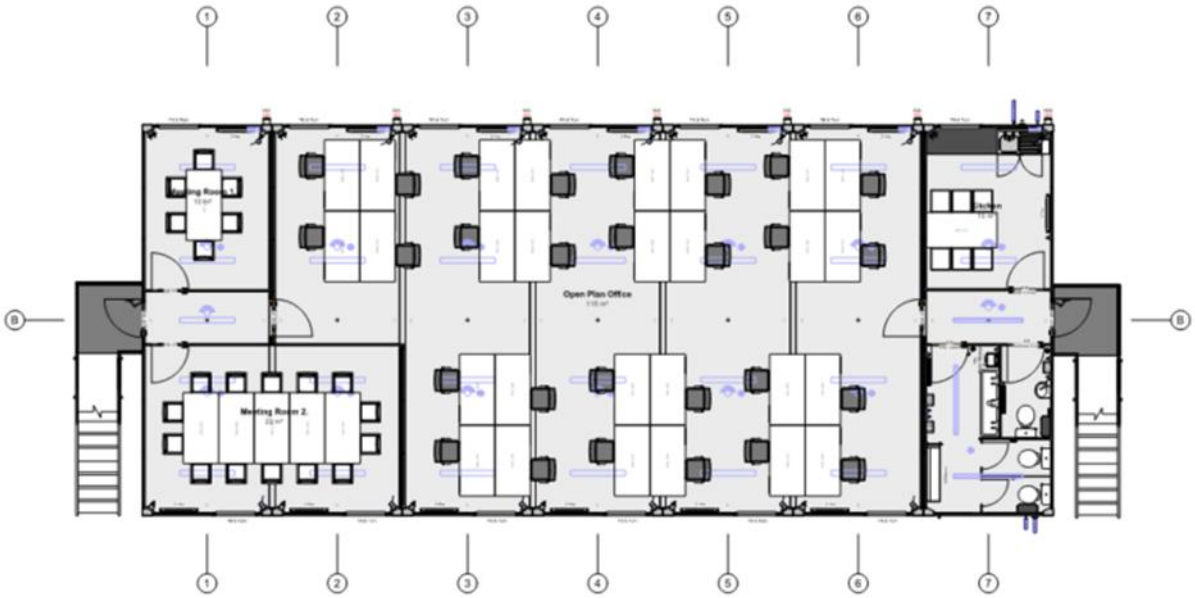
Caddick Construction Limited will provide adequate welfare facilities to comply with Schedule 2 of the CDM 2015 Regulations. Welfare facilities will be located on site 3. Welfare facilities will consist of canteen units, a drying room, toilets/showers, meeting rooms and offices sufficient for not only Caddick Construction Limited direct employees, but also for those working on a contractor basis.

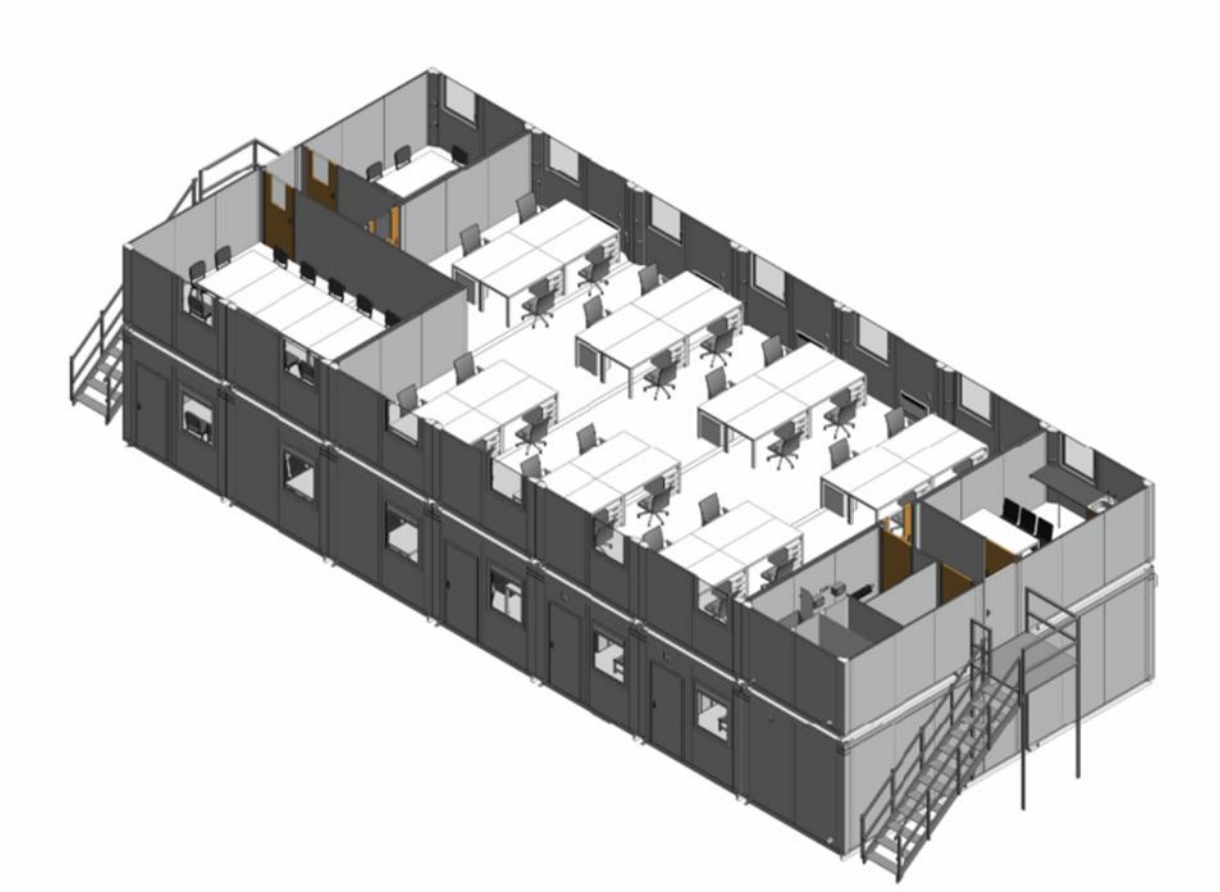
Welfare facilities will be in place prior to works commencing. For this project, there will be:

- Hot (or warm) running water;
- Drinking water;
- A rest space, enclosed, for employees and contractors;
- A drying room for drying wet work clothing;
- Means of heating and preparing food and hot drinks. To this end a microwave oven, kettle and refrigerated storage will be provided;
- A sufficient number of enclosed water closets;
- Trained first aiders;
- A fully stocked first aid kit;
- A data-compliant first aid book;
- Appropriate firefighting equipment in the form of 9L extinguishers (H20, CO2 and foam) retained in the site office and placed around site in a suitable location.


20570
2930
Induction Room
Female Changing Room







6. Details regarding Waste Management (SWMP)

A site waste management plan (SWMP) will be developed and published prior to commencement on site for approval. The principles of waste hierarchy best practice (eliminate, reduce, re-use, recycle, recover, disposal) will be applied to the SWMP to ensure the optimum sustainability levels are maintained.

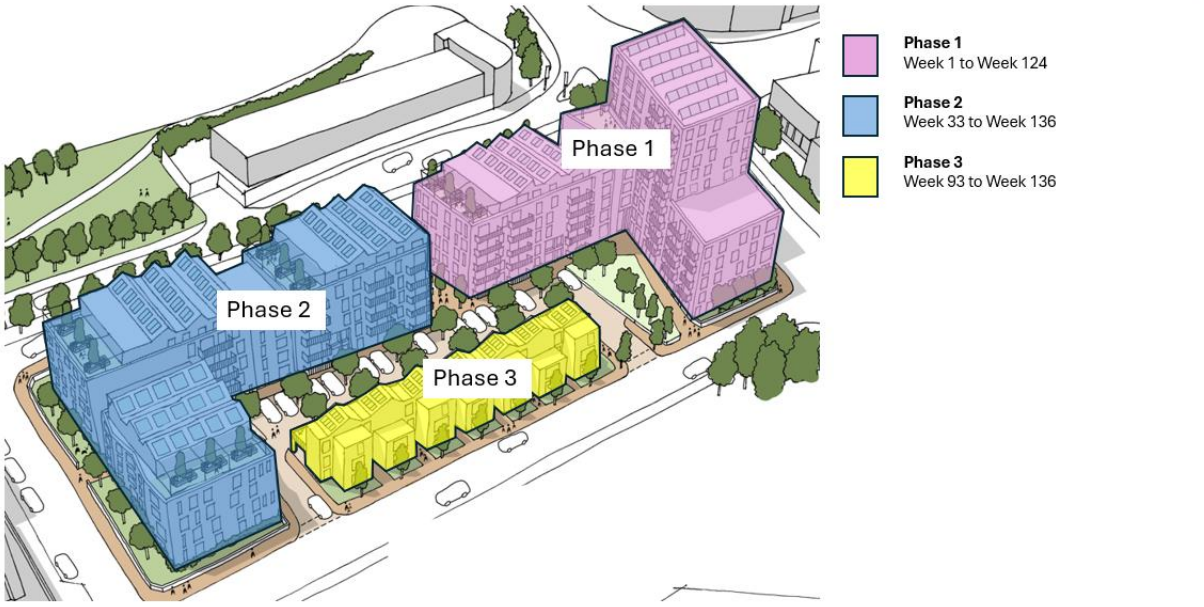
An early review of the site indicates that the primary wastes generated by the project will be plasterboard wastes (to be returned back to manufacture for recycling) and mixed waste (packaging, pallets and general construction waste) which is dealt with by being sent to a central plant for segregating and recycling to minimise waste to landfill.

The project Manager will appoint a responsible person, who will take full control and monitoring of the waste stream on site. Initially identifying the types and quantities of waste, suitable waste management options will be determined.

In line with our carbon reductions policy, all waste will be measured to ascertain actual quantities generated, and the final treatment of the same to allow comparison against targets and enables us to seek to improve.

7. Phasing and quantification of vehicular activity

Prior to starting the main construction works, there will be an enabling phase to install the hoarding and complete the diversion works / disconnection works. The main construction works will take in the region of 143 weeks including the demolition works to complete, please see image below showing the main phases after the demolition period. There are no sectional completion dates, and all phases will be handed over on the project completion date. Please see Construction programme attached.



The quantification of delivery vehicles cannot be detailed precisely at this early stage and will vary in both volume and types of vehicles as the project moves through the key stages as follows:

- Installation of the road/footpath closures and site hoarding.

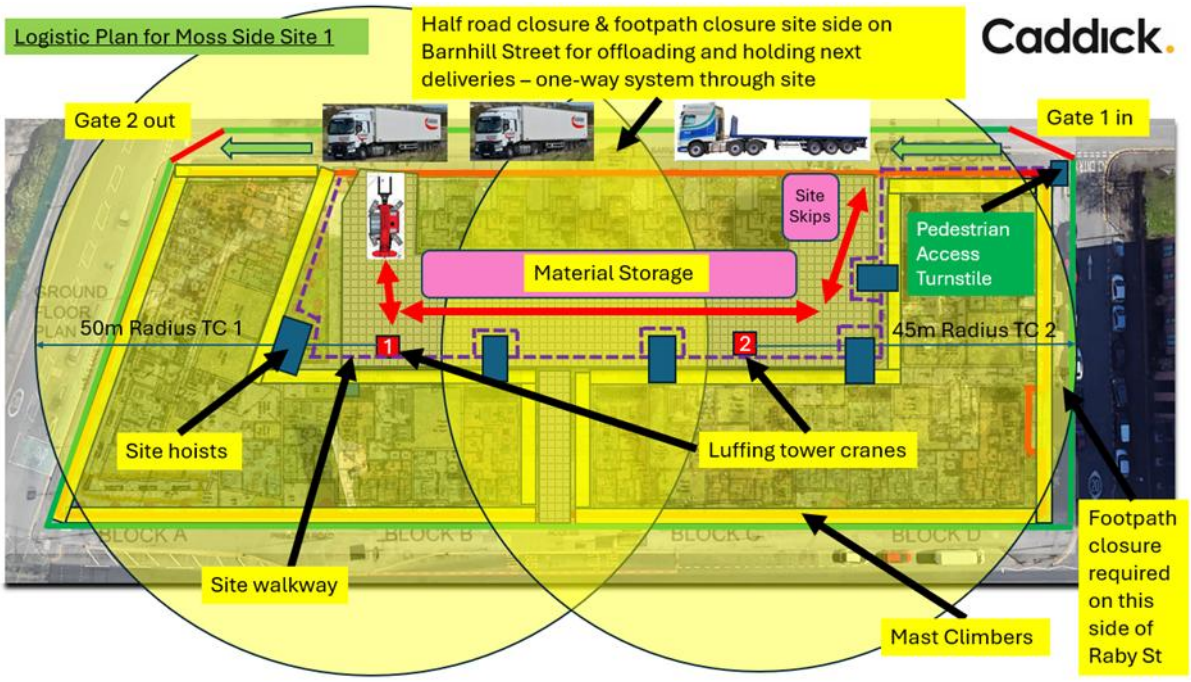
- Asbestos removal and demolition of terrace houses. Crushed 6F5 to be retained on site for re-use. Skips to remove other demolition waste.
- Enabling works including reduce level dig and installation of piling mat. Removal of excavated material via 6-wheel wagons.
- Installation of Continuous Flight Auger piles. Concrete deliveries
- Cropping piles and installing pile cap and ground beams. Wagons to remove the concrete waste.
- Installation of new underground drainage. Delivery wagons and muck away wagons to remove the arisings.
- Erection of the tower cranes. Delivery wagons.
- Installation of the concrete frame – the majority of deliveries will be rebar, formwork and concrete deliveries.
- Installation of new services. Concrete deliveries for sub-station foundation. Delivery wagons for GRP housing and equipment.
- Erection of mast climbers and site hoists. Delivery wagons.
- Installation of the external SFS/CP board/insulation and brickwork facades. Delivery wagons.
- Installation of the roof. Delivery wagons.
- Internal fit-out (masonry and plasterboard partitions, staircases, mechanical and electrical installation etc..) – the majority of vehicles will be split between articulated trucks for large elements such as plasterboard deliveries, and smaller vans / trucks for deliveries of lights / ventilation ductwork and the like.
- Installation of 7 number new internal lifts - delivered in 6-wheeled curtain side trucks.
- External works / public realm – during this final stage of construction deliveries will mainly be wagons delivering paviours and trucks delivering soil, external furniture and fencing.

8. Types and frequency of vehicular demands

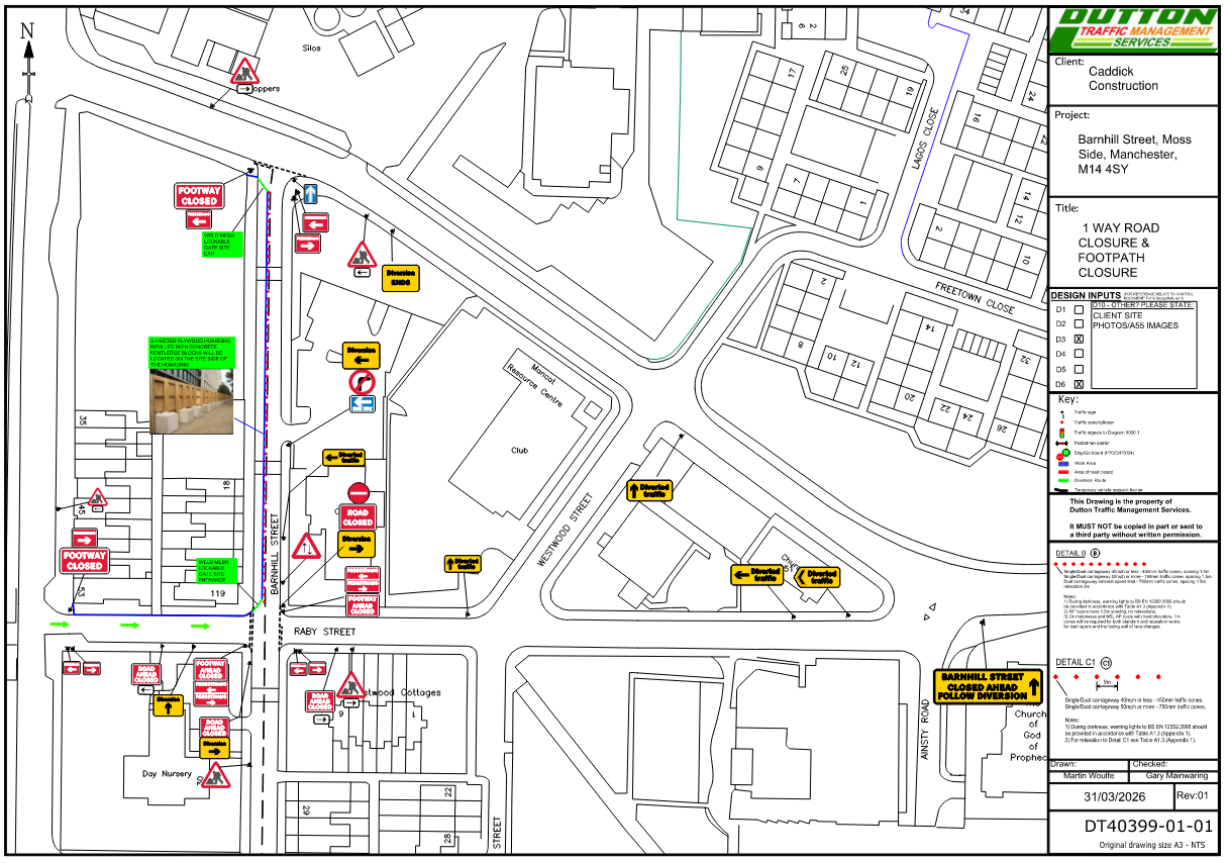
The types of vehicle movements are listed out above in terms of the various stages; the frequency of movements will vary throughout the project and from day to day. It is anticipated that on average there will be 16 to 18 vehicle movements each day.

9. Routing Strategy and Swept Path Analysis

Vehicle access into the site will be via gate 1 from Barnhill Street. Pedestrian access into the site will be via a turnstile adjacent to gate 1 from Barnhill Street, as per the logistic plan below:



Caddick Construction have been in discussions with Manchester City Council regarding a part road closure including the site side footpath on Barnhill Street. Also, a footpath closure on Raby Street. Below are the proposed traffic management plans for Barnhill Street. The other lane on Barnhill Street will be made into one way as per the traffic management plans below and attached.



A Traffic Management Plan (TMP) will be developed and will form part of the CPP submitted to the client prior to any construction activity starting on site. It is proposed to utilise a one-way system the haul road for deliveries. Deliveries will access straight through gate 1 and leave via gate 2. Please see section 3 for details of direction of vehicles access and egress the site. The haul road will allow for the delivery wagon being unloaded and the next one waiting to be unloaded. The gates will be positioned not to affect the existing junctions, so no swept path analysis is required as the vehicles will be travelling straight through the site. The delivery vehicles will leave through gate 2 and use the existing Barnhill St / Moss Lane East junction to turn left onto Moss Lane East. This mandatory access route is to be distributed to and detailed within all relevant contractors and suppliers' orders and RAMS. We will work with the supply chain to develop delivery programme to control and manage the delivery of materials to the site. We will review with the supply chain opportunities for combining and sharing deliveries where possible.

The use of existing roads will assist in keeping the area clean by reducing dust and mud. Clear signage to the roads around the site will ensure that deliveries and visitors reach their destination with as little disruption as possible. Just-in-time deliveries will be utilised for this scheme to mitigate congestion. Should there be any issues with the HGV's arriving at incorrect times, these will be contained within the site boundary and off the public highway. There will be no waiting allowed on the public highways outside the site or in the site entrances before site start time. If the offloading and waiting area on the haul road is full, then the gateman will get his mobile number to communicate to the delivery driver when they can return. They will need to move away from the site and return at the agree time or when informed by the gateman.

Delivery driver warning signage will be erected at gate 1 and 2 notifying the drivers of the present of vulnerable road users (cyclists and pedestrians) across the gates. Delivery vehicles will be in line with the Fleet Operator Recognition Scheme (FORS) accreditation to ensure operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection. All delivery drivers will be given the Caddick Delivery Driver Induction / Site Rules SAF05-05d prior to entering site by the Caddick gateman.

Work will only be carried out on site in the hours stipulated in the planning conditions. There will be restricted delivery hours controlled by a delivery schedule during site open hours to ensure the deliveries are controlled and managed. No works will be undertaken outside these hours unless agreed with Manchester City Council.

Access for emergency vehicles will be available via the delivery route directly into the site. Access and egress routes will always remain clear via designated loading and parking area. Any damage to the carriageway, footpath, or verges along this route, caused by Caddick deliveries etc. will be notified to the Local Authority and reinstated without delay. Prior to works commencing, a Highways Condition Survey will be carried out and recorded.

If a load is classed as abnormal or unusually large, then this will be planned prior to arrival or departure and the access or egress with be assessed to ensure the load

can enter and leave the site safely. Examples of this are tower crane sections. The site logistic plan will be reviewed and updated to accommodate these types of deliveries during the installation of the tower crane. Any modification to the access gates or hoarding will be done prior to the arrival to ensure quick and safe entry into site.

10. Parking for Construction Vehicles and staff

The majority of parking for construction vehicles and staff will be located within the parking bays on the surrounding streets or within public car parks near to the site. We will encourage car/vehicle sharing, using public transport and cycling to work where possible to reduce the number of vehicles. We will provide a safe area for locking bikes for individuals who have cycled to work. There is no parking allowed on site due to the limited space available. There will be site parking for 15no. car within the welfare compound on site 3. We are hoping to be given permission to utilise some of site 2 for sub-contractor parking to reduce the vehicles parked on the surrounding streets. If permission is given to use some of site 2 for parking, then we would review closing all of Barnhill Street and controlling access to the parking area via the site haul road.

The Contractor shall be responsible for making suitable arrangements for the parking of vehicles by its employees and trade contractors and shall ensure that such arrangements prevent nuisance to wider site users or in adjacent residential areas. All staff and contractors will be reminded to park responsibly, legally and considerately.

A travel plan will be developed by the client to discharge post occupation planning condition 14. Where possible we will employ local workforce to reduce the distance required to travel to the site and encourage local employment.

11. Controlling Dirt / Dust Emissions

Dust levels will be regularly monitored, visually. For any materials being taken off site, covered vehicles will be employed to minimise dust liberation. When aggregates are delivered to site, these too will be delivered in covered tipper vehicles, and their tipping will be supervised by a banksman. The banksman will ensure that tipping is done in a controlled manner to avoid the creation of dust clouds.

No mechanical cutting of materials will be undertaken without suitable and sufficient measures in place for the control of dust. This will include dust suppression attachments in place and in use for wetting down at the cutting edge or the provision of at tool extraction.

In the case of adverse weather conditions (Hot / dry weather) a full wetting down operation will be undertaken utilising our gatemen with hoses and vehicles will be restricted to determined routes on site.

Emissions from plant/vehicles will be kept to a minimum by keeping plant properly maintained and regularly serviced, machines/plant in intermittent use will be shut down in intervening periods between work.



Image of covered tipper to mitigate dust liberations

12. Control over noise and vibration pollution

Noise

We understand that excessive levels of noise outside the construction site boundaries can constitute as statutory nuisance and lead to complaints. Generally, Caddick Construction Limited working hours on site will be 7.30 am to 6.00 pm Monday to Friday and 08.30 to 14.00 pm Saturday with no working on Sunday or Bank Holidays. However, it is noted that there will be a necessity to work outside these hours during certain activities for example, power-floating the concrete floor slabs. The Caddick site management will be aware of the proximity of nearby residents/properties and will liaise with the client, neighbouring residents/properties and Manchester City Council regarding the timing of noisy operations, so everyone affect by the operation is made aware of when and how long it is taking place.

Radios are banned throughout the site. Percussive plant will be avoided where alternative non-percussive plant is available for a given task. Noise assessments will be completed for all plant, machinery and tasks to help ensure employees, contractors, visitors and neighbours to the site are protected where necessary and with a minimum of disruption to the community. Noise monitoring will be undertaken at regular intervals at the site boundary adjacent to residential areas, which will be documented. Contractors will assess sources of noise likely to exceed occupational action levels prior to commencement of works on site.

Eliminate	Caddick Construction Limited will refrain from undertaking excessively noisy operations during normal working hours
Reduce	Mechanical construction will be adopted to reduce noise transmission
Isolate	Where practicable noisy plant e.g. generators will be enclosed and/or positioned furthest away from recipients of noise
Control	Ensure plant and equipment is well maintained and that noise reduction controls such as mufflers are fitted on noise-creating

	machinery and tools. Where required 'designated hearing protection zones' will be implemented.
PPE	Personal Protective Equipment suitable and sufficient for the task will be issued e.g. ear defenders.
Discipline	Suitable and sufficient training, instruction and supervision will be undertaken.

Where construction activities occur close to occupied properties or sensitive areas all practical measures will be taken by Caddick Construction Limited to minimise noise. Unless specified otherwise the recommendations in B.S. 5228:1984 *Code of Practice for Noise Control on Construction and Open Sites*, *Guide to Noise Control Legislation for Construction and Demolition including Road Construction and Maintenance*, will be adhered to for noise levels at the site boundary and occupied buildings within the site. Caddick Construction Limited will at all times comply with *The Control of Noise at Work Regulations 2005*.

Noise assessments will be completed for all plant, machinery and tasks to help ensure employees, contractors, visitors and neighbours to the site are protected where necessary and with a minimum of disruption to the community.

Caddick Construction Limited will employ suitable measures to reduce and contain any noise at source. These measures will include well maintained plant and machinery, preventative maintenance on plant and equipment, the use of temporary baffles and sensible positioning of plant and equipment, and utilise technological advances e.g. suppressed/insulated equipment.

Only sound-reduced compressors will be used, with properly lined and sealed acoustic covers fitted in accordance with the manufacturer's instructions and kept closed whenever the machines are in use. All ancillary pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturer.

When plant/equipment exceeds the recommended noise levels Caddick Construction Limited will remove it from site and find an alternative; as a minimum PPE i.e. ear defenders, will be provided in accordance with operator's manuals and recommendations, not only to the operator but to all personnel who have to undertake tasks in the vicinity of the noise.

Machines in intermittent use will be shut down in periods between work periods or throttled down to a minimum. Pumps and mechanical static plant will be enclosed by acoustic sheds. Caddick Construction Limited will remove from the works any item of plant which in the opinion of the Site Manager is ineffectively silenced.

Hussh (Battery) pods will be used in tandem with site generators to reduce the use of the generators especially overnight to operate the CCTV, safety lighting, drying rooms and fridges. See image below of the Hussh pods. Caddick Construction will change over to temporary main power as soon as possible to reduce the generator use on site.



Caddick Construction Limited recognises that compliance with the above clauses and the related noise schedule does not relieve the PC of his general obligations under the Environmental Protection Act, 1990.

Piling works - we propose to install Continuous Flight Augered (CFA) piles for all the foundations. This method of piling is commonly used as a low noise and vibration method of piling which will cause minimal disruption to the surrounding area. Any piling works will align with the prescribed construction hours, and therefore will not take place in the early morning / evening / night – limited to weekdays only, to minimise any disruption. These works will be carried out by a specialist who will provide noise monitoring as required.

Vibration

The prolonged use of vibratory tools will be discouraged and managed to avoid exceeding the general recommendations. Maintenance of all driven plant will include checking suspension and the adequacy of the seats to reduce the effects of full body vibration.

Our strategy for reducing the hazard from Hand-Arm Vibration and Whole-Body Vibration will be in line with the *Control of Vibration at Work Regulations 2005*.

Where prolonged use of vibrating tools or where vibration exposure is likely to regularly exceed the action level for a particular tool/activity, the following actions will be considered and implemented:

- Trying to find a way of completing the task without using high vibration tools i.e. using a remotely controlled vibrating roller;

- Looking for mechanical methods for completing the task i.e. using a vibrating wacker plate attached to a mini-digger;
- Correct tool selection for the task;
- Selection of competent operatives to undertake the task;
- Ensuring new tools or hire tools are fitted with vibration controls built-in;
- Reducing the exposure period for the operative through job rotation;
- Ensure operatives stay dry and warm to maintain blood circulation e.g. correct PPE;
- Training and awareness.

The prolonged use of vibratory tools will be discouraged and managed to avoid exceeding the general recommendations. Maintenance of all driven plant will include checking suspension and the adequacy of the seats to reduce the effects of full body vibration.

Caddick Construction Limited will adhere to the recommendations in *BS 5228-2: Noise and Vibration Control on Construction and Open Sites (Part 2)*. Caddick Construction Limited will assess and monitor the effects of vibration to neighbouring structures and buildings.

When tools are used that present a HAVs risk, the vibration frequency will be obtained from the supplier and this will be applied to HSE web based HAVs calculator in order to determine the Exposure Action Value. Operatives will be monitored to ensure that this is not exceeded.

13. Storage, Loading and Unloading of Plant & Material

All construction traffic will utilise the public highway infrastructure in place and use the recommended route to site. All site personnel, visitors and delivery companies will be advised to use this route.

There will be a requirement for deliveries and materials to be stored within the site area throughout the course of the project. There will also be the need for the removal of materials and waste from the site area, this will be managed in a "just in time" basis as to minimise disruption to neighbouring road networks. We shall schedule deliveries to the site, and waste removals from site when both vehicle and pedestrian activity is at a minimum.

During all periods that deliveries are being transported to our compound area/storage building on site work operations may be affected, with this in mind we shall appoint one gatemen/banksmen to control site traffic on the haul road and pedestrians through the turnstile. Whenever site operatives are in close proximity to any delivery activities the operation will stop until they have safely passed. During unloading/loading activities to the site area all vehicle audibles and visual devises will be used i.e. reversing alarm and flashing beacon; and high visibility clothing worn at all times.

No loads will be held or transferred over a non-designated zone. All deliveries will be managed and offloaded in such a manner that the need for operatives or drivers to access the vehicle on top of the load will be removed. To reduce the hazards caused by air borne dust, all waste skips will be sheeted when leaving the site. Where reversing operations are required, vehicles will be restricted from such operation unless managed by a banksman.

Caddick Construction Limited will comply with Regulation 27 (Traffic Routes) and Regulation 28 (Vehicles) of CDM 2015, by providing a traffic management plan which will be included in briefing sessions.

The objectives of the plan will be:

- The safe and efficient working environment for all staff, visitors and contractors when on the site;
- To ensure visiting traffic and deliveries arriving and leaving the site can operate within definitive areas;
- To ensure that any contractors on site can operate their workforce, plant and equipment in a safe manageable environment;

The plan will detail for the site and compound and storage area:

- Speed restrictions;
- Traffic flow directions;
- Road crossing points;
- Turning circles;
- Wheel wash locations (if deemed necessary);
- Ingress and egress points (both vehicular and pedestrian);
- Fencing type and positioning thereof;
- Emergency evacuation assembly points;
- Site office;
- Welfare provision;
- COSHH and lockable storage;
- Material storage areas if applicable;
- Visitor car parking as per logistics plan;
- Staff and contractor car parking;
- Footprint boundaries; and
- Walkways.

14. Lifting Operations

Lifting operations will be required on site, such as use of a tele-handler to reduce any manual handling operations and also the use of a tower crane to remove materials and lift into place. All such lifting operations will be undertaken with full compliance with both the Provision and Use of Work Equipment Regulations (PUWER), 1998 and the Lifting Operations and Loading Equipment Regulations (LOLER), 1998.

As per LOLER, all lifting equipment used will:

- Be strong, stable and suitable for its intended use in addition to the loads lifted;

- Be positioned or installed to prevent the risk of injury from both falling equipment and loads;
- Be visibly marked with appropriate information;
- Have been inspected and thoroughly examined with dated certification;
    - Lifting equipment for lifting persons – every 6 months;
    - Other lifting equipment – every 12 months;
    - Lifting accessories – every 6 months.
- Will have pre-use checks carried out by the operator.

And, that lifting operations will:

- Be planned and supervised and carried out by competent persons.
- Crane lift - this will be in the scope of works, all RAMS and personnel provided by the contractor
- Caddick will have a telehandler on site as and when required.
- Lifting operations 'No Go Zones' will be installed as when required. They will be formed to segregate lifting operations from other works and will have physical barriers to prevent unauthorised access.

All tower crane lifts will be performed by our concrete frame sub-contractor crane supervisor and slingers, a copy of the contractor's risk assessment and method statements for work being carried out, including a lifting plan and 'No Go' Lifting Zones will be approved by the Caddick Construction Limited site management team, prior to any work commencing.

The contractor will appoint a nominated person and a lift supervisor who will take responsibility for the health and safety of the lifting operations, ensuring the lifting plan is adhered to and that competent banksman are employed to control the lifting zone. The lifting plan will ensure that the ground has sufficient load bearing for the crane and the proposed load, taking into account buried services, voids and areas of back fill.

15. Methodology of Piling Operations

1. All operatives will have attended the site safety induction, and will have been briefed as to the nature of the works. The contracts team will monitor the progress of the works and will review the risk assessment and method statement to ensure best practice is maintained.
2. All deliveries will access and egress the site as detailed in item 9. Vehicles will manoeuvre in a safe manner, observing any site speed limits.
3. Before allowing the piling rigs to enter site, ensure there are no overhead cables or obstructions which could be damaged by rig movements.
4. Ensure that the site has been suitably prepared and is level, any services have been clearly identified, protected and diverted as necessary and a permit to dig has been obtained. It is to be ensured that the site has been suitably cordoned off.
5. Ensure that no other personnel are in close proximity of the piling works.

6. Ensure that the piling drawing is the latest issue, including any revisions, and that the site is set out, with the pile positions clearly marked.
7. Take delivery of concrete and decant into holding drum
8. Position the piling rig over the first pile position.
9. Check that the mast of the rig is vertical and adjust as necessary.
10. Commence boring, and if soils information is limited, obtain soil samples for penetrometer testing to confirm pile design, as instructed by management, and ensuring stability of rig throughout boring.
11. Bore to the required depth, as indicated by the employers' requirements, adding augers as necessary. Record final depth on Pile Record Sheet.
12. Start concrete pump and begin to discharge concrete into hopper, ensuring that only authorised personnel are within the work area.
13. Send concrete down the auger to knock out auger shoe/bung.
14. Commence pumping concrete whilst raising the auger, maintaining a steady pressure, stopping the pump to remove augers as necessary.
15. Repeat this process until the concrete has reached the top of the pile.
16. Move rig away from the finished pile, ensuring stability of the rig whilst tracking, and using a banksman as appropriate.
17. Carefully place reinforcing cage into pile, ensuring correct projection and cover is provided.
18. Set up over the next pile position and repeat from 9.
19. When piling is complete, remove all plant and equipment from site, taking into account the points as listed in 4.

16. Details of Wheel Washing

Throughout all of the stages of this project, the nature of the work is likely to create mud and debris that if not managed and controlled will permeate out onto the highway creating significant inconvenience and hazards for road users and pedestrians alike. There will therefore be a system to ensure that the wheels of all vehicles are washed and cleared of mud and debris that would be otherwise carried out onto the public highway; this will be located prior to the exit gate where the gateman will have the responsibility of checking each and every vehicle before departing site. Beyond this the site management team will regularly review the highway outside the site as it is recognised that even the best wheel washing practices may from time to time still allow some mud to permeate onto the road – should this be the case, road sweeping facilities will be deployed to remove such contaminants.

17. Commentary / consideration of ongoing construction works in the locality

At the time compiling this plan, we are not aware of any other large-scale construction projects in the immediate area. Caddick Construction will monitor this at all times to ensure excessive disruption to the local road network is always eliminated and managed effectively, especially around peak times such as the Christmas period. The external Section 278 works will be planned to coincide with periods that are best suited to the Highways Team.

18. The erection and maintenance of security hoardings

The logistic plan within section 5 & 9 of this document illustrates the hoarding and gates strategy plan which will be constant throughout the entire project.

The hoarding line will be equipped with cctv cameras to ensure observation of the perimeter 24 hours a day, 7 days per week; the cameras will be monitored remotely with emergency response system in place along with emergency contact number for key personnel.

A gatehouse and biometric entrance turnstile will be located as shown on the logistic plan within section 5 & 9 of this document. One dedicated gateman will ensure the efficient and safe movement of vehicles both entering and leaving the site, as well as marshalling / managing any unexpected deliveries to prevent issues on the highway. The workforce, staff and visitors will be required to enter and leave site via the turnstile only – this will allow control of persons on site and prevent members of the public from gaining unauthorised access.

An additional benefit of a considered hoarding strategy is the prevention / mitigation of noise and dust nuisance.

With respect to Air Quality generally it will be a site rule that there shall be no burning of ANY materials on site and Caddick Construction will ensure that this rule is implemented and complied with.

19. Details of access into the premises

Pedestrian access / egress onto site for the workforce and visitors will be via a biometrically controlled turnstile located within the hoarding line adjacent to gate 1 (please see plan in item 5). All personnel entering site will be required to be inducted, and following this will be set up with the access control system using a biometric reader (fingerprint / facial recognition) thus controlling persons able to enter site. Outside of this control, any ad hoc / one off visitors will require supervised access only. Once inside the site perimeter, pedestrian walkways will be defined by use of barriers and gateways to ensure the safe segregation of pedestrians from site traffic and plant moving.

20. Dilapidation Survey

In line with best practice a full dilapidation survey will be carried out to ascertain the existing condition of the footpaths and public highway surrounding the site.

The survey will comprise of a photographic survey recorded on Fieldview to convey general condition and where defects are clearly evident then close up photographs will record such matters, along with a written description of the defective elements.

Ideally the inspection will be jointly carried out by Caddick Site Manager and Highways Team. The completed dilapidation survey will be circulated to the client and all interested parties within 2 weeks for good record.

21. Noise and vibration from the proposed development works.

Caddick appreciate that noise from construction works can be intrusive or disruptive and for this reason, our activities / deliveries will only be undertaken during timescales that appeases all parties. Noise levels will be measured/monitored regularly by the use of a noise meter at boundary points and recorded within the site diary.
Mitigation measures will include the following:

- Noisy operations will be eliminated where practicable and use of alternative measures where possible.
- Site plant for the purpose of the works will be fitted with effective exhaust silencers.
- Machines/plant in intermittent use will be shut down in intervening periods between work.
- Plant and vehicles will be started up sequentially rather than all together.
- Plant will be well maintained and serviced regularly.
- Wherever practicable tools of low noise emission will be used.

22. Communication Strategy with residents which shall include details of there will be engagement, consultation and notifying of residents.

Caddick construction takes understands the impact of its operations upon the local community and in particular the immediate neighbours of the project. Caddick Construction are in Partnership with the Considerate Constructors Scheme, a condition of which is that all our sites are registered accordingly with this scheme which sets and monitors the site against industry standards and helps to integrate the site with its surroundings and adjoining neighbours, as well as focusing on site appearance /safety / welfare / environmental and community issues.

Prior to commencement on site stakeholder mapping will be carried out to identify each and every person, business and other parties that maybe affected by the carrying out of the construction work. The addresses of all parties will be obtained to allow communication channels to be opened. Examples of parties in which ourselves and our client have already progressed engagement with are as follows:

- West Indian Sports & Social Club.
- Brotherhood Of the Cross & Star.
- Kingston Warehouse.

Initial contact to others will be made some 4 weeks prior to the main works commencing with the first of regular newsletters being posted. The newsletters typically will include details of the construction team including contact details, an outline of the upcoming activities, and in particular communication on any activities that is likely to cause a nuisance such as noisy activities. We will explain what mitigation measures and considerations has been taken to minimise any issue, the likely timescale and contact details in things are difficult to cope with. Usually, it is found clear honest communication to give a clear understanding of the processes required is sufficient to build trust and understanding.

Additionally, notice boards located on the site hoarding as part of our Considerate Constructor commitments allows access for feedback to enable us to respond to issues – this could be from the general public, passers-by or local businesses outside of the immediate vicinity.

23. Management Systems

As Caddick Construction Limited are an ISO 14001, ISO 9001 and OHSAS 18001 Accredited Contractor, all operations on site will be undertaken in accordance with our integrated systems and procedures.

24. Conclusion

The above strategies, processes and controls will be implemented throughout the whole period of construction works and will be regularly reviewed and maintained, and if and where necessary amended to ensure safeguarding of the amenities of nearby residents, neighbours and businesses, and maintains the highest possible level of highway safety for the benefit of road and footpath users.

This Construction Management Plan will be communicated to the staff, visitors and neighbouring residents and businesses via onsite briefings, displaying on site noticeboards and public noticeboards.