

The background image shows the exterior of William Hulme's Grammar School. The building features a large section of light-colored vertical wooden cladding and a brick section. A sign above a glass entrance reads "WILLIAM HULME'S GRAMMAR SCHOOL". In the foreground, a paved courtyard area is visible with several people, including children and adults, walking and sitting. There are lush green plants and flowers in the lower-left corner, and a black metal fence runs along the bottom edge of the courtyard.

WILLIAM HULME'S GRAMMAR SCHOOL – SPECIALIST RESOURCE PROVISION (SRP)

BUILDING PROJECTS GROUP CONSTRUCTION
MANAGEMENT PLAN (CMP)

CONSTRUCTION MANAGEMENT PLAN (CMP) – V2 (BPG Scope Only)

For discharge of Planning Condition 20 – Planning Permission 140594/FO/2024

Project: William Hulme's Grammar School Academy, Spring Bridge Road, Manchester, M16 8PR

Package / Scope: Building Projects Group (BPG) – SRP works (Section 1) + Car Park works (Section 2) only

Version: CMP V2

Amendements: V2 – Noise and Vibration Control section added.

Date: 06/05/2026

Prepared by: Chris Walpole, Building Projects Group

1. PURPOSE

This Construction Management Plan (CMP) sets out the management measures and controls Building Projects Group (BPG) will implement to manage construction impacts, logistics, safety and environmental risk during the works. The CMP is submitted to support discharge of Planning Condition 20.

2. SCOPE

2.1 Works included (BPG)

This CMP covers BPG's works only, comprising:

- **Section 1:** SRP building including associated external works and drainage.
- **Section 2:** Car park including associated drainage (subject to section availability and decant/removal of temporary accommodation by others).

2.2 Works excluded

- **All MUGA works are excluded.** The MUGA package is procured separately under a different contractor and is not part of BPG's contract scope. This CMP is therefore **separate** to the MUGA contractor's CMP, and does not rely on, append, or reference MUGA logistics, methodology, or swept path analysis.

3. CONDITION 20 COMPLIANCE MATRIX

Condition 20 requirement	Where addressed in this CMP
Details of wheel washing	Section 8
Dust suppression measures	Section 9
Location of construction compound(s)	Section 7 + Appendix A
Location, removal and recycling of waste	Section 10
Routing strategy and swept path analysis	Section 6 (Swept path: Section 6.4)
Parking of construction vehicles and staff	Section 11
Hours of working	Section 12

4. SITE CONTEXT AND KEY CONSTRAINTS

The works are undertaken within a live, operational school environment. The construction area will be strictly segregated from school operations at all times.

Key logistics principles:

- Use the established vehicular access from **Spring Bridge Road**.
- Pre-book and control all deliveries to prevent queuing on the public highway.
- Maintain secure segregation and safeguarding controls (hoarding/fencing, locked gates, controlled access).
- Coordinate activities with the school to avoid peak-time conflict.

5. ROLES, RESPONSIBILITIES AND COMMUNICATION

5.1 Key contacts

CMP / liaison contact (complaints and community interface):

Chris Walpole (Building Projects Group)

Tel: **07852556566**

Email: c.walpole@buildingprojectsgroup.com

Target response time to complaints: **within 24 hours**.

Site Manager (day-to-day CMP responsibility):

A named Site Manager will be appointed prior to commencement. The Site Manager's name and contact number will be displayed on site hoarding and issued to the school.

5.2 Complaints procedure

All complaints will be:

1. recorded (date/time, complainant details where provided, issue raised),
2. investigated the same day where practicable,
3. responded to within 24 hours, and
4. closed out with corrective actions implemented and documented.

5.3 Liaison with the School / Client team

The project team will maintain regular coordination with the School/Client team to:

- share look-ahead plans,
- agree delivery windows and any changes to school operations,
- notify of potentially disruptive activities (noise/dust/traffic),
- confirm safeguarding controls remain suitable.

6. ROUTING STRATEGY AND DELIVERY MANAGEMENT

6.1 Approved delivery routes (public highway)

All construction traffic will access William Hulme's Grammar School via **Spring Bridge Road** using the established school entrance. Vehicles shall approach and depart via the same routes to minimise disruption and avoid unsuitable local roads.

Route A – from the M60 (strategic network approach):

M60 → A5103 **Princess Road** → **Wilbraham Road** → **Spring Bridge Road** → site entrance **opposite Gildbridge Road**.

Exit via the same roads in reverse order.

Route B – from Manchester City Centre:

Manchester City Centre → A5103 **Princess Road** → **Wilbraham Road** → **Spring Bridge Road** → site entrance **opposite Gildbridge Road**.

Exit via the same roads in reverse order.

All suppliers will receive route instructions prior to arrival. Sat-nav instructions will be aligned to the approved route to prevent diversion through residential streets.

6.2 Booking, queuing and vehicle control

- **All deliveries are pre-booked a minimum of 48 hours in advance.**
- **No waiting / no queuing** is permitted on Spring Bridge Road or surrounding highways.
- **One delivery at a time** (single-vehicle arrival policy).
- Vehicles arriving outside their agreed slot will be instructed to leave and return at the correct time.
- Delivery schedules will be managed to maintain safe control through the live-school environment.

6.3 Holding area

- **No holding area is used.** Deliveries operate on a **timed-arrival-only** basis.

6.4 Swept path analysis (BPG scope)

Condition 20 requests a routing strategy and swept path analysis. A swept path analysis is **not included within this CMP V1** as none has been produced for BPG's SRP/car park delivery vehicle set at this stage.

Should the Local Planning Authority require a swept path analysis to approve Condition 20 for the BPG scope, BPG will provide it as an **addendum prior to commencement** of the relevant phase.

6.5 Site speed limit and driving conduct (school campus)

All vehicles operating within the school boundary shall comply with a strict campus driving standard:

- **Maximum speed limit: 5mph** within the school boundary and along all internal routes.
- Engines to be switched off when stationary (no idling).
- No reversing unless under the direct supervision of a competent banksman.

- No vehicle movements outside the agreed delivery booking system.

6.6 Peak-time restrictions (live school)

To minimise conflict with pupil/parent movements, delivery and collection activity will be planned to **avoid school peak times**. As a minimum, deliveries will not be booked during:

- **08:00–09:00**, and
- **14:45–16:00** (or as otherwise directed by the School).

Any updated peak-time windows instructed by the school will be adopted and communicated to suppliers.

6.7 Interface with preceding contractor(s) (handover requirement)

As works on the wider site may be undertaken by other contractors prior to BPG mobilisation, BPG will implement a formal **site logistics handover** prior to commencement. This will include:

- confirmation of the **status/removal** of any temporary logistics measures installed by others (e.g., trackway panels, temporary mesh fencing, wheel wash areas, traffic control measures),
- confirmation of **residual restrictions** on internal routes and any shared access constraints,
- a joint walkover with the School/Client to record the **condition of routes, gates and hardstanding's** (photo record),
- agreement of any **retained** temporary measures (if any) and the party responsible for maintenance until removal,
- confirmation that BPG compound boundaries, gates, and segregation lines match the latest approved logistics arrangement.

7. COMPOUND LOCATION(S) AND SITE SET-UP

7.1 Section 1 compound (SRP)

BPG will establish and maintain a secure compound for Section 1 works in the location shown on the Logistics Plan (Appendix A), including:

- solid hoarding / secure boundary to segregate the works,
- welfare facilities,
- materials storage / laydown,
- loading / offloading within the controlled works zone,
- a designated waste/skip area within the compound.

7.2 Section 2 arrangements (car park)

Section 2 will be delivered with reduced compound requirements consistent with sectional delivery and the available work area at that time.

7.3 Compound boundaries and segregation

BPG will maintain solid hoarding/secure fencing around the works area in accordance with Appendix A. All gates will remain locked except during controlled movements. Pedestrian interface points will be managed using barriers and marshals as required.

7.4 Residual temporary works from preceding contractor(s)

Where temporary works (e.g., trackway panels, temporary mesh fencing, temporary wheel wash areas) remain on campus at the time of BPG mobilisation, BPG will:

- verify suitability/condition prior to use,
- agree responsibility for inspection/maintenance,
- ensure no conflict with BPG hoarding line, welfare placement, delivery/crane mat zones and emergency access,
- remove or modify only with School/Client agreement and with safe-method controls in place.

7.5 Site establishment change control

Any change to the approved logistics arrangement (compound footprint, gate positions, internal routes, or segregation measures) will be controlled via a site change procedure and communicated to the School/Client and relevant subcontractors prior to implementation.

8. WHEEL WASHING AND ROAD CLEANLINESS

8.1 Method

A **portable pressure washer (jet wash)** will be provided and operated as required to prevent track-out and deposition of mud/debris.

8.2 Trigger / responsibility

- Wheel/tyre cleaning is treated as **mandatory** when there is any risk of track-out (e.g., wet weather, earthworks/groundworks periods, visible debris).
- The **Site Manager** retains responsibility to instruct/verify use and will stop vehicles leaving site until cleaned where necessary.

8.3 Location

The jet wash point will be positioned **inside the gate of the BPG compound on the egress route** (within the secured compound boundary).

8.4 Runoff control

- **No discharge to surface water drains.**
- Wash water/runoff will be managed within the compound boundary using contained controls to prevent pollution.

8.5 Road sweeping

A **reactive road sweeper** will be called off by the Site Team if debris is observed on internal routes or the public highway.

9. DUST SUPPRESSION MEASURES

Dust will be controlled using best practicable means, including:

- damping down / misting during dry conditions and dust-generating activities,
- sheeting of dusty loads where required,
- maintaining clean routes and good housekeeping,
- minimising drop heights and controlling cutting/grinding activities,
- stopping/resequencing works if unacceptable dust is generated.

10. WASTE MANAGEMENT, REMOVAL AND RECYCLING

10.1 Waste storage location

Skips and waste containers will be located **within the contractor's compound** in the designated area shown on the Logistics Plan (Appendix A).

10.2 Segregation approach

Waste will be managed on a **two-stream** basis:

- **Mixed recyclables**, and
- **General waste**.

10.3 Removal / frequency

Collections will be arranged **as required** and controlled through the delivery booking system.

10.4 Carrier / documentation

A **licensed waste carrier** will be appointed. **Waste Transfer Notes** will be retained within project records (and Consignment Notes where applicable).

10.5 Potential contaminated / hazardous arisings (general)

Waste classification requirements for any potentially contaminated or hazardous arisings will be confirmed in accordance with remediation documentation and the nature of materials encountered.

- Suspect materials will be segregated and managed to prevent pollution.
- Sampling/testing will be undertaken where required to determine classification.
- Disposal will be via licensed facilities with appropriate documentation retained.

11. PARKING OF CONSTRUCTION VEHICLES AND STAFF

- **No contractor/staff parking will take place within school grounds during term time**, unless explicitly authorised in writing by the school for a specific purpose/date.
- Operatives, visitors and subcontractors will be instructed at induction to park **off-site legally** and to avoid obstructing local streets, residential areas, school access routes and visibility splays.
- All deliveries/collections are by appointment only under the booking system; **no waiting/queuing** is permitted on Spring Bridge Road.

- Any breach of the parking requirement will be treated as a site non-conformance and managed through corrective action (briefings, supplier warning, or removal from site where necessary).

12. HOURS OF WORKING (NOISY WORKS – LPA-DEFINED)

Noisy work should normally only take place between:

- **Monday to Friday:** 07:30 – 18:00
- **Saturday:** 08:30 – 14:00
- **Sundays / Bank Holidays:** No noisy works

Any requirement for works outside these hours will only proceed following prior agreement with the Local Planning Authority and the School.

13. MONITORING, ENFORCEMENT AND REVIEW

- CMP controls will be briefed at induction and reinforced through toolbox talks.
- Daily checks will be undertaken for: cleanliness/track-out, housekeeping, waste control, compound security, and compliance with delivery booking rules.
- Delivery performance will be monitored (48-hour booking compliance, no queuing, one-in/one-out, peak-time avoidance).
- The CMP will be reviewed periodically and whenever there is a material change to access arrangements, school operations, or site layout.

14. NOISE AND VIBRATION CONTROL (Construction Phase)

Noise and vibration will be managed using **Best Practicable Means** to safeguard the amenity of nearby residential and commercial receptors throughout the construction phase. The Site Team will brief and enforce the controls below via induction, toolbox talks and ongoing supervision.

Working hours – noisy works (Council requirements)

Noisy work should normally only take place between:

- **Monday to Friday:** 07:30–18:00
- **Saturday:** 08:30–14:00
- **Sundays / Bank Holidays:** No noisy works

Any requirement for works outside these hours will only proceed following prior agreement with the Local Planning Authority and the School.

Controls to minimise noise (Best Practicable Means)

The following measures will be implemented to minimise construction noise:

- **Plant selection and maintenance:** use modern, well-maintained plant and equipment fitted with effective silencers/mufflers; defective or excessively noisy equipment will be removed from service.
- **No unnecessary idling:** plant and vehicles will be switched off when not in use.
- **Reversing noise management:** reversing will be minimised through planning and banksman control; where appropriate, **white-noise reversing alarms** will be used.

- **Controlled loading/unloading:** materials will be loaded/unloaded in a controlled manner to avoid impact noise (including avoiding “metal-on-metal” contact where practicable).
- **Location of noisy plant:** stationary/noisy plant will be positioned away from sensitive boundaries where feasible and practical.
- **Method selection / sequencing:** where practicable, lower-noise methods will be used (e.g., controlled cutting rather than percussive breakout) and high-noise tasks will be time-limited and sequenced to reduce duration.

Vibration control

Vibration-generating activities will be planned and managed to prevent nuisance and protect the surrounding environment. Where vibration risk is identified, the Site Team will:

- use appropriate plant/methods to minimise vibration,
- limit duration of vibration-generating activities where practicable, and
- adjust methodology if unacceptable vibration is experienced or substantiated concerns are raised.

Monitoring, complaints and corrective action

- The **Site Manager** will monitor noise-generating activities and will review methods and sequencing if any substantiated complaint is received.
- Where required, additional mitigation will be implemented (e.g., revised sequencing, alternative plant/methods, temporary local shielding, additional supervision).
- Complaints will be logged and responded to within **24 hours** via the CMP liaison contact (Chris Walpole).

APPENDIX A – BPG LOGISTICS PLAN

- WHGS Logistics Plan (BPG) – to be appended to this CMP (site set-up, hoarding line, gates, welfare, delivery/offload area, compound hardstanding).

