METROLINK SPECIFIC CONSTRUCTION MANAGEMENT PLAN

Plot C2



Report Reference MetroLink Specific CMP/001

Revision Number 001

Issue Date 31.07.2026

Author Joe Hammerton

Checked by Bill Metcalfe

Contents

1. Key Stakeholders
2. Introduction
3. Site location, Scheme Overview and Description of Works
4. Site Contacts / Emergency Numbers
5. Loading and unloading of plant and materials
6. Storage of plant and materials used in constructing the development
7. Construction methods to be used; including the use of cranes if intended (which must not over sail the tramway)
8. Site hoarding and scaffolding
9. Measures to control the emission of dust and dirt during construction and the deposition of detritus on the tramway
10. Conclusion

1. Key Stakeholders

Client: MUSE Riverside House Irwell Street Manchester M3 5EN [redacted]	Architect Feilden Clegg Bardley Studios (FCB) Carver's Warehouse Lower Ground Floor 77 Dale Street Manchester M1 2HG [redacted]
Principal Designer Bowker Sadler Architecture Hatherlow House Hatherlow Romiley Stockport SK6 3DY [redacted]	Structural Engineer: Civic Carver's Warehouse Lower Ground Floor 77 Dale Street Manchester M1 2HG [redacted]
Principal Contractor: Caddick Construction Ltd North West Office Chepstow House Trident Business Park Warrington WA3 6BX [redacted]	Mechanical and Electrical Consultant TACE Manchester (Stanley Green) Portland House Oak Green Earl Road Cheadle Hulme Cheshire SK8 6QL [redacted]
Client Representative: ShiftPM M.01 Tomorrow Blue Mediacity UK	Energy Consultants: Civic Contact Name: Diya Kulkarni Contact Telephone No.: Email:

Salford M50 2AB [redacted]	
Acoustician: Hilson Moran Neo 9 Charlotte Street Manchester M1 4ET [redacted]	Landscaping Consultants: Planit 2 Back Grafton Street Altrincham Cheshire WA141DY [redacted]
Building Warranty: Protek Warranty 1st Floor Marlbridge House Enterprise Way Edenbridge Kent TN8 6HF [redacted]	Fire Engineer: OFR Consultants Sevendale House Lever St Manchester M1 1JA [redacted]
Transport Consultant: Curtins Kings House 40 King St W Manchester M3 2WY [redacted]	

2. Introduction

This Construction Management Plan is prepared to outline the key construction management plan in response to Planning Application – Ref: 144669/FO/2025 and in particular pre-commencement condition 5 – Metrolink Specific Construction Management Plan that states:

No development shall take place until a Metrolink Specific Construction Management Plan (CMP) with detailed method statements of construction and risk assessments, has been submitted to, and agreed in writing by Manchester City Council as Local Planning Authority and an Asset Protection Agreement, if deemed necessary, has been entered into. The approved details shall include agreed safe methods of working on Metrolink infrastructure and adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period. The Construction Management Plan shall include details of:

- *loading and unloading of plant and materials;*
- *storage of plant and materials used in constructing the development;*
- *construction methods to be used; including the use of cranes if intended (which must not over sail the tramway);*
- *site hoarding and scaffolding; and*
- *measures to control the emission of dust and dirt during construction and the deposition of detritus on the tramway.*

Reason - To ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

3. Site Location, Scheme Overview & Description of Works

Site Address:

The Birtles, Civic Centre, Wythenshawe, Manchester, M22 5RF

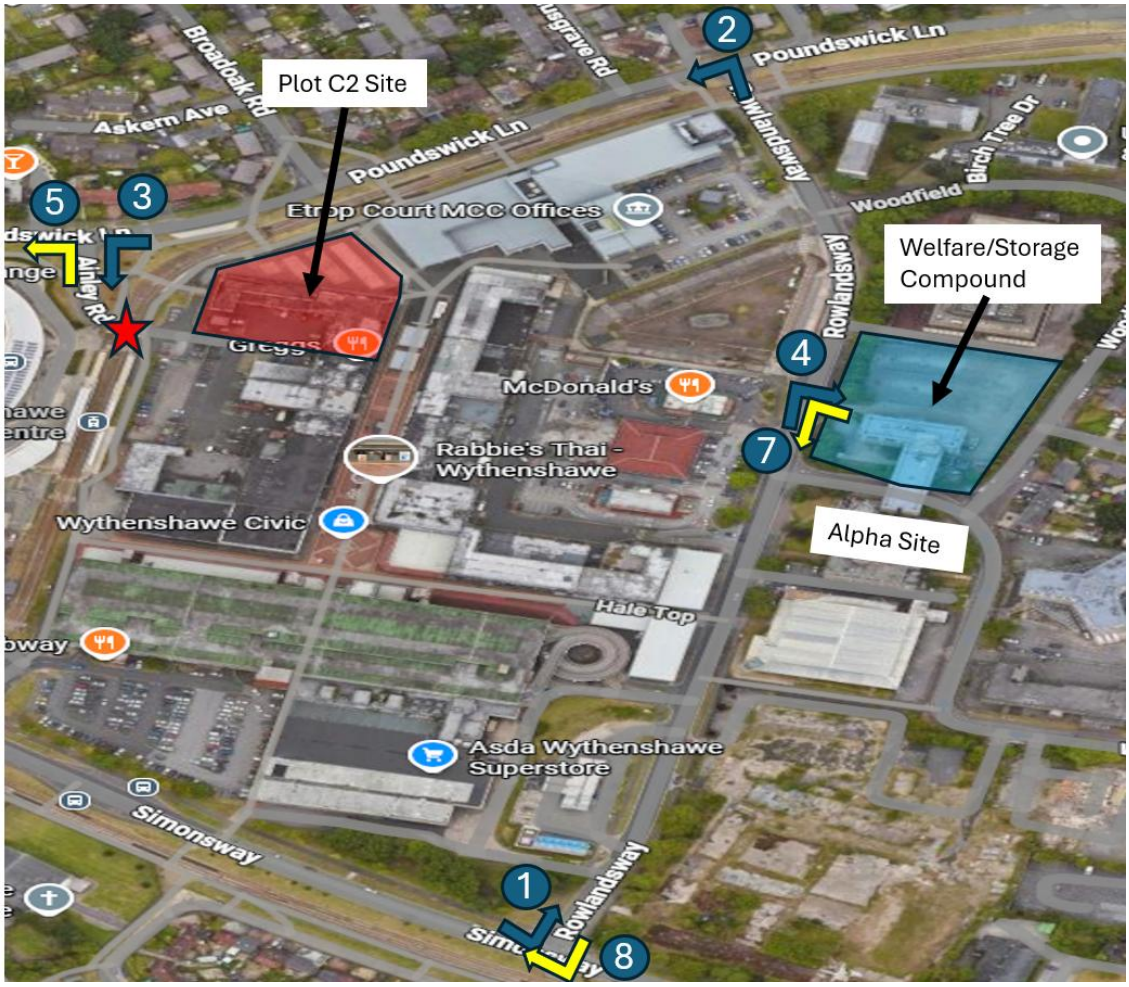
The site is located centrally within Wythenshawe Town Centre, c.100m to the northeast of the Wythenshawe Interchange. The site is bound by the pedestrianised high street to the north and east, commercial units to the south and parking to the west. See site boundary in red below.



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: October 2026

Duration: 95 Working weeks (Main Works) + 7 adverse weather risk + 20 working weeks (Asbestos Removal and Demo)



Plot C2 – Site Location - Interface with Metrolink Crossing



All contractors are reminded that the site is only accessible by crossing a TfGM level crossing off Ainley Road

Indicates location of Level Crossing

Indicates Site Location



Description of Works

The Plot C2 development proposals consist of 81 units residential apartments (Use Class C3) with a mixed-use ground floor comprising workplace and retail uses (Use Class E), associated landscaping, servicing, car and cycle parking and other associated works following demolition of the existing buildings.

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 Muse and MCC Highways team. The Caddick team responsible for the project (and their contact numbers) will be as follows:

Construction Director – Bill Metcalfe [redacted]

Project Manager – Joe Hammerton [redacted]

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.

The project team will also be may aware of the emergency contact details for the Metrolink as per the next two images.



Emergencies during work

If work obstructs the track unexpectedly, if anyone or anything comes into contact with the overhead wires, or if tramway equipment is damaged, please inform the Metrolink control room immediately.

Emergency contact

The control room can be contacted **at any time** by:

- Using the emergency help point at any tram stop.
- By telephoning **0161 203 5619** (emergencies only).
- Contacting a Metrolink representative.
- You can also contact the emergency services (if needed) using **999.**

You must tell the control room that there is an emergency. The controller will ask you for details of the emergency. Please answer the questions as quickly as possible.

Caddick.

Questions the control room will ask in an emergency:

- **Who** are you and where are you?
- **What** has happened?
- Is anyone or anything touching the overhead lines?
- Is the track obstructed?
- Which emergency services are needed (if any)?

Please ensure you follow any instructions given by the controller.

If an approaching tram must be stopped, signal to the driver by holding both arms above your head.

You should stand where the driver can see you, but not in the path of the tram.

5. Loading and unloading of plant and materials

Caddick have been liaising via email with Gregg Mitchell (Engineering Planning Manager) KeolisAmey Metrolink. Gregg has provided Caddick with the latest versions of the 'Working Safely Near Metrolink V1 Jan 24' and 'Developing Near Metrolink V1 Aug 23' which Caddick have used to produce this specific CMP.

Gregg confirmed regarding crossing under the OHLE, that the wire height is 6m and unless your vehicle is classed as oversize (in which you have to contact the highway agency etc) then you may have already run under and crossed under at several points in Greater Manchester on getting to and from the site. If the vehicle is classed as oversize (any vehicle over 5m in high) then we may have to look at lifting the OHLE which of course would have to be done out of hours and at some considerable costs.

The highway code needs to be always abided by regarding do not block the passage of trams that have the right of way at all times.

No construction works will affect the Metrolink electrical hazard zone as per the next two images. The existing building which is being demolished is 11m from the nearest rail and the new building is 16.5m from the nearest rail, hence no permit/authorisation required from Metrolink.

Metrolink Electrical Hazard Zone

The Metrolink tram network is powered by overhead power lines (OLE). These operate at 750 volts (DC) and are generally over 5 metres (around 18 feet) above the tracks.

These do not pose a danger to pedestrians and motorists at ground level or to those living and working in the vicinity of the tramway.

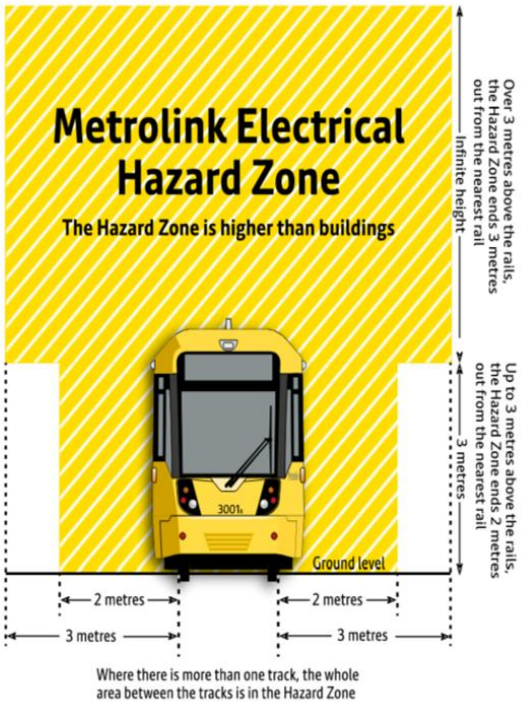
However, when working in the vicinity the potential hazards associated with working close to the overhead power lines needs to be taken seriously. We want you to stay safe near Metrolink.

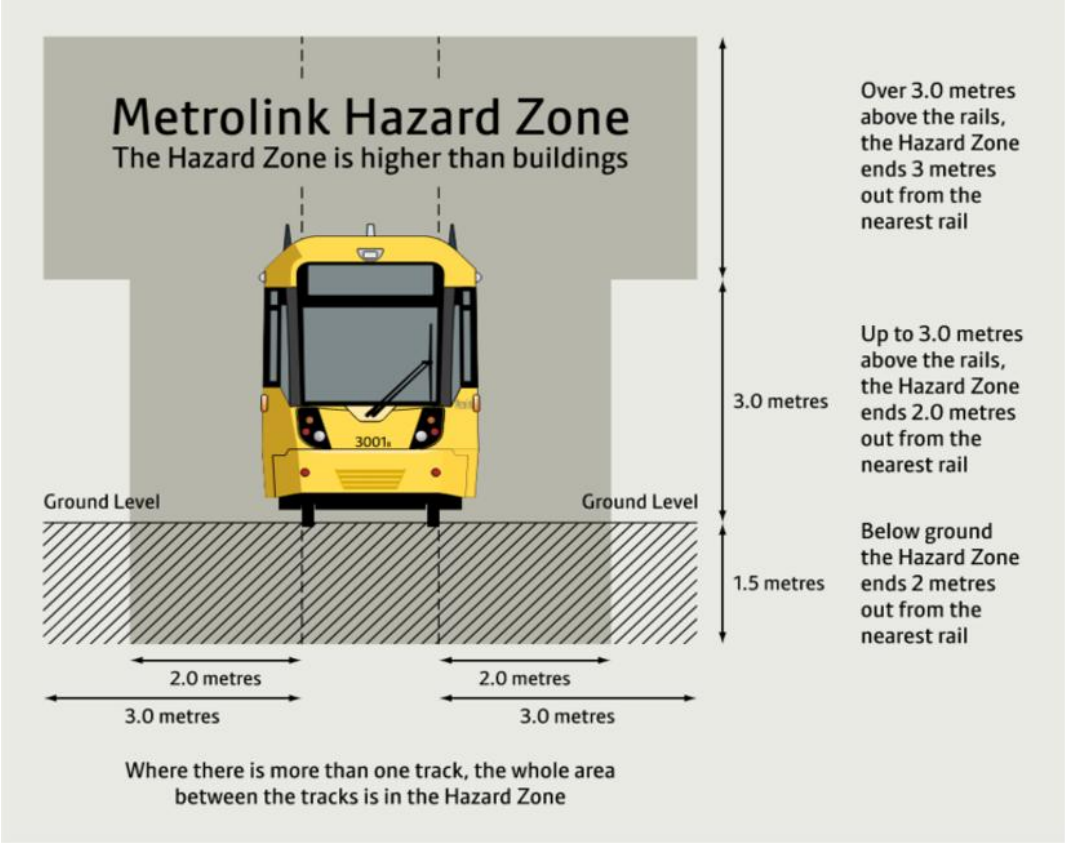
The Metrolink Electrical Hazard Zone, as shown in Diagram **M1** on the next page, applies generally to street running sections.

No person shall enter this zone to undertake works or carry or operate any equipment that has potential to enter the zone without authorisation from Metrolink.

Diagram M1 –
Metrolink Electrical Hazard Zone

Usually applicable in street running sections





All large construction deliveries, see next four images have been considered and they are all under the 5m high restriction, so will not affect the Metrolink network.

Plot C2 - Wythenshawe

High vehicles going across the vehicle tram crossing

Site hoist



Plot C2 - Wythenshawe
High vehicle going across the vehicle tram crossing

Tower Crane Sections



Plot C2 - Wythenshawe
High vehicle going across the vehicle tram crossing

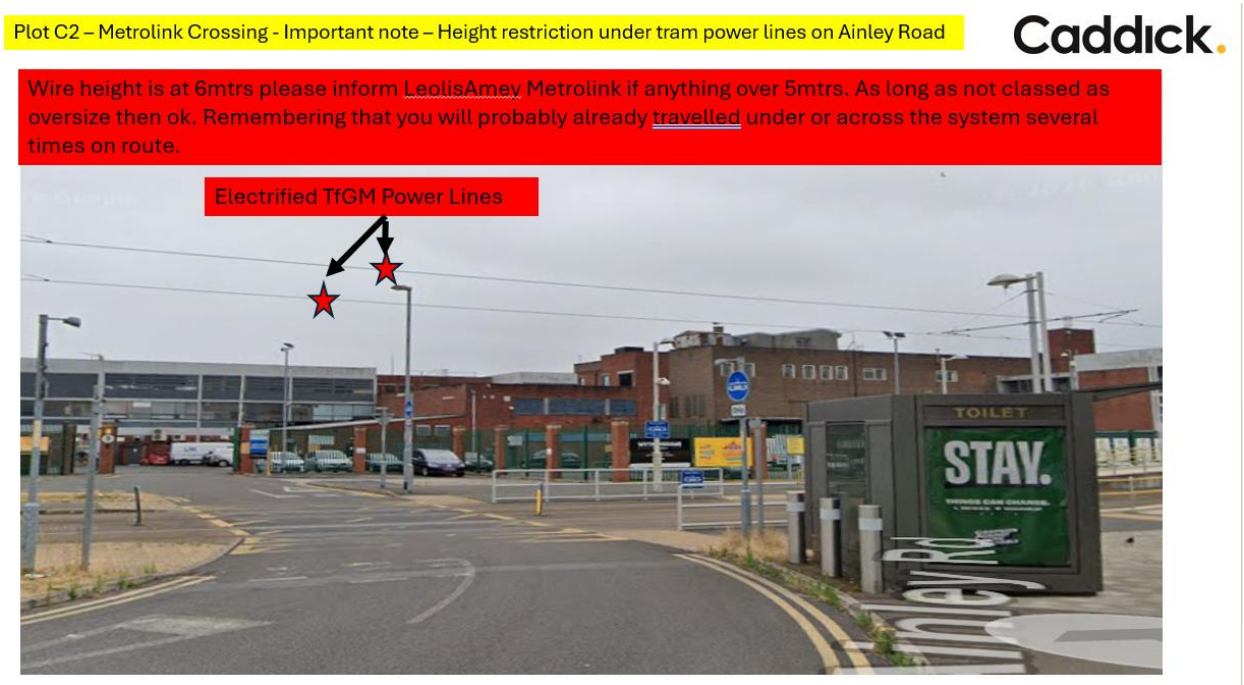
Site welfare cabins



Plot C2 - Wythenshawe
High vehicle going across the vehicle tram crossing
Silo



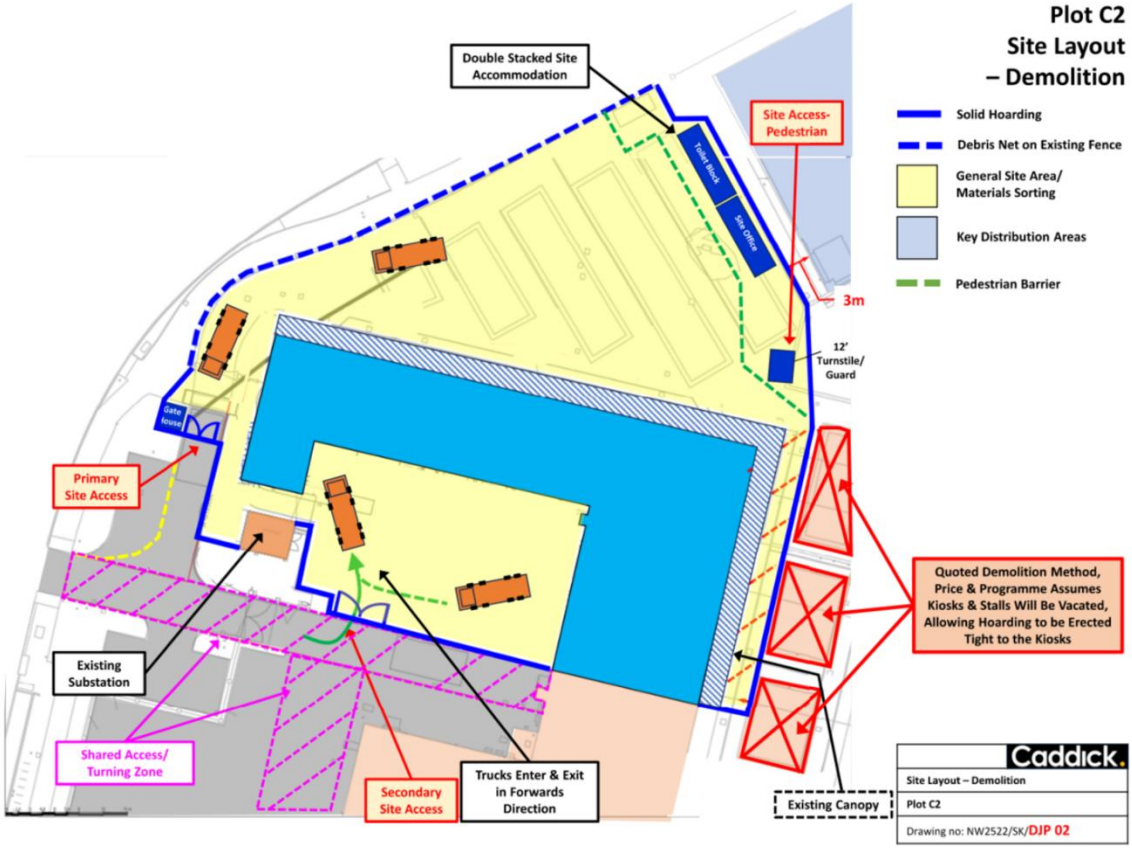
The next image shows the access and egress from site across the tram lines.



All loading and unloading will take place within the triangle area behind the new development or in the small area on the service yard side of the new development, please see logistic plans on the next three images. These areas are away from the Metrolink and will not affect the Metrolink.

Caddick.

Plot C2 Site Layout – Demolition



Caddick.
Site Layout – Demolition
Plot C2
Drawing no: NW2522/SK/DJP 02

Plot C2 Site Layout – Concrete Frame

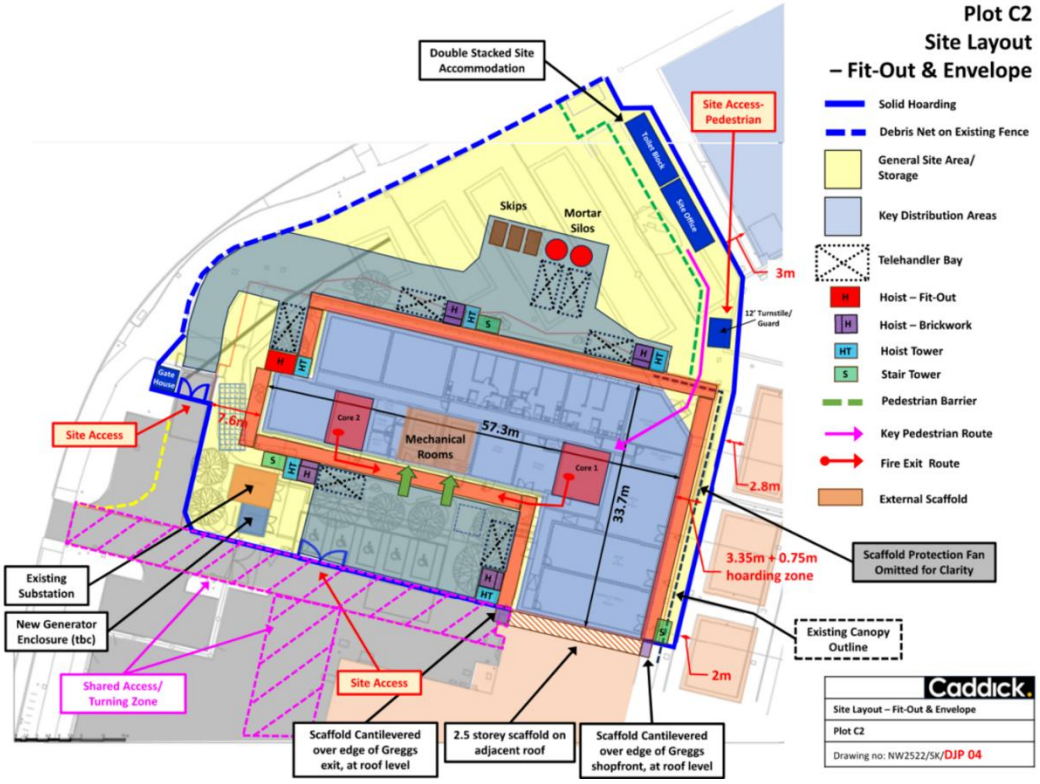




8m3 Concrete Truck

Static Concrete Pump

Caddick.
Site Layout – Concrete Frame
Plot C2
Drawing no: NW2522/SK/DJP 03



6. Storage of plant and materials used in constructing the development

All plant and materials will be stored externally either in the triangle yard at the back or in the small yard on the service yard side. Materials for the fitout will be moved quickly into the building footprint to get the materials into the building and protected from the elements. There is a site hoist at the end of the building which will distribute materials vertical to the relevant floor, and they will access the building through the end of the corridor. All materials stored externally which require protection from the elements will be covered securely and Caddick will make sure the covering remains in place during stormy conditions.

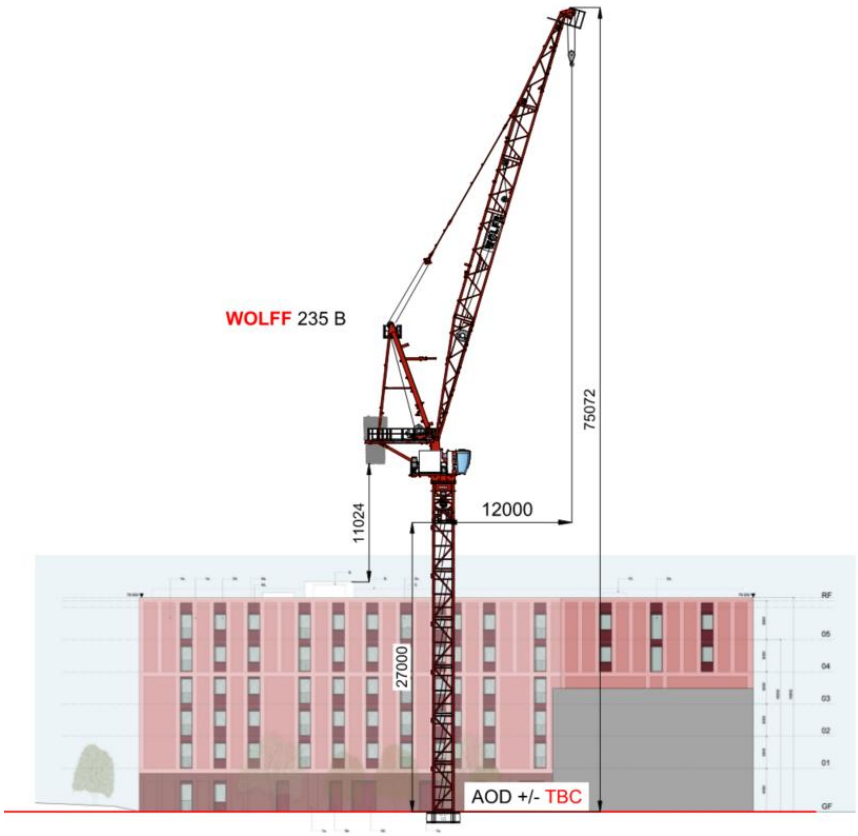
7. Construction methods to be used; including the use of cranes if intended (which must not over sail the tramway)

The piling contractor will be installing CFA piles for the new building, the piling rig will be positioned on site that if in the unlikely event that it collapses or turns over, it would not encroach on the Metrolink hazard zone.

The concrete frame contractor will be installing a luffing tower crane and placement boom for constructing the concrete frame. The luffing tower crane will be zoned out with the computer to prevent it operating outside of the site boundaries. There will be no oversailing of the tram network, because this is outside of the site boundaries even when in free-slew during hours of non-operation, because the jib will be raised, see next two images. The tower crane will be working within it's collapse radius of the Metrolink, so it will be restricted to 80% of it's load capacity as per the requirement within the Working Safely Near Metrolink guidance, see requirement on next few images.

A mobile crane will be positioned within the service yard or triangle area to install and remove the tower crane, lift the standby generator, ballast and copings to the new roof. The mobile cranes will be positioned and restricted, so they don't oversail the tram network. They will be restricted to 80% of it's load capacity if the collapse radius would affect the Metrolink network. If it's collapse radius doesn't include the Metrolink network, then there will be no restrict to the lift capacity.





Caddick.

Using a crane on a site next to Metrolink

- The use of a crane adjacent to Metrolink is permissible, but the crane must **not** over-sail the tramway. The only exception is when in free-slew during hours of non-operation.
- A plan showing the slew restriction will be required to demonstrate that it will **not** oversail Metrolink infrastructure or the hazard zone.
- If the crane is working within its collapse radius of Metrolink then the crane must only be utilised to 80% of its load capacity.

There will be no CFA piling or excavation within the red area, see image below, so this will not affect the Metrolink.

Excavating near Metrolink

You can excavate adjacent to Metrolink without prior authorisation providing:

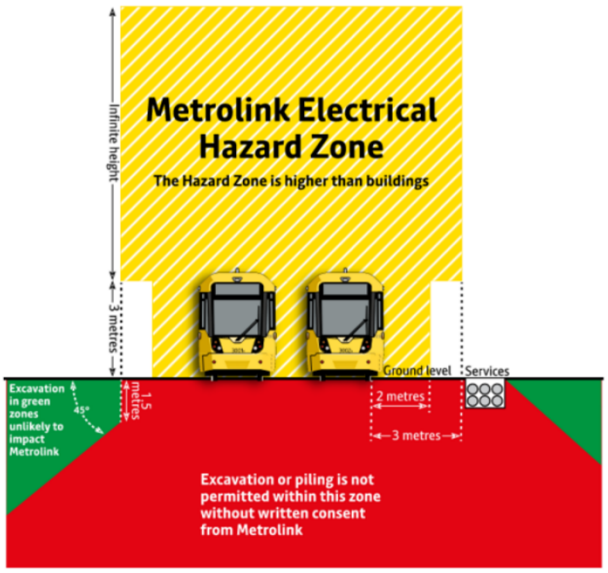
- No excavations or piling works enter the red zone, shown in Diagram **M5**.
- There is no risk of the equipment being used entering the Metrolink hazard zone, shown in Diagram **M5**.
- The topple/collapse radius of any excavator or piling rig does not extend into the Metrolink hazard zone; shown in Diagram **M5**.

You **must not** excavate within 3 metres of any overhead line equipment pole or adjacent to any Metrolink structures without prior approval.

The foundations of structures are not always obvious and often extend further than you think.

Under track crossings will be assessed on a case by case basis and will require authorisation.

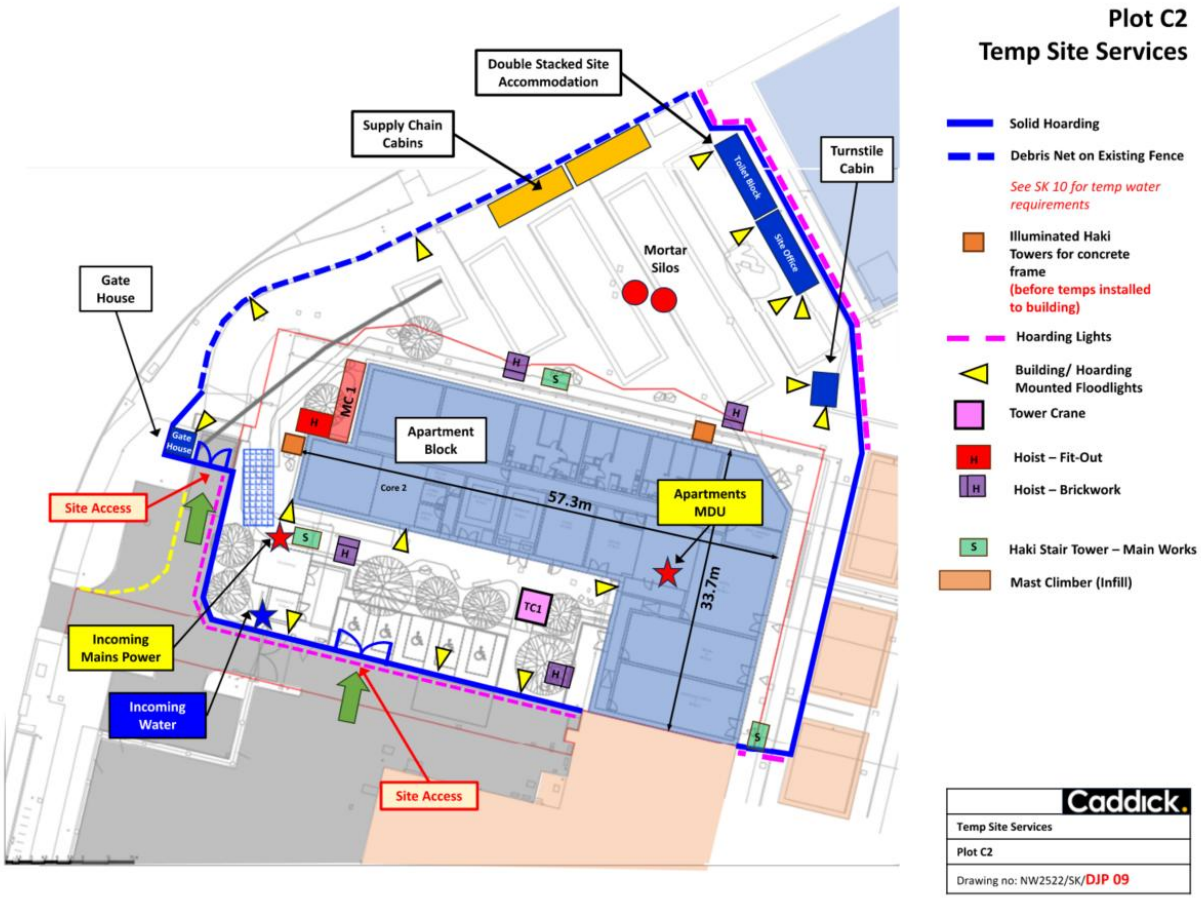
Diagram M5 –
Excavation and piling constraints



Mobile Elevated Working Platforms (MEWP) will be used to install the façade in terms of SFS, board and windows ahead of the scaffolding being erected for the installation of the brickwork. All the MEWPs would be operating within the site boundaries and if in the unlikely event that they collapse or turns over, they would not encroach on the Metrolink hazard zone.

8. Site hoarding and scaffolding

Caddick will be installing the site hoarding as detailed on the next image. The existing fence as marked by a dashed blue line on the image is in good condition and will remain. Caddick will attach debris netting to this fencing to control dust and debris blowing through this boundary. This will be monitored during the construction stages. The solid site hoarding will be erected more than 6m from the nearest rail and as a matter of caution, Caddick will use a timber site hoarding, hence a non-conductive material. Caddick will adhere to the Metrolink guidance regarding erecting hoarding, see 2nd image after this paragraph. Caddick will be erecting scaffolding around the new building which will be fully sheeted. The scaffolding is more than 6m from the nearest rail and more than 7m horizontally from the OLE, so as per the Metrolink guidance, see 3rd image after this paragraph, Caddick can erect scaffolding without permission from Metrolink.


Plot C2
Temp Site Services
Double Stacked Site Accommodation
Supply Chain Cabins
Turnstile Cabin
Toilet Block
Site Office
Mortar Silos
Gate House
MC 1
Apartment Block
Core 2
57.3m
Apartments MDU
33.7m
TC1
Site Access
Incoming Mains Power
Incoming Water
Site Access
Solid Hoarding
Debris Net on Existing Fence
See SK 10 for temp water requirements
Illuminated Haki Towers for concrete frame (before temps installed to building)
Hoarding Lights
Building/ Hoarding Mounted Floodlights
Tower Crane
Hoist – Fit-Out
Hoist – Brickwork
Haki Stair Tower – Main Works
Mast Climber (Infill)
Caddick.
Temp Site Services
Plot C2
Drawing no: NW2522/SK/DJP 09

Erecting hoarding in a street where Metrolink operates

Hoarding can be erected within the footway where Metrolink runs in the adjacent carriageway providing the hoarding arrangements:

- If less than 6 metres from the nearest rail, the hoarding should be made of non-conductive material. Alternatively, if metallic hoardings are proposed they will require non-metallic panels to be inserted every 15 metres or they may need to be bonded to the track or earthed; earthing calculations will be required.
- Leave a minimum of 1.8 metre footway to ensure that pedestrians are not forced to walk into the tram swept path envelope. If this cannot be provided then Metrolink must be contacted to discuss options. (If the footway is extremely busy then a width greater than 1.8 metres might be required).
- Can be erected without any equipment entering the hazard zone. If this is not possible then you must contact Metrolink and agree methods of working.
- Do not provide a person with the potential to get closer to the OLE than they would have been at ground level.

Scaffolding near Metrolink

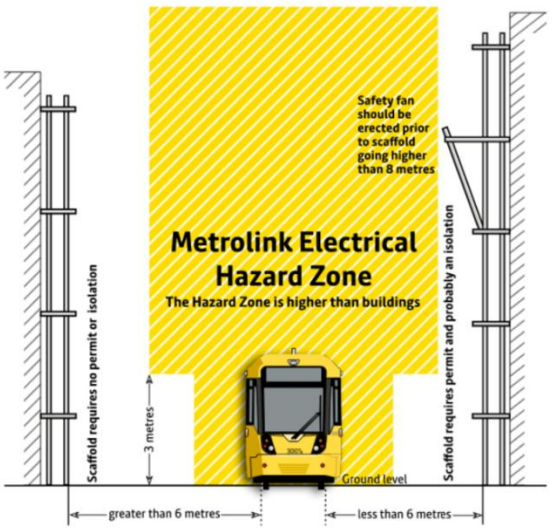
You can erect scaffolding without permission if it is at a distance of greater than 4 metres from the Metrolink Electrical Hazard Zone, i.e. 6 metres from nearest rail or 7 metres horizontally from the OLE.

However, if you are closer than this you will need to apply for a permit and will need to speak with Metrolink about undertaking the work safely.

Each situation is different but for guidance:

- It is likely that an isolation of the overhead power lines will be required. A typical night time isolation period is between 1.30am – 4.30am (actual working time period is approximately between 2am – 4am). You will be advised if there are planned isolations that you could utilise.
- Scaffolding in close proximity to Metrolink will need a fan included at a height of 8 metres prior to erecting scaffold above this height.
- Earthing of the scaffold and the installation of a Voltage Limiting Device may be required.
- A copy of the scaffold design and an independent design certificate will be required.
- If sheeting of the scaffold is proposed the details of the fixings will be required.

Diagram M4 –
Scaffolding adjacent to Metrolink



9. Measures to control the emission of dust and dirt during construction and the deposition of detritus on the tramway

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.

Operations which can produce dust, for example filling the site silos will be controlled and the blow in pressure will be reduced to ensure dust is kept to a minimum.

Wheels of delivery vehicles will remain on concrete or tarmac surfaces to keep them clean. The Caddick gateman will check every delivery vehicle wheels prior to leaving site and if required they will clean the wheel using the site jetwash before the vehicle leaves the site to ensure Ainley Road and the tram crossing remain debris free.



Image of covered tipper to mitigate dust liberations

10. Conclusion

Advice for developers

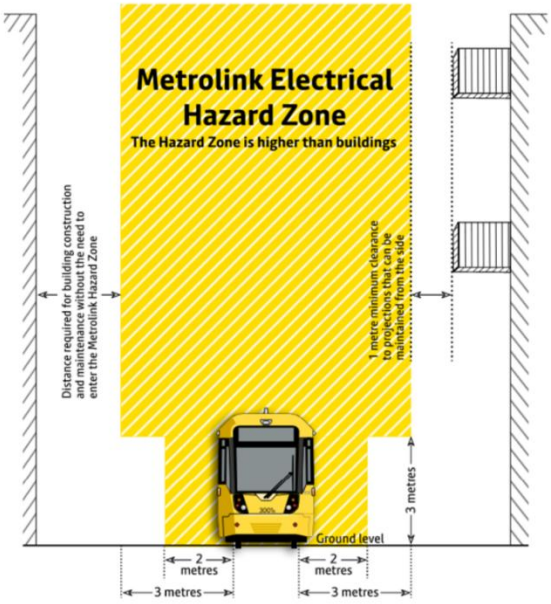
Your development must not enter the Hazard Zone. It should be designed so that it can be built and maintained without the need for any personnel or equipment to enter the Electrical Hazard Zone.

The only exception to a development extending into the Electrical Hazard Zone would be if it fully bridged Metrolink.

Any work in the Electrical Hazard Zone will require isolations and/or disruptive possessions. These incur charges and will need to be planned in. It should be noted that these could be cancelled at short notice if urgent maintenance work on the Metrolink network needs to be undertaken.

The design must also consider and accommodate the needs for the ongoing maintenance and replacement of Metrolink's own infrastructure.

Diagram M8 –
Proposed development adjacent to Metrolink



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 Metrolink. No part of the development will be entering the electrical hazard zone as per the advice and image above.