Construction Management Plan (CMP) For Charles Street Development

1.0 Document Control

Item	Details
Project	Charles Street Development
Document Title	Construction Management Plan
Revision	Rev C
Prepared By	Sajeesh Nair
Reviewed By	Jason McGee
Status	Planning Submission
Date	12/08/2026
Client	Jadebricks (Charles Street) Limited
Principal Contractor	Watkin Jones
Site Address	Car Park At Junction Of Charles Street And York Street, Manchester
Planning Ref	138808/FO/2023

Distribution List

Name	Organisation	Role
Client Team	Jadebricks	Approval
Planning Authority	MCC	Planning Review
Principal Designer	SafeSpehere	Design Review
Project Team	Watkin Jones	Implementation

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APPENDICES

Appendix	Description
A	Construction Logistics Plan
B	Traffic Management Plan & Swept Path Analysis

1.0 Introduction

This Construction Management Plan (CMP) has been prepared to establish the management arrangements, procedures and controls associated with the safe construction of the Charles Street Development, Manchester.

The project is located within a highly constrained city-centre environment bounded by Charles Street and York Street and surrounded by occupied buildings, live highways, public pedestrian routes and sensitive neighbouring stakeholders.

Due to the restricted footprint, significant temporary works requirements and interface with the live public realm, the project requires a highly coordinated logistics, traffic management and construction control strategy throughout all phases of the works.

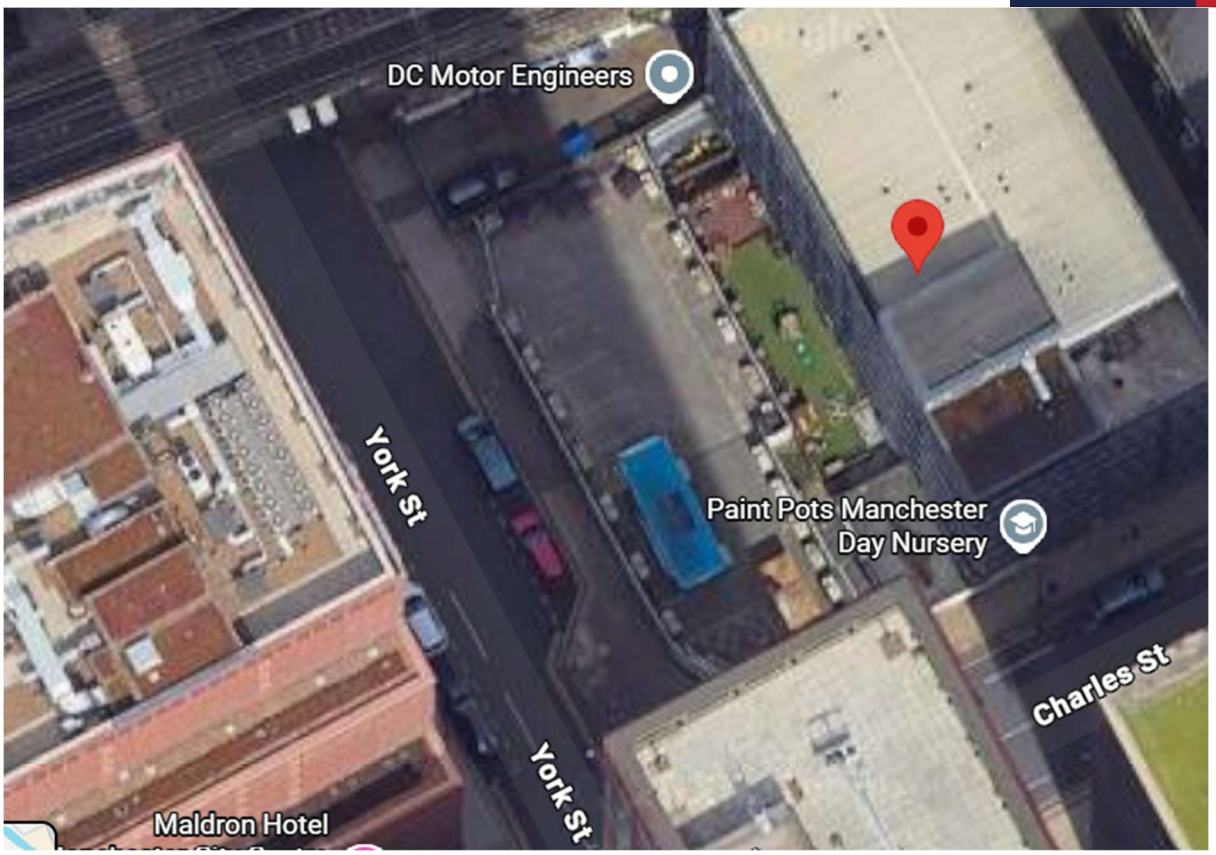
This CMP details the arrangements for:

- Site establishment and hoarding
- Traffic and logistics management
- Public protection systems
- Delivery coordination
- Tower crane operations
- Scaffold and mast climber management
- Passenger and goods hoist operations
- Temporary works coordination
- Welfare and workforce management
- Environmental controls
- Emergency planning
- Neighbour liaison procedures

2.0 Site Location and Description

The development site is located at Charles Street / York Street, Manchester city centre. The surrounding area includes:

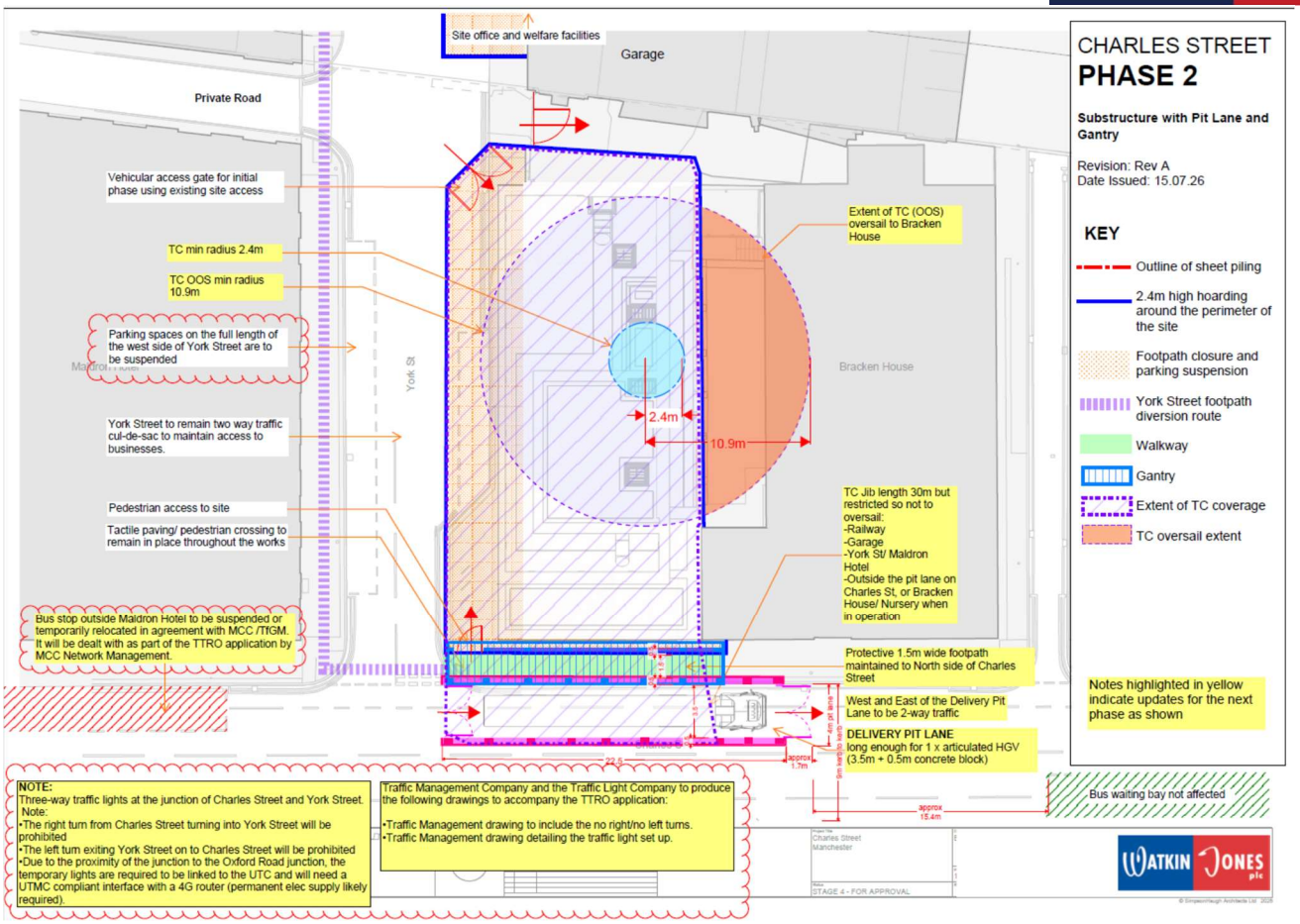
- Bracken House
- Nursery to the lower floor of bracken house
- Maldron Hotel
- Adjacent commercial premises
- Public pedestrian routes
- York Street highway interface
- Charles Street pedestrian frontage
- MOT garage
- Network rail Viaduct



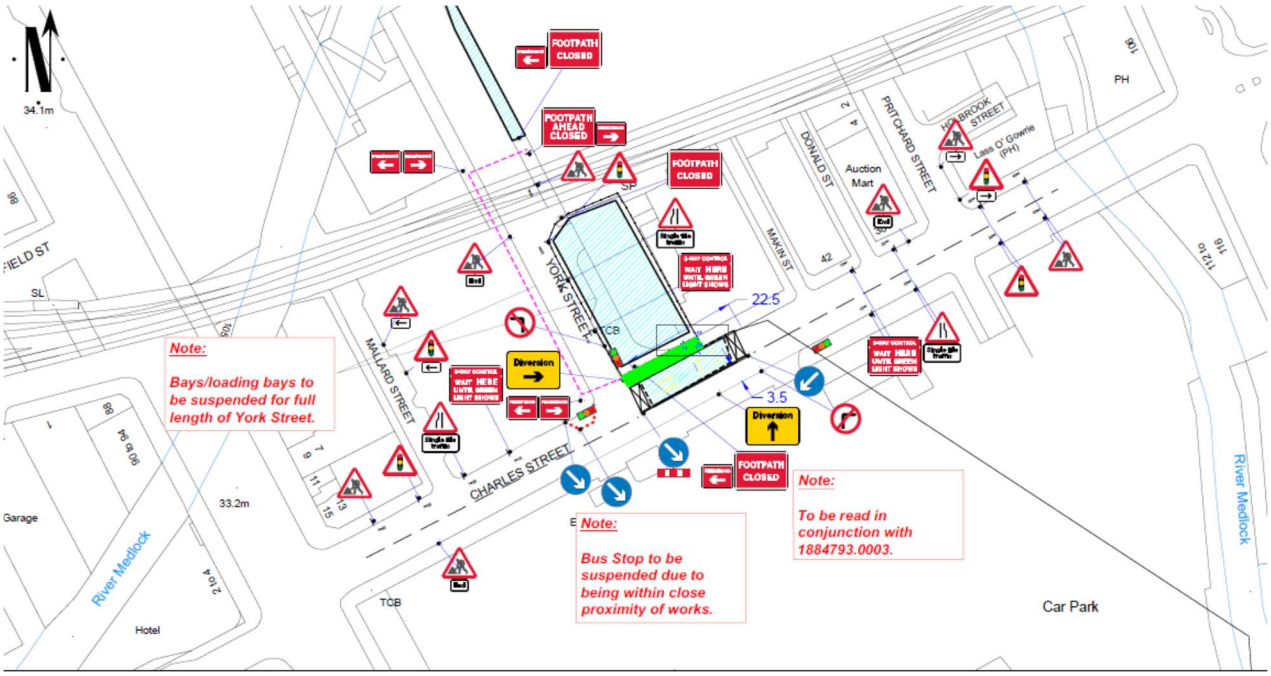
Since the original CMP was submitted, we have subsequently met with MCC Highways Network Management (Ben Phillips and Liam Murphy) and agreed in principle for the logistics solution now included. The solution includes a pit lane on Charles Street and three-way traffic lights at the junction of Charles Street and York Street, and the suspension of all parking/loading bays on both sides of York Street. The proposal is to suspend the bus stop outside the Maldron Hotel. TfGM have also been consulted during the discussions/meetings. Construction traffic entering York Street will be kept to a minimum.'

The Traffic Management drawings identify a highly constrained logistics arrangement incorporating:

- Running pit lane on Charles Street
- Material loading zones
- Mast climbers
- Passenger and goods hoists
- Tower crane operations
- Pedestrian segregation routes
- Site turnstile access
- Scaffold systems extending adjacent to the highway boundary



Traffic Management Plan



The project is therefore considered a high-risk urban logistics environment requiring extensive coordination and public interface management.

3.0 Scope of Development

Project: Erection of 15-storeys plus plant level building to provide purpose-built student accommodation (PBSA) along with site preparation works, works over the public highway and other associated works.

- Reinforced concrete frame construction
- Lift shaft tower crane installation
- Full perimeter scaffold systems
- Mast climber installations
- Passenger and goods hoists
- Façade and envelope works
- Internal fit-out works
- External works and public realm works

The works shall progress through:

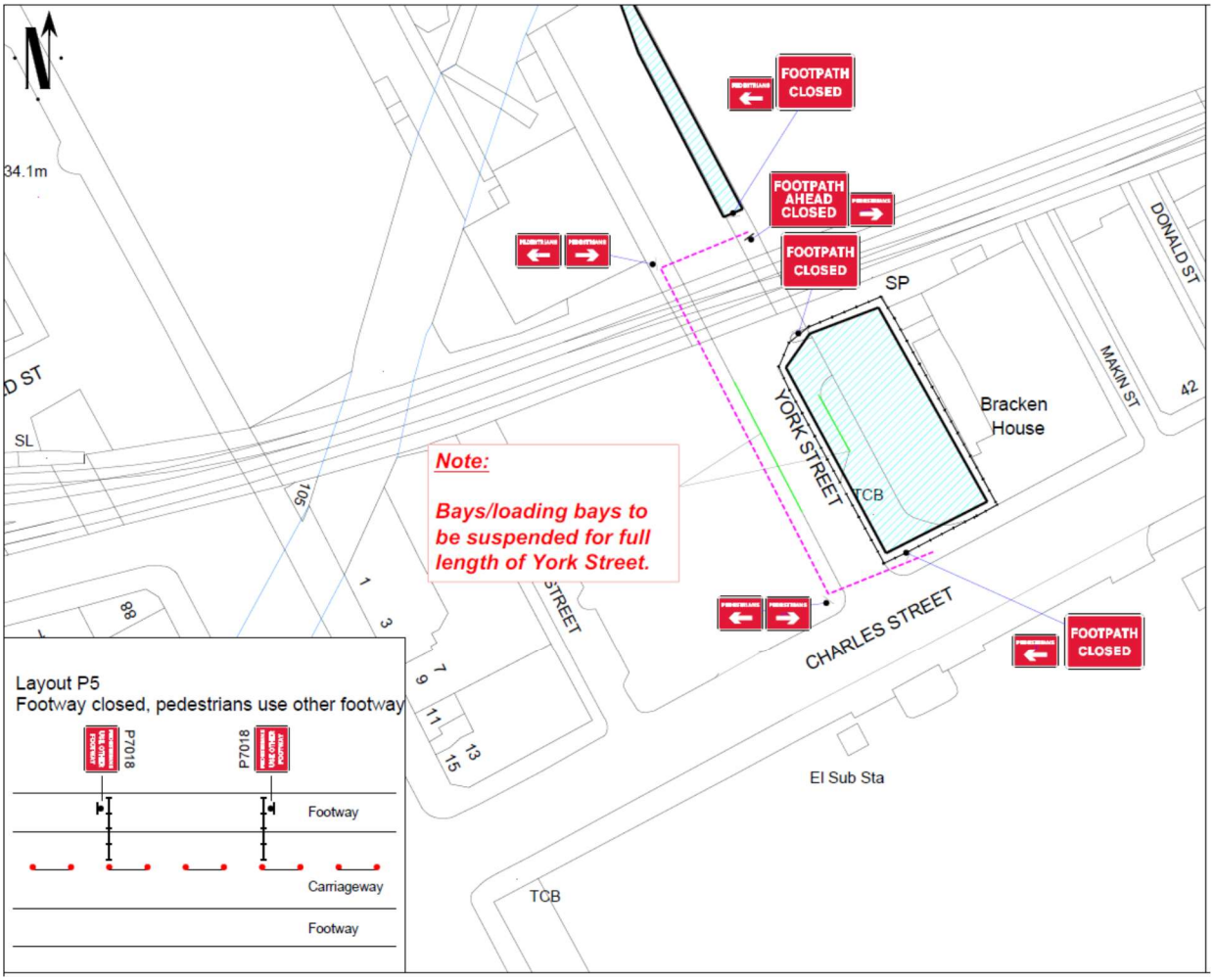
1. Site establishment and enabling works
2. Substructure and piling works
3. RC frame construction
4. Scaffold and mast climber installation
5. Façade installation
6. Internal fit-out
7. Demobilisation and external works

4.0 Site Constraints and Neighbouring Stakeholders

4.1 General Site Constraints

The project presents significant logistical and operational constraints including:

- Restricted working footprint
- Limited material storage space
- Busy surrounding highway network
- High pedestrian footfall
- Adjacent occupied buildings
- Existing underground services
- Crane oversailing limitations
- Tight vehicle turning geometry
- Limited unloading zones
- Requirement to maintain emergency access
- Proximity of scaffold systems to public highways
- Façade overhang beyond lower boundary line
- Multiple temporary works interfaces



All logistics activities shall therefore operate under strict planning and supervision arrangements.

4.2 Sensitive Neighbouring Stakeholders

Key neighbouring stakeholders include:

- Maldron Hotel
- Bracken House
- Adjacent commercial premises
- Public pedestrian routes
- Local highway users
- Rear nursery facility

Regular liaison meetings shall be undertaken with neighbouring stakeholders throughout the construction period.

4.3 Rear Nursery Protection Measures

A nursery facility is located to the rear of the site and shall be treated as a highly sensitive neighbouring stakeholder.

The following enhanced protection measures shall be implemented:

- Tower crane operations shall incorporate restricted slewing zones and radius limitation systems.
- No suspended loads shall pass over occupied nursery areas unless specifically authorised under controlled procedures.
- Anti-collision and crane zoning systems shall be implemented where required.
- Scaffold systems adjacent to the nursery shall incorporate:
- Fully sheeted elevations
- Debris netting
- Monarflex sheeting
- Brick guards
- Protective scaffold fans

Enhanced tie patterns

- Additional scaffold inspections shall be undertaken during adverse weather conditions.
- Noise generating activities shall be coordinated to minimise disruption during nursery operating hours.
- Dust suppression measures shall be prioritised along the rear site boundary.
- Exclusion zones shall be implemented beneath lifting operations.
- Emergency access arrangements shall consider the nursery interface at all times.
- Continuous communication shall be maintained with nursery management regarding crane operations, out-of-hours works and high-risk activities.

4.4 Out-of-Hours Working

Out-of-hours working shall only be undertaken where operationally necessary and subject to:

- Prior agreement with the Local Authority
- Client approval
- Neighbour notification procedures
- Traffic management approvals where required
- Additional public protection measures
- Review of environmental impact

Examples of potential out-of-hours activities may include:

- Tower crane erection/dismantling
- Large concrete pours
- Abnormal load deliveries
- Emergency utility works
- Highway interface works
- Temporary road closures

4.5 Emergency Works

Emergency works may be required in response to:

- Structural safety concerns

- Utility failures
- Severe weather incidents
- Fire or flood events
- Public safety risks
- Crane or temporary works incidents

Where emergency works are required outside approved hours:

- Local Authority shall be informed as soon as reasonably practicable
- Neighbouring stakeholders shall be notified where possible
- Works shall be limited to the minimum necessary duration
- Appropriate public protection and environmental controls shall remain in place

5.0 Site Logistics Management Strategy

5.1 Logistics Management Structure

A dedicated logistics management structure shall be established comprising:

- Logistics Manager
- Assistant Logistics Coordinators
- Traffic Marshals
- Vehicle Banksmen
- Gate Supervisors
- Crane Coordinators
- Waste Management Coordinators

The logistics team shall coordinate:

- Deliveries and collections
- Crane lifting operations
- Scaffold adaptations
- Mast climber operations
- Goods hoist operations
- Traffic restrictions
- Pedestrian diversions
- Waste removal
- Temporary works interfaces

5.2 Daily Logistics Coordination

Daily logistics meetings shall review:

- Delivery schedules
- Crane operations
- Scaffold modifications
- Hoist activities
- Temporary traffic restrictions

- Pedestrian management
- High-risk lifting activities
- Weather conditions
- Emergency access requirements
- A rolling weekly logistics schedule shall be maintained and distributed to all contractors.

5.3 Logistics Control Measures

The following site-wide control measures shall be implemented:

- Centralised delivery booking system
- Delivery slot allocation
- Vehicle size restrictions
- Driver induction procedures
- Controlled access gates
- Mandatory banksman supervision
- Dedicated loading/unloading zones
- Strict housekeeping standards
- Real-time communication systems
- Radio communication between logistics personnel
- Permit-to-deliver procedures for abnormal loads
- Escalation procedures for traffic conflicts

No unscheduled deliveries shall be permitted onto site.

6.0 Site Boundary, Hoarding and Public Protection

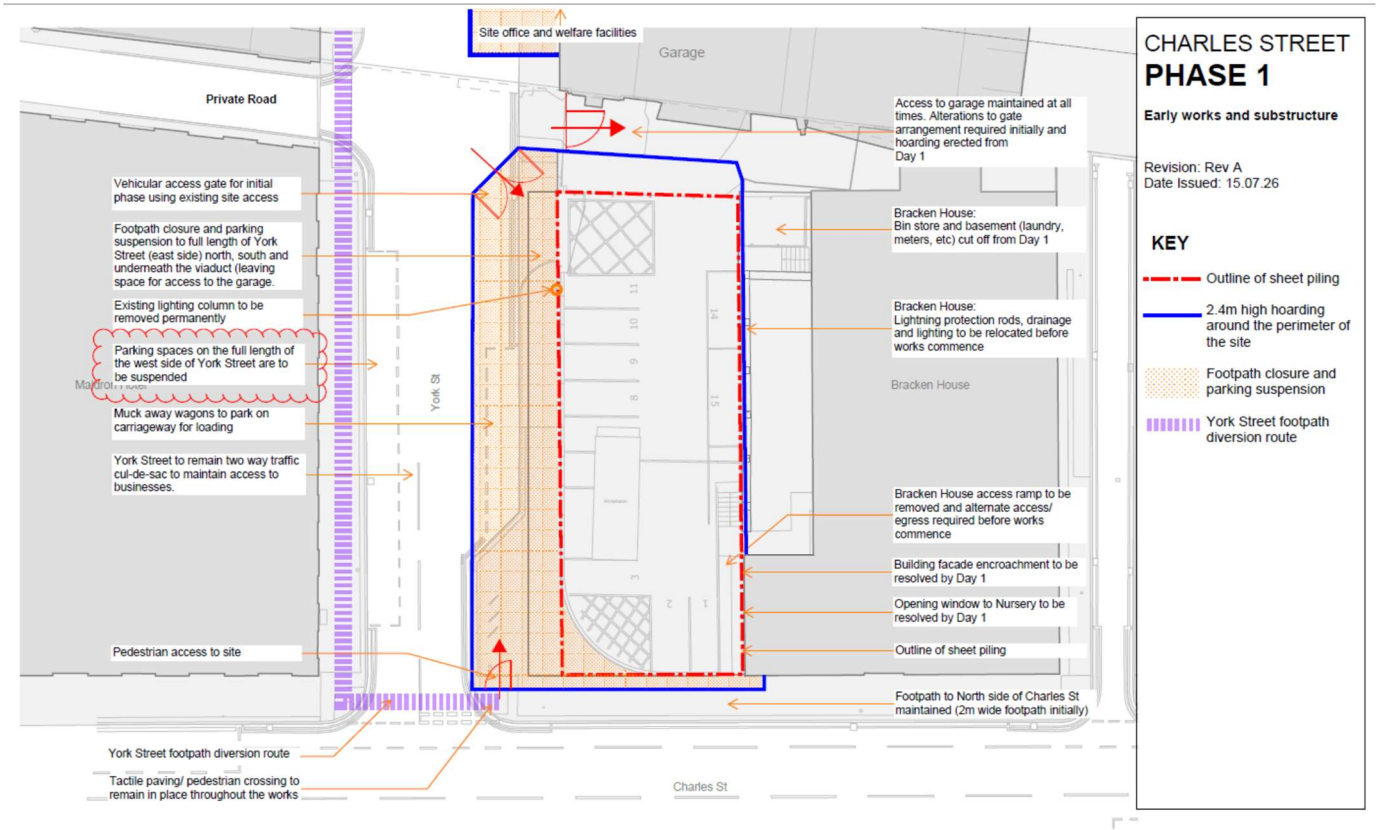
6.1 Hoarding Arrangements

The site perimeter shall be enclosed using secure timber or steel hoarding systems.

- Be minimum 2.4m high
- Include anti-climb protection
- Be structurally designed and adequately braced
- Include vehicle impact protection at gate locations
- Prevent unauthorised access
- Maintain visual separation from the public realm
- Incorporate project information signage
- Include emergency contact details
-







All hoarding shall be regularly inspected and maintained.

6.2 Public Protection Systems

Public protection systems shall include:

- Fully sheeted scaffold /mast climber systems
- Protective scaffold fans (if required)
- Covered pedestrian walkways
- Debris netting
- Monarflex sheeting
- Rigid pedestrian barriers
- Temporary lighting systems
- Crash decks
- Exclusion zones during lifting operations

Additional public protection shall be implemented beneath mast climbers and scaffold loading bays.

6.3 Site Security and Access Control Strategy

- 2.4m high secure hoarding
- Anti-climb protection
- Controlled turnstile access
- CCTV monitoring
- Security lighting
- Visitor management systems
- Controlled delivery gates
- Access control procedures
- Sign-in/sign-out procedures
- Security patrols where required
- Segregation between public and workforce access
- Controlled vehicle access points
- Out-of-hours monitoring

6.4 Perimeter Security Controls

- Continuous secure hoarding line
- Anti-climb measures
- Lockable access gates
- Vehicle impact protection barriers
- Tamper-resistant gate locking systems
- Regular perimeter inspections

6.5 Access Control Systems

- Electronic turnstile access
- Access card/fob system
- Visitor pre-booking procedures

- Induction verification before access
- Workforce competency verification
- Delivery driver sign-in procedures
- Contractor access restrictions

6.6 CCTV and Surveillance

- CCTV coverage of:
- Site entrances
- Pit lane
- Hoist areas
- Scaffold loading zones
- Welfare entrances
- Crane base areas
- Recording retention procedures
- Out-of-hours remote monitoring

6.7 Delivery Gate Security

- Gate marshals controlling vehicle access
- Delivery verification procedures
- Vehicle search procedures where required
- No unauthorised vehicle access
- Permit-controlled abnormal load deliveries

6.8 Public Interface Security

Because the project interfaces directly with live public routes:

- Additional Security control measures during high-risk activities
- Pedestrian marshals during crane lifts
- Temporary exclusion zones
- Additional security during scaffold alterations
- Out-of-hours public protection inspections

6.9 Tower Crane and Temporary Works Security

Additional controls should include:

- Securing crane against unauthorised operation
- Mast climber isolation procedures
- Hoist lock-off procedures
- Scaffold ladder access removal out-of-hours
- Temporary works inspection security

6.10 Emergency and Incident Security Procedures

- Intruder response procedures
- Protestor/trespasser procedures
- Emergency lockdown procedures
- Coordination with emergency services
- Suspicious package reporting procedures

6.11 Welfare and Workforce Security

- Separate workforce/public access routes
- Smoking area supervision
- Welfare compound locking procedures
- Secure storage areas
- Tool and plant security controls

7.0 Traffic Management and Highway Interface

Since the original CMP was submitted, we have subsequently met with MCC Highways Network Management (Ben Phillips and Liam Murphy) and agreed in principle for the logistics solution now included. The solution includes a pit lane on Charles Street and three-way traffic lights at the junction of Charles Street and York Street, and the suspension of all parking/loading bays on both sides of York Street. The proposal is to suspend the bus stop outside the Maldron Hotel. TfGM have also been consulted during the discussions/meetings. Construction traffic entering York Street will be kept to a minimum.

7.1 Traffic Management Objectives

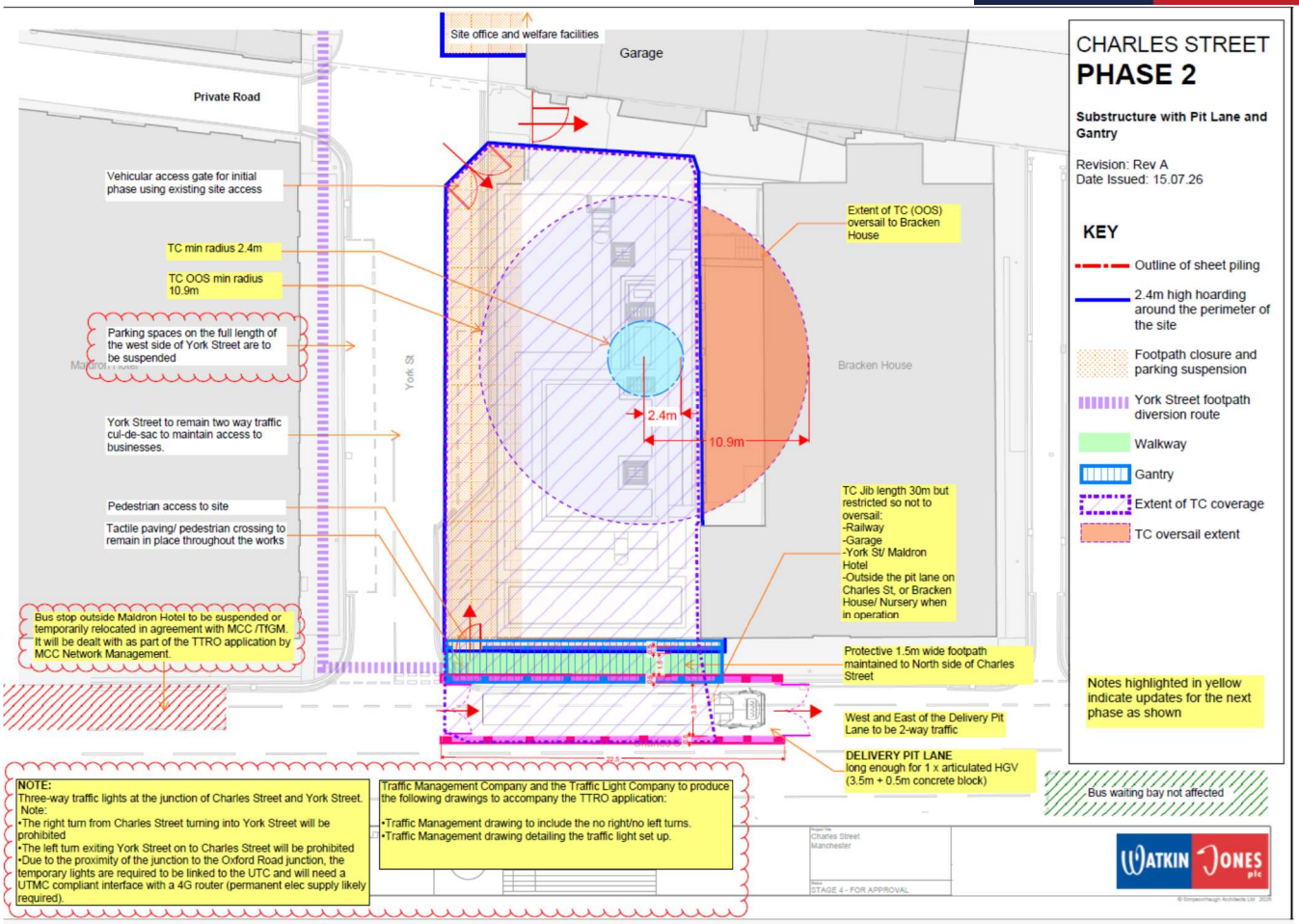
The traffic management strategy has been developed to:

- Minimise disruption to surrounding highways
- Maintain safe pedestrian routes
- Facilitate efficient deliveries
- Prevent highway congestion
- Maintain emergency vehicle access
- Reduce reversing movements
- Protect the public and workforce

All traffic management shall comply with Chapter 8 requirements and local authority approvals.

7.2 Running Pit Lane and Material Loading Zone

The Traffic Management drawings identify a dedicated running pit lane and loading zone on Charles Street adjacent to York Street.



The pit lane shall facilitate:

- HGV unloading
- Crane-fed material distribution
- Temporary vehicle holding
- Scaffold loading operations
- Façade material deliveries
- Waste removal activities
-

The pit lane shall:

- Remain segregated from pedestrian routes
- Operate under banksman supervision
- Maintain safe HGV manoeuvring clearances
- Be continuously reviewed as scaffold and façade works progress

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7.3 Vehicle Access and Egress

The primary construction access shall operate from York Street via the controlled site entrance as shown on the Construction Logistics Plan.

All construction vehicles shall arrive via the approved delivery route and shall only enter the site following authorisation from the Site Logistics Manager.

Swept Path Analysis

A detailed Swept Path Analysis (AutoTrack) for the largest anticipated construction vehicles (including rigid HGVs, articulated vehicles and mobile crane deliveries where applicable) has been undertaken and is included within the Traffic Management Drawings / Appendix to demonstrate that vehicles can safely:

- Enter and exit York Street;
- Manoeuvre within the designated loading area;
- Exit the site in a forward gear;
- Avoid conflict with adjacent highway infrastructure and pedestrians;
- Maintain safe clearance from street furniture and neighbouring property.

Access arrangements shall include:

- Combined controlled IN/OUT gate system
- Banksman supervision at all times
- Gate set-back arrangements to prevent highway obstruction
- Controlled waiting areas where feasible
- Left-in / left-out arrangements where achievable
- Physical barriers separating pedestrians from vehicles
- Dedicated vehicle holding procedures

No construction vehicle will reverse directly onto the public highway. Where reversing is unavoidable within the site boundary, this shall be undertaken under the control of trained traffic marshals/banksmen. All construction vehicles shall follow designated approved routes agreed with the local authority.

Routing controls shall include:

- Pre-approved HGV access routes
- Restricted access during peak pedestrian periods where required
- Delivery scheduling outside peak traffic hours where practical
- Driver route briefing prior to arrival
- Avoidance of sensitive neighbouring streets
- Coordination with local highway restrictions

All delivery drivers shall receive route maps and delivery instructions prior to arrival.

Construction Vehicle Parking

Due to the highly constrained city centre location, no construction vehicles will park or wait on the public highway.

All deliveries shall operate under a pre-booked Just-in-Time Delivery Management System, with vehicles instructed to remain at their off-site holding area until called forward by the Site Logistics Manager.

Delivery slots will be allocated to prevent vehicle queuing on York Street or Charles Street.

Workforce Parking

Construction operatives and staff will not be permitted to park on surrounding streets.

The Principal Contractor will implement the following measures:

- No on-site workforce parking will be provided.
- Staff will be instructed to travel by public transport, cycle or on foot wherever reasonably practicable.
- Limited management parking (where absolutely necessary) will utilise existing privately arranged off-site facilities and will not occupy public highway parking associated with the development.
- Cycle parking and welfare facilities will be provided within the site compound where practicable.
- Compliance with the workforce travel arrangements will form part of the site induction process.

These arrangements are intended to minimise the impact of construction activities on the surrounding highway network and ensure that public parking provision remains unaffected throughout the construction period.

7.4 Traffic Marshals and Banksmen

Dedicated traffic marshals and trained vehicle banksmen shall be present during all delivery operations.

Their responsibilities shall include:

- Managing vehicle entry and exit
- Monitoring pedestrian interfaces
- Supervising reversing operations
- Coordinating temporary traffic holds
- Maintaining exclusion zones
- Assisting abnormal load deliveries
- Monitoring vehicle compliance
- Ensuring road cleanliness
- Coordinating with crane operations

Banksmen shall maintain radio communication with the logistics manager and crane teams.

7.5. Fire and Emergency Logistics Strategy

The Principal Contractor shall implement a comprehensive Fire and Emergency Logistics Strategy throughout the construction period to ensure that emergency response arrangements remain effective at all stages of the works.

- **Emergency Vehicle Access**

Emergency access routes to the site shall be maintained at all times. Site logistics, material storage, temporary works and delivery operations shall be planned to ensure unobstructed access for emergency service vehicles. All access routes shall be clearly identified, regularly inspected and kept free from obstruction.

- **Fire Tender Turning Provisions**

Due to the constrained urban nature of the site, fire appliances will utilise the existing public highway network surrounding the development. The site entrance and internal access

arrangements shall be maintained to enable emergency vehicles to approach the site safely without conflicting with construction activities. Vehicle movements will be managed by trained traffic marshals where required.

- **Temporary Fire Points**

Temporary fire points shall be strategically located throughout the site and relocated as construction progresses. Each fire point will be clearly signed and equipped with suitable fire extinguishers, alarm activation equipment, emergency contact information and site evacuation plans in accordance with the Fire Risk Assessment.

- **Fire Evacuation Sequencing**

A phased fire evacuation procedure shall be developed to reflect the changing stages of construction. Emergency evacuation routes and assembly points shall be maintained, clearly signed and communicated to all personnel through site induction, toolbox talks and regular emergency drills.

- **Temporary Stair Cores**

As the building progresses, permanent or temporary protected stair cores shall be brought into use as early as practicable to provide safe means of escape. Escape routes shall be maintained free from obstruction and inspected regularly to ensure compliance with fire safety requirements.

- **Refuge Points**

Where required by the construction phase and Fire Risk Assessment, temporary refuge areas shall be designated for personnel requiring assistance during an emergency. These locations shall be clearly identified and incorporated within the site's emergency evacuation procedures.

- **Emergency Gate Unlocking**

All site access gates shall be capable of rapid opening in the event of an emergency. Emergency unlocking procedures shall be communicated to security personnel, logistics staff and site management. Gates shall remain accessible at all times and shall not be obstructed by parked vehicles, deliveries or stored materials.

- **Incident Coordination with Emergency Services**

The Site Manager shall act as the primary point of contact for all emergency services. Up-to-date site plans, emergency contact details, hazardous material information and access arrangements shall be readily available for responding personnel. Following any significant incident, liaison will be maintained with Greater Manchester Fire and Rescue Service, North West Ambulance Service, Greater Manchester Police and Manchester City Council as appropriate to ensure safe incident management and recovery.

7.6 Delivery Booking System

The delivery booking system will also manage off-site vehicle holding arrangements to ensure that construction vehicles do not arrive before their allocated delivery slot. Vehicles arriving early will be instructed to remain at the designated holding area until released by the

Site Logistics Manager. Under no circumstances shall construction vehicles wait on York Street, Charles Street or adjoining public highways. All deliveries shall operate through a centralised booking management system.

The delivery management system shall include:

- Pre-booked timed delivery slots
- Vehicle registration tracking
- Driver induction requirements
- Delivery sequencing
- Crane coordination scheduling
- Holding area management
- Waste collection scheduling
- Out-of-hours approval procedures

Delivery slots shall be carefully coordinated to avoid congestion within York Street and adjacent highways.Vehicles arriving outside allocated times may be refused entry.

7.7 Lane Closures and Highway Restrictions

Temporary traffic management measures shall include:

- 3 way traffic light system will be implemented on Charles Street
- Partial lane closures on York Street
- Temporary loading restrictions
- Temporary footway closures on Charles Street
- Controlled crane erection road restrictions
- Temporary stop/go systems where required
- Portable traffic signals for abnormal operations
- Chapter 8 compliant barriers and cones
- Advance warning signage

All highway restrictions shall be coordinated with local authority permit requirements.

7.8 Abnormal Loads and Crane Deliveries

Abnormal loads including crane components and large prefabricated materials shall require:

- Specific delivery permits
- Police or local authority coordination where required
- Temporary road closures
- Additional banksmen and marshals
- Out-of-hours delivery planning
- Neighbour notifications
- Extended exclusion zones
- Temporary parking suspensions

Detailed lifting and traffic management plans shall be produced for all abnormal operations.

7.9 Road Cleanliness and Wheel Washing

Measures shall be implemented to prevent contamination of surrounding highways.

These measures shall include:

- Road sweeping
- Wheel washing where required
- Regular inspections of York Street and Charles Street
- Immediate removal of mud or debris
- Spill response procedures
- Drain protection measures

The logistics team shall undertake routine inspections throughout each working day.

8.0 Pedestrian Management and Public Safety

Existing pedestrian routes shall remain operational wherever reasonably practicable.

Control measures shall include:

- Segregated pedestrian walkways
- Barrier-protected diversion routes
- Covered walkways
- Marshal-assisted crossings
- Temporary lighting
- Anti-slip surfaces
- Tactile paving retention where feasible

8.1 Workforce Pedestrian Routes

Dedicated internal pedestrian walkways shall be established within the site.

Routes shall:

- Be physically segregated from vehicles
- Be clearly marked
- Be maintained free from debris
- Provide access to welfare and work areas
- Include emergency escape routes

8.2. Workforce Management & Peak Labour Planning

Key elements to take into account on these dense urban projects

- Peak labour forecasts
- Staggered shift start times
- Workforce arrival strategy
- Public transport guidance
- Cycle parking
- Welfare capacity planning
- Queue management at turnstiles
- Smoking area management

Dedicated workforce pedestrian routes and WJ turnstile access systems shall operate separately from vehicle movements.

9.0 Delivery, Material Handling and Waste Management

9.1 Just-in-Time Deliveries

Due to limited storage capacity, the project shall operate a strict just-in-time delivery strategy.

Deliveries shall be coordinated through a centralised booking system incorporating:

- Timed delivery slots
- Vehicle tracking
- Driver induction
- Crane coordination
- Waste collection scheduling

No unscheduled deliveries shall be permitted onto site.

9.2 Material Distribution

Materials shall be distributed using:

- Tower crane
- Passenger and goods hoists
- Mast climbers
- Mechanical lifting aids
- Manual handling systems

9.3 Pit Lane Operations

A designated delivery and pit lane shall operate on Charles Street adjacent to York Street.

The pit lane shall:

- Accommodate controlled HGV unloading
- Provide temporary unloading zones
- Maintain safe pedestrian segregation
- Support crane loading activities
- Remain barrier protected
- Be adjusted as works progress

Pit lane operations shall be continuously monitored by the logistics team.

Material distribution shall be coordinated to avoid conflicts with scaffold and pedestrian activities.

9.3 Waste Management

Waste management controls shall include:

- Segregated waste streams
- Scheduled waste collections
- Recycling procedures
- Hazardous waste controls
- Daily housekeeping inspections

10.0 Tower Crane Operations and Lifting Management

10.1 Tower Crane Strategy

The TM drawings confirm a tower crane positioned within the lift shaft arrangement.The crane shall provide:

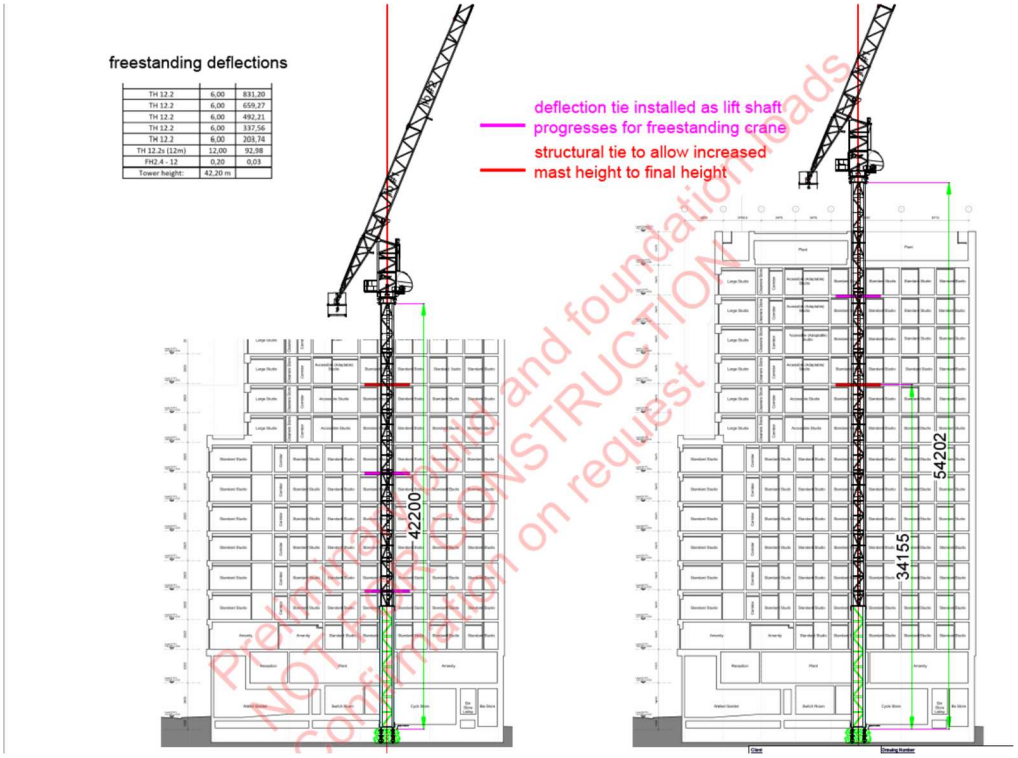
- Full site lifting coverage
- Material distribution
- Scaffold loading support
- Façade installation support

10.2 Crane Radius and Oversailing Controls

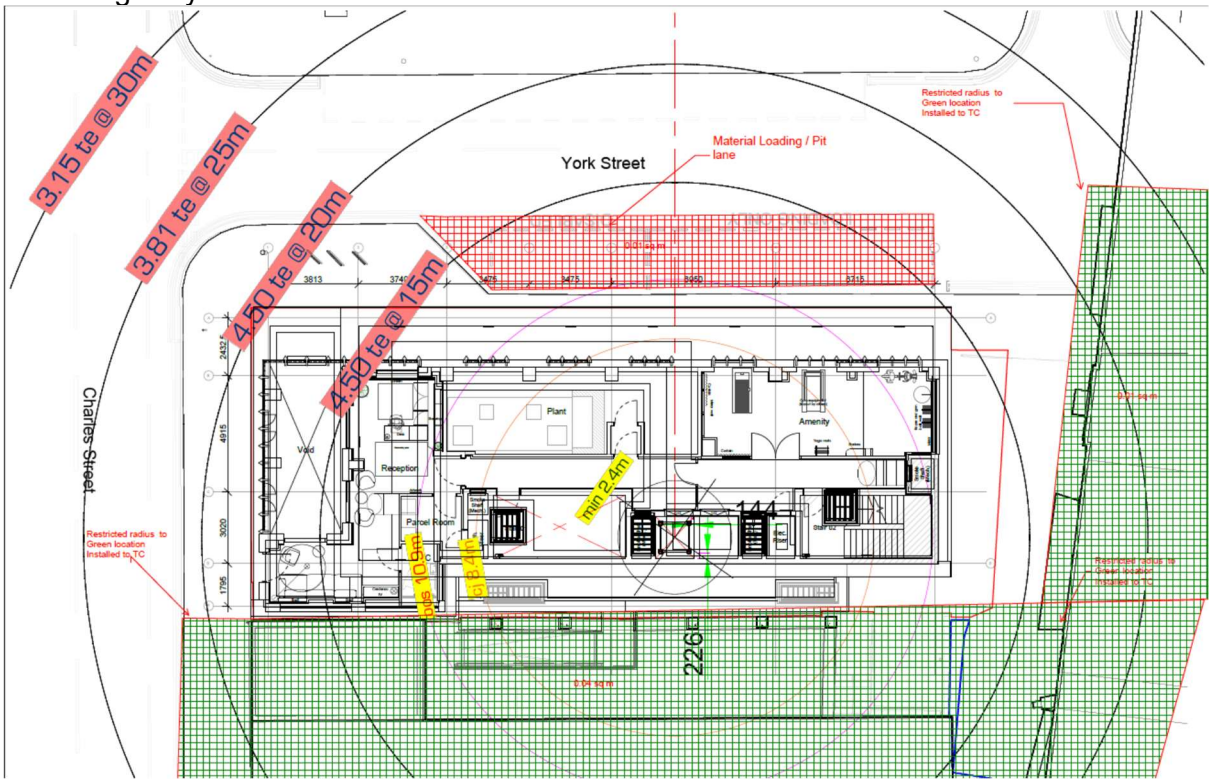
The crane shall operate with:

- Restricted slewing zones
- Radius limitation devices
- Anti-collision systems
- Controlled lifting zones
- Wind monitoring systems

Specific protection measures shall consider:

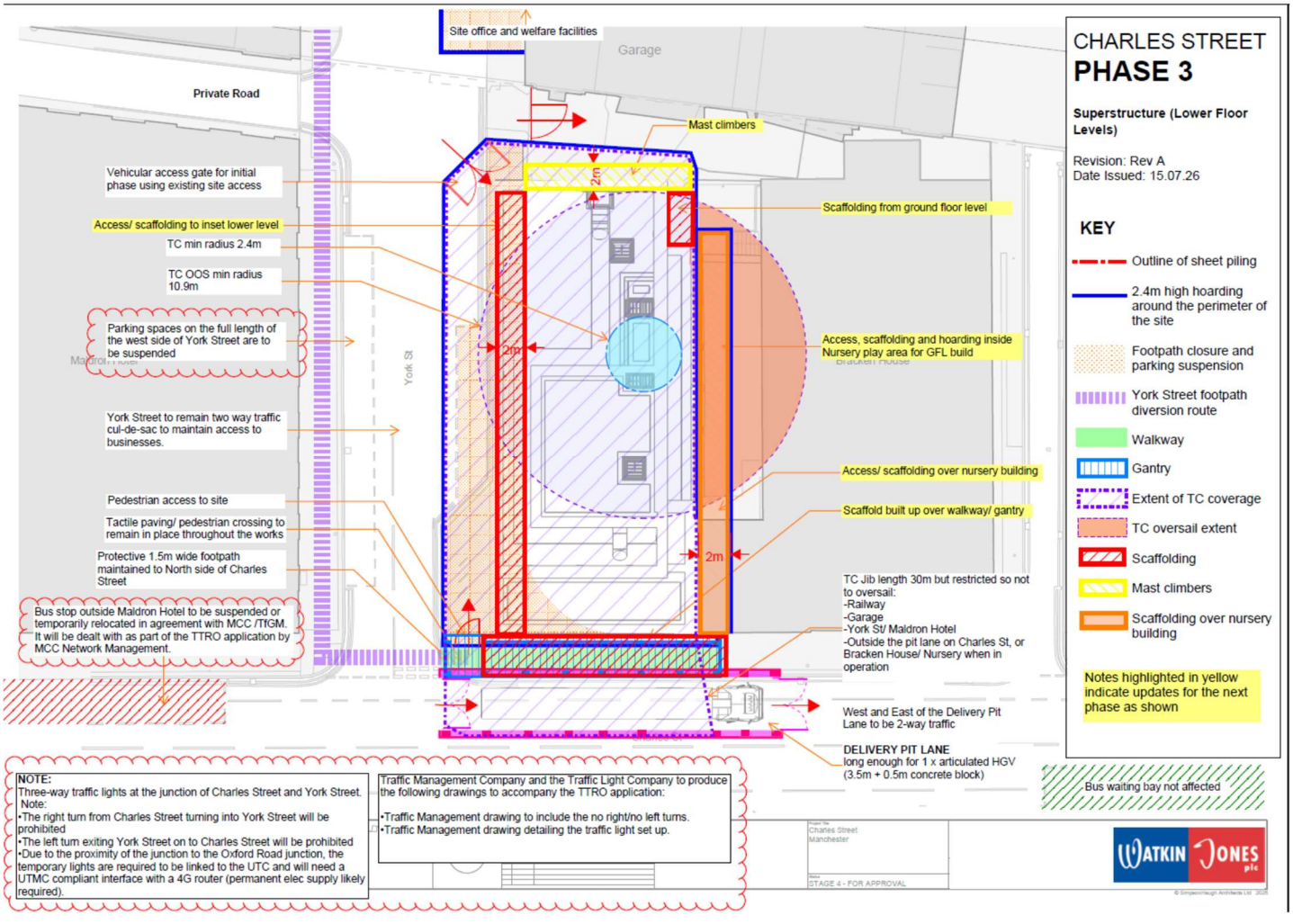
- Bracken House
- Maldron Hotel
- 

- Public highways



- Rear nursery interface
- Pedestrian routes

No suspended loads shall pass over occupied neighbouring properties unless specifically authorised.



10.3 Crane Structural Tie Coordination

The TM drawings identify crane ties progressively installed within the lift shaft as the structure progresses.

The CMP shall therefore include:

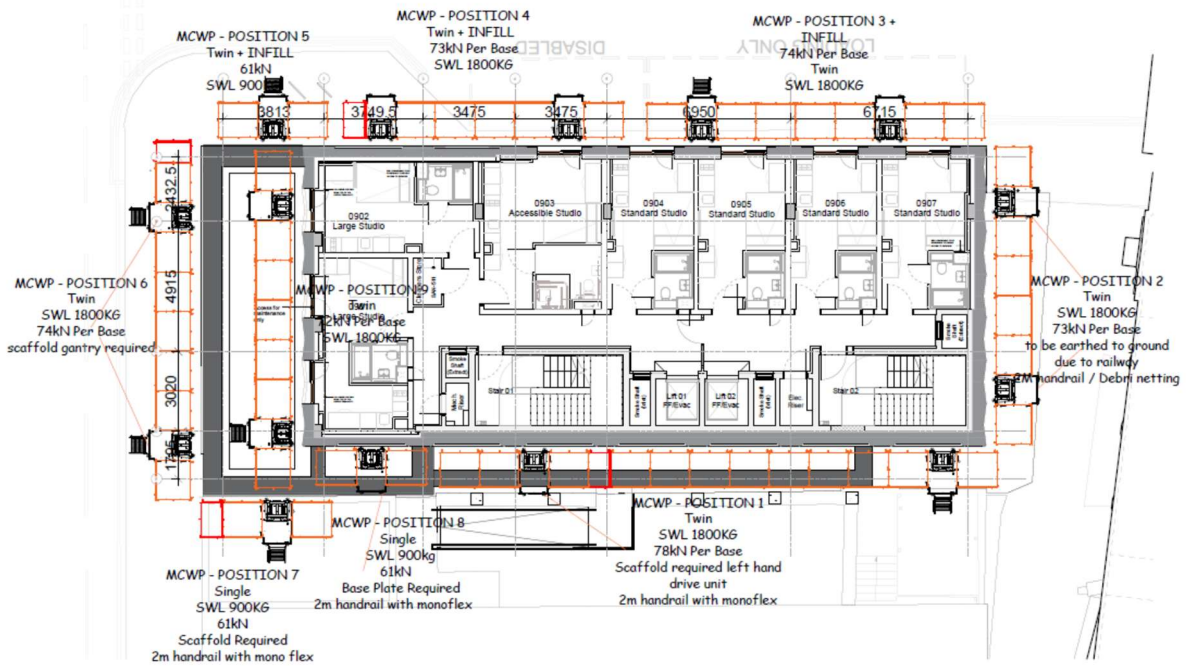
- Temporary works designs for crane ties
- Inspection hold points
- Crane climbing procedures
- Lift shaft coordination sequencing
- Structural tie inspections

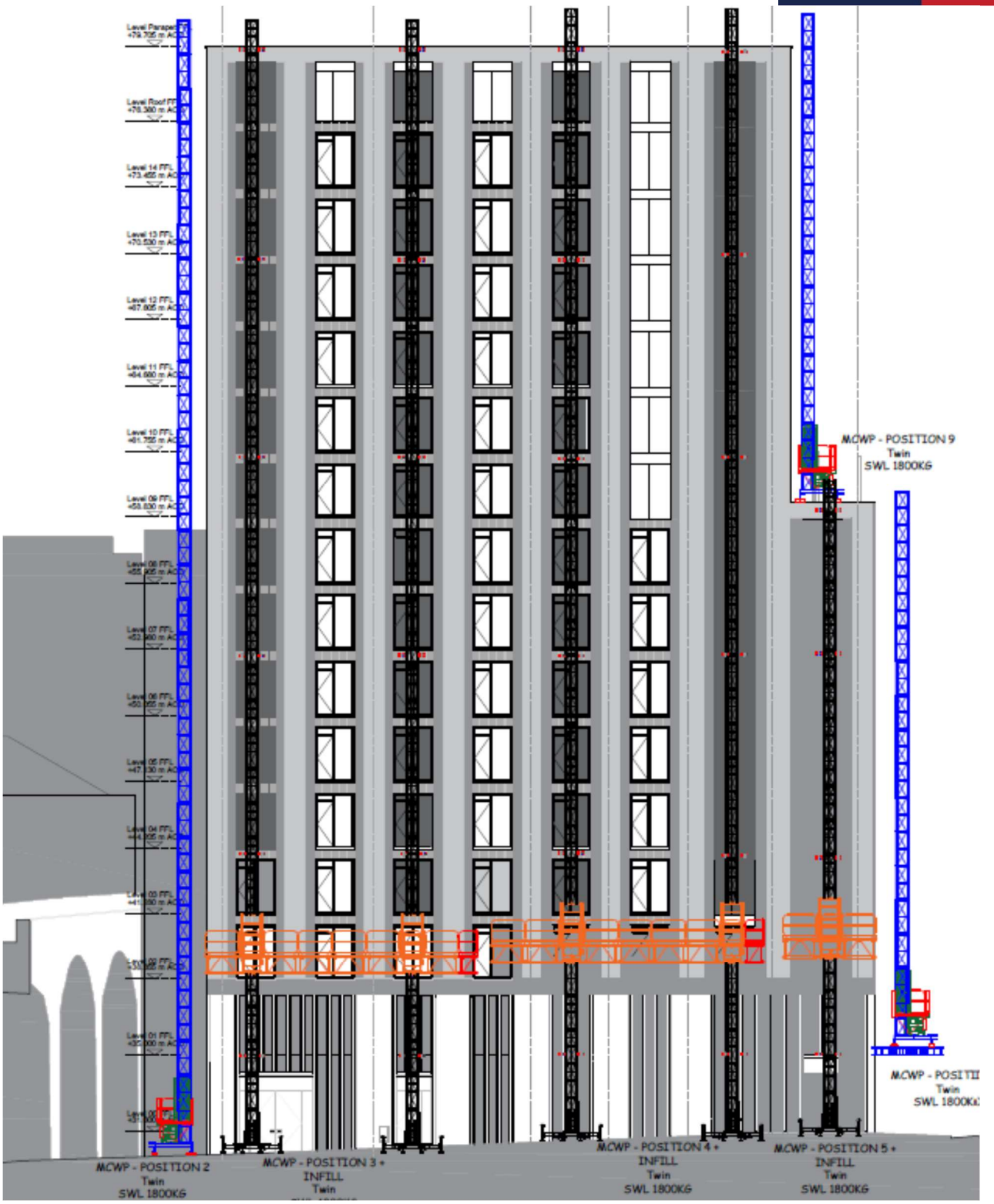
10.4 Crane Erection and Dismantling

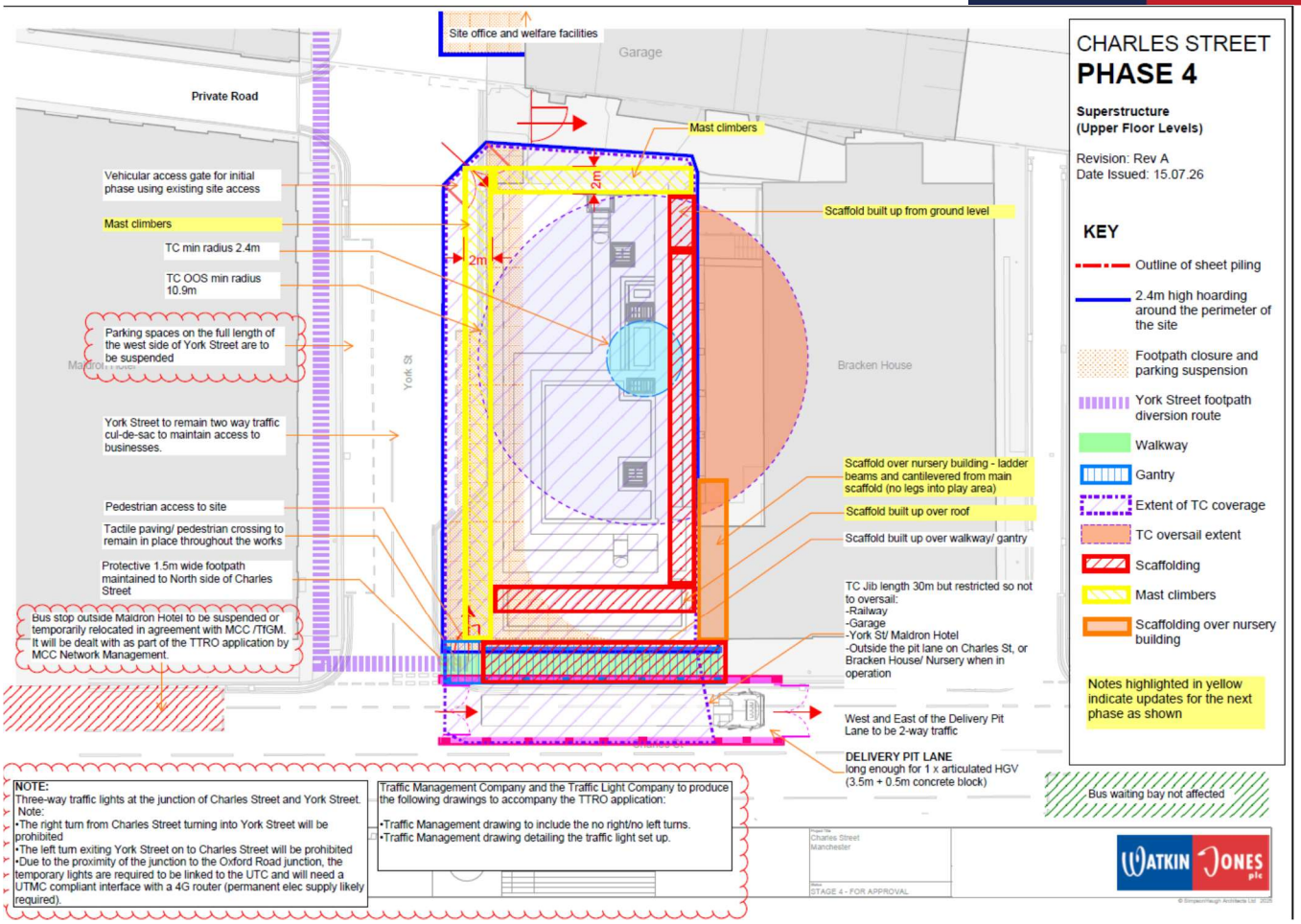
Crane erection and dismantling shall require:

- Road closures
- Mobile crane coordination
- Additional public protection
- Temporary traffic restrictions
- Out-of-hours working approvals
- Detailed lifting plans shall be developed separately.

11.0 Scaffold, Mast Climber and Temporary Works Management




MCWP - POSITION 9
Twin
SWL 1800KG
MCWP - POSITION 2
Twin
SWL 1800KG
MCWP - POSITION 3 +
INFILL
Twin
MCWP - POSITION 4 +
INFILL
Twin
SWL 1800KG
MCWP - POSITION 5 +
INFILL
Twin
SWL 1800KG



11.1 Scaffold /Mast Climber Systems

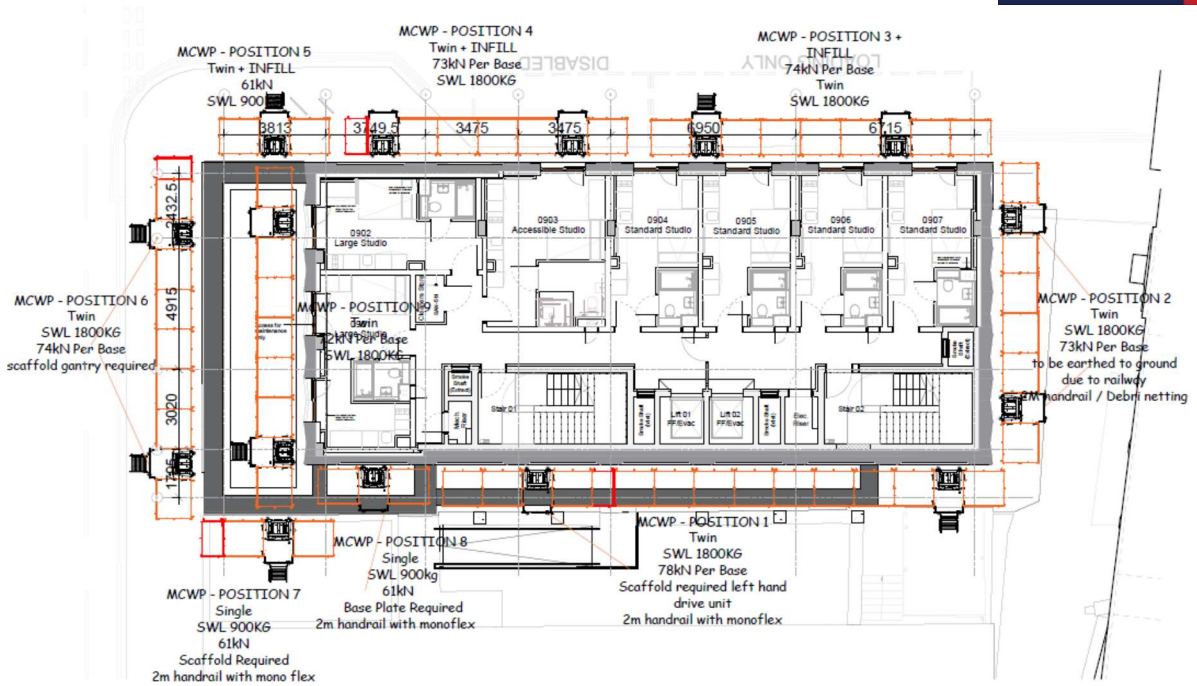
Perimeter scaffold system shall be installed to all the elevations on Ground floor to 1st/2nd floor Only and mast climbers on all upper levels :

- Fully sheeted or Debris netting
- Monarflex sheeting
- Brick guards
- Protective scaffold fans
- Loading bays
- Ladder access towers

All scaffold /mast climber systems shall be independently designed and inspected.

11.3 Mast Climber Operations

The TM drawings confirm mast climber installations adjacent to all the elevations building façade extending beyond the boundary line at upper levels.



Management controls shall include:

- Daily inspections
- Weekly statutory inspections
- Wind monitoring
- Tie verification
- Exclusion zones
- Trained operators only
- Emergency lowering procedures

Public protection measures beneath mast climbers shall include:

- Crash decks
- Scaffold fans
- Debris netting
- Exclusion zones

The mast climber arrangement shall be coordinated with delivery routes and public protection systems.

11.4 Temporary Works Coordination

Temporary works management shall include:

- Scaffold interfaces
- Hoarding approvals
- Crane base coordination
- Mast climber tie coordination
- Loading bay designs
- Edge protection

- Temporary decks
- Façade retention where required

The project shall appoint a Temporary Works Coordinator responsible for:

- Temporary Works register
- Inspection regime
- Design approvals
- Hold points
- Interface management

11.5 Severe Weather & Winter Logistics Plan

Careful consideration will be given to manage these activities

- High wind shutdown procedures
- Snow and ice management
- Gritting arrangements
- Stormwater management
- Scaffold weather inspections
- Crane wind action levels

12.0 Passenger and Goods Hoist Operations

The TM drawings identify a dedicated Passenger & Goods Hoist arrangement adjacent to the site boundary.

The hoist shall support:

- Operative access
- Material transportation
- Internal logistics operations

Controls shall include:

- Statutory inspections
- Trained operators
- Exclusion zones
- Hoist rescue procedures
- Coordination with crane operations

Hoist tie patterns shall be coordinated through the Temporary Works process.

13.0 Welfare and Workforce Management

The welfare compound shall include:

- Site offices
- Toilets
- Drying rooms

- Canteen facilities
- Meeting rooms
- First aid facilities

Workforce management shall include:

- Peak labour forecasting
- Staggered shift start times
- Turnstile queue management
- Smoking area controls
- Public transport guidance

14.0 Utilities and Service Protection

Utility controls:

- Existing utility mapping
- Permit-to-dig procedures
- CAT scanning regime
- Utility exclusion zones
- Temporary diversions
- Service strike emergency procedures

Temporary services shall include:

- Electrical distribution systems
- Temporary lighting
- Water supplies
- Drainage systems
- Fire points
- Temporary communications systems

All temporary installations shall comply with relevant regulations and be regularly inspected.

15.0 Environmental Management

Environmental controls shall include:

- Dust suppression
- Road sweeping
- Wheel washing
- Noise monitoring
- Reduced vehicle idling
- Waste recycling

15.1 Dust Suppression Measures

- Continuous water suppression during:
- Demolition works

- Saw cutting
- Concrete breaking
- Loading/unloading activities
- Dust suppression cannons/misters where required
- Damped down haul routes
- Dust suppression during scaffold striking
- Sheet covering of waste skips and loaded vehicles
- Minimisation of material drop heights
- Wheel washing for exiting vehicles
- Road sweeping of York Street and Charles Street
- Regular cleaning of pedestrian walkways adjacent to site

15.2 Air Quality Monitoring

To minimise the impact of construction activities on neighbouring properties and the public realm, Watkin Jones will implement a proportionate air quality monitoring regime throughout the construction period.

a. Location of Monitoring Sensors

The final monitoring locations will be confirmed following a site-specific risk assessment and will remain accessible throughout the construction period. The proposed locations are:

- One monitoring station located immediately adjacent to the nursery boundary, positioned to monitor the outdoor children's play area, recognising the nursery as the site's most sensitive daytime receptor.
- One monitoring station adjacent to the principal construction traffic access on the junction of Charles Street and York Street.
- Additional monitoring locations where required following review of prevailing wind direction, construction activities and other sensitive receptors.
- Monitoring locations will remain under review throughout the project and may be relocated following consultation with the Local Planning Authority where monitoring data indicates this is appropriate
- At the site boundary closest to the nearest sensitive residential receptors.
- Adjacent to the site boundary facing the public highway where construction traffic enters and exits the site.
- At any additional location identified as being at higher risk due to prevailing wind direction or proximity to sensitive receptors (e.g. schools, healthcare facilities or commercial premises).

b. Parameters to be Monitored

The real-time monitoring system will continuously monitor:

- PM10 (Particulate Matter less than 10 microns)
- PM2.5 (Particulate Matter less than 2.5 microns) where appropriate
- Dust concentrations
- Wind speed and wind direction to assist in identifying the source and movement of dust.

c. Trigger Values for Action

To provide earlier intervention before dust levels become significant, the following action levels shall apply:

Level	PM10 (15-minute average)	Required Action
Alert Level	**150 µg/m³**	Site Manager to investigate source immediately, inspect suppression measures and implement additional controls where necessary.
Trigger Level	**250 µg/m³**	Suspend or reduce dust-generating activities where required until dust levels return to acceptable limits and enhanced mitigation measures have been implemented.

These trigger values are consistent with industry good practice and will provide an early warning to allow mitigation measures to be implemented before nuisance dust becomes significant.

d. Actions Following Exceedance of Trigger Values

Should any trigger level be exceeded, the Site Manager will immediately investigate the cause and implement appropriate mitigation measures, including, where necessary:

- Suspending or reducing dust-generating activities until dust levels return to acceptable limits.
- Increasing water suppression to exposed surfaces, demolition or cutting activities.
- Increasing damping down of haul routes and stockpiles.
- Covering or removing exposed materials and waste.
- Reviewing vehicle movements and ensuring wheel washing facilities are operating effectively.
- Inspecting dust suppression equipment to ensure it is operating correctly.
- Increasing site inspections and monitoring frequency.
- Recording the exceedance, corrective actions taken and outcomes within the site environmental records.
- Notifying the Local Planning Authority where appropriate if significant or prolonged exceedances occur.

The monitoring data will be reviewed daily by the Site Management Team and retained as part of the project's environmental management records. The Contractor will continually review the effectiveness of mitigation measures throughout the construction period and adjust controls where necessary to minimise emissions and protect neighbouring properties.

Indicative Trigger for Action

Observation	Action Required
No visible dust leaving the site	Continue routine monitoring.
Visible dust observed beyond the site boundary or complaints received	Immediate investigation by Site Management and implementation of additional dust suppression measures.

Observation	Action Required
Persistent dust emissions following mitigation	Review construction methodology, increase monitoring frequency and suspend the relevant activity until effective controls are established.

15.3 High Wind Procedures

- Temporary suspension of dust generating activities during high winds
- Additional scaffold inspections during adverse weather
- Monitoring of debris netting and Monarflex systems

16.1 Noise and Vibration Monitoring

Construction activities will be planned and managed to minimise noise and vibration impacts on neighbouring properties, businesses and other sensitive receptors.

A proportionate monitoring regime shall be implemented throughout the construction period, with particular focus on activities that have the potential to generate elevated levels of noise or vibration.

- Noise and vibration monitoring will be undertaken at the site boundary and at locations adjacent to identified sensitive receptors, including neighbouring occupied buildings, hotels and other receptors identified through the project risk assessment.
- Monitoring locations may be adjusted throughout the works to reflect the construction phase and proximity of high-risk activities.
- Additional monitoring will be undertaken during higher impact activities including piling, breaking out, saw cutting, crane erection/dismantling and other significant temporary works operations.
- Site management will undertake routine inspections to ensure construction activities remain compliant with agreed environmental controls.
- Where monitoring identifies that agreed trigger levels have been exceeded, or where justified complaints are received, the Site Manager shall immediately investigate the cause and implement appropriate mitigation measures.

Trigger Levels and Mitigation Actions

Vibration Trigger Values
- Alert -3 mm/s PPV
- Action - 5 mm/s PPV

Actions
- stop work
- inspect plant
- review method
- reduce vibration
- recommence only after mitigation implemented

Noise Trigger Values
- Daytime construction
- LAeq 75 dB(A)
- Alert- LAmax 85 dB(A)

Mitigation Actions

If trigger values are exceeded:

- investigate immediately
- inspect plant
- fit acoustic screens
- reduce simultaneous noisy activities
- change methodology
- temporarily cease high-noise activity if required
- notify the Local Authority if persistent exceedance occurs

Trigger	Action Required
Noise or vibration levels exceed agreed project trigger levels, or a justified complaint is received from a neighbouring occupier.	Immediate investigation by Site Management.
Initial exceedance confirmed.	Review construction methodology, inspect plant and equipment, reduce simultaneous noisy operations where practicable and introduce additional acoustic controls.
Continued exceedance following mitigation.	Suspend or modify the relevant activity until suitable mitigation measures have been implemented and monitoring confirms acceptable conditions.

Typical Mitigation Measures

Where necessary, one or more of the following measures shall be implemented:

- Selection of lower noise and lower vibration construction techniques where reasonably practicable.
- Use of modern, well-maintained plant fitted with appropriate silencers and acoustic covers.
- Installation of temporary acoustic barriers or screening where appropriate.
- Limiting the number of high-noise activities occurring simultaneously.
- Careful programming of particularly noisy operations.
- Ongoing communication with neighbouring occupiers regarding significant construction activities.
- Review and amendment of construction methodology where monitoring indicates additional controls are required.

All monitoring records, complaints, investigations and corrective actions shall be maintained within the site environmental management records and reviewed regularly by the Project Team.

16.2 Neighbour Communication Controls

The CMP also covers and includes provision for :

- Dedicated neighbour liaison contact
- Complaint logging procedure

- Advance works notification process
- Weekly stakeholder updates during major phases
- Immediate escalation procedure for complaints or incidents

16.3 Sustainability & Environmental Enhancements

Additional controls to be put in place:

- Anti-idling policy
- Use of Euro VI compliant vehicles
- Consolidated deliveries
- Waste reduction targets
- Recycling KPI monitoring
- Energy-efficient temporary lighting
- Spill prevention and drainage protection
- Protection of existing drainage systems

16.5 Emergency Planning and Fire Management

Emergency arrangements shall include:

- Fire evacuation procedures
- Temporary fire points
- Emergency vehicle access
- Refuge points
- Temporary stair cores
- Crane rescue procedures
- Emergency gate unlocking
- Spill response procedures

Emergency routes shall remain unobstructed at all times.

17.0 Construction Phasing and Sequencing

Phase 1 – Site Establishment

- Hoarding installation
- Welfare setup
- Temporary utilities installation
- Initial traffic management
- Access control implementation
- Delivery lane setup

Phase 2 – Substructure Works

- Excavation operations
- Piling activities

- Muck away coordination
- Increased vehicle movements
- Initial crane installation

Phase 3 – Superstructure Works

- RC frame construction
- Tower crane operations
- Scaffold erection
- Increased lifting operations
- Concrete deliveries

Phase 4 – Façade and Envelope Works

- Mast climber installation
- Brickwork logistics
- Scaffold loading operations
- External finishing works
- Increased façade material deliveries

Phase 5 – Internal Fit-Out and Completion

- Reduced crane reliance
- Internal material logistics
- Scaffold striking
- Final commissioning works
- Demobilisation activities

18.0 Monitoring and Continuous Improvement

The CMP shall be continuously reviewed through:

Monitoring activities shall include:

- Daily logistics inspections
- Weekly management reviews
- Traffic management audits
- Pedestrian safety inspections
- Environmental monitoring
- Neighbour feedback reviews
- Incident investigations
- Delivery performance analysis

The logistics strategy shall be updated whenever:

- Site conditions change
- Programme sequencing changes
- Temporary works are revised
- Additional risks are identified
- Local authority requirements change

19.0 Conclusion

The Charles Street Development presents significant logistical and operational challenges associated with its constrained city-centre environment, live public interfaces and extensive temporary works requirements.

This Construction Management Plan establishes a comprehensive framework for:

- Safe construction logistics
- Traffic and highway management
- Public protection
- Tower crane operations
- Scaffold and mast climber management
- Passenger and goods hoist coordination
- Environmental management
- Emergency planning
- Neighbour liaison

Through continuous coordination, proactive logistics management and robust temporary works controls, the project team shall ensure the safe and efficient delivery of the development whilst minimising disruption to neighbouring stakeholders and maintaining compliance with statutory and local authority requirements.