



PRESTBURY ESTATES

Plot G – Slate Wharf

Application 113617/FO/2016

Condition 7- Construction Management Plan

Project: Slate Wharf

Date: June 2021

Revision: 1



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1. Project Description

This construction management plan has been prepared for the Slate Wharf scheme.

The scheme consists of the ground clearance and construction of a residential led development consisting of 24no. apartments, planning permission reference 113617/FO/2016.

2. Location

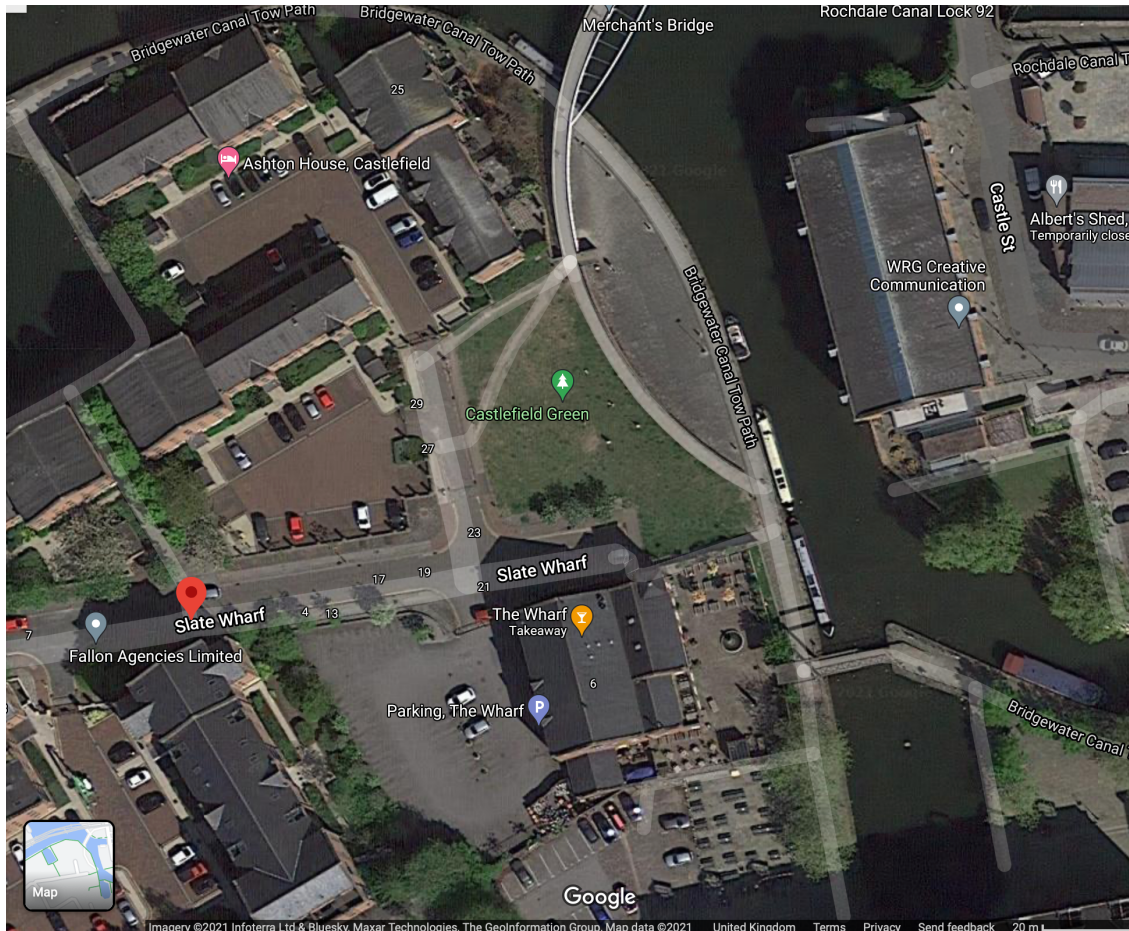


Figure 2: Location of Slate Wharf identified as Castlefield Green



3. Timing & Sequence of Works

Construction will be undertaken in the following phases:

Phase 1 – Archaeological site investigations including trenches

Phase 2 – Ground investigation

Phase 3 – Ground clearance and removal of obstructions

Phase 4 – Site prep & Site Setup

Phase 5 – Groundworks, drainage, and ground floor slab

Phase 6 – Concrete frame

Phase 7 – External façade

Phase 8 – Internal fit-out

Phase 9 – External Works

A summary programme is included in appendix 1.

4. Working Hours

Monday – Thursday 07.30 – 17.30

Friday – 07.30 – 3.30

If required Saturday – 08.00 – 12.00

5. Project office, Welfare & Material Storage

A full site compound will be established within the site boundary consisting of the following:

Welfare cabin – WCs and Canteen

Office Cabin – Prestbury, Sub Contractor office and First Aid Room

Material storage will be within the site boundary and deliveries will be coordinated to ensure least disruption to surrounding residents and businesses.

Deliveries will be undertaken after 8am and prior to 5pm, with all deliveries accessing via the roadside gate located adjacent to the Wharf Public House at the end of Slate Wharf.

6. Recycling & Disposal of Waste

Once all ground investigation works have been completed an assessment will be made as to whether existing material can be retained and re used. Until this is available it is considered that no existing material will be re used.

All materials unsuitable for re use will be removed for recycling where possible, or as a last resort taken to landfill in accordance with the waste regulations.

Waste generated during construction is to be cleared on a daily basis to a main skip located on site. A specific waste collection area will be designated within the site with segregation implemented where possible, and as required.



All waste carrier licenses will be fully checked prior to employing a waste removal contractor, and all waste transfer notes will be retained for the company compliance records.

There will be strictly no burning of waste allowed on site.

7. Parking Arrangements & Accessibility

The site is located within Manchester City Centre and all contractors and visitors will be encouraged to car share, cycle, and use public transport.

We are hoping to open discussions with the adjacent business 'The Wharf' regarding possibly utilising their parking spaces during the working day.

No parking will be allowed on site after the initial site investigation and site set up has been completed.

Nearest Public Transport:

Deansgate – Castlefield Tram Stop – 8 minute walk

Deansgate – Castlegate Bus Stop – 5 minute walk

Bridgewater Street – Carpark – 8 minute walk

8. Construction Traffic & Plant

All traffic will use public highways to access the site and will comply with standard Highway Authority requirements.

The site will have 1no. access gate located off Blantyre St at the end of the road between the site and The Wharf.

Vehicles will be required pre book delivery times, and all vehicles will be of a suitable size for the restricted area.

Vehicles will be banked to the site by a nominated banksman, and all vehicles will be reversed towards to site from the point of the entrance to The Wharf.

A nominated person will be responsible for ensuring that no vehicles attend site without prior agreement, and to ensure no vehicles park on the highway causing disruption to the surround residents and businesses.

All construction traffic will be limited to delivering after 8am and prior to 5pm.

No waiting vehicles will be allowed, with any unscheduled deliveries being asked to leave the area.



The supply chain will be issued with all site delivery rules and restrictions prior to commencing on site, and these rules and restrictions will be included within the site induction.

Any materials delivered to site will be offloaded within the site to a holding area, with further site distribution being undertaken by the site team.

Means of distribution will be by forklift, pallet truck, or manually.

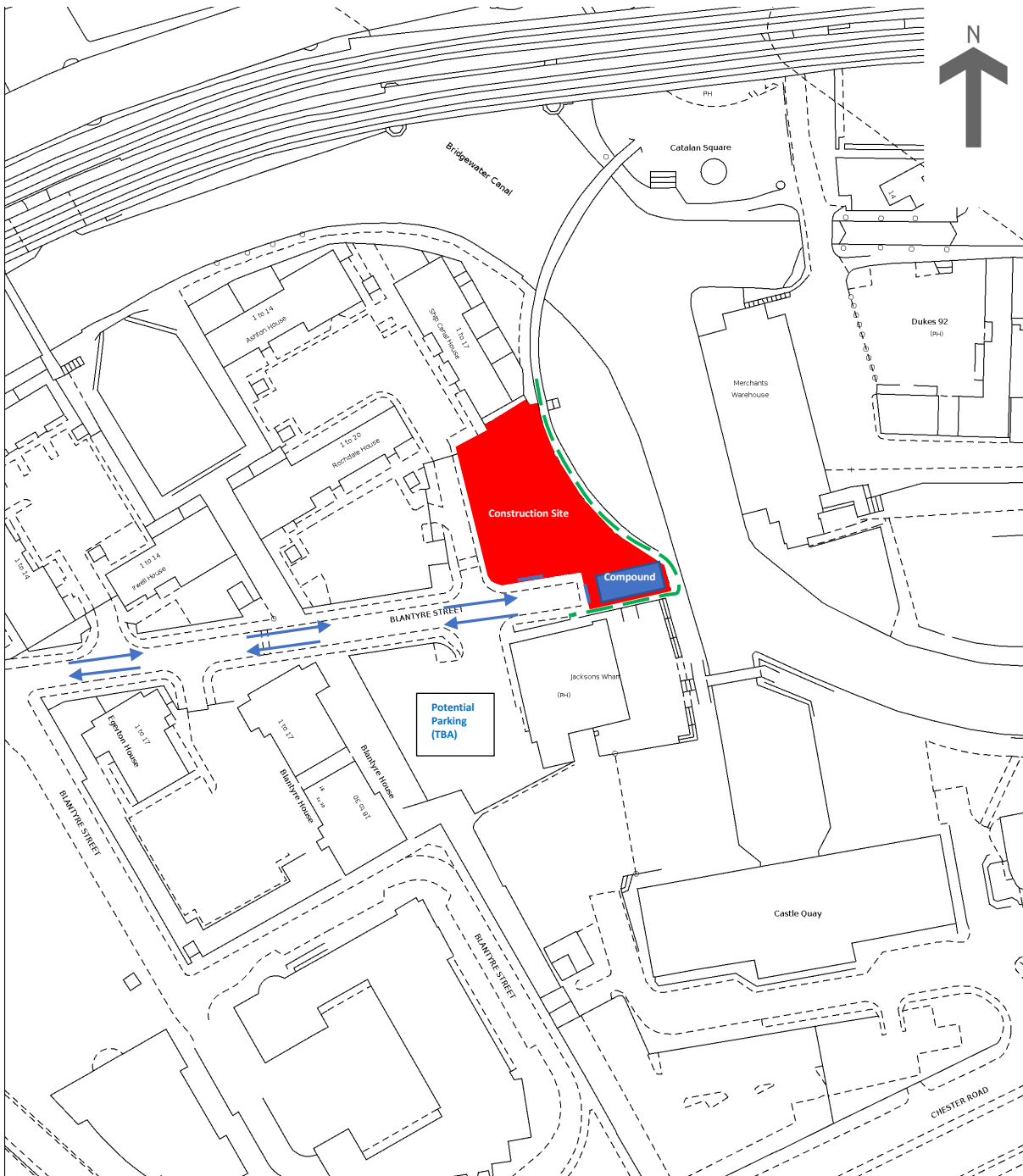
Mobile crane lifts will be required for distribution of materials to the roof area and for loading materials to the high-level scaffold.

All mobile crane lifts will be pre planned and a full lifting plan created identifying the type of crane, location of the crane, and the duration it will be in use.

Local residents and businesses will be fully informed when these works are scheduled to be undertaken.



Site Plan & Designated Site Traffic Route



Site traffic to be restricted between 8am and 5pm
Full pedestrian route maintained around the site
Compound located within the site





9. Security Hoarding & Temporary Fencing

Initial fencing to early phase works will be double clipped heras fencing, with ballast blocks to each rubber foot.

Main site hoarding will be either water filled barriers will solid and heras panels inserted into them, or of timber construction with posts concrete encased and panels mechanically fixed to the timbers.

All fencing and barriers will be regularly inspected and maintained by the project team.

Double width gates will be incorporated at the main site vehicle access.

Signage will be mechanically fixed to the hoarding which will include our company name, PPE requirements, warning signs, and signage detailing all relevant contact details in case of emergency.

10. Wheel Washing Facilities

During early stage investigation works and groundworks all vehicles will be visually inspected and cleaned as required. Road cleaning plant will also be in operation outside of the gate to ensure any materials are left on the public highway.

A clean down area will be formed at the entrance gate where a jet wash will be used to clean the vehicles wheels.

Once all groundworks have completed the site will consist of over 70% concrete slab, and the remaining areas levelled with clean stone.

After these works have been completed it is anticipated that the risk of transferring mud or material to the highway has been significantly reduced.

The site team will continue to inspect all vehicles and will continue to wash down as required.

11. Measure to Control Dust

Measure for the control of air borne particles will be as follows:

Bulk excavation and loading of materials

In damp or wet conditions little or no action will be required as the material will hold together virtually eliminating and dust breakout from this operation.

In dry conditions, wetting down of the excavated material when being dug or loaded into the tipper wagons will be carried out with large hoses (circa 50mm) connected to either the mains standpipe or pumped water bowsers.

Supervision by way of a banksman will be employed during such operations.



Vehicles will be covered when leaving site to control any dust blow off from the vehicle whilst the material is being transported.

Tipping of bulk aggregates

Delivery vehicles will be fully sheeted to eliminate blow off of materials.

Dry and dusty material will be wet down prior and during discharge from the vehicle.

Supervision by way of a banksman will be employed during such operations.

12. Measure to Minimise Noise

The following procedures will be considered and adopted where appropriate to minimise noise pollution on site:

- Use plant fitted with noise suppressors
- Restrict working hours for noisy activity
- Position noisy plant away from residential areas
- Form temporary enclosures where possible to minimise noise transfer
- Ensure plant and tools are in good working order
- Advance notice to surrounding properties of noisy works
- Noise monitoring will be implemented for works with potential to generate excessive noise.

13. Pollution Control Measures

All fuels will be stored on a hard standing area and within a double bunded container. A fuelling point will be designated close to the fuel storage area, with a spill kit located in this area.

Any fuel spillage will fall directly onto the hard standing with no way of penetrating the surface. This will be cleaned up using the spill kit and disposed of by our specialist waste contractor.

Any accidental fuel or plant fluid discharge onto non hard standing areas will be immediately excavated and placed in a segregated bunded area. This will be removed as hazardous waste.

No hazardous materials will be allowed to enter the permanent or temporary drainage systems by means of 'run off', however fabric covers and bunds will be applied to open outlets should accidental leakage occur.

14. Consultation

To ensure continued consultation takes place throughout the construction works, a monthly neighbours meeting will be arranged with the local residents.

Monthly updates will be provided by newsletter on progress, and a project specific email address will be available for any complaints or concerns raised.

The surrounding neighbours will be advised of key work activities that will impact on the adjacent properties as and when known. It is envisaged this would mainly be for installation of roof structures, and or deliveries of large pieces of plant or material.