Manchester Airport Group Clough Bank B Phase 1

Construction Management Plan (CDM 2015)

Name and address of client: Manchester Airport Group, Olympic House, Manchester Airport, M90
1OX

Contact details of architect or principal designer:

Your name/company: AECOM Ltd

Principal Designer, AECOM Ltd, Royal Court, Chesterfield, C41 7SL

Contact: Lyn Johnston Lyn.Johnston@aecom.com

PLAN

Description of project: Construction of a loose bound gravel car park, comprising earthworks (topsoil strip and replacement with granular Type 1 material) and drainage works.

Location: Phase 1, Clough Bank B, on land to the south of Wilmslow Old Road and to the west of the Runway Visitor Park (RVP)

Pre-construction information and hazards: Existing utilities, nearby SSSI, bird mitigation

Key dates: Start July 2022 Finish November 2022 Other

Welfare facilities: Toilet, washing and rest facilities will be provided within a site compound located adjacent to the works areas within the RVP overflow car park.

WORKING

Who else is on site - and their contact details?

The site is adjacent to the Manchester Airport Runway Visitor Park, no other contractors.

Who will be the principal contractor?

TOGETHER

Not yet appointed

How will you keep everyone on site updated during the job?

Frequent site meetings (at least every two weeks)

	Site Risks	Hazard is present	Controls
ORGANISE	Traffic movements The designated route for construction and delivery vehicles.	Y	Deliveries shall be made by designated route via Wilmslow Old Road.
	The parking of vehicles of site operatives and visitors.		Parking will be within the site compound located at the RVP overflow car park.
	Loading, unloading and storage of plant and materials	Y	All plant and materials are to be off loaded at the site compound and broken down to smaller volumes before being transported to the working area.
			Bulk deliveries (asphalt, large diameter pipe etc) to be delivered to working area.

		Materials to be securely stored away from surface water drains if present within the working area or site compound.
Security		
The erection and maintenance of security hoarding.	Υ	The site will be secured with heras fencing to prevent unauthorised access.
		Site access will be controlled via security gates managed by the Contractor. Access will be required for emergency services and the contractor shall liaise with the emergency services to confirm out of working hours access arrangements.
Waste		
Recycling/disposing of waste resulting from demolition and construction works.	Υ	Where materials are determined as suitable for re-use (e.g crushed concrete or demolition rubble) these will be tested and confirmed as acceptable before being placed in compacted layers to meet engineering requirements.
Collapse of excavations		
Shore excavations. Cover or barrier excavations to stop	Drainage installation	Trench boxes or battered excavations will be used.
people and plant falling in.	relatively shallow, max depth not greater than 2.5m.	
Exposure to dust		
Prevent generation of dust that could spread across the airfield.	The works are external, groundworks and drainage, exposure to dust is unlikely.	As this is adjacent to the airfield, the site and granular materials will be dampened to prevent the creation of dust.
Imported granular material		
Imported granular material must not be a limestone aggregate to ensure that any runoff or percolating water is not of high pH value.	Any runoff or percolating water must not be a high pH value.	Either granite or recycled aggregates to be used.
Disposal of surplus excavated materials		All works shall comply with the
Topsoil shall be stripped and temporarily stockpiled; excavation will be required in the clay layers beneath	Υ	submitted Bird Hazard Management Plan.

resulting in a surplus of these materials.		
Topsoil stockpile shall not attract birds due to the close proximity to the airfield.		
Exposure to asbestos		
If any suspected asbestos containing materials are identified on site, these shall be isolated, works suspended and testing arranged.	As the project is external civil engineering asbestos is assumed not be an issue.	Ground investigation did not identif any asbestos containing materials within the site boundary.
Activities or workers requiring supervision	The contractor will have management on site, and responsibility for visiting client supervision.	Induction training for all operatives on site. Weekly site meetings.
Electricity		
Do not use excavators or power tools near suspected buried services.	The work is in areas where there are very few utilities.	Existing utilities plans will be provided.
Risks to members of the public, the client and others Fencing and signage requirements to ensure the site is secure and to prevent unauthorised access. Moving plant and vehicles.	The site is directly adjacent to the Runway Visitor Park through which construction traffic will pass.	Deliveries of materials to be outsid of the RVP public opening hours. A designated route will be in place for deliveries, and designated vehicle parking will be provided.
Other dangers on site:		
Prevent attraction of additional birds to the site.		Birds are to be discouraged from the excavations. All works shall comply with the submitted Bird Hazard Management Plan.
Prevent generation of FOD from site activities.		All loose material/waste is to be removed continually to prevent FOD blowing onto the airfield.
Great Crested Newt (GCN) are known to occupy the site, however, works have been undertaken under a GCN License to mitigate the effects on this population of the entire development.		GCN fencing will be installed and maintained throughout the construction works of this phase.