



Construction Management Plan & Construction Traffic Management Plan

Station Gardens Construction Methodology and
Logistics - Rev4 24.2.25

Station Gardens Construction Methodology and Logistics

Rev 3 - 20.02.2025

We have enclosed a copy of our proposed Site Logistic Plan, this provides, in a pictorial format our proposals for the site management of the new development. The plans are a starting point for discussion, to provide the customer and local stakeholders with an indication of what, as a contractor, we would require to complete the scheme. It shows the hoarding line, compound location, access points.

Background – Enabling Works

A previous Construction Management Plan, Rev B, October 2022, was prepared for undertaking the construction works on what was then referred to as the Neighbourhood Enabling Works project. That document was formally approved by Rochdale Council under planning permission 22/00336/FUL, condition 9.

The scope of those works was as follows:

- Erection of perimeter hoardings to secure the site.
- Installation of tree protection measures
- Disconnections and diversions of existing utility services within the curtilage of the site.
- Excavations and investigations around the site perimeter to facilitate the physical verification of services at the site boundary line.
- Groundworks remediation with on-site reprocessing along with cut and fill re-profiling of the site to optimize retention of existing soils. Disposal of surplus arisings. Removal of redundant below ground structures and obstructions.
- Construction of site entrances – temporary and long term construction entrances and permanent entrance
- Construction of pile mat and haul road capping layers
- Diversion of existing UU and TFGM drainage within the curtilage of the site.
- New foul and surface water drainage connections.
- New utility connections including construction of a new HV Substation.
- Piling for future buildings
- Establishment of temporary CCTV systems to remotely monitor site security.

Not all aspects of the Enabling Works project was completed before works paused on site. Those aspects will be continued in the works set out in this document.

Current status of construction site (following previous remediation works):



View from junction of Milnrow Road and Drake Street

General Construction of the Work

The works will be constructed in the manner and sequence indicated within these proposals and in accordance with Willmott Dixon Construction's company policies.

First Aid Facilities

It is the policy of Willmott Dixon Construction to ensure that adequate arrangements are made for the provision of First Aid and that suitable emergency procedures are implemented at all work sites. A fully equipped first aid cabinet will be provided within the site office establishment and where necessary within each section of the works.

A qualified 'First Aider' will be employed as part of the Project Team and will be available at all times when work is being carried out. The name of the 'First Aider' and the location of the nearest Accident & Emergency Hospital will be clearly displayed adjacent to the first aid cabinets.

The Site Manager will regularly check the first aid facilities for adequacy.

Personal Protective Equipment

Willmott Dixon Construction will provide adequate, suitable protective clothing for their employees, and those with whom they have a contractual agreement to do so. The Personal Protective Equipment Regulations 2002, as amended, require that an adequate assessment is made of the need for protective equipment and it is the responsibility of the employing organisation to ensure that adequate supplies of protective equipment (including clothing) are available and issued as necessary to their employees. All such personal protective equipment must comply with the CE mark where applicable.

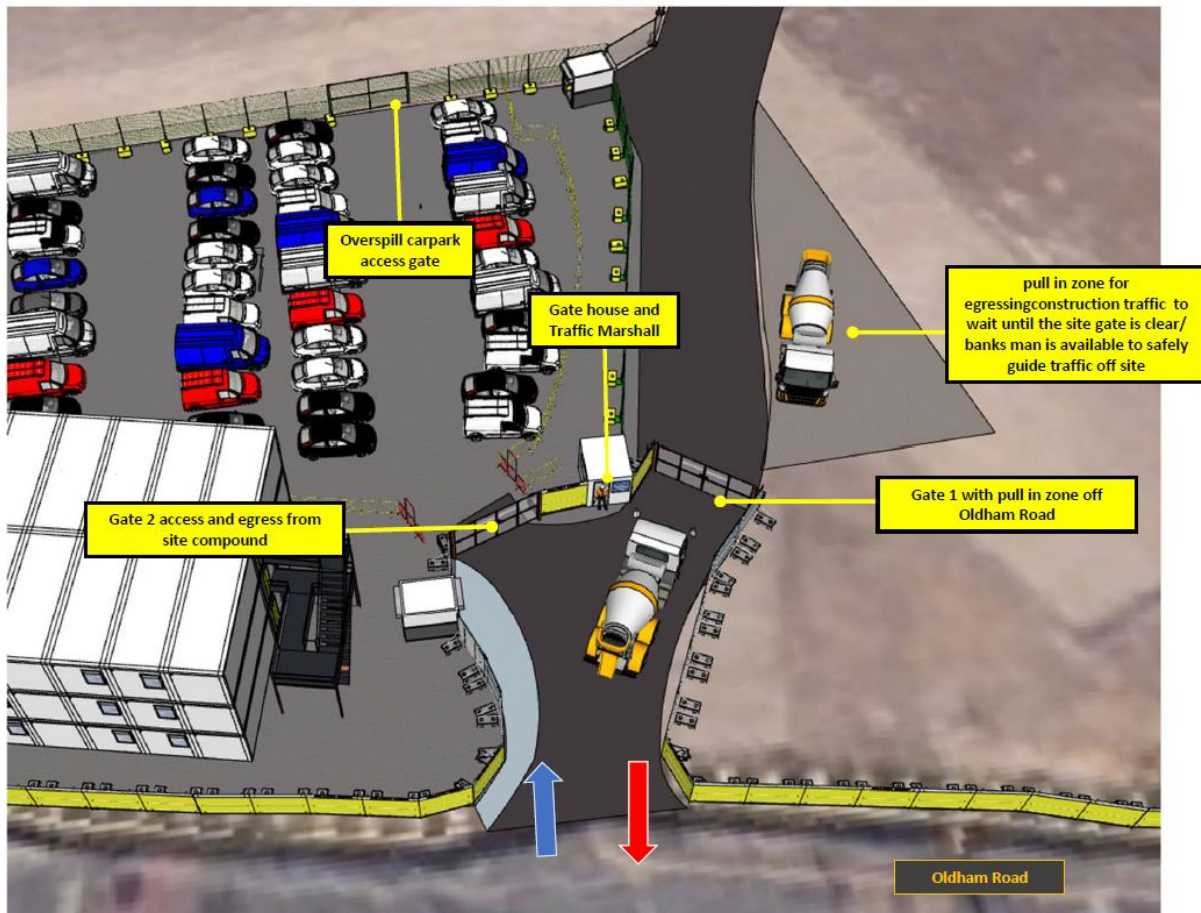
It is the duty of the employing organisation to ensure that PPE provided is compatible with each other and that their employees are trained in the correct use and maintenance of the equipment provided. The employing organisation must also ensure that the PPE provided is properly used, with any loss, defect or misuse reported.

It is the policy of Willmott Dixon Construction that safety helmets, protective footwear, safety gloves, and high visibility vests are worn at all times by all personnel on site, and there can be no relaxation of this rule. This requirement also applies to all sub-contractors and any other visitors to site.

Proposed site access from Oldham Road:

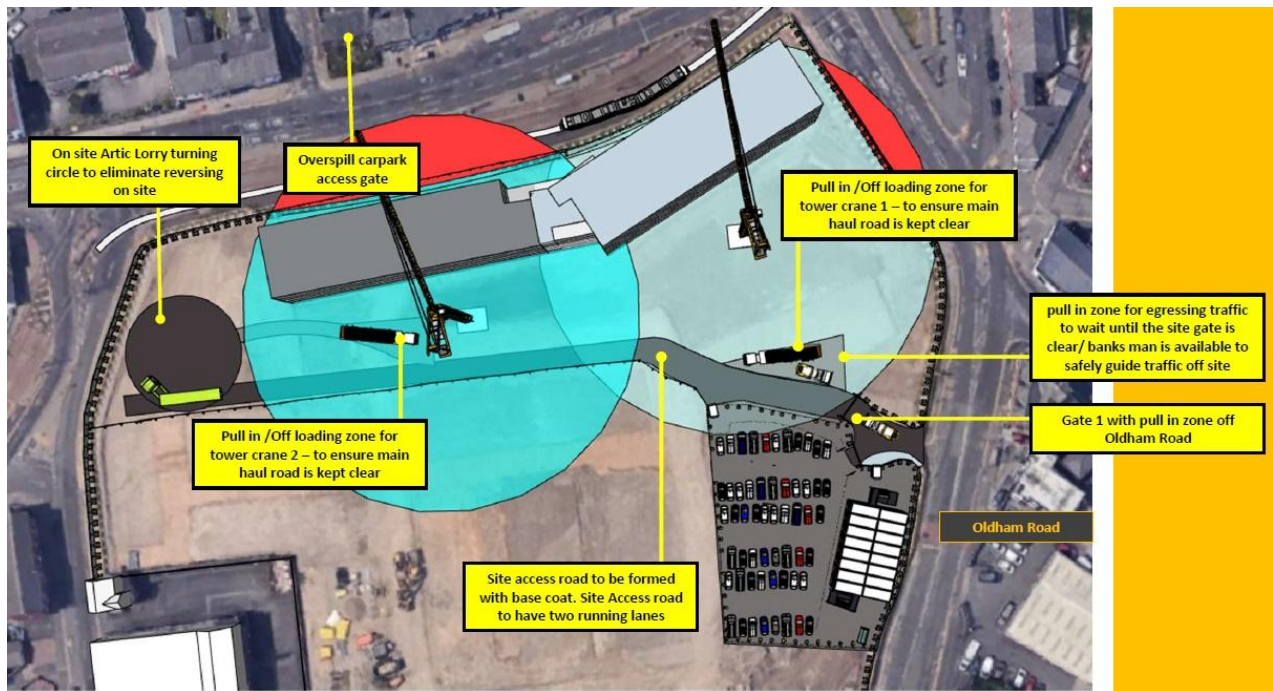
Although the site is currently secured some adaptations of the fence line will be required. These will be undertaken ahead of the main site operations as we establish our site compound.

We intend to widen the current entrance off Oldham Road (following a tracking exercise) to allow vehicular access to site. A tarmacked entrance road will take you to two site gates which will allow access to a temporary site car park area whilst the second gives you access into the main construction area. Vehicle movements in and out will be managed by our trained traffic marshal to prevent any waiting on the highway. A pull in zone will also be constructed to allow a crossing point for vehicles inside site to ensure the exit on to Oldham Road is kept clear.



On site traffic management:

A haul road will run the length of the site allowing the building to be serviced with deliveries. Pull off zones will be created to ensure that the haul road is kept clear and a turning zone will be formed at the far end of site to allow lorries to turn to eliminate reversing on site. The pull off zones will also keep vehicles off the stoned up areas which will help to keep wheels clean.



Off site traffic management:

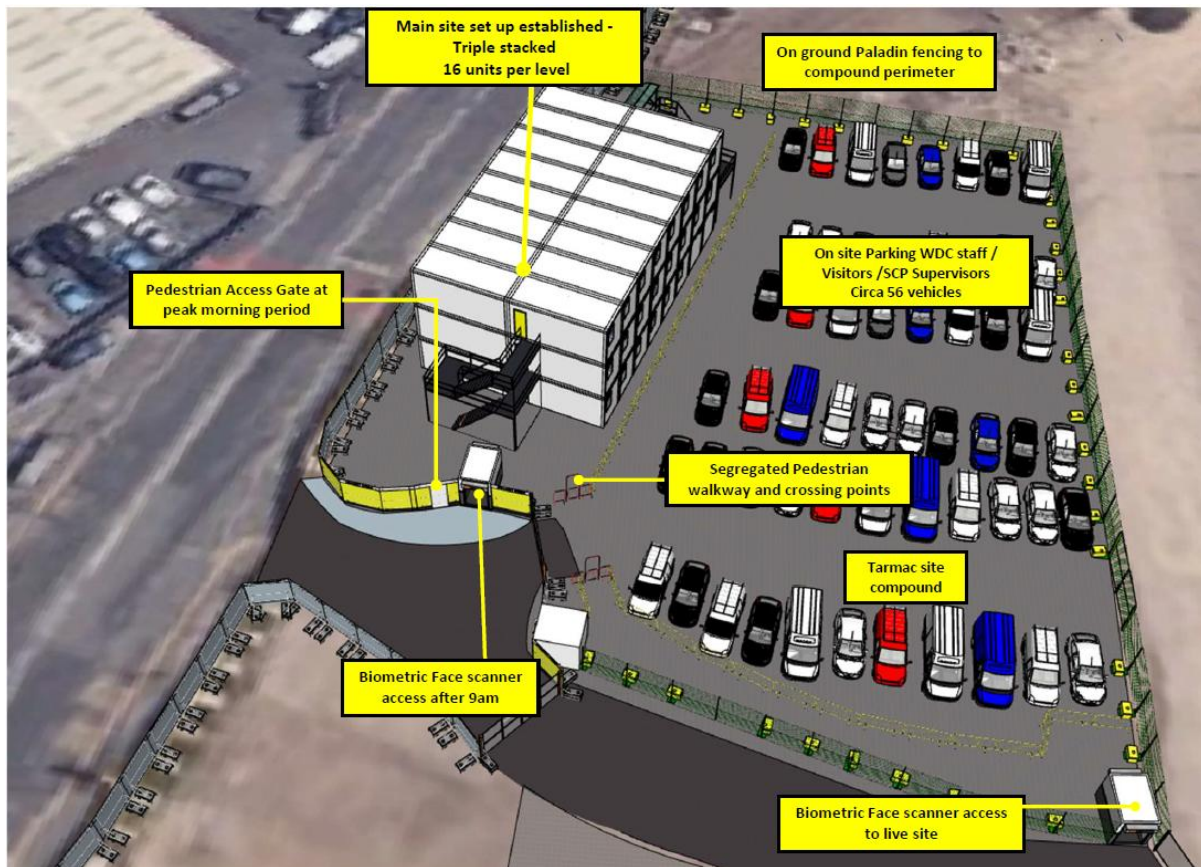
Once the site perimeter has been secured, the risk to the public is isolated to works outside the boundary line, and specifically of the movement of plant and deliveries vehicles around the area.

To manage and mitigate this risk, project specific Traffic Management plan will be put in place – All deliveries will be undertaken within the guidelines of the Projects Traffic Management Plan. The Traffic Management plan is a working document, specific to the Station Gardens, Rochdale, development which will document the procedures, protocols and restrictions related to site deliveries and plant movement in and around the area and will form part of all Supply Chain Partners subcontract orders and site delivery notes.

The traffic management plan will take into consideration the following areas:

- Pedestrian rights of way and Safety
- Site Traffic Access/ Egress points
- Site Access and egress management
- Pedestrian routes and segregation
- Safety signage requirements
- Contractor Parking
- Local Business rights of way and service access
- CLOCS

Proposed Compound Location:



The accommodation will be a tripled stacked configuration with each floor comprising of 14 units and sited alongside Oldham Road by the above mentioned entrance.

The ground floor provides drying rooms, toilets, food preparation facilities and 96 seat canteen facility to serve the currently projected peak labour force of 190 operatives.

The first floor provides additional toilet units, kitchen area, 3 meetings rooms, a sample room, a quiet room and 25 desk spaces for our supply chain partners.

The upper floor will house the main meeting room, reception area and 31 desks spaces for Willmott Dixon staff and site visitors, in addition this floor will also provide additional toilet units and a kitchen/ break out area.

Site Access

In addition to the vehicle gate, we propose to provide a separate pedestrian access point. Pedestrian access to the site will be a separate pedestrian gate off Oldham Road, this ensures that the vehicle delivery gate remains closed and controlled. Most importantly it will separate people from vehicles therefore, reducing potential risks. To maintain security the main pedestrian access on will be via a

biometric turnstile and a second internal biometric face scanner access will lead between the site compound and live construction site.

A site-specific induction will be developed which every operative, and regular visitor will be required to attend prior to entering the working area of the site. Specific additional items that will be covered include:

- Pedestrian zone locations
- Emergency arrangements
- Site Rules and Procedures
- Access controls
- Site Specific operations and risks
- Work Method Statement [where appropriate]

Operatives, staff, and frequent visitors once inducted will have unimpeded access to the compound via the turnstile, whilst other visitors will gain access once 'buzzed in' by the office receptionist, this system prevents unauthorised access directly to the site offices and welfare facilities ensuring the safety of office personnel and operatives belongings.

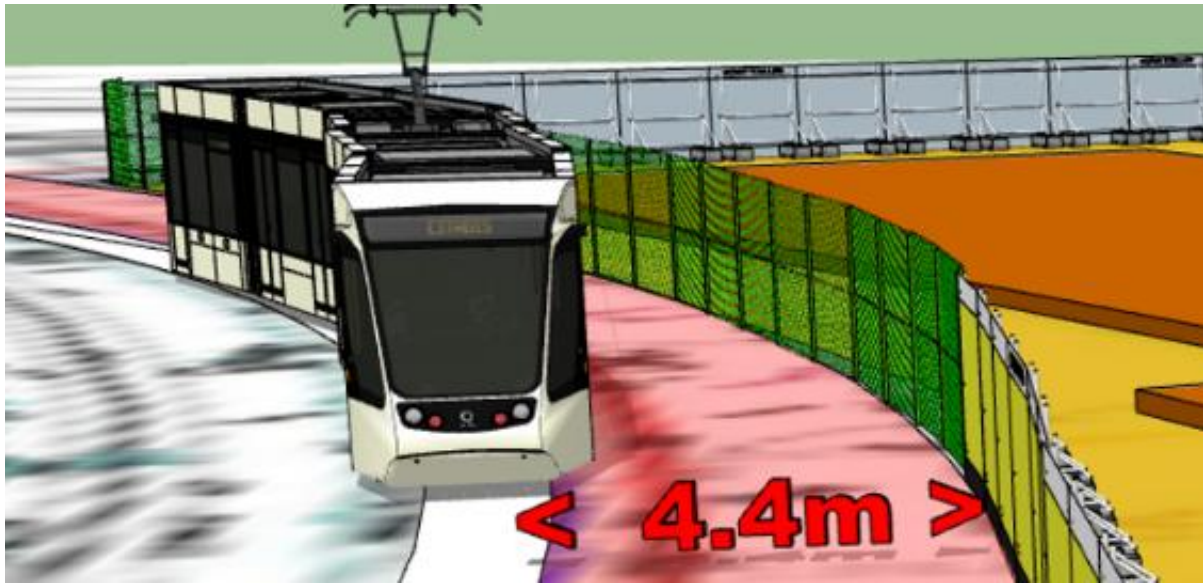
Site parking:

In the compound area there will be approx. 50 spaces provided with operatives, visitors and staff encouraged to use the local transport network.

Site footpaths and pedestrian zones:

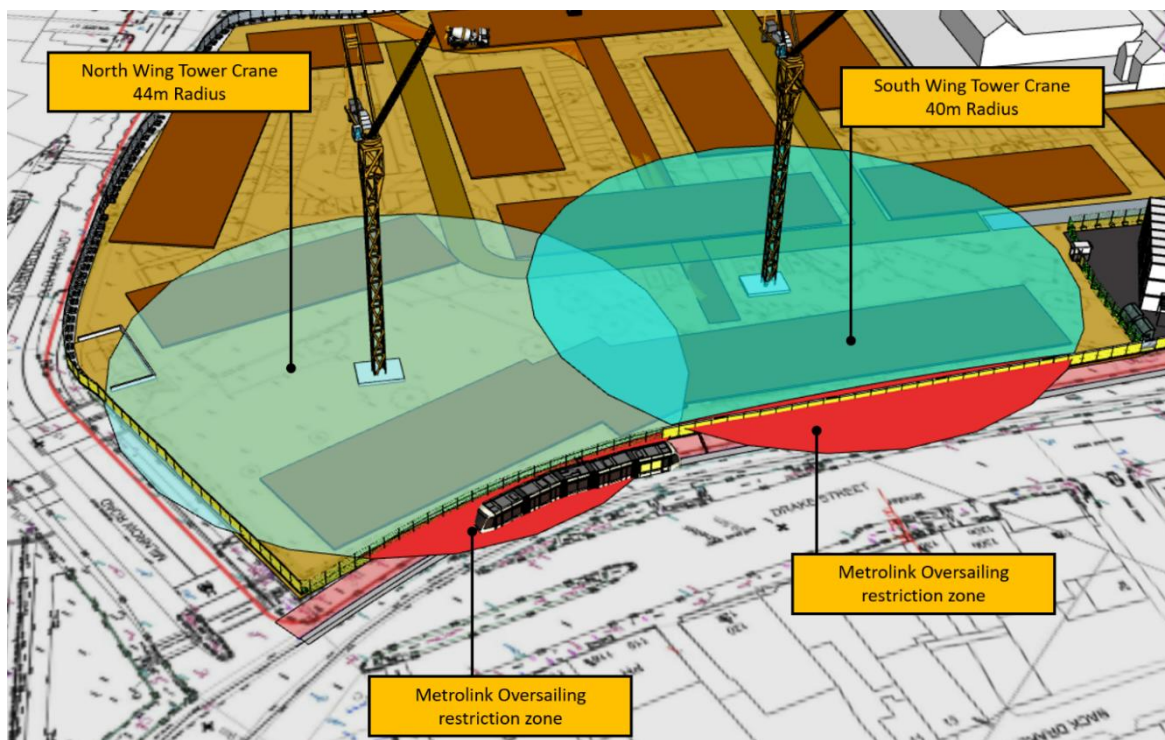
Barrier protected pedestrian site walkways will be established from the pedestrian gates, the site offices/welfare facilities to the building site works zones. All pedestrians traffic must access and egress the construction site through these designated walkways. All access points which cross a vehicle route will be identified by a crossing point gate.

Working by the Metro Link



The Metro link tram line runs along Drake Street parallel to the apartment block. Following dialogue with Keolis Amey Metro link Planning Manager, certain restrictions have been enforced. All hoarding lines must be 4.4m away from the live running track. No oversailing of the live overhead power lines will be permitted unless undertaken during an isolation of the lines.

To counter this restriction, we intend to employ two luffing jib cranes which allow restrictors on the jib, allowing the jib and the load to remain within the confines of the site boundary preventing any oversailing of the live track. Cranes must only operate to 80% of their load capacity.



Site Deliveries

A dedicated logistics manager will be assigned to the project to manage deliveries and any change to site layout. A weekly delivery schedule will be produced and worked to.

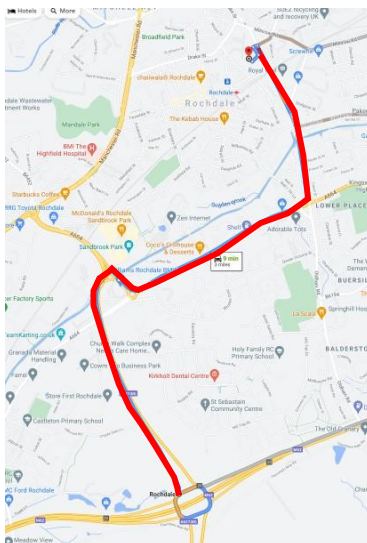
All deliveries to site will be allocated a timed delivery slot, preventing vehicles causing congestion in and around the site. The Traffic Marshall will be in radio contact with the site supervisors ensuring all deliveries are managed from arriving at the entrance until they leave the site post offloading.

To minimise construction vehicles interface with the TFGM assets on Drake Street we will direct delivery vehicle to access the site from the East via the A671 Oldham Road.

Signage will be applied in areas close to site to ensure that drivers take the correct routes in to site with clear no entry signs also erected to prevent any issues. Drivers will receive a brief site induction at their cab on arrival with details taken to ensure that they follow not only site rules in regards to vehicle routes and procedures but also to ensure they are clear on exit routes from site and back along designated transport routes.

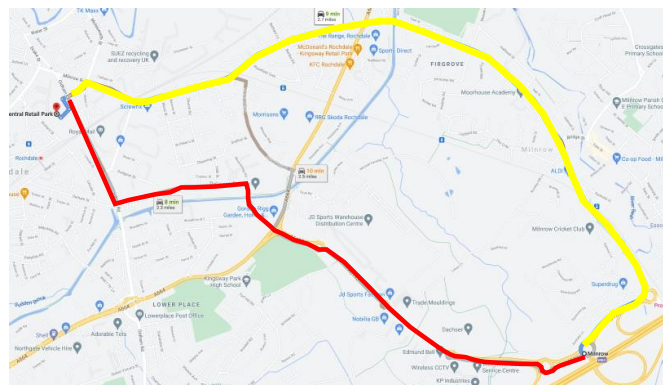
Proposed site traffic route to site from Junction 20 M62 avoiding TFGM asset

- M62
- A627(M)
- A664 Rochdale Bypass
- A671 Oldham Road



Proposed site traffic route to site from Junction 21 M62 avoiding TFGM asset

- M62
- A6193 Sir Isaac Newton Way
- A640 Elizabeth Way/Rochdale Road/ Milnrow Road
- A671 Wood Street
- Or
- M62
- A6193
- Moss Bridge Road
- Crawford Street
- A671 Oldham Road



**Rochdale
Neighbourhood**

**Proposed access route
to site**

Safety and warning signs:

All appropriate safety warning and guidance signs will be positioned around the site approach roads.

Highway cleaning:

Every effort will be made to prevent mud on the highway. We will construct the new haul roads to a base coat level early in the works programme, to ensure the surrounding highway is always kept clean. In addition to this we will establish a clean down zone before exiting the site and back on to the

highway. This will be supported by regular road sweep visits when required to maintain the cleanliness of the highway and surrounding areas. Vehicles carrying loose loads will be expected to be covered before leaving site and will be checked. This includes waste and skip wagons

Site Plant and Machinery

Materials and plant will be safely unloaded within the footprint of the site by a trained banksman with such deliveries where possible arriving out of peak hours. At no time will access onto the back of any delivery vehicles be allowed within adequate fall protection being in place.

Materials Storage, Handling & Distribution:

On site storage area will be located adjacent the service roads. Like the roads these will be formed to a base coat early in the programme to provide a clean storage location. The storage area will be away from the main construction traffic to ensure, stored material area isolated reducing the risk of accidental damage. Material will be stored on site in accordance with the manufacturer's guidance.

To prevent contamination, well maintained plant will be used, fuel stores will be bunded and refuelling will be carried out over drip trays.

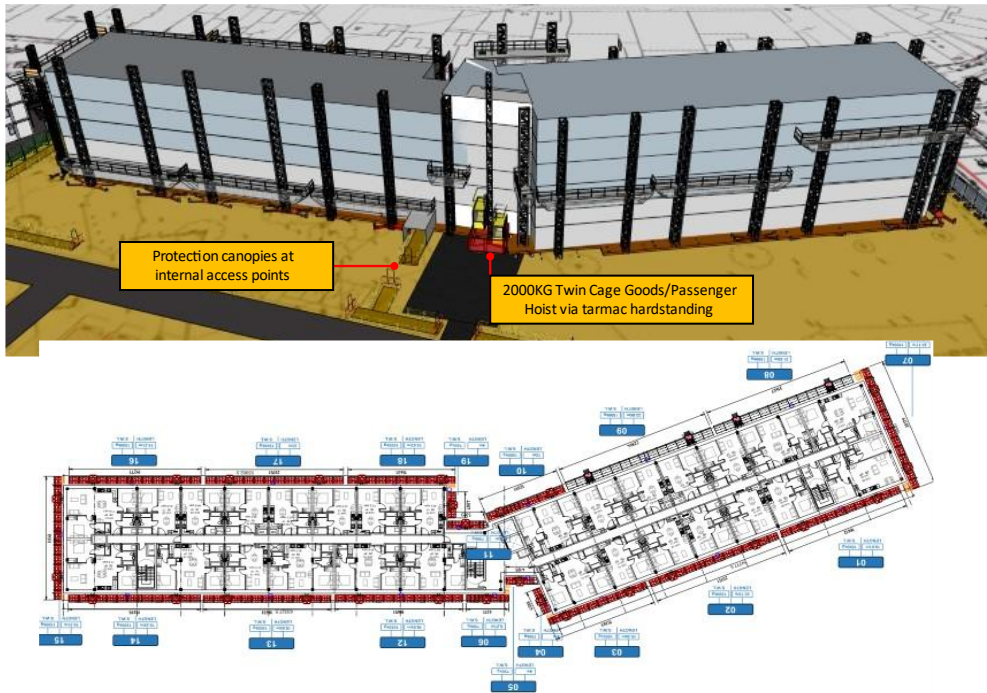
The principal means of materials handling and distribution for the housing development will be via telescopic forklifts.

The apartment block materials distribution will change as the programme progresses.

The initial distribution method will be via the two tower cranes provided by the RC frame contractor, preferential use of the cranes will be incorporated into our supply chain partner to allow the loading of the bathroom pods, SFS metal framing, level 4 and 5 roofing materials and plaster boards.

Once the cranes are removed, a twin cage 2000kg goods hoists will be installed to become the primary plant for vertical material distribution.

The apartment envelope will be installed using a series of 19 mast climber covering the full perimeter, these will be used to install the SFS, windows, brickwork and balconies.



Waste management

During the construction works waste recycling areas will be set up in multiple areas dependent on phases of works. There will be recycling facilities across site for metal, plasterboard and timber whilst a mixed skip will pick up any remaining items. Pallets will be stacked and collected regular from a company called Pallet Loop who recycle them. Ideally materials will be ordered correctly to avoid waste and taken back if not used by our supply chain. Skips will be covered during heavy winds and also set back from the hoarding line to avoid any arson issues

Working Hours:

The normal site hours will be 7.00am to 18:00pm Monday to Friday once the RC frame Apartment works are complete. During the RC frame Apartment works period there shall be 7.30am to 1.00pm Saturday working. It may also be necessary to carry works outside of these hours, but we will ensure that all necessary stakeholders and neighbours are kept informed.

Considerate Constructors Scheme:



We will register the project with the considerate constructor scheme, and as with all our projects we are fully committed to ensure we will deliver the scheme through well thought out site logistics, provide a professional image and most importantly ensure that our sites are pleasant and safe places to work in, visit and live around. We will maintain respect and consideration for the

local community, committed to eliminate any negative impact on anyone affected by our works, endeavouring to leave a positive impression on our neighbours.

Noise, Dust & Vibration Control

We plan to proactively manage the dust, dirt and mud produced on the project by undertaking the following.

- Dampening down of the ground in the site footprint as required using mist cannons.
- Gatemans to regularly sweep pavements and footpaths at point of exit.
- Wheel wash stations being in place at exit gates where deemed necessary.
- Regular Street cleaning in operation for the reduction of mud and detritus on the highways surrounding the development.

Willmott Dixon Construction are mindful of the disruptive affect that excessively noisy operations can have on the occupants of adjacent areas and property and accordingly the project team will ensure that all work will be carried out in accordance with BS 5228 “Noise Control on Construction Open Sites – Part 1”.

It is our general practice to liaise with the occupiers of any adjacent properties/businesses and where necessary the Environmental Health Authority and give notification in advance of any excessively noisy operations and advise them of the measures to be taken to minimise disturbance.

Notwithstanding the above, the following noise control procedures will be applied: -

- 1) All current legislation, noise abatement orders, guidance notes and codes of practice will be consulted and strictly adhered to.
- 2) Where necessary noise levels will be monitored and noise assessments carried out.
- 3) Noisy plant and equipment will be located to provide minimum disturbance.
- 4) Plant, wherever practicable, will be electrically powered.
- 5) All plant and machinery will be fitted with efficient exhausts, silencers and mufflers and maintained in good condition.
- 6) All compressors used on site shall have ‘sound reduced’ units fitted with acoustic linings or enclosures and all ancillary pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturer.

Habitat Protection

Through the Enabling Works the site has been cleared of previous trees and vegetation.

Any site lighting will be directed downwards to ensure no disturbance to light sensitive species.

Gaps are left below the hoarding to ensure wildlife is able to traverse the site and not cause disruption to their natural patterns.

Mobile plant and equipment will be stored on nappy pads to reduce the likelihood of contamination of land. Weekly environmental inspections will be completed to ensure regular checks on the site habitats are completed and reviewed.

Fire Prevention

Willmott Dixon Construction will develop a fire plan for the project that will ensure that the possible outbreak of fire will be minimised and in the unlikely event of a fire the safe egress of all personnel and visitors. Training in matters affecting the Fire Prevention Policy shall be given to all employees, and other affected parties, as required.

In formulating the Fire Prevention Policy the following shall be taken into account.

- 1) Assessment of the fire risk during design by the Architect, Engineer or Contractor.
- 2) Appointment of a Site Fire Safety Co-ordinator.
- 3) Emergency procedures such as warnings, written procedures, clear access, signage, control and accountability of personnel.
- 4) Fire protections, which take account of construction materials, fire escape, adequate water supplies, and fire hydrants.
- 5) Portable fire extinguishers, adequate number and suitable type made available, located in conspicuous positions, serviced on regular basis.
- 6) Security of site against arson.
- 7) Siting of temporary buildings away from the main areas of construction.
- 8) Storage of flammable liquid and LPG suitable distance from the building in an appropriate enclosure clearly identified and signed.
- 9) Temporary electrical supplies must be installed in accordance with I.E.E Wiring regulations and Electricity at Work Regulations and be regularly inspected.
- 10) Hot work must be carried out on a "Permit to Work" system. Suitable fire extinguishers must be available at the point of work, which must cease one hour before the end of the working shift.
- 11) Clear signs directing site personnel and visitors to safe areas will be displayed.
- 12) Burning of rubbish on site will not be permitted.

The Fire Prevention Policy will be formulated prior to the commencement of any works on site and will be issued to all sub-contractors, the Client, the Professional Team and other affected parties.

The Fire Prevention Policy will be periodically appraised and updated as necessary to suit the changing phases of the works.

Site Security

There are two types of trespass we need to cater for when developing our security proposal, Un-intentional trespass and intentional. We can remove the risk of unintentional trespass through our

site hoarding solution, along with our Biometric turnstile access as noted previously, supported by our locked gate policy, where opened vehicle gates are managed by a banks man/Traffic Marshall, and when not in use is the vehicle gate is closed and secured.

To reduce the risk of intentional trespass based upon our initial crime impact assessment we will look provide a monitored Close Circuit Camera system.

The system provides a series of CCTV cameras and red wall motion detectors place around the site boundary inside the site hoarding line. The detectors produce a ring of detection around the site. If motion is detected across the beam the CCTV cameras are automatically activated and transmit live images back to a monitored control centre. If intruders are detected the control operator will sound an audio warning to the intruder that the police have been informed of their presence on site. The CCTV system has an independent secure telephone link and powers supply.