

Title	Telent CDM Construction Phase Plan UK 909639	
Document Type	Level 2	
Document Ref	ETDL-1313293390-7091	Legacy UCM Ref: N/A
Date / Issue	August 2025	1
Classification	TELENT	



(Global Street Hub) – Construction Phase Plan

Location: Opposite 4 Smith Street, Rochdale, OL16 1XU

Document Type: Plan

Issue Date: 02/08/2025

The purpose of this document is to set out the governance and arrangements for compliance with requirements of Regulation 12 of the CDM Regulations 2015.

This document has been created considering the health and safety implications so far as reasonably possible related to its content. Telent complies with all current H&S best practices and legislation and this would take precedence over any documentation. Where health and safety issues have been identified, these are detailed below together with the associated controls and mitigating actions.

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1 DESCRIPTION OF PROJECT

1.1 Project Title and Scope

Global Media Street Hub 3.0

The construction of foundations and earthworks necessary for the installation of a Global StreetHub 3.0 unit including excavating to the required length, width and depth to accommodate a steel-reinforced cage and concrete. The maximum excavation will be no greater than 1500 x 1500 x 650mm. This ensures a secure foundation for the base plate, in accordance with the agreed design, BTSH3_Plinth_H500.

1.2 Location and Site Description

The works will be contained within the identified site on Smith Street, opposite number 4 and adjacent to the Metrolink in Rochdale. There will be no carriageway incursion during the works to ensure no disruption to the Bus network which uses the opposite adjacent carraigeway. Additional hazard controls will be in place using the Telent EHS Risk Assessment procedure to ensure safety is maintained and with the written permission of Metrolink to undertake works within their identified hazard zone.

1.3 Key Dates and Programme of Works

Start Date: Date to be advised on receipt of permissions and permit conditions

Duration: Owing to the restricted site access because of the Metrolink network, the works will be undertaken in sequence using three phases, with a maximum of 5 working days to construct the foundations and base plate within phase one. A new permit will be requested for phase 2 and similarly for phase 3; to minimise obstruction and impact on the local environment. A secure environment around the works will be maintained at all times with appropriate fencing in place to remove all risks to the public.

Anticipated Completion Date: Date to be advised on confirmation of availability of the StreetHub 3.0 unit.

Planned Programme of Works:

Phase	Description of Phase	Date of Phase
1.1	Excavation of the ground to a maximum of 1500 x 1500 x 650 (depending on services and other utilities).	Day – one (Date TBA)
1.2	Levelling and bedding of the excavation including insertion of earthing mat (removal of any excavated spoil from site)	Day – one (Date TBA)

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1.3	Installation of the steel cage and levelling including swept t-duct connections	Day – one (Date TBA)
1.4	Concrete pour (manual operation required owing to restricted parking)	Day – one (Date TBA)
	Leave site secure for concrete to cure	Time dependent on weather and manual concrete mix type - 12-48 hours
1.5	Installation of frame and non-slip footplate and levelling plate (if levelling is required, then both plates will be installed on the same visit) to align with original surface height	Day – two (Date TBA)
1.6	Leave site to settle prior to reinstatement including if tack coat has been applied	Minimum of 24 hours
1.7	Reinstatement of footway (slabs to be returned to site, and reinstated), fillet completed around footplate.	Day – three (Date TBA)
2.1	Connection of Power and Fibre – dependant on connection length and agreed pick up points. Power and Fibre duct to be connected from the agreed site back to the pick-up point. <i>NB. There can be no connection that crosses the carriageway owing to the tramlines in situ.</i>	Two-day duration (Date TBC in agreement with DNO and Openreach)
3.1	Installation of the Street Hub unit and connection of power and fibre to unit	One day activity – Date to be advised once unit is ready.

Table 1: Programme of Works

1.4 Existing Structures

There are no existing structures within the excavation but it is in close proximity to existing street furniture which may have to encroach in the contained work site during the construction period. There is also overhead lines within close proximity which will require a full Telent PO2 Excavation permit to be completed and approved ahead of works commencing to clearly identify and mitigate any risk associated.

1.5 Ground Conditions

Footpath with services running below (Utility prints and any asset permissions will be gained prior to commencement of works). The site will be within the excavation exclusion zone for Metrolink and will require additional permissions and potentially a screwfix piling solution to avoid existing utilities.

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Specialist paving has also been laid and negotiation with the local authority will be required to assess whether they will wish to lift and relay the paving and/or whether there is a known supplier for any additional replacements or whether best match is acceptable. Additional costs may be applicable as part of these negotiations.

1.6 Existing Traffic Systems

The site is bordered on one side by the Metrolink station and it is within their Electrical Hazard Safety zone and also their excavation zone, full permissions will be required from Metrolink and a Telent Hazard Policy will be required with no carriageway incursion allowed. On the opposite side, it is bordered by bus station with buses running from the station throughout the day. Works will therefore need to be contained within the footpath extending back towards the B6266, to provide enough space to maintain vehicles and ensure no encroachment on either side. There is precedent demonstrated that the local authority would permit parking being allowed within the site, as witnessed from initial inspection.

1.7 Working Restrictions

The area is mixed use within close proximity to the works, with no obvious residential properties. Given the location of the works site between the Metrolink and Bus station, it may be preferred that works are undertaken at night to avoid potential conflict with the Metrolink. Liaison with the local highways authority and Metrolink permissions will be necessary. There are no envisaged bus lane suspensions anticipated as part of the works, however parking will need to be agreed within the pedestrian zone.

1.8 Project Team

The Project Team is currently:

Client: Global Media Ltd

Principal Contractor: Telent

1.9 Extent and Location of Existing Records and Plans

Receipt of initial outline planning – full utility prints will be provided as part of the job pack.

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2 Management of the Work

2.1 Management Structure

Telent:

Name	Company	Position	Contact Detail
Adam Scriven	Telent	Account Director	07866980713
Darren Long	Telent	Senior Contract Services Manager	07860182193
Matty Sanchez	Telent	Project Manager	07974403803

On Site Staff:

Name	Company	Position	Contact Detail
Matty Sanchez	Telent	Project Manager	07974403803
Steve Buckley	Conley Utilities Ltd	Owner	07515286548
TBC	Conley Utilities Ltd	Supervisor (appointed Hot Job Manager)	N/A
TBC x 2	Conley Utilities Ltd	Operatives	N/A

2.2 Health & Safety Objectives

In accordance with Telent's Health and Safety Policy, the key objectives will be to maintain the health, safety and welfare of both Telent employees and their construction partners and that of any third party, including and specifically members of the public.

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2.3 Monitoring and Review

Site inspections will be conducted by the onsite Project Manager before and during all phases of the works, with completion inspections undertaken prior to teams leaving site on any day. Additionally, as the works will be classified as a Hot Job (within the zone of interest for Metrolink) a fully qualified Hot Job Monitor (will be at site at all times) specifically to ensure that all requirements of Metrolink and Telent in respect to permissions to work within an identified hazard zone are continually maintained, and recorded 'in progress checks' will be undertaken at intervals required within the site specific risk assessments and method statements.

All accidents, incidents and near misses will be reported immediately to the Project Manager and to the Senior Contract Services Manager. This is in addition to the normal telSAFE process. These will be monitored and investigated by telent who will also notify the Client.

Site Induction and site start briefings will be held daily, or as applicable, before any works commence. Daily Shift Reports and progress Photographs will be completed at the end of each shift.

2.4 Liaison Between Parties on Site

Contact details to be established and circulated at the pre-contract meeting to ensure lines of communication are clear and direct. The nominated Project Manager will be on site and will act in the role of Customer Ambassador, supporting members of the public with any queries or support required. They will specifically support any non-motorised road users, who require any specific access arrangements during works and will liaise with any businesses.

There is no expectation that the works will have a negative impact on the local economy in Smith Street and that access to all commercial and retail premises will be maintained throughout the works.

2.5 Consultation with the Workforce

The Telent Project Manager will be on site to maintain management with our subcontractors on site, as applicable, to deal with any specific health and safety issues that arise.

Regular toolbox talks will take place weekly.

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2.6 The Exchange of Design Information

Any design changes agreed and issued by the Principal Designer will be fully logged and new instructions issued prior to the commencement of works. Any design changes identified after the start of works will be agreed with the Client and the Principal Designer; a Post Construction Report will be submitted at the end of each phase (one to three). Any associated hazards and risks involved with the changes will be reviewed and suitable control measures identified and implemented where required.

2.7 Selection and Control of Contractors

Our subcontract partner, Conley Utilities Ltd is an established long-term partner of Telent, and adhere with our selection and accreditation criteria, as detailed within the Quality Management Plan and ISO 9001. All contractors will provide current certification for any plant in use on site and relevant competency certificates for operatives specific to their activities and responsibilities.

2.8 The Exchange of Health & Safety Information between Contractors

Telent will be the Principal Contractor and Conley Utilities Ltd, will be the only subcontract partner on site. This will mitigate any conflict of trades or work patterns on site and will maintain consistent exchange of information. Conley Utilities Ltd will, provide SSRAMS as part of the pre-construction site survey, to ensure all Health and Safety Information is consistent.

2.9 Site Security

To protect the site and protect members of the public from hazards associated with open excavations, the working area will be enclosed by steel site hoarding panels, that are in adherence with NRSWA and provide an additional level of security and safety above traditional traffic management guarding.

An earthing bond will be placed on the hoarding as it will be near to the Metrolink electrically powered network and will remove any risk of conductivity.

When not on site (during the curing of the concrete, the steel hoarding will be locked and signed. Any additional specific arrangements requested by Metrolink will be implemented as required.

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2.10 Site Induction

All operatives will receive a full site induction prior to the start of any activities. This will be provided by the Project Manager. As the site will be restricted to the excavation area only – because of the proximity to Metrolink and to maintain safe pedestrian access the site induction will be undertaken off site.

Any visitors attending the works site will not be allowed within the works zone, unless a full site induction has been given and only if it is essential to enter the site. Induction records will be retained.

2.11 On Site Training

There will be no on-site training required as part of the works.

2.12 Welfare Facilities

Owing to the short duration of the phases, local welfare facilities will be used. The bus station provides public facilities and refreshments will be purchased from local businesses to support the local community.

2.13 First Aid

The appointed Supervisor (Hot Job Monitor) will also be the appointed and qualified first aider on site. A Safety vehicle will be available, adjacent to the site in an agreed vehicle parking zone adjacent to the works nearer to Constantine Road with First Aid kits available.

The Project Manager will take responsibility for contacting the emergency services if required. The identified nearest emergency department is the Rochdale Infirmary, Whitehall St, Rochdale OL12 ONB

2.14 Site Rules

It is our commitment in Telent to ensure our staff and subcontractors understand their QEHS responsibilities and the arrangements in place in Telent to support safe working. Telent take this very seriously and site rules will be agreed as part of the agreed SSRAMS.

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Specifically, these will be available to any visitor to site as well as forming part of the site induction briefing.

As the site will be defined as a Hot Job owing to its proximity to the Metrolink network, Site Rules will include for any working restrictions and permission specific requests to ensure safety is maintained.

2.15 Fire and Emergency Procedure

All site personnel will be briefed at induction on emergency procedures to be adopted should an incident occur.

Emergency Escalation Contact No.:

Emergency Contact Numbers	
Matty Sanchez (Project Manager Telent)	07974403803
Metrolink Emergency Control Room	0161 203 5619
Telent telSAFE	0800 0546 820

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3 Arrangements for Controlling Significant Safety Risks

The site is within the zone of interest owing to its proximity to the Metrolink network, both from an excavation near to a tram network and also specifically close proximity to overhead power. All works will be controlled using the Telent Hot Job Process and after seeking agreement from Metrolink.

Site Specific Risk Assessments and Method Statements will be used to control the significant risks of working close to the Metrolink network, including the risks posed by Electromagnetic Fields including but not limited to 'persons at particular risk', ie those persons who may have Active or Passive medical implants or may have body worn medical devices. All works will be in accordance with HSE HSG85 Electricity at Work: Safe Working Practices and the Electricity at Work Regulations.

Static conductivity will be removed by earthing of all ground contact equipment, and all hand tools must be Insulated Shockproof and conform to BS8020:2011.

To control the risks of unintentional egress onto the live Metrolink network and to provide a safe environment for pedestrians, it will be proposed as part of the permit application that the works are undertaken at night, as the site will be close to the platform exit for the Metrolink tram stop and there is no possible alternative footpath diversion.

With permission from Rochdale Borough Council, parking will need to be permitted on the pedestrian zone between the Metrolink and Bus Lane, extending from the site across from 4 Smith Street back towards Constantine Road. There will be a height limitation in place, owing to the overhead power lines, so an ability to manually manoeuvre both the spoil and concrete to and from the vehicles will be required.

3.1 Delivery and Removal of Materials and Equipment

Owing to the restricted safe working zone, only materials required for the day will be transferred to site from our depot in Chorley. With the exception of the Signing, Lighting and Guarding that will stay in place throughout phase one of the works, all plant, equipment and materials will be removed from site at the end of each day alongside any spoil from site. This will minimise any risks to the public and maintain security of the site.

During the curing of the concrete, the site will be reduced in size to protect only the open excavation.

All materials will be stored safely in or on vehicles prior to being used on site and to mitigate any risk of pollution. Where possible, Telent will always try to reuse or recycle

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materials. The paving that has been laid in the area is a specialist paving and will require consultation with the local authority to agree whether they will wish to lift and replace the paving. If it is agreed that Telent will be responsible for lifting and replacing the paving, then Telent will always try to reuse or recycle materials. We will lift and store the existing paving and relay them as part of the reinstatement of the site. If there is any damage during the lifting of them, then a best match will be used as a replacement unless additional specialist paving can be provided.

Any residual spoil will be transferred to our waste disposal partner A1 Services Manchester Ltd (Waste Management License Number: 103150) for recycling and disposal in accordance with our contract Site Waste Management Plan.

3.2 Dealing with services

Telent will be informed of any issues with dealing with services in the site induction by the Client, Global Media Ltd. Utility Prints will be requested prior to site survey and commencement of works and in accordance with Telents High Pressure Pipeline process, will be within 28 days of works commencement. If any high-pressure utilities are identified on site, then permissions will be sort in accordance with our Hot Job Process.

3.3 Adjacent Land Use

There is no anitcipated adjacent land use, however a full application will be required by Metrolink to work within their hazard exclusion zone. A joint site meeting will be requested with both Metrolink and the Local Authority to agree the restrictions required to maintain safety within the work site.

3.4 Traffic Routes and Segregation of Vehicles and Pedestrians

There will be no carriageway incursion on Smith Street and it is anticipated that a temporary shut down of the Metrolink will not be required. However, permits will be required for works in the footpath and permission for vehicular parking within the works site to ensure that all works are contained within a safe site.

As there is no alternative temporary footpath diversion, it is recommended that out of hours works be considered to mitigate risks. An accredited Banksman will be available on site for any vehicular movements to access the worksite.

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3.5 Storage of Materials & Work Equipment

All materials are to be stored within the assigned vehicles when attending site. Materials and Work Equipment will be limited only to those required for the shift and removed from site at the end of each shifts fulfilment of tasks. No equipment other than the agreed protective signing, lighting, and guarding will remain on site or without direct onsite supervision.

3.6 Working over water

There is no identified working near or over water on this site.

3.7 Trenching / Erection of Hardware

The excavation depth required for installation of the steel cage is below the minimum requirement for temporary works and will not require shuttering.

Phase one of the works is defined as the necessary requirements to ensure the secure erection of the Street Hub 3.0 units as agreed with Global Media Ltd in reference to their technical specifications listed in their Street Hub 3,0 tender June 2024.

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4 Arrangements for Controlling Significant Health Risks

All works will be undertaken in accordance with Telents Integrated Management System and specifically to effectively discharge the duties set out in the Construction Design Management Regulations 2015 (CDM). Construction Design Management Regulations 2015 has placed a significant emphasis on the effective coordination of Project design work and Design Risk Management with regard to Health & Safety. This Pre-Construction information is vital to ensuring all parties have sufficient information to be able to safely plan the design, implementation, maintenance and removal/demolition of the end product.

This plan is to be treated as a live document and updated by all duty holders named, where appropriate and in accordance with Telent CDM - Delivery of Duties (ETDL-1313293390-136).

The named Project Manager for these works will undertake the role of Principal Contractor for the implementation of these works as contained within this Construction Phase Plan.

SSRAMS will be submitted at pre-construction site survey stage as part of our safe systems of work for an identified Hot Job and any additional specific hazards will be assessed in accordance with Telent L2 EHS Risk Assessment procedure (ETDL-1313293390-59). A copy of these will be available on site.

The client shall be informed of any additional hazards that may impact them. Appendix A - Construction (Design and Management) Regulations 2015 specifies requirements for work involving particular risks.

Additional considerations will include:

- Barriers will be used to clearly define telent work areas.
- All electrical work will be carried out by trained and certified operatives.
- Manual handling activities will be kept to a minimum.
- PPE will be clean, in good condition and worn at all times in line with the mandatory PPE requirements and any activity specific risk assessment.

4.1 Noise and Vibration

The works required will include noise and vibration. Working times will be limited to ensure that there is no negative impact during nighttime hours on local residents. Ear

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defenders will be required for any mechanical excavation tools used on site (to be agreed following the confirmation of any utility services within the ground).

Where vibration equipment is being used, this will be undertaken following the Control of Vibration at Work Regulations 2005 and time will be recorded and minimised in accordance with the Telent HAVS procedure and below the EAV threshold. Dampening will also be undertaken ahead of excavation to reduce dust pollutants into the local environment.

4.2 Electricity

Any electrical services identified on site will follow our HPT Hot Job Process, with our Hot Job Monitor on site to isolate and control the operation of works as agreed with the utility supplier.

During phase two of the works, the power connection will be jointed by a fully accredited representative of the DNO and the power connection isolated to prevent exposure.

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5 The Health and Safety File

5.1 Layout and Format

The Health and Safety File will be produced by the Principal Designer. On completion of the works the following items, where applicable and as agreed with the Principal Designer, will be supplied for inclusion in the Health and Safety File:

- Site Specific Method Statement.
- Post Construction Report
- Completion Photographs

5.2 Arrangements for the Gathering of Information

A Post Construction Report will be Produced and Completed by the Project Manager on site for each phase of the works, which will include, live phase photographs, materials, confirmation of measures, Completion Photographs and Electrical Testing Certificates (post phase 2 completion). The Post Construction Report will be Submitted to the Principal Designer and Client upon completion of the Installation Works.

5.3 Storage of Information

Information for inclusion in the Health and Safety File will be passed to the Principal Designer, who will then assign the design engineer to complete the Health and Safety File. Any other site information will be retained by Telent in line with our Document and Data Control Procedure.

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6 DOCUMENT CONTROL AND REVIEW

6.1 Maintenance and Distribution

This document is retained by Telent and as such is subject to formal change and control procedures.

It will be reviewed and maintained by the document owner who will also be responsible for its updates and re-issues.

The distribution will be co-ordinated by the nominated person.

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