Construction Management Plan

Wates Construction NW
The Royals
353 Altrincham Road
Sharston
Manchester
M22 4BJ

New School, Edgar Wood Academy, Land to the east of Heywood Old Road, Middleton, OL10 2QL. Greater Manchester

For

Wates Construction NW



Wates

1 REVIEW RECORD

This CMP must be reviewed at least once a month.

The table below is to be completed by the Project Manager.
The completion of this table can be carried out by hand on the master printed copy and retained for record or electronically and page stored in the correct CMP folder. Where amendments are required, previous copy of CMP to be retained for record marked superseded either in hard or soft copy.

Document Review Date	Reviewed By	Signature to Confirm more Amendments Required at the Time of the Review	Comments (If Applicable)
21/12/2020	M McCall		Initial Issue
20/01/2021	M McCall		Minor Comments

2 RECORD OF AMMENDMENTS

Revision	Date	Amendment Details	Drafter: M McCall	Approver
			Name Title: Const Man Signature	**Name Title Signature**
First Issue	**21/12/2020**	**N/a**	Drafting Manager – M McCall	Construction Manager – Mark McCall
				H&S Advisor – Mark Saville
				Operations Director- Gavin Davis
Rev 1.	20/01/2021	Minor Amendments	Drafting Manager – M McCall	Project Manager
Rev 2			Drafting Manager	Project Manager
Rev 3			Drafting Manager	Project Manager
Rev 4			Drafting Manager	Project Manager
Rev 5			Drafting Manager	Project Manager
Rev 6			Drafting Manager	Project Manager

3 THE PROJECT

The site is located between Heywood and Middleton, six miles north of Manchester city centre.
Accessed off the A6045 Heywood Old Road the site is currently open grassland.
The land to the south of the site is Bowlee sports fields with natural grass football pitches and a changing facility.

The works comprise the design and construction of a new School, Edgar Wood Academy. The School is being developed to facilitate places for 900 pupils at secondary school stage.
It is proposed the new school will be composed of a three storey Secondary School Building and a two storey Sports Hall. In addition to these School buildings the site area will accommodate the following land uses:

- Car parking and access
- Hard landscaping and pedestrian pathways
- Playing fields and hard court MUGA (multi-use games area)
- Hard landscaped social and informal playground areas
- Soft landscaping social and informal play areas
- Habitat areas for environmental education
- Formal soft landscaping

The Construction works include full site set-up, land remediation, foundations, building structure, full services to site and distribution across buildings, decorations to internal areas, fixtures and fittings.

The GIFA of the building is 6720m2.

4 CONSTRUCTION STRATEGY AND PHASING.

Site Logistics

The following goals are fundamental to the success of the project:

- Completion of the site entrance off Heywood Old Road, by RMBC, prior to Wates commencing on site
- provision of safe, secure and efficient access to and around the site of materials, plant and labour.
- provision of safe and secure access around the site for the general public so as not to impact on their day to day operations
- protection of the existing boundaries
- good standard of accommodation and welfare with appreciation of Covid-19 restrictions
- environmental considerations to include dust control, noise, traffic management and vibration monitoring to nearby buildings.

Sequence

The proposed arrangements for the site layout are as per a series of logistic plans for the project. Operational and logistical plans are included to illustrate our approach and sequence (see plans attached).

The plans are in conjunction with our visual standards and will allow us to create and promote the appropriate image and behaviours.

The Enabling Works will be carried out by Rochdale MBC and include the formation of the entrance onto site from Heywood Old Road. These works are planned to be complete ahead of us commencing on site. There will then be an initial Wates site set up, including the necessary welfare and parking just within the site entrance. Our plan is to install the access road and parking (for contractors and visitors) early in the programme, and we will set up the permanent Welfare Facility behind the carpark, which is away from Heywood Old Road and local residents

Pedestrian access will be provided into the compound from Heywood Old Road through a biometric turnstyle and manned security point. To access the site from the compound will require personnel passing through a second turnstyle.

All vehicle access to site will be via Heywood Old Road and will be controlled by a competent and trained traffic marshal. Once inside the site boundary traffic routes and pedestrian routes will have physical barriers in place to form separation. Routes will be one way to avoid reversing where practicable.

The site boundary hoarding will be robust and provide a secure perimeter to the work area and prevent windblown litter, or waste from polluting the wider environment. The hoarding will be subject to a temporary works design based on the location and be checked for completeness at the end of each day as part of our company procedures. It may be that part / all the permanent boundary treatment is installed at an early stage, and if so, this will provide an equally secure perimeter arrangement. Hoardings will display signage including Wates Livery, and be painted in teal green. Hoardings will have vision panels for public viewing

5. DELIVERIES.

It is the intention for the project to minimise construction traffic as far as possible.

Material and plant deliveries will require a 24-hour minimum notice period to be booked onto the system by the Site Manager who is allocated to be the site logistics co-ordinator. Unplanned deliveries will not be permitted.

To ensure and maintain an efficient and safe delivery schedule, lifting and hoisting zones will be discussed on a daily basis at the Start Right Trades co- ordination meeting. Deliveries will be scheduled, organised and timed to ensure no disruption to nearby residents or adjacent traffic and pedestrian movements.

The Haul Road and parking will be provided at the outset of the project to ensure that all contractor parking is catered for on-site.

Storage of plant and materials is shown on the phasing plans

In developing traffic management plans for site, we will take consignance of the following-

- avoid peak congestion times
- consider nearby buildings and public highways
- safe and segregated distribution routes
- all drivers given a copy of site delivery rules and requirements
- no loading or offloading outside the site perimeter fencing/hoarding
- empowerment of traffic marshall to refuse unplanned deliveries.
- Delivery Times Mon-Fri - 0700-1800 and Saturday 0730-1300

6. COMMUNITY RELATIONS.

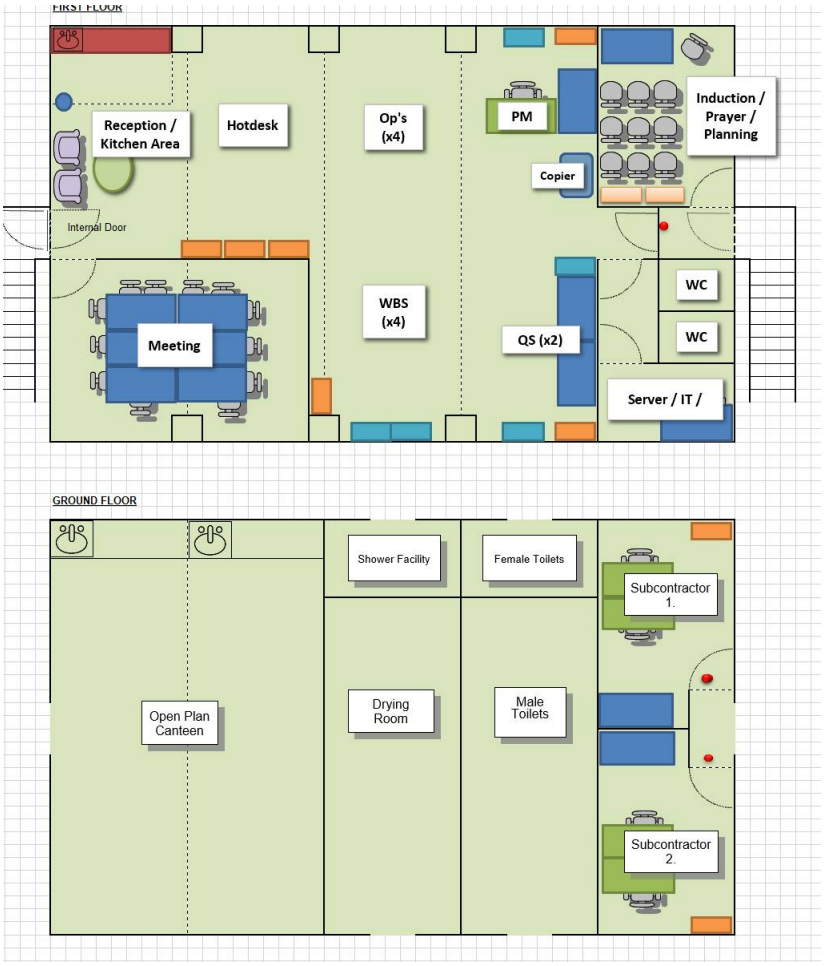
The site will be registered with the Considerate Constructors Scheme. This is an external scheme that is monitored and evaluated as the project progresses through a series of independent inspector/monitor visits.

The scheme includes but is not limited to our provision and management of the following:

- behaviour and appearance of all site staff and subcontractors relative to surroundings
- standards of site welfare
- presentation of site boundary
- management and organisation of deliveries
- consideration of the surrounding environment
- impact on local community and projects to assist local development
- record any complaints from public and action with site team.

7. SITE ACCOMODATION

Site accommodation will be double stacked units, and below shows a typical layout for canteen, offices and WC.



Site cabins will have metered connections for both electric and water from the existing supplies on Heywood Old Road and we will connect into the new site foul drain, once it is installed, with a tank being used prior to the foul connection being complete.
The units will be of modular construction with the top floor containing Wates offices, and safety/induction room and conference room, with the ground floor allocated to subcontractor offices and the canteen/WC and drying room. We will discuss Covid 19 rules with the cabin supplier prior to delivery with regards to layout and access routes.

The cabins will be energy efficient with time clocks on the heating system and automatic lighting; and external lighting will be turned off when not required.

CCTV monitoring and motion detectors will be set up for out of hours security, linked to a call out system and access into the compound will only be available through a biometric turnstyle.

The site will check training and competency records for all operatives and valid, in date CSCS cards will be required to gain entry to site.

8. ENVIRONMENTAL CONSIDERATIONS

As per our company procedures we will produce a Site Environmental Plan which will be reviewed and updated each month. A Monthly Environmental Check Sheet will be completed by the Wates Team.

Supervisors will require SEATS certification.

Operatives will attend Environmental toolbox talks.

Site will produce an Environmental Incident Plan that will set out the actions to be undertaken in response to any environmental incidents including discharges from the site. The emergency procedures will be displayed on site notice boards.

Advice will be taken as to whether water quality samples should be taken to Whittle Brook. The proposal is to take samples up and downstream of the site prior to any works commencing and to then take regular samples up and downstream, ie monthly or 2 monthly, to monitor water quality

Dust and Fumes.

Dust can affect human health and can be a nuisance to nearby residents and members of the public using nearby footpaths and open space areas. The biggest contributing factor to dust generation is the area of uncapped ground within the construction footprint. Meteorological conditions, rainfall and wind speed are the three key factors that influence dust mobilisation.

We recognise the sensitivity of the surrounding area and will develop work practices with particular attention to plant selection. Key mitigation measures to manage the generation of dust are:

- Minimising soil exposed through staging of works. We will form site haul roads from MOT stone, topped with tarmacadam to the perimeter of the building, where possible, to allow a level and dust free route for delivery vehicles and plant items during construction.
- Wetting of exposed surfaces with water spray. This can be achieved by using a mist cannon as required.
- Minimising drop heights when loading and unloading vehicles. Horizontal and vertical transportation will be via telescopic forklift truck and visiting mobile cranes.
- Sheeting of vehicles – any HGVs carrying loose materials capable of spillage or which have the potential to cause dusty emissions during transit shall be sheeted.
- Prevention of windblown dust from storage mounds - Mound surfaces shall be kept sufficiently damp to prevent dusting occurring. Materials that have the potential to give rise to dust emissions shall be stored as far away from the site boundaries as is reasonably practicable.
- Engine idling time – no construction plant or vehicle shall leave its engine running when not directly in use.
- Introduce screened cutting areas and utilise wet cutting methods.
- Bulk materials to be stored in silos whenever possible
- Site speed limit to be enforced.

Lighting

- Lighting will be erected to shine into the site. All floodlights will be on a timer so that they operate at required intervals. This will be adjusted as daylight hours change.
- Lighting within the cabins will operate from 0700-1900 Mon-Fri and 0730-1300 on Saturday, depending on the time of year.
- It must be noted even if lighting is switched off, there will still be emergency lighting on within the cabins and building

Noise and Vibration

Construction noise and vibration can be emotive issues for nearby residents living close to the project. The key to mitigating these nuisance issues is keeping residents well informed of the construction programme and minimising the creation of noise and vibration as far as is reasonably practicable. Prior to commencement of works all potential noise sensitive properties will be identified and a baseline survey will be carried out. We will then undertake the following measures on site:

- Mobile vibration monitoring equipment will be in place at the site boundary during groundworking operations to record levels. An Axilog Vibration Monitor will be relocated prior to works starting daily by a designated site supervisor. The unit will be set up on the site boundary at a point closest to the source of the vibration. The equipment will have limit values programmed that are in accordance with BS 7385-2 1993. An SMS alert will be sent to site management in real-time if allowable limits are approaching or have been exceeded. The display can also be read in real-time. A daily record of location shall be kept by the designated person. A final report will be prepared correlating monitoring positions with readings observed.

- Noise levels on site will comply with the criteria, controls and working methods detailed in BS 5228 'Noise control on construction and open sites.

- Quiet construction methods will be adopted such as use of electric plant where possible

- Plant will be returned to designated secure areas within the site at the end of the day.

- Locate noisy plant away from site boundaries and when not possible fit with silencing devices.

- Turn plant off and remove keys when not in use.

Wheel Washing Procedures

We will construct site haul roads from MOT and form the surface with tarmacadam to ensure even and easily cleaned and maintainable traffic routes.

Exit gates will be controlled by a full-time gateman who will be responsible for ensuring that all vehicles leave site in a clean condition and will as part of his duty check that roads surrounding site are free from mud, dust, debris and water. A standing order will be placed with a road sweeper to ensure that site perimeter and site traffic routes are maintained in good order each day.

Protection of Ground Waters and Storage of Oils/Fuel and Chemicals

We will adopt good construction management practices that will reduce the risk of accidental discharge of pollutants into Whittle Brook or contamination of ground water.

Dedicated and bunded refuelling areas will be set up on site. Emergency spill kits will be available and training sessions on their use will be held on site.

Concrete wash out skips will be used.

Chemicals and fuels will be stored away from buildings within a dedicated storage zone and will be noted on the Site Logistics Plan.

Waste Control

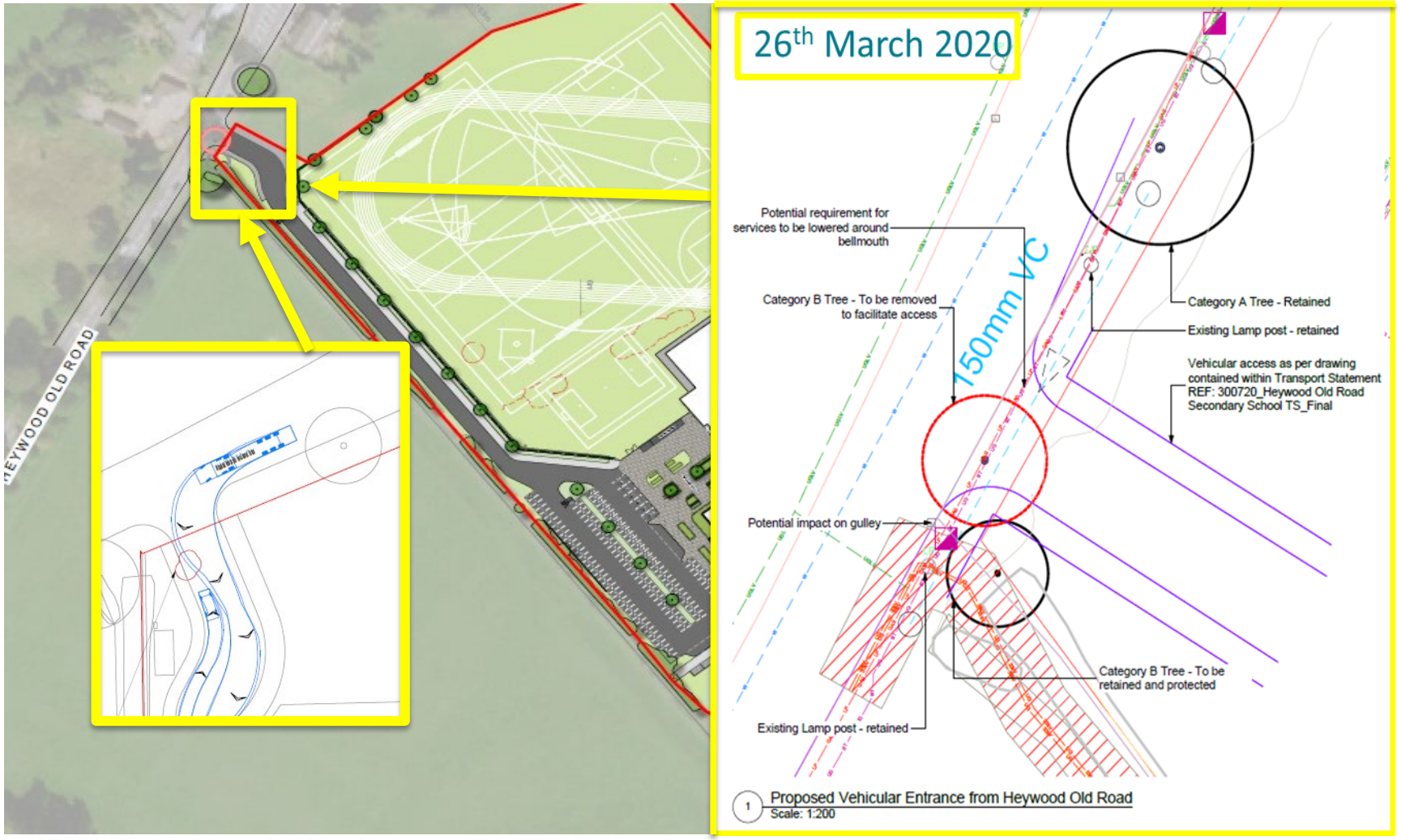
Materials storage areas will be set up and managed within the site boundary. We will have a project target to divert 90% of waste from landfill. Our waste management partners who provide skips to site will record and issue waste figures at the end of each month for inclusion in the Site Waste Management Plan (SWMP)

9. HOURS OF CONSTRUCTION

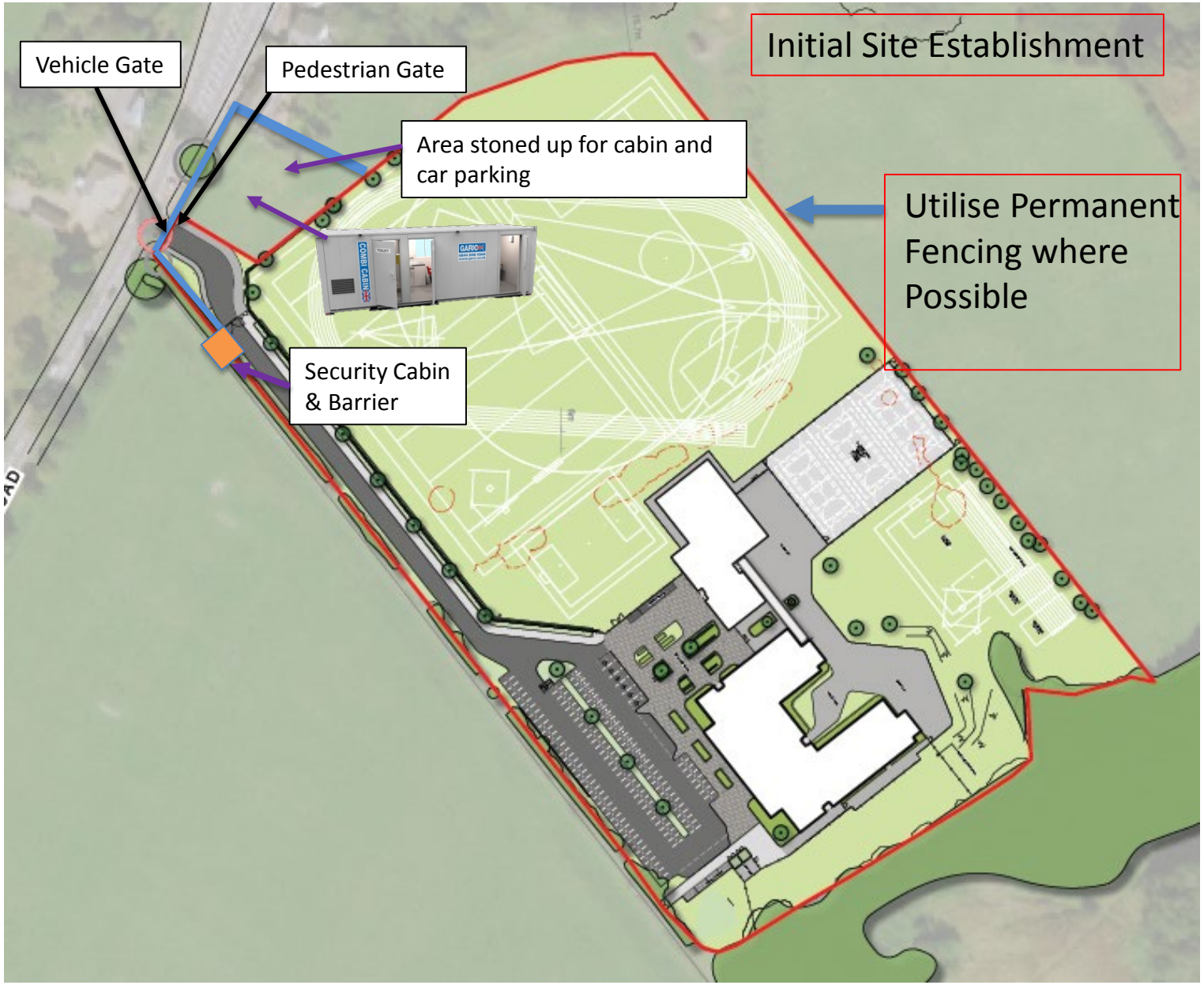
- Mon-Fri - 0700-1800
- Saturday 0730-1300

Rochdale MBC – Works to Allow Site Access

Slide 1



Initial Site Establishment



- Heras Fencing
- Hoarding
- Yellow Zone
- Segregated Pedestrian Walkway

Wates

Site Establishment



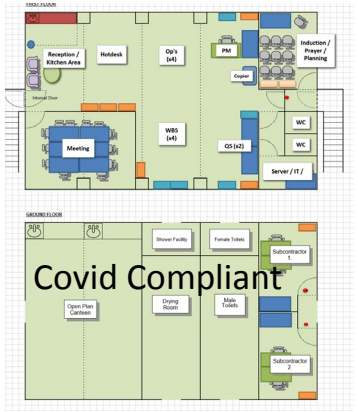
- Heras Fencing
- Hoarding
- Cabins
- Yellow Zone
- Segregated Pedestrian Walkway
- Vehicle Barrier



Turnstile Unit

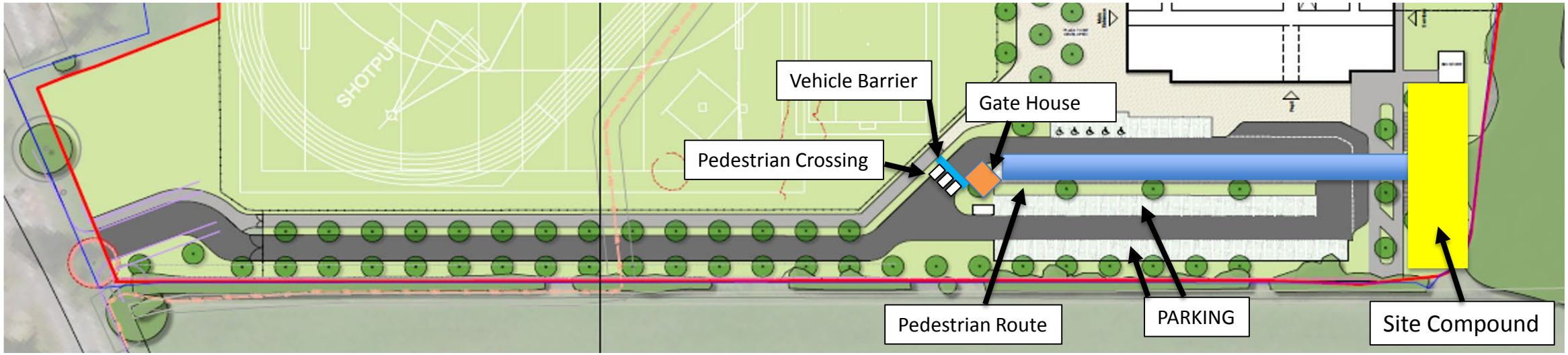


Temporary cabin



Wates

Haul Road & Car Parking



Edgar Wood

Sequence of Works

Slide 5

