



Construction Management Plan & Construction Traffic Management Plan

Hopwood Hall College

01.05.2025

Hopwood Hall College Construction Methodology and Logistics

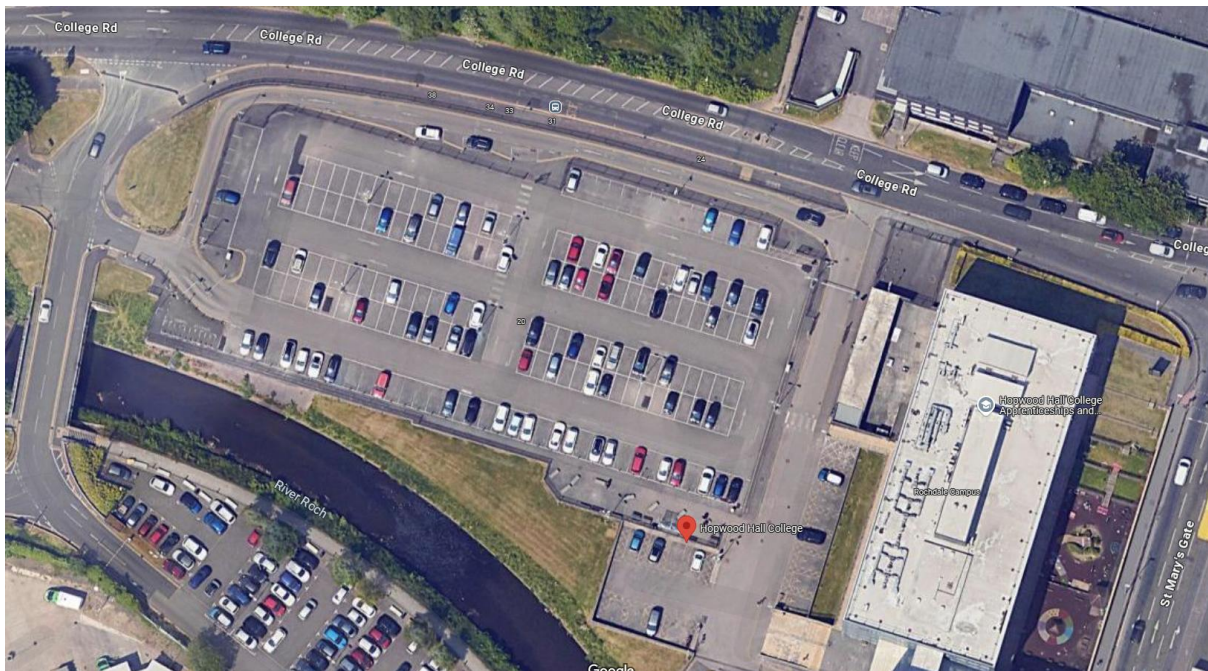
We have enclosed a copy of our proposed Site Logistic Plan, this provides, in a pictorial format our proposals for the site management of the new development. The plans are a starting point for discussion, to provide the customer and local stakeholders with an indication of what, as a contractor, we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

Background – Enabling Works

The scope of those works is as follows:

- Erection of perimeter heras fencing to secure the site.
- Installation of temporary site accommodation.
- Removal of site furniture and barriers
- Disconnections of existing utility services within the curtilage of the site.
- Archaeological digs
- 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 materials. Disposal of surplus arisings. Removal of redundant below ground structures and obstructions.
- Construction of pile mat
- Establishment of temporary CCTV systems to remotely monitor site security.

Current status of construction site:



View of site from St Marys Gate.

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. Working hours will be between 7.30am and 6pm Monday to Friday.

First Aid Facilities

It is the policy of Willmott Dixon Construction to ensure adequate arrangements are made for the provision of First Aid and 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 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 PPE provided is compatible with each other and their employees are trained in the correct use and maintenance of the equipment provided. The employing organisation must also ensure 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 layout and access from St Marys Gate:

The site is currently a car park that is used by the college. The site will be secured during the first week using heras fencing with weighted feet.

Access will be via the existing route into the car park, which is the road shown to the left-hand side (west) of site on the below logistics plan. There will be a manned gate in place to manage vehicular access. This is clear of junctions and traffic lights on the main highway.

An emergency vehicular gate will be installed to the east of site however this will only be used in an emergency.

Enabling Works – WDC Site Establishment



On site traffic management:

A dedicated route will be in place across the site to ensure on site traffic is managed safely. This will have pedestrian crossing point in place, identified by red hoops.

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.

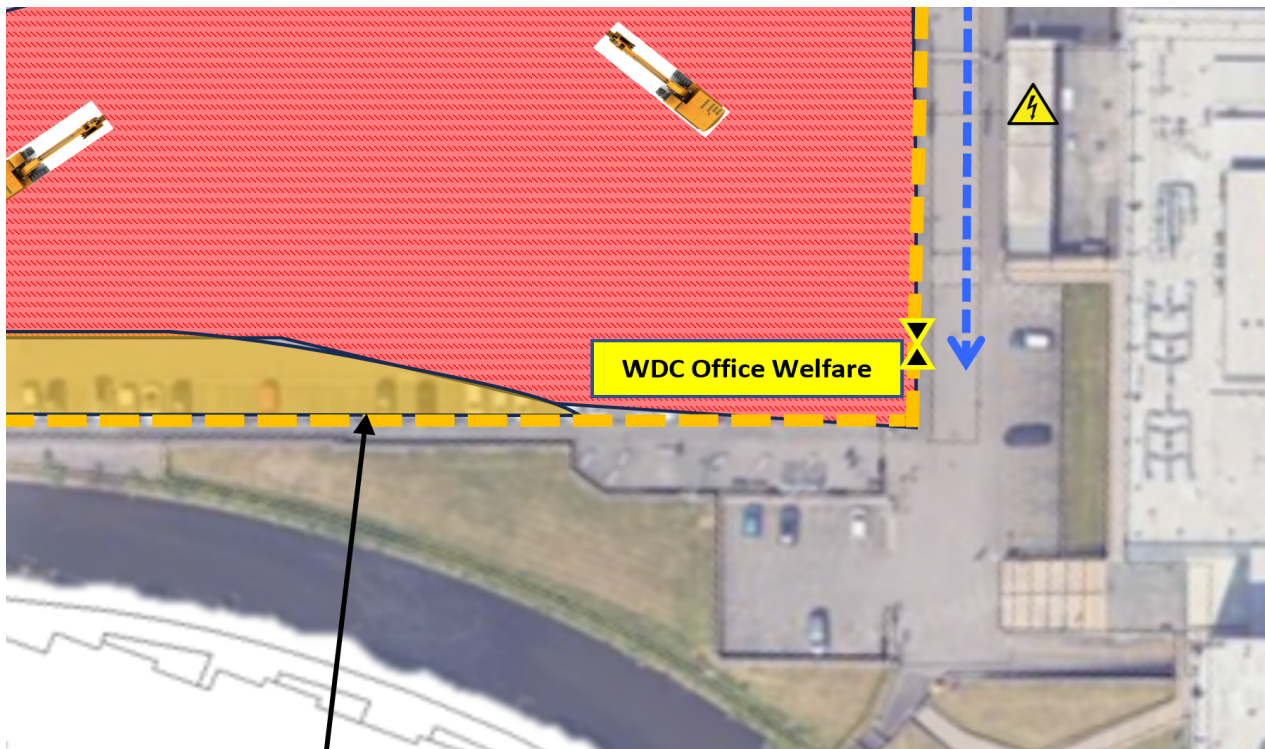
To manage and mitigate this risk, a project specific Traffic Management plan will be put in place. All deliveries will be undertaken inline with the guidelines of the Projects Traffic Management Plan.

The Traffic Management Plan is a working document, specific to the Hopwood Hall College 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 Advante self-contained units, single stacked. The units are self-contained using LPG and solar panels to power them. This will provide a canteen, toilets, office and changing areas.

It is anticipated that during the enabling works numbers of supply chain and management staff will peak at 20 number persons.

The site offices will house the first aid facilities.

Site Access

In addition to the vehicle gate, we propose to provide a separate pedestrian access point. 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:

During the enabling works onsite parking will be provided close to the site office compound. This is to ensure the site is self-contained with minimal impact on the college.

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.

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 adhered to throughout the works.

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 town centre traffic, vehicles accessing and leaving site will be directed straight from site onto College Road, to St Marys Gate leading to Manchester Road.

Signage will be applied in areas close to site to ensure 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 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.

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 road early on, 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 sweeper 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 without adequate fall protection being in place.

Materials Storage, Handling & Distribution:

On site storage area will be located adjacent the service roads, similarly to the haul road these will be formed 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 is 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 undertaken over drip trays in accordance with our Standard Working Practices.

Waste management

During the construction works waste recycling 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 regularly 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 positioned back from the hoarding line to avoid any arson issues.

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, providing a professional image and most importantly ensuring our sites are pleasant and safe places to work in, visit and live around. We will maintain respect and consideration for the local community, committing 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 on the ground in the site footprint as required using mist cannons.
- Gateman 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 excessively noisy operations can have on the occupants of adjacent areas and property and accordingly the project team will ensure 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 completed.
- 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

A Riparian fencing zone will be in place to ensure we do not encroach in to the river zone. This will be recorded weekly on the environmental report as well as checked daily.

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

Gaps will be 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 to ensure the potential outbreak of fire is 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 will be given to all employees, and other affected parties, as required.

In formulating the Fire Prevention Policy the following will 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 protection, which takes 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 a 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 will be installed in accordance with I.E.E Wiring regulations and Electricity at Work Regulations and be regularly inspected.
- 10) Hot work will be carried out on a "Permit to Work" system and suitable fire extinguishers will be available at the point of work, which will 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, unintentional 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 Banksman/Traffic Marshall, and when not in use the vehicle gate will be closed and secured.

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

The system provides a series of CCTV cameras and red wall motion detectors placed around the site boundary inside the site hoarding line. The detectors produce a ring of detection around the site, and if motion is detected across the beam the CCTV cameras will be 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.