



Construction Management Plan

Spurr House, Pole Lane

General Information

Site Address

The works comprise of the residential development of a site located off Pole Lane – Redevelopment of Land at Spurr House, Pole Lane, Bury

Contract Description

This project comprises of the design and construction of 60 apartments, complete with associated hard and soft landscaping, access road and parking areas, siteworks, drainage, services and connections, highways roads and sewer adoptions, all to provide a complete scheme. Construction activities include, temporary works and welfare facilities. Groundworks, drainage and services, roads, foundations, concrete and reinforcement, brickwork and blockwork. Roofing, internal joinery, mechanical Installations and electrical Installations. Plaster boarding, linings and plaster. Painting and decoration. Turfing and planting, hard and soft landscaping, fencing, paving and clearing site upon completion

Project Programme

The Main Contract Programme for this development is approximately 82 weeks, initial commencement will be July 2026.

Risk Assessment & Method Statements (RAMS)

Watson Construction will require all sub-contractors on site to provide a set of RAMS for their scope of works prior to working on site. All RAMS will be reviewed and approved by Watson Construction Health and Safety Manager prior to works commencing on site to confirm they are adequate for the scope of works.

Site Welfare

All welfare on site will be in compliance with the requirements of the HSE and Considerate Constructors. Watson Construction standard is to include the following welfare facilities:

- Running hot and cold water
- Heated accommodation
- Provision for workers to dry clothing and footwear
- Provision of suitable office accommodation for the site management team
- Provision of suitable meeting space for the client (where applicable)
- Provision of accommodation for workers to take breaks and eat within
- Suitably sized toilet blocks connected to main drainage, where possible
- Furniture
- Fire extinguishers for accommodation

Hours of Site Operation

The working hours on site will be as follows:

- Monday to Friday: between the hours of 08.00 and 18.00
- Saturday: between the hours of 08.00 and 13.00

Works that would be audible at nearby noise-sensitive receptors shall not take place before 08.00 am

There shall be no deliveries to and removal of plant, equipment, machinery and waste from the site during morning and afternoon peak hours for traffic on Pole Lane. Such deliveries/removals shall be between the hours of 9.30 and 15.00.

There is to be no working on Sunday, Public and Bank Holidays.

There may be limited occasions where working is required outside of the above hours however this will only take place with formal prior agreement from the LPA, and all details of the work being conducted will be submitted to the LPA.

Parking

Parking of Visitors and Site Operatives will be on site where practically possible. Space is limited and when full parking will then be on the surrounding street. Care will be taken not to park in front of driveways, and other points of access.

Operatives will be informed of parking and traffic management arrangements as part of site inductions carried out. The Site Manager shall check on a regular basis that no parking associated with site activities causes a nuisance to others.

Construction Methodology

The anticipated foundations for this development are expected to be strip foundations although we are awaiting the final design.

The site will be constructed using a mixture of traditional masonry construction with a timber truss roof. The external façade of the units will be a brick skin in line with the approved elevations.

Scaffolding will be erected during the erection of the superstructure; all scaffolding works will be performed by a suitably qualified contractor. Scaffolding will be inspected weekly whilst it is erected to ensure it is safe to use. Given the position of the site no oversailing of the scaffolding is expected onto any of the surrounding pavements.

Erection and maintenance of site fencing, security measures and display of contact details

Prior to commencement of works on Site, Watson shall secure the perimeters of the site with temporary security fencing. All elevations that the site boundary shares with public areas will have temporary security fencing installed inline with the manufacturers installation guide.

The site will have 24hour CCTV security installation as soon as possible. Prior to this a guard will be available if needed for out of hours security. Prior to leaving the site at the end of the working day, Watson Site Management will ensure the site is secure by carrying out daily perimeter checks.

The site shall display emergency contact details for the Site Management Team allowing members of the public to contact the Site Management Team if required.

The Site Team will install appropriate construction traffic warning and speed signage in the vicinity of the site and at the site access prior to the commencement of demolition works. Signage will also be positioned along the site fencing and mounted on lampposts along Pole Lane and Parr Lane. The signage will remain in place for the duration of the works until completion. Further details of the proposed signage are provided in Appendix A

Loading and unloading of plant and materials

Loading and unloading of plant and materials will be from the site access off Pole Lane. Delivery vehicles will not be allowed to block access/egress for residents. For larger deliveries, the Site Manager will agree in advance arrangements with the suppliers for wagon driver to park safely away from the site and phone in advance of arrival.

All demolition and construction vehicles, including HGVs, will utilise the Key Route Network for the majority of their journey, with local roads used only for the final section of the route to the site access on Pole Lane.

HGV movements will avoid minor residential streets.

Given that this area is residential, the manoeuvring area is relatively constrained. As shown on the TMP (Appendix B), turning facilities are implemented on-site during construction and demolition. If vehicles need to reverse into the site, all reversing will be supervised by two competent banksmen, safely positioned on either side of the vehicle, to ensure the safety of other traffic and pedestrians.

During the demolition phase, the existing site access will be retained to facilitate the commencement of demolition and enabling works. A new site entrance will subsequently be constructed, following which the existing access will be securely fenced off and removed from operational use.

All fencing and gates will be V-mesh panels, allowing clear visibility for vehicles entering and exiting the site. This arrangement maintains safe pedestrian and vehicular access to all residential properties and preserves visibility along Pole Lane.

Vehicle movements associated with the site are expected to include deliveries, collections, contractor visits, and general operational traffic. The frequency of these movements will vary depending on operational requirements.

Plant and materials will be unloaded inside the site boundary by mechanical means. Removal of waste from the site will be by wagons loaded inside the site boundary and then driven away from site.

All heavy goods vehicles and deliveries shall be limited to between 9:30am and 3pm Monday to Friday and 9:30am to 1pm Saturday with no movements on Sundays or Bank Holidays.

Storage of plant and materials

Storage of all plant and materials is required to be within the fenced site area and in areas designated by the Site Manager.

For the main site works, storage areas will be established in the compound area. Management of removal of spoil, programming of deliveries will be carefully managed to ensure that materials/waste stored on site is kept at optimum levels.

COSHH materials will be kept in a COSHH store, drip trays/plant nappies will be provided for all fuelled equipment, any fuel bowsers will be double walled. A mortar silo will be installed on a suitable platform with stop blocks.

Storage areas will be organised to provide safe travel/transportation routes minimising risk of collision, damage or loss of materials. All plant will be secured at the end of each working day. Small plant, tools etc will be taken off site or locked in a secured cabin. Access equipment will be removed, locked up or protected to prevent unauthorised use.

Non-inert waste will be placed in skips and either removed daily or secured overnight.

Measures to prevent deposition of dirt on the public highway

It is anticipated that dirt and dust should be limited due to the majority of areas within the construction zone already having a clean running surface.

A water supply and water bowsers will be provided to the site for the duration of the construction period to enable the Site Manager to ensure suppression of dust and to clean away mud from wheels.

The site manager will arrange for road sweepers to attend site as necessary to remove any mud from the carriageways and footpaths during the day. All debris shall be removed from the wheels prior to the vehicles leaving site and that any mud that is deposited on site will be cleaned immediately.

Control of dust and dirt

Works will be planned to minimise the extent of storage of materials from which dust could readily arise. The Site Manager shall ensure dust suppression measures are put in place. Control of dust from specific operations, such as cutting, is controlled strictly through risk assessments and method statements to protect the operatives' health. Materials will ideally arrive to site pre cut to size, if cutting is required this shall be controlled with vacuums and other forms of dust suppression dependant on the operation.

Wagons removing waste that could produce dust shall be sheeted over on site. Any storage of such waste on site shall be removed daily or covered over.

All gullies new and existing will be fitted with silt bags to ensure no pollution to water sources.

Recycling/disposal of waste

Suitable spoil from drainage excavations will be segregated and reinstated in trenches.

Waste will be segregated on site or, if not, will be segregated at a waste transfer station by the appointed skip hire company. Waste transfer notes will be obtained for all consignments of waste removed from site.

The Site Waste Report will be completed with the details of waste arising from site and percentages re-used, recycled on and off site, and sent to landfill.

Community Engagement

We shall engage with the community in various ways, a monthly newsletter will be delivered. Notice will be regularly updated, due to the current pandemic face to face contact will be minimised until further notice. Watson

Construction will be looking to provide employment opportunities within our business and offer work experience opportunities at local high schools who are interested in a career within construction

Approval Log

Written By:	Luke Walton	Date 18/05/26	
Approved By:	Mike Watson	Date 18/05/26	

Change Log

Change	Rev
Initial Issue	01
Amended following comments	02

Appendix A -



Spurr House – TMP – Rev 2

