Irwell Valley (Developments) Ltd
Jurby Avenue Project



Construction Management Plan

This Construction Management Plan (CMP) has been developed to demonstrate how we will deliver the Jurby Avenue residential project to satisfy the requirements of both Irwell Valley Homes and Manchester City Council. It will examine our project delivery in detail to explain how we will satisfy planning condition 3 of the relevant permission (reference 139261/FO/2024)

The key requirements of Condition 3 are:

- Routing of construction vehicles
- Detail of vehicular activity associated with the construction, including appropriate swept-path assessment
- Details of the location and arrangements for contractor parking
- The identification of the vehicular access points into the site
- Identify measures to control dust and mud, including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period
- Details of an emergency contact telephone number for the site contractor to be displayed in a publicly accessible location
- A highway dilapidation survey, including photographs and commentary, on the condition of carriageway/footways of construction vehicle routes surrounding the site.
- Identify measures to reduce noise emissions

Construction Management Plan for the works

Project Particulars

The project

The project consists of the construction of a new two storey building to provide 16nr self-contained apartments for supported dementia care living, along with communal spaces and ancillary accommodation. An external landscaping scheme is to be implemented including new car parking, gardens, scooter and bin stores. Modification of the head of Jurby Avenue is proposed to facilitate access to the site.

The Client

Irwell Valley (Developments) Ltd

Soapworks
Colgate Lane
Salford
M5 3LZ

Contact: Laura McBride
Tel: 0300 561 1111
Email: Laura.McBride@irwellvalley.co.uk

The Principal Contractor

John Turner Construction Group Ltd

2 Preston Road
Grimsargh
Preston
PR2 5SD
Head Office Contact: 01772 794830

Emergency Contact (to be displayed on public-facing site sign boards)

Anthony Price
Tel: 07768 206013
Email:
anthony.price@johnturner.co.uk

Site location

The development site is located at the end of the existing cul-de-sac Jurby Avenue, off Plant Hill road in Blackley The plot is bounded to the west, south and east by sloping parkland and as such the only feasible option for vehicular access is via Jurby Avenue itself. The plan below has been extracted from our overall site logistics proposal, copy of which is available at **Appendix 1**.

Jurby Avenue site boundary



Construction Programme

Our tender construction programme for the works fully details the procurement, design, and the build sequence of the project with the critical path, testing/commissioning and snagging of the works.

The proposed programme period for construction works is planned to commence in early January 2026 with a duration of **60 weeks** to complete all phases and bring the project to a close in March 2027.

Preconstruction activities

We have listed below some key preconstruction activities and risks to be considered. The list is not exhaustive and will be developed in line with the Project Risk Register.

- meeting with the Client and Project Manager to review the works, site compound area, cabin location, access requirements, access routes, scaffold and hoarding lines, mobile crane locations, permits, licences, and skips
- produce the Project Risk Register for the works
- ensure all environmental procedures and protection measures are understood
- Jointly action the discharging of the pre-commencement planning conditions
- review the control of vibration, noise and dust
- Review surface water management proposals in the context of preventing pollution to local waterways, including measures to deal with wheel wash run-off and the sealing of existing drains
- Review storage of materials, fuels, hazardous chemicals and spoil stockpiles in the context of preventing pollution to the SW network
- Develop an environmental emergency response procedure
- mark up drawings and understand where we are working in the vicinity of live services
- produce Traffic Management and Delivery & Servicing Plans – approvals, permits, licenses loading out, deliveries, skip location, avoiding congestion, access routes, emergency vehicle access, pedestrian and vehicle segregation, refuse collection and the like
- produce a fire risk assessment and associated fire plans
- review, monitor and update the project Environmental Management Plan
- check with the surrounding building owners/occupiers and Manchester Highways Inspector to see if there are any planned building works or road closures around the site area
- Address the requirement for a stopping up order for the existing highway at the end of Jurby Avenue
- consider and use local labour and suppliers wherever possible – develop the ‘Local Labour Proposal’
- liaise with the Principal Designer to ensure Stage 4-5 design developments are captured
- monitor the Planning Matrix, and produce a Building Control Matrix
- issue the Information Release Schedule, Design Schedule, Subcontract and Material Procurement Schedules
- appoint the Temporary Works Designer and produce the TW schedule and designs
- engage with the Manchester CC Highways to arrange any necessary permits
- engage with local residents – particularly those on Jurby Avenue – to communicate the nature and timing of the work and address any concerns
- review the tender drainage surveys and carry out additional drainage surveys, if required
- check the existing Topo level and manhole levels/inverts
- undertake dimensional surveys and MEP surveys

- submit Building Control approval documents and review and respond to Building Control queries
- confirm the location of car parking for staff, operatives, and visitors on site
- ensure the public are not put at risk by maintaining safe access around the outside of the site boundary.
- Confirm the site security measures to protect site boundaries, adjacent properties and the safety of non-construction personnel
- Review the strategy for dealing with site waste including the drafting of the SWMP and identification of suitable local waste management contractors

Risks and mitigation measures

Prior to the commencement of the contract we will produce a Project Risk Register to show the risks we, the Principal Designer, the project team and key subcontractors have identified, along with the mitigation measures proposed to eliminate or reduce those risks.

Proposed hours of working

Working hours: Monday to Friday, 07.30 to 17.30. Saturday 08:30 to 14:00. No working on Sundays or Bank Holidays.

Access and Traffic Management

The anticipated nature of site traffic is as follows:

Occasional large heavy plant and vehicles (expected frequency < 10 movements over the full build period)

- **Mobile crane**
- **Concrete pump for foundations**

Heavy rigid vehicles concentrated at certain periods (expected frequency up to 10 movements per day for limited periods)

- **8 leg tipper truck**
- **Concrete wagon**

Heavy and medium rigid vehicles associated with general construction deliveries (expected frequency <10 movements per week)

- **Rigid flat bed wagons – brick and block etc.**
- **Rigid curtain side wagons – timber, plasterboard etc.**
- **Skip wagons**

Light vehicles and vans associated with general construction deliveries (expected frequency >10 movements per week)

- **Transit and long wheelbase vans - general plant and small materials deliveries**

We have included swept path analysis for the above vehicle classes at **Appendix 2**

Jurby Avenue is located off Plant Hill Lane, which is a typically tree-lined suburban road with limited parking and some traffic calming measures with a speed limit of 20mph. The road is generally busy, and particularly so during peak Co-op Academy school transit periods in the morning and afternoon. It is therefore vitally important that the construction works do not cause a negative impact to the health, safety, environmental quality and day-to-day operation of our neighbours and all school pupils, staff and visitors. In our role as Principal Contractor we will liaise with neighbours and stakeholders to ensure disruption from our activities is kept to an absolute minimum.

A full detailed Traffic Management Plan will be produced prior to the works commencing. This plan is to be implemented from contract start-up and will be updated on a regular basis in line with the changing construction sequences. The plan will contain details of the site set up for all the deliveries, crane locations, storage areas, vehicle/pedestrian routes, emergency vehicle, refuse collection routes, and fire escape routes for works in the site boundary and to the external work areas.

Traffic routes will be planned and reviewed as the construction works progress. We will ensure that turning areas and pedestrian routes are safe for all parties and that there is an emergency procedure in place, developed and kept up to date during the construction process. Emergency procedures will be relayed to our site works and visitors during the safety induction process.

We will carefully plan and co-ordinate all works to ensure that inbound/outbound deliveries are not impeded. We will provide banksmen with vehicles at all times. Our deliveries will be restricted in size to rigid vehicles only (no articulated lorries), and timings will be set as follows:

- **No deliveries between 07:30 to 09:00**
- **No deliveries between 14:30 to 16:00**

Clear way-finder signs and speed restriction signs will be visible along the external roads to guide delivery drivers to the site compound and construction operatives to the on-site parking areas.

Freight Vehicle Safety Requirements will be implemented on our site and we ensure that our supply chain delivery partners are all FORS registered, with CLOCs standards being implemented on site.

Parking will be monitored on a daily basis and a specific statement on this will be covered in the site induction and in all material/plant orders and subcontract preorders.

Delivery vehicles and construction plant will have need to transit roads and footpaths used by the school and public. It is essential that all pedestrians are protected against coming into contact with vehicles. Where practicable, we will always favour the approach of providing physical segregation to achieve this – such as chapter 8 barriers and fenced-off traffic routes. The safety of the public outweighs the need to move vehicles, so where possible vehicle movements will be restricted, but when this is not possible the vehicles will be stopped from moving until it is safe to carry on.



Adequate safety fencing, safety and way-finder signage, and clear pedestrian routes with anti-trip feet will be provided:

All material and subcontractor orders will include a directional map to the site. The orders will clearly indicate the address and approach route to site, restricted delivery periods, the site manager's name and mobile phone number, and confirmation where the parking and offloading is to be carried out.

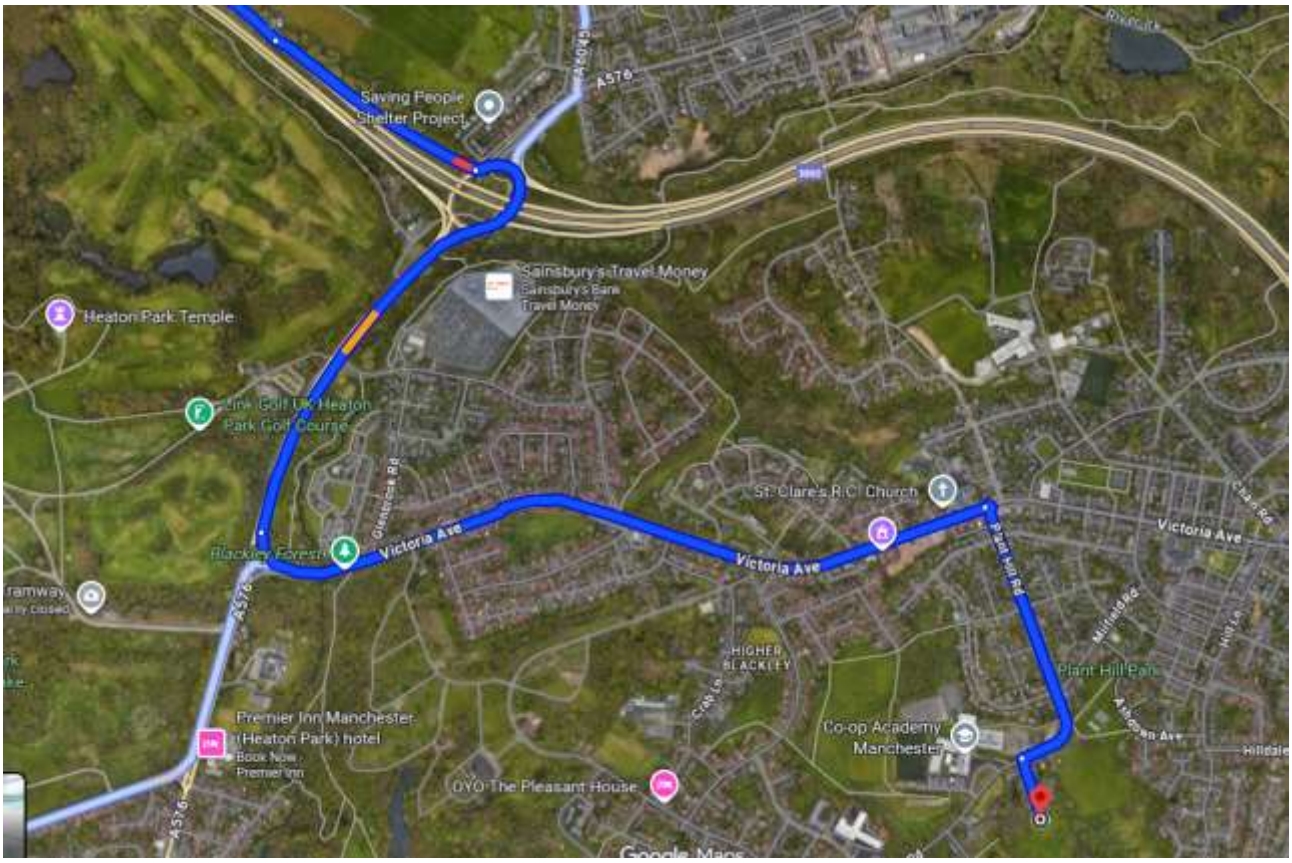
A weekly schedule of deliveries will be produced two weeks in advance of the works; the schedule will have delivery times clearly stated on it and it will be issued to all relevant parties.

The day before a delivery is due the site manager will contact the delivery company to confirm they will be arriving at their allocated time.

All deliveries will be planned and coordinated in advance to ensure there is access and safe transportation to the construction site. Where possible deliveries should take place to miss peak traffic times in the wider area, which should broadly coincide with the restrictions we propose to have in place related to the Co-op Academy's peak traffic times. In addition, we will develop a project-specific Delivery and Servicing Plan (DSP), which will describe how we propose to manage the project in the context of site-related transport. This will include detail to show restrictions on appropriate vehicle sizing and delivery times, and how movements will be controlled to avoid peak school times in the mornings and afternoons. We will include detail of delivery scheduling for large items and the grouping of smaller deliveries with common suppliers to reduce the number of required journey to and from site. The DSP is therefore used as a management tool during the construction works to reduce the impact of delivery and servicing activities within the site area and on the surrounding highways.

Delivery Approach Routes

Access to the site will be via Plant Hill Lane and Jurby Avenue, having approached from the north eastern leg of the M60 via junction 19 and onto the A576, followed by Victoria Avenue.



Vehicular access onto site will be via the newly formed head of Jurby Avenue which we propose to implement in the early weeks of the construction progamme. Logistics slide SL5 illustrates this (refer to Appendix 1).

Site Logistics and Compound Details

Our Site Logistic plan SL-5 shows the proposed location of our site accommodation on newly formed car park to the NE of the site. The site accommodation will be stacked in order to maximise space; a stair and gantry access platform will be provided. The site accommodation function is to provide:

- heated and ventilated mess rooms
- catering facilities
- clean toilet and facilities
- adequate hot/cold water for hygiene
- a drinking water supply
- dry work clothes storage.

The site accommodation for each block will consist of two canteens, drying room, containers, offices and meeting space, to accommodate 15 people. The company provides its own welfare facilities that meet legal standards and are regularly maintained by our in-house facilities department.



This accommodation will be positioned directly from the back of our HIAB delivery vehicle with the appropriately trained and competent driver plus certified lifting chains or straps. The site compound and cabins will be of secure construction and locked at night with security shutters on doors and windows.

Site management procedures include fitting meters to site power and water supply to enable us to measure and record our usage. This data is converted into a benchmark relating to the number of personnel on site per month. We use this information to compare projects and share best practice to establish methods of reducing site usage.

The site accommodation provides:



- heated and ventilated mess rooms
- adequate hot/cold water for hygiene
- a drinking water supply
- catering facilities
- Anti bac stations
- clean toilet and facilities
- dry work clothes storage
- relevant health, safety and welfare information noticeboard.

Temporary site lighting

Temporary site lighting will be required to the pedestrian walkways, the compound and within the new building area. Site lighting will be from flood lights fixed to the outside of the cabins. These lights will be on PIR movement detection and timers. They will be located with their heads angled downwards to ensure the surrounding properties are not affected by high lux levels of light. The pedestrian walkway lighting will be at low level and be in the form of strip lighting.

Lighting within the building will be provided by strip lighting and will be turned off no later than 6.00pm daily.

Site access, compound and security

Safe pedestrian and vehicular access, including emergency and refuse collection vehicles, will be maintained at all times. Our Traffic Marshal will ensure that no entrances, exits, footways or access roads are obstructed or compromised in any way by our construction activities.

Our priority is to develop an excellent relationship with local residents on Jurby Avenue, which will be maintained throughout the project. We will work with the stakeholders, be considerate of their requirements and not jeopardise our relationships through inconsiderate or poorly planned/coordinated activities.

Our site area will be fully hoarded in double-clipped 2.4m high Heras style fencing. Secure vehicular and pedestrian gates will be provided and kept closed at all times during the working day. In accordance with our QA procedures, daily perimeter checks will be undertaken by the site management to verify that there are no breaches, damage or security issues. At night, all gates will be locked and the site will be protected via remotely monitored CCTV. Implementing the above measures means that the site operates as standalone and fully segregated work areas with minimal opportunity for interface with school pupils, staff and visitors.



Pedestrian segregation onto the site will be maintained via the use of interlocking low level pedestrian barriers the routing of which can be quickly adapted to suit changing site conditions.

Car Parking

Car parking for site personnel will be provided in an agreed zone within our site compound area. There is limited roadside parking available in the immediate vicinity and Jurby Avenue itself is not appropriate to use, so we will look to accommodate on site as far as practicable. Where this is not possible, it will be necessary for operatives to roadside park legally some distance from site and walk in.

Our Traffic Management Plan and Site Induction will provide details of parking arrangements and remind all operatives that any roadside parking in the area must be conducted in a responsible manner with due consideration given to local residents and access for refuse and emergency vehicles.

Fire prevention

We will complete a fire risk assessment and ensure that this is reviewed as the construction works progress. No smoking will be permitted within the site confines and no burning of any materials will take place. Waste and storage will be kept to a minimum to ensure the fire loading is as low as possible. Hot works will only be carried out under a ‘hot works’ permit, which will be signed off daily, and we will have a qualified Fire Marshal on site at all times.

We have a duty to prevent personal injury or death and damage to the Works or other property from fire. We will comply with Joint Code of Practice 'Fire Prevention on Construction Sites',

published by the Construction Confederation and The Fire Protection Association (The 'Joint Fire Code').

The Fire and Emergency procedures will include the site-specific safety induction, training and instruction of staff, operatives and visitors, the location of the assembly point, instructions on what to do in an emergency, the identification of fire points, alarms and firefighting equipment, and also any special arrangements for the evacuation of high risk areas.

Other key elements to cover in the plans are the position of site cabins/welfare, a location plan of the fire points, emergency access routes for emergency vehicles and the location of existing fire escapes from the new building. All fire routes must be clearly marked, maintained and kept unobstructed at all times.

Areas and methods for storage of plant, materials and fuels/chemicals on site

The site compound will include designated storage areas and temporary laydown areas for large materials prior to them being lifted and fixed into position. Steel containers will be used for storing materials that require protection from the elements and high value materials susceptible to theft.

All materials will be stored off the ground in a neat and planned manner to prevent unnecessary damage and waste including mechanical handling with the site load-all.

The storage area will be enclosed and secured with a suitable fence and adequately sized lockable gates to facilitate safe vehicular movements. Site management will regularly inspect the areas and arrange for the aggregate to be topped up as and when required. Any fine, dry material that may be subject to entrainment by the wind, will be sheeted over using large tarpaulins.

COSHH and refuelling zones will be within a defined section of the site compound. This section of the compound will hold lockable cages to house flammable gas bottles, a store which contains substances hazardous to health, and a double-bunded diesel refuelling point with spill response kit and drip tray. All drain openings and gullies in the vicinity will be covered off to prevent any chemicals/fuels entering the drainage system.

Noise and vibration

We will ensure that noise control complies with the recommendations of BS 5228-1, in particular clause 7.3, to minimise noise levels during the execution of the works. Noise testing will be completed as works commence using the Site Manager’s noise meter reader and controls will be put in place where noise exceeds 85 dB(A) when measured from the site boundary. Additional controls such as acoustic screens will be used to contain the noise if required. Radios or other audio equipment will be prohibited and we will not permit employees to use such equipment whilst on site.

All vehicles and mechanical plant used for the purpose of the Works shall be fitted with noise control devices (silencers, SMART reversing alarms) and shall be maintained in good and efficient works order.

All compressors shall be ‘sound reduced’ models fitted with properly lined and sealed acoustic covers which shall be kept closed whenever the machines are in use, and all ancillary pneumatic percussions tools shall be fitted with mufflers or silencers of the type recommended by the manufacturers.

Machines in intermittent use shall be shut down in the intervening periods between work or throttled down to a minimum, and plant and vehicles started up sequentially rather than all together.

Onsite and offsite noise levels will be monitored regularly. Site activities will be restricted to site working hours approved by the LPA.

As far as reasonably practicable, we shall not exceed the vibration dose values as specified in BS 6472-1: 2008. As a minimum, we shall take noise readings at the pre-determined locations daily.

In order to mitigate the impact of noise and vibration activities, site specific measures in accordance with Best Practicable Means (BPM) will be implemented and shall include the following:

- scheduling of construction delivery vehicles to least noise sensitive times of the day
- time slots for bulk deliveries to ensure that convoys of vehicles do not arrive simultaneously
- use of sufficient clear signage to ensure that construction vehicles use only the designated routes
- restrictions on times when construction traffic can use the designated access highway to site

Regular communication will be maintained with the local residents/businesses for the entire duration of the works. A phone number and contact person shall be provided and displayed on the site entrance for the public to use out of hours.

A RAMS will be developed for all activities involved in the earthworks/foundations and drainage and these measures will be incorporated in the Works.

The existing ground conditions means that shallow pad and strip foundations are suitable and we do not need to consider vibration from driven piles or similar. The foundations are to be excavated by excavators and concreted by placing the concrete mix straight from the concrete wagons; this means there will be very low levels of vibration to disturb the surrounding properties. If obstructions are encountered and need to be removed, specific risk assessments and method statements will be put in place prior to these works commencing to clearly detail how the vibration will be mitigated to the normal parameter levels allowed on construction sites.

Dust control

A Risk Assessment and associated Method Statement (RAMS) will be developed for all activities involved in the works and these measures will be incorporated in the Works. Although external and civils works are somewhat limited for this project, generation of dust may be unavoidable during certain periods such as excavating foundations in dry weather. We will deploy a water bowser with an adapted spray bar system to dampen down soils and consequently mitigate dust and ensure consistent moisture conditions; this plant mitigates dust/odour nuisance by blanketing the ground with a fine spray of water droplets.

All cutting of blocks, concrete, tarmac and the likes will be carried out with wet cutting equipment fitted with dust suppression kits.

All personnel will be reminded of good practice and standards through a series of “Tool box Talks” and safety inductions

If material is being removed from or delivered to site, then this operation shall be undertaken using **covered or sheeted vehicles** to minimise dust liberation.

The following monitoring works shall be undertaken:

- daily visual and olfactory observations diary
- weekly monitoring of dust site wide and at receptor locations

- occupational dust monitoring at the down-wind boundary of the site, for total inhalable and respirable dust.

Based on a subjective assessment, if dust levels are a nuisance site wide, especially at the site boundary, then contingency measures for dust control shall be implemented.

Monitoring data from the site will be compared to exposure standards, which form the basis of the trigger levels. If the trigger levels are exceeded then we will re-assess the working practices on site.

Trigger levels will be set according to 2 levels of control as follows:

- Level 1 - To protect workers on site, based on occupational exposure standards. Parameter measured being close to or at the exposure standard. Action will be to investigate reasons and modify ongoing works
- Level 2 - To protect nearby sensitive receptors. Parameter above exposure standard. Action will be to stop the site works, investigate the reason and modify ongoing works.

We will use surface water arising from the site for dust suppression. However, any surplus water will require a discharge consent in order to dispose of it to the existing sewer. It will be our responsibility to obtain such consent and no discharge to sewer will be undertaken without written confirmation of such consent from United Utilities.

Measures to avoid the deposit of extraneous materials on the highway

We propose to employ subcontractors for the drainage, foundations and ground works. These activities need to be controlled and monitored so daily inspections of the site entrances and public highway will be undertaken and a photographic record taken of each inspection.

We will be responsible for providing a traffic marshal, a wheel-cleaning operative, and an attendant road sweeper as required for the duration of their works. They will be tasked to keep the site entrance and public highway/car parks free of mud and debris at all times. To aid cleanliness on and off the construction site area, we plan to utilise existing and new tarmac surfaced areas, along with clean stoned-up storage areas using reclaimed aggregates will be established for the temporary laydown areas for materials.

We will ensure that all on-site haul roads and paths are maintained in a clean condition throughout the project including damping down and any damage to roads or footpaths will be made good.



We will utilise an onsite wheel jet wash facility for both sites, which will be established close to the site entrances and be used to clean vehicles before they leave site. Vehicles leaving the site will have any debris removed from their wheels by the operative using a jet wash in this designated area. Any debris will be swept into a lined sump for removal at a later time. The wash-down points will be located at the entrance to the site, where ground topography will not permit any uncontrolled discharge of jetwashed debris to transit into the local drainage network. If temporary bunding is required to the perimeter of the wash-down area, then this will be provided.

We will further prevent the transfer of dust and mud out of the site by regularly sweeping and cleaning access roads.

The wheel wash operative will ensure the roads/footpaths are kept clean at all times and an attendant road sweeper will be available to clean the road should any debris get onto the Jurby Avenue or Plant Hill road public highways. The road sweeper will also periodically clean the existing road gullies adjacent the site entrances.

At completion of the works a road sweeper with a gully sucker attachment will clean the existing road gullies on Jurby Avenue adjacent the site entrances.

Monitoring Highway Condition

The planning permission requires that a highway dilapidation survey is undertaken in order to record and subsequently monitor the condition of the surrounding public roads and footways throughout the duration of the construction works. This is an exercise we have undertaken on numerous occasions before and would propose the following as a strategy to comply with the requirement:

- Prior to commencement of the work, carry out a full photographic survey to capture the existing condition of both carriageway and footways to Jurby Avenue for a distance either side of junction with Plant Hill Road to be agreed with the local MCC Highways Engineer – suggest minimum 30m.
- Generate a marked-up plan to index the location of each image so that any recorded damage can be easily pinpointed at a later date.
- Generate a brief report to summarise an overview of the condition of surfacing, ironworks, kerbing etc. and identify any key areas of concern and/or degradation.
- Repeat the above photographic survey upon completion of the scheme to identify if construction traffic has caused any direct damage or had an exponential effect upon the degradation of the highway.

Regarding timescale for generation of the initial survey, we would require approximately two weeks and if required, can mobilise to accommodate within the pre-commencement condition discharge period.

For reference, we have included at **Appendix 3**, a **sample** dilapidations method statement. This is for the survey we recently undertook for Tameside MBC in respect of a scheme at Tameside College on Beaufort Road. If acceptable, we would propose to use a similar methodology for the Jurby Avenue project.

Site Waste Management

We generate a Site Waste Management Plan (SWMP), for every project we undertake. We utilise a standard SWMP template which forms part of our ISO 14001 accredited Environmental Management System. The plan allows for early identification of recovery and re-use opportunities, an examination of how design might be developed to minimise waste production (through for example standardisation of dimensional setting out to suit material modules), landfill diversion targets, and details of the proposed waste management contractors.

In terms of on site management of waste, we engage the services of one of our approved waste management contractors. For the Jurby Avenue project we would use Premier Waste Skip Hire UK who are local to the area, being based at Hyde. Premier are currently supplying a number of our projects and return recycling rates of better than 95% for all waste removed from site. We receive monthly reports which describe how this has been achieved, the data from which is input to, and forms the backbone of, our own SWMP. The reports are tied back to the original waste skip collection and transfer tickets to provide an auditable trail which records the journey of all generated waste.

To assist in the recycling process our preferred approach is to segregate waste streams at source by providing dedicated skips within our waste management compound, tailored to the material

generated at the time. So at varying stages of a project we may have skips for concrete and masonry, timber, plasterboard and so on. However, this approach comes with the requirement for sufficient compound space to accommodate a number of different waste skips simultaneously and not all stages of the Jurby Avenue project will necessarily support this approach due to spatial constraints. In this case, a single 'general waste' skip will be utilised, with Premier Waste carrying out the waste stream sorting on our behalf at their Sheffield Road works. All skips will be located within the NE corner of our site compound as denoted on our site logistics plan.

All skip deliveries and removals will carried out in accordance with our Delivery and Servicing Plan and outgoing removals **will be sheeted over** to prevent loss of material during transportation.

Project Communications

Our aim as the Principal Contractor is to ensure the project is managed to achieve a target of zero accidents and zero risks to health. Good communication and liaison between the Client, Project Manager, John Turner Construction and the design team members is critical to the smooth running of the contract. We will hold regular safety and co-ordination meetings with all contractors and sub-contractors working on the site and ensure there is a flow of information between all parties regarding the health and safety on the project.

All personnel working on site must have our safety and site safety induction prior to starting work.

Site liaison and meetings

During the mobilisation period and all during the construction works, communication and liaison between all parties will be key to a successful contract. By forming close links with the Client and Project Manager and adjacent property owners, we will get a clear understanding of their concerns, thus allowing us to work with them to avoid any disruptions to their everyday operations, and they will get an understanding of the construction process, programme dates and our delivery requirements.

Weekly meetings will be held to review the construction programme, risks, key dates and the duration of each construction activity will be discussed and the implications on the surrounding areas of the site can be assessed. This will allow the risks to be considered, the risk register to be updated and preventative controls put in place prior to the works being undertaken on site.

We will ensure that we are aware of any planned events during the construction works. To avoid any interruption to these planned events, good planning and communication is essential. By discussing these events early we can all work together to understand which construction activities and deliveries are happening, and then assess the risks and put in place risk mitigation measures.

It is essential that we comply with all the Health, Safety and Environmental requirements especially whilst working outside our site boundary between the separate site areas. Good programming, communication, RAMS and a knowledge of the surrounding building uses will help prevent any incidents/accidents.

Daily liaison

In addition to the formal weekly meeting, we will hold a daily informal meeting with our subcontractors, where a daily task sheet will be issued indicating the day's activities, along with any sensitive or high risk works planned. Immediate issues and concerns can also be addressed at this time.

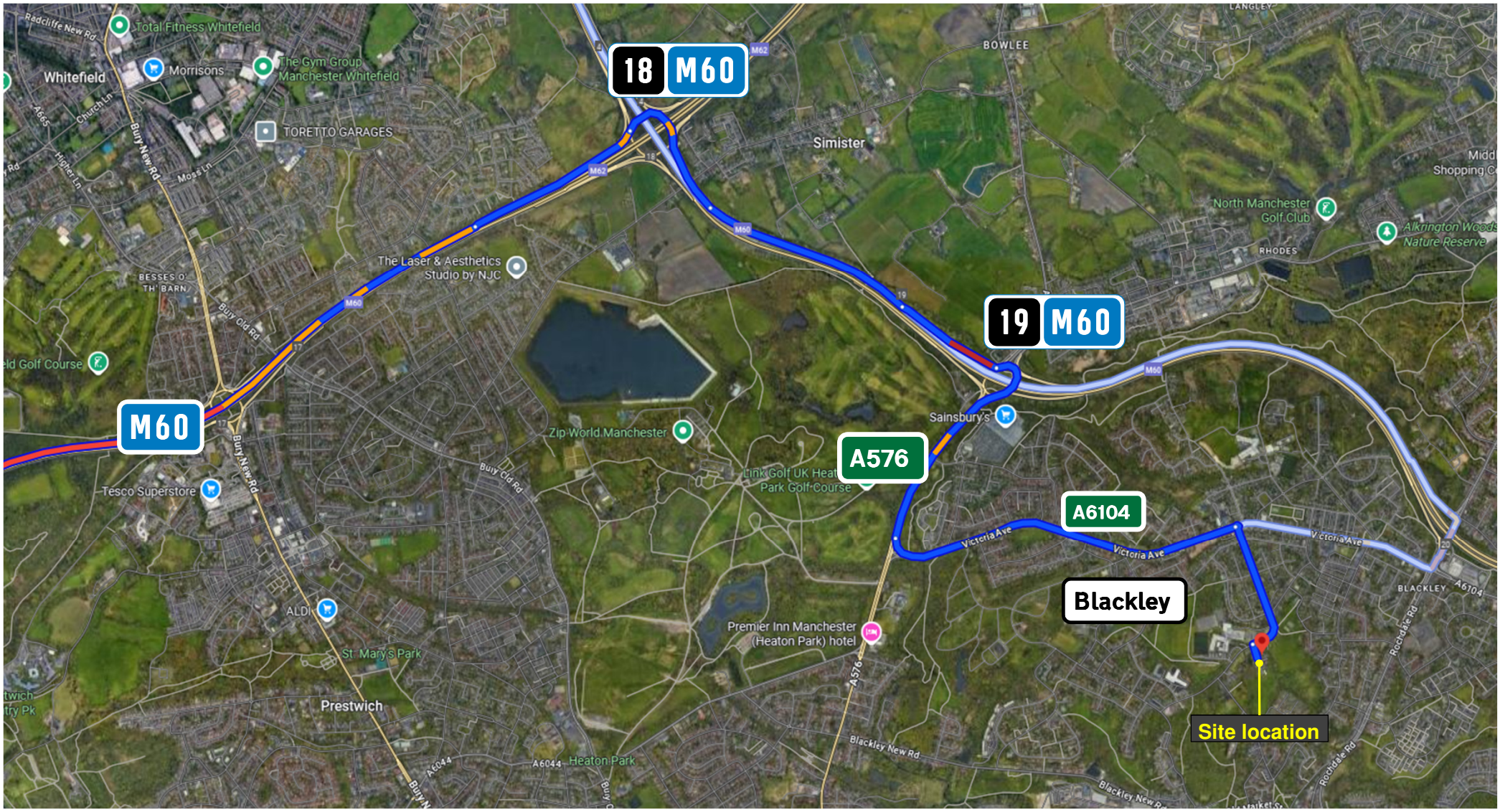
Community Communications

Details relating to the project and contact details for our site Project Manager will be clearly displayed via sign boards at the site boundary on Jurby Avenue. The information displayed will include out-of-hours emergency and John Turner Construction head office contact details. The site will be registered with the Considerate Constructors Scheme (CCS) and all associated banners and signage material appropriately displayed. The CCS information poster also includes contact telephone number for our site Project Manager. Our commitment to the scheme is to achieve *Performance Beyond Compliance,* with a benchmark score of minimum 37/45.

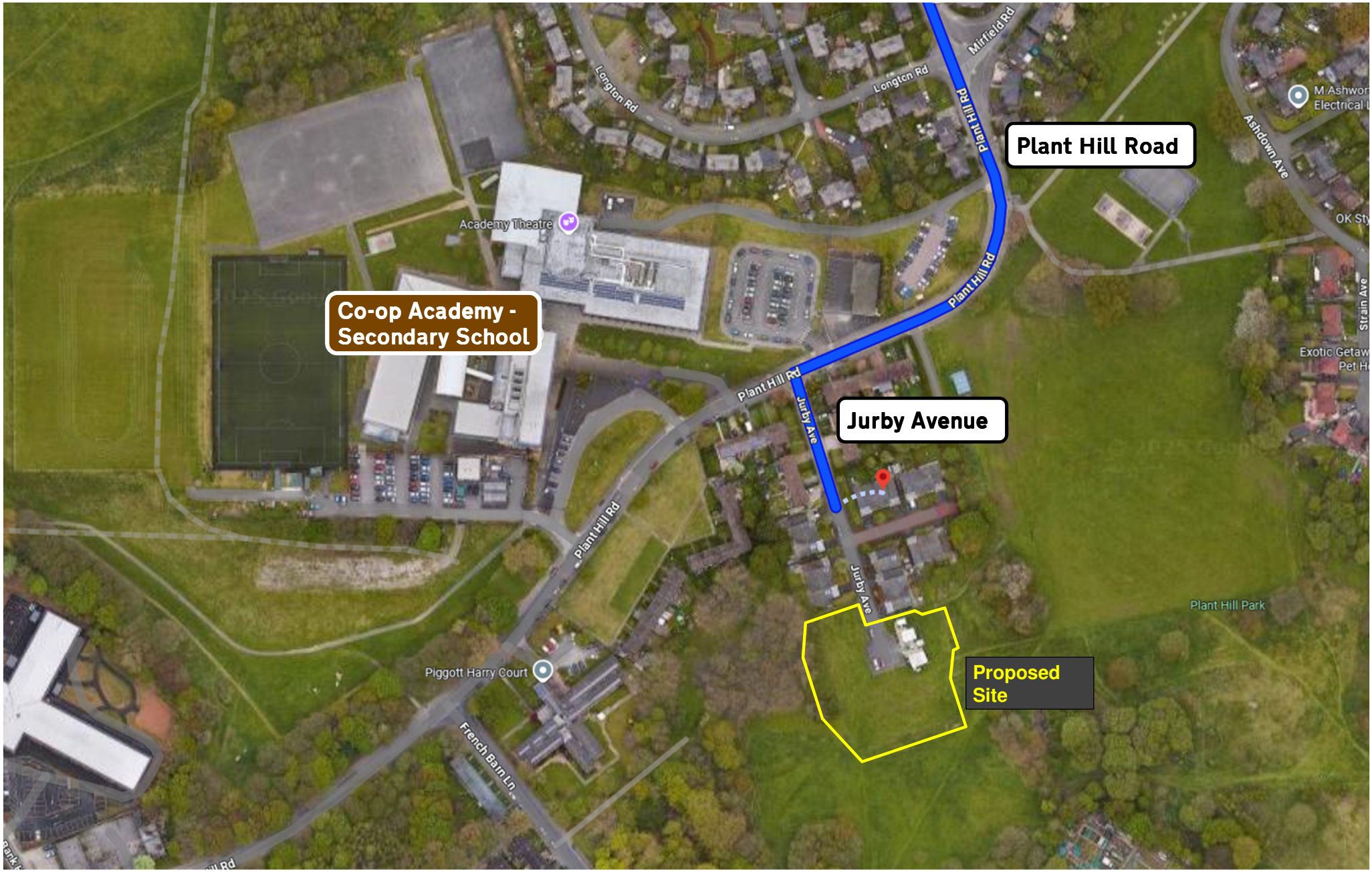
Communication with local stakeholders and residents will be embraced. We will ensure this via the following means:

- Clearly displaying the contact details of our site management team at the site boundary
- Carrying out initial letter drop and subsequent newsletter updates to all local residents and businesses
- Distributing the CCS complaints/Compliments form and encouraging feedback
- Circulating our own CCS questionnaire which can be returned anonymously via a post box at site boundary
- Attending residents meetings and workshops to share progress on the scheme and deal with any queries and concerns
- We welcome the opportunity to deliver talks and careers advice. We will explore the potential for such engagement with Co-op Academy and any other local schools once started on site
- Our Local Labour Proposal (LLP), will describe the commitment we will make in respect of creating local jobs, opportunities and apprenticeships during our time on this project. We will communicate this via newsletters and promotional signage displayed at the site boundary.

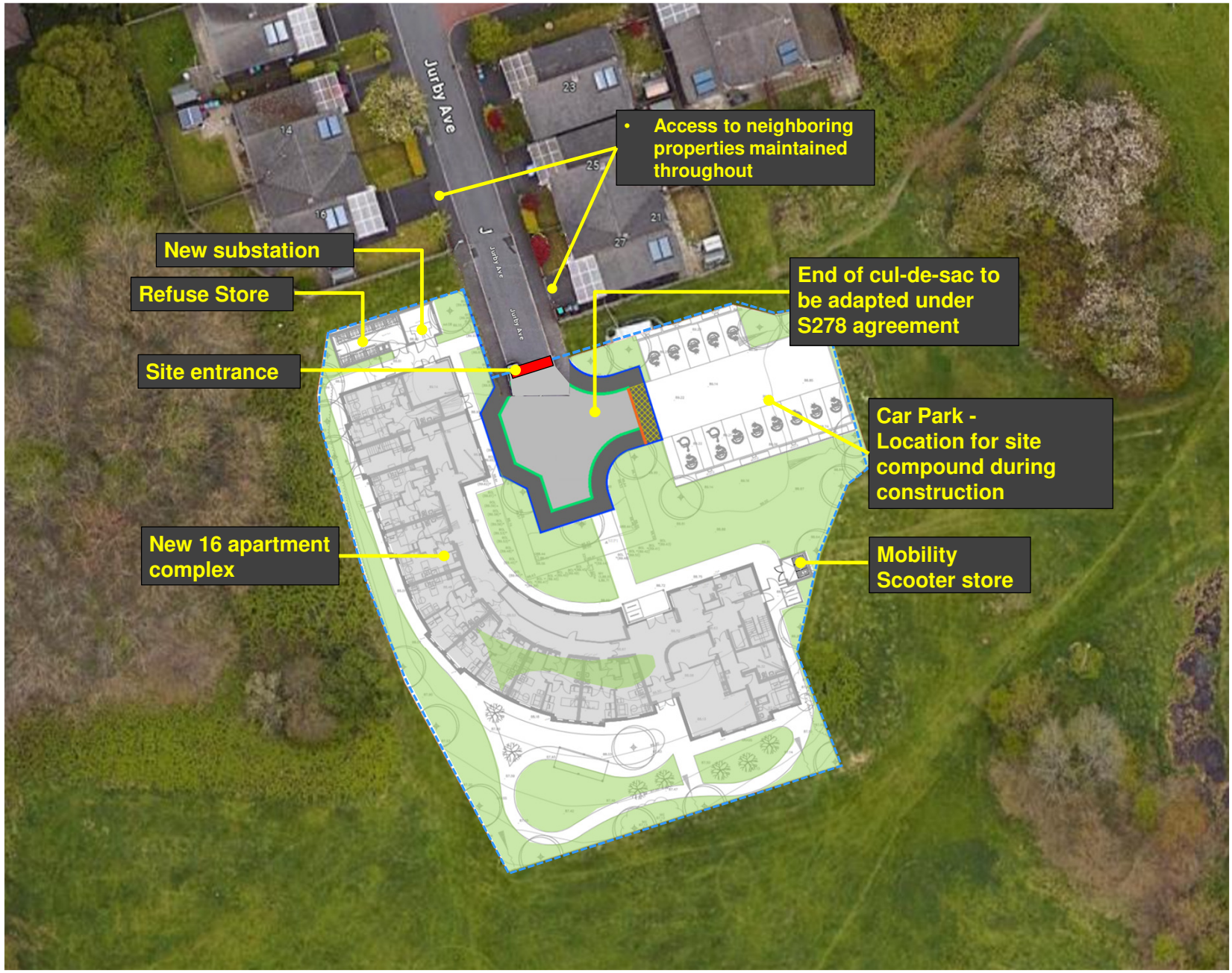
Appendix 1 – Site Logistics Plans



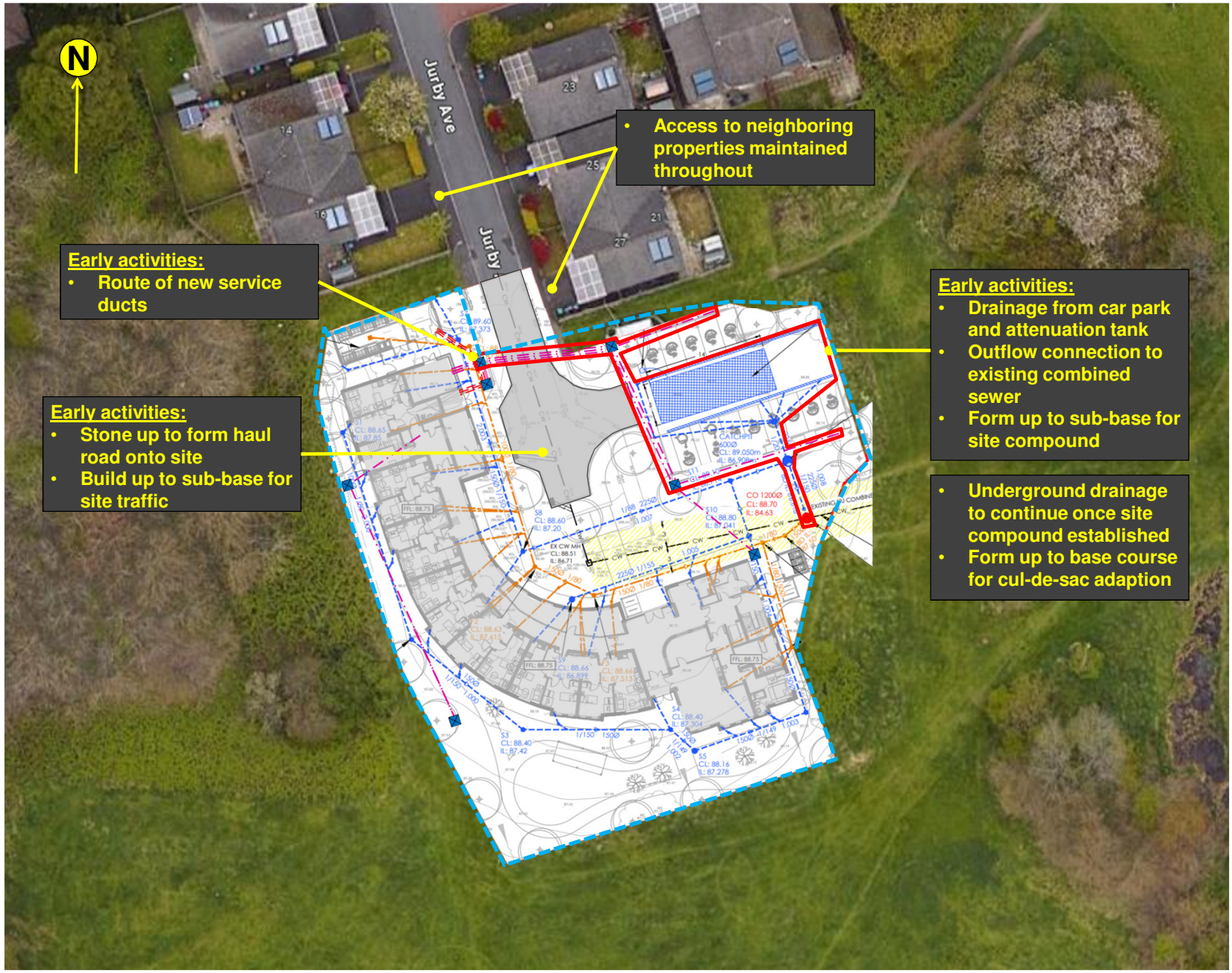
irwell valley developments	**E25-0041** **Irwell Valley Developments** **Jurby Avenue, Manchester** **16 Apartments**	**Site Location** **Route to site from M60**	Date –08/08/2025 Rev SL 1	John Turner Construction Group



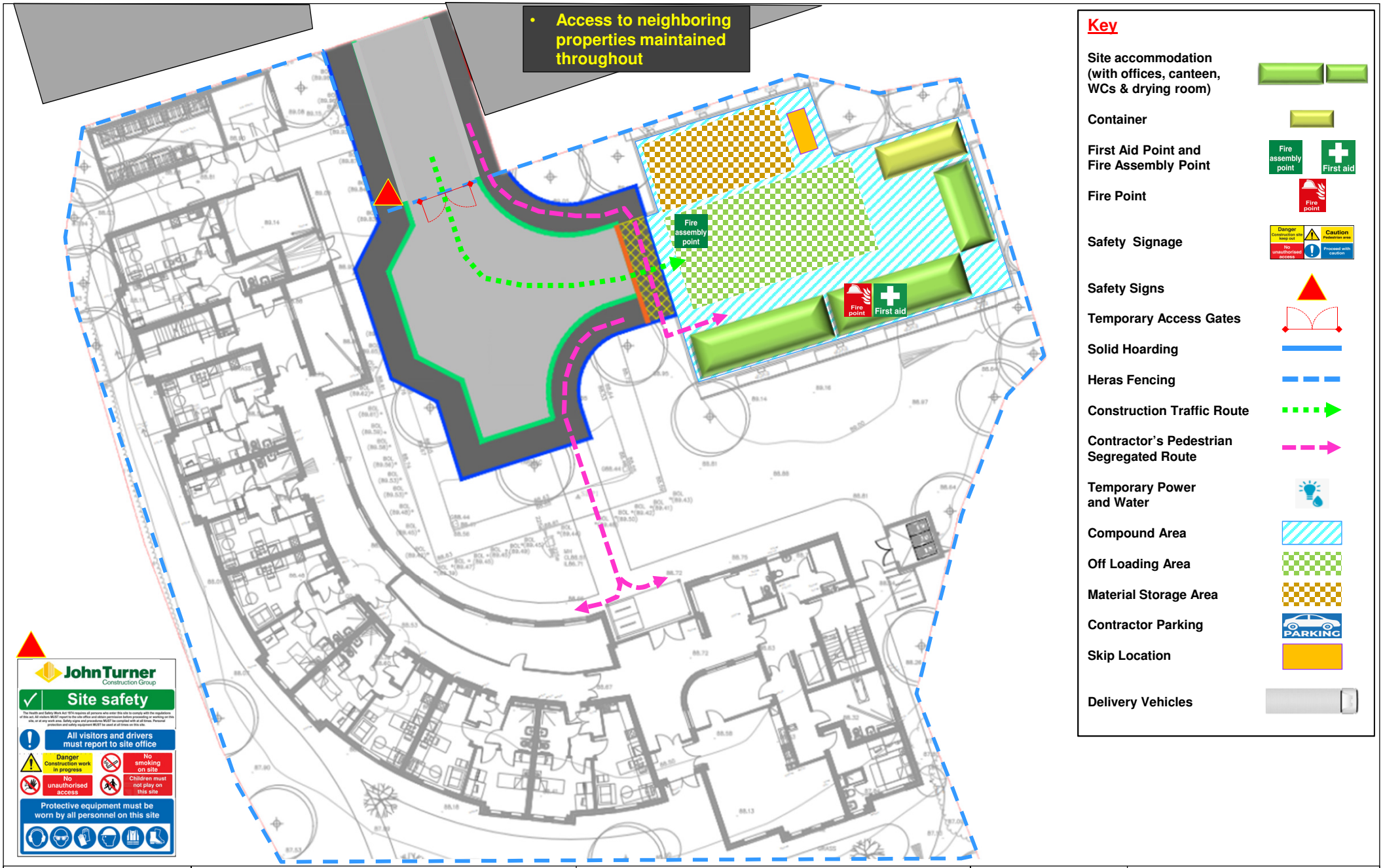
irwell valley developments	**E25-0041** **Irwell Valley Developments** **Jurby Avenue, Manchester** **16 Apartments**	**Site Location** **Jurby Avenue off Plant Hill Road,** **Blackley, Manchester**	Date –08/08/2025 Rev SL 2	John Turner Construction Group



irwell valley developments	**E25-0041** **Irwell Valley Developments** **Jurby Avenue, Manchester** **16 Apartments**	**Site Location at Jurby Avenue** **Proposed development**	Date –08/08/2025 Rev SL 3	John Turner Construction Group



irwell valley developments	**E25-0041** **Irwell Valley Developments** **Jurby Avenue, Manchester** **16 Apartments**	**Early commencement of site drainage works to facilitate permanent site set up in car park**	Date –08/08/2025 Rev SL 4	John Turner Construction Group



Key

- Site accommodation (with offices, canteen, WCs & drying room)
- Container
- First Aid Point and Fire Assembly Point
- Fire Point
- Safety Signage
- Safety Signs
- Temporary Access Gates
- Solid Hoarding
- Heras Fencing
- Construction Traffic Route
- Contractor's Pedestrian Segregated Route
- Temporary Power and Water
- Compound Area
- Off Loading Area
- Material Storage Area
- Contractor Parking
- Skip Location
- Delivery Vehicles

irwell valley developments

E25-0041
Irwell Valley Developments
Jurby Avenue, Manchester
16 Apartments

Site Compound
Set up of site welfare and office facilities following enabling works to car park

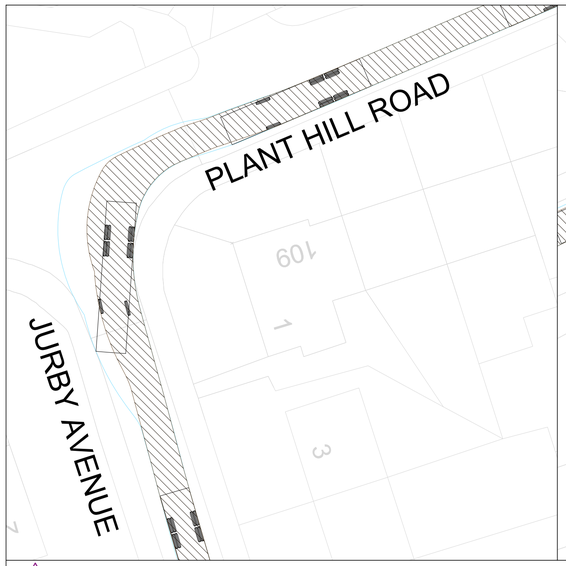
Date –08/08/2025
Rev
SL 5

John Turner Construction Group

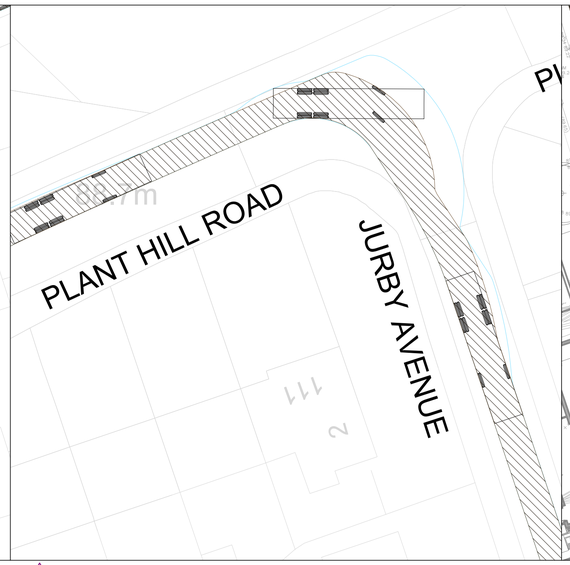


irwell valley developments	**E25-0041** **Irwell Valley Developments** **Jurby Avenue, Manchester** **16 Apartments**	**External landscaping** **Decant of site cabins at end of project to allow completion of car park**	Date –08/08/2025 Rev SL 5	John Turner Construction Group

Appendix 2 – Construction vehicle swept path analysis



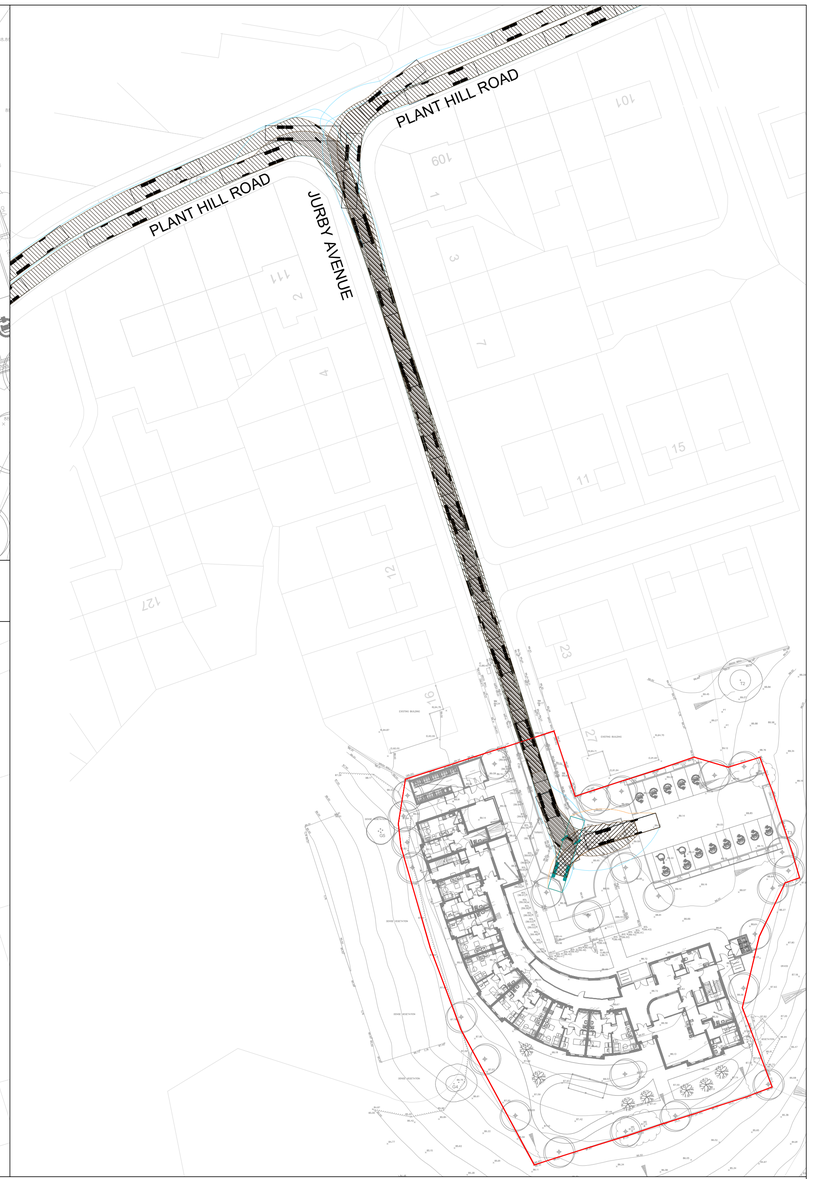
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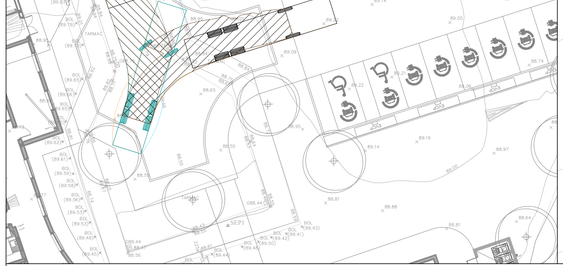
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1 : 250



3 SITE ENTRY
1 : 250



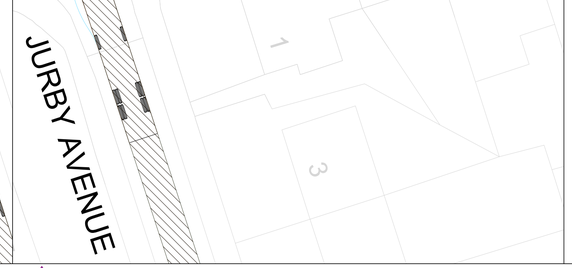
7 SWEPT PATH MANEUVERS PLAN
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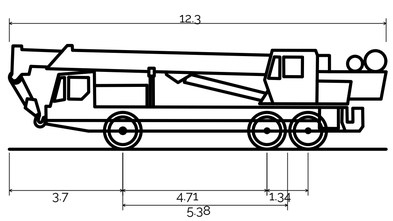
4 SITE EGRESS
1 : 250



5 JURBY AVENUE EGRESS (LEFT HAND TURN)
1 : 250



6 JURBY AVENUE EGRESS (RIGHT HAND TURN)
1 : 250



Large Mobile Crane	
Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Min Body Ground Clearance	0.590m
Track Width	2.430m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.000m

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Rev	By	Description	Date
P01	BW	First Issue	10/10/2025

Revision Schedule

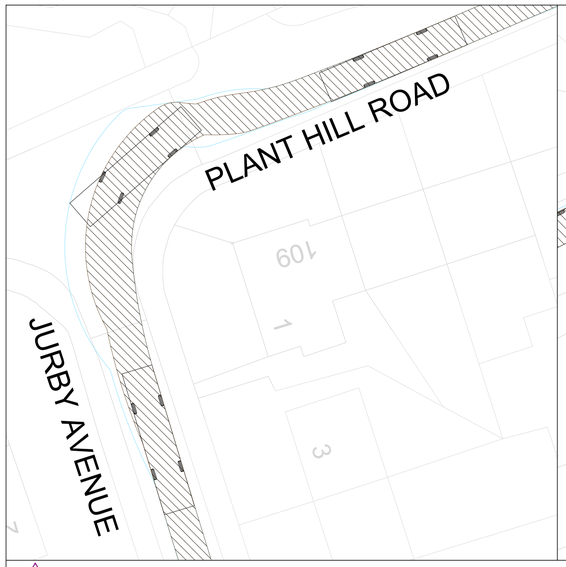
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PROJECT
Jurby Avenue
Blackley Manchester

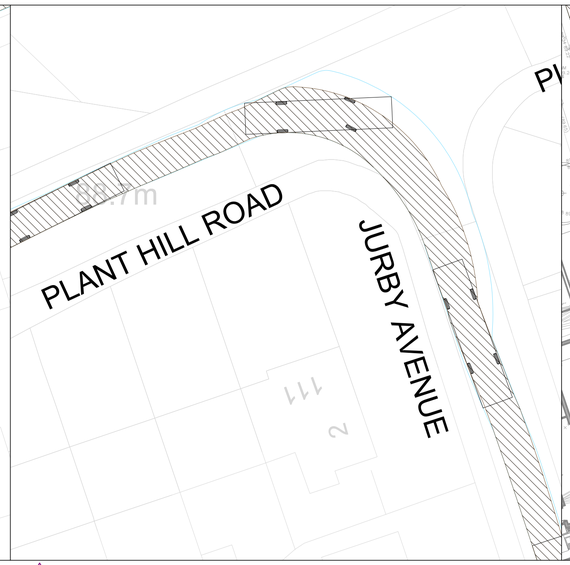
TITLE
Swept Path Analysis
Sheet 1 of 4
Large Mobile Crane

Client: John Turner
Status: S2
Purpose of Issue: Preliminary
Designed By: BW
Drawn By: BW
Shape Project No.: 2108
Sheet No.: C-0010.1
Scale (@ A1): As Shown
Date: 10/10/2025
Rev: P01

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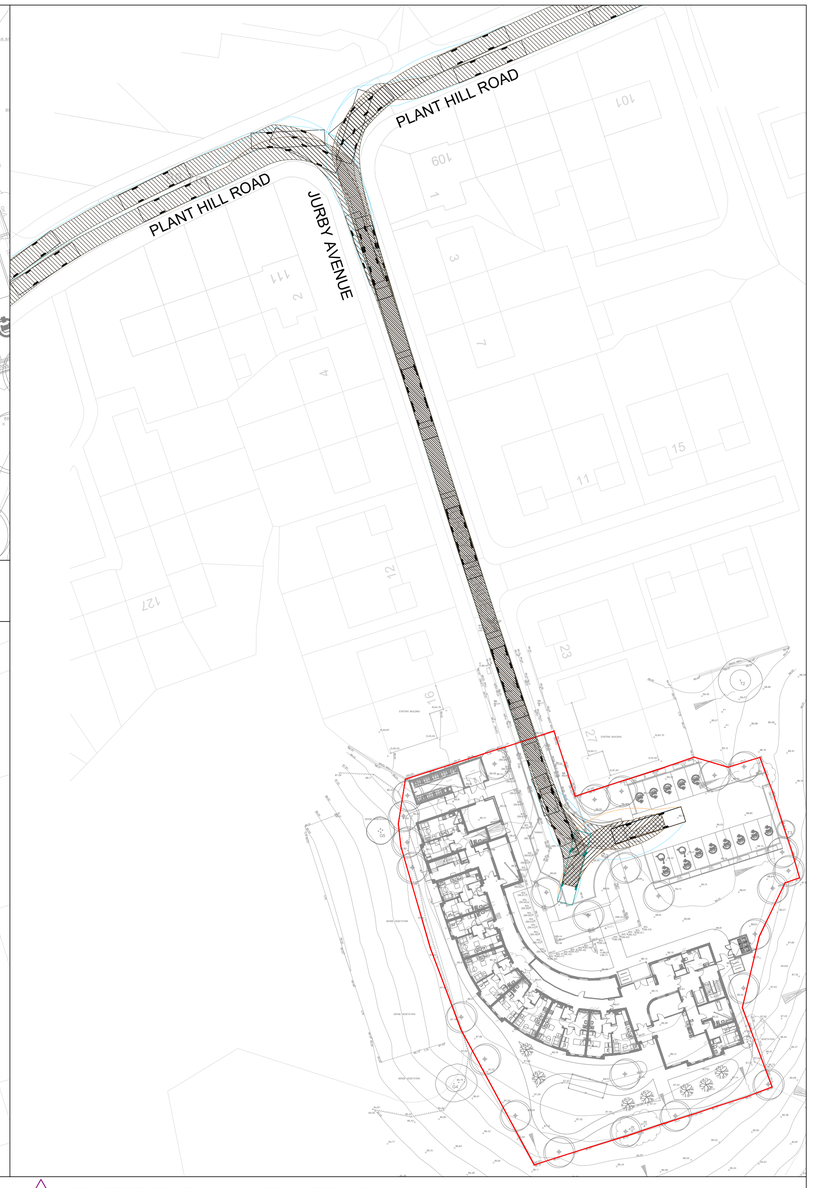
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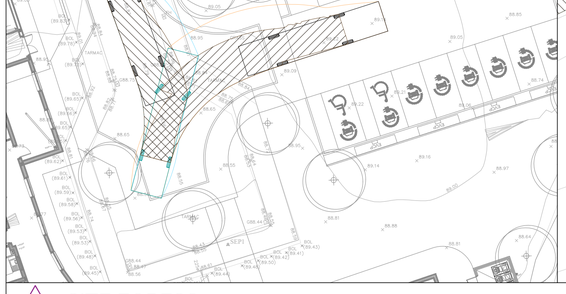
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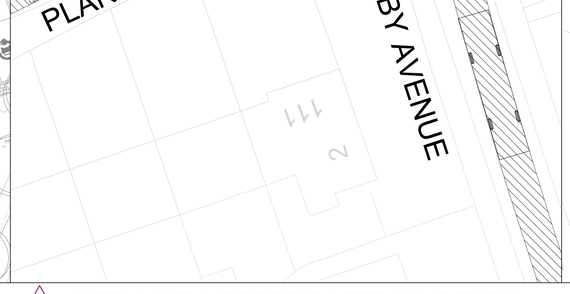
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7 SWEPT PATH MANEUVERS PLAN
1 : 500



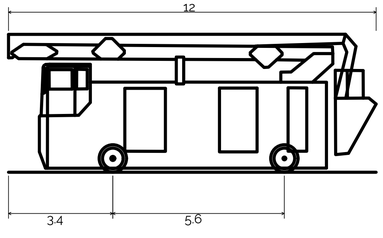
4 SITE EGRESS
1 : 250



5 JURBY AVENUE EGRESS (LEFT HAND TURN)
1 : 250



6 JURBY AVENUE EGRESS (RIGHT HAND TURN)
1 : 250





Aerial Platform/ Turntable Ladder/ Special Appliance	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	4.500m
Min Body Ground Clearance	0.130m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	13.750m

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Rev	By	Description	Date
P01	BW	First Issue	10/10/2025

Revision Schedule

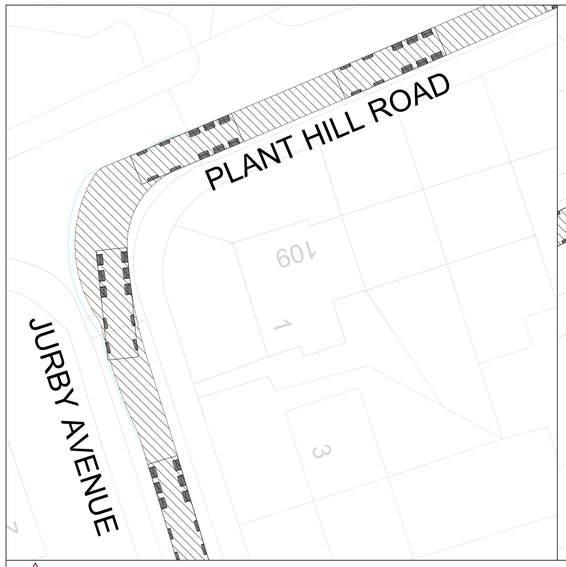
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PROJECT
Jurby Avenue
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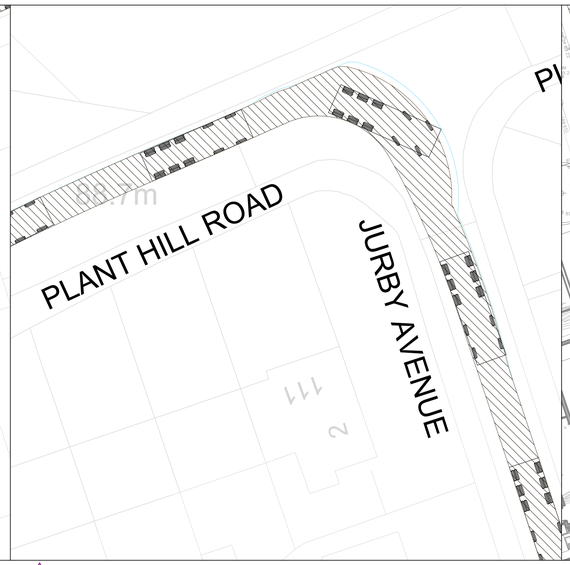
TITLE
Swept Path Analysis
Sheet 2 of 4
Special Appliance

Client	John Turner		
Status	S2	Purpose of Issue	Preliminary
Designed By	BW	Drawn By	BW
Shape Project No.	2108		
Sheet No.	C-0010.2		
Scale (@ A1)	As Shown	Date	10/10/2025
Rev	P01		

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1 JURBY AVENUE ENTRY (LEFT HAND TURN)
1 : 250



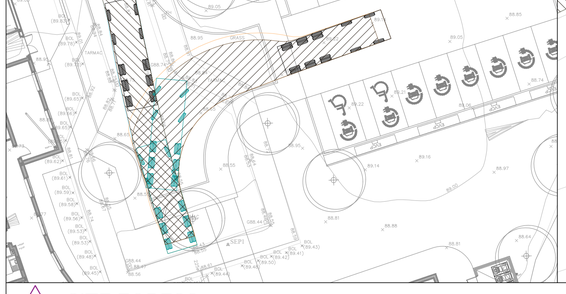
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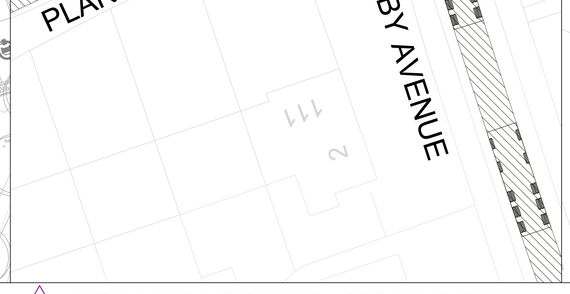
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7 SWEPT PATH MANEUVERS PLAN
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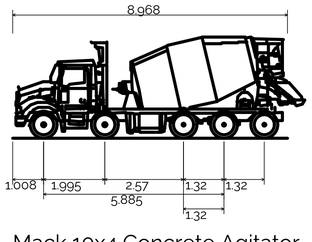
4 SITE EGRESS
1 : 250



5 JURBY AVENUE EGRESS (LEFT HAND TURN)
1 : 250



6 JURBY AVENUE EGRESS (RIGHT HAND TURN)
1 : 250



Mack 10x4 Concrete Agitator	
Overall Length	8.968m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.166m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.850m

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Rev	By	Description	Date
P01	BW	First Issue	10/10/2025

Revision Schedule

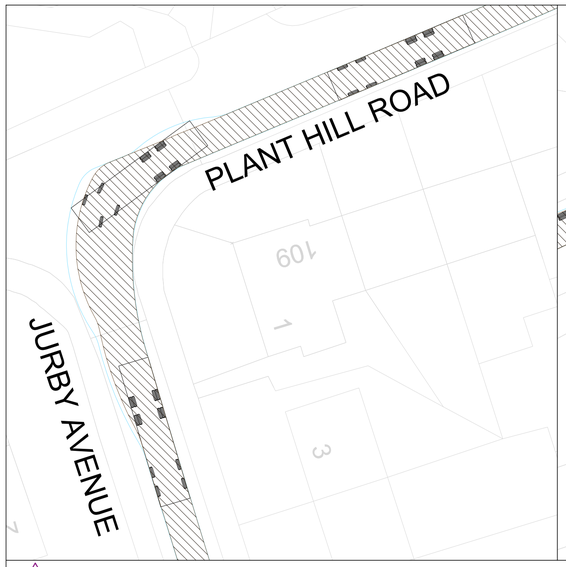
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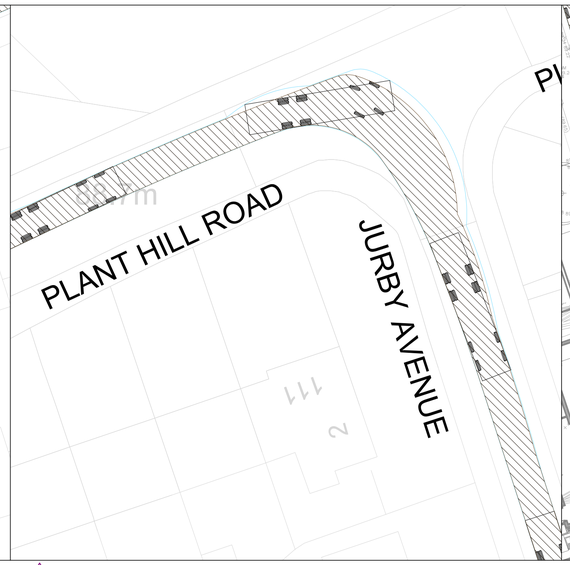
TITLE
Swept Path Analysis
Sheet 3 of 4
Concrete Agitator

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Shape Project No.	2108		
Sheet No.	C-0010.3		
Scale (@ A1)	As Shown	Date	10/10/2025
Rev	P01		

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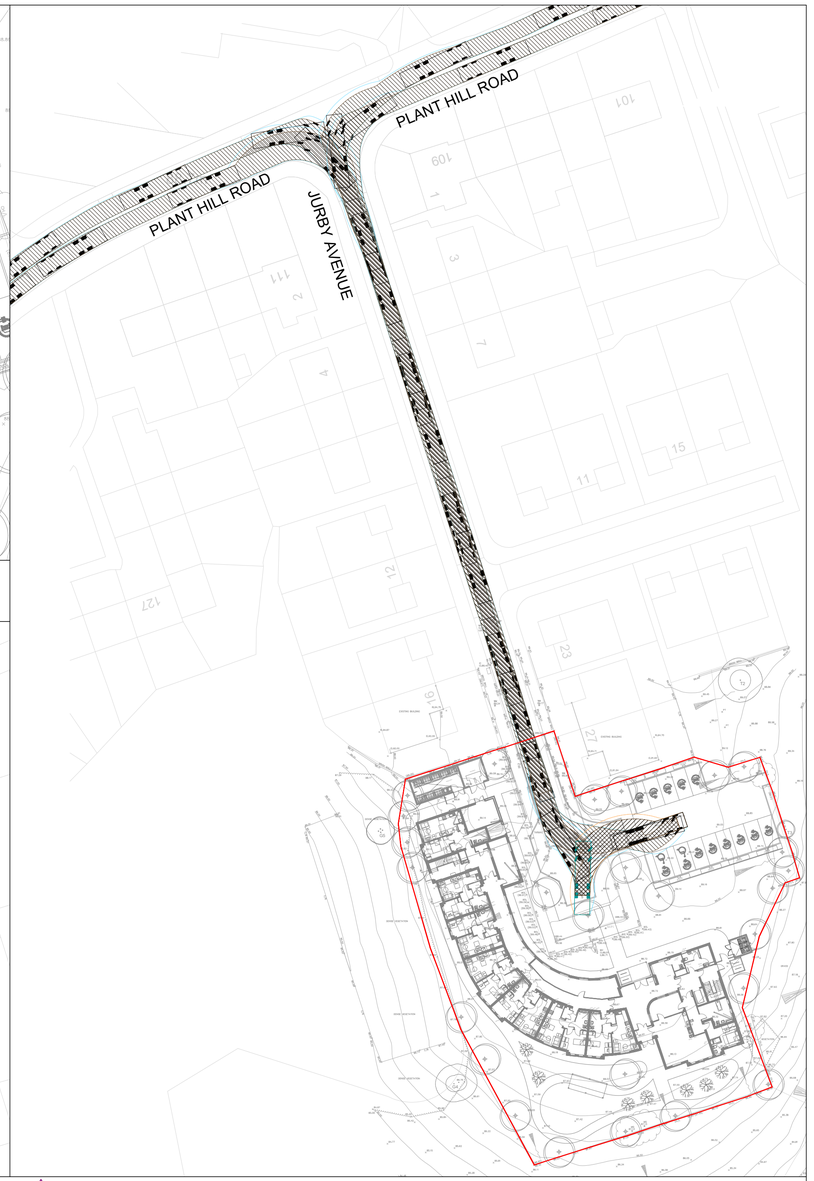
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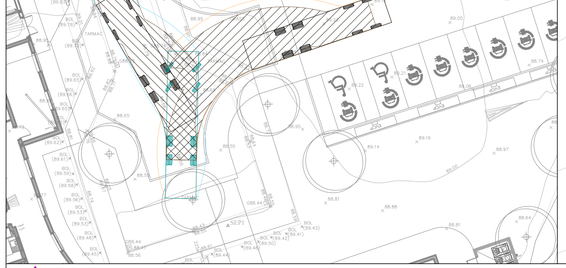
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3 SITE ENTRY
1 : 250



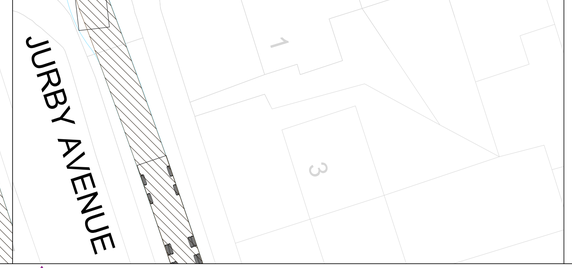
7 SWEPT PATH MANEUVERS PLAN
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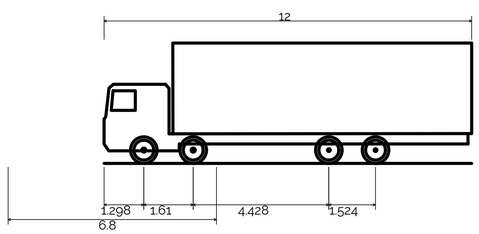
4 SITE EGRESS
1 : 250



5 JURBY AVENUE EGRESS (LEFT HAND TURN)
1 : 250



6 JURBY AVENUE EGRESS (RIGHT HAND TURN)
1 : 250



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

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Rev	By	Description	Date
P01	BW	First Issue	10/10/2025

Revision Schedule

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PROJECT
Jurby Avenue
Blackley Manchester

TITLE
Swept Path Analysis
Sheet 4 of 4
Rigid Truck

Client	John Turner		
Status S2	Purpose of Issue	Preliminary	
Designed By BW	Drawn By BW	Shape Project No.	2108
Sheet No.	C-0010.4		
Scale (@ A1) As Shown	Date 10/10/2025	Rev	P01

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Appendix 3 – example highways dilapidation survey

New Motor Vehicle Centre
Tameside College



Highways Condition Survey
Part 1 – Pre-construction
August 2023

Report Prepared By: Matt Eastham

Date: 4th August 2023

Introduction

John Turner Construction Group has been appointed to carry out the new Motor Vehicle Centre (MVC) project for Tameside College, scheduled to commence from 14th August 2023 and complete mid-October 2024. The scope of works includes the following:

- Phase 1 – service diversions and part demolition of the existing Newton Building (11 weeks commencing August 2023)
- Phase 2 – the construction of the new MVC (32 weeks commencing October 2023)
- Phase 3 – demolition of the remainder of the Newton Building followed by external works and landscaping to that area (13 weeks commencing July 2024)

The scheme has received planning permission - Tameside MBC reference 22/01208/FUL - with associated conditions. Condition number 9 requires that a highways condition survey is undertaken prior to and upon completion of construction works, the first part of this therefore being categorised as a 'pre-commencement' condition:

No development, other than site clearance and site compound set up, shall commence until a condition survey (including structural integrity) of the highways to be used by construction traffic has been submitted to and approved in writing by the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. On completion of the development a second condition survey shall be submitted to and approved in writing by the Local Planning Authority which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme, including timescales, to be submitted to and approved in writing by the Local Planning Authority.

This survey report is intended to satisfy the pre-commencement element of condition 9 thus allowing work to start on site. It is to subsequently be referred to when re-evaluating the state of the highways upon completion of the scheme in October 2024.

Highways Condition Survey Part 1 – pre-commencement

Survey undertaken by: M. Eastham (John Turner Construction Group Ltd)

Date: Thursday 3rd August 2023

Time: 11:10 to 11:55

Survey address: Tameside College, Beaufort Road, Tameside, Ashton-under-Lyne, OL6 6NX

Survey extent (road centreline): E39466, N399212 to E394867, N399054

Weather: dry, sunny spells, light winds from NW, 17C

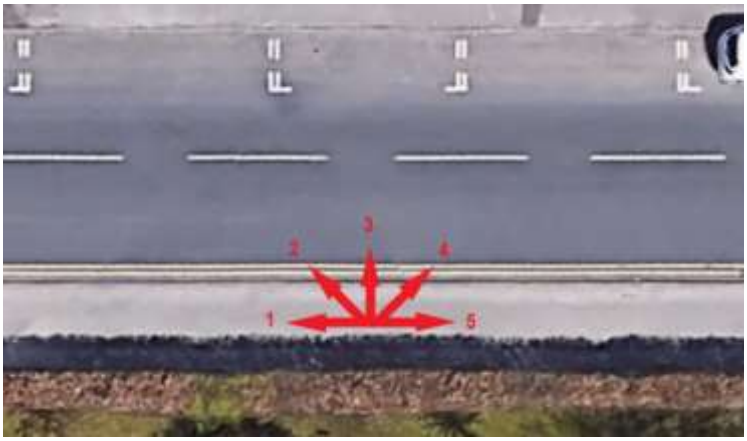
Traffic at time of survey: fairly busy – car and bus traffic, plus heavy construction traffic related to other Tameside College projects (8-leg wagons, concrete deliveries).

Methodology

In order to record of the state of the existing highway and footway along Beaufort Road, a photographic survey was undertaken. The parameters of this survey can be summarised as follows:

- To capture the surface condition of the road surface and both footways including kerbing and street furniture etc
- To capture the condition of the entrance and exit ramps to Tameside College (assuming line of adoption to be approximately the back of footpath line).
- Survey to extend from approximately 40m to the NW of the college exit ramp to approximately 40m to the SW of the college entrance ramp, at the junction with Heys Road - total length of carriageway covered approximately 250m.

The approach taken attempts to build a comprehensive record of the entire area via a series of high resolution images taken at regular intervals from the footway to both sides of the highway. For consistency, the pattern below was used to capture 5nr images at each location: 2nr longitudinally to the footway in both directions, 1nr square across the highway and 2nr at 45 degree direction across the highway (Appendix A):



This pattern of images was taken at approximately 15m intervals along the highway, from both footways, to comprehensively cover the full survey area. A total of 33nr locations were used to give a total of 165nr survey images. Key plans 1 and 2 (Appendix B), pinpoint these locations.

The images from each location have been assigned to individual folders numbered 1-33 and will accompany this report via Dropbox link to download.

Observations at Time of Survey

The general condition of both highway and footways is fairly poor. At time of survey, the following general dilapidation was noted:

- Footway surfacing badly crazed in places and with numerous utility work tracks evident – for example images 1, 6, 25, 56.
- Existing kerbs showing damage and displacement – for example images 25, 49, 65.
- Road surfacing showing cracking and opening of joints to historic service crossings and manhole/gully positions – for example images 27, 29, 58, 74, 108, 147.
- Road surfacing generally shows extensive crazing of the surface course. Image 'A' (appendix C) was taken to highlight this as it doesn't necessarily show up well on the wider view images.

Summary

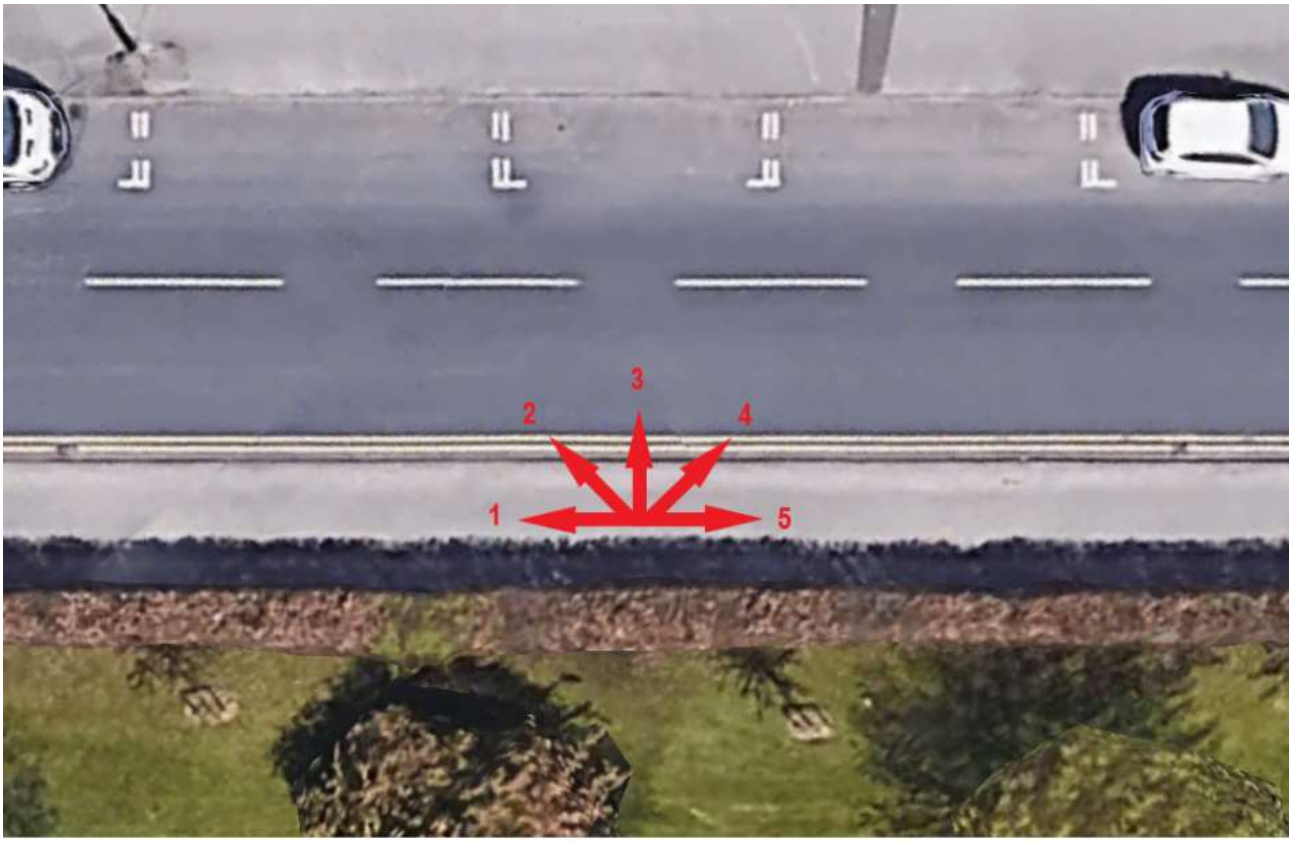
The foregoing is intended to record the state of Beaufort Road and footways in the vicinity of the Tameside College MVC project, at a point in time approximately 2 weeks prior to the anticipated start of work on site and it is requested that partial discharge of planning condition 9 is granted to allow the project to commence accordingly. A second survey will be undertaken upon project completion in order to fully discharge condition 9.

Matt Eastham

John Turner Construction Group Ltd

4th August 2023

Appendix A – Image orientation pattern



Tameside College
New Motor Vehicle Centre Project
Survey Location Key - Image Orientation

Appendix B – Key plans 1 and 2



Tameside College
New Motor Vehicle Centre Project
Highways Condition Survey - Key Plan 1/2



Tameside College
New Motor Vehicle Centre Project
Highways Condition Survey - Key Plan 2/2

Appendix C – Image A

