BPT

Bond Property Trading Ltd

CONSTRUCTION MANAGEMENT PLAN

2 Swallow Street
Levenshulme
Manchester

This Construction Management Plan has been produced by Bond Property Trading for the new build of 2 houses on vacant land adjacent James Street.

1.0 Proposed Programme

Main Contract Works

- Commence:November 2025
- Completion: Dec 2026

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- Commence: November 2025
- Completion: Dec 2026
- Duration: 14 months

2.0 Introduction

This is a proposal for the site known as 2 Swallow Street. The proposed works include conversion of existing shop and storage areas to form residential apartments.
The site is a vacant building.
The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed. The Project Manager shall work with the Authority to review the Construction Management Plan should any problems arise in relation to the construction of the development any future revised plan must be approved by the Authority and complied with thereafter.

3.0 Construction Start/Completion Dates

We are awaiting confirmation from the client regarding the exact start and finish dates for above ground works and construction. However the target dates for the project are:

Main Contract Works

- Start date: November 2025

4.0 Proposed hours in which vehicles will arrive and depart

In general the hours in which vehicles will arrive and depart will coincide with site hours which are 7.30am to 6.00pm in the evening monday – Friday 8.30am – 2pm on Saturday and no noise on a Sunday. However there will be occasions when heavy / wide loads may need to be delivered and removed from site outside of these hours. A BPT Construction member of staff would be in attendance at all times. On such occasions the local neighbours will be notified some 3 weeks earlier via a Newsletter.

5.0 Access arrangements for Vehicles

A temporary access route is from Swallow Street which leads onto the site compound. This will allow materials to be stored on site. All contractors Will sign in to contractors book and sign out upon leaving the premises. All access across the public footpath will be controlled.

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Banksman/Traffic Marshall – a Key Role

A strict delivery procedure will be implemented to ensure that James Street is not overrun with site and delivery vehicles. Our banksmen will ensure that traffic flow on both roads is maintained at all times.
The Traffic Marshall will act as banksman when vehicles enter the site (both entering in forward gear and should the need arise in reversing).
All sub-contractors and suppliers will be required to give 48 hours notice of deliveries. The movement of materials will also be controlled by our Traffic Marshall. He will be responsible for the coordination and control of all aspects of material deliveries and movement.

See access map below:

Access to the working areas

7.0 Size of Vehicles

Numerous types of delivery vehicles will be used to bring materials to and from the site. These include:

- Skip lorries. These will include standard skips for waste (approx. size 3.6m long and 1.8m wide.
- Ready mix concrete lorries. (approx. size 8.25m long and 2.45m wide).

• Flatbed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx. size 8.5m long and 2.45m wide.
The projected vehicle movements are likely to be approximately 1 – 5 per day during the main contract works period.

8.0 Tight manoeuvers into the site
Where appropriate vehicles will be able to access the site for deliveries.

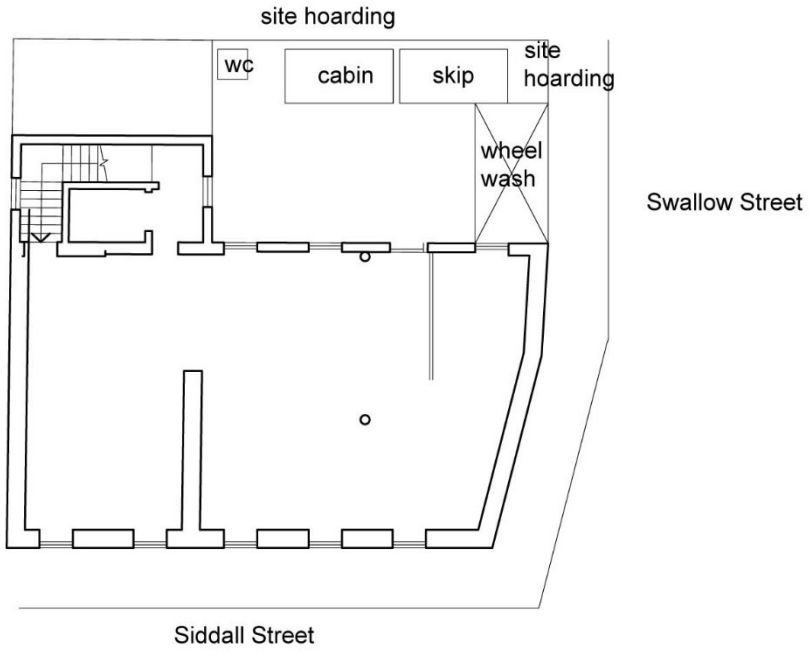
9.0 Details of any highway works necessary to enable construction to take place
None

10.0 Parking and Loading Arrangements
A strict delivery procedure will call off as much as needed only ethos will be implemented to ensure that Swallow Street is not overrun with site and delivery vehicles. Our traffic marshall will ensure that traffic flow is maintained at all times.
All subcontractors and suppliers will be required to give 48 hours' notice of deliveries.
The movement of materials, particularly in the main contract works stage, will also be controlled by our traffic marshall. He will be responsible for the control and coordination of all aspects of material deliveries and movement.
Vehicles will immediately pull into the site for unloading wherever possible.
Materials will be stored within the boundary of the site.
Parking will not be permitted on site and all sub-contractors will be informed at the pre-order meeting that the surrounding area is for resident parking only.

11.0 Temporary traffic management orders
None required.

12.0 Proposed overhang of the Public Highway
There is no overhanging of the highway

13.0 Details of any Hoardings or Fencing
The main site area and the contractor's compound will be enclosed with solid hoarding and controlled access gate. This will all be within the confines of the site and within the Sites boundary fencing. It will be adapted as necessary.



14.0 Details of how pedestrian and cyclist safety will be maintained
When vehicles are entering or leaving the site, these will be supervised by our traffic marshalls. Where vehicle are unloading in on site, this will be supervised by contractors traffic marshall.
The general public/pedestrians will have right of way along the footpath to James Street . The construction site gates will be kept closed and monitored, Only when deliveries are made to the site will they be opened to allow vehicles onto the site. All delivery vehicles will be supervised/controlled by a banksman.

The appointed Site Manager will also ensure that the external perimeter of the site is regularly inspected (twice a day) to ensure that any debris is kept clear of the entrance or pavement.
With regard to cyclist safety any delivery vehicle parked within the loading area will be coned off to direct the cyclist around the lorry.
Should there be any complaints arising from the works, local residents will be able to call personally to the site manager at our site office or contracts manager in the HQ. Our Construction Director will deal personally with comments or complaints from the public or neighbours and will ensure that they are resolved swiftly. A record will be kept of all comments and complaints.

15.0 Management of traffic to reduce congestion
Within BPT Structure is a Site Manager. The Site Manager will be responsible for the day to day management of all deliveries to the site. These will be booked in using a Delivery Schedule so as to prevent lorry congestion to the road network that

surrounds the site. Should a lorry/vehicle arrive that has not been booked in, that lorry will be turned away.
Wherever possible lorries will be brought onto site keeping the roads free for general traffic movement.
In order to reduce traffic movements, we shall call off full loads whenever possible and only accept part loads when essential.
We shall encourage our sub-contractors to use public transport to travel to site. We shall also inform potential sub-contractors that parking is very restricted in the local area. We will monitor parking, especially on neighbouring roads, to ensure off-site parking is dealt with considerately.

16.0 Control of dirt and dust on the public highway
Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. BPT will make provision to minimise this problem.
In the early stages of the project when ground works are being carried out, all vehicles that leave the construction site will be washed down.
The wash bay area will be impermeable and isolated from the surrounding area by a raised kerb or roll over bund to contain solids. No debris or concrete will be washed into the drainage system.
We will also make provision for cleaning of the road if required by an approved road sweeper.
We will insist on all muck away lorry's be fully sheeted to minimise the risk of any mud over-spilling onto the highway.
We will consider spraying a fine spray to suppress dust on the following:

- Structures and building during demolition.
- Unpaved areas that are subject to traffic or wind.
- Sand, spoil and aggregate stockpiles.
- During loading/unloading of dust generating materials.

17.0 Details of consultation with local businesses or neighbours
The site team will have direct responsibility for fostering good community relations with all neighbouring residents and businesses. From the start of this project an individual directly involved in the management of the site will be identified as being specifically responsible for community relations (Community Liaison Representative). This single point of contact will be established for all liaison with the general public. We will initiate early and honest communications to establish a good rapport with the community which will help reduce problems that may arise during the construction process. Part of the process will be the inclusion of regular Newsletters keeping our neighbours up to date with what has and will happen on site.
We will ensure that any particularly sensitive works or issues are dealt with in a professional and accountable manner, with the public and local community kept informed at all times. This may include things like out of hours delivery of large items of plant such as excavators.
Information boards will be displayed on the site boundary which will highlight the key personnel on site including their contact details. The regular newsletters will also highlight the key personnel and their contact details. In the event of a complaint the Community Liaison Representative will respond by return or as soon as they can. All

complaints will be logged, all actions tracked and each item closed out to the satisfactory agreement of all parties.
Prior to any person being allowed on site they have to go through a Health, Safety and Environment Project Induction which, amongst others, will highlight the requirements set out in BPT's own project procedures.

18.0 Working Group and other measures to reduce the impact of the site
The communication process with the local community has already started via an open consultation meeting.
Before work commences we will send out letters to the neighbours informing them of what will be happening and giving them our contact name and telephone number.

This will include a 24hr emergency hotline.
We will also maintain full and regular communications with affected neighbours regarding site activity, deliveries and traffic.
Should there be any complaints, as we have stated earlier, local residents will be able to call personally to the site offices. A record will be kept of all comments/complaints.
Other points that we will action:
- Ensure that site lighting does not affect neighbours.
- We will ensure that our workforce maintain a respectable standard of dress code.
- Encourage operatives not to leave site in their dirty work clothes.
- Register the project with the Considerate Constructors Scheme.
- Provide ID hi-viz for all operatives.

19.0 Targeting zero non-hazardous waste to landfill
As part of our environmental approach we seek to source materials from local companies provided that specification requirements and costs are met.

20.0 Energy usage
Where practicable, we seek to source green energy providers for the construction phase. Meters will be supplied for the site enabling energy consumption levels to be monitored.

21.0 Fuel consumption
We strive to procure local contractors for the project therefore minimising transport costs and impact on the local environment.

22.0 Waste Management
Our approach to the treatment of waste is to employ a specialist waste removal supplier. This contractor is responsible for the safe removal of waste from site.
Due to restrictions on space it is unlikely that segregation will be possible on site. However this will occur at transfer stations.
We will ensure that all access routes and fire escapes are swept and kept clear of debris on a regular basis to maintain high standards of health and safety on the project. All general areas of the project will be swept clean on a weekly basis.
Sub-contractors will be responsible for removing waste emanating from their works to a central point on site.