

Premier Inn Manchester West Didsbury

CONSTRUCTION MANAGEMENT PLAN

on behalf of Whitbread Group Plc.

2024/7847/CMP02

October 2025

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1 INTRODUCTION

1.1 Document Context

1.1.1 This Construction Management Plan (document reference. 2024/7847/CMP02) is prepared by RGP Consulting Engineers Limited with consideration to approved development at Premier Inn Manchester West Didsbury hotel, Christie Fields Business Park, Derwent Avenue, West Didsbury, M21 7QS ("the site").



Figure 1 Premier Inn Manchester West Disbury Hotel

1.1.2 The development (application number. 140916/FO/2024) comprises the demolition of the existing associated branded restaurant at the site and erection of a two-storey annexe building to provide additional hotel accommodation.

1.1.3 This Construction Management Plan represents a new document, superseding the previously prepared Construction Management Plan (document reference. 2024/7847/CMP01) following feedback from Manchester City Council on that document and the information and assessments it contained.

2 PRINCIPAL CONTRACTOR

2.1 Principal Contractor

2.1.1 The Principal Contractor for the construction works is Medlock FRB Limited.

- Greengate Street
- Oldham
- OL4 1DG
- +44 0161 621 5200

2.1.2 Medlock will be responsible for implementing this Construction Management Plan throughout construction works. Medlock will review this Plan throughout construction works and make amendments and revisions as appropriate.

2.1.3 The contact details of the Principal Contractor will be provided on hoarding at the site, to include a twenty-four-hour emergency contact, throughout construction works – the details will be appropriately maintained to ensure they are clear and legible.

2.2 Considerate Constructors

2.2.1 Medlock FRB Limited will operate the construction sites with consideration to the Considerate Constructors Scheme. The Scheme commits Contractors to observe and implement the Code of Considerate Practice. The Code focuses on three key sections:

- Respecting the community - Constructors must manage their impact on their neighbours and the public to support a positive experience.
- Caring for the environment - Constructors must minimise their impact and enhance the natural environment.
- Valuing the workforce - Constructors must create a supportive, inclusive, and healthy workplace.

2.2.2 Medlock will ensure all on-site personnel and visitors to the construction site operate in a manner consistent with the Code.

2.3 Phases of Construction

2.3.1 Medlock FRB Limited anticipated the phases of construction will be as follows:

- Enabling works and site establishment.
- Substructure.
- Superstructure.
- Fit-Out.

- External Works.
- Miscellaneous (i.e. snagging).

2.4 Procurement

2.4.1 Medlock FRB Limited will explore opportunities for common procurement with other construction sites locally, this will include the delivery of supplies and collection of waste. Common procurement can positively contribute to decreased vehicle movements associated with construction sites.

2.5 Communication

2.5.1 This Construction Management Plan will be communicated by Medlock FRB Limited to all on-site personnel and visitors through induction training and toolbox talks throughout construction works.

2.5.2 Neighbouring residents and businesses will be informed of construction through a 'Letterbox Drop' prior to construction and throughout the construction works as appropriate – the contact details of the Principal Contractor will be provided on any communications.

2.6 Enquiries and Complaints

2.6.1 Medlock FRB Limited will aim for all construction work to be completed in a manner which has consideration to the community, environment and on-site personnel.

2.6.2 Nonetheless, Medlock will establish a procedure for the handling of any enquiries or complaints to include recording details of:

- The nature of the enquiry or complaint.
- The cause of the enquiry or complaint.
- The remedial action taken (where appropriate).

2.6.3 Medlock will aim to respond to any enquiry or complaint in a timely a manner as practicable and take remedial action where deliverable and justifiable.

3 CONSTRUCTION SITE

3.1 Contractors Compound

3.1.1 Medlock FRB Limited will establish a Contractors Compound on-site. An indicative construction site compound is illustrated in the figure below.

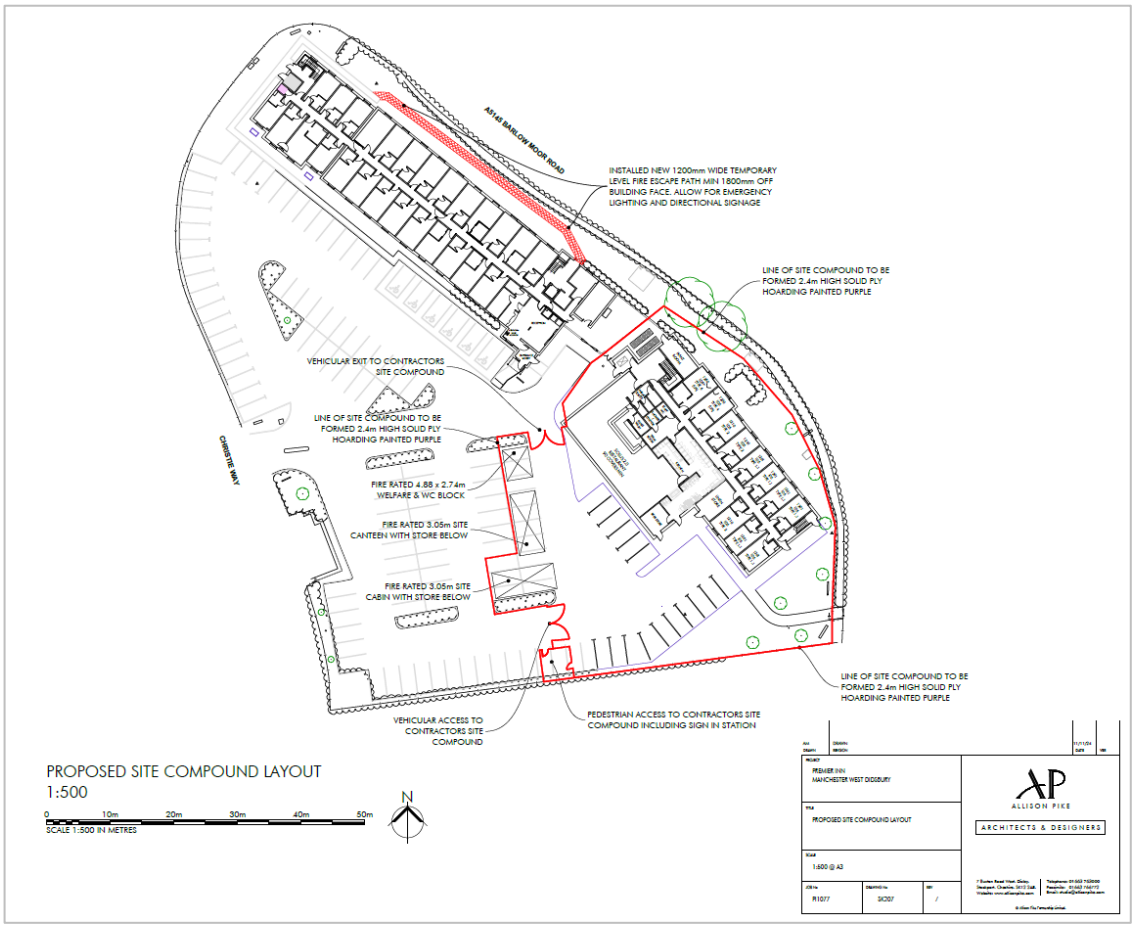


Figure 2 Indicative Construction Site Compound (Source. Allison Pike)

3.1.2 The Compound will be secured with plywood faced hoarding (2.4 metres in height) and heras fencing (2.0 metres in height) to prevent unauthorised access. The hoarding will be painted purple and adorned with Premier Inn graphics.

3.1.3 The Compound will comprise a site office and welfare facilities, additionally, provision will be made for the storage of construction materials and waste and wheel wash facilities. Cabins and containers will be stacked as appropriate to minimise the footprint of the Compound.

3.1.4 The composition of the Compound will be reviewed by Medlock throughout the construction programme to ensure it can contain all construction related facilities, materials and waste.

3.2 Loading and Unloading

3.2.1 All loading and unloading will be completed on-site / in the site compound as appropriate.

3.3 Site Hours

3.3.1 The construction site will be operational:

- 08:00 to 18:00 – Monday to Friday.
- 09:00 to 13:00 – Saturday.

3.3.2 No construction works will be undertaken on Sundays, Bank or Public Holidays.

3.4 Construction Vehicle Hours

3.4.1 Construction vehicle hours will be within the above construction site hours.

3.4.2 Construction vehicles will generally be restricted, as far as is reasonably practicable, to between 09:30 and 16:30 to minimise construction vehicle movements during peak hours on the highway network.

3.4.3 Construction vehicles movements will not be completed outside of the above construction site hours.

3.5 Car Parking

3.5.1 101 car parking spaces will be retained during construction works.

3.5.2 Application of the car parking accumulation data from approved RGP prepared Transport Statement confirms the site during construction could generate a peak car parking demand of 86 cars at 23:00, as illustrated in the figure below.

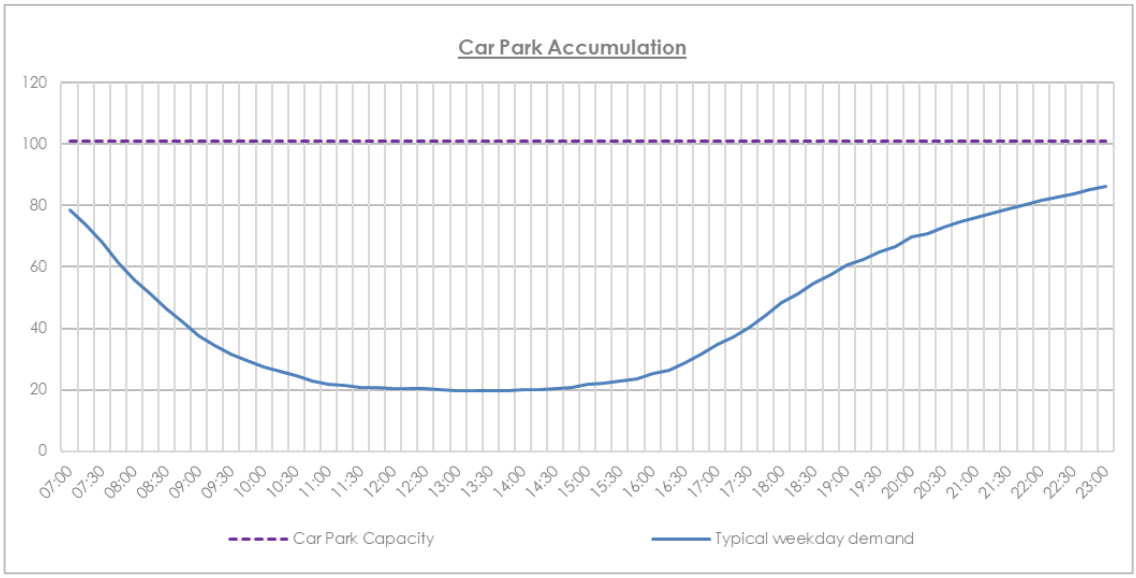


Figure 3 Car Park Accumulation – Construction

3.5.3 As illustrated in the figure above, the peak car parking demand would be observed overnight, as hotel guests are checked into the hotel.

3.5.4 Car parking demand would be lower across the course of a day when the construction site is operational, facilitating the shared use of the car park by hotel guests and construction personnel.

3.5.5 Nonetheless, this document provides measures to limit construction personnel and visitor car parking, in favour of sustainable travel to and from the site, as far as is reasonably practicable.

3.6 Incidents and Emergencies

3.6.1 Incidents and emergencies could arise where it is not possible or practicable to comply with the above construction site hours, the measures of this document or relevant planning policies.

3.6.2 In any such instances, Medlock FRB Limited will be permitted to complete emergency works with the Local Planning Authority advised and contacted with the details provided to the nature of the works.

3.6.3 Medlock will record details of any emergency works to include:

- The nature of the incident or emergency.
- The cause of the incident or emergency.
- The remedial action taken (where appropriate).

3.6.4 An Incident /Emergency Log will be kept as appropriate.

4 CONSTRUCTION VEHICLES

4.1 Construction Vehicle Routing

4.1.1 The site is located off the A5145, Barlow Moor Road, running between Stockport and Stretford via Chorlton-cum-Hardy and Didsbury.

4.1.2 The A5145 is located to the north of Junction 5 of the M60. The M60 is the Manchester orbital serving the main areas of Ashton-under-Lyne, Oldham, Stockport and Trafford Park.

4.1.3 While construction vehicle routing would be dependent on the origin / subsequent destination of the construction vehicle, it is considered roads close to the site are of sufficient standard to accommodate all construction vehicles.

4.1.4 All construction vehicles will access the site, and the construction site compound in a forward gear, manoeuvre on-site / within the construction site compound and egress the construction site compound and site in a forward gear. This arrangement is illustrated on drawing **2024/7847/001** attached hereto.

4.2 Construction Vehicle Schedule

4.2.1 Medlock FRB Limited will prepare a Construction Vehicle Schedule for all construction vehicle movements to ensure that only one vehicle is present at the site at any one time, and that movements are undertaken in a timely manner. As a Schedule would be prepared, it is not anticipated vehicle holding areas would be required.

4.2.2 Medlock will ensure all vehicle movements are booked in advance, at minimum 48 hours prior to the day of arrival. All drivers will be requested to telephone prior to their arrival at the site so the necessary steps can be undertaken to enable a smooth and efficient delivery or collection. All drivers will be notified of the intended vehicle routing prior to their arrival at the site to ensure their compliance.

4.3 Vulnerable Road Users

4.3.1 Medlock FRB Limited will aim for all construction vehicles to benefit from the following features to protect vulnerable road users:

- Audible warning alert (i.e. reversing or when turning left).
- Blind spot sensors.
- Camera monitoring.
- Class V and VI mirrors.
- Moving off sensors.
- Side under-run protection.
- Warning signage.

4.3.2 All construction vehicles will be supported by a suitably qualified Traffic Marshal as appropriate.

4.4 Swept Path Analysis

4.4.1 Swept path analysis for the largest vehicle regularly requiring access to the construction site compound is attached hereto. It is demonstrated the vehicle will access the site, and the construction site compound in a forward gear, manoeuvre on-site / within the construction site compound and egress the construction site compound and site in a forward gear. To ensure adequate space is available, some minor on-site works will be required.

4.5 Abnormal Load

4.5.1 An abnormal load is a vehicle with any of the following:

- weight over 44,000kg (43.3 tons)
- an axle load of more than 10,000kg (9.84 tons) for a single non-driving axle or 11,500kg (11.31 tons) for a single driving axle
- width over 2.9 metres (9.5 feet)
- rigid length over 18.65 metres (61 feet)

4.5.2 Given the scale of construction works, it is not considered abnormal loads will be required throughout the construction works – should abnormal loads be required, Medlock FRB Limited will devise appropriate arrangements for the management of this and contact the Local Planning Authority / Local Highway Authority as appropriate.

4.6 Arrangements for Temporary Facilities

4.6.1 Given the scale of construction works, it is not considered there will be a requirement for temporary facilities to local public transport stops or along construction vehicle routes throughout construction works – should temporary facilities be required, Medlock FRB Limited will contact the Local Planning Authority / Local Highway Authority as appropriate.

4.7 Traffic Management Measures

4.7.1 Given the scale of the construction works, it is not considered any traffic management measures will be required throughout the construction works – should traffic management measures be required, Medlock FRB Limited will contact the Local Planning Authority / Local Highway Authority as appropriate.

4.8 Wheel Washing Facilities

4.8.1 To prevent mud and other debris being carried onto the highway, wheel washing facilities will be provided within the construction site compound. It is anticipated this will comprise the provision of a pressure washer, or similar, close to the access / egress of the construction site compound. A pressure washer is considered appropriate given the scale of the construction works.

5 DUST

5.1 Context

5.1.1 Medlock FRB Limited will operate the site as per the Institute of Air Quality Management 'Guidance on the assessment of dust from demolition and construction.'

5.2 Assessment

5.2.1 A dust risk assessment has been prepared with consideration to the Institute of Air Quality Management 'Guidance on the assessment of dust from demolition and construction.'

Step 1 – Screen the Need for a Detailed Assessment

5.2.2 The Guidance confirms an assessment will normally be required where there is:

- A human receptor within 250m of the boundary of the site and / or 50m of the route(s) used by construction vehicles on the public highway, up to 250m from the site entrance(s).
- An ecological receptor within 50m of the boundary of the site and / or 50m of the route(s) used by construction vehicles on the public highway, up to 250m from the site entrance(s).

5.2.3 In review of the site location and its extents, it is considered there are receptors within the above catchment.

Step 2A – Potential Dust Emission Magnitude

5.2.4 The Guidance confirms the potential dust emission magnitude should be based on:

- The scale and nature of the works, which determines the potential dust emission magnitude as small, medium or large.
- The sensitivity of the area to dust impacts, which is defined as low, medium or high sensitivity.

Activity	Anticipated Dust Emission Magnitude
Demolition	Small
Earthworks	Small
Construction	Small
Trackout	Small

Figure 4 Potential Dust Emission Magnitude

Step 2B – The Sensitivity of the Area

5.2.5 The Guidance confirms the sensitivity of an area should have consideration to:

- The specific sensitivities of receptors in the area;
- the proximity and number of those receptors;
- in the case of PM10, the local background concentration; and
- site-specific factors, such as whether there are natural shelters, such as trees, to reduce the risk of wind-blown dust.

Potential Impact	Anticipated Sensitivity of the Area			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	Medium	Medium	Medium	Medium
Human Health	Medium	Medium	Medium	Medium
Ecological	Low	Low	Low	Low

Figure 5 Sensitivity of the Area

Step 2C – Define the Risk of Impacts

5.2.6 As mitigation will be employed (see below) an assessment of the risk impacts has not been provided.

5.3 Management Measures

5.3.1 With consideration to the Guidance, the following dust management measures will be employed during construction:

- Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.
- Display the head or regional office contact information.
- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
- Make the complaints log available to the Local Authority when asked.
- Record any exceptional incidents that cause dust and/or air emissions, either on- or off-site, and the action taken to resolve the situation in the log book.
- Carry out regular site inspections to monitor compliance with this document, record inspection results, and make an inspection log available to the Local Authority when asked.

- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.
- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.
- Avoid site runoff of water or mud.
- Ensure all vehicles switch off engines when stationary - no idling vehicles, unless required (i.e. concrete).
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/ mitigation, using non-potable water where possible and appropriate.
- Use enclosed chutes and conveyors and covered skips.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- No materials or waste will be burned on-site.
- Ensure effective water suppression is used during demolition operations. Hand held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.
- Avoid explosive blasting, using appropriate manual or mechanical alternatives.
- Bag and remove any biological debris or damp down such material before demolition.
- Sweep the site at the end of each day, or throughout the day, as required.
- Plant will be oriented away from dust-sensitive receptors.
- Plant will be sited away from dust-sensitive receptors.
- Plant will be maintained as per manufacture guidance.
- Agree dust deposition, dust flux, or real-time PM10 continuous monitoring locations with the Local Authority.

5.3.2 Medlock FRB will establish a method of monitoring air quality and dust generation at the site. Where possible commence baseline monitoring at least three months before work commences on site or, if it a large site, before work on a phase commences.

6 NOISE

6.1 Context

6.1.1 Medlock FRB Limited will operate the site as per British Standard BS 5228 'Code of practice for noise and vibration control on construction and open sites'.

6.2 Noisy Working Hours

6.2.1 Noisy construction works will be as follows:

- 08:00 to 18:00 – Monday to Friday.
- 09:00 to 13:00 – Saturday.

6.2.2 No noisy works will be undertaken on Sundays, Bank or Public Holidays.

6.3 Noise Monitoring

6.3.1 In consideration of the location of the site and the sensitive receptors in the vicinity of the site, Medlock FRB will undertake regular samples of construction noise (i.e. 5 minutes per hour over the working period). Noise from construction should not exceed:

- 75 dB(A) Leq 10hr (08:00-18:00).
- 80 dB(A) Leq 15min (short term).

6.3.2 Medlock FRB will employ a staggered approach to works where the above noise limits cannot be met.

6.3.3 Medlock FRB Limited will employ a suitably qualified person will be responsible for the monitoring of noise.

6.4 Management Measures

6.4.1 The following noise management measures will be employed during construction:

- Materials will be lowered and drop heights minimised.
- Plant will be maintained as per manufacture guidance.
- Plant will be oriented away from noise-sensitive receptors.
- Plant will be sited away from noise-sensitive receptors.
- Plant will be screened where it cannot be sited or oriented away from noise-sensitive receptors.
- Plant will have acoustic covers which will be in place when in use.

- Personnel will be provided with appropriate Personal Protective Equipment.
- Personnel will be competent in the operation of plant.

7 ENVIRONMENTAL MANAGEMENT

7.1 Light

7.1.1 Medlock FRB Limited will operate the site as per the Health and Safety Executive 'Light at work' and Health and Safety Executive 'Electrical safety on construction sites'.

Management Measures

7.1.2 The following light management measures will be employed during construction:

- Light will be sited away from light-sensitive receptors.
- Lighting installations will be provided for the illumination of emergency exists and escape routes.
- Lighting will be designed to achieve a reasonably uniform illuminance on all relevant areas of the site.
- Lighting will be maintained as per manufacture guidance.
- Lighting will be oriented away from light-sensitive receptors.

7.1.3 Lighting will be designed to the minimum requirement outside of construction site hours to ensure personnel safety and site security.

7.2 Water

7.2.1 Medlock FRB Limited will operate the site with consideration to best practice to ensure water management.

Management Measures

7.2.2 The following water management measures will be employed during construction:

- Drains within the site will be identified and measures implemented to prevent pollution.
- Drip trays will be provided for plant as appropriate.
- Emergency 'Spill Kits' will be provided.
- Hazardous construction materials will be stored in bunds.
- Plant will be maintained as per manufacture guidance.
- Processes that could generate spills will be sited away from drains.
- Water from wheel washing facilities and wash down areas will be contained.
- Water run-off will be contained.

7.3 Terrestrial Mammals

7.3.1 Medlock FRB Limited will operate the site with consideration to best practice to ensure the protection of terrestrial mammals.

Management Measures

7.3.2 The following protection of terrestrial mammal management measures will be employed during construction:

- Chemicals / pollutants will be stored and disposed of according to Control of Substances Hazardous to Health regulations.
- Excavations will be covered overnight.
- Excavations not covered overnight will be provided with a ramp.
- Lighting will be designed and oriented to avoid light spill on retained habitats.

7.4 Nesting Birds

7.4.1 It is recommended the construction programme is undertaken outside the core breeding bird season – should this not be practicable; an inspection of surrounding vegetation should be undertaken by a suitably qualified ecologist no more than 24 hours prior to the commencement of work.

7.5 Retained Trees

7.5.1 Arbtech 'Arboricultural Method Statement' detailed mitigation pertaining to existing trees (where required) and it is considered any mitigation measures detailed within the Survey represent effective mitigation from an ecological perspective and should be adhered to.

7.6 Community Relations

7.6.1 Should there be an enquiry or complaint on any of the above environmental management measures, the Medlock FRB Limited will aim to respond in a timely a manner as practicable and take remedial action where deliverable and justifiable.

7.7 Summary

7.7.1 The above lists are not exhaustive, and Medlock FRB Limited are encouraged to explore further management measures.

8 VEHICLE MANAGEMENT

8.1 Personnel Travel Plan

8.1.1 Medlock FRB Limited will implement a Personnel Travel Plan.

8.1.2 The Personnel Travel Plan will promote active (walking and cycling) and sustainable (public transport) travel modes.

8.1.3 To support active and sustainable travel, Medlock will consider the provision of lockers on-site for construction personnel to store their goods, so they do not have to be transported to / from the site daily.

Active Travel

8.1.4 It is commonly accepted that distances of up to 2000 metres can be walked by reasonably fit individuals for commuting purposes. In consideration of this, the figure below illustrates a 2000 metre walk catchment.

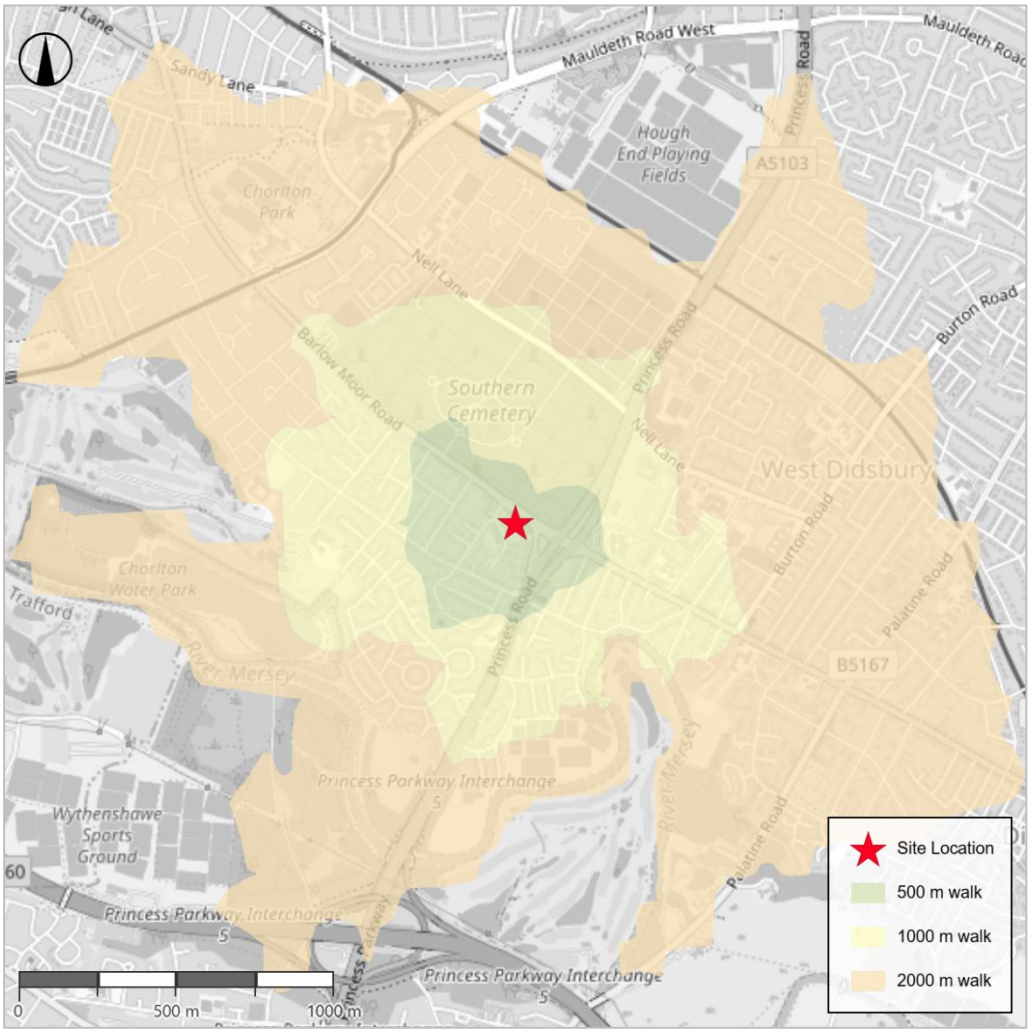


Figure 6 2000 Metre Walk Catchment

8.1.5 It is commonly accepted that distances of up to 5000 metres can be cycled by reasonably fit individuals for commuting purposes. In consideration of this the figure below illustrates a 5000 metre cycle catchment.

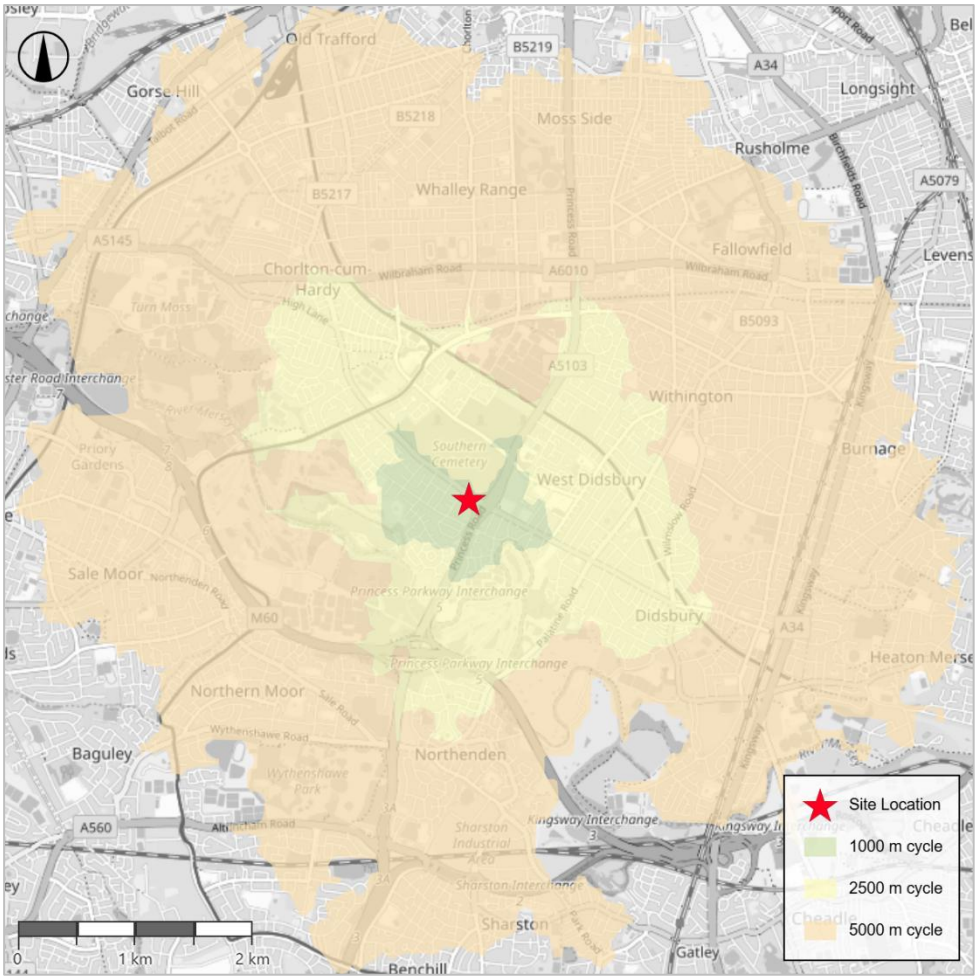


Figure 7 5000 Metre Cycle Catchment

8.1.6 Medlock will consider the use of personnel who reside locally so that active travel is a realistic travel choice.

Sustainable Travel

8.1.7 The closest bus stops to the site are located on the A5145, Barlow Moor Road. The stops are served by routes 23 (The Trafford Centre - Urmston - Stretford – Stockport) and 87 (Piccadilly Gardens - Moss Side - Withington – Chorlton). Bus route 172 (Newton Heath - Droylsden - Gorton - Didsbury – Chorlton) can be boarded on Princess Road.

8.1.8 Medlock will consider the use of personnel who reside locally so that sustainable travel is a realistic travel choice.

9 WASTE MANAGEMENT

9.1 Context

9.1.1 This Section is informed by Department for Environment, Food & Rural Affairs 'Guidance on Applying the Waste Hierarchy' (2011).

9.2 Waste Hierarchy

9.2.1 The Waste Hierarchy "*ranks waste management options according to the best environmental outcome taking into consideration the lifecycle of the material*." The Waste Hierarchy, as reproduced from the Guidance, is illustrated in the figure below.

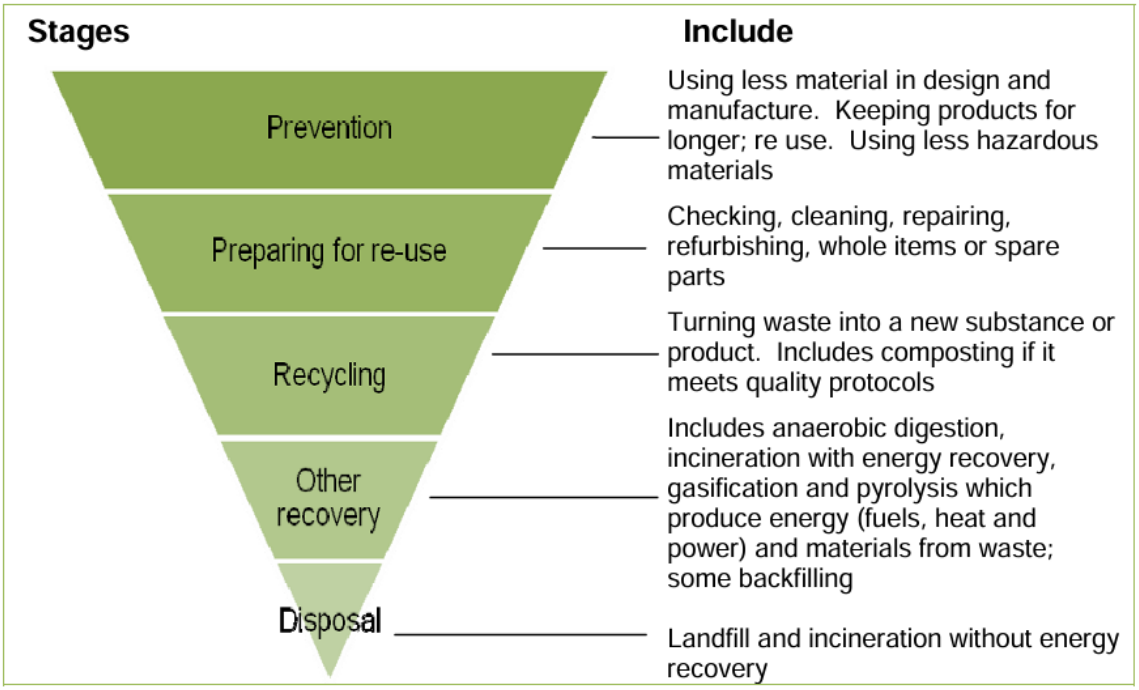


Figure 8 The Waste Hierarchy (Source. Department for Environment, Food & Rural Affairs)

9.2.2 As illustrated above, the Waste Hierarchy gives top priority to preventing waste, and where waste is generated, it gives top priority to preparing it for reuse, then recycling, then other recovery, prior to disposal.

9.2.3 Application of the Waste Hierarchy supports the move from a linear model of production, consumption and disposal towards a circular model. The Circular Economy, as reproduced from the Ellen MacArthur Foundation, is illustrated in the figure below.

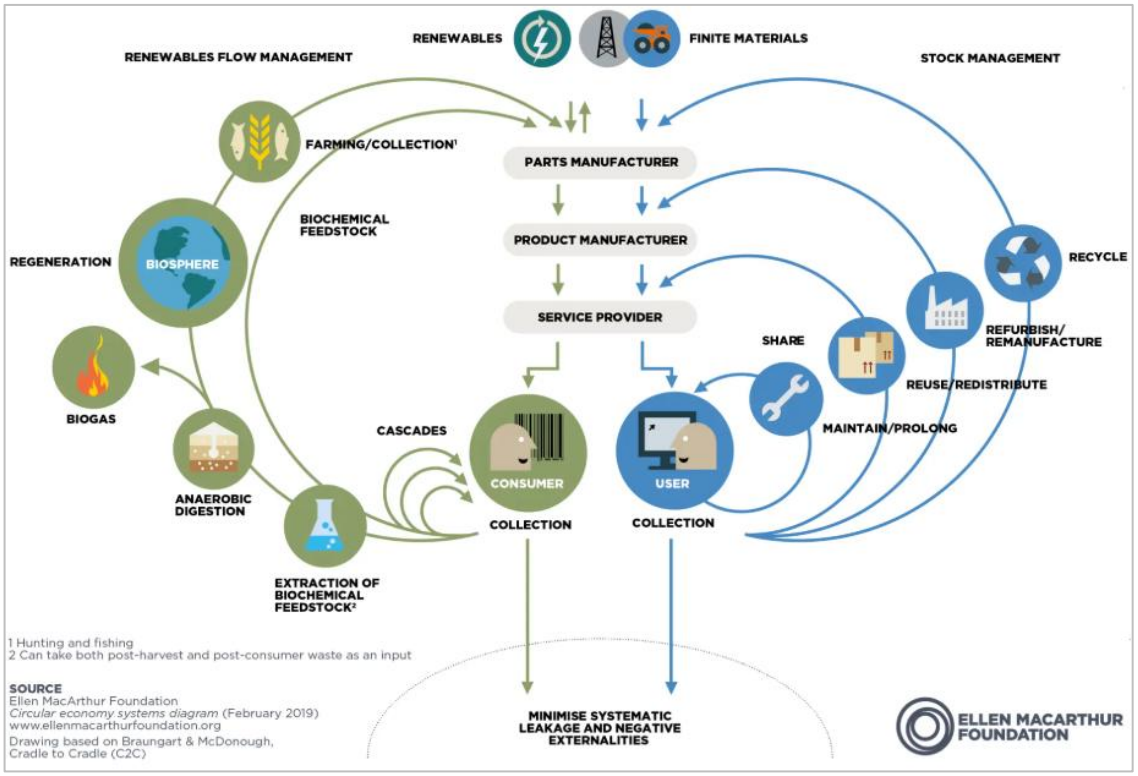


Figure 9 The Circular Economy (Source. Ellen MacArthur Foundation)

9.2.4 All construction waste will be managed with consideration to the Waste Hierarchy.

9.3 Waste Collections

9.3.1 Where there is no option but for waste to be disposed of, the following measures will be adhered to:

- Waste will be collected by an Authorised Organisation which could comprise one of the following:
    - a) Holder of an Environmental Permit.
    - b) Registered Water Carrier.
    - c) Waste Collection Authority.
    - d) Waste Disposal Authority.
- Non-Hazardous waste would be transferred under a 'Waste Transfer Note'.
- Hazardous waste will be transferred under a 'Waste Consignment Note'.

DRAWINGS

N

CHRISTIE WAY

EXISTING ISLAND TO BE REMOVED
TO ACCOMMODATE
CONSTRUCTION VEHICLE WIDTHS.

EXISTING LANDSCAPING TO BE
AMENDED TO ACCOMMODATE
CONSTRUCTION VEHICLE TURNING.

Large Tipper

Large Tipper

PLANT ROOM

1250 IDS+ TYPE 6 (UA)

1230 IDS+ TYPE 4 (UA)

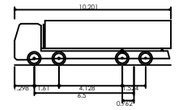
1210 IDS+ TYPE 2

LINEN STORE

1210 IDS+ TYPE 2

NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



Large Tipper	
Overall Length	10.201m
Overall Width	2.500m
Overall Body Height	2.893m
Min Body Ground Clearance	0.343m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

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Rev.	Drawn	Comments	Date
P1	GE	FIRST ISSUE	18/12/24

RGP
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Client
Whitbread Group PLC

Project
Premier Inn Manchester,
West Didsbury

Drawing Title
Swept Path Analysis
Large Tipper

Drawing No.	Rev.
2024/7847/001	P1

Scale	Drawn By	Checked By	
1:250	GE	PB	A3

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